Streetscapes

Land Design Collaborative incorporated

Evanston Streetscape Revitalization

Evanston, Illinois

Evanston Streetscape Art Project

In the development of the downtown streetscape redevelopment project with LDC leading the design team, James Gamble, also member of the Evanston Public Art Committee, prepared an artist selection process to find an artist to add to the design team on the project. David Csicsko, graphic designer was selected from an interview and proposal process. David prepared over 20 images of his interpretations of Evanston. Images were chosen by the Public Art Committee to be made into special cast pavers, cut into brick panels, entry signs, and cast as special tree grates. LDC staff and James worked directly with David to adapt his images for construction as well prepare bid documents for special tree grate castings and worked directly with Wausau Precast to develop special pavers. During construction James worked in the field with David and the contractor to install the art forms in the brick paving.

Land Design Collaborative incorporated

State Street Improvements

St. Joseph, Michigan

Nimbus Flight Sculpture is "counter point" to the Office District's sculpture 3 blocks east.

Office District Plaza with Sculpture

State Street Improvements

State Street is the main retail street in St. Joseph, attracting people, particularly tourist, to stroll the sidewalks and shop in the various stores and restaurants. In the 1970's James Gamble, then with Barton Aschman Associates from Evanston, IL worked as project designer to enhance the pedestrian areas while retaining the brick street as directed by the City. To accomplish this the sidewalk was widened, angle parking was introduced on one side so that no spaces were lost even though the walkway was widened. The wider sidewalks made more room for people and removed a small portion of the brick roadway along the curbs that had rutted. The angle parking created larger gathering spaces at Pleasant Street and Broad Street. At Pleasant Street a place was created for James Russell's sculpture "Nimbus Flight". The street lighting, walkways, and brick streets have stood the test of time and continue today after 30 years of use.

Land Design Collaborative incorporated

Downtown Improvement Plan

Glencoe, Illinois

Downtown Glencoe Improvement Plan

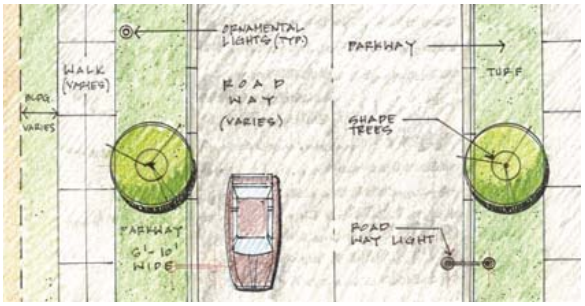
LDC prepared urban design concepts for the downtown which included: (1) development of the commercial district, (2) enhancement of the visual image, (3) improvement of access, parking, and safety for people and vehicles, (4) development of streetscape design plans (5) an implementation strategy, and (6) development of a structured public input process.

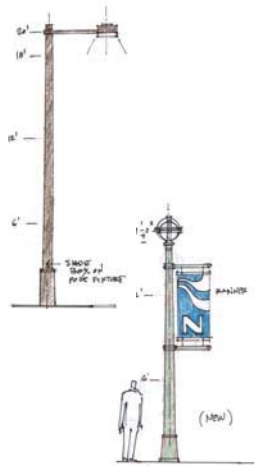
Based on a thorough consideration of the downtown's existing conditions and problems, the Conceptual Study recommended significant improvements to the infrastructure and streetscape elements in Glencoe's downtown business district, development of several gateway features to identify entrances into Glencoe, and medians on Green Bay Road. Recommendations were made for various site amenities and street furniture styles that reinforces a design character consistent with the architectural heritage of Glencoe.

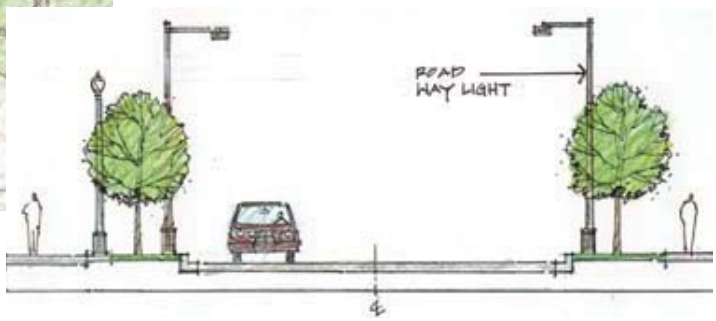
Land Design Collaborative incorporated

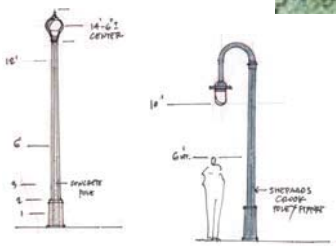
Downtown Streetscape Prototype Project

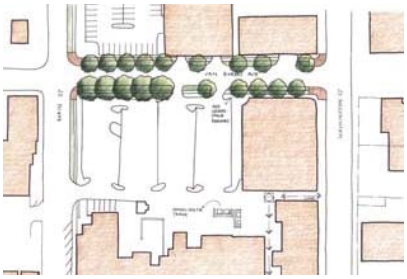
Naperville, Illinois

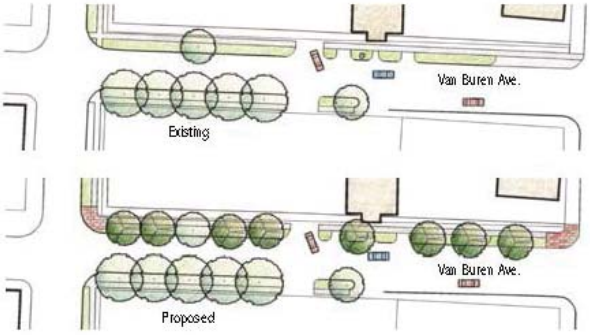












Downtown Naperville Streetscape Prototype Project

Land DesignCollaborative (LDC)was the Urban Design Consultant on the original “Downtown Plan” and developed a preliminary “streetscape design system” that identified five classifications of street types within the Downtown based on their location, development pattern, traffic carrying role and pedestrian function.

- Downtown Streetscape
- Neighborhood Streetscape
- Boulevard Streetscape
- Pedestrian Way Streetscape
- Green Space Way Streetscape

Subsequent to the Downtown Plan, LDC was retained by the City of Naperville to prepare the “Naperville Downtown Streetscape Prototype Project” which expanded and added further detail to the concepts originated in the Downtown Plan.

Land Design Collaborative incorporated

Lincoln Avenue

Morton Grove, Illinois

Lincoln Avenue

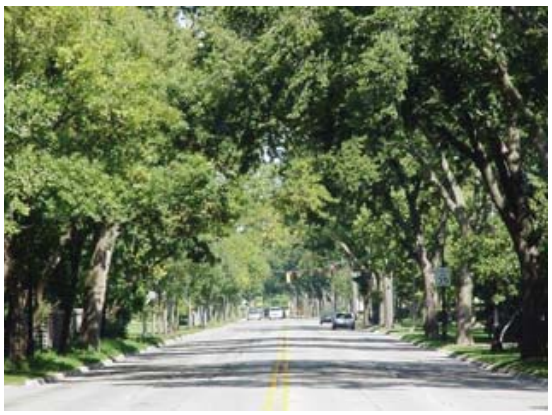
The Village of Morton Grove, Illinois engaged Mc Donough Engineers to rebuild Lincoln Avenue, a major commercial street in their downtown redevelopment area. Land Design Collaborative, Inc. was the streetscape design leader for the team charged with creating a distinctive image in this small urban area. LDC's design role required balancing amenities and safe pedestrian access with vehicular and bicycle movements.

