

**NORTHWESTERN UNIVERSITY MASTER PLAN CONCEPT:
PHASE ONE**

SUMMARY REPORT

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NORTHWESTERN UNIVERSITY MASTER PLAN CONCEPT

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NORTHWESTERN UNIVERSITY MASTER PLAN CONCEPT: PHASE ONE

I. INTRODUCTION

A. Purpose of the Master Plan Concept

The Northwestern University Master Plan Concept has been prepared to guide future planning decisions. By following the plan recommendations, decision-makers can ensure that the campus' many positive characteristics are enhanced and that opportunities for improving its quality as a place to work, study, and live are used to advantage. To achieve these goals, this plan provides a physical framework which specifies how growth and change should occur on campus within the context of its existing development patterns.

During initial Phase One planning workshops, the Administrative Planning Committee identified three objectives of the master planning effort:

1. Improve the aesthetic quality and visual impact of campus outdoor spaces, including campus edges and entries; softscape areas like the Sculpture Garden and Deering Meadow; hardscape spaces such as the plaza at the Technology Institute and "the rock" plaza; large open spaces, especially along the lakefront; and individual building courtyards.
2. Improve vehicular and pedestrian circulation systems by 1) establishing well-defined north-south pedestrian corridors on the interior of the campus (east of Sheridan) and improved connections across Sheridan Road, 2) identifying appropriate alternative locations for future parking deck sites, and 3) more clearly distinguishing pedestrian routes from internal campus vehicular drives.
3. Recognize the importance of maintaining circulation links between Main Campus and the University's Research Park, Athletic Facilities, and Administration Buildings.

This document summarizes Phase One of the Master Plan, which is a conceptual overview of plan recommendations. Phase Two should refine the ideas generated in Phase One to formulate specific design recommendations for Special Project Areas (see Section IV). Additional financial resources will be required to initiate more thorough exploration and refinement of initial concepts in a second phase.

B. Master Plan Process

The University's Administrative Planning Committee worked closely with the Consultant to develop Master Plan recommendations. The Committee met monthly to review information presented by JJR and to provide direction for future planning tasks. To ensure that the plan would represent the best thinking of the University community, interviews were conducted early in the planning process

with students, faculty and staff representatives. These interview sessions yielded many insights into planning issues and provided an opportunity for the campus to become more informed about the planning process and the purpose of a campus master plan.

During Phase One, several tasks were accomplished by the planning team. First, project objectives were defined and current conditions were evaluated to identify opportunities and constraints influencing future development. These initial tasks were recorded to ensure an accurate understanding between the Planning Committee and JJR representatives. Framework Principles were then developed based upon the identified opportunities and constraints. These Framework Principles established the planning criteria that served as the basis for Framework Plan recommendations and that should guide future planning decisions.

The Preliminary Framework Plan identified 1) zones in which development should or should not occur, 2) a proposed pedestrian and open space circulation system, 3) a vehicular circulation system with service and parking concept alternatives, 4) and primary utility corridors. In addition, JJR proposed Special Project Areas where more detailed design attention could be concentrated for maximum impact in strengthening the recommended campus framework. The Preliminary Framework Plan and Special Project Areas were reviewed with the Administrative Planning Committee and the President's staff. Utilizing the planning criteria established by the Framework Principles, the Preliminary Framework Plan was refined and translated into the Master Plan Concept.

II. UNDERSTANDING EXISTING PHYSICAL CONDITIONS

A. Setting

Northwestern University's Evanston Campus is located approximately ten miles north of downtown Chicago. Evanston, Illinois is primarily a residential community and offers a limited variety of commercial services within the central business district. As a result, the close proximity to downtown Chicago and its abundance of services is an important campus asset.

Sheridan Road, which bisects the campus in a north-south direction, is one of the City's main access roads. As a result, large volumes of community traffic compete with campus-related vehicles and present pedestrian crossing conflicts.

Lake Michigan forms the eastern edge of the campus and provides a special amenity. More than twenty years ago, the University constructed an 85-acre lakefill project to extend the shoreline and enlarge the campus. This lakefill provides outstanding opportunities for a variety of open space activities, views, and expanded lakefront access; however, this special resource has not yet been used to maximum advantage.

The northern and western edges of the campus are bordered by private residential land uses. Decisions concerning future campus development along these sensitive neighborhood edges must carefully consider compatibility in land use and density. Evanston's central business district is located on the southern edge of the campus. Because of its limited student-oriented commercial offerings, however, this area does not attract a high volume of campus use.

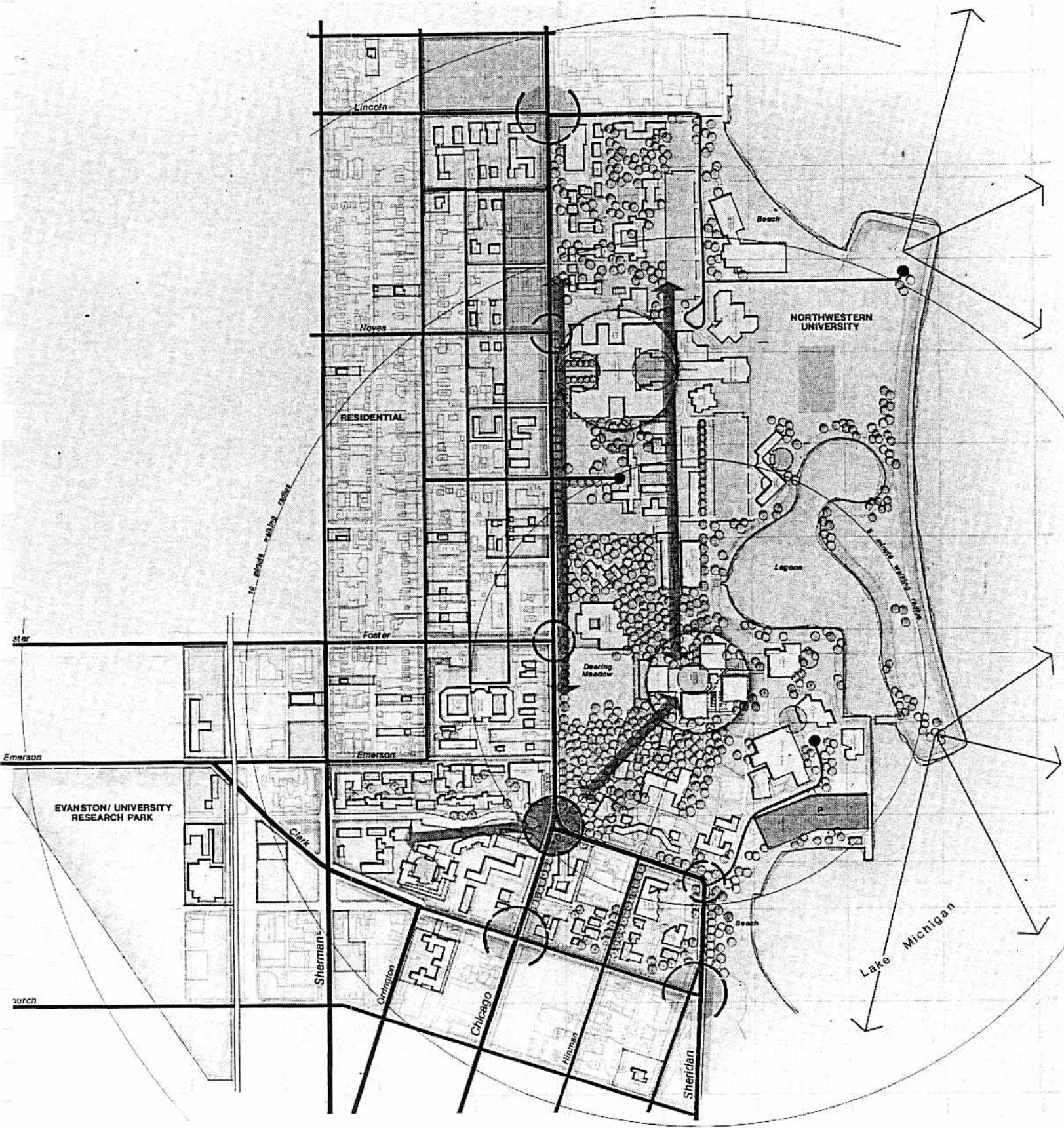
B. Main Campus

Main Campus was the primary focus of the master planning process. Five campus physical systems were studied, including pedestrian circulation/open space, vehicular circulation and parking, functional organization, utilities and development patterns. These systems were evaluated independently and as an integrated network. As changes to individual systems are made, opportunities will be presented to improve the functioning and/or visual quality of other systems. As a result, careful coordination between system decisions is essential.

