

West Evanston Physical Planning & Urban Infill Design Services

City of Evanston, Illinois

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City of Evanston

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Sponsoring Organization:

City of Evanston
2100 Ridge Avenue
Evanston, Illinois 60201-2798

Consultant:

FARR ASSOCIATES

The Monadnock Building
53 West Jackson Boulevard, Suite 650
Chicago, Illinois 60604
312/408-1661

www.farrside.com

Valerie S. Kretchmer Associates, Inc.

2707 Walnut Avenue
Evanston, Illinois 60201

www.kretchmerassociates.com

Fish Transportation Group

801 South Boulevard, Suite 5
Oak Park, Illinois 60302

City of Evanston:

Alderman Delores A. Holmes, 5th Ward
Alderman Lionel Jean-Baptiste, 2nd Ward

Julia Carroll, City Manager

Judy Aiello, Assistant City Manager

Roland Russell, Assistant City Manager

Susan Guderley, Neighborhood Planner

Dennis Marino, Planning Director

Jim Wolinski, Community Development Director

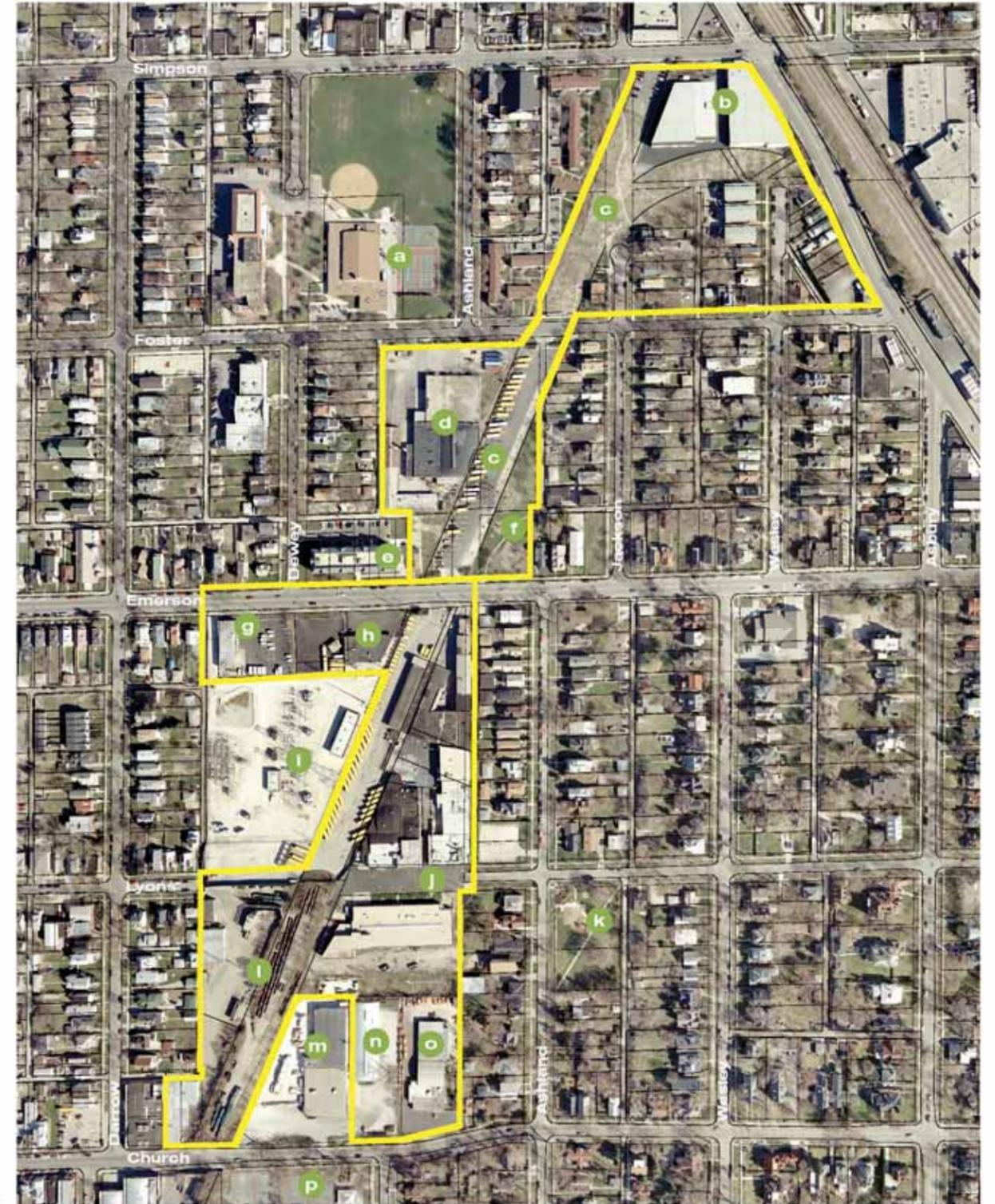
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I. Introduction

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Background to the Project



Existing aerial map of Redevelopment Areas 1 and 2, located in West Evanston.

I. Introduction

Background to the Project

In July 2006, the City of Evanston hired the consultant team of Farr Associates, Valerie S. Kretchmer Associates, Inc., and Fish Transportation Group to conduct a planning process and create a plan for two West Evanston redevelopment areas, Areas 1 and 2, as outlined on the map, left. A third area, Area 3, south of Church Street and including the Church and Dodge commercial intersection, was also identified for a similar planning process, to be conducted by another consultant, JJR, concurrently.

Prior to the start of the planning process, the three study areas were placed under a development moratorium until December, 2006, to allow the creation of master plan and to avoid each site developing in a piecemeal manner. The moratorium was subsequently renewed until the adoption of this master plan. The City of Evanston used the time span of the moratorium to communicate with area residents and create a master plan to guide future redevelopment of this formerly industrial area. This master plan was adopted on May 14, 2007.

Study Area

The two study areas included in this document are primarily industrial areas and include a vacated railroad right-of-way in the western part of Evanston. The industrial businesses are in the process of relocating and will likely all move to locations with more available land and better access. Due to this industrial past, the parcels are large and road connectivity is limited. This served the industry and railroad well, but limits connectivity through the study areas.

The following key areas were considered throughout the planning process, some located within the study area and some adjacent to it.

- a Fleetwood-Jourdain/Family Focus**
Fleetwood-Jourdain and the Family Focus constitute an important activity center in this neighborhood. Fleetwood-Jourdain provides day care and other youth services as well as a community meeting place.
- b Public Storage Facility**
A Public Storage facility is located at the southwestern corner of Simpson and Green Bay. The easternmost building at this site includes a historic building facade incorporated into the warehouse building. The single story, historic facade could be incorporated into any new uses that might be appropriate for this corner. The westernmost building is a warehouse building, with blank facades and no windows.

- c Vacated Railroad Right-of-Way**
The Mayfair railroad used to cross through the study area, diagonally from the southwest corner of Area 2 to the northeast corner of Area 1. This railroad is no longer in use, but the right-of-way lines it used to occupy are still apparent. Some of this right-of-way is currently used by other businesses while other areas are vacant.

- d Bishop-Freeman Property**
This industrial property is currently vacant and for sale or lease. The portion of railroad right-of-way that runs along the eastern border of this site was once used for the storage of buses. It is no longer used for that purpose.

- e Jacob Blake Senior Housing**
The Jacob Blake Senior Housing building is located at the northeast corner of Dewey and Emerson. This recently constructed five story building consists of residential units intended for independent seniors. There is a small parking lot behind the building for residents, staff, and visitors.

- f Gilbert Park**
Gilbert Park is located on the north side of Emerson, just east of the vacated railroad right-of-way. The park is narrow and very deep, extending more than 400 feet north into the block towards Foster. It is owned and maintained by the City of Evanston.

- g US Postal Service Vehicle Facility**
A US Postal Service Facility for the servicing of fleet vehicles is located on the south side of Emerson, east of Dewey, within the study area. There is no retail component to this facility, it is strictly for the maintenance of Postal Service vehicles.

- h Retail Strip Center**
A small retail strip center with convenience shops is located on the south side of Emerson, across from the Jacob Blake Senior Housing building. The building is located behind a small parking lot.

- i ComEd Substation**
A large ComEd facility is located south of Emerson, behind the US Postal Service Vehicle Facility and the retail strip center described above. The power lines and poles entering the facility from the south of the facility are large scale; however, the lines and poles north of the facility are much smaller. The cost of relocating the facility is prohibitive, as is the cost of relocating the large lines to the south.

- j Tape Coat Company**
The Tape Coat Company, still in operation, is located at the end of Lyons Street. The Tape Coat property includes the buildings north and south of Lyons, where it dead-ends west of Ashland, as well as the parking lot on the corner of Lyons and Ashland.

- k Smith Park**
Smith Park is located at the southeast corner of Lyons and Ashland. It is owned and maintained by the City of Evanston and provides active open space to the surrounding neighborhood.

- l Veolla/BFI Evanston/Onyx**
The Onyx garbage transfer facility is located between Lyons and Church, east of the alley east of Dewey. The site includes a large berm in the former rail right-of-way and has access off Church as well as Lyons. This facility generates a large amount of truck traffic on Church.

- m Cyrus Homes/Hines**
This site was once the home to a Hines lumberyard and is currently being redeveloped by Cyrus Homes and its partners. The site was originally included in the study area; however, the development was approved as a planned unit development prior to the kick-off of this project.

- n National Award**
National Award is another business in this area that is still in operation. The building is set back from Church Street, and is surrounded by a parking lot.

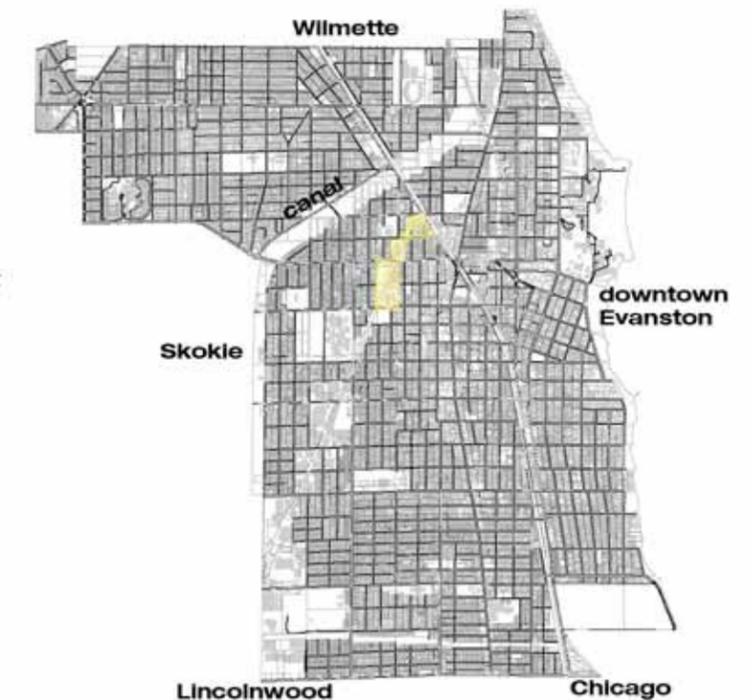
- o Cahill Plumbing**
Cahill Plumbing is also an active business. The building includes a showroom at the front of the building and is set back from Church, surrounded by a parking lot.

- p Mason Park**
Mason Park is a multi-use park just south of Area 2, at Church and Florence. This park was recently renovated and is a regionally used park for field sports and basketball.

Master Plan Organization

The following Master Plan was developed from July 2006 to December 2006, based on an extensive community process outlined in Section 2 of this document. The Guiding Principles discussed in Section 3 were created during the community process and used to guide decision-making throughout the development of the Master Plan. The Development Component, in Section 4, includes the illustrative master plan of the private development parcels identified, with key elements annotated. The Transportation Component, in Section 5, outlines the street configuration needed to develop the walkable community further defined in the Development Component. These three components of the document, Principles, Development Component, and Transportation Component, outline the preferred method for developing the parcels in Areas 1 and 2 of West Evanston.

Section 6 of this document defines Zoning Recommendations. These Zoning Recommendations are intended to require the development defined (by coding for it) as opposed to "guiding" the development (such as design guidelines).



City of Evanston, study areas highlighted

2. Community Process

2. Community Process

Community Meetings and Stakeholder Interviews

Community Meeting #1: Image Preference Survey

On August 30, 2006, Farr Associates conducted the first of three community meetings. The meeting was held at Fleetwood-Jourdain, with approximately 50 people in attendance. There were several activities completed that night, all designed to solicit opinions and gather input from area residents.

What's Missing?

As residents arrived at the meeting, they were asked to participate in the "What's Missing?". This exercise lists several uses that might be found in a neighborhood, but do not exist currently. Participants were given three dot stickers, and were asked to place a dot next to the three uses they would most like to see in the study area. This exercise was particularly useful for this study area, because it has limited amenities due to the presence of industry and vacant structures.

Some of the highest scoring uses were condominium, mixed-use, townhouse, park, and bank. This information was useful in understanding the needs of the neighborhood, and what types of uses are desired.

Image Preference Survey

In order to get a sense of the general type, size, and scale of development that would be desirable for the study area, Farr Associates conducted an Image Preference Survey (IPS) as the major activity in this community meeting. An IPS is a presentation of images of development types gathered from the study area as well as other sites throughout the country. Images are divided into categories relevant to the study area; in this case, the categories were Commercial Character, Residential Character, and Street Character. Each participant is given a score card where they record their impression of each of the images shown. The images are only shown for a short period of time as a means of getting the initial reaction of participants.

The results are then compiled and the highest and lowest scored images analyzed. Important information about community preferences, such as building height and massing, transparency levels, housing types, and setbacks, can be taken from the results.

Highest and Lowest Scores: Commercial Character

The images receiving the highest score in the Commercial Character category had many elements in common. All buildings were at least two stories tall, with commercial uses on the ground floor and office or residential uses above. All had clearly defined entrances and a high level of transparency into storefronts. The buildings were not set back from the front

property line; rather, buildings abut the sidewalk and parking is either on street or located in the rear of the lot.

By contrast, the lowest scored images were all single story buildings set back a great distance from the front property line to allow for a parking lot. These buildings were intended for vehicular convenience, therefore the relationship between the building and the sidewalk is limited.



A participant rates images shown during the IPS.

Highest and Lowest Scores: Residential Character

All of the highest rated images in the Residential Character category were townhouses or two-family houses. They were all set back from the front property line, with some sort of landscape element in the front yard. Three of the four images top rated images had prominent front porches and no driveways or visible garages.

The lowest rated images were multi-family buildings four stories or taller with little architectural detail. The transparency level of the facades was very low.