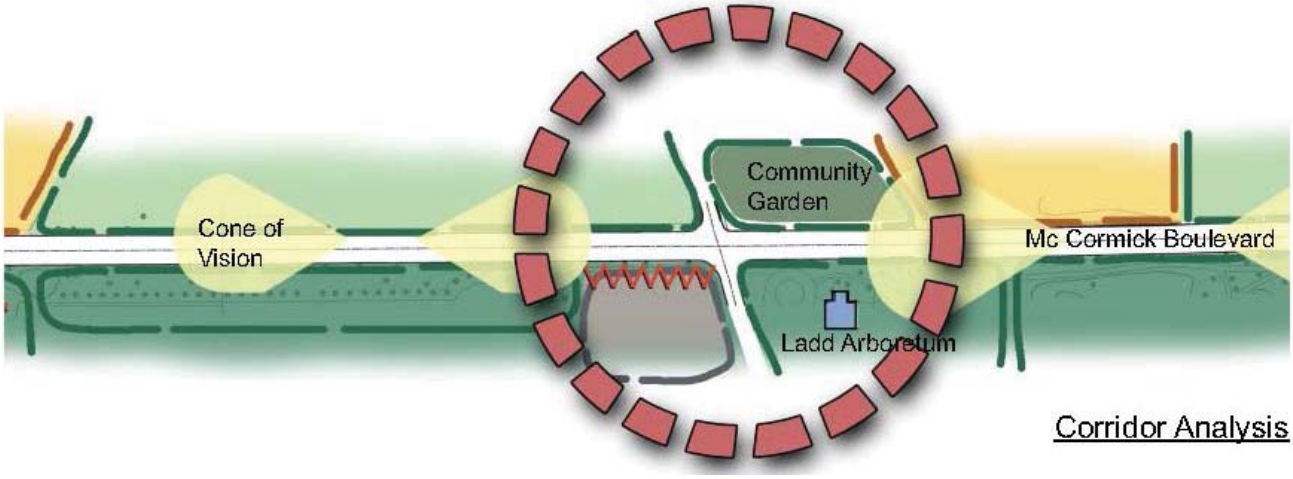
New condominium projects south of Lincoln Avenue generate pedestrian's crossing Lincoln Avenue to go to the library, restaurants, and to the Metra Station. LDC recommended crosswalk locations and used medians to slow traffic and add landscape to this narrow right of way. New lighting, street trees, and a curvilinear pavement pattern incorporating large sweeping perennial plant beds, create interest and a distinctive landscape character along the street.

Land Design Collaborative incorporated

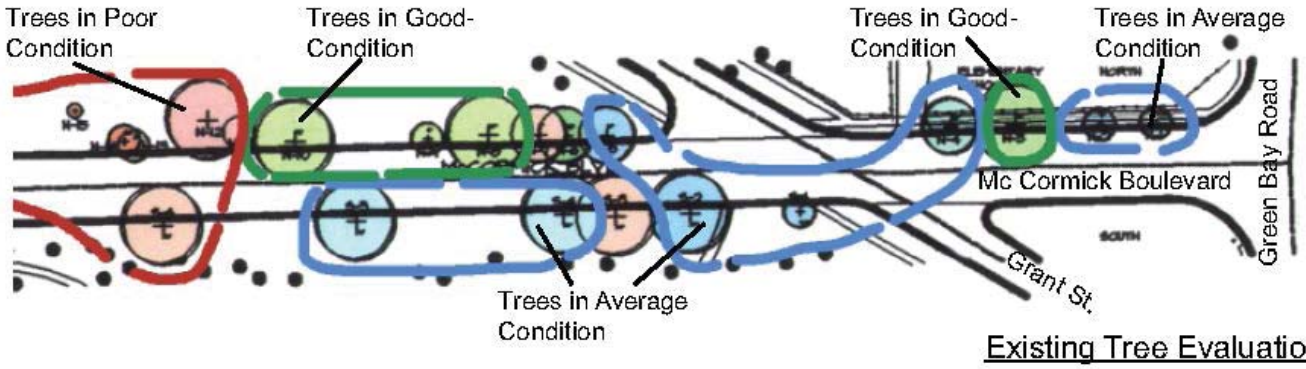
McCormick Boulevard

Evanston, Illinois





Corridor Analysis



Existing Tree Evaluation

McCormick Boulevard

A corridor landscape plan for McCormick Boulevard in Evanston, Illinois between Emerson Street (Golf Road) and Green Bay Road was prepared by LDC in conjunction with engineering studies for IDOT roadway improvements.

Integral to the LDC plan is the design of a landscape that responds to the existing character of McCormick Boulevard. Rem-nant Elm street tree canopy, parks on the north side, and the Ladd Arboretum along the entire south side of the street create a “green” open space and landscape image along this corridor.

Land Design Collaborative incorporated

Lincoln Avenue
Morton Grove, Illinois

Client

Village of Morton Grove, Illinois

Service Provided

Consensus Building
Schematic Design
Alternative Concepts
Design Development
Construction Documentation

Design Elements

plant palette
paving design
benches
shade trees
trash receptacles
drainage

The Village of Morton Grove, Illinois engaged Mc Donough Engineers to rebuild Lincoln Avenue, a major commercial street in their downtown redevelopment area. Land Design Collaborative, Inc. was the streetscape design leader for the team charged with creating a distinctive image in this small urban area. LDC's design role required balancing amenities and safe pedestrian access with vehicular and bicycle movements.

after photo

after photo

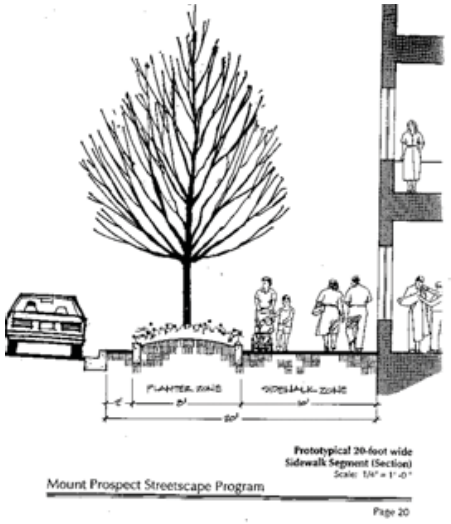
New condominium projects south of Lincoln Avenue generate pedestrian's crossing Lincoln Avenue to go to the library, restaurants, and to the Metra Station. LDC recommended crosswalk locations and used medians to slow traffic and add landscape to this narrow right of way. New lighting, street trees, and a curvilinear pavement pattern incorporating large sweeping perennial plant beds, create interest and a distinctive landscape character along the street.