The most significant findings are summarized below (see Figure 1):

1. Pedestrian Circulation/Open Space

Campus pedestrian circulation and open space systems present significant opportunities for improvement. For example, there is no direct, clearly-defined pedestrian corridor on the interior of the campus, east of Sheridan. Such a walkway corridor is needed to provide a convenient route linking the housing area and Sports and Aquatics Center located on the north edge of the campus to classrooms, the Library and the University Center located to the south. This pedestrian corridor should be given clear physical definition as a primary route (for example, by using a consistent walkway dimension, special paving, landscaping and lighting)



Summary of Existing Conditions

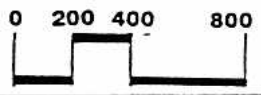


Figure 1

to help establish an improved sense of campus organization and facilitate way-finding. New buildings should also be located to enhance the spatial definition of this corridor with building entrances opening onto the corridor to reinforce pedestrian activity along its length.

Clearly-defined east-west walkways are needed to connect the existing Sheridan Road walk to the new north-south pedestrian spine and the lakefront beyond. Today, east-west pedestrian routes follow secondary (and service) drives which were not designed to separate pedestrian and vehicular movement zones or to provide a high degree of pedestrian amenity. In the future, some of these drives can be replaced by walkways; in other instances, attractively landscaped sidewalks can be added to parallel drives.

On Sheridan Road, pedestrians often cross mid-block, or at non-signalized intersections. The volume of traffic on Sheridan Road makes these uncontrolled crossing points unsafe. Although the number of signed and controlled crossings on Sheridan will remain limited, distinctive design treatments can be used to encourage their use, to alert motorists to the likelihood of pedestrian activity, and to discourage mid-block crossings.

Open spaces should unify campus zones and establish a positive image. While a reasonable amount of open space has been reserved on main campus, individual spaces are not effectively linked together into a continuous system and, in many instances, require improved maintenance.

Northwestern's important "landmark" open spaces include Deering Meadow, the Sculpture Garden, and the expanse of the lakefill and lagoon. These spaces add significantly to the campus image and its amenity as an environment for people. Consequently, they should be preserved and, in the case of the lakefill, used to better advantage. Opportunities exist for increasing pedestrian access to and along the lakefront; improving view corridors that focus attention on this special amenity; designing buildings to capitalize on lake views; and providing a broader range of activities to increase enjoyment of lake-edge open spaces.

Opportunities for coordinating the improvement of campus pedestrian and open space systems should also be used to greater advantage. The visual impact of open spaces will be greatly increased if important pedestrian travel routes are located within or adjacent to them. Open spaces can also be used to "punctuate" pedestrian corridors, marking special destinations or decision points.

2. Vehicular Circulation/Service/Parking

Sheridan Road is the most important campus access route from the north and south. Access from the west is available from several city streets which intersect Sheridan.

East of Sheridan Road, University-owned drives provide secondary access to parking lots in the north and central portions of campus, and a parking deck on the south. These secondary drives also provide service access routes.

As previously noted, secondary drives on the interior of the campus are also used by pedestrians, although little has been done to accommodate this mix of users. As a result, pedestrian-vehicular conflicts occur. These conflicts are most severe in the center of campus between the Garrett and the Vogelback parking lots where the volume of vehicular traffic is relatively high.

The current campus parking supply is very intensively used and little land area is available to provide additional parking. Northwestern's largest parking facility is located at the south end of the campus on the lakefront, with direct access from Sheridan Road. A large surface parking lot is located at the northern edge of the campus, adjacent to the Sports and Aquatics Center; this lot is accessed from Sheridan Road via Lincoln Street. The Vogelback and Garrett parking lots provide the third largest concentration of campus parking. However, these lots occupy large, strategically located sites and draw significant amounts of traffic into the campus core. Smaller surface parking lots are located to the west of Sheridan Road.

3. Functional Zones

Eight functional concentrations can be defined on the Northwestern campus. (See Figure 2)

- Residential

The largest concentration of student housing is located in the northern portion of the campus; this residential area extends to the west of Sheridan between Lincoln and Colfax.

- Sciences/Engineering

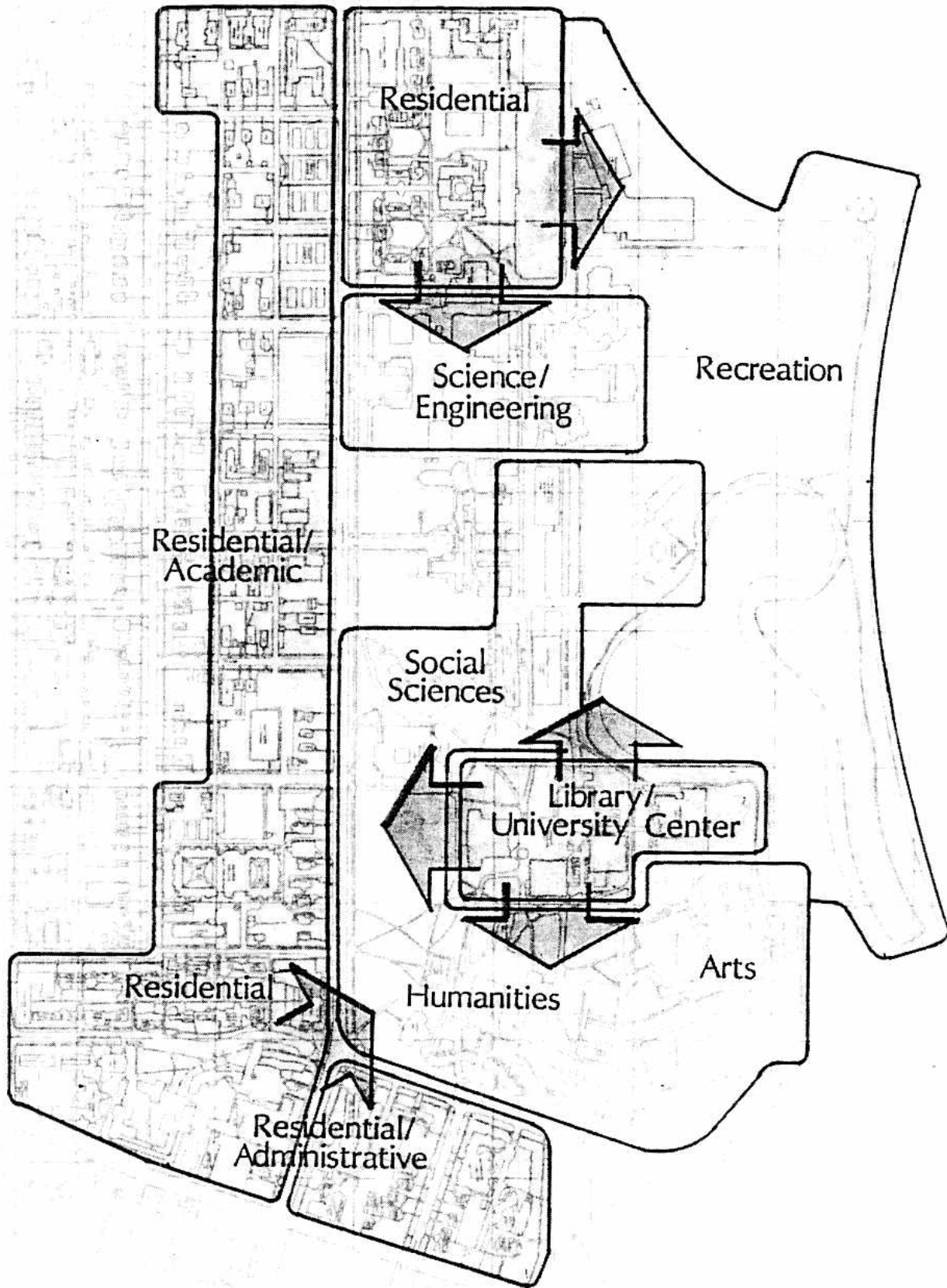
The area south of the residential zone is occupied by the Technological Institute, Materials and Life Sciences, and other related science and engineering functions.

