

Evanston, Illinois

Central Street: Streetscape Design Study



JULY 2007

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

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Central Street Master Plan
prepared by:
The Lakota Group
Infrastructure Engineering Inc.
Gewalt Hamilton Associates

Introduction

The City of Evanston engaged The Lakota Group, Gewalt Hamilton Associates, and Infrastructure Engineering, Inc. to prepare a Master Plan and Streetscape Study for Central Street on the City's north side. The Master Plan, which is summarized in a separate document, addresses land use, building form and density, zoning, traffic, open space, and development concepts for opportunity sites along Central Street from Gross Point Road to Ridge Road. A key issue discovered during the planning process was the corridor's streetscape conditions and the need for lighting, improved sidewalks and crosswalks, enhanced landscaping and new trash receptacles and benches.

The following report is a summary of the streetscape analysis conducted during the planning process and the recommended strategies for making Central Street a safer and more attractive place to work, live, shop, and play.

The report includes an analysis of the streetscape conditions along each block of Central Street and eight sample streetscape design concepts for the following representative locations:

- The Gross Point Road/Crawford Avenue intersection.
- The intersection at Hurd Avenue.
- The intersection at Lincolnwood Avenue.
- The block between Bennett Avenue and McDaniel Avenue.
- The block south of Independence Park.
- The block from Poplar Avenue to Eastwood Avenue.
- The block south of the Evanston's hospital.

The concepts focus on ideas for improving the quality of the built environment along Central Street in both residential and commercial areas.

In addition to the concepts, the report contains a preliminary cost estimate for one of the representative streetscape designs. This general estimate, along with analysis and concepts, provides a base for more detailed streetscape design and engineering, which will be prepared as a later phase.

To supplement the concepts, examples of street furniture have been provided. Included are city standards for tree grates, lighting, and trash receptacles, as well as additional ideas for benches, bike racks, planters, paving and kiosks. During the next phase of the streetscape design, these individual elements and materials will be narrowed down.

Streetscape Analysis

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

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

A simple grading system (good, fair, poor) was used to compare the wide variety of streetscape conditions that exist along the corridor. Photographs were taken to record streetscape examples on each block or group of blocks. (See Figures 1.1 through 1.10)

General Conditions

The following is a summary of streetscape conditions:

- Sidewalk widths are not consistent and in some locations missing.
- Commercial blocks lack uniform sidewalks and street furniture (trash receptacles, benches, bicycle racks, etc.).
- Sidewalks are mostly in fair to poor condition along commercial blocks, including cracks, uneven surfaces, and pooling water.
- Along commercial blocks, the placement, maturity and protection of street trees vary greatly, and tree pits and grates are either non-existent or in deteriorated condition.
- A variety of small pots or planters are located in commercial blocks with some unattractive and poorly maintained landscaping.
- Commercial blocks appear dark at night for shoppers and visitors as the City's standard street light is spaced 140 feet apart in many locations.
- Along most residential areas, street trees provide a healthy, mature canopy, resulting in an attractive streetscape.

- Parking lots often lack screening, buffering, landscaping or drainage. Some lots also have inefficient layouts.
- The bases of some light poles are broken or in disrepair.
- Crosswalks are inconsistently marked.
- Transit stations lack effective drop-off/pick-up areas.
- Street widths west of Lincolnwood are 50-plus feet, providing the western half of Central with a more auto-oriented character. (East of Lincolnwood the width is 42 feet).

Specific Conditions

The following is a more specific discussion of streetscape conditions along Central Street:

Gross Point/Crawford

- The "Hot Dog Island" site in the center of the intersection has deteriorated pavement and sidewalks and lacks landscaping.
- The CVS Pharmacy parking lot lacks screening and landscaping.
- Parkways along most stretches of Gross Point, Crawford, and Central lack street trees.
- The entire intersection lacks the City's pedestrian-scale lighting, marked pedestrian crossings, and landscaping.
- As a gateway location into Evanston, this intersection has excessive amounts of exposed asphalt and utilities, and buildings in need of rehabilitation or redevelopment.

Crawford to Ridgeway

- Sidewalks, parkways, and street trees are in fair to good condition along residential blocks.
- The parkways along Bent Park lack street trees.

Ridgeway to Hurd

- The auto body shop at Central and Lawndale lacks street trees and screening (fence and/or landscaping) along its parking lot.
- Residential blocks between Ridgeway and Central Park lack street trees.
- Residential blocks throughout this stretch lack lawn parkways.
- Commercial blocks between Marcy and Hurd lack uniform sidewalks, street trees, and street furniture.

- The sidewalks in front of the Mitchell Museum of the American Indian are only 2 feet wide.
- The gas station at southeast corner of Central Street and Central Park has four curb cuts and minimal landscaping.

Hurd to Ewing

- Commercial blocks between Hurd and Lincolnwood lack uniform sidewalks, street trees, and street furniture.
- Commercial blocks between Hurd and Lincolnwood have narrow sidewalks and little opportunity for street trees or planters.
- The commercial block between Lincolnwood and Reese has a good pedestrian character. Large mature street trees and wide sidewalks result in a more pedestrian-friendly environment. However, the sidewalks, which are 14 feet wide, are mostly in poor condition.
- Trees are planted in open tree pits that lack root protection, such as grates, fencing, or raised planters.
- The auto shop’s parking lot at Central and Reese has excessive curb cuts, lacks street trees, landscaping, and screening.
- The parking lot at Central and Ewing adjacent to the video and convenience stores does not meet parking standards regarding access and circulation and the parkway is in poor condition and lacks street trees.

Ewing to McDaniel

- Sidewalks, street trees, and parkways are in fair to good condition.

McDaniel to Hartrey

- Sidewalks, street trees, and parkways are in fair to good condition.

Hartrey to Green Bay

- Commercial blocks between Hartrey and Prairie lack uniform sidewalks, planting areas, and street furniture.
- Trees are planted in open tree pits that lack root protection, such as grates, fencing, or raised planters.
- Some street tree species along these blocks are not a resilient variety (e.g. Green Ash, a species susceptible to disease), are in poor condition, and/or have bad form.
- Sidewalks are in fair to poor condition.

- Independence Park lacks landscaping, seating areas, and street furniture along Central. The park has equipment for children, but it is not oriented to use by other age levels. Benches are outdated and the corner seating area is deteriorated.
- “Bump-outs” at Central and Prairie provide pedestrians a safer crossing environment and give vehicular traffic a visual cue to slow down.
- Commercial blocks between Prairie and Green Bay lack uniform sidewalks, landscaping, and street furniture.
- The commercial area on the north side of Central has poor sidewalk conditions, as well a significant change in grade at the northeast corner of Central and Green Bay.
- The plaza at the southwest corner of Central and Green Bay lacks uniform street furniture and landscaping.
- The intersection at Green Bay and the viaduct under the tracks have limited sidewalk space for pedestrians crossing to/from the Metra station.

Green Bay to Ashland

- The Metra station area lacks benches/seating and has numerous unorganized newspaper boxes. It also lacks designated drop-off areas.
- The auto body shop parking lot at Poplar and Broadway lacks screening and landscaping.
- Commercial blocks between Poplar and Eastwood lack uniform sidewalks, landscaping, and street furniture. Some of the Ash trees are in poor condition and/or form and are susceptible to disease.
- The Northwestern University stadium parking lot lacks landscaping and screening along Central. The lot also has drainage issues and lacks screening from adjacent single-family homes. Although the sidewalk along Central is in good condition, fencing, posts and landscaping around the lot are deteriorating.
- Sidewalks, parkways, and street trees are in good condition along residential blocks.

Ashland to Asbury

- The Northwestern University parking lot to the east of the stadium also lacks landscaping for the parking lot internally and along Central. The sidewalk along Central is in good condition.
- Street trees are in good to very good condition along residential blocks. The continuous mature tree canopy provides an attractive streetscape character throughout the residential blocks.

- Sidewalks and parkways are in good condition.

