

City of Highland Park Lake County, Illinois

REQUEST FOR PROPOSALS

For

CENTRAL AND RAVINIA BUSINESS DISTRICTS STREETSCAPE PLANNING, DESIGN, AND IMPLEMENTATION THE CITY OF HIGHLAND PARK, ILLINOIS

July 2022



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1. OVERVIEW & OBJECTIVES

The purpose of this Request for Proposals ("RFP") is to solicit competitive proposals from qualified firms to provide streetscape planning, design, and implementation services to the City of Highland Park, Illinois ("City"). The City's intent is to create and maintain a high quality physical environment in its Downtown and Ravinia business districts through strategic implementation of select streetscape amenities.

This consulting engagement will consist of the following main elements:

Downtown (Central District) Related:

- > The selection, procurement and location of street furniture amenities.
 - Specifically, seating, tables, bike racks and trash/recycling receptacles
- > Conceptual / schematic and design for Second St. pedestrian focused redesign.
 - Community engagement, facilitation, planning, and concept / schematic design docs for an approximately 830' length of a single block.
 - o Additional conceptual and schematic documents of selected concept.
- Capital investment plan for remaining streetscape amenity investments for future implementation.

Ravinia TIF District Related:

- The selection, procurement and physical location / installation of a bike shelter in Ravinia District with related stakeholder engagement and communication.
- The development of an infrastructure investment plan for estimated revenue over the remaining term of the Ravinia TIF District (ends in 2028) with related stakeholder engagement and communication.

2. TIMELINE

The City intends to enter an agreement with the selected proposer by September 2022. The City Council has the ultimate authority to approve any proposal and to authorize the execution of an agreement.

7/18/2022
7/29/2022
8/3/2022
8/8/2022, 3:00 PM
Week of 8/8/2022
Week of 8/16/2022 (no later than)
9/1/2022



3. SCOPE OF SERVICES

Important Note - this request for proposal is **not** intended to address any memorial associated with the horrific attack and tragic loss of life and injuries Highland Park suffered on July 4th, 2022.

The selected proposer will provide professional services for the implementation of planned streetscape amenities for its Downtown and Ravinia TIF District based on existing plans for such investments. This consulting engagement consists of the following main elements and includes, but is not limited to, the list of services provided below.

Downtown (Central District) Related:

As part of the City's overall capital improvement planning, the City conducted a streetscape planning process in 2015 to consider reinvestments in its Central Business District amenities. This work resulted in the award winning¹ comprehensive Streetscape Conceptual Design Plan for the Central District presented to City Council in October 2016 (attached).

Based on City budget realities a program that focuses on only the most essential components spanning multiple fiscal years was approved and the project initially was set to begin in FY-28 (attached). However, per the direction of City Council, the FY-22 10-yr. Capital Budget prioritizes seating, tables, bike racks, and trash/recycling receptacles for FY-22 and 23. The attached Downtown Streetscape Concept Design - Implementation Plan FY-21 to FY-34 provides details of the seven-year program, which was to begin in FY-28, but is now accelerated to FY-22-23 for the above-mentioned items.

- > The selection, procurement, location identification, and installation of street furniture amenities.
 - Specifically, seating, tables, bike racks, and trash/recycling receptacles.
- Schematic design and redesign for an ~830' portion of Second St. between Central Ave. and Elm Place to improve pedestrian environment and allow for addition outdoor dining opportunities and other pedestrian activities.
 - Community engagement, planning, and concept and schematic design.
 - Conceptual / schematic documents associated with preferred redesign of Second Street.
- Capital investment planning services that examines various trade-offs for remaining streetscape amenity investments for future implementation.



• Preparation of an updated implementation plan document for adoption with updated cost estimates and revised grouping of investments and phases as appropriate.

¹ On September 17, 2020, the plan received a Merit Award for Planning & Analysis from The American Society of Landscape Architects.



Ravinia TIF District Related:

- The selection, procurement and location / installation of a bike shelter in Ravinia District with related stakeholder engagement and communication.
- Capital investment planning services that examines various trade-offs for remaining streetscape amenity investments for future implementation. Capital investment planning services that examines various trade-offs for remaining streetscape amenity investments for future implementation.
- Develop an infrastructure investment plan based on an estimated revenue over the remaining term of the Ravinia TIF District (ends in 2028), investment alternatives analysis, and key stakeholder outreach. The proposer will work collaboratively with the City and key stakeholders to develop a capital investment contingency plan to expend all anticipated revenue for the Ravinia TIF District. The City has already completed a 60% design plan set for the Ravinia Streetscape and has other plan documents already completed. Attachments to this RFP provide an overview of the planning and actions to date. Consultant will review and aid the City in communicating capital investment alternatives within financial constraints. Specifically, the streetscape elements will be incorporated with the capital improvements including water mains, storm sewer, sidewalk, crosswalk, and roadway improvements. The selected firm will review existing conceptual engineering plans to develop the implementation timeline based on available budgeted funds.

Summary of Services Sought by the City:

In addition to what is stated above, the following provides a summary of the scope of professional services sought – others may be required to achieve the scope and objectives, Proposer should specify per best professional practices as needed additional recommended services:

- Evaluate and directly incorporate past planning efforts with an emphasis on prior infrastructure planning and streetscape design work.
- Meet as necessary with City staff to understand project needs, approaches, options and scenarios, and project management. Finalize a detailed scope of work and timeline via project planning with City staff based on initial Consultant evaluation and assessments.
- Conduct any fieldwork and condition assessments deemed necessary in the course of either needs assessment and/or design work. City staff can be available to assist in fieldwork as needed and appropriate
- Facilitate decision-making with multiple stakeholders and assist them in evaluating capital investment options.
- Services include design and developing plans and specifications for bidding.

Downtown & Ravinia (bike shelter) Streetscape Amenities Implementation

- Professional survey and geotechnical services to determine the best location for the streetscape amenities.
- Develop construction documents needed for proper installation.



- All tasks associated with the selection, ordering, storing, and installation of the streetscape furniture, including benches, moveable tables and chairs, trash and recycling receptacles, bike racks and bike shelter etc.;
- Develop scope of work and manage the contractor solicitation and award process in accordance with the City's procurement policies for construction of the improvements;
- Procure streetscape amenities and other construction materials necessary for physical implementation and related site preparations tasks including, but not limited to, the disposition / disposal of existing streetscape furniture and other related materials.
- Serve as Resident Engineer for the administration and oversight of contractor's physical installation of streetscape amenities, including but not limited to, seating, tables, trash receptacles, bike racks, and bike shelter.
- Coordination with key stakeholders to identify best location for the installation of amenities.

The Second Street Concept / Schematic Design:

- Design will include extension of the sidewalk to accommodate street furniture, outdoor dining space, landscaping and other pedestrian related amenities. Attached Streetscape plan (see p.g. 22) is a starting point for concept design considerations. Develop concept alternatives based on stakeholder feedback.
- Manage and operationalize a design charrette with key stakeholders to facilitate feedback and address property owner considerations. Stakeholders include the Property Owners Association (POA), abutting business owners / property owners, Chamber of Commerce and local officials and public. Facilitate decision-making with multiple stakeholders and assist them in evaluating options for design, specifications, and placement of various streetscape amenities. Propose an anticipated number of meetings and a structure to achieve this level of outreach and stakeholder contribution.
- Prepare Schematic Design drawings based on selected concept design.

Reporting & Record Keeping Requirements

1. Record keeping and tracking must be completed by the Proposer and submitted to the City.

General Requirements:

- 1. Conduct all work with the highest degree of integrity in a manner consistent with industry best practices, conflict of interest laws, and City policies.
- 2. Applicant will not be allowed to subcontract work under this contract unless written approval is granted by the City.
- 3. The Applicant will retain the responsibility for loss or damage of its own or rented property of whatever kind of nature, including but not limited to tools and equipment.
- 4. Provide accurate and complete project status reports in a form acceptable to the City.
- 5. Provide high level of customer service to City representatives and customers alike, including but not limited to:
 - Being readily available by phone, in person, and e-mail.



- Clearly and tactfully communicating accurate and complete information.
- Working cooperatively to consider alternative means to achieve desired outcomes when appropriate.
- 6. Maintain a professional appearance.
- 7. Exercise all necessary caution to protect traffic and to protect all public and private property from injury or damage caused by the contractor's operations, and comply with OSHA and other Federal and State safety standards.
- 8. Procure all necessary licenses, certifications, and permits needed to conduct the work required under the terms of the agreement.
- 9. All work must comply with prevailing wage laws as appropriate.
- 10. Ensure all construction activities are in accordance with City Code.

Timing of Services –

The City seeks to prioritize the survey work, bidding and installation of streetscape furniture Downtown and the bike shelter as well as accelerating the Second Street planning/outreach concept / schematic design work. Please provide schedule with each sub-project's key milestones.

Conflicts of Interest

The Applicant who is awarded this contract will not be able to quote, prepare, or assist in the preparation of plans, for any other non-municipal or private projects within the City.

4. SUBMITTAL REQUIREMENTS

Submittals must include five hard copies, and one electronic copy in PDF format submitted on a thumb drive to the following address.

Attention:Charmain Later, Deputy Director, Community Development Department
City of Highland Park
1150 Half Day Road
Highland Park, IL 60035

Proposals are due on or before 3:00 PM on August 8, 2022.

Failure to submit five hard copies and thumb drive to the City by the due date specified in Section 2 above will be deemed to be non-responsive and will result in disqualification from the RFP process. Specify "CENTRAL AND RAVINIA BUSINESS DISTRICTS STREETSCAPE PLANNING, DESIGN, AND IMPLEMENTATION HIGHLAND PARK, IL" on the exterior of the envelope. Proposals will not be opened publicly. Proposals submitted after closing time will be returned unopened. No oral, telephone, or fax proposals will be considered.

The following should be included, in the order listed. The hard copy submittal must include a page tab to facilitate retrieval of the desired section in the proposal:



- a. Provide a brief overview of your firm, including the location of headquarter office, number of branch locations, designated business hours, years of experience, number of full time and part time employees etc. Describe any significant change in organizational structure, ownership or management during the past three years.
- b. Office address(es), main telephone and fax numbers, and website address of the firm.
- c. Describe ability to perform the services effectively and efficiently in accordance with the requirement of City, State and Federal code/regulations.
- d. Summary of overall approach to the assigned work and understanding of the scope of services needed.
- e. Describe the readiness and ability of your firm to provide the services requested. Include schedule for transition, if any, necessary for your firm to take on this work.
- f. List of prior experience, with preference to any prior work with municipal or other government-owned facilities, your firm has completed in the last five years, or currently in progress. References to older but still relevant projects should also be included in addition. For each project, please provide the following:
 - Project description including completion date;
 - Name of project lead firm and additional consulting team members;
 - Actual project cost vs. initial estimated cost;
 - Contact information for client.
- g. Minimum of three qualified references based on project experience.
- h. Experience in providing services similar to those outlined in the RFP.
- i. Identify if your firm has previously worked within the City of Highland Park.
- J. Identify the specific employees who will be assigned to this contract, length of employment with your firm, and relevant experience in the field and certifications / qualifications.
 Describe the role for each employee, including job title, hourly/daily rate, job descriptions including Management and Supervisors assigned. Include resumes for all principals and key personnel assigned to this project.
- k. Describe anticipated staffing levels to adequately carry out this program.
- I. Names of additional consulting and/or sub-contractor firms you may hire to supplement your firm's services.
- m. Describe your strategy, procedures and systems for recruitment, screening, competency testing, certification maintenance, and employee performance evaluation.
- n. Describe your firm's project management approach and ability to meet deadlines.
- o. Describe your systems and procedures for maintaining quality control.



Price Proposal

Please propose both a fixed fee lump sum proposal for each major aspect of the scope of work. The Price Proposal should incorporate all professional service costs to provide the services indicated in this Request for Proposal and any other reimbursable items your firm identifies are necessary to achieving the desired outcome of this project.

Important – Include an entire copy of this RFP in your proposal EXCEPT that all pricing information must be included in a SEPARATE sealed envelope and not be found in any part of your proposal outside that separate sealed envelope. If you have any questions, please call RFP contact.

Proposing Changes

Proposers may suggest changes to the scope of services based on the firm's understanding of the proposed work, past experience, and professional expertise. The City is open to ideas that align with contemporary best practices and emerging innovation in the field.

Registering Interest in the RFP

Proposers are encouraged to register with Deputy Director Charmain Later in the Community Development Department, by emailing their contact information to clater@cityhpil.com

Questions

All questions regarding the RFP shall be directed in writing to Charmain Later at <u>clater@cityhpil.com</u> Questions will be compiled and responses shared electronically with all proposers who have registered with Charmain Later in one general response memorandum, which will also be posted on the City's website by the date specified in Section 2 of this RFP.

IMPORTANT NOTES TO PROPOSERS:

- Any and all exceptions to any part of this RFP **MUST** be clearly and completely indicated on the pricing sheets. Please attach additional pages if necessary. Please be advised that any exceptions to these specifications may cause your proposal to be disqualified.
- Prior to the submittal of any proposal, all proposers *shall* verify whether addendums have been made to this RFP at <u>www.cityhpil.com</u>.

5. PROFESSIONAL SERVICES SELECTION CRITERIA

The City may elect to evaluate proposals by establishing an ad hoc review and selection committee ("Selection Committee") consisting of representatives of the City to review and evaluate all proposals. As part of the selection process, the Selection Committee may interview none, some, or all of the proposers for the Agreement. The Selection Committee will then make a recommendation as to which proposer should be awarded the Agreement. The Agreement must be approved by City Council prior to its execution.



The following criteria shall aid the Selection Committee in recommending which proposer should be awarded the Agreement:

- A. Technical competencies as evidenced by the professional qualifications and related work experience of the firm. Specific professional qualifications, training, and experience of the assigned and committed personnel for the satisfactory performance of this work.
- B. Previous experience of the firm with related work. Positive references shall be considered.
- C. A discussion of the firm's understanding of the work to be performed and a description of the technical approach to be taken to accomplish this work.
- D. Qualifications of the key personnel assigned to perform the services
- E. Knowledge of City operations, methods, and philosophy.
- F. Ability to provide continuity of personnel and timely, flexible services.
- G. Geographical location.

6. TERMS AND CONDITIONS

- A. The City reserves the right, at its sole discretion, to terminate this process at any time, or reject any and all proposals without penalty, prior to the execution of the Agreement. Following the review by the City, the final selection, if any, will be the proposal that in totality best meets the requirements set forth in the RFP and is in the best interest of the City.
- B. The City reserves the right to award the contract to the next most qualified firm if the successful firm does not execute a contract within 30 days after the award of the proposal.
- C. The City reserves the right to request clarification of information submitted and to request additional information of one or more proposers.
- D. Any proposal may be withdrawn up until the date and time set above for the opening of proposals by written request to the City Manager. Any proposals not so withdrawn shall constitute an irrevocable offer, for a period of 90 days, to provide the City the Services, or until one or more of the proposals have been approved by the City, whichever occurs first.
- E. Any agreement or contract resulting from the acceptance of a proposal shall be on forms supplied or approved by the City. The City reserves the right to reject any agreement that does not conform to the request for proposal and the City's requirements for agreements and contracts.
- F. Proposals submitted are offers only, and the decision to accept or reject is a function of quality, reliability, capability, reputation, and expertise of the firms submitting proposals.



Issuance of this RFP does not obligate the City to pay any costs incurred by a respondent in its submission of a proposal or making any necessary studies or designs for the preparation of that proposal, or for procuring or contracting for the services to be furnished under this RFP.

- G. The City reserves the right to accept the proposal that is, in its judgment, the best and most favorable to the interests of the City and to the public; to reject the low price proposal; to accept any item of any proposal; to reject any and all proposals; and to waive irregularities and informalities in any proposal submitted or in the RFP process; provided, however, that the waiver of any prior defect or informality shall not be considered a waiver of any future or similar defect or informality. Firms should not rely upon, or anticipate, such waivers in submitting their proposal.
- H. The City reserves the right to retain all proposals submitted and use any idea in a proposal regardless of whether the proposal is selected.
- I. Estimated Volume / Quantity of Work or Services to be Performed. The total quantity of work or services to be performed through this RFP is estimated. Highland Park does not guarantee any specific number or complexity of work, and shall not be held responsible for any deviation. All orders received by the Contractor during the term of the contract shall be filled in accordance with the terms and conditions set forth herein. This contract shall cover Highland Park's requirements whether more or less than the estimated amount.



PROPOSER'S GENERAL INFORMATION

STREETSCAPE IMPLEMENTATION FOR VARIOUS LOCATIONS

July 2022

(This section must be completed and returned with proposal. Attach additional pages as required to complete required documentation.)

AUTHORIZED NEGOTIATORS:

Name:	Phone #

 Name:
 Phone #

In submitting this proposal, it is understood that the City of Highland Park reserves the right to reject any or all Proposals, to accept an alternate Proposal, and to waive any informality in any Proposal.

BUSINESS ORGANIZATION: (check one only)

Sole Proprietor: An individual whose signature is affixed to this proposal.

Partnership: State full names, titles, and addresses of all responsible principals and/or partners on attached sheet.

Corporation: State of incorporation: _____

Non-profit Corporation

501c3-- U.S. Internal Revenue Code

By signing this proposal document, the Proposer hereby certifies that it is not barred from proposing on this contract as a result of a violation of either Section 33E-3 or 33E-4 of the Illinois Criminal Code of 2012, as amended.

Business Name:

Signature

(Print or Type Name)

Title



This **AGREEMENT** is dated as of the ______ day of _____, <u>2022</u>, and is by and between the **CITY OF HIGHLAND PARK** ("City"), an Illinois home rule municipal corporation, and

FIRM NAME. Address City, State ZIP

(CONSULTANT)

IN CONSIDERATION OF the recitals and the mutual covenants and agreements set forth in the Agreement, and pursuant to the City's statutory and home rule powers, the parties agree as follows:

SECTION 1. SCOPE OF SERVICES. The City retains the Consultant to perform, and the Consultant agrees to perform, all necessary services to perform the work identified below ("*Services*"), which Services the Consultant shall provide pursuant to the terms and conditions of this Agreement:

_____Scope to be inserted from Request for Proposal and as further modified as and if agreed______

SECTION 2. TIME OF PERFORMANCE. The Consultant shall perform the Services for the period beginning **September 1, 2022** and ending **December 31, 2023 ("Term").** The Consultant shall be responsible for the completion of all services during the Term, notwithstanding any strike or other work stoppage by employees of either the Consultant or of the City.

This agreement may be extended upon mutual written consent of the City and Consultant. For all Services performed by the Consultant during any renewal term, Consultant shall be paid an amount equal to the agreement amount set forth in Section 3.A of this Agreement, as adjusted by the Consumer Price Index for all Urban Consumers published by the Bureau of Labor Statistics of the United States Department of Labor for Chicago-Gary-Kenosha, IL-IN-WI, All items (1982-84=100) for the previous year, except as the City and Consultant may otherwise mutually agree.

SECTION 3. COMPENSATION.

A. <u>Agreement Amount</u>. The total amount billed by the Consultant for the Services under this Agreement shall not exceed \$_____ for the Term, including reimbursable expenses, without the prior express written authorization of the City Manager. The terms for payment to the Consultant shall be as follows: Payment will be made within 45 days after receipt of an accurate and complete invoice with details and in a form acceptable to the City. Invoices shall be submitted not more often than once every two weeks. Specific billing rates and conditions are set forth in Attachment B to this Agreement.