- Recreation

The lakefill on the eastern edge of campus is used for recreation. Playing fields are provided for active sports; pedestrian paths and lawn areas afford passive recreational opportunities. The lagoon occupies a significant portion of the southern half of this area and serves only as a visual amenity.

- Social Sciences

The academic area northwest of the library is predominantly used for social science functions.



Academic, Recreation & Residential Functional Campus Zones

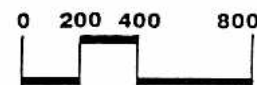


Figure 2

- Library/University Center

This special use area (including the library and student center functions) is located in the heart of the southern portion of campus.

- Humanities

Humanities facilities are located along Sheridan Road, south of the Library.

- Arts

The southeast edge of campus, bordered by recreation, the University Center and humanities areas, is occupied by art and performing arts functions.

- Residential/Administration

University-owned land located west and south of Sheridan Road is used for faculty offices, administrative offices, dormitories, fraternities and sororities. This zone is bordered by commercial and residential uses on the south and single and multi-family residential areas to the west.

4. Utilities

The University has consolidated major utility lines within established road rights-of-way or open space corridors that must be maintained in the future. This practice has protected building development opportunities and should be continued as the aging utility infrastructure system is replaced or expanded in capacity.

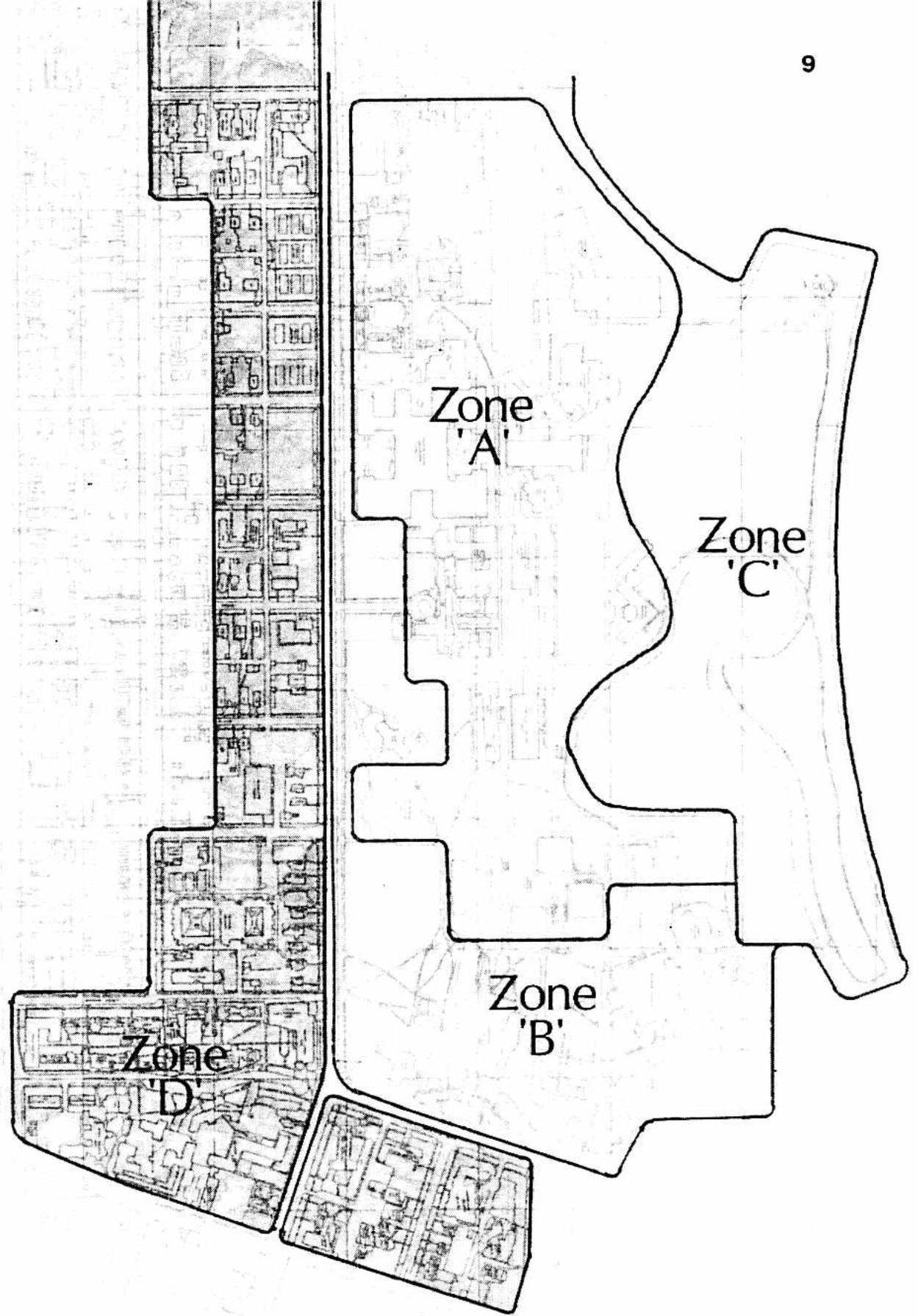
The University's Utility Plant is located in the center of campus and will remain in this location because of the substantial investment which the facility represents. Efforts must be made to treat the edges of this site in a manner which minimizes the facility's potential to negatively impact the quality of the pedestrian/open space environment in this portion of the campus.

5. Development Zones

Four campus zones can be identified based on existing development patterns. (See Figure 3)

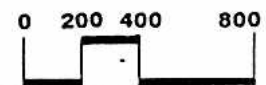
- Zone A (from the northern housing area to the Garrett Parking Lot and the Allen Center)

On the northern portion of campus (east of Sheridan), buildings have been located to establish regular, rectilinear relationships. This pattern suggests a north-south/east-west grid which could be reinforced if pedestrian/open space and vehicular circulation systems were modified. The residential facilities at the north end of this zone are relatively small in scale and are grouped to create a series of



**Architectural Character
and Building Orientation Zones**

Figure 3



courtyards which serve as unifying focal points. In contrast, facilities such as the Technological Institute and the Materials and Life Sciences Building, located to the south, are massive in scale with smaller setbacks between buildings. While the development pattern within the Science and Engineering area maintains the zone's basic grid structure, the density of development here is greater and the overall ratio of building coverage to open space is much higher than in the area immediately to the north.

- Zone B (the area between the Garret Parking Lot and east-west Sheridan Road)

In the southern portion of the campus, east of Sheridan Road, the development pattern is more informal. Buildings are placed within open space areas, such as Deering Meadow and the Sculpture Garden, which dominate the zone's image. Buildings in this area are small to moderate in size and tend to be laid out in a variety of configurations. The development pattern in this area presents a contrast to the more orthogonal organization and denser development of the area to the north.

