

Village of Oak Park Unified Design of Downtown Streetscape Master Plan

May 11, 2015

DRAFT FOR VILLAGE BOARD REVIEW



ACKNOWLEDGEMENTS

PROJECT ADVISORY COMMITTEE MEMBERS:

Doug Chien – CDC

Mike Fox – DTOP/Hemingway District

Frank Heitzman – HPC/DTOP

Peter Korab – Resident

Tony Quinn – HPC

Max Williams – DTOP

Paul Zimmerman – Resident

VILLAGE STAFF:

Cara Pavlicek – Village Manager

Rob Cole – Assistant Village Manager

Tammie Grossman – Director of Development Customer Services

Jill Velan – Parking & Mobility Services Director

John Wielebnicki – Public Works Director

Craig Failor – Village Planner

Bill McKenna – Village Engineer

Rob Sproule – Village Forestry Supervisor

Loretta Daly – Business Services Manager

TABLE OF CONTENTS

01 PROCESS + GOALS	1
PROJECT BACKGROUND	1
PROCESS	1
GOALS	1
COMMUNITY SURVEY RESULTS	2
02 RECOMMENDED STREETScape PALETTE	4
PREFERRED STREETScape PALETTE	5
STREET PAVING	6
CROSSWALKS	7
SIDEWALKS	8
CURBS	9
STREETScape FURNITURE	10
ROADWAY LIGHTS	11
LANDSCAPE	12
SPECIALTY FEATURES - GATEWAY ELEMENT	13
SPECIALTY FEATURES - KIOSK	14
SPECIALTY FEATURES - LAKE & FOREST	15
SPECIALTY FEATURES - LAKE & KENILWORTH	16
SPECIALTY FEATURES - SCOVILLE PARK EDGE	17
SPECIALTY FEATURES - CUSTOM STONE BENCH	18
03 STREETScape CONCEPT PLAN	20
ZONE 1	21
ZONE 2	22
ZONE 3	23
ZONE 4	24
ZONE 5	25
ZONE 6	26
04 COST ESTIMATE	28
DETAILED COST ESTIMATE	29

Page Intentionally Left Blank



01 Process + Goals

01 PROCESS + GOALS

PROJECT BACKGROUND

In November of 2007, the Village of Oak Park re-opened the former Marion Street pedestrian mall to vehicular traffic, unveiling a new streetscape character for the downtown. This new look featured brick streets, stone sidewalks, and a variety of special design features and amenities. The overall design took its inspiration from historic photos of the downtown from the early 20th century. In 2011 the streetscape palette was extended further south on Marion Street into the Pleasant District.

Now, in 2015, the streetscape for the remainder of the greater Oak Park downtown, originally installed in 1989, is reaching the end of its useful life. Additionally, in some portions of the downtown, the underground utilities are in need of repair or replacement. Therefore the Village has undertaken a process to develop a unified streetscape master plan for Lake Street, the key East-West corridor in the downtown.

This master plan is intended to establish a design approach for the streetscape and provide information to allow for planning and budgeting of a phased implementation of the streetscape in the downtown. Additionally, as there are several potential developments underway or contemplated, this document provides design direction to ensure that any improvements to the public right-of-way adjacent to these developments will integrate with future streetscape improvements.

PROCESS

The streetscape master plan process has been overseen and directed by Village Staff and a dedicated Advisory Committee that has provided input and direction to the design consultant. This has occurred through a series of meetings to review and discuss findings, design concepts and final plans.

The process started with a significant public outreach and engagement. This included a series of walking tours that were open to the public. On these tours, the consultant walked the entirety of Lake Street, from Harlem Avenue to Euclid Avenue, with participants, to review the existing conditions and identify issues and opportunities.

Additionally, a series of surveys were conducted to collect input from a wider range of stakeholders. These surveys included an online survey,

GOALS

ADDRESS NEEDS

- Address failing infrastructure that has reached the end of its life
- Provide clear direction on level of improvements for incoming developments
- Provide appropriate infrastructure for growing downtown population

CAPITALIZE ON OPPORTUNITIES

- Maintain or enhance downtown character/quality of life
 - Improve the downtown's "sense of place"
 - Provide better outdoor café opportunities
- Improve mobility for other modes of travel – Complete Streets
- Address operational issues such as traffic circulation

which collected 169 responses, and an intercept survey, which collected 114 responses. The intercept surveys were conducted at various downtown locations during the weekday, and at the Village's Farmers Market on Saturday.

The input received from the various stakeholders was combined with the consultants observations and analysis to inform the design of the streetscape.

The consultant's design began with exploring geometric options for the alignment of the curb and travel lanes to improve circulation and create opportunities for successful pedestrian space.

Following the review of the geometric concepts by the Advisory Committee, the consultant developed a range of streetscape palette options and enhancement concepts. Similar to the geometric concepts, these enhancement concepts were tested and refined based on input from the Advisory Committee.

The consultant provided several updates to the Village Board during the process, presenting information on the analysis and public engagement components, the proposed geometric enhancements, the streetscape palette, the specialty features and the overall budget necessary to implement the streetscape.

This report incorporates the input collected along the way and presents the components and the plan to guide future implementation of the streetscape.



Steering Committee members and other stakeholders were invited to tour the streetscape as part of the process.

SELECT COMMUNITY SURVEY RESULTS

INTERCEPT

49% Only Live in Oak Park
 10.5% Only Work in Oak Park
 17.5% Live and Work in Oak Park
 23% Neither Live nor Work in Oak Park

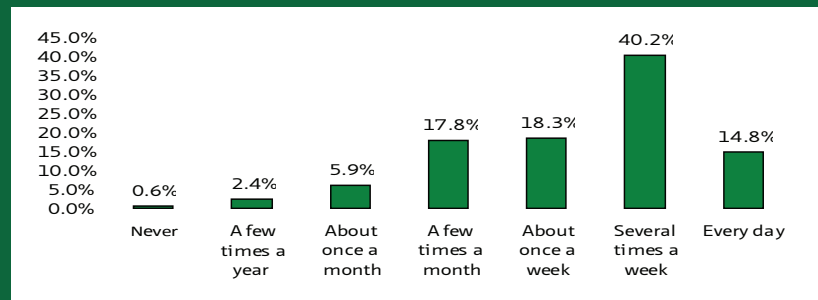
ONLINE

63% Only Live in Oak Park
 4% Only Work in Oak Park
 31% Live and Work in Oak Park
 2% Neither Live nor Work in Oak Park

