

Western Springs
Village Center Plan

Prepared for:

**The Village of Western Springs
Economic Development Commission**

prepared by:

**Hitchcock Design Group
& McElroy Associates
Naperville, IL**

July 1995

Hitchcock Design Group

LANDSCAPE ARCHITECTS
LAND PLANNERS

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July 11, 1995

Mr. Richard Skrodzki
Chairman, Economic Development Committee
Village of Western Springs
741 Hillgrove Ave.
Western Springs, IL 60558

RE: Executive Summary

Dear Mr. Skrodzki:

This Village Center Plan is the culmination of a thoughtful process that has included planners, designers, Village administrators, elected officials, volunteers and other community leaders. The process has challenged the imagination of the participants and strengthened their commitment to the well-being of Western Springs.

The plan recommends important physical improvements to the four-block nucleus of the downtown. It also suggests how these improvements can promote the logical redevelopment of key properties in a way that will benefit the long-term economic development of the community.

The success of the plan depends on committed and consistent implementation by community leaders. Inevitably, strident opponents will resist expenditures that may, at first, be perceived as frivolous. However, broad-based community support will build as you celebrate the successful completion of the initial improvements.

Thank you for allowing Hitchcock Design Group to participate on this project. We're looking forward to celebrating its success with you.

Sincerely,

Hitchcock Design Group

and

McElroy Associates

Richard G. Hitchcock
President

Joe McElroy
President

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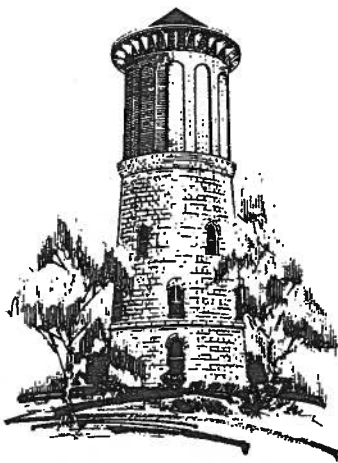
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THE VILLAGE OF WESTERN SPRINGS

July 10, 1995

President and Board of Trustees
Village of Western Springs
740 Hillgrove Avenue
Western Springs, IL 60558

RE: Western Springs Village Center Plan
Economic Development Commission

Dear Gentlemen and Madame:

We are very pleased to provide you with the Village of Western Springs Village Center Plan, prepared jointly by the Economic Development Commission and our consultants, Hitchcock Design Group and McElroy Associates.

The impetus for the Economic Development Commission's study to revitalize and enhance our central downtown business district was the overwhelming response to our Resident Survey conducted approximately two years ago. The Survey results (reported to you in great detail by written memorandum dated February 9, 1994) strongly indicated the importance of the downtown to our residents. The downtown is a very important asset to the Village's residents, yet one that needs improvement. Our residents want to "stay home" to shop, to eat and to spend time with their families. Any of you that witnessed the attendance at the "Taste of Western Springs" on June 23, 1995, had to be impressed with the turnout and the fact that the vast majority of residents that attended were young couples with children. Our community's demographics have, and continue, to change to a younger community. It was very obvious that a vibrant, interesting downtown will be successful. A successful downtown business district will help foster retail business and provide an amenity to be enjoyed by the Village's residents.

The Plan is the result of almost a full year's work by the Economic Development Commission and is important to the Economic Development Commission's efforts to enhance business activity in Western Springs. We heartily support and recommend this Plan to the Village Board. We ask you, when reviewing this Plan, to consider our downtown to be an asset that demands an investment of time and money to nurture and improve. In fact, consider it an asset that is just as important to our residents and to the value of our properties as any infrastructure or service provided by the Village.

We look forward to the opportunity to share the Plan with you at your meeting on July 17, 1995.

Very truly yours,

Richard J. Skrodzki, Chair
Village of Western Springs
Economic Development Commission

RJS/sjk

cc: Scott Grosse
Gerry Leenheers
Gary Storandt
Martin J. Bourke, Village Manager
Peter Austin, Assistant Village Manager

Linda Johnson
Nick Pann
Rick Hitchcock

I. Introduction

Background

Western Springs is one of the most attractive villages in metropolitan Chicago. In addition to a convenient western Cook County location--made especially desirable because of access to the nearby Tri-State and East-West Tollways, along with the Burlington-Northern Railroad--Western Springs offers gracious homes, excellent schools and recreation facilities. Income levels and home values are high; the crime rate is low. Western Springs is a wonderful place to live.



The heart of the village is the downtown, which has developed around the railroad tracks, which intersect the Village east to west. Compared to many suburban business districts, downtown Western Springs is doing relatively well. Vacancies are few, hard-working retailers continue to prosper, and the adjacent residential neighborhoods are among the most attractive in town.

But, in recent years, Village officials and some business leaders have become concerned about the downtown. A survey conducted by the Economic Development Commission in late 1993 identified concerns about the downtown's appearance and lack of commercial diversity, especially the lack of dinner-oriented restaurants. In response to these concerns, the Village commissioned this urban design plan.

Study Intent

This study also:

- Proposes* a physical image for downtown Western Springs, consistent with the high quality of the rest of the Village;
- Addresses* long-range land uses; and
- Identifies* specific short-range downtown design improvement opportunities that could be financed as yearly capital projects.

Study Process

Following initial discussions with Village staff and the Economic Development Commission, the consulting team inventoried and categorized downtown Western Springs on a building-by-building, block-by-block basis, using aerial photography, ground-level photography and video tape. Policy planners reviewed past studies, the Western Springs Development Control Ordinance and results of the downtown survey. Both urban designers and policy planners surveyed the downtown on at least seven occasions—including weekends—and also surveyed similar downtowns along railroad lines to develop a comparative framework.

Following data collection and analysis, on Oct. 19, 1994 the Economic Development Commission hosted a workshop to obtain additional public input. Major concerns included a desire for a more diverse retail mix, more restaurants, more spots to socialize informally, and better use of Water Tower Park as a downtown focal point. The consultants synthesized all this information and input into a Preliminary Planning & Design Program, which was presented to the Economic Development Commission in late November, 1994.

The next step was the most important one—transforming the planning goals into a preliminary design responsive to the issues raised earlier. Several design proposals were made, all based on two underlying concepts: increased use of Water Tower Park as a downtown focal point, and design improvements in the public rights-of-way along Burlington and Hillgrove Avenues between Grand Avenue and Wolf Road. Concerned about traffic circulation and lost parking spaces, the economic development commission rejected a preliminary sketch that showed Hillgrove Avenue closed to traffic between Grand and Lawn Avenues.

The preliminary design proposals accepted by the Commission also have been informally presented to the Downtown Business Association and many Village leaders. Concurrently, the consultants also have explored the availability and feasibility of various ways to fund the proposed design improvements.

Facilitated Workshop Results

October 19, 1994

More Diverse Retail	More Restaurants	Focal Point	Public Spaces	Unify & Enhance Aesthetics	Convenient & Secure Parking
Commercial sales Tax producers Not tacky	Upscale restaurants	Shops around water tower	More places to congregate	Physical Consistency - unity	Better parking areas
More retail - less service	Several strong restaurants	More intriguing shops	More shops - gathering spots within boundary	Wrap the corners	Keep free parking
Buffer - separate service from retail away from downtown		Business diversity = fun and shopping	Not bigger. gathering spots	Taller buildings	
High traffic signs				Continuity of look and feel	
				More distinction	
				More pleasing	
				Landscape aesthetics	
				Hide the train	
41 pts.	21 pts.	19 pts.	15 pts.	6 pts.	1 pt.