Highest and Lowest Scores: Street Character

The images shown for the Street Character category were primarily focused on streetscape elements. The highest rated images featured lush, green landscape elements such as street trees and grassy parkways, residential front yards, or engaging storefronts. The sidewalks in these images were clearly defined, and were safe for pedestrians.

The lowest rated images were streets with no street trees or planted parkways. The sidewalks, while well defined, had little to no buffer from vehicular travel lanes. The land adjacent to the sidewalk was either vacant or a blank, windowless wall.

Community Meeting #2: Neighborhood Design Charrette

The results from the first meeting were used to create the parameters for the activities in the second community meeting, the neighborhood design charrette. In the neighborhood charrette, participants were randomly assigned to tables to further analyze the study area and create a physical plan for it. Each table was stocked with supplies to assist in the creation of a plan. Appropriately sized and scaled building and street pieces, for example, were given to each table to locate on an aerial map of the study area. At the end of the session, each table had a redevelopment plan to be considered for the study area.

Street Type Pieces

Each table was provided with two street types, a "standard street" and a "narrow street". The "standard street" was a 66 foot right-of-way with a full travel lane in each direction and parking on both sides of the street. Street trees are shown in the parkway adjacent to the sidewalk. The "narrow street" has all the same elements in a 50 foot right-of-way with the exception of the travel lanes. Two-way traffic is allowed on the "narrow street", but there is only one wide travel lane where one car would yield to the other. Both of these street types are found throughout this area of Evanston.

Building Type Pieces

Building types were divided into three categories, residential, multi-family, and commercial/office. The residential building types included townhouse, two-family house, and single family house. The size and setbacks were based on both existing neighborhood precedent and realistic development possibilities.

The multi-family building types included a courtyard building and two apartment buildings, one at 3 stories tall, the other 5-6 stories tall. The courtyard building was shown at 3 stories tall, with 14 units per story, for a total of 42 units. The apartment buildings each had 7 units per story for a total of 21 and 31-38 units, respectively. All building type pieces included parking lots in the rear.

The commercial/office building types included an office/institution building and two mixed-use buildings. The office/institution building was shown at 2-3 stories, with parking in the rear. One mixed use building was 3 stories, with a total of 14 residential units on the upper floors, the other was 6 stories, with a total of 35 residential units.



A group of participants create redevelopment options during the neighborhood design charrette..

Park and Greenway Pieces

One park and one greenway type were provided to each table. The park was a rectangle of 6,000 square feet that participants could cut or add to if necessary. The greenway piece was approximately 30 feet wide with a 10 foot continuous trail. Each greenway piece was approximately 300 feet long, but like the park, participants were encouraged to cut or add to the greenway piece to suit the needs of their site.



Sample charrette drawings for Redevelopment Areas 1 and 2.

2. Community Process

Community Meetings and Stakeholder Interviews

Community Meeting #3: Presentation of Alternatives

The third community meeting re-examined the redevelopment plans created during the neighborhood design charrette. Working in groups, participants discussed the positive and negative elements of each of the redevelopment plan options. At the end of the discussion, participants voted for their preferred option. Each participant was able to discuss and vote on both Redevelopment Areas 1 and 2. In addition to voting, participants were able to make suggestions for plan revisions. These preferences and suggestions helped guide the transportation and development components of the master plan, included in this document.



Examples of redevelopment options presented at community meeting #3. The master plan includes elements of both options.

Stakeholder Interviews

A key component of the community process was interviews with various community stakeholders. The consultant team conducted several interviews throughout the planning process. Interviewees were selected by City staff and consisted of members of the community including residents, development professionals, local business owners, and City staff.

The interviews were conducted as one-on-one discussions or in small groups. This allowed both the consultant team and the interviewee to delve more deeply into key development issues.

3. Guiding Principles

3. Guiding Principles

Principle 1: Reconnect the Community

The Mayfair rail right-of-way, with its historically industrial activities and its raised grade, has physically divided the west neighborhoods from the east neighborhoods. Due to the former rail line, street and pedestrian connections were limited to the main east-west streets, Simpson, Foster, Emerson, and Church, within the study area neighborhood. More recently, industrial uses maximized the parcels, limiting the ability to make new connections.

Action 1-1: Level the grades of the former rail right-of-way and remove the retaining walls in all locations.

The Mayfair rail right-of-way was raised above street grade to allow easy street crossings for the railroad. Currently, none of the viaducts are intact; however, many of the retaining walls that supported the rail crossings remain. In recent years, in some locations, the rail right-of-way grade has been lowered to match surrounding sites and the retaining walls have been removed. In other locations, the retaining walls still remain: on the north and south sides of Church Street, on the north side of Foster, and the west side at Green Bay. These retaining walls have not always been well-maintained, and, where the grade has been somewhat lowered, they limit sight lines into the areas creating hiding places. The remaining berms and retaining walls are a physical barrier, dividing the neighborhoods.

Action 1-2: Reconnect and extend the surrounding neighborhood street grid.

The existing street grid in the surrounding neighborhood is a good example of a walkable community with block sizes



Former rail berm and retaining wall at Green Bay.

appropriately scaled to allow for decision points at a minimum of every one-eighth mile. To define a pedestrian-scaled neighborhood on the former industrial parcels, the existing street grid should be extended. Additionally, new streets should be introduced as needed to create walkable blocks. See Transportation Recommendations, page 25.

Action 1-3: Develop a continuous multi-use trail through the neighborhood.

The former rail right-of-way presents a unique opportunity to develop a connection from the northern tip of Area 1 to the southern tip of Area 2 and into Areas 3 and 4. A multi-use trail should be developed through the new neighborhoods, providing users access to the proposed mixed use areas as well as connecting to other city trails and parks. To the extent possible, the trail connection should be incorporated into a greenway approximately 30' in width and should be located through visible areas.

Principle 2: Maintain the Green Character of the Community

Throughout the community process, residents and property owners agreed that a major appeal of the West Evanston neighborhood is the amount of landscape area in each neighborhood and how "green" the neighborhood feels. To a large extent, this feel is due to wide parkways along narrow streets that contain large, mature street trees. Additionally, the large number of parks within West Evanston contributes to this feel. Immediately adjacent to Area 1 are two existing



Former rail berm and retaining wall at Church Street.

parks, Foster Field, associated with Fleetwood-Jourdain and operated by the school district, and Gilbert Park, operated the City of Evanston. Adjacent to Area 2, Smith Park is a large size neighborhood playground and park and Mason Park is a regional park with multiple uses available.

Action 2-1: Require front yards on residential buildings.

Front yards in the existing surrounding neighborhood measure between 8' in depth to approximately 25'. This range of depth should be required in all new residential neighborhood building types internal to the redevelopment areas to provide continuous green swath at the front, visible from the street. Commercial and larger multifamily buildings located along Emerson, Simpson, and Green Bay, though built closer to the front lot line, should include a small landscape area along the front facade of the building to incorporate additional plant materials.

Action 2-2: Incorporate wide parkways with Street Trees.

Any new streets developed within the redevelopment areas, as outlined in Section 5, should include parkways of a minimum width to allow the planting and maturation of street trees. The intent is tree-lined streets throughout that eventually will have the same feel as the surrounding streets. In the commercial areas along Emerson, Simpson, and Green Bay, street trees should be planted in large tree wells, with landscape beds or tree grates.



Existing neighborhood street: Asbland between Lyons and Emerson.

Action 2-3: Provide vest pocket parks in new developments.

The neighborhood is well served by nice size parks with a variety of activities. Small, passive open space should be incorporated into each redevelopment area to expand upon the existing parks. These small parks, typically called vest pocket parks because of their size, should be a minimum of 5000 square feet. Larger vest pocket parks could include small tot lots, geared to younger children.

Principle 3: Increase the Walkability of the Neighborhood

One goal of this redevelopment master plan is to ensure that the walkability of the existing neighborhood and all new developments is increased. Within the existing residential neighborhoods, wide sidewalks and parkways exist along all of the streets. The existing commercial areas of the neighborhood, however, could use improvement, specifically along the Emerson corridor. Additionally, new residential development within Areas 1 and 2 should meet or exceed the pedestrian standards of the existing neighborhood.

Action 3-1: Provide a walkable block pattern.

The existing surrounding neighborhoods consist of a grid of streets forming blocks no longer than one-eighth of a mile. Decision points at these intersections provides for efficiency of walking, instead of forcing pedestrians to walk out of their way significant distances. With sidewalks along all public streets, this pattern provides a network of public walkways conducive to walking 1/4 to 1/2 mile.

Action 3-2: Provide calmer streets.

The streets of the new developments should mimic the narrow pavement widths of the surrounding neighborhood, resulting in calmer, quieter streets. On-street parking also calms traffic and provides additional buffer between vehicular traffic and sidewalks. Finally, curving streets slow traffic and add interest.

Action 3-3: Provide continuous, wide sidewalks throughout the neighborhood.

Limiting the conflicts between pedestrians and vehicles not only provides a safer path for pedestrians but also provides a more pleasant walk, allowing people to walk further. Consolidating driveways or vehicular access to lots off of alleys helps reduce the conflicts as well as reducing the amount pavement in front yards. Additionally, especially in commercial areas, providing

3. Guiding Principles

bump-outs at intersections will reduce the distance pedestrians must travel across the vehicular path.

Action 3-4: Provide interest and more interaction along streets.

The repetition of smaller scale lots, possibly with porches on each house in residential areas, or the incorporation of storefront windows and a series of entrances along long commercial buildings has been shown to encourage pedestrians to traverse further. Locating parking lots behind buildings provides for a more pleasant streetscape for both pedestrians and vehicular traffic. Additionally, entrances on the fronts of buildings, facing the street and sidewalk, provide opportunity for interaction between people exiting the building and pedestrians on the sidewalk.

Finally, terminating views down streets at buildings or open space draws the pedestrians, or the driver for that matter, down the street. Buildings with distinctive treatment, such as towers or decorative bays, can help focus views down a street.

Action 3-5: Improve pedestrian crossing opportunities at Emerson between Dewey and Ashland.

Currently, it is very difficult for pedestrians to cross Emerson, especially seniors living at Jacob Blake visiting the convenience store or bus stops on the south side of Emerson. With the proposed mixed use buildings on the same site, crossings will need to be improved. First, a true intersection is needed to allow for future signalling as necessary. A "T" intersection



Width of Emerson near Ashland.

will likely not ever provide the number of vehicular turns at the intersection. This intersection will help to alert drivers on Emerson to activity at the location as well. Second, the intersection must accommodate a maximum number of pedestrians to warrant any type of traffic control or warning lights. The trail and sidewalks should combine at this intersection. A regional trail through this intersection, as part of a larger system, will assist in warranting these controls.

Action 3-6: Provide for bicyclists as well as pedestrians.

The pavement width along Emerson is striped for two lanes and is wider than the required widths. The City's bicycle plan calls for a striped bicycle lane in each direction along Emerson, allowing commuter bicyclists to travel between West Evanston and downtown. Without any significant reconstruction, these bike lanes can be striped onto the Emerson pavement.

Principle 4: Provide a Lifecycle of Housing Choices

The existing neighborhood consists mainly of large, medium, and small lot single family residences, with some two and three family homes. Residents regularly stated the interest in more affordable housing for the neighborhood in a mixture of building types.

Action 4-1: Expand upon the existing housing stock with additional types.

A complete neighborhood should include single family homes in a variety of sizes, two and three family homes, coach house units, townhomes, and rental and ownership apartments. To add this variety to the existing neighborhood, several types of townhouses, some small lot single family, and some apartment buildings should be included in the new developments. Additionally, residential units above the commercial space could benefit the commercial space as well provide another type of unit.

Action 4-2: Provide opportunities for affordable housing units.

The cost of the land within the West Evanston neighborhood is such that affordable units without subsidy will likely be smaller units in multi-unit buildings. Providing opportunities for these types of units is one way to provide affordable units. The City also has affordable housing programs that could be utilized in the redevelopment areas; however, the master plan is concerned with the physical nature of the buildings and ensuring that

affordability is accomplishable within the confines of these building types.

Action 4-3: Respond to the Real Estate Market Available.

Valerie S. Kretchmer and Associates (VSKA), a member of the consultant team, provided the City with a market study of the redevelopment areas. Types of buildings feasible for the current market in the study area were identified in the market report and should be considered during the planning process.

Principle 5: Provide Feasible Neighborhood-Scaled Commercial Space

Residents throughout the process identified the need for additional neighborhood commercial. The market study provided by VSKA provided insight into the planning process.

Action 5-1: Provide small nodes of commercial space.

VSKA's real estate market study discussed limited support for approximately 40,000 to 50,000 square feet of commercial space in the general West Evanston neighborhood, mainly due to the existence of several retail locations south of the area along Dodge. Twenty thousand of that square feet should be reserved for redevelopment at the Church and Dodge area, as historically that has been a retail hub of activity. Approximately 10,000 to 15,000 square feet of retail could be accommodated by each of the redevelopment areas discussed in this report, Areas 1 and 2.

Action 5-2: Concentrate commercial nodes along collector streets.

Because of the commercial node proposed at Church and Dodge, commercial space on Church Street in Area 2 should be avoided. Some expansion of the existing commercial nodes at Emerson and Dewey and at Simpson and Green Bay could be feasible at 10,000 to 15,000 square feet. The location of these two nodes would comfortably serve quarter mile walking distances from the neighborhood as well as additional support from vehicular traffic on the adjacent collector streets.

Action 5-3: Design the commercial spaces for maximum feasibility.

Commercial space in these locations has historically been difficult to support. The addition of new households in the area will help, but the design of these spaces and the buildings they are in must be considered. The buildings must be accessible both from a vehicular and pedestrian standpoint, to allow neighborhood children and adults to walk comfortably to the entrance without passing through a parking lot. Entrances must be provided along the public sidewalk with high levels of transparency for visibility into and out of the stores.

Adequate parking must be provided; but, in order to maintain an attractive street facade must be located, to the extent possible, in the rear. Teaser parking should be provided; on-street and head-in parking in front of the stores could account for this. Finally, residential units above the stores will provide a 24 hour presence, with eyes on the parking and street.



Existing single family homes in the West Evanston neighborhood.

4. Development Component

4. Development Component

Overall Site Plan



Preferred redevelopment plan for Areas 1 and 2, as part of a 1/4 mile walkable neighborhood.

4. Development Component Overall Site Plan

After an extensive community process and review with City staff, a preferred plan was generated for Redevelopment Areas 1 and 2 in West Evanston. The master plan incorporates the majority of the aspects of charrette drawings created by community members and balances them with other issues, such as intersection alignment, parcel ownership, and phasing. The overall plan, shown on the previous page, preserves the existing neighborhood while providing key elements addressed throughout the community process and outlined in the Guiding Principles in Section 3.

