

# PLAN OF WINNETKA

THE REPORT OF  
THE WINNETKA PLAN COMMISSION  
ACCOMPANIED BY  
THE REPORT AND RECOMMENDATIONS  
OF  
MR. EDWARD H. BENNETT  
CONSULTING ARCHITECT



NINETEEN HUNDRED TWENTY-ONE

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#### PROPOSED VILLAGE CENTER

Bird's-eye view of proposed Village Center, looking towards the west; railway tracks depressed; station in center, built over tracks; to the west stands the Village Hall in the center of the block facing Linden street, with an open court at the back leading to the Horace Mann block; the present school building eventually removed and this block rebuilt with a community auditorium as its central building.



IN PUBLISHING THIS REPORT

THE WINNETKA PLAN COMMISSION

AND

THE WINNETKA VILLAGE COUNCIL

GRATEFULLY ACKNOWLEDGE  
THE INVALUABLE SERVICES OF THE LATE  
PHILIP SIDNEY POST  
FIRST CHAIRMAN OF THE WINNETKA PLAN COMMISSION

His public spirit and enthusiasm were a constant inspiration to the Commission, and his sound judgment and tact had much to do with reconciling differences of opinion and finding the way to an effective union of the ideal with the practical. The Commission's report was substantially completed before his death and was written in great part by him.

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# WINNETKA PLAN COMMISSION

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## ORIGIN AND ORGANIZATION OF COMMISSION

The Commission was appointed by the Village Council in 1917 and consisted of 63 members, including as Ex-Officio members the president and members of the Village Council, the presidents of the Board of Education, Park Board, Village Improvement Association, Winnetka Woman's Club, New Trier Business Men's Association and Indian Hill Improvement Association.

The Commission organized by dividing its membership into an Executive Committee and special committees on:

- Railroads and Grade Separation
- Streets and Highways
- Public Buildings and Utilities
- Parks and Playgrounds
- Lake Front Development
- Schools, Churches and Social Centers
- Business Centers { Indian Hill  
Winnetka  
Hubbard Woods
- Building Zones and Restrictions
- Freight, Fuel and Lumber Yards; Disposal of Waste
- Electric Wires and Ornamental Lighting
- Drainage
- Legality and Legislation
- Estimates and Finances
- Publicity
- Expert Consultation

The expense of preparing the Plan, other than printing, has been paid by appropriations by the Village Council. The expense of printing this report has been paid by popular subscription.

The preparation of the Plan was entrusted to Mr. Edward H. Bennett, of Chicago, prominent in the field of town and city planning, and especially well known as the architect of the Chicago Plan Commission.

## REPORT OF THE COMMISSION

*"When we build, let us think that we build forever; let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for, and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them and that men will say as they look upon the labor and wrought substance of them, 'See! this our fathers did for us.'"* —JOHN RUSKIN.

TO THE COUNCIL AND CITIZENS OF WINNETKA:

The Plan Committee presents with its hearty approval the report of a Plan for Winnetka, prepared by Mr. Edward H. Bennett, Consulting Architect.

The value of town and city planning for small as well as large communities is now beginning to be generally recognized. As has been stated:

"The problems of the small places are after all much the same as those of the larger cities, except that the small cities may head off the evils from which the larger ones now suffer. The main differences are these: in the smaller places the methods may be preventive, while in the larger they must be mainly corrective. In the smaller places high standards can be adopted; in the larger places lower standards are almost inevitable. In the small places improvements may be made at relatively low cost; in the larger cities the cost of some improvements is necessarily high."

*John Nolen, City Planning Conference 1917, p. 118.*

Winnetka has undertaken its planning none too soon. The next ten years are bound to see a rapid increase in its population. With this comes the ever increasing danger that property now vacant which may be needed for parks, playgrounds, schools and public buildings, or for the laying out or widening of streets, or for other purposes will be built upon, thus making these public improvements in the future more difficult and expensive. Herein lies the great practical importance of having a complete and far-seeing plan. It gives to the village something definite to work toward. If



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## PLAN OF WINNETKA

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WINNETKA COMMON—The scene of notable Fourth of July celebrations and of many pageants and public gatherings.

the future location of public buildings, schools, parks and streets is determined in advance in accordance with a carefully studied scheme of general development, not only will the final result be harmonious and attractive, but this result will be attained at the minimum of cost.

There is a basis for the statement that "community planning is not primarily related to æsthetic considerations. It is, on the contrary, common sense applied to the common interests. It is the same sort of action on the part of a community towards its own people as that which a wise citizen uses in building a home or store. It is the same applied thought and foresight as corporations constantly use in building factories".

In this spirit and with this purpose Mr. Bennett has studied Winnetka, its present needs and its future possibilities, and has prepared a plan which has the double merit of suggesting an ultimate village development of symmetry and beauty and at the same time of being so essentially practical that it furnishes the basis and inspiration for a comprehensive program of prompt execution.

### Track Depression

The elimination of grade crossings is Winnetka's most serious and urgent problem. In the last eleven years forty-four persons have been killed or

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## REPORT OF THE COMMISSION

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seriously injured at railway crossings within the corporate limits. Every crossing has had its tragedy, and this menace to life increases daily with added trains and growth of population.

The Plan Commission is in most hearty accord with the Village Council and the citizens generally in insisting that the only proper solution of the grade separation problem in Winnetka—both for the steam and electric roads—is depression.

Mr. Bennett's report sets forth clearly the many advantages of depression. It is evident that much of the force and symmetry of the plan will be utterly destroyed if a great railway embankment two miles long cuts the village into two parts. Such a disfigurement is unnecessary and ought not to be permitted. Successful grade separations with depressed tracks exist in many suburban communities in the East. A similarly practicable result is attainable in Winnetka, and no effort should be spared to secure it.

Aside from considerations of appearance and comfort, there is a controlling reason why this community should fight to the very end any proposal for track elevation in preference to track depression. We want to eliminate danger—to make our streets at least reasonably safe for vehicles and for children going to school. Track elevation, it is true, would remove the danger of accidents on the tracks, but it would substitute a new danger to traffic and pedestrians because there would be eight subways each imme-



SHERIDAN ROAD, lined with shade trees and skirting the lake, is one of the picturesque features of the North Shore.



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## PLAN OF WINNETKA

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This picture, taken in Rogers Park, Illinois, shows the result of track elevation. In Winnetka an embankment like this would run two miles through the heart of the village. Such disfigurement can be avoided by track depression.

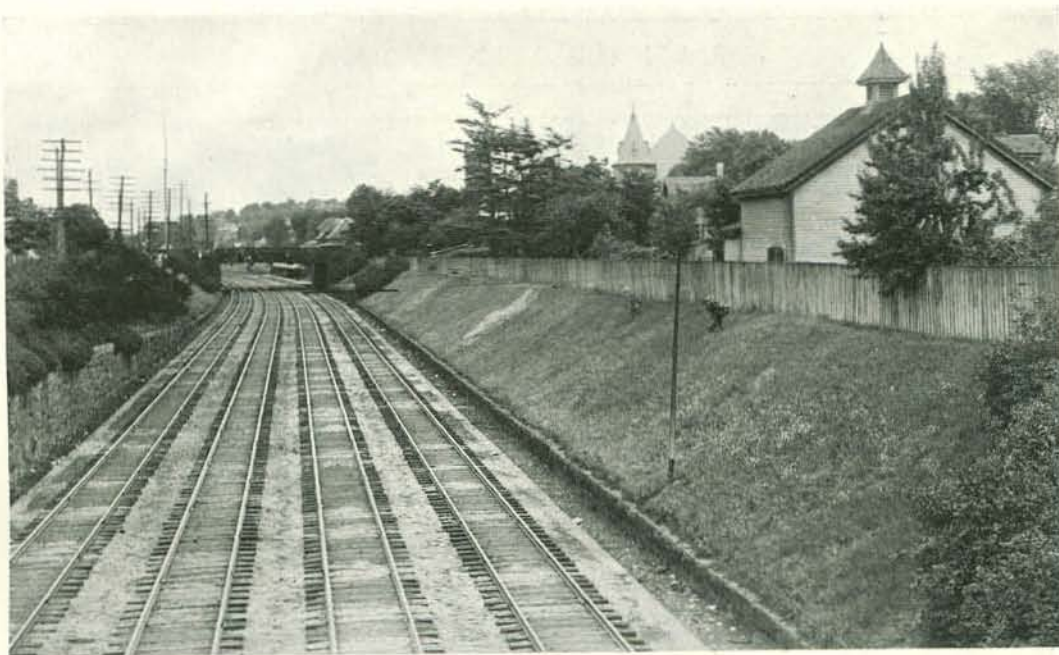
diately adjacent to a street intersection, and each such intersection would be a point of imminent danger. We have one such spot already at the Willow Street subway; it would be a crime and a blunder to create others.

Where conditions, as in Chicago, make elevation the only feasible method of grade separation, there is no choice, but where as in Winnetka depression is entirely practicable, the decision obviously ought to be in favor of the method productive of the greatest permanent safety and convenience. Compared with this any difference in cost is of slight importance.

Grade separation outside of congested city districts is a new problem in Illinois, but the policy of the State—when defined by the courts or Public Utilities Commission or further legislation—surely will be to require that it be accomplished in the manner which will most fully promote the public welfare. If this test is applied to the situation in Winnetka the tracks of both the steam and electric lines must be depressed.

### **Parks and Playgrounds**

Nothing can be added to Mr. Bennett's report dealing with the development of Winnetka's park system.



This scene on the Boston & Albany Railroad shows that track depression is feasible and the results attractive.



