

PUBLIC HEARING DRAFT

City of Highland Park

**South Central District**

**Neighborhood  
Strategic  
Plan**

October 2000

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3 **TABLE OF CONTENTS**  
4  
5

6  
7 **INTRODUCTION** 3  
8 Purpose 3  
9 District Boundaries 3  
10 Neighborhood Planning Process 4  
11 History 5

12  
13 **SOUTH CENTRAL DISTRICT VISION STATEMENT** 6

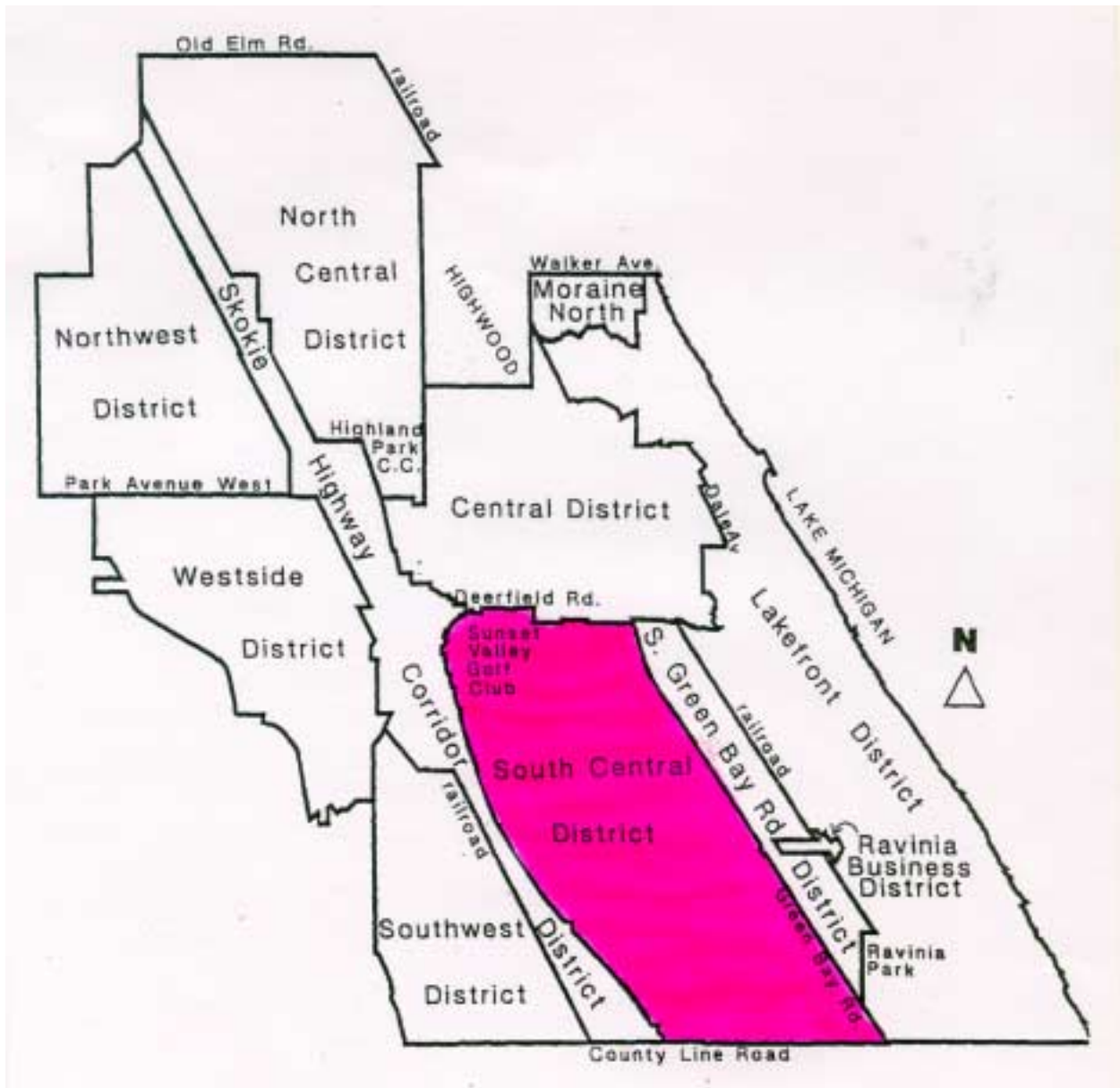
14  
15 **ISSUES AND RECOMMENDATIONS** 7  
16 Current Land Use and Zoning 7  
17 New Development 11  
18 Sidewalks and Bikepaths 13  
19 Traffic Calming 16  
20 Traffic Law Education and Enforcement 17  
21 Open Space and Institutional Uses 18  
22 Drainage Improvements 20  
23 Environment 20

24  
25 **SOUTH CENTRAL DISTRICT ACTION STEPS** (second set of pages 1-11)  
26

27 **LIST OF FIGURES AND TABLES**  
28

29 Figure 1. Map of Neighborhood Districts 1  
30 Figure 2. Map of South Central District (Not included) 2  
31 Figure 3: South Central Land Use Map 8  
32 Figure 3. Map of South Central Zoning Districts 9  
33 Table 1. Summary of District Zoning Regulations 23  
34  
35