Bryant to Ridge

- The CTA station lacks designated bus and car drop-off zones.
- Streetscape in the block between Girard and Ridge lacks uniform sidewalks, street trees, and street furniture.
- The fence at the entrance to the Chandler-Newberger Community Center parking lot obstructs sight lines of exiting vehicles.
- The northwest corner of Girard next to the CTA station and golf course starter shack is unattractive and deteriorating. The sidewalk along Central is narrow.

Recommendations

Based on the analysis of the existing conditions and input from community, the following are recommendations for upgrading streetscape conditions along Central Street (See Figures 1.11 through 1.17):

- Improve street and sidewalk surfaces for pedestrians, bicyclists and motorists.
- Conduct a more detailed assessment of the conditions and long-term health of street trees along the street.
- Upgrade the quality and increase the amount of site furniture such as benches, trash receptacles, moveable planters, bike racks, and tree grates.
- Install street trees 25 to 30 feet on center (depending on species) and improve landscaping in adjacent open spaces.
- Improve lighting conditions along all commercial blocks by installing new City standard pedestrian lights 70 feet on center between existing lights.
- Replace the bases or poles of lights that are in disrepair.
- Enhance pedestrian crosswalks with new paving or markings, improved lighting and consistent signage.
- Screen and buffer surface parking lots bordering the street with landscaping and/or low ornamental fences.
- Establish a standard sidewalk width within commercial areas of 14 feet and within residential areas of 5 feet, where feasible.
- Decrease the street width west of Lincolnwood to approximately 42 feet to provide additional sidewalk width and street trees.
- Add “bump-outs” at major intersections and at appropriate mid-block crossings for a safer pedestrian environment.

Central Street Streetscape Design Study

Evanston, Illinois

- Maintain the unique, “quirky” visual character of Central Street, while also unifying its streetscape elements and paving along commercial blocks.
- Consider simple identity signage for commercial blocks.

Preliminary Cost Estimate

The following is a preliminary cost estimate for street and streetscape improvements for the design concept of the sample block south of Independence Park (See Figure 1.15). The general estimate includes:

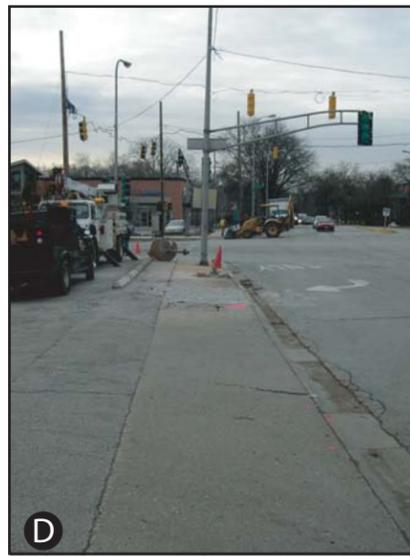
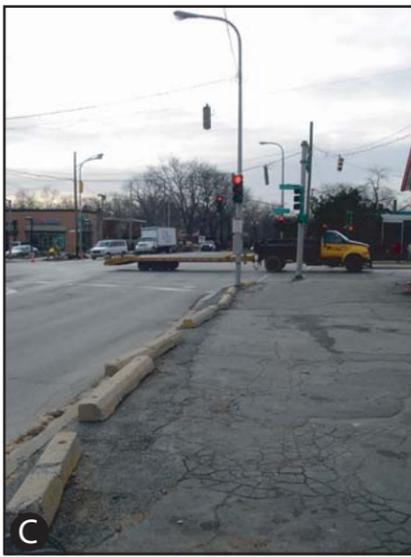
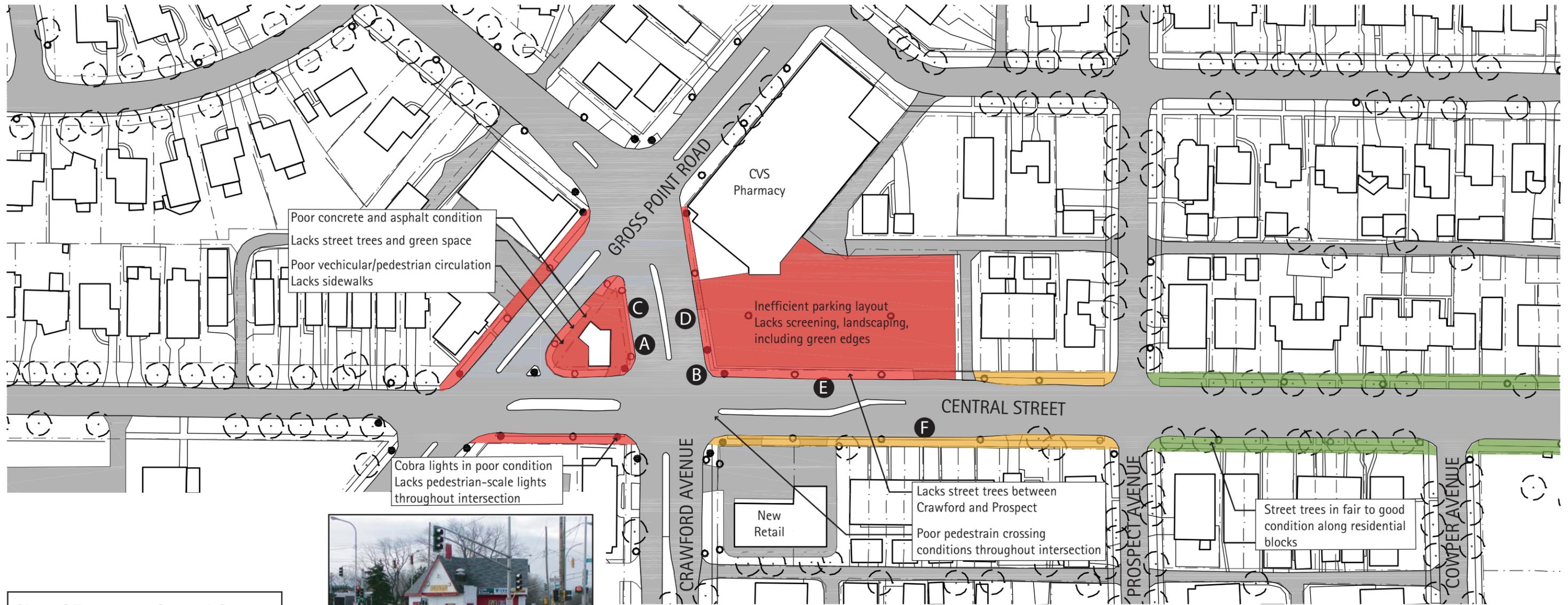
- Demolition.
- Street resurfacing (near curbs).
- New curbs and gutters.
- Additional pedestrian lights.
- Concrete sidewalks.
- Street trees.
- Street furniture.
- Enhanced crosswalks.
- Improved landscaping.
- Signage.

The same unit costs can be applied to each streetscape concept (Figures 1.11 through 1.17), although in some cases utilities and infrastructure costs may differ. In addition, totals for street furniture, new lighting, trees and grates, paving, landscaping, and planters will vary for each block. For example, the Independence Park concept has additional benches along the entrances of the park, and therefore, has more benches than a typical block. This sample estimate is intended to be used as a starting point for more detailed streetscape design and engineering.