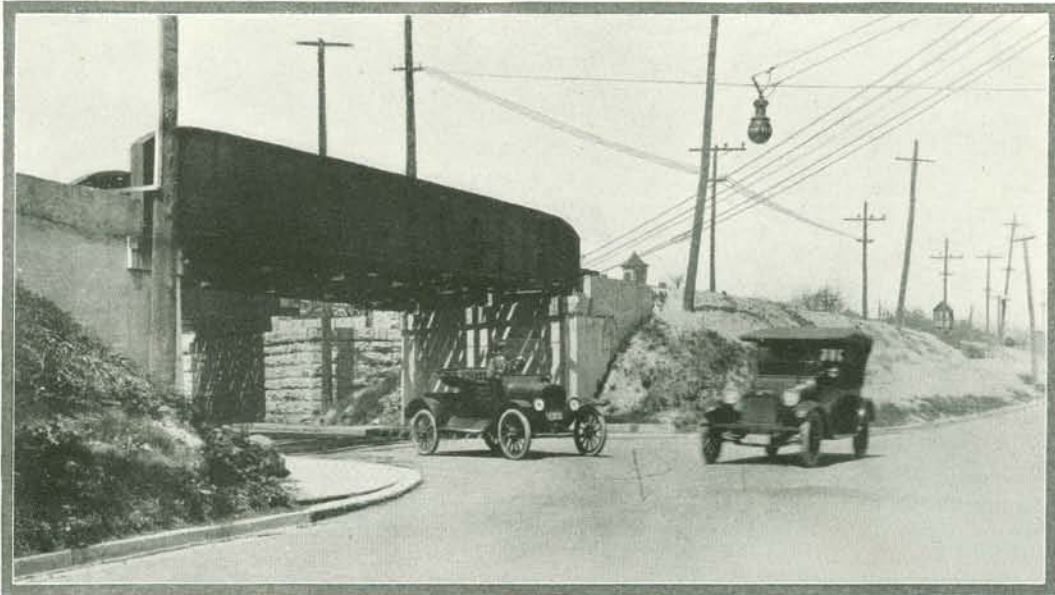
Another view, near Newton, Mass., showing a turf slope on one side and a retaining wall of varying height on the other.



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## PLAN OF WINNETKA

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WILLOW STREET, WINNETKA—an example of the death trap resulting from track elevation. Eight such danger spots would be created in the village if the tracks were elevated.

**CROW ISLAND** The Plan Commission heartily approves the action of the Park Board in acquiring Crow Island, sometimes called the "Wooded Island," which lies in the southwest part of the village. This should be connected with the present Skokie Playfield by a fine parkway at least 200 feet wide along Hibbard Road (formerly Tolman Road) and Willow Street. The "Island" is a specially interesting feature of the Skokie Valley.

With the addition of this "Island" there is a fringe of parks extending from North Avenue nearly to the Indian Hill golf course, outlining the natural western limits of Winnetka.

**SKOKIE FOREST PRESERVE** Beyond the western limits of Winnetka lies the Skokie Valley, a large open space of low-lying land of rare and peculiar natural beauty, which ought to be preserved for all time as one of the breathing spaces and great outdoor playgrounds of Chicago. Every year the city grows; its population becomes a little more crowded; suburban property becomes urban and country becomes suburbs, and the open spaces disappear beneath brick and mortar. It is a most unusual thing to find within easy reach of a great city the splendid openness and expanse of view which the Skokie affords. The period of private appropriation is rapidly

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## PARKS AND PLAYGROUNDS

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approaching, and if this valley is to be preserved for the benefit of the people prompt action is necessary.

The public sentiment for preserving the Skokie is already aroused and active and favorable action towards acquiring the 2,090 acres of the Skokie Valley, extending from Wilmette north to the county line, has been taken by the Forest Preserve Commission during the last year. No land, however, has yet been purchased and the danger of delay is ever increasing. No opportunity should be lost, therefore, to impress the Forest Preserve Commissioners with the great opportunity and duty resting upon them and the urgency of action. There are many tracts of woodland in Cook County and the Forest Preserve Commission has shown great enterprise and judgment in purchasing many of these tracts, but there is but one Skokie—but one stretch of open, untouched ground within easy reach of the city, a remnant of the marsh and prairie bordered by woods. The Skokie Valley is recognized as a logical and necessary part of the Metropolitan Park System planned for the greater Chicago which our children and many of us will see and be a part of. Its purchase will complete the public ownership of the valley of the North Branch of the Chicago River from the county line south twelve miles



A typical view of the Skokie. This low-lying land has a peculiar beauty; it should become part of the Cook County Forest Preserve, and thus remain for all time one of the breathing places and great outdoor playgrounds of Chicago.





"CROW ISLAND"—This interesting and unique bit of woodland will, as part of the Winnetka Park System, be preserved permanently for the use of the public. (*Top*) View of "Crow Island" from Willow Street. (*Bottom*) View on the "Island."

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## LAKE FRONT DEVELOPMENT

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View of the lake front development and harbor proposed for Lake Forest.  
The plan suggests a similar treatment for Winnetka.

to Rogers Park. To border on such a preserve would be the greatest good fortune for Winnetka and no effort should be spared to bring it about.

### Lake Front Development

Winnetka's location on the lake shore is its most valuable asset. An investment which would provide a small harbor, as indicated in the plan, would place within reach of all our citizens the opportunity of enjoying the lake to the fullest extent, and would give to the village all the advantages of a summer resort.

The hope of an early development of the lake front is connected with the matter of track depression. When the tracks are depressed, the dirt removed from the cut will have to be hauled away. This material being clay is unsuited for railroad filling at other points, and the railroad would undoubtedly be glad to deliver this material at Winnetka's lake shore for use in its lake front development. In this way the railroad would obtain a short haul and a consequent reduction in the cost of disposing of this material.

The plan suggests a somewhat ambitious but by no means impracticable development of the lake front by uniting the isolated lake front parks and street ends by means of a parkway reclaimed along the shore or by constructing a strip of land in the lake parallel to the shore, thus creating



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## PLAN OF WINNETKA

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Additional north and south highways in the Skokie Valley must be developed. They can be rendered attractive by adequate planting such as shown here on Willow Street.

a lagoon of quiet water for small craft and for bathing and skating.

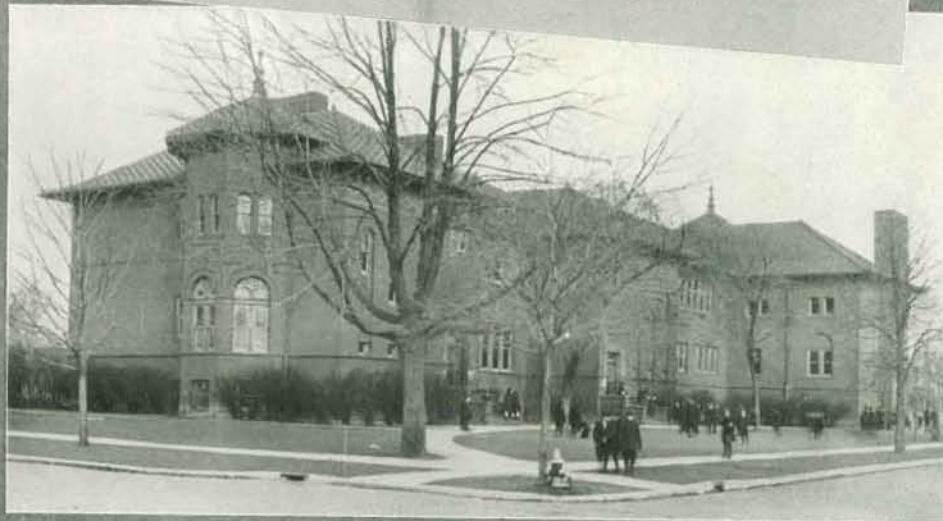
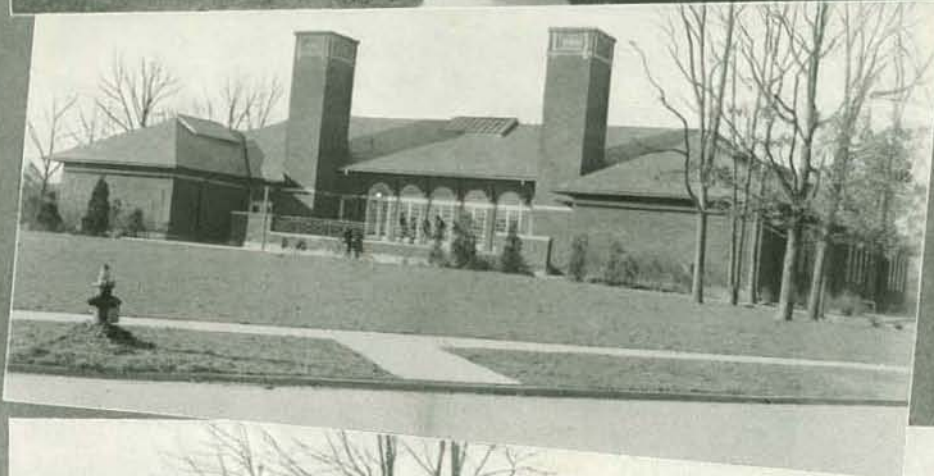
### Streets and Highways

A most valuable feature of Mr. Bennett's report is its study of the streets within the village and of the outlying highways which surround the village. The problem of diverting from the village as much of the through motor traffic as possible has been carefully studied. To this end the report suggests the laying out of additional north and south highways to the west of the Skokie. By connecting existing roads several direct through routes are gained which ought to attract much of the through traffic which now crowds the Sheridan and Green Bay roads. These suggestions are most desirable and entirely feasible, and should have active co-operation between Evanston and the villages and townships to the north.

A specially important recommendation is that for the extension of Railroad Avenue (recently renamed Center Street) throughout the village so that there may be created a continuous highway from Evanston to Glencoe west of and immediately adjoining the railroad tracks, which will attract and carry all the heavy motor trucks.