Intercept Survey Locations

- 46 at Farmers Market
- 45 at Lake/Marion Intersection
- 12 at Lake/Oak Park Intersection
- 7 at Lake/Kenilworth Intersection
- 4 at South/Marion Intersection

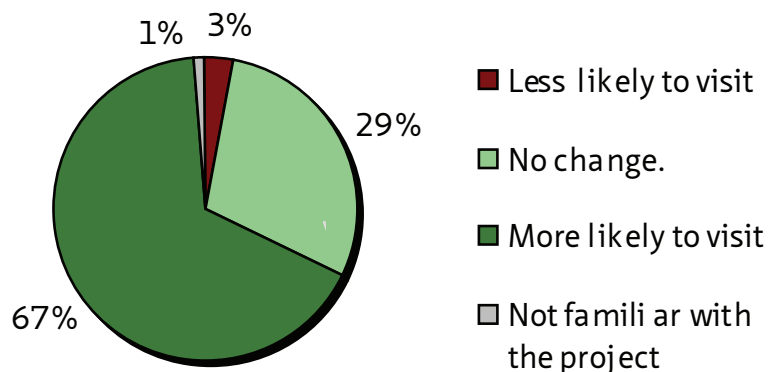
Question: How often do you visit Downtown Districts?



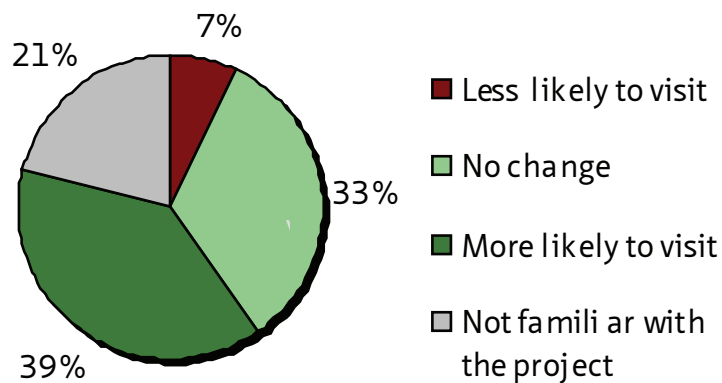
COMMUNITY SURVEY RESULTS (cont.)

Question: What impact have the streetscape improvements to North/South Marion made for you?

Online Survey Results

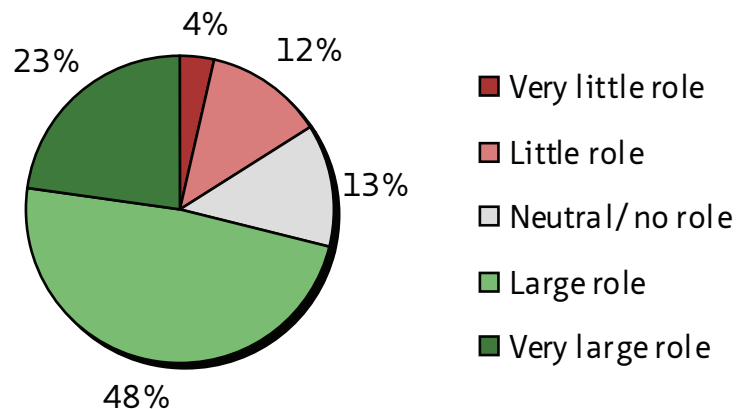


Intercept Survey Results

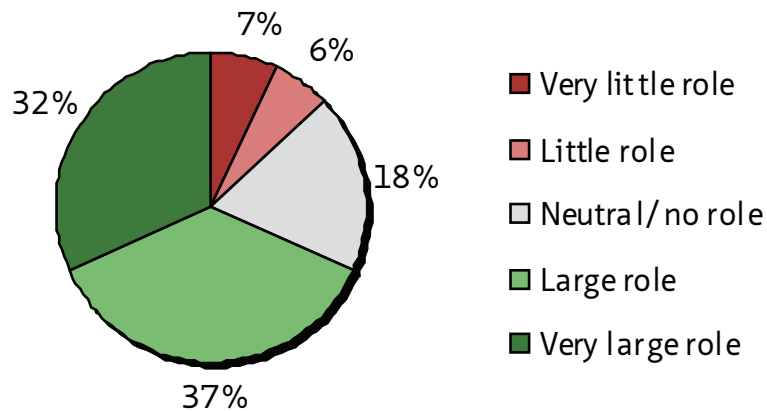


Question: What role does the appearance & streetscape play in your enjoyment of a shopping area?

Online Survey Results



Intercept Survey Results





02 Recommended Streetscape Palette

02 PREFERRED STREETSCAPE PALETTE

This section identifies the components that make up the preferred streetscape palette. These materials and elements were vetted with the Advisory Committee and selected based on a variety of factors. Many of the components carry over from the Marion Street and Pleasant District streetscape projects. However, significant thought and review were given as part of this process relative to the following factors:

- *Initial Cost*
- *Life-cycle Cost*
- *Maintenance*
- *Durability*
- *Disruption to Existing Businesses*
- *Aesthetics*

Village Staff provided additional input and thought, which is reflected within the narratives for each of the specific components as appropriate.

The streetscape palette includes repeated elements that would be found throughout the areas, as well as specialty features that are envisioned to be located in just one or two locations within the area. These specialty features are intended to help foster a “Sense of Place” by being unique elements that capitalize on a specific location or draw design inspiration from the surrounding built environment.

As this document represents a master plan for the streetscape, all specialty features will need to be further designed and detailed as part of potential future phases of work. The graphics depicted are not intended to represent the final designs but instead to convey preferred concepts that were developed and supported through the Advisory Committee process.



STREETSCAPE MATERIALS: STREET PAVING

The recommended street paving material for the unified downtown streetscapes is clay brick pavers. The Advisory Committee's direction is based on the opinion that they have a larger visual impact on the character of the downtown, while only having a small overall impact on the budget.