Preliminary Cost Estimate

Central Street: Block South of Independence Park

General Description	Item Description	Size/Area	Unit	Cost	Extended
Demo					
	Concrete Walk	7480	SF	\$ 2.50	\$ 18,700.00
	Concrete Curb	675	LF	\$ 10.00	\$ 6,750.00
	Asphalt Paving	2025	SF	\$ 0.60	\$ 1,215.00
				Total	\$ 26,665.00
Excavation					
	Utility Trench	675	LF	\$ 5.00	\$ 3,375.00
	Pavement	9505	SF	\$ 1.00	\$ 9,505.00
				Total	\$ 12,880.00
Paving					
	Concrete Walk	7975	SF	\$ 9.50	\$ 75,762.50
	Asphalt Paving	2025	SF	\$ 4.00	\$ 8,100.00
	Concrete Curb and Gutter	675	LF	\$ 34.00	\$ 22,950.00
				Total	\$ 106,812.50
Decorative Metal					
	Fence	290	LF	\$ 75.00	\$ 21,750.00
				Total	\$ 21,750.00
Miscellaneous Items					
	Adjust Curb Inlets	4	Ea.	\$ 500.00	\$ 2,000.00
	Tree Grates w/ Outlet	17	Ea.	\$ 2,500.00	\$ 42,500.00
	Structural Soil	300	CY	\$ 125.00	\$ 37,500.00
	Irrigate Tree Pits	17	Ea.	\$ 500.00	\$ 8,500.00
	Pedestrian Lights	5	Ea.	\$ 5,000.00	\$ 25,000.00
	Benches	11	Ea.	\$ 3,000.00	\$ 33,000.00
	Trash Receptacles	3	Ea.	\$ 1,500.00	\$ 4,500.00
	Movable Planters	15	Ea.	\$ 1,000.00	\$ 15,000.00
	Signage Allowance	1	Ea.	\$ 2,000.00	\$ 2,000.00
	Tactile Paving	5	Ea.	\$ 1,500.00	\$ 7,500.00
	Pavement Striping	160	LF	\$ 2.00	\$ 320.00
	Landscaping	1	Allow.	\$ 7,500.00	\$ 7,500.00
	Shredded Hardwood Mulch	10	CY	\$ 75.00	\$ 750.00
				Total	\$ 186,070.00
				Sub-Total	\$ 354,177.50
General Requirements					
	Contingency	20%			\$ 70,835.50
				Total	\$ 70,835.50
				Sub-Total	\$ 425,013.00
	Design Fees	12%			\$ 42,501.30
				Total Project Budget	\$ 467,514.30
				Total Cost per Linear Foot	\$ 1,416.71



City of Evanston: Central Street
Streetscape Conditions

-  Existing Street Trees
-  Existing Traffic Light
-  Existing Pedestrian Light

Streetscape Conditions

-  Poor
-  Fair
-  Good

Central Street: Streetscape Study City of Evanston, Illinois

Figure 1.1: Streetscape Conditions - Intersection of Gross Point Road + Crawford Avenue



City of Evanston: Central Street
Streetscape Conditions

- Existing Street Trees
- Existing Traffic Light
- Existing Pedestrian Light

Streetscape Conditions

- Poor
- Fair
- Good



Central Street: Streetscape Study

City of Evanston, Illinois

Figure 1.2: Streetscape Conditions - Crawford Avenue to Ridgeway Street



City of Evanston: Central Street
Streetscape Conditions

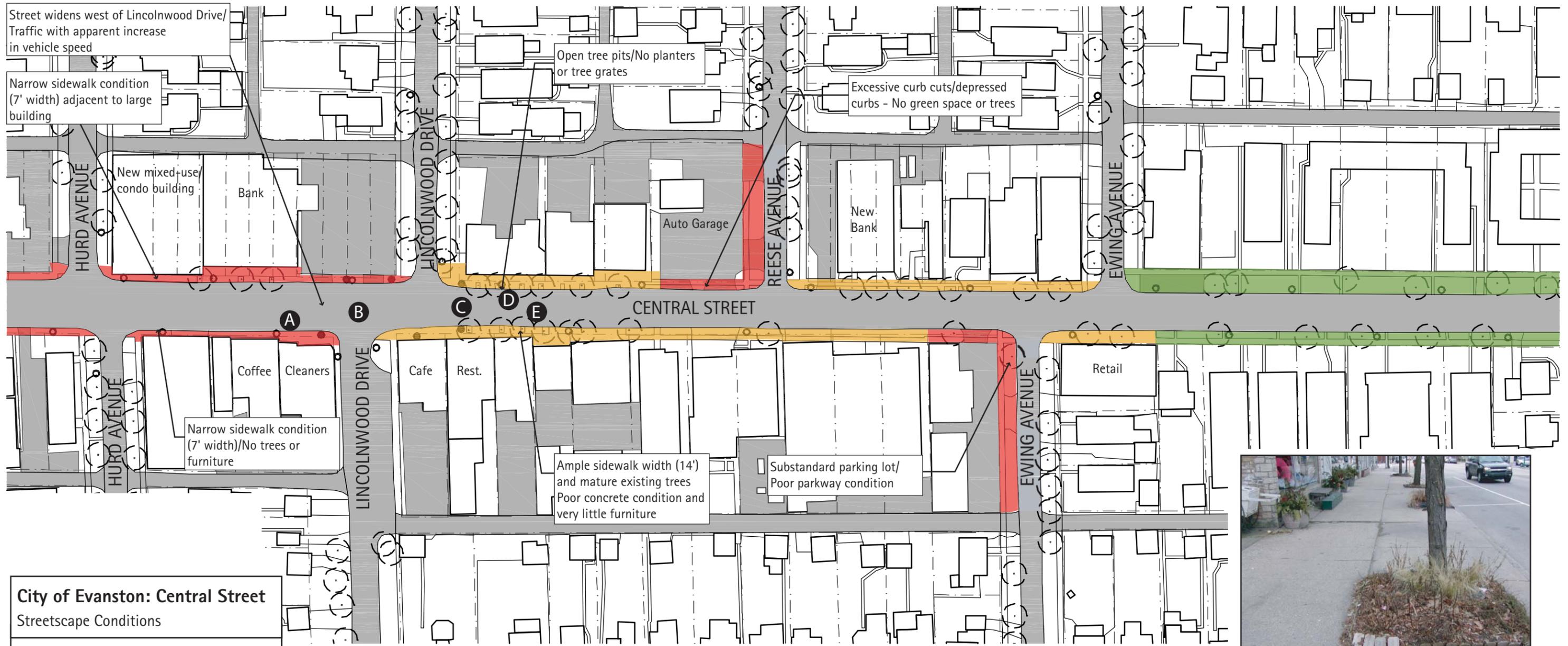
- Existing Street Trees
- Existing Traffic Light
- Existing Pedestrian Light

Streetscape Conditions

- Poor
- Fair
- Good



Central Street: Streetscape Study City of Evanston, Illinois
Figure 1.3: Streetscape Conditions - Ridgeway Street to Hurd Avenue



City of Evanston: Central Street
Streetscape Conditions

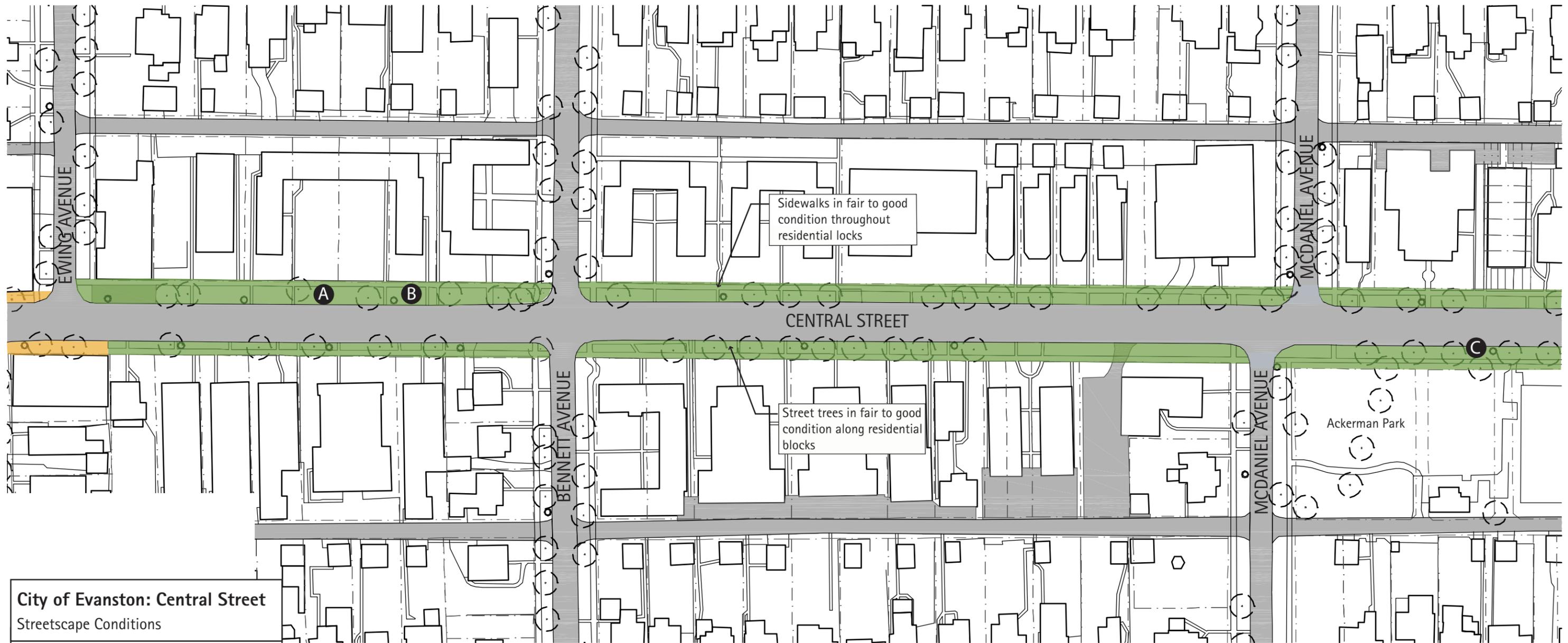
-  Existing Street Trees
-  Existing Traffic Light
-  Existing Pedestrian Light

