



# CITY OF HIGHLAND PARK STREETSCAPE CONCEPTUAL DESIGN

DATE: 10/19/2016

RATIO

WEAVER  
BROOKS  
CONSULTANTS



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# INTRODUCTION

01

## 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

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.

Kick-off meeting walk



## 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.
4. New wayfinding and gateway signage consistent with the Highland 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

Reviewing plans in a workshop.



Mapping during 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

# 02

## 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

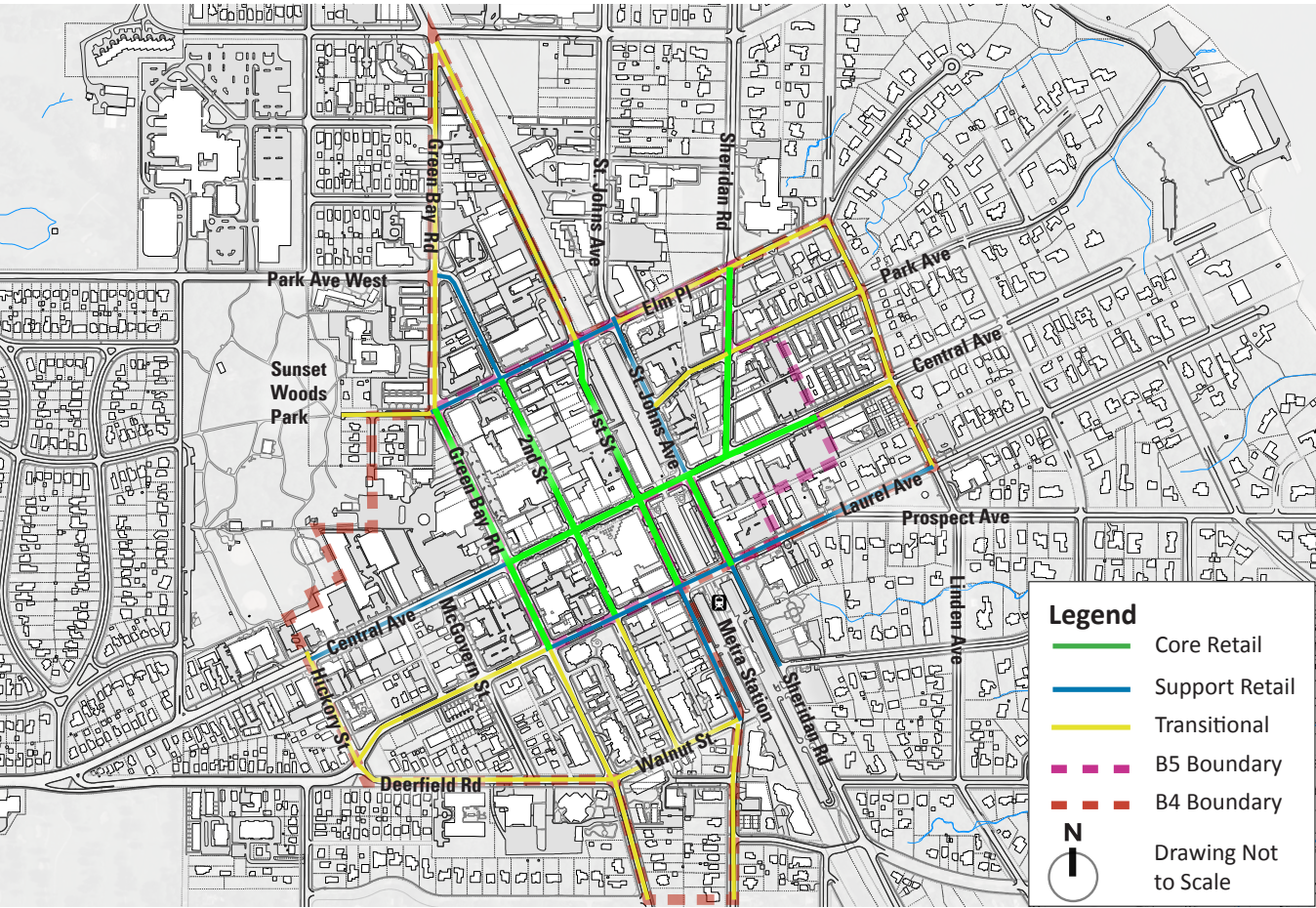
Type B: Support Retail Streets

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:

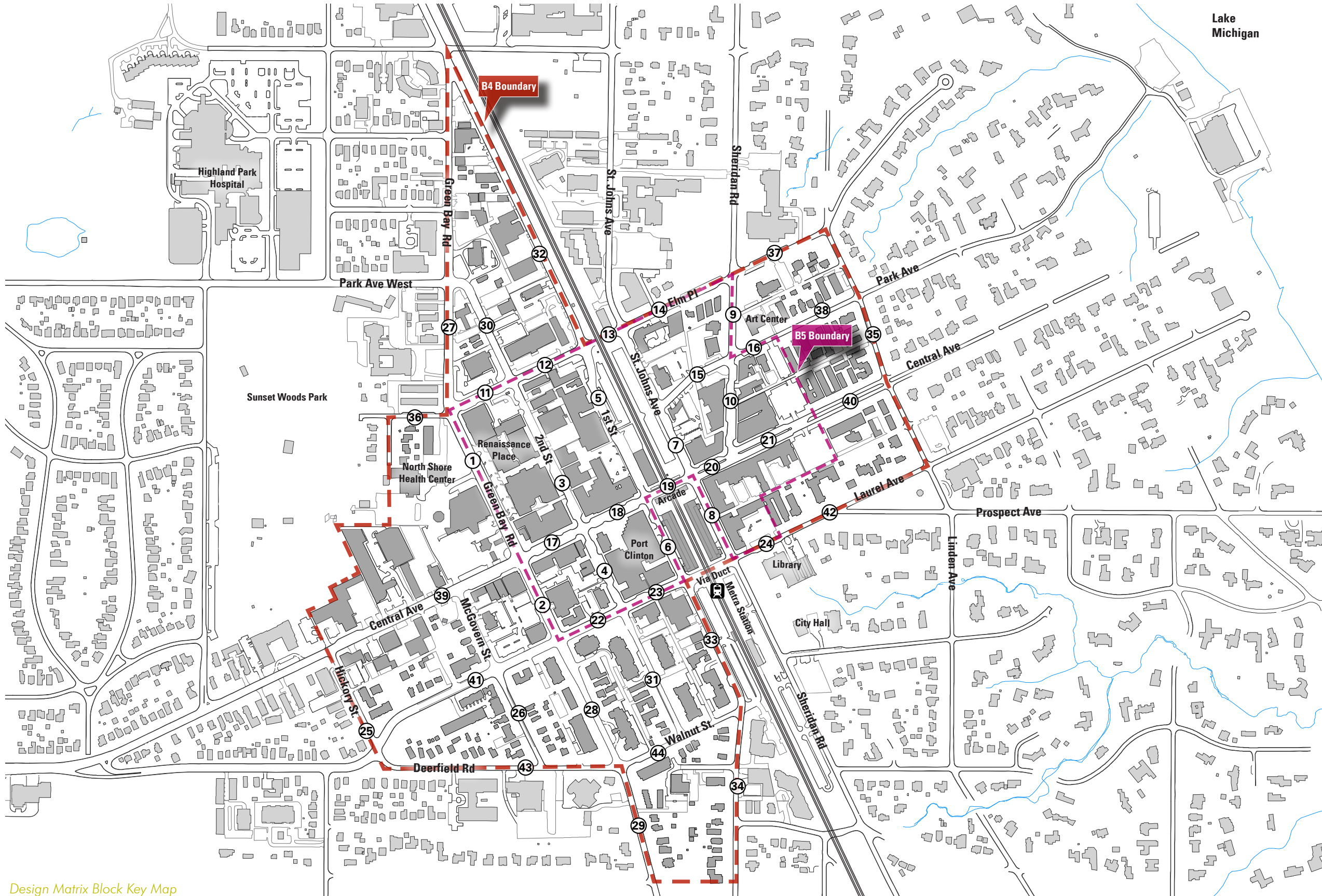
1. Completion of the original Sasaki Streetscape, noting changes to the limits of the CBD and other contemporary factors
2. Consistency in the B5, pedestrian core, district
3. Legible transition between B5 and B4 district
4. Connectivity and consistency between east and west sides of downtown

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





Design Matrix Block Key Map

NOT TO SCALE



Block	Location	Faces	Roadway Classification	Street Character	Streetscape Elements													Notes
		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	Green Infrastructure	
1	Green Bay Rd. - Between Elm & Central	2	Primary	A	↑	0	0		*	*	*		*		*			Replace all light fixtures, Typ. Remove existing bollards, Typ.
2	Green Bay Rd. - Between Central & Laurel	2	Primary	A	0	0	↑		*	*	*							Add brick to gaps.
3	2nd St. - Between Elm & Central	2	Secondary	B	*	0	↑	*	*	*	*			*	*	*		Install SilvaCells, Brick paving to east. Realign parking. Crosswalk enhancements.
4	2nd St. - Between Central & Laurel	2	Secondary	B	*	0	↑	*	*	*	*		*		*			Install SilvaCells. Brick paving to gaps.
5	1st St. - Between Elm & Central	2	Secondary	B	0	0	↑	*	*	*	*				*		*	Brick paving on west. Add fence at east side of parking entry.
6	1st St. - Between Central & Laurel	1	Secondary	B	0	↑	0	*	*	*	*				*		*	
7	St. Johns Ave. - Between Elm & Central	2	Secondary	B	0	0	0	*	*		*		*		*		*	
8	St. Johns Ave. - Between Central & Laurel	2	Primary	A	0	0	↑		*	*	*		*		*		*	Extend brick paving on both sides of street
9	Sheridan Rd. - Between Elm & Park	2	Primary	A	↑	0	↑		*								*	Extend brick paving on both sides of street
10	Sheridan Rd. - Between Park & Central	2	Primary	A	↑	0	0	*	*	*	*			*	*			
11	Elm Pl. - Between Green Bay & 2nd	2	Secondary	B	0	0	0		*	*								
12	Elm Pl. - Between 2nd & 1st	2	Secondary	B	0	0	↑		*								*	Extend brick paving on both sides of street
13	Elm Pl. - Between 1st & St. Johns	2	Secondary	B	*	0	↑		*								*	Extend brick paving on both sides of street
14	Elm Pl. - Between St. Johns & Sheridan	2	Tertiary	B	0	0	↑		*								*	Extend brick paving on both sides of street
15	Park Ave. - Between St. Johns & Sheridan	2	Tertiary	C	0	0	↑		*								*	Extend brick paving on both sides of street
16	Park Ave. - Between Sheridan & Public Parking Lot	2	Tertiary	C	0	0	↑		*								*	Extend brick paving on both sides of street
17	Central Ave. - Between Green Bay & 2nd	2	Primary	A	0	0	0	*	*	*	*	*		*	*			
18	Central Ave. - Between 2nd & 1st	2	Primary	A	0	0	0	*	*	*	*	*			*			
19	Central Ave. - Between 1st & St. Johns	2	Primary	A	*	0	0	*	*	*	*	*			*			Install SilvaCells. Arcade Improvements.
20	Central Ave. - Between St. Johns & Sheridan	2	Primary	A	*	0	↑	*	*	*	*	*			*	*		Install SilvaCells. Brick paving on south side. Remove median.
21	Central Ave. - Between Sheridan & Public Parking Lot	2	Primary	A	*	0	↑	*	*	*	*	*	*		*	*		Install SilvaCells. Brick paving on both side. Remove median.
22	Laurel Ave. - Between Green Bay & 2nd	1	Secondary	B	0	0	↑		*								*	Add brick paving to gaps on side side of street.
23	Laurel Ave. - Between 2nd & 1st	2	Secondary	B	0	0	0		*	*							*	
24	Laurel Ave. - Between St. Johns & Library	2	Secondary	B	0	0	↑	*	*	*							*	Brick paving to both sides of street.