1. How do you feel about the results?

- * Possibility of higher density business & residential
- * Concerned about implementation
- * Need to build blocks for retail & restaurants
- * Need liquor

2. What are the values behind your responses (i.e. why did you get involved?)

- * Emotional involvement in community
- * Investment in home (and business in some cases)
- * Make what we have successful

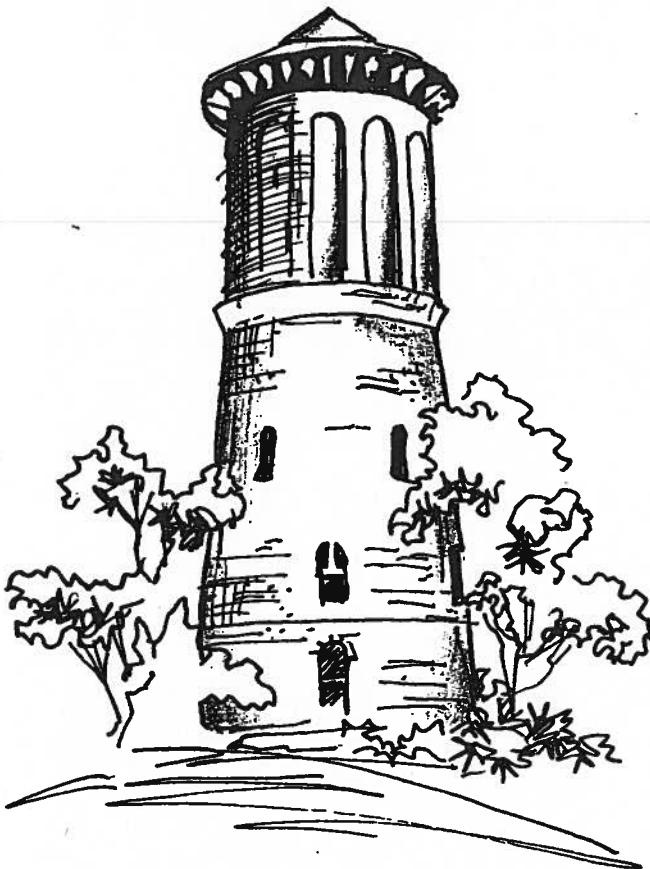
II. Existing Conditions

Land Use & Facilities

The spatial configuration of downtown Western Springs follows the east-west orientation of the dominant land use: the Burlington Northern Railroad. Thus, unlike most downtowns, typically shaped roughly as squares or rectangles, Western Springs' long, narrow business district stretches for several blocks, transitioning into commercial uses more commonly found in strip retail centers.



The second-most prominent land use is Water Tower Park. The 113-foot high Water Tower is a distinctive landmark, and the surrounding park is the only significant open space in the downtown.



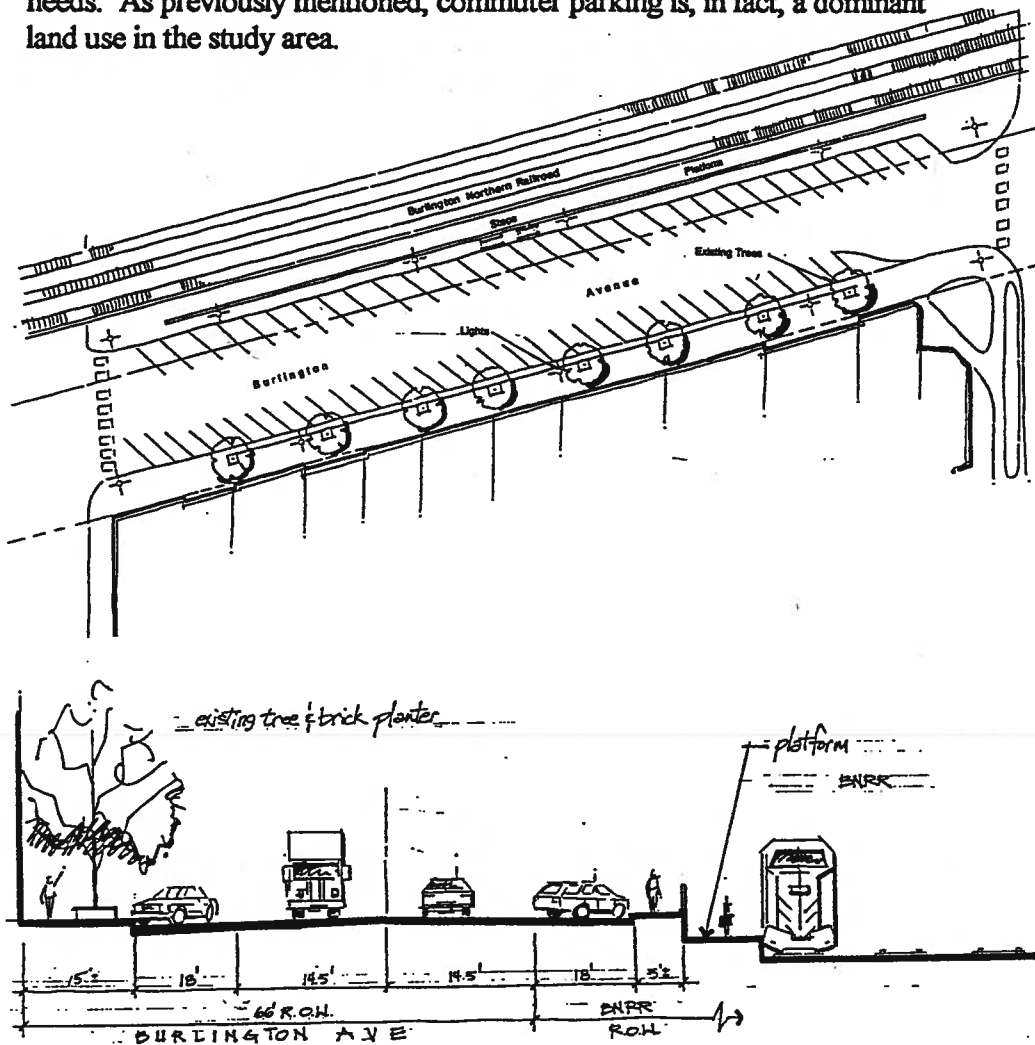
Another dominant land use is parking, which parallels the railroad tracks both north and south, stretching west past Central Avenue and east past Franklin Avenue. Hundreds of all-day, commuter spaces “book end” the downtown. The treeless, perpendicular management of the spaces cause the streets to look like large commercial parking lots.

In order of visual impact—following the railroad, Water Tower and parking—we finally come to retail/commercial, the land use that typically dominates central business districts and provides tax revenue for local schools and government. Most of the retail is on the south side of Burlington Avenue, stretching from Tishler's Foods on the east to First National Bank of LaGrange on the west. North of the tracks, office uses are the rule, especially real estate offices.

Several auto-related uses, such as service stations and repair facilities, also can be found downtown. Unfortunately, there are no dinner-oriented restaurants in the area.