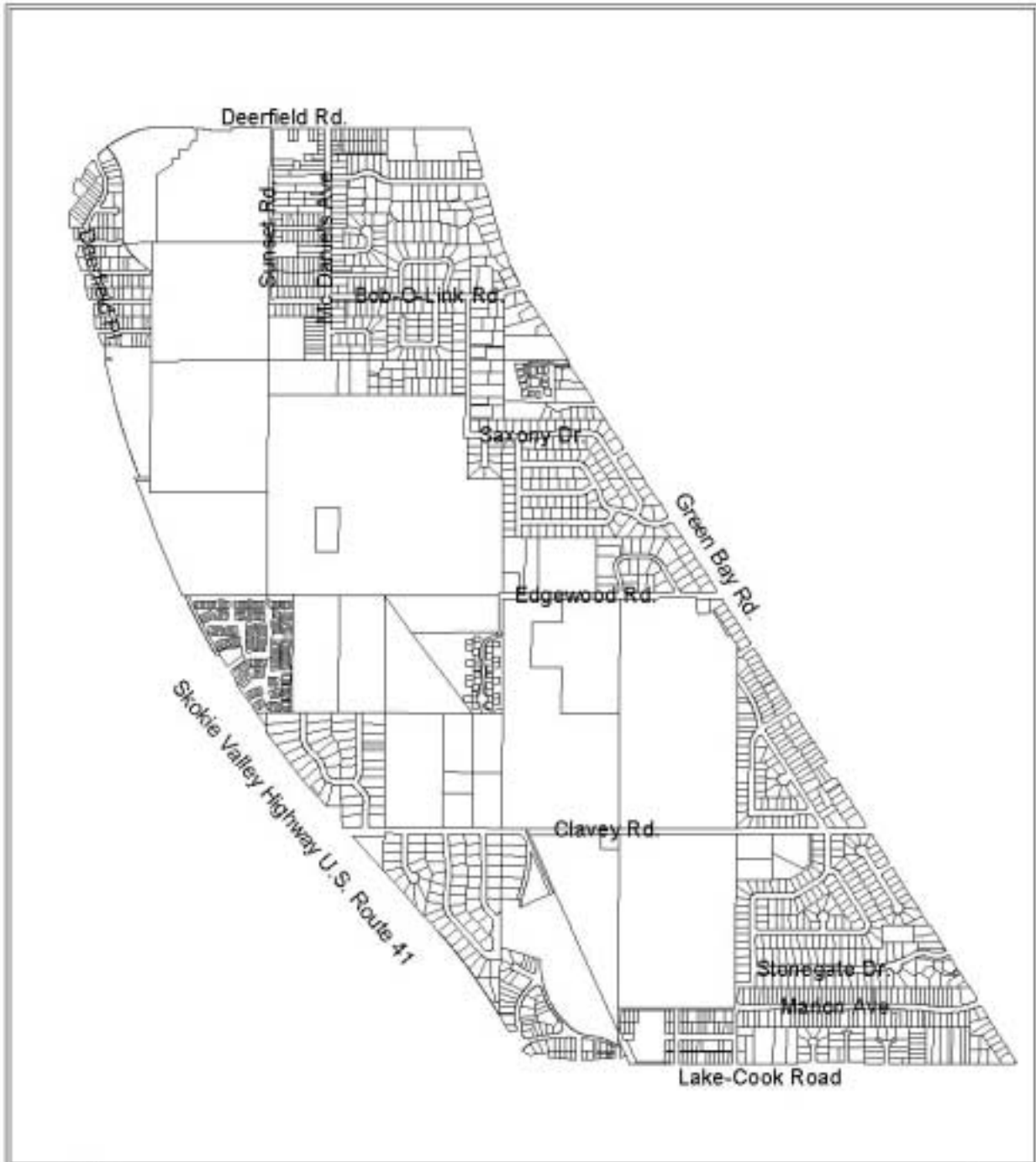
1 Figure 1: Map of Neighborhood Districts  
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1 Figure 2

# South Central Neighborhood Planning District



City of Highland Park  
Department of Community Development  
11/15/00

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## INTRODUCTION

### Purpose

The Master Plan is the document that guides land use and community development decisions in Highland Park. The South Central District (the “District”) is one of 11 Districts that were created for the purpose of updating the City of Highland Park Comprehensive Master Plan of 1977 (see **Figure 1**). As part of the City’s overall approach to the Master Plan, updated Citywide planning goals and objectives were adopted by the City Council in 1997. These goals and objectives address a broad range of citywide issue areas including:

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10 *“If you don’t*  
11 *know where*  
12 *you’re going, you*  
13 *might end up*  
14 *someplace else”.*  
15 *-Casey Stengel*  
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- Shaping the Physical Future of Highland Park;
- Maintaining and Improving a Strong Economy;
- Improving Our Community and Ourselves; and,
- Government’s Role and Responsibilities.

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With the neighborhood-planning process, the City’s intent is to involve residents in preparing the Strategic Plans for their local District. As a result, resident and property owner input on neighborhood conditions and issues form the basis for the recommendations contained in this Strategic Plan. A positive byproduct of the planning process is the interaction and dialogue between the residents of the District on matters of public policy that are infrequently discussed.

The South Central Neighborhood Strategic Plan (the “Plan”) includes a **Vision Statement** describing positive qualities and broad District planning objectives that should be considered in the future. The Plan identifies **Issues and Recommendations** on a broad range of concerns related to land use and community development. Finally, **Action Steps** assigning responsibilities for implementing recommendations within a specified timeframe to certain individuals or groups are set forth.

### District Boundaries and Features

The South Central District is bounded by Green Bay Road on the east, County Line Road on the south, Skokie Valley Highway (Illinois Route 41) on the west, and Frederickson Place/Deerfield Road/ Driscoll Court on the north (see **Figure 2**). The District is well situated relative to commercial areas such as the central business district to the north, the Ravinia business district to the east and the Skokie Highway business corridor to the west.

The South Central District’s location offers excellent proximity to regional arterial roads such as Green Bay and County Line Road yet

creates a “crossroads” type situation in the area. Persons in motor vehicles find it both convenient, and often time necessary, to travel east/west across the district along Clavey Road to reach their destination.

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6 ***Between August***  
7 ***1999 and***  
8 ***September 2000,***  
9 ***South Central***  
10 ***District residents***  
11 ***met together to***  
12 ***discuss the positive***  
13 ***aspects of their***  
14 ***neighborhood and***  
15 ***identify issue areas***  
16 ***to be addressed***  
17 ***through the***  
18 ***planning process.***  
19 ***Residents were***  
20 ***asked to envision***  
21 ***the future of the***  
22 ***District and***  
23 ***examine the big***  
24 ***picture. This Plan***  
25 ***represents resident***  
26 ***analysis of the***  
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**Neighborhood Planning Process**

The South Central District planning process began in May 1999 with a survey mailed to approximately 1,600 District households. The survey requested input on a range of issues including positive and negative aspects of the neighborhood; existing character of the neighborhood; residential development including new homes and additions; design review of single family homes; historic preservation; infrastructure improvement needs for roads, sidewalks, storm sewer; parks; trails; and environmental concerns. District residents or property owners returned approximately 130 surveys (see Appendix A for a summary of survey responses).

