

# Northwestern University

Evanston Campus  
West of Sheridan Sub-Area  
Master Plan  
and  
Design Guidelines

Prepared for:  
Northwestern University  
University Architect

Prepared by:  
Johnson Johnson & Roy/inc

# **Northwestern University**

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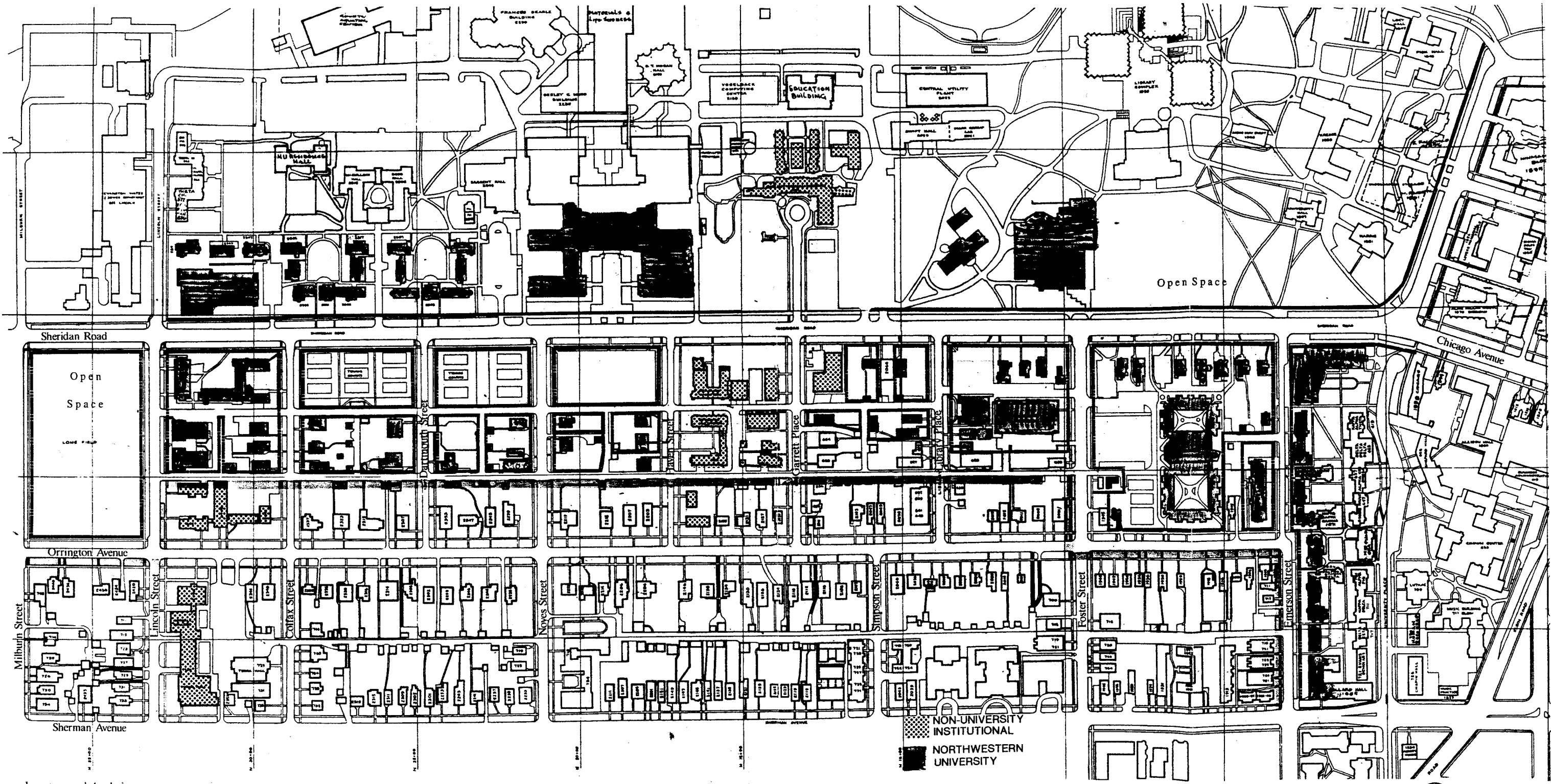
## **Introduction**

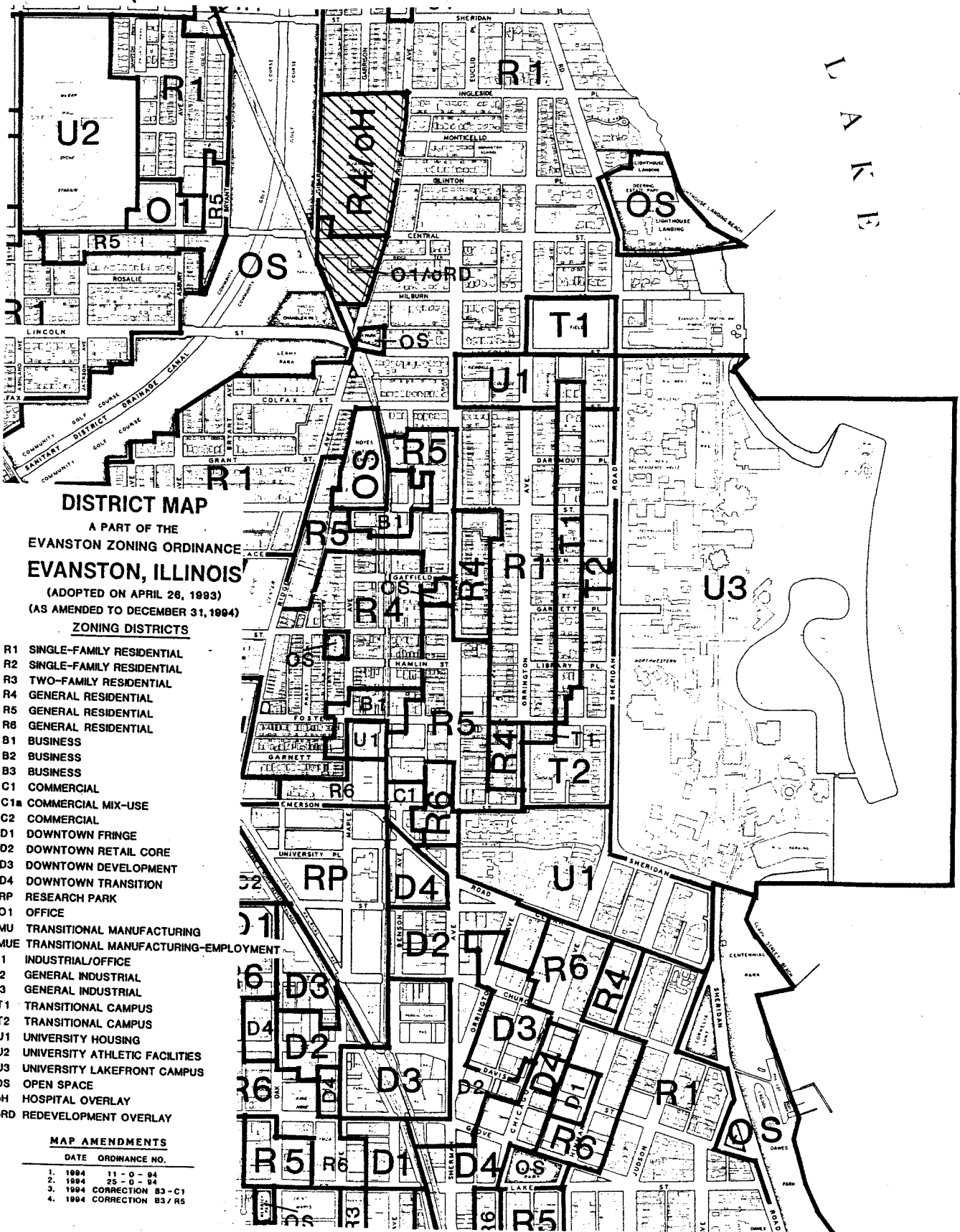
This Master Plan for Northwestern University, Evanston Campus - West of Sheridan Sub-Area has been prepared as guide to future University development by Johnson, Johnson & Roylinc in collaboration with C. William Fischer, Senior Vice President of Business and Finance; Jeremy Wilson, Provost's Office ;and, Gabor Zsolnay, University Architect. The plan is in addition to a general Evanston Campus Master Plan prepared by the University and JJR in 1991. By adhering to the plan recommendations and design guidelines, the integrity of the neighborhood scale and character can be preserved while accommodating appropriate University growth and development.

## Community Context

### Location and Character

The study area is located west of Sheridan Road and east of Orrington Avenue, north of Emerson Street and south of Lincoln Street. The study area includes two north-south alleys (West Alley and East Alley) which trisect the blocks and numerous west-east alleys which bisect the blocks. In general, the western third of the study area, west of West Alley, is predominantly a residential neighborhood of privately-owned distinctive, yet harmonious homes. The central third is a mixture of University-owned houses converted for program use and a small number of University owned and privately-owned residences. The eastern third is adjacent to Sheridan Road; the northern half includes a residence hall, tennis courts and a large parking lot. The southern half retains the large houses characteristic of older Evanston; but these structures have been adaptively reused for academic programs and offices.





**DISTRICT MAP**  
 A PART OF THE  
**EVANSTON ZONING ORDINANCE**  
**EVANSTON, ILLINOIS**  
 (ADOPTED ON APRIL 26, 1993)  
 (AS AMENDED TO DECEMBER 31, 1994)

**ZONING DISTRICTS**

- R1 SINGLE-FAMILY RESIDENTIAL
- R2 SINGLE-FAMILY RESIDENTIAL
- R3 TWO-FAMILY RESIDENTIAL
- R4 GENERAL RESIDENTIAL
- R5 GENERAL RESIDENTIAL
- R6 GENERAL RESIDENTIAL
- B1 BUSINESS
- B2 BUSINESS
- B3 BUSINESS
- C1 COMMERCIAL
- C1a COMMERCIAL MIX-USE
- C2 COMMERCIAL
- D1 DOWNTOWN FRINGE
- D2 DOWNTOWN RETAIL CORE
- D3 DOWNTOWN DEVELOPMENT
- D4 DOWNTOWN TRANSITION
- RP RESEARCH PARK
- O1 OFFICE
- MU TRANSITIONAL MANUFACTURING
- MUE TRANSITIONAL MANUFACTURING-EMPLOYMENT
- I1 INDUSTRIAL/OFFICE
- I2 GENERAL INDUSTRIAL
- I3 GENERAL INDUSTRIAL
- T1 TRANSITIONAL CAMPUS
- T2 TRANSITIONAL CAMPUS
- U1 UNIVERSITY HOUSING
- U2 UNIVERSITY ATHLETIC FACILITIES
- U3 UNIVERSITY LAKEFRONT CAMPUS
- OS OPEN SPACE
- OH HOSPITAL OVERLAY
- ORD REDEVELOPMENT OVERLAY

**MAP AMENDMENTS**

DATE	ORDINANCE NO.
1. 1994	11 - 0 - 94
2. 1994	25 - 0 - 94
3. 1994	CORRECTION 83 - C1
4. 1994	CORRECTION 83 / R5

## Zoning Requirements

The City of Evanston, Illinois Zoning Ordinance (No. 43-0-93, Adopted 26 April 1993) identifies portions of the study area as three different special purpose districts, "T1", "T2", and "U1", and one overlay district, "Historic Structures, Sites and Landmarks District". All applications for a permitted or special use must be submitted to the Zoning Administrator for a use interpretation per the "Administrative Interpretations" portion of the Ordinance. Applications for development approval are subject to site plan review in accordance with provisions of the "Implementation and Administration" portion of the Zoning Ordinance and the separate Site Plan and Appearance Review Ordinance, No. 31-0-93, as amended.

Off-street parking is regulated by both the "Off-Street Parking and Loading" portion of the Zoning Ordinance and by Ordinance No. 8-0-95, an amendment "to list Parking Areas Containing More than Five Parking Spaces as a Special Use in the T1 and T2 Districts". (City of Evanston, 1995)

Each of the Districts which regulate University-owned land within the study area is described below. Bulk Density Requirements are summarized by District in the table on the following page.

### ***T1 - Transitional Campus District***

The T1 Transitional Campus District has been "designed to serve as a buffer between the broad range of highly intensive college and university uses permitted in the University Districts and the low density residential uses located in the adjacent residential districts". (City of Evanston, 1993) T1 is the most restrictive University-related district.

The most compatible and most likely uses for this district given the established pattern and as recommended by this plan would all require special use permits, including: private educational institution; college and University administrative, departmental staff, and faculty offices; planned development; and parking areas with more than five parking spaces.

### ***T2 - Transitional Campus District***

The T2 Transitional Campus District is "intended to accommodate low and moderately intensive university and university-related uses operated for the purpose of education, recreation, research, and administration". It is also intended to accommodate university and non-university residential uses. Special site controls and setback requirements are imposed due to the proximity of nearby existing residential uses. (City of Evanston, 1993)

College and University administrative, departmental staff, and faculty offices are permitted uses. However, private educational institution, planned development, and parking areas with over five parking spaces remain special uses as are dormitories, fraternity and sorority dwellings, and college and University indoor and outdoor recreational facilities.

### *U1 - University Housing District*

The U1 University Housing District is intended to serve primarily University residential uses with compatible nonresidential University uses. (City of Evanston, 1993)

College and University administrative, departmental staff, and faculty offices; private educational institution; dormitories; fraternity and sorority dwellings; classroom facilities are permitted uses. However, planned development, college and University parking lots and structures remain special uses

### *Historic Structures, Sites and Landmarks District*

One University-owned Historic Landmark is located within the study area at 1908 Sheridan Road. Redevelopment of this recent acquisition must comply with the "Historic Structures, Sites and Landmarks District" portion of the Zoning Ordinance and the Preservation Ordinance, No. 23-0-75, as amended. These ordinances are intended to "promote conservation, protection, restoration, rehabilitation, use and overall enhancement of structures, sites and districts" designated as having historical significance. (City of Evanston, 1993) Permitted and special uses, and bulk density requirements are the same as for the underlying zoning.



# Bulk Requirements - Special Purpose and Overlay Districts

## Evanston Zoning Ordinance

	Lot Size Minimum	Lot Width	Lot Coverage Maximum	FAR Maximum	Residential Yards					Nonresidential Yards					Minimum Accessory Yards				Building Height
					Front	Side Abutting a Street	Side	Rear	Yards Between Principal Buildings	Front	Side Abutting a Street	Side	Rear	Yards Between Principal Buildings	Front	Side Abutting a Street	Side	Rear	
O1 - Office District	NONE	NONE	NONE	2.0	---	---	---	---	---	When not adjacent to R1, R2 or R3 District, 27 ft. for building; prohibited for parking; When adjacent to R1, R2 or R3 District, 65 ft. for building, 27 ft. for parking	27 ft. for building; Prohibited for parking	10 ft. for building; 5 ft. for parking	10 ft. for building; 5 ft. for parking	---	---	---	---	62 ft. and 16 degree plane (see Section 8-16-2-8)	
T1 - Traditional Campus District	5,000 sq. ft. for single-family; 2,600 sq. ft./d.u. for two-family; 7,200 sq. ft. for nonresidential.	35 ft.	40%	NONE	27 ft. for building; Prohibited for parking	16 ft. for building; Prohibited for parking	10 ft. for building; Prohibited for parking	30 ft.	---	27 ft. for building; Prohibited for parking	16 ft. for building; Prohibited for parking	16 ft. for building; Prohibited for parking	30 ft.	---	27 ft. for garages only	16 ft. for garages only	5 ft.	3 ft.	35 ft. or 2 1/2 stories; whichever is less
T2 - Traditional Campus District	5,000 sq. ft. for single-family; 2,600 sq. ft./d.u. for two-family; 800 sq. ft./d.u. for multiple-family; 5,000 sq. ft./d.u. for nonresidential.	35 ft.	50%	NONE	27 ft. for building; Prohibited for parking	16 ft. for building; Prohibited for parking	10 ft. for building; Prohibited for parking	30 ft.	---	16 ft. for building; Prohibited for parking	15 ft. for building; Prohibited for parking	6 ft. for building; Prohibited for parking	16 ft.	---	---	---	---	48 ft.	
U1 - University Housing District	230 sq. ft./d.u. for 1 acre/lot	---	65%	---	---	27 ft. for building; Prohibited for parking	16 ft. for building; Prohibited for parking	20 ft.	20 ft.	---	27 ft. for building; Prohibited for parking	15 ft. for building; Prohibited for parking	20 ft.	20 ft.	---	---	---	---	45 ft.
U2 - University Athletic Facility District	600 sq. ft./d.u. for residential; NONE for non-residential.	---	---	1.6	---	---	---	---	20 ft.	27 ft.	20 ft. or 6 ft. if necessary to maintain buildable width of 27 ft.	15 ft.	30 ft.	20 ft.	---	---	---	---	See Section 8-16-4-8(B) for univ. structures; 35 ft. for nonuniv. structures
U3 - University Lakeside Campus District	400 sq. ft./d.u.	---	---	---	---	---	---	---	20 ft.	130 ft. for building; Prohibited for parking	30 ft. for building; Prohibited for parking	20 ft. for building; Prohibited for parking	20 ft.	20 ft.	---	---	---	---	85 ft. or 7 stories; whichever is less
OH - Hospital Overlay District	---	---	65%	---	---	---	---	---	---	27 ft. for building; 17 ft. for parking	16 ft. for building; 10 ft. for parking	10 ft. for building; Prohibited for parking	20 ft. for building; 6 ft. for parking	---	---	---	---	---	65 ft.
OS - Open Space District	20,000 sq. ft.	25 ft.	---	0.16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	Abutting S-F: 35 ft. or 2 1/2 stories; whichever is less

# Campus Framework Plan

## Evanston Campus Framework Principles

As part of the Northwestern University Master Plan Concept: Phase One, Framework Principles were prepared to guide future planning decisions for the Evanston Campus and establish criteria for recommendations. These principles have been tailored to this Sub-Area as follows:

1. ***Strengthen the clarity of Sub-Area development patterns*** by locating and designing new buildings to be consistent with the *setbacks, entry orientation, and massing of adjacent buildings*.
2. ***Designate infill development sites*** that reinforce the definition of campus open space and pedestrian systems.
3. Reinforce continuity among facilities ***and maintain a harmonious architectural character and campus identity*** by continuing to use the *building scale, massing, and exterior finish materials characteristic of existing development*.
4. ***Establish interior block open space areas*** emphasizing the soft, high quality landscape treatments that have been used successfully.
5. Continue to use a ***hierarchy of roads*** which distinguish primary, secondary, service and emergency routes.
6. Establish pedestrian walkways that ***separate pedestrian and vehicular movement and to improve convenience and facilitate orientation***.
7. ***Recognize the importance of maintaining links from Sub-Area to nearby facilities***.
8. ***Separate Orrington neighborhood uses from campus uses***.

## Relationship of Sub-Area to Campus

West of Sheridan Road, the campus development pattern is similar to the patterns established by adjacent city blocks in terms of street layout, scale and setback of buildings. The rectilinear, hierarchical grid of streets and alleys remains predominantly intact throughout the study area. Sheridan Road, a major artery from Chicago north along Lake Michigan, forms a substantial barrier between the West of Sheridan Sub-Area and Main Campus to the East. However, important relationships that exist between the two areas are illustrated by the Sub-Area Framework Plan on the following page and described below:

1. On the North end of the study area, and the east side of Sheridan Road the intricately articulated residence halls and recreational building and associated uses influence the character appropriate to development on the west side of the street;
2. The massive scale, minimal setback, courtyard space and materials of the Technological Institute Building influence the style appropriate for structural development on the site of the existing parking lot across the street;
3. The large park-like area formed by Deering Meadow and other adjacent open spaces allows for exceptional views from the University-used houses along the west side of Sheridan; the same structures provide an edge along the west side of Sheridan Road, making parking lots and similar open uses less desirable than infill structures with comparable aesthetic character and quality, setback distance and massing as the adjacent structures.

The scale, articulation, individuality and materials of the converted houses which predominate on the north and west edges of the study area and along the side streets, encourage the transition between University structures/uses and privately-owned residential structures to be more gradual.

Uses identified as most appropriate to this transitional portion of the University include academic program offices, research centers, and department annexes. These uses tend to be somewhat self-contained with fewer people needing to cross Sheridan than classroom programs would generate. These types of uses can also be accommodated in smaller buildings currently located within the study area and most likely to be developed in the future, given the goal of compatible development with the neighborhood character of the adjacent, Orrington Avenue area.