- Zone C (the entire lagoon - recreation area east of the Allen Center)

The lakefill located on the eastern edge of the campus is a flat, open area with a curving lagoon occupying much of its southern half. The Astronomical Research Center located on the northeastern edge of this zone is the only building located within the open space. Substantial campus buildings form its western edge.

- Zone D (the areas west and south of Sheridan Road)

To the west and south 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.

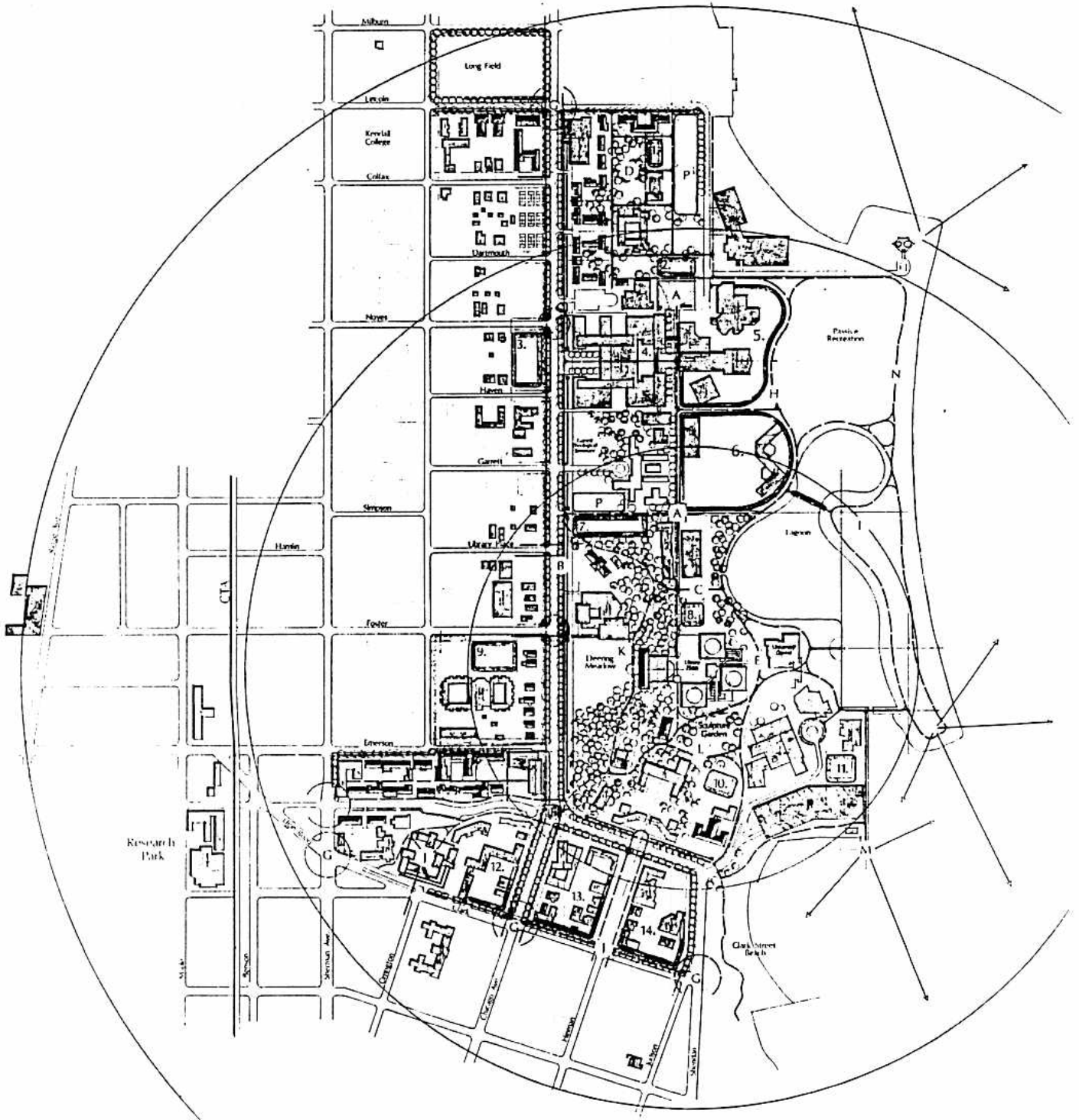
The use of limestone, tan brick and concrete as the exterior finish materials on most campus buildings, and extensive landscaping contribute to a sense of visual continuity and identity to the campus.

III. MASTER PLAN CONCEPTS

A. Framework Principles

Framework Principles have been prepared to guide future planning decisions. The following list of Principles also establishes the criteria for the Master Plan recommendations:

1. Foster a pedestrian-oriented campus core by relocating parking to the campus perimeter.
2. Establish pedestrian walkways that are independent of secondary drives and service routes to separate pedestrian and vehicular movement.
3. Establish a primary north-south pedestrian linkage within the campus interior to improve convenience and facilitate orientation.
4. Create east-west pedestrian and open space linkages that provide greater access to the lakefront.
5. Designate infill development sites that reinforce the definition of campus open space and pedestrian systems.
6. Strengthen the clarity of campus development patterns by locating and designing new buildings to be consistent with the setbacks, entry orientation, and massing of adjacent buildings.
7. 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.
8. Improve open space areas emphasizing the soft, high quality landscape treatments that have been used successfully.
9. Continue to use a hierarchy of roads which distinguish primary, secondary, service and emergency routes.
10. Recognize the importance of maintaining links from the Main Campus to the University's research park, athletic facilities, and administration buildings.



Master Plan

0 200 400 800



Figure 4

B. Framework Description

Figure 4 illustrates the Plan recommendations for each campus physical system and identifies Special Project Areas which are designated by letter. Each of these Special Project Areas is described in Section IV.

The following framework description summarizes the most significant recommendations of the Master Plan Concept. The description is organized by physical system to provide a better understanding of specific recommendations. However, it is important to remember that future planning decisions should not be made on a "piecemeal" basis; instead, these decisions should reflect a comprehensive approach to ensure that improvements to one system serve to reinforce all other systems.