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



Block	Location	Faces	Roadway Classification	Street Character	Streetscape Elements													Notes
		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	Green Infrastructure	
25	Hickory St. - Between Central & Deerfield	2	Tertiary	C	0	0	0		0								*	
26	McGovern St - Between Central & Deerfield	2	Tertiary	C	0	0	0		0								*	
27	Green Bay Rd. - Between Vine & Elm	2	Primary	C	0	0	0		0								*	
28	Green Bay Rd. - Between Laurel & Walmart	2	Primary	C	0	0	0		0								*	
29	Green Bay Rd. - Between Walnut & Kimball	2	Primary	C	0	0	0		0								*	
30	2nd St. - Between Park Ave West & Elm	2	Secondary	C	0	0	0		0								*	
31	2nd St. - Between Laurel & Walnut	2	Secondary	C	0	0	0		0								*	
32	1st St. - Between Vine & Elm	2	Primary	C	0	0	0		0								*	
33	1st. St. - Between Laurel & Walnut	2	Primary	C	0	0	0		0								*	
34	Oakwood Ave. - Between Walnut & 1508 Oakwood	2	Tertiary	C	0	0	0		0								*	
35	Linden Ave. - Between Elm & Laurel	2	Secondary	C	0	0	0		0								*	
36	Elm Pl. - Between Sheahen & Green Bay	2	Secondary	C	0	0	0		0								*	
37	Elm Pl. - Between Sheridan & Linder	2	Secondary	C	0	0	0		0								*	
38	Park Ave. - Between Public Parking Lot & Linden	2	Tertiary	C	0	0	0		0								*	
39	Central Ave. - Between Hickory & Green Bay	2	Primary	C	0	0	0		0								*	
40	Central Ave. - Between Public Parking Lot & Linden	2	Primary	C	0	0	0		0								*	
41	Laurel Ave. - Between Hickory & Green Bay	2	Secondary	C	0	0	0		0								*	
42	Laurel Ave. - Between Library & Linden	2	Secondary	C	0	0	0		0								*	
43	Deerfield Rd. - Between Hickory & Green Bay	2	Secondary	C	0	0	0		0								*	
44	Walnut St. - Between Green Bay & Oakwood	2	Tertiary	C	0	0	0		0								*	

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

# STREETSCAPE DESIGN

03



## 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,

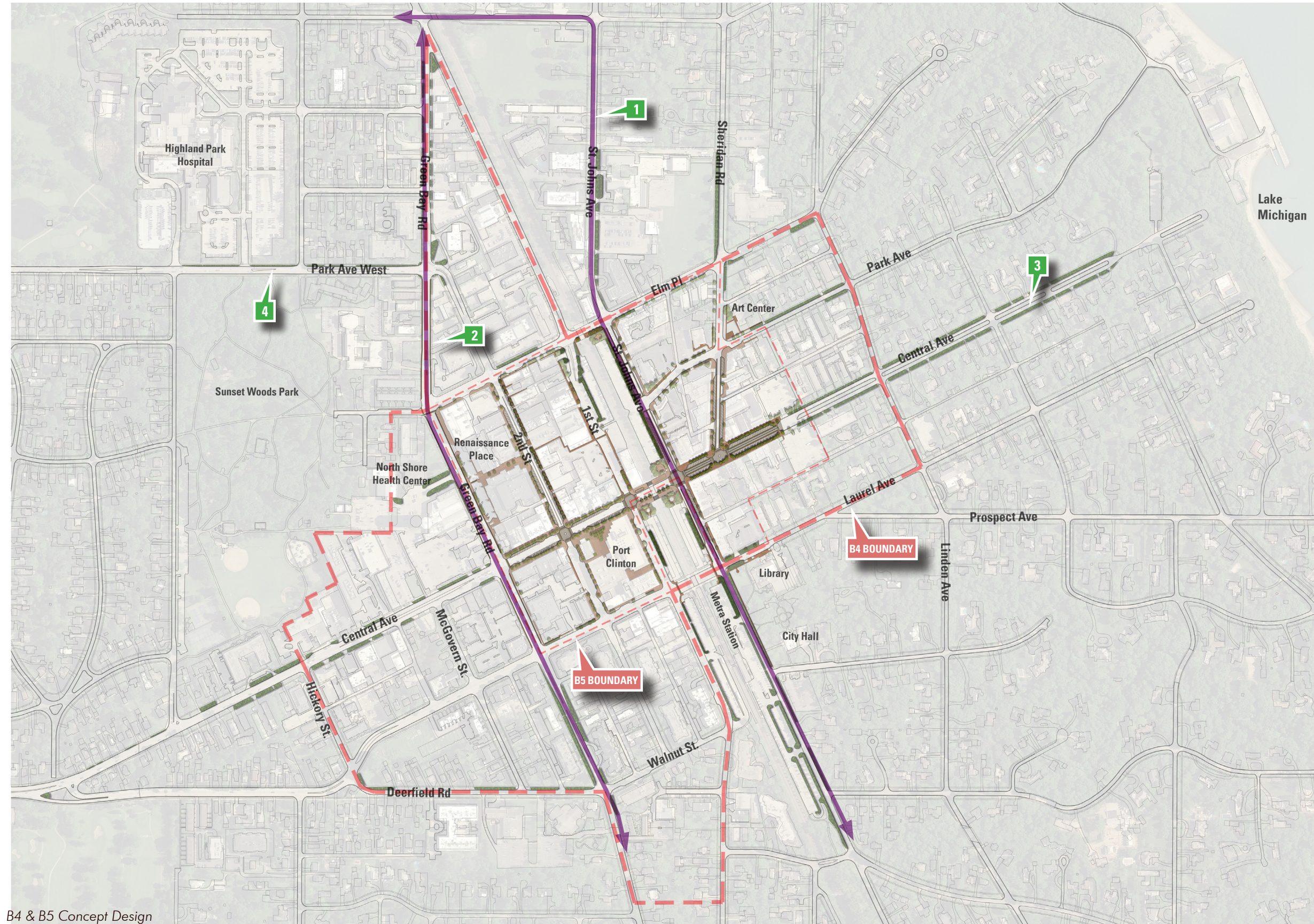
cyclists and pedestrians when pulling out of the parking space. We also proposed speed tables at the intersections along Central Ave. to better warn vehicles of the intersection and provide safer crossing for pedestrians. To enhance the pedestrian experience, we are enhancing the mid-block connection 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.





B4 & B5 Concept Design

## ENHANCEMENTS

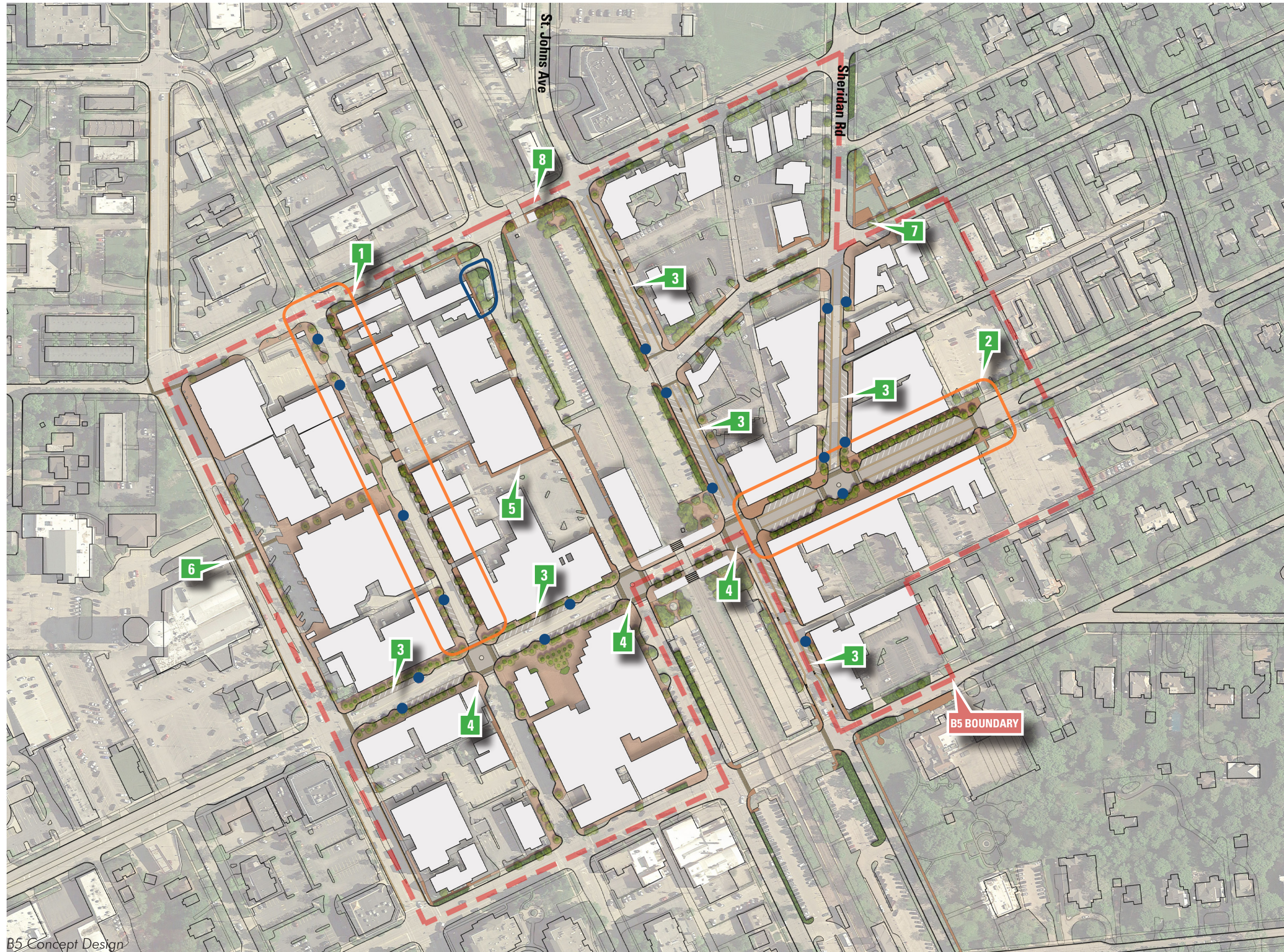
1. Robert McClory Bike Trail Connection
  - Improvements along St. Johns including shared bike lanes, wayfinding/directional signage and landscaping, support the cyclist experience.
2. Enhanced biking on Green Bay
  - Shared, marked bike lanes and consistent parkway landscaping encourage cyclists to 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.

←→ Bike Trail Connection



0' 250' 500' 1000'





## 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.

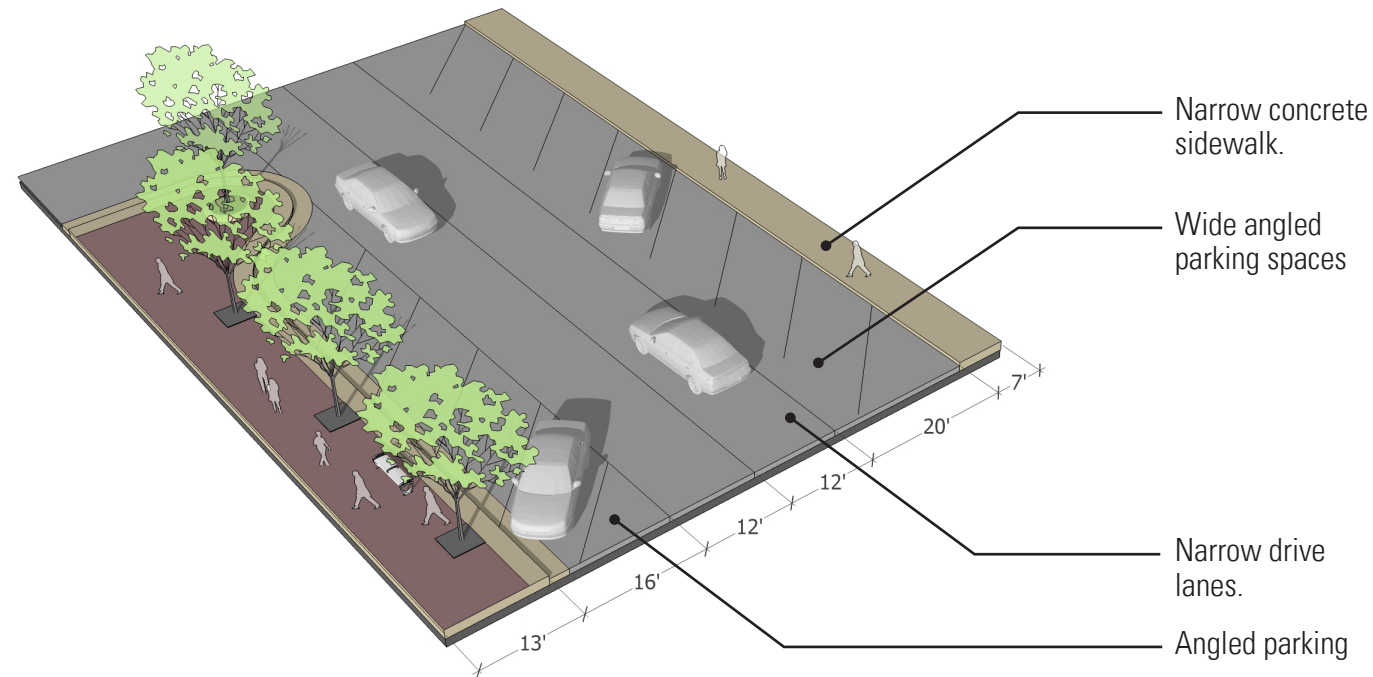
● Parklet/Seasonal Use Opportunity Location

0' 250' 500'