Campus Framework Plan

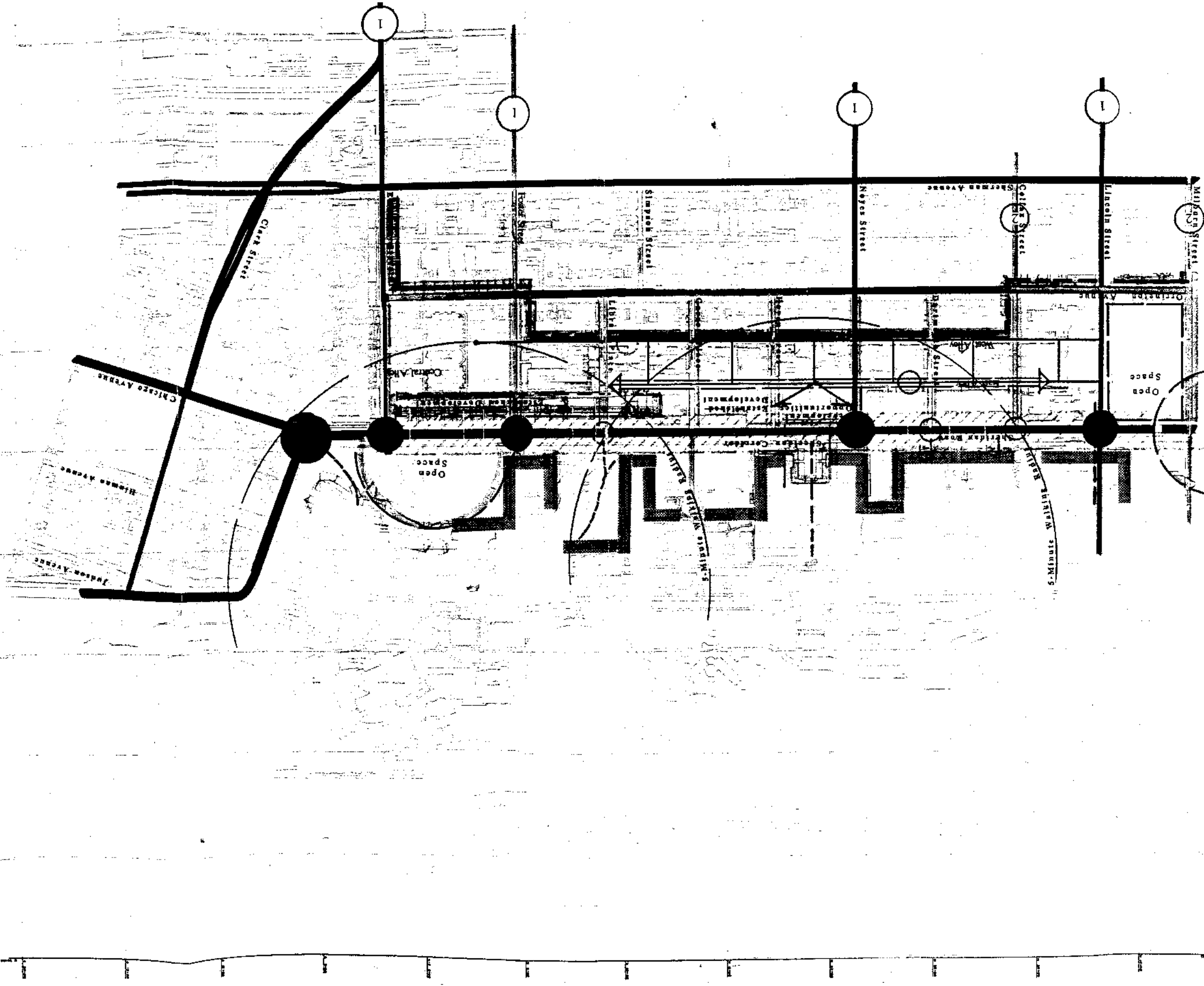
Evanston Campus - Sub-Area Master Plan

Northwestern University  
Evanston, Illinois

JJR/inc  
May 1995



0 100 200 400 600  
feet



### **Relationship of Sub-Area to Residential Neighborhood**

The West of Sheridan Sub-Area serves as a transition between Sheridan Road and the Main Campus, but the edge between the community and the University is not well defined. The West Alley is the limit of University ownership, however the University does not own all of the land or structures east of this alley. In addition to other private institutions, a few private residences remain east of this limit. The West Alley provides access for residences along the east side of Orrington Avenue and for residences, non-University private institutions, and University buildings that face onto side streets between Orrington and Sheridan. The East Alley provides access to the same side street structures and the uses/structures that face onto Sheridan Road.

Parking of University faculty, staff and student vehicles is accommodated in a limited number of spaces, along alleys, and along Orrington Avenue. University related parking also occurs on side streets in the study area.



Orrington Avenue Neighborhood Character

## Opportunities and Constraints Summary Analysis

### Vehicular Circulation

Vehicular circulation currently follows a hierarchical grid of streets and alleys with little differentiation between user types. Both University-affiliated faculty, staff and students and non-University residents utilize all the streets and alleys. Sheridan Road serves as a major north-south linkage along the lakefront.

Ten side streets branching off of Sheridan Road to the West are within the study area. From north to south, these roads are Milburn Street, Lincoln Street, Colfax Street, Dartmouth Street, Noyes Street, Haven Street, Garrett Place, Library Place, Foster Street, and Emerson Street. The character of these streets varies with the street width, whether or not the thoroughfare continues beyond Orrington Avenue, and the type of adjacent development. Lincoln serves as a major east west connector street from the lakeshore across the canal to the West. Noyes and Foster are also major connector streets to Sherman Avenue and the community beyond. Emerson, though quite narrow and one-way eastbound within the study area, serves as a connector from both Sherman Avenue and Clark Street. Milburn and Colfax are narrower thoroughfares, but also connect through to Sherman and beyond. Dartmouth, Haven, Garrett and Library are also narrow and only one block long. The narrower streets and Noyes have tended to keep more of the original neighborhood character. Wider streets that connect through to other major thoroughfares would more appropriately support denser development.

The West Alley serves neighborhood residents along the east side of Orrington Avenue and residences, non-University private institutions, and University buildings that face onto side streets between Orrington and Sheridan. The East Alley serves the same side street structures and the uses/structures that face onto Sheridan Road. The east-west alleys are also required for access to the rear of many of the structures facing on the side streets. The West Alley is continuous between Lincoln and approximately 100 feet south of Foster; The East Alley is continuous between Lincoln and south of Haven where it dead ends in Seabury Western. The East Alley is again open between Garrett and Library, then discontinuous and incorporated into parking lots south of Library. A short Central Alley serves the health service and Foster-Walker from the South.

## **Parking**

Parking within the study area includes parking lots distributed along alleys, and on public streets. Parking in the lots is tight with few opportunities for turning around without backing up in full lots. Parking along the alleys is rather disorderly and somewhat unsightly. Parking along the streets, particularly along the narrow streets, reduces visibility at intersections making crossing and turning difficult. Opportunities exist to consolidate and organize the existing parking into more orderly, self-contained, landscaped lots or alley-edge parking. All new or modified parking areas with greater than five spaces will require city approval given the T1 and T2 parking ordinance recently approved.

A parking study is currently in process by the City of Evanston. The document produced by this study may suggest modifications which might influence University parking patterns.

## **Pedestrian Circulation**

Pedestrian Circulation is primarily along the sidewalks adjacent to streets. Some pedestrians use the alleys, especially the East Alley for access to sidewalks or cut-throughs from parking areas and specific structures. The degree of pedestrian usage of alleys does not appear to warrant a separate treatment for pedestrians given the low level of conflict and narrow width of the alleys. Use of the existing sidewalks and funneling of pedestrians to appropriate crossing points should be reinforced; mid-block crossing of Sheridan should be discouraged. Primary crossing points of Sheridan have been identified as Lincoln, Noyes, Foster and Emerson. However, secondary crossing points also occur at Colfax, Dartmouth, and Library. Pedestrian crossing of side streets does not appear to be a significant concern at this time.

Reinforcement of pedestrian corridors could be accomplished with site treatments such as landscaping, hedging, fencing and low walls as appropriate.

## **Open Space and Recreation Areas**

Open space and recreation are more plentiful on the north end of the study area than the south; however the south end benefits from the presence of Deering Meadow and other open spaces on the east side of Sheridan. On the north end, Long Field, the tennis courts, and front and back yard landscaping enhance the study area. On the south end, in addition to the Seabury courtyards, the open space in front of Garrett Seminary, and yards associated with individual University structures, 1) a significant open area and basketball courts are located north and west of Foster-Walker dormitory; 2) the rear yard space associated with 1902 and 1908 Sheridan Road forms a substantial open area south of Foster-Walker, 3) the Blomquist Gymnasium provides indoor recreation.

## **Site Utilities**

Site utilities including water, sanitary sewer, storm sewer, electric power, natural gas and site communications are currently available throughout the study area and are typically organized along the framework established by public streets and alleys.



## Sub-Area Master Plan

### Planning Intent

The intent of the master plan is to provide for new University uses within the study area while supporting 1) the existing neighborhood structure and character, and 2) those patterns of development in the study area which contribute to the area's beauty and charm. This plan seeks to establish parameters for appropriate University growth and development within the context of the Orrington neighborhood.

Vehicular Circulation, Parking, Pedestrian Circulation, Open Space and Recreation Areas, and Site Utility systems have been analyzed and the following recommendations are made for the West of Sheridan Sub-Area as a whole. In addition, planning zones have been identified within the Sub-Area, and following the system recommendations, conceptual development alternatives are presented for each zone.

### Vehicular Circulation

The existing hierarchical grid of streets functions well and all streets are recommended to remain open.

The function of the West Alley is recommended to be limited to use by Orrington residents; although this may be neither signed nor enforced, it is recommended that all University-related circulation be directed down the East Alley, with no vehicular entrances from the West Alley to University Property except for emergency access. Although the West Alley and the east-west alleys would remain City of Evanston property, it is recommended that consideration be given to creating cul-de-sacs at the intersections of the east-west alleys with the West Alley through the use of low plantings. Emergency access would be accommodated, while further discouraging University traffic from using the West Alley as an access route to parking in the rear of buildings in the study area. The East Alley would serve as the primary entrance for University-related access to the interior of blocks. Curb cuts along Sheridan Road and side streets would be discouraged in favor of access from the East Alley and interior-block rear access to structures. The use of alleys as vehicular thoroughfares would also be discouraged, in favor of the use of existing streets.

Further recommendations include a strong treatment of the University edge of the West Alley. This treatment could take the form of a low or tall hedge, either alone or in combination with paired columns and additional landscaping. This treatment is recommended for the North Planning Zone for all blocks between Lincoln and Haven with twenty-foot gaps to allow for the public alley rights-of-way.

## **Parking**

It is proposed that the parking needs for the campus study area be addressed in a comprehensive manner on a campus-wide basis. For instance, a potential parking structure accessed from Lincoln on the north end of Main Campus would help to alleviate the parking deficit and level of parking pressure now felt by University parkers. It is recommended that parking within the study area serve only the study area needs, and not be developed for campus-wide use. In the North Planning Zone, within the University-owned blocks between the West and East Alleys dispersed parking could be consolidated to create more organized parking areas with the balance of space used as open space. The distribution of parking versus open space within the block interiors will vary with parking need of associated uses and the availability and type of nearby open space.

It is proposed that parking areas currently located along Sheridan Road be converted to infill structures as appropriate uses need building sites in the Central Planning Zone

## **Pedestrian Circulation**

The proposed reinforcement of pedestrian corridors along street sidewalks can be accomplished with site treatments such as landscaping, hedging, fencing and low walls as appropriate.

## **Open Space and Recreation Areas**

On the north end of the study area, it is recommended that the existing open space and recreational areas including the tennis courts and Long Field be maintained and enhanced; however, infill of buildable sites along roads is encouraged as illustrated by the North Planning Zone alternatives. The existing playing field and tennis courts help to balance the existing and potential development nearby. The alternatives also illustrate opportunities to eliminate garages and separate back yards in favor of a single, consolidated, more usable, well-landscaped common open space. Open space could be created without abandoning the alleys similar to the use in the Sheridan Road-Hinman Avenue housing complex. This concept echoes the attractive courtyard approach established and thriving as part of the sorority development south of Emerson.

On the south end of the study area, north of Foster-Walker, the open space is proposed for use as parking and a building site. South of Foster-Walker, the east half of the site is proposed to remain open to balance Cahn Auditorium and could support basketball courts or landscaping as a "courtyard"; while the west half of the space is recommended to be retained as a development site for either parking or a building.

## **Site Utilities**

It is recommended that to the greatest degree possible, the existing pattern of utilizing vehicular thoroughfares/public rights-of-way as utility corridors be maintained. It is further recommended that as site development occurs and it becomes feasible, electric power lines be relocated to underground corridors.

## Planning Zones

As a result of the analysis of the West of Sheridan Sub-Area, zones which have inherent cohesiveness and offer similar opportunities for development patterns or as a whole offer opportunities for planned development have been identified. Four distinct planning zones have been identified:

- North Planning Zone
- Central Planning Zone
- Sheridan Planning Zone
- South Planning Zone.

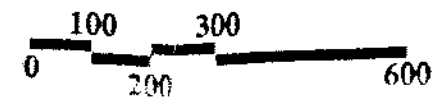
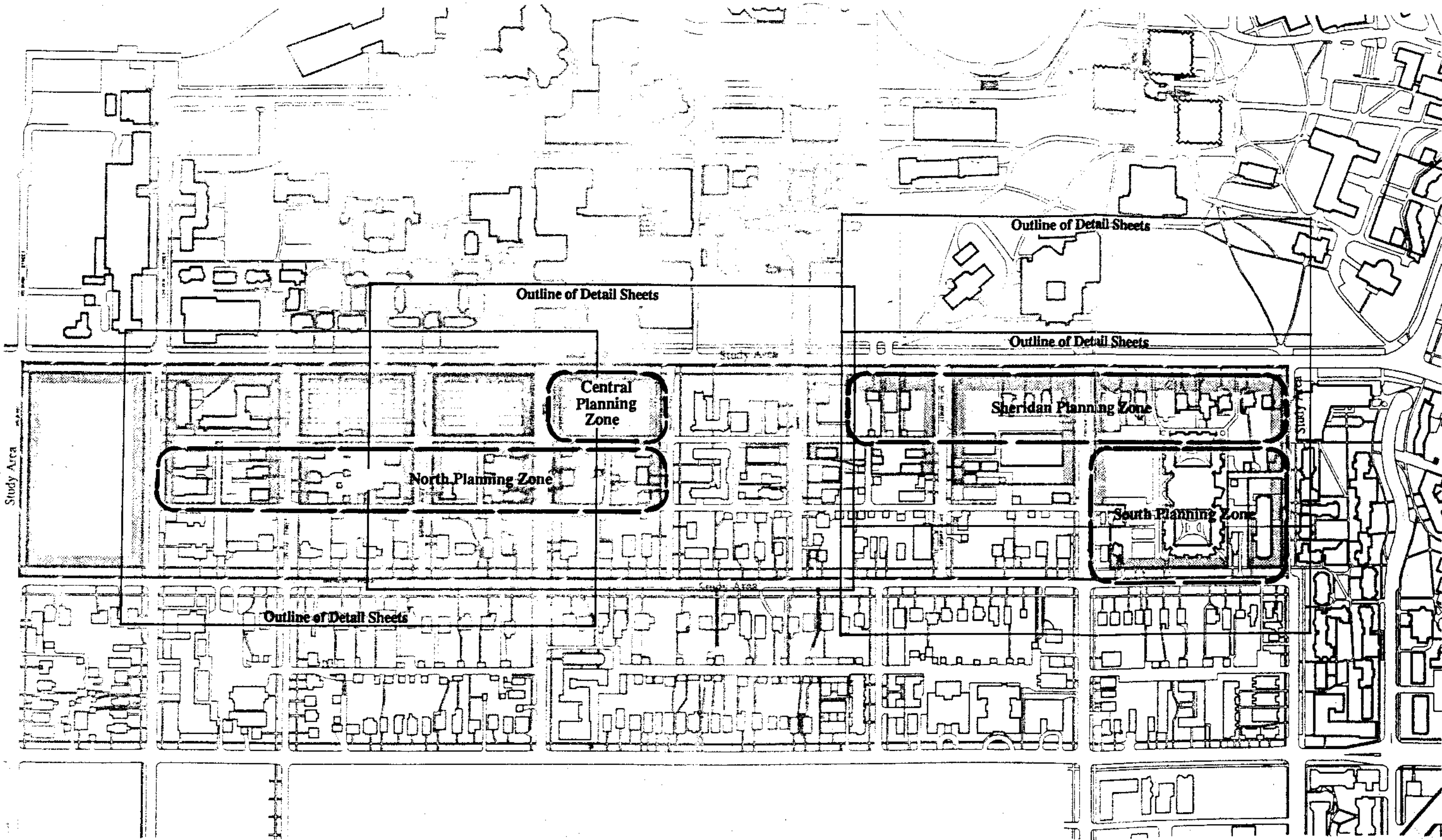
These zones are illustrated on the following graphic.

### North Planning Zone

The North Planning Zone lies between the West and East Alleys between Lincoln and Haven Streets. Six alternative planning patterns are illustrated for this zone. The alternatives range in character and intensity of use from reorganization of parking areas and infill of house-scale structures to new parking lots, landscaped open space, and substantial buildings which either surround the open space creating an internal courtyard-like open space or define external open spaces along the streets.

This zone borders on the Orrington Avenue neighborhood along the West Alley as illustrated by the photos on the following page. It is in this area that the treatment of the alley becomes paramount. Establishing a strong hedge, or low wall with columns to mark the east-west alleys, or a combination of columns and a hedge would define the University boundary and present a positive, respectful, well-maintained edge to the community. In addition to serving as a boundary along the West Alley, the same or a modified column/wall/hedge detail could be used at each of the East Alley intersections with side streets to mark the entrances and act as a series of gateways to the block interiors.

This Zone has maintained a strong sense of the former residential neighborhood; hence, building of new structures and additions should reflect this character.





West Alley Character

**ORRINGTON RESIDENTIAL EDGE**

**WEST  
ALLEY**

**UNIVERSITY PROPERTY**



**PRIMARY ACCESS**

**20'-0"  
R.O.W.**

**LIMITED ACCESS**

**North Planning Zone**

27'-0"  
SETBACK

COLFAX R.O.W.

27'-0"  
SETBACK

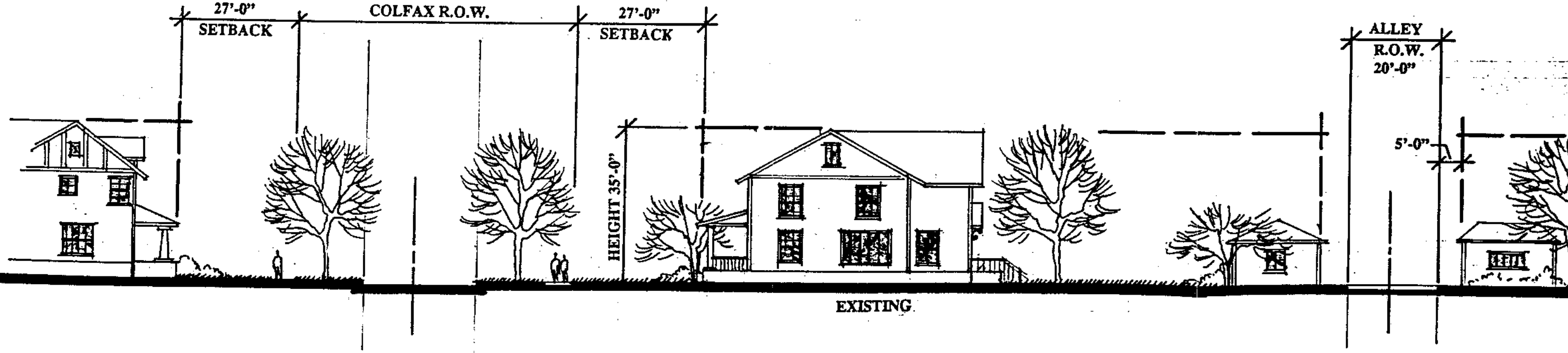
ALLEY  
R.O.W.  
20'-0"

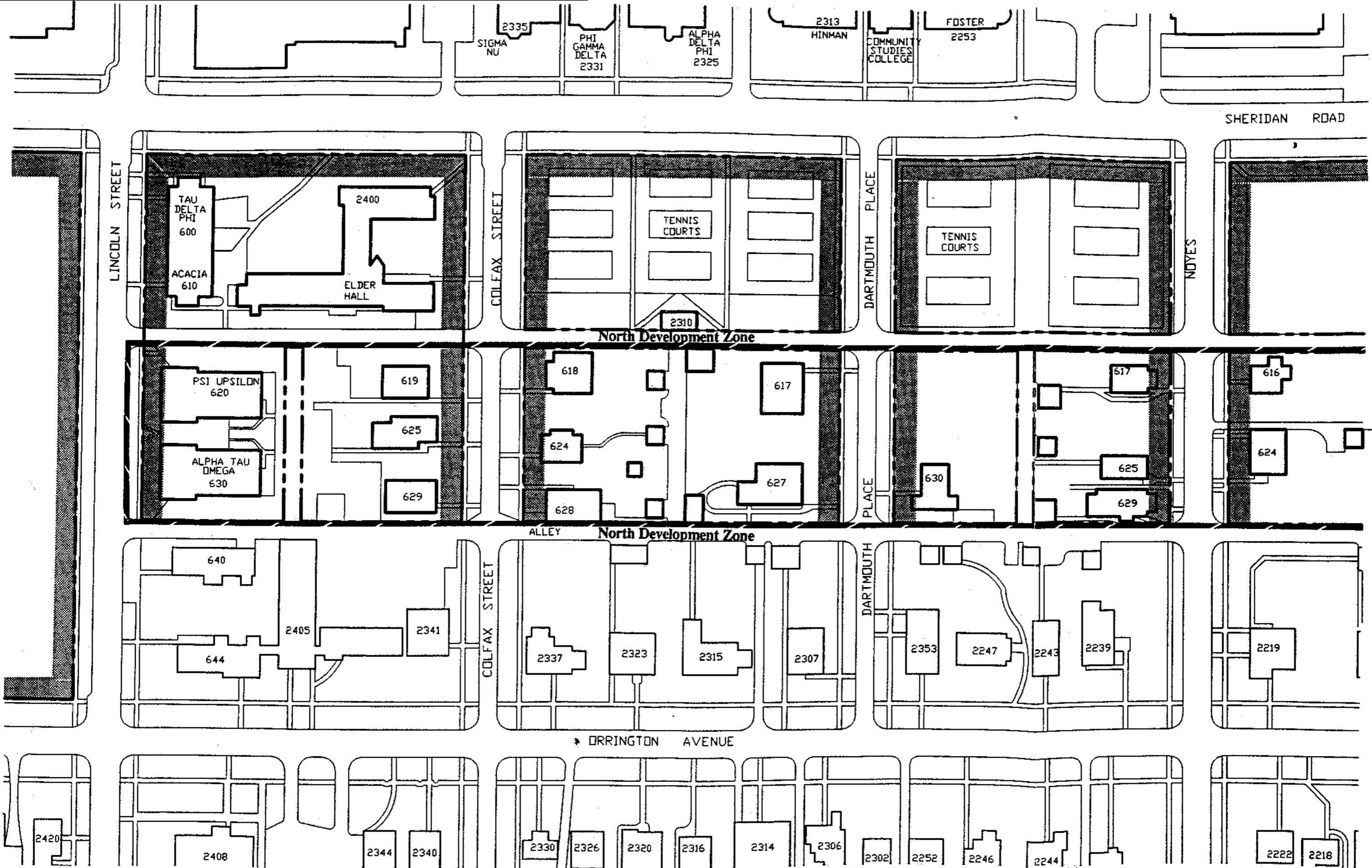
5'-0"