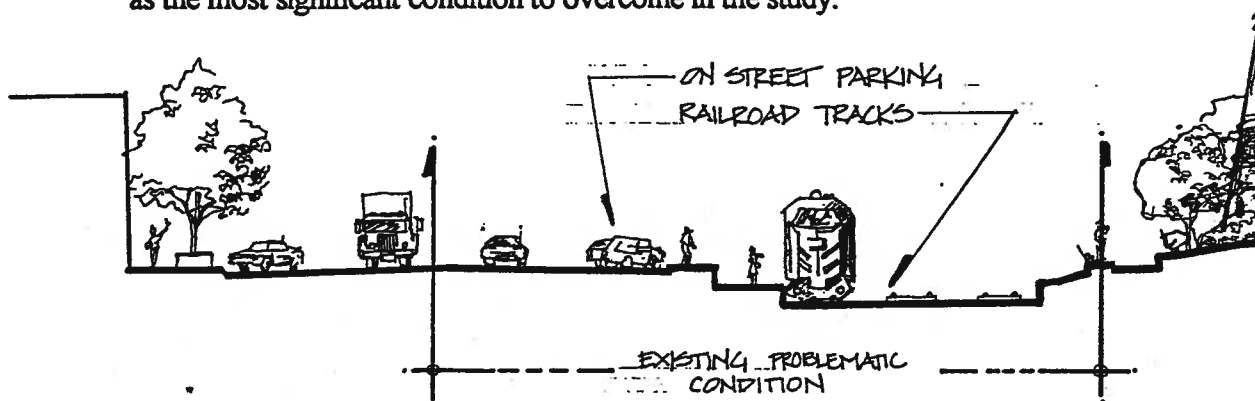
Parking & Circulation

The current parking and circulation system is designed to facilitate commuter needs. As previously mentioned, commuter parking is, in fact, a dominant land use in the study area.



A total of 162 on-street public parking spaces can be found in the 4-block downtown core. There are no off-street, public parking lots. In general, parking is adequate, although sometimes on weekends it is difficult to find parking in front of successful retailers, such as the hardware store and bakery. Although empty spaces are usually available nearby, downtown shoppers have become accustomed to parking, if not in front of, then least within a very short walk of their destination.

The railroad tracks and adjacent on-street parking mightily separate the retailers south of the tracks from the Water Tower area and Hillgrove businesses. This separation discourages pedestrian interaction and was seen as the most significant condition to overcome in the study.



Zoning

Research for this report did not identify zoning or other regulations as a significant barrier to downtown progress. A few minor impediments were identified: for example, merchants cannot display their goods on the sidewalks in front of their stores, except during specially scheduled sidewalk sales.

Most of downtown is zoned C1—Village Center Commercial. Buildings within this category are limited to heights of 35 feet—45 feet as a conditional use—which is consistent with the Village's desire to retain small town ambiance. If a mixed-use project taller than these standards were proposed, the developer could consider Planned Unit Development zoning, which in Western Springs does not mandate any minimum acreage.

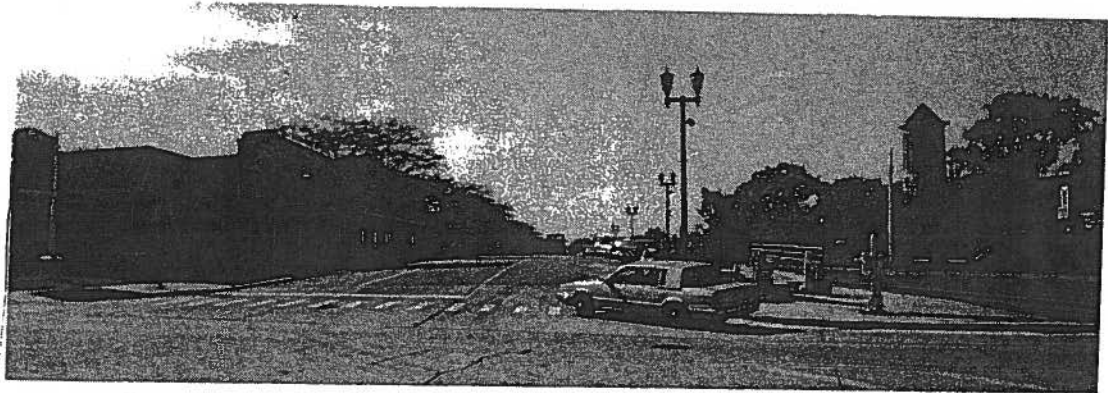
Appearance & Amenities

Even though sidewalks are in good repair, the tracks and on-street parking strips dominate the streetscape, mitigating against pleasant experiences for pedestrians. Also, because of the business district's strong linear orientation, pedestrians cannot walk in short loops—conducive to browsing and window-shopping—without crossing the railroad tracks and two adjacent streets.

The railroad right-of-way is attractively landscaped; maintenance is good throughout the downtown. There are no buildings that could be considered blighted, although many building facades have not been updated in many years.

In the survey conducted by the Economic Development Commission, the appearance of the downtown elicited descriptions such as "no personality...shabby...1950s feel in the 1990s." However, the survey also underscored residents' appreciation for the quaintness and "small town feel" found downtown.

Nightlife is virtually non-existent; it is difficult to purchase a meal, newspaper or cup of coffee after 7 p.m. Residents seeking dinner at a sit-down restaurant must travel to the adjacent communities such as Hinsdale or LaGrange. Existing light levels are inadequate.



Benches are sited in locations that discourage social interaction. Bicycle racks are rare. In summary, cars and trains are better accommodated in the downtown than pedestrians.

III. Goal, Objectives and Design Criteria

Goal

Based on our research, the planning and design team established the following goal:

Create an attractive, lively business district that serves the economic, cultural and aesthetic interests of the community.

Objectives

To reach this goal, the following objectives were identified:

- Increase the number and diversity of retail and specialty stores in the downtown core;
- Attract upscale, full-service restaurants;
- Create a community focal point centered on the Water Tower, the Village's most well-known landmark.
- Create attractive areas for informal gathering and socializing, thus encouraging residents and visitors to patronize downtown businesses;
- Unify and enhance the appearance of the area, and
- Provide convenient, secure parking.

Planning & Design Criteria

Workshop participants and community leaders also identified important planning and design criteria to guide the study:

- Protect the integrity of the adjacent residential neighborhoods;
- Shift the emphasis from motorist/commuter to pedestrian/shopper accommodations;
- Unify the Downtown core through repetition of streetscape materials;
- Keep the retail area compact, with short, looping circuits for shopping, when possible;

- Make destinations and landmarks clearly visible;
- Use office and higher density residential land uses as buffers between retail and single-family homes;
- Screen and landscape parking areas;
- Concentrate improvements in the “core” area to maximize the effect; and
- Keep parking convenient to stores.