overall site plan

Land Design Collaborative incorporated

Mt. Prospect Streetscape Program

Mt. Prospect, Illinois



Mt. Prospect Streetscape Program

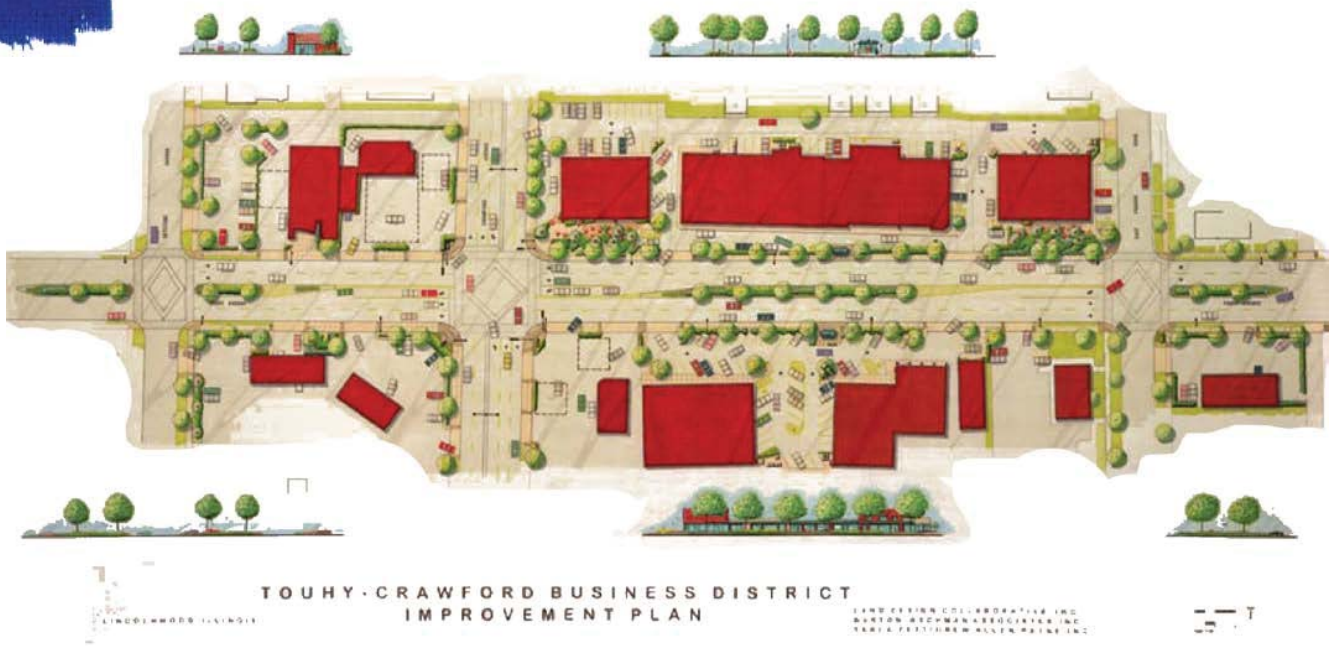
As part of a multidisciplinary team, Land Design Collaborative prepared an urban design plan for improvement to over thirty blocks of the downtown core of Mt. Prospect. The plan included Northwest Highway, a major regional arterial, which bisects the community and its downtown.

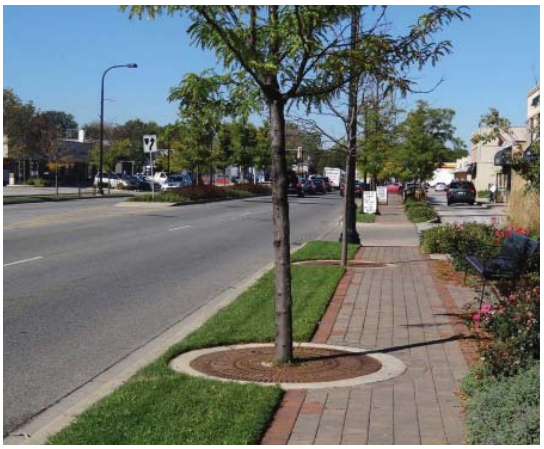
The plan proposed “hard” and “soft” concepts and guidelines for streetscape development. Streetscape improvements will be carried out over several years. The first phase included seven blocks with the second phase to comprise ten additional blocks. Improvements consist of brick sidewalks, tree grates, ornamental and roadway lighting fixtures, site furniture and landscaping. Public and private sector cooperation has resulted in many private property site improvements being made that complement and enhance public improvements. This multi-year project is being funded by a combination of village general revenue funds and ISTEA grants.

Land Design Collaborative incorporated

Touhy-Crawford Business District

Lincolnwood, Illinois





Touhy-Crawford Business District

Land Design Collaborative, Inc., with its subconsultants prepared a concept development plan addressing appearance, traffic flow and access, parking, funding, and implementation. A vision statement for the Touhy-Crawford Business District (TCBD) was developed through the consensus process with Village staff, citizens, and business/property owners.

The TCBD is a two-block-long area located on Touhy Avenue, a state highway under IDOT's jurisdiction. This area has uncontrolled vehicular access to parking areas in front of the buildings. The concept plan recommends landscaped medians, controlled vehicular access, clear pedestrian walkways, and small landscaped plazas near the shops suitable for outdoor seating and dining. Special sidewalk paving, pedestrian scale lights and streetscape furniture complement the improvements.

Streetscapes

Archives

Land Design Collaborative incorporated

Downtown Revitalization Plan

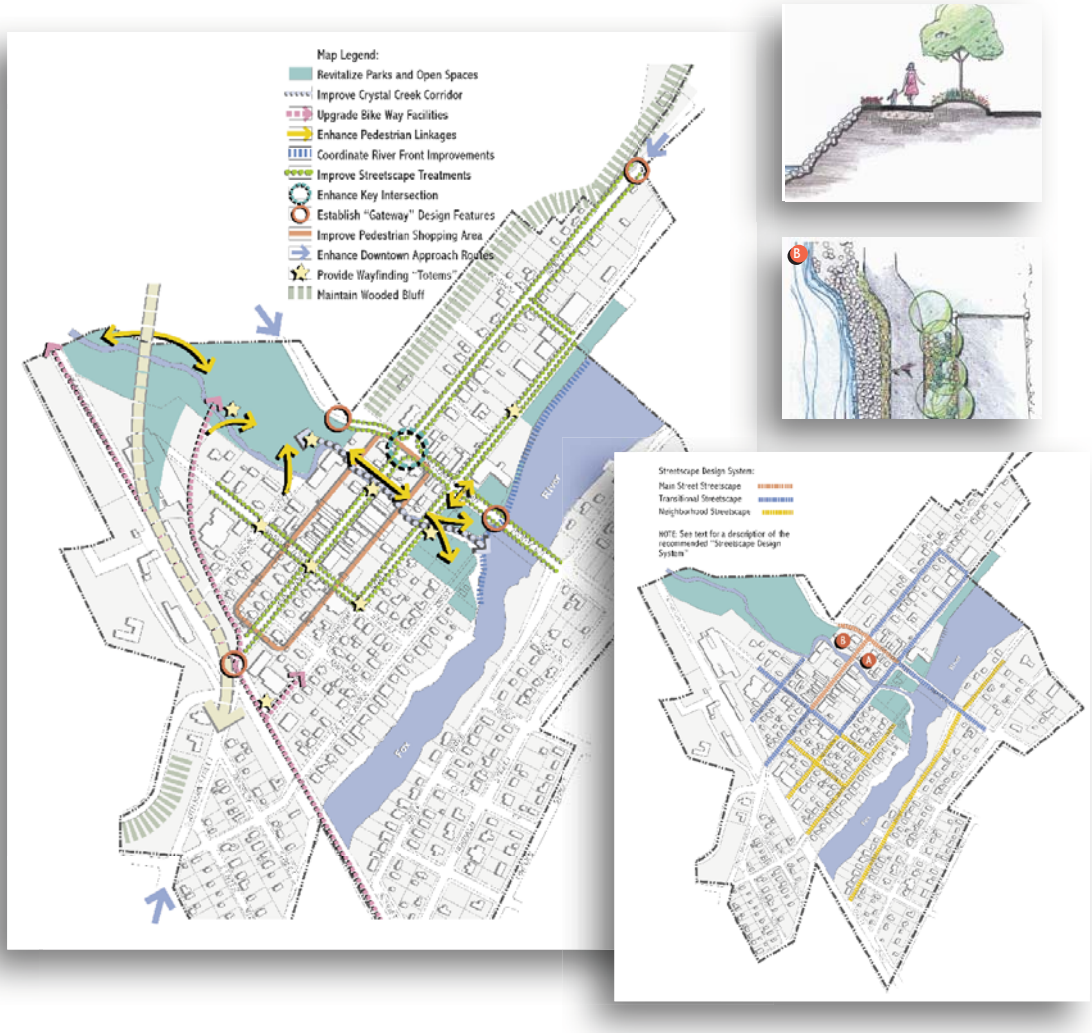
Algonquin, Illinois

Client

Village of
Algonquin, Illinois

Service Provided

downtown masterplan
character analysis
design guidelines
alternative concepts
concensus building
riverwalks
pedestrian facilities
bicycle facilities
landmarks
traffic calming
parking



Downtown Algonquin occupies a small area well defined by the Fox River and river valley, two major parks and State Route 62. The presence of the Fox River and Crystal Creek flowing through Towne Park provide unique community resources that become destinations for pedestrians and travelers on the Prairie Trail Bike Path.