1. Open Space/Pedestrian Circulation

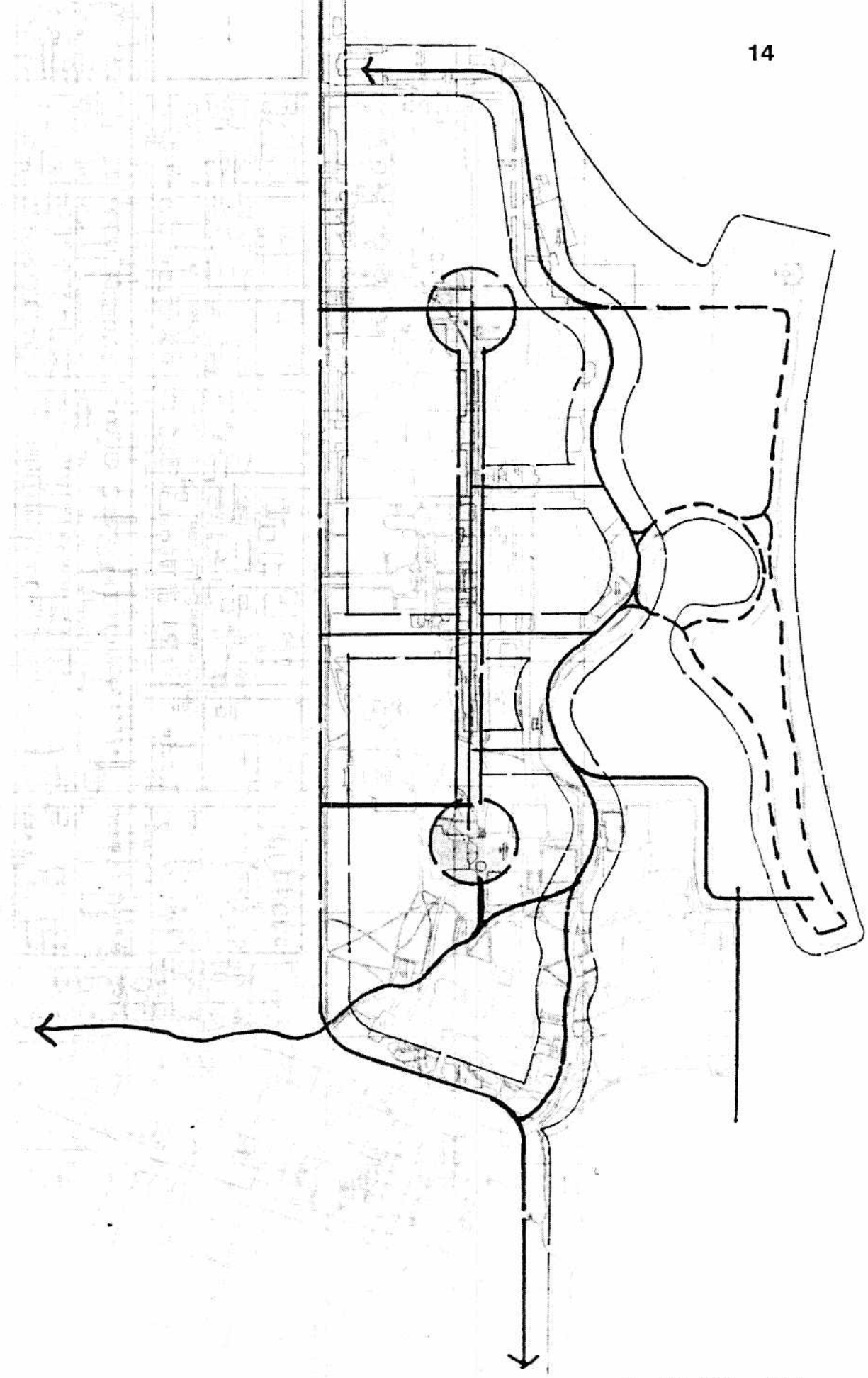
The Master Plan Concept recommends a number of important improvements to the open space and pedestrian circulation systems. These improvements will create more direct, convenient, and attractive pedestrian routes; make the campus organizational structure more visible and understandable; improve visual and functional access to the lakefill; and enhance the overall quality of the campus environment.

- New North-South Pedestrian Corridor

The Plan recommends highlighting a north-south pedestrian corridor on the interior of the campus (east of Sheridan Road) to link the University Library and Student Center with the science/engineering complex and the student housing concentration to the north. This proposed walkway has a formal alignment, paralleling Sheridan Road to the west, and is closely framed by existing buildings. To heighten the spatial definition of the corridor in the future, buildings constructed on the Plan's designated development opportunity sites should establish a strong, urban relationship to the walkway by maintaining a parallel orientation and tight setbacks, and consistently orienting building entries to the walkway. This proposed pedestrian corridor has been identified as Special Project A and is described further in Section IV. (See Figure 5)

- North Plaza

The Plan proposes that a plaza be developed at the northern terminus of this new walkway to mirror the existing Library plaza, located at its southern end. This plaza will serve as a link and transition between the science/engineering area and the housing concentration located to the north; future development on the area to the north of the plaza (site 2) should be located and designed to give clear spatial definition



Pedestrian Circulation Concept

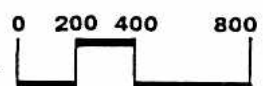


Figure 5

and a special image to this urban open space. The plaza also articulates the intersection of the north-south walkway with an east-west pedestrian route leading to the lakefront. The existing service routes on the north and east edges of the Technological Institute could be located south of the proposed plaza at the northern end of the new north-south walkway corridor.

- Sheridan Road Walk Definition

The Plan proposes the improvement of the heavily travelled north-south pedestrian route on the east side of Sheridan Road. A continuous, low hedge located east of the walkway will allow primary pedestrian entries to the campus to be more clearly defined. These pedestrian entries, defined by breaks in the hedge and special architectural treatments (for example, arches or gateways), would be located where proposed east-west walks intersect Sheridan. Both the continuous hedge and the definition of pedestrian gateways to the campus will strengthen Northwestern's image and identity on Sheridan Road.

- Transitional North-South Pedestrian Corridor

A third north-south pedestrian corridor is proposed to be established on the edge shared by development zones A and C, marking the transition between the intensively developed portion of the campus to the west and the lakefill to the east. This proposed walkway capitalizes on existing routes and will greatly enhance access to and enjoyment of the lakefront. In contrast to the other north-south corridors, this eastern alignment has an informal, curvilinear layout so as to provide varied and dramatic views of the lagoon and Lake Michigan. The proposed alignment of the northern portion of this walk is located west of the Sports and Aquatics Center; its southern end swings away from the lakefront at University Center to link to the arts and humanities areas. This walk is identified as Special Project H and is described in Section IV.

- East-West Pedestrian/View Corridors

Several east-west pedestrian/open space connectors are proposed to facilitate pedestrian movement and to highlight views to the lakefront. Perhaps the most important opportunity exists immediately to the south of the Garrett Seminary where an unobstructed east-west view corridor exists to the lagoon and the lakefront. Two additional east-west connections are proposed between the new north-south walkway corridor in the center of the campus and the proposed walkway located between the developed portion of the campus and the lakefill open space. One of these would be located north of the library; the second between Vogelback and Hogan.

- Sheridan Road Pedestrian Crossings

The Plan recommends that several defined pedestrian crossings be established on Sheridan Road. The existing crossing at the intersection of Sheridan Road- Chicago Avenue and University Place

is likely to continue to accommodate the highest volumes of pedestrian activity. A design treatment (including, for example, special crosswalk paving or striping, lighting, landscaping and signs) should be provided at this location to alert motorists. Pedestrian crossings at the signalized intersections (Sheridan at Foster and Noyes) should also receive a special design treatment.

- Lakefill Amenities

To create additional views to the lake, it is recommended that several vertical landmarks and points of destination be established which would draw the eye of a pedestrian to lakefront reference points. A kinetic sculpture, a fountain, an amphitheater or bridge are examples of such amenities that could be visible from the west, depending upon their location. Vertical reference points must be carefully sited to establish meaningful relationships to pedestrian/open space corridors and important buildings.