Approximately 40 District residents attended a kick-off meeting in June 1999. During that and subsequent meetings, attended generally by 15 - 30 people, residents identified neighborhood strengths and concerns, evaluated recommendations and developed action steps to include in the Plan. Public participation was an important element of the planning process. Monthly articles in “The Highlander” informed and encouraged residents to participate in planning meetings. Prior to the kick-off meeting, all households in the District were mailed a notice of the meeting. Persons attending the monthly planning meetings, and those persons unable to attend the monthly meetings but expressing an interest in the planning process, received notice of all District meetings. Before the Plan was finalized, a second District-wide letter urged all residents to comment on the draft plan. The draft plan was made available to anyone requesting a copy for review.

A Plan Commission liaison and Community Development Department staff organized and facilitated the planning meetings. Other City Departments and agencies including the City Manager’s office; Public Works; Police; and the Park District presented additional background information on specific discussion topics.

Community Development staff prepared a draft Plan based on the meeting discussions and written comments from residents. District residents and property owners were requested to comment on the draft plan before it was submitted to the Plan Commission for a public hearing to amend the Master Plan. Ultimately, the Plan seeks to balance local and neighborhood-wide interests so that it accurately reflects the long-range vision of the residents of the District.

**History**

The South Central district and Highland Park generally, was made accessible to early settlers by the conversion of the Green Bay Trail into a more developed road. Green Bay Road, the first extended highway running north from Chicago, was laid out in 1835 under the direction of General Scott of the United States Army. This allowed for improved overland travel between forts in Chicago and trading posts near Green Bay, Wisconsin. The first European settler in the area was Robert Daggett of Yorkshire, England. Mr. Daggett came to Lake County and was granted land along Green Bay Road by the United States Government in 1843. Both Robert Daggett and his wife are buried in the little cemetery on County Line Road at St. Johns Avenue.

In the 1840's, families including the Stipes and Hessler established farms in the area of Green Bay Road, north of the County line, near what is presently Roger Williams Avenue. In the 1850's, a railroad line was extended through Lake County. The Illinois Parallel Railway Company was chartered in 1851 to construct tracks from Chicago to Wisconsin within 10 miles of Lake Michigan. The rail line was dedicated in 1855.

Up to the end of WWI, most of the South Central district was unincorporated farmland. Small residential neighborhoods were located in the southern section of the district, near Ravinia train station, and in the northern section, near the central district. With post-WWI prosperity, many Chicago city dwellers sought suburban locations that would afford them close proximity to golf courses. In an effort to accommodate the new growth, the city annexed unincorporated lands west of Green Bay Rd, part of which formed the South Central district. Residential developments quickly followed. With concern that residential development would claim most of the open space, and in tune with the rising popularity of golf, private groups purchased much of the farmland before real estate firms could absorb them. The Stipe farm was transformed into the Northmoor Country Club. The Bob O' Link Golf Club was originally formed in 1921, by members of the Exmoor Golf Club to be a "men only" social club. A portion of the Jim Mooney farm was purchased by the East Park Board to create Sunset Valley Golf Course

As with the rest of the nation, the post-war boom development ended with the Depression. With much of the real-estate industry in bankruptcy, many new developments were left unfinished. After WWII, concentrated efforts were made to finish developments and complete needed infrastructure. Aided by easy auto access from the upgrading of the Skokie Highway, the South Central District saw a boom in housing development during the 1950s and 1960s.

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**A vision is the overall image of what the community wants to be and how it wants to look at some point in the future. A vision statement is the formal expression of that vision. It depicts in words (and images) what the community is striving to become. The vision statement is the starting point for the creation and implementation of action plans.**

-Oregon Visions Project

## **SOUTH CENTRAL DISTRICT VISION STATEMENT**

*Quiet streets and a variety of housing styles characterize the South Central District. Mature trees, plantings, and wide lawns create a natural beauty that should be protected. Existing open spaces including golf courses and parks should be maintained and preserved. The natural environment of the District should be preserved, protected and replenished. Land use changes and new construction should be compatible with the existing residential character of the area. The residents envision a neighborhood in which their safety and comfort is enhanced through well-planned and maintained infrastructure.*

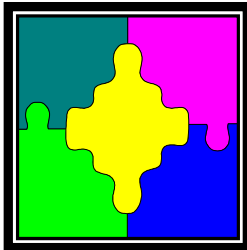


## ISSUES AND RECOMMENDATIONS

### Current Land Use and Zoning

The District contains a variety of recreational, institutional and residential land uses in a range of zoning districts (see **Figures 3 Existing Land Use and Figure 4 Existing Zoning**).

#### **Recreational Uses/Zoning in the District include:**



- Hidden Creek AquaPark/R1/Central Avenue and Beverly Place
- Sunset Valley Golf Course (Park District-Public)/R1/Sunset Road
- Bob-O-Link Golf Club (private)/R1 and R4/Crofton Avenue
- Northmoor Country Club (private)/R1 and R4/Clavey Road
- Larry Fink Park (Park District - Public/R1//Clavey Road
- John F. Kennedy Park/R5/Clavey Road

Portions of the golf courses and country clubs located in the South Central District are situated in the flood plain of the Skokie River. The R1 Zoning District allows for the current uses as well as extremely low intensity single family residential use (1 dwelling unit per 3 acres). Those portions of the private country clubs with a zoning designation of R4 may be redeveloped by right with single family homes on lots with a minimum 20,000 square feet.

