



Community Outreach

The Evanston Lakefront Master Plan was developed through an extensive community outreach process involving key stakeholders and members of the Evanston community every step of the way. The basis of the master plan is the Evanston Lakefront Vision, which established the goals and objectives for the lakefront through a similar extensive public process.

The master plan team began the design process by reviewing the Evanston Lakefront Vision with a broad cross section of the community through public stakeholder interview sessions, followed by a series of meetings with City of Evanston departmental meetings. These meetings engaged members of the public from various stakeholder groups, including the bicycling community, environmental organizations, boaters, birders, and others. The City of Evanston Departmental meetings included Public Safety officials from Police, Fire, and Health; Public Works; Department of Parks / Forestry & Recreation; as well as coordinators for Accessibility and Sustainability. These meetings outlined specific issues, opportunities, and potential constraints for the implementation of the Lakefront Vision.

The City of Evanston notified the public of the master plan process and public meetings through a variety of methods, including notices published in the quarterly City of Evanston “Highlights” newsletter and City of Evanston Arts and Recreational Issue, both of which are sent to every household in Evanston. Additionally, notices were posted at all City buildings, and emails were sent to over 200 organizations and the Downtown Evanston Planning list serve. Notices were also advertised in the Evanston Roundtable. Media coverage of the process included multiple stories in the Evanston Roundtable, Evanston Review, and Chicago Tribune. Finally, National Public Radio played a segment on the charrette process multiple times on the morning of October 4, 2008.

Design Charrette Process

Following the initial public stakeholder interview sessions, the master plan team held a series of public meetings during the course of two design charrettes. The purpose of these meetings was to follow an iterative design process that presented a wide range of ideas for the lakefront to the public, and gather comments and input that became the basis for the next round of concept refinements. The first public meeting where design concepts were presented was held on September 19, 2007, as part of Design Charrette One. Three concept alternatives were presented, and extensive feedback was gathered from the public. This feedback was used to refine the three alternatives down to two alternatives, which were presented at the second public meeting, held on September 20, 2007. Over 50 members of the public attended each of the first two meetings held at the Evanston Civic Center.

Design Charrette Two was held on October 3 and 4, 2007, and the two alternatives presented on September 20 were further refined to a single “Draft Consensus Plan”. Again, over 50 members of the public attended the meeting, and provided significant feedback on the plan. At the conclusion of this presentation, the City requested that three additional public meetings be held at locations throughout Evanston to ensure input from the broadest range of Evanston residents. These meetings were held on October 30, 2007 at Presbyterian Homes Westminster Place Campus; November 1, 2007 at Levy Senior Center; and November 8, 2007 at Fleetwood-Jourdain Center. Following this series of public





meetings, the Draft Consensus Plan was revised to incorporate the public comments, and the revised Draft Consensus Plan was presented on November 15, 2007 at the Evanston Civic Center.

On January 14, 2008, the Consensus Plan was presented to the City of Evanston Planning and Development Committee at the Evanston Civic Center. Further discussion of the Consensus Plan was held with the public and Planning and Development Committee on January 22, 2008. Following public input and a series of questions and answers, the Planning and Development Committee recommended that the plan be presented before the full City Council. On January 28, 2008, the Evanston City Council approved the Consensus Plan.

During the design process, a total of six alternative plans were developed and reviewed that led to the approved Consensus Plan. The following pages show each of those plans, along with a summary of the design program and public comments for each.

Design Charrette One – Public Meeting One

Three alternatives were presented on September 19, 2007, titled “Passive”, “Active”, and “Multi-Generational”. The intent of these concept alternatives was to test widely varying approaches to the achievement of the goals and objectives of the Lakefront Vision, and provide the community with the opportunity to participate in the design process through sharing their opinions and thoughts on each plan. Additionally, the concepts were informed by the feedback received during the initial stakeholder interviews. The common themes design elements of each of the first three alternatives included:

- ❑ Accessibility
 - Every beach is an accessible beach
 - Existing restroom facilities either renovated or replaced
- ❑ Sustainability
 - Carbon neutral – LEED Certified buildings
 - Re-use existing materials
 - Stormwater best management practices
 - Reduce irrigation and fertilizer/pesticide use
- ❑ Habitat Enhancement
 - Include native shrubs & trees that provide food and cover at appropriate times
 - Expand native dune restoration efforts
- ❑ Reduced Maintenance
 - Eliminate unused turf areas
 - Replace with native dune plantings

Three major elements were specifically changed on each plan in order to test the impact of various design approaches, including:

- ❑ Lakeshore Armoring Options
 - Raise elevation
 - Offshore reef
 - Stepped revetment
- ❑ Boat Ramp
 - Remove entirely
 - Relocate
 - Enhance in place
- ❑ Programming Intensity

- Less
- Same
- More

Passive Concept

The primary design approach behind the Passive Concept alternative was to test the notion that the lakefront environment should be maintained in as natural a state as possible, with programming on the lakefront significantly decreased. The only uses proposed in this concept were those that can only be accommodated on the lakefront, and expansion of the park space was more important than other considerations. Key program elements included:

- ❑ Expand lakefront park footprint through relocation of parking and roads
- ❑ Significantly expand and enhance native landscape
- ❑ Provide passive seating areas along lakefront
- ❑ New and expanded dune habitat areas
- ❑ Remove rip/rap along entire lakeshore, replace with underwater breakwaters
- ❑ Remove boat ramp completely, provide secondary ramp for aquatic camp use
- ❑ Relocate some or all festival and concert programming

The public comments on the various concepts fell into three categories, including positive aspects, negative aspects, and “split decision” aspects, where there was a reasonably even public response both for and against. The public comments for the Passive Concept included:

- ❑ Positive Aspects
 - Less Programming
 - More native/dune planting
 - Larger park space
 - Water trail
- ❑ Negative Aspects
 - Removal of Arts Fair
 - Removal or windsurfer/kayak parking
- ❑ Split Decision
 - Sheridan closing

Multi-Generational Concept

The primary design approach behind the Multi-Generational Concept alternative was to test the notion that the lakefront environment should be maintained with range of program elements specifically targeted at all age groups, with programming intensity on the lakefront remaining similar to the existing condition. The elements proposed in this concept were based on a variety of uses, and provided greater access to the lakefront as a primary design goal. Key program elements included:

- ❑ Multigenerational programming
- ❑ Relocate boat ramp to north
- ❑ Provide additional parking for boats and park visitors
- ❑ Create fishing pier at old boat ramp
- ❑ Provide interpretive signage at water treatment plant
- ❑ Expansion of dune ecology
- ❑ Creation of a Great Lawn, providing green space adjacent to the water
- ❑ Provide additional pavilions throughout lakefront area





- ❑ Enhanced pedestrian connection to Pioneer Park

The public comments for the Multi-Generational concept included:

- ❑ Positive
 - Great lawn
 - Lincoln Street Overlook
 - Relocation of Boat Launch
 - Pedestrian connection to Patriots Park
 - Increased Parking
 - “Public” commercial use at Clarke Estate (Daytime Retreat, Café)
- ❑ Negative
 - South Boulevard Beach Restroom location
 - Southbound Bicycle trail
- ❑ Split Decision
 - Covered picnic shelters

Active Concept

The primary design approach behind the Active Concept alternative was to test the notion that the lakefront environment should provide a significantly increased level of program elements. A range of new uses was proposed, with programming intensity on the lakefront increasing relative to the existing condition. The elements proposed in this concept included revenue generating features, and proposed increased use of the lakefront as a primary design goal. Key program elements included:

- ❑ More programmed activities
- ❑ More programmed club sports
- ❑ Urban square/plazas along lakeshore
- ❑ Restaurant venues
- ❑ Raised boardwalks/promenades along lakefront
- ❑ Covered picnic areas
- ❑ Formal gateways to lakefront area
- ❑ Expanded breakwaters
- ❑ Expanded boat ramp services

The public comments for the Active Concept included:

- ❑ Positive
 - Pavilion at Lighthouse Beach
 - Lagoon Promenade – Cultural programming
 - Restricted access to bird sanctuary
- ❑ Negative
 - No large scale private restaurant at Clarke Estate
 - Too much programming – maintenance concerns
 - Development of Clark Square
- ❑ Split Decision
 - Music venue
 - Increase festival activity

Design Charrette One – Public Meeting Two

The first three alternatives presented on September 19, 2007 were refined based on the comments received, and two new plans were presented at Public Meeting Two, held on September 20, 2007. These plans were titled “Natural Approach” and “Recreational Approach”. The intent of these two concept alterna-

tives was to eliminate from consideration elements that were widely rejected by the public on the first three plans, and integrate the best elements of the previous plans into two concepts. The common themes design elements for the two refined alternatives included:

- Desirable
 - Widening of greenway/reduction of lanes on Sheridan at Calvary Cemetery
 - Expansion of dune ecosystem / “Magic Hedge”
 - Alternative shoreline protection
 - Water Trail (kayak / canoe landings)
 - Eliminating or relocating the motorized boat ramp
 - Some type of “public” commercial use of the Clarke Estate
 - Lincoln street overlook
 - Great lawn
 - Clear separation of bike and pedestrian traffic
- Split Decision
 - Relocation of Sheridan Road near Lunt Park
 - Additional covered picnic shelters
 - Private commercial use of Clarke Estate
- Not Acceptable
 - Removing the parking at Dempster Street Beach
 - Removing the art festival program

Natural Approach Concept

The primary design approach behind the Natural Approach alternative was to base the design on the best elements of the Passive Concept, but provide a more balanced range of programming and uses. A range of uses was proposed, with programming intensity on the lakefront approaching a level similar to the existing condition, but focused more on passive uses and less motorized use of the waterfront. In addition to the common elements outlined above, key program elements included:

- Maximize dune ecology / native planting
- Reintroducing lost ecosystems
- Consolidation of parking
- Consolidating program activities
- Expanding park area

The public comments for the Natural Approach Concept included:

- Consensus:
 - Keep Community Gardens at Lighthouse Park
 - Remove head-in parking facing residences
 - Keep Tennis Courts
 - No new structured play, consider more unstructured play
 - Keep bike paths on City side of park
 - Keep pedestrian paths on lake side of park
 - Provide alternatives for the excessive dune ecology
 - Dark Sky Lighting
 - Great Lawn
 - Functional Lagoon Promenade
 - Reduction of armoring
 - Water Trail
 - Park Expansion supported by traffic analysis





- ❑ Split Decision:
 - Consolidated versus Distributed Parking
 - Reduction in lanes at Cavalry Cemetery
 - Amplified Music
 - Remove public boat launch
 - Underwater reef armoring

Recreational Approach Concept

The primary design approach behind the Recreational Approach alternative was to base the design on the best elements of the Multigenerational and Active Concepts, but provide a more balanced range of programming and uses. A range of uses was proposed, with programming intensity on the lakefront increasing somewhat similar to the existing condition, but in a more balanced way with less focus on revenue generation. In addition to the common elements outlined above, key program elements included:

- ❑ Provide multi-cultural venues
- ❑ Meet multi-generational recreation needs
- ❑ Provide select “public” commercial activity where appropriate
- ❑ Enhance Cultural / Festival opportunities
- ❑ Expand native habitat / bird watching opportunities

The public comments for the Recreational Approach Concept included:

- ❑ Consensus:
 - “Public” commercial use of Evanston Art Center (ie café, gift shop) without negative parking impacts
 - No permanent music facility
 - More covered pavilions
 - Remove proposed playground at Clark Square
 - Provide alternative playground at Garden Park
 - Maintain promenade at Clark Square Park
 - Extended restroom season
 - Lowering of armored edge
 - Water Trail
- ❑ Split Decision
 - Keep public boat launch
 - Expand Lagoon Promenade
 - Expansion of active programming

Design Charrette Two – Public Meeting Three

On October 3 and 4, 2007, the master plan team met for Design Charrette Two, and refined the Natural and Recreational Concepts into a single “Draft Consensus Plan” based on the comments received. The Draft Consensus Plan was presented at Public Meeting Three, held on October 4, 2007. The goal of the Draft Consensus Plan was to address the wide range of comments from the public and integrate the best elements of the previous plans into a single concept. The guiding principles of the Draft Consensus Plan included:

- ❑ Open up the landscape as much as possible
- ❑ Eliminate pedestrian / vehicular conflicts
- ❑ Improve pedestrian safety and access
- ❑ Celebrate the historic character of the lakefront
- ❑ Provide amenities for all age groups and cultural groups
- ❑ Create natural buffers and separation of activities

The key program elements of the Draft Consensus Plan included:

- ❑ Balance dune ecology / native planting with flexible green space
- ❑ Reintroduce lost ecosystems
- ❑ Expand native habitat / bird watching opportunities
- ❑ Consolidating program activities to north end of core area
- ❑ Realign Sheridan to expand park and improve pedestrian safety
- ❑ Provide multi-cultural venues
- ❑ Meet multi-generational recreation needs
- ❑ Provide select “public” commercial activity where appropriate
- ❑ Enhance Cultural / Festival opportunities

Public Meetings 4, 5, 6, and 7 – Draft Consensus Plan

Following the third public meeting, the City of Evanston recognized the need for additional public input to further discuss the Draft Consensus Plan. The intensity of comments, both for and against various issues, naturally increases as the number of plan alternatives is reduced, and the key issues that generated the most debate and comment included:

- ❑ Functional Use of Clark Street Beach as Sailing / Kayak Beach
 - Does not allow for interaction of families with boaters
 - Loss of Clark Street Swim Beach
- ❑ Sheridan Road Realignment
- ❑ Parking Distribution
- ❑ Removal of Boat Ramp

During the series of three additional public meetings, held October 30, November 1, and November 8, 2007, the Draft Consensus Plan was presented with a variety of proposed refinements which addressed the public comments.

Clark Street Beach / Sailing – Kayak Facility

Based on a collaborative design approach with members of the sailing and kayak community, revisions to the existing Dempster Street facility were proposed that improved the functionality of the existing facility while creating additional space for separated bicycle and pedestrian paths. The resulting plan modifications resolved the functional issues at the Dempster facility, resolved the issues involved with interactions between boaters and families, while retaining the Clark Street swim beach.

Sheridan Road Realignment

The discussion surrounding the proposed realignment of Sheridan Road was focused on the trade-off of creating a larger contiguous park space versus the potential impacts of traffic on surrounding neighborhoods. Public comments on the issue included:

- ❑ Pro:
 - Creates the largest contiguous park area
 - Reduces crosswalk widths, improves pedestrian safety
 - Changes the character of Sheridan from thoroughfare to park way
 - Reduces traffic speeds
- ❑ Con:
 - Moves Sheridan traffic closer to adjacent homes
 - Moves 60 parking spaces farther from Dog Beach and Lagoon
 - Potential to shift traffic to other routes





- ❑ Any proposed change to Sheridan would require a comprehensive traffic study to identify specific impacts in greater detail. As part of the transition of Sheridan from State Highway to Evanston roadway, a Phase One study will begin in January of 2008.

Following the extended discussion, it was determined that the potential negatives outweighed the potential benefits, and the proposed realignment was eliminated from the plan. The plan was further revised to provide as many of the benefits of the realignment proposal, such as pedestrian safety and connectivity of adjacent park spaces, without changing the primary alignment of Sheridan Road.

Parking Distribution

The Draft Consensus plan provided a new parking area near Clark Street Beach that was intended to offset the loss of parking from the realignment of Sheridan Road. The community expressed a clear preference for maintaining the present system of parking, which is evenly distributed throughout the lakefront, and this approach was implemented in the final plan.

Boat Ramp

The proposal to remove or relocate the existing boat ramp facility generated significant public comment in favor of retaining and improving the existing boat ramp. The key issue is that the existing Boat Ramp can not simply stay as it is. The debate centered around three alternatives: It must either be significantly improved to reduce dredging costs and improve functionality and safety; it should be reconstructed in the best possible location and provide for ease of dredging and expanded functionality (Permanent storage of Emergency watercraft, ability to support more watercraft); or it should be removed altogether. Other key issues included:

- ❑ There is no location within the City of Evanston that is particularly well suited for a boat ramp facility.
 - The best location would be nearest the southern end of Northwestern University.
 - There will be dredging no matter the location
 - There will be environmental impacts to downwind landowners
- ❑ Any new ramp facility or change to the existing ramp would require comprehensive coastal engineering design.
- ❑ Current number of users may not justify the expense to repair the existing facility or construct a new facility
- ❑ Analysis of financial model and user fee structure is necessary
- ❑ Remember that very few public recreation facilities are profitable, so the overall benefit to the community must be considered.
- ❑ Improvement of the ramp may encourage more boaters to use the facility, making it more financially sustainable, which is potentially at odds with the goals of the Lakefront Vision.
- ❑ Vision calls for consideration of increased restrictions on motorized boat use.
- ❑ No public support for allowing day use passes.

After significant debate, there was clear public support for maintaining the boat ramp in its current location, with the expressed desire to make significant improvements to the facility to address its current shortcomings, and reduce associated impacts on the surrounding park facilities.

On November 15, 2007, a revised Draft Concept Plan was presented at the Evanston Civic Center. The revised plan included a series of significant revisions to the plan that sought to achieve a balance of uses, and address the full range of goals and comments of the community.

- ❑ Enhance natural areas for wildlife habitat and bird watching
- ❑ Create natural buffers and separation of activities
- ❑ Balance dune ecology / native planting with flexible green space
- ❑ Open up the landscape as much as possible
- ❑ Maintain the lakefront in accordance with environmentally sustainable best management practices, including LEED certified structures
- ❑ Evaluate alternate shoreline protection systems
- ❑ Improve pedestrian safety and access
- ❑ Celebrate the historic character of the lakefront
- ❑ Provide amenities for all age groups and cultural groups
- ❑ Improve, but do not expand, parking facilities
- ❑ Provide select “public” commercial activity where appropriate
- ❑ Enhance Cultural / Festival opportunities
- ❑ Expand educational and recreational programming
- ❑ Provide dedicated bicycle and pedestrian pathways
- ❑ Improve accessibility to lakefront from downtown and the rest of Evanston
- ❑ Achieve a universally accessible lakefront

While recognizing the fact that no single plan could ever reflect the individual desires of everyone who participated in the master plan process, the Final Draft Consensus plan was presented to the City of Evanston Planning and Development Committee on January 14, 2008. After further discussion with the public and Planning and Development Committee on January 22, 2008, the master plan was approved by the Evanston City Council on January 28, 2008.



Active Concept - North Lakefront



Design Charrette One - Public Meeting One - September 19, 2007

Active Concept - Central Lakefront



Design Charrette One - Public Meeting One - September 19, 2007

Active Concept - South Lakefront



Design Charrette One - Public Meeting One - September 19, 2007

Multi-Generational Concept - North Lakefront



Design Charrette One - Public Meeting One - September 19, 2007

Multi-Generational Concept - Central Lakefront



Design Charrette One - Public Meeting One - September 19, 2007

Multi-Generational Concept - South Lakefront



Evanston Lakefront Corridor
Reconstruction Master Plan

EDAW | CTE | Wolf Landscape Architecture | Urbanworks, Inc. | McGuire Spink & Associates, Inc.

"Multi-Generational Concept"
Southern Section

September 19, 2007

Passive Concept - North Lakefront



Evanston Lakefront Corridor
Reconstruction Master Plan

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"Passive Concept"
Northern Section

September 19, 2007

Design Charrette One - Public Meeting One - September 19, 2007

Passive Concept - Central Lakefront



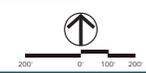
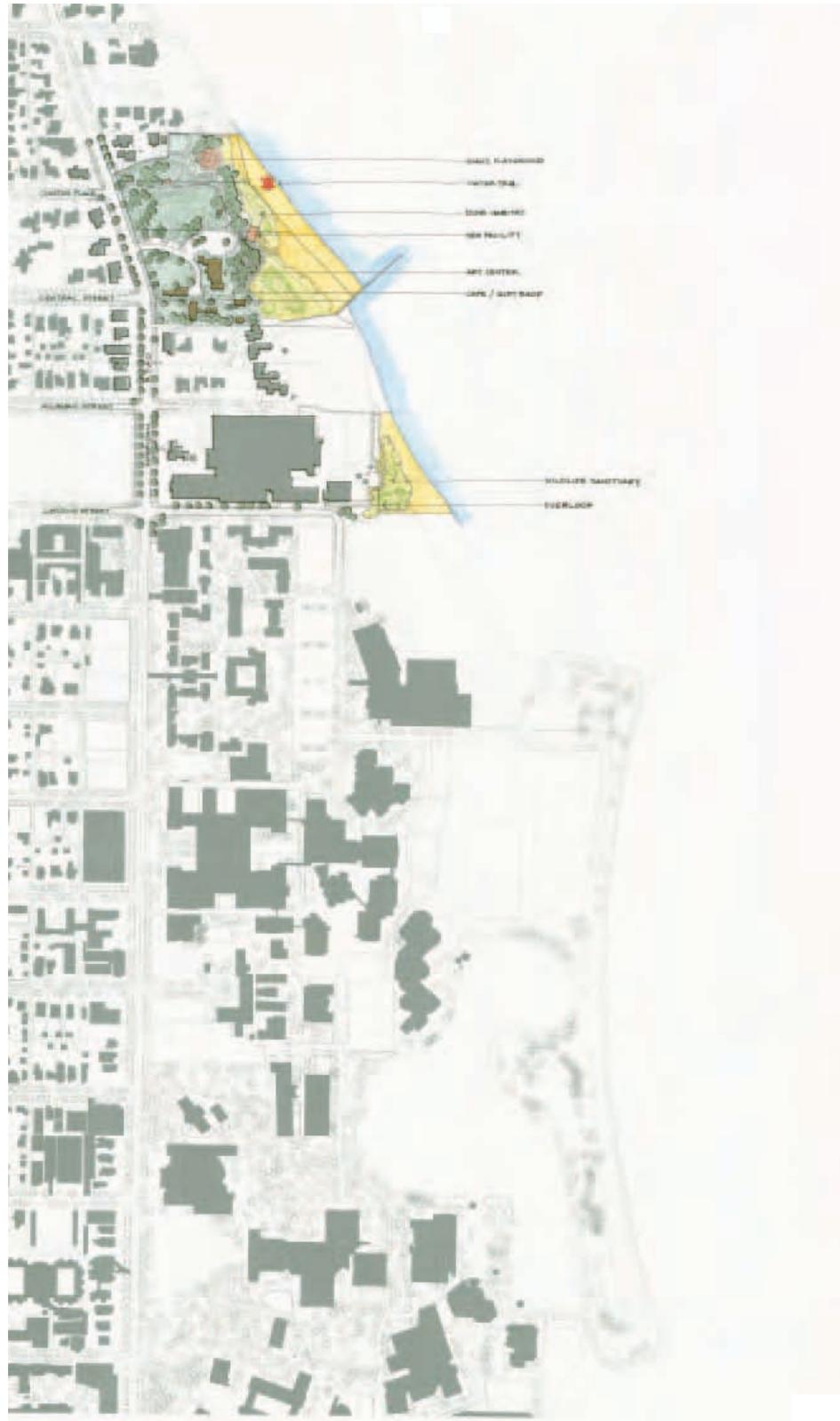
Design Charrette One - Public Meeting One - September 19, 2007

Passive Concept - South Lakefront



Design Charrette One - Public Meeting One - September 19, 2007

Natural Concept - North Lakefront



Evanston Lakefront Corridor
 Reconstruction Master Plan

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“Natural Concept”
 Northern Section

September 2007

Design Charrette One - Public Meeting Two - September 20, 2007

Natural Concept - Central Lakefront



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“Natural Concept”
Central Section

September 2007

Design Charrette One - Public Meeting Two - September 20, 2007

Natural Concept - South Lakefront



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“Natural Concept”
Southern Section

September 2007

Recreational Concept - Central Lakefront



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“Recreational Concept”
 Central Section

September 2007

Recreational Concept - South Lakefront



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“Recreational Concept”
Southern Section

September 2007

Design Charrette One - Public Meeting Two - September 20, 2007

Draft Consensus Plan - North Lakefront



Evanston Lakefront Corridor Reconstruction Master Plan

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“Draft Consensus Plan” Northern Section

October 4, 2007

Design Charrette Two - Public Meeting Three - October 4, 2007

Draft Consensus Plan - Central Lakefront (South Section)



<p>Evanston Lakefront Corridor Reconstruction Master Plan</p> <p>EDAW CTE Wolff Landscape Architecture Urbanworks, Ltd. McGuire Iglesias & Associates, Inc.</p>	<p>"Draft Consensus Plan" Central Section - South</p> <p>October 4, 2007</p>
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Design Charrette Two - Public Meeting Three - October 4, 2007

Draft Consensus Plan - South Lakefront (North Section)



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“Draft Consensus Plan” Southern Section - North

October 4, 2007

Design Charrette Two - Public Meeting Three - October 4, 2007

Draft Consensus Plan - South Lakefront (South Section)



Evanston Lakefront Corridor Reconstruction Master Plan

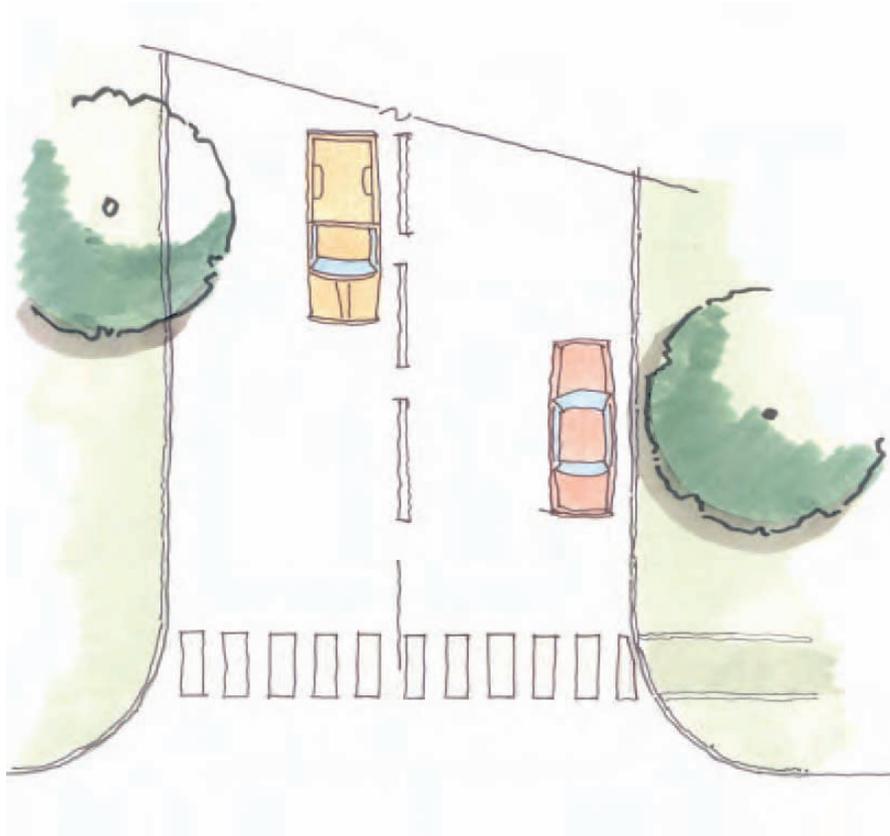
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"Draft Consensus Plan" Southern Section - South