There are several other reasons cited for support of brick street paving. They include:

- *Longevity and sustainability - bricks can last up to 100 years reducing materials demands and they are not a petroleum based product.*
- *Low life-cycle cost - while the initial cost is more than asphalt or concrete, the overall life-cycle cost is lower due to their longevity.*
- *Less disruption of businesses in the future due to lower levels of interim maintenance.*
- *That Downtown Oak Park (DTOP) has embraced brick into their marketing and branding efforts, so the extension of brick streets throughout the downtown would work harmoniously with their marketing efforts.*

The brick would be installed in a running bond pattern for the roadway, except at intersections where a herringbone pattern would be used. This has the dual benefit of creating more decorative intersections and reducing shifting in the bricks that can be caused by car turning movements.

Public Works has concerns for brick paving on Lake Street as there will be more truck traffic than other brick streets in the Village. Also, Public Works indicated that due to the types and intensity of traffic patterns on Lake Street, they will not be able to use more gentle plowing and salting practices and would need to treat it similar how the existing asphalt streets are currently maintained in the winter.



Clay Brick Pavers - Whitacre Greer cobbled boardwalk paver, color #36

STREETSCAPE MATERIALS: CROSSWALKS

The preferred treatment for crosswalks within the downtown is to match the crosswalks on South Marion in the Pleasant District. This design includes a black stone crosswalks with white stone banding to create high contrast and increase visibility as recommended by pedestrian friendly design guidelines.

The stone materials should be durable and mortared in place to increase their lifespan. The crosswalks installed in this fashion have aged well with few issues.



Stone Crosswalk: Thermal cut granite, Oxford Black and Rockville White

STREETScape MATERIALS: SIDEWALKS

There was significant discussion and a range of opinions amongst the Advisory Committee regarding sidewalk materials.

One point where there was consensus was that whatever material is finally selected, it should be authentic. This is to say that there is no desire to use a concrete based product to mimic stone, either through stamped concrete or concrete pavers.

Additionally, there was a stated preference by the majority of the Committee to keep the treatment of the sidewalk as one material for the full width from curb to building face and not use any banding which may make it appear busy or narrower than it actually is.

The general material preference by the Committee is for stone sidewalks, but there is recognition that the cost is high, especially when applied to the larger Lake Street area. This material is preferred for the high quality character and feel that it provides to the downtown. One Committee member cited that there is a history of stone sidewalks in the Village and the use of stone in the downtown carries on this character.

In response to potential budgetary constraints, the Committee recommended prioritizing the use of stone in high impact areas such as intersections and busy commercial zones. Potentially the best way to accomplish this is to focus the use of stone in the commercial areas between Harlem and one block east of Forest, and the area around the Oak Park Avenue intersection and east to Euclid.

The remainder of the sidewalks would be scored concrete to minimize cost and maintenance. An attractive, clean and simple score-line pattern would be used in these areas. The Committee recommended that a detailed specification be prepared for the concrete portions of sidewalk to ensure they have a consistent look, potentially specifying a granite aggregate and color that would work in a complementary fashion with the other materials.



Bluestone Sidewalk: Thermal cut bluestone



Concrete Sidewalk: Aggregate and tint to be determined

STREETScape MATERIALS: CURBS

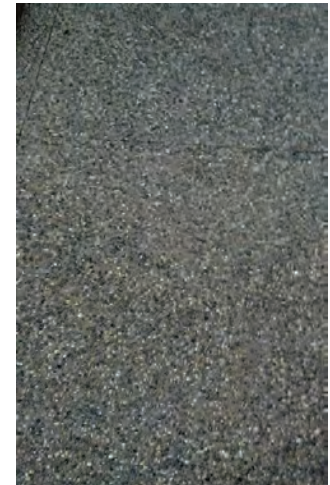
The committee recognized granite curbs are a high cost material that does not contribute as strongly to the overall streetscape character as some of the other elements. However, in the discussions, there was a hesitation to locate a concrete curb next to a stone sidewalk as it would detract from the higher quality stone sidewalk material.

The Committee made two separate recommendations for curb materials and design:

- *One option is to use concrete curbs but create a detailed specification on the color and aggregate used to improve the character and provide something that is darker and does not detract from the stone material.*
- *A second option is to use granite curbs only in the areas where there are adjacent stone sidewalks. The final limits of the material may be calibrated to the available budgets.*



Granite Curb: Mesabi Black granite

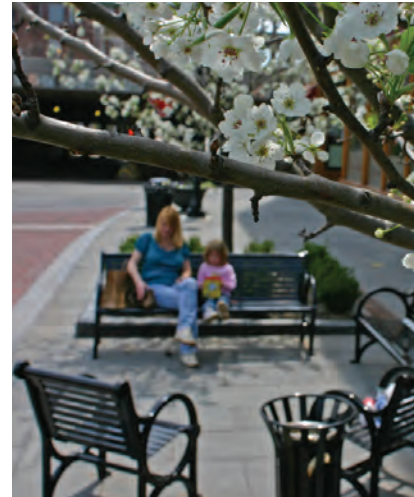


Concrete Curb: Tinted concrete with exposed granite aggregate

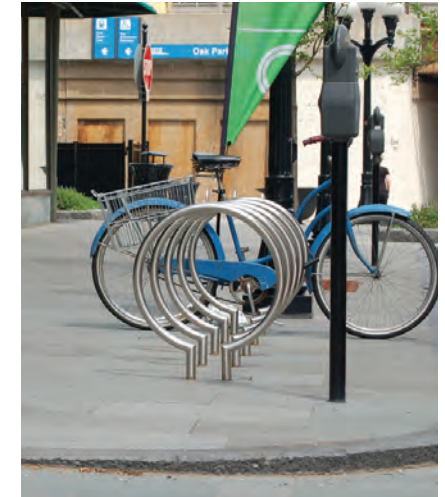
STREETScape MATERIALS: STREETScape FURNITURE

Generally, the streetscape furniture is recommended to match the materials used on Marion Street to create consistency with the established streetscape palette. This includes benches, chairs, bike racks, trash receptacles and tree grates:

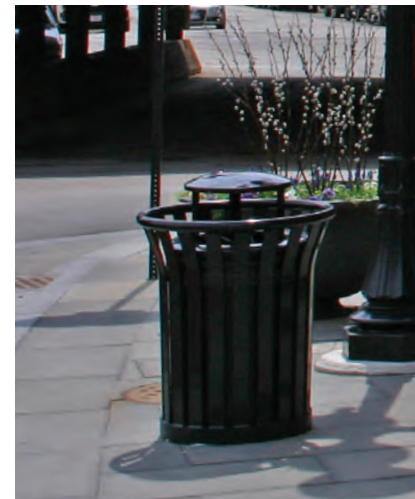
- *Benches are durable metal benches with a black powdercoat finish. These should be used to provide additional seating opportunities throughout the streetscape, preferably in small groupings with other benches and chairs to encourage discussions and informal gatherings.*
- *Chairs are custom elements that offer single-person seating and match the materials, color and character of the benches.*
- *Bike Racks are stainless steel loops either installed as single racks set parallel to the roadway or in clusters of several racks set perpendicular to the roadway.*
- *Trash receptacles are metal containers with a black powdercoat finish. Larger sizes are recommended to reduce the instances of overflowing trash between pick-ups.*
- *Tree grates are the metal panels that protect the tree and its exposed root zone. Larger tree grates often translate into healthier trees as it usually means a larger area of exposed soil to absorb rain water. The Committee agreed that a larger grate should be used than what had previously been installed on Marion, as there have been maintenance concerns due to the smaller size of those grates. The desire for larger grates will have to be balanced with the desire to maximize useable sidewalk for pedestrian circulation and outdoor dining. While the tree grates will meet ADA requirements for accessibility, there are some pedestrians who avoid walking on them. Therefore, placement needs to be carefully considered.*



Benches and Chairs: City Sites Series by Victor Stanley, black powder coat finish



Bike Rack: Ring Bike Rack by Landscape Forms or equivalent, stainless steel tubing



Trash Receptacles: T-Series by Victor Stanley, 45-gallon, black powder coat finish



Tree Grate: Garland design by East Jordan, 4'x6' - final size to be determined

STREETScape MATERIALS: ROADWAY LIGHTS

While the globe lights used on Marion Street are well regarded, the desire of the Committee is to use them more sparingly on Lake Street. The main reason was to reduce light pollution. The globe lights project illumination in all directions, including upwards, which impacts upper story uses on adjacent buildings as well as the evening sky.

The Committee's preference was to use larger roadway lights, like those used on South Marion, throughout Lake Street. These lights project lighting only downward. These roadway lights have the added benefit that the taller poles provide opportunities for banners, which is desired by the commercial districts. These poles would include a pedestrian scaled globe light off of the back of the pole, similar to the look in the Pleasant District.

For continuity with Marion Street, the preference is to still use stand-alone globe lights in a limited capacity within the commercial areas. For the institutional portions of the Corridor only the taller roadway lights would be used.

Final quantity and placement would depend on lighting/illumination studies.



Roadway and Globe Lights: Sternberg Lighting

STREETScape MATERIALS: LANDSCAPE

The streetscape character should be supported by a range of different landscape types. Currently, the landscape along Lake Street is limited. There are existing street trees planted into tree pits with decorative metal grates in most locations protecting the tree and its exposed root zone. Additionally, there are movable planters of a variety of designs used for seasonal annuals. Large raised planters are located near Harlem and Forest Avenues, but they are tall and long and create large barriers. On the walking tours, stakeholders indicated a desire for a wider range of materials, including some perennials and shrubs. Therefore, the Advisory Committee supported a range of landscape applications as part of the streetscape made up of the following:

- *Movable planters - provide flexibility for future changes to the streetscape environment, including new outdoor dining or changes to building entries. They allow for seasonal color and can be used to create interest and variety in space constrained areas. The Committee recommended limiting the amount of movable planters due to concerns for on-going maintenance and upkeep and to ensure that the impediments to pedestrian traffic are limited.*
- *Permanent raised planters - provide protected growing area for trees, shrubs, perennials and annuals. The larger soil volume can improve tree health and raising the beds reduces the amount of salt that infiltrates the soil in the winter. The planters themselves can incorporate seating and can be used as an intentional barrier to create separation between pedestrian and vehicular traffic where there is no on-street parking. The Committee recommended limiting the amount of permanent raised planters to ensure future outdoor dining will not be constrained.*
- *Street trees in grates - provide shade and are shown to create numerous health and aesthetic benefits. The Committee was in agreement that an improved growing medium, such as structural soil or Silva Cells, will need to be provided for the street trees, comparable to what was provided on the Marion Street and Pleasant District projects.*

The final placement of trees and size of tree grates will need to be carefully reviewed and balanced with the need to provide clear pedestrian routes and outdoor café spaces. Some members of the Committee did raise the point that commercial tenants generally do not like street trees and are concerned they impact visibility to the storefronts and signs.



Movable Planters and Trees in Grates



Raised Planter

STREETScape MATERIALS: SPECIALTY FEATURES - GATEWAY ELEMENT

During the walking tours, stakeholders agreed that some more prominent gateway feature should be placed on Lake Street at Harlem Avenue to draw attention to the downtown from motorists on Harlem. While a column gateway feature currently exists in this location, the scale of it and the distance set back from Harlem make it ineffective as a gateway marker.

The preferred direction was to use a multiple globe light feature, similar to the ones found near key intersections on Marion Street, as a feature. This special element is seen to be larger than the ones on Marion and could include a stone based and potentially some simple identity signage to make it distinct.

As a counterpoint, there were some Committee members that felt a large attention-grabbing feature was not necessary or appropriate. Further study and detailing of this feature will be required before it is finalized.