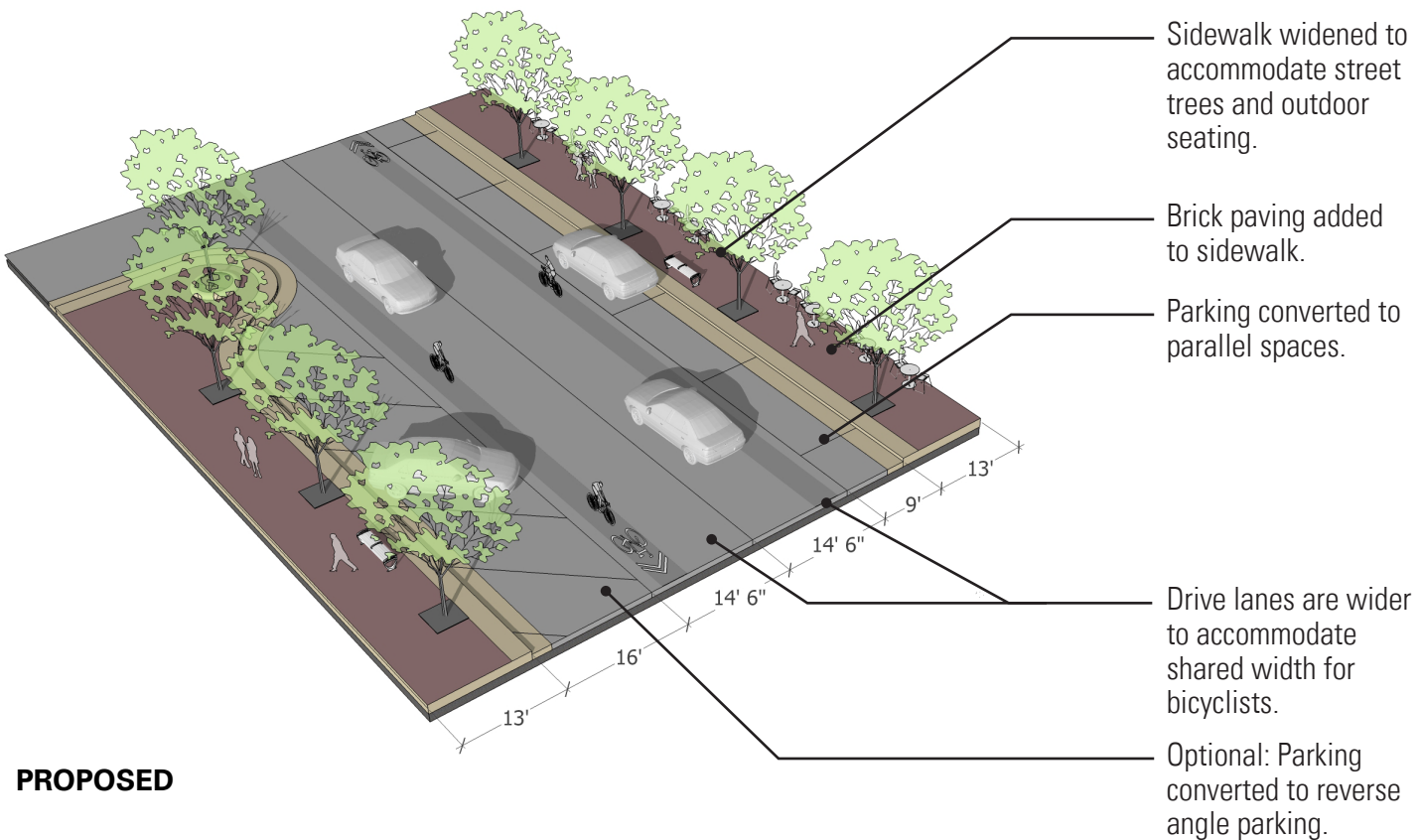




**SECOND ST.** Note: Angled parking on east side of Second St. between Central and Elm converted to parallel parking results in a loss of 9 spaces but allows for increased sidewalk width and planting.



**EXISTING**



**PROPOSED**

Optional: Angled parking to be re-striped for reverse angle parking.

Crosswalk to Renaissance Place

Protected, pavement identified path through to First Street (ramped)

Widened sidewalk

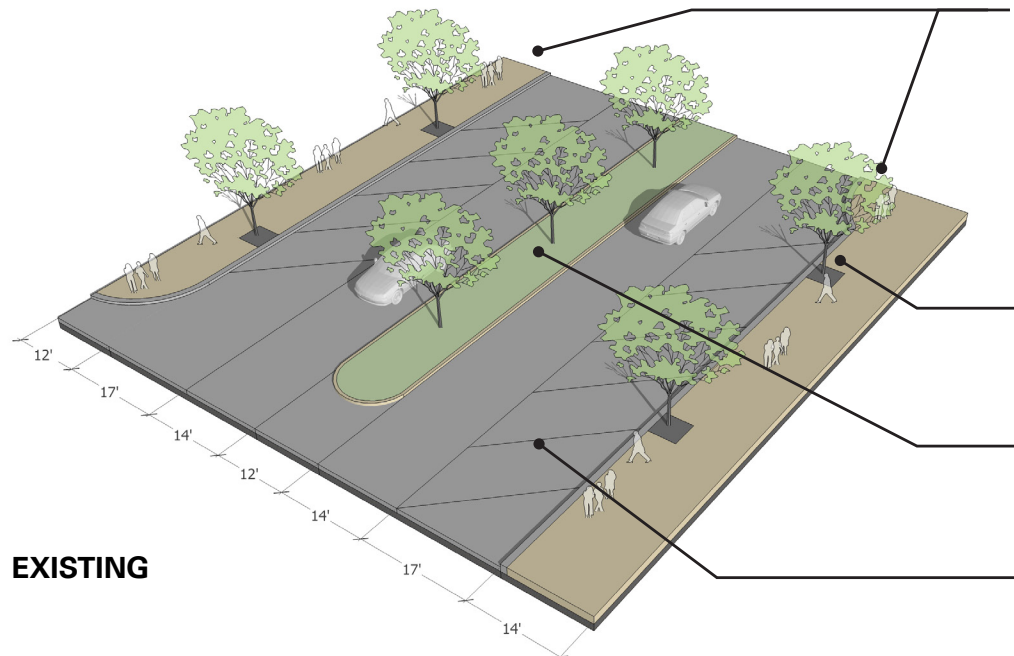
Shared bike/auto lanes

Speed Table





# CENTRAL AVE. - EAST



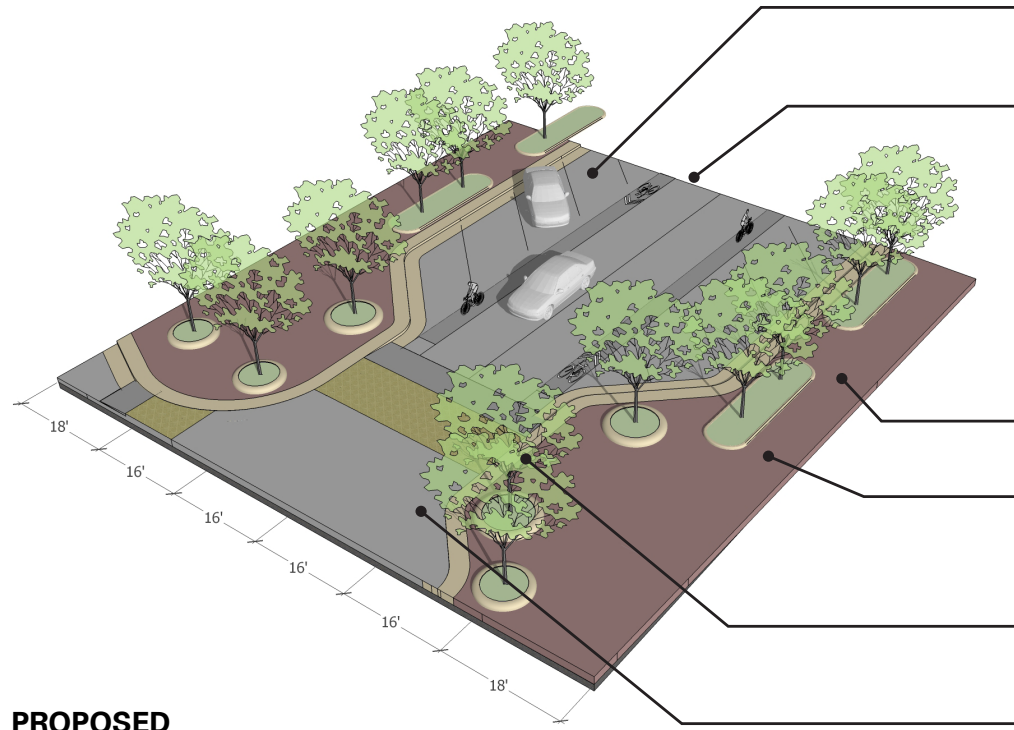
EXISTING

Narrow concrete sidewalk.

Street trees in grates.

Median created physical and spatial barrier between north and south sides of street.

Angled parking is less safe for pedestrians and bicyclists.



PROPOSED

Optional: parking converted to reverse angle parking.

Drive lanes are wider to accommodate shared width for bicyclists.

Brick paving added to sidewalk.

Sidewalk widened to accommodate street trees with plantings and outdoor seating.

Bump out creates much shorter crossing distance.

Speed table allows for safer crossings.



Optional: Re-stripe for reverse angle parking

Sidewalk widened and paved. Street trees added.