October 4, 2007

Design Charrette Two - Public Meeting Three - October 4, 2007

Crosswalk Sketches

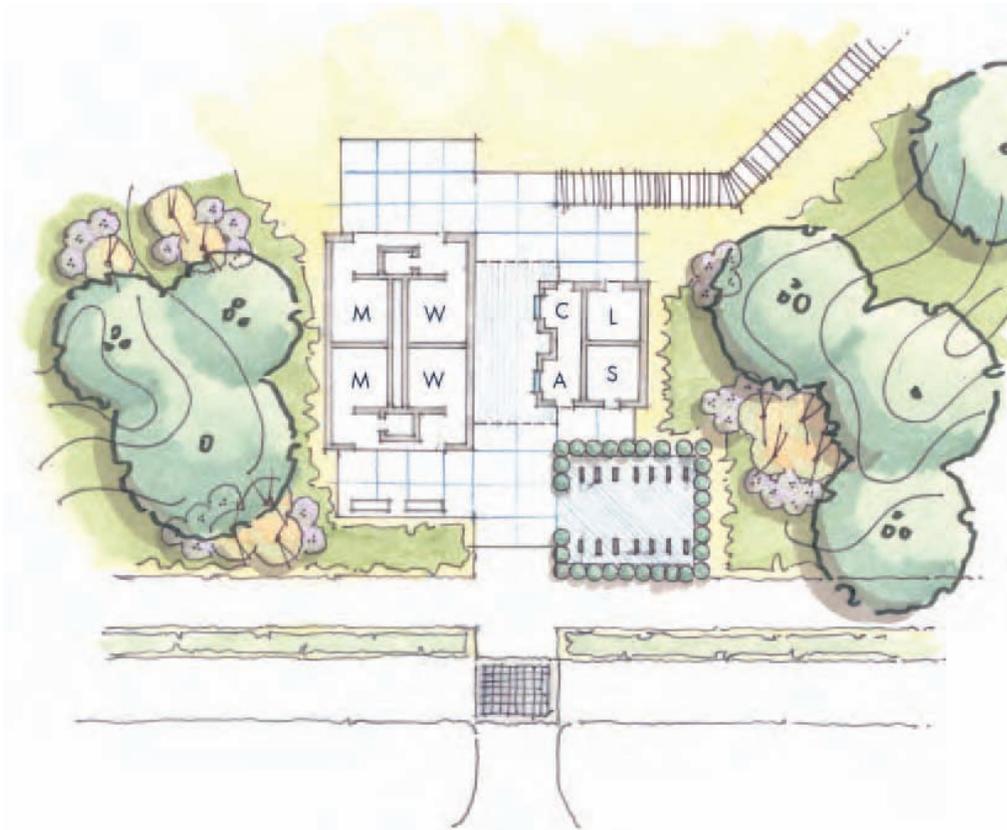


Typical Crosswalk - Additional Public Workshops - October to November 2007

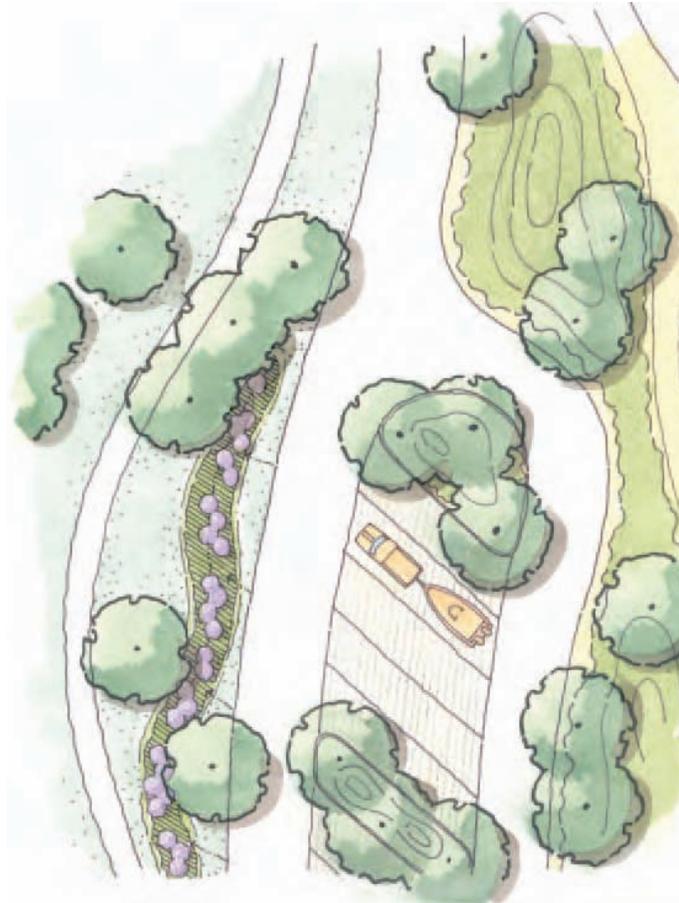


Enhanced Crosswalk - Additional Public Workshops - October to November 2007

Beach Structure and Boat Launch Sketches

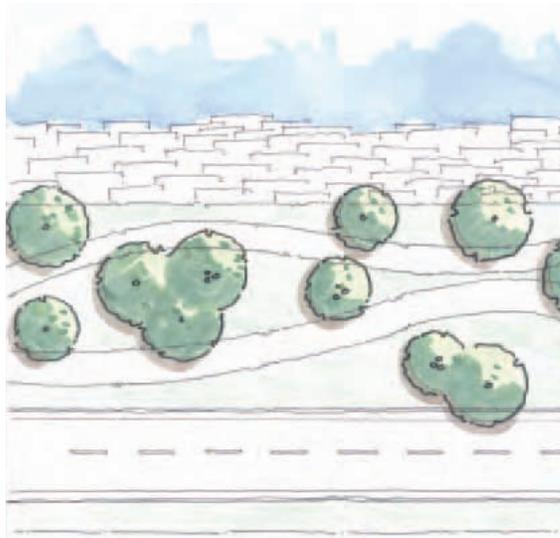


Typical beach structure - Additional Public Workshops - October to November 2007

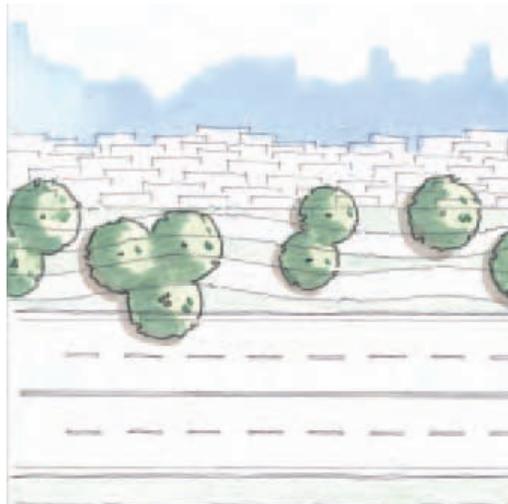


Boat launch - Additional Public Workshops - October to November 2007

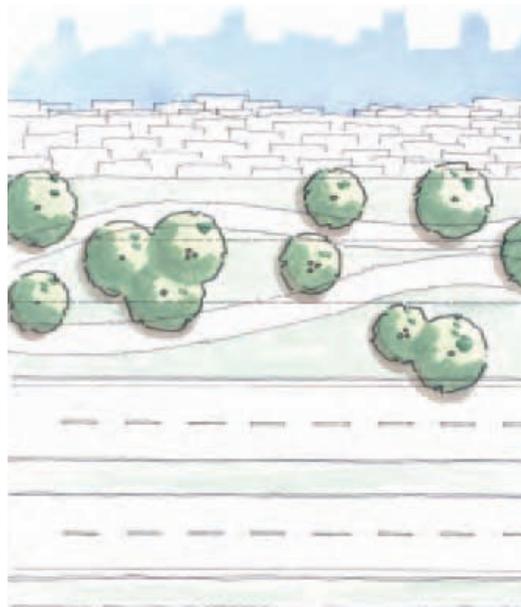
Sheridan Road Sketches



Two lanes without median - Additional Public Workshops - October to November 2007



Four lanes without median - Additional Public Workshops - October to November 2007



Four lanes with median - Additional Public Workshops - October to November 2007

Final Consensus Plan - North Lakefront



Public Meeting - November 15, 2007

Final Consensus Plan - Central Lakefront (North Section)



Public Meeting - November 15, 2007

Final Consensus Plan - Central Lakefront (South Section)



Public Meeting - November 15, 2007

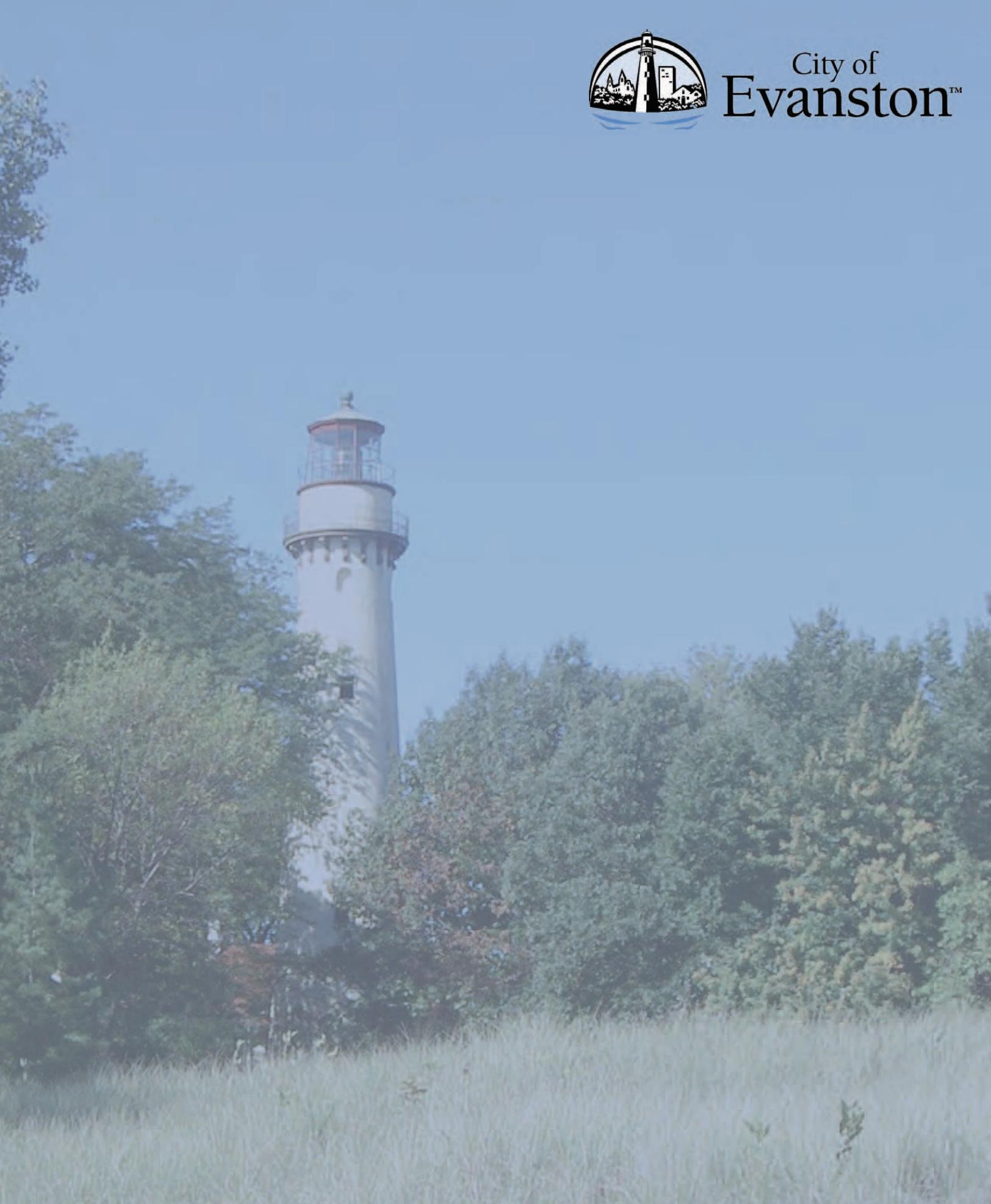
Final Consensus Plan - South

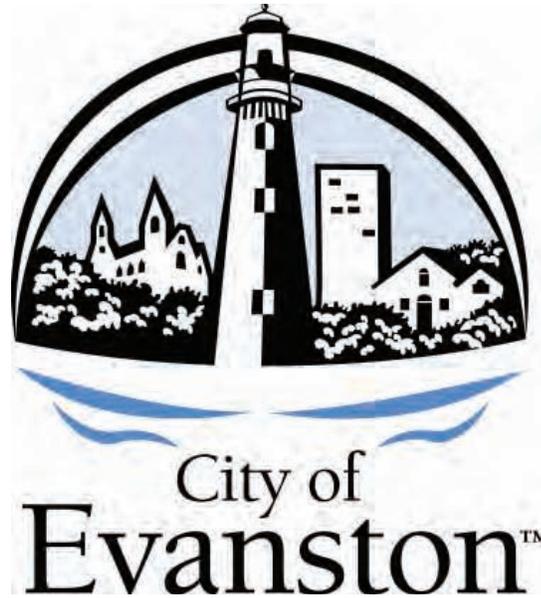


Public Meeting - November 15, 2007



City of
Evanston[™]





Lakefront Master Plan

Parks / Forestry & Recreation Department
City of Evanston
2100 Ridge Avenue
Evanston, Illinois 60201
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June 2008

prepared by

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in association with

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3rd Ward

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Ald. Edmund B. Moran, Jr.

6th Ward

Ald. Elizabeth B. Tisdahl

7th Ward

Ald. Ann Rainey

8th Ward

Ald. Anjana Hansen

9th Ward

The Parks / Forestry & Recreation Department
would also like to recognize the
residents of Evanston for their attendance at the public meetings and
their contributions to the Lakefront Master Plan.

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Executive Summary

The Evanston lakefront park system is a very special environment, providing the community with a range of active and passive recreational opportunities, including beaches, playgrounds, flexible green space, trails, and a range of boating facilities. Additionally, several historic structures located on the waterfront create a sense of place that embodies the character of Evanston, and the parks are framed by beautiful single and multi-family homes that overlook Lake Michigan. In some areas, however, the lakefront parks are showing signs of being “loved to death”, and the City of Evanston has recognized the need to create a master plan to ensure that the parks continue to provide high quality amenities that meet the needs of the community long into the future. In addition to providing a clear strategy for future park projects and improvements, the plan will assist the City in making the most of its limited financial resources while providing an effective tool that will support additional fund raising and grant application efforts. Finally, the City of Evanston has recognized the need to reduce the impact of human activities on the environment through more energy efficient structures and systems, expansion of more diverse park landscapes, and encouragement of alternative forms of transportation.

Process

The first step in this process was the development of the Lakefront Vision, completed in early 2007 by a consulting team led by Hitchcock Design Group. The Lakefront Vision was developed through an extensive public outreach process that engaged a wide variety of community stakeholders and established a clear vision for the master plan. The Evanston Lakefront Master Plan was developed through an iterative design process that tested a wide range of ideas and strategies for achieving the goals and objectives outlined in the Lakefront Vision. Three initial concept alternatives were developed and presented to the community. These concepts were refined based on the comments received from the community, and the preferred elements were included in two new concepts. These concepts were presented to the community, and further refined into a single “Draft Consensus Plan” based on community input. Following four presentations of the Draft Consensus Plan in locations throughout Evanston, a number of significant revisions were made, resulting in the Final Consensus Plan that was presented to the City Council and approved in January of 2008. This master plan document further describes this process and outlines in detail all elements of the plan.

Elements

A range of master plan elements are proposed throughout the lakefront parks. These elements include broad strategies that inform more detailed design decisions outlined in the discussions of each segment of the lakefront park system. These elements include sustainable design strategies such as proposing that all new buildings achieve a minimum LEED (Leadership in Energy and Environmental Design) rating of Silver, and providing park lighting that implements “Dark Sky” design strategies and significantly reduces energy use by using LED light fixtures. Landscape strategies are proposed that support an appropriate balance of flexible green space with expansion of native plant ecosystems that require less maintenance and provide habitat.

Accessibility for park users of all abilities is proposed, along with dedicated bicycle and pedestrian pathways throughout the lakefront. Improved pedestrian

access to the lakefront is provided by traffic calming measures intended to reduce vehicle speeds on Sheridan Road to the posted limits, while reducing the length of pedestrian crossings. Connections to all adjacent segments of the City of Evanston Bicycle trail network are proposed.

Improvements to vehicular circulation and problematic intersections are proposed that are intended to reduce pedestrian/vehicle conflicts and ease way-finding. Existing parking lots are reconfigured to increase efficiency without an overall increase in parking counts or paved area, and off-street parking facilities are proposed to be paved in pervious materials that will reduce stormwater quantities and improve water quality. Modifications to the existing rock shoreline protection system are proposed, with the intent to improve visual access to the lake, reduce the negative visual impact of the rocks, and maintain access control to the waters edge.

Master Plan Areas

The master plan outlines specific recommendations for each parcel or use area along the lakefront. The plans includes specific recommendations for park improvements that provide a broader range of activities for different age groups, such as the Great Lawn that provides lakeside access and flexible green space, or the dedicated bicycle and pedestrian paths that provide accessible routes to all amenities on the lakefront. Specific improvements are proposed to restore popular but worn facilities such as the public boat launch, while also using these improvements to take advantage of littoral drift to make the dog beach less susceptible to rising water levels.

Existing historic elements on the lakefront, such as the lagoon and nearby lagoon building, are preserved and existing nearby conflicting uses are relocated to create a more gracious landscape space around the heart of Evanston's lakefront. Improvements to the lagoon promenade that re-use old street pavers maintain the historic character of the area while minimizing the impacts on the landscape from summer festivals. Lunt Park and Patriots Park, adjacent to the lakefront but separated from the rest of the parks by streets, retain distinct identities but are proposed to be more closely connected to the lakefront parks via improved pedestrian connections.

New restroom structures will replace the outdated existing structures that do not meet federal accessibility requirements. The new structures will establish beach entry points and are located near vehicular drop-offs that support public transit opportunities. These structures will be energy efficient, responsive to the historic character of the lakefront, and provide improved facilities for life-guard staff and the community.

Renovations to existing park facilities, such as Clark Square or Garden Park, will maintain their historic use and character, while the existing landscape will be supplemented with native species that provide habitat for migratory birds, beautiful native gardens, and an understory landscape that helps define park rooms and uses. Outdated play equipment will be replaced with a play environment that celebrates the special location overlooking Lake Michigan. Imaginative play elements will allow children to create their own games and invent new worlds in place of prescriptive play equipment with defined uses.

At the southernmost end of Evanston, the master plan seeks to restore the

amazing experience of driving along Lake Michigan on Sheridan Road. The narrowing of Sheridan Road, coupled with the expansion of green space and lowered rock revetment will create an open, gracious space that welcomes visitors. No landscape or architectural monument could provide a more compelling entry statement for the City of Evanston than a clear view of Lake Michigan.





Evanston Lakefront Vision

The Evanston Lakefront Vision is the result of a series of focus group sessions and a public workshop lead by the City of Evanston Parks / Forestry and Recreation Department and the consultant team of Hitchcock Design Group, The Institute of Cultural Affairs and Merry Green Promotions Group. The visions, goals and objectives in the Lakefront Vision represent the accrued consensus of visioning participants. Participants included a focus group of community stakeholders representing a wide range of interests, as well as members of the public who were invited to participate in workshop sessions.

The master plan team used the Lakefront Vision as the basis for establishing the initial range of programmatic elements and developing the initial design concepts. One of the key assumptions of the master plan was to value the efforts put forth by the community to share their time and opinions to help create the Vision, and the master plan process would respect the results of that Vision and seek to achieve its goals and implement its objectives.

Overall Vision

“The Evanston Lakefront will carry forward as a unique and sustainable environment that supports the highest and best use of the public lake frontage and respects the delicate balance of its natural ecosystems and user interest.”

The Evanston lakefront is unique in its openness and accessibility when compared to other communities along the north shore, and is one of the most compelling reasons people choose to live in Evanston. The majority of Evanston’s shoreline is open to the public, and the long continuous stretches of parks, beaches, and open space create a wide range of recreational opportunities in an unparalleled lakefront environment.

What is a “sustainable” environment? The World Commission on Environment and Development defines sustainability as: “Meeting the needs of the present without compromising the ability of future generations to meet their own needs.” The master plan process created a public forum for discussion among the residents of Evanston to define the aspects of sustainable design that should be implemented, and to define the highest and best use of its lakefront.

The phrase “respects the delicate balance of its natural ecosystems and user interest” nicely summarizes the primary goal of this master plan. The master plan strikes a balance between these conflicting aims in a reasonable way, as defined by the community. While there was a wide range of voices contributing to the plan, many of them calling for significantly more habitat and removal of existing programmed activity, in the end the community recognized that this is a place for people as well as the environment. As Will McDonough states in the first of the Hannover Principles (The Hannover Principles outline the sustainability goals of the 2000 World Expo, and are regarded as sound principles for sustainable design), we must “Insist on the rights of humanity and nature to coexist in a healthy, supportive, diverse, and sustainable condition.” Our society is on the road to creating a more sustainable condition, and this plan takes measurable steps towards this goal.

Evanston Lakefront Vision Goals and Objectives

The Lakefront Vision is described in five elements, including Natural Environment, Access & Circulation, Program Offerings, Facilities, and Administration &

Policy. Within each of these elements, the Vision establishes a concept statement, goal, and series of objectives. The master plan responds to each of these goals and objectives, and the specific actions and recommendations proposed by the master plan are outlined below.

Natural Environment

“The lakefront’s natural environment is comprised of a unique and sensitive set of ecological systems that require careful stewardship. It will be enhanced and maintained as a habitat for plant and animal communities as well as a valuable asset for Evanston residents and visitors.”

Goal 1: Establish practices and policies to preserve and enhance the lakefront’s natural environment.

Objectives:

- ❑ Enhance natural areas for wildlife habitat and passive enjoyment.
 - “Magic Hedge” style landscape plantings have been included at Garden, Clark Square, Lincoln Street Overlook, and Lighthouse parks.
 - “Upland Prairie” native grass plantings have been included near Greenwood Beach, Patriots, Lunt, and Lighthouse parks.
- ❑ Create natural buffers between lakefront transition areas.
 - “Dune Ecology” native grass plantings separate turf areas from beaches throughout the plan.
 - “Magic Hedge” and understory plantings are similarly used to define “landscape rooms” within larger open space areas.
 - Bioswales separate and screen parking areas, while treating stormwater runoff
- ❑ Restore natural dune habitat along specified areas of the lakefront
 - “Dune Ecology” plantings are shown throughout the lakefront, buffering the beaches from turf areas.
 - Non-native species will be removed from the existing dune ecology east of the Water treatment plan, and further restoration is proposed.
- ❑ Develop and install a planting regime emphasizing native, or non-native, zone tolerant landscape plants to improve lakefront aesthetics and decrease required landscape maintenance.
 - All species proposed will be native, or adapted zone-tolerant species.
 - Less-used turf areas will be converted to dune or prairie plantings, which - while requiring intensive maintenance to establish - result in lower maintenance costs, irrigation demand, and fertilizer demand over time.
 - A strategy for “underplanting” the existing mature tree canopy with appropriate tree species will ensure that the mature tree canopy endures over time as existing trees die-off or are damaged.
- ❑ Dedicate an area of undisturbed (not mown, etc.) lakefront space as a bird sanctuary.
 - The area east of the Water Treatment plant will be off limits to people except possible guided tours.
 - Other areas near Patriot’s and Lunt Park will have not mown native grasses, but will not exclude people.
- ❑ Maintain the lakefront in accordance with environmentally sustainable best management practices.
 - A strategy for landscape maintenance that minimizes use of pesticides and fertilizers is proposed, along with alternate strategies such as

organic composting.

- Evaluate natural or engineered shoreline stabilization systems, including off-shore islands, reefs, peninsulas, and/or headlands, which might selectively replace existing rock revetment.
 - A technical analysis of various stabilization options has been reviewed.
 - Based on cost, technical considerations, environmental impact and aesthetic concerns, off-shore islands, reefs, peninsulas and/or headlands have not been proposed.
 - Proposals toward an incremental reduction in the height and quantity of existing rock revetment have been included. The initial step is a comprehensive evaluation of the existing lakefront protection system by a qualified coastal engineer. Primary issues are the determination of defensible lake level and storm event criteria, which determine the size and extent of the structures required. Following an evaluation that determines acceptable heights, we propose:
 - ▷ Lowering the height of much of the revetment to allow visual access to the lake.
 - ▷ Removal of revetment entirely where possible, such as areas protected by groins or other structures.
 - ▷ Use of dune landscape to create natural transition between zones

Access and Circulation

Planning for access and circulation at the lakefront should include a comprehensive strategy to emphasize both connecting the greater Evanston community to the lakefront, as well as improving and connecting trail systems within lakefront parks and open spaces.

Goal 2:

Create a strategy to improve multi-use trail conditions minimizing traffic conflict and emphasizing community connections for all trail users.

Objectives:

- Evaluate and improve multi-use trails through the lakefront park system.
 - Distinct trail systems for both bicycles and pedestrians have been proposed.
- Provide adequate trail lighting with sensitivity to both security and dark-sky issues.
 - Dark-sky (“cut-off”) compatible light fixtures have been proposed, utilizing low energy demand technologies such as LED or Induction lamps.
- Construct unobtrusive way-finding signage along the lakefront including directional signage, maps and distance markers.
 - A comprehensive signage system is proposed.
- Increase and improve secure bicycle parking along the lakefront.
 - Improved bike racks are proposed throughout the lakefront, especially at access points such as restrooms and facilities.
- Consider creating separate paths for joggers / walkers and bikers / roller bladers.
 - Distinct trail systems for both bicycles and pedestrians have been proposed.
- Improve lakefront trail connection to downtown Evanston.
 - Improvements to the pedestrian crossing at the intersection of Davis and Forest should be included in any future improvement

- Significant improvements to pedestrian crossings at Clark, and Church streets are proposed, along with traffic calming strategies such as “bump-outs”, which will reduce the pedestrian exposure to vehicular traffic from 40 feet or more to 24 feet.
- Bike trail connections to the Evanston Bike Plan are provided.
- Improve southern trail connection to Chicago.
 - The elimination of unnecessary traffic lanes on Sheridan Road creates the opportunity to provide separate pedestrian and bike paths east of Sheridan, as well as on street bike lanes on Sheridan. Alternate strategies are provided should the traffic analysis require keeping all four lanes of Sheridan.
- Improve connections between lakefront and Northwestern University trail system
 - The trail connection between the lakefront and Northwestern is maintained.

Goal 3:

Coordinate transportation resources to improve lakefront-user access while preserving the integrity of lakefront open space and natural areas.

Objectives:

- Evaluate and improve lakefront parking without designating additional space for parking.
 - Proposed lakefront parking improvements include:
 - ▷ Upgrade of existing pavement sections to pervious paving, reducing peak storm surge.
 - ▷ Upgrade of existing pavement to accepted standard dimensions where necessary, without impacting existing trees.
 - ▷ Protection of users and clear designation of parking areas through traffic calming measures.
 - ▷ Maintain existing distributed character of parking along entire lakefront.
 - ▷ No new parking is provided, with essentially the same quantity of parking maintained.
 - ▷ Improvements to the aesthetic character of the existing boat parking are proposed, along with use of pervious paving and bio-swale treatment of initial stormwater runoff.
- Consider permit policy for parking lots immediately adjacent to the lake front.
 - Parking management improvements will be proposed.
- Evaluate and improve public transportation access from greater Evanston to the lakefront.
 - Access points for public transportation have been provided at Greenwood and Clark Street Beaches, as well as the Lagoon area.
- Consider providing shuttle service from downtown parking areas to the lakefront.
 - Access points for public transportation have been provided at Greenwood and Clark Street Beaches, as well as the Lagoon area.
 - Proposals for shared parking are proposed.
- Evaluate improving access for boaters to the lakefront from Lake Michigan.
 - Comprehensive evaluation and modernization of the existing boat ramp is proposed.

- The boat ramp is proposed to stay in its current location, with no proposed changes to use policies. (No day-use passes, etc.)
- Integrate lakefront trail system with existing Evanston Bike Plan.
 - Bike trail connections to the Evanston Bike Plan are provided.
- Improve bike and pedestrian connections from the lakefront to adjacent neighborhoods.
 - Significant pedestrian safety improvements are proposed throughout, including crosswalks and traffic calming strategies.
 - Proposed trail systems respond to neighborhood points of access.

Facilities

Lakefront facilities will promote the highest and best use of the lakefront through the creation and maintenance of lakefront appropriate facilities. They will support activities of Evanston residents and visitors, be of high-quality, and emphasize environmental and architectural sensitivity.

Goal 4:

Assess existing park facilities and upgrade or replace depending on condition and need. Implement new facilities where there is demand while honoring the lakefront’s environmental integrity and surrounding neighborhoods.

Objectives:

- Provide adequate lighting for park facilities, with sensitivity to both security and dark-sky issues. Consider energy efficient alternatives such as solar-power or LED lighting.
 - Dark-sky (“cut-off”) compatible light fixtures have been proposed, utilizing low energy demand technologies such as LED or Induction lamps.
- Create cohesive, high-quality design scheme for new site amenities including buildings, lighting, signage, benches, trash receptacles, and picnic facilities.
 - A complete “kit-of-parts” for all site furnishings that complements the design of existing and proposed structures will be provided.
- Renovate, or if necessary, reconstruct, existing restroom facilities and beach houses, including evaluation of relocating facilities to optimize their use and access.
 - The existing restroom structure at Lighthouse Beach is proposed to be completely renovated, and an additional structure on the south side of the existing ramp is proposed to provide equipment storage for the lifeguard staff, minor concession space, and space for the staff to control entry and collect fees.
 - The Lighthouse facility is recommended to be LEED
 - The historic Lagoon Building shall remain
 - All other restroom structures are proposed to be replaced with LEED Silver or better structures.
 - New restroom structures will be relocated to provide points of entry to each beach, as well as to serve both beach and park users.
- Improve and modernize existing boat facilities to support boater use.
 - Existing non-motorized boat storage facilities are proposed to be upgraded, with new storage racks designed specifically for the various types of watercraft, increasing the number of boats that can be stored

- while using less space.
- Comprehensive evaluation and modernization of the existing boat ramp is proposed.
- Consider increasing the number of carry-in access points for non-motorized watercraft.
 - A “water trail” is proposed, which will create points of access for visiting non-motorized watercraft at each beach.
 - Allowances for additional carry-in access points are still under consideration, and is primarily a policy issue. No additional parking is proposed to support additional access.
- Develop an effective plan for a new emergency response system.
 - Proposed improvements include:
 - ▷ Lifeguard storage, office, and communication facilities will be provided with new/renovated restroom facilities at each beach.
 - ▷ Improved access and storage for waterfront emergency craft is proposed.
 - ▷ Additional foot or bicycle patrols of the lakefront may be considered.
- Evaluate demand for concession facilities and implement temporary or seasonal facilities if needed.
 - Public feedback has suggested that minor concession facilities associated with new restroom structures are acceptable. “Minor” facilities have been described as prepackaged or refrigerated foods, drinks, and necessities such as sunscreen, while excluding significant facilities such as grills or kitchens.

Programming

Evanston’s lakefront programming will preserve the lakefront’s unique natural environment by balancing passive and active recreational uses. Future programming for the lakefront will be based on the highest and best use of Evanston’s lake frontage.

Goal 5:

Emphasize a balance between natural unprogrammed lakefront with a variety of lakefront appropriate activity programming to engage all users and generate limited revenue, while honoring the lakefront’s environmental integrity and surrounding neighborhoods.

Objectives:

- Dedicate lakefront space that is unprogrammed and conducive to a quiet natural environment.
 - Significant areas of unprogrammed, quiet spaces have been proposed throughout the lakefront.
- Expand lakefront opportunity for non-motorized recreational lake use, such as swimming, kayaking, canoeing, and sailing.
 - Increased capacity for storage of watercraft is proposed, along with more access to the lakefront through the water trail proposal.
 - Expanded swim beach areas may be considered.
- Consider increasing restrictions on motorized boat use.
 - There are clear groups who support maintaining the existing boat ramp, and additional groups that support eliminating the boat ramp.
 - The majority favors maintaining the boat ramp in its current location, but improving its functionality to minimize long term maintenance

- costs.
 - Proposed management of the boat launch facility to enforce the highest standards of safety, behavior, and best practices to prevent potential pollution (no fuelling of watercraft, for example) are included.
- Encourage lakefront community and cultural events by providing dedicated areas along the lakefront.
 - Community and cultural events are supported by providing an improved lagoon promenade that allows festivals to occur with reduced impact to the park landscape and attendant maintenance and repair issues. Re-use of existing stocks of brick road pavers would be in character with the historic nature of the Lagoon area, while providing a pervious surface of re-used materials that meet sustainability objectives.
 - The proposed Great Lawn provides ample opportunity for community and cultural events.
- Develop recreational and educational programming that serves all Evanston residents and visitors throughout the year.
 - Additional programs are proposed, including guided habitat tours, bird watching opportunities, and interpretive signage.
- Focus on educational and recreational program offerings that are appropriate to the lakefront and do not require extensive facility construction.
 - The proposed educational activities outlined above require little more than appropriate landscape plantings and signage.
 - Additional educational facility construction is limited primarily to landscape improvements or upgrading of existing facilities. All new proposed structures would be LEED Silver or better.

Administration and Policy

Lakefront policies and administration will promote equitable access for users, including fee schedules and barrier free physical access (per federal and state accessibility laws) all framed within a financially responsible plan for lakefront maintenance and administration.

Goal 6:

Develop and implement lakefront policies that support and fund a balance of high-quality lakefront appropriate programming and promote physical and financial accessibility for all users.