The three-block Main Street area is the vehicular and pedestrian spine of the downtown and was integral to a pedestrian circulation system proposed by Land Design Collaborative, Inc. (LDC) in conjuction with Planning Consultants TPAP in an Urban Design Improvement Plan. The LDC Plan proposed strengthening the pedestrian links across Algonquin Road (Rt. 65) at Main Street and Harrison Street. Other recommendations included creating overlooks at key locations on the Fox River and developing riverwalks along the Fox River and Crystal Creek. These pedestrian links would connect the downtown to Towne Park, the river and Riverfront Park north of Route 62. Gateway features were recommended along with a system of "totems" (tall sculptural pylons) that could be used for wayfinding by bicyclists, pedestrians and vehicles, as well as providing unique features of local identity.

Land Design Collaborative incorporated

Arlington Trail/Centennial Plaza

Arlington Heights, Illinois

Client

iVillage of Arlington Heights

Service Provided

program development

alternative design concepts

master plan

cost estimates

design & construction documents

Design Elements

clock tower

stone walls

special paving

landscape development

Centennial Plaza

Centennial Plaza is the focus of downtown Arlington Heights and is used by commuters and shoppers alike. Its circular shape is created by a low cut limestone wall which surrounds a brick paved plaza. A classical styled clock tower graces its center. LDC prepared construction documents for the plaza.

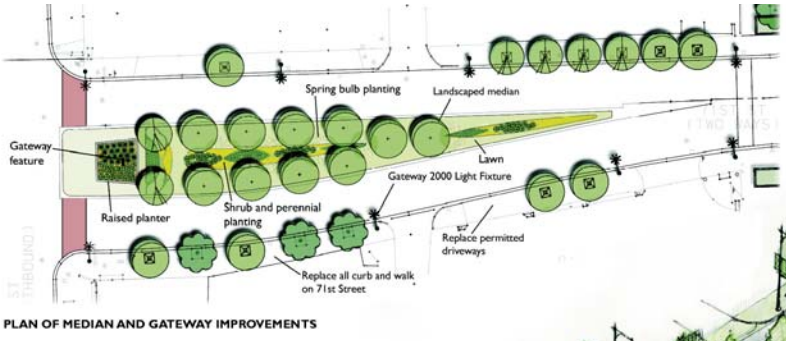
Arlington Trail

The plaza is part of a system of coordinated streetscape improvements designed to create a pedestrian system, Arlington Trail, that connect the center of the downtown to parks, a community center, the library, historical museum and Centennial Plaza. Amenities include ornamental lights, special pavements, landscaping and seating nodes. The trail passes through commercial districts and residential neighborhoods, creating a distinctive and attractive environment for leisure time use.

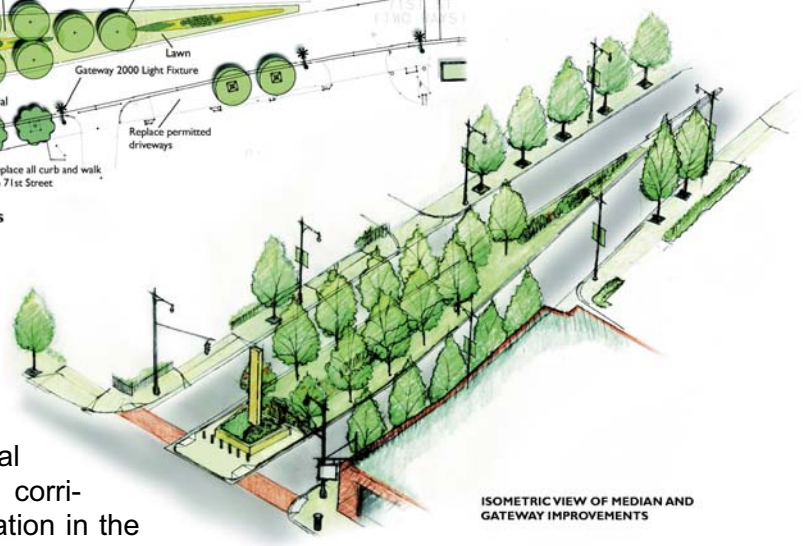
Land Design Collaborative incorporated

71st Street Streetscape

Chicago, Illinois



PLAN OF MEDIAN AND GATEWAY IMPROVEMENTS


ISOMETRIC VIEW OF MEDIAN AND GATEWAY IMPROVEMENTS

Client

City of Chicago Department of Transportation, Bureau of Bridges and Transit

Service Provided

design concepts

schematic design

cost estimates

design & construction documents

specifications

Design Elements

new walks

planters

furniture

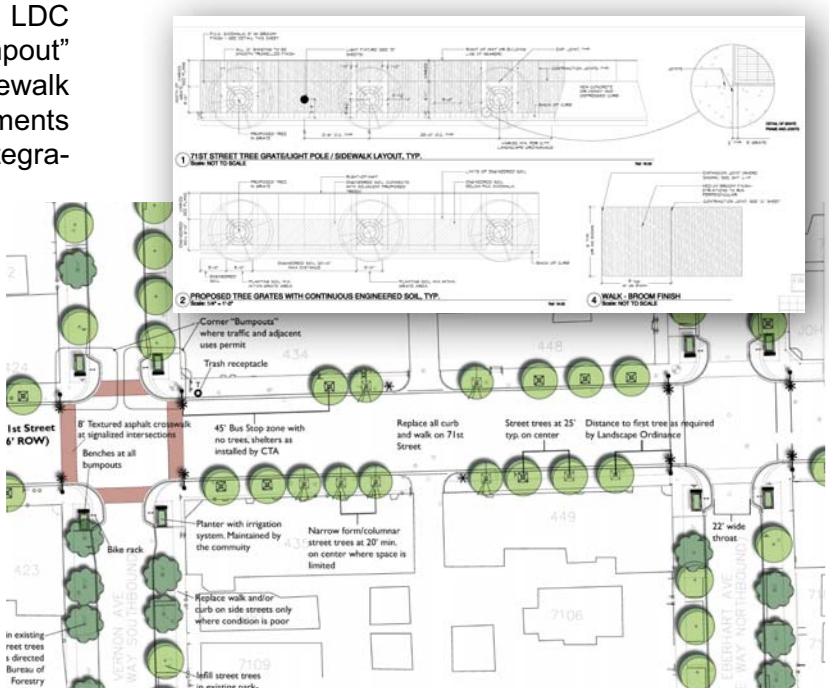
street and ornamental lighting

architectural features

landscape development

East 71st Street, between State Street and Cottage Grove Road is one of several major arterial streets and commercial corridors undergoing revitalization in the City of Chicago's 2005–6 streetscape program. The two-phase project area runs through the Park Manor community, an area with an active residential and business community in favor of revitalization.