IV. Planning Concept

Summary

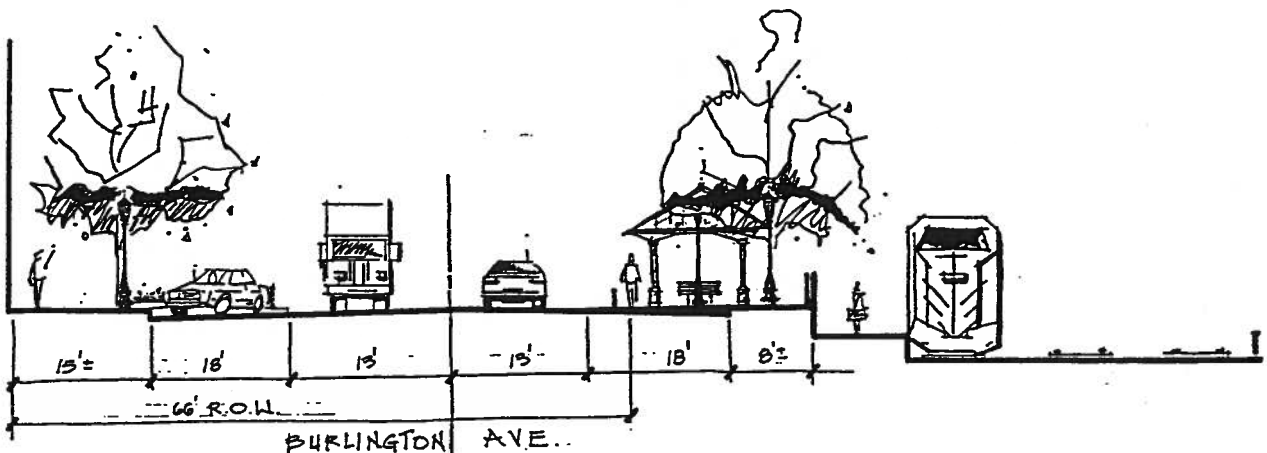
We recommend that the Village create a 4-block, pedestrian-friendly, retail nucleus with a new public plaza at Water Tower Park as its focal point. Initially, new public improvements should be concentrated exclusively in this core area to enhance their impact and serve as a catalyst for private improvements and redevelopment. First floor office space would be discouraged in the 4-block core.

Simultaneously, the Village should actively encourage redevelopment of selected properties that are adjacent to this core area as restaurants, retail shops, offices and higher density residential developments. In addition, the Village should acquire strategic properties adjacent to each of the 4 core blocks and redevelop them as long- and short-term, off-street public parking lots. Architectural and landscape improvements in the perimeter/transitional areas must be consistent with the character of nearby residential neighborhoods.

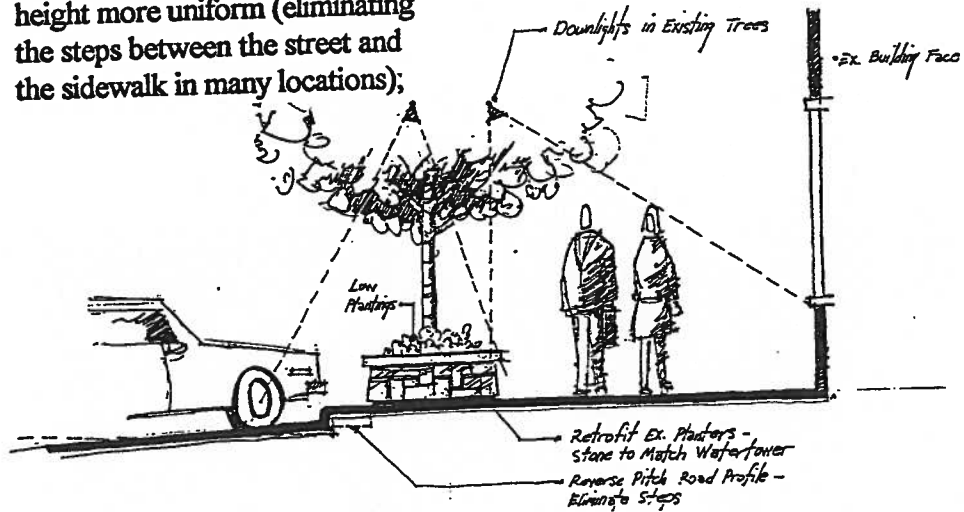
V. Improvement Recommendations

Short-range Opportunities

There are many opportunities for immediate and cost-effective improvements in the 4-block core area. We recommend that 3 major improvements be completed as the "Phase I" project.



- Remodel the existing street and parking areas (approx. 152 spaces) to make the walks more spacious, the intersections and mid-block crosswalks safer for pedestrian, and the curb height more uniform (eliminating the steps between the street and the sidewalk in many locations);

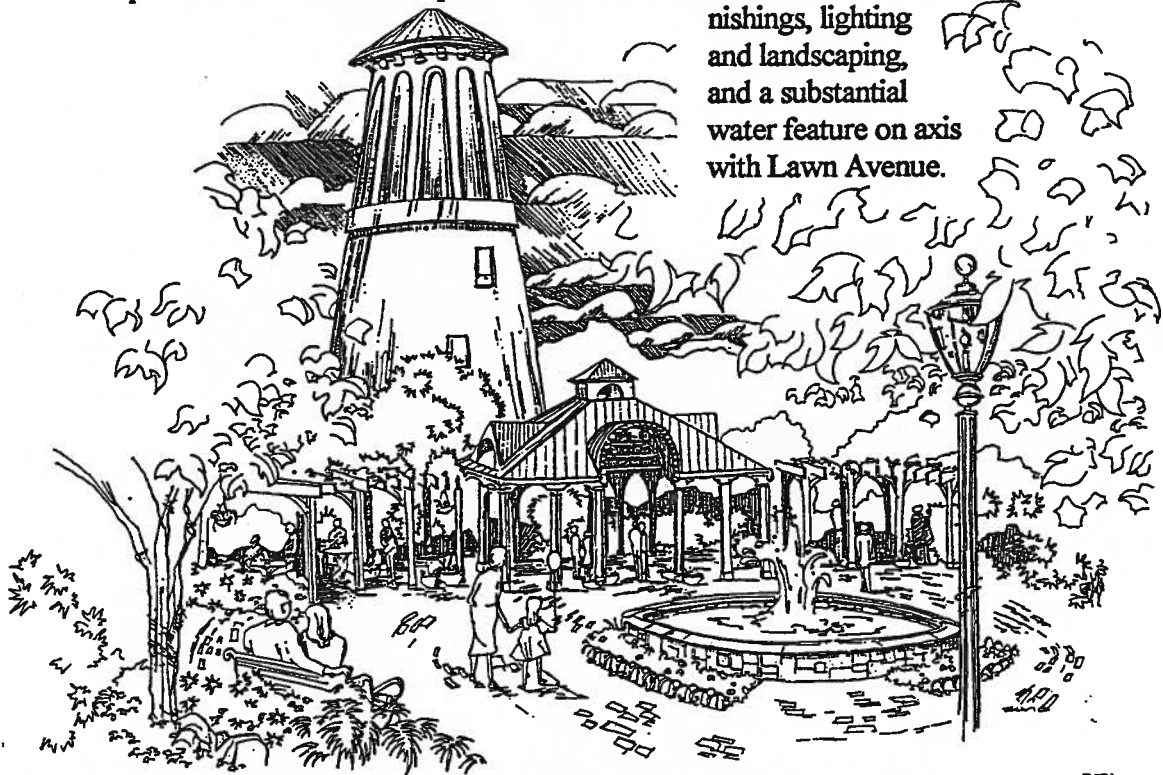


STREETSCAPE SECTION

- Create a substantial and uniform streetscape and paved walks, additional trees, re-clad planters, ample benches, new railings (along the railroad), and new pedestrian-scale lighting and new sign graphics; and