#### **Institutional Uses in the District include**

- Edgewood Middle School/R5/Edgewood Road
- Lutz Family Center/R5/Clavey Road
- Congregation Solel/R1/Clavey Road
- Lakeside Congregation for Reform Judaism/R5/County Line Road
- Northshore Sanitary District Treatment facility/R1/Clavey Road

#### **Residential Uses/Zoning in the District include:**

- Single Family residences on a variety of lot sizes/R4, R5 and R6
- Multiple family residences/R4 Planned Unit Development, R6 Planned Unit Development, RM2

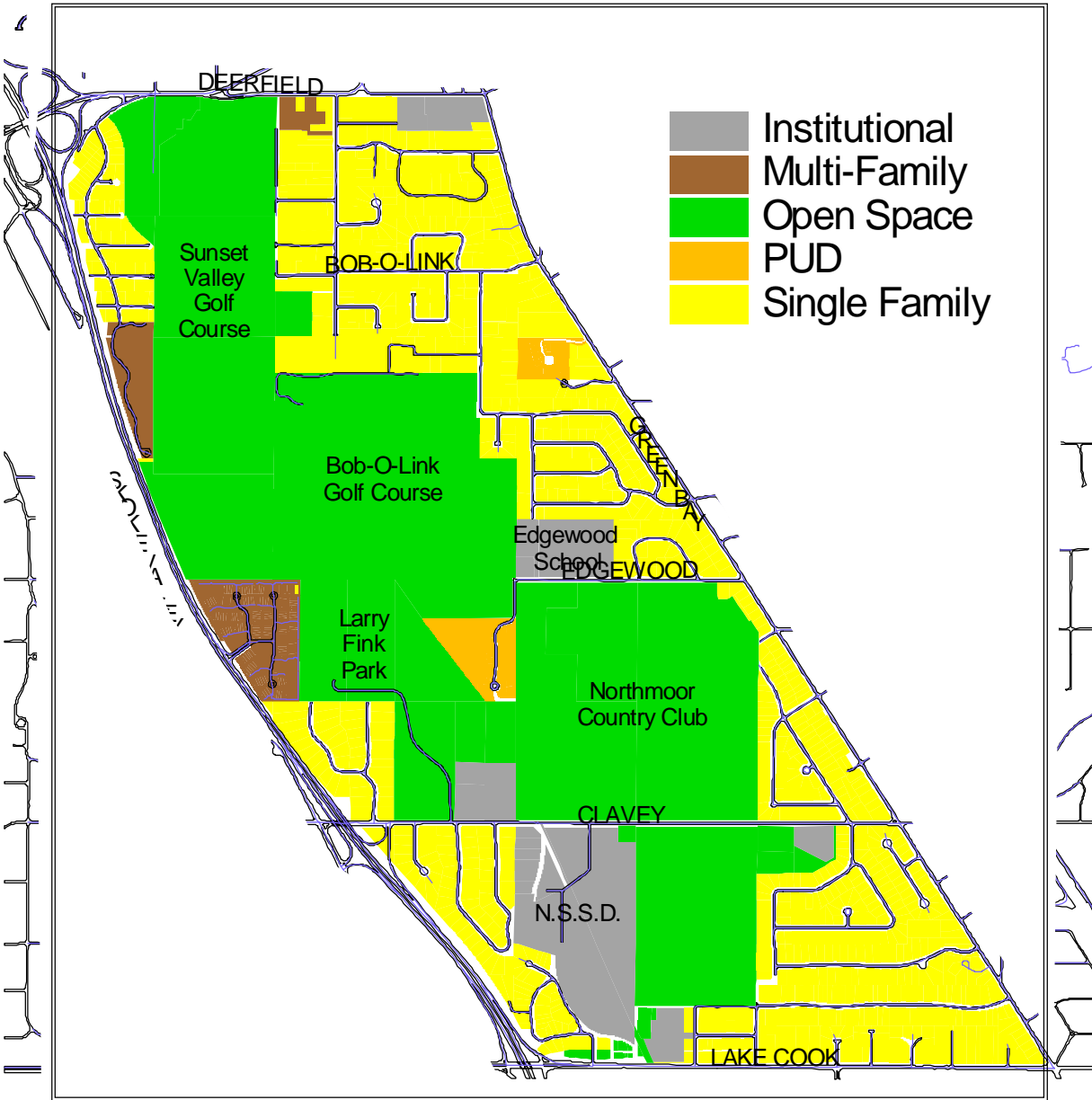
The standards for the Zoning Districts located in the South Central neighborhood are set forth in **Appendix B**.

The R4 district allows a density of approximately 1.75 dwelling units per acre. The R5 district allows a density of approximately 3 dwelling units per acre. The R6 district, which is the most intense single family zoning district citywide, provides for densities of approximately 4 to 5 dwelling units per acre.

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FIGURE 3:

# South Central Neighborhood Land Use Map



City of Highland Park  
Department of Community Development  
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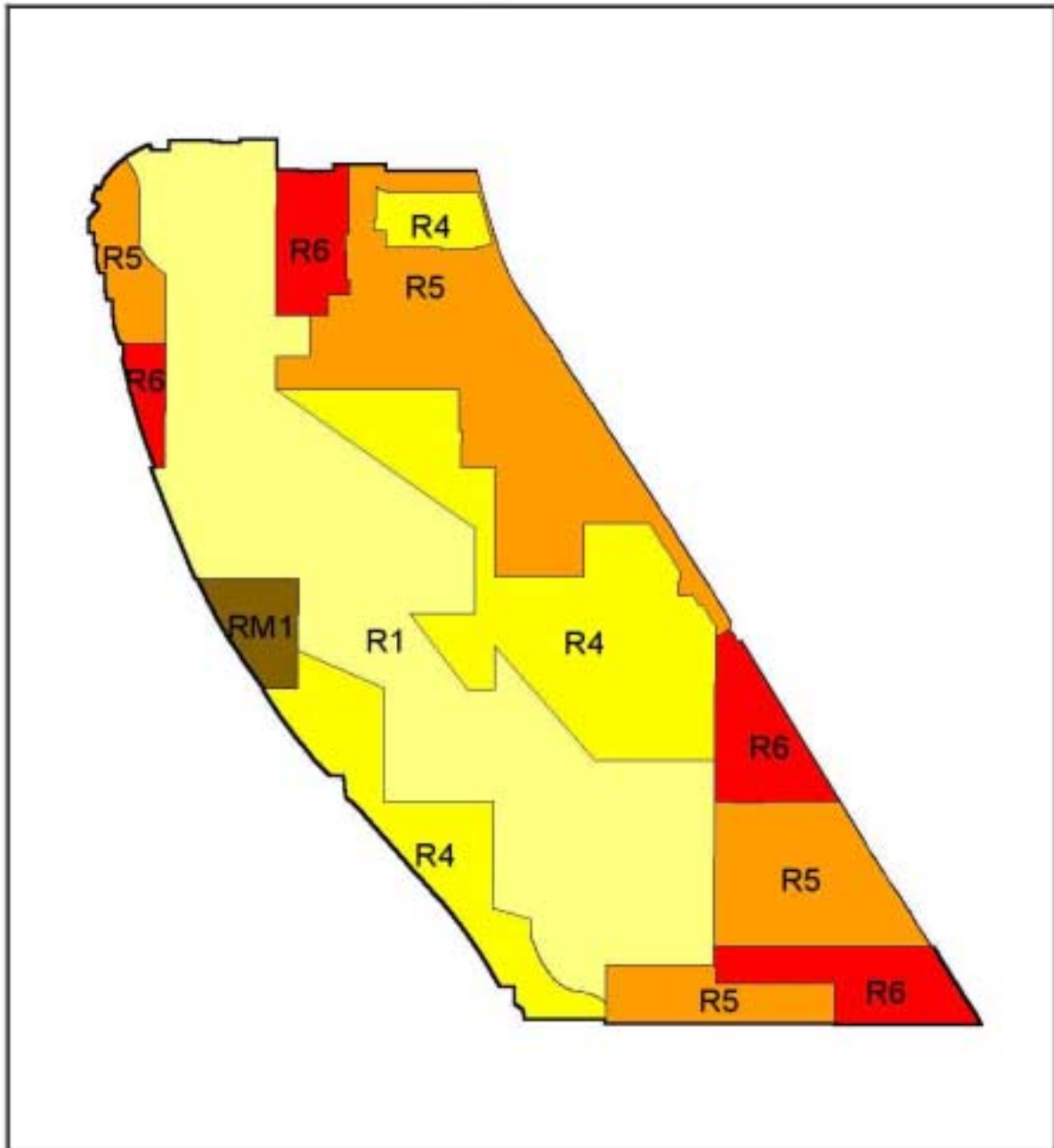
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1 **FIGURE 4**