Objectives:

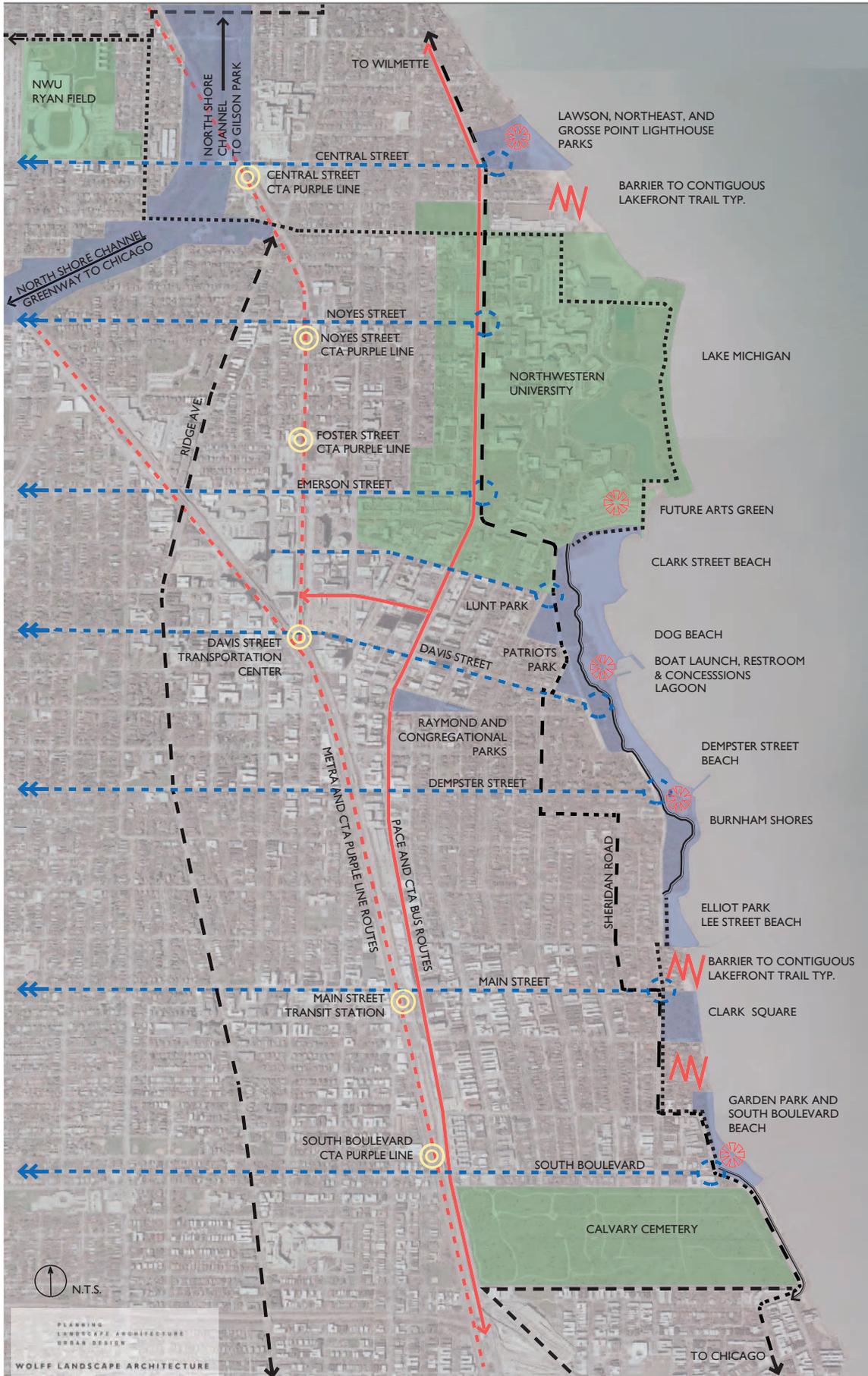
- Devise and implement a plan and policy to dedicate passive and active spaces at the lakefront.
 - A balance of passive and active spaces is provided.
- Upgrade all lakefront facilities to comply with federal ADA and state IAC accessibility laws.
 - All existing facilities will be renovated or replaced to meet ADA and IAC requirements
 - All areas of the park, and all amenities, will be made accessible by paved pathways.
 - All beaches will be made accessible via flexible decking.
- Evaluate policies addressing commercial use of the lakefront.
 - No “private” commercial uses are proposed.
 - Minor “public” commercial uses are proposed, including small

concession facilities at new restrooms, and a small gift shop or café intended to supplement funding for maintenance of the Evanston Arts Center.

- ❑ Program and fund an adequate maintenance schedule for lakefront facilities (e.g. restrooms) and landscaping.
 - Strategies are proposed to minimize the costs and maintenance requirements for the lakefront.
- ❑ Evaluate park facility operating hours and adjust to suit users' needs.
 - Ongoing hours of operations will be determined by user's needs and within the limitations of funding.
- ❑ Evaluate extending restroom operating hours to include all seasons.
 - Extending hours of operations will be determined by user's needs and within the limitations of funding.
 - All new facilities will be capable of year round use, without requiring complex winterization.
- ❑ Create policy (including a review of water access fees) that balances economic sustainability and access affordability.
- ❑ Recommend that the City include the entire Evanston lakefront, including private property, as part of the master plan.
 - The entire lakefront has been considered in this plan.
 - No new requirements have been proposed for private property, although potential recommendations for voluntary habitat enhancement will be provided.



Existing Conditions



Site Inventory - North



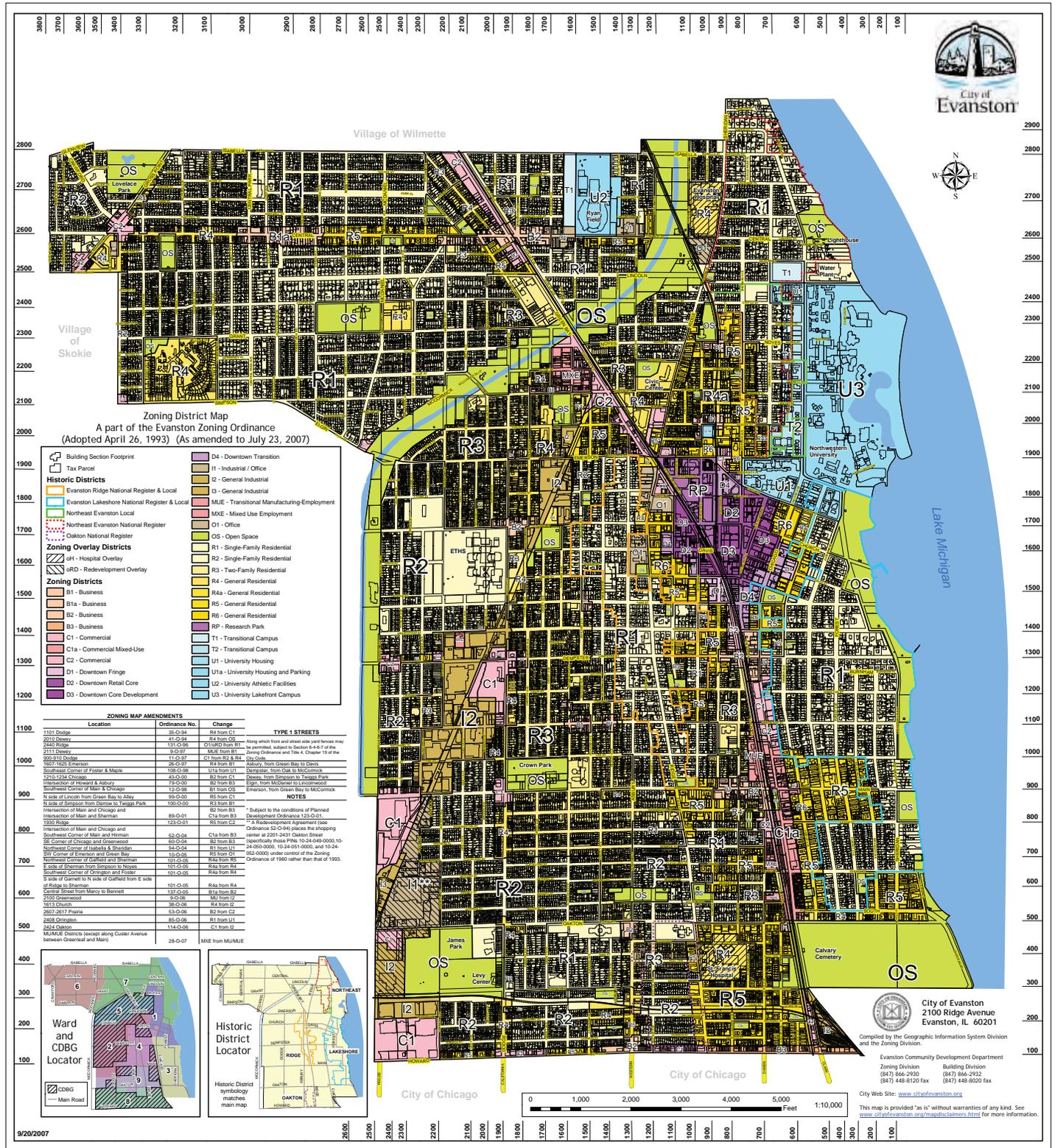
- Legend**
- Structure
 - Picnic and play areas
 - Restroom
 - Stone revetment
 - Beach
 - Boat storage and launching facilities
 - Lakefront park
 - Inland park

- Ingleside Park**
 - Limited visibility
- Lawson and Northeast Park**
 - Opportunity to add habitat along wooded bluffs
 - Access to north should be limited with fence and sheet piling
- Lighthouse Landing Park and Beach**
 - Playground and picnic grounds
 - Views blocked to lighthouse and art center
 - Location of abandoned canoe bunker
 - Limited parking, shared with other uses
- Evanston Art Center**
 - Possible location to convert to future restaurant space
- Grosse Point Lighthouse**
 - National historic landmark
- Private Property**
- Evanson Water Treatment Plant**
 - Secure facility
 - Lake frontage
 - Potential wildlife refuge within perimeter security fence
 - Opportunity for overlook for birding / habitat area
 - Extend fence and sheet pile south of facility to lake for security
- Clark Street Beach**
 - Large and wide beach
 - Sand volleyball courts
 - Emergency personnel does not have access to lake
- Dog Beach**
 - Separated by significant stone revetment
 - Access point unclear
- Lagoon Historic Building**
 - Winterized building
 - Contains restrooms and concessions
- Boat Launch**
 - Launch for power boats
 - Structural repair needed, problem with siting
 - Unightly and close proximity to formal and historic elements
 - Limited parking available
- Centennial Park**
 - Passive recreation
 - Picnic area
- Lunt Park**
 - Location of historic horse trough
 - Mature tree canopy of mostly oaks
 - Old brick walks overgrown by lawn
 - Unorganized site furnishings

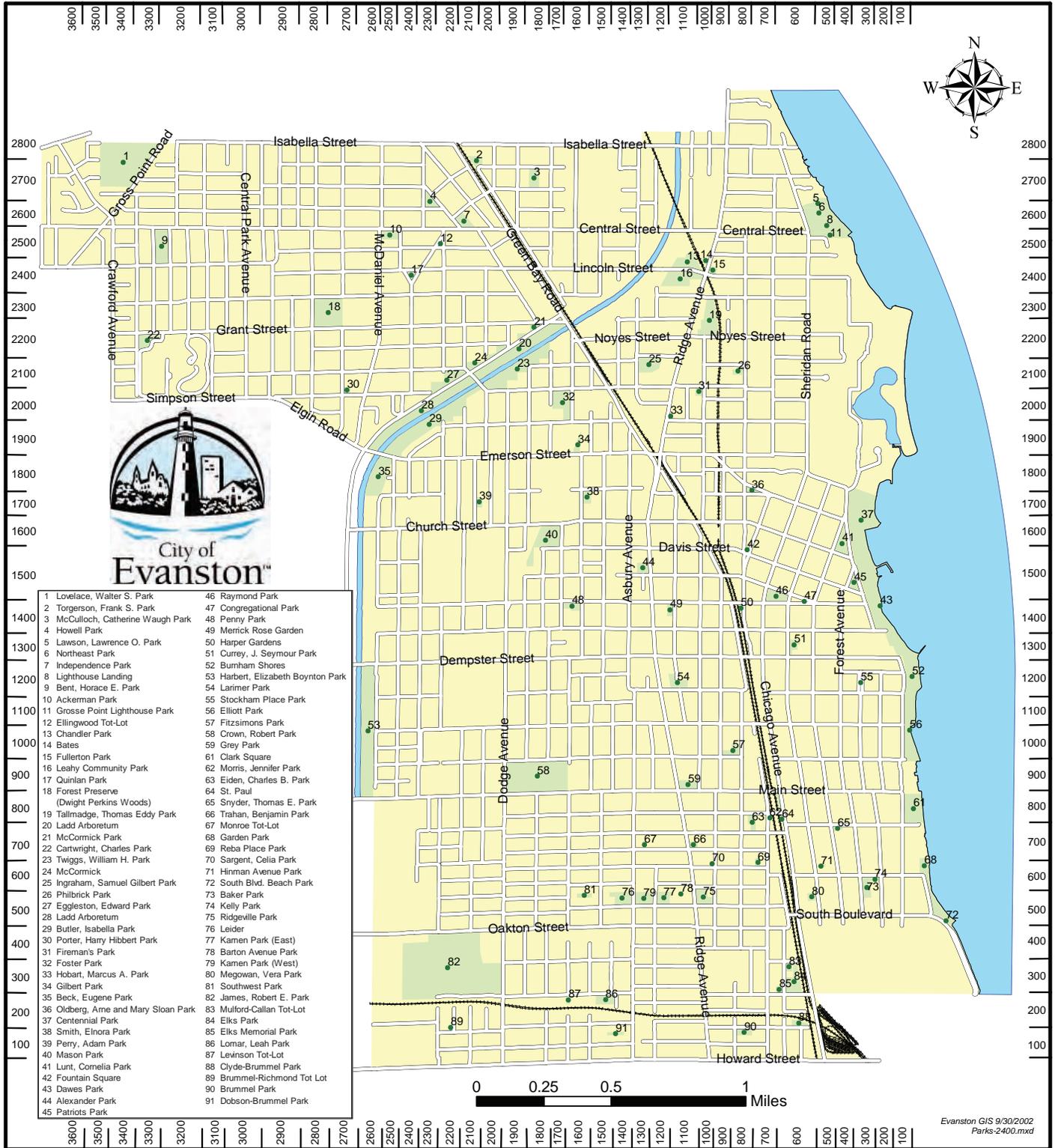
Site Inventory - South



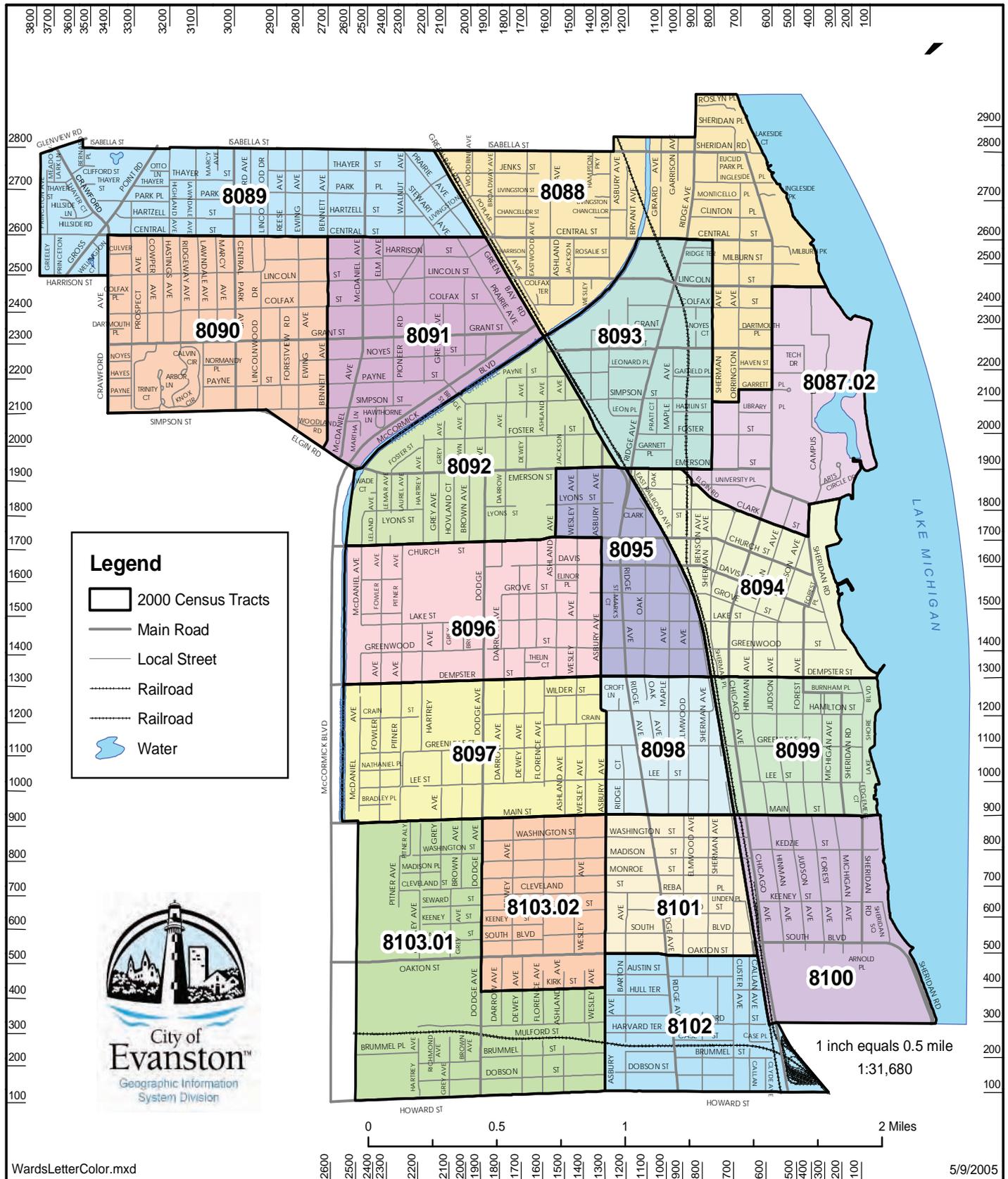
City of Evanston Zoning



City of Evanston Parks

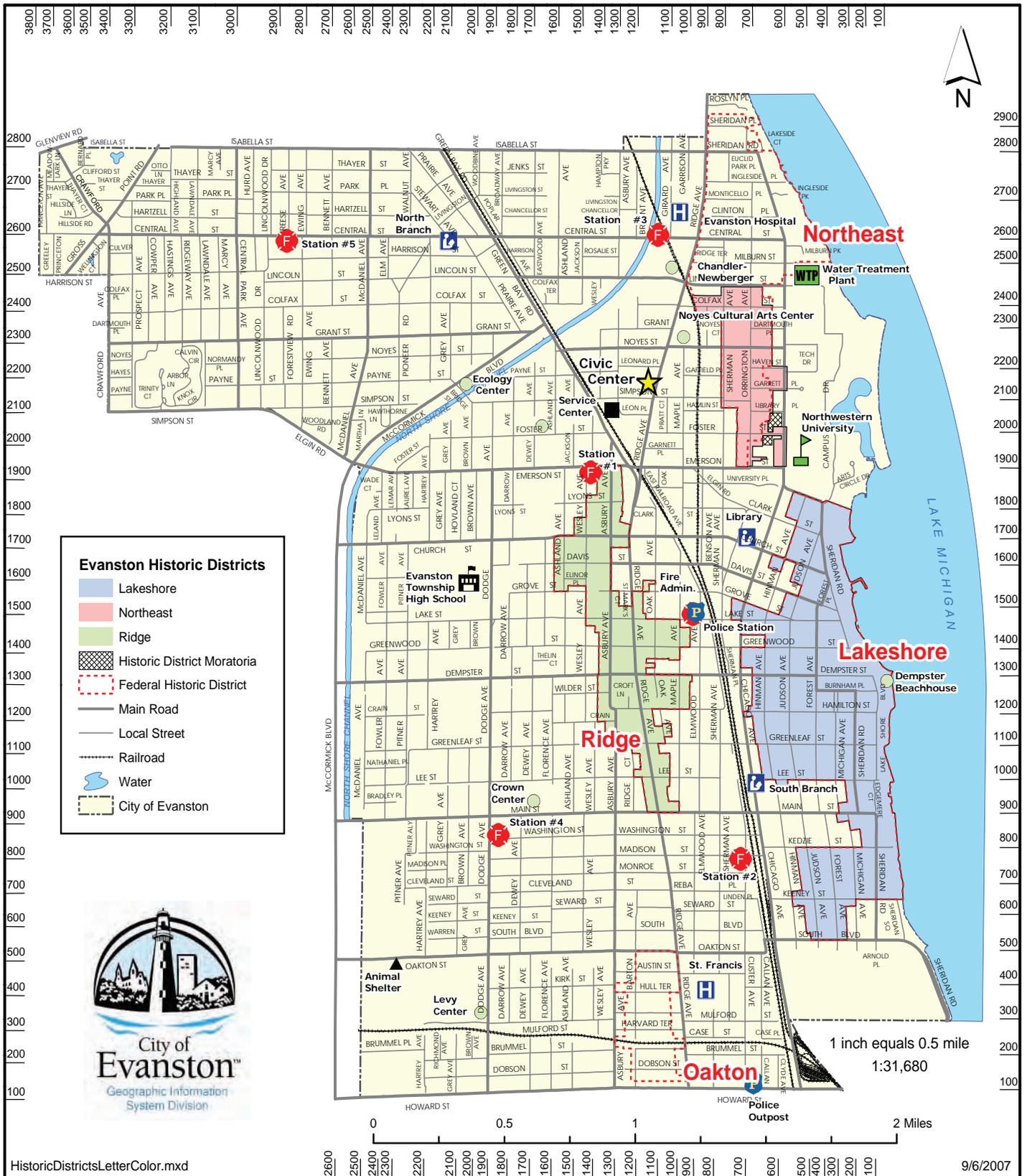


City of Evanston Year 2000 Census Tracts



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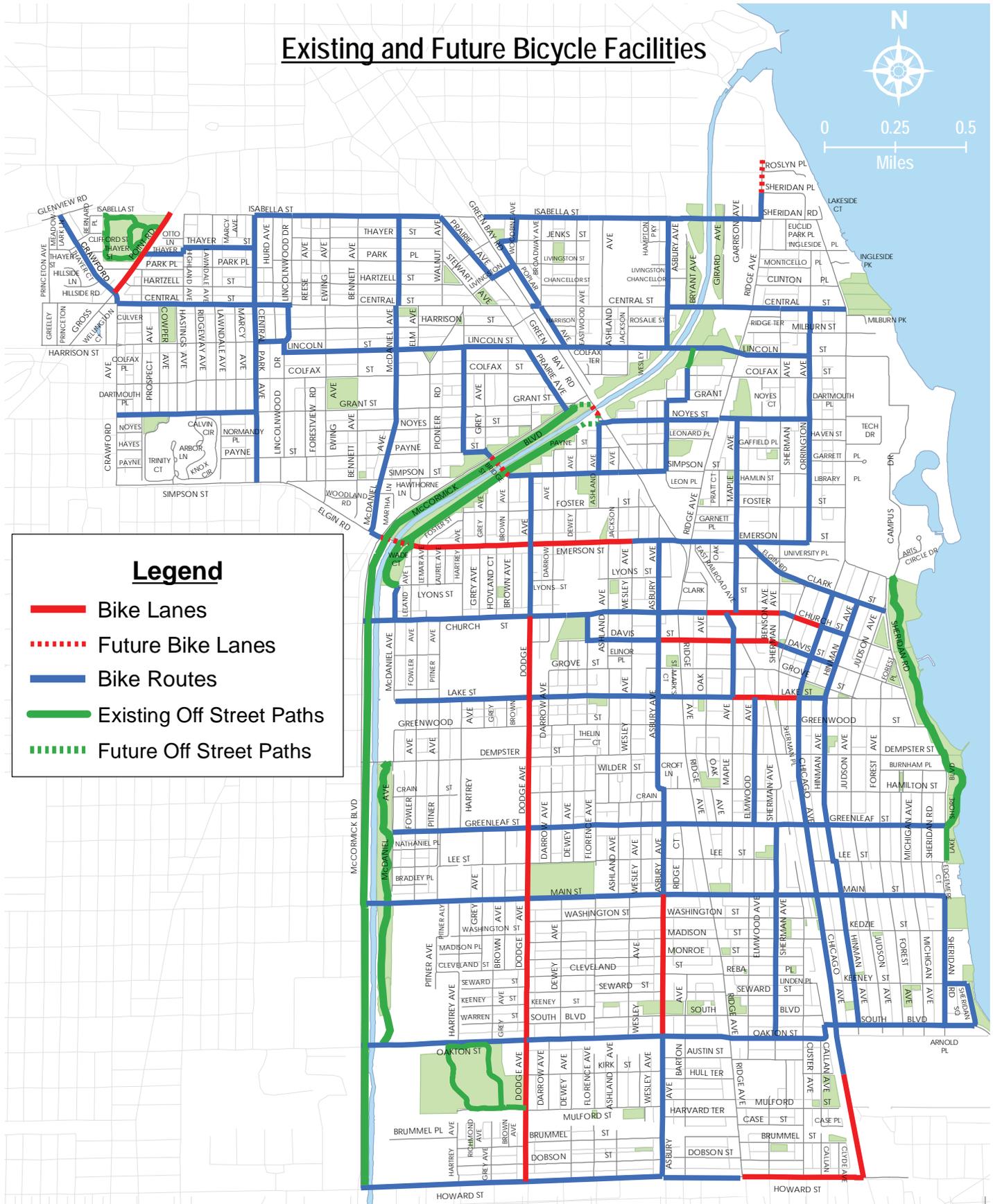
City of Evanston Local and Federal Historic Districts



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City of Evanston On-Street Bike Plan

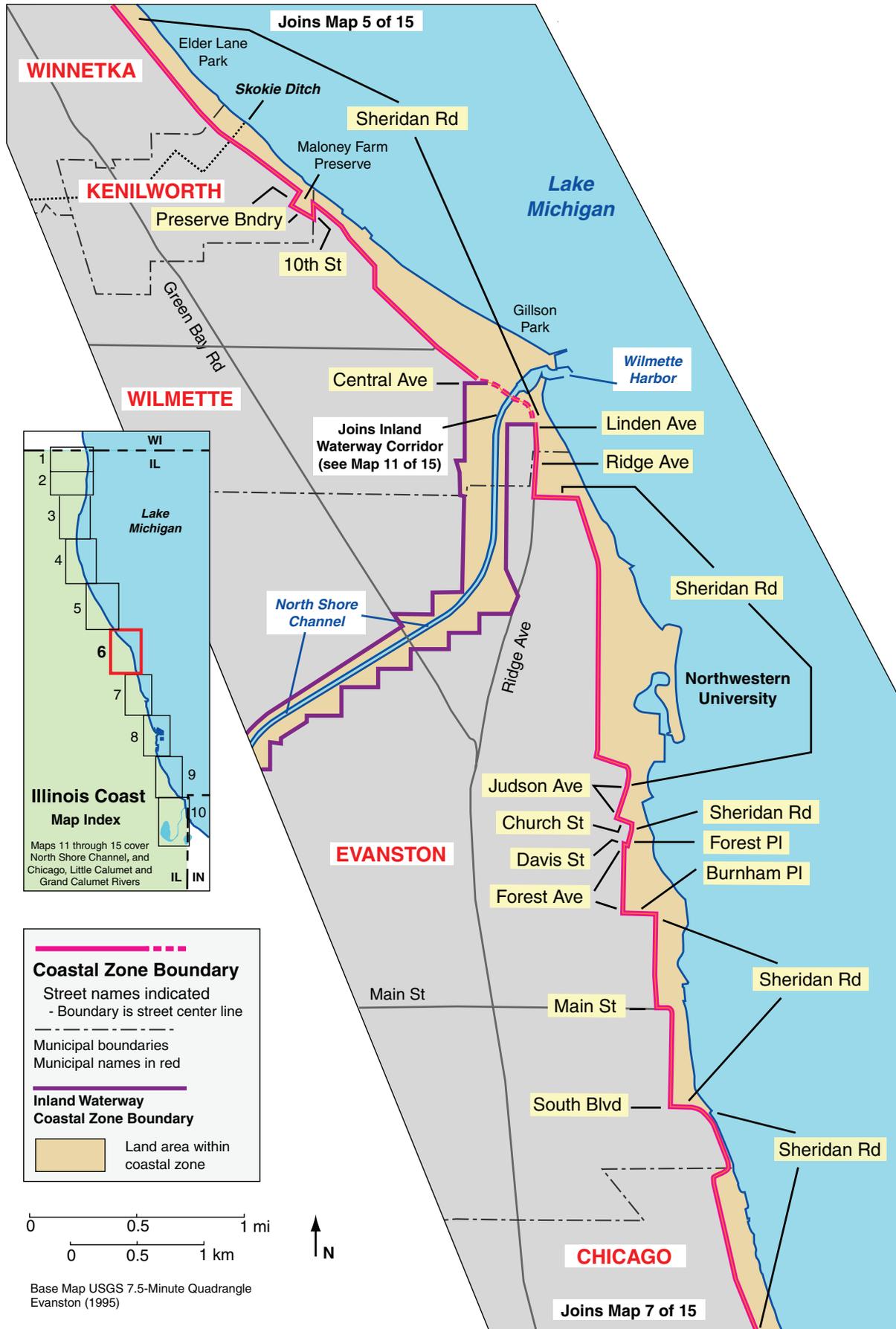
Existing and Future Bicycle Facilities



DRAFT 05/29/2008

Prepared by T.Y. Lin International under the direction of the City of Evanston Division of Transportation

Illinois Coastal Management Program Coastal Zone Boundary



Base Map USGS 7.5-Minute Quadrangle Evanston (1995)



Evanston Lakefront Master Plan

The following pages outline the components of the Evanston Lakefront Master Plan in detail. The Lakefront Design Elements section outlines a number of design strategies, requirements, and program elements that are found throughout the entire lakefront. Following the Lakefront Design Elements are specific plan recommendations for each section of the lakefront, including a detailed plan graphic, analysis of the existing conditions, and description of the master plan elements for that specific portion of the lakefront.

Lakefront Design Elements Sustainable Design / LEED

The LEED (Leadership in Energy and Environmental Design) Rating system, developed by the U.S. Green Building Council, is a voluntary, consensus-based standard for sustainable buildings. LEED establishes a set of specific design goals and strategies that can be implemented to earn varying levels of certification, including LEED Certified, Silver, Gold, and Platinum. Key strategies that could be incorporated in these new structures to achieve LEED Silver Certification are included in six different categories: Sustainable Sites, Water Efficiency, Energy & Atmosphere, Materials & Resources, Indoor Environmental Quality, and Innovation & Design.