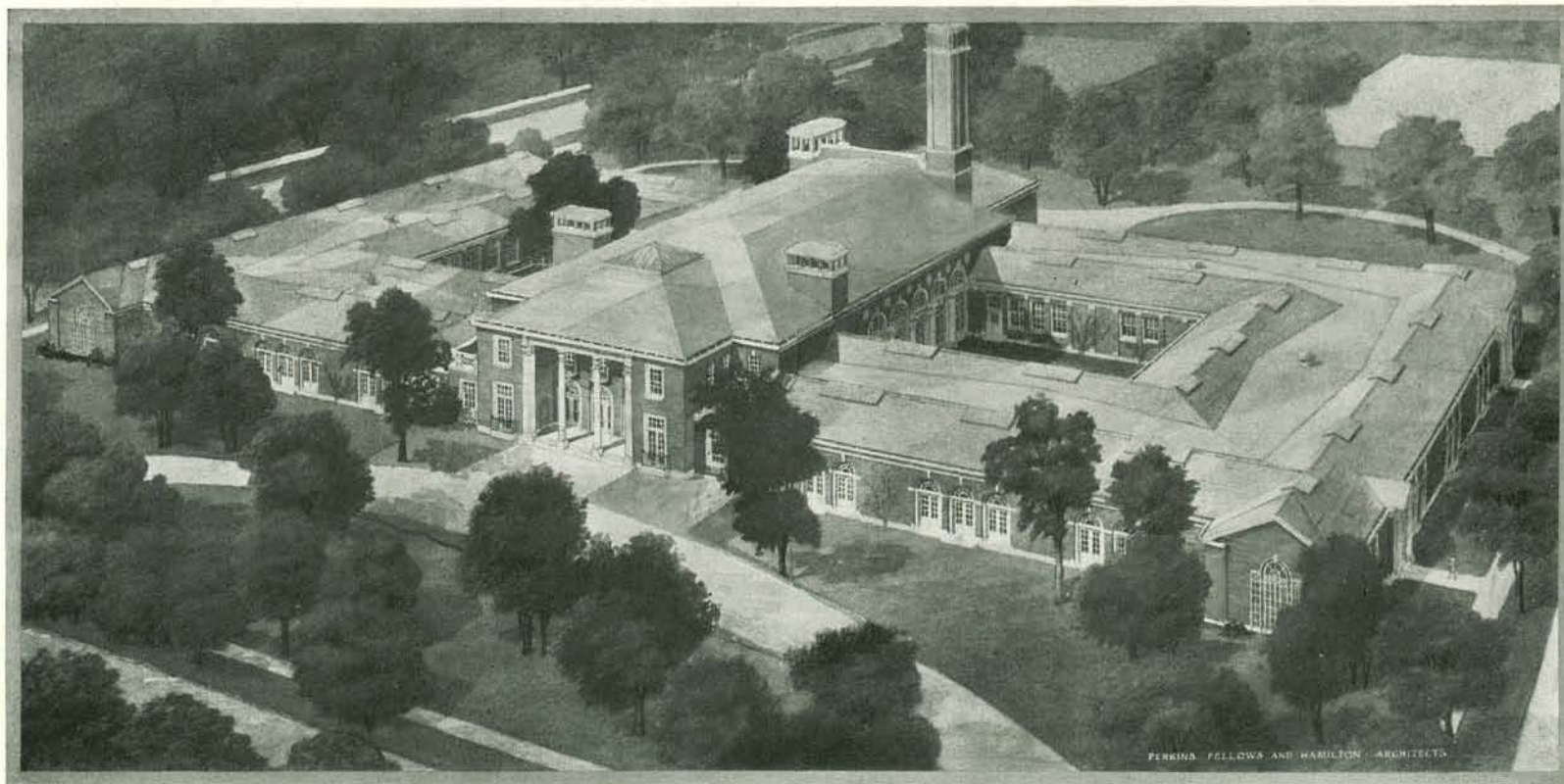
### Ornamental Street Lighting

The desirability of removing unsightly telegraph and electric poles and wires from the principal streets and placing them in underground conduits, and of installing ornamental supports for street lights is not a matter of



WINNETKA PUBLIC SCHOOLS  
Greeley School Skokie School Horace Mann School





The proposed upper-grade school to be built  
on the school site at the corner of Oak Street  
and Glendale Avenue.

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## PUBLIC BUILDINGS

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debate. Nothing adds so much to the appearance of streets, excepting always good paving and efficient street cleaning. Such improvements are expensive, but it should be the aim of the village to bring them about as soon as it is practicable.

### Public Buildings

In the development of the village three buildings of a public character should be built within a comparatively short time: Main School for the children of the upper grades; Village Hall; and Community Auditorium. These buildings are so essentially a part of the entire structure of Mr. Bennett's plan that it is proper to consider briefly these important civic projects in the light of his report.

### Schools

The school problem is immediate. Buildings and playgrounds are overcrowded. To meet the present emergency and prepare for the future the school board proposes that there be built one large Main School chiefly for the children of the upper grades; while the Skokie, Horace Mann and Greeley schools continue to be used for the smaller children of each neighborhood.

The upper-grade school is to be a very complete plant designed for a thousand children, with a large assembly hall, gymnasium, manual training and domestic science equipment, ample playfields and school gardens. As the location for this school the Board of Education has purchased the 12 acres overlooking the Skokie at the corner of Oak and Glendale streets. Immediately to the north is a small wooded park and on the west is the 40-acre Skokie Playfield, with its ball grounds and golf course. The possibilities of an attractive arrangement of buildings and playfields are shown by the plan on page 24.

This site holds the promise of a school not only of great beauty and distinction, but of special usefulness. Modern city plans are taking into account the growing demand that the schools shall be increasingly used during the summer months. With the long vacations proving to be for many children largely wasted time, and with many parents sending children to summer camps so that training of body and mind may not be interrupted, is it not probable that Winnetka will find it profitable and popular greatly to increase the summer use of its schools? When this comes about, and several hundred



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## PLAN OF WINNETKA

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children gather at this school from June until September pursuing regular studies, freely interspersed with outdoor work and play, the full advantage of its adequate grounds and its location, away from the business center and railroad trains, will be appreciated.

The construction of this Main School does not imply the abandoning of the Horace Mann building, but merely relieving it of its present congestion. The Plan assumes that the Horace Mann building will be used as long as practicable and that there will always be on the Horace Mann site a school for the younger children of the immediate vicinity.

### Village Hall and Civic Center

No more startling or worth-while change can be imagined than the transformation of the blocks adjoining the Winnetka station into a square surrounded by stores of uniform and pleasing architecture. Such a square would in itself be a monument. A most attractive design, aiming at this result and using the Village Hall as its central feature, has been prepared. This can be appreciated only by a study of the drawing, page 27, and of the bird's-eye view, which appears as the frontispiece of this report.

These drawings show the Village Hall conveniently located on the block west of the station, the center of this business block, rescued from unsightly barns



The block lying west of Winnetka station should be transformed by placing the new Village Hall in the center of the block and flanking it by stores with fronts entirely harmonious in design.

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## COMMUNITY AUDITORIUM

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Sketch suggesting development of the block west of the Winnetka station, showing a new Village Hall in the center.

and sheds, and transformed into an open court leading to the Horace Mann School; the school building remaining as long as it can be used and then being replaced by a more modern school building which shall form one of a group of buildings of which the central structure will be the Community Auditorium.

### Community Auditorium

There is a present need of a hall capable of seating at least 1,200 people, suitable for public meetings and moving pictures and equipped with an adequate stage for musical and dramatic entertainments. Such a building will not only encourage amateur programs, community singing and other community entertainments, but will make it possible to bring to Winnetka occasionally professional performances of a high class.

It is a strange thing that in America we spend millions for public education, but leave the amusements of the people—which form no small part of the education of both old and young—largely in commercial hands. Recently our public duty and opportunity in that regard are being more



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## PLAN OF WINNETKA

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fully appreciated. Legislation in Illinois now authorizes cities and villages to levy taxes and issue bonds for the establishment and maintenance of public halls (coliseums) "to be used for general educational and amusement purposes for the benefit of the inhabitants." And the legislature in 1919 authorized towns having a population of less than 5,000 inhabitants to erect by public taxation community buildings "for the free use and benefit of the inhabitants of such town for lectures, concerts, free amusements and entertainments and all other general educational purposes."

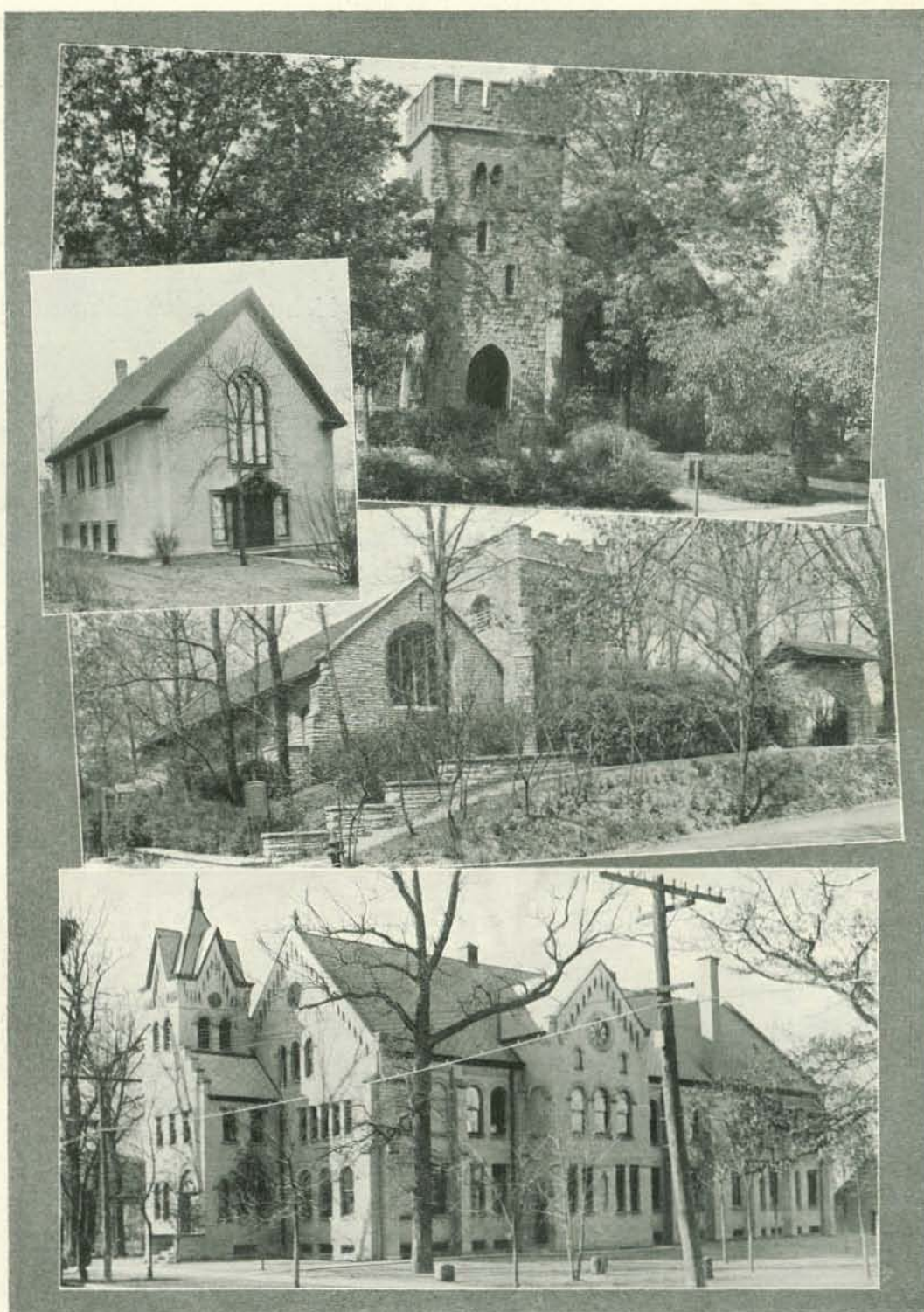
Winnetka has been a pioneer in this field. For more than ten years Community House has been a social and educational center. Here during the war were held the mass meetings which helped to stir the patriotism of the village into effective action. Here it has been proved that many entertainments, including motion pictures, can be managed as a community enterprise, aiming not for profit, but to provide clean, wholesome and popular amusement at cost. With the growth of the village and the ever increasing demands upon the Community House gymnasium, it is obvious that a larger hall should be provided to care for the recreational and civic needs of the village.