Intersection speed table

Shared bike/auto lane

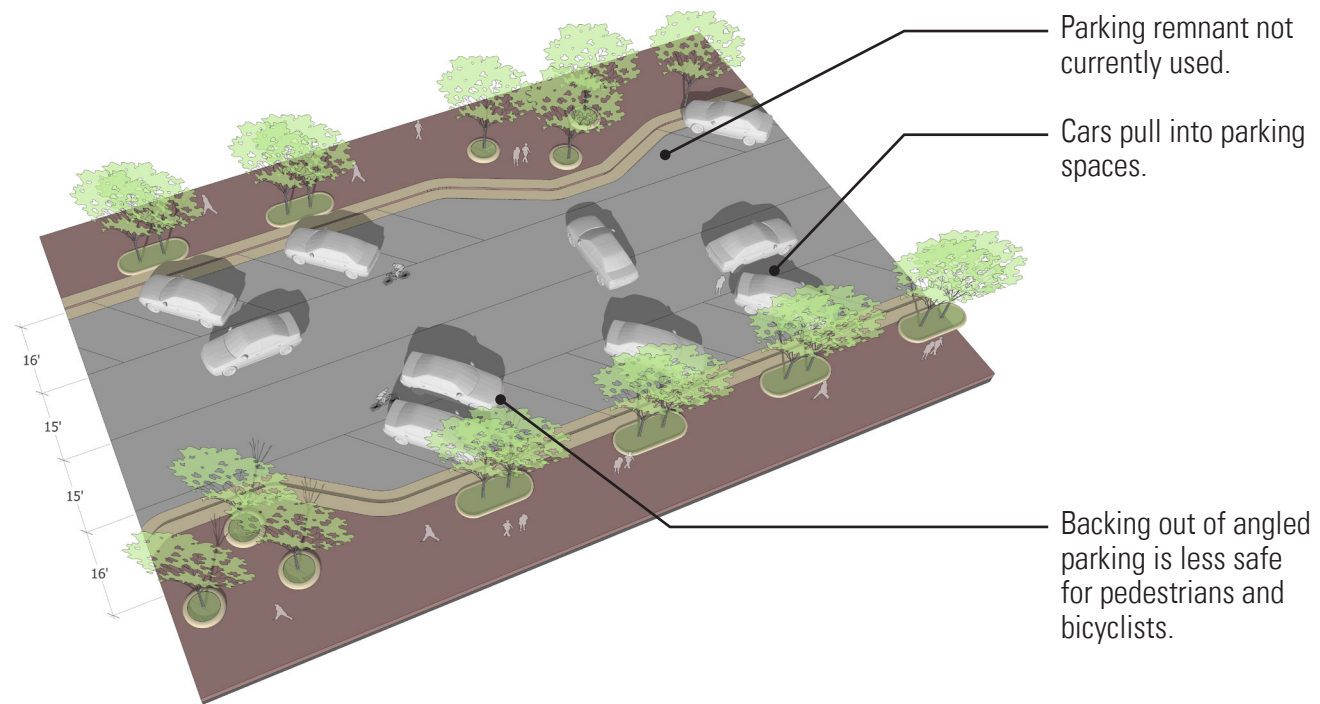
Relocated Flag



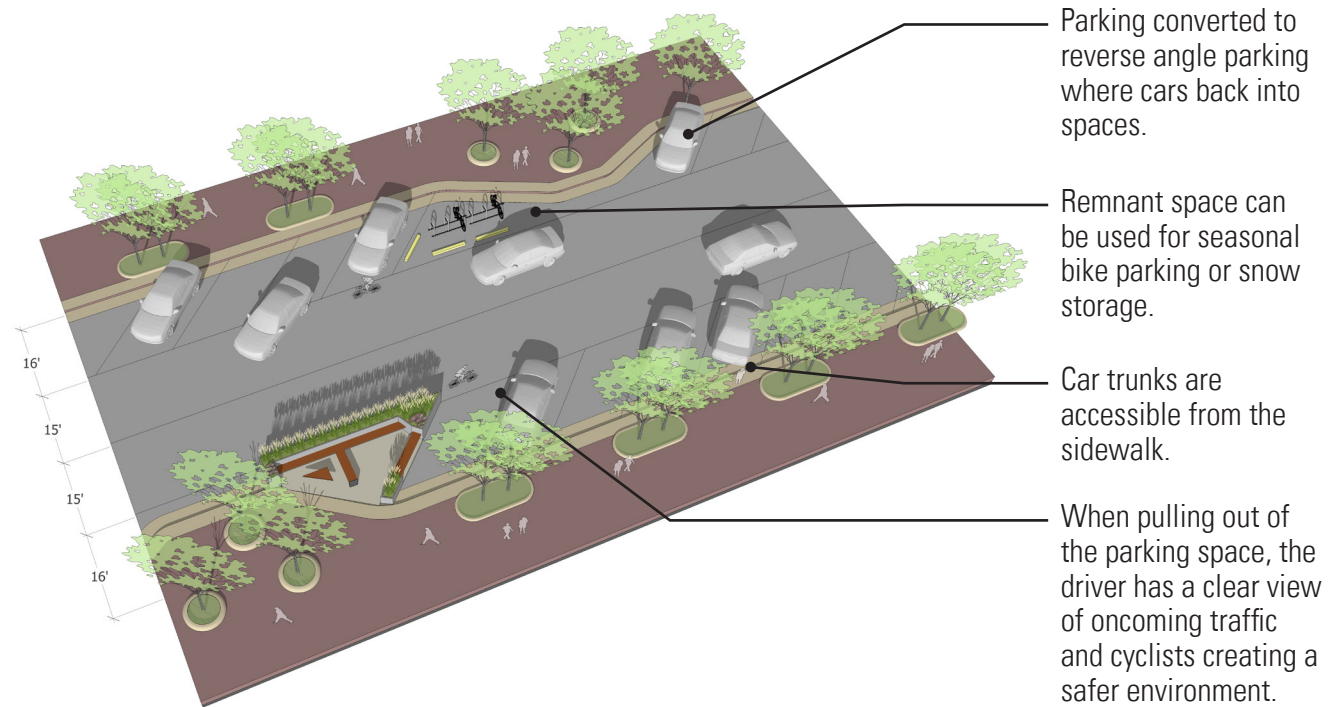
The proposal for the eastern half of Central Avenue aims to create a more unified streetscape across the length of the corridor within the B5. The removal of the the median between St. Johns and the Public Parking Lot creates the same R.O.W. conditions as the west side of the tracks. It also helps to 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 mark 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.



## REVERSE ANGLED PARKING



## EXISTING

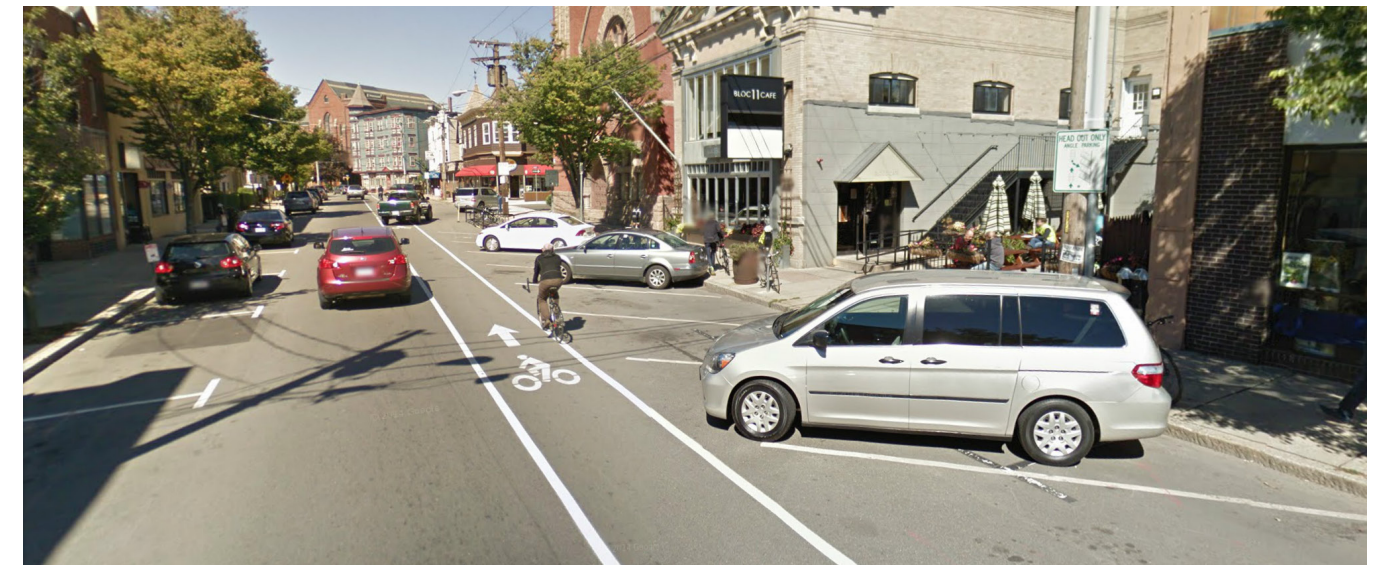
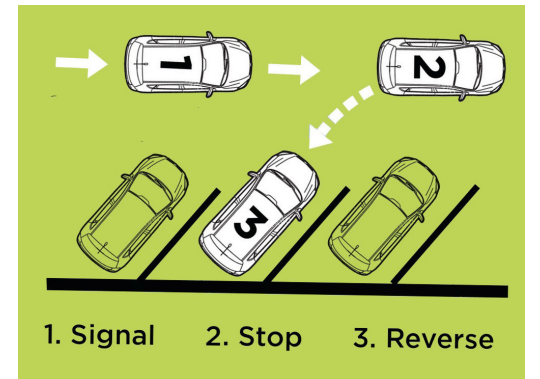


## PROPOSED

## 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-stripped 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.





## 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.



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.

### 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.



# STREETSCAPE ELEMENTS

04



## STREETScape ELEMENTS

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.

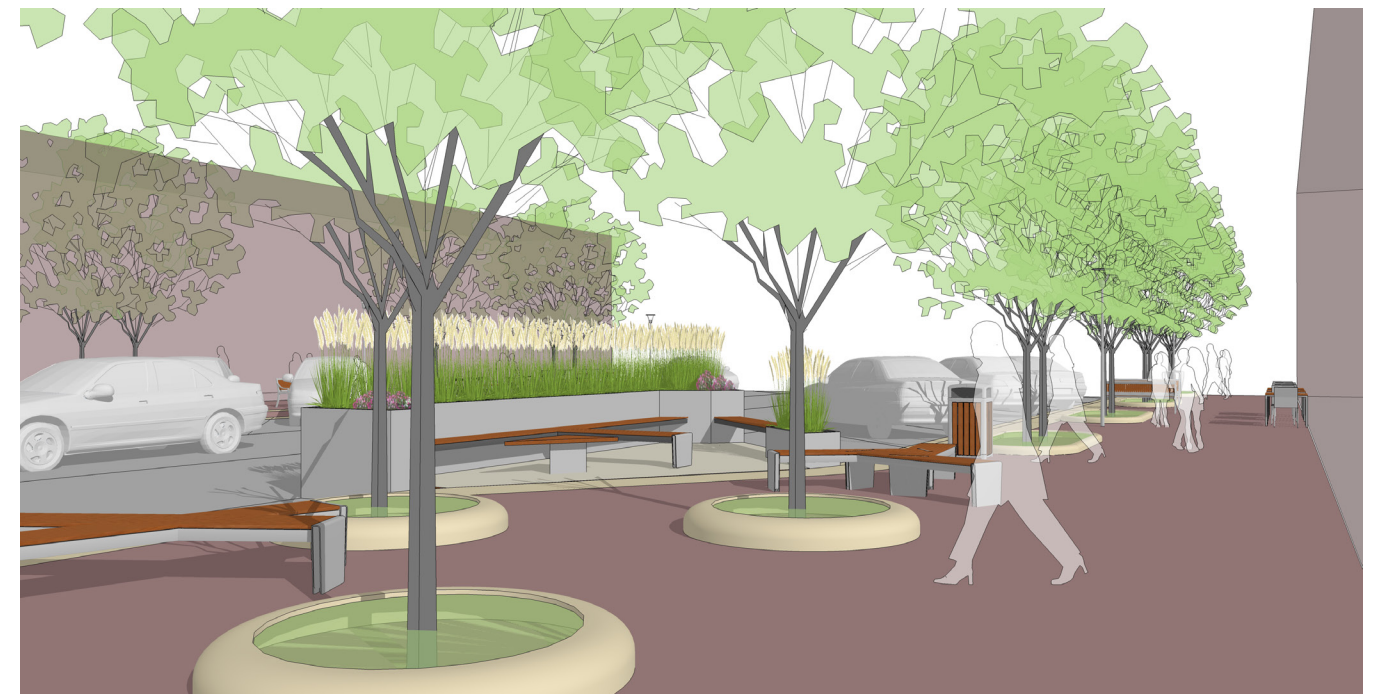
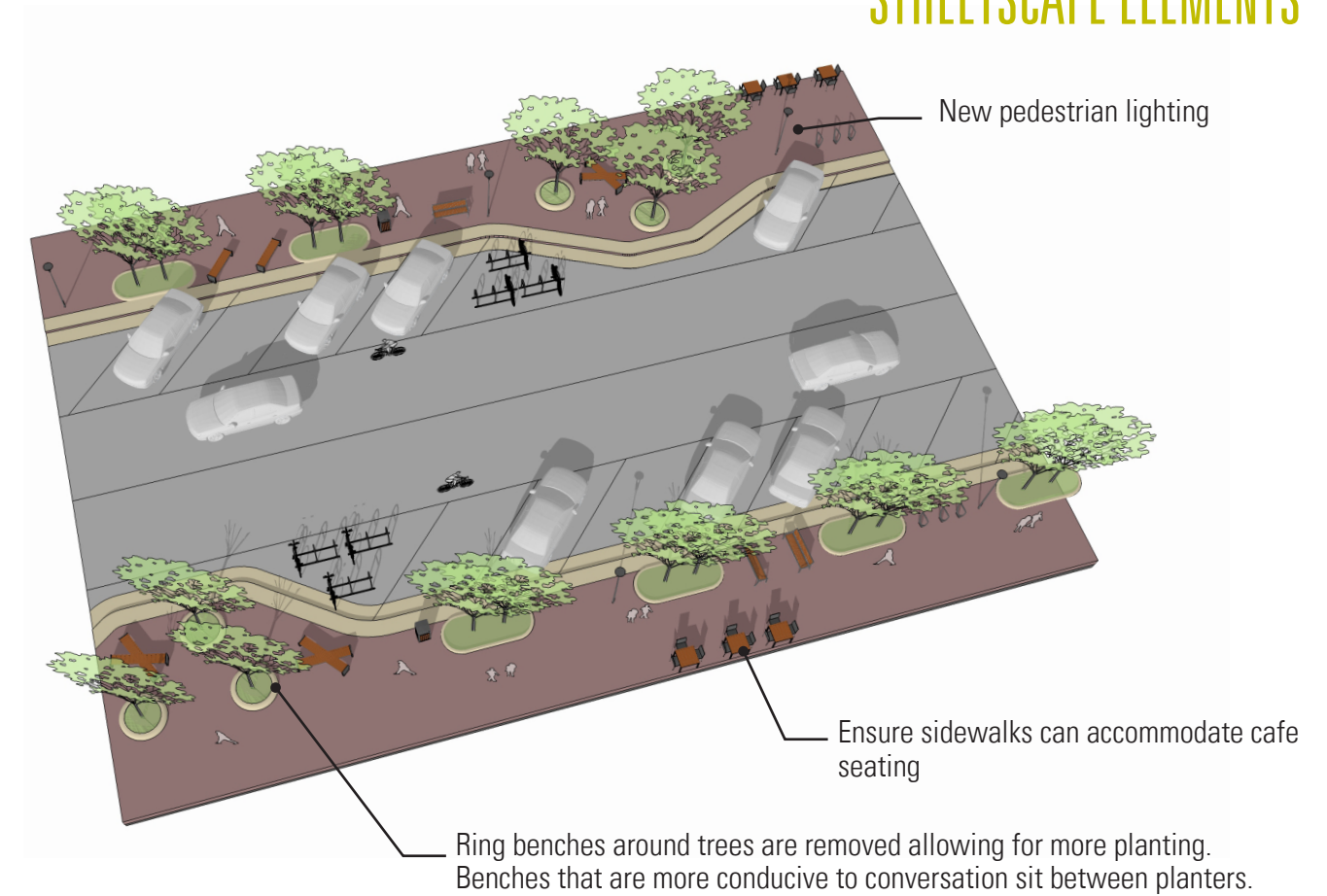
The design team gave strong consideration to whether the furnishings were significant enough to preserve. We have three primary concerns about preserving the furnishings:

- 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 Ipe is extremely dense and resistant 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

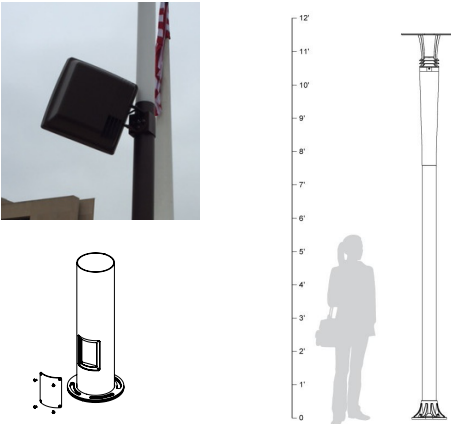




STREETSCAPE ELEMENTS



STREETSCAPE ELEMENTS





# PARKLETS

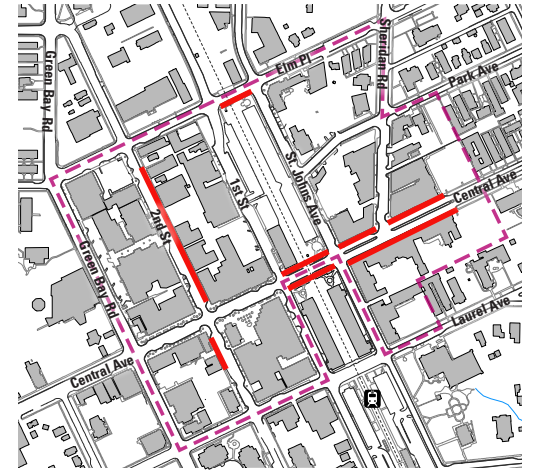


\* Proposed Location Options

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.



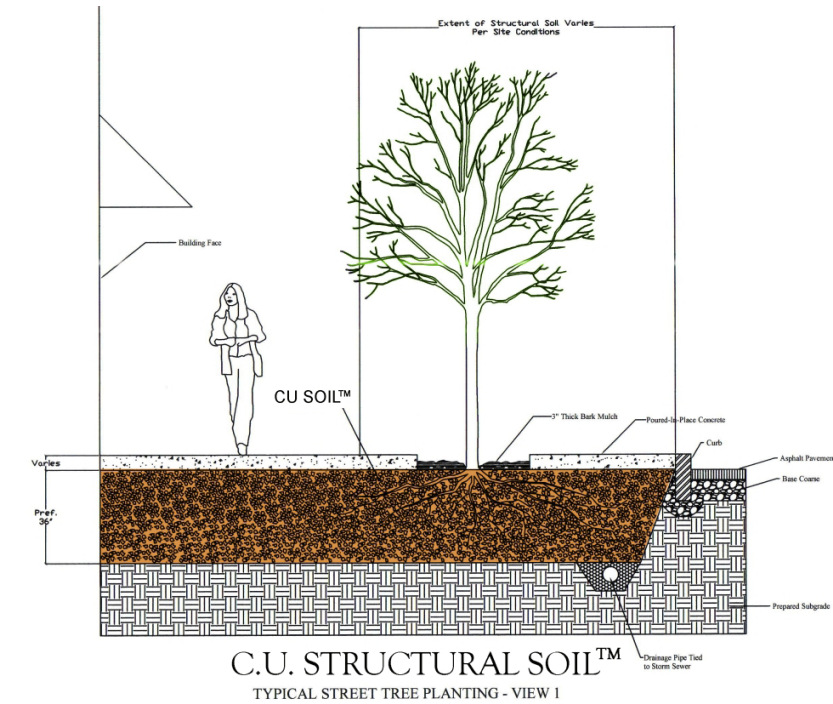
# TREE IMPROVEMENTS



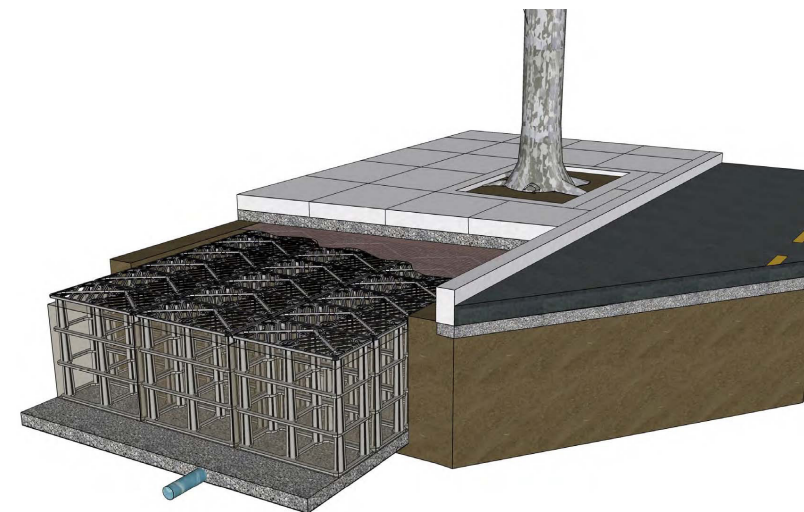
■ Proposed Location

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.

OPTION 1 - Engineered Soil Vault



OPTION 2 - SilvaCell Soil Vault

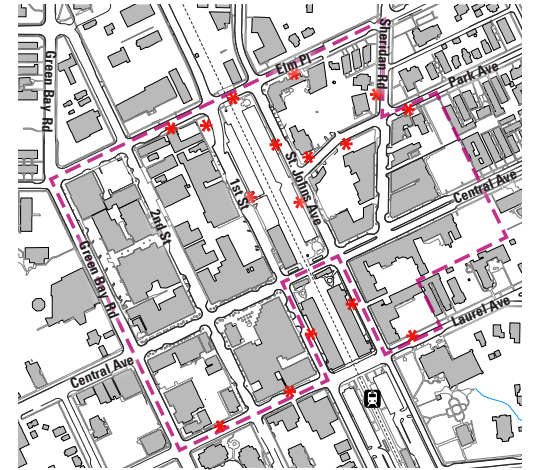






✕ Proposed Location

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.



✕ 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.

Bio-Infiltration





# GATEWAYS & WAYFINDING

05



Gateway and Wayfinding Inspirational Images

City Hall



Public Library



Water Tower



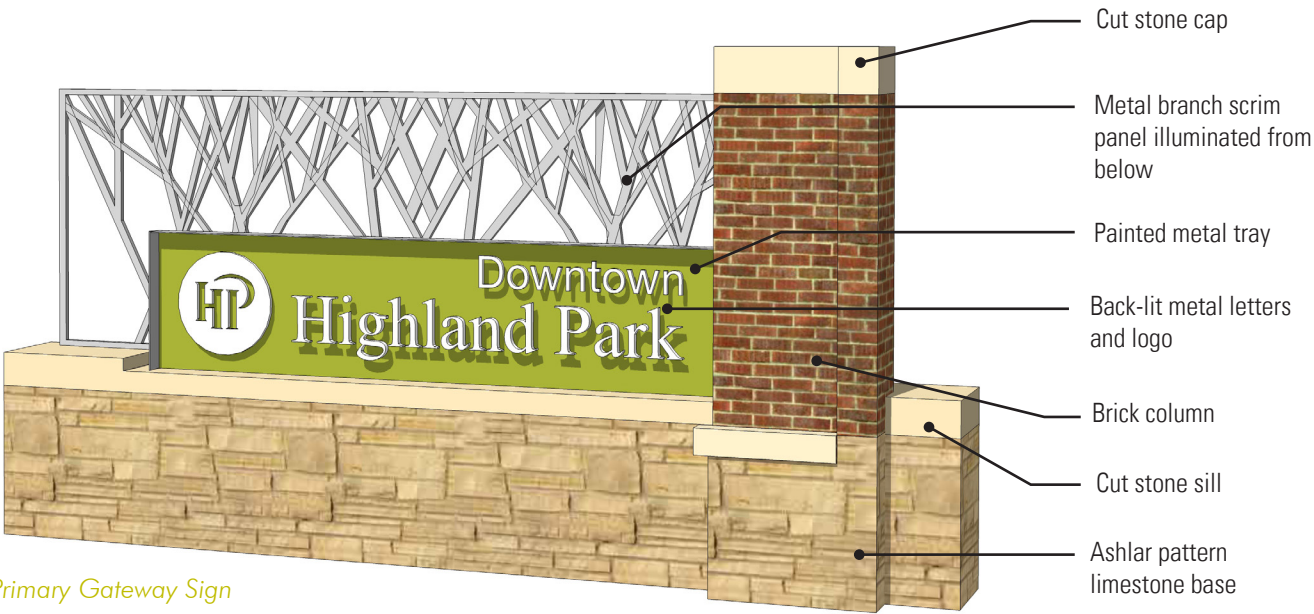
INTRODUCTION

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.

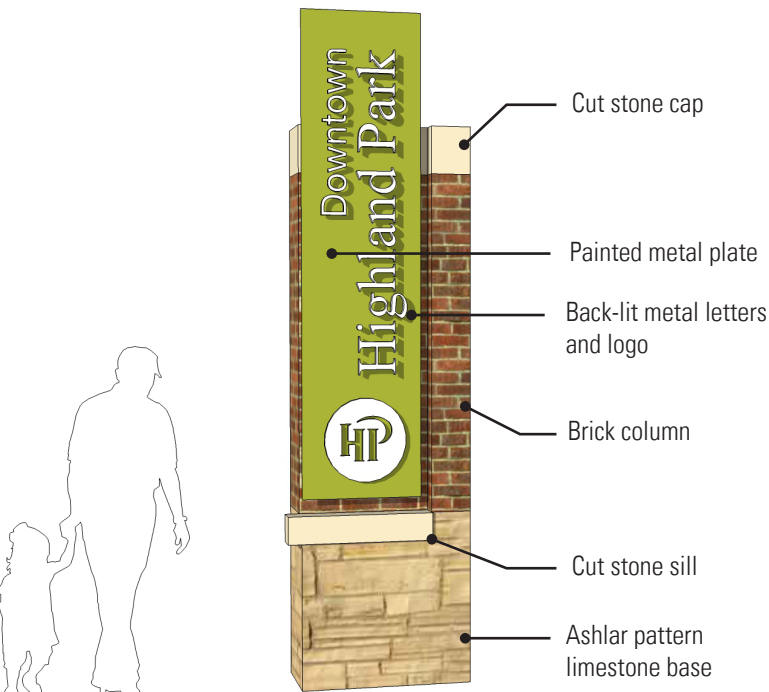
GATEWAYS

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



Primary Gateway Sign



Secondary Gateway Sign

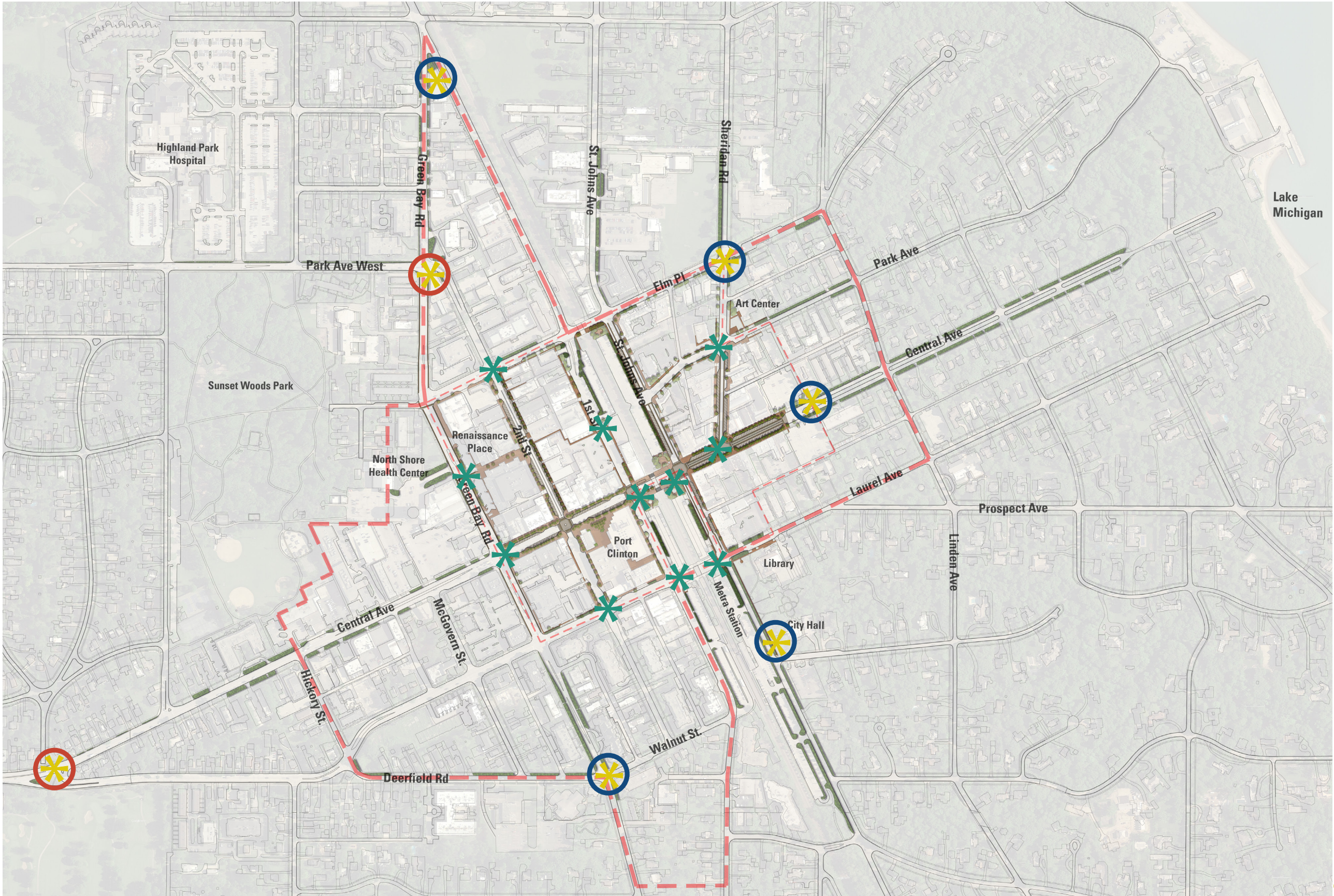
Primary Gateway locations:

- 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)





Legend

-  Proposed Wayfinding Sign Location
-  Proposed Primary Gateway Location
-  Proposed Secondary Gateway Location
-  B5 Boundary
-  B4 Boundary

N  
Drawing Not to Scale

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



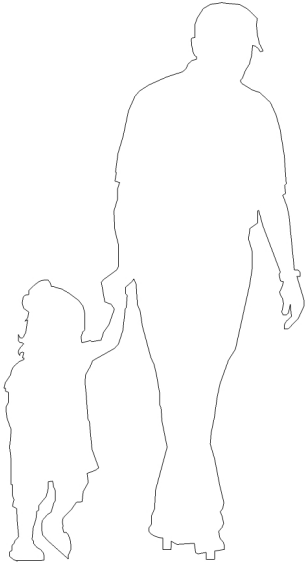
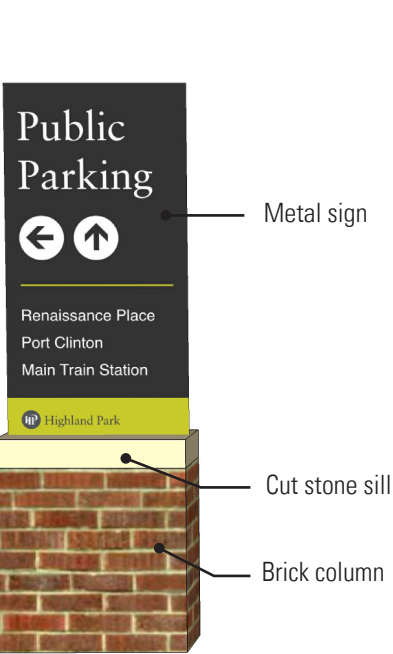
WAYFINDING

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.



Wayfind Sign Options

CENTRAL AVE. / DEERFIELD RD.

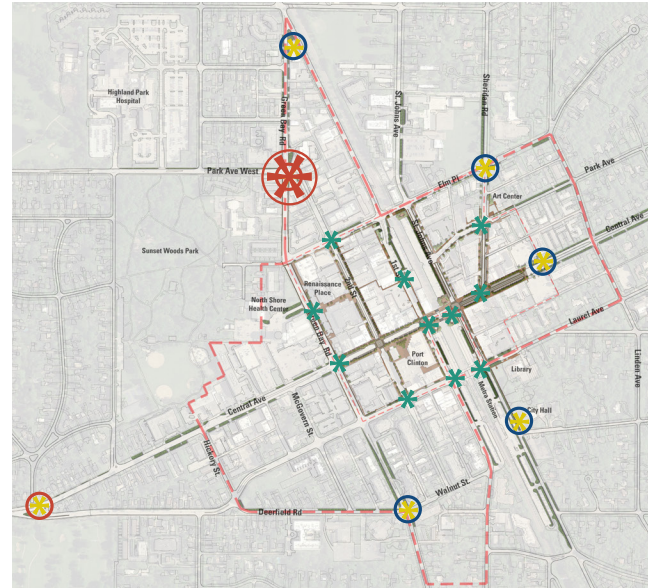
This major gateway welcomes people coming from the west, including drivers coming from Highway 41. A large sign feature and plantings take up this wide median. Integration of a track on the side of the brick column could accommodate temporary signage.





## 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.



## GREEN BAY RD. /DEERFIELD RD.

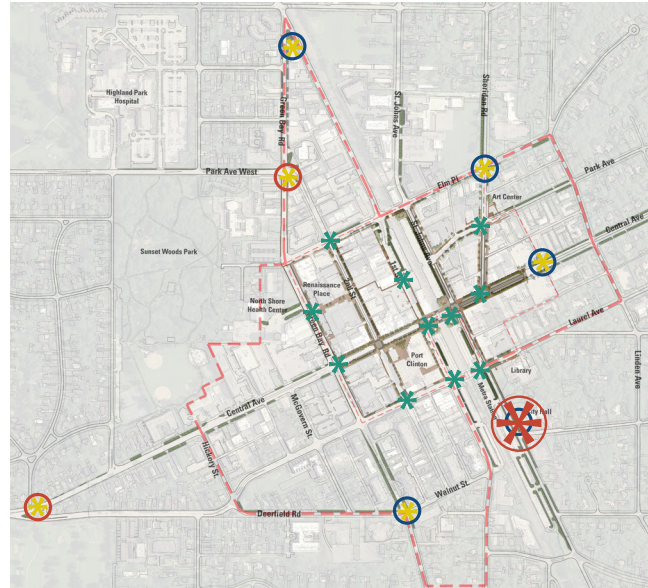
Marking entry to the CBD from the south along Green Bay Road, this sign is more vertical because of the lack of space. The sign is anchored with foundation plantings in this more residential situation. A 3' setback from the road must be followed for the sign feature.





## 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

06





## 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.

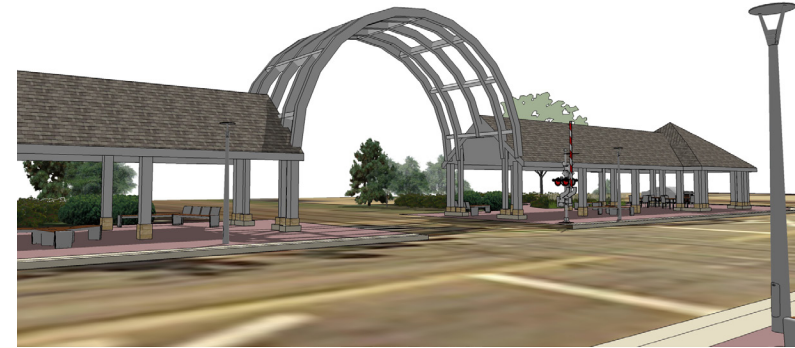
The 2012 Jacobsen Existing Conditions Study, provided insight into costs related to the arcade's restoration due to extensive water damage. The cost of these repairs was \$860,000. Today, these costs might exceed \$1 million. The City incurs annual costs for ongoing maintenance of the structure including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

## 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.



View Across Central Ave to Arch



Eye Level Approach View



Bird's Eye View



## PEDESTRIAN ARCADE - OPTION 2

Rebuild the Arcade and Mirror to Northside

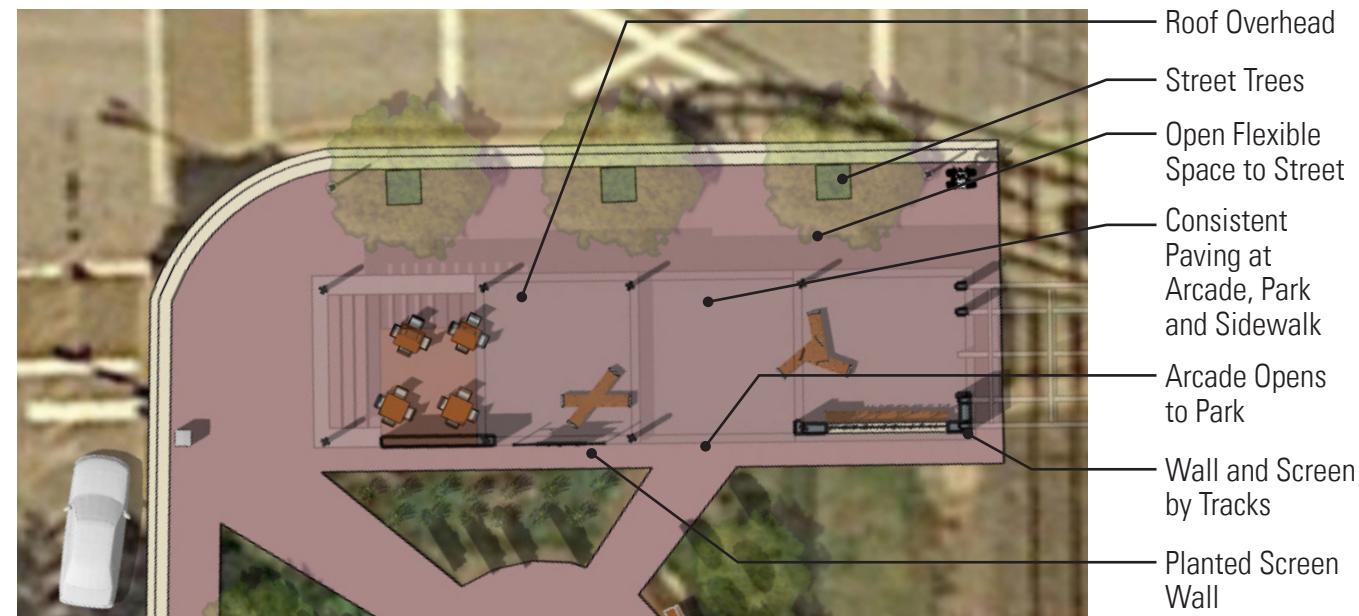
The design team believes that the cost to repair and preserve the existing arcade, coupled with ongoing maintenance, is not the best use of City funds – particularly considering that the renovation costs cited in the Jacobsen report could likely fund a complete replacement of the structure. A second 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.



Precedent Image



Rosewood Beach Pavilion



Plan

## PEDESTRIAN ARCADE - OPTION 2



Option 2A - Bird's Eye View

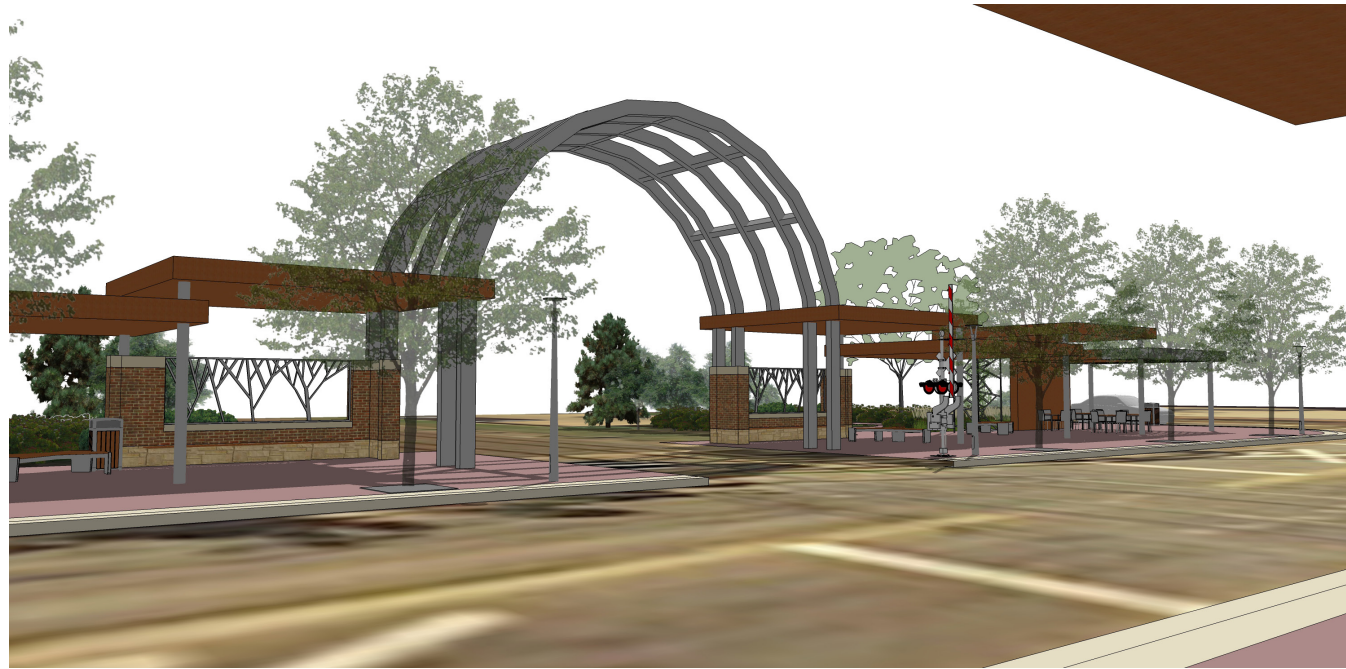


Option 2B - Bird's Eye View

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 - 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 - OPTION 2 - SOLID WALL VS. PUNCTURED WALL



Eye Level View - with Solid Wall



Eye Level View - with Punctured Wall



Eye Level Approach View to Memorial - with Solid Wall



Eye Level Approach View to Memorial - with Punctured Wall



Eye Level View to Memorial - with Solid Wall



Eye Level View to Memorial - with Punctured Wall



Eye Level View to Memorial - with Solid 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

# ELM STREET CROSSING

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.