- Streetscape Conditions
-  Poor
 -  Fair
 -  Good



Central Street: Streetscape Study City of Evanston, Illinois

Figure 1.4: Streetscape Conditions - Hurd Avenue to Ewing Avenue



City of Evanston: Central Street
Streetscape Conditions

- Existing Street Trees
- Existing Traffic Light
- Existing Pedestrian Light

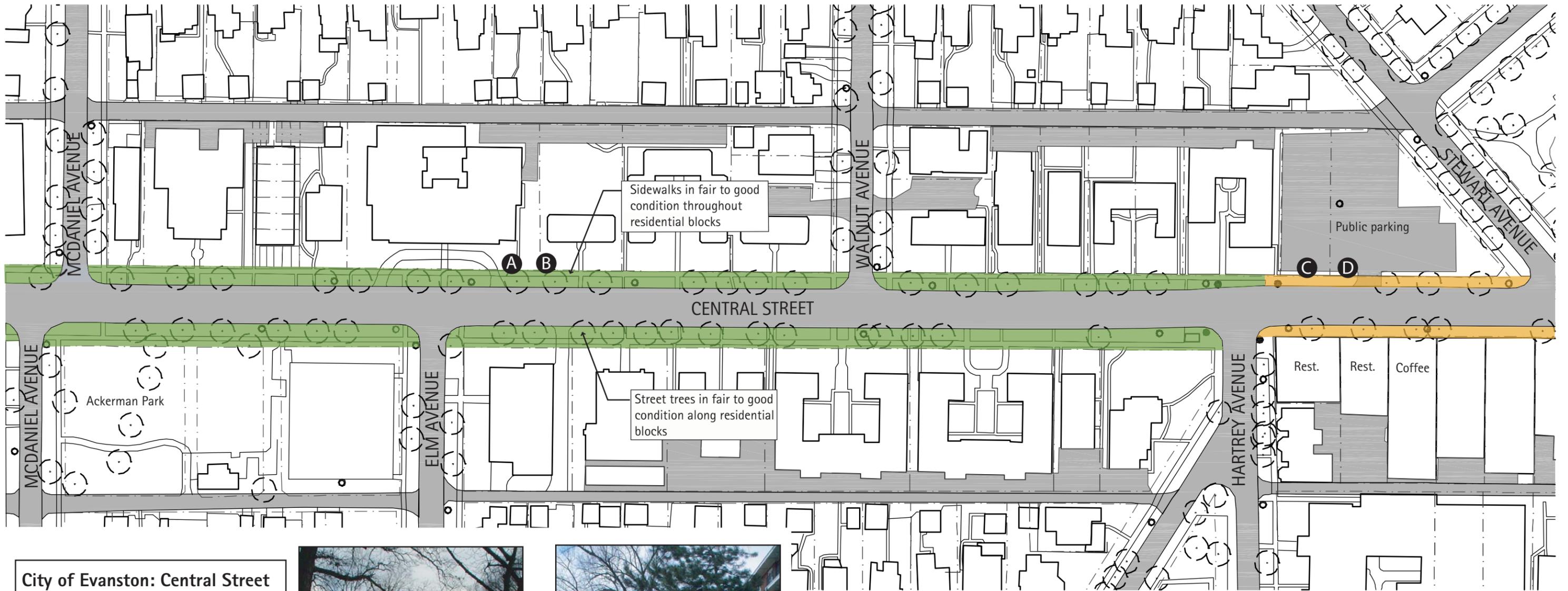
Streetscape Conditions

- Poor
- Fair
- Good



Central Street: Streetscape Study City of Evanston, Illinois

Figure 1.5: Streetscape Conditions - Ewing Avenue to McDaniel Avenue



City of Evanston: Central Street
Streetscape Conditions

- Existing Street Trees
- Existing Traffic Light
- Existing Pedestrian Light

Streetscape Conditions

- Poor
- Fair
- Good



Central Street: Streetscape Study City of Evanston, Illinois

Figure 1.6: Streetscape Conditions - McDaniel Avenue to Hartrey Avenue



City of Evanston: Central Street
Streetscape Conditions

- Existing Street Trees
- Existing Traffic Light
- Existing Pedestrian Light

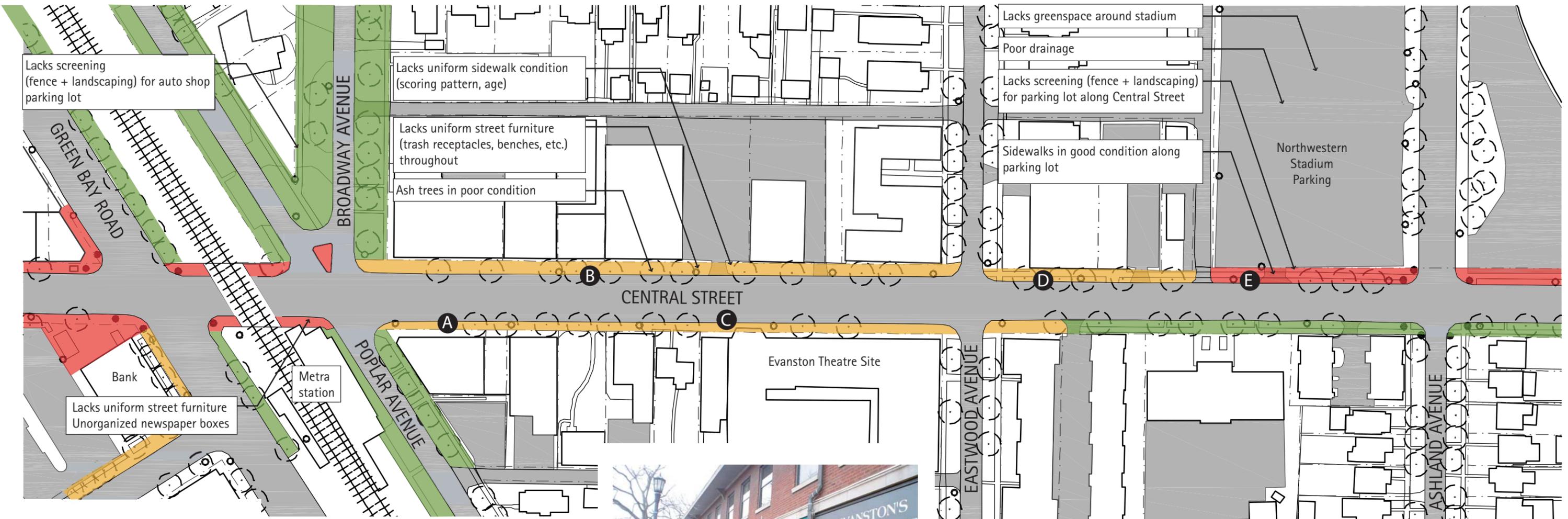
Streetscape Conditions

- Poor
- Fair
- Good



Central Street: Streetscape Study City of Evanston, Illinois

Figure 1.7: Streetscape Conditions - Hartrey Avenue to Green Bay Road



City of Evanston: Central Street
Streetscape Conditions

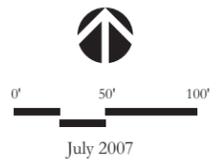
-  Existing Street Trees
-  Existing Traffic Light
-  Existing Pedestrian Light