- a Mixed Use Building at Simpson and Green Bay**
The market study revealed that there were two locations within the study area that would be appropriate for retail development: the intersection of Simpson and Green Bay and Emerson near the Jacob Blake Senior Housing (see letter "c"). The intersection of Simpson and Green Bay is already a retail node for this neighborhood and the areas north of Simpson and east of the railroad. Creating a new mixed-use building with 10,000 to 15,000 square feet of retail and services at this location would further support the existing businesses while adding more residents and patrons.



The historic facade on Green Bay was preserved as the Public Storage facility.

- b Preserved Facade**
The Public Storage on Green Bay was able to incorporate the historic facade into its facility. This facade is only one story, however, it could be incorporated into new, taller developments in a similar fashion.
- c Mixed-Use Buildings on Emerson**
The second area of retail development is on Emerson, across from the Jacob Blake Senior Housing. This site is approximately 1/4 mile from Simpson and Green Bay, and would therefore serve another area of the neighborhood. This location would provide 10,000 to 15,000 square feet of retail and services for residents of Jacob Blake as well as the surrounding community.

- d Trail Connection Through Site**
In the proposed plan, a shared-use path, intended for pedestrians and cyclists is shown from Simpson on the north end to Church on the south end. The trail is typically located in a 30 foot green buffer or within the public right-of-way adjacent to a neighborhood street. The trail has been located to minimize the amount of street crossings required.

This trail will provide connection to the existing trails just beyond this site along the canal, and the proposed trail on the site south of Church that is being planned concurrently. This trail plays a key role in supporting a neighborhood that is green and pedestrian-friendly.

- e Align New and Extended Streets with Existing Street Network**
In several instances, existing streets are shown extended through the neighborhood to ease traffic and increase connection to the neighborhood. Where possible the intersection of extended or new streets was aligned at 90 degree angles with existing cross streets. This allows for easier navigation and safer pedestrian crossings.



The current paving of Emerson is very wide and difficult to cross.

- f Improved Streetscape and Crossings along Emerson**
Emerson is a well traveled street with wide travel lanes, particularly through this study area. As a result, it is a difficult street to cross as a pedestrian. Although a crosswalk does exist, it does little to alert motorists to the presence of people crossing the street, nor does it create a comfortable path for pedestrians. The new intersection at extended Florence/Ashland and Emerson will provide a safer crossing for pedestrians. The intersection is at a 90 degree angle and includes bump-outs, shortening the distance of the crossing for pedestrians. All of these features will improve this crossing, making it safer for pedestrians.

To increase pedestrian safety and comfort, a coordinated streetscape and improved crosswalks are indicated. Streetscape elements would include narrower travel lanes in favor of defined parking lanes, bike lanes, wider sidewalks, and street trees. All of these things will help to slow traffic while achieving a high quality pedestrian realm that is safe and inviting. The crosswalks would be installed in conjunction with curb bump-outs to further alert motorists to the presence of pedestrians. These crosswalks will become even more essential as more retail businesses become available in this area.

- g Apartment Buildings in Two Locations**
Two apartment buildings are recommended for the neighborhood. These buildings are 4 stories in height, to fit within the context of the surrounding neighborhood. Parking for all units is provided in the rear of the building, screened from view of the public right-of-way by the building, and preserving the front yard for landscaping and green space. These units could be available for rent or to own.

- h 6- and 9-Flat Apartments Provided**
Smaller apartment buildings are provided to add variety to the housing types available. As with the larger apartment buildings, the parking for all units is provided in the rear of the building, providing green space in the front and side yards. The building screens the view of the parking lot from the public right-of-way. These units could also be available for rent or to own.

- i Townhouses Comprise Majority of Neighborhood**
The majority of housing provided in this plan is in the form of townhouses, a missing building type in the neighborhood. The townhouse buildings resemble the surrounding neighborhood with similar setbacks, heights, and green front yards. A variety of townhouse building types have been utilized; some have parking at the back half of the ground floor while others have separate garages.

- j Open Space Provided**
The neighborhood is well served by mid-size active park facilities. This plan provides a series of vest pocket parks sprinkled throughout the area to give residents easy access to community green space.

- k Improved Connection to Fleetwood-Jourdain**
Fleetwood-Jourdain is a popular community center for the neighborhood. This plan improves pedestrian and

vehicular access to Fleetwood-Jourdain as well as a more direct connection to Jacob Blake Senior Housing.

- l Terminated Vistas**
When streets terminate into other streets, a highly visible space is created. At such junctures, this plan locates buildings or parks to create a focal point for motorists and pedestrians. This provides interesting views down streets, inviting visitors into the neighborhood. Parking lots, alley entrances, or blank facades are avoided in these locations.

- m View to ComEd Facility Screened**
The ComEd facility will remain in its present location. Buildings and landscaping have been positioned to help screen the facility from nearby streets. The location of ComEd allows developable parcels to be created along Emerson. New and extended streets are located away from the edges of the ComEd property to allow space for buildings to effectively obscure views of the facility.

- n Coordinated Streetscape**
A consistent and coordinated streetscape has been included on all new and extended streets. In residential areas, the streetscape includes sidewalks and parkways planted with trees. At the retail nodes, sidewalks with street trees planted in grates allow for wider walkways and outdoor seating.



Crosswalks clearly define safe locations for pedestrians at intersections.

- o Crosswalks at New Intersections**
New streets are created in this plan, creating several new intersections. New intersections are shown with pedestrian crosswalks, which should be well marked to alert motorists to the presence of pedestrians.

4. Development Component

Redevelopment Area 1



- a Extended Jackson**
Jackson currently is a dead end, and is shown extended north to Simpson to increase connectivity through the area. The road jogs slightly just south of Simpson to retain the apartment to the west. The curve also adds interest and a wide enough buffer for the trail. (See letter “i”.)
- b Connected Wesley**
Wesley is also currently a dead-end street. This plan shows Wesley connected up to the “new street” to increase circulation. This will also provide access to the new housing created in this area.
- c New Street Connecting Jackson and Wesley**
A new street has been created between extended Jackson and Wesley. This creates an east-west connection through the Mayfair triangle, increase street connectivity and access.
- d New Street between Emerson and Foster**
A new street has been created between Emerson and Foster, providing additional north-south connection through the site. The street aligns with Ashland and creates a new intersection at Emerson, providing connection into Redevelopment Area 2. The street splits around the park to reduce the paving width around the park.

This street helps break the large, existing parcels into neighborhood scale blocks. These blocks have been sized to replicate the existing street network and block pattern found throughout the community. The result is a seamless walkable neighborhood, with a consistent pedestrian and street network.

On-street parking is allowed on all segments of the new street. This parking would be used by visitors to the park or the trail, as well as by visitors to the 6- and 9-flat buildings nearby.
- e Mixed-use Building**
At the corner of Green Bay and Simpson, a 4 story mixed-use building is proposed. Approximately 10,000 to 15,000 square feet of retail space would be provided at this location. Above the ground floor retail, apartment units would be provided on the upper floors. It would be possible to locate offices in the upper stories of the mixed-use building, but since the market study for this project indicated very little demand for additional office space, residential units are recommended.

4. Development Component Redevelopment Area 1



f Mixed-use Building - Parking
The parking for the mixed-use building is located to the side and rear of the building. The rear half of the building also houses parking spaces that could be used by either residents or patrons. Parking should be accessed off of Simpson. Driveways on Green Bay were avoided in order to limit traffic disruptions.

Wide landscape medians with trees are provided to screen parking and provide outdoor space for adjacent townhouses. Townhouses line the parking lot to create a neighborhood edge adjacent to existing homes.



g Townhouses at Foster and Green Bay
At Foster and Green Bay, 22 new townhouse units have been added. These units are accessed from either Green Bay or Foster; there are no curb cuts or driveways on Wesley.

This area is currently zoned R5, which would permit a building as tall as 5 stories. This option was avoided in consideration of the single family homes across Wesley. The townhouses are set back a minimum of 10' and are limited to a height of 42', mirroring the configuration of the existing houses.

h Preservation of Existing Residences
The Mayfair Triangle is the only part of the study area that includes existing residences. The master plan



preserves all of the residential parcels to maintain a mix of housing types, including affordable housing, while creating larger parcels for mixed-use buildings and townhouses.

i Trail and Open Space
Along the western edge of the site, a 10 foot trail is shown from Foster to Simpson. This is the continuation of the trail that starts much further south and continues through each site. Where possible, the trail is located in a 30 foot greenway buffer. Otherwise, it is located in the public right-of-way, adjacent to the sidewalk. Where wider parcels allow, small pockets of open space are found along the trail.

j Trail Placement - Easement
A portion of the trail on the southwest corner of Simpson and new Jackson is located on the property of the adjacent apartments. An easement could be established to create a wider greenway.

k Townhouses
Townhouses are shown throughout Redevelopment Area 1, making up the majority of the buildings shown. The townhouses are attached single family units that have parking for two cars in the rear half of the ground floor, behind occupied living space, or in a detached garage in the rear.

The townhouses front the street on which they are located and have alley access to rear garages. Front porches or stoops are included in the front entrance. Front yard setbacks and building heights have been established to closely mirror the surrounding residential neighborhood.

l 6- or 9-Flat Buildings
There are 6-flat and 9-flat buildings located in this part of the neighborhood. The larger parcels created by the street provide space for these smaller apartment buildings and their required parking. As with other multi-unit buildings, these units can be available for rent or to own.

m Vehicular Access from Alleys
Existing public alleys as well as extended and new alleys have been used to provide access to all of the new townhouses and apartment buildings. Using existing infrastructure preserves the character of the surrounding neighborhood by eliminating the need for new curb cuts.

n Apartment Building
At the northeast corner of Emerson and the new street an apartment building is recommended. The intersection of the new street and Emerson is, and will continue to be, an area of higher density and concentrated activity, making it an ideal location for a multi-family building.

o Apartment Building - Parking
The required parking for the apartment building at Emerson and the new street is provided behind the building, shielded from view of the two streets. The amount of parking meets the requirements of the City of Evanston. This parking lot is accessed from an existing alley.

p Centrally Located Open Space
The location of the new street and the split of the northbound lanes provide space for a park at the heart of this area. The park can be accessed by all modes of transportation, and is located across the street from the trail. Other vest pocket parks are included throughout the redevelopment area, in close proximity to all residential units.

q Intersection at Emerson and New Street
A 90 degree intersection is created at the crossing of Emerson and the new street. This is an important intersection, providing a link between Redevelopment Areas 1 and 2, access to new retail at the southwest corner, and becoming a node of activity. Bump-outs are included at this corner to slow motorists and reduce the length of the crossing for pedestrians.

Estimated Unit Counts	
North Area 1 (Foster to Simpson):	
Retail:	10,000 sf
Townhouses	49 units
Mixed Use Apartments:	20-40 units
TOTAL Residential Units:	69-89 units
Approximate Area:	5.53 acres
Approximate Density:	12.48-16.09 du/acre
South Area 1 (Emerson to Foster):	
Townhouses	44 units
6 and 9 Flats	30 units
Apartments:	24-52 units
TOTAL Residential Units:	98-126 units
Approximate Area:	4.88 acres
Approximate Density:	20.08-25.82 du/acre

4. Development Component Redevelopment Area 2



- a Aligned Intersection - Emerson and New Florence**
The intersection of Emerson and the “new street” is at 90 degrees, making it easy for cars and pedestrians to navigate.
- b Mixed-use Buildings on Emerson**
These two mixed-use buildings provide 10,000 to 15,000 square feet of retail and services. The ground floor of these buildings will be occupied with small businesses to serve the retail needs of the surrounding community. The upper floors of both buildings have residential units, either apartments or condominiums.
- c Mixed-use Buildings on Emerson - Parking**
The parking for the new mixed-use buildings on Emerson is located almost entirely behind the buildings, hidden from the view of the street. There are a few spots located between the two buildings, lining the vehicular entrance there. These spaces would serve the businesses well, as they are easily accessible and visible from Emerson. Parking has been provided in accordance with City of Evanston requirements.
- d Pocket Park at Emerson and New Florence**
A pocket park has been added to the southwest corner of Emerson and the “new street”. This park provides a connection to the mixed-use building as well as outdoor seating for a restaurant or cafe located in the adjacent building. The mixed-use building turns the corner at this location, allowing for an entrance from the pocket park. It could also be a resting spot along the trail with benches and other street furniture.



An example of townhouses with detached garages.

- e Townhouses with Rear Yards**
There are two locations where the depth of the parcel allows townhouses to be built with rear yards and detached garages. The townhouses are set back a minimum of 15 feet from the front parcel line, creating

green front yards along the street. In the rear, each townhouse has a small yard and a detached, two-car garage.



An example of buildings that front a green courtyard space.

f Townhouse Clusters Fronting on Green Space
 These townhouses are in a cluster arrangement, unique to this set of townhouses. Instead of facing the street, six townhouses are turned to face each other across a green space, much like a courtyard. This formation maximizes the development parcel, taking advantage of its depth, while providing a different

g Townhouses
 The remaining townhouses in this area front the street on which they are located, with a minimum 15 foot setback. The parking for these units is provided in the rear of the building, behind occupied living spaces.

h Buildings Constructed to Occupy Corner
 Where possible, buildings have been constructed to occupy corners, anchoring the street and blocking the view of alleys or parking lots from the street. This prevents large vacant spaces at corners and intersections. Townhouses, apartment, and mixed-use buildings are constructed to “turn the corner” with the street, to screen pedestrian’s and motorist’s view of alleys and parking lots.

i Apartment Building at Lyons and New Florence
 A 4-story apartment building is shown at the east end of extended Lyons. It provides a needed unit type in the neighborhood. Parking is provided to meet the requirements of the City of Evanston, and is located behind the building, screened from view of the street. The building also occupies the terminus of Lyons, making it a focal point.

j Extended Lyons
 Reconnecting Lyons provides access to this neighborhood for all modes of transportation. Instead of connecting straight through, the road curves, making the drive and views more interesting than a straight street, while also slowing traffic.



Trails can provide pedestrian access to activity nodes.

k Trail and Open Space
 The trail continues through this area, and at the south end, connects to the trail being planned in the study area to the south. After the trail crosses the pocket park at Emerson, it continues behind the townhouses on the west side of the “new street”. South of extended Lyons, the trail continues on the east side, in green space located in front of townhouses and adjacent to Cyrus Homes.