HEIGHT 35'-0"

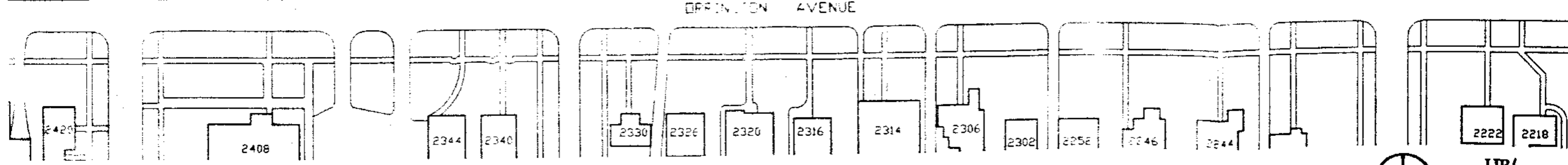
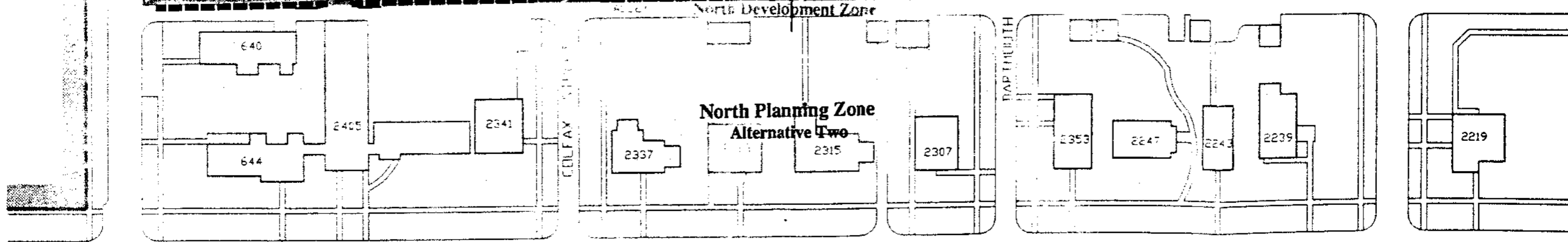
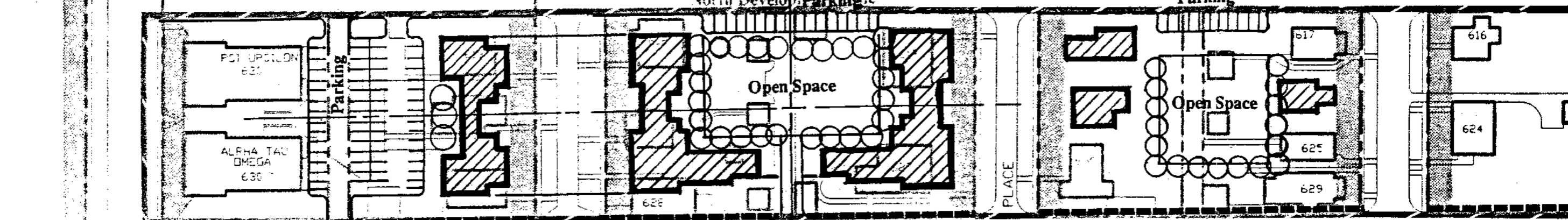
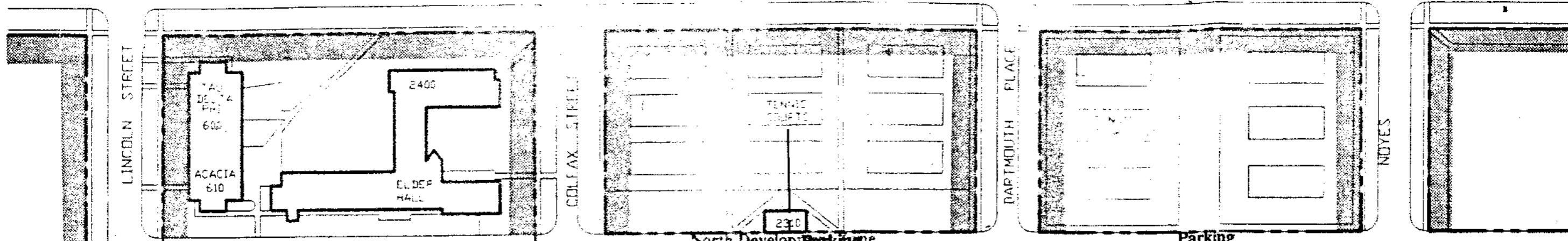
EXISTING

North Planning Zone



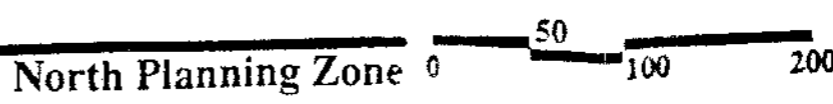


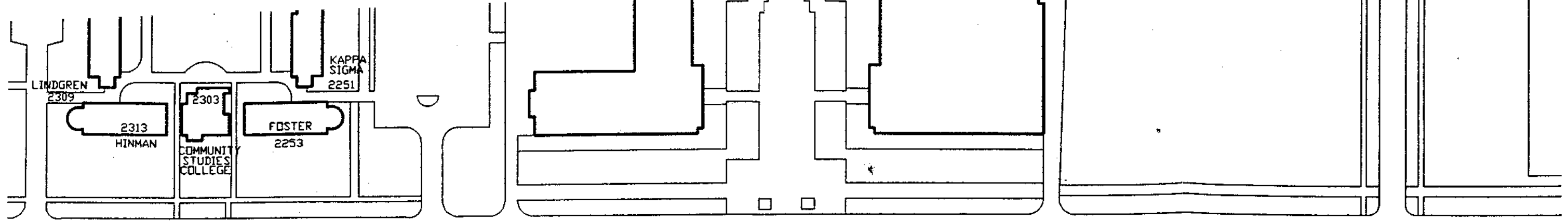




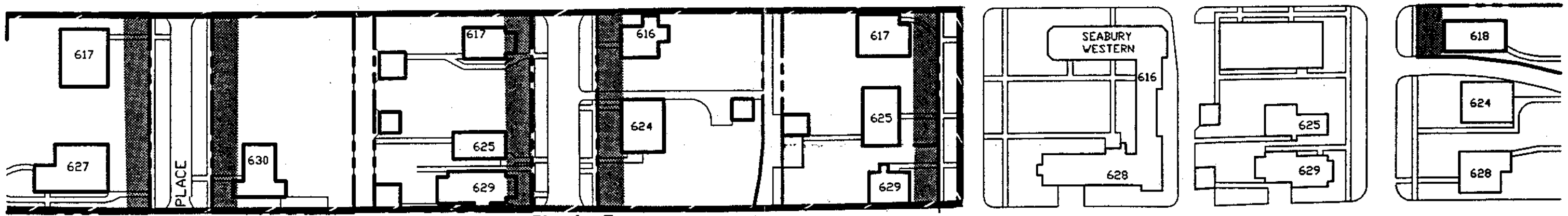
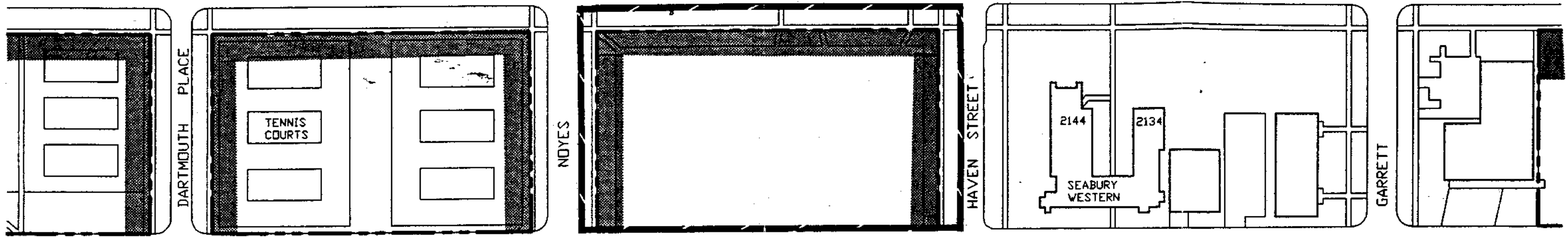
NORTHWESTERN UNIVERSITY

Evanston Campus - West of Sheridan Sub-Area Master Plan

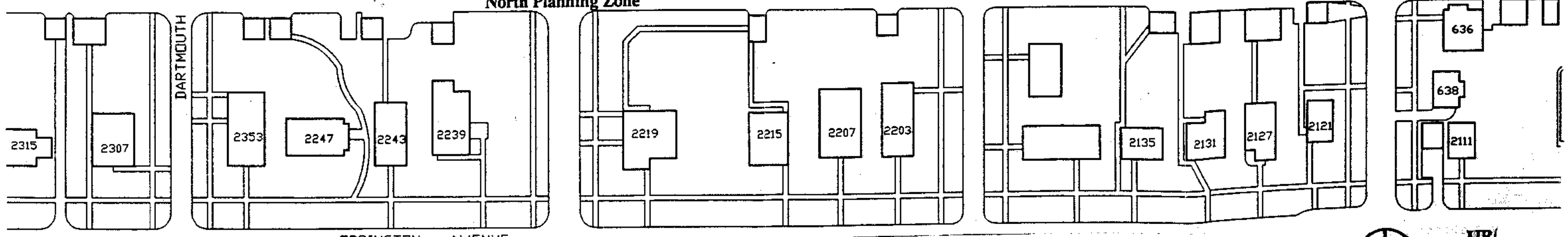


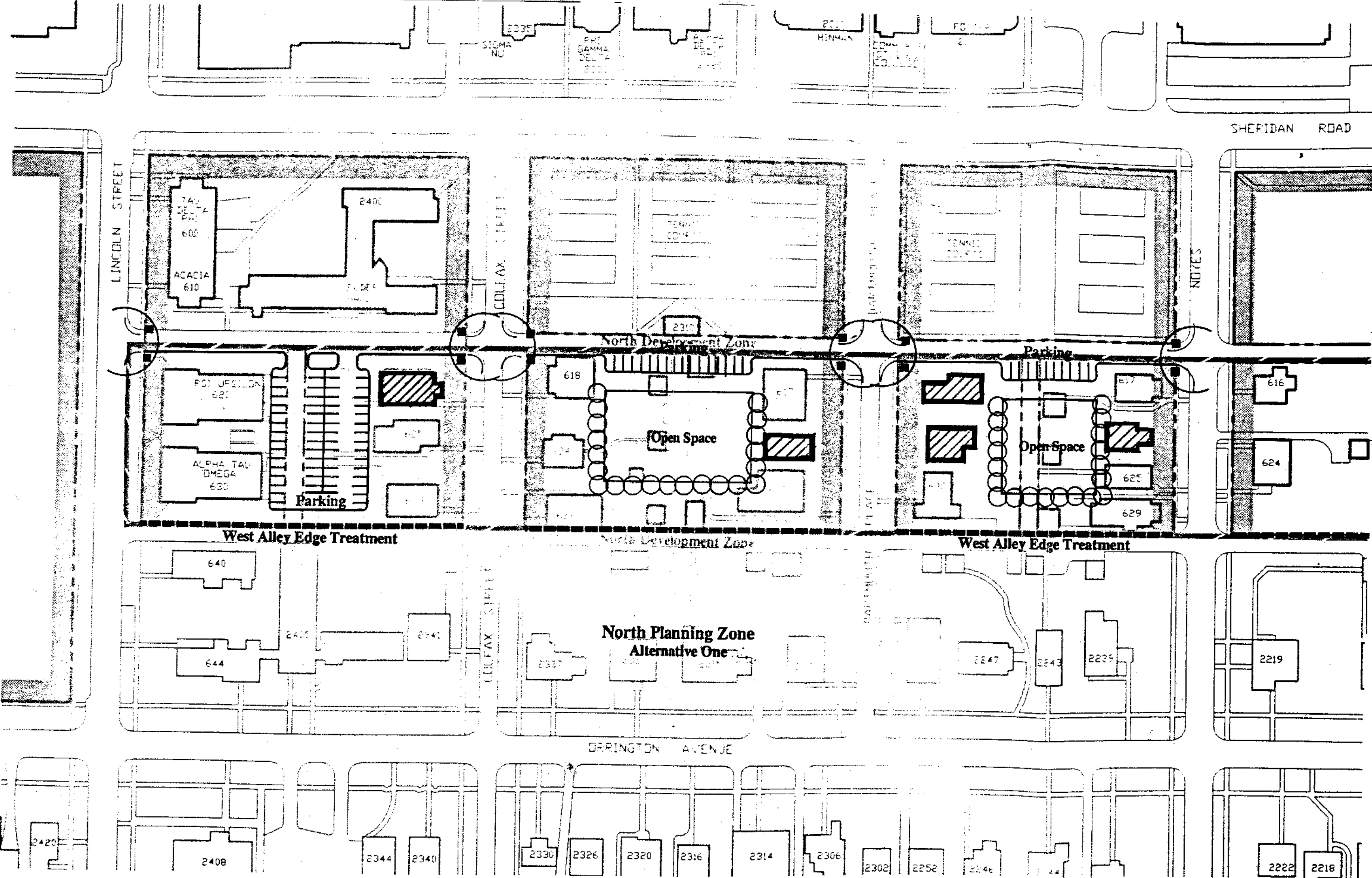


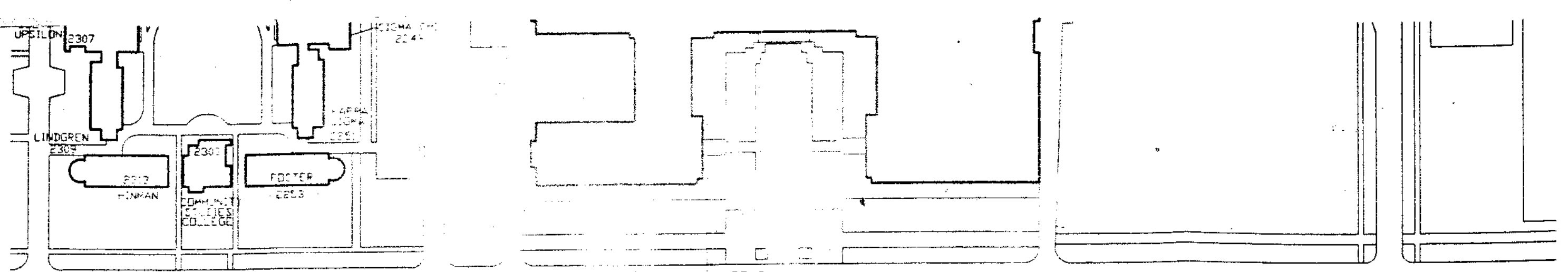
SHERIDAN ROAD  
Central Planning Zone



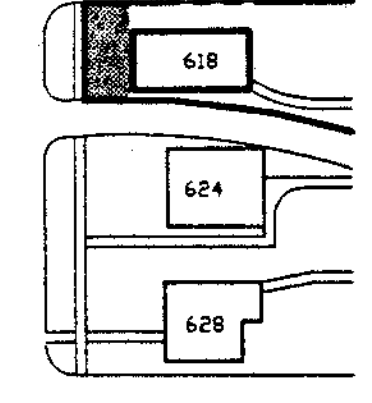
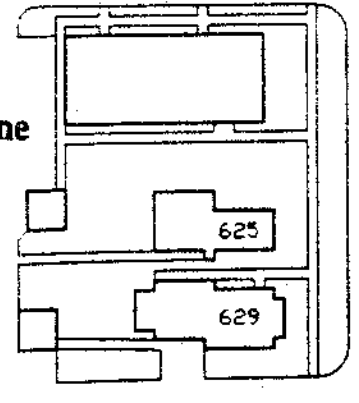
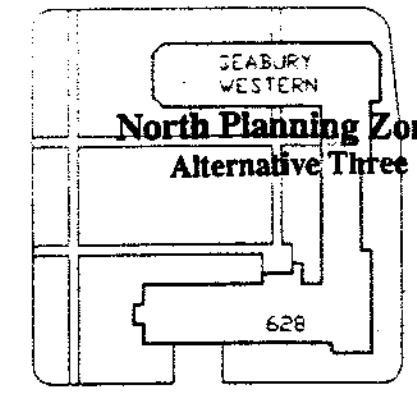
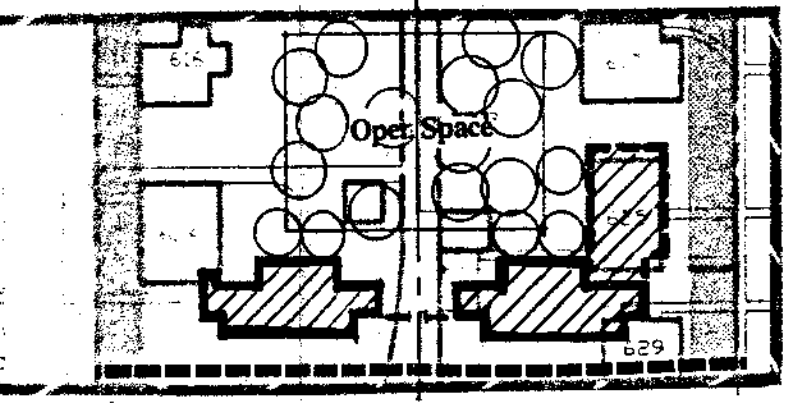
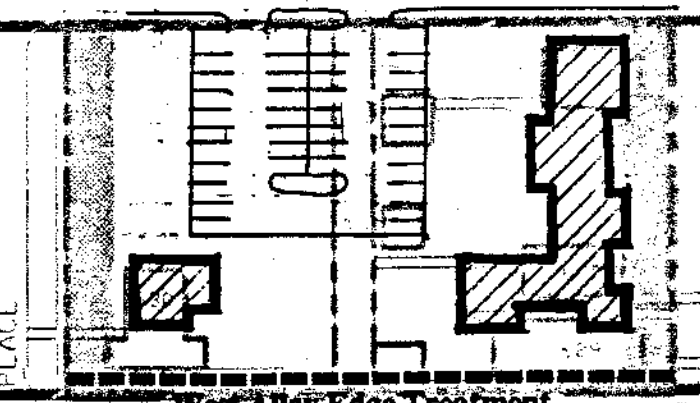
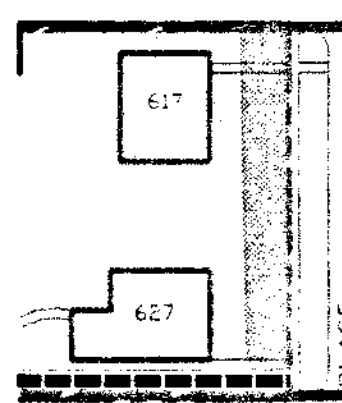
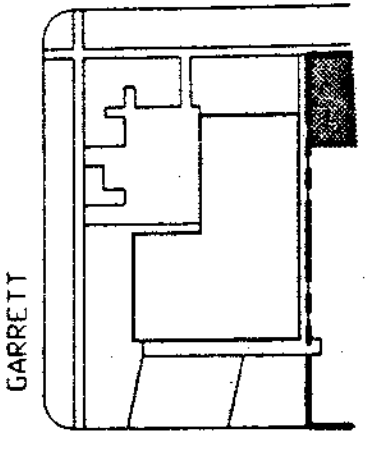
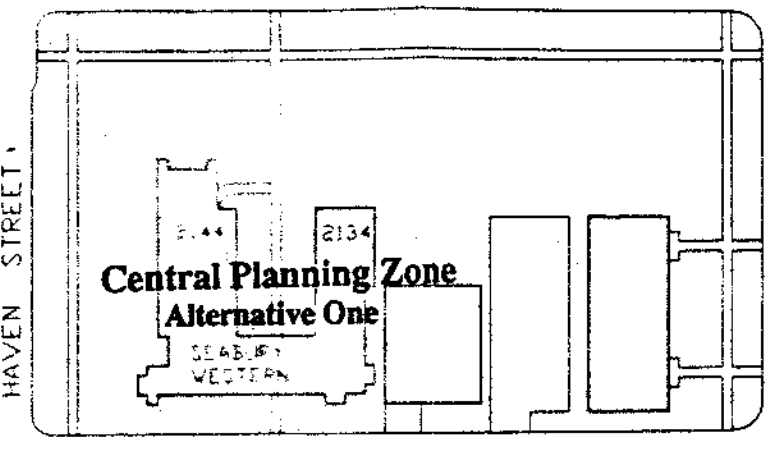
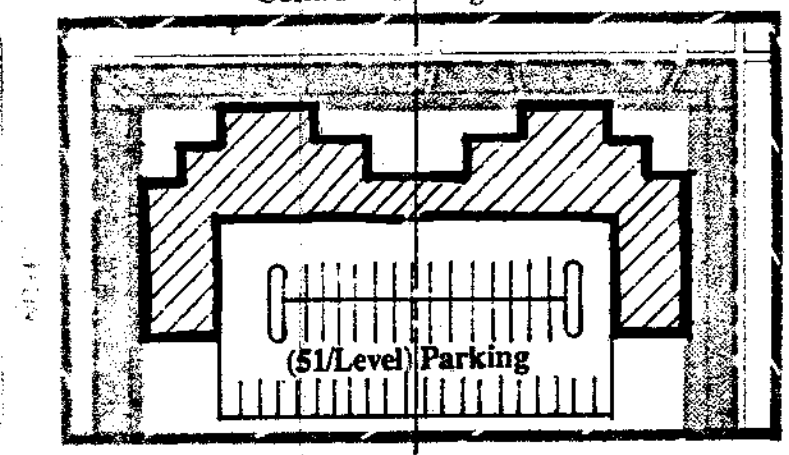
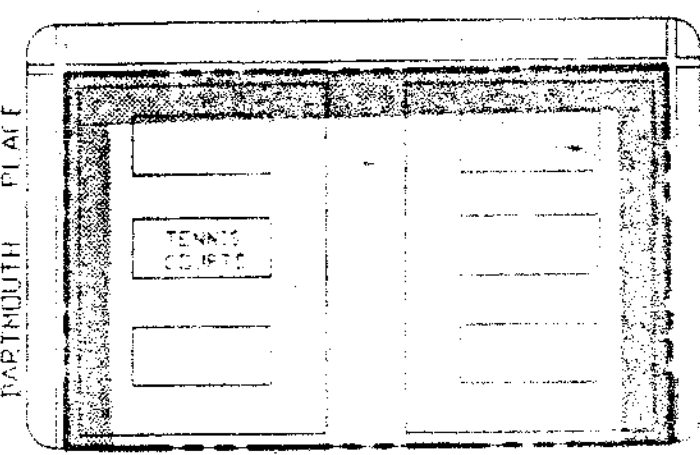
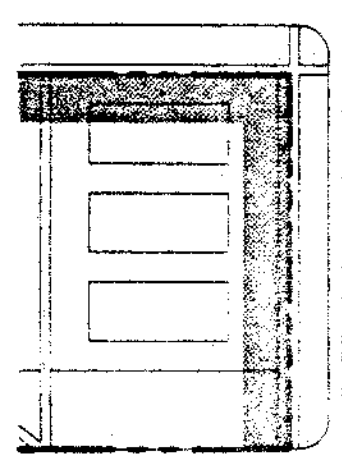
North Planning Zone