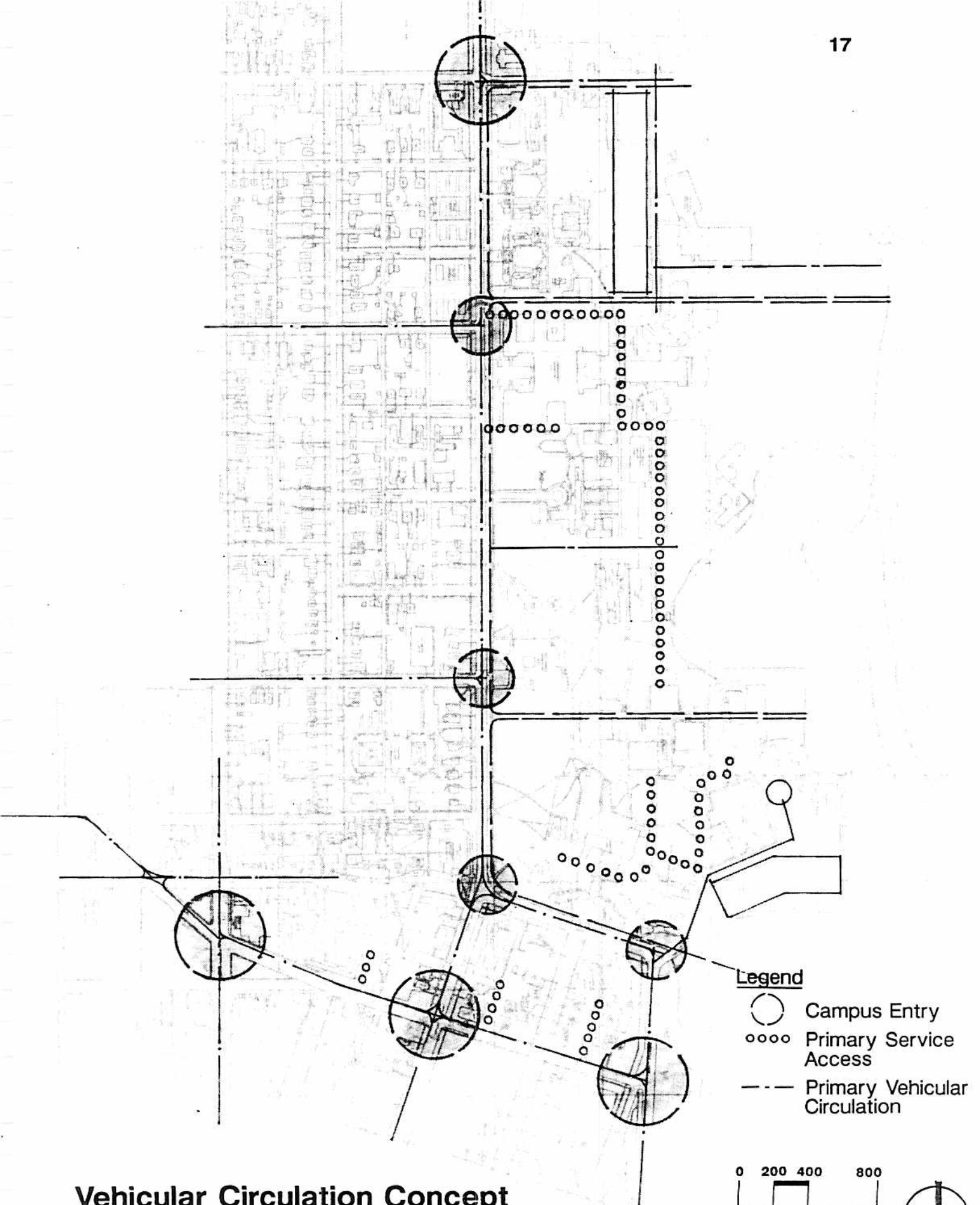
- Protection of Open Spaces

One of the unusual features of the University environment is the significant number of open spaces between buildings, often oak groves or other naturally landscaped areas. These significant open space areas -- the Sculpture Garden, Deering Meadow, and the lakefront -- should be protected and enhanced in the future. Special attention should be focused on the lakefront in order to enhance its visibility and accessibility from the interior of the campus and to encourage increased campus use and enjoyment. New activities -- for example, an outdoor classroom/amphitheater on the lagoon east of the University Center -- should be promoted. In addition, massed tree plantings could be used to create a sense of scale and a more protected environment for passive recreation on portions of the lakefill.

Smaller existing open space areas, like the plaza east of the Technological Institute, require renovation. Smaller building courtyards, especially in the north housing area, should be better maintained. Courtyard spaces will function more effectively if their spatial definition is strengthened; this can be accomplished by locating new buildings on the development opportunity sites defined in the Master Plan Concept.

2. Vehicular Circulation

Recommendations for vehicular circulation, parking and service access, follow the University plan prepared by Barton Aschman in 1966 (See Figure 6). A hierarchy of roads should be defined more clearly to distinguish primary, secondary, service, and emergency routes; this will improve operational efficiency, facilitate orientation, and reduce conflicts between pedestrians and vehicles.



Vehicular Circulation Concept

Figure 6

- Primary Vehicular Entries

Primary vehicular entries to campus should be defined by special treatments including signage and landscaping. These investments will enhance Northwestern's image and identity by clearly defining campus arrival points and establishing a high level of visual quality. Important entries are located at the Lincoln/Sheridan, Clark/Sheridan, Elgin/Sherman, and Chicago/Clark intersections. Secondary entries are also proposed at the Noyes/Sheridan and Foster/Sheridan intersections.

- Vogelback Lot as a Future Academic Building Site

The Plan recommends that the Vogelback parking lot, located at the heart of the campus, be used for the future development of several new buildings. Eliminating parking at this location will minimize the number of vehicles penetrating the campus interior and will, as a result, significantly reduce pedestrian-vehicular conflicts by allowing the existing secondary access drive to be redesigned as an important pedestrian corridor.

- Future Parking Decks

Replacement parking should be provided on the edge of campus by constructing a new deck on the existing surface lot located off Lincoln Street between the housing concentration and the Sports and Aquatic Center. Other opportunities for expanding the campus parking supply exist west of Sheridan Road. While these parking opportunities are limited, it is not recommended that additional parking levels be constructed on the existing deck located on the lakefront at southern edge of the campus to protect the views toward the Chicago skyline.

- Revised Interior Circulation System

A number of modifications to the existing circulation system are proposed in the interior of the campus east of Sheridan Road. Several of these modifications are predicated on the removal of the Vogelback parking lot; others constitute recommendations for providing a more efficient and simplified service access system.

- Three Clustered Service Zones

Clusters of buildings generating moderate to light service demands can be served from a shared service area to minimize the number of service locations on campus. Three major service zones are recommended in the area east of Sheridan Road with direct access from perimeter streets. Service vehicle movement between the three zones is prohibited to reduce conflicts between vehicular and pedestrian movement in the core of the campus.

The service zone located to the north of the Technological Institute can be served effectively from perimeter streets. Service access to the Science-Engineering zone is provided on two routes. The first serves the dock on the south side of the Technological Institute. The second route, serving a number of buildings, parallels the north and east edges of the Technological Institute and then jogs farther east to follow a north-south alignment located at the lower lakefill elevation. A portion of the northern segment can pass under the proposed plaza and north-south pedestrian corridor located to the east of the Technological Institute. The southern service zone is accessed from Sheridan via the existing driveway to the parking deck and extending into the center of the arts complex.

- Hinnman Closure

The plan proposes that Hinnman Avenue be closed between development sites 13 and 14. This will provide a superblock which will greatly expand redevelopment opportunities in this area in the longer-term future. This redevelopment might provide a location for constructing a perimeter deck to expand the campus parking supply.