Pocket parks provide open space in urban areas.

l Green Space at New Lyons and New Dewey
 Green space is located at extended Lyons and the new street south of extended Lyons. The green occupies the center of the street where the two sides of traffic split.

m New Dewey
 A new street is shown between extended Lyons and Church. This street is two-way until just before extended Lyons where the north and southbound lanes split around the pocket park.

n New Florence
 A new street extends between Emerson and Church, east of the ComEd site. This street is very important to provide access to all of the new development in this area. It is a two-way street, with a few gentle curves to help slow traffic.

o Cyrus Homes/Hines, LLC
 An approved planned development of townhomes will be constructed at the Cyrus Homes/Hines LLC site. This site was removed from the study area because it was already approved prior to this plan.

The site was carefully considered when planning around it. The west side of the planned development features brick facades and no garages, therefore, new Florence was located so that the west side would face the street, eventhough there are no entrances to the townhouses there. The north and east sides have garages and driveways, and therefore have been screened so as to not be visible from the right-of-way. The south side has deep front yards, and the adjacent townhouses in this master plan have been aligned with the Cyrus Homes/Hines LLC townhouses to create a consistent row of development.

p National Award and Cahill Plumbing
 There are two businesses on Church in Redevelopment Area 2, National Award and Cahill Plumbing. Both are active businesses that provide local jobs. The plan allows development to occur around these two businesses. If and when both companies are prepared to relocate, the remainder of the plan could be constructed at a different phase of implementation.

Estimated Unit Counts	
Area 2 (Church to Emerson):	
Retail:	10,000-15,000 sf
Townhouses	145 units
Apartment Building:	24-48 units
Mixed Use Apartments:	36-72 units
TOTAL Residential Units:	205-265 units
Approximate Area:	13.9 acres
Utility Easement:	-1.25 acres
Approximate Density:	16.20-20.94 du/acre

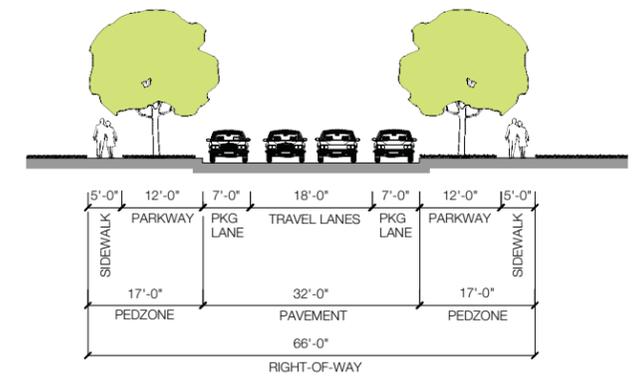
5. Transportation Component

5. Transportation Component

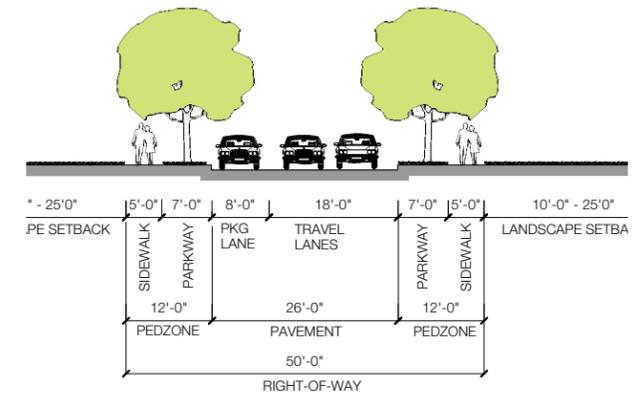
Street Network



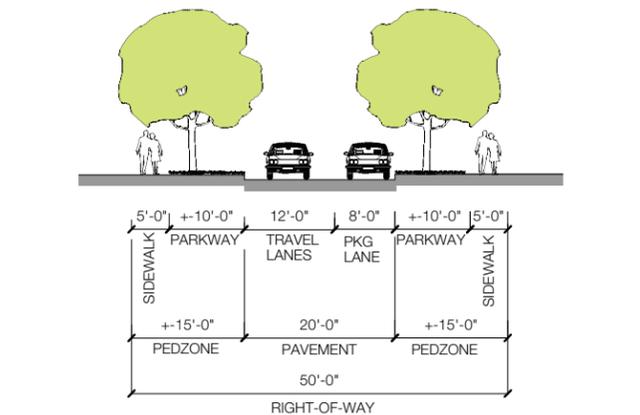
- 
Existing Neighborhood Street Grid
 The existing surrounding neighborhood streets were originally laid out in a standard grid with intersections approximately every one-eighth mile.
- 
Existing Larger Streets
 The more intense existing streets, located approximately every quarter mile, carry more traffic and are typically wider. Commercial space in the proposed plan is located along these street to concentrate activities where there is more visibility, while still providing access from the neighborhood.
- 
Existing Alley
 The existing surrounding neighborhood is mostly served by alleys, locating vehicular access and trash pickup in the rear. Alley access reduces pedestrian-vehicular conflict along the neighborhood sidewalks, eliminating driveways at every parcel.
- 
Proposed Standard or Narrow Streets
 New streets typically extend the existing grid where dead ends exist, developing new blocks similar in scale to the surrounding neighborhood. These streets may utilize either the standard or narrow street section, shown right.
- 
Proposed One Way Street
 The one way street shown circles the proposed square in the center of the redevelopment area. This street section could be utilized for new Dewey if warranted; however, should be avoided for the other new streets to provide maximum access and choice.
- 
Proposed Alleys
 The new alleys extend the existing alley system and provide access to most proposed new development as well as some existing uses. New alleys are also configured to minimize sidewalk and trail crossings.



a Standard Street Section



a Narrow Street Section



b One Way Street Section

5. Transportation Component Emerson Streetscape

c Currently, Emerson is a difficult street to cross especially the section of Emerson between Ashland and Dewey at the overlap between Areas 1 & 2. With the proposed new mixed use buildings on Emerson, the need for safe pedestrian crossing in this location increases. To provide for this need, the following improvements are proposed to Emerson between Dewey and Ashland.

1 Intersection & Crossing at New Street
The intersection of the new street in Area 1, just north of Emerson and the new street in Area 2, just south of Emerson is aligned specifically to provide a better pedestrian crossing in this section of Emerson. Crosswalks, consisting of a change in color, pattern, and texture, should be provided at this intersection. As pedestrian activity increases in this location, a flashing warning light may be warranted to alert drivers to the people crossing.

2 On-Street Parking & Bump-Outs
On-street parking on Emerson will provide easy-in, easy-out parking for the commercial businesses while buffering the pedestrians from the heavy traffic on Emerson. Additionally, bump-outs at intersections where no parking will occur will help to reduce pedestrian crossing lengths and will provide opportunities for streetscape improvements.

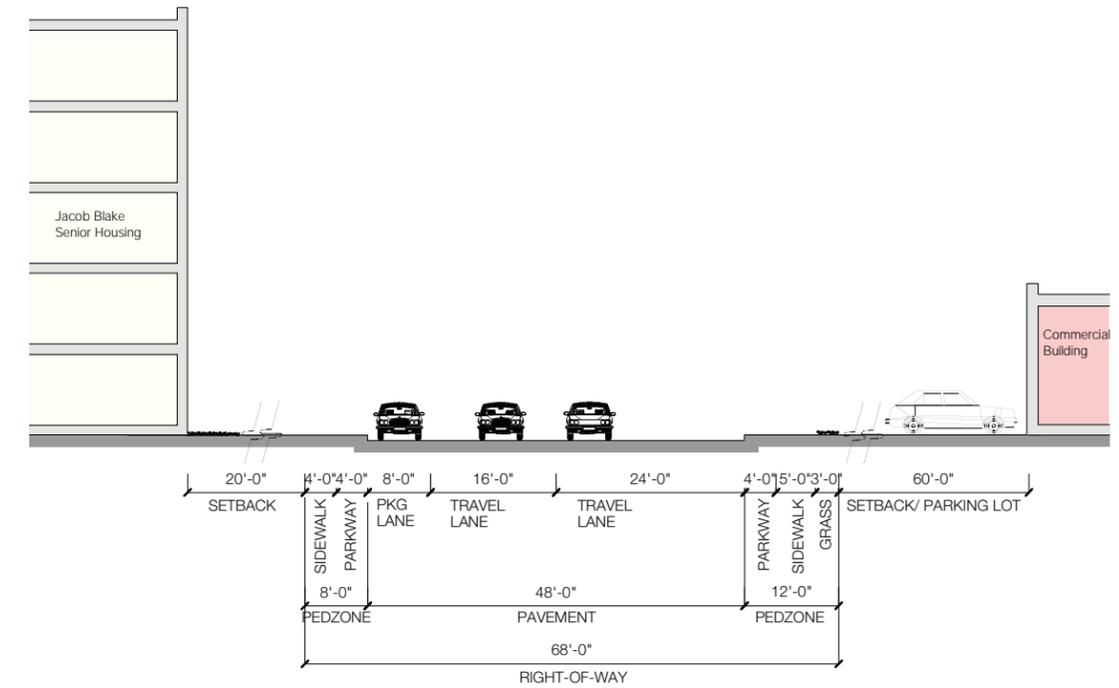
3 Streetscape Improvements
Streetscape along Emerson should include wide sidewalks, minimum 8' adjacent to mixed use buildings and 6' adjacent to residential businesses. Crossings at driveways and alleys should include a change in pavement type to signal to drivers that pedestrians have the right-of-way first.

Along Emerson, especially in front of the mixed use buildings, benches and trash receptacles should be included along with special paving to break up the wide sidewalks. Street trees should occur no more than 40' on center and should be located in tree grates at the mixed use area and in parkways at residential buildings. Street lighting should match the pedestrian-scaled fixtures that occur throughout Evanston.

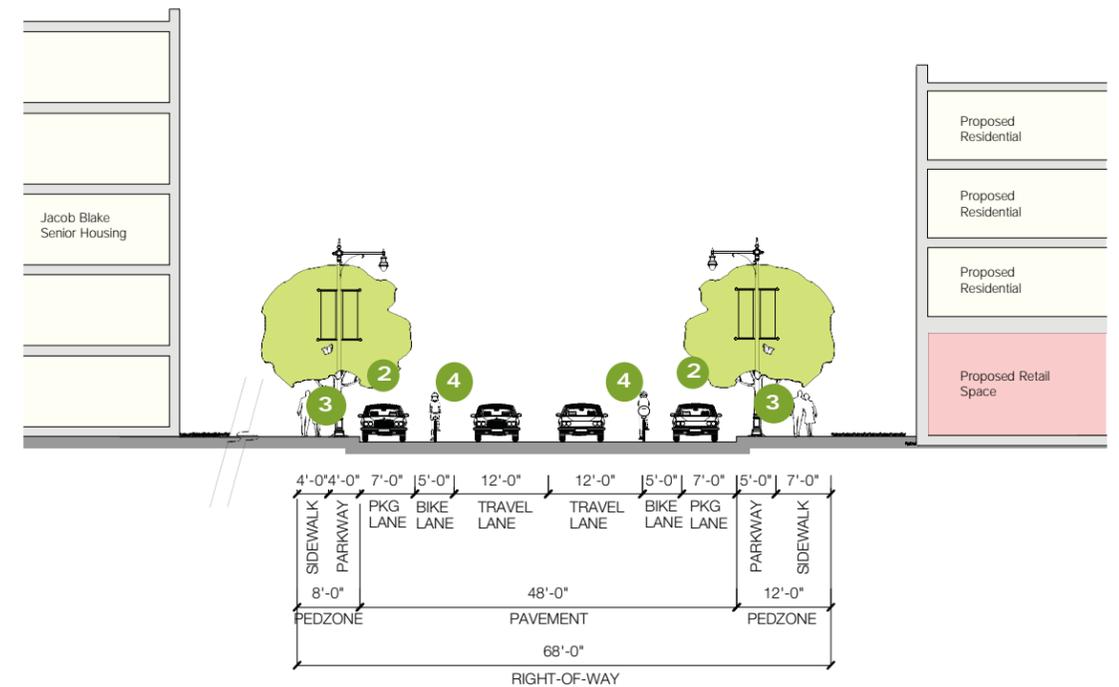
4 Bicycle Lanes
The existing width of pavement along Emerson can comfortably accommodate two travel lanes at 12' in width as well as designated, striped on-street bicycle lanes, 5' in width in both directions. Bicycle lanes typically converge with travel lanes at intersections, allowing for one turning lane as needed. See Bicycle connections on page 31.



Enlarged Plan: Improvements at Emerson between Dewey and Ashland.



Existing Street Section Street



Proposed Street Section: Emerson Street

5. Transportation Component

Pedestrian Accessibility

The proposed development in the study area is primarily residential with pockets of retail. Both types of development would be incomplete without a welcoming and rewarding pedestrian realm. The pedestrian realm includes the sidewalk and adjacent parkways, and any additional amenities provided such as benches or planters. Another factor in determining the quality of the pedestrian realm is the development on adjacent parcels. Green space and shopfronts provide interest to a passing pedestrian, whereas a parking lot or blank facade lack intrigue, making the area dull and imposing.