B. <u>Taxes, Benefits, and Royalties</u>. Each payment by the City to the Consultant includes all applicable federal, state, and City taxes of every kind and nature applicable to the Services as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or similar benefits and all costs, royalties, and fees arising from the use of, or the incorporation into, the Services, of patented or copyrighted equipment, materials, supplies, tools, appliances, devices, processes, or inventions. All claim or right to claim additional compensation by reason of the payment of any such tax, contribution, premium, costs, royalties, or fees is hereby waived and released by Consultant.



SECTION 4. PERSONNEL; SUBCONTRACTORS

A. Key Personnel. The Key Personnel identified in Attachment A shall be primarily responsible for carrying out the Services on behalf of the Consultant. The Key Personnel shall not be changed without the City's prior written approval.

B. Availability of Personnel. The Consultant shall provide all personnel necessary to complete the Services including, without limitation, any Key Personnel identified in this Agreement. The Consultant shall notify the City as soon as practicable prior to terminating the employment of, reassigning, or receiving notice of the resignation of, any Key Personnel. The Consultant shall have no claim for damages and shall not bill the City for additional time and materials charges as the result of any portion of the Services which must be duplicated or redone due to such termination or for any delay or extension of the Time of Performance as a result of any such termination, reassignment, or resignation.

Approval and Use of Subcontractors. The С. Consultant shall perform the Services with its own personnel and under the management, supervision, and control of its own organization unless otherwise approved in advance by the City in writing. All subcontractors and subcontracts used by the Consultant shall be acceptable to, and approved in advance by, The City's approval of any subcontractor or the City. subcontract shall not relieve the Consultant of full responsibility and liability for the provision, performance, and completion of the Services as required by this Agreement. All Services performed under any subcontract shall be subject to all of the provisions of this Agreement in the same manner as if performed by employees of the Consultant. For purposes of this Agreement, the term "Consultant" shall be deemed also to refer to all subcontractors of the Consultant, and every subcontract shall include a provision binding the subcontractor to all provisions of this Agreement.

D. Removal of Personnel and Subcontractors. If any personnel or subcontractor fails to perform the Services in a manner satisfactory to the City and consistent with commonly accepted professional practices, the Consultant shall immediately upon notice from the City remove and replace such personnel or subcontractor. The Consultant shall have no claim for damages, for compensation in excess of the rates and terms contained in this Agreement as a result of any such removal or replacement.

SECTION 5. REPRESENTATIONS OF <u>CONSULTANT</u>. The Consultant represents and certifies that the Services shall be performed in accordance with the standards of professional practice, care, and diligence practiced by recognized consultants in performing services of a similar nature in existence at the Time of Performance. The representations and certifications expressed shall be in addition to any other representations and certifications expressed in this Agreement, or expressed or implied by law, which are hereby reserved unto the City.

The Consultant further represents that it is financially solvent, has the necessary financial resources, and is sufficiently experienced and competent to perform and complete the Services in a manner consistent with the standards of professional practice by recognized consultants providing services of a similar nature. All services provided shall be performed by competent, trained, and appropriately-certified personnel. The Consultant shall provide sufficient personnel to complete the Services in a timely manner in accordance with the standards of performance identified in Section 1 of this Agreement:

SECTION 6. INDEMNIFICATION; INSURANCE; <u>LIABILITY</u>.

A. <u>Indemnification</u>. The Consultant proposes and agrees that the Consultant shall indemnify, save harmless, and defend the City against all damages, liability, claims, losses, and expenses (including attorneys' fee) that may arise, or be alleged to have arisen, out of or in connection with the Consultant's performance of, or failure to perform, the Services or any part thereof, or any failure to meet the representations and certifications set forth in Section 4 of this Agreement.

Insurance. The Consultant shall provide, at **B**. its sole cost and expense, liability insurance and motor vehicle insurance, each in the aggregate amount of \$1,000,000, and worker's compensation insurance, in the amounts required by law, which insurance shall include, without limitation, protection for all activities associated with the Services. The liability insurance shall be for a minimum of \$1,000,000 per occurrence for bodily injury and \$1,000,000 per occurrence for property damage. The Consultant shall cause the City to be named as an additional insured on the insurance policy described in this Section 5.B. Not later than 10 days after the date of this Agreement, the Consultant shall provide the City with either: (a) a copy of the entire insurance policy; or (b) a Certificate of Insurance along with a letter from the broker issuing the insurance policy to the effect that the Certificate accurately reflects the contents of the insurance policy. The insurance coverages and limits set forth in this Section 5.B shall be deemed to be minimum coverages and limits, and shall not be construed in any way as a limitation on the Consultant's duty to carry adequate insurance or on the Consultant's liability for losses or damages under this Agreement.



C. <u>No Personal Liability</u>. No elected or appointed official or employee of the City shall be personally liable, in law or in contract, to the Consultant as the result of the execution of this Agreement.

SECTION 7. <u>GENERAL PROVISIONS</u>.

A. <u>Relationship of the Parties</u>. The Consultant shall act as an independent contractor in providing and performing the Services. Nothing in, nor done pursuant to, this Agreement shall be construed to (1) create the relationship of principal and agent, employer and employee, partners, or joint ventures between the City and Consultant; or (2) to create any relationship between the City and any subcontractor of the Contractor.

Conflicts of Interest. В. The Consultant represents and certifies that, to the best of its knowledge, (1) no elected or appointed City official, employee or agent has a personal financial interest in the business of the Consultant or in this Agreement, or has personally received payment or other consideration for this Agreement; (2) as of the date of this Agreement, neither Consultant nor any person employed or associated with Consultant has any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement; and (3) neither Consultant nor any person employed by or associated with Consultant shall at any time during the term of this Agreement obtain or acquire any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement. If, at any time, the Consultant becomes aware of or suspects a conflict of interest prohibited pursuant to this Section 6.B or otherwise by law, Consultant shall immediately notify City and fully cooperate with City to investigate the conflict and take remedial action. This provision shall survive the expiration of this Agreement.

C. No Collusion. The Consultant represents and certifies that the Consultant is not barred from contracting with a unit of state or local government as a result of (1) a delinquency in the payment of any tax administered by the Illinois Department of Revenue unless the Consultant is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax, as set forth in Section 11-42.1-1 et seq. of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 et seq.; or (2) a violation of either Section 33E-3 or Section 33E-4 of Article 33E of the Criminal Code of 1961, 720 ILCS 5/33E-1 et seq. If at any time it shall be found that the Consultant has, in procuring this Agreement, colluded with any other person, firm, or corporation, then the Consultant shall be liable to the City for all loss or damage that the City may suffer, and this Agreement shall, at the City's option, be null and void.

D. <u>**Termination**</u>. Notwithstanding any other provision hereof, the City may terminate this Agreement at any time upon 15 days prior written notice to the Consultant. In the event that this Agreement is so terminated, the Consultant shall be paid for Services actually performed and reimbursable expenses actually incurred, if any, prior to termination, not exceeding the value of the Services completed.

Compliance with Laws and Grants. E. Consultant shall give all notices, pay all fees, and take all other action that may be necessary to ensure that the Services are provided, performed, and completed in accordance with all required governmental permits, licenses, or other approvals and authorizations that may be required in connection with providing, performing, and completing the Services, and with all applicable statutes, ordinances, rules, and regulations, including without limitation the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 et seq., and the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq. Consultant shall also comply with all conditions of any federal, state, or local grant received by the City or Consultant with respect to this Agreement or the Services. Consultant shall be solely liable for any fines or civil penalties that are imposed by any governmental or quasi-governmental agency or body that may arise, or be alleged to have arisen, out of or in connection with Consultant's, or its subcontractors, performance of, or failure to perform, the Services or any part thereof. Every provision of law required by law to be inserted into this Agreement shall be deemed to be inserted herein.

Default. If it should appear at any time that F. the Consultant has failed or refused to prosecute, or has delayed in the prosecution of, the Services with diligence at a rate that assures completion of the Services in full compliance with the requirements of this Agreement, or has otherwise failed, refused, or delayed to perform or satisfy the Services or any other requirement of this Agreement ("Event of Default"), and fails to cure any such Event of Default within ten business days after the Consultant's receipt of written notice of such Event of Default from the City, then the City shall have the right, without prejudice to any other remedies provided by law or equity, to (1) terminate this Agreement without liability for further payment; or (2) withhold from any payment or recover from the Consultant, any and all costs, including attorneys' fees and administrative expenses, incurred by the City as the result of any Event of Default by the Consultant or as a result of actions taken by the City in response to any Event of Default by the Consultant.



G. <u>Assignment</u>. This Agreement may not be assigned by the City or by the Consultant without the prior written consent of the other party.

H. <u>Notice</u>. All notices required or permitted to be given under this Agreement shall be in writing and shall be delivered (1) personally, (2) by a reputable overnight courier, or by (3) by certified mail, return receipt requested, and deposited in the U.S. Mail, postage prepaid. Unless otherwise expressly provided in this Agreement, notices shall be deemed received upon the earlier of (a) actual receipt; (b) one business day after deposit with an overnight courier as evidenced by a receipt of deposit; or (c) three business days following deposit in the U.S. mail, as evidenced by a return receipt. Notices and communications to the City shall be addressed to, and delivered at, the following address:

City Hall 1707 St. Johns Ave. Highland Park, Illinois 60035 Attention: City Manager

With a copy to:

Elrod Friedman LLP 325 North LaSalle Street, Suite 450 Chicago, IL 60654 Attention: Steven M. Elrod, Corporation Counsel

And

Joel Fontane, AICP Director of Community Development 1150 Half Day Road Highland Park, Illinois 60035

Notices and communications to the Consultant shall be addressed to, and delivered at, the following address:

Consultant:

Name President/CEO Firm Name, Address City, State ZIP

I. <u>Waiver</u>. Neither the City nor the Consultant shall be under any obligation to exercise any of the rights granted to them in this Agreement except as it shall determine to be in its best interest from time to time. The failure of the City or the Consultant to exercise at any time any such rights shall not be deemed or construed as a waiver of that right, nor shall the failure void or affect the City's or the Consultant's right to enforce such rights or any other rights.

J. <u>Third Party Beneficiary</u>. No claim as a third party beneficiary under this Agreement by any person, firm, or corporation shall be made or be valid against the City.

K. <u>Provisions Severable</u>. If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions shall remain in full force and effect and shall in no way be affected, impaired, or invalidated.

L. <u>Time</u>. Time is of the essence in the performance of all terms and provisions of this Agreement.

M. <u>Calendar Days and Time</u>. Unless otherwise provided in this Agreement, any reference in this Agreement to "day" or "days" shall mean calendar days and not business days. If the date for giving of any notice required to be given, or the performance of any obligation, under this Agreement falls on a Saturday, Sunday, or federal holiday, then the notice or obligation may be given or performed on the next business day after that Saturday, Sunday, or federal holiday.

N. <u>Governing Laws</u>. This Agreement shall be governed by, construed and enforced in accordance with the internal laws, but not the conflicts of laws rules, of the State of Illinois.

O. <u>Entire Agreement</u>. This Agreement constitutes the entire agreement between the parties to this Agreement and supersedes all prior agreements and negotiations between the parties, whether written or oral, relating to the subject matter of this Agreement.

P. <u>Waiver</u>. Neither the City nor the Consultant shall be under any obligation to exercise any of the rights granted to them in this Agreement except as it shall determine to be in its best interest from time to time. The failure of the City or the Consultant to exercise at any time any such rights shall not be deemed or construed as a waiver of that right, nor shall the failure void or affect the City's or the Consultant's right to enforce such rights or any other rights.

Q. <u>Consents.</u> Unless otherwise provided in this Agreement, whenever the consent, permission, authorization, approval, acknowledgement, or similar indication of assent of any party to this Agreement, or of any duly authorized officer, employee, agent, or representative of any party to this Agreement, is required in this Agreement, the consent,



permission, authorization, approval, acknowledgement, or similar indication of assent shall be in writing.

R. <u>Grammatical Usage and Construction</u>. In construing this Agreement, pronouns include all genders and the plural includes the singular and vice versa.

S. <u>Interpretation</u>. This Agreement shall be construed without regard to the identity of the party who drafted the various provisions of this Agreement. Moreover, each and every provision of this Agreement shall be construed as though all parties to this Agreement participated equally in the drafting of this Agreement. As a result of the foregoing, any rule or construction that a document is to be construed against the drafting party shall not be applicable to this Agreement.

T. <u>Headings</u>. The headings, titles, and captions in this Agreement have been inserted only for convenience and in no way define, limit, extend, or describe the scope or intent of this Agreement.

U. <u>Rights Cumulative</u>. Unless expressly provided to the contrary in this Agreement, each and every one of the rights, remedies, and benefits provided by this Agreement shall be cumulative and shall not be exclusive of any other rights, remedies, and benefits allowed by law.



ATTEST:

ATTEST:

CITY OF HIGHLAND PARK

By:

Ashley Palbitska, Deputy City Clerk

By:

Its:

Ghida Neukirch, City Manager

CONSULTANT

By:_____

Title:_____

By: _____



ATTACHMENT A

ADDITIONAL DETAILS REGARDING COST, SCOPE OF SERVICES AND KEY PERSONNEL

TBD Based on Proposal



ATTACHMENT B

BILLING RATES AND CONDITIONS

PRICE PROPOSAL

TBD Based on Proposal

















CITY OF HIGHLAND PARK STREETSCAPE CONCEPTUAL DESIGN



DATE: 10/19/2016

RATIO WEAVER BOOS CONSULTANTS

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STREETSCAPE CONCEPTUAL DESIGN

iv CITY OF HIGHLAND PARK



INTRODUCTION

Creation of the concept designs for streetscape, wayfinding, signage and the pedestrian arcade, evolved from a combination of on-line survey input, an in-person workshop with the Steering Committee and focus groups with interested stakeholders. The outcomes of these meetings influenced the design of the downtown as well as proposed programming opportunities to invigorate public spaces within the downtown. The CBD was viewed by all as a great walking experience that is intended to define the culture of Highland Park. The concept design for the streetscape was desired to enhance not only the experience of the CBD, but represent the culture of Highland Park. This culture was revealed in a new brand for the City entitled 'Live with Heart, Lead with Passion'. The goal of this brand is to attract and retain businesses and residents in the community. A communication strategy is currently being developed to extend the impact of the brand. Building on the vibrant and progressive characteristics of Highland Park, the streetscape concepts create a more unified streetscape which includes greater opportunity to connect to the CBD, café zones and outdoor eating areas, moveable and flexible street furnishings and a more contemporary look and feel.

STAKEHOLDER INPUT

Kick-off meetina walk





In addition to the overall character of the CBD, stakeholders and the project Steering Committee were very concerned with the safety of pedestrians and cyclists in the downtown. There was a desire to investigate pedestrian pathways, formalizing existing mid-block 'cut-throughs' and increased connection to area destinations such as parks, cultural and health care institutions. The streetscape concepts provide greater connectivity of these destinations for pedestrians reinforced in right of way, sidewalk and intersection design as well as wayfinding and signage positioning. Pedestrian safety at intersections was of particular concern to residents. Pedestrian and bicyclist conflicts with cars parked in angled parking on Central Avenue, Second Street, First Street and St. Johns were of particular concern. Design concepts discussed included additional landscaping, additional greenspace/park space, curb extensions, additional bicycle facilities and alternative parking alignments. Associated sustainable strategies for lighting was an integral part of increasing pedestrian safety in the CBD. Fixture type and height was discussed as important for multi-generational utilization of the CBD.

Modernization and updating of the streetscape including furnishings and plant material was discussed by stakeholders and the Steering Committee as well. There was a desire to better understand the longevity of the plant material, its relative health and necessary maintenance as well as implementation of green infrastructure. Design recommendations from stakeholders and the Steering Committee prioritized the ability of businesses to utilize the public way for seating or showcasing of goods. There was also a concern regarding uniformity of the streetscape design and equal distribution of streetscape elements.

GOALS AND OUTCOMES

At the onset of the project, the City outlined a number of potential goals and outcomes for the project. These goals were meant to provide a framework for design decisions and to answer larger policy questions related to the overall appearance and functionality of the B4 and B5 zoning districts that make up the Downtown. While the existing streetscape continues to provide a rich experience for residents and visitors, the City believed that modernization of the downtown would support its goals for business attraction and retention as well as provide an enhanced pedestrian experience. The project goals included:

- 1. Improve functionality, legibility and identity of downtown with wayfinding, signage and gateways
- 2. Restore or replace the existing pedestrian arcade
- 3. Create a safe, attractive and walkable downtown environment
- 4. Connect to major destinations in and around downtown including east and west of the metra tracks.

Project outcomes were defined to support the City's overall vision for the Downtown. With RATIO, the City aspired to the following outcomes for the project:

- 1. Streetscape concept design including new furnishings, paving, and plantings
- 2. Explore supportive elements and amenities including parklets, bus shelters, bike shelters.
- 3. Improved pedestrian and bike safety elements including intersections, parking strategies, right of ways, sidewalks and Metra crossings.
- New wayfinding and gateway signage consistent with the Highland 4. Park brand identity
- 5. Greater connectivity to destinations, lakefront and freeway through integration of green infrastructure
- 6. New pedestrian arcade representative of the character of the community and modernized for new uses and programming

OPEN HOUSE SUMMARY

On Saturday, April 16 from 10am-2pm, an open house was held at City Hall. A presentation was given by RATIO in the Council chambers, followed by an invitation to discuss the three main elements of the project at stations located in

INTRODUCTION

Reviewing plans in a workshop.





Discussing Options at the Open House



Example Furniture at the Open House



the pre-conference chamber and Mayor's conference room. Each station focused on concept design opportunities for the three main project design elements:

- Streetscape Enhancements
- Gateways and Arcade Design
- Right of Way Design

.

20 residents, City staff and the consultant team attended the event. The consultant team and City staff spoke with residents about the project at each one of the three stations. A brief survey was distributed to participants at each station to better understand their preferences. The conclusions of the open house demonstrated overwhelming public support for improvements to downtown Highland Park. The comments and preferences of the respondents illustrate their desire for an improved environment and experience.

PRESENTATION TO CITY COUNCIL

RATIO presented their streetscape design recommendation on June 13, 2016 in Council Chambers at City Hall. The presentation outlined the recommendations for streetscape improvements, gateway and arcade designs, as well as suggested phasing. There was a period of time for the mayor and councilors to comment and ask questions.

VIRTUAL ENGAGEMENT

The consultant team created an online interface to gather public input on the streetscape concepts and recommendations. Each design element was included and survey questions were asked of participants to provide their perceptions of space usage, design preferences and overall sentiments about Downtown Highland Park. Participants in the surveys felt that downtown had many assets including walkability and a variety of activities. Greater connections between the east and west sides of Central Avenue was discussed as a challenge to the overall experience of downtown. The pedestrian arcade was respected for its historical significance, weather shield properties and location as a gateway within downtown. Participants also felt that the uniformity of the downtown streetscape elements including: brick paving, seating areas, light poles and other streetscape elements added to the overall character of the environment.

The following pages reflect design concepts responsive to the needs of Highland Park.