As part of a team that included engineers and an architect as lead consultant, LDC was assigned the role of guiding development of the basic streetscape concept and in the development of Phase 1 landscape construction documents. LDC established curb "bumpout" locations, designed sidewalk and landscape treatments and coordinated the integration of major utility systems.



The streetscape improvements include new curb and sidewalks, median landscaping, gateway features, tree grates and sidewalk planters, roadway and pedestrian lighting, street furniture, and landscape plantings.

Land Design Collaborative incorporated

Edgewater Design Standards

Chicago, Illinois

Client

Edgewater
Community Council

Service Provided

feasibility study

urban design

Design Elements

landscape medians

street trees

special paving

LDC was retained by the Edgewater Community Council (ECC) through a City of Chicago Planning Department Grant to develop exterior design standards for the Edgewater Community.

These design standards included streetscape improvements, landscape plantings, fencing, and parking lot treatments and were included in a design manual.

The manual was created for use by the ECC in assisting owners in the enhancement of their properties.

In addition, the portion of Clark Street between Devon Avenue and Ashland Avenue was studied to demonstrate the urban design potential of this major Edgewater street.

In 1990, the Design Manual received a Presidentís Award from the Illinois Chapter of the American Society of Landscape Architects.

Land Design Collaborative incorporated

Edgewater Design Standards

City of Chicago, Illinois

Client

City of Chicago

Edgewater Community Council

Service Provided

feasibility study

urban design

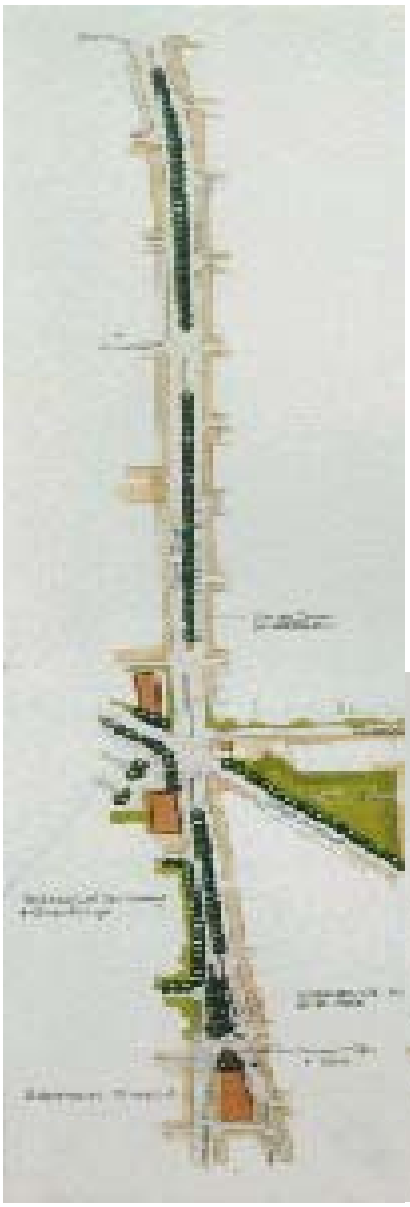
Design Elements

landscape median

special paving

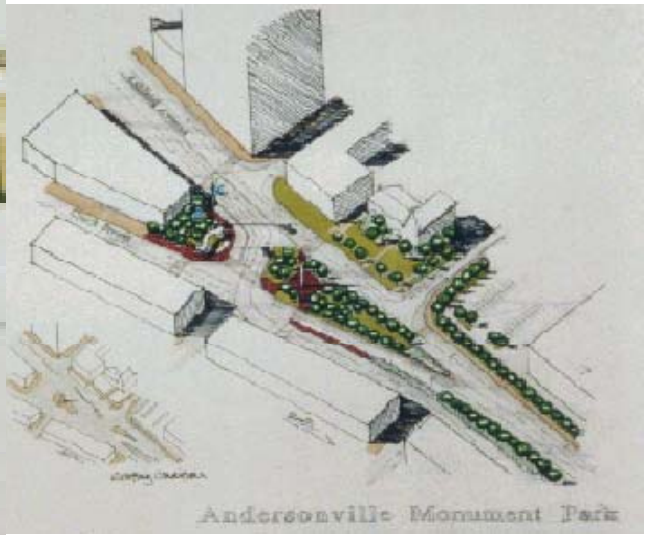
street trees

The Edgewater Community Council retained Land Design Collaborative Inc., with City of Chicago Planning Department funding, to develop Landscape Design Standards for the Edgewater Community. These standards have been used for ten years to shape the image of Edgewater and have influenced similar improvements throughout Chicago. They addressed the visual character and quality of life for institutions (schools, churches, hospitals); commercial areas; and residential areas, including single and multifamily neighborhoods.



Recommendations included streetscape enhancements for the major streets of Clark Street and Ridge Avenue. These improvements center largely on the addition of landscape medians shown in the long plan view and illustrated in the perspective sketch of Devon Avenue looking north on Clark Street.

Additionally, the intersection or split, of Clark Street and Ashland Avenue in Andersonville was conceptually designed to consolidate the small traffic control islands into a larger island that would become a small park for the existing memorial sculpture. LDCís concept was generally implemented by the City of Chicago. These Landscape Design Standards have served the Edgewater Community and became the model for many of the Cityís urban design improvements over the past decade.