### South Central Neighborhood Zoning Districts



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The RM1 Zoning District permits multiple family development up to 15 dwelling units per acre on lots sized 10,000 square feet. At the present time, there is no undeveloped land in the District that is zoned RM1.

A number of multiple family developments and planned unit developments have been developed in the South Central District. Croftridge is a 13 dwelling unit single family planned unit development situated off of Green Bay Road. The Crofton Avenue South Planned Unit Development is a multiple family townhouse development containing 27 dwelling units, adjacent to the Bob-O-Link Golf Club. The Manors of Highland Park is a 66 dwelling unit townhouse development located at the terminus of Fredrickson Drive. Another large multiple family townhouse development is Chantilly \_\_\_\_\_, a townhouse development accessible exclusively from Skokie Valley Highway.

Analysis of lot sizes in the District reveals limited potential for subdivisions from dividing existing oversized single family lots. This does not mean that two or more existing lots may be combined and resubdivided in the future, but individual lots being divided into two lots appears to be limited.

**Recommendations**

- ✓ *Maintain the predominant residential land use in the South Central District as detached single family units and limit multiple family residential land use to that existing at the present time.*
- ✓ *Ensure continued enjoyment and use of land currently considered open space, including the private country clubs, by designating the zoning of these areas as “open space”, “private recreation” or some other low intensity use designation such as R1.*
- ✓ *Preserve governmental and educational uses such as parks and schools by designating these areas to a new "public activity" zoning district*

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***“Teardown: The construction or re-modeling of single family homes to the maximum allowable size permitted by land use and zoning regulation in neighborhoods distinctly characterized by considerably smaller homes.”***

**Zoning Code,  
Glendale, CA**

**NEW DEVELOPMENT**

South Central District residents take pride in the diversity of the District’s housing stock and consider it to be one of the most positive attributes of the area. Survey after survey noted the appeal of the variety and charm of residences in the District and residents’ desire to maintain the broad range of residential design styles found in the neighborhood. Residents are supportive of new development and home improvements that are compatible with the existing houses in the neighborhood. However, residents are divided on the impact of recently developed homes. Some residents feel that recently built structures are out of character with existing homes and alter the character of the neighborhood that has developed over time. Other residents feel that while new homes are different in character to nearby older homes, this adds to the diversity of the housing stock in the neighborhood and the new homes are generally appropriate and represent a tangible improvement in the area. Nevertheless, there was general agreement that new homes constructed following a demolition of an existing residence (a teardown) or a residential addition should be constructed to preserve green space on the lot so as to limit impervious surfaces.

Neighborhood residents recognize that the existing style of development on many lots provides side yards that are greater than the minimum required by the underlying zoning. This provides open space and separation between homes that District residents have come to rely on and defines the character of the residential neighborhoods. Limited areas of the South Central District contain residences with detached rear garages and side driveways. This style of residential development can result in a varied streetscape that is less dominated by the attached garage as the predominant façade feature of the residence.

In 1997 the City adopted a comprehensive update to its Zoning Ordinance. Changes to the zoning standards included tightening the standards for floor area ratio (FAR), sideyard setbacks, garage door widths and total building height.<sup>1</sup> A number of the homes recently constructed in the District were approved under the pre-1997 Zoning Ordinance controls. A few of the new homes have been developed under more strict zoning regulations, but at the present time the impact of these zoning amendments may not yet be fully evident.

Although the design of a new home can be controversial, especially when it replaces an existing home, district residents are divided

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<sup>1</sup> The R6 Zoning District was the only single family zoning district to have its’ permitted floor area ratio maintained at the same intensity in the Zoning Ordinance of 1997 as in the 1968 Zoning Ordinance.

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3 ***Garagescape: a***  
4 ***term coined to***  
5 ***indicate the***  
6 ***predominance of***  
7 ***the garage,***  
8 ***especially on***  
9 ***narrower lots.***  
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23 ***“The lawns, in***  
24 ***conjunction with***  
25 ***the roadside trees,***  
26 ***create the illusion***  
27 ***of a park. Their***  
28 ***greenery***  
29 ***transforms an***  
30 ***urban street into a***  
***country lane. The***  
***lawn is the owners’***  
***principal***  
***contribution to the***  
***suburban***  
***landscape.”***

Robert Fishman,  
Suburban Historian  
Rutgers University

about whether to recommend design review for new single family homes. However, at neighborhood planning meetings there has been general support for specific regulations that would address the issues of roof pitch, identical house design, prominence of garages, and impervious surfaces controlled through development regulations, as opposed to a process for single family design review by an appointed commission.