- Streetscape Conditions
-  Poor
 -  Fair
 -  Good

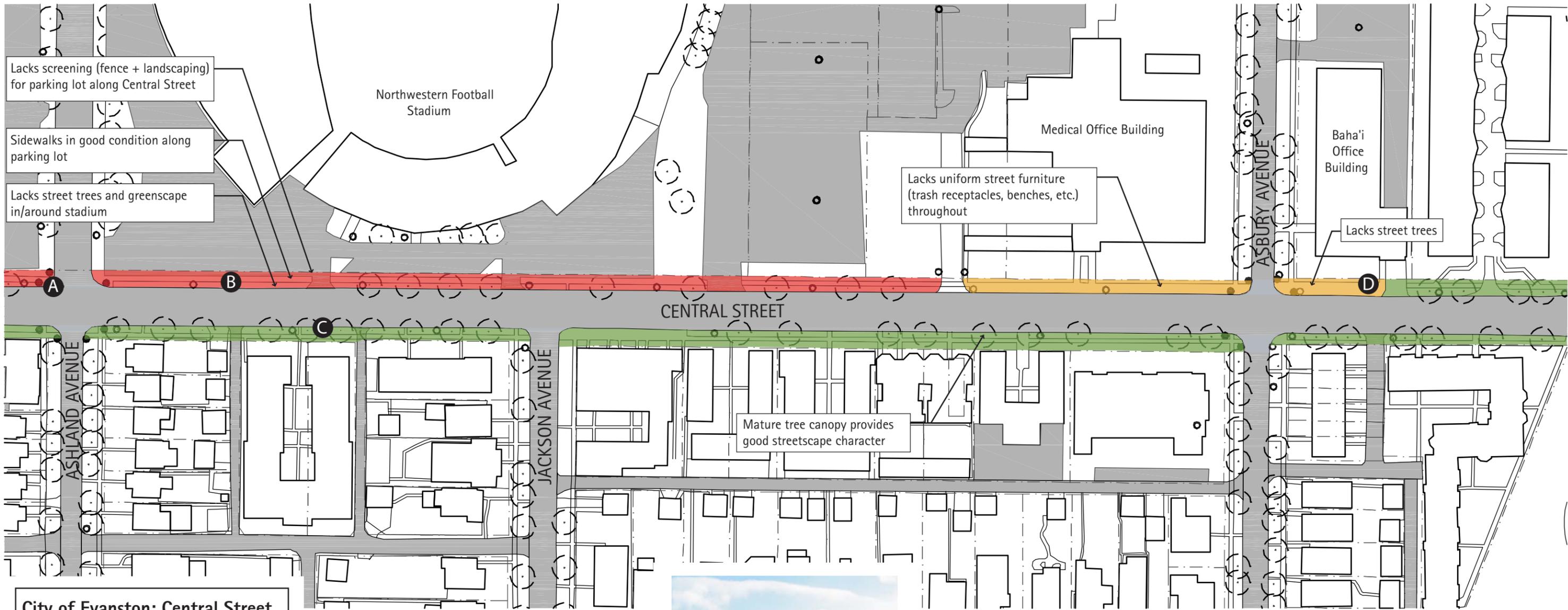


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Figure 1.8: Streetscape Conditions - Green Bay Road to Ashland Avenue



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City of Evanston: Central Street
Streetscape Conditions

- Existing Street Trees
- Existing Traffic Light
- Existing Pedestrian Light

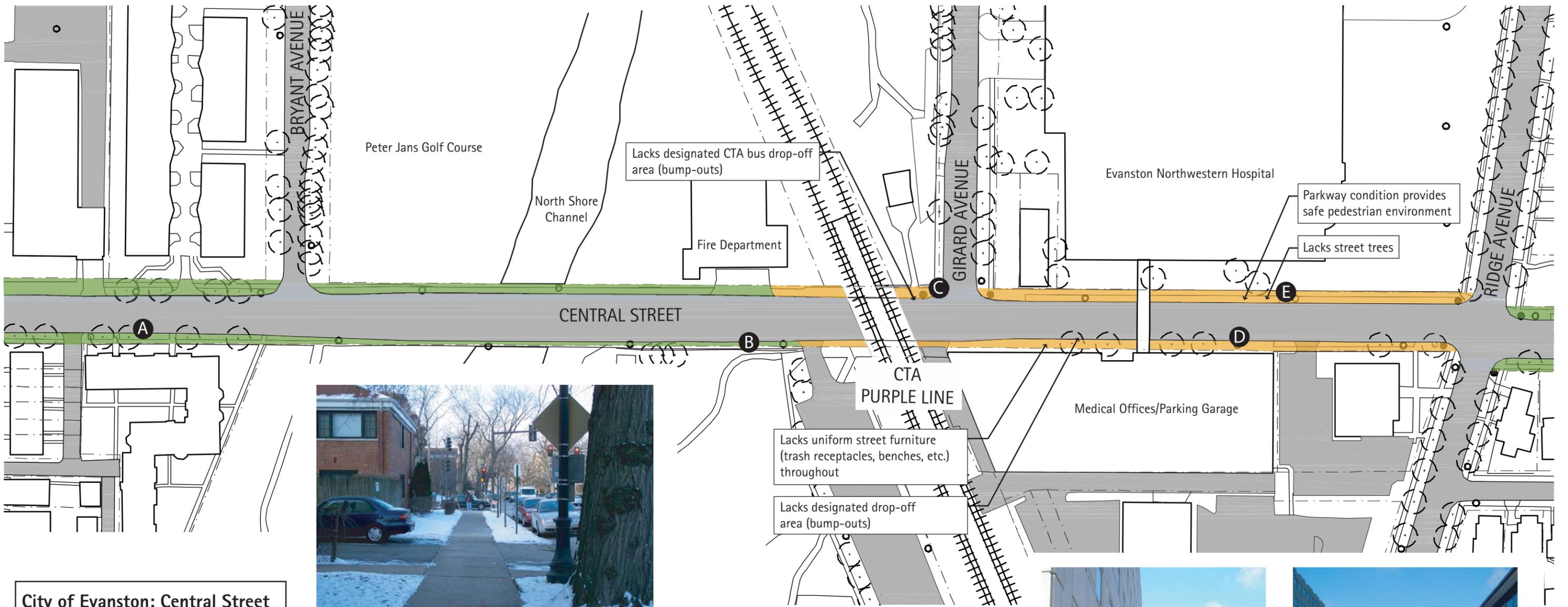
Streetscape Conditions

- Poor
- Fair
- Good



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Figure 1.9: Streetscape Conditions - Ashland Avenue to Bryant Avenue