Land Design Collaborative incorporated

Edgewater Design Standards

Chicago, Illinois

Client

Edgewater
Community Council
Chicago, Illinois

Service Provided

feasibility study

development of
design standards

Design Elements

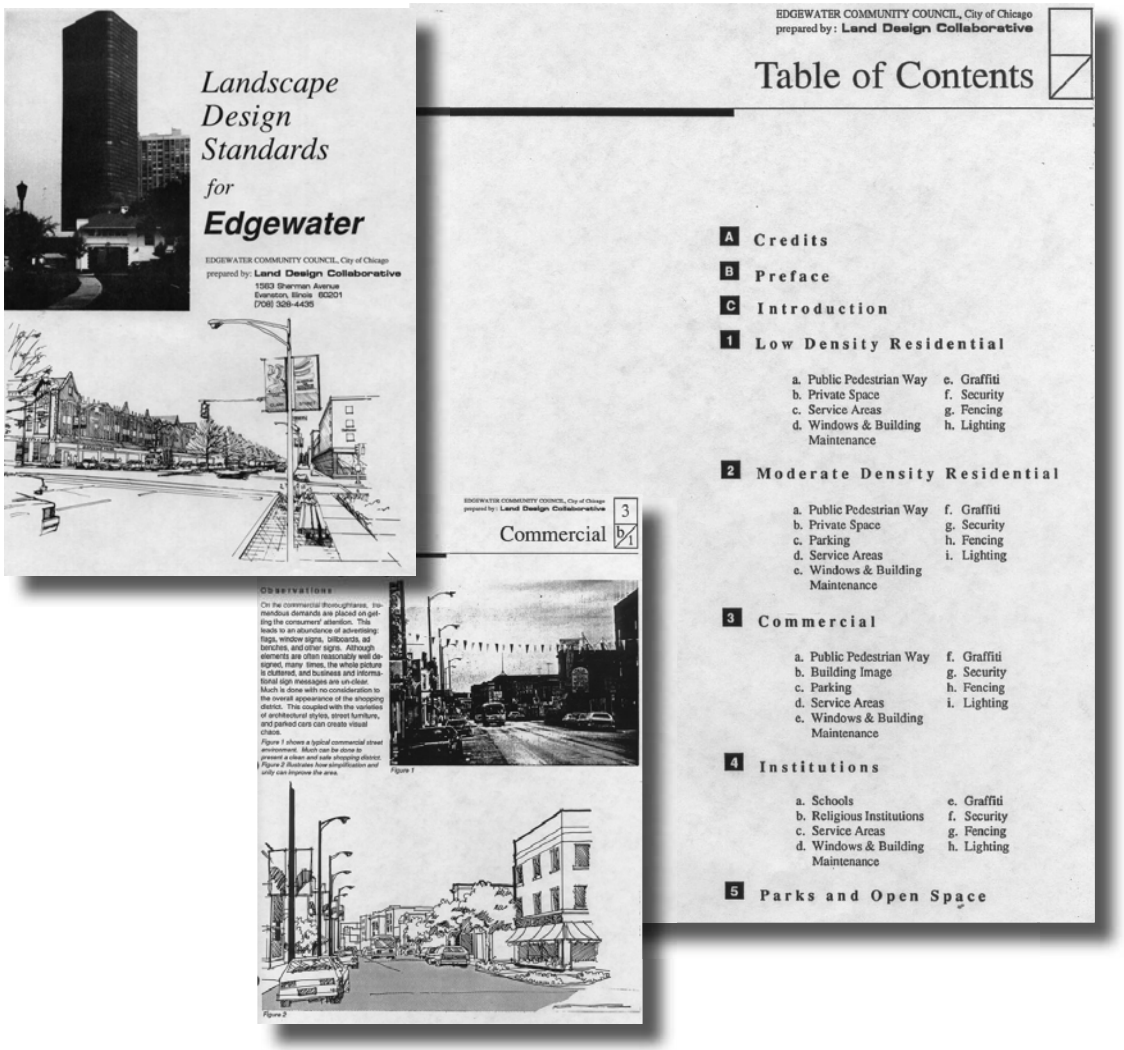
commercial

low density residential

medium density residential

institutional

parks and open space



LDC was retained by the Edgewater Community Council (ECC) through a City of Chicago Planning Department Grant to develop Landscape Design Standards for the Edgewater Community. The manual was created for use by the ECC in assisting owners in the enhancement of their property.

The design standards addressed commercial, institutional, multi-family residential, business districts and parks and open space land uses. Topical items addressed included streetscape improvements, landscape plantings, fencing and parking lot treatments. The findings were included in a design manual in a looseñleaf format to accommodate easy copying and distribution to people interested in developing property.

Other key urban design studies were performed, including the portion of Clark Street between Devon and Ashland Avenues. This area was studied to demonstrate the urban design potential of this major Edgewater street. Based upon this study, median improvements were implemented.

The Design Manual received a President's Award from the Illinois Chapter of the American Society of Landscape Architects.

Land Design Collaborative incorporated

Halsted Street Streetscape

Chicago, Illinois

Halsted Street, between Archer Avenue and 42nd Street, is one of several major arterial streets/commercial corridors undergoing revitalization by the City of Chicago. The three phase project area runs through the historic Bridgeport area, and lies just west of Chinatown and U.S. Cellular Field, home to one of the City's two major league baseball teams. The major elements of improvement include new curb and sidewalks, tree grates and sidewalk planters, roadway and pedestrian lighting, street furniture, and landscape plantings. A major component of the project is the reduction in the width of the current roadway from 50' to 44' and the incorporation of an on street bike lane in each direction.

Client

City of Chicago Department of Transportation, Bureau of Bridges and Transit

Service Provided

design concepts

schematic design

cost estimates

design and construction documents

construction administration

Design Elements

new walks

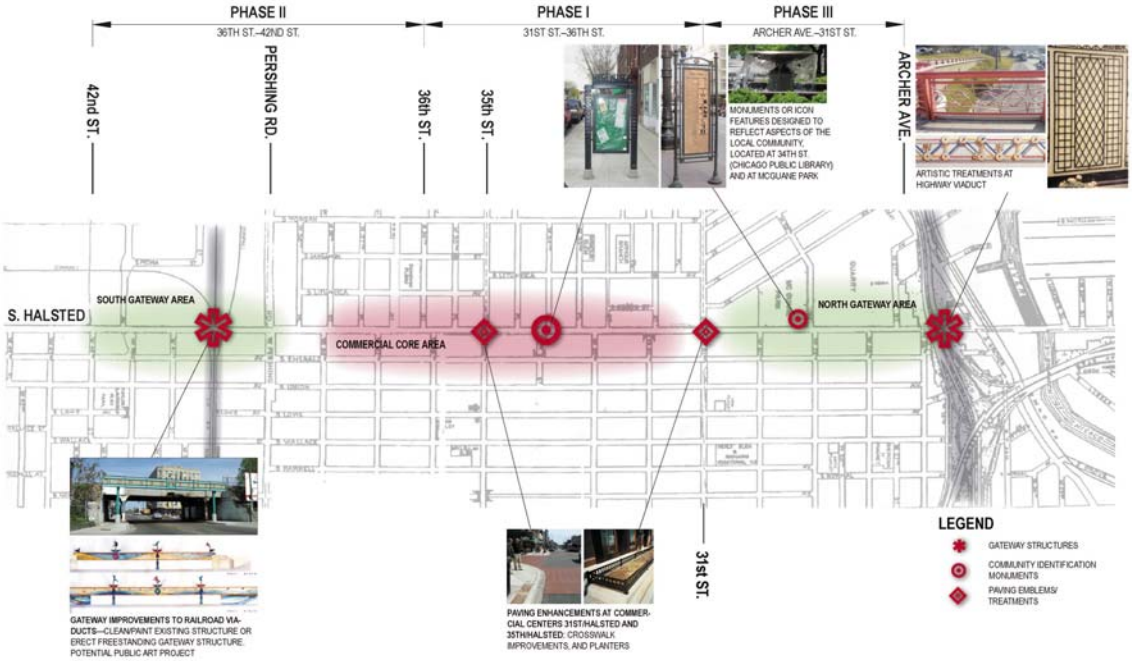
planters

furniture

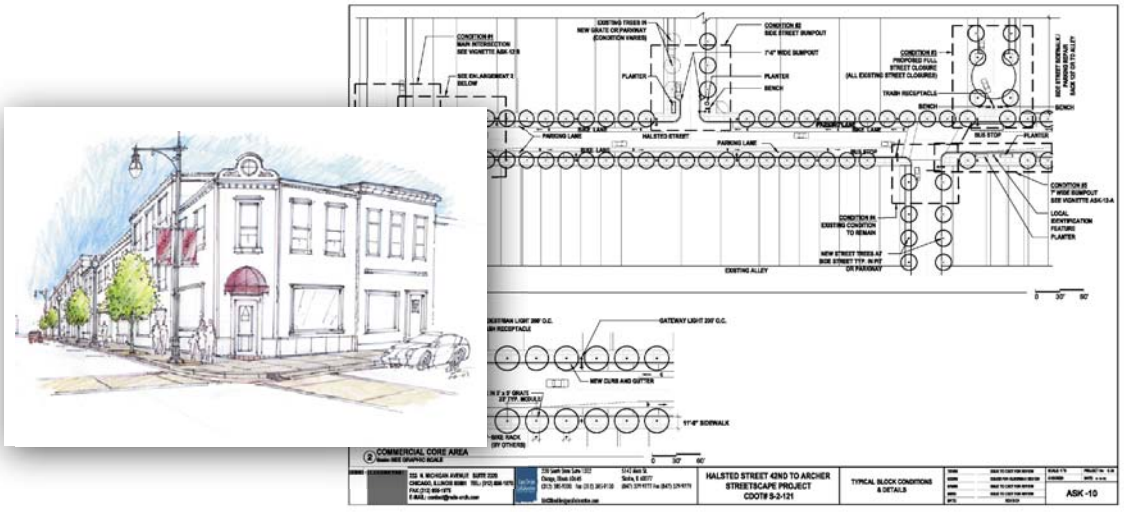
street and ornamental lighting

architectural features

landscape development



As part of a team that included engineers and an architect as lead consultant, LDC was assigned the role of guiding development of the basic streetscape concept. LDC established curb alignments, designed sidewalk and landscape treatments, and coordinated the integration of its major systems.