Existing multiple globe feature



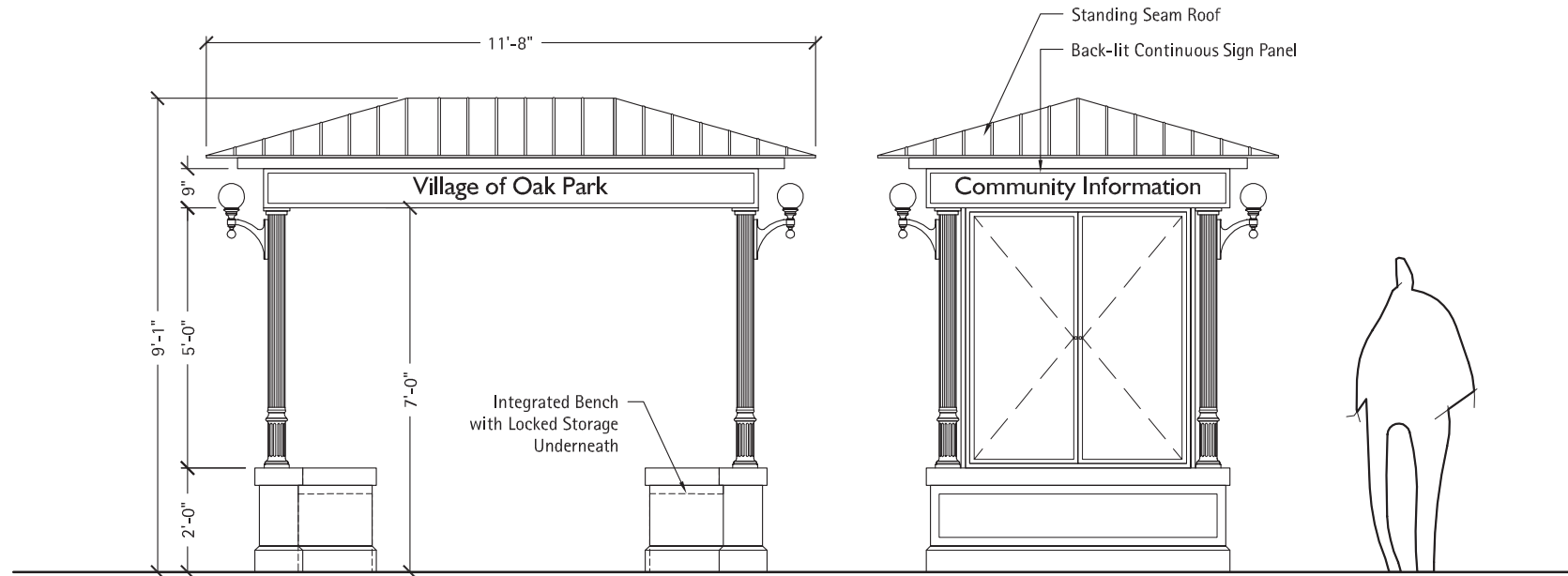
Conceptual Gateway Element

STREETScape MATERIALS: SPECIALTY FEATURES - KIOSK

A common comment from stakeholders in the early part of this process was that the streetscape design should help support Oak Park tourism. One of the ways this has been envisioned is to create a centrally located structure that includes changeable informational signage announcing upcoming events, and could potentially act as a location for handing out information, selling tickets or answering questions during large events.

This kiosk has been designed to act as a covered structure with integral seating. Sign cabinets on the ends would allow for posters and information to be posted. The posts of the structure would allow for larger banners to be displayed similar to what now occurs at the southwest corner of Lake and Marion. The open character of the structure provides flexibility that it can have people stationed there during big events while still be useable on typical days.

This element is envisioned as a durable metal structure that incorporates elements from the streetscape lighting and furniture.



Conceptual Kiosk Element

STREETScape MATERIALS: SPECIALTY FEATURES - LAKE & FOREST

Through the streetscape process, the north side of Lake Street at Forest Avenue was identified as having potential for a special feature. This area is on axis with the approach on Forest into the downtown from the south. Additionally, there is significant width in the sidewalk on the north side of the road providing an opportunity for a special feature. A benefit of a specialty feature in this location is that it can help anchor the east end of the downtown commercial district and encourage exploration and discovery.

While this feature will require further design refinement in a future phase of the streetscape process, the preferred design incorporates landscape, seating and either a water or sculpture element.



Conceptual sculpture or water feature



The feature could provide a permanent or temporary location for an element like those featured in the yearly sculpture walk

STREETScape MATERIALS: SPECIALTY FEATURES - LAKE & KENILWORTH

As mentioned previously, the specialty features are intended to help foster a “sense of place” by highlighting the unique character of the built environment. In the case of the intersection of Lake Street and Kenilworth Avenue, the intersection is adjacent to Unity Temple. Additionally, due to the geometry of the off-set intersection, there are larger areas of space that can be used for additional landscape.

The feature designed for this intersection is a large raised stone planter with an integrated seatwall. Design could incorporate lighting or signage, similar to the Pleasant District planter at the off-set intersection of Marion Street and Pleasant Street.



The conceptual planter feature for the Lake and Kenilworth intersection could incorporate custom lighting elements

STREETScape MATERIALS: SPECIALTY FEATURES - SCOVILLE PARK EDGE

Recent improvements to Scoville Park have created a walkway within the park connecting the Lake Street and Oak Park Avenue intersection to the Oak Park Main Library. However, with the thick layer of vegetation adjacent to the Lake Street sidewalk, there is very little visual interest for that pedestrian connection.

There is an opportunity along this block to incorporate the globe street lights to create more of a pedestrian scale. Additionally, further specialty lighting could be used to enhance this block. This lighting could take the form of in-pavement lights or hanging lights, and would most likely require the participation and cooperation of the Park District of Oak Park who owns Scoville Park.



Decorative lights could be incorporated into the vegetation at the edge of the park or into the paving to create more visual interest

STREETScape MATERIALS: SPECIALTY FEATURES - CUSTOM STONE BENCH

The Horse Show Fountain, also known as the Wright-Bock Fountain, is located at the southeast corner of Scoville Park, adjacent to the Lake Street and Oak Park Avenue intersection. This fountain is a replica of the original fountain designed by sculptor Richard Bock and architect Frank Lloyd Wright.

The fountain serves as the inspiration for a series of three benches, envisioned to be installed on the remaining three corners of the intersection. The design of these benches pull from the fountain's large horizontal, rectangular slab construction and the pattern of triangles and rectangle found on the fountain's lintel.

The benches provide new seating opportunities at each of the corners and creates a subtle feature that relates to the unique elements of this intersection without drawing attention away from the outstanding adjacent architecture.



Horse Show Fountain



Conceptual sketch of the custom stone bench



Rendering of the custom stone bench

Page Intentionally Left Blank

A red-tinted photograph of a city street scene. In the foreground, a person is sitting at a table looking at a tablet. In the middle ground, several people are walking on a sidewalk, and a person is riding a bicycle. In the background, there are buildings, trees, and a street with cars. The overall scene is a vibrant urban environment.

03 Streetscape Concept Plan

The following pages diagram the conceptual geometry and layout of elements. These conceptual streetscape plans are intended to convey key design ideas and provide general quantities for budgeting purposes. They are not intended to provide final geometry or locations, which will need to be developed through a more detailed process that includes review of site specific grades, civil engineering, vehicular turning movements, as well as further detailed input from Village staff and stakeholders.