City of Evanston: Central Street
Streetscape Conditions

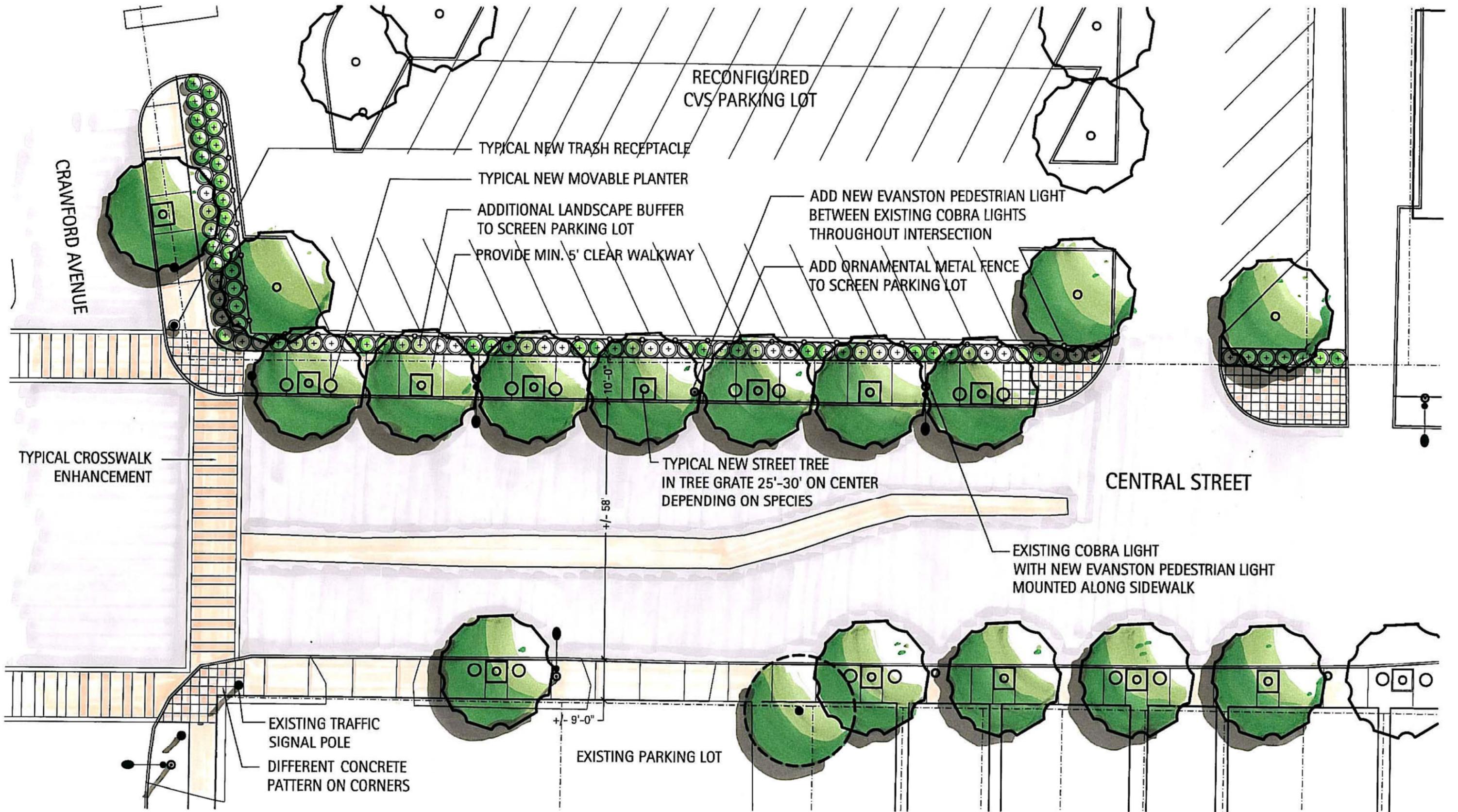
- Existing Street Trees
- Existing Traffic Light
- Existing Pedestrian Light

Streetscape Conditions

- Poor
- Fair
- Good

Central Street: Streetscape Study City of Evanston, Illinois

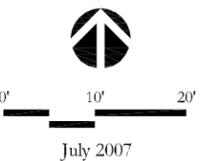
Figure 1.10: Streetscape Conditions - Bryant Avenue to Ridge Avenue

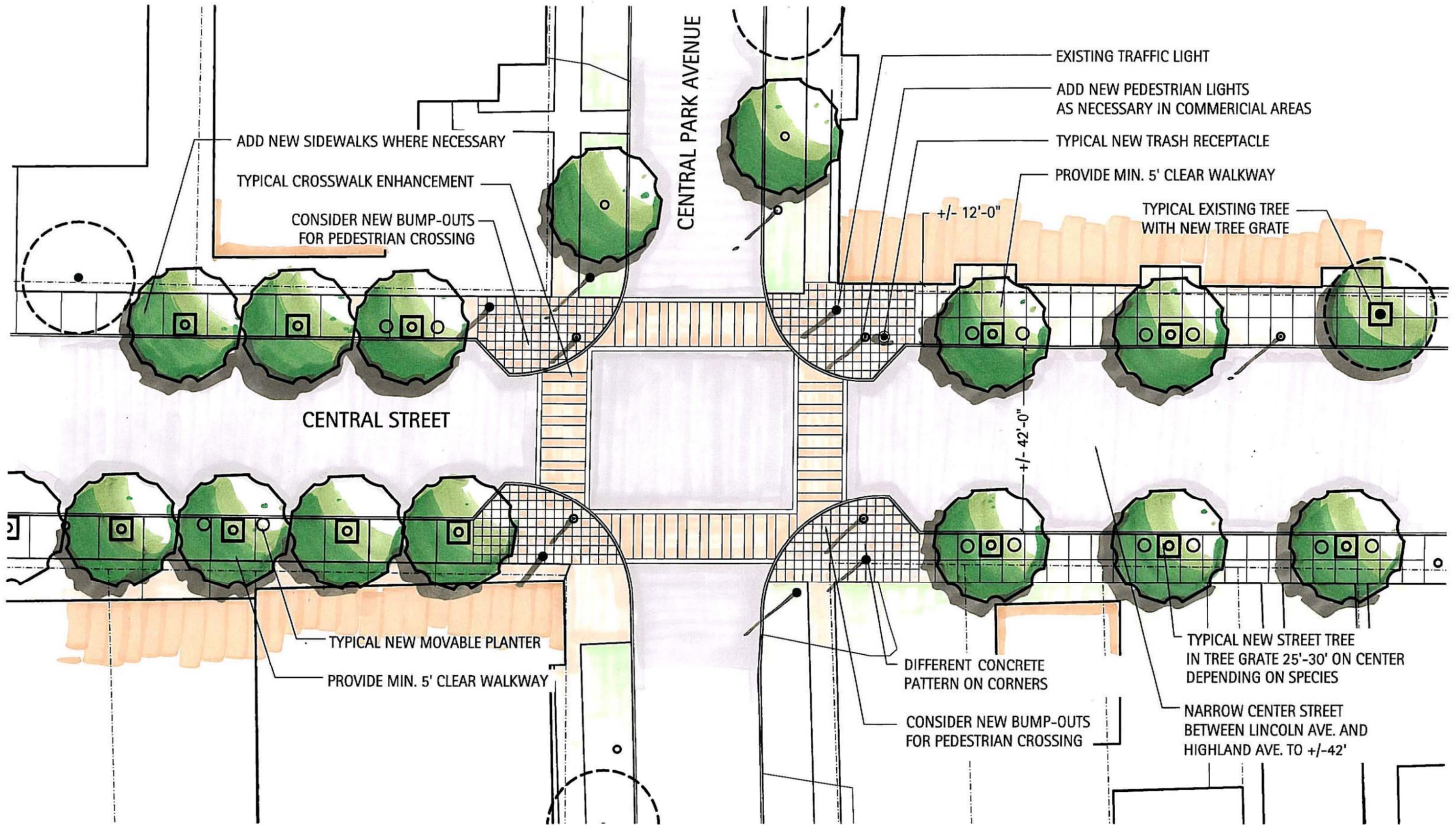


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Figure 1.11: Streetscape Design Concept - Crawford Avenue + Central Street

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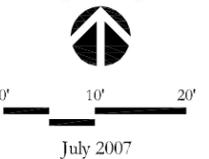