#### **Recommendations**

- ✓ ***Encourage infill single family residences and additions to be designed in a manner compatible with residences on the same block.***
- ✓ ***Develop generalized single family residential design regulations to control garage width, orientation and location. Create incentives to reduce garage width facing the street, such as allowing modest FAR or impervious surface bonuses for facing garage away from street and/or at the rear of the property.***
- ✓ ***Adopt guidelines/regulations that discourage uniformity of house design in new subdivisions, citywide.***
- ✓ ***Study impervious surface ratios for all single family zoning districts citywide.***
- ✓ ***Analyze alternative materials to asphalt or concrete for driveway surfacing in order to reduce impervious surfaces.***



## TRANSPORTATION AND PUBLIC SAFETY

### **Sidewalks and Bikepaths**

Maintaining and expanding a safe and efficient network of sidewalks and bikepaths is especially important to residents of the South Central District because of the large number of children in the area, the presence of schools and parks, and the easy accessibility to existing bikepaths. Within the South Central District and adjacent areas there are numerous walking and cycling destinations for residents of all ages. Some of these destinations include Edgewood and Lincoln Schools, the central and Ravinia business districts, the Chicago Botanic Gardens, Larry Fink Park, the Hidden Creek AquaPark, and Sunset Valley golf course. Providing a complete network of sidewalks and other improvements in the district can minimize conflicts between cyclists, pedestrians, and motorists and increase safe access to these destinations.

Highland Park residents are active pedestrians and cyclists. Because of this interest, the City has engaged in planning and implementing projects to support these pursuits as a function of the Master Plan process. A Bikeway System Plan was adopted in 1976 as part of the Comprehensive Master Plan. The City of Highland Park Greenways Plan, adopted in 1995, is a part of the Master Plan update presently ongoing. Sidewalk and bicycle path issues are addressed in the City's Greenways Plan.

Annually the City budget allocates funding for sidewalk improvements, thus allowing the City to increase the total lineal feet of new sidewalk constructed or old sidewalk reconstructed, in a given year. An increased sidewalk improvement program would increase safety for all pedestrians, but particularly for children walking or biking to schools, parks and other locations. There is neighborhood support for the sidewalk system on the eastside of Green Bay Road.

The Greenways Plan notes that where sidewalks do not exist, installation of sidewalks must take into consideration the natural vegetation, landscaping and topography of the street in question. Due to existing conditions, new sidewalks must be carefully built to reduce the visual and physical effects on adjacent properties. Therefore, the Greenways Plan and this Strategic Plan recommend that the City hold a public meeting before any sidewalk is designed to allow for comments by affected residents.

The Greenways Plan recommends the construction of a sidewalk along Green Bay Road in the areas leading to Lincoln and Edgewood Schools. The Plan noted that while sidewalks are currently located on at least one side of Green Bay Road, where sidewalks are located on only one side of the road, pedestrians are forced to cross the street

### *What is a Greenway?*

*A "Greenway" is a corridor of land that provides one or more of the following benefits:*

- *Protection and management of natural and cultural features.*
- *Provision or recreational opportunities.*
- *Enhancement of the quality of life and aesthetic appeal of neighborhoods and communities.*
- *Provision of alternative transportation facilities such as trails, paths, and sidewalks to supplement the existing street system and reduce dependence on motor vehicles.*

1 or walk in the parkway. Although the Greenways Committee  
2 preferred new sidewalks along only one side of major streets, the  
3 Plan recommends a complete sidewalk on both sides of Green Bay  
4 Road because of traffic volume and speed, lack of traffic signals and  
5 heavy pedestrian activity. Furthermore, the Greenways Plan  
6 recommends consideration of on-street bicycle lanes on Green Bay  
7 Road from Lake-Cook Road to Laurel Avenue.

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9 **UTILITY OF**  
10 **GREENWAYS**  
11 **To encourage**  
12 **greater use of**  
13 **non-motorized**  
14 **types of**  
15 **transportation;**  
16 **and to promote**  
17 **using Greenways**  
18 **as a healthy**  
19 **alternative to**  
20 **driving cars that**  
21 **will reduce**  
22 **congestion,**  
23 **pollution, and**  
24 **noise while**  
25 **improving the**  
26 **community's**  
27 **quality of life.**

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39 -City of Highland Park  
40 Greenways Plan  
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The following streets in the South Central District are designated in the Greenways Plan as on-street bicycle routes: Bob-O-Link Road; Chaucer Lane; Clavey Road; Crofton Avenue; Deerfield Road; Edgewood Road; Fredrickson Place; Green Bay Road; Hastings Avenue; County Line Road; McDaniels Avenue; and Thackery Drive. In addition, the Greenways Plan makes the following recommendations regarding on-street bicycle routes:

***On-Street Bicycle Routes:** The Greenways Plan designates many streets many streets as "Bicycle Routes" to improve access to all parks, schools, neighborhoods, and shopping areas in the community. It is impossible to connect all parts of Highland Park with off-street trails because there is simply not enough vacant land in the proper locations. Therefore, it is necessary for bicyclists to use the streets for access. These bike routes were chosen based on the 1993 survey findings and the knowledge of the Greenways Committee members. Few improvements are needed to most of these routes besides properly identifying them with Bicycle Route signs.*

**Recommendations**

The following recommendations are made following discussions regarding the sidewalk network and greenways plan at neighborhood meetings. These recommendations are "generally" consistent with the Greenways Plan but have been modified and, in some cases, expanded, based on neighborhood input.