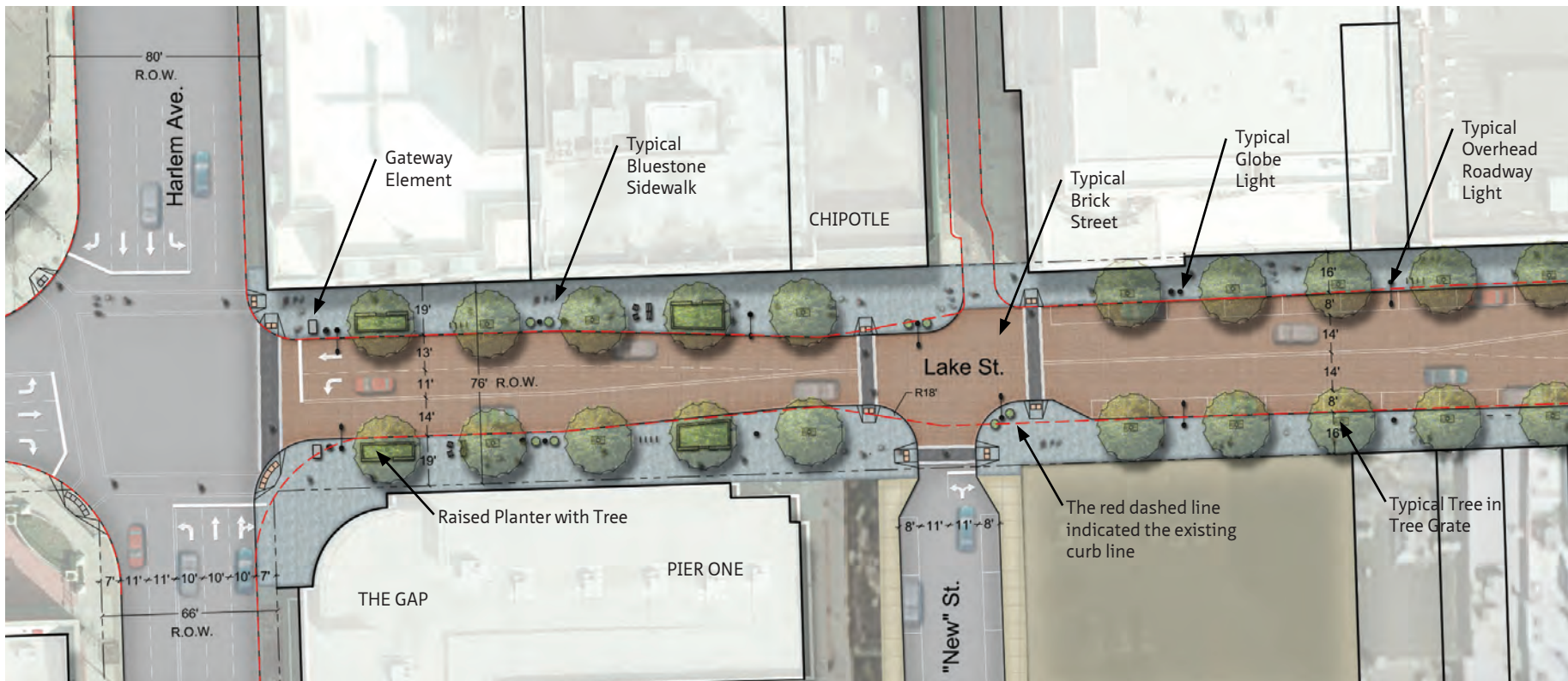
03 STREETScape CONCEPT PLAN

Zone 1

This zone includes the gateway into both the downtown and the Village at Harlem. The gateway features are shown closer to the Harlem intersection to make them more prominent. Due to space considerations and turning movements, the first segment of Lake Street, from Harlem to the proposed "New" Street does not include any on-street parking. Therefore, in this area, it will be important to use raised planters or other barriers to create separation between vehicular and pedestrian traffic to provide a better environment for visitors and shoppers. There is significant sidewalk space

in this segment, so the planters will not impede the ability to accommodate potential future outdoor cafe areas.

The intersection with "New" Street will be too close to the signalized intersection at Harlem to allow for any traffic control on Lake Street. Therefore the crosswalks will need additional signage and potentially a push-button system to provide for safe pedestrian crossings.