Land Design Collaborative incorporated

Deerfield Pedestrian Walkway

Deerfield Illnois

Client

Village of Deerfield, Illinois

Service Provided

alternative concept plans

site analysis

urban design

Design Elements

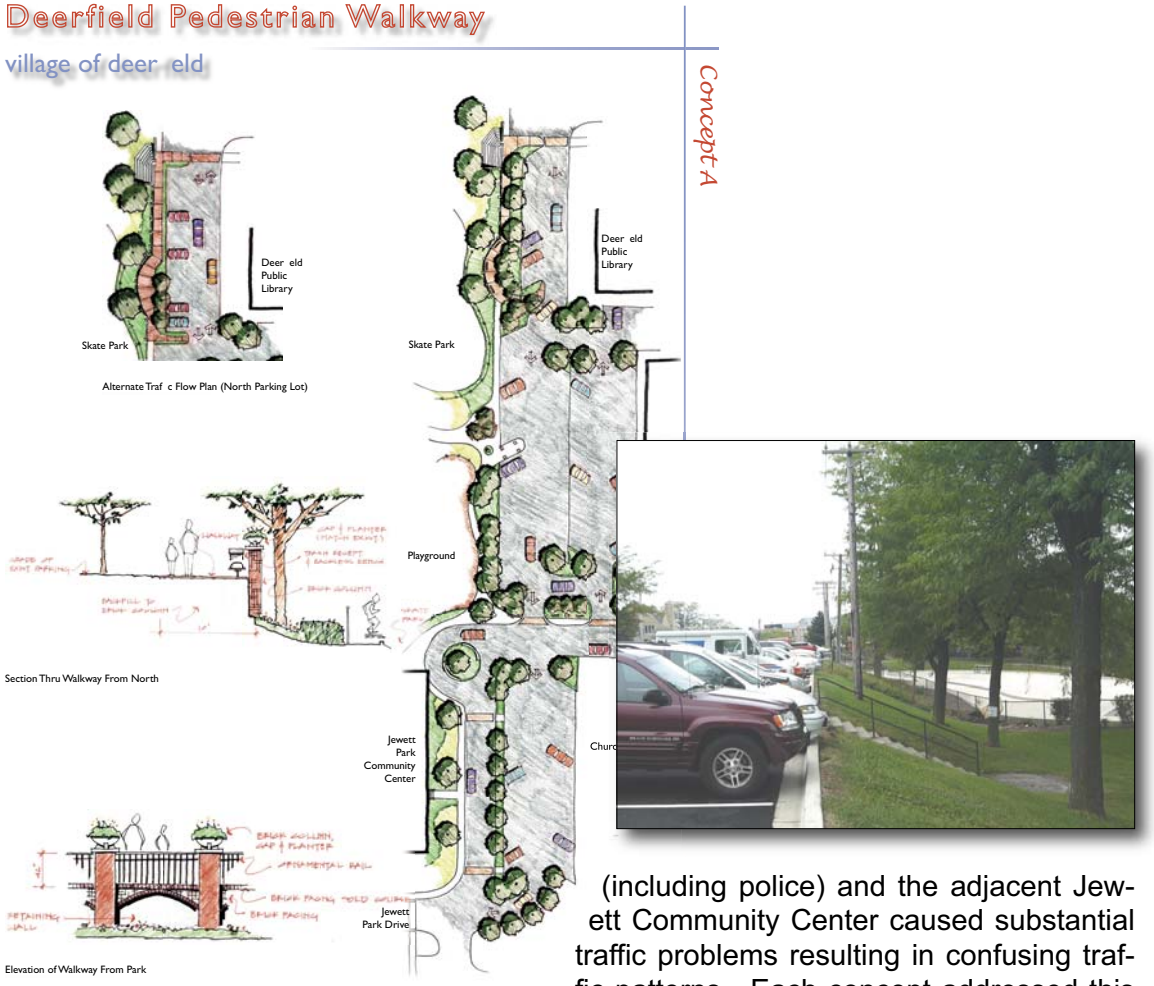
pedestrian walkway

ornamental railingss

decorative stone retaining wall

bollards

site furnishings



Downtown Deerfield has undergone a tremendous transformation in the past several years. However, the Deerfield Park District and the Village of Deerfield recognized there were inherent problems in the pedestrian access from the Deerfield Public Library to Jewett Park Community Center. Land Design Collaborative was retained by the Village of Deerfield to develop design options linking the library to the community center.

Land Design Collaborative began the site inventory and analysis process by examining not only pedestrian traffic, but vehicular traffic as well. The layout of the parking lot for the library, the municipal building (including police) and the adjacent Jewett Community Center caused substantial traffic problems resulting in confusing traffic patterns. Each concept addressed this issue by offering different parking and traffic layout options.

Because of a substantial grade change between Jewett Park and the parking lot, each walkway concept utilized a cantilever design or deck-like construction method. These structures incorporate seating areas, overlooks, and stairs into the open lawn of Jewett Park. Decorative stone and railings are detailed to be compatible with the character of the downtown streetscape.

The final concepts were presented to the Village of Deerfield and the Deerfield Park District to be used as a resource in the continuing development of downtown Deerfield.

Land Design Collaborative incorporated

Downtown Revitalization

Evanston, Illinois

Client

City of Evanston, Illinois

EVMark

Service Provided

cost estimates

streetscape

revitalization plans

alternative concepts

design and construction documents

prime consultant and project management

construction administration

Design Elements

brick and paver walk

planters

increased street parking

public art

sidewalks

traffic signals

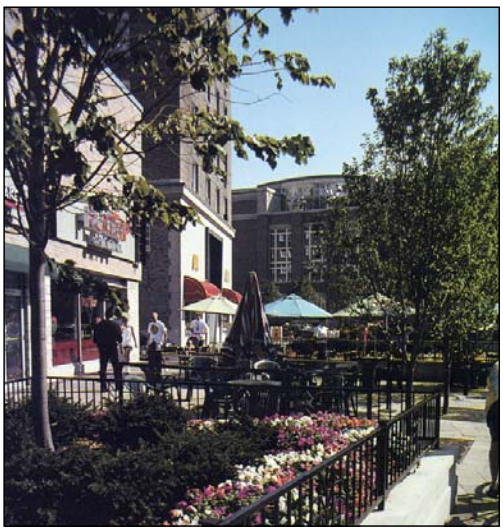
landscape development

street and ornamental lighting

A multidisciplinary design team called the EVMark Design Group, headed by LDC as prime consultant, developed streetscape revitalization plans for Downtown Evanston. The $12 million project, which comprised 95 block faces, took five years to design and two years to build.

An artist was selected through a competitive process to provide Evanston-inspired imagery to paving patterns, banners, and other promotional materials created for merchants.