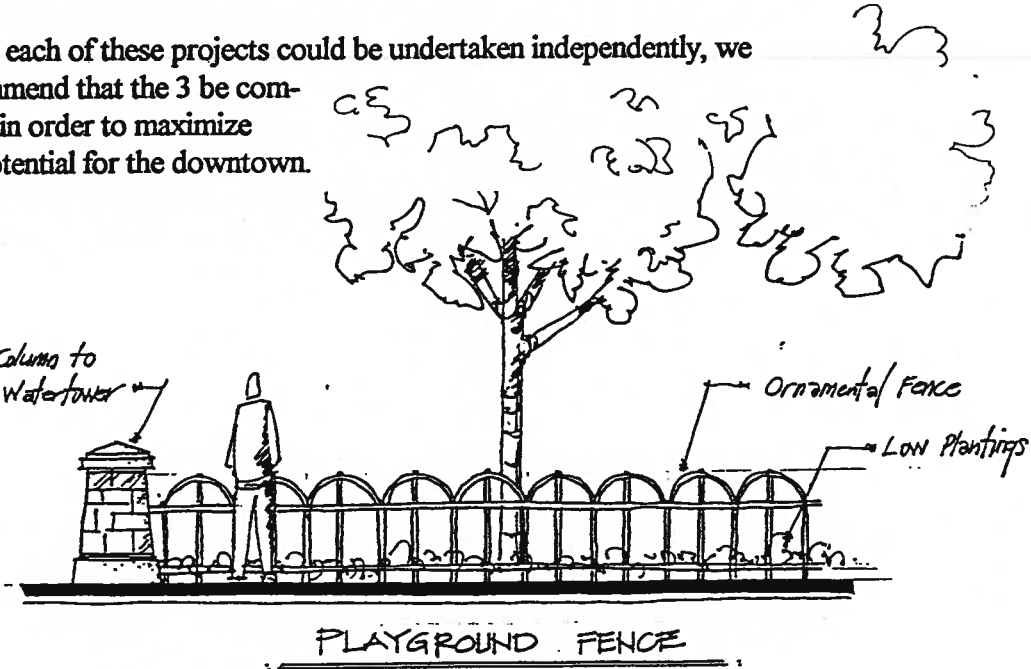
- Create a new public plaza at Tower Park that includes an ample paved surface and a new pavilion for public gatherings, new furnishings, lighting and landscaping, and a substantial water feature on axis with Lawn Avenue.**



We also recommend that the park be improved with a small play area confined with an ornamental iron fence. Not to be confused with contemporary and colorful “mega-playgrounds,” this small play area should have simple and attractive swings and slides that are more reminiscent of by-gone days.

While each of these projects could be undertaken independently, we recommend that the 3 be combined in order to maximize the potential for the downtown.

Stone Column to Match Water Tower



PLAYGROUND FENCE

Long-range Vision

We believe that the Village can support and benefit from the careful redevelopment of every block that surrounds the 4-block core. And, the successful enhancement of the core will increase the opportunity for that redevelopment. The increase in retail activity in the core will also increase the need for short-term, shopper-oriented parking near each of the 4 core blocks.

First-floor retailers selling clothing, accessories, stationery, books, audio/video and children's goods would all be desirable neighbors adjacent to the core. In fact, we recommend that the existing businesses on Hillgrove (with the exception of the gas station on Wolf Road) all give way to traditional retail uses.

Block 4 is a particularly good location for a mixed-use development that could include first-floor retail and second-floor offices or apartments.

Everyone agrees that full-service, dinner-oriented restaurants would be very desirable additions to the downtown. Several potential locations are noted in the Long-range Vision plan. The major obstacle in recruiting such businesses continues to be the liquor prohibition. Hopefully, the continued efforts of the Economic Development Commission and the Village will solve that complex.

Specialty retailers of goods like antiques, books, women's apparel and collectibles would be well-suited to the adaptive re-use of the existing homes that front Tower Park. This kind of commercial use is an excellent transition between the downtown and the surrounding neighborhood. More importantly, it provides a magnet to draw pedestrians from the largest concentration of retail stores south of the tracks.

Office space for professionals should be discouraged at street level in the core. However, using second floor space and transitional zones for office space will help to populate the downtown.

The likely increase in parking demand must be satisfied close to the core. Remote lots will not attract shoppers. However, well-landscaped, off-street parking lots that border the core can be used for long-term parking of commuters and downtown employees, which, in turn, reallocates highly-visible, on-street parking for customers.

Excess short-term demand can be satisfied by fine-tuning the regulations applied to the off-street lots to allow designated spaces for customer parking.

We also recommend that the downtown streetscape improvements ultimately be extended into the transitional and redevelopment areas, particularly along Hillgrove and Burlington Avenues where commuters park. Naturally, these improvements should automatically accompany any large-scale redevelopment.

Policy Recommendations

As a matter of public policy, the Village should adopt the Long-range Vision plan that identifies desirable physical and land use improvements in the downtown.

Improved planning and design set the stage for economic development, but are not enough by themselves. If downtown is to prosper, ready access to information and investment capital is needed. Therefore, we recommend the following recommended policies that will augment the proposed planning and design improvements:

- In cooperation with the West Suburban Chamber of Commerce, make a list of all available downtown properties. This list, including square footages and rent levels, will facilitate business relocations and expansion;
- Create a marketing brochure describing why the Village is a good place to live and do business. This piece should include basic demographics, describe various amenities, proposed improvements and include a list of available properties mentioned above;
- Water Tower Park should be programmed consistently for a wide variety of social and entertainment events, especially following the redesign proposed in this plan. Plays, public celebrations, art shows, book sales and concerts are some of the possibilities;
- Working through the Economic Development Commission, the Village should establish a schedule for downtown redevelopment. The work of the Economic Development Commission is a good start, but a key component is missing: cooperation between local government and financial institutions. This has been vital in all successful commercial district improvement efforts. Two nearby examples are the Downtown Oak Park Corporation, and, on the northwest side of Chicago, the Lawrence Avenue Development Corporation;
- Establish a facade improvement loan program. Typically, such programs help fund rehabilitation efforts that enhance original building architecture. Incentives can include loans, rebates, paint and other materials, and even architectural advice; and
- Identify the specific types of businesses desired (i.e. restaurants, bookstores, camera shops) that are consistent with the land uses that we have recommended. Then conduct a merchant search to attract such operations. Experienced commercial real estate brokers and economic development consultants can undertake this type of search.

VI. Implementation & Funding

Construction Cost Opinion

The proposed short-range improvements for the Downtown Core will cost approximately \$3 million, based on 1995 estimates. By way of comparison, nearby LaGrange has already spent approximately \$4 million on similar downtown improvements.

1.	Burlington, 2 blocks both sides	
	34,900 s.f. x \$30/s.f.	\$1,047,000
	Small shelter	\$40,000
	Pylon.....	<u>\$20,000</u>
	Subtotal	\$1,107,000
2.	Hillgrove, 1 block both sides and 1 block one side	
	24,800 s.f. x \$30/s.f.	\$744,000
	2 pylons @ \$20,000 ea.	<u>\$40,000</u>
	Subtotal	\$784,000
3.	Tower Park	
	Plaza/streetscape, 19,000 s.f. x \$30/s.f.	\$570,000
	Remodel balance 64,500 s.f. x \$2/s.f.	\$129,000
	Structure	\$200,000
	Fountain.....	\$100,000
	Play area.....	<u>\$75,000</u>
	Subtotal	\$1,074,000
	GRAND TOTAL.....	\$2,965,000

Includes typical costs/S.F. of comparable projects for: demolition, grading, concrete and precast paving, minor utility adjustments, ornamental furnishings, landscaping, cast concrete, stone masonry, signs, direct and indirect lighting, general conditions, design/engineering fees and 20% contingency.