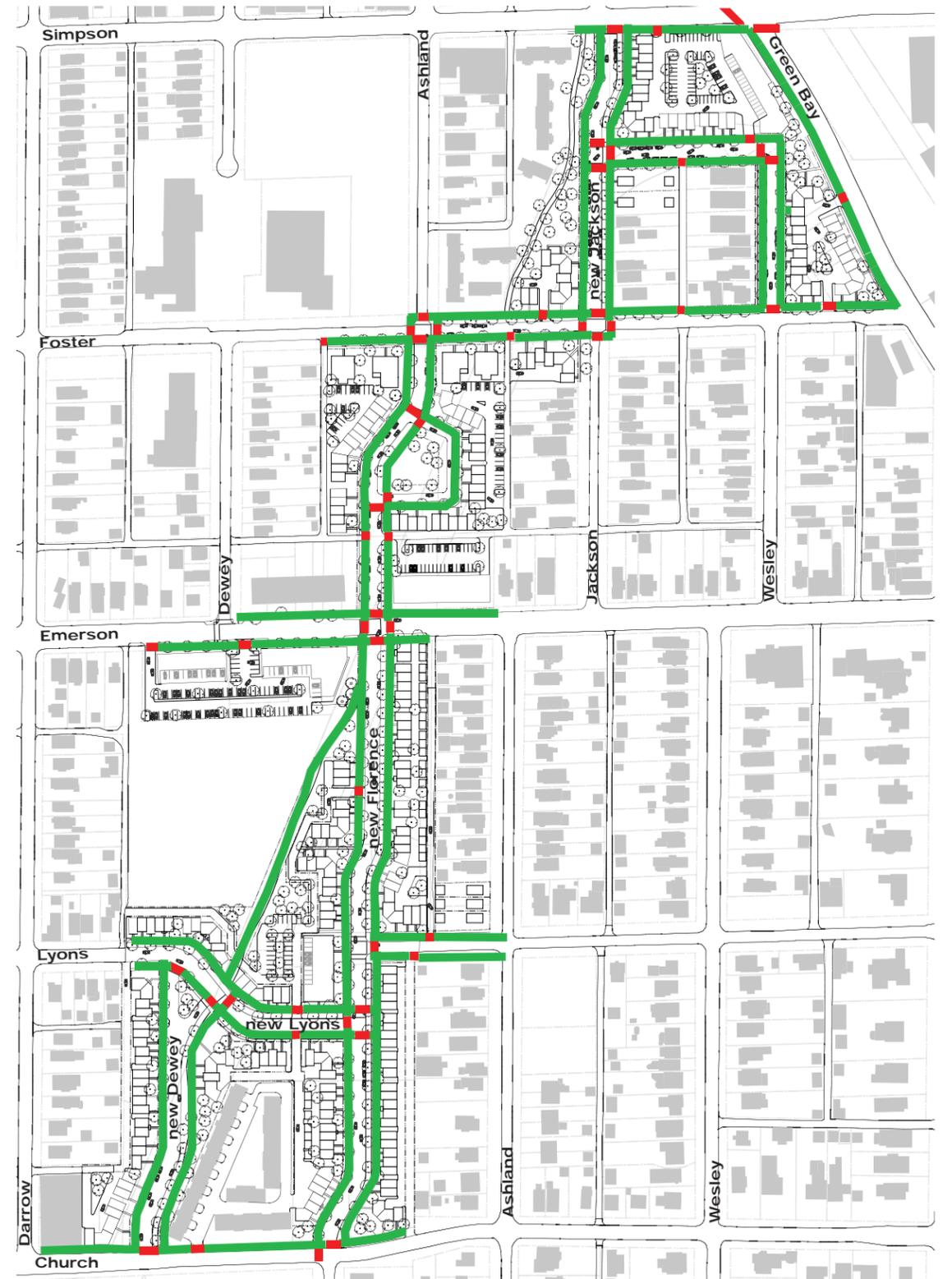
Pedzone Analysis

Pedzone provides a way to analyze the level of intrigue and reward of a given pedestrian area. Three levels are used in the analysis. Green is used to indicate pedestrian-friendly zones, which are safe and rewarding for pedestrians. Adjacent buildings are residential or stores with a high level of transparency. The pedestrian area is well defined and buffered from moving vehicles. Yellow is used to indicate transitional zones, which are uncomfortable and unrewarding, but not unsafe for pedestrians. Adjacent buildings feature blank facades, or parking lots are adjacent to the sidewalk. Finally, red is used to indicate auto-oriented zones, where there is potential conflict between cars and pedestrians. These areas would include driveways or crosswalks. Every effort should be made to minimize the red areas on a plan to ensure maximum pedestrian activity.

Pedzone Analysis of Proposed Development Plan

The plan on the right is a pedzone analysis of the development plan outlined in this document. The vast majority of the study area is coded in green. Curb cuts have been minimized and shared wherever possible, decreasing areas where pedestrians and automobiles might come in contact, and maximizing the quality and quantity of pedestrian rewarding areas.

Mixed-use buildings will be required in specific locations and will have a high level of ground floor transparency, guaranteeing that pedestrians will have something to look at while passing by, and avoiding any blank facades. All residential buildings have a minimum ten foot front yard setback, providing a consistent green area adjacent to the sidewalk in residential areas. Front entrances will be required on streets to further enhance the activity in the pedestrian areas. Finally, minimum levels of transparency will be required on all street faces to ensure “eyes on the street”.



Pedzone Analysis: Within the redevelopment areas, the proposed new site design provides maximum positive pedestrian experience (green lines) with limited interruptions (red lines) at driveways, alleys, and crosswalks.



Green lines on the map, right, and green areas in the photographs, this page, signify comfortable, safe, and interesting pedestrian ways with no conflict with vehicular ways.



Red lines on the map, right, and red areas on the photographs, this page, signify locations where pedestrians and vehicles are in conflict.



Yellow (none exist on the map) would signify walkways are not in conflict with vehicles, but lack interest or buffering from streets.

5. Transportation Component

Pedestrian Accessibility

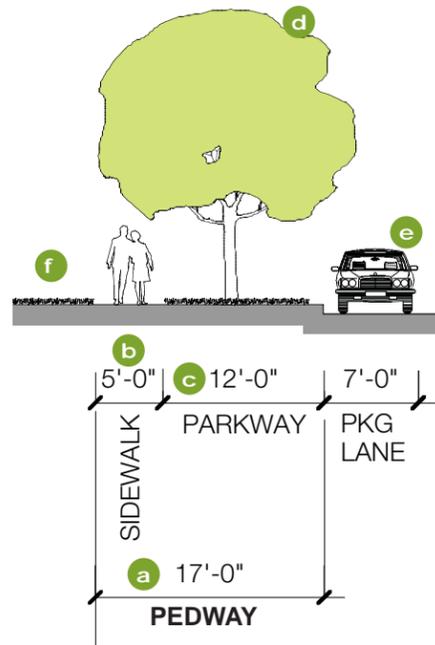
Streetscape Elements

Streetscape elements also contribute to the quality of the pedestrian realm. All proposed streets in the study area are intended for the public and should incorporate a full range of streetscape elements to increase pedestrian comfort. Utilities can be located in the parking zone, under pavers that also allow stormwater percolation.

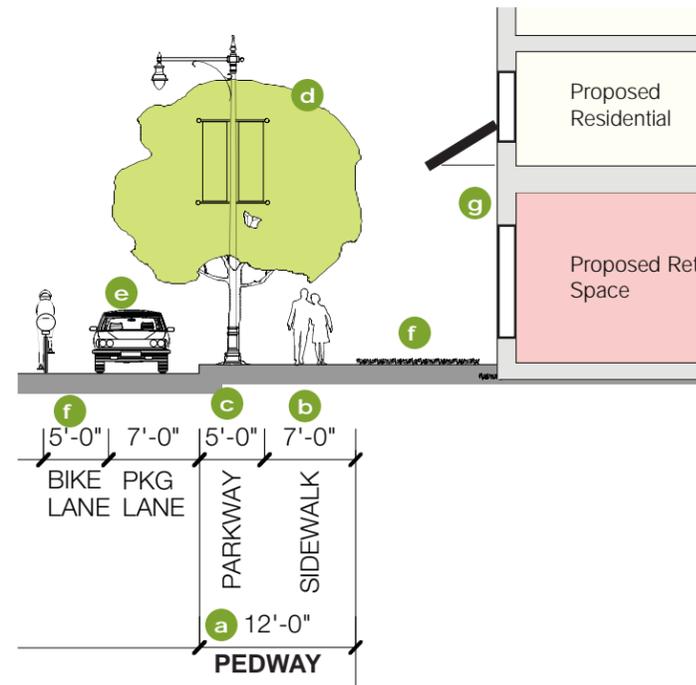
- a The pedway is the area of the public right-of-way dedicated to pedestrian traffic. The pedway will vary dependent on the pavement width of the right-of-way.
- b Continuous sidewalks must be provided within the pedway. In residential districts, sidewalk should be a minimum of 5'-0" in width. In commercial districts, sidewalks should be a minimum of 8'-0" in width.
- c Parkway in residential districts should be a minimum of 5'-0" in width and landscaped. In commercial areas, the parkway area may be paved and accommodate street furnishings such as benches and trash receptacles in between street trees.
- d Street trees should be included a minimum of every 40' along street frontages. In residential districts, street trees

should be planted in wide unpaved parkways, minimum 5'-0" in width. In commercial districts, street trees should be planted in tree wells with landscape planting or tree grates.

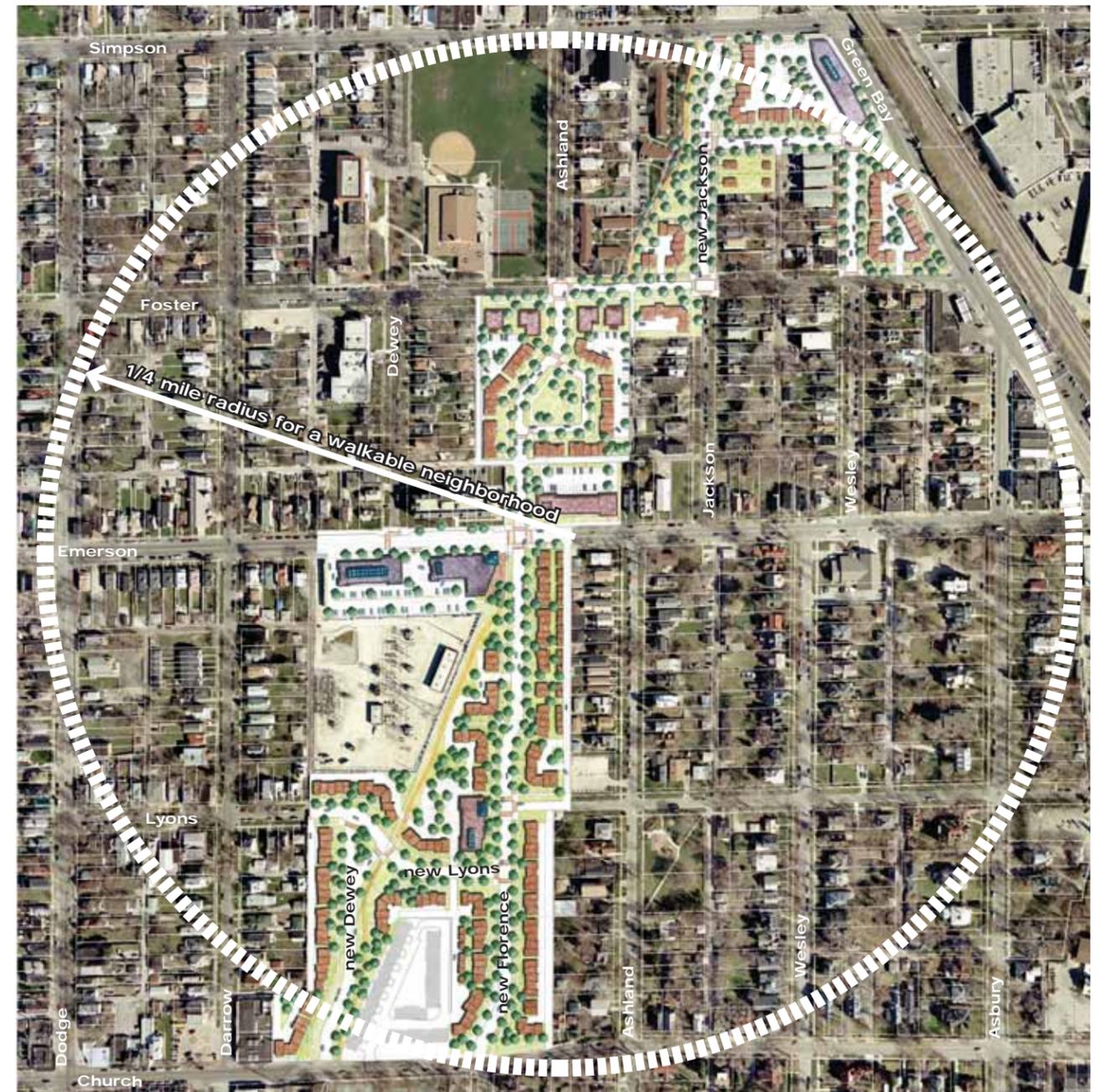
- e On-street parking should be provided along all streets. In residential districts, parking might only occur on one side of the road, but parking should be permitted on both sides of commercial streets. On-street parking provides teaser parking for the retail businesses and also buffers pedestrians from higher speed traffic.
- f Front yards adjacent to the pedway should be landscaped. In residential areas, front yards may be between 8' and 25' deep. In commercial areas, a minimum 5'-0" deep planting area may be provided adjacent to the building in between entrances.
- g Commercial buildings should include pedestrian amenities adjacent to the sidewalk such as storefront windows, awnings, and pedestrian scaled signage.
- h Street lighting should be the standard Evanston pedestrian scaled fixture.



Residential Street Pedway Elements.



Commercial Street Pedway Elements.



Walkable Neighborhood

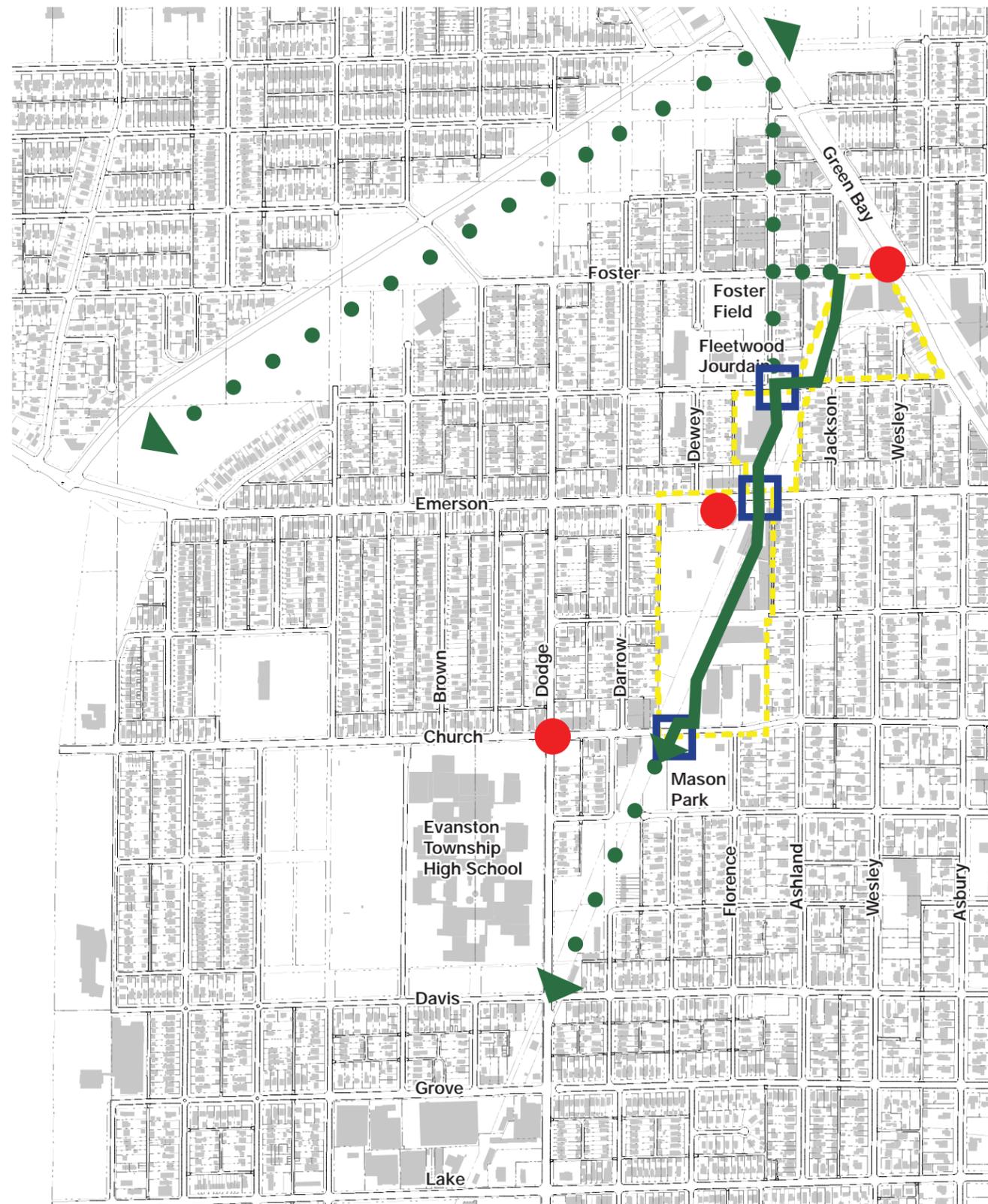
The scale of the existing neighborhood is such that the existing commercial node and the proposed new intersection at Emerson is centered on a clearly defined, quarter mile radius. It is widely believed that a quarter mile radius is a comfortable walk for most people. The neighborhood is therefore defined by the Simpson to the north, Church to the south, Dodge to the west, and Green Bay to the east.