STREETSCAPE DESIGN MATRIX



STREETSCAPE CONCEPTUAL DESIGN

INTRODUCTION

The matrix on the following pages illustrates streetscape design concepts throughout the downtown, including both B4 and B5 zoning districts. Each block in the CBD was analyzed and assessed based on its character and location within the CBD. In Chapter 5 of the Existing Conditions Report, streetscape character was defined by three main types:

Type A: Core Retail Streets

Type B: Support Retail Streets

Type C: Transitional/Edge Streets

The design of the streetscape is intended to reflect the character of the street type. Core retail and support retail streets will reflect a more intense pedestrian environment with streetscape elements and improved crosswalks. Transition/ edge streets are proposed to include many of the same elements as core/support retail streets, however, not all streetscape furnishing may be present. The priorities for the streetscape design include:

- 1. Completion of the original Sasaki Streetscape, noting changes to the limits of the CBD and other contemporary factors
- 2. Consistency in the B5, pedestrian core, district
- 3. Legible transition between B5 and B4 district
- 4. Connectivity and consistency between east and west sides of downtown

The streetscape elements in the CBD will have the same consistent vocabulary. To achieve this, replacement of all lighting poles in the CBD is recommended. The existing lighting poles are out-dated and are not consistent with the City's current sustainability plan and dark skies strategy. This could be a phased approach over several years. In addition, replacement of the all of the original Sasaki streetscape elements with a more modern look and feel with lower maintenance requirements is proposed.



Roadway Typology Map









02 STREETSCAPE DESIGN MATRIX

Block	Location	Faces	Roadway Classification	Street Character	Streetscape I	Elements												Notes
		1 - Perimeter 2 - Both		A - Core Retail B - Support Retail C - Transitional	Trees	Planting	Paving	Seating	Liaht Poles	Bike Racks	Trash	Bollards	Transit/Bike Shelter	Drinking Fountain	Crosswalks	Right of Wav	Green Infrastructure	
1	Green Bay Rd Between Elm & Central	2	Primary	A	t	0	0		*	*	*		*		*			Replace all light fixtures, Typ. Remove existing bollards, Typ.
2	Green Bay Rd Between Centra & Laurel	2	Primary	А	0	0	t		*	*	*							Add brick to gaps.
3	2nd St Between Elm & Central	2	Secondary	В	*	0	t	*	*	*	*			*	*	*		Install SilvaCells, Brick paving to east. Realign parking. Crosswalk enhancements.
4	2nd St Between Central & Laurel	2	Secondary	В	*	0	t	*	*	*	*		*		*			Install SilvaCells. Brick paving to gaps.
5	Ist St Between Elm & Central	2	Secondary	В	0	0	t	*	*	*	*				*		*	side of parking entry.
6	Between Central & Laurel	1	Secondary	В	0	t	0	*	*	*	*				*		*	
(7)	St. Johns Ave Between Elm & Central	2	Secondary	В	0	0	0	*	*		*		*		*		*	
(8)	Between Central & Laurel	2	Primary	А	0	0	t		*	*	*		*		*		*	Extend brick paving on both sides of street
(9)	Between Elm & Park	2	Primary	A	t	0	t		*			_				_	*	Extend brick paving on both sides of street
	Between Park & Central	2	Primary	A	t	0	0	*	*	*	*			*	*			
	Between Green Bay & 2nd Elm Pl	2	Secondary	B	0	0	0		*	*							*	
	Between 2nd & 1st Elm Pl	2	Secondary	В	0	0	1		*								*	Extend brick paving on both sides of street
	Between 1st & St. Johns Elm Pl	2	Secondary	В	*	0	T		*								*	Extend brick paving on both sides of street
	Between St. Johns & Sheridar Park Ave	2	Tertiary		0	0			*								*	Extend brick paving on both sides of street
	Between St. Johns & Sheridan Park Ave	Z	Tertiary	U	U	U	1											Extend brick paving on both sides of street
(16)	Between Sheridan & Public Parking Lot	2	Tertiary	C	0	0	t		*								*	Extend brick paving on both sides of street
17	Central Ave Between Green Bay & 2nd	2	Primary	А	0	0	0	*	*	*	*	*		*	*			
(18)	Between 2nd & 1st	2	Primary	А	0	0	0	*	*	*	*	*			*			
(19)	Between 1st & St. Johns	2	Primary	А	*	0	0	*	*	*	*	*			*			Install SilvaCells. Arcade Improvements.
(20)	Between St. Johns & Sheridar	2	Primary	А	*	0	t	*	*	*	*	*			*	*		side. Remove median.
21)	Between Sheridan & Public	2	Primany	А	*	0	t	*	*	*	*	*	*		*	*		Install SilvaCells. Brick paving on both
(22)	Laurel Ave	1	Secondary	В	0	0	t		*								*	Add brick paving to gaps on side side of
23	Laurel Ave Between 2nd & 1st	2	Secondary	В	0	0	0		*	*							*	
24	Laurel Ave Between St. Johns & Library	2	Secondary	В	0	0	t	*	*	*							*	Brick paving to both sides of street.
	· /											•	•	•	•	•		

Legend								
	Element not							
	needed							
	Existing to							
U	Remain							
	Enhance							
T	Existing							
*								
	New Design							

02 STREETSCAPE DESIGN MATRIX

Block	Location	Faces	Roadway Classification	Street Character	Streetscape I	Elements											
		1 - Perimeter 2 - Both		A - Core Retail B - Support Retail C - Transitional	Trees	Planting	Paving	Seating	Light Poles	Bike Racks	Trash	Bollards	Transit/Bike Shelter	Drinking Fountain	Crosswalks	Right of Way	Inf
25	Hickory St Between Central & Deerfield	2	Tertiary	С	0	0	0	-	0								
26	McGovern St - Between Central & Deerfield	2	Tertiary	С	0	0	0		0								
27)	Green Bay Rd Between Vine & Elm	2	Primary	С	0	0	0		0								
28	Green Bay Rd Between Laurel & Walmart	2	Primary	С	0	0	0		0								
29	Green Bay Rd Between Walnut & Kimball	2	Primary	С	0	0	0		0								
30	2nd St Between Park Ave West & Elm	2	Secondary	С	0	0	0		0								
31	2nd St Between Laurel & Walnut	2	Secondary	С	0	0	0		0								
32	1st St Between Vine & Elm	2	Primary	С	0	0	0		0								
33	1st. St Between Laurel & Walnut	2	Primary	С	0	0	0		0								
34	Oakwood Ave Between Walnut & 1508 Oakwood	2	Tertiary	С	0	0	0		0								
35	Linden Ave Between Elm & Laurel	2	Secondary	С	0	0	0		0								
36	Elm Pl Between Sheahen & Green Bay	2	Secondary	С	0	0	0		0								
37	Elm Pl Between Sheridan & Linder	2	Secondary	С	0	0	0		0								
38	Park Ave Between Public Parking Lot & Linden	2	Tertiary	С	0	0	0		0								
39	Central Ave Between Hickory & Green Bay	2	Primary	С	0	0	0		0								
(40)	Central Ave Between Public Parking Lot & Linden	2	Primary	С	0	0	0		0								
(41)	Laurel Ave Between Hickory & Green Bay	2	Secondary	С	0	0	0		0								
42	Laurel Ave Between Library & Linden	2	Secondary	С	0	0	0		0								
43	Deerfield Rd Between Hickory & Green Bay	2	Secondary	С	0	0	0		0								
(44)	Walnut St Between Green Bay & Oakwood	2	Tertiary	С	0	0	0		0								



	Notes
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Legend	
	Element not
	needed
	Existing to
0	Remain
	Enhance
	Existing
*	
	New Design



STREETSCAPE DESIGN



STREETSCAPE CONCEPTUAL DESIGN 15



INTRODUCTION

The overall approach to the design of the Highland Park streetscape has been to be reverential to the original Sasaki plan, but update its spirit to align with modern ideals and technology. This is noteworthy because the typical approach, even today in many communities, is to install new furnishings that look historic in downtown renovation projects. This well-intentioned but misguided approach results in what preservationists refer to as 'faux historicism' – it is not authentic, and authenticity is an important part of why downtowns are unique and desirable places. Given that we are now considering the establishment of the character and function of the downtown for the next 30 years, it seems that the best way to honor the original intent of the Sasaki streetscape is to update it in a way that reflects advancements in contemporary street design, materiality and public space use and function.

The ground plane is the fabric that underlies a project and provides the opportunity to enhance the sense of place. Since the original Sasaki plan was not fully implemented, we propose extending the brick paving to match the existing the sidewalks throughout the B5. This, along with new furnishings throughout, will enhance the downtown identity and create a cohesive sense of place.

The new light fixtures will extend from the B5 out into the B4, but it is not economical or necessary to extend the brick paving or other street furnishings out into the B4 district, except towards a few special destinations like the Metra station, City Hall, Library and Art Center. The use of Gateways and Wayfinding signage throughout the B4 will be the main design tie-ins. Green infrastructure and bike lanes are the other visual connections between the B4 and B5 districts.

The major design moves include the following:

- Widening the east sidewalk on Second St. between Elm and Central.
- Removing the median and widening sidewalks on Central Avenue east of the tracks to more closely match the west side of the tracks.
- Creating a public plaza near the Art Center.
- Creating a more unified track crossing on Central with the Arcade as well as enhancing the Elm Street crossing.
- Improving the look of the viaduct at Laurel between St. Johns and First Street.
- Improvements to the gateways into downtown.

Additionally, concerns about pedestrian and bicyclist safety and overall experience are addressed. For cyclists, travel lanes were widened in a few locations to allow for shared space for vehicles and cyclists where "sharrows" will be painted on the ground. Reverse angle parking is an option proposal that would create a situation where drivers are better able to see oncoming traffic, cyclists and pedestrians when pulling out of the parking space. We also proposed speed tables at the intersections along Central Ave. to better warn vehicles of the intersection and provide safer crossing for pedestrians. To enhance the pedestrian experience, we are enhancing the mid-block connection between First and Second as well as create safer mid-block crossings with lights. We also widened sidewalks along Central and Second to allow for outdoor seating.

To continue the Sasaki's trend of having Highland Park on the forefront of streetscape design, we are proposing the deployment of green infrastructure. The implementation of bio-infiltration basins and permeable paving will visually enhance the streetscape while adding ecological benefits. It will also reduce burden on hard infrastructure and potential flood risk in other parts of the city.

Overhead Utilities

Ongoing discussions have been held with ComEd regarding the minimization of aesthetic impact of overhead electrical wires throughout the CBD. Central Avenue west of the CBD has been the primary area of concern. The numerous service drops that cross Central Avenue cause a significant negative visual impact. Solutions to this issue are complicated by the fact that solutions will require 100% participation by electric customers along the route to make modifications to their structures to accommodate underground or other revised service proposals. ComEd is willing to continue discussions based on newer technologies. Other streets, such as such as First St. north of St. Johns, also have significant visual impacts. Consolidation of lines using technologies such as Hendricks cabling, could be a means of reducing overhead visual impacts. Continued implementation of the City's requirement for underground service on all new electric services must be maintained to continue to reduce obstructions to furthering the goal of reduced overhead line impacts.

STREETSCAPE DESIGN

3 STREETSCAPE DESIGN



18 CITY OF HIGHLAND PARK



ENHANCEMENTS

- 1. Robert McClory Bike Trail Connection
- Improvements along St. Johns including shared bike lanes, wayfinding/directional signage and landscaping, support the cyclist experience.
- 2. Enhanced biking on Green Bay
- Shared, marked bike lanes and consistent parkway landscaping encourage cyclists to use Green Bay to connect to regional trails.
- 3. Enhanced connection to Lakeshore
- A gateway element and parkway landscaping provide a visual connection along this important connection.
- 4. Enhanced connection to Hospital
- Enhanced directional signage and visual connectivity through similar landscape vocabulary.



STREETSCAPE DESIGN



STREETSCAPE DESIGN

STREETSCAPE ENHANCEMENTS

- 1. Angled parking to parallel parking. See page 15.
- 2. Median removed. See page 16.
- 3. Angled Parking converted to reverse angle parking. See page 17.
- 4. Intersection converted to speed table. See page 18.
- 5. Enhanced mid-block connection.
- 6. Enhanced mid-block crossing.
- 7. Art Center Plaza
- 8. Elm Pl. Track Crossing

Note: Darker pavement tone indicates new pavement to match existing.

• Parklet/Seasonal Use Opportunity Location

 \cap 250' 500'



STREETSCAPE DESIGN









03 STREETSCAPE DESIGN CENTRAL AVE. - EAST



Sidewalk widened Optional: and paved. Street Re-stripe for trees added. reverse angle parking

The proposal for the eastern half of Central Avenue aims to create a more unified streetscape across the length of the corridor within the B5. The removal of the the median between St. Johns and the Public Parking Lot creates the same R.O.W. conditions as the west side of the tracks. It also helps to distinguish this section from the residential section adjacent to the east, which would retain the median. Removing the median affords increased sidewalk widths for pedestrians and cafe seating as well as planting on both sides of the street. Brick paving is also added, as it does not exist on most of this stretch. Bump outs at the crossings create safer, shorter crossings and more public space on the sidewalk as well. Sharrow bike lanes are extended through this area. A traffic study would need to be completed to confirm the viability. There was a recommendation to add a roundabout in front of the public parking lot to ark the end of the downtown district and allow people to "U-turn". RATIO does not recommend this because it does not fit with streetscape best practices. Roundabouts also favor vehicles, while we are trying to create a better space for pedestrians. They also require a large amount of space, which is precious in area where there will hopefully be a large redevelopment.





SAFETY BENEFITS:

Reverse-angle parking is a parking method that is gaining traction and being implemented in many cities because it offers many safety benefits. This is a cheap alternative because it only requires the parking area to be re-striped and does not result in any lost parking spaces. The maneuver is similar to parallel parking in that you signal, drive slightly past and then reverse into the spot. The increased use of back-up cameras in newer cars make this even easier. This is safer than parallel parking because when opening your door, there is not a possibility of hitting a cyclist or oncoming car. Opening car doors is actually a safety feature since it will block small children from running out into the street. This is also safer because you access the trunk from the sidewalk and not in the street, which is important in a shopping district. This is also easier and safer than traditional pull-in angled parking because when you are ready to leave the stall, the driver has a clear view of oncoming cyclists and traffic to be able to easily and safely pull into traffic and be on your way. This angle of parking will also prevent cars from making mid-block U-turns to pull into a parking stall on the opposite side of the street. After being implemented in cities such as Seattle, Portland, Tucson, Austin and Montreal, the average number of car/cyclist crashes went from 3-4/month to zero/month for the first four years.

We heard from many focus group members that there is a great deal of concern around backing out of angled parking because of potential conflicts with the many pedestrians and cyclists present in the downtown. This is why we propose to test this parking method on a few blocks within the downtown. There will be a campaign explaining the process and safety benefits to the community along with parking ambassadors to help explain the process on the ground. If the community seems to embrace this parking method, it can be expanded to other areas of the downtown, further enhancing Highland Park's commitment to making the downtown a safe pedestrian and cyclist zone.



PROPOSED

STREETSCAPE DESIGN









INTERSECTIONS - SPEED TABLE



Standard curbs require curb cut ramps to provide pedestrian access to the sidewalk.

Change in color only in crosswalk provide more visual cues to pedestrians than vehicles.



crosswalks a

SAFETY BENEFITS:

Speed tables are a traffic calming device where the entire intersection and crosswalks are elevated to sidewalk level with shallow ramps on all four sides. This creates a safer pedestrian environment for a number of reasons. Drivers are now more aware of the intersection because of the changes in elevation and material before the crosswalk. This causes the driver to stop before the crosswalk and not roll into it. Pedestrians are also more visible to the driver because they are elevated. This enhancement reinforces the idea of creating a pedestrian friendly CBD through universal design. By creating a flush condition from sidewalk to crosswalk, trip hazards are removed. This promotes accessibility and is especially important a community with an aging population, like Highland Park.

We are proposing these for the intersections along Central Ave. Besides creating a safer pedestrian environment, this will help enhance Central Ave. as the spine of downtown and link east and west sides of the tracks. They will be made of low maintenance materials and will create an opportunity to incorporate the new branding and identity with a paving medallion. The shallow ramp of 1:12 will not cause additional work or problems for city operations workers and will be coordinated with the fire department to ensure there is not a delay to emergency responders. The nearby town of Oak Park has successfully implemented speed tables along their main street and plan on installing many more.

Detectable warning pavers at corners protect pedestrians.

- Gradual ramps serve as traffic calming devices and raises pedestrians to driver eye level.
- Branded Medallion Opportunity
- Flush condition between sidewalk and cross-walk creates safer crossing for pedestrians without trip hazard.
- Change in material as well as color or pattern in cross-walk allows for pedestrian visibility and safety.



STREETSCAPE DESIGN






STREETSCAPE ELEMENTS

30 CITY OF HIGHLAND PARK



STREETSCAPE CONCEPTUAL DESIGN





Sasaki Streetscape Elements







INTRODUCTION

The Sasaki streetscape furnishings were custom designed and fabricated from painted steel bars. The furnishings included benches, trash receptacles, phone kiosks, bollards and bike racks.

The design team gave strong consideration to whether the furnishings were significant enough to preserve. We have three primary concerns about preserving the furnishings:

- The first is that the furnishings are made of steel, and like the steel elements of the arcade, many of the site furnishings are badly corroded. Since they are custom designed elements, they have been - and will continue to be costly to replace and maintain.
- The forms of the benches are iconic but not particularly comfortable. They are also not terribly conducive to socialization since they are round and by their form make it difficult to face someone when having a conversation.
- It is worth highlighting that when Sasaki designed the furnishings, there was a clear intention of creating contemporary forms. We therefore see today's contemporary street furniture design, materiality and function being the best fit.

Given these concerns, the design team recommends that the existing furnishings be replaced with new, contemporary benches, seating, lighting, trash receptacles and signage. We are proposing the materiality be aluminum because of its resistance to rust. There will also be decreased maintenance because it will not need to be repainted. We also suggest adding wood accents to the furnishings as it warms up the overall feel, breaks up the monolithic feel of the furnishings and is physically warmer to sit on. Wood used in contemporary furniture, such as lpe is extremely dense and resistent to moisture, insects, fire, vandalism and decay. New technology allows for easy customization of "off the shelf" pieces to accommodate the new downtown brand by incorporating perforation patterns or logos. New L.E.D. technology will also allow for the pedestrian lighting to be brought up to the city's dark skies initiative by meeting their B.U.G. standards. Banner attachments or electrical outlets can also be integrated in the new fixtures.

The following page depict options that the team has identified that we believe would be appropriate replacements for the existing furnishings. The intent is to have a single proposed family from a single manufacturer that has the desired materials, forms, function and style. The renderings on the next page depict how this new family of furniture can fit within the existing matrix of planters to create more functional social spaces that will enhance the overall street life of the downtown.





STREETSCAPE ELEMENTS **STREETSCAPE ELEMENTS**

04 STREETSCAPE ELEMENTS STREETSCAPE ELEMENTS



















STREETSCAPE ELEMENTS 04 STREETSCAPE ELEMENTS













* Proposed Location Options

Parklets are temporary parks that are installed in the spring and removed in the fall in parking bays or at ends of angled parking where there is a left over triangle that can't be parked in. This extends the pedestrian zone and can provide additional amenities. There is a diversity of program that could be added including: seating, additional bike parking, and plantings. These spaces are typically used for snow storage in the winter. Although there are many spaces throughout the CBD that could accommodate these, there would have to be a process to evaluate the locations and decide on the number, location and program. Public works and business owners would have to reach an agreement on maintenance and operations of these spaces.