- ✓ *Enhance the safety of pedestrians crossing Green Bay Road at Bob-O-Link Road, Thackery Drive, Edgewood Road, Highland Place, Clavey Road and County Line Road and provide a pedestrian crossing at Fink Park and the area adjacent to the Water Park.*
- ✓ *Enhance the safety of pedestrians crossing Skokie Valley Highway at Clavey and County Line Roads through adjustments to the pavement markings, traffic signal timing and other means, as necessary.*
- ✓ *Where construction of new sidewalks is recommended, require that these sidewalks conform to the greatest extent possible to*

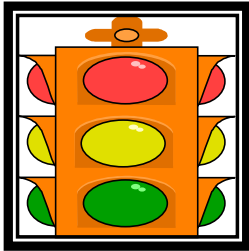


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*existing natural conditions, and preserve existing vegetation and landscaping improvements.*

- ✓ *Examine the City’s standards for sidewalks and develop alternatives for sidewalks with respect to the minimum width required, materials and geometry.*
- ✓ *Implement the City Greenways Plan in the South Central District by prioritizing funding for and constructing the proposed sidewalk on the eastside of Green Bay Road in the public right-of-way north of Broadview Avenue to Lincoln Avenue West.*
- ✓ *Further analyze the proposed development of a “carriage” sidewalk (similar to the sidewalk on Ridge Rd.), the specific material and location of which will be worked out with neighborhood resident input, along Crofton Avenue between Bob-O-Link and Saxony.*
- ✓ *Hold public meeting before each sidewalk is designed to allow for comments by affected residents.*
- ✓ *Monitor and assure that public sidewalks are maintained in a usable condition and are passable when residences are under construction.*
- ✓ *Promote and implement concepts proposed by the Greenways Plan by providing signage for designated bike routes.*
- ✓ *Develop the Skokie River bicycle trail abutting the North Shore Sanitary District property along the Skokie River from Clavey Road to Lake-Cook Road and from Clavey Road to Central Avenue through Fink Park, Bob-O-Link Golf Club and Sunset Valley Golf Course.*
- ✓ *Preserve and enhance the off-street trail connection at Hastings Avenue between Marion Avenue to Stonegate Drive, and assure maintenance of the current materials and character of the trail.*
- ✓ *Study the proposed development of on-street bicycle lanes on Green Bay Road between Lake-Cook Road and Laurel Avenue and on Lake Cook Road between Green Bay Road and the Chicago Botanic Gardens.*

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## Traffic Calming

South Central District residents discussed the geographic conditions of the area. The District is situated between the predominant north-south routes of the City. Green Bay Road defines the east boundary of the District and Skokie Valley Highway (Rte. 41) defines the west. A significant amount of the motor vehicle traffic entering the District and utilizing residential streets is destined for Green Bay Road or Route 41. This traffic may be defined as “cut through” traffic. The issue of reducing cut through traffic and shifting it from residential to major streets is of great importance to District residents.

Other motorized traffic issues identified by District residents relate to reducing the speed at which drivers travel on residential streets. Of great concern to residents is speeding near Lincoln and Edgewood Schools morning drop-off and afternoon pick-up times. Traffic in the Lincoln School area is particularly heavy along Bob-O-Link. District residents’ inclination is to recommend the installation of stop signs to slow traffic speeds. A concept discussed with residents was that in many instances traffic planning techniques commonly referred to as “traffic calming” are more effective than installing stop signs to reduce motor vehicle speeds and control traffic flow. The placement of stop signs often results in people driving faster between intersections.

On-street parking can help slow the speed of traffic on residential streets. Many of the narrow streets in the South Central District such as allow parking on both sides of the street and thus, reduce the speed of vehicles. Residents noted that with vehicle size increasing, as sport utility vehicles become more prevalent, oftentimes the usability of narrow roads decreases. Residents identified a range of concerns relative to on-street parking including occasional difficulty passing parked cars, diminished visibility of pedestrians where no sidewalks exist, potential time delays in emergency vehicle access. Residents discussed whether to support recommendations for on-street parking on only one side of certain streets. After much discussion, District residents generally supported maintaining on-street parking for both sides of the street due to the effect such parking has on traffic speed.

The City’s traffic planning consultant, Barton-Aschman Associates prepared an overview of traffic calming for the City’s Traffic Commission. The purpose of traffic calming was defined in that presentation:

- Restore streets to their intended functions
- Local - not intended for use as through route
- Residential Collector - access to properties balanced by a need to collect and distribute traffic into and out of neighborhood

- Achieve one or more of these objectives
  - Reduce vehicular speeds
  - Discourage through traffic
  - Minimize conflicts between road users
  - Improve the neighborhood environment

### **Recommendations**

- ✓ *Enforce speed limits and prohibition of illegal truck traffic on neighborhood streets.*
- ✓ *Initiate a traffic study and traffic plan designed to discourage cut-through traffic on the following residential streets:*
  - *Hillside Drive*
  - *Marion Avenue*
  - *Bob-O-Link Avenue*
  - *McDaniels Avenue*
- ✓ *Explore traffic calming actions, including the potential for the installation of stop signs, to increase public safety at the following intersections:*
  - *McDaniels and Court Avenues*
  - *Chaucer Lane and Saxony Drive*
  - *Marion and Hastings Avenues*

*and on the following streets:*

  - *Kimball Lane*
  - *Marion Avenue*
  - *Hillside Drive*
  - *Stonegate Drive*
- ✓ *The Traffic Commission should explore whether traffic flow could be improved at the following intersections and study the feasibility of removing stop signs:*
  - *Saxony Drive and Chaucer Lane*
  - *Golf and McDaniels Avenues*
  - *Crofton Avenue and Brittany Road*

### **Traffic Law Education and Enforcement**

District residents expressed concern about the speed at which cars travel through the area, particularly in the area of Lincoln Edgewood Schools. Concerns regarding excessive vehicle speeds are noted on some of the longer streets in the District such as Bob-O-Link Road, Stonegate Drive, Marion Avenue as well as on the arterial roadways including Green Bay, Clavey and County Line Roads. As central district traffic volumes increase and will further intensify in the future, the Blackstone/Clavey Road bypass increasingly becomes a

1 viable alternative to accessing Route 41, instead of from Central  
2 Street. Residents identified a need for reducing the amount and  
3 potential for cut-through traffic and increased enforcement of speed  
4 limits in this area.

5  
6 **Recommendations**

- 7  
8 ✓ *Enforce speed limits on neighborhood streets*  
9  
10 ✓ *Increase police presence or install speed display device to*  
11 *reduce speeding in the areas of Lincoln and Edgewood Schools*  
12 *during peak traffic use periods.*  
13  
14 ✓ *Study the possibility of providing for a “no passing zone” on*  
15 *Green Bay Road, south of Lincoln Avenue, during morning*  
16 *school drop-off and afternoon school pick-up hours.*  
17  
18 ✓ *To increase pedestrian and bicyclist safety, seek opportunities*  
19 *for resident education efforts and increase enforcement*  
20 *activities by the Police Department to improve compliance with*  
21 *local traffic and speed regulations.*  
22

23 **Open Space and Institutional Uses**

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25 District residents find the area to be well served with respect to  
26 access to local parks, as well as regional open space opportunities,  
27 both of a public and private nature.