The Plan indicates the Community Auditorium as the outstanding building of the group of buildings eventually to be built on the Horace Mann Block. By purchasing the part of this block not now owned by the School Board the Auditorium could be built at any time without interfering with the continued use of the present school building. This site is the ideal location for the Auditorium, because it is both centrally located and yet sufficiently removed from the noise of the railroad trains.

An alternative possibility would be to build the Auditorium as part of or immediately connected with the Village Hall on the block east of the Horace Mann School.

These three buildings are probably the only large public buildings which the village will ever need—the great Public School, typifying universal and democratic education, the Village Hall, the home of local government, and the Community Auditorium, the gathering place of the people, where public sentiment is formed and crystalized. It is hoped that these civic structures may soon be built, and we should see to it that in location and design they





#### WINNETKA'S CHURCHES

(Top) Congregational Church (Center) Christ Church (Episcopal)  
 (Insert) Scandinavian Evangelical Church (Bottom) Sacred Heart  
 Church (Catholic)



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## PLAN OF WINNETKA

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shall possess a beauty and dignity worthy of the uses to which they are dedicated.

### Conclusion

In this brief report we have sought to emphasize certain salient features of the Plan. Its more complete aspects and its details are dealt with in the comprehensive report of Edward H. Bennett which this review is intended to introduce.

As consulting architect of the Chicago Plan Commission, Mr. Bennett was at the outset familiar with such of Winnetka's problems as are related to those of the City of Chicago. He was thus specially qualified to prepare a plan which should consider the village, not merely as a local entity, but as a community whose future will inevitably be affected in a large measure by the growth of the great city of which it is a suburb.

The Commission is indebted to Mr. Bennett for his patience and painstaking thoroughness throughout the preparation of the Plan. With its innumerable details, necessitating almost countless conferences, he has co-operated to the fullest extent with the Commission and its various committees.

### WINNETKA PLAN COMMISSION

PHILIP S. POST, CHAIRMAN.



VIEW LOOKING SOUTH OVER WINNETKA

## REPORT OF EDWARD H. BENNETT

CONSULTING ARCHITECT TO

### THE WINNETKA PLAN COMMISSION

THE WATCHWORD FOR WINNETKA, like that of the whole North Shore, might well be "Preservation." In a sense it is the keynote of this report—preservation of the general character of the village as expressed by its attractive homes, well placed and surrounded by ample areas, its tree-lined avenues and fine public grounds, and especially its country-like setting and atmosphere. The purpose should be to restore country conditions, with all that that implies of repose and quiet in contrast to the tension of the city.

To restore former conditions will involve the control and direction of the great streams of traffic foreign to the life of the community which are now poured through the heart of the village, particularly on Sundays and holidays. Their diversion to outlying thoroughfares is essential. In addition, there is the problem of eliminating, or at least lessening in a marked degree, the constant noise and dirt arising from the growing intensive use of the railroads traversing the village from north to south.



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## PLAN OF WINNETKA

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These aims are within reach ultimately, and if country conditions can be restored in their pristine quality, while retaining the practical usefulness of modern transportation, it will be worth all the effort and cost necessary to bring this about.

If all the industrial areas adjacent to Chicago were marked on a map the striking fact would appear that these cover nearly all of Chicago, together with Joliet, Aurora and Elgin on the west, Hammond and Indiana Harbor on the south, and North Chicago, Waukegan, etc., on the north, and that the only region not given over to manufacturing is that occupied by the North Shore towns from Evanston to Lake Bluff, and a few small farming communities on the west.



Elm Street is appropriately named. The preservation of Winnetka's tree-lined avenues and its country-like setting and atmosphere is one of the purposes of the Plan

With good freight facilities and topographical conditions, it is mostly due to good luck that industries have not already been located here. Land values near the lake shore are now too high to attract industrial plants; but further west, along the Northwestern cut-off and the St. Paul Railway, the danger of industrial development is not remote.

The importance of preserving this comparatively small area as a residential section, free from the noise, smoke and dust of industry, requires no argument, and if this report shall aid in bringing about this result, one of its chief purposes will have been accomplished.

It is the common interest of all citizens of Winnetka that this ideal should be attained.

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## REPORT OF EDWARD H. BENNETT

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No village possibly can develop successfully as a residential suburb and at the same time as an industrial center. Winnetka's present development and exceptional advantages point clearly to the residential ideal. Whatever adds to its desirability in this respect necessarily benefits to the greatest possible degree the local merchants and others who gain their livelihood in the village.

Fundamentally the plans are drawn as a guide to the development of the village along the best possible lines.

### Population and Area

The area of Winnetka is limited on all sides except the west. Practically its growth as a community is limited on the west also by the distance from the station to which suburban residents can regularly walk without undue inconvenience.

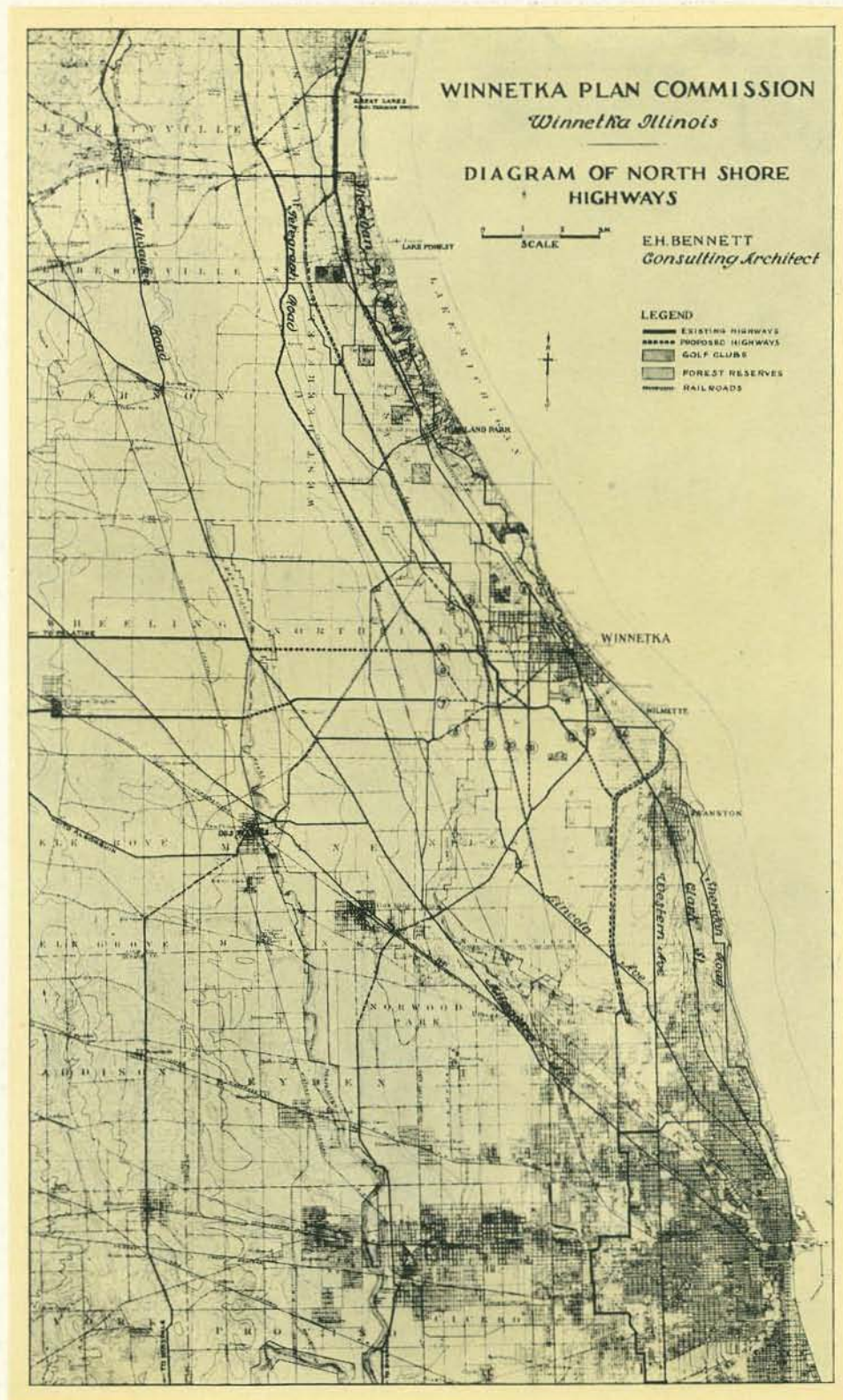
No private development of the center or western portion of the Skokie Valley, whether for industries located on the Chicago and Northwestern cut-off and their employees, truck gardens, small subdivisions or large estates would add materially to the community life of Winnetka or become an integral part of the village, and the advantage of the Forest Preserve over any other development to the west is obvious.

It is desirable to estimate as nearly as this can be done the future population and its distribution. This is important not merely in connection with water supply, light, gas and other utilities, but in considering street traffic, business frontage, park areas and schools.

The population, according to the 1920 U. S. Census, is 6694. The area of lots now occupied by residences is 672 acres, giving a present average density of population of about ten persons per acre in the occupied residence area. The aggregate area of all the vacant property available for residences is about 1070 acres. At an average density of ten persons per acre, the total future population within the present limits would be 17,400. This estimate takes no account of areas outside of the corporate limits which are tributary to the Indian Hill and Hubbard Woods stations, nor of the small number of additional residents that might be accommodated in the business districts.

As long as Chicago annually adds 60,000 to its population it may be expected that an attractive suburb like Winnetka will receive its full share





## HIGHWAYS AND STREETS

of new residents. If the village is to retain its country-like character rather than become suburban with closely built houses and apartments, the problem would seem to be to influence the distribution of new population in the best manner possible and to regulate its density under the new zoning law. The following data may be of interest in this connection.

### POPULATION (U. S. Census)

1890.....	1079	1910.....	3168
1900.....	1833	1920.....	6694

### AREAS

Park areas			
Inside Village.....	73.93		acres
Outside Village.....	40.76	114.69	"
Street area.....		312.20	"
Vacant area			
Platted.....	620.18		"
Unplatted.....	450.00	1070.18	"
Built Up area			
Residence.....	672.00		"
Commercial.....	18.60	690.60	"
School area.....		33.09	"
Railroad area.....		60.00	"
Total, except parks outside Village.....		2240.00	"

### Highways and Streets

If Winnetka were an isolated community its present street system would serve fairly well, but it is but a part of a larger community extending from Chicago to Waukegan, a distance of 36 miles. For this reason the traffic parallel to the lake shore is very heavy and will increase.