Complete Neighborhood

Within that quarter mile radius, the neighborhood should include a variety of housing types, a neighborhood commercial node, and a variety of types of open space.

5. Transportation Component

West Evanston Trail



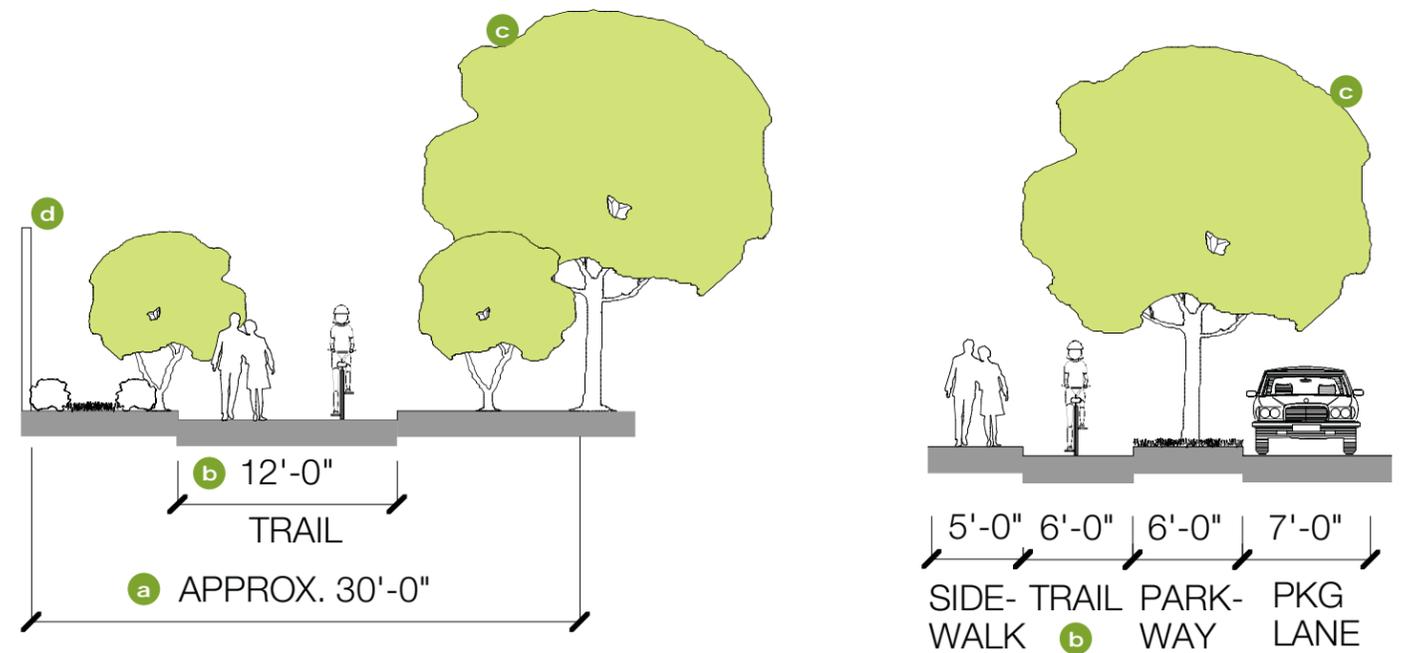
The City of Evanston has an existing network of trails that are primarily focused on nearby waterways. A few blocks north of the study area, for example, there are existing trails along both sides of the canal. Trails are a valuable neighborhood amenity that preserve natural features and provide opportunities for active recreation.

- **Existing or Future Trail or Greenway**
 Trails are proposed in areas adjacent to the study area, including along the canal to the north and within Area 3.
- ← **New Trail Provided throughout Study Area**
 A new trail has been incorporated into the study area. The trail will have links to the canal on the north side of the site and direct access to the trail being planned south of the study area. The trail provides a consistent greenway through the study area, providing a pleasant and safe path for residents in the area. The trail will also provide direct pedestrian access to new parks in the study area.
- **Pedestrian Link to Commercial Areas**
 The trail provides pedestrians access to new commercial areas. At the corner of Emerson and the new north/south street, there is a plaza that could feature public art or outdoor seating for a restaurant, should one locate in

the adjacent building. As the trail continues north, it terminates at Simpson near the new commercial area at Green Bay Road.

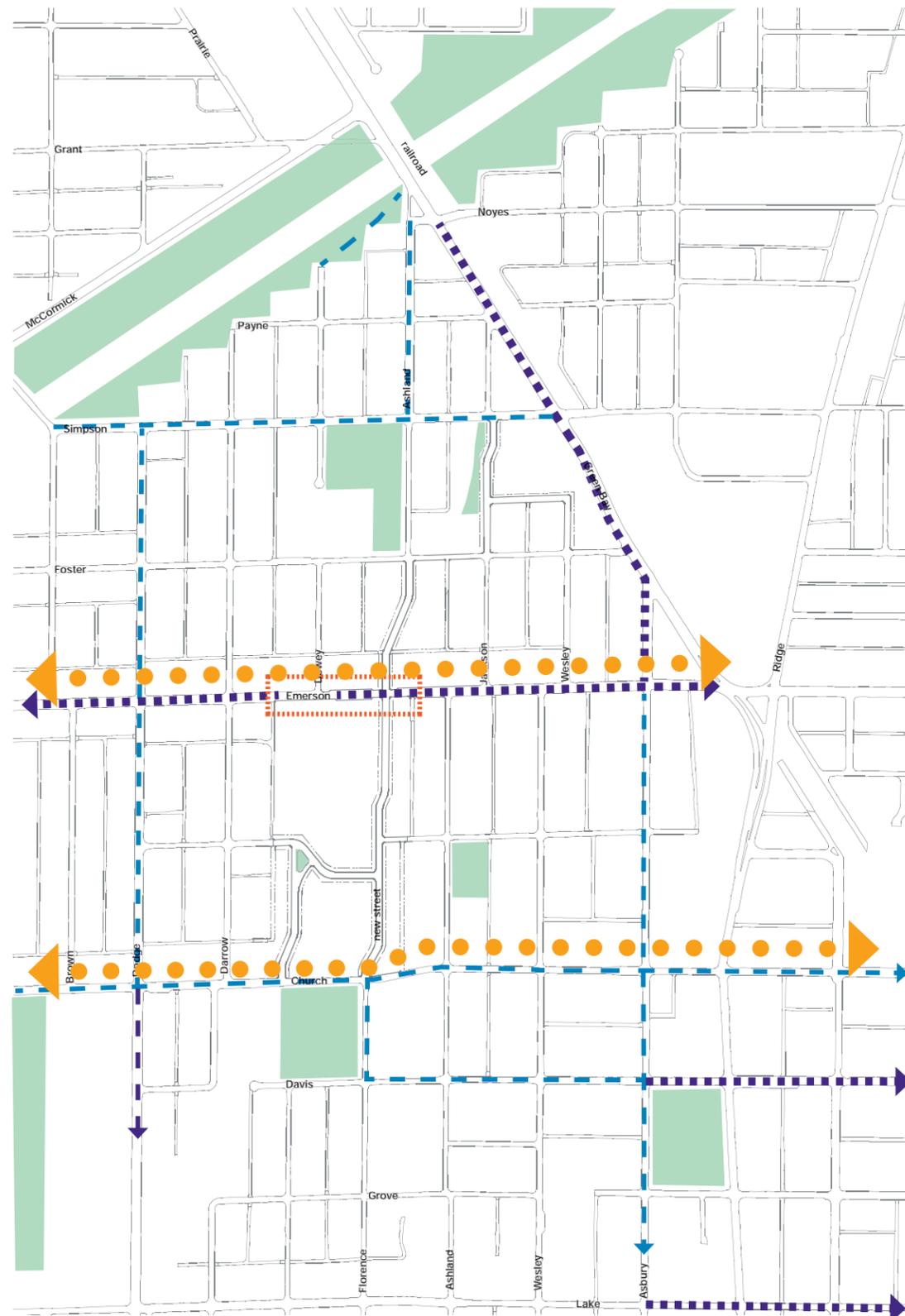
Safe Crossings along Trail
 The trail crosses three streets as it goes through the neighborhood. These crossings are also access points for pedestrians entering the trail. To ensure safe crossing and entrance for trail users, crosswalks are provided at these intersections. The crosswalks are constructed of special paving to distinguish them from other areas. They are well marked to alert motorists to the presence of pedestrians.

- Trail Elements**
- a Where the trail does not follow the street, an easement of approximately 30' should be established.
 - b The trail should be 12'-0" wide within the easement and a minimum of 6'-0" wide when adjacent to a sidewalk.
 - c Shade trees should be provided along the trail. Along streets, street trees will suffice. In the easement, trees may need to be planted outside the easement to accommodate overhead utility lines.
 - d Along the ComEd easement, a decorative opaque wall should be erected.



5. Transportation Component

Bicycle & Transit Access



Bicycle Access

The City of Evanston also provides opportunities for bicycle access throughout the city. The current bike plan outlines new bike lanes along Green Bay and Emerson adjacent to the study area. With these plans implemented and the multi-use trail outlined on the previous page, West Evanston will be well-served with bicycle access.

- ■ ■ ■ Proposed striped on-street bicycle lanes. At intersections, bicycle lanes should converge with vehicular traffic lanes. This allows the lane space to be utilized for turning lanes as needed.
- ▭ The striped bicycle lanes on Emerson have been further outlined in this document on page 19.
- Designated bicycle routes per the City's bicycle plan.
- The neighborhood as well as the region is well served by parks. Parks are shown to illustrate bicycle access.

Transit Access

The area is also well served by transit, specifically bus access. Multiple Pace and CTA routes exist along Emerson and Church Street. Improvements to pedestrian access and bus stop locations are needed in both locations.



Striped bicycle lanes provide a safe location for bicycle commuters to ride.



Bicycle parking should be located at all commercial nodes.



Bus stops serving both Pace and CTA are located along Church Street.

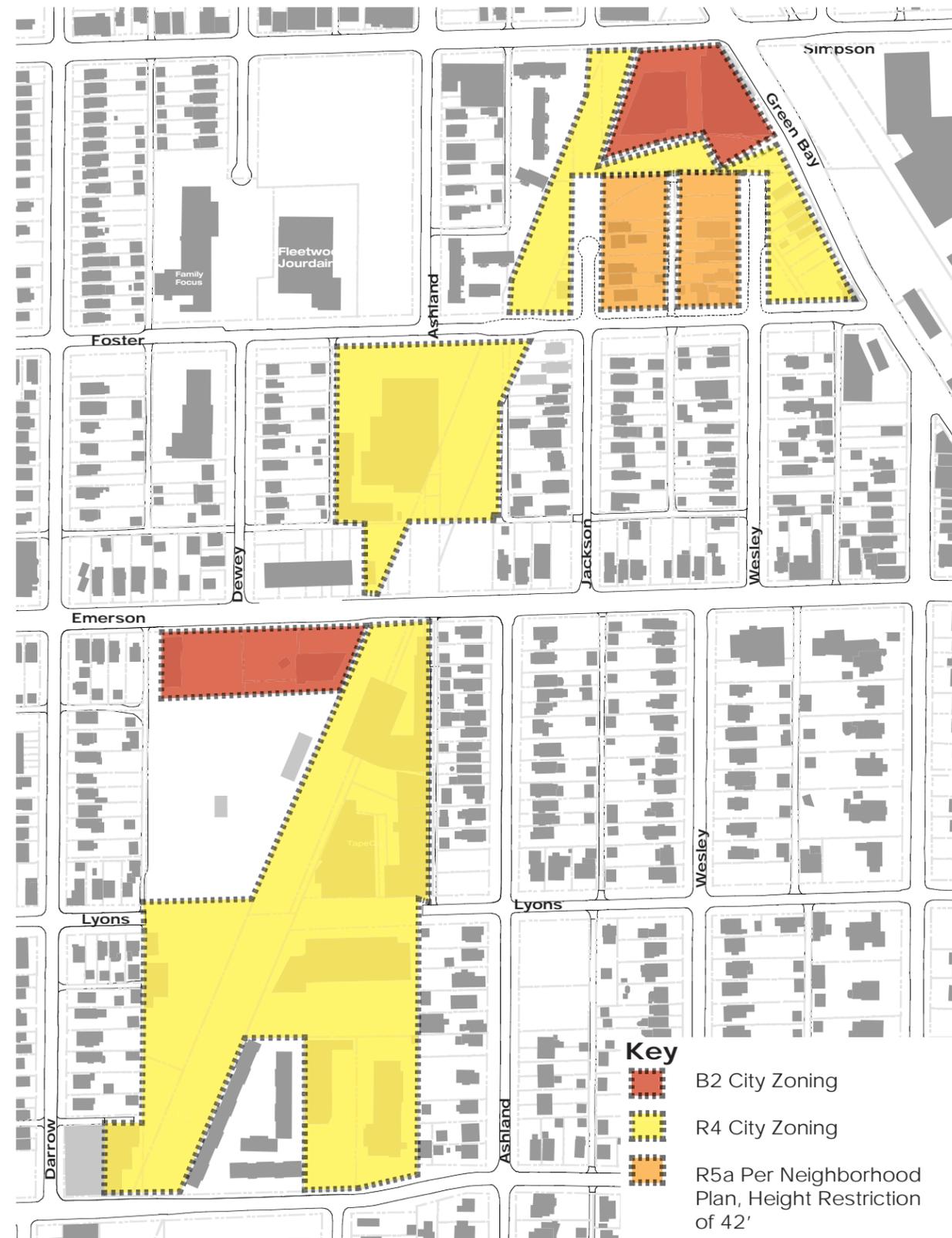


Bus on Emerson at existing commercial strip center. The bus stop for this route is located at Dodge. Should the node become more active, another stop at this location would also serve the seniors in the Jacob Blake building.