3. Functional Organization

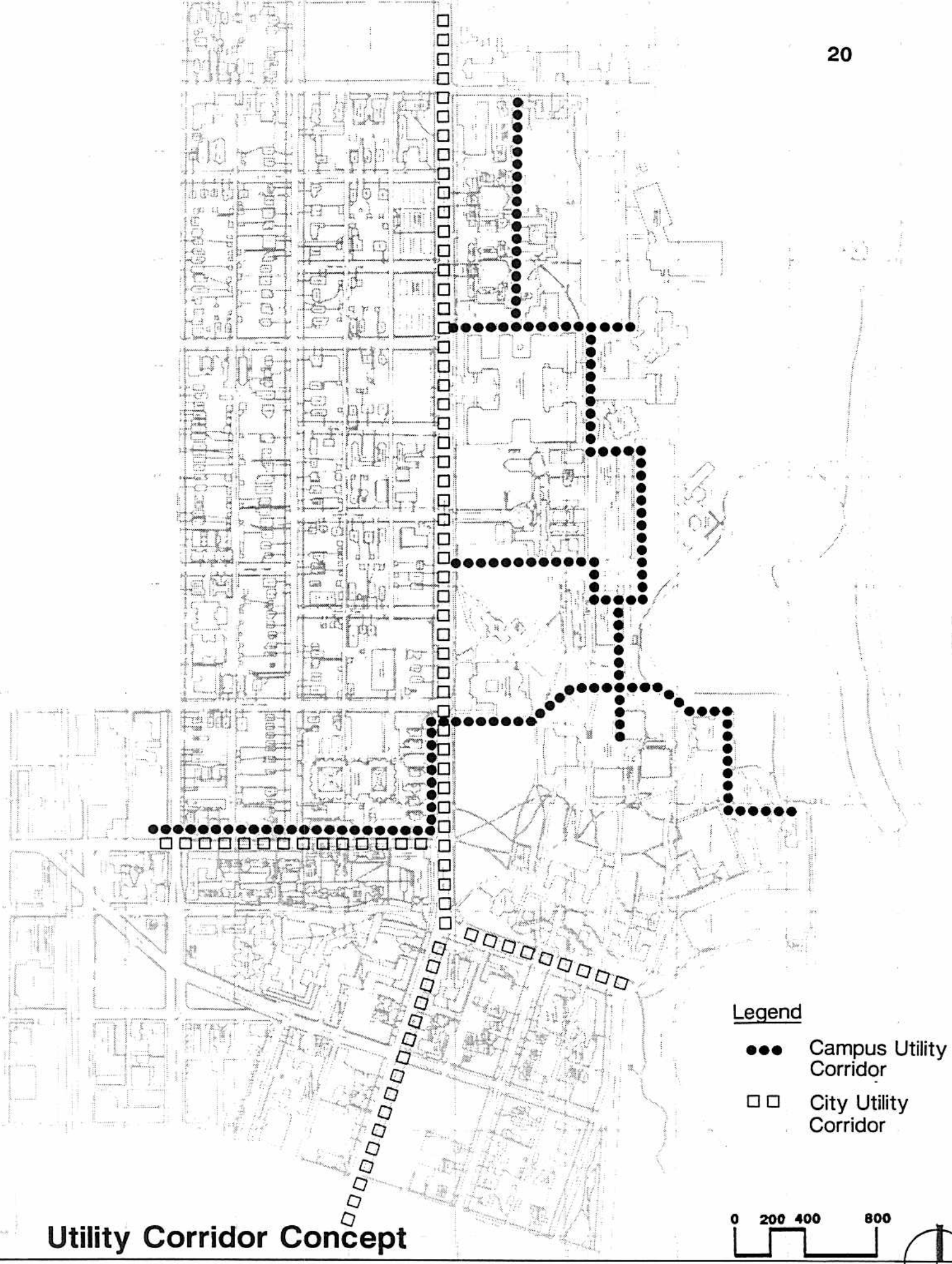
The Plan recommends that the University continue to cluster facilities with similar uses in identifiable functional zones. The Master Plan Concept illustrates future development opportunity sites for seven of the eight functional concentrations which have already been established on campus; no expanded recreational development (sites for additional playing fields or athletic buildings) has been shown .

Existing functional zones are illustrated in Figure 2; the development site(s) identified within each functional zone are shown in Figure 4 and are as follows:

Zone/Use	Sites
Residential(Housing)	1; 2
Residential/Academic	3; 9
Science/Engineering	4; 5
Social Sciences	7; 6
Library/University Center	8
Humanities	10
Arts	11
Residential/Administration	12; 13; 14

4. Utilities

The Master Plan recommends that the University continue to locate utilities in defined corridors and that these corridors be located along primary and secondary road rights-of-way, along primary walk easements, and in permanent open space areas (see Figure 7). This will ensure that utilities are not located within development sites, thereby maintaining Northwestern's future capacity for effective infill construction and minimize future utility disruption and displacement costs.

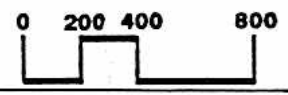


Legend

- Campus Utility Corridor
- City Utility Corridor

Utility Corridor Concept

Figure 7



5. Development Zones/Sites

Each of the four development zones identified in the existing conditions analysis is characterized by a distinctive development pattern defined by building orientation and scale, as well as building-to-building and building-to-open space relationships. As new development occurs within each of these zones, the character established by the existing patterns should be reinforced. To help illustrate how this can be done, the Master Plan identifies specific development opportunity sites.

The character of each development zone is summarized below and recommendations for the development sites within that zone are described. It is important to note that infill development opportunities on the Northwestern campus are somewhat limited; as a result, each development site should be utilized to optimum capacity including consideration of shelled space construction.

- Zone A

Zone A includes the northern housing area to Garret and the Allen Center. The grid pattern of building placement in this portion of the campus should be maintained with new buildings oriented at a 90° angle to other buildings so as to define pedestrian corridors and frame courtyard spaces. A relatively dense pattern of development is appropriate in this zone which can be characterized as the most urban, heavily developed portion of the campus.

The following development opportunity sites are located within Zone A:

Site 1 (north of the residence hall): Development on this site should improve the spatial definition of the existing courtyard to the west. Its size mirrors that of the building located immediately to the south.

Site 2 (northeast of Sargent Hall): A "signature" building on this site will establish a northern terminus to the proposed corridor extending south to the Library. This building's primary facade and major entrance should be oriented to the south, opening onto the proposed plaza. A building on this site will also improve the definition of courtyard spaces located to the north and west.

Site 4 (the Technological Institute east plaza): This site provides an expansion opportunity for the Technological Institute; an entrance to this addition should be oriented to the east to feed activity to the proposed north-south pedestrian corridor.

Site 5 (the area adjacent to the new Life Sciences Building): This site represents the recommended eastern limit to development, marking the inland edge of the waterfront recreation/open space area (Zone C). Future development on the south edge of this site should help to define the proposed east-west walkway corridor and should be strongly oriented toward it. All new development should reinforce the basic grid structure and should also take full advantage of lake views.

Site 6 (Vogelback Parking Lot): This strategically located site provides a unique opportunity to accommodate important, new facilities. Its development should be approached in a comprehensive fashion to ensure that the site is used to maximum advantage. Buildings should be located to reinforce the spatial definition of proposed north-south and east-west pedestrian corridors.

Site 8 (north of the chemistry building): Development on this site should repeat the building module established by the Library. A major building entrance should open onto the proposed north-south walkway; building design should capitalize on lake views. The view corridor north of the site should be preserved.

- Zone B

Zone B includes the area between the Garret Parking Lot and east-west Sheridan Road. This zone on the southern portion of campus is characterized by its parklike setting. The dominance of open space with a rich, soft landscape character should be maintained. As a result, future development sites are relatively small.

The following development sites are located in this zone:

Site 7 (Garrett Parking Lot): This site is currently part of the Garrett parking lot. Future development should maintain a setback from Sheridan Road similar to the one established by the Technological Institute. This development should also give strong definition to the proposed east-west corridor (located immediately to the north); if the structure is not a parking deck, the building's primary facade and major entrance should be oriented toward this walkway.

Site 10 (east of Kresge Hall): Development on this site should be oriented to parallel the axes established by other, existing humanities buildings. Development here will help to create an increased sense of enclosure for the Sculpture Garden to the north.

Site 11 (south of Regenstein Hall): A new building on this site will screen the existing parking deck and complete the ensemble of arts buildings surrounding the central cul-de-sac open space.

- Zone C

This zone includes the entire lagoon - recreation area east of the proposed north-south walkway. The Master Plan recommends that this open space zone be preserved and improved; no development sites are located in this area.

- Zone D

This zone includes the areas west and south of Sheridan Road. The zone provides a transition between community and campus. The Master Plan recommends that new development in this area maintain existing street and building patterns.

The following development sites are located in Zone D:

Site 3 (Sheridan and Noyes Parking Lot): The City of Evanston's Zoning Ordinance may limit development on this site west of Sheridan Road due to setback requirements.

Site 9 (north of Foster-Walker Complex): Future development on this site located on Foster Street should be consistent in scale and massing with the residence hall located to the south.