Funding Possibilities

In an era of diminishing public resources, improvement projects have become increasingly difficult to fund. Most grant programs from state and federal governments have dried up, so municipalities now must look to their own resources to improve their downtowns. Of the few remaining state and national programs, such as Community Development Block Grants, Western Springs probably would not qualify because of its high socio-economic characteristics. Western Springs' options are further constricted by the fact that it is not a home rule community. However, certain options do remain, including:

Special Service Area

The Village finances a project with a bond issue. Part or all of the debt is retired through a temporary increase in property taxes for the property owners who are in the SSA;

Tax Increment Financing

Increased tax revenues pay off bonds issued to finance public improvements, such as parking facilities or streetscape improvements. Since taxing bodies don't get the newly-generated tax funds until the TIF expires, school districts often oppose this method.

Facade Improvement Loan Program

Discussed under policy recommendations, such a program could be funded through bond proceeds or by local lending institutions, whose staff would review applications for credit-worthiness;

ISTEA

The acronym for the federal Intermodal Surface Transportation Efficiency Act, which encourages alternatives to automobiles, such as bike paths and public transportation. Funding has become extremely competitive, but a downtown transportation-oriented project could be funded through Operation Greenlight, administered by the Illinois Dept. of Transportation using ISTEA money;

Local Bonding

Economic development, including streetscape improvements, can be funded the same way as sewers and streets: through bond issues that are paid off through local property tax revenues.

Donations

Donations can help to fund high profile park improvements. This has worked remarkably well for downtown Naperville's Riverwalk. Donors designate their gifts in honor of somebody. Smaller donations pay for items like benches, while larger donations have paid for shelters or fountains. All donors are acknowledged with commemorative plaques attached to the gifts.

Funding Example

This example shows how a \$3,000,000 Phase I project could be financed using a Special Service Area. The cost of the project, size and assessed value of the district, interest rates, cost sharing and bond term all affect the increase in property taxes that the participating owners will temporarily bear.

However, since the property values in the downtown should appreciate as a result of the project, the participating owners stand to directly benefit.

Assume:

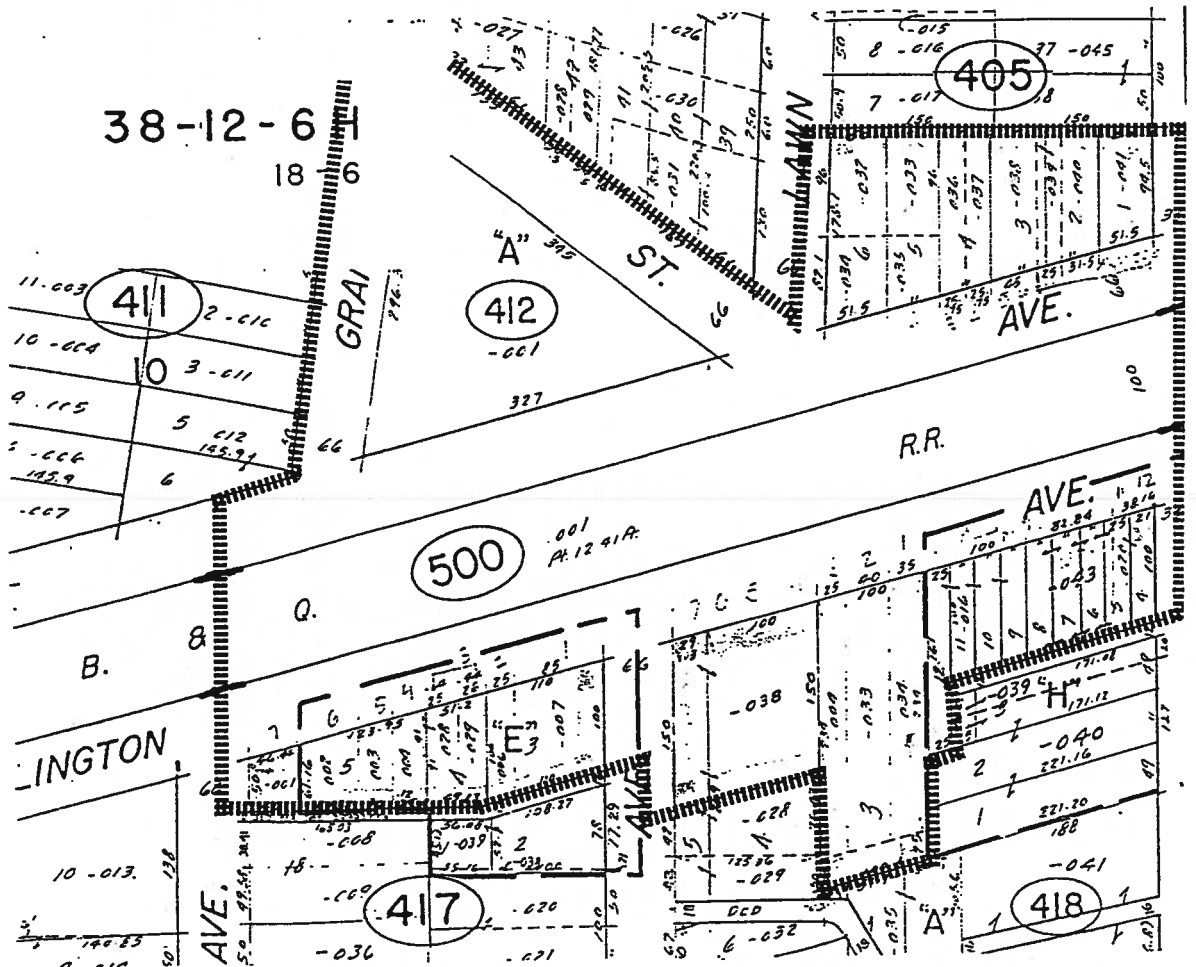
- \$3,000,000 project cost
- \$1,891,000 related to streetscape
- \$1,074,000 related to Tower Park
- SSA District as shown on map
- Valuation proportions as shown
- 10-year bond issue
- 20% of streetscape improvements are assigned to the SSA property owners

Then:

\$1,891,000	streetscape costs
<u> x .20</u>	
\$378,000	allocated to owners
<u> x .10</u>	
\$37,820	per year for 10 years for total district

Based on 1994 valuations, property tax increases for each of the 10 years of the District's term would be as follows:

Smallest parcel (.90%)	\$340/year
Largest parcel (15.6%)	\$5,522/year
Average parcel (4.0%)	\$1,513/year
Median parcel (2.72%)	\$1,029/year



Western Springs

Streetscape - Value Assessment

401-001

5-5-95

Pin #	Parcel #	Parcel Percent	Property Valuation
18-06-417	001	1.56%	\$23,342.00
18-06-417	002	2.17%	\$32,565.00
18-06-417	003	2.72%	\$40,762.00
18-06-417	004	3.65%	\$54,600.00
18-06-417	028	0.90%	\$13,519.00
18-06-417	029	0.96%	\$14,427.00
18-06-417	006	1.72%	\$25,733.00
18-06-417	007	11.75%	\$176,022.00
18-06-418	038	11.88%	\$177,930.00
18-06-418	004	2.77%	\$41,482.00
18-06-418	033	6.72%	\$100,699.00
18-06-418	034	5.56%	\$83,284.00
18-06-418	016	14.60%	\$218,669.00
18-06-418	043	5.32%	\$79,749.00
18-06-418	020	4.43%	\$66,386.00
18-06-405	032	4.60%	\$68,965.00
18-06-405	033	2.53%	\$37,968.00
18-06-405	034	2.20%	\$33,010.00
18-06-405	035	1.58%	\$23,613.00
18-06-405	036	1.18%	\$17,618.00
18-06-405	037	1.84%	\$27,605.00
18-06-405	038	3.74%	\$56,037.00
18-06-405	039	1.93%	\$28,944.00
18-06-405	040	2.72%	\$40,758.00
18-06-405	041	0.94%	\$14,135.00

Total Valuation 100.00% \$1,497,822.00

Note: Values are from the Lyons Township tax assessor's office for 1994.