OPTION 1 - Engineered Soil Vault



TYPICAL STREET TREE PLANTING - VIEW 1



STREETSCAPE ELEMENTS **TREE IMPROVEMENTS**



There have been great improvements over the last decades to improve the health and longevity of urban trees. It's now known that trees need a much larger subsurface soil volume to thrive. This was difficult to achieve in highly paved urban conditions, but new technologies allow for large soil volumes under paved areas. Structural soils allow for tree roots to grow while still supporting the pavement above, while SilvaCells achieve this through a plastic crate-like design. In new construction, we would suggest one of these for all street trees, but since this is a renovation it would be difficult and costly to implement throughout the entire B5 district. We therefore recommend one of these options be implemented where sidewalks are being rebuilt.



✤ Proposed Location

DuraTherm is a resilient material applied to pavement. It can be done in any number of colors and patterns, allowing for a customized design that reflects the brand and identity of downtown Highland Park.









Bio-Infiltration







STREETSCAPE ELEMENTS **GREEN INFRASTRUCTURE**



✤ Proposed Location

Green infrastructure is becoming much more common in streetscape design as a way to create high performance streetscape and tie into a larger sustainable strategy for the city. Rain gardens could be implemented in parkways as a way to enhanced sight lines and wayfinding while ecologically dealing with stormwater and creating a more resilient community.









GATEWAYS & **05** WAYFINDING



STREETSCAPE CONCEPTUAL DESIGN 41





Gateway and Wayfinding Inspirational Images

City Hall



INTRODUCTION

With input from the project Steering Committee, gateways and wayfinding signage locations were identified. The team focused on locations around the downtown periphery that announce major entry points as well as locations within the downtown that created greater connectivity to area destinations and landmarks. The design of wayfinding and gateway signage should be coordinated with the Northstar Branding Report guidelines and Samata's brand communications guidelines. Consistency with all forms of signage is a priority of the City and would help residents and visitors orient themselves and provide a unified character to the CBD.

GATEWAYS

Public Library



Gateway elements are proposed along major corridors and entry points into the City. The design of gateway elements varies with consideration for mode choice, available space and vehicular speed, while enhancing community identity. They will be pedestrian scaled, but auto-oriented. A study of Highland Park landmarks informed the material palette, namely limestone and brick. A decorative abstract branch scrim reflects Highland Park's extensive park network and mature tree canopy. Again, the colors, fonts and logo will be coordinated with Samata's new city branding.





Metra Station







Secondary Gateway Sign

GATEWAYS & WAYFINDING GATEWAYS

Primary Gateway locations:

- Central Avenue & Deerfield Road (east gateway into the CBD)
- Green Bay Road & Park Avenue West (north into the CBD)

Secondary Gateway locations:

- Central Avenue & Linden Avenue (west gateway into the CBD)
- Green Bay Road & Walnut Street (south gateway into the CBD)
- Metra Station / City Hall (south gateway into the CBD)
- Elm Place & Sheridan Road (northeast gateway in to the CBD)
- Green Bay Road & First Street (north gateway into the CBD)

- Cut stone cap
- Painted metal plate
- Back-lit metal letters and logo
- Brick column
- Cut stone sill
- Ashlar pattern limestone base

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05 GATEWAYS & WAYFINDING



GATEWAYS & WAYFINDING





Notes:

Existing signs within the B4 and B5 to be replaced to conform to new signage standards.

Signage types and information to be coordinated with Samata.

Gateway & Wayfinding Map



Locations:

- Central Avenue & Green Bay Road
- Green Bay Road & Mid-block Crossing
- Second Street & Elm Place
- Second Street & Laurel Avenue
- First Street & Mid-block Crossing
- First Street & Central Avenue
- First Street & Laurel Avenue
- St. Johns Avenue & Central Avenue
- St. Johns Avenue & Laurel Avenue
- Sheridan Road & Park Avenue
- Sheridan Road & Central Avenue

WAYFINDING

The goals of the signage and wayfinding strategy was to communicate pertinent information on parking locations, local institutions and the Metra station to pedestrians, bicyclist and autos. The Steering Committee identified priority locations for signage to assist visitors and residents to the downtown with orientation to retail and commercial offerings as well as comfort facilities and amenities in the area. In addition, connectivity to regional trail systems, Ravinia and the lakeshore would be included in directional signs. For cyclists, signage directing them to trail heads and bike routes through the downtown would increase bicycle safety and reduce the amount of bike traffic in areas where traffic conflicts are possible. Parking signage directing residents and visitors to available lots and structures would help alleviate congestion on streets and would enhance the shopper experience by moving people more quickly from their cars to their destinations. Wayfinding signage would communicate parking entry locations to reduce driver confusion with moving from the street into a lot. Locations of signage are spaced appropriately in the CBD along major arterials and secondary streets to ensure travelers are able understand their location and destinations. We are proposing two design options. One has a masonry base related to the gateway signs and new Arcade design. Another option has the sign mounted to a post for a more congested location where a full masonry base is less feasible, while still relating to the new streetscape furniture and Arcade design. Again, the colors, fonts and logo will be coordinated with Samata's new city branding.



In the first in the second sec



Wayfinding Sign Options

GATEWAYS & WAYFINDING 05 CENTRAL AVE. / DEERFIELD RD.

This major gateway welcomes people coming from the west, including drivers coming from Highway 41. A large sign feature and plantings take up this wide median. Integration of a track on the side of the brick column could accommodate temporary signage.



GATEWAYS & WAYFINDING **GREEN BAY RD. / PARK AVE. WEST**

The major gateway from the north, this location can accommodate a large sign feature and plantings. We are also proposing an ornamental tree. These enhancements will screen a drive-through and parking without blocking store signage. We are showing the traffic signal on Green Bay shifting to the parkway so it does not block the gateway sign.









GATEWAYS & WAYFINDING GREEN BAY RD. /DEERFIELD RD.

Marking entry to the CBD from the south along Green Bay Road, this sign is more vertical because of the lack of space. The sign is anchored with foundation plantings in this more residential situation. A 3' setback from the road must be followed for the sign feature.



GATEWAYS & WAYFINDING ST. JOHNS AVE. / HAZEL AVE.

This gateway is in a prime location between the Metra station and City Hall and welcomes drivers entering downtown from the south along St. Johns Ave. At this location, instead of adding foundation plantings, the parkway adjacent to the sign element could be brick pavers.



PEDESTRIAN ARCADE AND METRA CROSSINGS



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PEDESTRIAN ARCADE - EXISTING

Examples of water damage



INTRODUCTION

The arcade located along Central Avenue is an important iconic design element in the downtown that contributed to the overall identity of the City. The arcade is a part of the fabric of the downtown connecting east and west sides of the train tracks and is incorporated into the brand logo of the Downtown Alliance. Through focus group input, the groups expressed interest in maintaining this identifying element. However, concern was expressed related to the cost of maintenance, functionality and underutilization of the structure. It was also expressed that the perception of the existing arcade as a pedestrian shelter influenced which side of the street pedestrians used.

The 2012 Jacobsen Existing Conditions Study, provided insight into costs related to the arcade's restoration due to extensive water damage. The cost of these repairs was \$860,000. Today, these costs might exceed \$1 million. The City incurs annual costs for ongoing maintenance of the structure including minor repairs, annual painting and cleaning.



The team feels that at bare minimum, but existing structure needs to be renovated to fix the water damage and design changes should be made to prevent future water damage. We recommend the structure be redesigned to fit the new contemporary feel and materiality of the new furniture and gateway signage. This option would also be less maintenance intensive. An option was also explored to provide a second arcade on the north side of Central; pedestrian comfort could be enhanced and the connection over the tracks enhanced. The Downtown Alliance and partners including the Art Center should consider utilization of the structures for events programming. The redesigned option takes this into consideration by providing a more open and flexible plan.



View Across Central Ave to Arch



Eye Level Approach View



Bird's Eye View

PEDESTRIAN ARCADE AND METRA CROSSINGS 06 PEDESTRIAN ARCADE - OPTION 1



Preserve and maintain the existing arcade

With consideration for the cost opinion presented in the Jacobsen report, this option is to preserve and maintain the existing arcade. The defects and failures of the structure identified in the Jacobsen report could be corrected. Integral to this approach is ensuring future failure of the structure does not occur. The leaking skylights would be removed and cracking seatwalls reduce. We propose creation and coordination of stormwater management strategies to prevent stormwater intrusion into the structure's various elements. New furnishing could be integrated with the space. Preservation of the existing structure is consistent with the urban design guidelines, priorities and goals set forth in the original Sasaki Plan. It seems that the only rationale for investing in the arcade's renovation would be substantial local support from the residents of Highland Park.

06 PEDESTRIAN ARCADE AND METRA CROSSINGS PEDESTRIAN ARCADE - OPTION 2

Rebuild the Arcade and Mirror to Northside

The design team believes that the cost to repair and preserve the existing arcade, coupled with ongoing maintenance, is not the best use of City funds – particularly considering that the renovation costs cited in the Jacobsen report could likely fund a complete replacement of the structure. A second option would be to maintain the most iconic element of the arcade, the arch over the rail tracks, and demolish the rest to build a lower maintenance structure that could enhance the visual identity of the downtown. Design elements and materials would be weather resistant and lower maintenance than the original materials. Lighting could be integrated into the new structure. The new structure could include street trees and furnishings to encourage pedestrians to engage with the structure. There is also an opportunity to enhance connections with the adjacent parks. The whole structure could be mirrored to the north side of the tracks as well. The goal of the new structure would be to reduce the cost burden to the City, provide a visual connection to the east side of downtown and provide material continuity and consistency with the new look and feel of a modernized streetscape.





Rosewood Beach Pavilion





Option 2A - Bird's Eye View



Option 2B - Bird's Eye View

Mirroring the entire structure to the north of Central Ave. may not be necessary or appropriate. Consideration should be given to the cost of adding a second arch on the north as well as the impact the structure would have on the adjacent First Bank of Highland Park. This option depicts only adding the structure to the northeast side only, but enhancing the northwest side with new furnishings and plantings. Adding the structures in front of the three adjacent parks can help draw attention to them and expand their presence out to the street.

PEDESTRIAN ARCADE AND METRA CROSSINGS 06 PEDESTRIAN ARCADE - OPTION 2



PEDESTRIAN ARCADE - OPTION 2



View Across Central Ave to Arch



Eye Level Approach View

The solid wood back wall of the outside pavilion was intended to be used for signage or providing a surface to hang things on during festivals. There was concern that a solid wall may visually block the war memorial from certain vantage points. We explored an option where the solid wall is punctured and has the same metal screen element as the pavilion adjacent to the arch. The following page compares the two options.

PEDESTRIAN ARCADE AND METRA CROSSINGS PEDESTRIAN ARCADE - OPTION 2 - SOLID WALL VS. PUNCTURED WALL



Eye Level View - with Solid Wall



Eye Level Approach View to Memorial - with Solid Wall



Eye Level View to Memorial - with Solid Wall



Eye Level View to Memorial - with Solid Wall

Eye Level View - with Punctured Wall

Eye Level Approach View to Memorial - with Punctured Wall



Eye Level View to Memorial - with Punctured Wall





Eye Level View to Memorial - with Punctured Wall



LAUREL VIADUCT

Although the Laurel Street Viaduct itself isn't within the B5, both adjacent intersections at St. Johns and First St. are. Along with its close proximity to the Metra station, we felt the viaduct needed some attention. Our goal is to enhance it visually to create more of a gateway element as well as enhance the pedestrian experience. Recently painted, we propose that the next time the viaduct is scheduled to be painted, it be in the green color proposed for the new Highland Park branding that is also used on the other gateway elements. A new sign can also be added. Decorative or artistic lighting installations will brighten the walk under the bridge, while adding the metal branch scrim along on the walls and a paving medallion will add visual interest. Pigeon removal and prevention will also make this space more inviting.



Existing



Proposed





Existing



Bird's Eye View

ELM STREET CROSSING



Street Trees Added

Currently, the track crossing at Elm Street is less than desirable. Although there is an adjacent pocket park, like along Central, there is no special attention given to the streetscape and it feels removed from the rest of downtown. We propose removing the parkway and adding brick paving to unite it visually with the rest of downtown and create a small plaza. Street trees and new furniture will also help to integrate this space. Like at the Central crossing, we propose adding one of the pavilions from the new Arcade adjacent to the tracks to anchor this space and connect it to the park. Although the north side of the street is outside of the B5, an option to do the same on north side of street where there is heavier pedestrian traffic with the adjacent school could be explored.



INFRASTRUCTURE AND UTILITIES

CITY OF HIGHLAND PARK





INTRODUCTION

The City of Highland Park made a decision to eliminate overhead electric wires from the central business district. A process has been in place for many years for all new developments to receive electricity from underground systems. As recently as 2014, the city engaged in discussions with Commonwealth Edison (ComEd) regarding the elimination of overhead electric wires and transformers from other areas within the central business district. While these discussions were informative, they did not provide cost estimate for relocating those overhead wires to underground. The discussions did point out the need for 100% cooperation by existing property owners to approve of underground systems and to pay for building modifications necessary to receive electricity from underground wires as opposed to overhead wires.

As a part of this report, four areas of overhead wire visual clutter were identified. These areas are labeled 1 to 4 and shown on the attached Figure 1. The Gateway planning team met with ComEd personnel to further investigate the feasibility and costs for creating underground systems in these four areas. The following is a discussion of the existing conditions in these four areas and the estimated costs for the elimination of overhead wires and transformers.

AREA 1

Along Central Avenue from Beverly Place to Hickory Street

Major electric lines run along the north side of Central Avenue from Fredrickson Place to Hickory Street. In addition to the lines on the north side of the street, there are numerous electric service drops that cross the street to buildings on the south side of Central Ave. These electric lines and service drops make an unappealing gateway to the city. The estimated cost by ComEd for the relocation of the overhead lines and pole transformers to an underground system is \$1,500,000. This does not factor in the cost per facility/building that will need to have the utilities re-connected. Communications and cable companies will need to piggy-back on the ComEd underground system to the fullest extent possible. We estimate their combined costs of relocation at approximately 80% of the ComEd cost (\$1,200,000).

AREA 2

First Street from Elm Place to Vine Ave.

* Area not to be considered at this time

Substantial Commonwealth Edison overhead wires run along the west side of First Street from Vine Avenue to Elm Place. On the east side of First Street at Elm Pl. is an existing Commonwealth Edison transformer facility.



ComEd Transformer facility on First at Elm Place





AREA 3

Alley south of Elm Place between First and Second Streets

An existing set of overhead wires and significant pole mounted transformers are located in the alley between First and Second Streets. These polls service the adjacent buildings on either side. As a pedestrian walk-through is contemplated in this area the removal of the visual blight would be welcomed. The estimated cost by ComEd for the relocation of the overhead lines and pole transformers to an underground system is \$1,500,000. This does not factor in the cost per facility/building that will need to have the utilities re-connected or the cost of relocating communications and cable lines to underground. The area will also have additional costs for land acquisition and/or easements and somewhat higher restoration costs for replacing pavement, walkways and other hardscapes.

INFRASTRUCTURE & UTILITIES **07**



Poles and Wires on West side of First Street.







Looking north towards Elm Place

AREA 4

Alley between Elm Pl. and Central, St. Johns and Sheridan Rd.

As with the alley discussed above, this alley in the east side of town contains numerous wires and transformers that detract from the visual appearance of the area. The estimated cost by ComEd for the relocation of the overhead lines and pole transformers to an underground system is \$1,500,000. This does not factor in the cost per facility/building that will need to have the utilities re-connected or the cost of relocating communications and cable lines to underground. The area will also have additional costs for land acquisition and/or easements and somewhat higher restoration costs for replacing pavement, walkways and other hardscapes.

OTHER MISCELLANEOUS AREAS

Removal of overhead lines on the west side of Greenbay Road between Central and Park Avenue west also present an opportunity to reduce visual clutter in a high impact area. Overhead wires also exist along Second St. and other locations on the north side of the CBD. These lines are less substantial in nature and pose a higher probability and lesser cost to remediate. However, they do not provide the same impact on de-cluttering the CBD area.







Wires in the Second Street Area







CONTINUED CONVERSATIONS WITH COM ED.

Commonwealth Edison has indicated the willingness to continue the conversations initiated in 2014. They understand that different technologies such as the Hendrix cabling system could help reduce the visual impact of overhead wires. Comp Ed reiterates that their charter created them as an overhead wire supplier of electricity and any modification of that must be paid for by others.

Preliminary ComEd Cost Estimate

Area 1	\$
Area 2	\$
Area 3	Not Considered at
Area 4	\$
Green Bay Rd.	Need further Inf

APPROXIMATE TOTAL: \$4,400,000

INFRASTRUCTURE & UTILITIES



\$1,500,000 \$1,400,000 this time 31,500,000 formation





COST AND PHASING





INTRODUCTION

The cost estimate and phasing create a framework to be used in the process of making decisions on how to best move forward with implementation. The phasing recommendations are based on the conceptual design that was created through a design process with guidance from the steering committee. This section provides the City with options for implementation based on a preliminary opinion of cost. Each phase will need to be coordinated with the City's annual fiscal and capital improvement budgets. The project will achieve the greatest level of success with careful coordination and holistic thinking related to phasing. This chapter is meant to serve the City of Highland Park as a guidebook for future investments. With these recommendations, the City will be able to prioritize projects and plan for future improvements.

PRELIMINARY COST

The project's preliminary cost estimate is based on a number of assumptions by the estimator. One general contractor is assumed to perform all of the work described in the estimate under one contract. The area of work would be divided into approximately 20 construction zones that would move in a logical fashion throughout downtown, to maintain accessibility, until the work was completed. While the schedule of work has not been determined, it should be noted that the cost estimate does not take into consideration price escalation. All costs were based at first guarter 2016 prices. For escalation to the future date of work, a 3.00% per annum is a rough estimate. Conducting the full scope of work under a single contract will provide savings to the City. It should also be noted that there may be additional grants or funding sources available for certain aspects of the project that can be researched as the project develops. Some of the costs may also already be allocated in future infrastructure or other project costs.

RATIO also made a number of assumptions when providing quantities to the estimator. Parklets are anticipated to be installed in each phase in coordination with the City budget and possible partnership or sponsorship opportunities with local businesses. There is a wide range of cost for parklets based on ownership, program and design. Street trees will be replace on the east half of Central and along Second St. as part of the proposed R.O.W. improvements. All other trees will be replaced throughout the B5 in coordination with the city arborist. Furniture was assumed to be replaced one for one for the most part. Based on the Streetscape Decision Matrix at the beginning of the book, if there was not existing furniture to replace, quantities were based on an adjacent street with the same designation.

The preliminary cost estimate has been broken down by construction cost catagory, phase or furnishings typology. Many of these categories are spread across the three phases. The phasing is based on total area take-offs across the whole CBD. However, there are line items for specific projects such as the arcade and viaduct. The full cost estimate can be found in the appendix.

PRELIMINARY PHASING

We recommend a phasing strategy is planned for the entire project before beginning the first phase of the project. The priority of this project is the unification and reinforcement of the identity whole CBD. The project is broken into three phases based on considerations for areas of high impact for design interventions as well as logical order for construction and buy-in from the public. Each phase of the project will be coordinated with the City's annual fiscal budget. Additional conversations with the City, namely emergency response and public works, are needed to determine priority projects, traffic flow and road closures in downtown. If the City desires, each of the three phases could be broken into sub-phases to make construction more financially feasible. It should be noted that breaking the project into additional phases increases costs because of the loss of economy of scale. There is some difficulty in assigning a specific cost to each of the described phases given that many numbers in the original cost estimate, such as utilites and temporary work, were unit costs attributable across the entire CBD. Although these phases will result in a loss of economy of scale, these numbers have been divided between the phases to complete a rough estimate of cost for each phase. The breakdown of the full cost estimate into the three phases has been included in the appendix.