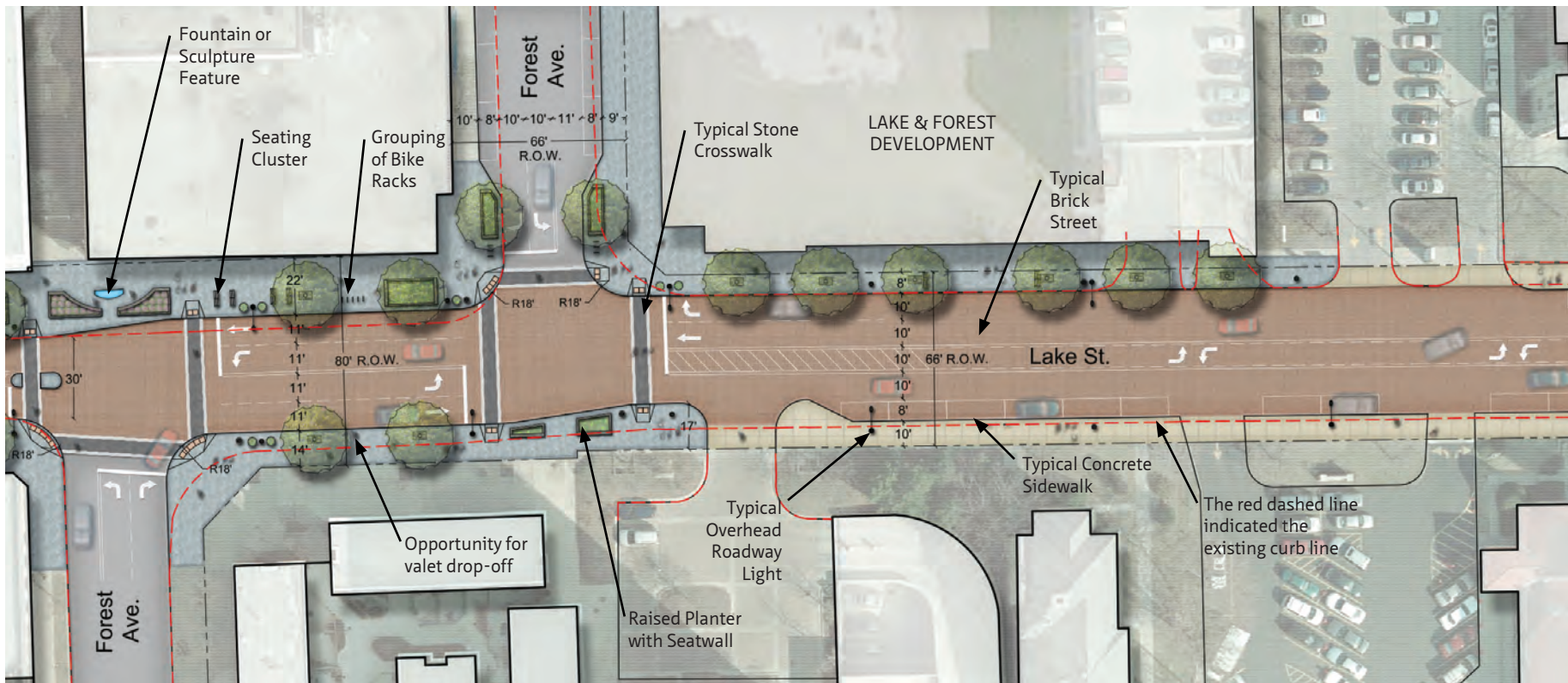
Zone 3

The geometry at the offset intersection of Lake Street and Forest Avenue is envisioned to be modified to center the roadway within the existing right-of-way. This creates smoother vehicular movements in both directions. Currently the westbound through lane continues straight while the eastbound through lane shifts south by the full width of a lane. The proposed alignment shifts both lanes by the width of half a lane. This has the benefit of providing additional sidewalk space on the south side and reducing the overly large sidewalk space on the north side.

There may be an opportunity in the future to accommodate improved valet services in the area of this intersection, depending on the status of the downtown valet program. This could include incorporating dedicated pull-off space for valet drop-off without impacting the number of on-street parking spaces.

The planned Lake & Forest development at the northeast corner of the intersection is accommodated into the plan.

Further east the corridor takes on a more institutional character and the sidewalk treatment is envisioned to switch to scored concrete.



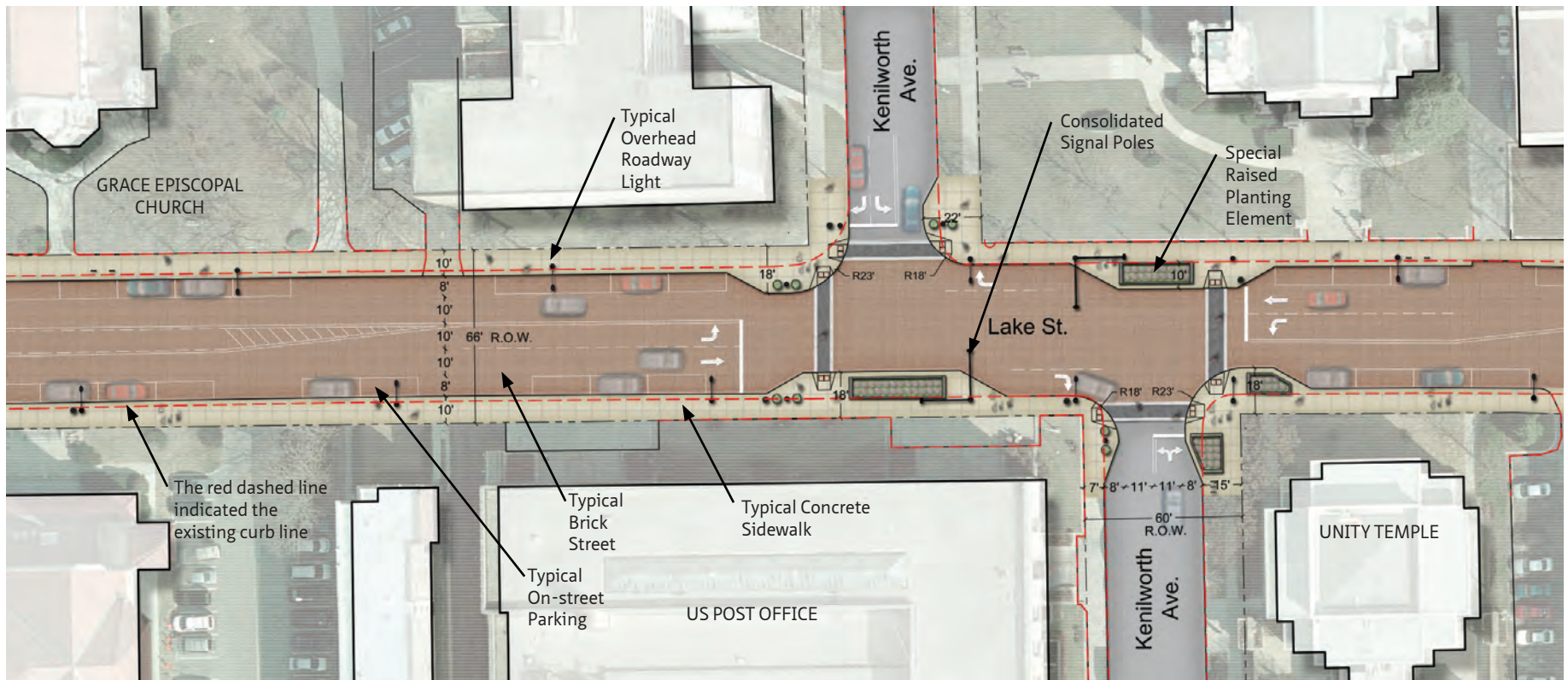
Zone 4

Within the institutional section of the streetscape the sidewalk is narrow. There is not enough room for street trees and even movable planters may create too much of an impediment to foot traffic. The plan calls for the traffic lanes to be narrowed slightly to allow the sidewalks to be widened. Additionally, where possible, light poles, signal poles, parking meters and sign poles should be reduced or combine to improve conditions where possible.