Sheridan Road is now the only direct route through Winnetka and even so there are ravines and sharp curves in the northern part. It should be restricted to light traffic.

For Winnetka to do its share in developing through arteries of travel is a matter of self-protection; otherwise quiet, residential streets will continue to be overrun with noisy, unregulated traffic.

Two means of meeting this condition are proposed: First, by extending and widening Center Street, formerly Railroad Avenue, the street adjoining



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## PLAN OF WINNETKA

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the Northwestern Railway on the west; and second, by developing one or more highways to the west running in a northerly direction wholly outside of the village, where in open country higher speed may safely be maintained.

These western through routes are shown on the Government map and general plan on page 34.

This diagram shows in general the relation of Winnetka to the North Shore and to Chicago. The principal north and south highways are shown, together with the routes recommended for improvement or construction as a means for diverting through vehicle traffic from Winnetka and other North Shore towns. The desirable highway connections to the northeast and southwest are also indicated, with Des Plaines as an important distributing center. Note especially the suggested connection with the proposed drainage-canal driveway.

**THROUGH ROUTE FOR TRUCK TRAFFIC** If Center Street were made into a continuous well-paved thoroughfare it would attract much of the through traffic, especially heavy trucking and delivery traffic. This street already exists throughout Evanston and Wilmette and most of Kenilworth, Winnetka and Glencoe, a distance of nearly 9 miles, most of which is paved. To complete it Wilmette would have to open 400 feet, Kenilworth 1,200 and Winnetka 2,800 feet.

Center Street would then take its place with the railroad and the electric line as an important route of through transportation. As the frontage on this street would be devoted chiefly to business, the heavy traffic will do no harm. Business and traffic go together, while traffic hurts residence streets.

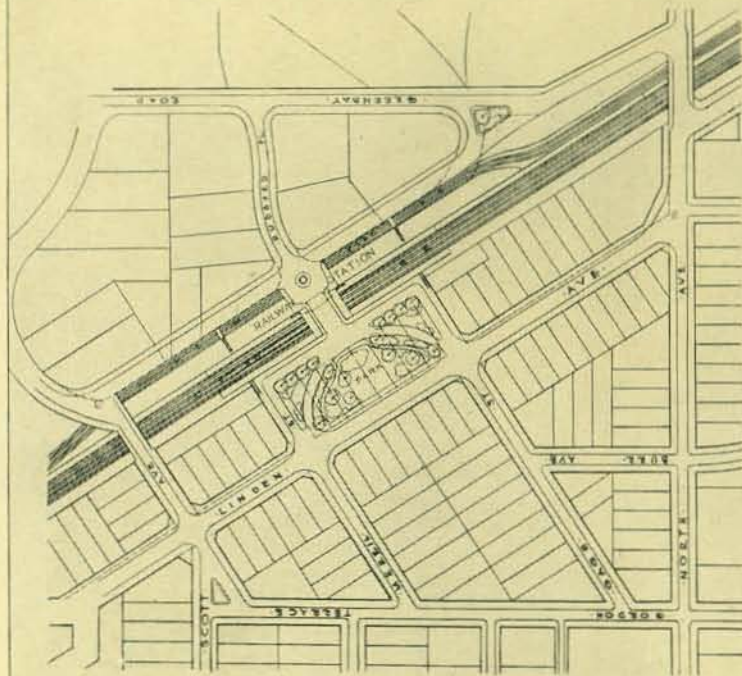
Center Street should be 75 feet wide throughout, allowing for a sidewalk on the west 15 feet wide, a roadway 38 feet wide and planting space 24 feet wide next to the railroad. The need of this wide planting space is in order to provide attractive sloping sides in case of track depression and is explained in the chapter "Railway Grade Separation."

**DIVERSION OF TRAFFIC TO WEST** Between Winnetka and the Milwaukee Road—a distance of seven miles—there is no continuous and direct road parallel to the lake shore, but there are several roads which can be connected so as to form nearly direct lines.

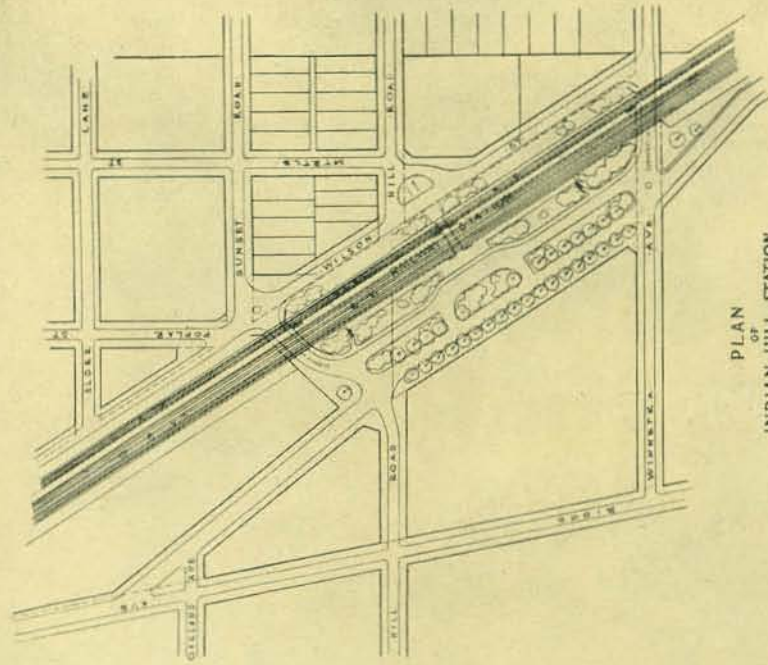


Woman's Club   Community House   Indian Hill Club





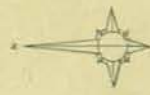
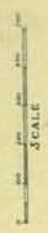
PLAN  
OF  
HUBBARD WOODS STATION



PLAN  
OF  
INDIAN HILL STATION

WINNETKA PLAN COMMISSION  
*Winnetka Ill.*

E.H. BENNETT  
*Consulting Architect*



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## HIGHWAYS AND STREETS

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**REINWALDT ROAD.** One of these is the Reinwaldt Road, a diagonal line which should be extended southeasterly into Evanston (preferably by a highway along the drainage canal) and which west of Winnetka by a short connection will pick up the Happ Road, which follows the Chicago and Northwestern Railway cut-off and thus reaches the Telegraph Road. This would form a complete highway paralleling the shore line and tend to divert traffic not only to the west of the North Shore towns, but also out of Evanston.

Winnetka has convenient access to this route, through Ridge Road, Locust Street and Hibbard Road.

**HARMS TIMBER ROAD.** Further west another parallel highway may be developed by connecting Telegraph Road (which follows generally the line of the St. Paul Railway) with the Harms Timber Road which west of Evanston meets with Lincoln Avenue, Chicago. A direct connection can be secured by two miles of new road.

These other roads lie entirely outside of Winnetka Village limits as they do also outside of Kenilworth, Wilmette and Glencoe; yet they are of such vital importance to all these towns that a co-operative effort should be made toward the creation of these outer highways at the earliest practicable date.

**MILITARY HIGHWAY** To supplement these north and south routes it has been proposed to build a new road adjacent and east of the Northwestern Railway cut-off as a direct route to Fort Sheridan and the Great Lakes Naval Training Station, to be known as the "Military Highway." This would accommodate especially heavy trucks and rapid through traffic. During the war the commanding officers at these military posts strongly urged the importance of more adequate and direct highway connections with Chicago.

A **SOUTHWEST DIAGONAL** leading to Glenview and Des Plaines is proposed. This would form the northern section of a great outer circuit of Chicago starting at Winnetka and passing through Glenview, thence 3 miles by existing road, 1 mile by proposed road and then 1½ miles by existing road to Des Plaines; and thence south by existing roads to Elmhurst, Riverside, Hinsdale, etc.

**LOCAL STREETS** (See General Plan) For local convenience the following widenings and extensions are recommended:



# DISTRICTING PLAN WINNETKA

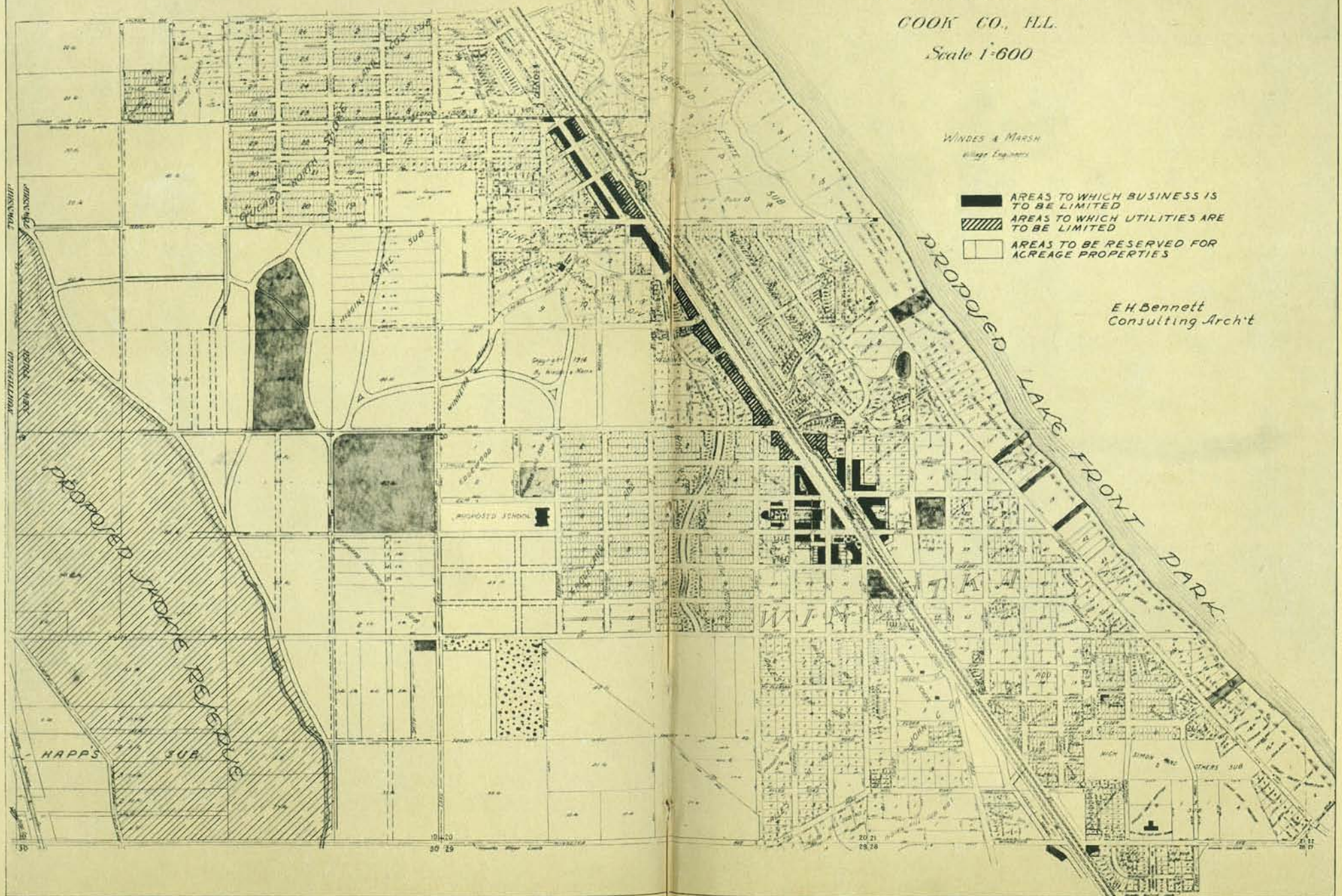
COOK CO., ILL.