IMPROVEMENTS

- Central Avenue East R.O.W. Modifications
- Raised Intersections along Central Avenue
- Second Street R.O.W. Modifications and Streetscape Improvements
- Primary Gateway and Wayfinding Signage





Central Avenue East and West Streetscape Improvements - Furnishings, lights, tree replacement, paving, and raised intersections



IMPROVEMENTS

- Green Bay, First Street and St. Johns Streetscape Improvements Furnishings, tree replacement, paving where needed, bike lanes
- Mid-Block Crossings
- Replace remaining pedestrian lighting throughout B5
- Secondary Gateway and Wayfinding Signage

IMPROVEMENTS

- Replace Pedestrian Arcade
- Elm Place Crossing Improvements
- Laurel Viaduct Improvements
- Art Center Plaza
- Remaining Streetscape Improvements Furnishings, Remaining paving and Tree Replacement
- Remaining R.O.W. Improvements Crosswalk Striping, Bike Lanes
- Green Infrastructure
- Replace Lighting in B4





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PROJECT PRELIMINARY COST ESTIMATE

Site Survey		\$70,000
Site Mechanical and Civil		\$150,000
Viaduct		\$300,000
Site Furniture		\$400,000
Signage		\$1,000,000
Demolition and Temporary W	ork	\$1,250,000
Arcade		\$1,750,000
Paving		\$2,125,000
Landscaping and Earthwork		\$2,330,000
Site Electrical		\$4,300,000
General Conditions, Overhead	d and Profit (10%)	\$1,350,000
Design Contingency (10%)		\$1,500,000
Construction Contingency (5%	6)	\$825,000
Design Fee (10%)	·	\$1,650,000
		¢10 000 000

APPRUXIIVIATE TUTAL: \$19,000,000

Notes:

Items are listed by subtotal costs, low to high. This does not represent priority or construction order. Costs have been rounded from full cost estimate in appendix for ease of understanding.

PRELIMINARY COSTS BY PROPOSED PHASE

Phase 1 Subtotal Phase 2 Subtotal Phase 3 Subtotal

\$6,000,000	
\$4,750,000	
\$8,250,000	

Notes:

Contingencies and Fees have been added to each phase.

Costs have been rounded from full cost estimate in appendix for ease of understanding.

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APPENDIX





PROGRESS MEETING SUMMARY

RATIO

Architecture Preservation Interior Design Landscape Architecture Urban Planning & Design Graphic Design

Project:	Streetscapes, Wayfinding, Signage and Pedestrian Arcade Restoration
RATIO Project No.:	15044
Date/Time:	July 20, 2015
Purpose:	Project Kick-Off Meeting
Held at:	City of Highland Park City Hall
Participants:	

RATIO Team: John Jackson; Lesley Roth, Jameson Skaife, John Talbot (Weaver Boos Consultants) City Community Development Team: Joel Fontane, Director; Linda Sloan, Planning Division Manager; Lee Smith, Senior Planner; Eric Olson, Planner City Public Works Team: Joe Pasquesi, Engineer

- City Business Development: Carolyn Hersch, Business Development Coordinator
- City's Branding Consultant: Joan Julian, Project Manager; Michael Jonicki, Lead Designer
- 1. Welcome and Introductions
 - John Jackson began the kick-off meeting with introductions and described the consultant's roles on the project
 - b. Each attendee introduced themselves and their role.
 - c. The team was joined by Samata, a branding agency, contracted by the City to apply the new brand.

2. Scope of Work Overview

- a. RATIO described the scope of work and four main elements of the project.
- b. The pedestrian arcade was described as a big issue to the community for several reasons:
 - The City would like the consultant team to provide alternative strategies to restoration. This would include consideration for removal of the arcade
 - The goal of the arcade study would be to balance cost with scope of work and to prioritize the approach.
 - The City suggested the consultant team coordinate with the railroad. The arcade is within the rail ROW.
 - Several years ago, a consultant identified a probable cost to replace the arcade of \$1M. Adjusted
 for inflation, this is now likely closer to \$2M. A goal of the current study is to update the likely costs
 of renovation vs replacement. The City emphasized that any construction cost projections should
 accommodate materials/construction methods that will result in a structure that will last another 30
 years. In the event that the design team believes that the final design is headed toward an answer
 that is less durable than a 30 year lifespan, we should highlight that to the City.
 - It was suggested by the City that the consultant team discuss stakeholder's perceptions and experience with the arcade including urban design implications. The consultant team should discuss the relative merits and benefits of the arcade for stakeholders to better understand the cost of restoration.
 - Participants stated examples of how the arcade is a protective covering from rain and the elements, provides an important psychological sense of protection from the train, and that it connects east and west side businesses. Carolyn gave an example of how shoppers will cross the street to pass under the arcade instead of continuing on the north, unprotected, side of the street.
 - RATIO asked if the City believed that there was an option that included complete removal of the
 arcade from the streetscape. Joel stated that while that option can be assessed for the sake of
 comparison, because of the issues noted above, it should be assumed that a structure of some kind
 (either renovated or new) will continue to exist in that location.

- c. Gateways/Wayfinding
 - Gateways were discussed as a priority in the project. The example of Central and Deerfield was given as a location for a gateway.
 - There is concern about wayfinding relative to the public parking structure at First and Laurel. The
 group felt it was not as easy to find as it should be, and that internal wayfinding once a user is out
 of the car and negotiating their way to an exit point needs to be improved.
 - Somata's branding/wayfinding project is anticipated to be complete by September. They will work to incorporate the brand. RATIO will coordinate with Somata during the planning process.
 - There is a desired pedestrian linkage to Sunset Park from 1st Avenue.
 - The group discussed a desired linkage from Lake Michigan to downtown
 - There is currently no bike trail through downtown. However Alberto's is a popular stop for cyclists and bike groups.
 - There is currently no historic overlay district in downtown.
 - There is a 6-story rental building proposed. New zoning regulations allow this height of building.
 - Several stakeholder groups were proposed to include in the outreach process. These groups included: Downtown property owners, chamber of commerce, residents and the Alliance.
- 3. Project Goals and Objectives
 - a. Lesley discussed the stated goals and objectives of the project from the RFP.
 - b. Lee stated that the team should consider the long-term nature of improvements and ease of maintenance and completing implementation in geography that we define.
 - c. Green infrastructure should be included in design proposals. This could include tree planting materials, stormwater management systems, water recapture strategies and maintenance plans.
 - d. Public works would like a plan for the arcade that was less maintenance intensive than it is currently.
 - e. Lighting strategies including dark skies and replaceable poles should be considered. There is not a strong belief among City staff that it is necessary to maintain the globe fixtures. Joe in particular felt that it was probably "time to move on."
 - f. A tree inventory should be conducted. This inventory will record the existing planting materials and health of existing trees. The consultant team will review the City's landscape standards as well.
 - g. Stormwater detention at Port Clinton is underground at 2nd and Laurel. There may be an opportunity to recycle stormwater runoff for irrigation.
 - h. The City would like to coordinate streetscape elements, look and feel in both the pedestrian core and along the edges of downtown. They would like a template for recommended improvements that could be given to developers in the future.
 - i. East side of rail
 - Carolyn discussed crossing difficulty on the east side of the rail tracks. The sidewalks are also narrow on this side and need a better maintenance plan
 - j. Gateways
 - The City would like an enhanced sense of entry to Highland Park. This could potentially include a median and/or plantings at Green Bay Road.
 - The consultant team was encouraged to read the GHA study.
 - A pedestrian path is planned to connect to Sunset Park at 1st avenue.
 - Prioritize entry gateways in the design for future implementation in the context of the project. Potentially gateways are a phase 1 improvement.
 - k. The City noted that the electronic sign program was on hold
 - I. There is a pocket park on the SW corner of the St. Johns intersection with the pedestrian arcade. This pocket park can be permitted to allow a public forum.
 - m. The City would like the consultant team to consider a more pleasing treatment of the viaduct at Laurel.

Highland Park Streetscape Master Plan Kickoff Meeting Page 3 July 20, 2015

- 4. Public Participation Strategy
 - a. The team discussed the best ways to outreach to stakeholders. The following is a list of possible media outlets to publicize the public open house and post information on the project:
 - Senior center list
 - City newsletter (Highlander)
 - HP News (Landmark)
 - Business owner's newsletter
 - Library Listserv
 - Social Media
 - b. There are 450 businesses in the CBD
 - c. Service industries and businesses are less vocal than retail/restaurant
 - d. About 7 people own almost all of the property in the study area.
 - e. Key person interviews. The team discussed the following groups for inclusion in the key person interviews:
 - Art Center
 - Hospital
 - Public Works
 - Schools
 - Library District
 - Metra
 - Department of Public Safety
 - Natural Resources Commission
 - Sustainability Commission
 - Plan and Design Commission
 - Realtors
 - Business Owners
 - Senior Center
 - f. Signage
 - The group discussed directional signage for Port Clinton parking garage entries, from the train
 to the CBD, bike routes and at the viaduct. The City expressed concern about wayfinding from
 the pedestrian core of the CBD to transportation nodes and amenities off Central Ave.
 - b. Carolyn emphasized the importance of the design team staff being strong enough to redirect conversation in public engagement sessions in order to make effective use of participant's time. Prior experience with public input sessions is that they can sometime devolve into complaint sessions and the team needs to guard against that the extent possible.
- 5. Existing Conditions
 - a. The consultant team would like to receive the following information from the City to begin the existing conditions report
 - i. GIS data
 - ii. GHA/Lakota Downtown Study
 - iii. Northstar Branding Report
 - iv. New Zoning Ordinance
 - v. Utility Maps of the downtown
 - vi. Sasaki streetscape study and drawings (if not in the RFP)

Highland Park Streetscape Master Plan Kickoff Meeting Page 4 July 20, 2015

- 6. Project Schedule
 - 3 week workplan Will include key person interviews, reports and studies summary, goals and objectives and existing conditions report.
- 7. Next Steps
 - Receive previous plans, reports and studies from City.
 - RATIO will provide a proposed detailed schedule of activities for the next month.
 - Coordinate focus groups/key person interviews
 - Coordinate Mindmixer website with City (Karen Brunetti)
 - Coordinate newsletter content by July 31 newsletter is published the 15th of every month
 - Work towards existing conditions report to be submitted September 3

The meeting concluded with a walking tour of the downtown. The team used cognitive mapping to illustrate important areas of interest, challenges and opportunities within the study area.

Any additions or corrections to these Minutes should be submitted in writing to RATIO Architects, Inc., within ten (10) days of receipt. Otherwise, these Minutes stand as correct.

Respectfully submitted,

esty for

Lesley Roth Associate

CC:

Client Personnel - Full Company Name, Inc. Consultant Personnel - Full Company Name, Inc. Contractor Personnel - Full Company Name, Inc. RATIO Personnel – RATIO Architects, Inc. / CF ########### XX



RATIO

Architecture Preservation Interior Design Landscape Architecture Urban Planning & Design Graphic Design

Project:	Highland Park Streetscape, Wayfinding Signage, Gateways and Pedestrian Arcade
RATIO Project No.:	15044
Date/Time:	December 22, 2015; 11am-1pm
Purpose:	Design Concept Presentation
Held at:	City of Highland Park, Public Works Building
Participants:	John Jackson, RATIO; John Talbott, WBC; Lesley Roth, RATIO; Jameson Skaife, RATIO; Eric Olson, City of
Highland Park; Chris O'l	Neill, City of Highland Park; Ramesh Kanapareddy, City of Highland Park; Manny Gomez, City of Highland
Park; Ron Bannon, City o	f Highland Park; Trish Stevens, City of Highland Park; Joe Pasquesi, City of Highland Park; Joel Fontane, City
of Highland Park; Andy C	ross, City of Highland Park; Rick Nelson, business owner; Carolyn Hersh, Tim Wilinski, City of Highland Park;
Lee Smith, City of Highla	nd Park

Design Concepts

RATIO presented the design concepts for streetscape, wayfinding, signage, gateways and the pedestrian arcade. The group discussed opportunities in both the B5 and B4 districts.

Gateways

RATIO asked the group to confirm gateway locations and types (primary and secondary) as well as the design concepts and materiality of the options presented. The Steering Committee preferred option 2. The group liked the use of brick and flagstone as well as the screen behind the words Highland Park. The group suggested that the downtown be recognized on the sign as the gateways were entry points into the downtown and not the City. Carolyn Hersch agreed to discuss modification of the graphic vocabulary with Samata, currently in the process of refining the application of the Highland Park brand. Vertical placement of the City brand should be considered as well and incorporated into the Samata branding package. RATIO agreed to proceed with refinement of the selected concepts.





Central Avenue



Second Street



Roadways

Roadway sections and concepts were presented. These concepts were:

- Widening of the sidewalks along 2nd Street and incorporation of 'sharrows' bike lanes
 - Introduction of speed tables along Central Avenue East and conversion of existing parking to reverse angle parking west
 of the rail tracks
 - Seasonally programmed parklets at the end of parking bays

The Steering Committee commented that they would like to see successful application of speed tables and research that supports their use in this condition. RATIO agreed to provide this information at the next Steering Committee meeting. The Steering Committee was interested in the Duratherm crosswalk coating that RATIO presented as an alternative to the existing crosswalk treatment. The Duratherm coating can be decorative — which the Steering Committee appreciated — and has a lower maintenance requirement than the existing crosswalks.

Furnishings

RATIO presented several options for each street furnishing to better understand the group's preference for materiality and style. The group preferred options that had a combination of metal and wood in the furnishing design. The Steering Committee asked RATIO to

455 North Cityfront Plaza Drive, Suite 1800 Chicago, IL 60611 312. 465. 2359 Chicago, IL Indianapolis, IN Champaign, IL Raleigh, NC



PROGRESS MEETING SUMMARY

Highland Park Downtown Page 2 December 22, 1015

provide guidance as to the type of metal used in the furnishings – either aluminum or steel. RATIO suggested using aluminum as it weathered better than steel and had lower maintenance requirements, RATIO agreed to create a furnishings 'family' to present to the group at the next meeting which was comprised of coordinated elements. The furnishings 'family' would allow the Steering Committee to view all of the elements together so they could better visualize how the streetscape would be experienced. Two versions of bike racks were preferred. The first was a permanent and anchored version for locations along the sidewalk. The second was a moveable bike rack for seasonal location in parklets at the end of parking bays.

Bollards

The Steering Committee expressed a preference for bollards that did not have integrated lighting.

Lighting

The Steering Committee preferred light poles that were pedestrian scaled except in areas, such as the Metra parking lot, where higher poles and more dispersed lighting was required.



Α

structure.

Pedestrian Arcade

RATIO presented several ideas and concepts related to the pedestrian arcade. The group's direction to RATIO was to provide two concepts:

- Renovation of the existing structure with consideration for lower maintenance costs and sustainable materials. 1.
- 2. Replacement of the existing structure with a new covered structure and keeping the existing arch over the rail.

Pending a cost opinion of both concepts, RATIO suggested that a new arcade may be provided on both sides of Central Avenue.

concept similar to the one was preferred pictured above however, a roof was desired on the



Example of improvements to a roadway viaduct in Plymouth, In.

Laurel Viaduct

RATIO presented concepts for the Laurel Viaduct which incorporated lighting, art and signage on the rail tracks. RATIO agreed to create a rendering to visualize improvements to the structure for the next meeting.

Next Steps

RATIO will refine the design concepts for all project elements including:

- Selection of furnishing families and all streetscape elements
- Speed table examples and applications
- Renderings of three primary gateway locations
- Refinement of the arcade concepts
- Laurel viaduct visualization

In preparation for the 90% design concept review, RATIO will provide input to a cost estimator for pricing of the preferred design concept. At that time, a discussion of prioritization of projects for implementation and phasing will be discussed.

Any additions or corrections to these Minutes should be submitted in writing to RATIO Architects, Inc., within ten (10) days of receipt. Otherwise, these Minutes stand as correct.

Respectfully submitted,

Lesley Roth, AIA, AICP

Lee Smith – City of Highland Park CC: John Talbott - WBC John Jackson - RATIO Jameson Skaife, RATIO

MEMORANDUM



RATIO

To: Streetscape, Gateways, Wayfinding and Pedestrian Arcade Study Steering Committee

RATIO Project No.: 15044

Date: April 19, 2016

Subject: April 16 Open House Summary

On Saturday, April 16 from 10am-2pm, an open house was held at City Hall. A presentation was given by RATIO in the Council chambers, followed by an invitation to discuss the three main elements of the project at stations located in the pre-conference chamber and Mayor's conference room. Each station focused on concept design opportunities for the three main project design elements:

- Streetscape Enhancements
- Gateways and Arcade Design
- Right of Way Design

15 residents, City staff and the consultant team attended the event. The consultant team and City staff spoke with residents about the project at each one of the three stations. A brief survey was distributed to participants at each station to better understand their preferences. The results of the survey were as follows:

Streetscape Enhancements

(4 completed surveys)

- All respondents believed that landscaping improvements had the biggest impact on the appearance of downtown.
- All respondents believed that enhancements to the Metra crossings at Elm Place and Laurel Avenue would



improve the identity of downtown.

• 3 respondents thought that the proposed street furniture reflected the identity of Highland Park. The one that did not feel similarly, commented that the proposed replacement of the existing furnishings was not necessary. 2 of the respondents commented that the benches should not have 'vectors'.

- $\bullet\,2$ respondents believed lighting would have the biggest impact on downtown
- $\bullet\,2$ respondents believed that parklets would have the biggest impact on downtown.

Gateways and Arcade Design

(5 completed surveys)

- 3 respondents preferred arcade design Option 2a. 1 respondent preferred Option 1.
 - Participants commented that the design team should be cautious of the placement of the arcade to ensure there



were not conflicts between the Memorial on the northwest corner of Central and St. Johns as well as the park on the south side of Central, west of the rail tracks.

- Other comments included:
- The desire to have additional programming at the arcade
- Improve the functionality to be more than a shelter
- Symmetry and openness were preferred
- Arch was desired on the north side of the street
- Respondents also commented on the colors of the signage and consistency with Highland Park identity.

Architecture Preservation Interior Design Landscape Architecture Urban Planning & Design Graphic Design

455 North Cityfront Plaza Drive, Suite 1800 Chicago, IL 60611 312. 465. 2359 Chicago, IL Indianapolis, IN Champaign, IL Raleigh, NC Name (same as heading) Page 2 Date (same as heading)



Right of Way Design

(5 completed surveys)

- 3 participants responded that parklets and landscaping would enhance the identity of downtown.
- 2 participants responded that paving and café zones would enhance the identity of downtown
- Regarding safety enhancements, all 5 respondents believed speed tables would improve their experience of downtown.
- 2 respondents believed lighting and signage would improve their downtown experience
- 3 respondents believed widened sidewalks would improve their experience downtown
- 1 respondent would like to see reverse angle parking in downtown
- 3 respondents believed that right of way improvements would improve the downtown experience.

All respondents either lived or worked (or both) in Highland Park.

The conclusions of the open house demonstrate overwhelming public support for improvements to downtown Highland Park. The comments and preferences of the respondents illustrate their desire for an improved environment and experience.