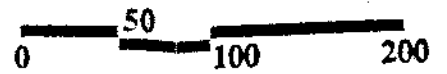
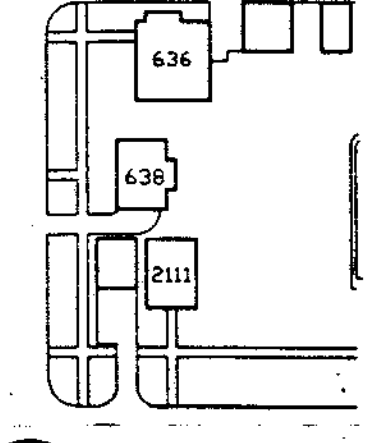
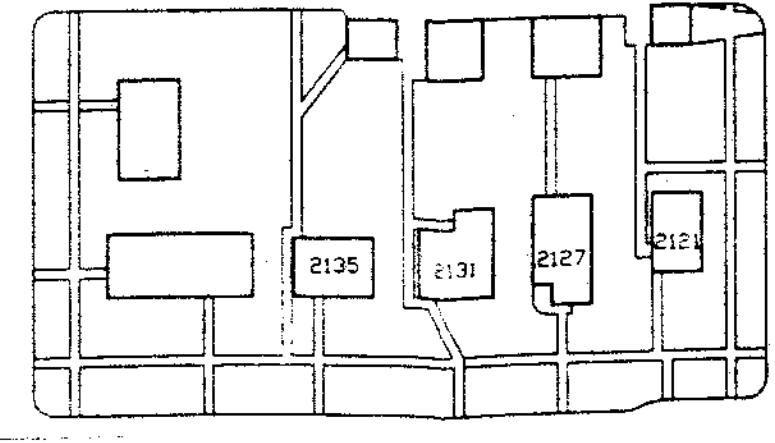
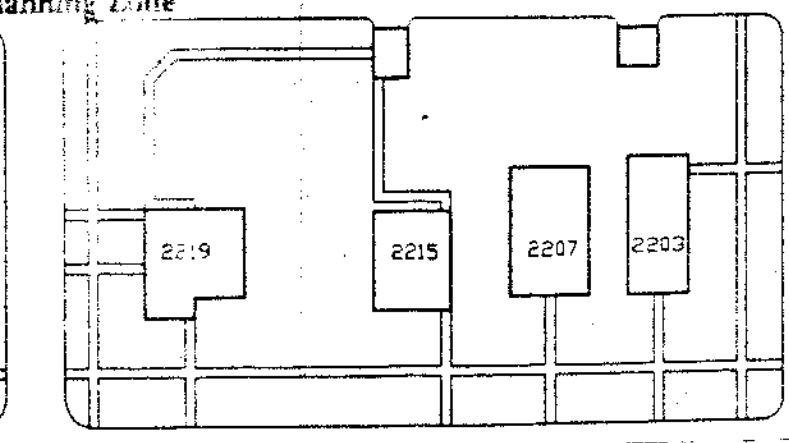
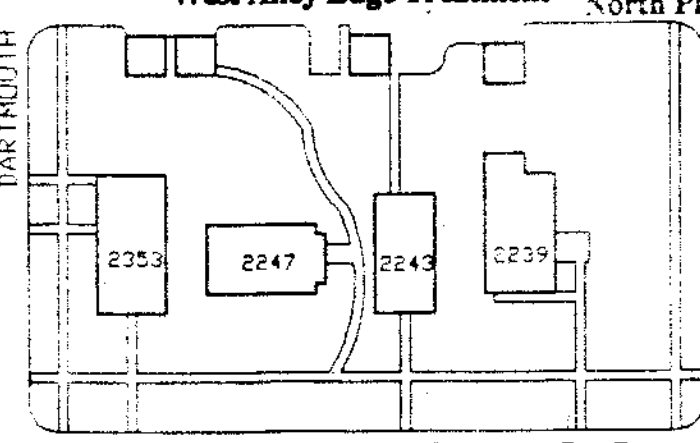
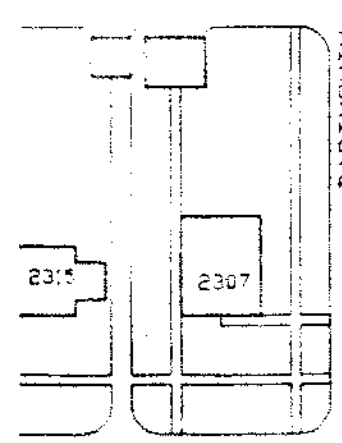


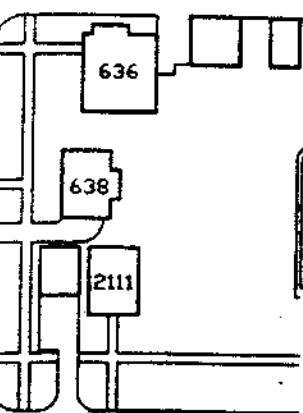
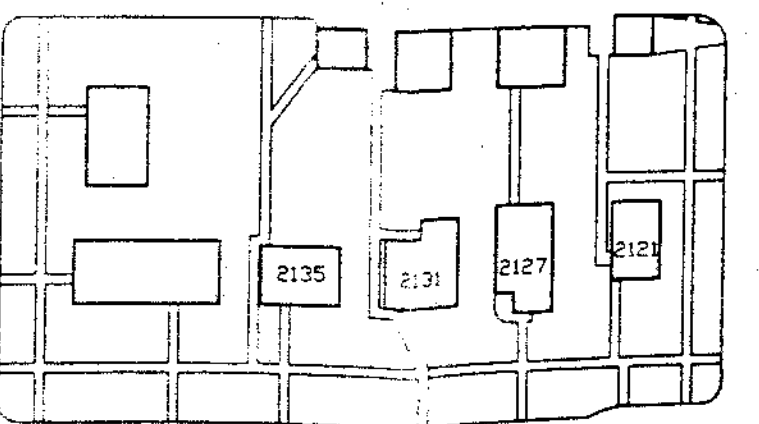
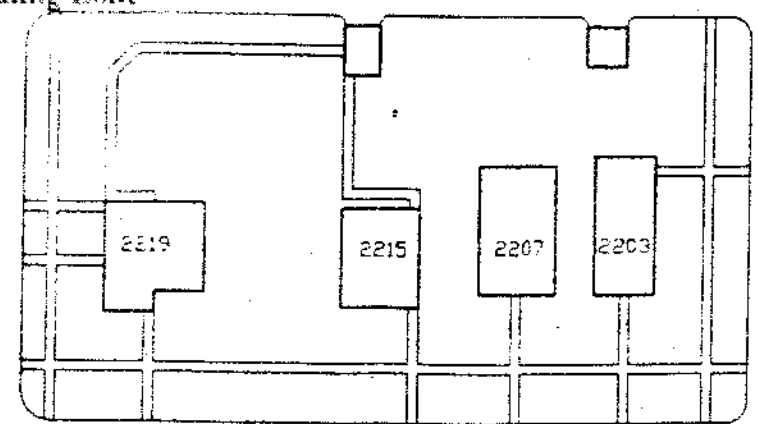
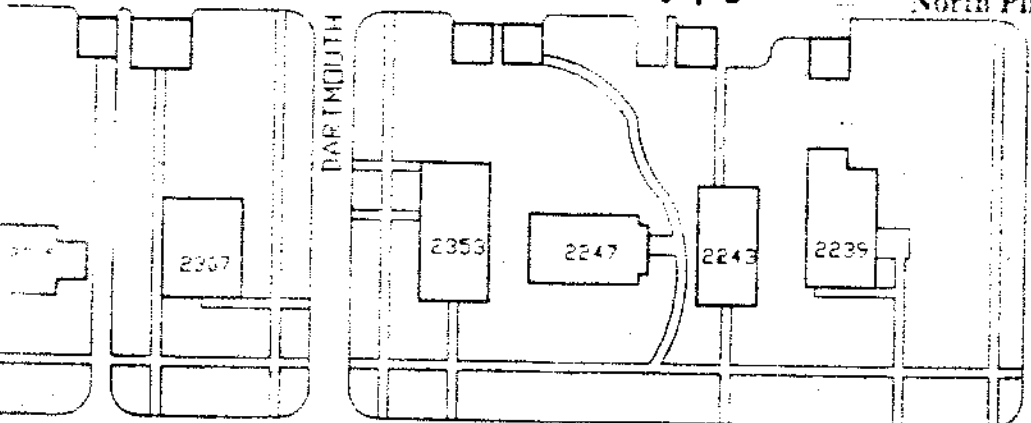
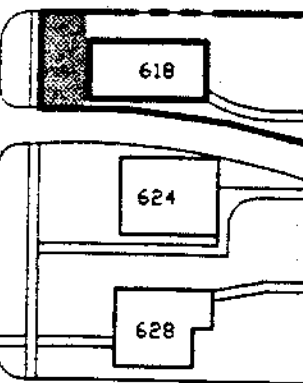
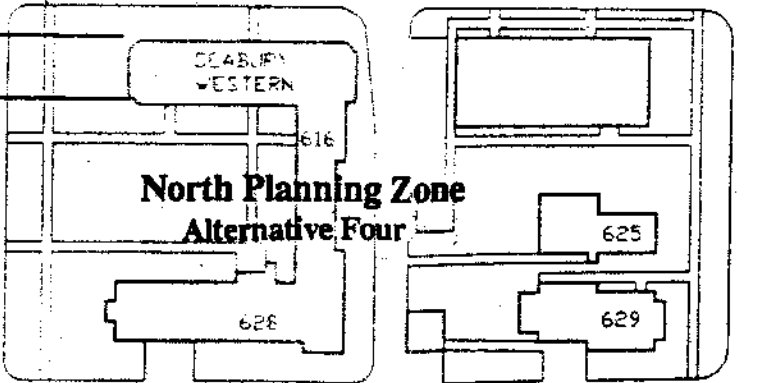
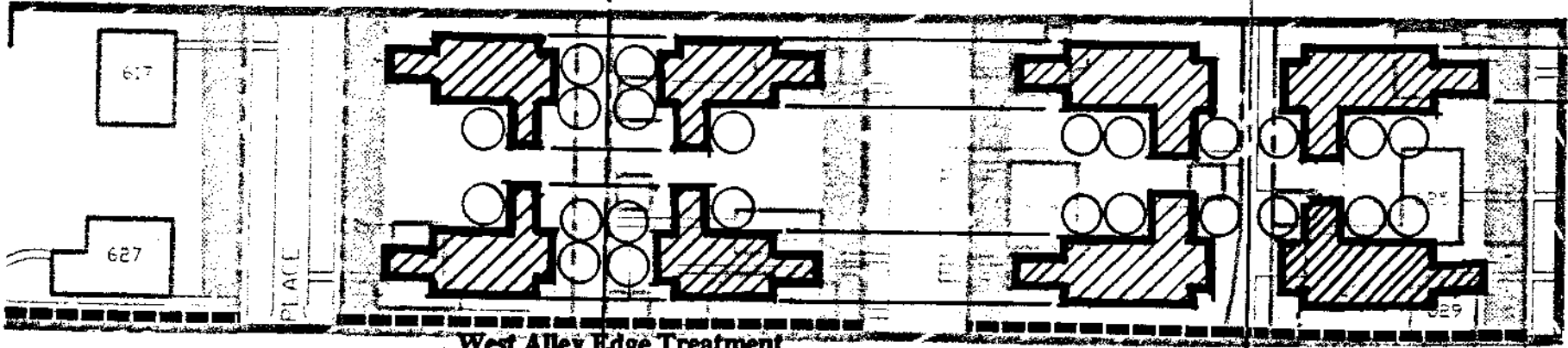
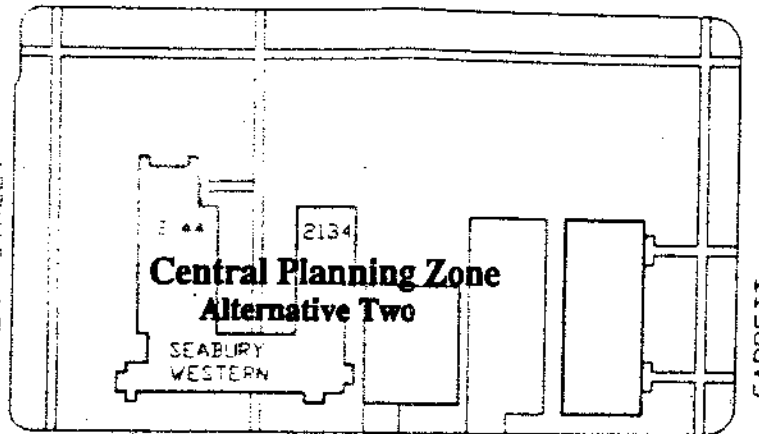
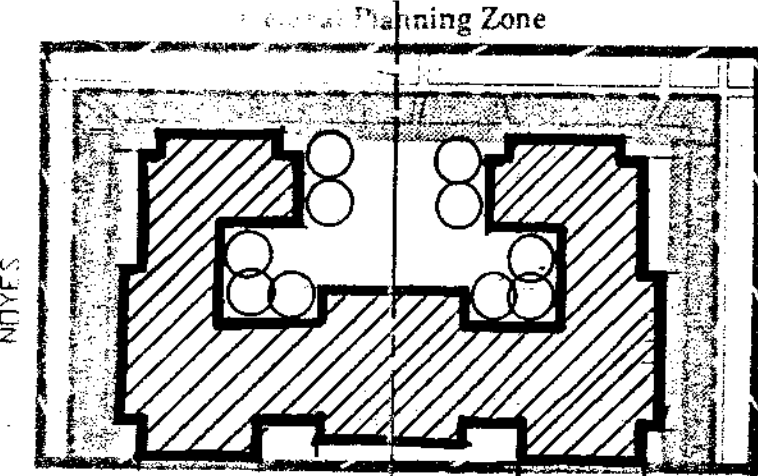
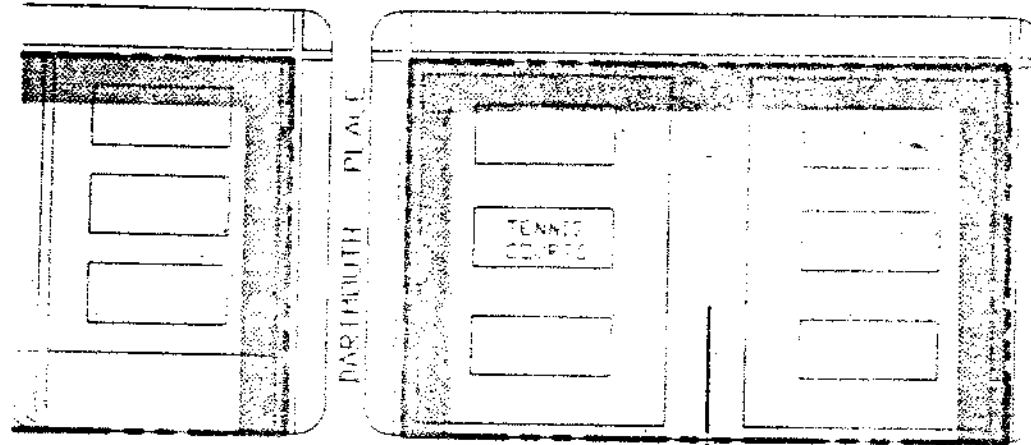
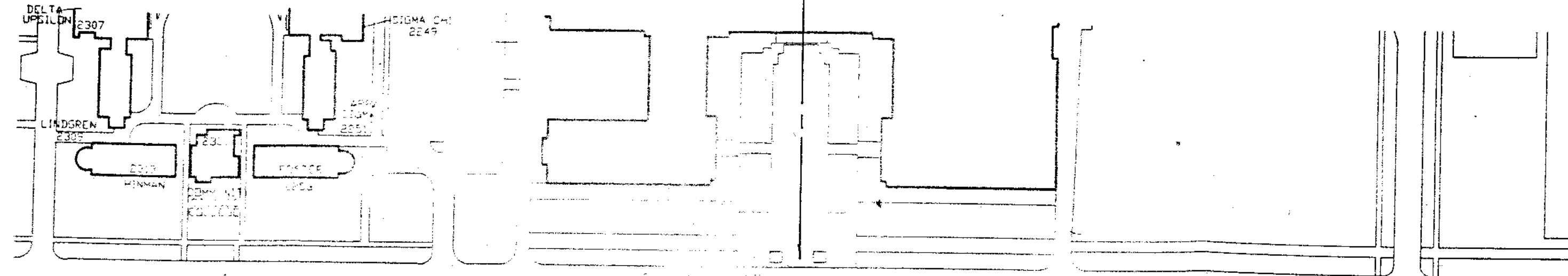