This section of the streetscape includes the intersection of Lake Street and Kenilworth Avenue. This intersection provides the main opportunity

to create a sense of place within the more institutional portion of the streetscape. There cannot be on-street parking within the intersection, and given its off-set design, there are large segments where additional space can be reclaimed from the road and put back in as pedestrian space or landscape. The final size of these bump-outs will need to be designed to accommodate appropriate stacking for right-hand turns onto Kenilworth.

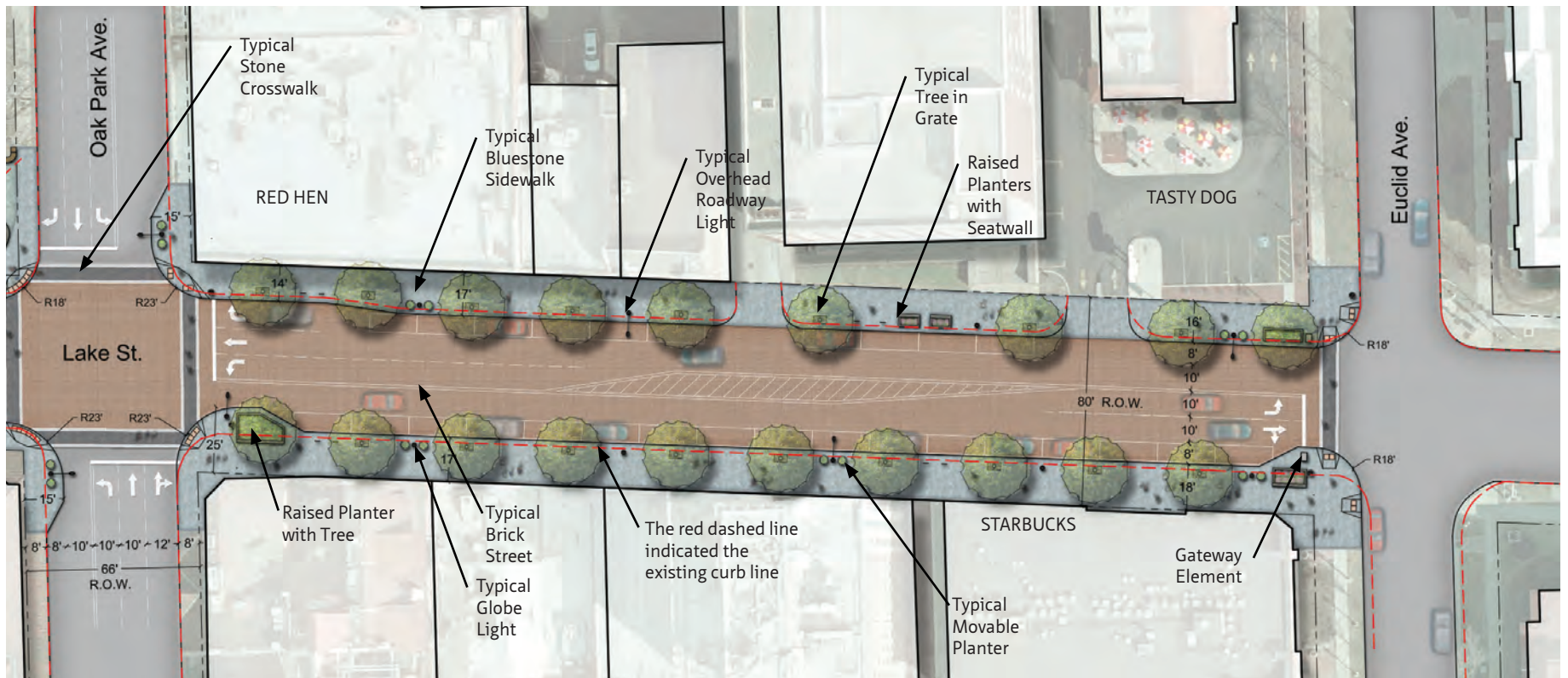
These bump-outs can be used for the specialty raised planters discussed previously. They also have the added benefit of reducing the crosswalk distance, which improves the pedestrian character of the area.



Zone 6

The final segment of the streetscape includes the block of Lake Street from Oak Park Avenue to Euclid Avenue. This section has a narrower sidewalk condition, which can be widened slightly by narrowing the vehicular lanes in the road. Width is specifically important here as there are many existing outdoor cafes and room needs to be maintained or expanded in the streetscape to accommodate them. Currently, the existing trees are located within tree pits with crushed stone and no grates. They make it difficult for ADA access and detract from the aesthetics of the area. The new tree grates will help address both access and aesthetics issues.

The plan shows another set of gateway elements at Euclid. While this location does not serve as a gateway into the Village, it is a gateway to the downtown districts. The overall size of these gateways could be reduced from what is proposed at Harlem.



Page Intentionally Left Blank



04 ····· Cost Estimate

04 COST ESTIMATE

Based on the master plan developed, the following estimate of costs has been prepared. The estimate has been prepared using design and quantity assumptions developed through the design process. The costs are based on conservative 2015 unit prices and include a 15% contingency.

These costs have been prepared for municipal planning and budgeting use only. Further review and discussion can be used to refine the costs further and identify opportunities for phasing and value engineering.

	Estimated Costs
Underground Infrastructure Improvements	\$1,200,000.00
Demolition and Site Preparation	\$1,035,000.00
Roadway	
Brick Paving	\$2,593,250.00
Crosswalks	\$212,750.00
Tinted Concrete Curb with Aggregate	\$408,250.00
<i>Alternate: Granite Curbs in Commercial Districts</i>	\$1,512,250.00
Sidewalk	
Stone sidewalk - Commercial Districts	\$3,059,000.00
Concrete Sidewalk	\$232,300.00
Streetscape Furniture	
Benches and Chairs	\$55,200.00
Trash Receptacles	\$40,250.00
Bike Racks	\$74,750.00
Landscape	
Movable Planters	\$105,225.00
Raised Planters	\$931,500.00
Trees in Grates	\$362,250.00
Roadway Lighting	\$945,300.00
Specialty Features	
Gateway Elements	\$92,000.00
Kiosk	\$40,250.00
Lake & Forest Feature	\$195,500.00
Lake & Kenilworth Feature	\$59,800.00
Scoville Park Edge Lighting	\$17,250.00
Custom Stone Benches	\$13,800.00
Design and Engineering	\$1,437,500.00
TOTAL	\$13,111,125.00
<i>TOTAL with Granite Curbs in Commercial Districts</i>	<i>\$14,623,375.00</i>