In the Sustainable Sites category, erosion and sedimentation control, access to public transportation, no additional parking provided, and extensive bicycle parking would be included. Incorporation of green roofs and bioswales near adjacent parking would reduce the stormwater surge created by impervious surfaces, while improving infiltration. Utilizing pervious paving materials for all new and resurfaced parking facilities will further minimize stormwater impacts. In the Water Efficiency category, we would consider either dual flush toilets, or waterless urinals and composting toilets that use no potable water at all. Automatic controls on the faucets would further reduce water use.

In the Energy & Atmosphere category, we would propose installing low energy use LED light fixtures, which have the added benefit of an extremely long lamp life, reducing maintenance costs. Occupancy and daylight sensors would ensure that lights are not left on when not needed. For the Materials & Resources category, we would identify opportunities to reclaim existing building materials for these structures. This could include the use of old City of Evanston street pavers for paving around the site. The materials within the existing structures would be reclaimed or recycled wherever possible, with the goal of eliminating as much construction waste from entering the landfill as possible. For all new materials, we would specify products from within a 500 mile radius of the site. This reduces the embodied energy within each product, as fewer resources are consumed transporting the materials, while also providing economic benefit to the regional economy.

In the Indoor Environmental Quality category, we would propose naturally ventilated structures that also incorporate natural daylight wherever possible. Materials within the structures would be selected for low volatile organic compounds (VOCs) and for minimal presence of other chemicals such as formaldehyde. Under Innovation & Design we would propose that the architect be a LEED Accredited Professional, and seek other opportunities to incorporate innovative design strategies.





There are currently a variety of LEED categories for different construction types. The new and renovated structures would be reviewed under the LEED for New Construction, or LEED NC category. While the LEED for Neighborhood Design category contains some elements that would address the design of the lakefront parks, the American Society of Landscape Architects is working with USGBC to develop a LEED category specifically for landscape projects such as Evanston's lakefront parks. LEED for Sustainable Sites should be available by 2010, and all future park renovation should strive for LEED Silver as well.

Accessibility

In 1990, Congress passed the Americans with Disabilities Act, which requires that all public facilities be made universally accessible to people of all abilities. The law, commonly known as ADA, affects a wide range of issues in the public realm, including access for wheelchair users, dedicated parking spaces for people with reduced mobility, and requirements for visual clarity and contrast for the visually impaired. Beyond these very general categories, the requirements of ADA cover a very broad spectrum of design details within building design, including everything from doorway widths, stair dimensions, slopes of paved surfaces, and railing sizes, locations and heights. The goal of ADA, and also the Illinois Accessibility Code (IAC), is to make the public realm readily accessible for people of all abilities, and these requirements carry the weight of federal law.

Currently, there are a large number of accessibility issues in the Evanston lakefront parks. For example, the existing restroom buildings meet the requirements of ADA only during summer use when the exterior doors are kept open (per the design). The first challenge is simply getting to the restroom, as there are no paved access routes of the proper slope to some of the structures. Other problems include accessing the waters edge, as not all of the beaches currently have ADA compliant access decks, as Greenwood Beach does.

One of the goals of the City of Evanston, and of this master plan, is to make the entire lakefront park system accessible wherever possible. Providing universally accessible routes to all areas and amenities of the lakefront park system is a key component of the master plan. The concept of universal access is based on the notion that all elements of the public realm should be designed to allow seamless access for users of all abilities. This goes beyond providing special accommodations and focuses on eliminating potential barriers from the design altogether. Universal access is not simply for wheelchair users, but for people of all ages with permanent or temporary limitations to their mobility, such as an injury, pushing a stroller, or carrying a load of beach gear.

Universal access begins at the western edges of the park, where traffic calming measures including "bump-outs" have been proposed at street intersections along the lakefront. The bump-outs, while not impacting the width of the vehicular travel lanes on Sheridan, provide a sheltered area within the parallel parking lanes that reduces the length of the pedestrian crossing from forty or more feet to approximately twenty four feet. The pedestrian crossings are proposed to incorporate special paving such as deeply scored concrete that clearly identifies the cross walk visually, as well as creating tactile and audible cues to the drivers that they are in a pedestrian zone. ADA compliant ramps will be provided at all crosswalks.

Dedicated accessible parking will be provided near the entry to each beach and

park space. In nearly all cases, the dedicated parking spaces will be located in off-street parking areas arranged in a head-in configuration with an eight-foot wide space adjacent to each accessible space. Designated accessible spaces located on-street in a parallel parking situation are to be provided only on low traffic local streets such as Lake Shore Boulevard and not on arterial streets such as Sheridan Road.

Within the park, both pedestrian and bicycle paths will be paved with accessible hard surfaces such as concrete, crushed stone or asphalt. Slopes will be less than 5% along the length of the paths, and will maintain a 2% cross-slope. Where pedestrian and bicycle paths intersect, tactile warning strips will be provided in a color that highly contrasts with the adjacent paving to warn those with visual impairments. All beaches will provide ADA compliant flexible decking to the water's edge and designated swimming areas.

All new and renovated structures will be fully ADA compliant. Site furnishings, such as picnic tables, will be selected that offer versions that allow seamless accessibility uses. Drinking fountains will provide basins at multiple heights and be sited to allow paved access. Bench pads located along pedestrian routes will include a 36" square space at one end to allow wheelchair users the opportunity to sit with friends out of the line of traffic.

Vehicular Circulation / Traffic Calming

One of the common elements of nearly all of Evanston's lakefront parks is a western boundary defined by the Sheridan Road corridor that conveys a large amount of traffic north and south through Evanston from Wilmette on the north to Chicago on the south. This corridor has an unusual alignment for such a major vehicular route, and is characterized by a number of ninety degree turns on a variety of local streets and wider roads. Sheridan Road is currently a state highway under IDOT control, but will be transferred to local control in 2008. As part of this transfer of control, an independent traffic analysis will be completed that will identify any necessary improvements or upgrades to achieve an acceptable condition prior to transfer.

The Lakefront Master Plan consultant team included a Professional Traffic Operations Engineer, and the plan calls for a number of improvements to the Sheridan Road corridor that are intended to improve pedestrian safety, reduce vehicular conflicts with bicycles and pedestrians, improve unsafe intersections, and eliminate unnecessary traffic lanes and pavement where possible. These improvements will not only make the park easier to access, but will make the lakefront environment more attractive as well.

One of the key issues with Sheridan Road is that in some cases there is more pavement than is needed, with wider lanes than are necessary, which results in higher traffic speeds and unsafe conditions for pedestrians. The master plan seeks to introduce a number of traffic calming measures that are designed to slow traffic speeds so that they are closer to the thirty miles per hour posted speed limit. While it has been suggested that nothing more than traffic enforcement is needed, studies show that drivers tend to drive at a pace that increases with the width of traffic lanes and capacity. In other words, if there is more room, drivers feel comfortable driving faster, and traffic enforcement is not effective in creating long term changes in driver habits. Wider lanes also mean that pedestrians have a longer distance to cover when crossing the street.



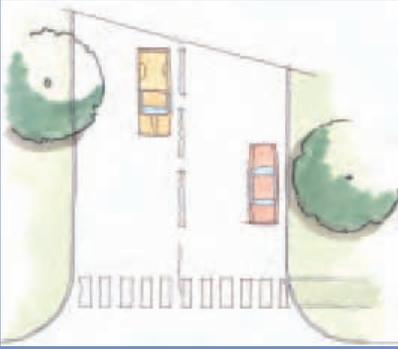


Figure 1: Typical crosswalk

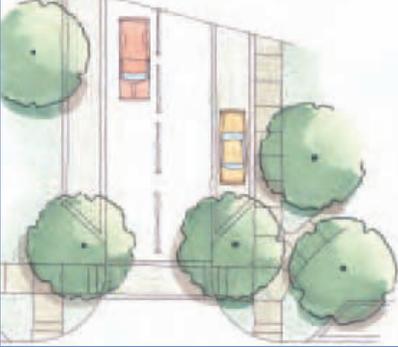


Figure 2: Enhanced crosswalk

What has been proven to be effective in reducing average vehicle speeds is a concept known to traffic engineers as “creating friction”, which simply means creating a vehicular environment designed with lane widths and turning radii that are narrower and provide visual cues to the driver that increase their perception of speed. If a driver feels like they are going too fast, they will slow down without the need for police enforcement. According to the National Highway Transportation Safety Administration (NHTSA), reduction in average vehicle speeds of 1% reduces minor accidents by 2%, serious accidents by 3%, and fatal accidents by 4%.

The master plan proposes to significantly increase pedestrian safety and reduce traffic speeds to the posted speed limit by introducing “bump-outs” at intersections all along Sheridan Road. A bump-out is created by extending the curb line at an intersection out to the edge of the travel lane, increasing the protected area for pedestrians. For example, as shown in FIGURE 1, the typical cross section of Sheridan Road near Lunt Park includes two parallel parking lanes of approximately ten feet in width, and two travel lanes of approximately twelve feet in width, for a total width of the road – and pedestrian crossing – of roughly forty-four feet. FIGURE 2, shows the same intersection with bump-outs provided, which reduces the crossing distance to twenty-four feet. While this has no impact at all on the amount of on-street parking provided (cars are already not allowed to park within thirty feet of an intersection), and no impact on the actual width of the driving lanes (still twelve feet each), the driver will perceive the roadway as being much narrower and will instinctively slow down. Additionally, bump-outs create a more attractive roadway with additional protected green spaces at intersections.

In addition to bump-outs, the plan also calls for ADA compliant ramps at all intersections and designated crosswalks where appropriate. Crosswalks should be constructed of a special paving material such as brick or heavily scored concrete, which not only create a visible crossing, but an audible sound and texture that can be heard and felt by the driver. In addition, a pedestrian connection between Lunt Park and the lakefront park to the east is proposed, which utilizes a raised “table crossing”. A table crossing is similar to a traffic bump, but is much wider with gentle approaches. Vehicles slow down because the change in elevation and pavement texture lets them know they are crossing a pedestrian area. All of these elements create “friction”, and when combined are very effective in reducing average vehicle speeds.

Additional specific recommendations of the master plan for consideration during the traffic study include:

- ❑ Reducing the number of travel lanes on Sheridan Road from four to two along the east side of Calvary Cemetery between the border of Chicago and South Boulevard Beach. In addition, the existing median is proposed to be eliminated, and on-street bicycle lanes are proposed on both sides of Sheridan Road.
- ❑ Reviewing traffic safety at the intersection of Lake and Forest
- ❑ Reducing or eliminating the chicane style curve at Davis and Forest Place, and providing significant pedestrian safety enhancements.
- ❑ Eliminating the north end of the existing parking area of Sheridan Road east of Patriots Park, and changing the one-way northbound traffic on Sheridan Road between Davis and Lake or Greenwood to two-way traffic.

- Improving the five-point intersection of Sheridan Road, Clark Street, and Judson Avenue to reduce pavement widths and significantly improve pedestrian safety.

Bicycle / Pedestrian Circulation

The master plan includes significant improvements to the bicycle and pedestrian circulation systems along the lakefront, and is intended to encourage more people to visit the lakefront parks by walking or riding a bicycle rather than driving their cars. As outlined above, a variety of traffic calming measures are proposed to reduce traffic speeds on Sheridan Road, and make it easier and safer to access the lakefront parks for pedestrians.

The designated pedestrian circulation system is designed to connect the various street crossings with the nearest points of interest along the lakefront west to east, as well as connecting the lakefront from north to south. The north – south pedestrian routes are typically located closer to the water than the bicycle routes, and meander along and through the rolling dune grass and flexible green spaces along the west side of the beaches. Seating areas with benches are proposed along the entire pedestrian route, spaced approximately every 150', which will provide ample seating and opportunities for pedestrians to rest. In areas adjacent to large concentrations of elderly citizens, spacing of 100' between benches should be considered.

The pedestrian circulation routes will range from a typical width of six feet throughout the lakefront, up to eight feet for walks associated with special areas such as the Great Lawn. The pedestrian circulation routes will typically be paved with stabilized crushed stone, with some areas paved in reclaimed street pavers, asphalt, or concrete. Distance markers are proposed at quarter mile intervals.

At each point where the Evanston Bike Plan provides bicycle access to the lakefront, the proposed lakefront trail system connects those routes to the new bicycle paths within the lakefront parks. The proposed lakefront bicycle path runs the length of the central portion of the lakefront parks, from the southern boundary of Northwestern University to the south end of Lee Street Beach. This multi-use trail will be designated primarily for park users on bicycles and other non-motorized wheeled sports, such as rollerblades or scooters. Pedestrians on foot will be directed to the dedicated pedestrian routes. The intent of this multi-use trail is to provide a casual, relaxed path intended for both commuters and park users.

The bicycle path will meet all standards and requirements of the Illinois Department of Transportation for the design of multi-use bicycle trails. The trail will be twelve feet wide, paved in asphalt, and will include lighting, signage, striping, secure bicycle racks, bench seating and litter receptacles.





Parking

The Lakefront Vision calls for improving access to the lakefront parks, but specifically suggests avoiding increasing the amount of parking already provided. During the course of the initial design charrettes, a range of parking solutions was proposed. The clear consensus among the community was a preference for the current approach which distributes the parking rather evenly along the entire length of the lakefront. This approach has several advantages, including distribution of parking demand and associated vehicular circulation and convenient parking access to nearly all parts of the lakefront. The challenges associated with the current parking arrangement include a perception of danger when parallel parking along some parts of Sheridan Road, a lack of designated accessible parking spaces, particularly near Clark Street Beach, and poorly configured parking areas located within old roadways.

The master plan proposes to generally maintain the existing parking approach, while addressing the current challenges. The introduction of traffic calming bump-outs, coupled with the introduction of pervious or special paving, will clearly identify the designated parallel parking lanes along the edges of Sheridan Road. This should give drivers a more clear sense of the edges of their lane and improve the perception of safety in these areas. Bump-outs are proposed throughout the lakefront parks, but without the special paving on local streets.

Near Clark Street Beach, designated off-street accessible parking spaces are provided as part of the reconfigured entry to the boat launch parking area. There are five areas of off-street parking within the lakefront parks, including the lots at Lighthouse Beach, the Boat Launch, the Dempster Street facility, the sailing and kayak area, and Clark Square. Over time, all of these facilities will require resurfacing, and the master plan calls for replacement of the existing impervious concrete and asphalt with pervious paving materials such as open grid pavers or pervious asphalt. Bioswales are proposed to be installed adjacent to all of these areas, which will help collect and treat the stormwater runoff. Both the pervious paving and bioswale features will increase the amount of stormwater that percolates into the soil, which is good for the environment while reducing demands on stormwater infrastructure and treatment facilities.

Additional refinements to the existing off-street parking areas include a more defined organization and striping of the Dempster Street facility lot, and the reconfiguration of the sailing and kayaking lots to a one way loop system.

A number of changes are proposed to the on-street parking areas between Greenwood Street and Patriots Park. The current angled parking located on both sides of Sheridan Road immediately north of Greenwood and east of Dawes House is proposed to be reconfigured to head-in parking. The parallel parking between the north edge of the Dawes House property and Davis Street remain in place, but are more clearly defined by the introduction of traffic calming bump-outs. The parking area between Patriots Park and the lagoon area is reconfigured to head in parking, while the northern exit of this lot is removed. In order to offset the loss of parking spaces from this reconfiguration, approximately fifteen new parallel parking spaces are provided along the west side of Sheridan Road north of Clark Street. The net result of all of these parking refinements is no change to the number of existing parking spaces. Should the traffic study determine that there are no safe alternatives that allow closure of the northern segment of Sheridan Road at Patriots Park, the plan includes an

alternative strategy that maintains the Sheridan Road connection to the north.

Public Safety

In general terms, Evanston's lakefront parks are very safe, with little in the way of serious crime or recurring safety issues. This is due in large part to the safety of the community as a whole, and the popularity of the lakefront parks. This popularity means there are usually a large number of "eyes in the park", which is the single most effective deterrent to crime and vandalism. While the lakefront is not devoid of vandalism, the parks are generally in good repair, clean, and relatively free of graffiti.

One of the challenges in policing the waterfront is the size of the parks, and the distance of some areas from roadways. For example, Lighthouse Beach can not be effectively surveyed from a police vehicle, and there are some areas that require officers to patrol on foot. Consequently, the north end of Lighthouse Beach has significant problems with trash and vandalism. While much of the remaining waterfront can be patrolled fairly easily by car, the rocks in the shoreline protection system create a number of problems. While it is illegal for people to go east of the rocks, some do, and can't be seen by police unless they climb the rocks themselves. Worse, the rocks are not designed to be walked on, and if someone is injured, it is very difficult to transport them from the east side of the rocks to the park on the west. One potential solution would be to patrol the lakefront parks by bicycle, which would put officers closer to the shoreline.

Another addition to public safety is to consider including hard line phones at the new Lakefront facilities. A phone system located strategically at each beach would allow for better connectivity and communication along the Evanston lakefront should an emergency arise.

Water Safety

Water safety remains an ongoing challenge along the lakefront, and unfortunately, a number of fatal accidents have occurred over the years. While the public swimming beaches have an excellent safety record, it is not possible for the City to prevent people from entering the water in all locations at all times of day or night. In many cases, accidents occur late at night, typically near groin structures, with swimmers getting caught by the undertow. The beaches are closed at night, and the City has installed a large number of signs warning of the potential dangers. The master plan includes suggestions for improved signage, which could be part of a public outreach program educating the community on the dangers. This could include information on undertow conditions, how they form, and how to escape them. An additional strategy in particularly problematic areas would be to install lighting on motion detectors, which discourages illegal night time activity.

Throughout the rest of the parks, there is a goal to lower or remove portions of the rock shoreline protection system. While this will improve the aesthetic character of the lakefront, care must be taken to ensure that this effort does not inadvertently create unsafe conditions by allowing unsupervised access to the lake. Each condition should be evaluated individually, but in general, the plan includes maintaining a twenty-four to thirty inch high vertical edge of boulders to prevent small children from accessing the water. In addition, consideration should be given to including an ornamental fence where additional access control is needed.





Water Quality

Evanston's swimming beaches are occasionally closed due to high levels of coliform. Unfortunately, this is not an uncommon problem in the region. As there are no identifiable point sources of water pollution within the City of Evanston, such as combined sewer overflows, there is little that Evanston can do to reduce the number of closures.

The master plan does call for implementation of a number of strategies to reduce stormwater quantity and improve stormwater quality. These include replacing all paved roadway and parking surfaces within the parks with pervious concrete, asphalt, or grid paver systems to reduce impervious surfaces. In combination with the pervious paving, bioswales are proposed near each large expanse of paving to collect and filter stormwater. This increases the amount of water that is absorbed by the soil, and the plant materials cleanse the water of contaminants. Third, "green" or vegetated roofs should be considered for all new structures within the parks. Green roofs capture and detain a large portion of stormwater that falls on a structure, they cleanse the water of contaminants, insulate and protect the structure and waterproof membrane, extend the life of the roof, create habitat for wildlife, and reduce heat island effects and cooling demand. For pitched roofs, water runoff should be extended to adjacent bioswales. Also, pitched roofs can also be insulated to provide better cooling for the building.

Lighting / Dark Sky

The lighting design for the lakefront parks will be based on a design concept known as "dark sky". The goal of dark sky lighting is to reduce light "pollution" and glare caused by poorly designed or located light fixtures. For example, when a light fixture shines upwards to light a building façade, much of the light is cast into the night sky, where it contributes to the night glow one sees over cities at night. This makes it more difficult to see the stars and wastes a significant amount of energy. Furthermore, contrary to popular belief, more lighting does not necessarily equate to a safer environment.

The key to a safe evening environment is to eliminate sources of glare, provide relatively even light levels, and locate light fixtures to create an understandable sense of orientation in the parks. The human eye automatically focuses on the brightest visible point of light, and adjusts to that light level. When a source of glare is present in an otherwise dark area, the light seems brighter, and the dark areas seem much darker. This is because the eye adjusts to the glare, and we lose our night vision. This actually creates a less safe environment. If the source of glare was eliminated, our eyes can adjust to low levels of light and still see quite clearly. We can also perceive greater ranges of color and depth perception, increasing the sense of safety.

Eliminating glare by selecting light fixtures identified as "cut-off or full cut-off" ensures that the brightest point of light is not visible unless one is directly under the fixture. This prevents light from spilling uselessly into the sky or neighboring areas, maximizes the effectiveness of the light fixture and energy used, and focuses the light on the area we intend to illuminate. Spacing light fixtures between 80-120 feet apart and locating them at key intersections and interest points allows people to navigate effectively, while minimizing highly contrasting areas of light and dark.

In addition to using fewer light fixtures, saving initial construction costs and ongoing maintenance costs, this approach also saves energy. To make the most of these savings, the master plan recommended use of LED light fixtures that use dramatically less energy than conventional high pressure sodium or metal halide light fixtures. In addition to using less energy, these fixtures last much longer, significantly reducing maintenance requirements. Until LED fixtures become widely available, use of induction fixtures is proposed. Induction lighting is a technology that has similar desirable light quality characteristics to metal halide fixtures, but use less energy. In addition, induction lamps last 100,000 hours, or roughly 5-10 times longer than similar metal halide fixtures. Induction lighting technology is currently in use in Evanston's street lights.

Water Trail

The proposed water trail is a network of access points along Evanston's lakefront, allowing users of non-motorized water craft such as sea kayaks to access beach facilities from the water for a limited period of time. While specific operational, permit, and safety requirements will be determined by the City of Evanston, the master plan calls for designating a portion of each beach with flags as a landing site for non-motorized craft. These locations will be located to avoid conflicts with other beach users and consider navigational issues such as the effect of prevailing winds, structures, and concentrations of boat activity such as the Northwestern University Sailing Club.

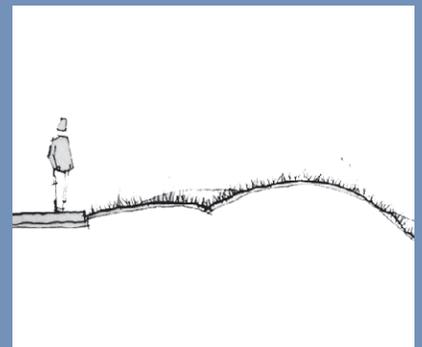
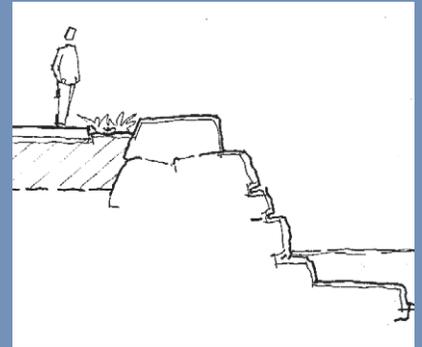
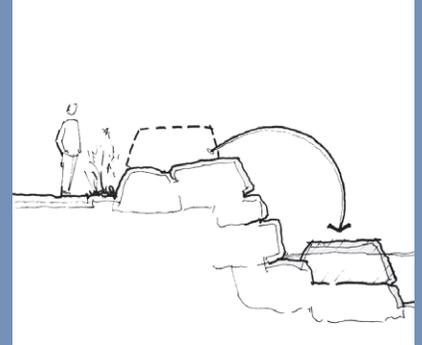
The water trail could potentially become part of a wider regional system, allowing visitors to Evanston from more distant locations a place to stop for lunch, visit cultural facilities such as the Evanston Art Center or Lighthouse, and access downtown Evanston just a few blocks from Clark Street Beach.

Consideration should be given to allowing use of the water trail access points for additional carry in access of non-motorized craft such as sea kayaks. Currently, lake access for non-motorized craft is limited to the Dempster Street Beach, which would remain as the only area providing boat storage facilities. Allowing carry in access at all beach water trail locations would distribute the parking demand for boaters across the entire lakefront, and increase opportunities for nearby residents to access the water without increasing parking demand.

Shoreline Protection

In the mid 1980's, the rising waters of Lake Michigan were causing damage all along the Illinois shoreline, including the City of Evanston. In order to protect property, roads, and structures, a system of shoreline protection made up of large boulders was installed along much of Evanston's lakefront. While the system did protect the lakefront parks from the rising water, it was also considered by many to be an eyesore and blight on the waterfront.

In addition to the negative impact on the visual character of the parks, the rocks also create a number of safety issues - so much so that Evanston recently passed a law making it illegal for people to be east of the rocks. Safety issues associated with the rock shoreline revetment include uneven walking surfaces that may be slippery, deep gaps between large boulders with sharp edges, and occasional loose rocks or debris. In addition, the areas east of the rocks are not supervised, and should an incident occur it is possible other park users would not be able to see the injured person and call for help. When help arrives, evacuating the injured person over five to seven feet of boulders is very difficult, and often





requires evacuation using watercraft – increasing the length of time it takes to get the patient treated.

The water level of Lake Michigan normally fluctuates within a range of approximately six feet, and follows a cycle of approximately twenty years. In the fall of 2007, Lake Michigan was very near its record low, or approximately at the Low Water Datum (LWD). Among other impacts, the low water level has exposed much of the shoreline protection system of boulders, created significant dredging requirements at the boat launch, and brought about the emergence of the Dog Beach, which was under water only fifteen years ago.

However, it was only twenty years ago when Lake Michigan water levels were very near their all time high, approximately six feet higher than they are today. Long time Evanston residents tell stories about Sheridan Road closing near Calvary Cemetery because waves were crashing over the street. Some waterfront homeowners had first and even second floor windows broken out by crashing waves. While it is true that climate change is impacting many facets of our environment, and some climate change models predict that the level of Lake Michigan will continue to recede, at this time we simply have no way of knowing for sure what will happen in the future.

Before any changes are made to the shoreline protection system, the first step in the process is a comprehensive analysis by a competent coastal engineer. There are three main variables in the design of a coastal protection system. These include the “design lake level” - generally either an average lake level, such as +4 LWD, or high water level, which is closer to +6; the “design wave” or storm event, which could be the “100 year storm” - which is a storm that has a 1% likelihood of happening in any given year, and generally happens several times over the course of 100 years; and the topography and bathymetry of the coastline, as the depth of the water near the shoreline can significantly change the way the above variables interact to create waves. Factoring into all of this, and determining how conservative the engineer’s calculations will be, is the level of risk the local government is willing to accept.

One could argue the water levels are at their all time lows, and since climate models predict that they will only go lower, we should remove much of the rock revetments as they are no longer needed. While this could be true, a reasonable consensus of the community suggests that a more conservative approach is called for.

The Vision Plan calls for exploration of alternative strategies for natural shoreline protection, and for removal of the rock revetments wherever possible. A wide range of strategies were considered, including offshore underwater breakwaters, offshore islands, and linear concrete revetments. While all of these alternatives could provide varying degrees of shoreline protection, each was rejected. The underwater breakwaters were rejected due to concerns over long term effectiveness, and the fact that in order to make them functional during normal water levels, they would be exposed during low water periods. Additionally, they could pose a navigational hazard to boaters. Offshore islands were considered, but quickly rejected due to the exceptionally high costs involved, and the fact that they would obscure the horizon as much or more than the current rock revetments. The linear concrete revetments, similar to those employed throughout the Chicago waterfront, were rejected due to costs and aesthetic concerns.

The clear consensus from the community is to lower or remove the rocks wherever possible, and bolster the areas where rock heights are reduced with more natural shoreline protection systems. Care must be taken to ensure that lowering the rocks does not inadvertently create a safety issue by making unsupervised areas of the lakefront accessible. The primary goal is to increase visual access to the lake, and reduce the negative visual impact of the rocks.

Three strategies are proposed to achieve this goal. The first strategy is for areas where the existing rock revetments are determined by a qualified coastal engineer to be higher than necessary. In these areas, the top layer of the rock revetment would be removed, and relocated to the base of the revetment on the eastern side, at the toe of the rock slope. In most cases, lowering the height of the revetment even two feet will significantly improve visual access to the lake, and the cost of moving the existing rocks a few feet to the east will be reasonable relative to complete removal. The second strategy proposed is to raise the parkland behind the existing rock revetment by two-four feet, which will create the same net effect as lowering the height of the revetment, although only in the limited areas of fill immediately west of the rocks. This solution is potentially the least expensive, depending on the depth of fill required, and the width of the area raised west of the wall. The third strategy proposed is removal of the rock revetment entirely, and replacing it with “natural shoreline protection” which is proposed only in limited areas near existing supervised beaches. Naturalized shoreline protection is a system of dunes held in place by dune grasses, similar to the landscape found along the south end of Lighthouse Beach. It provides protection in the sense that the dune grasses help maintain the dunes in place. In a natural condition, the shoreline is constantly moving and changing shape. Grasses can not protect a dune from a significant wave attack, but they can minimize erosive forces to help stabilize edge conditions to a degree. Therefore, this is not an acceptable approach for protecting buildings or infrastructure near the water's edge, but more for open areas where a degree of shoreline movement over time is acceptable due to lake level, wave action, and littoral drift. Additionally, this option is the most expensive as complete removal of the rock revetments is required.

Utilities

The elements proposed by the Evanston Lakefront Master Plan are generally intended to reduce the consumption of resources, create more natural environments and minimally impacting existing utility infrastructure.

New path lighting will require a buried conduit system to supply power. Receptacles have the potential to be built into the new light poles allowing the power source to be accessed for festivals. Existing aerial cables, such as those near the boat launch area, should be buried when possible to reduce any potential hazards to park users and not to present any visual obstruction.

The implementation of pervious paving and bioswales at various lakefront locations will reduce the impact on the stormwater system. The primary benefits are reduction in storm surge and infrastructure size, cleansing of the water by the bioswale's plant material and recharging of the groundwater system.

The new beach houses will require electric, water, sanitary, and telecommunication feeds. In most cases water and sanitary feeds will be pulled from the adjoining Sheridan Road corridor. Electric and telecommunication feeds may require





additional travel to reach connection points. A detailed investigation and direct coordination with the agency responsible for administering each utility will be required for the construction of each beach house to determine the actual connection point to these utilities.

Landscape Approach

The master plan identifies four main landscape themes within the lakefront parks. These include flexible green space, dune ecology, magic hedge, and upland prairie. Each of these landscape types has a different function and maintenance requirements, and are used in specific areas for specific purposes. The primary goal overall for the lakefront parks is to create a more functional ecosystem with a broader range of plant diversity, habitat, and varied aesthetic character. In general, the plants selected are native species that require less supplemental water, fertilizer, and maintenance than introduced species, however some introduced species that thrive in this area are included.