Action Steps

The process to date has been challenging, but the real challenges are still ahead. Community leaders need to demonstrate their commitment to this plan by:

- Adopting is plan as public policy. Factor property acquisition (for off-street parking) and development projects into long-range capital program budget;
- Creating an ad-hoc project team that includes Village staff, elected officials and Economic Development Committee members;
- Identifying a Phase I construction project, including area, scope, budget and financing;
- Obtaining Board approval;
- Publicizing the project, keeping owners and merchants well-informed;
- Preparing final design documentation for bidding and construction;
- Bidding and constructing Phase I;
- Simultaneous with item 3, preparing marketing material for the downtown;
- Searching for desirable developers and tenants;
- Actively seeking property for off-street parking;
- Reviewing progress regularly, and
- Celebrating the results.

Naturally, the process won't always be this linear or this concise. However, the opportunity for meaningful improvement is great!

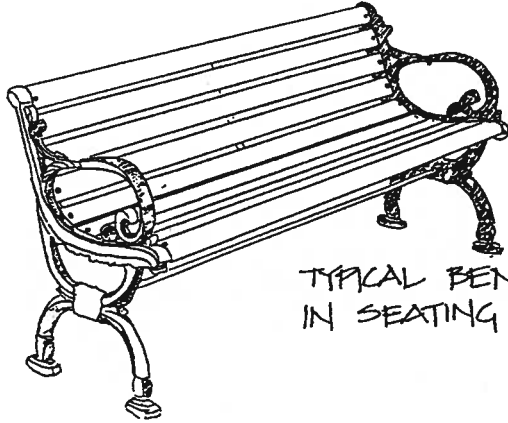
Failure to act during this expanding economy will make Western Springs even less competitive with its neighbors. And, ultimately, make necessary improvements even more expensive to construct.

On-Street Parking

		<u>Existing</u>	<u>Proposed</u>	<u>Difference</u>
Block	1	62	63	+1
	2	40	35	-5
	3	22	16	-6
	4	<u>38</u>	<u>38</u>	<u>0</u>
Totals		162	152	-10
Adj. for handicapped		<u>-4</u>	<u>0</u>	<u>+4</u>
Adj. Total		158	152	-6

Note: Approximately 6 handicapped accessible (extra-wide) spaces are required in the core area. Six such spaces are considered in the master plan. Only 2 handicap space is currently provided. Therefore, the totals were adjusted to make the proper comparison.

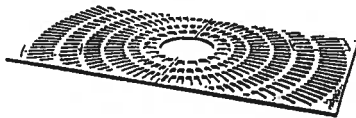
Streetscape Character



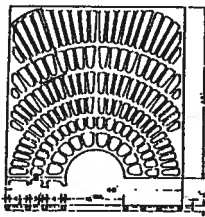
TYPICAL BENCH FOUND
IN SEATING AREAS.



BOLLARD (TYP.)



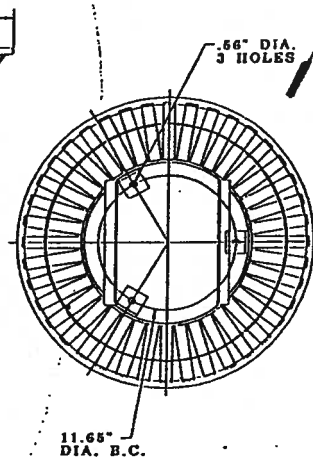
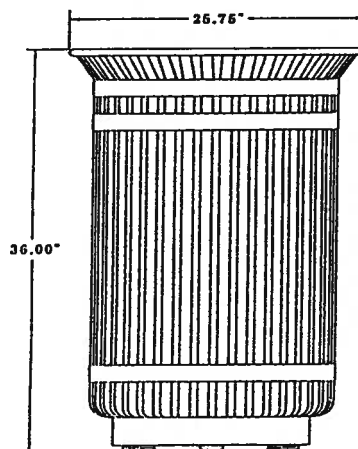
Rectangular grate, featuring two light openings per grate with bolted down light access grates. Tree opening is expandable. Available with cast iron angle frame, if required. Light opening grate is 8 1/2" x 17 1/2" x 7/8".
Weight per set - 645 pounds.

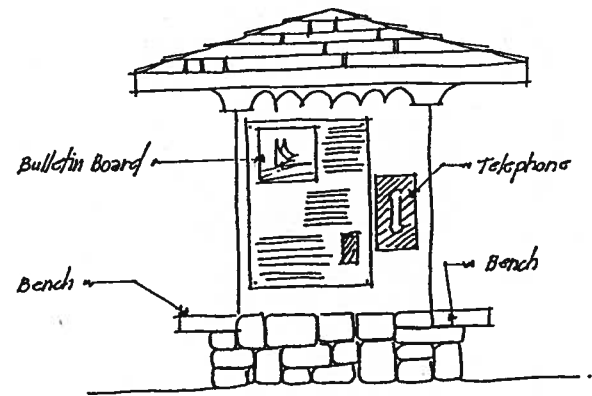
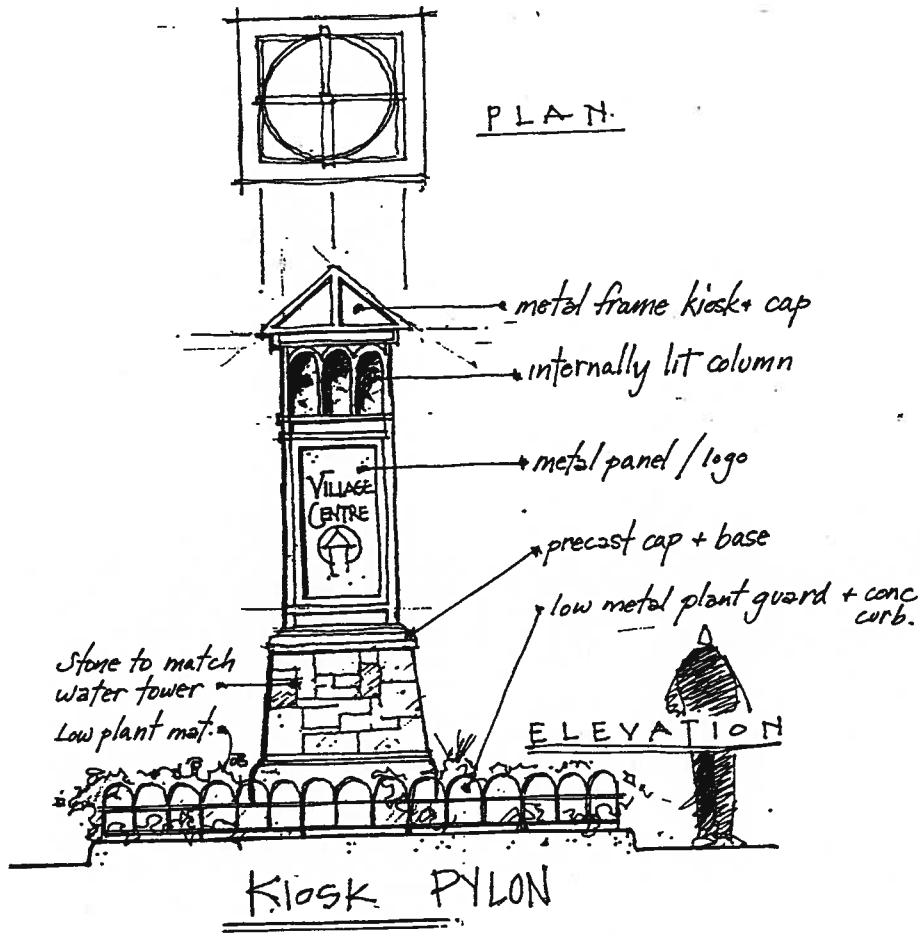