28  
29 **District Parks**

30 **Larry Fink Park** (70+ acres) is a community facility that contains  
31 extensive recreational facilities and some natural areas Residents  
32 identified access to Fink Park as difficult from the south side of  
33 Clavey Road, as well as difficulty visually locating the entrance to  
34 the park from an automobile, due to the proximity of the entrance to  
35 the entrance to Congregation Solel. Residents recommend the Park  
36 District enhance the entry to increase accessibility from automobiles  
37 and pedestrian improvements for getting across Clavey Road.

38  
39 **Hidden Creek AquaPark** is a water park that includes a lap pool,  
40 water play areas, water and plunge slides, diving board and  
41 concession stand. The AquaPark is a major District destination for  
42 persons of all ages and is open from the end of May until the  
43 beginning of September. Recently, major improvements have been  
44 made to the intersection of Central Avenue and Beverly Place to  
45 improve vehicle access to the facility. District residents identified the  
46 need to improve pedestrian and bicycle access to the facility. The  
47 Greenways Plan recommends the development of the Skokie River  
48 Trail adjacent to Sunset Valley Golf Course and the AquaPark as a  
49 long-term improvement.  
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**Sunset Valley Golf Course** (75+ acres) contains a full 18-hole public golf course and clubhouse facility.

**Kennedy Park** (4.5+ acres) is a neighborhood park located on Clavey Road, adjacent to Northmoor Country Club.

**Schools**

**Edgewood Middle School** (grades 6-8) is located on the north side of Edgewood Road, west of Green Bay Road. The school and athletic fields (17.5 +/- acres) abut Bob-O-Link Golf Club.

**Lutz Family Center** is a private, not-for-profit, daycare, pre-school, nursery school and after school facility situated in the old Kennedy Elementary School on the south side of Clavey Road, adjacent to Kennedy Park.

**Private Country Clubs**

**Bob-O-Link Golf Club** (170 +/- acres) is a private, members only golf course and club with a club house facility situated west of Crofton Avenue. Established in 1921, Bob-O-Link provides private recreational facilities for its members and passive, visual open space which defines an open space character for the general area.

**Northmoor Country Club** (211 +/- acres) is a private, members only golf course and club with a club house facility situated south of Edgewood Road. Established circa 1925, Northmoor Country Club provides private recreational facilities for its members and passive, visual open space which defines an open space character for the general area.

**Religious Institutions**

**Congregation Solel** is a reform Jewish facility located on Clavey Road, adjacent to Larry Fink park.

**Lakeside Congregation for Reform Judaism** is located on County Line Road across from the Chicago Botanic Garden.

**Other Institutional Uses**

**Chicago Botanic Gardens**, located outside of Highland Park immediately south of the District, is another land use that confers an open space character to the District at its south end.

**North Shore Sanitary District Treatment Facility** (\_\_\_ acres) is located on Clavey Road, immediately west of the Northmoor Country Club. This regional facility processes sanitary wastewater for the City of Highland Park and areas adjacent to the City.

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**Recommendations**

- ✓ *Encourage the Park District to better visually define the entrance to Fink Park and differentiate it from the adjacent synagogue.*
- ✓ *Study alternatives for improving pedestrian and bicycle access to the Hidden Creek AquaPark.*

**Drainage Improvements**

Some South Central District residents identified stormwater management problems as a high priority issue. Specifically, areas cited by District residents as having poor stormwater drainage and/or flooding problems are located west of the ridge on which Green Bay Road runs along. Flooding problems are cited in terms of both sanitary sewer back-ups resulting in basement flooding as well as poor drainage of stormwater on District streets. Residents cite illegal residential downspout connections to the sanitary sewer system as one principal reason for this basement flooding. The City Department of Public Works recently completed a study of illegal downspout connections in portions of the District and identified numerous examples of this violation. The City is in the process of informing violators and requesting that the violation be rectified. In some cases, violators are being prosecuted to assure compliance with City codes.

**Recommendations**

- ✓ *The City should continue to implement the action plan requiring disconnection of illegal downspouts and prosecute property owners not in compliance with the City’s ordinances.*
- ✓ *Prepare stormwater management assessments and improvement plans to reduce flooding in the following locations*
  - *Fredrickson Place*
  - *Crofton Avenue north to Saxony Drive*

**Environment**

South Central District residents expressed concern for preservation of the natural environment in the District. District residents noted the extent and quality of the existing trees in the District. Residents cited as a key positive attribute of the area the many mature trees. These trees support and enhance the character of the neighborhood, as was noted on many resident surveys. Residents are supportive of



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municipal and other government entities planting additional street and park trees.

Litter, illegally dumped debris, and poor clean-up of dog waste were identified as on-going concerns in the District. Residents would like tougher enforcement of existing City Ordinances to support maintenance of the District’s appearance.

Another source of noise pollution, lawn and garden equipment, was noted in resident surveys and meeting comments.

**Recommendations**

- ✓ *Increase enforcement of the City’s Tree Preservation Ordinance and discourage the removal of mature trees whenever possible.*
- ✓ *Increase public education regarding mature tree maintenance on public and private property*
- ✓ *Explore additional tree preservation measures that will protect the trees on properties that are abutting new development or large additions.*
- ✓ *Support increased City funding for the installation of parkway trees.*
- ✓ *Encourage residents to report violations of the City’s residential lighting regulations.*
- ✓ *Strengthen the City’s Ordinances to reduce noise from leaf blowers*
- ✓ *Encourage the improvement and maintenance of the Skokie River and support the recommendations of the North Branch Watershed Plan*
- ✓ *Control the deer population in a humane manner*

1 **APPENDIX A: SUMMARY OF DISTRICT SURVEY RESPONSES**

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To be prepared for submission with the Public  
Hearing Draft



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**APPENDIX B: SUMMARY OF ZONING REGULATIONS  
SOUTH CENTRAL DISTRICT**

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