RATIO

Architecture Preservation Interior Design Landscape Architecture Urban Planning & Design Graphic Design

PROGRESS MEETING SUMMARY

Project:	$\label{eq:Highland} \mbox{ Highland Park Streetscape, Wayfinding Signage, Gateways and Pedestrian Arcade}$
RATIO Project No.:	15044
Date/Time:	May 27, 2016; 2-3pm
Purpose:	Phasing and Cost Estimate Presentation
Held at:	Conference Call
Participants:	Steering Committee, RATIO

Overview

RATIO presented the revised arcade design, cost estimate and phasing for the design concepts proposed in the B4 and B5 districts.

Cost Estimates

RATIO presented the cost estimate and phased implementation of the design concepts for the downtown B4 and B5 districts. Three phases were proposed pending coordination with the City's annual fiscal budget, conversation with the City's arborist and selection of a general contractor. The Steering Committee suggested moving the mid-block crossing to a location consistent with adjacent construction. It was suggested that removal of the overhead power lines be coordination with other infrastructure improvements in those locations.

Pedestrian Arcade

RATIO presented revisions to the approved concepts related to the pedestrian arcade. The group approved of the revised design with the following comments:

- 1. An option was desired that explored transparency at the wood wall on the south side of Central Avenue.
- 2. An option was desired that explored transparency at the War memorial.
- 3. The arcade option 2a, with arcade on the northwest side will not likely to be approved because of its proximity to the bank, but should still be presented as an option. Additional plantings would replace the proposed arcade structure at that location.

Next Steps

- 6.13 City Council Meeting
- 6.17 Draft Document Due
- 7.1 Final Document Due

Any additions or corrections to these Minutes should be submitted in writing to RATIO Architects, Inc., within ten (10) days of receipt. Otherwise, these Minutes stand as correct.

Respectfully submitted,

Lesley Roth, AIA, AICP

cc: Andy Cross, City of Highland Park John Jackson - RATIO Jameson Skaife, RATIO

STREETSCAPE CONCEPTUAL DESIGN

CITY OF HIGHLAND PARK, ILLINOIS

CONCEPT COST ESTIMATE

January 29, 2016

Ratio Architects, Inc. 455 North Cityfront Plaza Drive, Suite 1800 Chicago, IL 60611 (312) 465 2359 Hodgetts Associates, Inc. 6 Echo Court Hawthorn Woods, IL 60047 (630) 844 2823

CLARIFICATIONS & EXCLUSIONS

<u>Basis</u>

This Concept cost estimate is based on the drawings and other information provided by the office of Ratio Architects received through January 29, 2016.

This estimate has been priced at costs that are current as at the first quarter of 2016.

Bidding criteria

This estimate has been prepared on the basis of a minimum of 4 competitive bids being sought for this project with only one bid being accepted and the contract awarded to one general contractor.

If prime contracts are bid and awarded this estimate will require adjustment.

Assumptions

It is assumed that the project will be bid and constructed as one contract with phased completion. If the works are carried out in separately bid phases this estimate will require adjustment.

It is assumed that work will be performed during regular hours.

Exclusions

It should be noted that the following items are specifically excluded:-

- 1. Premium costs for overtime working,
- 2. Owners costs for disruption, additional security, etc.,
- 3. Contracts for work direct with the owner,
- 4. Professional fees, permits and testing expenses,
- 5. Owner administrative, legal or finance charges,
- 6. Sales tax,
- 7. Escalation.

CLARIFICATIONS & EXCLUSIONS

General conditions and design/construction contingencies

Jobsite general conditions, home office overhead, profit and bonds are added at the summary of the estimate. At this time it is appropriate to use the compounded rate of 10.00%.

An allowance of 10.00% for undeveloped design details, bid addenda and clarifications has been added at the summary of the estimate.

An allowance of 5.00% for change orders and unexpected conditions has been added at the summary of the estimate.

Opinion of probable cost

This estimate is an opinion of the probable construction cost for this project based on the information provided. Hodgetts Associates, Inc. has no control over final material selection, bidding strategies and market conditions therefore no guarantee can be given that the actual construction cost will not vary from this estimate.

Project Location : City of Highland Park, Illinois

Date : January 29, 2016

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
Survey					
Geotechnical Report	1	20,000.00	LS	20,000	
Site Survey	1	50,000.00	LS_	50,000	70,000
Demolition and temporary work					
Temporary chain link construction zone fence (20 zones)	60,000	5.60	LF	336,000	
Temporary chain link construction zone fence - vehicle gate	20	750.00	EA	15,000	
Silt fence	60,000	1.65	LF	99,000	
Temporary precast concrete Jersey barrier	4,000	43.35	LF	173,400	
Miscellaneous vehicle barriers and traffic controls	1	100,000.00	LS	100,000	
Temporary signage	1	30,000.00	LS	30,000	
Remove bituminous pavement	57,740	0.75	SF	43,305	
Remove concrete pavement	63,000	1.55	SF	97,650	
Remove concrete curb	2,220	5.45	LF	12,099	
Remove site furniture	1	45,600.00	LS	45,600	
Miscellaneous demolition and site clearance	1	15,000.00	LS	15,000	
Saw cutting crew and equipment	20	2,540.00	DY	50,800	
Core drilling crew and equipment	20	1,775.00	DY	35,500	
Dispose/recycle debris	3,830	35.00	CY	134,050	
Protect existing buildings	1	20,000.00	LS	20,000	
Protect existing site improvements to remain	1	30,000.00	LS	30,000	
Railroad flagman (allowance)	1	40,000.00	LS_	40,000	1,277,404

Project Location : City of Highland Park, Illinois

Date : January 29, 2016

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
Pavings					
Asphalt paving 1" finish course, 4" binder course, 10" granular base course	48.070	4.40	SF	211,508	
Crosswalk paving Cut back asphalt surface course and tie into existing asphalt paving	9,670	4.40	SF	42,548	
(20,000 SF quantity allowance)	20,000	2.50	SF	50,000	
Concrete sidewalk (5") and granular base (4") - tie into existing (3,000 SF quantity allowance)	3,000	8.50	SF	25,500	
Pedestrian pavers, (\$770 per 1000 brick allowance) pervious brick paving 4" x 8" x 3 1/4", 1" sand bed, 4" thick, porous concrete base, 4"					
granular base	69,960	20.30	SF	1,420,188	
Tactile pavement warning surface	1,000	25.00	SF	25,000	
Concrete curbs and gutter - roadway	2,220	31.85	SF	70,707	
Concrete curbs and gutter - planter	1,830	31.85	SF	58,286	
Repair planter curbs	21	1,955.00	LOC	41,055	
Bike lane striping	9,150	0.65	LF	5,948	
Crosswalk striping/graphics	9,670	3.50	SF	33,845	
Painted pavement medallion- ramped platform intersection	4	10,250.00	EA	41,000	
Miscellaneous pavement lining and striping	20	5,125.00	DY_	102,500	2,128,084
Landscaping and earthwork					
Excavation and grading	1	120,800.00	LS	120,800	
Compacted granular fill material	1,210	39.85	CY	48,219	
Amended topsoil mix planting medium	492	70.00	CY	34,440	
Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
--	----------	------------	------	---------------	-----------
Tree pit soil	1,170	70.00	CY	81,900	
Tree	85	1,800.00	EA	153,000	
Tree pit grating	23	4,800.00	EA	110,400	
Tree pit reinforcement	85	350.00	EA	29,750	
Planting	4,535	9.50	SF	43,083	
Rain garden - 1'6" amended topsoil mix, 2'6" subsoil, geotextile fabric,	75 000	04.00	05	4 505 500	
underdrainage, planting, excavation, disposal	75,000	21.30	SF	1,597,500	
Mulch - planting beds	4,535	1.10	SF	4,989	
Gravel mulch (allowance)	500	1.50	SF	750	
Riprap - rain garden (allowance)	500	7.50	SF	3,750	
Landscape boulders (allowance)	1	10,000.00	LS	10,000	
Landscape maintenance, 24 month	1	100,000.00	LS_	100,000	2,338,579
Site furniture					
Bench (\$1,800 material cost allowance)	45	2,200.00	EA	99,000	
Moveable seat (set of four \$780 total material cost allowance)	20	1,010.00	SET	20,200	
Moveable table (\$1,200 material cost allowance)	20	1,400.00	EA	28,000	
Trash can (\$950 material cost allowance)	50	1,195.00	EA	59,750	
Bike rack (\$200 material cost allowance)	75	280.00	EA	21,000	
Bike rack (\$200 material cost allowance) - temporary	10	280.00	EA	2,800	
Bike shelter (\$8,500 material cost allowance)	4	15,630.00	EA	62,520	
Transit shelter (\$12,500 material cost allowance)	4	22,790.00	EA	<u>91,160</u>	384,430

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
Arcade					
Remove arcade	1	30,150.00	LS	30,150	
Protect arcade arches over tracks	1	3,000.00	LS	3,000	
New arcade	7,500	200.00	SF	1,500,000	
Lighting - new arcade	7,500	30.00	SF	225,000	1,758,150
Viaduct					
Signage - Laurel Viaduct (allowance)	1	40,000.00	LS	40,000	
Artwork allowance - Laurel Viaduct	1	50,000.00	LS	50,000	
Decorative lighting - Laurel Viaduct	40	5,200.00	EA_	208,000	298,000
Signage					
Primary gateway sign	3	75,000.00	EA	225,000	
Secondary gateway sign	4	50,000.00	EA	200,000	
Wayfinding sign	11	45,000.00	EA	495,000	
Post mounted handicap parking sign	30	275.00	EA	8,250	
Post mounted fuel efficient vehicle parking sign	15	275.00	EA	4,125	
Relocate flagpole	1	3,500.00	EA_	3,500	935,875

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
Site electrical					
Relocation of overhead power lines - not in contract, by others					
Light pole, vehicular areas B4 district (\$2,800 material cost allowance) existing foundation, existing electrical hook up - new street light pole at old location	200	7,500.00	EA	1,500,000	
Light pole, vehicular areas B5 district (\$3,300 material cost allowance) existing foundation, existing electrical hook up - new street light pole at old location	200	8 000 00		1 600 000	
Light pole, pedestrian gross (\$2,200 material cost allowance) existing	200	8,000.00	EA	1,000,000	
foundation, existing electrical hook up - new pole at old location	140	5,200.00	EA	728,000	
Light pole, pedestrian areas (\$2,200 material cost allowance, concrete foundation, tie into electrical street lighting system - new pole in new location	35	6.000.00	EA	210.000	
Light bollard (\$750 material cost allowance) concrete foundation, tie into		0,00000		,	
electrical street lighting system	0	3,200.00	EA	0	
Miscellaneous ground mounted landscape lighting (allowance)	200	750.00	EA	150,000	
Miscellaneous exterior power convenience receptacles - seasonal	200	475.00		05 000	4 282 000
	200	475.00		90,000	4,203,000

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
Site mechanical and civil					
Drinking fountain (\$2,500 material cost allowance)	4	6,700.00	EA	26,800	
Remove and re-set storm inlet grating to match revised grading (30 quantity allowance)	30	2,500.00	EA	75,000	
Remove and re-set manhole cover to match revised grading (20 quantity					
allowance)	20	2,500.00	EA_	50,000	151,800
Conoral conditions and contingoncios					13 625 322
General conditions and contingencies.					13,023,322
General conditions, overhead and profit		10.00	%		1,362,532
Design contingency		10.00	%		1,498,785
Escalation		_	0/2		
		_	70		_
Design Services		10.00	%		1,648,664
Construction contingency		5.00	%		824,332
Total construction cost				;	18,959,635

RATIO PRELIMINARY OPINION OF PROBABLE COSTS - BY PHASE

PROJECT NAME:	City o	of Highland F	Park Stree	scape Conc	eptual [Design					PROJECT	NO:				
				Phase 1			Phase 2			Phase 3			TOTAL			1
SURVEY	Unit	Cost	Units	Quantity	Cost		Quantity	Cost		Quantity	Cost		Quantity	Cost		NOTES
Geotech. Report	\$	20,000.00	LUMP	1	\$	20,000.00	0	\$	-	0	\$	-	1	\$	20,000.00	
Survey	\$	50,000.00	LUMP	1	\$	50,000.00	0	\$	-	0	\$	-	1	\$	50,000.00	Ĩ
				Total:	\$	70.000.00	Total:	\$	-	Total:	\$	-	Total:	\$	70.000.00	I

			Phase 1			Phase 2			Phase 3			TOTAL			Demolition total is multipli
Demolition	Unit Cost	Units	Quantity	Cost		order to get an estimated									
Demolition Total	\$ 1,237,404.00	LUMP	0.63	\$	779,564.52	0.23	\$	284,602.92	0.14	\$	173,236.56	1	\$	1,237,404.00	Railroad Flagman moved
			Total:	\$	779,564.52	Total:	\$	284,602.92	Total:	: \$	173,236.56	Total:	: \$	1,237,404.00	

				Phase 1			Phase 2			Phase 3			TOTAL			1
PAVING	Unit (Cost	Units	Quantity	Cost		Quantity	Cost		Quantity	Cost	t	Quantity	Cost		-
Asphalt	\$	4.40	SF	48070	\$	211,508.00	0	\$	-	0	\$	-	48070	\$	211,508.00	
Crosswalks	\$	7.90	SF	7820	\$	61,778.00	1850	\$	14,615.00	0	\$	-	9670	\$	76,393.00	Includes paving and graph
Paver Sidewalks	\$	20.30	SF	24034	\$	487,890.20	27276	\$	553,702.80	18650	\$	378,595.00	69960	\$	1,420,188.00	
Tactile Paving	\$	25.00	SF	1000	\$	25,000.00	0	\$	-	0	\$	-	1000	\$	25,000.00	1
Curb - Road	\$	31.85	LF	2220	\$	70,707.00	0	\$	-	0	\$	-	2220	\$	70,707.00	1
Curb - Planter	\$	31.85	LF	1830	\$	58,285.50	0	\$	-	0	\$	-	1830	\$	58,285.50	
Planter Curb Repair	\$	1,955.00	EACH	21	\$	41,055.00	0	\$	-	0	\$	-	21	\$	41,055.00	
Bike Striping	\$	0.65	LF	3300	\$	2,145.00	4010	\$	2,606.50	920	\$	598.00	8230	\$	5,349.50	
Medallion	\$	10,250.00	EACH	4	\$	41,000.00	0	\$	_	0	\$	-	4	\$	41,000.00	
Miscellaneous/Unassigned	\$	178,000.00		0.333	\$	59,274.00	0.333	\$	59,274.00	0.333	\$	59,274.00	0.999	\$	177,822.00	Cut back asphalt; Concret
	•		•	Total:	\$	1.058.642.70	Total:	\$	630,198,30	Total:	\$	438,467,00	Total:	\$	2.127.308.00	1

				Phase 1			Phase 2			Phase 3			TOTAL]
LANDSCAPING	Uni	t Cost	Units	Quantity	Cost		Quantity	Cost		Quantity	Cos	st	Quantity	Cost		
Trees	\$	1,800.00		72	2 \$	129,600.00	0	\$	-	13	\$	23,400.00	85	\$	153,000.00	
Tree pits	\$	222,050.00	EACH	1	\$	222,050.00	0	\$	-	0	\$	-	1	\$	222,050.00	Includes Soil, Grating and
Planting	\$	9.50	SF	4535	\$	43,082.50	0	\$	-	0	\$	-	4535	\$	43,082.50	1
Rain Garden	\$	21.30	SF	0	\$	-	13160	\$	280,308.00	61840	\$	1,317,192.00	75000	\$	1,597,500.00	1
Mulch	\$	1.10	SF	4535	\$	4,988.50	0	\$	-	0	\$	-	4535	\$	4,988.50	1
Miscellaneous/Unassigned	\$	317,959.00		0.333	\$	105,880.35	0.333	\$	105,880.35	0.333	\$	105,880.35	0.999	\$	317,641.04	Excavation; Granular fill;
-				Total	\$	505.601.35	Total:	\$	386,188.35	Total:	\$	1,446,472.35	Total:	\$	2,338,262.04	

				Phase 1			Phase 2			Phase 3			TOTAL			
SITE FURNITURE	Unit	Cost	Units	Quantity	Cost		Quantity	Cost		Quantity	Со	ost	Quantity	Cost		
Bench	\$	2,200.00	EACH	30	\$	66,000.00	15	\$	33,000.00	15	\$	33,000.00	60	\$	132,000.00	(10) additional benches ad
Moveable Seat	\$	1,010.00	EACH	0	\$	-	0	\$	-	20	\$	20,200.00	20	\$	20,200.00	1
Moveable Table	\$	1,400.00	EACH	0	\$	-	0	\$	-	20	\$	28,000.00	20	\$	28,000.00]
Trash	\$	1,195.00	EACH	25	\$	29,875.00	15	\$	17,925.00	10	\$	11,950.00	50	\$	59,750.00	
Bike Rack	\$	280.00	EACH	20	\$	5,600.00	35	\$	9,800.00	20	\$	5,600.00	75	\$	21,000.00]
Bike Rack - Temporary	\$	280.00	EACH	4	\$	1,120.00	4	\$	1,120.00	2	\$	560.00	10	\$	2,800.00]
Bike Shelter	\$	15,630.00	EACH	0	\$	-	4	\$	62,520.00	0	\$	-	4	\$	62,520.00]
Transit Shelter	\$	22,790.00	EACH	0	\$	-	4	\$	91,160.00	0	\$	-	4	\$	91,160.00]
Pedestrian Lights	\$	5,200.00	EACH	26	\$	135,200.00	49	\$	254,800.00	65	\$	338,000.00	140	\$	728,000.00	Shifted from Electrical
Pedestrian Lights - new location	\$	6,000.00	EACH	29	\$	174,000.00	6	\$	36,000.00	0	\$	-	35	\$	210,000.00	Shifted from Electrical
				Total:	\$	411,795.00	Total:	\$	506,325.00	Total:	\$	437,310.00	Total:	\$	1,355,430.00]

			Phase 1	Phase 2	Phase 3	TOTAL]
ARCADE	Unit Cost	Units	Quantity Cost	Quantity Cost	Quantity Cost	Quantity Cost	
Arcade	\$ 1,798,150.00	LUMP	0 \$ -	0\$-	1 \$ 1,798,150.00	1 \$ 1,798,150.00	Railroad Flagman moved
			Total: \$ -	Total: \$ -	Total: \$ 1,798,150.00	Total: \$ 1,798,150.00	

lied by the percentage of total new paving occuring during that phase in d breakdown. d to Arcade Costs

hics

ete sidewalk; Miscellaneous

Reinforcement

Amended topsoil; Gravel mulch; Riprap; Boulders; Maintenance

dded after review. \$33,000 added.