Flexible Green Space

The Flexible Green Space landscape is similar to what is currently found throughout the lakefront parks. The essential character is open areas of green turf amid mature shade trees. There is typically little in the way of ornamental trees or understory plantings, which results in an ecology which is fairly sterile and not ideally suited for a wide variety of wildlife. This type of landscape is maintenance intensive, requiring regular mowing and application of fertilizers and weed control. However, what it lacks in habitat for wildlife is more than made up for by providing flexible areas for people to play, picnic, and relax. The general approach of the master plan is to maintain the flexible green spaces that are well used, while introducing other landscape types in areas where the existing green space is not well used. Additionally, distinct landscape “rooms” will be defined by various landscape types as buffers, as called for in the Lakefront Vision.

Dune Ecology

The dune ecology landscape is one of a number of natural shoreline protection techniques employed on Lake Michigan, and consists mainly of a variety of native grasses specially adapted to the windswept sand dune environment along the lake shore. Among other things, the native grasses anchor the sand dunes, reduce drifting and the amount of sand blown on to adjacent surfaces, require little in the way of fertilizer or irrigation once established, and can be used to clearly define the edges of beaches and adjacent green spaces. There are a number of areas along Evanston’s lakefront where this landscape type has been successfully implemented, including the southwest edge of Lighthouse beach and along the east edge of the sailboard and kayak parking areas near Dempster Street.

Magic Hedge

The magic hedge landscape takes its name from a bird sanctuary located near Montrose Point on the Chicago lakefront. The magic hedge was created nearly by accident as a leftover landscape edge to an Army Nike Missile base located here in the 1950s and 1960s. The hedge grew up along the border of the base, and was left behind after the base was dismantled around 1970. The resulting landscape is a mix of native and adapted plant species that provide food and cover for a wide range of bird species. On a typical day more than 50 species of birds can be found, and experienced birders have reported sighting well over 100 species in a single day.

In addition to the wildlife, the magic hedge landscape offers a very diverse and beautiful landscape that can serve as a beautiful garden edge to more manicured flexible green spaces. Narrow paths through the low flowering shrubs create a very different experience, bringing visitors in closer contact with a wide variety of butterflies and flowering plants. This will also create the opportunity to provide educational programs for children and the community, such as public workshops on how landscape plantings can be used to attract wildlife to private residential properties.

Upland Prairie

The upland prairie landscape is made up of native short to mid height native grass species that are native to northern Illinois. The key advantages to this landscape are the beauty of the grasses as they change over the seasons, and reduced maintenance demands for mowing, weed killers, and chemical fertilizers. In addition, this landscape provides a significantly more diverse range of plant species, providing habitat for a wider range of wildlife. While it is true that the establishment period for this style of landscape is labor intensive, over a two year period the plants will become firmly established and maintenance requirements will be reduced.

The upland prairie landscape is proposed along the western edges of Lunt and Patriots Park, and the master plan proposes narrow informal trails through these areas to make them accessible. Additionally, bench seating located within these areas will allow park visitors to enjoy the wildflowers, butterflies, and birds.

Recommendations for Private Property Owners

While the master plan does not propose specific improvements or new requirements or restrictions on private properties along the lakefront, a number of the strategies proposed for the lakefront parks may be applicable and / or desirable to private homeowners.

In many cases, the landscape approaches outlined above are just as applicable to private properties as they are in public parks. In some cases, such as the implementation of more diverse landscapes such as the magic hedge, dune grass, or upland prairie landscapes, private property owners have the opportunity to work together with the community to create larger contiguous zones of habitat for birds and other wildlife by extending the habitat proposed for nearby parks. Ideally, the habitats proposed in each of the parks would be connected to one another by individual improvements to private properties. It is important to note that this proposal does not suggest making private property accessible to the public. This proposal suggests creating larger areas of connected diverse wildlife habitat that will benefit the wildlife and community alike.

The master plan suggests that the City of Evanston partner with local groups such as the Audubon Society to create informational packages outlining what types of landscape will provide habitat for migrating birds, and habitat for resident populations.

Similarly, private homeowners may wish to implement some of the shoreline protection strategies outlined in the master plan. It is important for private landowners to consult with a qualified coastal engineer when considering any proposed changes to their shoreline, and comply with all applicable environmental regulations, permit requirements, and local zoning and codes.



Evanston Lakefront Programming

The master planning public outreach process included discussion of a wide range of programming alternatives along the lakefront, and achieves the goals and objectives of the Evanston Lakefront Vision through proposals that emphasize a balance between natural unprogrammed lakefront activities, with a variety of activities appropriate to the lakefront. This topic elicited a great deal of discussion, with a clear consensus emerging from the community for maintaining a similar level of active programmed activities to what is provided currently. In contrast to additional active recreation programming, there was support among the community for additional cultural and educational programming elements such as environmental classes, ecology walks, and improvement of basic facilities for cultural events.

While there was little desire for expanding active recreation programming over current levels, there was a corresponding desire to maintain all of the current activities provided. Where activities are more dependent upon built elements, such as the boat launch and Dempster Street non-motorized boat facility, there was clear support for enhancing them in place. These facilities are proposed to be improved to make them more functional and efficient, while remaining capable of serving the same or more users without increasing the size of the facilities. Proposals to remove facilities such as the tennis courts at the end of their useful lives were flatly rejected.

The overall programming approach for the master plan was to provide improved facilities and opportunities for passive activities that are respectful of and take advantage of the special environment along the lakefront. Improving access to the waters edge for elderly or less mobile park users, along with cooler shaded environments at the waters edge, provide an alternative to the less accessible and hotter beach environment. Activities that can only be provided along the lakefront are proposed, including the potential expansion of swim beaches, the water trail, and increasing storage capacity for non-motorized watercraft.

The Lakefront Vision calls for encouraging community and cultural events through the designation of dedicated areas along the lakefront. The master plan proposes elements that will achieve this goal primarily in the areas where these events are currently provided, with additional opportunities created by the Great Lawn. The existing facilities at the Lagoon area will be improved to provide a more durable promenade that will reduce landscape damage and restoration efforts. Additionally, improvements to the electrical system are proposed, which will provide for power demands without noisy and polluting portable generators.

Educational and environmental programming opportunities proposed in the master plan include interpretive signage throughout the lakefront to educate the public about the enhanced native landscape, guided habitat tours at the Lincoln Street Overlook, and expansion of the environmental programming provided at Lighthouse Beach. Partnerships with organizations such as the Audubon Society, Ladd Arboretum, Chicago Center for Green Technology, and Evanston Ecology Center could provide access and outreach to compatible facilities within Evanston and the surrounding community. These opportunities will increase the level of understanding of the lakefront environment and increase the appreciation for the lakefront, without the need for construction of significant facilities.

Operation / Maintenance

All aspects of the master plan are grounded in the fundamental requirement that maintenance and operational aspects be considered and the realities of financing and budget constraints addressed. The master plan proposes a number of elements that will improve the operational efficiency of the parks, while also reducing maintenance demands.

One of the key benefits of the overall plan, emphasis on sustainable design, is the fact that sustainable practices implemented correctly are generally more resource efficient, reduce maintenance demands, and save money. It is true that certain sustainable practices involve higher “first costs”, or the costs associated with implementing them versus traditional methods, but this is not true for all sustainable design approaches. In fact, first costs can actually be less in many cases, and when life cycle cost analysis is considered, sustainable practices are generally more cost effective over the long term as well as being better for the environment as a whole.

For example, the plan proposes replacing little-used areas of turf with native grasses. The maintenance regime required for large expanses of turf include weed control, application of pesticides and fertilizers, and weekly mowing. All of these activities are labor and resource intensive year after year, and contribute directly to reduced environmental quality through groundwater contamination by chemical fertilizer and pesticide runoff, noise, fuel consumption, and vehicle exhaust emissions. On the other hand, native grasses require this level of effort only for the first two to three years of establishment. Once established, mowing demands are reduced to twice per season. Supplemental fertilizer and pesticides are needed rarely, and weeds are less able to compete with native grasses, significantly reducing weed control requirements. Finally, the cost of native seeding is less than half the cost of sod.

The proposed construction of new LEED Silver Certified restroom structures will cost less to operate, and the buildings will last longer than traditional construction. For example, the implementation of a green roof costs roughly 50% more than a traditional roof, but since the green roof protects the waterproof membrane, the life expectancy of the roofing system is double or even triple that of traditional construction. Use of LED light fixtures in place of traditional systems reduces the need to purchase and install replacement fixtures from every two to four years to every fifteen to twenty years, while using significantly less energy throughout the life of the fixture.

Another operational benefit provided by the new structures will be improved storage, office, and communication facilities for the lifeguard staff at each major beach entry. Currently, the base of operations for the lifeguard staff is the Dempster Street Facility, and lifeguards transport their equipment from this location to each separate beach. This would be replaced by storage at each beach, allowing the lifeguards to spend more time on duty at the beaches. Currently, due to spotty cell phone coverage, lifeguard staff often carry multiple devices such as cell phones and radios in order to maintain emergency communications. The new facilities will provide landline communications access at each beach, improving safety and response times.

Finally, the restroom structures will be designed to reduce winterization maintenance requirements and provide the possibility of efficient year round opera-

tion if funding allows. While not proposed by the master plan, there is a desire among the community to operate the restroom facilities year round. Use of photo-voltaic technology could provide energy to maintain minimum internal temperatures, reducing the winterization requirements. While this is one aspect of the operational requirements of keeping the restrooms open year round, the issue of daily servicing and increased potential for vandalism during periods of lower use are not addressed, and would increase costs if a year round approach was implemented.

The net effect of the master plan should reduce maintenance demands over time, which would allow the City to complete deferred maintenance items and improve services. However, the reality of municipal budgets is that they have been going down in recent years due to increased demand for other important public needs. While there are a wide range of grants and other funding opportunities available to construct new elements, there are very few sources of funding for ongoing maintenance. This fact underscores the importance of addressing these issues during design, and the role of the community in working with the City leadership to ensure that adequate funding of parks, maintenance, and programming remain a priority.

Implementation / Phasing

The master plan outlines a strategy for improving the lakefront parks over a period of twenty or more years with a wide range of proposed improvements. These improvements will combine to create a place that takes best advantage of the lakefront setting, provides a wide range of activities for the community, operates at a high level of resource efficiency, and is easier to maintain in the long run. As the master plan addresses nearly every facet of the lakefront parks, an implementation strategy and approach to phasing must make the most of every funding opportunity.

The first step in this process is to identify all current funding sources that could potentially be used to implement individual elements of the plan, such as the capital improvement budget, maintenance and operations budgets, private donations, permit revenues, and grants from local, state, federal, or private sources. Each of the sources should be analyzed to determine the types of elements they could provide funding for, and the level of matching support needed. Creative, integrated approaches will be necessary to make the most of every opportunity. For example, maintenance budgets are not typically used for new construction items. However, if a regular maintenance activity such as restoration of lawn damage exists, and the damaged area is proposed to be native or dune grasses in the master plan, the maintenance funds could be better spent implementing the proposed solution instead of the repairing the existing condition.

One of the best reasons to complete a master plan is to ensure that everyone is working towards a common goal, and that every dollar spent is invested in the implementation of a well thought out strategy. The next step would be identifying all currently funded projects within the lakefront, and ensuring that they comply with the master plan. For example, the renovations to the restroom structure at Lighthouse Beach have been coordinated with the master plan, ensuring that the funds are put to best use achieving the overall vision.

Establishing a priority list for construction phasing must take into account a wide range of factors. Obviously, if a private donation or grant opportunity

for a specific element becomes available, it makes sense to take advantage of those opportunities whenever possible regardless of the relative importance of that element. The strategy for investing yearly capital improvement budgets, however, should be based on a range of key factors. Most important is addressing areas of public safety, and achieving compliance with relevant codes such as ADA. Next on the list of priorities would be identifying irreplaceable elements of historic, cultural, or environmental value. These elements should be weighed in terms of the actual potential for quantifiable immediate loss, and not solely on the concerns of special interest groups.

Once these items are identified and addressed, the decision making process should be focused on identifying those elements that would most increase resource, maintenance, and operational efficiency, thereby increasing the effectiveness of available funds. For example, the existing restroom structures are functionally obsolete, require a high degree of yearly maintenance, and are less efficient in water and energy use than new structures. As grant funding for new restroom structures is more available than for other elements, and the new structures will be very efficient and less costly to maintain, this would be a higher priority than enhancing a groin structure for fishing access for example. Consideration of elements that could potentially increase revenue for relatively low cost, such as the improvements to the Dempster St non-motorized boat storage facility, should also be high on the list. Another example would be the yearly dredging of the boat launch facility, which is a costly activity that could be reduced if improvements to the boat launch structures were implemented. These improvements could potentially be quite costly, however, so the value of the potential savings must be weighed against the cost of the improvement.

The key to making the most of available funds and making good phasing decisions lies in open communication between everyone responsible for funding, operating, and maintaining the parks.

Ingleside Parcel

Existing Conditions

The Ingleside Parcel is located at the east end of Ingleside Place, and is the northernmost public parcel on the lakefront within the City of Evanston. It is a small piece of property, approximately 60' by 60', created by the extension of the roadway right-of-way extending to the waterline. The site is fenced off at the end of Ingleside Place, and no designated public access is provided. Currently, illegal access to the site occurs during summer weekend nights, typically by teenagers and young adults who appear to access the site by climbing the fence.

Master Plan Elements

The master plan proposes several improvements intended to achieve the goal of improving public safety by creating a secure site less desirable for illegal activities. The security fence should be improved to eliminate any potential gaps, and consideration should be given to raising the height of the existing fence. Second, selective pruning and / or removal of some of the heavy plant growth would allow police to observe the site from the roadway without leaving their vehicles. Third, installation of security lighting activated by motion detectors would light the beach when triggered by trespassers. Of the elements proposed above, the installation of security lighting would probably be the most effective, as it makes the site a significantly less desirable place to hang out, and this strategy has been found to be effective by private property owners adjacent to public beaches.

LIGHTHOUSE BEACH

Existing Conditions

Lighthouse Beach is the northernmost of Evanston's lakefront parks, and is actually made up of four individual parks managed by two separate agencies. From north to south the parks are as follows: Lawson Park is managed by the City of Evanston where special amenities include community gardens and a children's playground. Northeast Park is managed by the Lighthouse Park District. Lighthouse Landing is managed by the City of Evanston and special amenities include the Historic Lakefront and the Evanston Arts Center. Grosse Point Lighthouse is managed by the Lighthouse Park District. Both the Lighthouse and the Art Center are Evanston landmarks.



Park users experience these various parks as one place with four distinct areas of use. The southwest corner of the site houses all of the significant structures, including the Evanston Arts Center and Lighthouse. To the northwest, separated from the structures by the parking area, is an upland green space used mainly for traditional park activities such as picnicking, community gardening, and flexible play. Over time, settlement has occurred in the landscape, creating low spots in the lawn which collect water and are easily damaged by activity. To the east of this area is a transitional space where the grade drops approximately ten feet to the level of the beach. This lower area is separated from the beach by large boulders intended to provide shoreline protection, which results in a narrow corridor that is less visible from the rest of the park. This area is characterized by graffiti, trash, and other signs of undesirable park activity not found in any other location along Evanston's lakefront. The fourth area is the beach itself, which is well used and includes a significant area of dune grass restoration at the southern end. An ADA compliant accessible route from the parking area to the beach does not currently exist but is being planned.

The Evanston Arts Center (1) and associated carriage house are sited on the grounds of the historic Clarke Estate which were originally designed by the noted landscape architect Jens Jensen. While not all of the historic garden elements remain, the council ring – a key element in many of Jensen's designs – is still in use, and there is local support for the restoration of the grotto and lily pond. The Evanston Arts Center's building itself is a significant structure with considerable maintenance requirements.

Lighthouse Park (2) is home to the Grosse Point Lighthouse and its associated structures, the Fog House and Signal House. All of these structures are on the National Register of Historic Places, and the Lighthouse represents the iconic lakefront image of Evanston. The Fog and Signal houses are used for arts and education programs. The entire site is also within the Northeast Evanston National Register Historic District. The Grosse Pointe Light Station site is a National Historic Landmark

Current project activity within the park include Noah's Playground for Everyone (3), which is a new playground designed to be fully accessible for all children. Associated with the new playground is a modest expansion of the parking area, completed in fall 2007, with a number of additional accessible parking spaces. Another ongoing project will create an ADA compliant accessible route (4) from the upland play and parking area to the existing restroom building and beach.

Master Plan Elements

The master plan for Lighthouse Beach proposes improvements focused primarily on making the existing park space more usable and easier to maintain, while expanding habitat plantings, improving visibility, and enhancing security.

Evanston Arts Center and Lighthouse

The historic nature of these facilities should be maintained and celebrated, and accordingly, the key elements of the master plan for this area focus on restoration of the historic structures and the Jens Jensen landscape. Two new activities are proposed, which are intended to increase awareness of the facilities and to provide modest revenue to support this restoration.

Many key elements of the original Jens Jensen landscape remain largely intact, although the grotto and lily pond are in need of significant repair. The original council ring remains and is still in use today, although few people are aware of the significance of this feature. The woody landscape plantings are healthy, and provide a balance of habitat and usable space. The cultural value of this landscape should be recognized, and future work should be undertaken with the intent to maintain Jensen's original vision.

The plan proposes to make use of the beautiful grounds of both the Arts Center and Lighthouse for low impact public functions such as weddings and small receptions, and an improved event lawn (5) is proposed for the space east of the Lighthouse, between the Fog and Signal houses. This space should be available for reservation by the public for a fee, with the proceeds going to support the restoration of the buildings and grounds.

The plan also proposes to make use of the existing Carriage House (6) to provide space for an appropriately themed café and/or gift shop, which could generate more visits to the Arts Center, provide higher quality food than typical park concessions, and create a venue for local artists, musicians, and writers to share their work. While this would also generate additional revenue in support of restoration and maintenance, the plan recognizes that these funding sources alone will not be enough to cover all that is needed. Additional funding in the way of grants and private donations should be pursued to enable these facilities to make better use of the public funds already allocated.

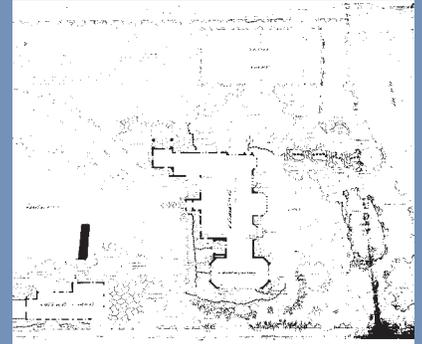
Parking / Access

The plan does not include expanding the existing parking area (7) beyond the work already underway in association with the construction of Noah's Playground for Everyone. While it is recognized that the amount of parking currently provided is not adequate for busy days, there was no public support for expanding the parking. The plan calls for additional bicycle racks and encourages walking by providing improved pathway connections to the existing neighborhood walkways.

Special parking for weddings or receptions at the proposed event lawn would not be provided on site. The existing vehicular drop off makes valet parking, or the use of a parking shuttle from off site parking areas, a viable option for increasing the use of the park without impacting the character of the park.

Upland Green Space

The upland green space (8), north of the Arts Center and west of the beach





Lighthouse Beach







provides flexible open space and play opportunities for picnicking and informal games. With the addition of Noah's Playground for Everyone, this area will see more use. The master plan proposes to make this area more usable and easier to maintain by restoring the grading and turf to provide positive drainage throughout.

New paved pedestrian paths connect existing walkways to the heart of the park, Noah's Playground for Everyone, and the new accessible route to the restroom building now being designed. Also proposed for this area is to replace the aging picnic shelter with a newer structure (9) that is designed to compliment the architectural character of the Evanston Arts Center building. This structure would be located closer to Noah's Playground for Everyone and centered on the renovated flexible play lawn while also taking advantage of views to Lake Michigan.

The existing community gardens (10) would remain, and extensive new plantings around the north and western edges of the park would be designed to compliment the original Jens Jensen landscape plan for the Clarke Estate, while providing habitat for migrating birds and other wildlife. This would include Hawthorne and Crabapple scattered along the entry drive, along with Chokecherry, Viburnum, native Plum, and Sumac throughout the edge plantings.

For the transitional area located between the beach and the sloped edge of the upland green space (11), the master plan proposes to open up views to the lake, relocate or remove the stone shoreline protection, and extend the dune habitat along the entire length. Much of the existing plant material is dense and overgrown, preventing views of the lake from much of the upland area. This area should be surveyed to identify healthy native trees and plants, and a planting design to compliment those species and transition to dune ecology should replace the weedy overgrowth. Selective pruning of the trees and removal of this overgrowth will open up views from the upland area, and provide improved habitat. This also means that police will be able to survey the beach from the upland area, providing a safer environment and reducing the amount of graffiti and trash.

The existing shoreline protection boulders should be reviewed by a qualified coastal engineer to determine if they could be removed altogether from the site. If this review finds that the boulders are necessary to protect the embankment, the plan proposes that the boulders be moved west to the toe of the slope if possible. This would eliminate the hidden lower space, as well as the undesirable activity that goes along with it, while expanding the beach and dune environment.

Lighthouse Beach

The primary need at Lighthouse Beach is improvements to the existing restroom facility (12) and the provision of an ADA compliant route from the parking area to the water's edge. The existing restroom building is a small concrete building tucked into the slope between the edge of the beach and the parking area. It is in need of improvement and expansion, and is aesthetically out of character with the surrounding historic structures. Its location, however, is ideal for controlling access to the beach, and also allows for access to the roof of the structure as an overlook of Lake Michigan. The master plan proposes a renovation of this facility, and an additional structure on the south side of the existing ramp to provide equipment storage for the lifeguard staff, space for the staff to control entry and collect fees, and provision of minor concessions to eliminate

the need for the concession truck used now.

The new accessible route from the upland area to the restroom facility and beach currently under design will meet the proposed accessible decking that will provide access to the water's edge. A water trail access point (13) is proposed north of the swimming area, and new fencing is proposed at the northern edge of the beach to clearly delineate the end of the public beach. The unused existing storage structure buried beneath the dunes should either be permanently sealed or removed altogether to improve safety on the beach.



LINCOLN STREET OVERLOOK

Existing Conditions

The Lincoln Street Overlook is a little known public space located between the Evanston Water Treatment Plant (an Evanston Landmark) and the northernmost edge of the Northwestern University campus. The parcel, defined by the extension of the Lincoln Street right of way to Lake Michigan, is currently planted with turf and a few deciduous trees, with several benches and a picnic table on a bluff overlooking Lake Michigan.



The dune environment below the bluff extends from the northern edge of the Northwestern University campus on the south to the northern right-of-way line of Milburn Street. Due to the sensitive nature of the Water Treatment plant, and the associated Homeland Security requirements, the dune area below the bluff is not accessible to the public. This area, roughly 300 feet wide at the south end narrowing to 80 feet at the north end, is planted with an irregular mixture of dune grasses and scrubby trees.

Master Plan Elements

The plan for this area is intended to maintain the primary use of the upland area as an overlook (1) of Lake Michigan, while reducing maintenance and improving the biodiversity of the landscape. The turf area adjacent to Lincoln Street is proposed to be replaced with a mixture of dune grasses (2) and complimentary ornamental trees that provide shade, food and cover for wildlife. The existing canopy trees are to remain, and a compact overlook at the crest of the bluff is to replace the seating and picnic table currently at this location. At the western edge of the site, adjacent to Lincoln Street extension, a bioswale rain garden (3) is proposed to minimize the impact of stormwater runoff into the dunes, as well as capture roadway contaminants such as salt and vehicle fluids.

The lower dunes present a unique opportunity along the Evanston Lakefront to provide a protected habitat area essentially off limits to the public. The security requirements of the Water Treatment plant do not allow this area to be open to the public, and the edges of the lower dunes (4) will remain fenced. The plan proposes to enhance the existing dune ecology of the lower dunes by removing the non-native and invasive scrubby plants, removal of any remnant debris, and planting of a variety of additional dune grasses and native shrubs to increase the biodiversity and functionality of the ecosystem. While this area would not be open to the public, the possibility of guided tours by groups such as the Audubon Society or the City of Evanston could enhance the educational benefit of the site, increase awareness of natural shoreline protection alternatives, and even possibly serve as a dune ecology extension of the Ladd Arboretum and Ecology Center.

The landscape improvements proposed for the lower dune area would potentially improve the security of the Water Treatment plant, which could make portions of these improvements eligible for funding through security grants.



Lincoln Street Overlook





CLARK STREET BEACH

Existing Conditions

Clark Street Beach (1) is located between Clark Street and the southern boundary of Northwestern University, immediately north of the Dog Beach. The beach is approximately 400' wide by 500' long, making it one of the largest beaches in Evanston. Despite its size, Clark Street Beach is the fourth out of the five beaches in Evanston in use. This is most likely due to the fact that the nearest available parking is on Sheridan Road, 200 feet from the beach entry, plus another 400 feet across the sand to the water's edge. Additionally, the existing restroom facility is located near the street, 600 feet from the water's edge. There is currently no accessible route or designated accessible parking near Clark Street Beach.

Existing activities on Clark Street Beach include volleyball and a designated 250' wide guarded swim area. The beach is used throughout the summer months for day camp activities, but there is no access for watercraft of any kind. Due to the fact that the water level of Lake Michigan is currently near its historic low, the water is very shallow within the guarded swim area, making it difficult for fitness swimming activities.

Master Plan Elements

The master plan includes a number of elements designed to maintain the essential character of Clark Street Beach that makes it a beloved element of the lakefront, while making it safer, more accessible to a wider range of users, and better utilized throughout the year.

Swim Beach

Clark Street Beach will maintain the designated 250' wide guarded swim beach, as well as a very large flexible sandy beach of approximately 400' by 400' that will support a wide variety of activities. This includes beach volleyball (2), flexible day camp areas, and other space intensive uses. The designated swim area has been moved to the north to allow space for the Great Lawn (3) and Water Trail (4) at the southern end of the existing beach.

New Beach House

The master plan includes a concept design for a prototype beach house (5) facility for use throughout Evanston's lakefront where new facilities are to be provided. The beach house prototype is designed to improve access control, provide easily accessible restrooms to both beach and park users, and to provide storage and locker facilities for the lifeguard and beach staff.

Access control is improved by creating a single entry point with permanent facilities for beach staff, who will be more secure and protected from the elements. Additionally, space is provided for modest concession items such as sunscreen, sports and soft drinks, and prepackaged snacks. No cooking facilities of any kind are envisioned.

Currently, beach users must physically leave the beach to access the existing restroom facility, creating additional work for the access control staff as people leave and re-enter the beach multiple times. The proposed restroom provides mirrored facilities so that park users can access the park side of the facility, and beach users no longer have to leave the beach to access the restrooms.

Adjacent to the beach house will be bicycle racks, encouraging beachgoers to leave their cars at home, as well as stroller parking, seating areas, trash recep-



Clark Street Beach





tacles, and drinking fountains.

Vehicular Access

One of the key improvements to vehicular access and pedestrian safety is the relocation of the boat launch parking (6) access drive from the south end of the parking area at Church Street to the north end of the parking area at Clark Street. The current location of the access drive at the south end of the boat parking area creates a number of safety issues, including limited sight distances when exiting onto Sheridan Road. The access road currently runs adjacent to the Lagoon area, causing significant vehicular / pedestrian conflict points where the existing bike path crosses the road, especially during holidays and festivals when very large numbers of visitors are in the park. The new configuration of the boat parking area creates more space for vehicles and trailers to circulate, but separates them from bicycle and pedestrian traffic in a more predictable manner. In addition, this realignment creates a vehicular access drive and drop off (7) at the entry to Clark Street Beach, as well as dedicated accessible parking at the entry to the beach. The vehicular drop off is designed to accommodate public transportation, decreasing parking demand and vehicle congestion at the lakefront and improving access to the park for residents who live beyond walking distance.

Currently, in an emergency situation, fire rescue crews must carry their equipment through nearly 500 feet of sand to the water's edge. This exhausts the rescue crews and significantly impacts their ability to assist the lifeguard staff. The multi-use trail (8) around the Great Lawn is proposed to be suitable for emergency vehicle access, allowing rescue personnel to bring their vehicles within fifty feet of the water's edge.

Universal Access

Within the park, designated paved pedestrian routes connect the crosswalks and parking areas with key park destinations such as the beach house, the Great Lawn, or Dog Beach. Accessible parking has been provided adjacent to the new Clark Street beach house, adjacent to the vehicular drop-off. Along with the designated accessible parking provided at the entry to Clark Street Beach (9), movable accessible decking will be provided from the beach house to the water's edge, allowing a wheelchair user to park safely near the entrance, cross the sand beach, and access the water.

Great Lawn

The Great Lawn concept creates a significant new green space at the water's edge, located immediately north of the existing groin structure at the southern end of Clark Street Beach. The primary use of the Great Lawn would be to expand use of this area for multi-generational activities such as flexible play, picnicking, and shaded access and views of Lake Michigan. Additionally, the lawn area would provide space for cultural events and activities.

Located adjacent to the vehicular drop-off and accessible parking, the Great Lawn area and multi-use paved walkways will allow older or less mobile park users to access the water's edge with ease, in a shaded, comfortable environment. Once there, the water's edge plaza allows views of the boating and swimming activities to the north and east, the Dog Beach to the south, and the activities on the Great Lawn to the west.

Landscape Character

The Lakefront Vision identified the need to create natural landscape buffers between different areas within the lakefront parks, which provides essential wildlife habitat and biodiversity to the landscape, while also helping define controlled access areas in a gracious manner. Clark Street beach will be defined on the south and west sides by expanding the dune habitat (10) used successfully in several locations along the lakefront. This landscape approach will also reduce the amount of sand blown into adjacent areas of the park, reducing maintenance.

Interspersed within the dune habitat will be shade trees and small to medium sized ornamental trees selected for their tendency to fruit and flower at appropriate times of year to support migratory bird populations.



BOAT LAUNCH

Existing Conditions

The boat launch facility (1) is located just south of Church Street, immediately east of the Lagoon, and includes two ramps, a non-ADA accessible groin structure, and parking for approximately 25 vehicles and trailers. The existing boat ramp and groin structures are in poor condition, and currently only one of the ramp areas is usable. Due to natural littoral drift and wave action, regular dredging is required to maintain a navigable channel to Lake Michigan. This is a costly operation that must be completed at least once per year, and results in fewer users of the ramp due to the unpredictable depth of the channel. The existing groin structures are also in need of improvement to make them safer and more accessible to the public. The protected area within the boat launch groin structure is used by fire rescue personnel to store watercraft for lake operations.