6. Zoning Recommendations

6. Zoning Recommendations

Base Zoning



Base Zoning Diagram

Re-zoning Base Districts

Currently, all of the parcels in Area 2 and some of the parcels in Area 1, just north of Emerson, are zoned for industrial uses. As new developments are proposed, Planned Unit Developments (PUDs) are used to implement the developer's design. For the Hines site redevelopment, the base zoning approved with the PUD was similar to R4 zoning. Additionally, during the community process, R4 was discussed as a baseline for the proposed redevelopment of much of the study area, especially Area 2.

In Area 1, north of Emerson, R5 zoning has been in place, allowing for the development of 5 story buildings, inconsistent with the surrounding neighborhood character. A modified R5 zoning was discussed during the neighborhood planning process to reduce the allowable height in the zoning to 42'. The parcels remaining as existing north of Foster could also be rezoned as R4 and included in the overlay; however, the recommendations of the neighborhood plan, rezoning to R5a with a height maximum of 42' would also be acceptable. At the intersection of Simpson and Green Bay, the Public Storage facility is currently zoning C2, allowing inappropriate auto-oriented and auto-scaled businesses.

As outlined on the Base Zoning Diagram, left, rezoning the majority of the study areas to R4 zoning is recommended, using this zoning as a base and then applying more fine-tuned requirements in an overlay district, shown on the next page. For both mixed use locations, on Emerson at Dewey and at the intersection of Simpson and Green Bay, we recommend rezoning to B2, a mixed use business district that would be further defined within the overlay. Finally, one location on Emerson is currently zoned R5 and could remain so, but the overlay district would further define the requirements for this site.



Overlay District

As shown on the Overlay District Diagram, an overlay district should be established within both study areas to further define the requirements of the development. A form-based code will outline these additional requirements to be met as a process of the overlay. Form-based codes typically consist of the following four basic elements: a regulating plan, building type requirements, open space type requirements, and street type requirements. Additionally, the code overlay may include additional requirements for landscape, parking, and signage or other key code elements.

6. Zoning Recommendations Regulating Plan

Regulating Plan

The Regulating Plan, left, provides a more detailed zoning map than the base zoning allows, and is the guiding document for the geographic location of the other code elements. The regulating plan defines the pattern for the redevelopment, providing specific information about the appropriate development type for each parcel. The creation of the regulating plan considers the building types, the open space types, and the street types, and how each relates to one another. Four key pieces of information are included in the regulating plan:

Building Types

Seven different building types have been developed and used throughout the development plan. Each building type has been created to reflect the character of development in the surrounding neighborhood. While each building type has unique features, there are many elements that all of them have in common. Details such as build-to zones, transparency, and building height are included for each building type.

Each building type has been color coded and carefully located on the regulating plan. In some cases, more than one building type is allowed in one location, giving greater flexibility as development progresses. Building types were carefully selected to reflect neighboring uses and the overall context of the area. Each building type is outlined on the following pages.

Open Space

Open space is an integral part of any neighborhood, providing space for recreation and green space in otherwise urbanized areas. Open space is scattered throughout both Redevelopment Areas 1 and 2, so that all residences are within close proximity to a public green space. Parcels coded for open space are required to fulfill that purpose; any other use is prohibited.

The open spaces in this plan can be active or passive, depending on the size of the park and the needs of the community. Playground equipment, public art, or other street furniture can be included. All open space is public, available for all residents to use.

Street Types

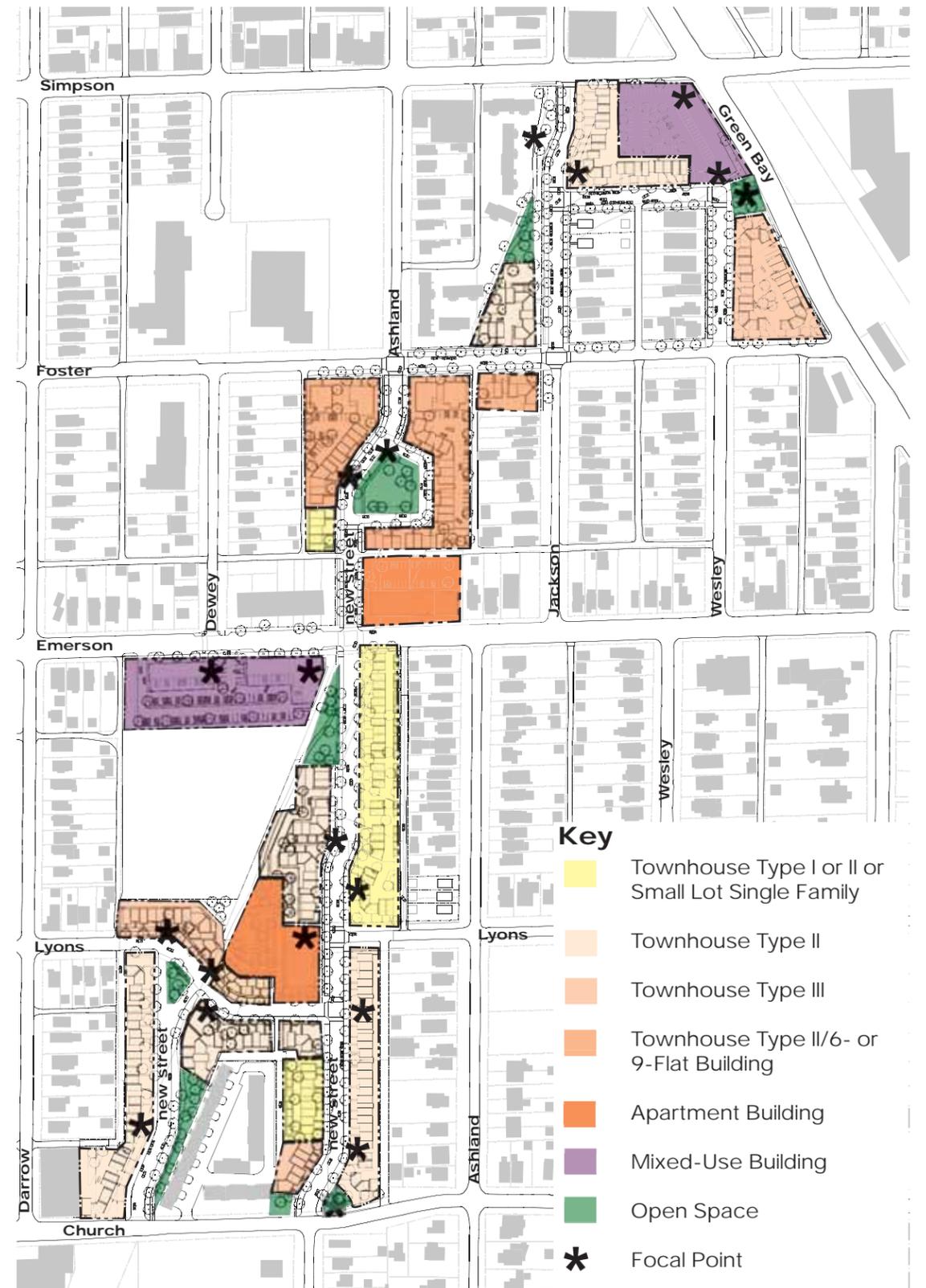
Creating new streets and extending existing ones is paramount to the success of the redevelopment of Areas 1 and 2. The streets in the regulating plan provide access to new businesses and residences as well as provide access to other areas of Evanston. The regulating plan defines the location of streets. Centerlines of streets shall be located within 10' of the location of the centerline on the regulating plan. All streets must be public and are defined per the Transportation Component of

this document, Section 5. Alleys should also be included as shown and must be public rights-of-way.

Three street types are shown in the plan. (See Section 5, Transportation Component for details.) A standard 66' right-of-way is the typical street, intended to carry two-way traffic with parking on both sides. A 50' right-of-way, with one-way traffic and parking on one side of the street, is also shown. Emerson receives additional treatment with bike lanes and bump-outs to accommodate multiple modes of transportation safely. (See section ?? for more information.)

Focal Points

There are many opportunities to include focal points throughout the regulating plan. Focal points are an essential element in creating a sense of place and identity for this neighborhood. The locations indicated on the plan should feature special elements, such as towers or bays, which are permitted in the form-based code. At a minimum, locations marked as focal points must be occupied by a front facade or open space, and cannot be alley entrances, parking lots, or blank facades.



Regulating Plan

6. Zoning Recommendations

Building Types

The following building types were identified during the community process and verified as feasible within the neighborhood by the market study and developer interviews. The geographic location of the building types is shown on the regulating plan on the previous pages. It is important to recognize that these building types supplement the existing neighborhood, providing a wide range of housing types within the community.

Mixed-use Building

The mixed-use building is the only building type that features retail. It is intended to provide neighborhood-scale commercial business to serve the needs of the local residents. In addition, residential units are included on the upper floors.

Building Height

The mixed-use building is between 3 and 4 stories tall, with a recommended maximum front facade height of 45'. If the building is required to have a focal point due to its location on the regulating plan, then a tower can be added to a maximum height of 54'.

Build-to Zone

The recommended build-to zone for the mixed-use building is 5-10' from the front property line. This allows for at least 5' of landscape in front of the building while still keeping storefronts close to the sidewalk. Being in close proximity to the sidewalk is important to the vitality of the neighborhood.

Parking Location

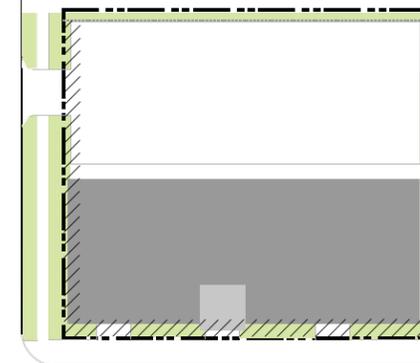
Parking for the mixed-use building is located in a rear parking lot. Limited parking can be provided within the building, in the rear of the ground floor, behind the occupied retail spaces. Parking spaces are intended for both residents and patrons, although on-street parking should be provided to serve patrons as well. Access to parking lots should be as shown on the regulating plan. Parking lots should not be visible from the public right-of-way.

Front Entrances and Transparency

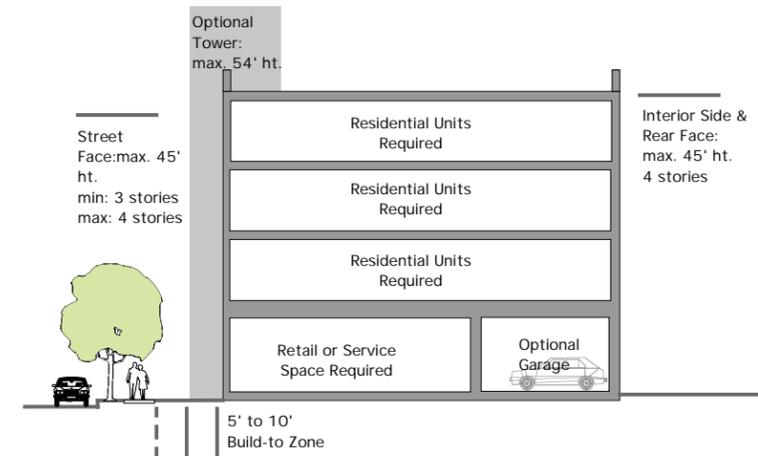
The primary entrances to the retail spaces in this building must be located on the front facade. Entrances are allowed in the rear for access off the parking lot, however, the main entrance is required on the street adjacent to a public sidewalk.

Transparency is vital to the success of mixed-use buildings, therefore, the suggested minimum transparency for the ground floor is 65% between 2 and 8' of the ground. Transparent storefronts allow pedestrians to look in and shopkeepers to see out. Transparency of upper floors is important to street vitality, too. Windows in residential units allow residents to look out, providing "eyes on the street" when businesses are closed. A minimum 15% transparency on upper floors is recommended on the front facade.

Mixed-use Building



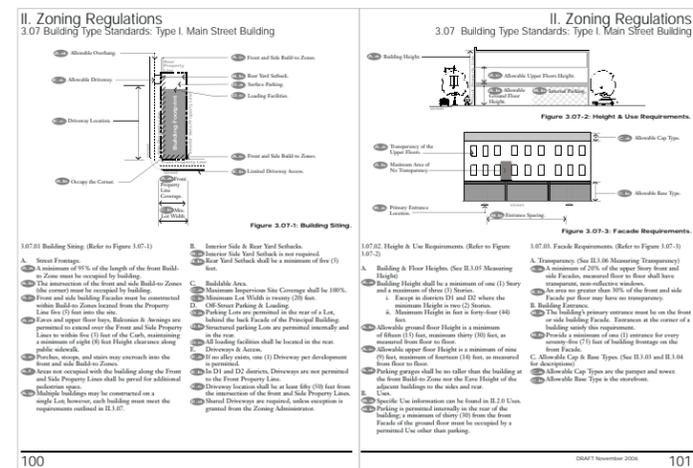
Plan view of a mixed-use building.



Section view of a mixed-use building.



Photograph of a mixed-use building that has some of the characteristics described on this page, including a high level of transparency and limited curb cuts.



Sample pages from a form-based code. A variety of details are provided, including build-to zone, maximum impervious cover, transparency, and height. Each building type is described in great detail in the form-based code to provide clear regulations for developers.

6. Zoning Recommendations

Building Types

Apartment Building and 6- or 9-Flat

The apartment building and 6- or 9-flat buildings are multi-family buildings. The building is purely residential, with dwelling units provided on all floors. They share many similar characteristics, as described below.