I to Arcade Costs

RATIO PRELIMINARY OPINION OF PROBABLE COSTS - BY PHASE

City of Highland Park Streetscape Conceptual Design **PROJECT NAME:** PROJECT NO: 15044 Phase 1 Phase 2 Phase 3 TOTAL VIADUCT Quantity Cost Quantity Cost Quantity Cost Unit Cost Units Quantity Cost 298,000.00 298,000.00 Laurel Viaduct \$ 298,000.00 LUMP 298,000.00 0\$ 0\$ 1 \$ 1\$ -298,000.00 Total: \$ Total: \$ Total: \$ Total: \$ -

			Phase 1		Phase 2		Phase 3		TOTAL			
SIGNAGE	Unit Cost	Units	Quantity Cos	t	Quantity Cost		Quantity Cost		Quantity	Cost		
Primary Gateway	\$ 75,000.00	EACH	2 \$	150,000.00	0 \$	-	0 \$	-	2	\$	150,000.00	Reduced to (2) from (3)
Secondary Gateway	\$ 50,000.00	EACH	0 \$	-	5 \$	250,000.00	0 \$	-	5	\$	250,000.00	Increased from (4) to (5)
Wayfinding	\$ 45,000.00	EACH	3 \$	135,000.00	3 \$	135,000.00	5 \$	225,000.00	11	\$	495,000.00	1
Parking Signs	\$ 275.00	EACH	45 \$	12,375.00	0 \$	-	0 \$	-	45	\$	12,375.00	Includes Handicap and F
Relocated Flagpole	\$ 3,500.00	EACH	1 \$	3,500.00	0 \$	-	0 \$	-	1	\$	3,500.00	
¥;	• · · · · · · · · · · · · · · · · · · ·	•	Total: \$	300.875.00	Total: \$	385.000.00	Total: \$	225.000.00	Total:	\$	910.875.00	Ī

		Phase 1		Phase 2		Phase 3		TOTAL			
Electrical	Unit Cost	Units	Quantity	Cost	Quantity Co	ost	Quantity	Cost	Quantity	Cost	
Electrical Total	\$ 3,345,000.00	LUMP	0.333	\$ 1,113,885.00	0.333 \$	1,113,885.00	0.333	\$ 1,113,885.00	0.999	\$ 3,341,655.00	
-		-	Total:	\$ 1,113,885.00	Total: \$	1,113,885.00	Total:	\$ 1,113,885.00	Total:	\$ 3,341,655.00	Does not include Pe

				Phase 1			Phase 2			Phase 3			TOTAL		
Mechanical and Civil	Unit C	Cost	Units	Quantity	Cost										
Drinking Fountain	\$	6,700.00	EACH	2	\$	13,400.00	0	\$	-	2	\$	13,400.00	4	\$	26,800.00
Storm Inlet	\$	2,500.00	EACH	20	\$	50,000.00	5	\$	12,500.00	5	\$	12,500.00	30	\$	75,000.00
Manholes	\$	2,500.00	EACH	10	\$	25,000.00	5	\$	12,500.00	5	\$	12,500.00	20	\$	50,000.00
				Total:	\$	88 400 00	Total:	\$	25 000 00	Total:	\$	38 400 00	Total:	\$	151 800 00

ſ	Phase 1		Phase 2		Phase 3		TOTAL	
	Subtotal:	\$ 4,328,763.57	Subtotal: \$	3,331,199.57	Subtotal: \$	5,968,920.91	Subtotal: \$	13,628,884.04

	Phase 1			Phase 2			Phase 3			TOTAL		
	Decimal			Decimal			Decimal					
General Conditions and Contingencies	Percent	Cost		Percent	Cost		Percent	Cost			Cost	
General Conditions and Profit (10%)	0.1	\$	432,876.36	0.1	\$	333,119.96	0.1	\$	596,892.09		\$	1,362,888.40
Design Contingency (10%)	0.1	\$	476,163.99	0.1	\$	366,431.95	0.1	\$	656,581.30		\$	1,499,177.24
Escalation	-		-	-		-	-		-	-		-
Design Services (10%)	0.1	\$	480,492.76	0.1	\$	369,763.15	0.1	\$	662,550.22		\$	1,512,806.13
Construction Contingency (5%)	0.05	\$	240,462.82	0.05	\$	185,048.14	0.05	\$	331,573.56		\$	757,084.51

Phase 1	Phase 2	Phase 3	TOTAL	
Total: \$ 5,958,759.49	Total: \$ 4,585,562.76	Total: \$ 8,216,518.07	Total: \$ 18,7	60,840.33

Note: Difference in total cost varies slightly from original estimate because of quantity changes to Gateways and benches.

Page 2 of 2

Fuel Efficient Parking Signs

estrian Light Poles





RAVINIA DISTRICT

INFRASTRUCTURE IMPROVEMENT ACTION PLAN (2017-2028)

OVERVIEW

The Ravinia District, anchored by the Roger Williams Avenue corridor, is served by a number of community planning jurisdictions all working towards the development of a vibrant business district and destination neighborhood within the City of Highland Park. This *Infrastructure Improvement Action Plan* document achieves two objectives:

(1) it documents the planned infrastructure improvements in the Ravinia District area through the end of the Tax Increment Finance (TIF) District, which is 2028; and

(2) it organizes those infrastructure improvement projects by both (a) funding source and (b) timeline.

THE TIF DISTRICT

The TIF District was created on July 25, 2005. TIF Districts exist under Illinois law for 23 years, and therefore the TIF will expire July 25, 2028. The TIF District's boundaries are reflected in this map:



Per Illinois law, TIF District funds can only be spent on eligible expenses within the boundaries of the district.

INVESTMENT APPROACH

The City's uses a "pay-as-you-go" investment approach for TIF revenues to finance various planning and infrastructure improvements after accruing sufficient funds to do. The timing of these investments is optimized to implement projects most cost effective and coordinated fashion (more on this below). This model backloads investments near the end of the TIF District's life with the most significant capital improvements being completed between 2024-2028. Although the most significant expenditures will occurs in the last five years of the TIF, the City has completed some improvements and plans to accelerate other investments such as street lighting to achieve visible accomplishments throughout the life of the TIF period.

RECENTLY COMPLETED IMPROVEMENTS

The City recently completed a series of infrastructure improvements that were funded by the TIF District. Those include new crosswalks, gateway and wayfinding signage, lighting for certain monument signage, and a sidewalk bump out. Further, the City is working towards the addition of electricity access in Jens Jensen Park. There was related planning, design, and construction document preparation related to these infrastructure improvements.

REVENUE GENERATION TO-DATE

The TIF's fund balance as of January 1, 2017 was \$1,235,025. The TIF's increment in 2016 was \$215,691.78, which is a 14.5% increase from 2015; that year's increment was \$188,299.76. Based on general forecasts, it is estimated the TIF District will accrue between \$2 and \$3 million in new funds by 2028; these projected sums would be in addition to the \$1,235,025 that is currently in the TIF fund in 2017. That compounded annual increment over the next ten years is dependent on several complex factors, including the general economy, real estate trends and values, the EAV of the district itself, and future private investment. Significant downturns in the economy and/or real estate market could also lower the annual increment. The district EAV and projected TIF revenues will be monitored and evaluated on an annual basis to better inform project budgeting through 2028.

COORDINATING INFRASTRUCTURE IMPROVEMENTS

The City is planning on coordinating a series of infrastructure improvements in the Ravinia District, primarily focused on the Roger Williams Avenue corridor. These improvement include utility and roadway investments alongside other business district enhancements. A large streetscape project is ultimately the centerpiece of this investment plan and catalyst for the district that will trigger the timing of the other utility and roadway work.

The City worked with Strand Associates to complete a report in 2012 titled *Ravinia Business District Utility Adequacy Study*, which evaluated and assessed the adequacy of the water utility, sanitary sewer utility, and stormwater management systems. The study focused on three primary considerations:

- The physical and structural condition of the existing utilities.
- The capacity of the existing utilities to meet the current service requirements of the RBD.
- The capacity of the existing utilities to meet the projected service requirements of the RBD.

The study stated, "The findings of this study are intended to guide the City in identifying where improvements are needed to be made to provide the City with a solid set of public utilities capable of serving [the future needs of the RBD]. In cooperation with City staff, the recommended improvements will eventually be programmed into the City's capital improvement planning over a period of time allowing for improvements to be made before the City undertakes streetscape improvements in the RBD."

Study highlights included:

Water

- The water distribution system in the RBD is 87 to more than 100 years old and is considered to be at the end of its useful life. The Strand study recommended complete water system replacement.
- The study recommended that fire hydrants should be integrated into the streetscape plans, physically renewed and replaced as needed.

Sanitary Sewer

- There are two separate sanitary sewer systems in the district, one west of the UPMR railroad tracks and one east.
 - The western system consists of a main collector on Roger Williams Avenue that conveys flow from Green Bay Road to Burton Avenue, and then under the UPMR.
 - The eastern system is a collector sewer conveying flow from the railroad east to Judson Avenue, then heads north.
- A series of detailed televising, lining, manhole adjustments, and smoke and dye tests on the system were recommended.

Stormwater

- The RBD watershed covers 45.2 acres and 50.6% of the area is considered impervious.
- The UPMR tracks are elevated and thus segments the watershed into two separate drainage basins.
- The west side is defined by the two high-points of Green Bay Road and the UPMR tracks; water flows towards Roger Williams Avenue where a parallel piping system runs on both sides of the street conveying flow to a low point at 565 Roger Williams Avenue (Ravinia Vogue Cleaners). A 30-inch diameter sewer runs under 565 Roger Williams Avenue to the ravine.
 - The study recommended relocating this storm sewer pipe and reconstructing the existing pipe with a 48-inch pipe.
- On the east side the watershed mostly drains towards Roger Williams Avenue and a storm system conveys flow towards Judson Avenue, and then north to the ravine.
- It is believed the storm sewer piping may be very old and possibly beyond its life expectancy.
- The study recommended the installation of a raised curb and curb inlets in front of 485 Roger Williams Avenue as part of a sidewalk and streetscape improvement program at the intersection with St. John's Avenue.
- The study recommended identifying opportunities to incorporate stormwater best management practices (BMPs) such as green infrastructure and sustainable design elements (i.e. rain gardens, bioswales) as part of a streetscape project.
- The study recommended that any streetscape improvements made in the Roger Williams Avenue corridor must maintain the existing overland flow routes. The study emphasizes the importance of the 565 and 585 Roger Williams Avenue flow path.
- The study recommended regrading the ravine behind 565 Roger Williams Avenue and implementing slope stabilization measures.
- The study recommended redesigning the drop structure at the UPMR railroad tracks to better prevent clogging caused by debris and silt. The pipe under the tracks from the drop structure should also be cleaned and managed as needed to full capacity.

PLANNED PROJECTS BY FUNDING SOURCES

There are five main categories of infrastructure improvements planned for the Ravinia District:

- 1. Roadway
- 2. Water System
- 3. Sanitary Sewer System
- 4. Stormwater Management System
- 5. Streetscape Improvements

Those projects will be funded by a variety of funding sources, briefly summarized here:

- **Tax Increment Finance (TIF) District:** Created by the Illinois state legislature in 1977, a tax increment is the difference between the amount of property tax revenue generated before TIF district designation and the amount of property tax revenue generated after TIF designation. These incremental revenues are escrowed into the TIF District and must be expended on only eligible infrastructure investments within the district. The City of Highland Park manages the Ravinia District TIF.
- **Transportation Improvement Program (TIP):** This regional transportation planning plan is created through state and local agency input, and managed by the Chicago Metropolitan Agency for Planning (CMAP), the Chicago metropolitan area's Metropolitan Planning Organization (MPO); this process is required by federal law to be eligible to receive federal transportation dollars. The TIP identifies and tracks federally-funded and regionally significant transportation projects over a six-year period for the seven county Chicago region. The TIP is funded by a variety of sources, including Congestion Mitigation and Air Quality Improvement (CMAQ), the Surface Transportation Program (STP), and the Transportation Alternatives Program (TAP), a program that was created in *Moving Ahead for Progress in the 21st Century (MAP-21)*, passed by the U.S. Congress.
- *City of Highland Park's Capital Improvement Plan (CIP):* The City adopts a five-year CIP; it is updated annually and adopted by City Council as part of the budget process. The primary purpose of the CIP is to upgrade, rehabilitate, and replace existing equipment, facilities, and infrastructure systems. The secondary purpose is to plan funding for future significant capacity increases or new equipment, facilities, and infrastructure systems.

This table captures the current, high-level sequencing and funding planned for these improvements:

Improvement Type	Years Active	Funding Source
Green Bay Road	2020-2021	TIP (STP 80%/20% federal grant)
Water/Sewer Upgrades	2025-2026	CIP
Stormwater Improvements	2025-2028	CIP and potentially TIF
Roger Williams Roadway	2026-2027	CIP
Streetscape - Street Lights	2025-2027	TIF
Streetscape - Sidewalks	2025-2027	TIF
Parking	TBD	Multi-Phased Plan
Burying Powerlines	TBD	Dependent on ComEd Coordination

TIP = Transportation Improvement Program

STP = Surface Transportation Program

- CIP = City Capital Improvement Plan
- TIF = Ravinia Tax Increment Finance

In general, the sequencing requires underground infrastructure to be completed first, with roadway improvements and streetscape elements being completed last. Certain stormwater improvements located away from Roger Williams Avenue can be completed later.

Potential Infrastructure Components

Street Lights

There is one potential exception to this proposed timeline. The City will issue a Request for Proposal (RFP) to complete design plans for street light installation, which could allow the installation project to occur in 2018. The RFP will select a consulting team of engineers, landscape architects, and other design professionals that will examine the infrastructure details involved in installing street lights in the district. The final determination of whether to proceed with installation in 2018 will be based on the detailed cost estimates produced as a part of the consultants' study and design work. If the TIF District balance includes sufficient funds to finance the street light installation project, and if the City Council approves the project at that time, the City would let bids on the project in 2018 and commence construction.

Green Bay Road

Green Bay Road is a roadway improvement project funded by a federal transportation grant and tentatively planned for 2020-2021. The impact to the Ravinia District will be at the intersection with Roger Williams Avenue and incorporate streetscape designs, signage, signals, and pedestrian elements, as appropriate. The final streetscape design standards need to be completed in advance of the creation of specifications for the Green Bay Road project's engineering design phase, estimated to be commencing in 2018-2019.

Parking

The Ravinia District desires additional parking. The City has initially analyzed the potential to add new spaces in the area and will draft a dedicated Roger Williams Avenue corridor parking management master plan to coincide with Streetscape Improvements. In general, there is the opportunity to address parking management, and consultant teams working on the streetscape project will further assess parking demands and supply, leading to formal recommendations. The City will continue to work with Business District on parking needs as it redevelops in a multi-phased approach. Ultimately funding sources for the construction of new parking remains as a primary consideration.

Ravinia Fire Station Replacement

The Ravinia Fire Station #32 is currently being studied to be replaced at existing location or at a nearby location within Ravinia business district. The project is currently community input and feedback. No funding has been budgeted in the City's CIP at this time. There is no expectation this project will be funded with TIF funds at all.

Burying Powerlines

The Ravinia District desires new lighting that provide electricity to the district for special lighting, events, and other short-term auxiliary needs. Electricity access is a common part of business district lighting design in products available today. The community could likely achieve this desire regardless of burying the overhead power and utility lines. However, if the lines were buried the optimal opportunity to do so would be during the roadway and the underground utility construction work. This work would need to be coordinated with Commonwealth Edison (ComEd) and its cost, potential financing and funding, and the partnership relationship with ComEd is not known at this time.

TIF-Funded Stormwater Improvements

The TIF District could potentially fund certain stormwater management infrastructure improvements in terms of green infrastructure (i.e. bioswales) that would be incorporated as part of the general streetscape design. Ultimately that determination will be made at a later time as part of project design and TIF fund prioritization.



RAVINIA DISTRICT

INFRASTRUCTURE IMPROVEMENT

ACTION PLAN

City of Highland Park

Ghida S. Neukirch, City Manager

Department of Community Development

Joel J. Fontane, Jr., AICP, Director Drew Awsumb, AICP, Deputy Director

Ravinia Business District Streetscape Improvement Project Streetscape & Lighting Plan







Acknowledgments

The Ravinia Streetscape Lighting Plan is made possible through the efforts and input from dedicated members of the Highland Park community.

Ravinia Neighbors Association (RNA)

Ravinia Business District Advisory Group (RBDA)

Ravinia Festival

SSA 17 Advisory Committee

Park District of Highland Park

Ravinia Neighbors Association (RNA)

City of Highland Park Mayor

Nancy R. Rotering

City Council

Anthony E. Blumberg

Michelle Holleman

Daniel A. Kaufman

Alvssa Knobel

Kim Stone

Adam Stolberg

City Manager

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Ravinia Business District Streetscape & Lighting Plan Contents

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Project Boundaries (TIF District)



Public Workshop at the Highland Park Public Library, June 2018



Public Outreach Event at the Ravinia Farmers Market, June 2018

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Ravinia Business District Streetscape & Lighting Plan Project Summary

Vision

For nearly 15 years the City and the Ravinia neighborhood have prioritized the revitalization of the historic Roger Williams Avenue corridor. The Streetscape & Lighting Plan is a major milestone in those efforts and represents a significant commitment by the City of Highland Park to lead reinvestment in the neighborhood. New district lighting is being installed during summer/autumn 2019, and represents a significant achievement for the neighborhood, who said loud and clear, street lights are the top priority.

The plan clearly details a wide range of additional investment, enhancement, and placemaking that can occur in Ravinia over the next decade. It is a bold, appealing vision for Ravinia's future. but also a vision constructed within budget realities that recognize the challenges when retrofitting infrastructure. The plan captures the enduring passion of Ravinia residents for their neighborhood, the City's recognition that the District represents some of the most iconic parts of the Highland Park community, and that Ravinia's businesses, services, events, and open spaces directly contribute to the quality-of-life and sense of place for the area. This Plan is the roadmap to invest in that future.

About the Project

The City worked with a consultant team to develop engineering and streetscape design documents for the Ravinia Business District. The project furthers the concepts presented in the 2012 Streetscape Design & Identity Plan and findings from the Strand Associates' 2012 Utility Adequacy Study. The project includes the next phase of design work, identifying specific installation locations and providing detailed cost estimates for a final streetscape plan for the District.

Based on a year-long public outreach initiative that included input provided by residents, stakeholders, the Ravinia Neighbors Association, Special Service Area, and members of the Ravinia Business Dis-



Open House Event at the Ravinia Metra Station, August 2018

trict Association, streetscape design elements and pedestrian and roadway lights were chosen. The proposed lighting design will illuminate Roger Williams Avenue, providing warm, consistent, "darkskies"-approved fixtures to help both pedestrians and drivers navigate the business district. The chosen streetscape elements are the result of public input and guidance from the 2012 Streetscape Design & Identity Plan.

The goals of the project are to:

- Upgrade the Roger Williams Avenue corridor to leverage additional private investment in the district and elevate the Ravinia Business District into a vibrant, modern mixed-use neighborhood;
- Stimulate additional reinvestment and growth in the area;
- Enhance the quality-of-life for the adjacent residential neighborhood;
- Further establish the district as a destination for pedestrians and cyclists; and
- Provide a streetscape infrastructure that offers a connected, welcoming business district to visitors.

Ravinia Business District Streetscape & Lighting Plan Streetscape Overview



2015-2016 Streetscape Investments

To date, the TIF District has been managed as a payas-you-go financing mechanism for the streetscape project. Signage and the addition of crosswalks proposed by the *Streetscape Design & Identity Plan* were considered by the City Council in early 2014. The project was approved and funded, and installation of branded gateway and wayfinding signage, as well as new stamped crosswalks, began in 2015 and was completed in autumn of 2016.