Sites 12-14 (areas off Clark Street from Chicago Avenue to the lake): In the short term, limited infill opportunities exist on these blocks. However, they provide significant long-term redevelopment opportunities if the alleys on each block are eventually closed. The Master Plan illustrates the concept of redeveloping these blocks to incorporate small central open spaces framed by buildings.

IV. SPECIAL ENVIRONMENTAL IMPROVEMENT PROJECTS

Preliminary ideas concerning Special Projects have been developed that will warrant more detailed investigation and refinement in Phase Two of the Master Planning effort. The Special Project Areas which have been selected present outstanding opportunities for accomplishing a significant improvement in the campus environment in the short term. These Projects are described below in priority order.

A. North-South Pedestrian Corridor: Central Alignment

A primary pedestrian corridor should be created on the interior of the campus, east of Sheridan Road at the upper level, connecting the University Library to the science/engineering area and the housing concentration to the north. A new plaza is proposed at the northern terminus of this walkway to mirror the existing library plaza. A second, smaller plaza is proposed at the walkway's mid-point, where it will connect to an east-west walkway axis in the future; this intermediate plaza will provide new dramatic views to the lagoon and lakefront.

This proposed walkway corridor should have a distinctive urban character. Its width, paving, lighting, furniture and landscape treatment should distinguish it as one of the most important routes on campus. Future building development along the edge of the corridor will reinforce its spatial definition and feed additional activity along its alignment.

B. Sheridan Road North-South Pedestrian Corridor

A hedge should define the street edge of the sidewalk on the east side of Sheridan Road. This special landscape treatment will give better definition to the east-west walkways that lead into the campus from Sheridan Road and discourage mid-block crossings. Architectural "gateways" (for example, arches, columns, or gates) at these entry points will give them heightened definition. A consistent sidewalk width along this campus edge should also be maintained, as well as a consistent canopy of street trees.

C. East-West Open Space Linkage to Lagoon

This new pedestrian/open space link south of Cresap Laboratory will establish an exciting new view to the lake from the campus interior. A soft, rich landscape treatment, consistent with the "park-like" setting of this zone, should be established. Canopy trees, low shrubs and lawn will provide clear visual and functional access to lakefront from the new north-south pedestrian corridor.

D. North Residential Area

The courtyard development pattern already established in this area should be strengthened and extended in the future. In the short-term, the quality of courtyard areas should also be improved by more extensive landscape treatments. Because of the large concentration of students, these areas receive intensive use and a more intensive maintenance program is also necessary.

E. Pedestrian Walkway Between the University Center and the Library

A more clearly defined connection is needed from the lagoon walkway to the arts/humanities complex as the existing walkway passes between the University Library and University Center. This path should be clearly defined as the dominant route. In addition, the quality of the pedestrian linkage between the University Center and Library should improved.

F. Pedestrian Gateway at Sheridan Road/Chicago Avenue

A more clearly defined pedestrian crossing at this high-volume pedestrian location on Sheridan Road will help to draw pedestrians to this point and minimize mid-block crossings. This special location can be designed as a "gateway" using limestone columns, arches and/or wrought iron gates. Special signs and lighting are also appropriate.

G. Primary Vehicular Entries

Special landscaping, signs and lighting should be used at primary vehicular entries to campus. These treatments will give visual definition to these entrances and provide a clearer transition between community and university land uses. Entry treatments should be located at the following street intersections: Sheridan-Judson; Clark-Chicago; Sherman-Elgin-Clark; and Lincoln-Sheridan. Secondary entry treatments should be provided at the following street intersections: Noyes-Sheridan and Foster-Sheridan.

H. North-South Pedestrian Corridor: Eastern Alignment

This continuous walkway will establish a boundary between the intensively developed portion of the campus to the west and the lagoon and lakefill open spaces to the east. Lighting, benches, and improved landscaping should be included in the development of this corridor. Views to the east should be featured and protected by locating benches and canopy trees on the western edge of the walkway.

I. Lakefill Amenities

Additional activities, an improved pedestrian environment, and visual reference points are needed to enhance campus use and enjoyment of the lakefill. For example, an outdoor class area or amphitheater at the edge of the lagoon; a pedestrian bridge across the lagoon "neck;" kinetic sculpture; a fountain; shaded seating areas; or other comparable features can help to attract use and expand the variety of recreational opportunities on the lakefill.

J. Crown Center Plaza and Perimeter Edge

Crown Center Plaza requires extensive renovation using materials that are familiar to campus. These treatments should soften hard surfaces by providing adequate amounts of plant material. A consistent perimeter hedge treatment (similar to that proposed for on Sheridan Road) should also be implemented on the north side of the Clark Street walk running to the John Evans Center. These treatments should improve the definition and identity of university campus edges.

K. Sculpture Garden Expansion

The Sculpture Garden area should be expanded to incorporate the area from the library to the Kresge service drive using the same quality of plant materials and the same attention to the future location of sculptures. The quality of this space contributes positively to the overall campus image and should be protected in the future.

L. South Lakefront Edge

An overlook should be created at the southeastern portion of the campus lakefront to provide a special vantage point to the downtown Chicago skyline. This improvement takes advantage of an existing view not currently recognized as an amenity on the campus.

M. Pedestrian Access Along Lake Michigan Edge

A stronger relationship to the lake edge should be created along the existing shoreline walk. Signs, lighting, special landscaping and pedestrian amenities should also be incorporated in to the walkway design. Plant materials should be hardy enough to withstand strong winds from the lake and act as buffers from the wind for lakefill users.

V. SUMMARY CONCLUSIONS

The Master Plan Concept incorporates two very different types of recommendations. The first relates to those campus systems which currently work well by continuing to reinforce past successes. The second type relates to those systems that are currently weak and require significant improvements in the future. Examples of recommendations that fall into these two categories are listed below:

A. Strengthen those campus systems which work well by continuing to reinforce past successes.

Examples:

1. Development Zones: Building-to-building and building-to-open space relationships within each zone should be repeated. Scale of current development within each zone is generally acceptable, with the exception of Technological Institute in Zone A.
2. Functional Relationships: Existing functional concentrations should be strengthened by continuing to locate similar academic and residential uses within defined areas.
3. Architectural Materials: Architectural harmony on campus has been achieved by the repeated use of limestone, precast concrete and tan brick. Similar materials should be used consistently across campus to maintain continuity among different zones.
4. Softscape Treatments: Generous amounts of land have been preserved for open space on campus. The softscape treatment common to these areas establishes a consistent theme that contribute to a positive physical and aesthetic environment.
5. Utility Corridors: Continue to locate utilities in defined corridors which do not compromise future development sites.

B. Improve those systems which are currently weak, or that lack identity.

Examples:

1. Pedestrian Circulation: Existing routes require improvements, such as Sheridan walk, crossings on Sheridan, between the library and University Center. New walks should be created to improve access to interior campus facilities and to allow pedestrians to move more directly and efficiently across campus. Interior linkages will also improve access between functional use areas and facilitate orientation. East-west pedestrian routes will help to define important cross-axes and efficiently route pedestrians to campus interior from Sheridan walk.

2. Open Space: Increase opportunities to view lagoon, lakefill, and lake by establishing new east-west linkages. Improve campus edges and entries. Improve quality of lakefill to justify limits of development.
3. Vehicular Circulation: Continue existing hierarchy; work to separate pedestrian movement from service traffic in the future.
4. Parking: Move parking to the campus perimeter to maintain a pedestrian-oriented core. Although new decks are controversial, they will eventually be needed. Parking alternatives (in order of preference) include: (1) northeast lot adjacent to Sports and Aquatics Center; (2) areas along the north side of Clark Street; and (3) the Sheidan-Noyes lot. Parking capacity on main campus (east and north of Sheridan Road) should be maximized before new parking facilities are constructed to the south and west of Sheridan.
5. Development Sites: As new facilities are needed, utilize proposed development sites to strengthen and clarify overall campus structure and pedestrian/open space patterns.