The existing parking lot is in fair condition, although circulation and access are inefficient and create a number of conflicts with other park users. The main vehicular circulation issue is the location of the access drive at the south end of the parking lot, connecting to the intersection of Church St and Sheridan Road. There is limited visibility at this intersection for vehicles exiting the parking area on to Sheridan, and difficult stacking conditions on the bend in Sheridan also conflict with the existing northbound exit from the Patriot's Park parking area. Church Street is one-way east bound into the existing drive, eliminating travel to the west, and visibility of oncoming traffic from the south is obscured by the bend in Sheridan Road, impacting slow moving vehicles with trailers as they turn onto Sheridan or for vehicles on Church Street heading towards the ramp. Finally, the location of the entry drive bisects the park very near the Lagoon and festival areas, resulting in unsafe mid-block pedestrian crossings at a very congested area. The existing pavement within the parking and drive areas is impervious, and contributes to increased stormwater runoff over potential pervious pavement solutions.

Master Plan Elements

The boat ramp facility has a loyal base of users, and is conveniently located regionally along the Lake Michigan coast. While not as well used as in years past, there is still significant demand from the core group of users and community support for making the facility safer and more functional without adding additional parking. The master plan proposes a number of improvements to the facility, including relocating the entry drive to the north at Clark Street, revising the circulation pattern within the parking area (2) to be more functional with less impact on adjacent green space, upgrading the paving to a pervious surface, (3) utilizing bioswales (4) and landscape islands to minimize stormwater run-off, and improving the existing groin to make it universally accessible.

The boat ramp itself, and the groins (5) that protect it, may be contributing to the deposits in sand, and a comprehensive evaluation of the structures should be undertaken by a qualified coastal engineer to minimize long term maintenance issues, while modernizing the structure to make dredging operations less costly. The master plan proposes modifications to the ramp facility to create more space between the Lagoon and driveways. The layout of the existing boat launch and breakwater structures allows room to move the existing ramp to the east. The minimum distance we need for safe boating operations – the “fairway” – is one hundred feet between structures. The plan proposes to relocate the existing ramp to the east as far as possible consistent with safe boating operations.





Boat Launch





This will also move the ramp into deeper water and reduce the area that needs to be dredged. The alignment of the access roadway is oriented to minimize the width of the roadway while still providing ample space for vehicle/trailer turning movements. These adjustments combine to create up to 100' of additional landscaped open space east of the lagoon area. Any modifications to the boat ramp or breakwater structures will require analysis and design by a qualified coastal engineer.



Figure 1: Boat parking lot with permeable paving and bioswales



Image 1: Historic photo of Church Street Boat Ramp



Image 2: Historic photo of Evanston Boat Club

DOG BEACH

Existing Conditions

The Dog Beach (1) is one of the most popular parks in all of Evanston, and is responsible for a large portion of the permit revenues for Park programming and activities. The Dog beach is approximately 750 feet long, and is defined by the existing groin structures at Clark Street Beach and the Boat Launch at the north and south, with the boulder shoreline protection defining the western edge. The Dog Beach exists in its current form due primarily to the near record low levels of Lake Michigan, and has been in use for approximately ten years.

There are currently no accessible routes to the Dog Beach, and no swimming is allowed – except of course, by the dogs. No benches or facilities of any kind are provided at the Dog Beach by design to keep users focused on their dog's activities.

Master Plan Elements

The key element of the master plan for the Dog Beach is the extension of a new groin structure (2) off the end of the existing Boat Launch pier, with the intent of this structure to protect the Dog Beach and make it a permanent part of the lakefront regardless of water levels. The groin would be designed by a qualified coastal engineer with the intent of capturing sand that is naturally transported from north to south by wind and wave action. A potential side benefit of this approach is the possibility that less sand would migrate to the Boat Launch while the Dog Beach groin is capturing sand. This may temporarily reduce dredging requirements as the Boat Launch is immediately to the south.

This expansion of the beach would create more land to the east of the current lake edge, allowing the new Boat Launch Parking and Boat ramp access to be moved east as well, opening up the landscape around the Lagoon area. The shoreline protection system of boulders would be evaluated by the coastal engineer during design of the groin, and eliminated, reduced, or relocated to the east to create this space.

The actual area of the Dog Beach would not be reduced, but the western edge of the Dog Beach is proposed to include an expanded dune grass ecosystem (3) and accessible paved pedestrian path. This path would connect to an accessible decking system, allowing wheelchair users to access the Dog Beach. Minor facilities to enhance the function of the Dog Beach include dispensers for dog waste bags, and a basic dog wash station for rinsing out sand. Benches should be provided as well, along with trash receptacles.





Dog Beach



LUNT PARK

Existing Conditions

Lunt Park (1), named for Cornelia Lunt – the “First Lady of Evanston”, is a triangular shaped park of roughly two and a half acres, bounded by Sheridan Road on the east, Judson Avenue on the west, and Church Street on the south. The landscape is characterized by a mature canopy of Oak trees over turf, with a few small beds of Juniper and Yew. A number of wooden benches are scattered throughout the site, along with trash receptacles. The benches, while aging, are generally in good repair and remain functional.

Walkways through the park are of a crushed stone material, edged with old brick street pavers. Many of these pathways have fallen into disrepair, and in many cases all that remains of the path are faint outlines of the brick edges in the turf. None of the existing paths are ADA compliant, and no accessible ramps are provided at crosswalks.

A historic water trough is located at the northernmost end of the park. Little is known about the origins of the water trough other than its historic name of “Yerkes Fountain”, but we do know that this is not its original location. The current location is exposed to traffic, and the potential for this historic element to be damaged or destroyed by a vehicle suggests a safer location should be found.

The park is currently used primarily as a passive space, with little in the way of regular activity when compared to the main park east of Sheridan. The central portion of the space is used regularly during warmer months for Sunday morning church gatherings, but no other programmed uses have been identified.

Master Plan Elements

The key proposal of the master plan for Lunt Park is to preserve and maintain the essential character of the space as a passive refuge along the waterfront, while reducing maintenance requirements and creating ADA compliant accessible pathways through the space, connecting the surrounding neighborhoods more safely to the Lakefront parks.

The most striking feature of Lunt Park is the beautiful canopy of mature oaks(2), which provides a comfortable shaded environment of dappled light. In order to maintain this element long into the future, the plan proposes a program of planting a variety of oaks and similar adapted species now, so that as the older trees come down over time, younger established trees are present to maintain the health of the canopy. In addition to planting additional oak trees, the plan proposes to increase the biodiversity of the landscape at Lunt Park by providing an understory of native ornamental trees and shrubs (3), while reducing the amount of turf and selectively replacing it with native grasses. While intensive to establish, native grasses require less chemical fertilizers and pesticides, reduce the need for mowing to twice per season, and provide food, cover, and habitat for a more functional ecosystem. The central area of Lunt Park would remain turf (4) to provide space for traditional activities such as the church gatherings, picnicking, and flexible play.

A new system of ADA compliant paved pathways (5) through the site is proposed, connecting each corner of the site to the adjacent neighborhoods and lakefront, while defining the central gathering space. Benches would be located along these new pathways, sited to take advantage of views and provide convenient resting places. As part of the overall improvements to pedestrian safety





Lunt Park

throughout the lakefront, “bump-outs” (6) are proposed at each corner, and at the mid-block crossing connecting Lunt Park to the lakefront parks.

The plan also proposes to relocate the historic water trough and fountain (7) from the north end of the site to a central location along the pathway around the central gathering space. The trough should be restored, and interpretive signage telling its story should be provided. The plan also envisions an interpretive element commemorating Cornelia Lunt within the central gathering space, telling her story and her contributions to the history of Evanston.



LAGOON PROMENADE

Existing Conditions

The Lagoon promenade area (1) includes the Lagoon, the surrounding walk and park spaces, and the Lagoon building. The Lagoon is located at the heart of Evanston's lakefront, and is the centerpiece of the lakefront parks. Several annual festivals are held in this location, and the Lagoon includes fountains in the summer, and provides ice skating in the winter.

The Lagoon itself, roughly 350 feet long by 80 feet wide, is surrounded by a brick and stone edge, with an attractive stone and brick ramp and stair to the water's edge at the north end. The bottom of the water basin is asphalt and requires ongoing maintenance to maintain the watertight integrity of the pool, and a forty foot diameter island at the south end is planted and provides refuge for wildlife. At the midpoint of the west edge is a small grotto, newly replanted, but in need of further restoration of the stone walls and fountain system.

The historic Lagoon building (2) is a very attractive and finely detailed brick structure, which includes accessible restrooms, a small gathering space, and a small concessions space on the west side. The structure is in good condition, but could potentially be better utilized.

The walkways and paved spaces around the Lagoon are worn narrow crushed stone paths, while the paved plaza adjacent to the Lagoon building makes use of the old brick road pavers. While very attractive and complimentary to the overall character of the space, the brick pavers show some signs of settlement and weeds were present.

The surrounding landscape areas are very well used, and the bicycle path runs nearly adjacent to the western side of the lagoon path. During festivals, this area is extremely congested, and renders the bike path essentially unusable due to conflicts with pedestrians. Immediately north of the Lagoon building is the current access road for the Boat Launch parking, which creates further pedestrian and bicycle conflicts with vehicles. The boat launch itself lies immediately east of the lagoon, which, along with the shoreline protection boulders, creates an unsightly edge to the lagoon area and barrier to Lake Michigan.

Master Plan Elements

The primary goal of the master plan for the Lagoon area is to improve the existing features, open up the surrounding landscape, reduce congestion and vehicular conflicts, and enhance this area as the centerpiece of the Evanston lakefront park system.

Lagoon Building and Promenade

The existing walkway around the Lagoon promenade is proposed to be widened to eighteen to twenty feet in width to accommodate art festival tents and activities and minimize damage to the landscape caused by festivals. The promenade would be paved with reclaimed street paver bricks, in the same location as the existing crushed stone path and bicycle path, minimizing the extent of new paved area. The existing brick plaza adjacent to the Lagoon Building would be reconfigured to better engage the Lagoon steps, and align with the pedestrian access along Church Street. The center of this space would include a grove of shade trees (3) planted in a bed paved with crushed stone, creating a small café-like seating space for small tables and chairs. The current concessions provided at the Lagoon Building should be better integrated with the structure, and en-





Lagoon Promenade





hanced to provide higher quality offerings.

The Lagoon grotto fountain (4) should be fully restored, and the Lagoon pool maintained as is. Improved lighting and site furnishings such as benches and trash receptacles are proposed to create additional seating opportunities and enhance the use of this area for visitors of all ages.

Pedestrian and Vehicular Circulation

The existing vehicular access drive to the Boat Launch at Church Street is relocated to the north at Clark Street to reduce congestion around the Lagoon Building, and eliminate vehicular conflicts with bicycles and pedestrians. The Boat Launch parking and launch access route are reconfigured to move their paved surfaces to the east, further opening up the landscape east of the Lagoon, while still allowing use of this route as vehicular service for festivals. The new pedestrian paths connecting Sheridan Road to the Lagoon area will be designed to withstand the weight of emergency vehicles – so emergency access and special event access will not be compromised. A new vehicular drop-off (5) is proposed along Sheridan Road at the intersection with Church Street, allowing school buses, public transit, and private vehicles a safe place to drop off passengers out of the flow of Sheridan Road traffic.

The existing bicycle path is relocated to the east of the lagoon, eliminating the conflicts between bicycle path users, pedestrians, and festival events, while also connecting the bicycle path (6) more closely with Lake Michigan. Additional bike racks are to be provided at the Lagoon Building.

Pedestrian access to the site is expanded by replacing the worn, non-ADA compliant crushed stone paths with paved walkways separated from the bicycle paths. Along Sheridan Road, ADA compliant ramps are proposed along with traffic calming “bump-outs” (7), improving pedestrian safety. New pedestrian connections reinforce the relationship between the Lagoon with Patriot’s Park and the proposed improvements to the Boat Launch Pier. Parking that is ADA compliant (8) will be provided in the area closest to the lagoon and access walks. The quantity of ADA compliant spaces shall conform to Evanston code requirements.

Landscape Character

The landscape character of this area is proposed to remain relatively unchanged, although improvements to the grading of the site should reduce low areas and maintenance issues. Additional plantings of native canopy trees to assure the health of the canopy in the future are proposed, along with understory plantings of native ornamental trees to provide seasonal interest, food, and habitat for wildlife.



Image 1: Historic photo of the Lagoon



Image 2: Historic photo of the Lagoon



PATRIOTS PARK

Existing Conditions

Patriots Park (1) is a passive landscape of approximately one and a half acres bounded by Davis Street to the south, Forest Place to the west, and the Sheridan Road parking lot to the east. The newly restored Soldier's Memorial (2), created by Stephen Beames and Thomas Tallmadge, is centrally located in the park, but has no accessible paths or routes to celebrate the importance of the Memorial to the residents of Evanston. A single concrete path along the southern edge of the park connects the neighborhoods to the west to the lakefront, and existing functional, but non-ADA compliant ramps are provided.

The existing landscape is characterized by a scattering of mature canopy trees, a broad expanse of turf, and small pockets of deciduous shrubs. There are a small number of relatively new benches present, which are composed of recycled plastic slats supported by concrete frames. The benches present are engraved with commemorative information. Trash receptacles are painted steel drums.

The primary use of this park is passive recreation, and there are no facilities provided beyond bench seats. There are no regularly scheduled programmed uses in the park.

Master Plan Elements

The key proposal of the master plan for Patriots Park is to preserve and maintain the essential character of the space as a passive refuge along the waterfront while celebrating the Soldier's Memorial, reducing maintenance requirements and creating ADA compliant accessible pathways through the space. The plan would remove a portion of the Sheridan Road parking (3) to integrate the park space into the larger Lagoon area, connecting the surrounding neighborhoods more safely to the Lakefront parks.

Parking and Vehicular Access

The master plan proposes to remove the northern 200 feet of parking and vehicular access space that separates Patriots Park from the Lagoon area to the east. This would create a very strong connection between Patriots Park and the lakefront, eliminating a roadway crossing for families walking to and from the lakefront, and create additional green space at the heart of the park where it is needed most. Twenty four parking spaces would be relocated to the perimeter of the parks along Sheridan Road, including ten parallel parking spaces immediately west of Patriots Park within the right of way of Forest Place.

This proposal would eliminate through traffic heading northbound on Sheridan Road at Patriots Park, and require consideration of two-way traffic on Sheridan Road between Davis Street and Lake Street, and possibly as far south as Greenwood Street. The vehicular circulation issues in this area require further study, and will be reviewed by a separate traffic study in association with the transition of Sheridan Road from IDOT to local control. Should the traffic study determine that there are no safe alternatives that allow closure of the northern segment of Sheridan Road at Patriots Park, the plan includes an alternative strategy that maintains the Sheridan Road connection to the north, while significantly improving pedestrian safety and connectivity to the Lagoon area. Further, the intersection of Sheridan Road with Forest Place (4) would be reconfigured to a ninety degree intersection, improving visibility and safety.



Patriots Park



Pedestrian Circulation

Pedestrian circulation within Patriots Park will include new paved paths and ADA compliant ramps (5) with traffic calming bump-outs. Two new paths align with the Soldier's Memorial, improving both accessibility and the sense of prominence for the memorial, while connecting the memorial both visually and physically with the Lagoon area and Lagoon Building.

Landscape Character

The landscape plan for Patriots Park is intended to focus attention on the Soldier's Memorial, and create a usable ceremonial space around the monument. In addition, the plan proposes to increase the biodiversity of the landscape by providing an understory of native ornamental trees and shrubs (6), while reducing the amount of turf and replacing it with native grasses. The area east of the Soldier's Memorial would remain turf to provide space for ceremonial activities such as Veteran's Day, Memorial Day, and Independence Day celebrations.



DEMPSTER / GREENWOOD STREET BEACH – DAWES PARK

Existing Conditions

Dempster / Greenwood Street Beach (1), is approximately 1,000 feet in length, and is bounded by Greenwood Street at the south and the Boat Launch Groin Structure to the north. To the west of the shoreline protection boulders which define the beach, lies approximately three and one quarter acres of flexible green space characterized by mature canopy trees and turf. The landscape is generally well maintained but offers minimal shrubs or ornamental trees to increase the biodiversity of the site. Key problems in this area include isolated low wet spots that are difficult to maintain, poorly defined separate bicycle and pedestrian trails, and bare areas beneath the heavily shaded canopy trees.

The shoreline protection boulders are well integrated with the sand dunes in some locations, and are partially hidden by dune grasses. Other areas, however, are completely exposed and weedy.

Master Plan Elements

The key proposal of the master plan for this part of the lakefront is to preserve and maintain the heavily used flexible green spaces (2), while creating distinct bicycle and pedestrian routes (3) and enhancing the sand dunes and dune grass edge to Dempster / Greenwood Street Beach.

Dempster / Greenwood Street Beach

The main improvements to Dempster / Greenwood Street Beach proposed by the master plan include removal of the existing restroom and replacing it with a new facility (4) located to serve as the entry to the beach. The edge character of the beach would be enhanced with native dune grass plantings (5), which would help obscure the shoreline protection boulders if they can not be removed. The existing ADA compliant access route to the lake edge is to be maintained and potentially expanded.

Pedestrian and Vehicular Circulation

A new vehicular drop-off (6) is proposed at the east end of Greenwood Street near the entry to Dempster / Greenwood Street Beach, which would allow public transit and private vehicles a safe place to drop off beachgoers and gear. The existing parking area along Sheridan Road east of the Dawes House is proposed to be reconfigured to ninety-degree head in parking (7) to provide the most efficient use of space, while the existing parking configurations on Sheridan Road north of the Dawes House, in front of private residences, is proposed to remain unchanged. The plan does propose the installation of bump-outs and designated crosswalks (8) at Lake and Greenwood Streets to improve pedestrian safety.

Pedestrian access to the space is provided by a dedicated pedestrian route (9) along the edge of the dunes, and narrow four foot wide crushed stone paths (10) along the east edge of the parking along Sheridan Road. Additional crushed stone routes through the adjacent native grass plantings will create access to the turf areas throughout.

Landscape Character

The central portion of the green space west of the beach is to remain open flexible turf, with improvements to the drainage proposed to ease maintenance of the area. The turf in the western and southern edges of this area along the roads and parking is proposed to be replaced with native grasses, both improving the biodiversity of the park and reducing maintenance demands. Understory plantings of native ornamental trees (11) will provide habitat, food, and cover to migratory birds and other wildlife.





Dempster / Greenwood Street Beach - Dawes Park



DEMPSTER / GREENWOOD STREET BEACH (SOUTHERN SECTION)

Existing Conditions

The southern portion of Dempster / Greenwood Street Beach (1) area is used primarily by sailors and other non-motorized watercraft such as sea kayaks and canoes. The area is very narrow and heavily congested, with an existing crushed stone parking area dedicated for permit holders, narrowly separated bicycle and pedestrian paths, a turf area for rigging sail boards, and storage racks for watercraft.

The storage racks for watercraft are aging, and designed primarily for smaller and wider sail boats such as the Laser, Optimist, or Sunfish. Over time, demand for this type of craft has gone down, while demand for storage space of longer, narrower sea kayaks has increased significantly. The existing storage racks are inefficient for storing these narrow craft, and more space is taken up than necessary.

Master Plan Elements

The key proposal of the master plan for this area is to refine all the current program elements to make them more space efficient, thereby opening up space for clearly separated bicycle and pedestrian paths, dune plantings to help reduce maintenance, and expansion of boat storage facilities.

Pedestrian and Vehicular Circulation

The main proposal for vehicular circulation is the reconfiguration of the existing parking area (2) to provide the same number of parking spaces in less area. This is accomplished by creating a one-way route northbound with angled head in parking. The parking area is realigned to the west in the northern half of the lot, while a new turf rigging area is provided to the east of the parking area. Access is controlled via key card activated gates for permit holders. The parking lot is proposed to be paved in pervious materials, and a bioswale area is created to the west of the lot to help cleanse the rainwater run-off.

New pedestrian and bicycle trails (3) are created in the now wider space east of the parking area, and separated by more extensive dune plantings. The pedestrian path diverges from its current alignment to the west of the tennis courts, and follows a route to the east side of the existing Dempster Street building. This also provides access to the proposed fishing pier created by widening the existing groin structure, as well as to the redefined parking area at the Dempster Street building.

Watercraft Storage

The master plan proposes to replace the existing single size boat storage racks with newer racks (4) specifically tailored to the type of watercraft in use currently. Ongoing collaboration with boating community should be undertaken to define the best approach to watercraft storage. A preliminary approach would locate the heavier and wider sail boats closest to the water's edge using racks similar to those in place now, while the central areas would provide space for the narrower and much lighter sea kayaks. The arc configuration of the racks shown on the plan helps to clearly define this space on the beach, and creates a natural gathering area for boaters. Beach storage for larger catamarans is proposed to the north of the boat racks, roughly where they are stored now. A water trail access point (5) is also proposed for this area.





**Dempster / Greenwood Street Beach
(Southern Portion)**



Landscape Character

The landscape of this area is characterized by native dune grass plantings (6), canopy trees, and the bioswale landscapes (7) for improving water quality. A linear turf area for rigging sailboards (8) is provided along the east edge of the parking area, and a gathering area for sailors is provided on the beach itself overlooking Lake Michigan, rather than behind the parking area adjacent to private residences.

BURNHAM SHORES / ELLIOT PARK

Existing Conditions

The area bounded by Dempster Street at the north, Lake Shore Boulevard to the west, and Lee Street Beach to the south is approximately 1,200 feet long and 300 feet wide, creating eight and one quarter acres of flexible green space.

At the northern end of this area lies the Dempster Street Beach Office (1), used for storage, maintenance, and management of the lakefront parks. It also includes restroom facilities. These are accessible in summer months when the exterior doors remain open. To the west of the building are two existing tennis courts (2), and immediately to the south is a recently renovated playground (3).

The rest of the site is primarily open flexible turf areas heavily used by families for informal recreation and picnicking. The landscape is characterized by mature trees and turf, with little in the way of shrubs or biodiversity. Over time, the turf areas have settled in places, creating low spots that wear easily and are difficult to maintain. The existing pedestrian and bicycle paths have fallen into disrepair, and are poorly defined in some areas.

The shoreline protection system is made up of boulders and concrete remnants, and is particularly unattractive in this area.

Master Plan Elements

The key elements of the master plan for this area of the park include restoration of the turf area, enhancement of planting and biodiversity, and improvement of the visual character of the shoreline protection system.

Shoreline Protection

The shoreline protection system of boulders and broken concrete remnants should be evaluated by a qualified coastal engineer to determine if the boulders can be lowered or removed altogether. While it is highly unlikely that the boulders could be removed altogether without substantial risk to the park space during periods of high water, it is possible that the top layer of boulders could be removed and located at the toe of the slope along the lake side, which would improve views for a relatively low cost. In conjunction with this effort, the remnants of broken concrete should be removed and replaced with rock where necessary. At the northern end of this area, the plan calls for the shoreline protection to be relocated to the east, expanding the land area east of the Dempster Street building (4) into the lake approximately fifty feet. This will create space for the new pedestrian path alignment (5), while also providing additional space for natural shoreline protection that may allow the rocks to be reduced in height in this area.

The shoreline protection system should maintain a vertical edge of twenty-four to thirty inches along the park side of the rocks. This is low enough for people to see over, but high enough to create an obvious barrier to the water. It is not currently possible for the City of Evanston staff to monitor the entire length of the water and allow open access to the lake without lifeguard supervision. Therefore, a physical edge is to be provided that will clearly identify the edge of the park space, and create a barrier making it more difficult for small children to inadvertently access the water.





Burnham Shores / Elliot Park (Northern Portion)





Burnham Shores / Elliot Park (Southern Portion)



Landscape Character

Immediately west of the shoreline protection system, the elevation of the park should rise gently through rolling dunes to allow the new pedestrian pathway to be raised in height to allow significantly improved views of the Lake without creating an obvious bluff detracting from the views from the flexible green spaces to the west. The rolling dune landscape (6) would be planted with native dune grasses and complimentary ornamental trees and shrubs, which will partially obscure views of the shoreline protection system, while allowing open views to the water.

The central portion of the green space west of the proposed dunes is to remain open flexible turf (7), with improvements to the drainage proposed to ease maintenance of the area. Understory plantings of native ornamental trees will provide habitat, food, and cover to migratory birds and other wildlife, while new areas of denser planting near Greenleaf Street will help create separate landscape “rooms” and provide shade for additional picnic areas.

Two additional picnic shelters (8) are proposed for this area, one near the recently renovated playground to the north, and the other at the south end of the flexible turf area. The tennis courts at the north end of the site are to remain, and no changes are proposed to the play area beyond connecting the circular path to the new pedestrian route.



LEE STREET BEACH

Existing Conditions

Lee Street Beach (1) is the most popular beach in the Evanston system, and is located between Lee Street to the south and Greenleaf Street to the north. The popularity of this beach is due in part to its central location very near a dense residential neighborhood, coupled with easy access and parking. The existing restroom building is in fair repair.

Master Plan Elements

The key elements of the master plan for Lee Street Beach include removal of the existing structure and construction of a new Beach House (2), relocating the beach entry, an accessible route (3) to the water's edge, and expansion of the dune planting (4) along the western edge of the beach.

The new Beach House restroom structure is proposed to be located on the centerline of Greenleaf Street, which would prevent it from being located immediately in front of any of the adjacent homes. This location will also provide a clear accessible route from the street and adjacent walkways to the beach, where a new ADA compliant flexible deck will provide access to the water's edge. Due to the popularity of this beach, consideration should be given to expanding the designated swim area. A water trail access point (5) is proposed.

Landscape Character

The area along the western edge of the beach is not as well used, and is ideally suited for expansion of the dune grass ecosystem (6). This would help create a natural definition to the edge while reducing the amount of sand that blows off the beach onto the adjacent walk and roadways. Also, the addition of a variety of native grasses and ornamental trees and shrubs will improve the biodiversity of the ecosystem, providing habitat for migratory birds and wildlife.





Lee Street Beach





CLARK SQUARE

Existing Conditions

Clark Square (1), located between Kedzie Street and Main Street east of Sheridan Road, is a passive green space of approximately 400 feet by 600 feet, or roughly five and a half acres. A small parking area for approximately twenty cars is located along the southern edge of the park, and an elevated wide concrete promenade runs the entire length of the shoreline. While views to the lake are obscured by the shoreline protection throughout much of the park, the promenade is elevated to within twenty-four to thirty inches of the top of the boulders, allowing unhindered views of the lake.

Beyond the parking and promenade, there are a few benches and trash receptacles provided and very little else in the way of traditional park amenities. The landscape is characterized by tall mature canopy trees over an expanse of turf, with only two small areas of shrubs at the western corners of the park.

Master Plan Elements

While there is little or no programmed activity in Clark Square, it is clear from the public process that additional programming and facilities are neither needed nor wanted at this location. Therefore, the key elements of the master plan for this location focus on ensuring that the landscape character of this space remains essentially intact for the long term, and further improvements are limited mainly to achieving compliance with federal accessibility requirements and reducing maintenance.

Minor reconfiguration of the parking area (2) eliminates the cul-de-sac at the east end, creating additional green space. While there is a clearly defined paved path and crushed stone running path along Sheridan, there are only a few well worn paths through the main area of the park. The paths shown on plan are based on the existing unpaved routes, and will provide an ADA compliant route to all areas of the park.

Two small shade structures (3) are proposed, one each at the north and south terminus of the shoreline promenade (4). These structures will create a shaded place to sit and enjoy views of the lake, while providing a visible destination at each end of the promenade. Currently, the promenade ends at the fence lines of the adjacent homes, creating the feeling of an unfinished park.

Landscape Character

The central portion of the green space west of the promenade is to remain open flexible turf (5), with improvements to the drainage proposed to ease maintenance of the area. Along the northern and southern edges of the park, “magic hedge” plantings (6) are proposed to greatly increase the biodiversity of the park landscape. Understory plantings of native ornamental trees, shrubs, and grasses will provide habitat, food, and cover to migratory birds and other wildlife.

Planting of new native canopy and ornamental trees throughout the main area of the park will ensure the long term health of the canopy, while increasing seasonal interest and creating additional habitat.



Clark Square





GARDEN PARK

Existing Conditions

Garden Park (1) is a small park of approximately one and one third acres located north of South Boulevard Beach, immediately north of Sheridan Square. The park is bounded by residential properties to the north and west, and views to the lake on the east are all but completely obscured by the shoreline protection system.

A number of outdated and worn pieces of play equipment are present, and while they are well maintained for their age, they are not compliant with ADA and current playground safety standards for fall surfaces. Also provided in the park are a number of benches, trash receptacles and picnic tables, all appearing to be very well used by the community. A large number of regulatory signs indicate that the park is overused and smaller than desired.

To the south of Garden Park is a very narrow green space connecting Garden Park to South Boulevard Beach. This linear space, approximately fifty feet wide between the shoreline protection and parking along Sheridan Square, is too narrow for any uses other than a single crushed stone path and a few benches. The landscape character throughout this space and Garden Park is similar to the canopy trees and turf found throughout the lakefront parks.

Master Plan Elements

The key elements of the master plan for this area of the park include restoration of the turf area, enhancement of planting and biodiversity, improvement of the visual character of the shoreline protection system, a small park expansion just south of Garden Park (2), and the creation of an imaginative play environment.

Shoreline Protection

The shoreline protection system of boulders should be evaluated by a qualified coastal engineer to determine if the boulders can be lowered, which would improve views of the lake for a relatively low cost. In the linear space connecting Garden Park to South Boulevard Beach, the plan calls for the shoreline protection to be relocated to the east (3), expanding the land area east of Sheridan Square into the lake approximately fifty feet, doubling the size of this space. This will create space for the new pedestrian path alignment (4), while also providing additional space for natural shoreline protection that may allow the rocks to be reduced in height in this area.

The shoreline protection system should maintain a vertical edge of twenty-four to thirty inches along the park side of the rocks. This is low enough for people to see over, but high enough to create an obvious barrier to the water. It is not currently possible for the City of Evanston staff to monitor the entire length of the water and allow open access to the lake without lifeguard supervision. Therefore, a physical edge is to be provided that will clearly identify the edge of the park space, and create a barrier making it more difficult for small children to inadvertently access the water.

Landscape Character

Immediately west of the shoreline protection system, the elevation of the park should rise gently along an edge of dune planting, allowing the new pedestrian pathway to be raised in height to allow significantly improved views of the Lake without creating an obvious bluff detracting from the views from the flexible



Garden Park





green spaces to the west. The rolling dune landscape would be planted with native dune grasses (5) and complimentary ornamental trees and shrubs, which will partially obscure views of the shoreline protection system, while allowing open views to the water.