HALF PLAN AND SECTION

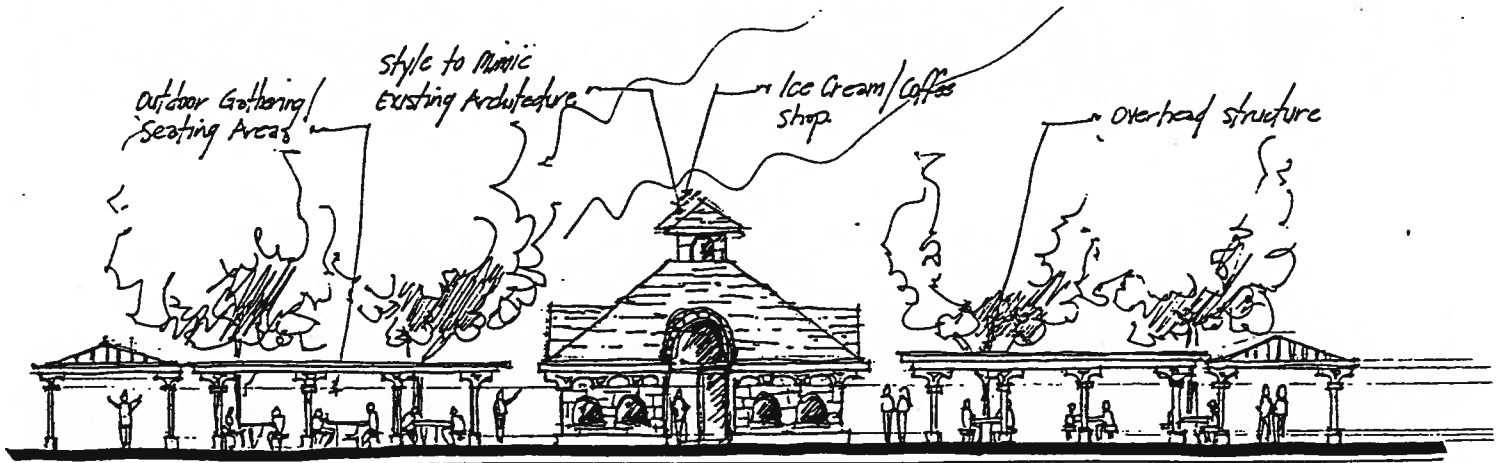
TREE GRATE (TYP.)

GARBAGE CAN DETAIL

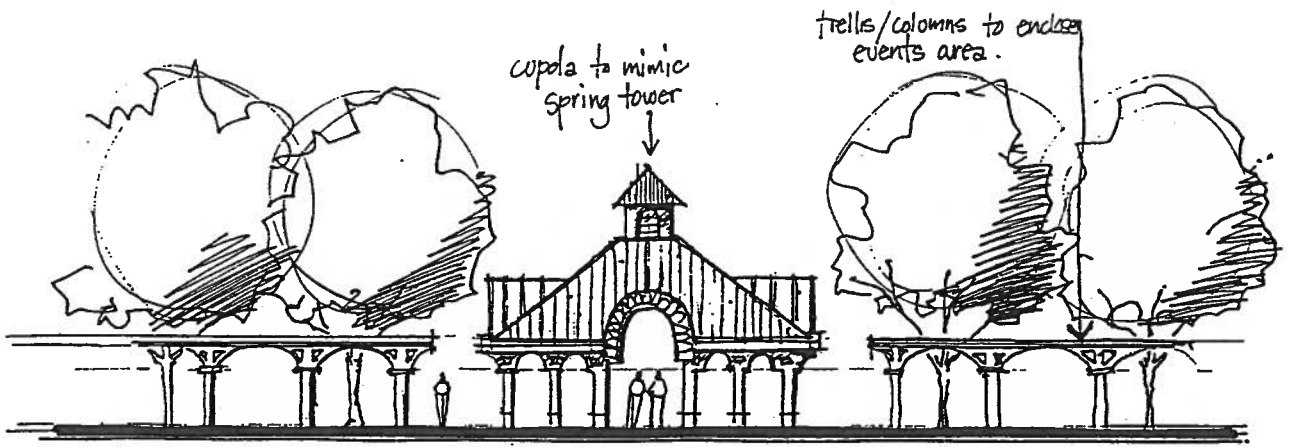




INFORMATION KIOSK A.



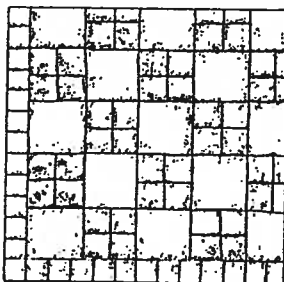
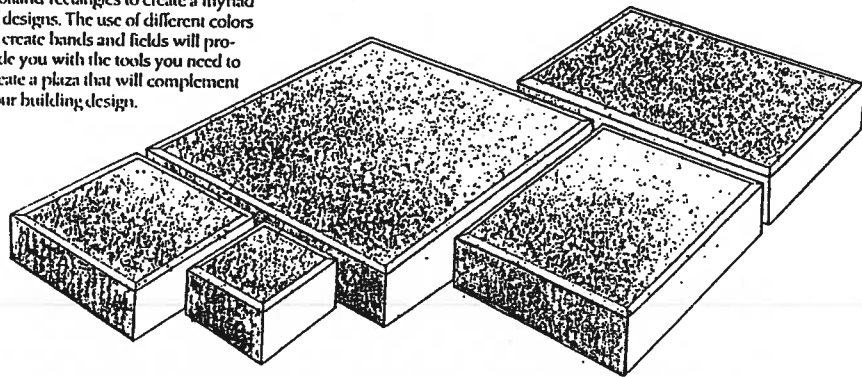
SNACK SHOP



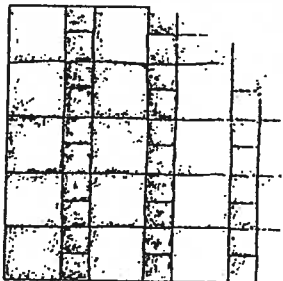
PAVILLION.

Holland Series

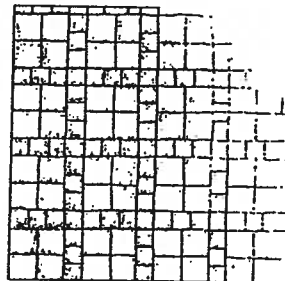
The Holland Series consists mainly of squares that can be used with Holland rectangles to create a myriad of designs. The use of different colors to create bands and fields will provide you with the tools you need to create a plaza that will complement your building design.



Alternating Stackbond



Stackbond with single band



Stackbond with double bands