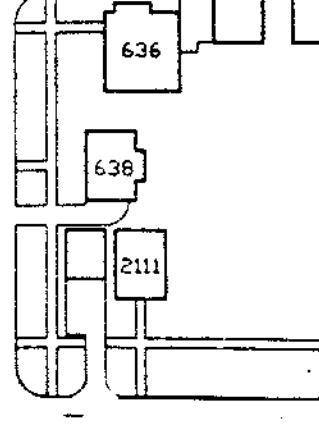
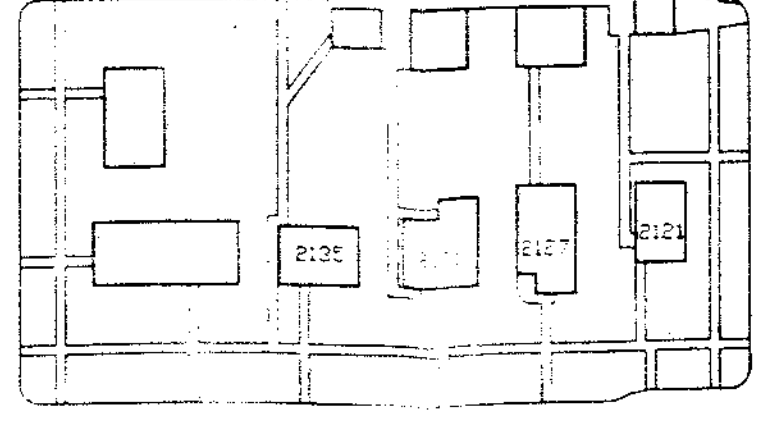
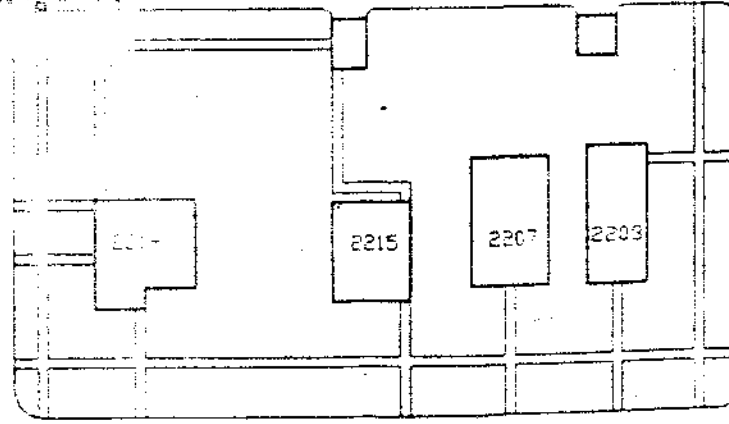
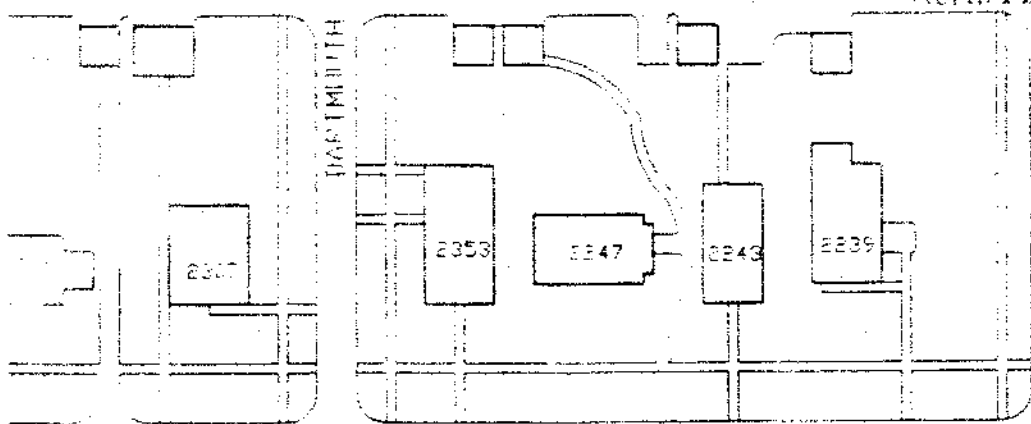
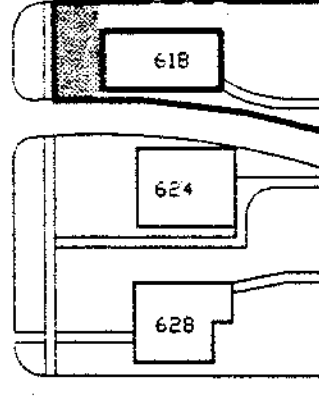
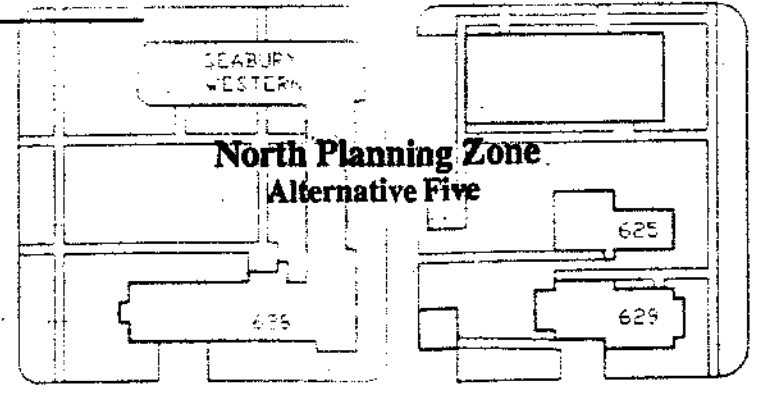
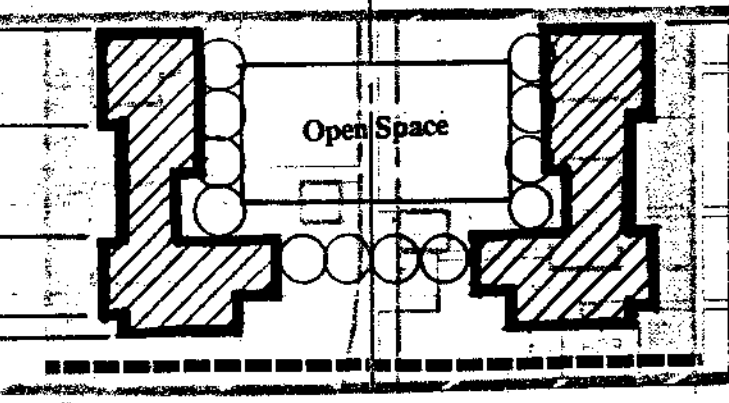
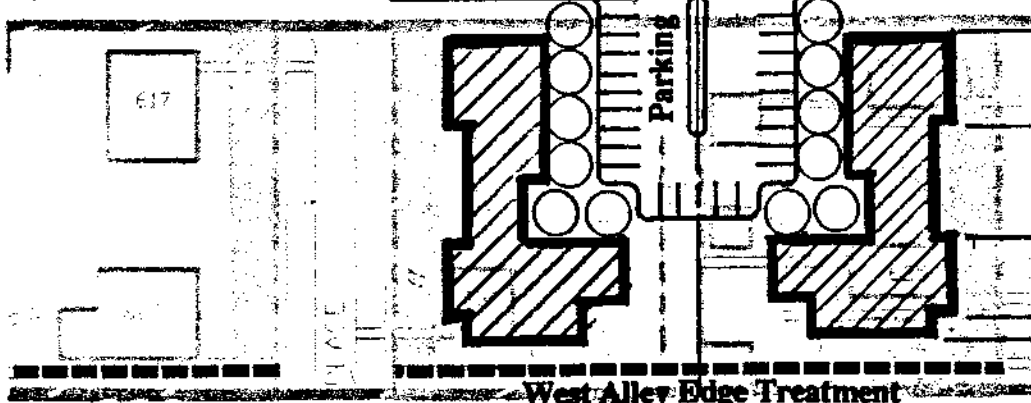
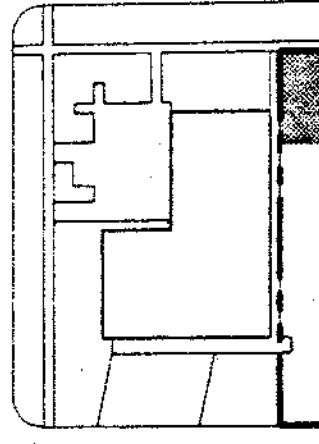
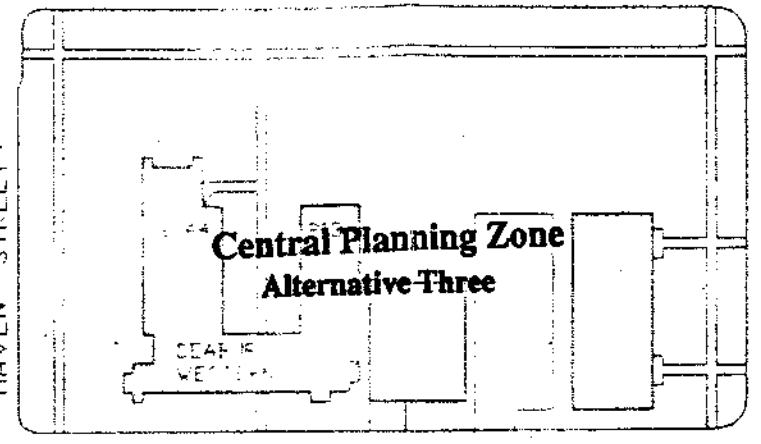
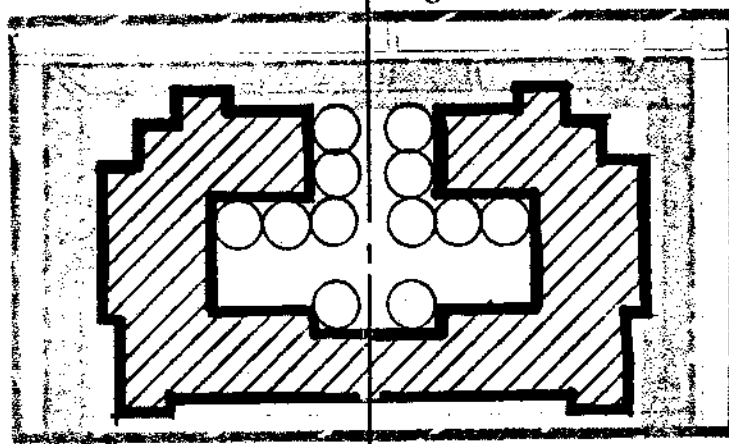
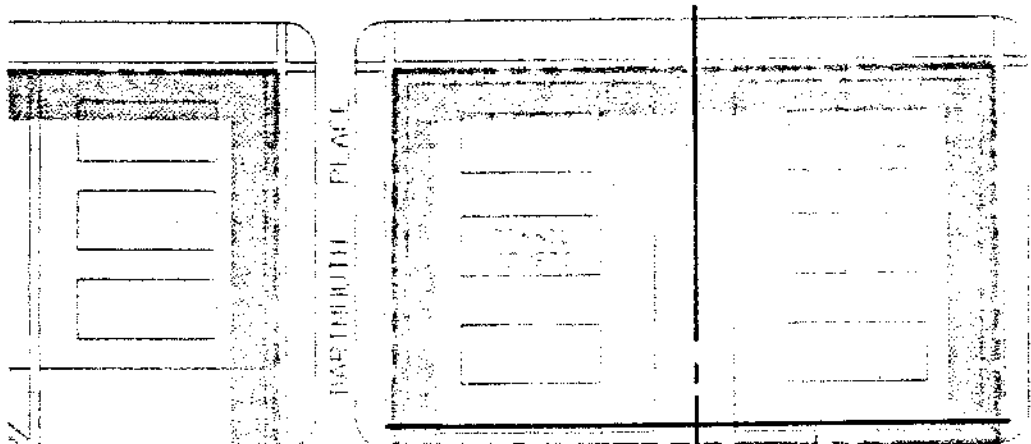
SHERIDAN ROAD  
Central Planning Zone

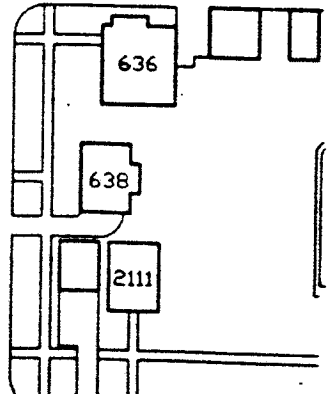
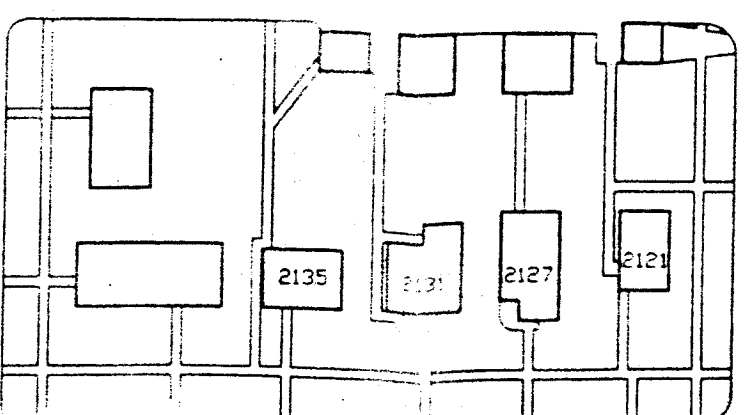
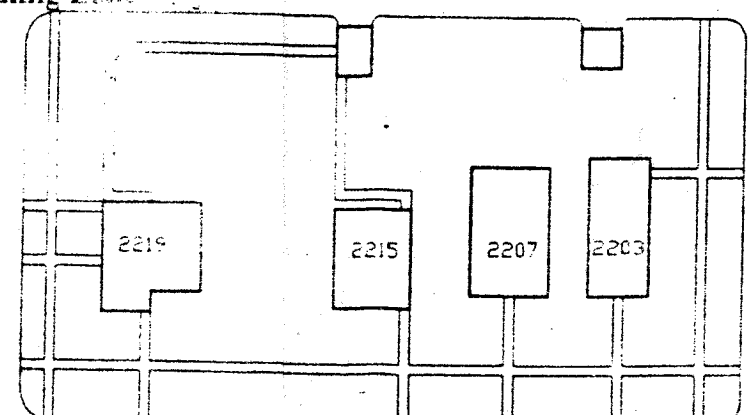
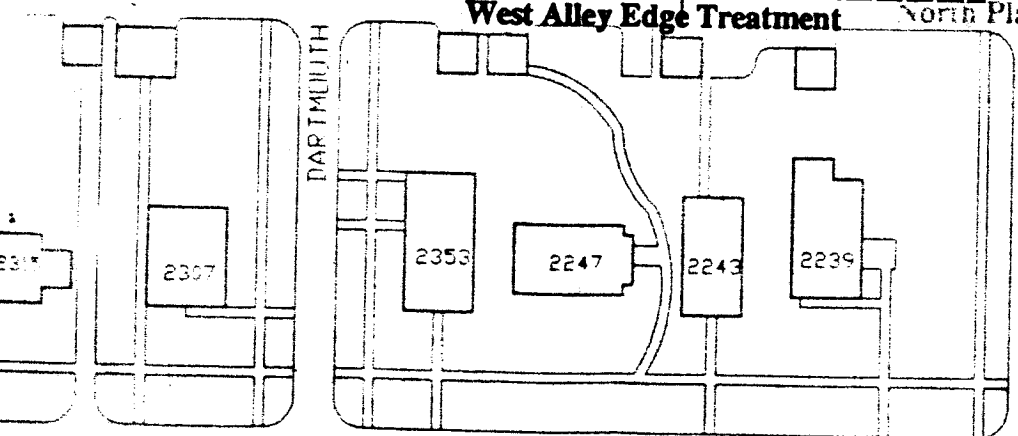
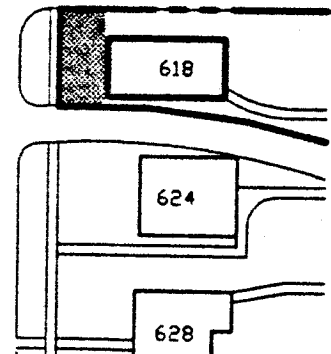
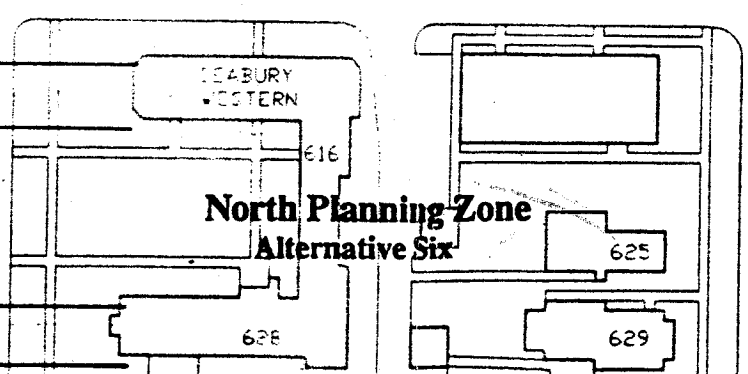
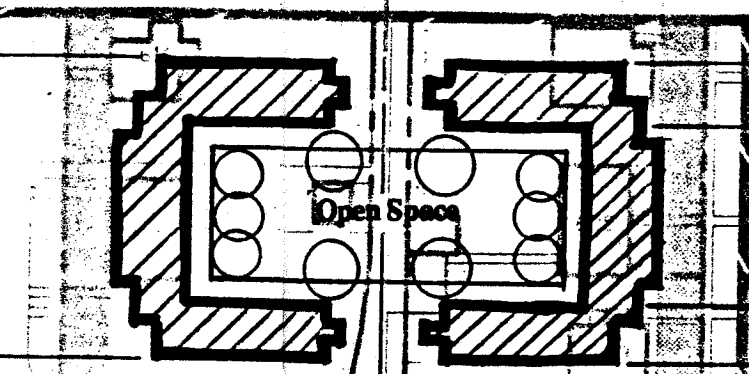
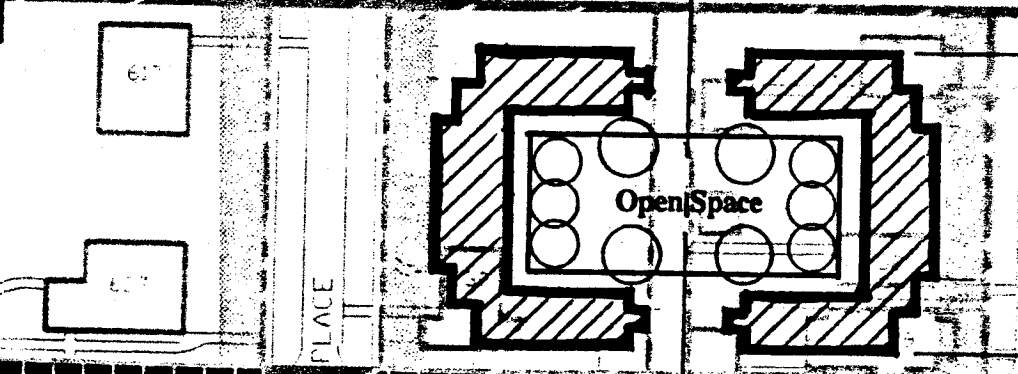
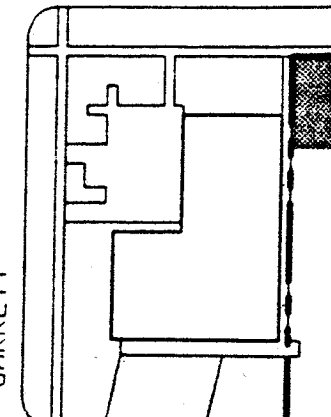
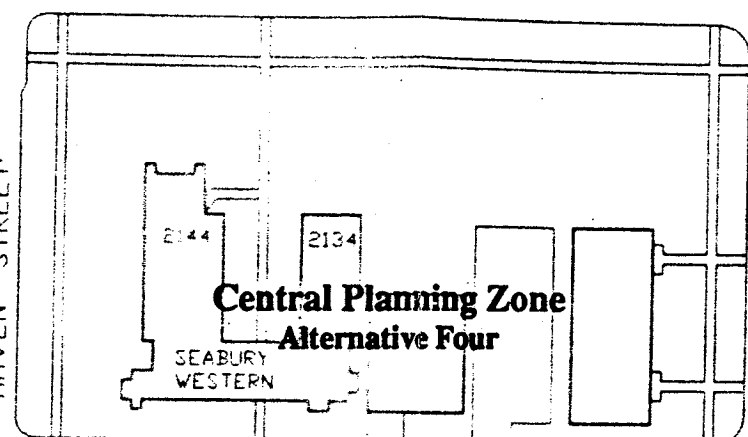
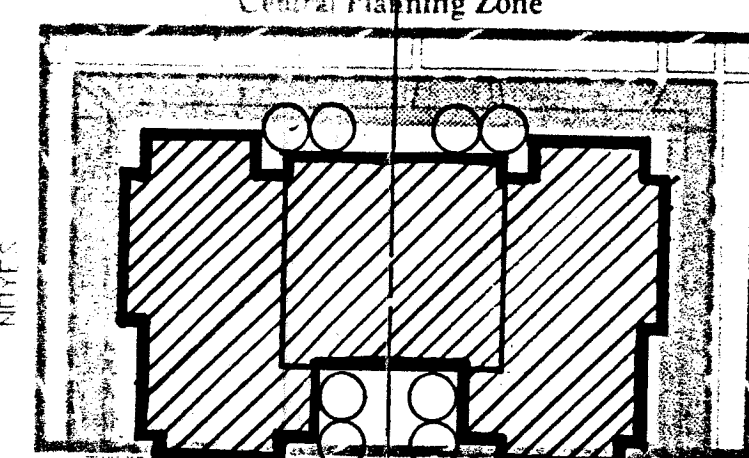
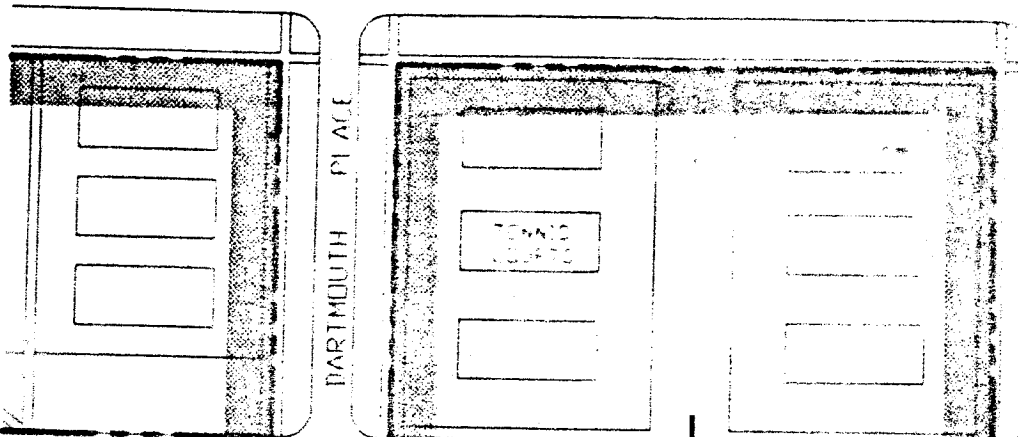
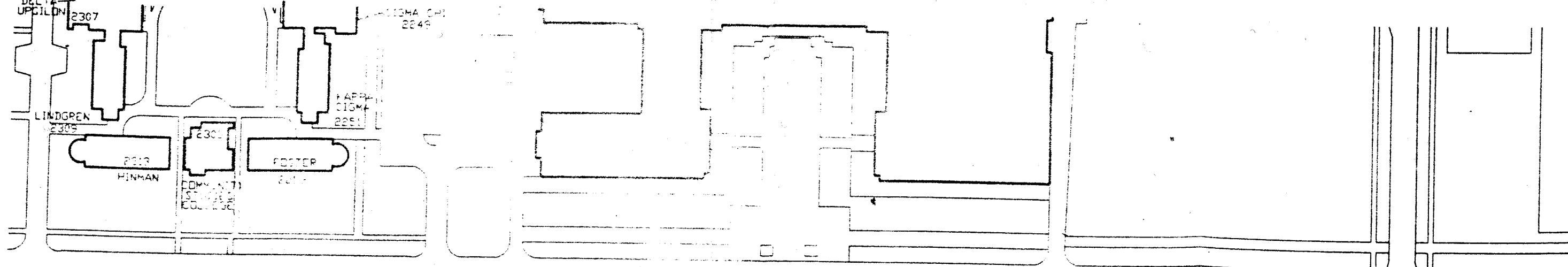