Scale 1:600

WINDES & MARSH  
Village Engineers

- AREAS TO WHICH BUSINESS IS TO BE LIMITED
- AREAS TO WHICH UTILITIES ARE TO BE LIMITED
- AREAS TO BE RESERVED FOR ACREAGE PROPERTIES

E.H. Bennett  
Consulting Arch't





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## PLAN OF WINNETKA

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Wilson Street to be widened from Hawthorne Street and Winnetka Avenue by taking 25 feet on the east, making a total width of 58 feet (the same as now exists between Hawthorne and Ash Streets). The additional width is needed to provide sufficient space between the roadway and the elevated structure of the electric road so as to lessen the danger at the subways.

Wilson Street should also be extended from Ash Street to Elm Street, making a useful and direct approach to the station and village center from the southeast and also shortening for many pupils the distance to the High School.

North and south streets (Locust and Hibbard Road) to be extended.

East and west streets (Oak, Pine and North) to be extended to such extent as may seem desirable in connection with the Skokie Forest Preserve.

A street should be opened through the block between Ridge Avenue and Forest Street to connect Sunset Road and Elder Lane.

The opening of Center Street will benefit the patrons of the Indian Hill Station and will also furnish an additional short route to the High School.

Linden Avenue in Hubbard Woods will become a local business center and will receive the heavy traffic from Center Street. It should be widened to 80 feet by taking 14 feet from the west side.

Subdivisional streets only as required.

**WIDTH OF ROADWAYS** Streets are of two classes, main thoroughfares and residential. Main thoroughfares should have roadways at least 36 feet wide, allowing for four lines of traffic. It is essential in a retail business street where vehicles stand at the curbs that there be space for lines of traffic moving in both directions.

Residential streets which are used as local thoroughfares should have sufficient width for three lines of traffic so that with a vehicle standing at the curb two other vehicles may pass.

In minor residential streets, 18 feet will be sufficient.

The matter of curves at short intersections is important. At several intersections a radius of 20 feet from the curb is recommended.



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## DISTRICTING OR ZONING

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### THOROUGHFARES

Center Street, including Linden Avenue, Hubbard Woods and a part of Ridge Road, Indian Hill.

Oak, Elm, Wilson and Lincoln (Portions used for business.)

### MAJOR RESIDENTIAL STREETS

North avenue	Sheridan road	Ridge avenue
Pine street	Green Bay road	Linden street
Elm street	Elder lane	Locust street
Oak street	Woodland avenue	Hibbard road
Willow street	Poplar street	Winnetka avenue
	Maple street	

### Districting: Growth In Its Relation to Districting or Zoning

In the study of the growth of Winnetka it is assumed that the western limits of the village will be along the east line of the Skokie Preserve. Its area is about 2,200 acres, after subtracting the parks and areas which may become parks.

In the 20 miles from Chicago city limits to Lake Bluff, Winnetka lies about one-third of the way. In the suburban towns nearer Chicago there is a tendency towards smaller subdivisions of property. Further north larger properties are the rule. In Winnetka there are large and small properties. In suburban development large properties are sometimes divided into smaller ones, but it rarely happens that small plots are combined to form a large one. There is an economic advantage in maintaining present conditions, at least so far as changing from large to small development is concerned.

In any case it is generally desired that Winnetka should remain country-like rather than suburban. For this reason every effort should be made to control the density of its occupation. It is and must continue a residential community. There is no industry or business except such as exists for local needs. The problem, therefore, is greatly simplified; but it is important for the orderly growth of the village, as well as for the stabilization of real estate values, that retail stores and light industries be confined to their proper places.

The zoning or districting map on page 40 suggests the areas to be occupied (a) by business, (b) by acreage properties, and (c) by residences on

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## PLAN OF WINNETKA

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small lots. The latter area, as now already largely platted, lies within walking distance of the railway stations. Acreage properties spread circumferentially around it. The shaded and dotted areas represent parks existing and proposed, including the new school site at Glendale and Elm streets.

Under the recently enacted Illinois zoning law restrictions may also be made with regard to the type and height of buildings, and the area of lot to be occupied thereby.

The recommendations made herein are suggestive merely, and in the practical working out of zoning ordinances the desires of the property owners in each district affected should be given the fullest consideration.

**BUSINESS** The railway stations are the natural center of retail business. The stores adjacent to the Winnetka Station, being already established about equally on both sides of the tracks, must so remain, with a tendency to extend more on the west than on the east because the greater increase in population is toward the west.

At Hubbard Woods business should be allowed on the west side only where it now exists. The plans of the proposed arrangement of streets and open spaces adjacent to Hubbard Woods Station are shown on page 39.

At Indian Hill Station practically no business now exists and there is a strong feeling among residents of the neighborhood east of the tracks that it is undesirable and unnecessary, the stores at Winnetka Station being sufficient to serve their community. If business is to be excluded it would seem that early action is necessary. Business will naturally develop around the station and can hardly be excluded by zoning edict where there is no other private use to which the property can be profitably devoted. If the public interest is sufficient to finance the preservation of the property around the station for park purposes, this would be most attractive. On the other hand, if this should be impracticable or if it should develop that stores are needed as a matter of convenience as the community served by the Indian Hill Station grows, it is believed that the business can be confined even more closely than at the other stations in the Village and in such a way as not to be a serious detriment to a high type of residential development in the surrounding territory.



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## DISTRICTING OR ZONING

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The development of business along Center Street should be encouraged. The heavy traffic along this artery will naturally bring business. Solid blocks would tend to screen adjacent residence sections from the noise of the railways.

Local needs require areas for storage of fuel, building materials, food supplies and ice, and for light industries such as laundries, garages and repair shops, etc.

**RESIDENCE** The first consideration is to insure for the future as open a development of the residence district as possible. A strong effort should be made to prevent any dense or concentrated housing of population. Single detached dwellings should be the usual type and building regulations should prescribe that these be properly lighted on all sides. It is recommended that no building be erected nearer than 10 feet to the divisional lot line. Lots should have a minimum width of 50 feet. There should be a set-back from the street line, depending upon local conditions.

Terraces or group houses in limited areas would be unobjectionable if set back from the street so as to line with other dwellings. Such houses should be limited to the business section and to the zone immediately adjacent thereto. Although apartment buildings are already in demand in suburban towns as far or farther from Chicago than Winnetka, these should not be permitted in Winnetka if it can be avoided. In any event they should not be more than three stories in height and should be limited to blocks near the Village Centers and should be set back from the street line like other residences.

The Village should apply, as far as it legally can, the principle of frontage consent to the character of building development in any locality; and the set-back, height, area of lot occupied, materials used in construction, etc., should be covered by the building and zoning ordinances.

In preparing the Plan the character of the present development has been carefully considered. Some sections are now occupied with large properties of several or many acres; other sections are subdivided into small lots and there are properties of medium size. The purpose has been to recognize the prevailing tendencies and to indicate a plan which would produce an orderly and homogeneous result.

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## PLAN OF WINNETKA

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The establishment of small subdivisions can be controlled by the Village Council through its power to accept or reject the new streets which may be part of any proposed subdivisions.

By reference to the Districting Plan (page 40), it will be seen that a few areas which were closely subdivided into small lots have been eliminated. This has been done to carry out the general plan of preserving the high average of values of the larger acreages which it is proposed shall take the place of the properties subdivided.

The General Street Plan (page 43) aims to suggest the most desirable development of the vacant area in the western portion of the village, and to this end indicates which portion of this area should be given over to small subdivisions and which left in large properties. The theory of the Plan is that the smaller subdivisions in general should be within reasonable walking distance of the stations, as is apparent from the Plan, which provides in general for subdivisions directly west of the Winnetka Station in the half-mile zone between Willow and Pine streets and for about three-quarters of a mile west. In the half-mile strips between Pine street and North avenue and between Willow street and Winnetka avenue larger acreage properties prevail.

The above paragraphs are intended simply to state the general principles to be observed in zoning and to emphasize its importance. This question requires detailed study and fortunately the laws of Illinois now provide for zoning commissions for this purpose. The zone boundaries indicated on the maps are not intended, therefore, to be final but merely suggestive.

**THE GENERAL PLAN** On this map (page 43), are shown existing streets, parks and railroads, and proposed street widenings and extensions, proposed parks, forest preserves and school sites.

The major streets on which the roadways should be wider than the minor streets are indicated in gray tone.

The plan proposes track depression and the major streets are shown carried above the tracks except to the south where a change of grade would necessitate carrying some of them under.

The plan also shows future lake front development, which should be developed for general purposes with due regard for private property rights.



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## RAILROAD GRADE SEPARATION

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This plan also shows smaller sub-divisional sections in which some expansion is indicated, surrounded by the larger acreage properties.

### **Railroad Grade Separation**

The North Shore occupies a unique position as a residential area. The purpose of restoration mentioned in this report applies particularly to railroad conditions. The character of the region has been changed by the introduction of many railway lines. The possibilities of its development as a country suburb have been restricted. This fine North Shore Country, beautiful as it is, is subject to easy deterioration on account of its generally flat and exposed character. No hills exist to break the noise of engines and roar of trains even at a distance of many miles. It is for this reason that special provision must be made if the maximum value is to be obtained from the country lying within the direct influence of Lake Michigan.