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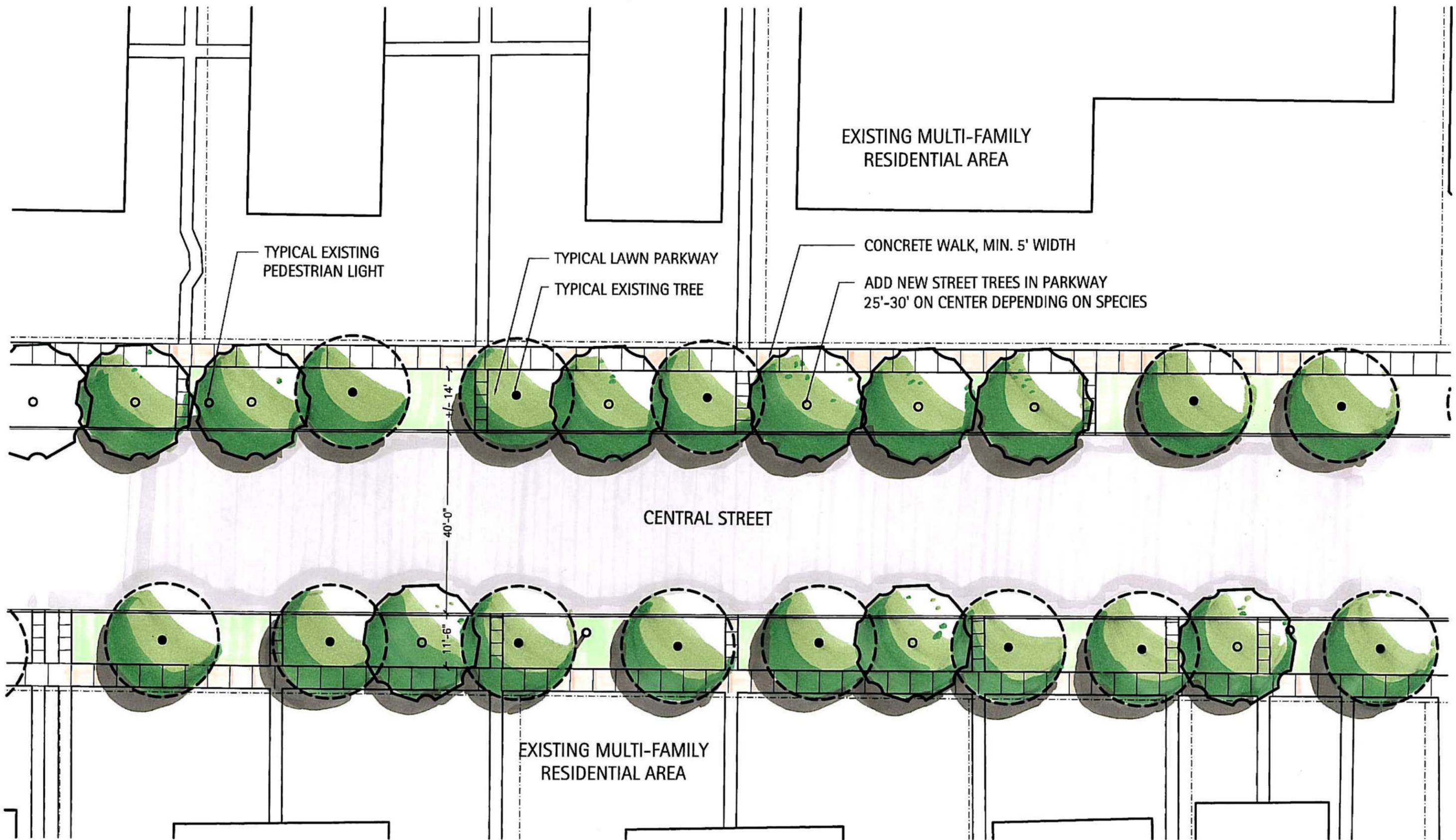
Figure 1.12: Streetscape Design Concept - Intersection of Central Street + Central Park Avenue

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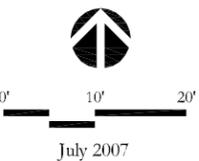


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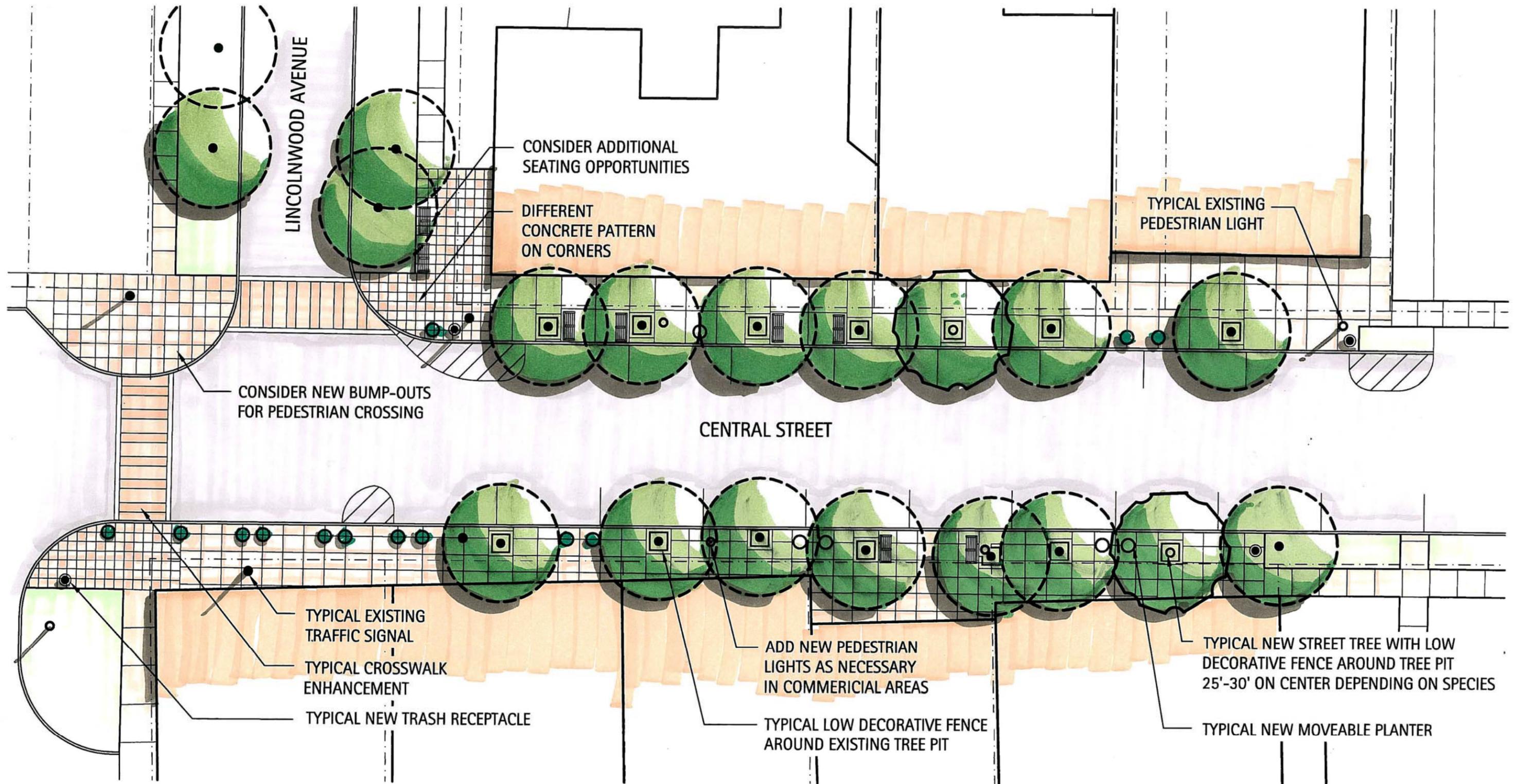
Figure 1.13: Streetscape Design Concept - Bennett to McDaniel