West Alley Edge Treatment North Planning Zone





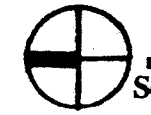




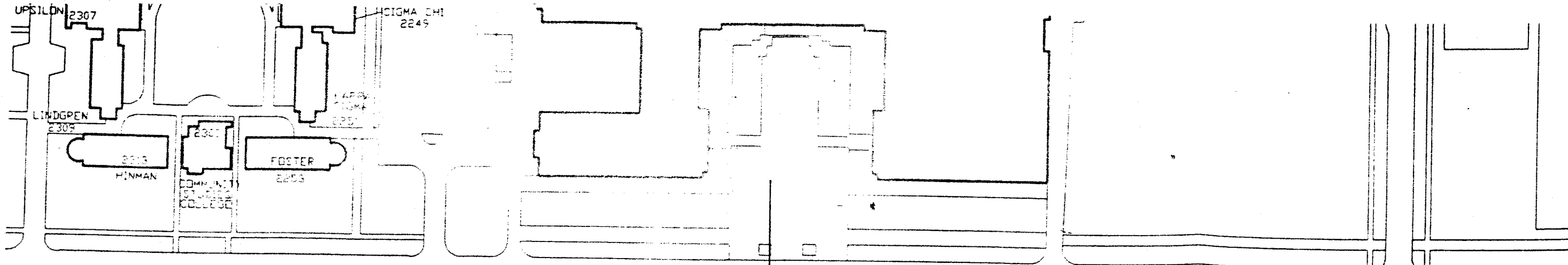
NORTHWESTERN UNIVERSITY

Evanston Campus - West of Sheridan Sub-Area Master Plan

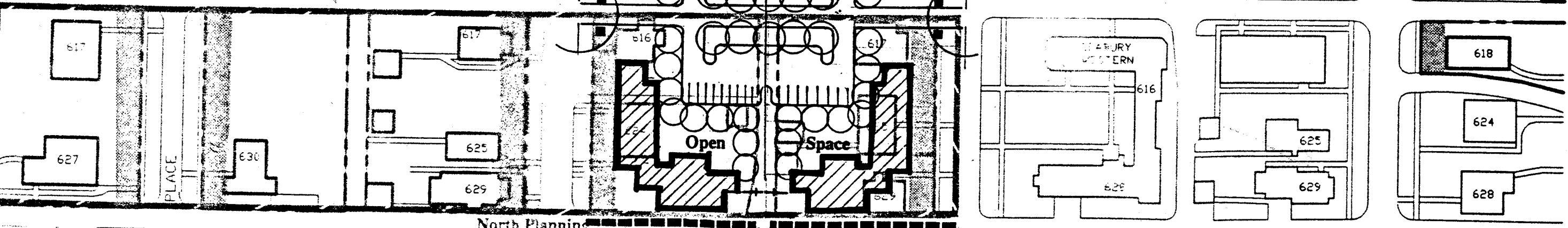
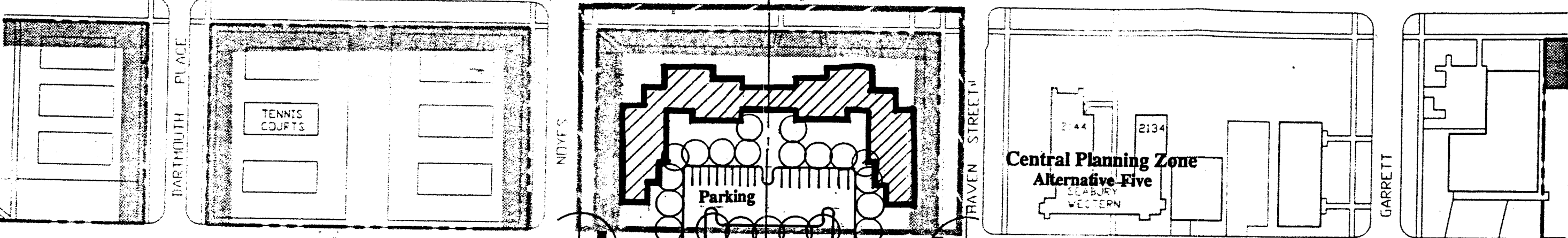
North Planning Zone Central Planning Zone 0 50 100 200



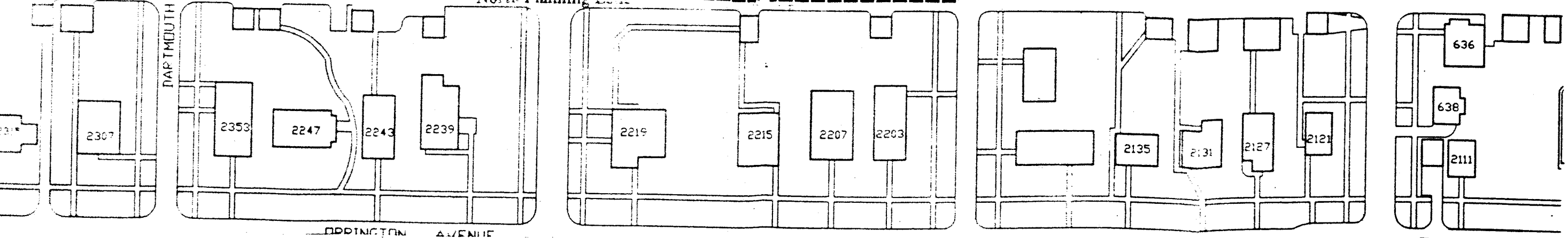
JJR/  
September 1995



SHERIDAN ROAD  
Central Planning Zone



North Planning Zone

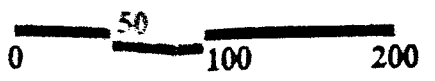


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Evanston Campus - West of Sheridan Sub-Area Master Plan

North Planning Zone

Central Planning Zone



JJR/

September 1995



### Central Planning Zone

The Central Planning Zone includes the area bounded by Noyes and Haven Streets facing Sheridan Road east of the East Alley, which currently is the site of a large surface parking lot.

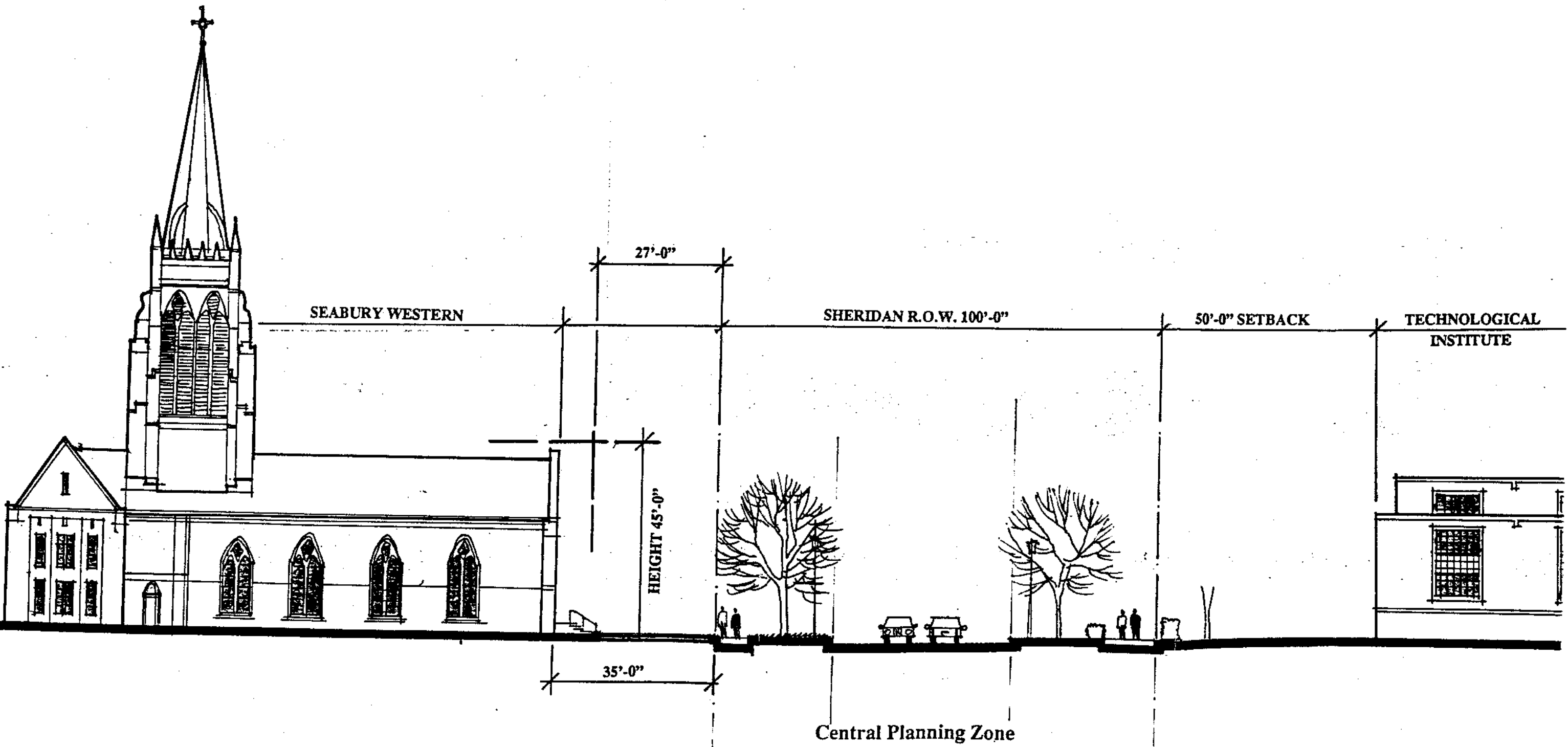
Five alternative scenarios are illustrated for this planning zone. All of the alternative plans are anchored by a substantial footprint for the expansion of the Technological Institute with interior block parking and/or open space. This zone is the ideal location for such substantial buildings because of

1) the building mass of the Technological Institute east of Sheridan and the Seabury Western Seminary church, 2) the relatively low recommended setback distance from Sheridan Road and 3) the availability of the tennis courts as balancing open space.

Please refer to the previous pages for graphic illustrations of the alternative planning scenarios for this zone.



Central Planning Zone Character



### Sheridan Planning Zone

The Sheridan Planning Zone is located along Sheridan Road East of the East Alley, between the Sheil Religious Center at Garrett Place and Emerson Street. A single alternative is proposed for infill development of parking lots with structures that are compatible in scale, architectural character and courtyard/building mass space articulation as the existing framework which remains substantially in place. The open space east of Sheridan provides an appropriate setting for the relatively large and dense development west of Sheridan in this zone. A fifty-foot setback along Sheridan Road is recommended as consistent with the currently established pattern. Given other bulk density requirements, exceeding the twenty-seven foot required setback does not limit the amount of development permitted on each site.



Sheridan Planning Zone Character



Sheridan Planning Zone Character

### South Planning Zone

The South Planning Zone is located between Foster and Emerson east of Orrington Avenue and West of the properties which face Sheridan Road. Three alternative concepts are illustrated for the development of this zone. The alternatives differ in 1) the amount of parking provided versus the amount of open space at the north dormitory entrance, and 2) the intensity and layout of potential building development.

MAINTAIN RESIDENTIAL CHARACTER

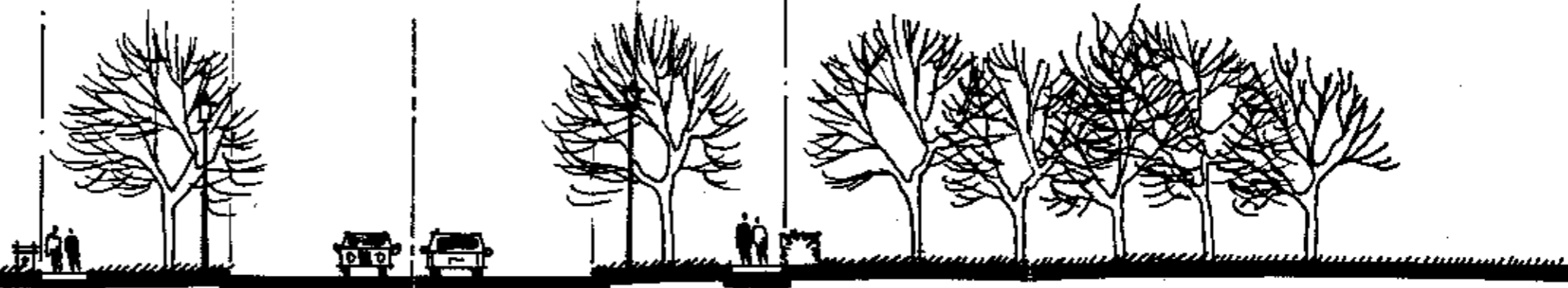
50'-0" SETBACK

SHERIDAN R.O.W.

IMPORTANT OPEN SPACE



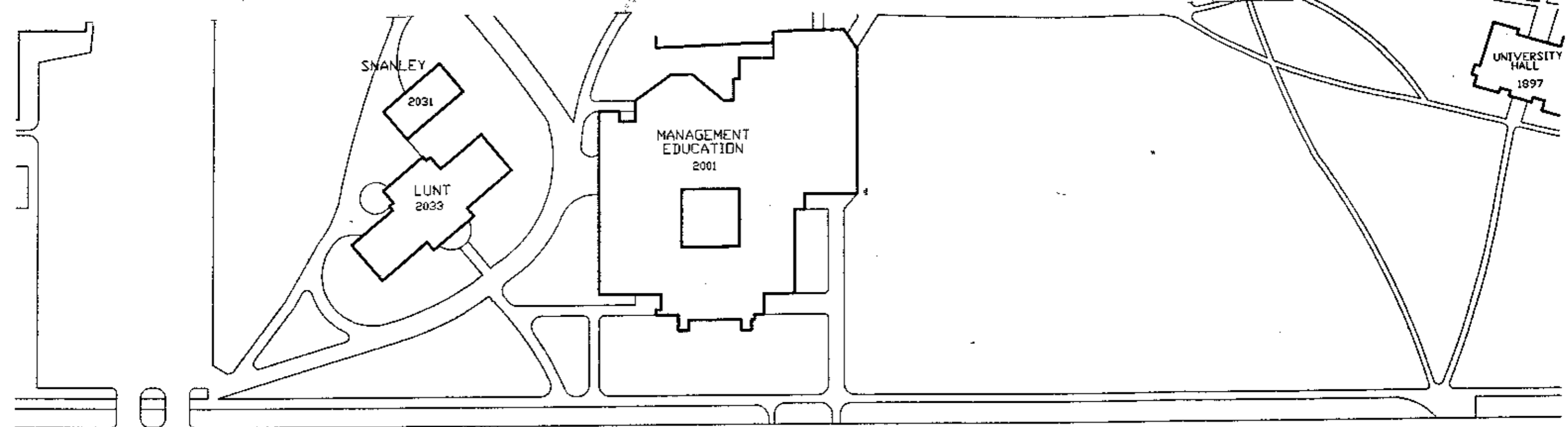
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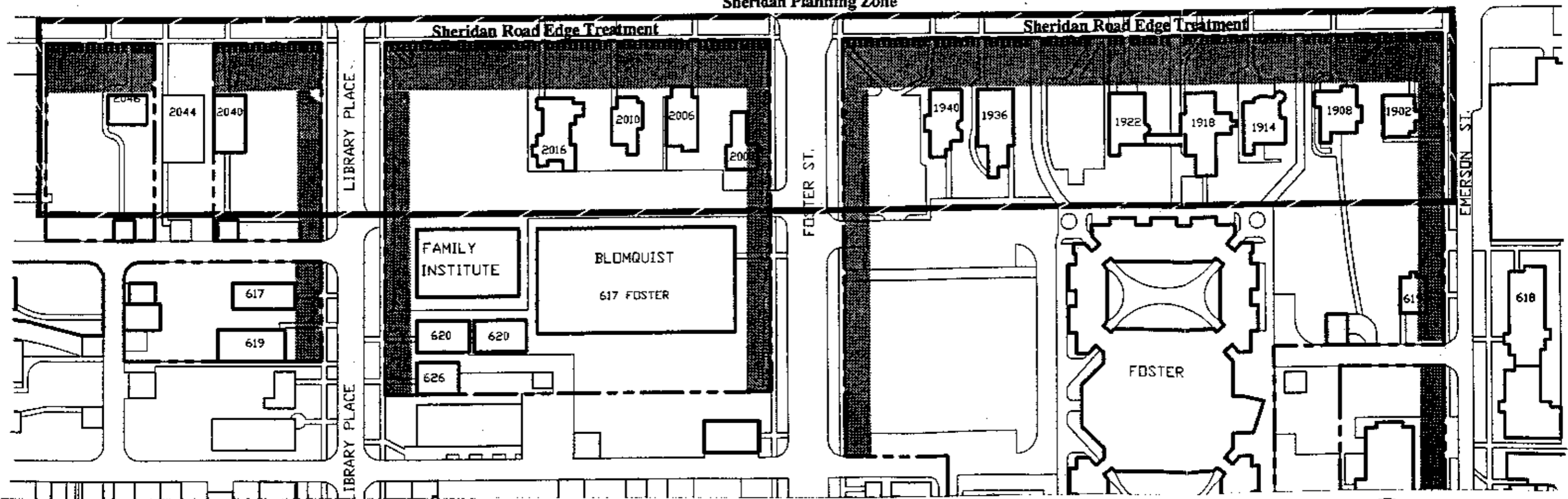
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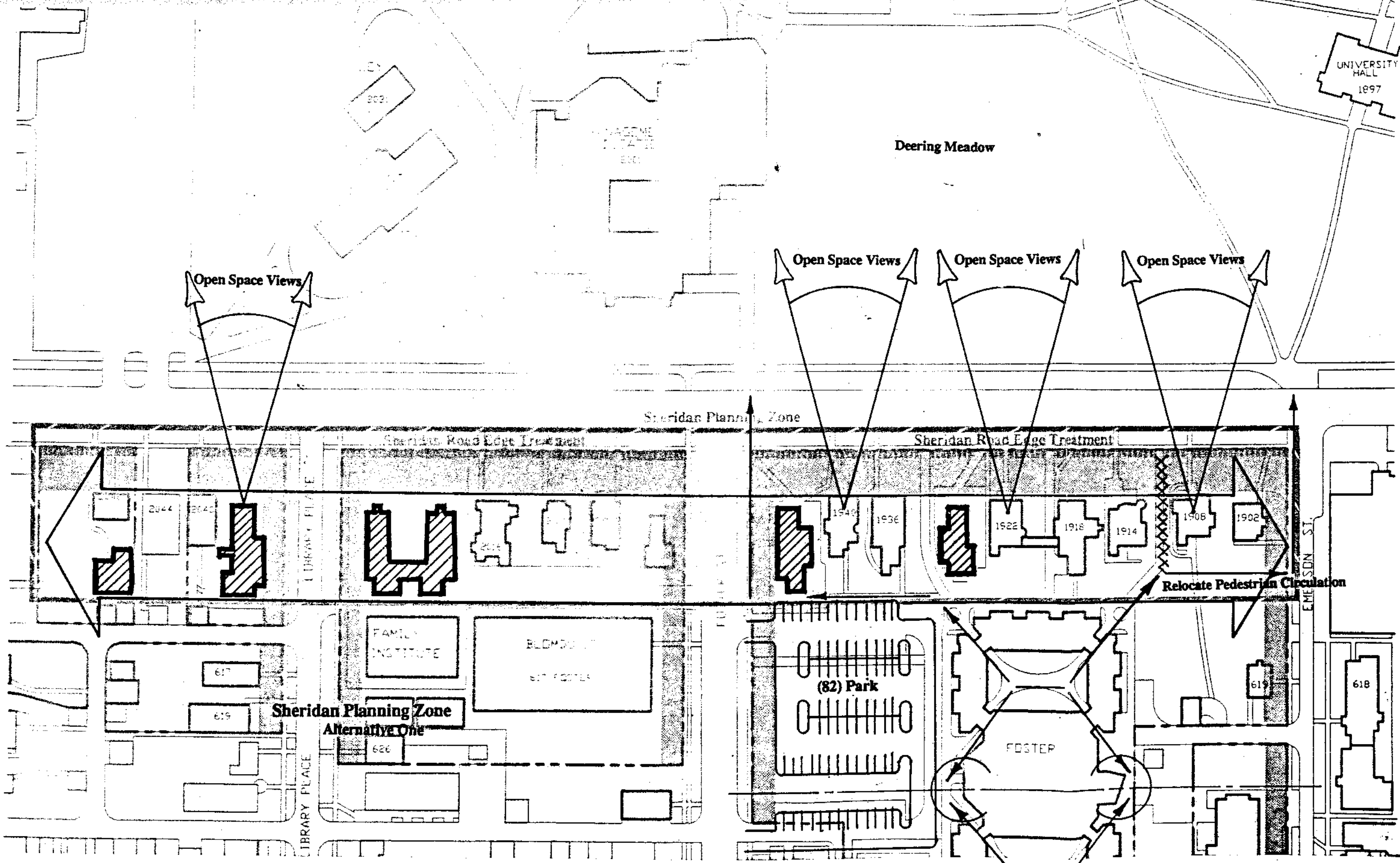
Sheridan Planning Zone