The central portion of the green space in Garden Park is to be transformed into an imaginative play landscape (6) incorporating the latest thought in innovative play. Based on the ideas of Richard Louve in his book, “Last Child in the Woods,” this play area will focus less on structured equipment with rigid limits to the type of play allowed, and more on “loose” play elements that children use to create their own games. This could include landscape elements such as a dense bosque of kid-scale ornamental trees that could be transformed in a child’s mind into anything from Alice in Wonderland to a distant planet. Interesting sculptural climbing elements could help define a theme for the park if desired, while also creating a single play element with a wide variety of challenges for children to overcome as their skills develop.

Along the northern and western edges of Garden Park, understory plantings of native ornamental trees (7) will provide habitat, food, and cover to migratory birds and other wildlife, while also creating a natural separation of the park space from adjacent residential parcels.

The newly increased land area connecting Garden Park to South Boulevard Beach will include dune plantings along the shoreline edge, distinct bicycle and pedestrian paths (8), and green space (9) in between for picnicking and flexible play.



Image 1: Historic photo of the Evanston lakefront, 1915



Image 2: Historic photo of the Evanston lakefront park, 1944

SOUTH BOULEVARD BEACH

Existing Conditions

South Boulevard Beach (1) is located at the bend in Sheridan road along the northeast corner of Calvary Cemetery, east of Sheridan Square. The beach, approximately 650 feet long and 100 feet wide, is well used despite the distinct lack of parking and the challenges of pedestrians accessing the site across the very busy Sheridan Road corridor.

The existing restroom building is in fair condition, and poorly located to control access to the beach.

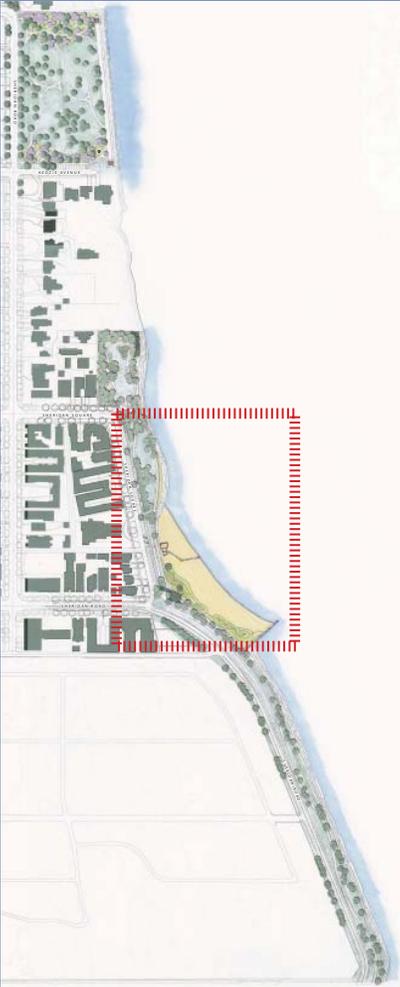
Master Plan Elements

The key elements of the master plan for South Boulevard Beach include removing the existing restroom building and locating a new Beach House (2) to provide improved facilities and access control to the beach, along with expanding the dune grass ecosystem (3) along the beach edges to control access and reduce the amount of sand blowing on to adjacent paths and roadways.

The new restroom building is proposed to be located on axis with the west-bound alley off of Sheridan Square. This location is centrally located on the beach, allows an accessible route from the adjacent street, and ensures that the building will not obscure views from adjacent homes. An ADA compliant flexible deck (4) will provide access to the water's edge. A water trail (5) location is proposed at the north end of the beach. The existing groin structure (6) at the south end of the beach is proposed to be widened and enhanced to provide pedestrian and fishing access.

Landscape Character

The area along the western edge of the beach is ideally suited for expansion of the dune grass ecosystem. This will help create a natural definition to the edge while reducing the amount of sand that blows off the beach onto the adjacent walk and roadways. Also, the addition of a variety of native grasses and ornamental trees and shrubs will improve the biodiversity of the ecosystem, providing habitat for migratory birds and wildlife.





South Boulevard Beach



SHERIDAN ROAD

Existing Conditions

The Sheridan Road corridor (1) along the eastern edge of Calvary Cemetery is characterized by four lanes of traffic divided by a wide, primarily concrete median with several landscape planters containing shrubs and ornamental trees. The concrete median has settled in places, creating pockets of poor drainage, and weeds are present throughout.

The narrow pedestrian path along the eastern edge of the road, connecting Evanston to Chicago, feels very unsafe to pedestrians. Users feel trapped in a narrow space roughly ten feet wide between the shoreline boulders and the adjacent edge of northbound Sheridan Road. All in all, the space feels very crowded and does not present the type of image that compliments the rest of the Evanston community.

Master Plan Elements

Prior to the mid-1980's, the entry to Evanston on Sheridan Road northbound was announced by an unobstructed view of Lake Michigan as one turned north along the eastern edge of Calvary Cemetery. This amazing view has since been obstructed by the placement of the shoreline protection boulders, and no amount of signage or landscape treatment can replace the view that was lost.

Obviously, the need for the shoreline protection system was apparent during the high water years of the late 1980's, but the current need for four lanes of vehicular traffic along this corridor is not evident. Sheridan Road currently functions with one lane in each direction throughout Evanston north of South Boulevard, and the proposal to reduce this section from four lanes to two will simply extend this typical condition to the south along Calvary Cemetery. This proposal would retain the two west bound lanes between Sheridan Square and Sheridan Road as it turns northward, so the current dedicated west bound lane on South Boulevard and the dedicated right turn to northbound Sheridan Road would remain in place.

Dedicated on-street bike lanes are proposed for both north and southbound Sheridan (2), which will meet Evanston's on-street bike lane standard. These lanes are intended for the seasoned bicycle commuters, will be integrated with the Evanston Bike Plan, and connect and coordinate with the City of Chicago bike lane system. To the east of Sheridan Road, in the newly widened green space, the lakefront bicycle and walking trail networks (3) will extend to the south and connect to sidewalks in Chicago.

The master plan proposes to reduce the number of travel lanes (4) along the eastern edge of Calvary Cemetery to one lane each for north and southbound traffic, and eliminating the median which is difficult to maintain. The new alignment would essentially be located entirely within the current southbound lanes, creating a new wider green space (5) roughly thirty-five feet wider than what exists today. This would provide a number of advantages to the City, including reduced maintenance, paving, and snow removal costs, as well as reducing the amount of impervious surface in the area.

The vehicular circulation issues in this area require further study, and should be reviewed by a separate traffic study in association with the transition of Sheridan Road from IDOT to local control. Should the traffic study determine that two lanes each for north and southbound Sheridan are required in this location, the master plan calls for the elimination of the median, which would increase





Sheridan Road



the width of the pedestrian corridor by fourteen feet. An additional but very expensive alternative would be to leave Sheridan Road in its current configuration, and push the shoreline protection east into the lake to create additional land for the pedestrian and bicycle connection to Chicago.

The removal of two lanes of Sheridan Road could be accomplished without providing a major detriment to vehicular traffic. The width reduction proposed for Sheridan Road will require the removal of street lights, conduit, and drainage structures along the east edge of the roadway. New structures and lighting will have to be installed to serve the new roadway. The following is a potential phasing plan to complete the work.

Phase 1

Northbound and southbound traffic, one lane in each direction, could both be routed to the existing two northbound lanes. The existing southbound lanes would be closed for construction. Work would proceed in the area of the existing southbound lanes and boulevard median.

- Remove existing boulevard median and median trees
- Install new storm sewer, laterals, and catch basins for the new proposed east edge of pavement
- Install conduit and new street light poles along the proposed east edge of pavement
- Construct new curb
- Build new base course for pavement widening
- Grind off existing bituminous pavement surface
- Pave new roadway

Phase 2

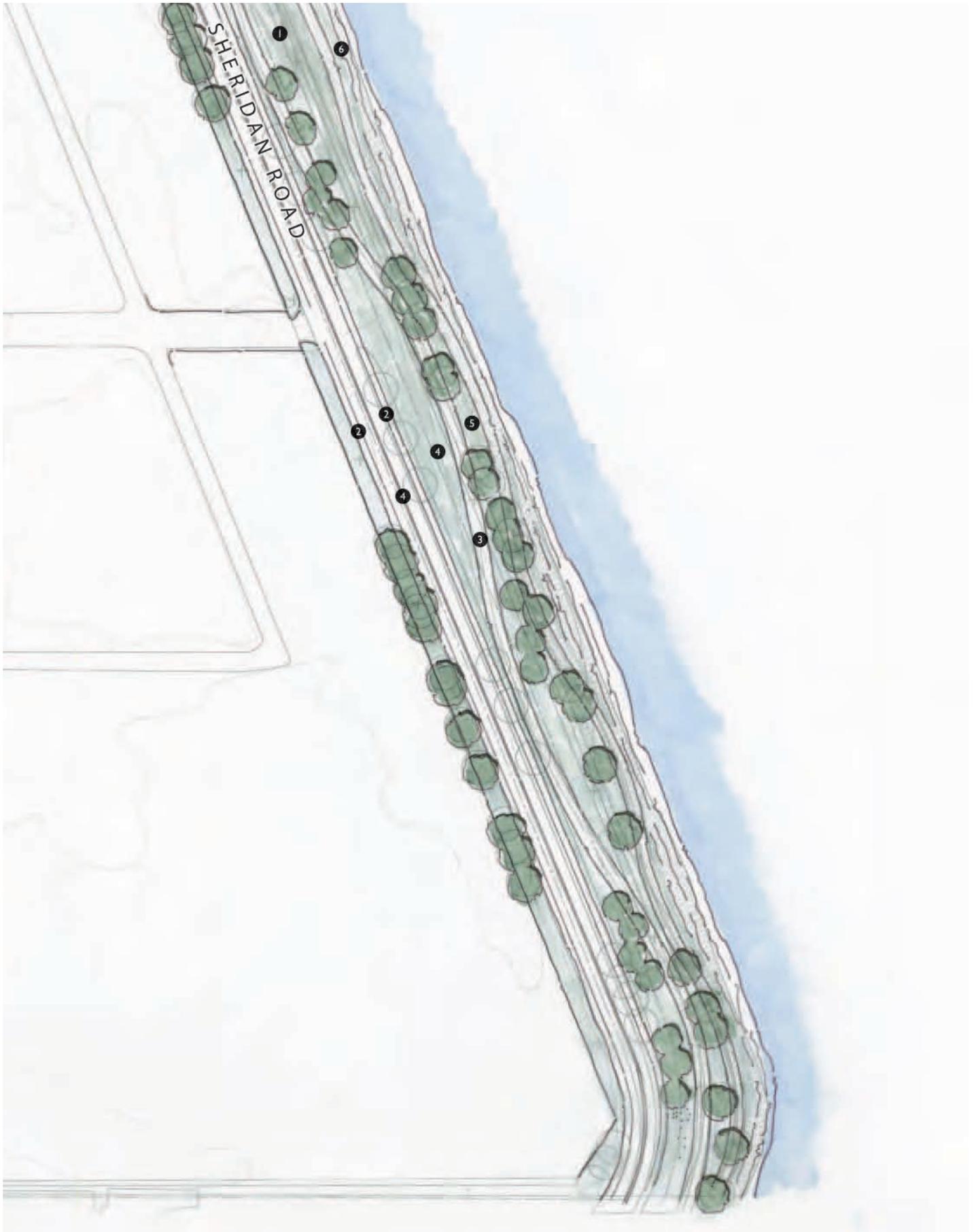
When Phase 1 is complete, both directions of traffic would be permanently routed to the new reduced-width roadway. The work in this stage would involve restoring the previous roadway section to park usage.

- Remove existing storm sewer lines and grout any connections to the remaining system
- Remove existing lightpoles and conduit along the former east edge of Sheridan Road
- Remove curb and pavement from former northbound lanes
- Relocate shoreline boulders if determined feasible
- Re-grade the land between roadway and shoreline to ensure positive surface drainage towards the lake.
- Construct new bicycle path and pedestrian paths
- Plant trees and restore landscape

The shoreline protection system of boulders (6) should be evaluated by a qualified coastal engineer to determine if the boulders can be lowered, which would significantly improve views of the lake for a relatively low cost. If this option is not feasible, elevating Sheridan Road and the adjacent landscape by eighteen to twenty four inches would make a dramatic difference in views.

Landscape Character

The landscape along Sheridan Road should be left primarily open to the beautiful expanse of Lake Michigan. The landscape along the Calvary Cemetery edge should compliment that cultural landscape, and transition to a more open landscape on the eastern side of Sheridan.



Sheridan Road









Existing Facilities

There are currently seven beach restroom facilities; five of which were constructed at the same time and two that were constructed separately and serve multiple purposes. The five similar facilities are at Lighthouse Beach, Clark Street Beach, Dawes Park (Greenwood Street Beach), Eliot Park (Lee Street Beach) and South Boulevard Beach. The additional two are the Lagoon Building and Dempster Street Boathouse (Burnham Shores Park).

The five similar facilities constructed in 1978 were designed with the same plan. The buildings consist of toilet rooms and a small storage room for staff and lifeguards. An exterior shower and drinking fountain are mounted on the exterior wall. The buildings are of concrete block construction clad with random coursed lannon stone at the corners and wood wide board siding. The roof structure is concrete. Variations to the exterior were designed to accommodate two dissimilar site conditions. At Lighthouse Beach, the facility is tucked into the grade with an observation deck on the roof. While the building's appearance is simple concrete, the siting limits its impact on the adjacent Landmark Art Center Building. The South Boulevard facility sited below the grade of Sheridan Road has a hipped roof. The other three facilities have a flat roof design.

All of these facilities are accessible if the exterior doors to the restrooms are kept open. While this works during summer months, the required clearances for accessibility are not met if the buildings are operated in colder months with the doors closed. Additionally, these facilities were not designed for extended season use or year round use and do not have heating. Consequently the systems need to be drained each year.

Because the buildings are located outside the beach area, beach patrons are required to leave the beach to use the restrooms and then to re-enter. This congests beach admission areas. Also, several of the facilities are not located at planned beach entrances and as a result lifeguards and staff do not have convenient storage or support facilities.



Given the age and deficiencies of the buildings, it is recommended that they be renovated or replaced. Renovation is appropriate for those facilities where the location and design is appropriate, including Lighthouse Beach, Lagoon Building and Boathouse Building. New facilities should be constructed to replace those that are not in ideal locations, including Clark Street Beach, Dawes Park (Greenwood Street Beach), Eliot Park (Lee Street Beach), and South Boulevard Beach. This provides the opportunity to enhance these beach locations with facilities designed to meet the goals developed in this master plan.

Lighthouse Beach will require renovation to provide adequate storage for staff and lifeguards, and minor concessions. This expansion can be located to provide a controlled entry and a new separate building for token collection and storage. The roof deck with a new guard rail should remain.

The Lagoon Building is an Evanston Landmark and has been recently renovated and restored. It is in good condition and the toilet facilities are accessible. The exterior paths, however, are not accessible.

The Boathouse Building has an addition that includes toilet facilities. These are similar to other existing facilities in that they were designed to be open during the summer months with the primary doors held open. However, modifications to provide required clearances for accessibility will be required if the facility is to operate during colder months when the exterior doors are closed. The facility was found to be in fair to good condition and renovation is recommended.

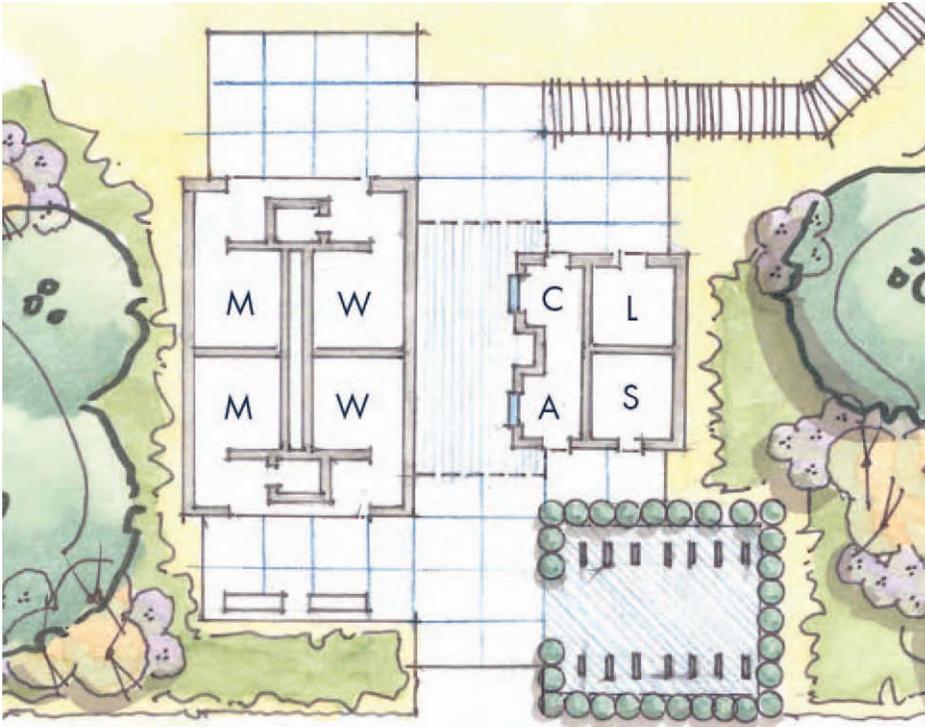


Image 1: conceptual plan view of new beach house facility

Concept Facility Prototype

A conceptual prototype for a new lakefront facility has been developed in this master plan to replace four of the existing facilities discussed above. The other three existing facilities would be renovated on an individual basis.

Facility Program

The facility is to provide toilet facilities to both beach users and park users with toilet rooms and drinking fountains available to both sides of each beach entry point. A shower facility is to be provided for beach users, located so as not to interfere with toilet room access. Additionally each facility is to provide space for staff to check in beach patrons, lifeguard storage and locker space, general storage space, space for one vending machine and a small concession.

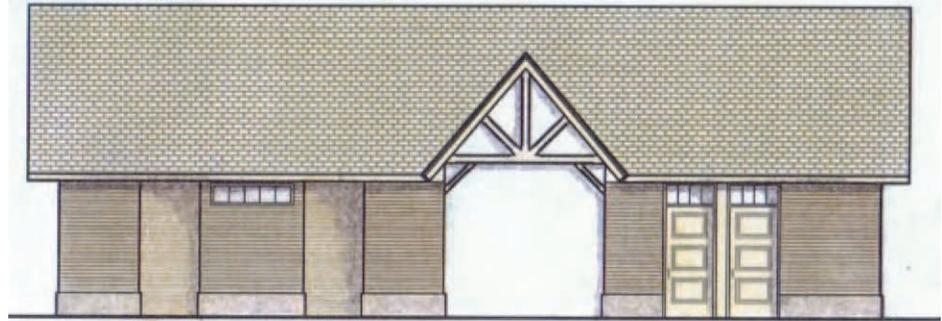
The toilet facilities are to be heated and not require a system shut down, which will allow the option of extending the restroom hours to all seasons. The facilities are to be well illuminated, with a lighting design sensitive to both dark sky and security concerns.

The facilities are to be universally accessible, with toilet rooms, service counters, drinking fountains, and path access designed to meet the requirements of ADA and local codes.

The facilities, new or renovated, are to meet all applicable city building codes, including the Evanston energy code, as well as state and federal requirements including accessibility requirements.

Design Approach

Each lakefront facility is to serve as a beach entry point and is to architecturally signify a gateway to the beach. The architectural design of the facility is to be appropriate to the lakefront aesthetic relying on the natural setting and historic park architecture for inspiration. Exterior materials are to be sustainable and



appropriate to the character of the lakefront, such as stone, brick masonry, and wood. Materials will be selected for their durability and ease of maintenance and as part of the overall cohesive, design scheme for the lakefront furnishings. The facility design should result in buildings that enhance the lakefront experience without overwhelming it.

This master plan has considered two options for the architectural style of the lakefront facility. One prototype takes cues from the existing style of the Lagoon facility with its pitched roof, wood decorative features and brick decoratively laid in the Tudor revival style. The second option is distinctly contemporary, responding to the park and lakefront with a restrained prototype including natural materials and a vegetated roof system that minimizes stormwater impacts and allows for a building of reduced height and less visual mass.

Sustainable Design

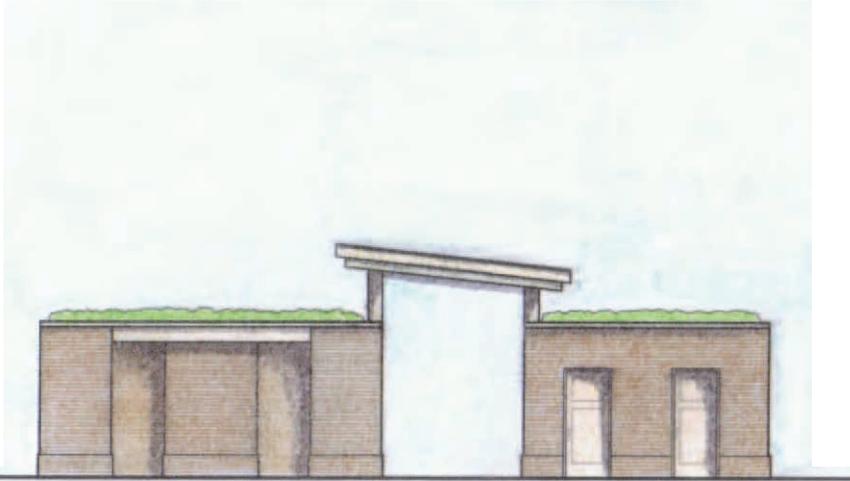
New and renovated facilities are to incorporate sustainable design strategies, and be constructed and operated utilizing techniques that further reduce their environmental impact. In addition to meeting the requirements of the Evanston Energy Code, facilities will be designed to meet established 'green' criteria. The US Green Building Council has established LEED criteria for certifying and rating sustainable buildings. The master plan goal is for the new and renovated buildings to achieve LEED Silver Certification.

A Preliminary LEED Checklist showing possible options or "points" that could be implemented to produce a LEED Prototype Facility is included. Some of these points or strategies are required and others are options from which the required points can be achieved. Some are achieved simply by their location as Evanston is an urban community providing access to public transportation and to construction materials locally (within 500 miles) produced.

Other strategies that can be incorporated to achieve a LEED Silver Certification include:

Sustainable Sites:

- Control of erosion and sedimentation during construction,
- Access to alternative transportation: public transportation, bicycle parking and no additional vehicular parking.
- Restoration of the former building sites to natural habitat.
- Retention of storm water via green roofs (also reduce heat island effect)



and bioswales near adjacent parking to reduce storm water surge created by impervious surfaces and

- Limiting light pollution.

Water Efficiency:

- Reduction of water use through the use of water efficient landscaping and plumbing fixtures selected for their reduced water needs i.e. dual flush toilets, waterless urinals, possibly composting toilets, and automatic faucet controls.

Energy & Atmosphere:

- Reduction of energy use with buildings and building systems designed to meet stricter energy performance criteria calibrated and verified via system commissioning.
- Limited use and appropriate selection of refrigerants based on limiting environmental impact.

Materials & Resources

- Reuse of materials from the demolition of the existing buildings. Any materials that can be reused will be identified and reclaimed such as the lannon stone. Reuse of salvaged materials from other sources may include clay tile or slate shingles.
- Materials will be appropriately classified for removal.
- Construction materials will be managed to reduce construction waste entering landfill.
- Use of new regional materials, within a 500 mile radius, and materials with a recycled content will be specified. These materials include concrete, brick, and structural glazed tile.
- Use of materials with a high recycled material content such as metal shutters at transoms windows, metal doors and frames.
- Wood from sources using environmentally responsible forest management.

Indoor Environmental Quality:

- Provide dual mode ventilation: active and passive
- Prohibit smoking,
- Use low (VOCs) emitting paints and sealants
- Use low energy light fixtures on sensors.

Innovation & Design:

- The project to be overseen by a LEED Accredited Professional and innovative in design for additional sustainable attributes will be encouraged.

LEED for New Construction v2.2 Registered Project Checklist:



LEED for New Construction v2.2 Registered Project Checklist

Project Name: Evanston Lakefront Prototype Facility
 Project Address: Evanston Lakefront

Yes	?	No		
12			Sustainable Sites	14 Points

Y							
1					Prereq 1	Construction Activity Pollution Prevention	Required
1					Credit 1	Site Selection	1
1					Credit 2	Development Density & Community Connectivity	1
					Credit 3	Brownfield Redevelopment	1
1					Credit 4.1	Alternative Transportation, Public Transportation Access	1
1					Credit 4.2	Alternative Transportation, Bicycle Storage & Changing Rooms	1
					Credit 4.3	Alternative Transportation, Low-Emitting & Fuel-Efficient Vehicles	1
1					Credit 4.4	Alternative Transportation, Parking Capacity	1
1					Credit 5.1	Site Development, Protect or Restore Habitat	1
1					Credit 5.2	Site Development, Maximize Open Space	1
1					Credit 6.1	Stormwater Design, Quantity Control	1
1					Credit 6.2	Stormwater Design, Quality Control	1
1					Credit 7.1	Heat Island Effect, Non-Roof	1
1					Credit 7.2	Heat Island Effect, Roof	1
1					Credit 8	Light Pollution Reduction	1

Yes	?	No		
4			Water Efficiency	5 Points

1							
1					Credit 1.1	Water Efficient Landscaping, Reduce by 50%	1
1					Credit 1.2	Water Efficient Landscaping, No Potable Use or No Irrigation	1
					Credit 2	Innovative Wastewater Technologies	1
1					Credit 3.1	Water Use Reduction, 20% Reduction	1
1					Credit 3.2	Water Use Reduction, 30% Reduction	1

7				
			Energy & Atmosphere	17 Points

Y							
Y					Prereq 1	Fundamental Commissioning of the Building Energy Systems	Required
Y					Prereq 2	Minimum Energy Performance	Required
Y					Prereq 3	Fundamental Refrigerant Management	Required

***Note for EAc1:** All LEED for New Construction projects registered after June 26th, 2007 are required to achieve at least two (2) points under EAc1.

5							
5					Credit 1	Optimize Energy Performance	1 to 10
						10.5% New Buildings or 3.5% Existing Building Renovations	1
						14% New Buildings or 7% Existing Building Renovations	2
						17.5% New Buildings or 10.5% Existing Building Renovations	3
						21% New Buildings or 14% Existing Building Renovations	4
5						24.5% New Buildings or 17.5% Existing Building Renovations	5
						28% New Buildings or 21% Existing Building Renovations	6
						31.5% New Buildings or 24.5% Existing Building Renovations	7
						35% New Buildings or 28% Existing Building Renovations	8
						38.5% New Buildings or 31.5% Existing Building Renovations	9
						42% New Buildings or 35% Existing Building Renovations	10
					Credit 2	On-Site Renewable Energy	1 to 3
						2.5% Renewable Energy	1
						7.5% Renewable Energy	2
						12.5% Renewable Energy	3
1					Credit 3	Enhanced Commissioning	1
1					Credit 4	Enhanced Refrigerant Management	1
					Credit 5	Measurement & Verification	1
					Credit 6	Green Power	1

continued...

Yes ? No

8 **Materials & Resources** **13 Points**

Y	Prereq 1	Storage & Collection of Recyclables	Required
	Credit 1.1	Building Reuse , Maintain 75% of Existing Walls, Floors & Roof	1
	Credit 1.2	Building Reuse , Maintain 95% of Existing Walls, Floors & Roof	1
	Credit 1.3	Building Reuse , Maintain 50% of Interior Non-Structural Elements	1
1	Credit 2.1	Construction Waste Management , Divert 50% from Disposal	1
1	Credit 2.2	Construction Waste Management , Divert 75% from Disposal	1
	Credit 3.1	Materials Reuse , 5%	1
	Credit 3.2	Materials Reuse , 10%	1
1	Credit 4.1	Recycled Content , 10% (post-consumer + ½ pre-consumer)	1
1	Credit 4.2	Recycled Content , 20% (post-consumer + ½ pre-consumer)	1
1	Credit 5.1	Regional Materials , 10% Extracted, Processed & Manufactured Regional	1
1	Credit 5.2	Regional Materials , 20% Extracted, Processed & Manufactured Regional	1
1	Credit 6	Rapidly Renewable Materials	1
1	Credit 7	Certified Wood	1

Yes ? No

7 **Indoor Environmental Quality** **15 Points**

Y	Prereq 1	Minimum IAQ Performance	Required
Y	Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required
	Credit 1	Outdoor Air Delivery Monitoring	1
1	Credit 2	Increased Ventilation	1
1	Credit 3.1	Construction IAQ Management Plan , During Construction	1
1	Credit 3.2	Construction IAQ Management Plan , Before Occupancy	1
1	Credit 4.1	Low-Emitting Materials , Adhesives & Sealants	1
1	Credit 4.2	Low-Emitting Materials , Paints & Coatings	1
	Credit 4.3	Low-Emitting Materials , Carpet Systems	1
1	Credit 4.4	Low-Emitting Materials , Composite Wood & Agrifiber Products	1
	Credit 5	Indoor Chemical & Pollutant Source Control	1
1	Credit 6.1	Controllability of Systems , Lighting	1
	Credit 6.2	Controllability of Systems , Thermal Comfort	1
	Credit 7.1	Thermal Comfort , Design	1
	Credit 7.2	Thermal Comfort , Verification	1
	Credit 8.1	Daylight & Views , Daylight 75% of Spaces	1
	Credit 8.2	Daylight & Views , Views for 90% of Spaces	1

Yes ? No

1 **Innovation & Design Process** **5 Points**

	Credit 1.1	Innovation in Design : Provide Specific Title	1
	Credit 1.2	Innovation in Design : Provide Specific Title	1
	Credit 1.3	Innovation in Design : Provide Specific Title	1
	Credit 1.4	Innovation in Design : Provide Specific Title	1
1	Credit 2	LEED® Accredited Professional	1

Yes ? No

39 **Project Totals (pre-certification estimates)** **69 Points**

Certified: 26-32 points, **Silver:** 33-38 points, **Gold:** 39-51 points, **Platinum:** 52-69 points

Proposed Site Furnishings

Site furnishings include elements such as benches, trash receptacles, recycling receptacles, picnic tables, drinking fountains, tables, chairs, grills, and bicycle racks. Along with signage and lighting, these elements can be combined to present a cohesive aesthetic that presents a finished and high quality park environment. While it is not necessary that every element match exactly, the goal is to create a family of furnishings that can be applied appropriately throughout the lakefront.

Within the approach of creating a cohesive family of elements is establishing some elements that are used universally throughout the lakefront, such as the picnic tables, grills, and bicycle racks. Within this family of elements for seating should be a “standard” bench and an “enhanced” bench, as well as coordinating standard and enhanced trash and recycling receptacles. The goal here is to provide standard furnishings for use throughout the park that are durable, comfortable, and reasonably priced. Enhanced furnishings are reserved for occasional use in key locations such as the Lagoon area, where the architectural character and significance of the space requires a more distinctive set of furnishings.