This Plan has been prepared upon the assumption that the railroad tracks, both steam and electric, will be depressed and not elevated through Winnetka. While the possibility of elevation is realized and this contingency has been taken into consideration in the preparation of the Plan, it is obvious that track elevation would interfere greatly with the development of Winnetka along the lines of greatest safety, beauty and convenience.

The advantages of having the railroad traffic pass through the village on tracks in a cut rather than carried on an elevated structure are so many and so clear that they need not be enlarged upon. Depression materially reduces the train noises and the smoke area; it avoids the cutting of the village into two parts, which is the unsightly result of elevation; it permits the streets to cross the tracks on bridges instead of through dangerous subways; and it holds large possibilities in the way of making these bridges and their approaches architecturally attractive.

This report has emphasized the desirability of retaining and recreating rural conditions, and it is to be noted that no amount of landscape planting can make a railroad embankment look like a creation of nature; while a proper treatment of slopes and planting make a railway cut approximate very closely a natural depression, the bottom of which is being used as a roadbed.

It is argued against depression (a) that railroad operation is more inconvenient because signals are obstructed by overhead bridges and by



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## PLAN OF WINNETKA

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smoke and fog settling in the cuts; (b) that snow accumulates in the cuts and drainage is troublesome; (c) that there is a less agreeable outlook for the passengers; and (d) that elevation is cheaper.

The sufficient answer to these objections would seem to be that many railroads are successfully operated through cuts of greater length and deeper than here required, and that the sloping sides of a depression properly planted to trees and shrubs are not unattractive to passengers. If the strongest argument against depression is that of higher cost compared to elevation it seems clear that it is worth the difference in cost.

Track elevation fails to accomplish completely the chief purposes of grade separation. While it removes the one disagreeable feature of whistling at grade crossings, there remain the thundering of the trains on the rails, the humming sound of the steam leaving the exhaust, and the still more rasping sound of the engine blowing off steam when approaching a station, together with the annoyance of smoke and soot.

Further, while track elevation avoids the danger of accidents on crossings and thus relieves the railroad company from responsibility, it substitutes a dangerous condition at the subways, causing many accidents to street traffic. Thus this form of grade separation does not greatly decrease the element of danger to the community.

A striking example of an automobile "death trap" resulting from a subway exists at Willow Street where the Wilson Street roadway has been placed so close to the elevated embankment that the front of a motor emerging from the subway is almost on the street intersection before it can be seen or before the driver can see vehicles approaching on Wilson Street. The danger at this point might be lessened by having a space at least 25 feet wide between the roadway curb and the line of the elevated structure so that vehicles coming out from the subway may be seen before they reach the street.

Accidents are frequent at the Evanston subways, and at Lake Bluff, owing to serious accidents, the Sheridan Road was diverted to eliminate its dangerous intersection with the Rockland Road subway.

The electric railway tracks should be depressed in the same manner as the steam railroad. If the latter were elevated and the electric line left at grade, each subway would be a death trap.



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## RAILROAD GRADE SEPARATION

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Track elevation avoids accidents on the rails, but substitutes dangerous subways. At this and other similar crossings in Evanston, Illinois, many traffic accidents occur every year.

The advantages of depression outweigh heavily those of the other plan, and are so great that there should be no hesitation about incurring the larger cost.

**PLAN FOR DEPRESSION** (See Railroad Profile and Plan) The Chicago and Northwestern Railway tracks are now elevated through Evanston and this elevation naturally will be extended through Wilmette and Kenilworth, (NOTE 1) and in Winnetka as far as Sunset Road. At this point the ground begins to rise rapidly, (NOTE 2) and instead of carrying the elevation over this "Winnetka Hill," the tracks would descend on a fractional grade into a cut which would gradually deepen and at Oak Street would be 21 feet deep, sufficient to allow the village streets to pass over at normal grade; *i. e.*, without humps.

The passing from elevation into depression necessarily leaves a stretch where cross streets are blocked. This distance, on account of the favorable topography, would be only 2,000 feet and no existing street would be closed; the last subway being at Sunset Road and the first bridge at Willow Street. The tracks would be at normal grade at about Diller Street making a portion of the adjoining property between the tracks and Church Street available for switch tracks.

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NOTE 1: Kenilworth is built wholly on the east side of the railroad and its beauty and development would therefore not be greatly affected by elevation.

NOTE 2: The tracks at Winnetka Station are 33.1 feet higher than at Indian Hill Station.

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## PLAN OF WINNETKA

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Track depression when adopted in Winnetka would probably continue through Glencoe or it might be carried through to Lake Bluff. If so, the entire distance would only be 14 miles, a comparatively short distance when the character of the region is considered. As related to the problem of transportation, the North Shore is not to be considered as "country" or even a succession of cities and villages. It will soon be a continuous residential district, and is entitled to have railroad facilities adequate and suitable to its special needs.

On this problem Winnetka and all the towns north of it should co-operate.

It is to be hoped that the Northwestern Railroad will be operated with electric power at the time when grade separation takes place.

### DAILY TRAIN MOVEMENTS

#### CHICAGO AND NORTHWESTERN RAILWAY

92 Passenger trains northbound, 60 stop at Winnetka.  
81 Passenger trains southbound, 51 stop at Winnetka.  
2 Freight trains northbound, 2 stop at Winnetka.  
2 Freight trains southbound, 2 stop at Winnetka.

#### CHICAGO, NORTH SHORE AND MILWAUKEE RAILROAD

Northbound.....103 Southbound.....102

### Parks, School Sites and Playgrounds

Two groups of parks are proposed, one on the west toward the Skokie, the other along the lake shore. The greater part of the land necessary for the Skokie group has been acquired, but the lakeside park system exists only in small and isolated areas, and its complete development by means of reclaiming land now in the lake and the formation of a lagoon and harbor is the scheme proposed for the future.

THE SKOKIE PARKS now consist of the 40-acre square, (Skokie Playfield), the Boal Park (also 40 acres), Crow Island (20 acres), and the wooded block at Elm and Berkeley Streets (4 acres). Crow Island has just been acquired, the Park Commissioners having acted promptly on the Plan Commission's recommendation prior to the publication of this report. This is a beautiful piece of natural woodland which will serve especially the southern part of Winnetka, and combined with the existing parks will form a chain of parks parallel with the village population.



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## PARKS, SCHOOL SITES AND PLAYGROUNDS

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The connection between the Skokie Playfield and Crow Island is by means of Hibbard Road which should for a distance of  $\frac{3}{8}$  of a mile be widened to 200 feet. It should be planted with several rows of trees and developed as a fine parkway.

With the acquisition of Crow Island and the making of this parkway the Skokie parks will extend from North Avenue almost to the Indian Hill Club.

**FOREST PRESERVE** The Plan shows a "Proposed Forest Preserve" extending from the Northwestern cut-off to and connecting with the present Winnetka parks.

Since the map was prepared the Forest Preserve Commissioners have definitely outlined and approved in principle the acquisition of 2,090 acres in the Skokie Valley. The area as outlined is substantially as shown on the map but with some minor differences. This Forest Preserve would in no sense be a duplication of the parks. It would be more remote from the village and would be used more by the general public; while the village parks would be accessible to and devoted to sports and recreation and under the direct control of the local park districts.

**LAKE SIDE PARKS** Up to 1920 there was only one public park on the lake front, this being at the intersection of Maple Street and Sheridan Road and contains 2.75 acres. Here again the Park Board has acted promptly on the recommendation of the Plan Commission and recently acquired 200 feet lake frontage to the north of Elder Lane. In due course this should be improved as a bathing beach for the residents of the southern part of the Village. There are also several street ends affording public access to the lake—the ravine in Hubbard Woods; Spruce, Elm, Oak, Cherry and Willow Streets; and Elder Lane.

At some future time these isolated parks and street ends should be connected either by a parkway reclaimed along the shore, or by creating a strip of land in the lake at some distance from and parallel to the shore, thus leaving the present shore line and riparian rights undisturbed.

The latter scheme is indicated on the plans and has many advantages. It would provide a lagoon of quiet water for small craft and for bathing

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## PLAN OF WINNETKA

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and skating. Its execution could be carried out by progressive steps: First, by extending the public street ends into the lake on solid piers or jetties and then by connecting these piers with strips of land paralleling the shore. In this way a harbor could be created, giving to all citizens the opportunities for canoeing, rowing and sailing which those who are able go away in the summer seek.

The purpose of such a reclamation would not be so much to provide additional park area as to make the water front available for bathing and boating.

An automobile roadway for local use, leading to the water front, would be feasible and desirable.

**PRESENT AND FUTURE PARK AREAS** Winnetka now has about 115 acres devoted to parks, an area which is considered satisfactory in view of the School Playgrounds, the proposed Skokie Preserve and eventual lake shore development.

No mistake, however, would be made in the acquisition of additional interior parks if practicable to locate and finance the same.

### PRINCIPAL PARKS OWNED OR CONTROLLED BY WINNETKA PARK DISTRICT

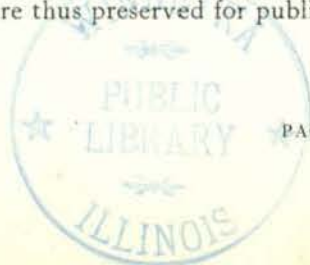
Skokie Playfield (Golf).....	40	acres
Boal Park.....	40	"
Crow Island.....	17	"
Village Common.....	3.36	"
Wooded Park (W. Elm St.).....	3.74	"
Lake Front Park (Maple Street).....	2.76	"
Lake Front Park (Elder Lane).....	2.89	"
Sheridan Park.....	1.19	"
Winnetka Station Park.....	.69	"
Hubbard Woods Station Park.....	1.15	"
Wayside Park (W. Willow St.).....	.76	"
Eight small triangles.....	1.15	"
TOTAL.....	114.69	"

**SCHOOL SITES** There are now three schools—the Skokie, Horace Mann and Greeley schools—conveniently located to serve the northern,





Two views of Skokie Playfield. The public golf links are most attractive and popular. Boal Park, donated through the generosity of Mr. and Mrs. Ayres Boal, adjoins the Playfield. Eighty acres are thus preserved for public use.



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## PLAN OF WINNETKA

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central and southern parts of the village. The acquisition by the School Board of the twelve acres overlooking the Skokie at the corner of Oak and Glendale streets makes ample and attractive provision for the building of a large Central School, primarily for the children of the upper grades. This site, with its open western view and its nearness to the Skokie Parks, presents great possibilities for the creation of an impressive school plant.

It is possible that an additional school site will be needed in the southwestern portion of the village, and this should be acquired while there is still vacant property available.