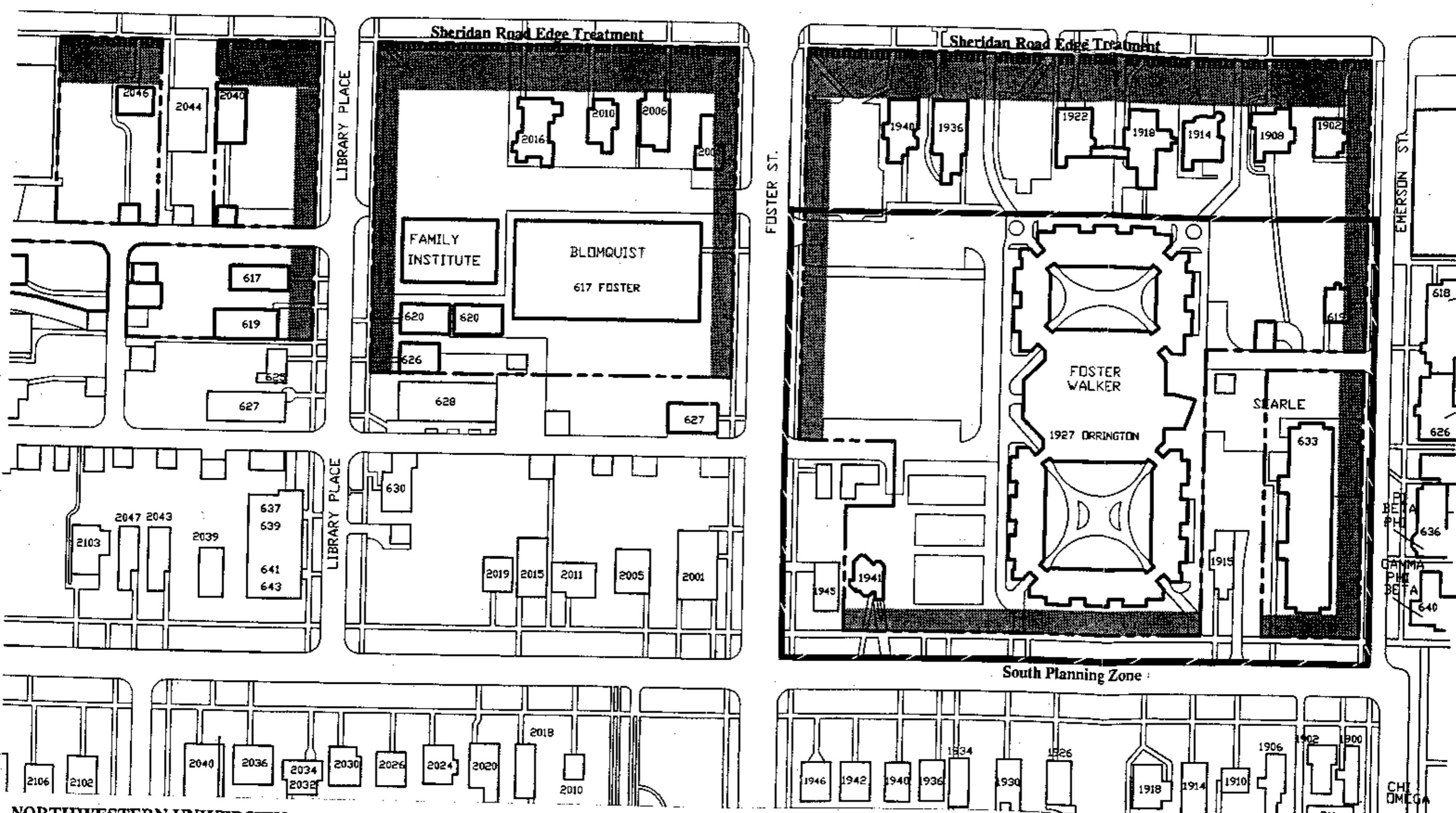


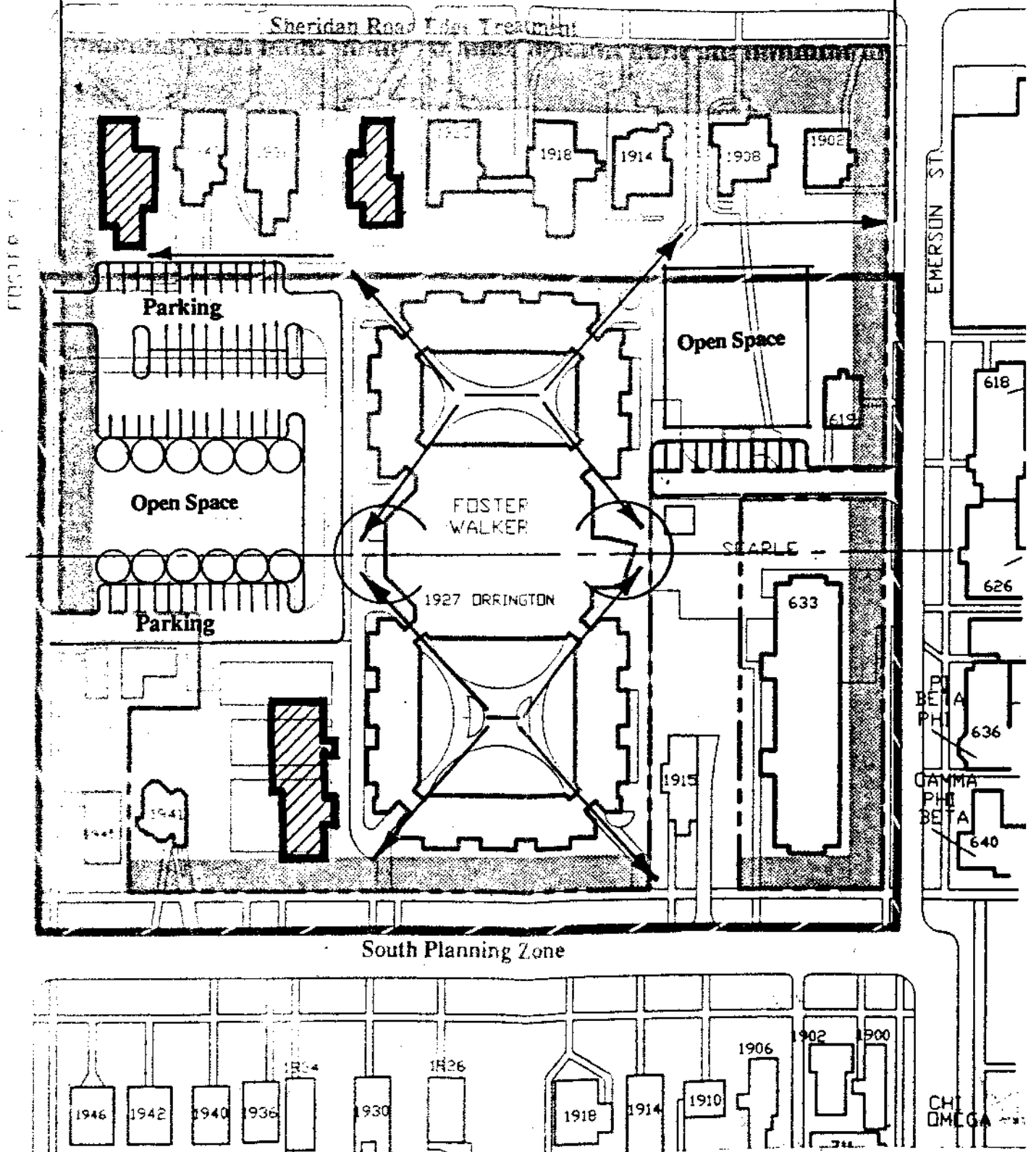
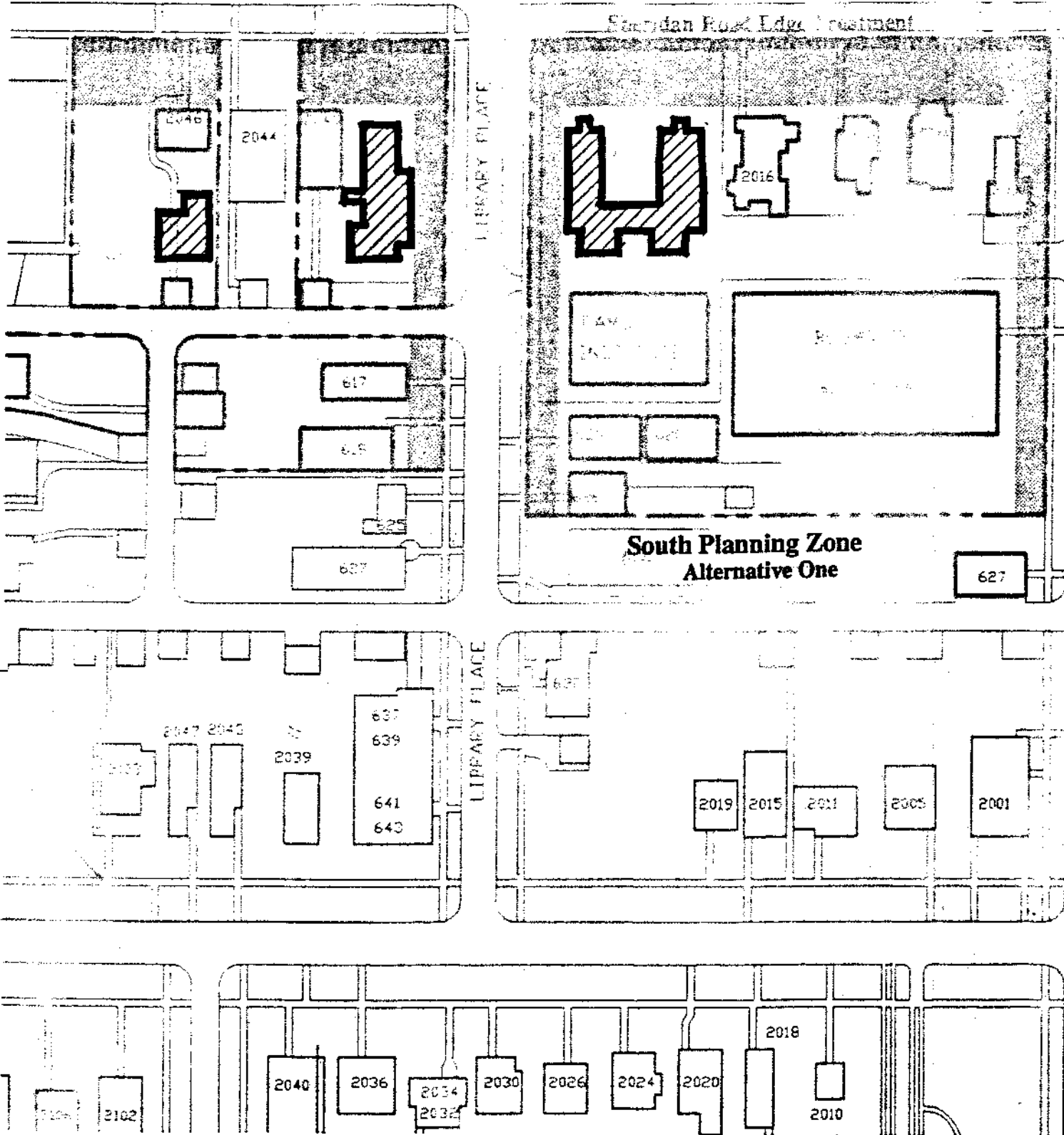


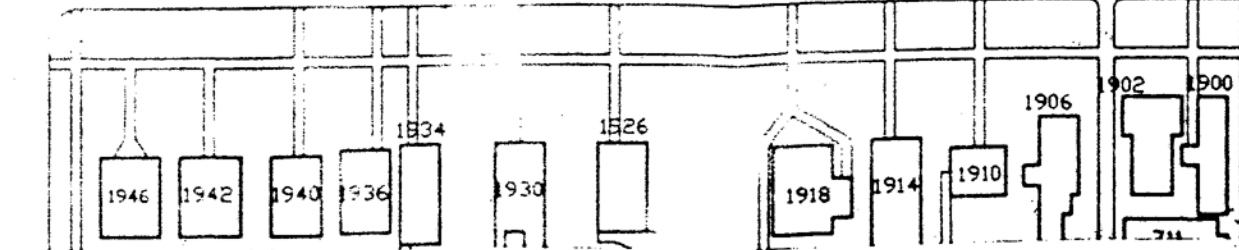
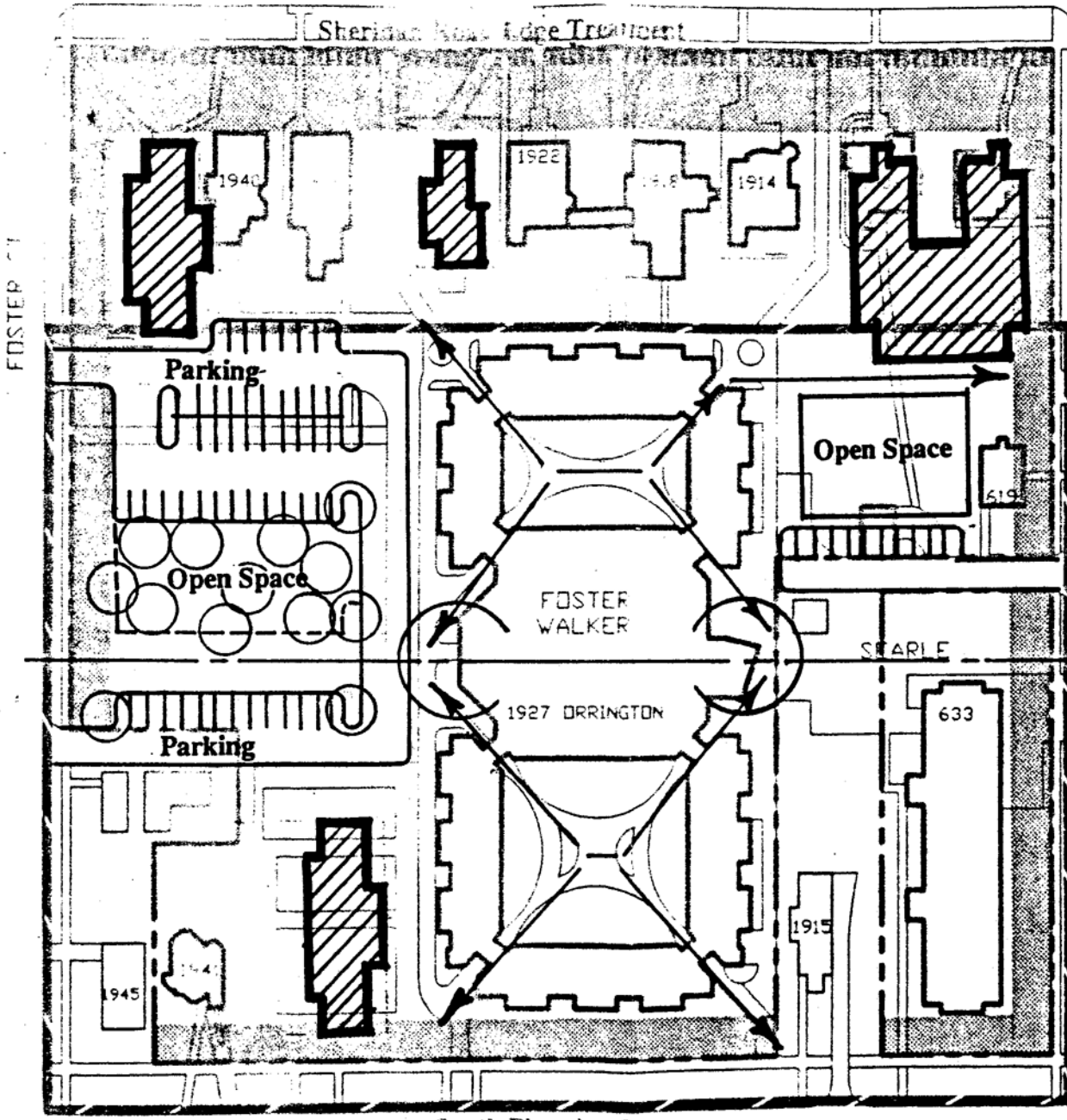
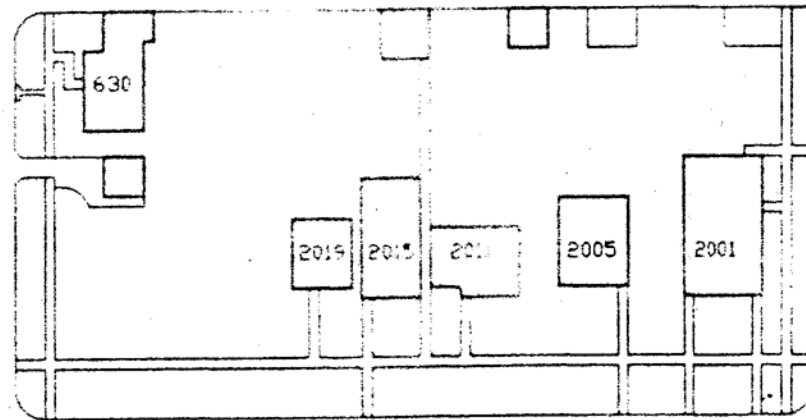
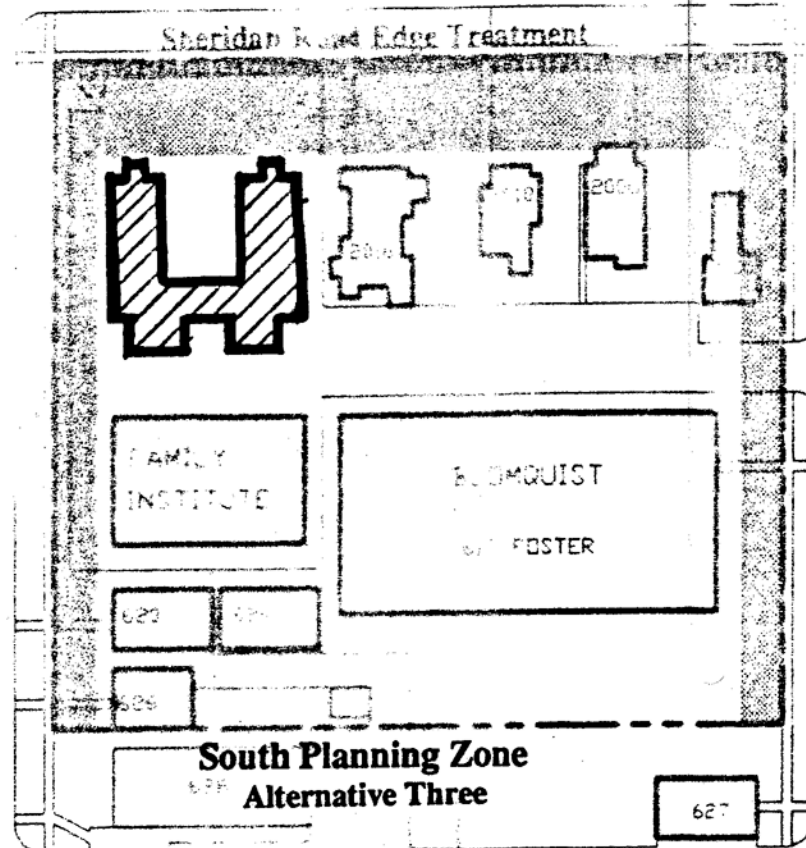
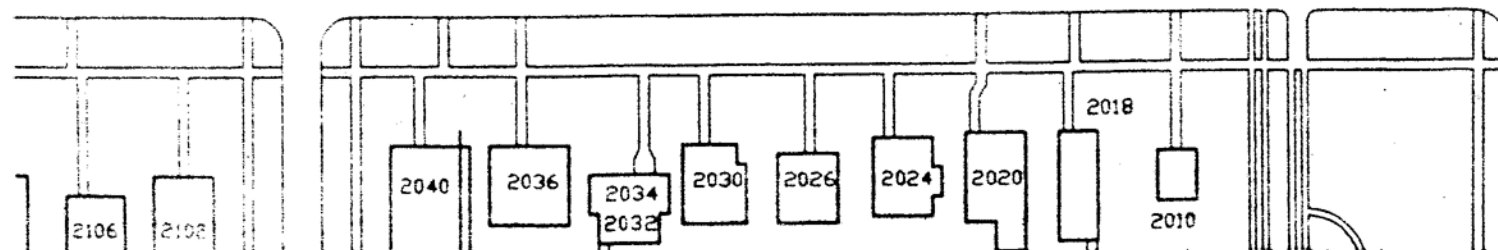
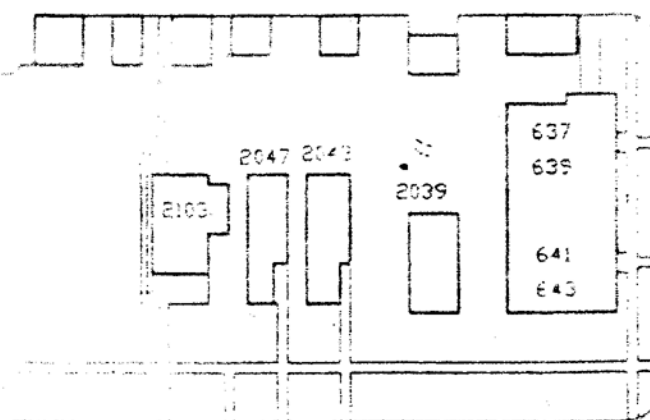
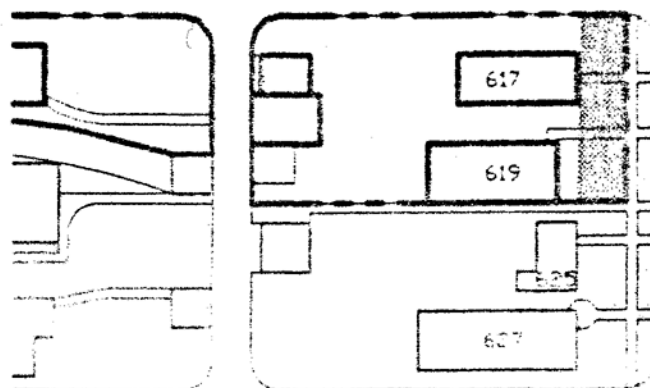
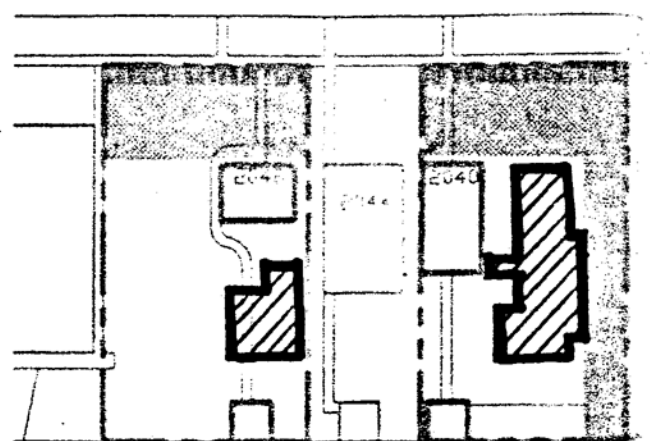
Sheridan Planning Zone