Pavilion Opportunity  
Brick Paved Plaza  
Street Trees Added



Existing



Bird's Eye View



# INFRASTRUCTURE AND UTILITIES

07



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



Poles and Wires on West side of First Street.

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.





Looking south from Elm Place



Wires and Transformers in Alley servicing businesses



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	\$1,500,000
Area 2	\$1,400,000
Area 3	Not Considered at this time
Area 4	\$1,500,000
Green Bay Rd.	Need further Information

APPROXIMATE TOTAL: \$4,400,000





# COST AND PHASING 08

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		DRAWN BY: RMD REVIEWED BY: JT DATE: 4/5/2016 FILE: 3788-300-32 CAD: city (2).dwg	
			FIGURE 1



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 quarter 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.

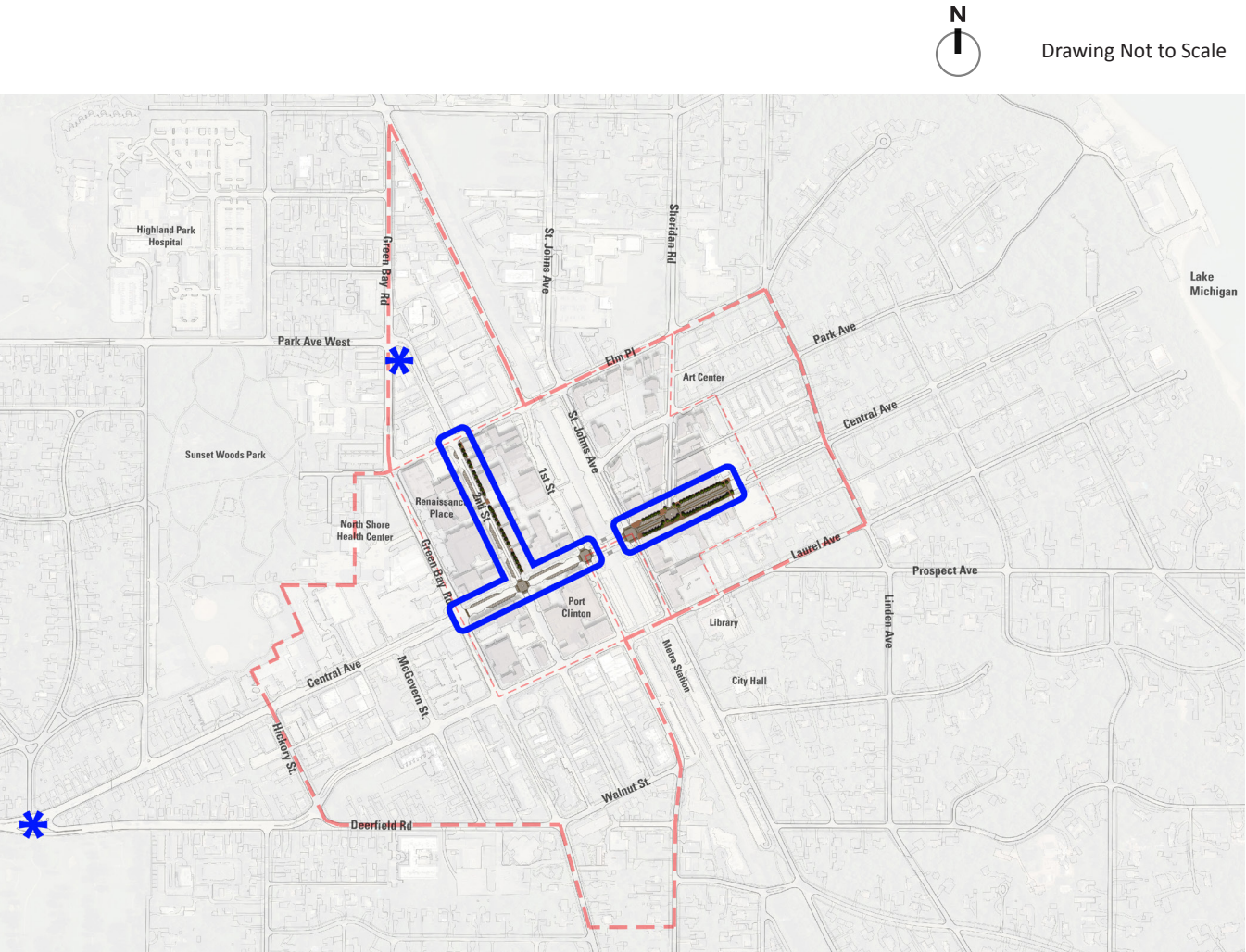
PRELIMINARY PHASING

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.

PHASE 1 (YEAR 1-3)  
\$6,000,000

IMPROVEMENTS

- Central Avenue East R.O.W. Modifications
- Central Avenue East and West Streetscape Improvements - Furnishings, lights, tree replacement, paving, and raised intersections
- Raised Intersections along Central Avenue
- Second Street R.O.W. Modifications and Streetscape Improvements
- Primary Gateway and Wayfinding Signage





PHASE 2 (YEAR 3-5)

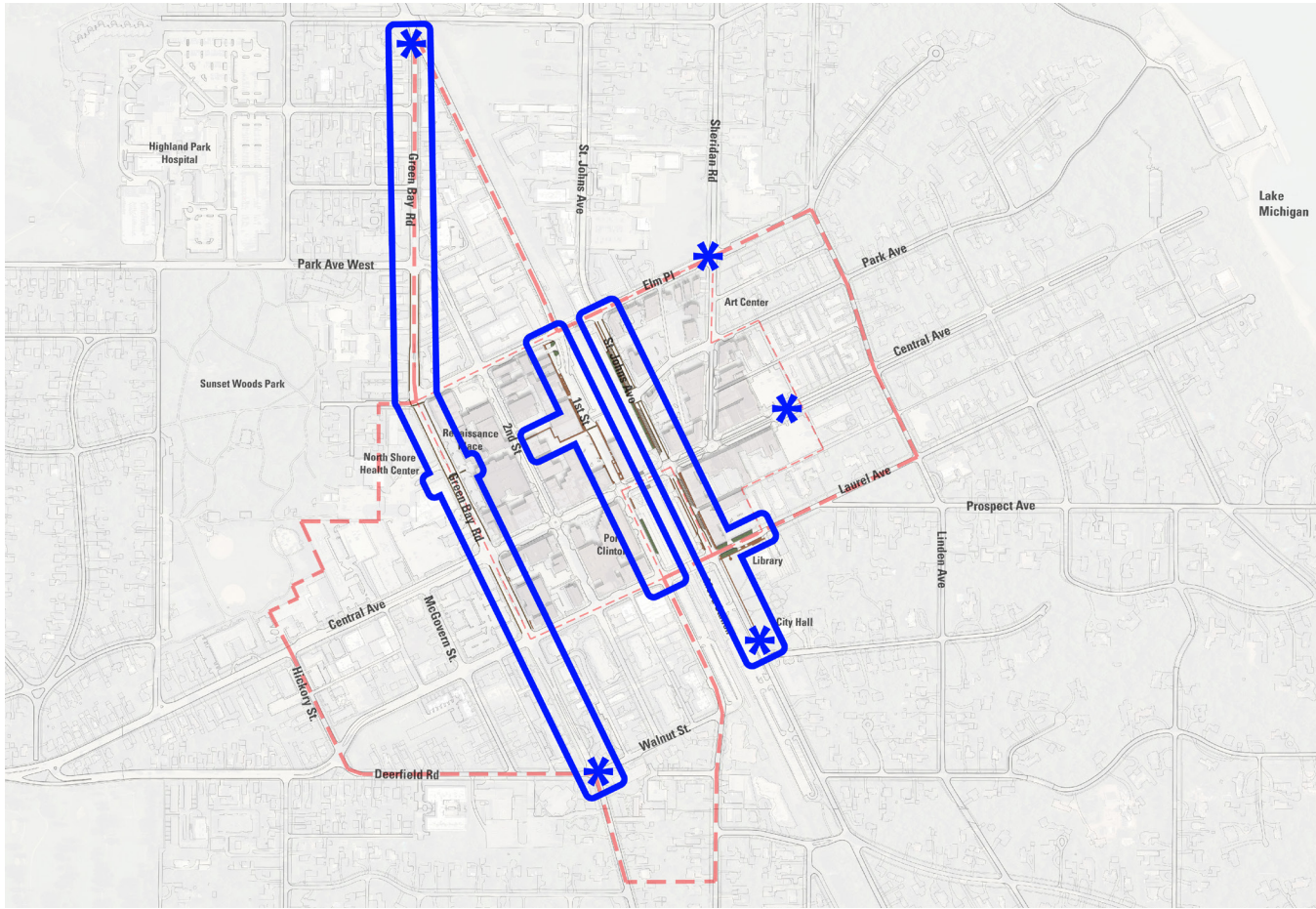
\$4,750,000

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



Drawing Not to Scale



PHASE 3 (YEAR 5-7)

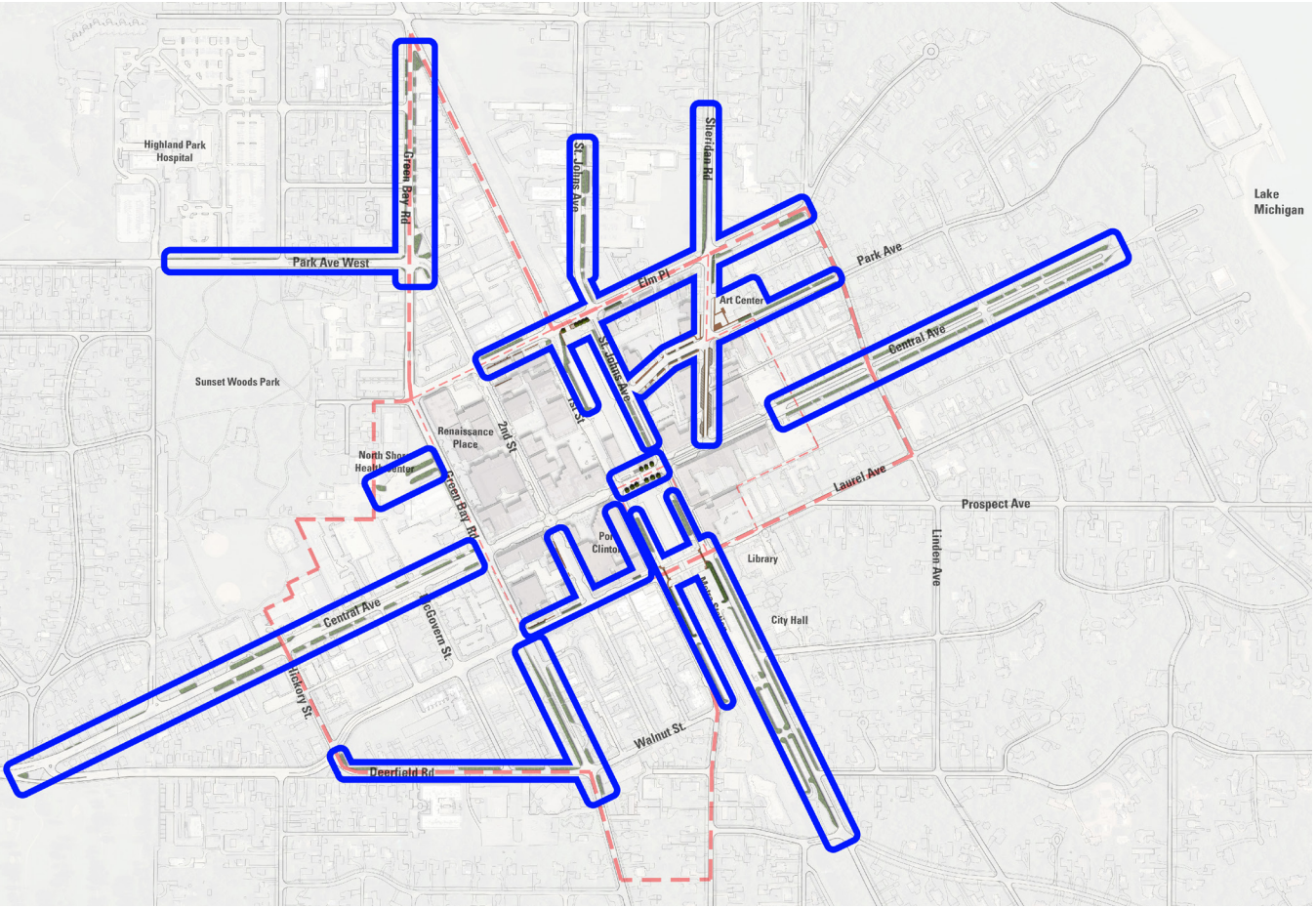
\$8,250,000

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



Drawing Not to Scale





# 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 Work	\$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 and Profit (10%)	\$1,350,000
Design Contingency (10%)	\$1,500,000
Construction Contingency (5%)	\$825,000
Design Fee (10%)	\$1,650,000

APPROXIMATE TOTAL: \$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	\$6,000,000
Phase 2 Subtotal	\$4,750,000
Phase 3 Subtotal	\$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.