### SCHOOL GROUNDS

Horace Mann School.....	1.55 acres
Greeley School.....	2.70 "
Skokie School.....	2.90 "
West Elm Street School.....	12.20 "
New Trier High School.....	13.70 "
TOTAL.....	33.05 "

### Village Center

In a suburban community of restricted size the Village Center means the Railroad Station and the surrounding retail stores. The Village Hall, housing the municipal offices, is logically a part of the Center.

Retail business is necessarily located along the streets leading to the Station. While the Village Hall might be in a somewhat more retired and dignified location, convenience demands that it should be adjacent to the Village Center.

**LOCATION OF THE VILLAGE HALL** Various schemes for the Village Hall have been considered on the three following locations—east, south and west of the Railway Station.

The location on the block directly east of the Station had a strong appeal because of its architectural possibilities. If all, or nearly all of this block could be acquired, the Hall could be built at the top of the hill. The building would then face the Railroad Station toward the west and the Village Common toward the east, the ground surrounding it forming a most desirable extension of the Common. But this plan destroyed a large part of existing business and seemed prohibitory in cost.



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## VILLAGE CENTER

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The plan for the civic center places the axis directly upon this unsightly alley. It is proposed to remove these sheds and barns and replace them with an open mall leading to the west front of the proposed new Village Hall.

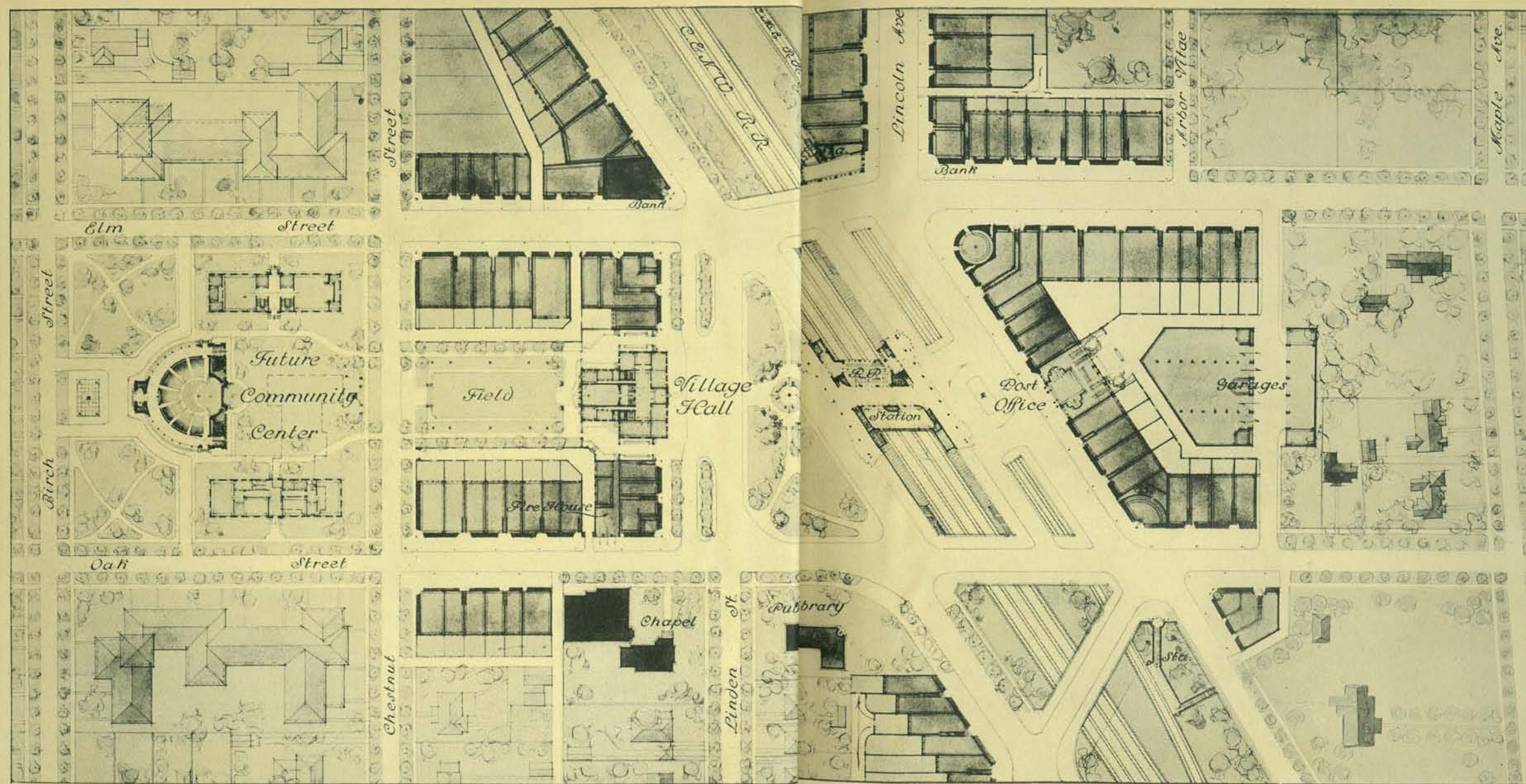
In connection with locating the Village Hall to the south of the Railroad Station the present site was, after most careful consideration, discarded because it did not fit into any attractive scheme for the developement of the Village Center. The present Library Block was also considered as a site for the Hall, but it was found that to produce a satisfactory result the Library would have to be displaced. At best such a location does not offer an ideal architectural arrangement and its limitations are such that it cannot be recommended.

**PLAN RECOMMENDED—WEST SIDE** Several plans were made for placing the Village Hall west of the station, and after weighing the advantages and disadvantages of the various schemes, a decision has been reached to recommend the plan illustrated in the map on page 56 and the bird's-eye view (frontispiece.) This plan may be briefly described as follows:

(1) Place the Village Hall in the center of the block bounded by Elm, Linden, Oak and Chestnut streets and face it east looking toward the Railroad Station.

(2) For this purpose use the land now owned by the village at the corner of Oak and Linden Streets and acquire a strip about 150 feet wide through the center of this block extending from Linden to Chestnut streets.





PLAN OF VILLAGE CENTER showing railway tracks depressed and proposed grouping of public buildings. (See bird's-eye-view, frontispiece.)



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## PLAN OF WINNETKA

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(3) Locate the Fire Station as shown on the plan, facing on Oak Street, and on the balance of the property now owned by the Village build offices and stores.

(4) Set back the Linden Street frontage line between Elm and Oak Streets 50 feet, and thus provide additional park space and ample roadways both for local and other traffic.

(5) Set back the north frontage line of Oak Street 14 feet for one block, thus making Oak Street between Linden and Chestnut streets 80 feet wide, equal to Elm Street.

(6) Secure the co-operation of all the owners of property in this block in making this Village Hall block convenient and ornamental. First, by having all buildings abutting on Linden Street rebuilt in an attractive manner and so as to harmonize with the Village Hall; and second, by improving the rear of all the buildings in the block and enclosing back yards and alleys by an ornamental wall, thus creating an open grass court in the center of the block over which the rear windows of the Village Hall would look toward the Horace Mann School site.

(7) It is believed that this rearrangement of this block can be accomplished at a minimum of cost and that while a portion of it would be appropriated to street and village uses, the remaining property would be enhanced in value by this orderly development.

### REARRANGEMENT OF BUSINESS PROPERTY ON EAST SIDE

It is proposed to effect a rearrangement of the block (Prouty Block) lying immediately east of the Railroad Station with a view to its larger and more efficient use for business purposes. To this end the following recommendations are made:

(1) Set back the frontage opposite the railroad 55 feet and thus create a business street of ample width parallel to the railroad. This street, with the extension of Wilson Street from Willow to Oak Streets, will become part of a through route and thereby the property abutting on this street will become more valuable for business purposes.

(2) The prominence of this frontage makes it most desirable that the permanent buildings thereon should be of uniform and attractive archi-



The Boal Block at the corner of Elm and Lincoln Streets—An especially good example of attractive and harmonious treatment of a suburban business block.



Lake Forest transformed its ugly business frontage into this pleasing square.



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## PLAN OF WINNETKA

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ture. The central building should be somewhat more prominent than the others and should be in line with the center of the Village Hall. This central building is designated on the plan as "Post Office."

(3) Utilize the center of this block for garages which will be reached from an alley or minor street running from Oak Street to Elm Street. It is important that some convenient area should be provided where garages can be built off of the principal business streets. With the frontage of the eastern half of the Prouty Block rearranged as indicated, and eventually covered by stores, the garages placed in the center of the block would be concealed from view and wholly unobjectionable.

**RAILROAD STATION** With the blocks to the east and west of the Railroad Station developed as proposed, the location and character of the future Station becomes important. The plan assumes that the tracks will be depressed and that the Station will be built over the tracks. The central line of the waiting room should be on the east and west middle line of the Village Hall and Post Office.

The general appearance of the Village Hall Square will be greatly improved by rebuilding the stations of the Electric Road and generally harmonizing, as built or rebuilt, the fronts of all buildings.

With the depression of the railroad tracks an unusual opportunity would be offered for the location of a fountain or other commemorative monument in the triangular park west of the Station.

### **Community Theater and Auditorium**

The plan also proposes a gradual development for public uses of the entire block now occupied in part by the Horace Mann School. It having been determined that the Main School for the upper grades will be built on the twelve acres at the corner of Oak and Glendale streets, the Horace Mann School will eventually be replaced with a comparatively small school for the younger children of the immediate neighborhood. There will, therefore, be room on this block (assuming that all of it is acquired) for a Community Auditorium and Theater. The location for this purpose is perfect, being convenient to the Railroad Station but far enough away to escape the chief noises of the railroad.

The buildings on this block, which are referred to as a matter of convenience as "Community Center," can be arranged so as to provide not only

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## COMMUNITY THEATER AND AUDITORIUM

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WINNETKA PUBLIC LIBRARY

an ample setting for themselves, but also an open space for recreation in the center. This playground has been designed so that it would virtually be an extension of the court which is established in the block to the east, thus connecting the Community Auditorium directly with the Village Hall and making the united facilities available for village and municipal purposes.

The Plan briefly outlined above should not be taken as final in detail. It is a general study of the present situation and is susceptible of modification as time goes on and new conditions arise.

Of fundamental present importance is the matter of zoning. This problem should be approached in such a manner that all private interests shall contribute to the general effect of harmony desired. As the various elements of this problem have been weighed in their relation to one another and to the general result in reaching the conclusions outlined in the plan, so also should any proposed changes be submitted to the same test. In this way it is believed the Village may be developed in a way which will bring pleasure and satisfaction to every resident.

EDWARD H. BENNETT,  
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