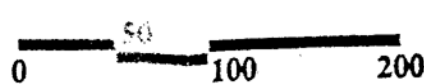




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South Planning Zone



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# Design Guidelines

## **Key Design Objectives**

The principal goal of establishing guidelines is to encourage planning and design compatible with the surrounding community in terms of both existing character and desired future character. The application of the recommended design treatments defined in this document can help establish a unified visual image within the West of Sheridan Sub-Area and throughout the campus. The use of consistent setbacks, architectural articulation and fenestration, landscaping, and edge treatment; and standard benches, waste receptacles, lights, signs, and other site elements are essential in achieving a consistent level of quality in detail and function.

These guidelines address a number of site elements and treatments that collectively contribute to a high quality campus character. This attention to detail will achieve the following objectives:

1. Preserve and enhance desirable visual characteristics.
2. Establish a more unified image.
3. Contribute to a sense of orientation.
4. Improve pedestrian convenience, safety, and security.
5. Achieve an increased sense of order and organization.
6. Minimize maintenance costs while achieving a higher level of cost-effectiveness.

## **General Policy**

These Design Guidelines should be used for reference in conjunction with the Northwestern University - Evanston Campus Master Plan and the West of Sheridan Road Sub-Area Master Plan throughout the development of any architectural or site improvement project. Prior to the completion of schematic design of a design project (new or renovation), the proposed plans should be reviewed in light of these Master Plans/Design Guidelines.

Site Planning and Architectural Character are addressed below.

## **Site Development**

### ***Building Envelope***

The building envelope is defined as the buildable area within the required setbacks, per the zoning ordinance, and the recommended setbacks, typically located at the same distance from the street as the predominant setback of comparable, adjacent properties/buildings.

### *Site/Building Relationships*

Buildings should harmonize with neighboring areas; this can be achieved through attention to, and use of comparable, elements such as size, style, form, color and materials. However, on balance, building placement and design should also be used to encourage individual site and building identity and distinctiveness. Grading and landscaping should blend gently with adjacent properties.

### *Architectural Character*

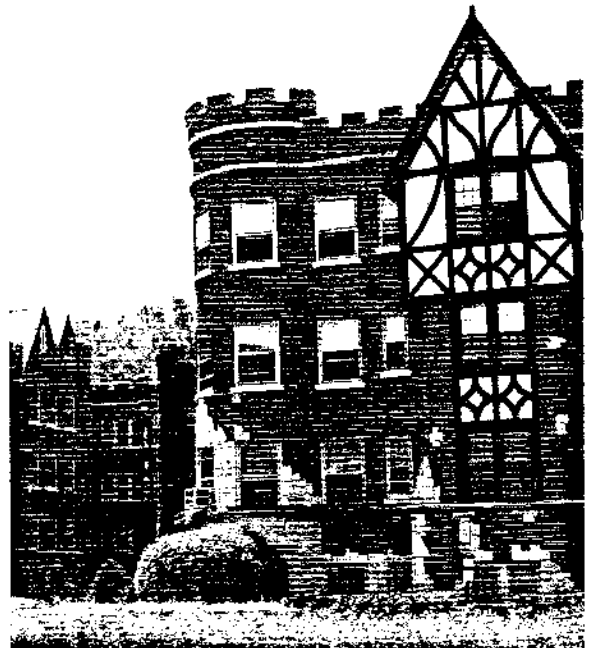
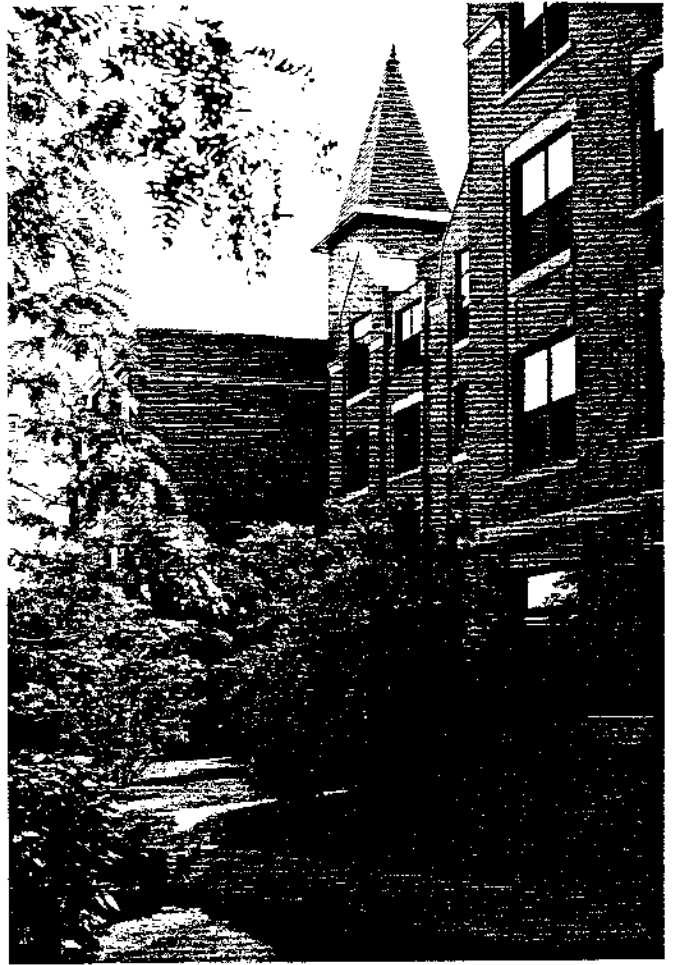
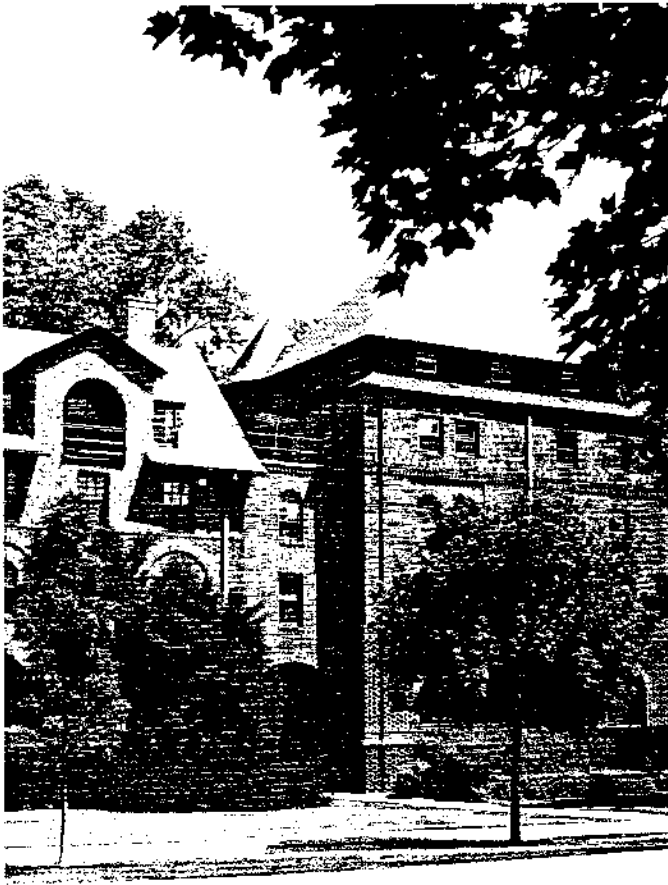
The placement and design of new buildings and renovations can serve to enhance and unify the Sub-Area. The following criteria should be used to evaluate the appropriateness of proposed new buildings and renovations within the Sub-Area:

1. Seek to create clear visual and functional ties between new and existing buildings.
2. Locate new buildings within the envelopes identified. In general, buildings should define the edges of development blocks and should frame open spaces on the block interior. Setbacks from the street should create a positive community image and be similar in dimension to the setbacks of adjacent buildings. Observe the recommended setbacks between buildings and adjacent streets and sidewalks illustrated in the Master Plan.
3. Design buildings to be not less than two stories in height. The T-1 Zoning District maximum height is 2 1/2 stories or 35 feet. The T-2 Zoning District maximum height is 45'; a majority of buildings should be 3 stories.
4. Improve and unify campus identity by being sensitive to the existing development context in the design of new buildings. These new buildings should respond to the mass, dimensions, scale, materials, facade articulation, roof lines, and overall character of Evanston's Orrington Avenue community and Northwestern University campus.. The design of new facilities should give priority to continuity and integration.
5. Use high-image buildings along Sheridan and to define important pedestrian corridors and activity centers.
6. Use predominantly masonry (limestone, brick, concrete) exterior building materials in the Central Planning Zone, a mixture of materials compatible with those currently found throughout the study area.
7. Select masonry colors compatible with other adjacent structures. Special emphasis should be given to the use of limestone-compatible colors in building material selection.
8. Design building facades so that masonry predominates over glass; glass should be used for window openings only, not as a sheathing material.

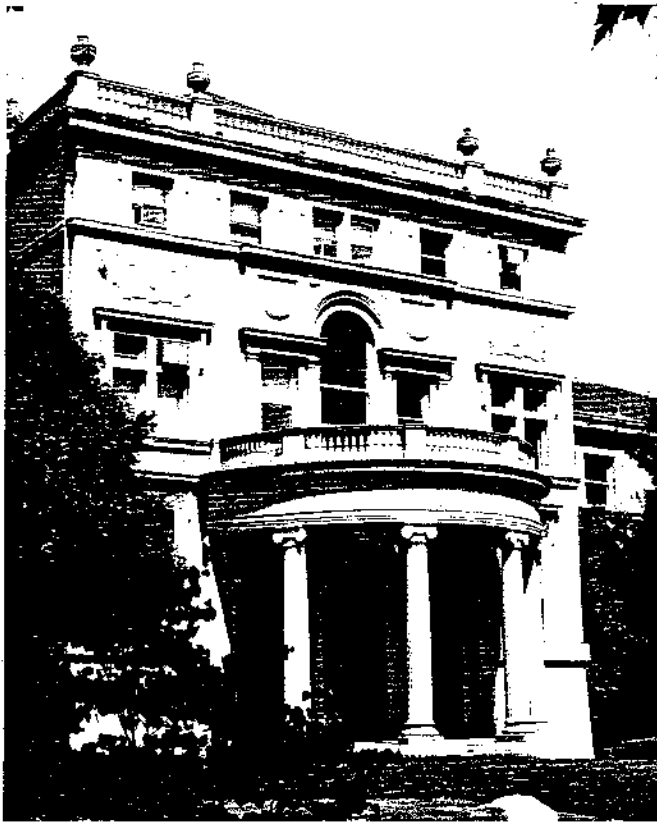


Appropriate Courtyard/Building Mass Pattern





Appropriate Facade Articulation/Roof Character



Entrance Treatments

9. Create a distinctive campus identity and a sense of visual continuity through the landscape treatment of the area between buildings and adjacent streets. The treatment of this street-edge zone should create visual consistency, which helps to blend a variety of architectural styles.
10. Carefully consider and coordinate interior/exterior relationships in the design of new buildings including pedestrian approaches, entrances, open spaces, service areas, and parking areas.
11. Provide entrances at ground level and insure barrier-free access to entrances, lobbies and main building areas.
12. Adequately consider utility, service, parking, vehicular access, pedestrian access, and open space requirements in the design and construction of all new buildings. Address impacts on the capacity and cost of such infrastructure system improvements.

Photographs on the previous pages illustrate appropriate courtyard/building mass patterns, facade articulation, roof character, and entrance treatments.

### ***Vehicular Circulation***

A hierarchy of streets currently exists in the Sub-Area, and should be maintained. The type of street within this hierarchy is defined by typical traffic volumes, the nature and intensity of adjacent land uses, and architectural, historical and contextual characteristics. Pavement, lighting, landscaping, and street furnishings should be used consistently to visually define and reflect each street type. Street intersections and alley entrances, as potential points of vehicle-vehicle and vehicle-pedestrian conflict, require simple, coordinated design and higher illumination levels.

University traffic should be encouraged to use the East Alley and discouraged from using the West Alley to improve the separation of University and non-University circulation. Edge treatments, signage and design of parking areas should aid this effort.

The use of alleys to support service vehicles such as trash/recycling trucks and delivery vehicles must also be carefully considered during the redesign of alleys and parking areas. Service access must be maintained to all buildings, however, routing can be redirected to utilize north-south alleys and access the east-west alleys from the East Alley.

### ***Vehicular Parking***

Parking in the Sub-Area currently occurs along City streets, alleys, and in parking areas. It is recommended that these three approaches remain; however, the alley and area parking should be improved and consolidated to make them more aesthetically compatible, increase parking availability, facilitate distribution and use and protect adjacent neighborhood.

Distribution of and linkages to parking should reflect the predominant destination of users. Parking areas should be located along alleys or accessed from alleys rather than directly from streets. Parking areas should be located on the interior of blocks where possible; rather than along streets. Sheridan Road in particular should receive infill development as a preference over the several

existing parking areas. New curb cuts should be minimized; existing curb cuts should be reduced where possible, especially along Sheridan Road.

Particular attention should be paid to siting and screening parking areas to protect views from adjacent properties and minimize changes to the neighborhood character. Design of parking areas should utilize compact bays and substantial landscaping. Barrier-free parking should be located convenient to entrances with minimal vehicular crossing and appropriate ramping.

Use of individual garages on University-owned properties for parking is very low. Their current use for storage (e.g. theatrical stage sets) should be accommodated elsewhere, since the space occupied by the buildings has a greater value for parking and open space on the block interiors.

### *Pedestrian Circulation*

Walkways are a critical element in achieving campus unity. Photographs on the following page illustrate some successful walkway/edge treatments.

City sidewalks accommodate a majority of the pedestrian and bicycle traffic, however, some interior campus walkways are currently used. Delineation and reinforcement of pedestrian corridors and linkages is important in a campus such as this to promote ease of circulation and safety. Utilizing a consistent, high quality family of treatments along these corridors including paving, low walls, hedging, lighting and signage 1) creates a sense of quality and continuity, 2) reinforces the use of these walkways, and 3) and funnels pedestrians into fewer, appropriate crossing points at major intersections along Sheridan Road. Existing paving materials and patterns should be continued as a means of maintaining visual continuity and quality. Typically, concrete walks should be used in the study area.

Care should be taken to align walkways so that they connect major destinations and offer pedestrians a safe, interesting and relatively direct means of travel across campus. Consistent walkway widths should be identified and maintained across campus. These widths should emphasize a hierarchy of walks which respond to different volumes of pedestrian traffic.

Walkways not being utilized should be removed. Students and faculty will always discover new and apparently more direct routes. It is impractical to add new walks in all such instances; but where pedestrian movement is greater than the width of the existing walk, additional pavement should be added. Walks should be engineered to provide water runoff and avoid puddling

Barrier-free ramps should be provided at all roadway intersections. Walkways not being used should be removed. Standard pavement markings should be used to signal pedestrian movement at major pedestrian crossings. Crosswalks and ramps should all be constructed to meet ADA code requirements.



Appropriate Walkway/Edge Treatments

**NORTHWESTERN UNIVERSITY  
ACADEMIC BUILDINGS**

<b>ADDRESS</b>	<b>PROGRAM</b>
1801 Hinman	Undergraduate Admissions
1808 Chicago	Sociology
1809 Chicago	Communication Studies
1810 & 1812 Chicago	Sociology
1810 Hinman	Anthropology
1812 Hinman	Philosophy
1813 Hinman	Journalism
1813 Chicago	Communication Studies
1818 Hinman	Philosophy
1819 Hinman	Public Safety
1902 Sheridan	Writing Program
1908 Sheridan (vacant)	Journalism Annex
1914 Sheridan	African-American Student Affairs
1918 & 1922 Sheridan	College of Arts and Sciences Office
1936 Sheridan	Transportation Center
1940 Sheridan	Religion Department
2000 Sheridan	Women's Center
2006 Sheridan	Statistics Department
2010 Sheridan	Humanities Center
2016 Sheridan	Linguistics Department
2040 & 2046 Sheridan	Urban Affairs
515 Clark	Administration Auditing Department
555 Clark	Anthropology/University Relations
616 & 617 Noyes	Integrated Science Program
617 Haven	National High School Institute
617 Library	Urban Affairs
618 Garrett	International Studies Center
619 Clark	Bursar/Accounting
619 Emerson	History Annex
619 Dartmouth	Talent Search Program
620 Library	African Studies Program
625 Colfax	University Press
625 Haven	Survey Laboratory
625 Noyes	Health Services Center
626 Library	Urban Affairs
627 Dartmouth	Searle Teaching Center
629 Foster (vacant)	Niller Center
629 Colfax	Art Department Annex
629 Noyes	Health Services Center
630 Dartmouth	International Student Center
618 Colfax	Temporary Housing
624 Colfax	Temporary Housing
626 Colfax	Temporary Housing
620 Noyes	Temporary Housing
619 Library	Temporary Housing
1941 Orrington	Temporary Housing