Building Height

Both building types are recommended to three stories, or a maximum of 35' tall at the street face. The apartment building can increase to 4 stories or 45' tall if the additional height is setback a minimum of 5' from the front facade. If the building is required to have a focal point due to its location on the regulating plan, then a tower can be added to a maximum height of 52' on the street face.

Both the 6- and 9-flat are 3 stories; the additional units in the 9-flat are added in the size of the building footprint, not the height. As seen in the regulating plan, it is recommended that these larger 9-flat buildings only be allowed on corner parcels.

Build-to Zone

The recommended build-to zone for both building types is 5-10' from the front property line on residential streets. On Emerson, where surrounding development is denser, the recommended build-to zone for the apartment building is 10-20' from the front property line. In either case, there is space for landscaping in front of the building to match the character of the surrounding area.

Parking Location

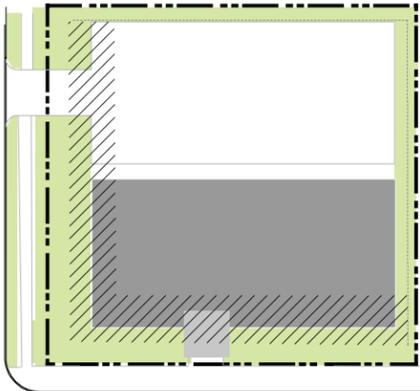
Parking for the apartment building is located in a rear parking lot. Limited parking can be provided within the building, in the rear of the ground floor, behind the occupied dwelling units. The 6- and 9-flat building have parking lots located in the rear yard. Parking lots should not be visible from the public right-of-way.

Access to the parking lot should be provided from an alley. Where possible, parking lots and entrances should be shared to minimize interruption to the sidewalk.

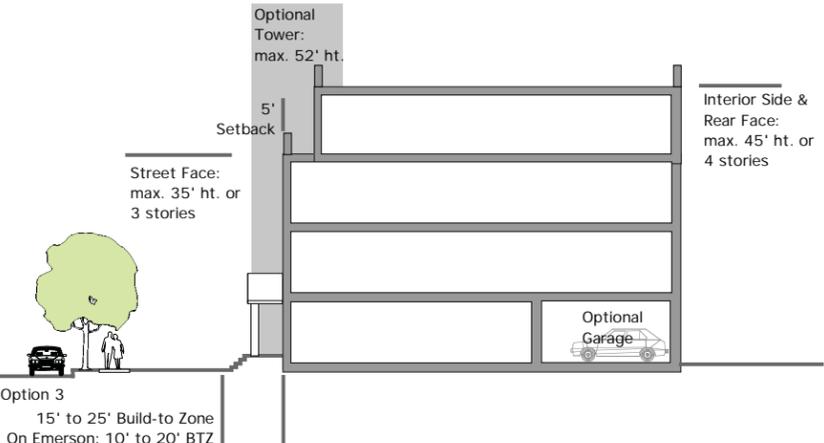
Front Entrances and Transparency

The primary entrances to both building types must be located on the front facade. Entrances are allowed in the rear for access off the parking lot, however, the main entrance is required on the street adjacent to a public sidewalk. The front entrance should be in the form of a porch or stoop, to match the prevailing character of the area. Front facade transparency is recommended at 15%.

Apartment Building



Plan view of an apartment building.

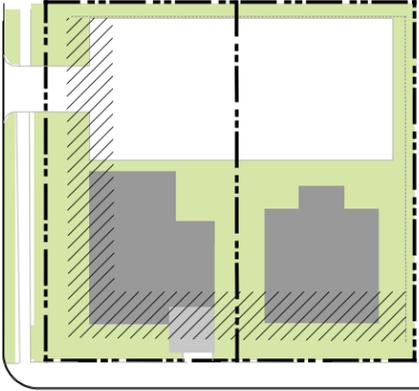


Section view of an apartment building.

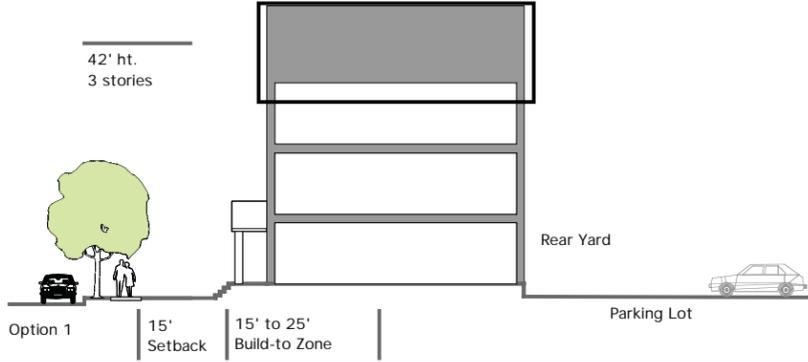


Example of an apartment building with tower elements.

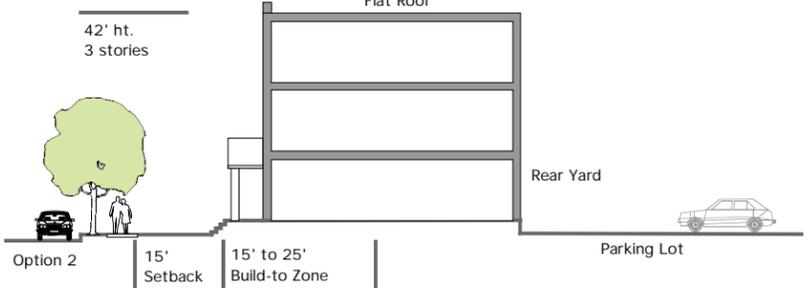
6- or 9-Flat



Plan view of a 6- and 9-flat building.



Section view of a 6- or 9-flat building with a pitched roof.



Section view of a 6- or 9-flat building with a flat roof.

6. Zoning Recommendations

Building Types

The townhouse and small lot single family building types are intended to both attached and detached single family housing units. There are 3 townhouse types to fit the various size development parcels in both redevelopment areas. In some locations on the regulating plan, more than one type of single family dwelling is allowed in a color-coded area.

Building Height

It is recommended that these single family buildings have a maximum height of 35' or 2 1/2 stories. In some instances, the building may exceed the maximum if the additional height is setback from the street front. The buildings should be of similar height as the surrounding area, and the maximum height suggested here would achieve that.

Build-to Zone

The surrounding residential area generally has front yard setbacks of 8-25'. All of the townhouse types and the small lot single family building have a recommended setback a minimum of 10' to match the existing neighborhood. There is a build-to zone in addition to the setback, which varies for each townhouse type.

Parking Location

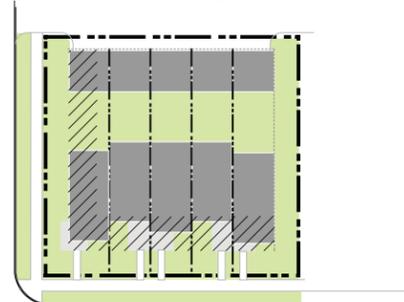
All of these building types have garage parking for two cars. Townhouse type 1 and the small lot single family building have detached garages and back yards. The remaining buildings have garages in the rear part of the ground floor, behind occupied living space.

Access to garages, regardless of their location, is from an alley. This limits the number of curb cuts on each street and minimizes interruptions to the sidewalk.

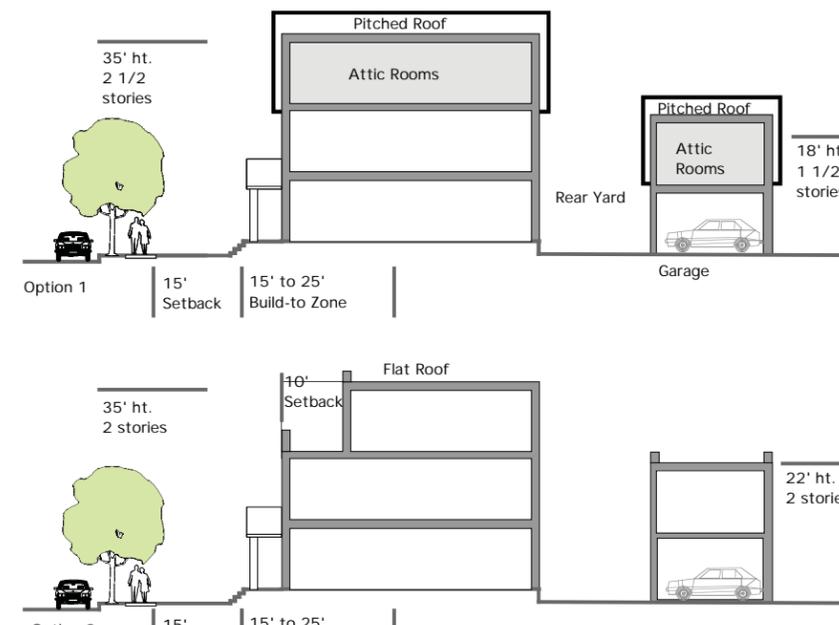
Front Entrances and Transparency

All of these building types have their main entrance on the front of the building. The entrance features a porch or stoop, the traditional entrance type for single family dwellings. The recommended minimum transparency level is 15%.

Townhouse Type I



Plan view of Townhouse Type I.



Section view of a Townhouse Type I.

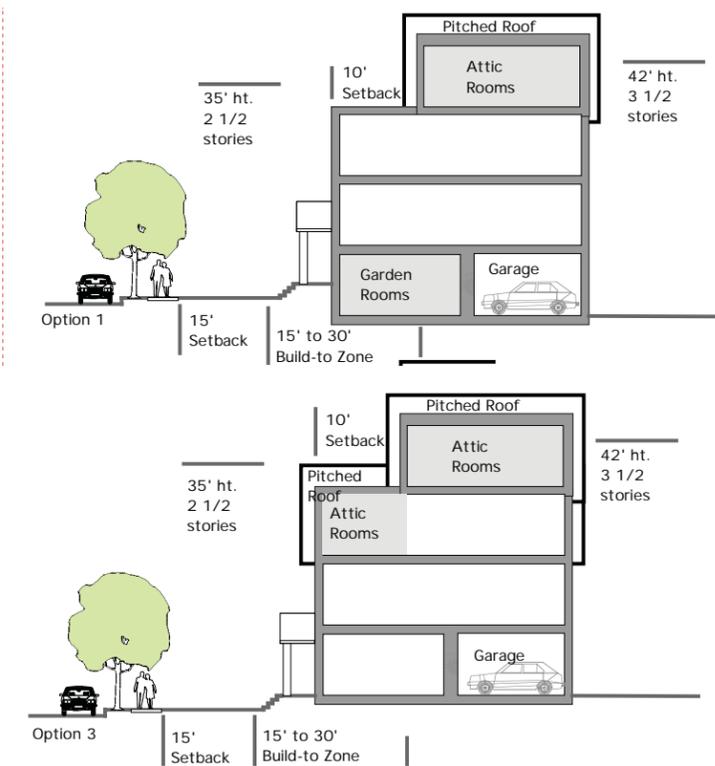


Example of townhouses that have characteristics of traditional single family homes.

Townhouse Type II



Plan view of Townhouse Type II.



Section view of a Townhouse Type II.

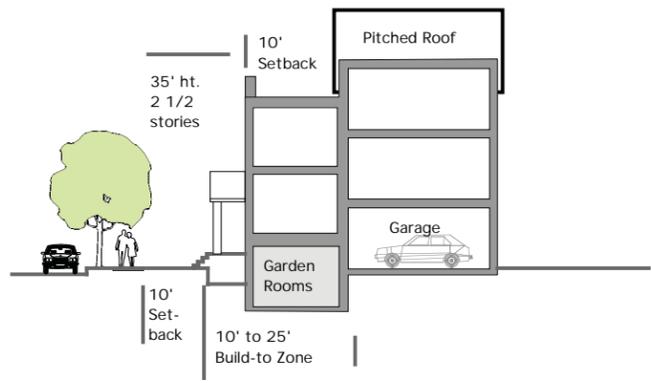


Example of Townhouse Type II with a porch entrance.

Townhouse Type III



Plan view of Townhouse Type III.

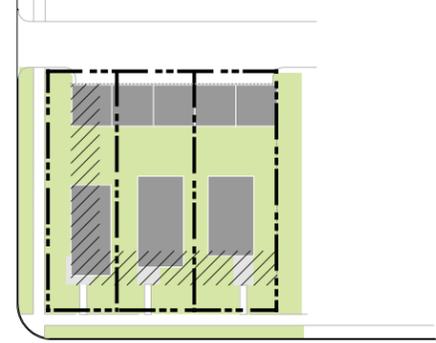


Section view of a Townhouse Type III.

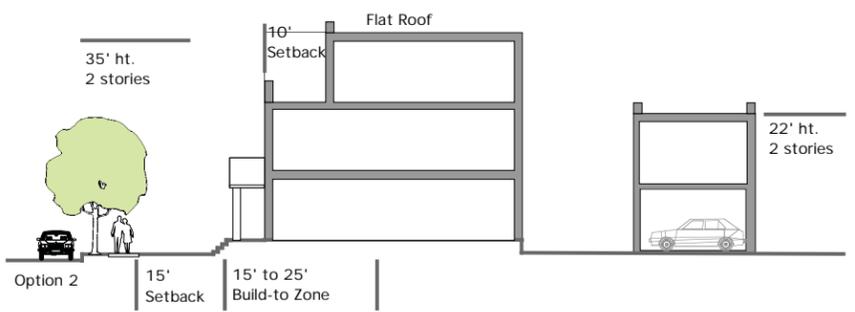
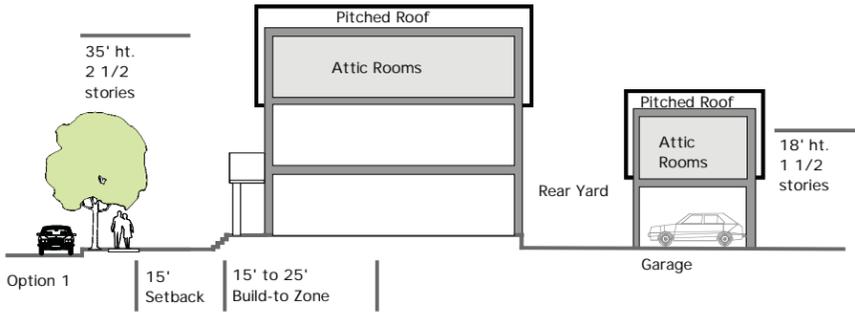


Example of Townhouse Type III with landscaped front yards.

Small Lot Single Family



Plan view of Small Lot Single Family.



Section view of Small Lot Single Family.



Example of Small Lot Single Family.