The quality of site furnishings selected should be carefully considered, and an analysis of full life-cycle costs may show that purchasing a higher quality furnishing with a higher initial cost may be the appropriate decision. Low cost furnishings may seem like a bargain, but if they require constant repairs and replacement, they may not be cost effective at all – not to mention the quality of experience for the park user and other potential liability concerns from damaged furnishings.

A wide range of materials is available in site furnishings, including steel, aluminum, wood, concrete, and recycled materials. The master plan proposes use of high quality steel furnishings, constructed with solid bar stock or cast iron frames. Factory applied powdercoat finishes are attractive and durable. Lighter colors absorb less heat, and are more comfortable during hot summer afternoons. Bench slat materials can be obtained in metal, wood, or recycled materials. The master plan proposes use of a high quality recycled material of sufficient thickness and rigidity to withstand heavy park use without sagging. Another appropriate selection would be wood slats obtained from sources that comply with Forest Stewardship Council (FSC) standards. FSC Certified, and associated chain-of-custody documentation, ensures that the wood used will not contribute to non-sustainable forestry practices. Dense hardwoods such as ipe are beautiful and extremely hard and durable.



Bench Name:

Plainwell

Manufacturer:

landscapeforms



Trash Receptacle Name:

Plainwell

Manufacturer:

landscapeforms



Recycle Bin Name:

Chase Park, Petosky, Scarborough

Manufacturer:

landscapeforms



Table & Chair Name:

Parc Centre

Manufacturer:

landscapeforms



Picnic Table Name:

Gretchen

Manufacturer:

landscapeforms





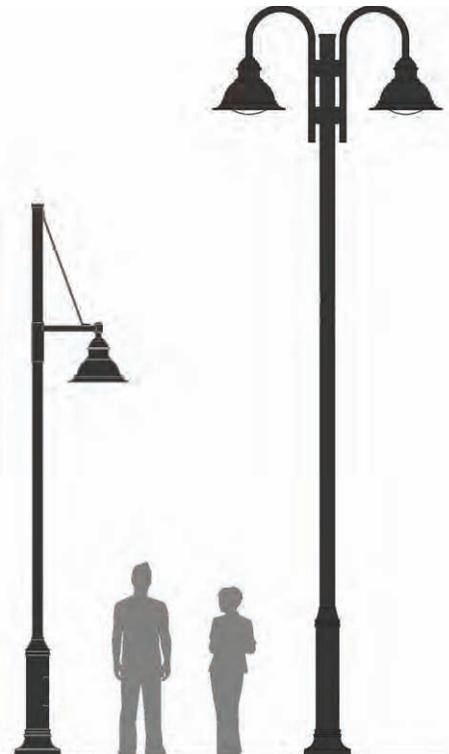
Fountain Name:
Model 440SS
Manufacturer:
Most Dependable Fountains, Inc.



Bike Rack Name:
Model 2213
Manufacturer:
Saris



BBQ Grill Name:
Model C2-36/SS B2
Manufacturer:
Pilot Rock



Light Name:
Domus
Manufacturer:
Lumec

Lighting

The selection of an appropriate lighting fixture for the lakefront parks should consider a number of factors, including lamp source, energy efficiency, maintenance, durability, light distribution, and aesthetics. The master plan proposes use of Light Emitting Diodes (LED) lamps for use in the pedestrian scale lighting throughout the lakefront parks. LED lighting is now available, and is currently one of the most energy efficient options. In addition, LED lamps are extremely long lasting, and may last up to twenty years before they need to be replaced, which significantly reduces maintenance and lifecycle costs. The light quality from LED fixtures is similar to induction or metal halide.

The fixture housing itself should be constructed of heavy gauge steel, with a factory applied powdercoat finish. Fixture seals must be similarly durable, and must last as long as the lamp life. Pedestrian scale light fixtures should be installed at a height of twelve to fifteen feet, which provides an acceptable balance of light distribution while keeping the fixture out of reach of vandals.

The light distribution characteristics most important on the lakefront will be eliminating glare, light pollution, and negative impacts to dark sky considerations outlined earlier. The lakefront parks fall into the “Lighting Zone I (LZI) – Dark” category of the lighting section ASHRAE/IESNA 90.1 standard. In order to comply with this standard for consideration of earning LEED credits for energy efficiency and control of light pollution, light fixtures within the park must not allow any light to escape above a horizontal plane at the source of the light. This will eliminate point source glare, and will ensure that all energy used to create light will result in usable light oriented towards the ground.

The proposed light fixture and pole should coordinate aesthetically with the family of site furnishings, and come in a number of sizes to allow use in different applications, such as parking lot lighting.



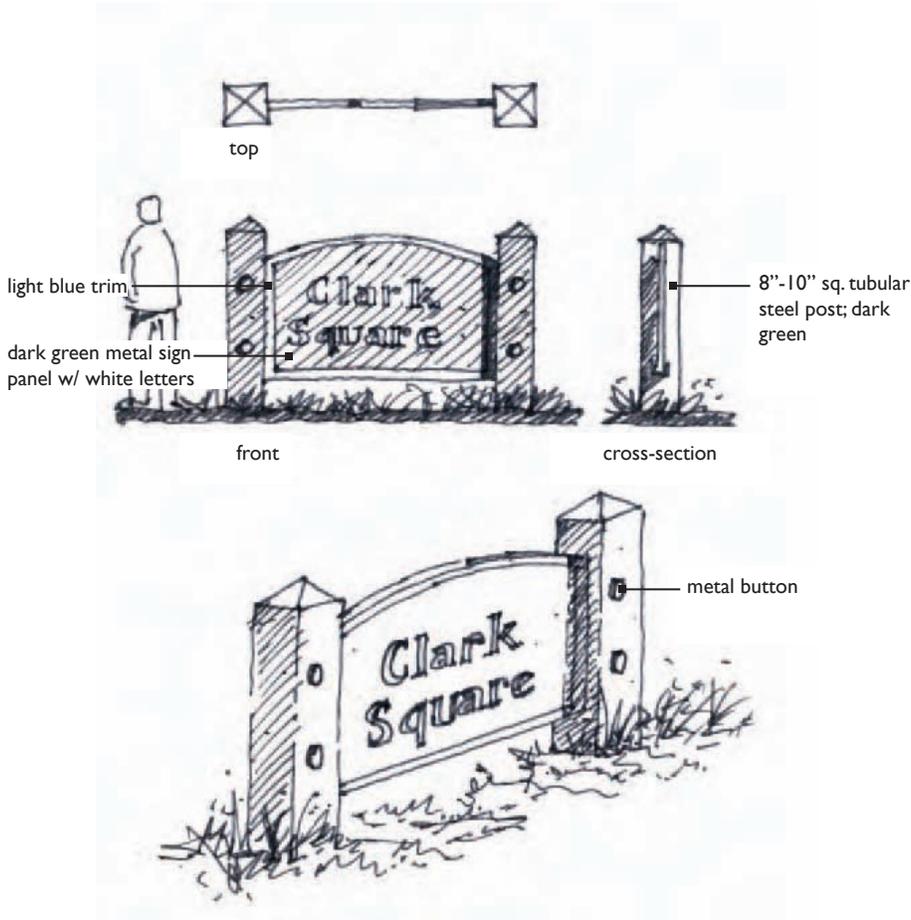
Signage

Existing Conditions

The existing signage within the lakefront parks include standard park identification signs, monument / information signs, bicycle and pedestrian path signs, and a very wide range of regulatory signs. There are several types of park identification signs, including both the older standard brown signs with yellow text and newer signs with green text and graphics on a beige panel, as well as a number of variations on the standard brown panel with more ornate fonts near the Grosse Pointe Lighthouse and a more contemporary sign at the Evanston Arts Center.

The bicycle and pedestrian path signs are small and are intended to designate paths as dedicated for bicycles versus pedestrians. Due to the lack of comprehensive dedicated paths that accommodate bicycles and pedestrians separately, these signs are generally ignored.

The most common sign type within the lakefront parks are the regulatory signs, which include general rules and regulations, warnings, site specific rules, and codes. There is no consistency of approach to this signage, and the sheer number of signs and the variety of styles and messages indicates a system of signs implemented over a long period of time, apparently as a reaction to specific incidents. The quality and condition of the existing signs varies from nearly unreadable to nearly new.



Park Identification Signage

Concept Signage

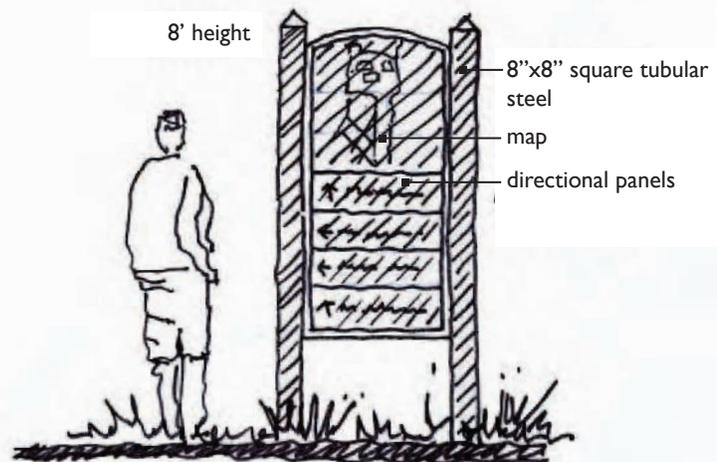
The master plan proposes a cohesive system of signs intended to provide graphic and visual consistency; clear communication of rules and regulations in a consistent, easy to read format; and directional and interpretive signage that help visitors understand the lakefront parks and their relationship to the surrounding community. The design of the signs is inspired by existing elements found along the lakefront, and materials have been selected for durability, flexibility, and cost effectiveness.

Park Identification Signs

The proposed Park Identification sign is approximately five feet high and seven feet wide, with 10" square tubular steel posts with a powder coated finish. The sign panel is made of powder coated steel held in a stiff steel frame. Signage text and graphics could be applied vinyl or silk screened. These signs would be installed to designate individual parks within the larger lakefront, which may appear to the first time visitor as a single large park. Designation of individual parks helps improve wayfinding, and increases the park users understanding of the history of the parks.



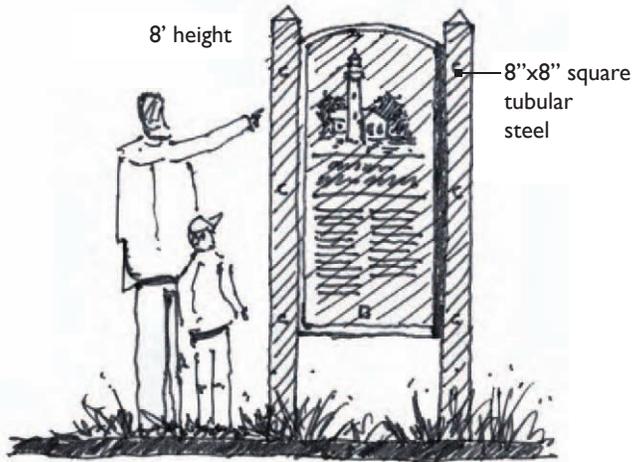
Park Directional Signage - Small



Park Directional Signage - Large

Park Directional Signs

The plan proposes two park directional signs. The larger sign includes a map of the lakefront and a number of interchangeable panels directing visitors to various destinations either within the park or the adjacent neighborhoods. These would be installed at key locations near vehicular drop-offs and places such as the Lagoon Building. Supplementing the larger signs would be smaller directional pylons located throughout the parks, along the bicycle and pedestrian paths. These would be more cost effective than the larger signs, and create less visual clutter in the landscape. These signs use similar materials as outlined above.



Park Interpretative Sign

Park Interpretative Signs

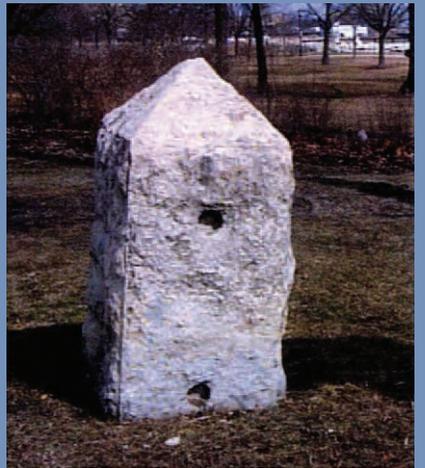
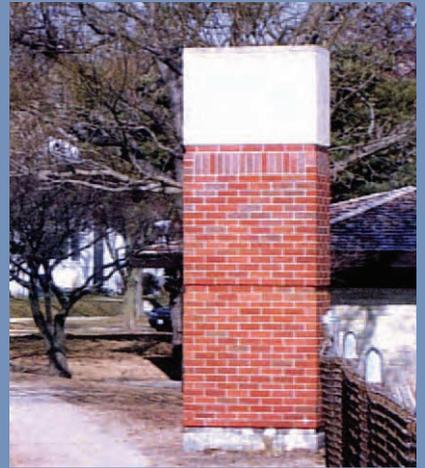
The plan proposes Park Interpretive signage to tell the story of the lakefront and Evanston’s rich history. These sign panels are intended to increase appreciation of the lakefront by telling the stories of key events, individuals, and historic land uses that may otherwise be lost.



Color Palette

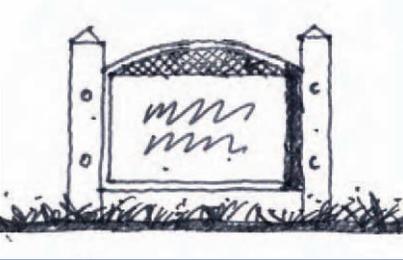
Color Palette

The color palette is drawn from the primary elements of Evanston’s lakefront - the myriad shades of green in the vegetation that make up the trees, shrubs and perennials and the blues that make up Lake Michigan.



Inspiration

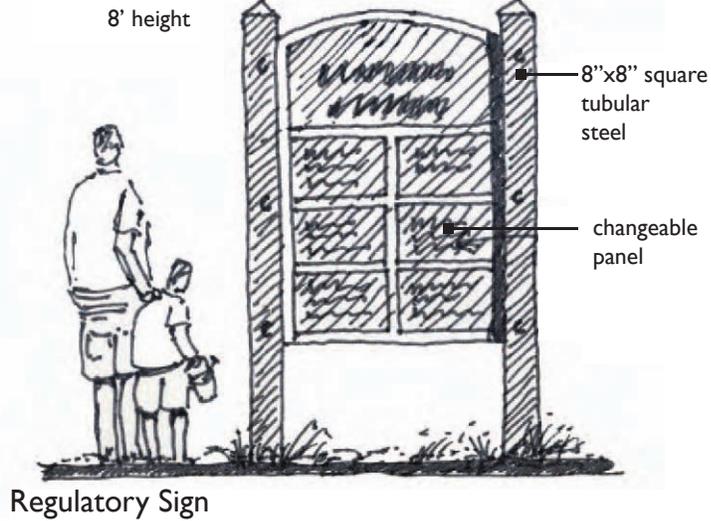
steel mesh panel



flat top



Design Alternatives



Park Regulatory Signs

The park regulatory signs are intended to gather the relevant rules, regulations, and warnings for each particular park space, and present these messages near locations where they will be prominent but create much less visual clutter. For example, one of these signs should be located near the entry to each beach, so every visitor to the beach has the opportunity to see the latest information. In addition, these signs are proposed to be provided near vehicular drop-offs, as well as at key intersections where visitors enter the park.

The most important aspect of this signage is the development of a clear, consistent message throughout the parks. The sheer number and variety of existing rules, regulations, and warning signage can be overwhelming and chaotic, resulting in visual clutter that is ignored rather than read and understood. A comprehensive evaluation of the existing signs should be undertaken, and a clear, proactive approach should be taken. The Regulatory signage panels are interchangeable, so should the need arise, new messages can be installed within the same framework, hopefully preventing the re-emergence of individual signs scattered throughout the parks.

Preliminary Cost Estimates

A number of assumptions have been made in the preparation of these preliminary cost estimates, which are based on current construction methods, best construction practices, and the combined project experience in the design and construction of similar projects in Evanston and the surrounding region. These preliminary cost estimates are to be considered as order-of-magnitude costs only, with the intended purpose of providing guidance on planning and funding future improvements to the lakefront park system.

1. Land purchase will be minimal. All of the plans prepared in the master plan are for properties either currently owned by the City of Evanston, are within existing roadway rights of way either owned by the City of Evanston or soon to be transferred to the City of Evanston.
2. A design contingency of 25% is included in the estimates, which is a typical contingency for concept level design estimates. The contingency should be viewed as part of the construction costs, and is intended to account for unknown conditions and additional design requirements as the program is refined.
3. Construction estimates for new restroom facilities include allowances for typical utilities.
4. The cost of modifying the existing shoreline protection system is dependant upon the design of a qualified coastal engineer, and could vary significantly from the unit price shown.
5. Soft costs, including architectural, engineering, financing, legal fees are excluded from this estimate.
6. The unit prices are based on 2008 construction dollars. Given the need to approach the implementation of the master plan in phases, escalation costs should be factored into the estimates at approximately 2-4% per year.

The cost estimates are organized into three sections by geographic location, including the north section, which is everything north of Northwestern University; the central section, which is everything south of Northwestern University down to Lee Street; and the south section, which are the parks from Clark Square south. Where clear boundaries exist, such as at Lighthouse Beach, Lincoln Street Overlook, and Clark Square, separate costs for individual parks are provided. The cost estimate for the central and southernmost sections are provided as single numbers due to the difficulty of separating overlapping projects. In all cases, the cost estimates are divided by construction activity.

In summary, the total construction estimate in 2008 dollars for the entire plan is approximately \$46.3 million. The cost of the northern section is estimated to be \$5.0 million, the central section is estimated to be \$29.2 million, and the southern section is estimated to be \$12.1 million. Detailed cost estimates are found in the technical appendices to this report.

Funding Strategy

Implementation of the Evanston Lakefront Master plan will necessarily harness a wide variety of funding mechanisms. The master plan will be implemented over a number of years, and the structure of future funding opportunities can not be known. Therefore, this section of the master plan documents a variety of funding sources applicable to financing public parks. Funding types summarized here include government sources, private foundations and organizations, and donations.

Government Sources

A variety of governmental funding sources may be available, including local, state, and federal funding programs. At the local level, the City of Evanston has both capital improvement and ongoing maintenance and operations budgets. One of the key benefits of having a master plan is the ability of the City of Evanston to make the most of these budgets by using the master plan as a roadmap to guide the investment of these funds towards a clear goal. Without a clear plan, it is more difficult to take advantage of smaller sources of funds to achieve small pieces of a larger goal. For example, a few small but significant areas of dune restoration have been created along the lakefront within existing operations and maintenance budgets. If these efforts can be guided by the master plan in the future, they will contribute to a larger goal.

At the state level, a variety of funding and grant sources are available through the Illinois Department of Transportation (IDOT), including the Illinois Transportation Enhancement Program (ITEP). Additional programs in support of stormwater best management practices, bicycle trails, habitat expansion, and naturalized shoreline protection are available from the Illinois Department of Natural Resources. Additional state agencies that provide a range of programs for community based conservation include Illinois Clean Energy Community Foundation Grants, Illinois Environmental Protection Agency, and the Illinois Historical Preservation Agency.

At the federal level, a range of programs are available, including The Transportation Equity Act for the 21st Century, known as Tea-21, which is the primary source of federal funding for greenways. The United States Fish and Wildlife Service provides Boating Infrastructure Grants (BIG Grants) which may be applicable to the renovation of the existing boat launch.

Private Foundations

The Illinois Association of Park Districts provides an extensive list of grant sources, including private corporations and foundations. The list includes dozens of private and corporate foundations that focus on funding a wide variety of public recreational programs and infrastructure.

Private Donations

Given the prominence of the lakefront parks within the Evanston park system, consideration should be given to creating a special donation program based on the existing City of Evanston Donations Opportunities program available from Parks / Forestry and Recreation Department.

Technical Implementation Strategies

Historic Preservation

Many areas within the Evanston lakefront are also in Evanston Historic Districts, Federal Historic Districts or both. In general, both of the reviewing bodies will be considering the appropriateness of the new construction to the character of the historic districts.

Plans for new construction within Evanston Historic Districts will be reviewed (advisory review) by the Evanston Preservation Commission for adherence to the Evanston Preservation Ordinance. Plans for new construction within National Historic Districts will be reviewed by the Illinois Historic Preservation Agency for adherence to The Secretary of the Interior's Standards for Rehabilitation.

Areas of Evanston Lakefront which are Evanston and Federal Historic Districts:

- The area from Keeney Street north to Northwestern University is both an Evanston and Federal Historic District.
- The areas from Milburn Street north to Sheridan Road is a National Register District containing Evanston Landmarks.
- The Evanston Arts Center and the Grosse Point Lighthouse are Evanston Landmarks. (The lighthouse site is also a National Historic Landmark.)
- There are also two monuments in the parks that are Local Landmarks: Patriots Flagpole Monument and the Horse Trough (Yerkes Fountain).

Universal Design

New construction will be based on the principles of universal design, which strives to provide access solutions that benefit everyone going beyond the minimum requirements stipulated by the applicable accessibility codes. Universal design includes access to the facilities and to the beaches and shoreline.

Sustainable Design

The new facilities will be designed and built to last and to be easily maintained. In addition to meeting the requirements of the Evanston Energy Code, facilities can be designed to be sustainable. The U.S. Green Building Council has established LEED (Leadership in Energy and Environmental Design) criteria for certifying sustainable buildings. It is anticipated that the new buildings will be LEED Silver rated or better. A Preliminary LEED Checklist showing possible options or "points" that could be implemented to produce a LEED Prototype Facility is included.

Permits and Approvals

New beach facilities are required to meet the city code requirements for construction:

Applicable Evanston Codes:

2003 International Building Code (IBC)

2003 International Plumbing Code

2003 International Mechanical Code

2005 National Electric Code (NFPA 70)

2003 NFPA Life Safety Code 101

2003 International Fire Code
 2003 International Energy Conservation Code
 Additional State of Illinois codes enforced by the City of Evanston:
 State of Illinois Plumbing Code
 State of Illinois Accessibility Code
 Illinois Energy Conservation Code
 Federal Accessibility Code:
 Americans with Disabilities Act 1990

Federal, State and Local Shoreline Regulations

The Coastal Zone Management Program Act (CZMA) of 1972, administered by National Oceanic and Atmospheric Administration (NOAA), provides for management of the nations coastal resources, including the Great Lakes and balances economic development with environmental conservation. The Coastal Zone Management (CZM) Program developed from the Act is a voluntary partnership with the States to protect and enhance our shores. Regulation of policies developed under the CZM are administered through existing and proposed legislation, by Federal agencies that deal with the environment and ecology such as the Environmental Protection Agency (EPA), Corps of Engineers, and United States Fish and Wildlife Service.

Illinois, under the CZMA is developing their own Coastal Management Program (ICMP). The ICMP administered by the Illinois Department of Natural Resources (IDNR), is a proposed 13 chapter document outlining everything from coastal geology, to mapped coastal zone boundaries, program implementation, erosion mitigation, to grants and Federal coordination. Programs outlined in the ICMP will be implemented through existing State land and water resource authorities, within state and federal rules and regulations. The IDNR and Illinois EPA will provide the basic jurisdictional framework that will ensure proper implementation of the ICMP policies.

The City, at this point, has no specific waterfront or shoreline regulations beyond regulations dealing with construction in flood prone areas and standard zoning codes.

Models For Lakefront Development Regulations

The Cities of Chicago and Waukegan, as well as other large municipalities on the Great Lakes such as Buffalo, New York and Toronto, Canada have addressed the problem of regulation of their own properties as well as private landholders with specific goals and policies for implementation that are aimed at the preservation and enhancement of their precious resource. Lake County, Illinois and smaller stakeholders have aimed their policies at the private landholder, as publicly held properties along the vast majority of their urban and suburban shorelines are in the minority. In some cases such as in Michigan, the State has led the way in developing tough legislation to minimize the impact of development on shoreline resources. These regulations though are aimed at specific and definable natural systems, i.e. beach, fore-dunes and sand dunes, and don't address urban or suburban shorelines except where the aforementioned are present.

Enactment of local codes and zoning laws will have the most affect on the regulation and protection of urban and suburban shoreline resources. Policies and goals should be developed by local stakeholders to define the type of language to be included in a local management plan. Topics for discussion could include:

community character, economic development, waterfront natural resources, environmental protection, and recreation and cultural resources.

Zoning / Special Use Overlay Opportunities

The use of the overlay district is a set of special development considerations adopted by a local planning commission. It does not alter the underlying zoning. The overlay simply sits on top of the existing ordinance's land use requirements, and only applies in a legally defined zone.

A shoreline protection overlay does two things:

- It maps out sensitive coastal resources.
- It requires all currently allowable land uses to take shoreline protection precautions.

The overlay uses four main tools to do this:

- A legally defined overlay zone boundary.
- Site plan review, a system that is already in place in most cases.
- Building setback, distances determined to best protect the resource.
- Vegetative buffer zones, the natural way to protect against erosion and pollution.

In Evanston, this method could easily be adapted, as a shoreline 'zone' has already been mapped by the State and is included in its Coastal Management Program. Model language templates for the creation of a district are available, as well as ordinances from other municipalities to use as a guide.

Permits and Approvals

Federal Permits

Any structure or work waterward of the Ordinary High Water Mark (OHWM) of a navigable water of the United States and/or discharge of fill or dredged material in those waters or their adjacent wetlands requires a Department of the Army Permit from the U.S. Army Corps of Engineers (USACE) under authority of Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. Also, under Section 10, work landward of the OHWM of a navigable waterway requires Corps authorization if the work is expected to impact the navigable capacity of the waterway.

Under Section 10, work includes, without limitation, any dredging or disposal of dredged material, filling or other modification of a navigable water of the United States. Typical structures requiring Section 10 permits include: piers, bulkheads, marinas, ramps, intake structures, pipeline crossings, revetments, mooring structures. Typical activities requiring Section 404 permits include: Depositing of fill or dredged material in waters of the U.S. or adjacent wetlands (often referred to as grading sand or other materials from higher elevations into water-filled depressions); site development fill for residential, commercial, or recreational developments; construction of revetments, groins, breakwaters, levees, dams, dikes, and weirs; and placement of riprap and road fills. Vegetation control methods that involve the redeposit of bottom materials incidental to mechanized land clearing and land leveling on Great Lakes bottomlands--such as plowing, discing, grading, raking, and/or dragging--constitute discharges of dredged material under the Corps Section 404 jurisdiction and as work under Section 10 jurisdiction. A Corps permit is required for any activity involving discharges of dredged material or work as described above.

The USACE Chicago District, has created a Regional Permit Program (RPP) to authorize discharges of dredged and fill material into jurisdictional waters of the United States in the Chicago area. The RPP was designed to replace the use of many of the Department of the Army Nationwide Permits (NWPs) in the six-county Chicago region, incorporating Cook, DuPage, Kane, Lake, McHenry and Will Counties. The purpose of the RPP is to provide an efficient and predictable program to evaluate projects requiring authorization under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899.

State Permits

Although there are five government agencies in Illinois with primary wetland regulatory authority, the USACE is considered the lead agency. The Army Corps of Engineers, Chicago District is in charge of permitting for the Evanston area.

While the USACE regulates only those activities resulting in a discharge of dredge or fill material into a wetland, the Illinois Environmental Protection Agency (IEPA) has the authority to regulate activities resulting in a discharge of any pollutant into a wetland. This authority is limited, however, to only those activities requiring a federal permit or license. Section 401 of the CWA requires all permits or licenses issued by the federal government for activities affecting waters of the United States be certified by the state in which the discharge is to occur and that the activity will comply with the water quality standards of that state. These water quality standards must be equal to or more stringent than those established in Section 303 of the CWA. The IEPA is the state agency that sets water quality standards in Illinois and therefore has the authority to certify such federal permits and licenses.

Interagency Wetlands Policy Act of 1989

IDNR is the state agency with the most direct regulatory authority over wetlands in Illinois. The primary authority of this agency is established in the Interagency Wetlands Policy Act of 1989. This Act provides the Department with regulatory authority over State activities that affect wetlands. Peripheral authority is provided in the Rivers, Lakes, and Streams Act which provides the Department with regulatory authority over activities in floodplains.

The Interagency Wetlands Policy Act of 1989 (IWPA) established the state goal that there be, “no overall net loss of the state’s existing wetland acres or their functional values due to state supported activities”.

To accomplish this goal, the Act established a review process for all projects being pursued by a state agency or otherwise being accomplished with state funds, that have the potential to adversely affect a wetland. This review consists of a two-part process. Projects must first be reviewed by the Division of Natural Resources Review & Coordination to confirm if a wetland impact will occur. If it is determined there will not be an impact, the project will be approved and funds may be released. If it is determined an impact is going to occur, the entity requesting approval must prepare a plan, which details how it will compensate for the impact before the project may move forward.

Rivers, Lakes, and Streams Act

In the state of Illinois’ Rivers, Lakes, and Streams Act (RLSA), IDNR’s Office of Water Resources (IDNR/OWR) is granted, among other responsibilities, the authority to regulate construction activities in floodplains. According to the RLSA,

persons proposing such activities must first secure a permit from IDNR/OWR. The RLSA is focused on preserving the hydrological integrity of the state's public waters. It is not focused on protecting biological or ecological integrity, but because a large number of Illinois' wetlands are located in the floodplains of rivers and streams, it is very likely a construction activity in a floodplain will also affect a wetland. It is, therefore, beneficial to discuss this peripheral regulatory authority.

IDNR/OWR has two separate but similar floodplain regulatory programs established in the RLSA. One is for the six metropolitan "collar" counties in north-eastern Illinois: Cook, DuPage, Kane, Lake, McHenry, and Will. The second program is for the rest of "downstate" Illinois.

The Northeastern Illinois Program requires permits be issued for construction in any regulated floodway.

In addition to the floodplain management program, IDNR/OWR administers regulatory authority over activities in the state's public bodies of water and the construction, operation, and maintenance of dams. Many activities regulated by IDNR/OWR are also regulated by different government agencies, under different authorities, for different purposes (i.e., Section 404, Section 401, and IVPA). In an effort to improve coordination and communication between the regulatory agencies, IDNR/OWR uses a joint application form entitled Protecting Illinois Waters for its floodplain, public waters, and dam safety permits. Projects meeting the terms and conditions of a general permit, require no further authorization by IDNR.

Local Permits

Local permitting requires due process through the applicable zoning requirements.