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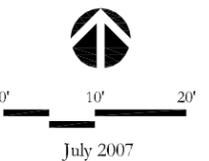
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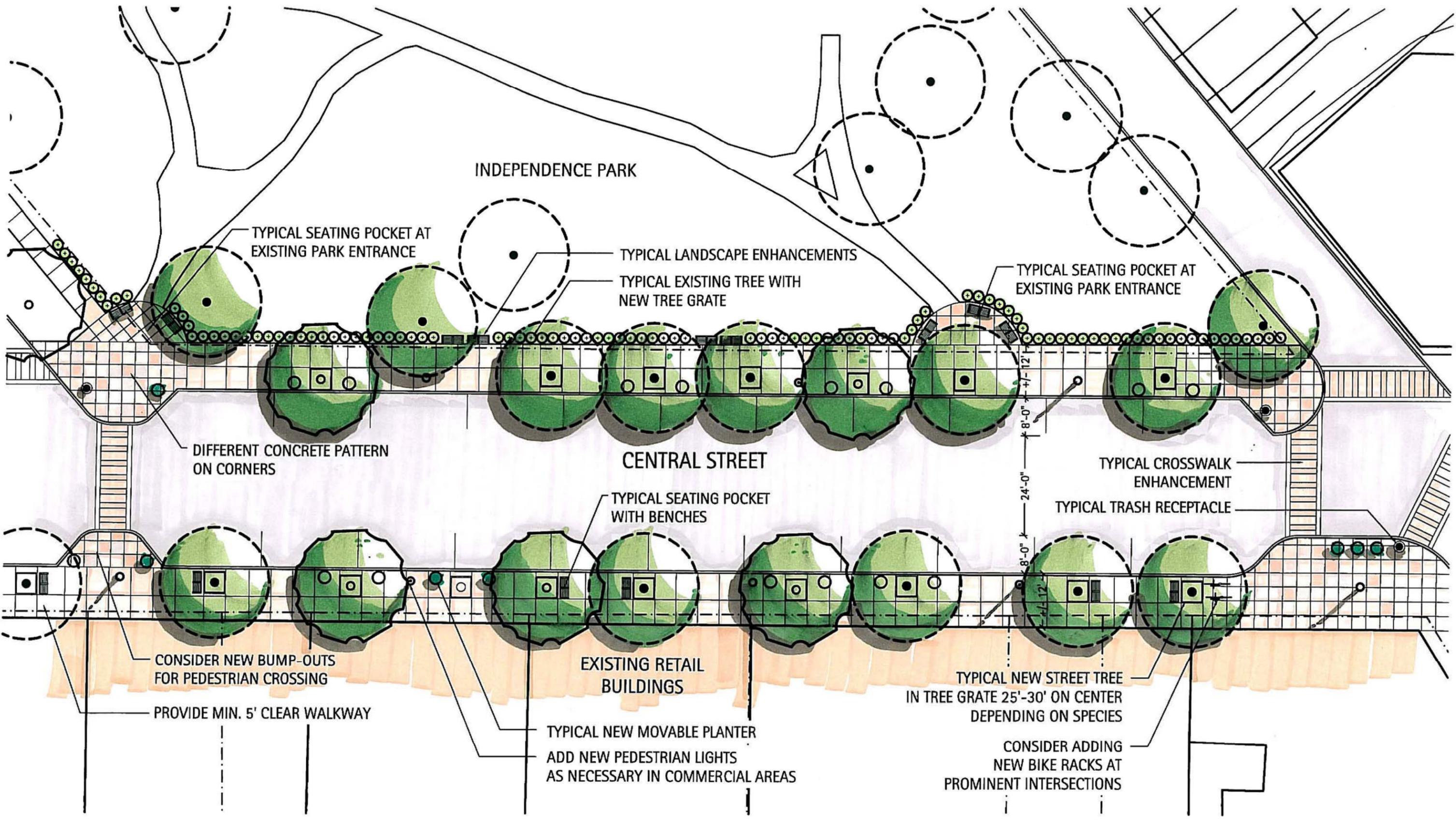
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Figure 1.14: Streetscape Design Concept - East of Lincolnwood

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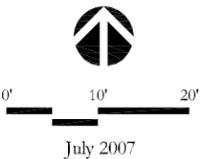
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Figure 1.15: Streetscape Design Concept - Independence Park

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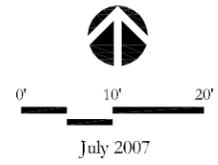
July 2007



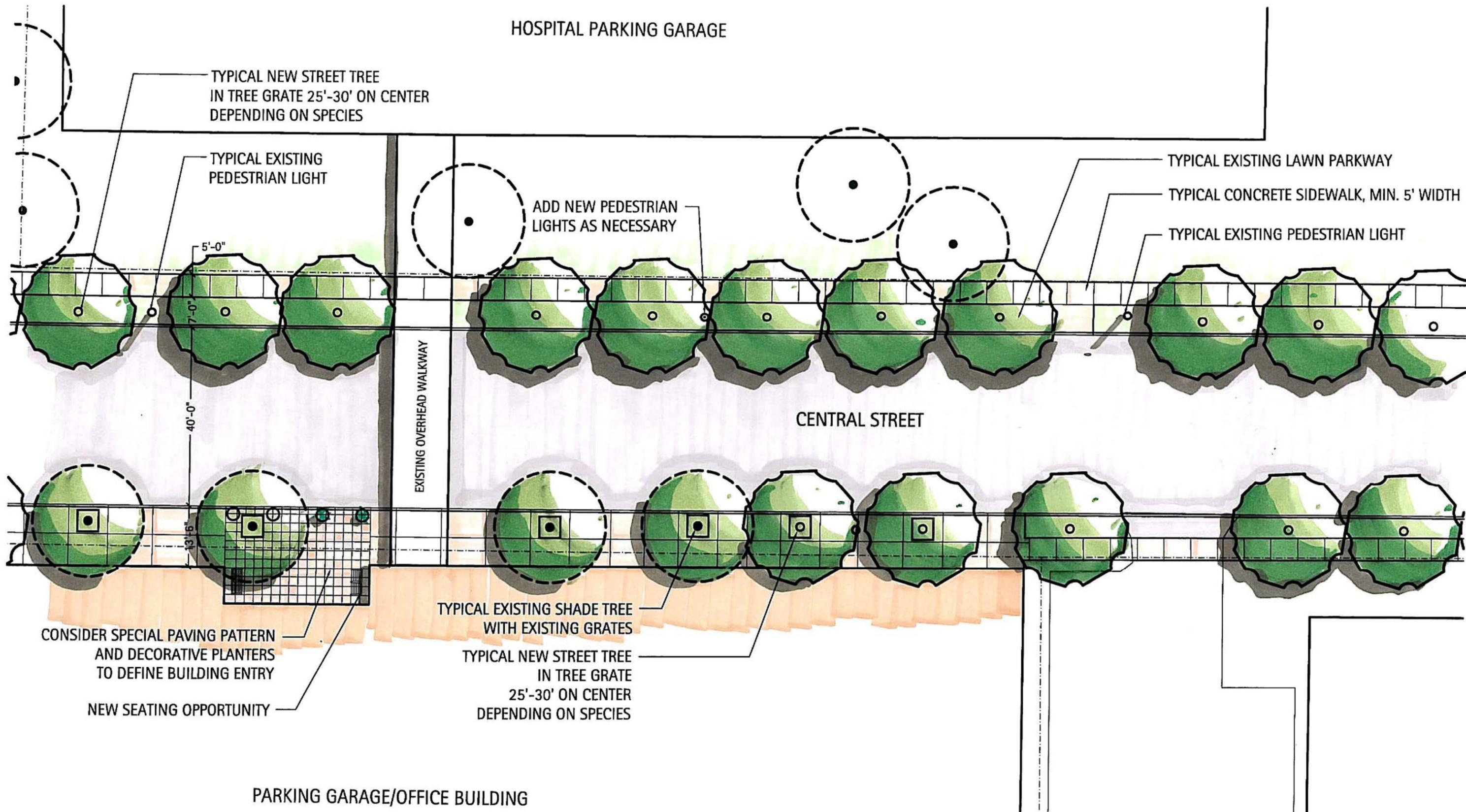
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Figure 1.16: Streetscape Design Concept - Poplar to Eastwood

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Figure 1.17: Streetscape Design Concept - East End at Hospital



Benches Examples



Bike Examples



Tree Grates - City Standards



Trash Receptacle - City Standard



Lighting - City Standards



Concrete



Thermoplastic



Thermoplastic

Crosswalk Examples



Newspaper Corral Examples



Ornamental Fence Example





Moveable Planter Examples

Raised Planter Example



Kiosk Examples

Gazebo Example