# 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

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#### 1. Welcome and Introductions

- a. 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 1<sup>st</sup> 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 2<sup>nd</sup> 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 1<sup>st</sup> 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
- l. 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.



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)



6. Project Schedule

- 3 week workplan – Will include key person interviews, reports and studies summary, goals and objectives and existing conditions report.

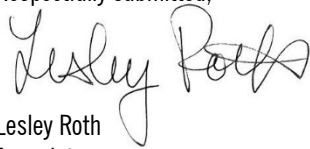
7. Next Steps

- 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 15<sup>th</sup> 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,



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

## PROGRESS MEETING SUMMARY

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

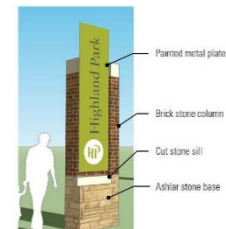
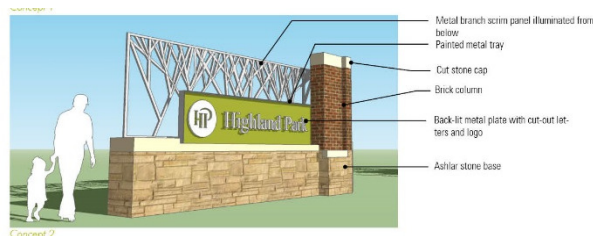
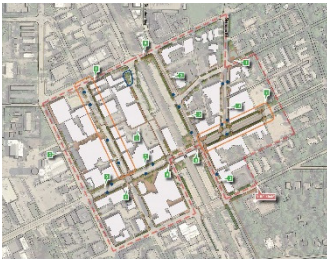
Participants: John Jackson, RATIO; John Talbott, WBC; Lesley Roth, RATIO; Jameson Skaife, RATIO; Eric Olson, City of Highland Park; Chris O'Neill, City of Highland Park; Ramesh Kanapareddy, City of Highland Park; Manny Gomez, City of Highland Park; Ron Bannon, City of Highland Park; Trish Stevens, City of Highland Park; Joe Pasquesi, City of Highland Park; Joel Fontane, City of Highland Park; Andy Cross, City of Highland Park; Rick Nelson, business owner; Carolyn Hersh, Tim Wilinski, City of Highland Park; Lee Smith, City of Highland 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

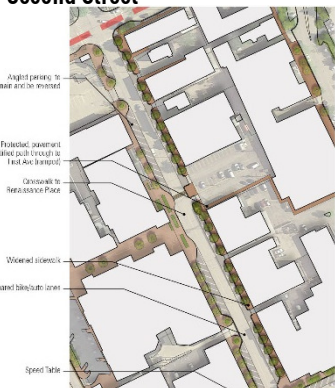
RATIO asked the group to confirm gateway locations and types (primary and secondary) as well as the design concepts and materiality of the options presented. The Steering Committee preferred option 2. The group liked the use of brick and flagstone as well as the screen behind the words Highland Park. 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 Hersh 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 2<sup>nd</sup> 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



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.

### **Pedestrian Arcade**

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

1. Renovation of the existing structure with consideration for lower maintenance costs and sustainable materials.
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.

### **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

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



*A concept similar to the one pictured above was preferred however, a roof was desired on the structure.*



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





RATIO

## MEMORANDUM

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

RATIO Project No.: 15044

Date: April 19, 2016

Subject: April 16 Open House Summary

Architecture

Preservation

Interior Design

Landscape Architecture

Urban Planning & Design

Graphic Design

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'.
- 2 respondents believed lighting would have the biggest impact on downtown
- 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.





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: 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

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### 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

### Basis

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 Title : Proposed Conceptual Streetscape Design**

**Estimate type : Conceptual Design**

**Project Location : City of Highland Park, Illinois**

**Date : January 29, 2016**

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
<b>Survey</b>					
Geotechnical Report	1	20,000.00	LS	20,000	
Site Survey	1	50,000.00	LS	<u>50,000</u>	70,000
<b>Demolition and temporary work</b>					
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	<u>40,000</u>	1,277,404



**Project Title : Proposed Conceptual Streetscape Design**

**Estimate type : Conceptual Design**

**Project Location : City of Highland Park, Illinois**

**Date : January 29, 2016**

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
<b>Pavings</b>					
Asphalt paving 1" finish course, 4" binder course, 10" granular base course	48,070	4.40	SF	211,508	
Crosswalk paving	9,670	4.40	SF	42,548	
Cut back asphalt surface course and tie into existing asphalt paving (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	<u>102,500</u>	2,128,084
<b>Landscaping and earthwork</b>					
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	



**Project Title : Proposed Conceptual Streetscape Design**

**Estimate type : Conceptual Design**

**Project Location : City of Highland Park, Illinois**

**Date : January 29, 2016**

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, 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	<u>100,000</u>	2,338,579
<b>Site furniture</b>					
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



**Project Title : Proposed Conceptual Streetscape Design**

**Estimate type : Conceptual Design**

**Project Location : City of Highland Park, Illinois**

**Date : January 29, 2016**

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
<b>Arcade</b>					
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	<u>225,000</u>	1,758,150
<b>Viaduct</b>					
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	<u>208,000</u>	298,000
<b>Signage</b>					
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	<u>3,500</u>	935,875



**Project Title : Proposed Conceptual Streetscape Design**

**Estimate type : Conceptual Design**

**Project Location : City of Highland Park, Illinois**

**Date : January 29, 2016**

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
<b>Site electrical</b>					
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	EA	1,600,000	
Light pole, pedestrian areas (\$2,200 material cost allowance) existing 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 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 decorations , exhibits, events (allowance)	200	475.00	EA	<u>95,000</u>	4,283,000

**Project Title : Proposed Conceptual Streetscape Design**

**Estimate type : Conceptual Design**

**Project Location : City of Highland Park, Illinois**

**Date : January 29, 2016**

Description	Quantity	Rate \$	Unit	Subtotal \$	Total \$
<b>Site mechanical and civil</b>					
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
<b><u>General conditions and contingencies :</u></b>					13,625,322
General conditions, overhead and profit		10.00	%		1,362,532
Design contingency		10.00	%		1,498,785
Escalation		-	%		-
Design Services		10.00	%		1,648,664
Construction contingency		5.00	%		824,332
<b>Total construction cost</b>				<b>\$</b>	<b>18,959,635</b>



RATIO  
PRELIMINARY OPINION OF PROBABLE COSTS - BY PHASE

PROJECT NAME: City of Highland Park Streetscape Conceptual Design

PROJECT NO: 15044

SURVEY	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL		NOTES
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
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	
Total:				\$ 70,000.00		\$ -		\$ -		\$ 70,000.00	

Demolition	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL		NOTES
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
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	Demolition total is multiplied by the percentage of total new paving occurring during that phase in order to get an estimated breakdown.
Total:				\$ 779,564.52		\$ 284,602.92		\$ 173,236.56		\$ 1,237,404.00	Railroad Flagman moved to Arcade Costs

PAVING	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL		NOTES
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
Asphalt	\$ 4.40	SF	48070	\$ 211,508.00	0	\$ -	0	\$ -	48070	\$ 211,508.00	Includes paving and graphics
Crosswalks	\$ 7.90	SF	7820	\$ 61,778.00	1850	\$ 14,615.00	0	\$ -	9670	\$ 76,393.00	
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	Cut back asphalt; Concrete sidewalk; Miscellaneous
Curb - Road	\$ 31.85	LF	2220	\$ 70,707.00	0	\$ -	0	\$ -	2220	\$ 70,707.00	
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	
Total:				\$ 1,058,642.70		\$ 630,198.30		\$ 438,467.00		\$ 2,127,308.00	

LANDSCAPING	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL		NOTES
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
Trees	\$ 1,800.00		72	\$ 129,600.00	0	\$ -	13	\$ 23,400.00	85	\$ 153,000.00	Includes Soil, Grating and Reinforcement
Tree pits	\$ 222,050.00	EACH	1	\$ 222,050.00	0	\$ -	0	\$ -	1	\$ 222,050.00	
Planting	\$ 9.50	SF	4535	\$ 43,082.50	0	\$ -	0	\$ -	4535	\$ 43,082.50	
Rain Garden	\$ 21.30	SF	0	\$ -	13160	\$ 280,308.00	61840	\$ 1,317,192.00	75000	\$ 1,597,500.00	Excavation; Granular fill; Amended topsoil; Gravel mulch; Riprap; Boulders; Maintenance
Mulch	\$ 1.10	SF	4535	\$ 4,988.50	0	\$ -	0	\$ -	4535	\$ 4,988.50	
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	
Total:				\$ 505,601.35		\$ 386,188.35		\$ 1,446,472.35		\$ 2,338,262.04	

SITE FURNITURE	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL		NOTES
			Quantity	Cost	Quantity	Cost	Quantity	Cost	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 added after review. \$33,000 added.
Moveable Seat	\$ 1,010.00	EACH	0	\$ -	0	\$ -	20	\$ 20,200.00	20	\$ 20,200.00	
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	Shifted from Electrical
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	
Pedestrian Lights - new location	\$ 6,000.00	EACH	29	\$ 174,000.00	6	\$ 36,000.00	0	\$ -	35	\$ 210,000.00	
Total:				\$ 411,795.00		\$ 506,325.00		\$ 437,310.00		\$ 1,355,430.00	

ARCADE	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL		NOTES
			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 to Arcade Costs
Total:				\$ -		\$ -		\$ 1,798,150.00		\$ 1,798,150.00	

RATIO  
PRELIMINARY OPINION OF PROBABLE COSTS - BY PHASE

PROJECT NAME: City of Highland Park Streetscape Conceptual Design PROJECT NO: 15044

VIADUCT	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
Laurel Viaduct	\$ 298,000.00	LUMP	0	\$ -	0	\$ -	1	\$ 298,000.00	1	\$ 298,000.00
			Total:	\$ -	Total:	\$ -	Total:	\$ 298,000.00	Total:	\$ 298,000.00

SIGNAGE	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
Primary Gateway	\$ 75,000.00	EACH	2	\$ 150,000.00	0	\$ -	0	\$ -	2	\$ 150,000.00
Secondary Gateway	\$ 50,000.00	EACH	0	\$ -	5	\$ 250,000.00	0	\$ -	5	\$ 250,000.00
Wayfinding	\$ 45,000.00	EACH	3	\$ 135,000.00	3	\$ 135,000.00	5	\$ 225,000.00	11	\$ 495,000.00
Parking Signs	\$ 275.00	EACH	45	\$ 12,375.00	0	\$ -	0	\$ -	45	\$ 12,375.00
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

Reduced to (2) from (3)  
Increased from (4) to (5)

Includes Handicap and Fuel Efficient Parking Signs

Electrical	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL	
			Quantity	Cost	Quantity	Cost	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 Pedestrian Light Poles

Mechanical and Civil	Unit Cost	Units	Phase 1		Phase 2		Phase 3		TOTAL	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	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

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

General Conditions and Contingencies			Phase 1		Phase 2		Phase 3		TOTAL	
			Decimal Percent	Cost	Decimal Percent	Cost	Decimal 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: \$ 18,760,840.33

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