Gateway Sign





Street Signs

Streetscape & Lighting Plan Features

The design elements of the Plan take guidance from the 2012 *Streetscape Design & Identity Plan* and were further refined through the public input process. Key features of the plan include:

- Permeable pavement within the parking rightof-way to aid in stormwater management
- Long lasting, low maintenance finishes for all street furniture
- Ample soil volume for street trees to support tree health
- Paving pattern that expresses the urban vernacular of the angled layout of existing buildings

Ravinia Business District Streetscape & Lighting Plan Green Bay Road to Pleasant Avenue



Green Bay Road Intersection

The City received grant funds to reconstruct Green Bay Road from Clavey Road to Central Avenue. The project is in the design phase and is tentatively scheduled for construction in 2022. The City anticipates identifying opportunities to incorporate streetscape design elements into the Green Bay Road and Roger Williams Avenue intersection. Such improvements can build on the existing gateway signage at the intersection, but may also include sidewalks, crosswalks, lighting, and elevating the Ravinia District branding presence at that entrance to the corridor. Those decisions and associated engineering work will be incorporated as part of design work for Green Bay Road Reconstruction Project. Therefore the streetscape plan recognizes the opportunity without proposing specific installations or treatments at this time.



Intersection of Roger Williams Avenue and Green Bay Road



Ravinia Business District Streetscape & Lighting Plan Pleasant Avenue to Brown Park



Brown Park & Ravinia Fire Station

When the streetscape planning process commenced in 2017, the Ravinia fire station was being evaluated for modernization and potential replacement. The two planning processes occurred somewhat simultaneously and the fire station evaluation was completed first in 2018. The outcome was an evaluation of either rebuilding a new station at the current, existing site on Burton Avenue, or possibly a facility located in a portion of Brown Park. The City Council supported the staff recommendation to redevelop the fire station at its current site. The project will kick-off in 2020 with planning, architectural, and engineering services, and construction is anticipated in 2021.

BURTONAVE

Ravinia Fire Station ۲

With the fire station location set, the Streetscape & Lighting Plan recognizes the potential to transform the northernmost portion of Brown Park, nearest Roger Williams Avenue, into a public plaza and gathering space. Many of the streetscape design elements can be easily integrated into such a plaza, but landscape architecture and engineering work would need to be completed at a later date in future years. Regardless, Brown Park is Park District of Highland Park property and subject to their review and approval. The Park District was consulted with during the streetscape planning process about these concepts.

Brown Park

Parkway Planters





IOHNS AVE

Ravinia Business District Streetscape & Lighting Plan Brown Park to Judson Avenue





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Ravinia Business District Streetscape & Lighting Plan Streetscape Elements



Roadway Section - Roadway Lights



Roadway Section - Pedestrian Lights





Roadway Light Fixture

Pedestrian Light Fixture

Ravinia Business District Streetscape Improvement Project Streetscape Elements



Bench



Bench - Wave



Bench



Bench - Wave



Bike Rack



Trash/Recycling



Bike Rack



Trash/Recycling

Ravinia Business District Streetscape & Lighting Plan Streetscape Elements



Parklet



Paving - Bumpouts



Paving - Sidewalks



Planting Style



Parklet (Source: LADOT People Street, Flickr)



Paving - Sidewalks



Planting Style



Planting Style

Ravinia Business District Streetscape Improvement Project Streetscape Elements



Accent Planter





Parkway Planter



Tree Grate



Tree species - Acer Freemanii "marmo"



Tree species - Tilia Tomentosa "sterling"



Tree species - Gleditsia triacanthos "skyline"



Tree species -Ulmus "morton glossy"



Tree species - Platanus Acerifolia "morton circle"



Tree species -Ulmus "new horizon"



Tree species -Quercus Bicolor



Tree species -Ulmus "princeton"

Ravinia Business District Streetscape & Lighting Plan Streetscape Element Cost Estimates

The table below outlines cost estimates for several streetscape elements in the plan prepared by Hodgetts Associates, Inc. in October 2018. The estimates are based on the 60% streetscape drawing set dated July 2019 and include several conditions and design/construction contingencies.

Estimation Assumptions

- Jobsite general conditions, home office overhead, profit, and bonds are added at the summaries of the estimates. At this time it is appropriate to use the compounded rate of 10.00%
- An allowance of 10.00% for undeveloped design details, bid addenda and clarifications has been added at the summary of the streetscape estimate.

- An allowance of 5.00% for change orders and unexpected conditions has been added at the summaries of the estimates.
- Escalation for the Streetcape Improvements contract has been calculated on the basis that construction will commence May 2025 and will be substantially complete not later than May 2027. The construction inflation rate is assumed to be 4.50% per year.

This estimate is an opinion of the probable construction cost for this project based on the information provided. It is imperative that as the design progresses, additional estimates are produced to ensure compliance with the projected final cost.

		Cost/	
Description	Quantity	Unit (\$)	Subtotal (\$)
Tree grate	40	650	26,000
Bench	19	7,270	138,130
Bench - Wave	4	8,400	33,600
Trash/Recycling Receptacle	13	1,835	23,855
Bike Rack	16	600	9,600
Moveable Planter with lightweight soil mix and three season planting	40	2,300	92,000
Site Preparation (demolition of existing sidewalks, streets, tree removal, etc.)			1,277,733
Site Improvements (new sidewalks, paving, trees, landscaping, etc.)			1,864,401
Site Utilities			280,800
			3,746,119
General conditions and contingencies:			
General conditions, overhead and profit		10.00 %	374,612
Design contingency		10.00 %	412,073
Escalation		34.88 %	1,581,042
Construction contingency		5.00 %	305,692
Total Cost			6,419,538

This list does not represent priority or construction order. This list does not include parklets.

Ravinia Business District Streetscape Improvement Project Timeline





Food Truck Thursdays



Ravinia Farmers Market

Ravinia Business District Streetscape & Lighting Plan Implementation

Although the TIF District's funds have been the primary source of implementation in the Ravinia District thus far, and will continue until 2028, elements of this streetscape plan can be financed by other project partners if interest develops or funds are available. This section of the document provides an implementation framework that identifies potential funding sources and partners the City should utilize as resources to initiate and undertake streetscape improvements.

Potential Funding Sources

The following is a list of potential funding sources that the City could pursue to fund the implementation of the Streetscape Improvement Project. This list should periodically be reviewed, revised, updated, and expanded as new funding sources become available and/or eligibility requirements are modified.

Funding Source	Description
Tax Increment Financing (TIF)	In 2005, the City Council established the Ravinia Tax Increment Financing (TIF) District to foster redevelopment and strategic improvements along Roger Williams Avenue, in southern Highland Park. TIF utilizes future property tax revenues generated within a designated area to pay for improvements. TIF districts in Illinois have a maximum life of 23 years, although this can be extended through the State Legislature. TIF funds can be used for property acquisition, infrastructure development, streetscape elements, and other improvements. The TIF District is the primary funding source for the streetscape project proposed in this document.
Special Service Area (SSA)	A Special Service Area (SSA) is a taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements in a defined geographic area within a municipality. The Ravinia SSA (Illinois SSA 17) was approved on December 9, 2013. The annual budget/levy is \$90,000 and covers the costs of marketing, public relations, events, banners and expanded beautification in the Ravinia Business District. The SSA can consider streetscape improvements, such as the purchase of street furniture, as part of their annual budget.
Illinois Transportation Enhancement Program (ITEP)	The ITEP is a funding mechanism through the Illinois Department of Transportation (IDOT). It provides funding for community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. The program is designed to promote and develop alternative transportation options, including bike and pedestrian travel, along with streetscape beautification. The federal funds are awarded competitively, and projects must be related to surface transportation. ITEP can be further evaluated as funding source.
Congestion Mitiga- tion & Air Quality Improvement Pro- gram (CMAQ)	The CMAQ program is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The Chicago Metropolitan Agency for Planning (CMAP) staff performs technical analyses of all projects and oversees the implementation of the program, and IDOT administers the program funding. While most eligible projects are related to improving traffic flow, transit, and bicycle facilities, projects that result in emissions reductions are otherwise eligible for CMAQ funds, which can include bicycle parking and encouragement. CMAQ can be further evaluated as funding source.
Public Benefit	Under the City's Zoning Code, Planned Developments that request zoning relief for the pro- posed developments a required to provide a public benefit. A public benefit is an amenity pro- vided in the form of an improvement, donation or dedication that is not otherwise required as part of the development process and that serves the residents of the Planned Development and the community at large. Under Section $150.515(C)(4)$ the provision of or payment of at least one-half of the costs of streetscape improvements on rights-of-way adjacent to a Planned Development may satisfy all or part of the public benefit requirement.

Potential

Ravinia Business District Streetscape & Lighting Plan Implementation

Potential Funding Source	Description
Grants	Grant funding provides an opportunity to implement many of the proposed streetscape im- provements. Grant funders may include the Illinois Department of Natural Resources, Safe Routes to Schools, Illinois Department of Commerce and Economic Opportunity, and AARP, among others. The City should regularly research and review these organizations and others for grant opportunities and eligibility requirements, as they may present options for streetscape implementation.

Partnerships

The Ravinia Business District Streetscape Improvement Project can only be implemented with the support of local residents, businesses, and other stakeholders. The following list includes key stakeholders that should continue to be included in the descion-making process for implementation.

Partner Organizations	Description
Highland Park Historic Preservation Commission	The Plan considers installation of pedestrian lights on the west side of historic Jens Jensen Park. While Park District property, the park's historic landmark designation requires that all changes be reviewed and approved by the Historic Preservation Commission. The Commission will be informed of any potential impacts to Jens Jensen Park.
Park District of Highland Park	The Park District owns and maintains two parks within the boundaries of the Streetscape Improvement Project: Brown Park and Jens Jensen Park. The Park District participated in the development of this Plan and the City will continue to coordinate with the Park District as changes to the streetscape may impact these parks and vice versa.
Ravinia Business District Advisory Group (RBDA)	The RBDA is comprised of local businesses and commercial property owners in and around Roger Williams Avenue. The advisory group meets on an ad hoc basis to provide input and feedback from the Ravinia business community on the use of TIF funds within the business district.
Ravinia Festival	Located less than a half-mile southeast of Roger Williams Avenue, Ravinia is an internationally renowned, not-for-profit music festival that presents performances by the world's greatest art- ists. Ravinia participated in the development of this Plan and changes to the business district may impact Ravinia Festival and vice versa.
Ravinia Neighbors Association (RNA)	The RNA is a non-profit organization devoted to preserving the unique character of the Ra- vinia neighborhood. Established in 1998, RNA interacts with neighborhood residents, private institutions and businesses, service providers, and governmental, cultural, civic, and religious organizations within Ravinia, and its immediate borders, and when necessary, within the city of Highland Park as a whole, to maintain and improve the neighborhood.
SSA 17 Advisory Committee	The goals and activities of SSA 17 are guided by the Ravinia Business District SSA 17 Advisory Committee and managed by the City's Office of Business Development Manager. SSA 17 has produced several popular events including the Harvest & Harmony Fest (2015 and 2016), weekly Artisan Market (2016), and Food Truck Thursdays (2017-present).


























City of Highland Park Downtown Streetscape Conceptual Design Plan Implementation Plan FY21-FY34





🔞 City of Highland Park 🖄 RATIO

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Contents

Intro



Executive Summary

As part of the Department of Community Development overall capital improvement planning, the City conducted a streetscape planning process to consider reinvestments in its Central Business District amenities. This work resulted in the Streetscape Conceptual Design Plan presented to City Council in 2016. This memorandum proposes a revised approach to implementing only the most essential components of a CBD streetscape program over the next ten years consistent with City Council feedback and budget realities.

Background

The City of Highland Park commenced downtown streetscape project in 2015, defined by the Central Business District and B4 and B5 zoning districts, working with RATIO Design. The project's objective was to modernize and reinvest in Downtown Highland Park's public spaces and streetscape amenities. Staff presented an initial approach on February 26, 2018 to Committee of the Whole, and received feedback from City Council regarding the scope and focus of future investments.

Beginning in Fiscal Year 2019 (FY19) the City is considering a 10-year CIP for the "CBD Streetscape" that initiates the implemention of the streetscape plan. This 10-year implementation proposal brings the total project cost to ~\$2M by identifying smaller, incremental phases more closely aligned with eligible funding. However, this "Alternate Program" still achieves meaningful project goals for the CBD Streetscape and advances downtown redevelopment efforts that are worthy of funding. This Alternate Program is intended to be considered as part of the City's overall FY20 10-year CIP budget proposal.

Recommendation for an Alternate Program

Beginning in 2018, the City funded an initial infrastructure investment in the updated CBD Streetscape, allocating \$225,000 for the construction and installation of four (4) new digital kiosks.

This proposed streetscape CIP works from this approximate benchmark for annual CIP investments to accomplish important CBD Streetscape over the next seven years, of the City's 10-Year CIP. An approximately \$318,000 per year capital budget for CBD allows for the street furniture and signage components of the program design to be achieved. Additionally,

Existing streetscape furniture at Port Clinton, featuring the 1986 Sasaki design

Downtown Highland Park boundary

the Laurel Viaduct placemaking enhancements are proposed in a final seventh year of the CIP program for the CBD streetscape.

A budget allocation less than this proposed annual amount would require the elimination of program elements and/or a reduction in streetscape elements by unit; such tradeoffs carry implications for the overall functionality and aesthetic of the streetscape, as currently designed and proposed. These implications could also mean new streetscape investments would occur in a smaller geographic portion of the CBD, than originally anticipated in the 2016 RATIO document, or in a discontinuous fashion (i.e. every other year instead of yearly).



Program Outline

Streetscape Proposal

The Downtown Streetscape Conceptual Design proposes a signage and street furniture program that includes gateway and wayfinding signs as well as benches, moveable tables and chairs, trash/recycling cans, bicycle racks, bicycle shelters, and transit shelters. These installations would be placed throughout the entire CBD district and study area as originally proposed by the 2016 Streetscape Conceptual Design Plan. Further, the Laurel Viaduct component is a standalone investment that aligns with this proposed annual budget.

The sub-totals for these three components entail:

- Signs (gateway & way-finding): \$942,375
- Street Furniture: \$402,630
- Laurel Viaduct (or similar project): \$298,000

These three components represent a \$1,713,005 total CBD Streetscape budget, FY2023-2029.

Engineering Costs

The City will still have to conduct a geotechnical report (approximately \$20,000) and a site (approximately survev \$50,000). Further, certain line-item project operational costs can only be reduced in a generally pro-rated share of total projected costs. Additional site mechanical and civil costs, general conditions and contingencies, and demolition and temporary work could cost an additional 20-30% of the unit cost, by component. These project engineering and operationalization costs will increase the overall budget total. Therefore, total cost-of-construction for this work could range between \$2,055,606 and

\$2,226,907, or an investment of approximately \$230,000 to \$390,000 per year over a seven year period with the 10year CIP. See table on the next page for the proposed program of investments.

Next Steps

This document provides a recommended year-byyear investment program that will bring a unified approach to streetscape investments for downtown over the next ten years.

Note: All cost estimations and projected budgets are estimations based on prices available in the first quarter of 2016. Costs may change based on material availability, economic conditions, etc.

Downtown Streetscape	Pro	ogram (Dutline							
Implementation Item		Unit Price	FY28	FY29	FY30	FY31	FY32	FY33	FY34	Total
Geotech	1	\$20,000	\$20,000	1120			1102	1100		\$20,000
Survey	1	\$50,000	\$50,000	•••••	• • • • • • • • • • • • • •				•••••	\$50,000
Primary Gateway	2	\$75,000	\$150,000	••••••					•••••	\$150,000
Secondary Gateway (Phase 1)	2	\$50,000		\$100,000					•••••	\$100,000
Secondary Gateway (Phase 2)	3	\$50,000		• • • • • • • • • • • • • • • •		\$150,000	•••••••••		• • • • • • • • • • • • • • • • •	\$150,000
Seating (Phase 1)	25	\$2,000		\$50,000						\$50,000
Seating (Phase 2)	35	\$2,000		• • • • • • • • • • • • • • •	\$70,000				••••••	\$70,000
Trash (Phase 1)	20	\$1,195		\$23,900					••••••	\$23,900
Trash (Phase 2)	30	\$1,195			\$35,850					\$35,850
Bike Rack (Phase 1)	20	\$280		\$5,600						\$5,600
Bike Rack (Phase 2)	55	\$280			\$15,400					\$15,400
Bike Shelter	4	\$15,630						\$62,520		\$62,520
Transit Shelter	4	\$22,790				\$91,160				\$91,160
Seating - Moveable	20	\$1,010			\$20,200					\$20,200
Table - Moveable	20	\$1,400			\$28,000					\$28,000
Wayfinding (Phase 1 + 2)	6	\$45,000					\$270,000			\$270,000
Wayfinding (Phase 3)	5	\$45,000						\$225,000		\$225,000
Parking Sign	45	\$275			\$12,375					\$12,375
Relocated Flagpole	1	\$35,000				\$35,000				\$35,000
Laurel Viaduct	1	\$298,000							\$298,000	\$298,000
Subtotal			\$220,000	\$179,500	\$181,825	\$276,160	\$270,000	\$287,520	\$298,000	\$1,713,005
Project Engineering + Operationa	alizat	on (30%)	\$66,000	\$53,850	\$54,548	\$82,848	\$81,000	\$86,256	\$89,400	\$513,902
Total			\$286,000	\$233,350	\$236,373	\$359,008	\$351,000	\$373,776	\$387,400	\$2,226,907



Geotechnical Report	\$20,000
Survey	\$50,000
Primary Gateway x 2	\$150,000
Project Engineering + Operationalization (30%)	\$66,000
FY 2028 Total	\$286,000



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FY 29

DRAFT	
FY24 Budget + Implementation Items	
Secondary Gateway x 2 (Phase 1)	\$100,000
Seating x 25 (Phase 1)	\$50,000
Trash x 20 (Phase 1)	\$23,900
Bike Racks x 20	\$5,600
Project Engineering + Operationalization (30%)	\$53,850
FY 2029 Total	\$233,350



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Downtown Streetscape Implementation Plan - Page 9

3	

get + Implementation Items
(Phase 2) \$70,000
hase 2) \$35,850
55 (Phase 2) \$15,400
veable x 20 \$20,200
able x 20 \$28,000
s x 45 (30 handicap + 15 fuel efficient vehicle parking signs) \$12,375
neering + Operationalization (30%) \$54,548
al \$236,373
neering + Operationalization (30%) \$54,54 al \$236,37



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)RAFT











FY 31

FY26 Budget + Implementation Iten

\$150,000
\$91,160
\$35,000
\$82,848
\$359,008



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*Note: The McGovern House development included a public benefit that will result in the 2019-2020 installation o f one (1) transit shelter. The remaining three (3) will be installed in 2026.

Secondary gateway design

EV27 Budget + Implementation Iter

FY 2032 Total	\$351,000
Project Engineering + Operationalization (30%)	\$81,000
Wayfinding x 6 (Phase 1 + 2)	\$270,000
r 127 budget + implementation terms	

32

FY



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Wayfinding sign options



Digital Kiosks

In 2018-2019, the City installed four digital kiosks throughout Downtown as part of the Downtown Streetscape Master Plan. The design of the kiosks exemplifies the desired aesthetic of downtown that was visioned through the Streetscape Conceptual Design Plan process. The kiosks provide information about local events, are resources for wayfinding, and serve as gateways and downtown identifiers.



FY

30

DRAFT FY28 Budget + Implementation Ite

1 120 Dudget + Implementation terns	
Wayfinding x 5 (Phase 3)	\$225,000
Bike Shelter x 4	\$62,520
Project Engineering + Operationalization (30%)	\$86,256
FY 2033 Total	\$373,776



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Wayfinding sign options





FY 2034 Total	\$387,400
Project Engineering + Operationalization (30%)	\$89,400
Laurel Viaduct	\$298,000
FY29 Budget + Implementation items	

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*Note: The City retains the discretion and choice of design, color, and style of viaduct.



















IP City of Highland Park