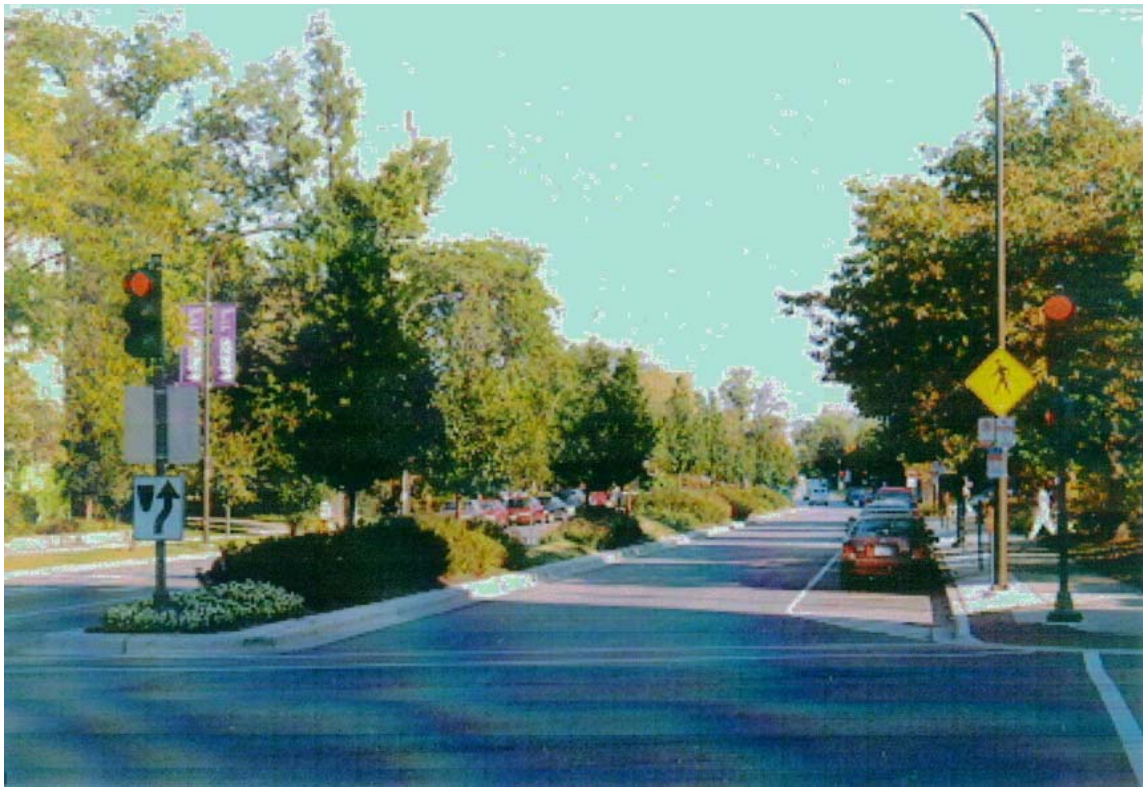
The historic Tallmadge light fixture was reintroduced to specific downtown sidewalks where higher light levels and daytime appearance would complement outdoor dining areas and heavier pedestrian activity.



Land Design Collaborative incorporated

Downtown Revitalization

Evanston, Illinois



Client

City of Evanston, Illinois

EVMark

Service Provided

alternative design concepts

streetscape revitalization plans

cost estimates

design and construction documents

prime consultant and project management

construction administration

Design Elements

new brick and paver walks

planters

increased street parking

street and ornamental lighting

public art

landscape development

A multidisciplinary design team called the EVMark Design Group, headed by LDC as prime consultant, developed streetscape revitalization plans for Chicago Avenue.

The $12 million project took five years to design, and comprised of 95 block faces. It was implemented in two and oneñhalf years, with five general construction contracts awarded.

LDC served as manager of eight subconsultants, four general contractors and an artist through the design and construction phases of the improvements.

Landscape medians were fitted into the existing Elgin Street roadway to provide for traffic calming, safe pedestrian crossings, and beautification.

In 1998, the Evanston Downtown Revitalization Project received an Honor Award from the Illinois Chapter of the American Society of Landscape Architects.

Land Design Collaborative incorporated

Downtown Revitalization

City of Evanston, Illinois

Client

City of Evanston, Illinois

EVMark

Service Provided

alternative design concepts

streetscape revitalization plans

cost estimates

design and construction documents

prime consultant and project management

construction administration

Design Elements

new brick and paver walks

planters

sidewalks

increased street parking

street and ornamental lighting

public art

traffic signals

landscape development

A multidisciplinary design team called the EVMark Design Group, headed by LDC as prime consultant, developed streetscape revitalization plans for Downtown Evanston. The $12 million project, which comprised 95 block faces, took five years to design and two years to build.

An artist was selected through a competitive process to provide Evanstonñinspired imagery to paving patterns, banners, and other promotional materials created for merchants.

The historic Tallmadge light fixture was reintroduced to specific downtown sidewalks where higher light levels and daytime appearance would complement outdoor dining areas and heavier pedestrian activity.

Land Design Collaborative incorporated

Downtown Revitalization/Chicago Avenue

City of Evanston, Illinois

Client

City of Evanston, Illinois

EVMark

Service Provided

alternative design concepts

streetscape revitalization plans

cost estimates

design and construction documents

prime consultant and project management

construction administration

Design Elements

new brick and paver walks

planters

increased street parking

street and ornamental lighting

public art

landscape development

A multidisciplinary design team called the EVMark Design Group, headed by LDC as prime consultant, developed streetscape revitalization plans for Chicago Avenue.

The $12 million project took five years to design. It was implemented in two and one-half years, with five general construction contracts awarded.

LDC served as manager of eight subconsultants, four general contractors and an artist through the design and construction phases of the improvements.

On street parking was increased, landscape medians were added, and planters were incorporated where extra wide streets permitted.

The Evanston Downtown Revitalization Project received an Honor Award from the Illinois Chapter of the American Society of Landscape Architects.

Land Design Collaborative incorporated

Downtown Revitalization/Chicago Avenue

Evanston, Illinois

Client

City of Evanston, Illinois

Service Provided

alternative
design concepts
Streetscape
revitalization plans
cost estimates
design and construction documents
prime consultants and project management
construction administration

Design Elements

new brick and paver walks
planters
increased street parking
street and ornamental lighting
public art
landscape development

A multidisciplinary design team called the EVMark Design Group, headed by LDC as prime consultant, developed streetscape revitalization plans for Chicago Avenue.

The $12 million project took five years to design and two years to build. It was implemented in two and one-half years, with five general construction contract awarded. LDC served as manager of eight subconsultants, four general contractors and an artist through the design and construction phases of the improvements. On-street parking was increased, landscape medians were added, and planters were incorporated where extra wide streets permitted.

The Evanston Downtown Revitalization Project received an Honor Award from the Illinois Chapter of the American Society of Landscape Architects.

Land Design Collaborative incorporated

Green Bay Road

Evanston, Illinois

Isabella St. Entrance Perspective

Client

City of Evanston, Illinois

Service Provided

alternative design concepts

schematic design

cost estimates

design and construction documents

construction administration

Design Elements

retaining walls

stairs

automated irrigation system

entrance gateway wall

landscape development

Bounding the City of Evanston's Green Bay Road corridor on the east, is a steep railroad embankment slope which was covered with an unsightly tangle of weeds and brush. LDC created a corridor design that reflects Evanston's strong architectural heritage and meets the maintenance requirements of the railroad and City.

LDC was able to tailor the design to meet the functional needs of the railroad and the aesthetic needs of the City. Subconsultants included civil engineers, a native plant specialist and local artists who participated in a one-day workshop to generate ideas on how public art could be integrated into the Master Plan.

Recommendations included building a stone entrance retaining wall at one end of the corridor using masonry materials that reflected the architecture of the City, as well as streetscape design considerations for the enhancement of the west side of the street. Also, the railroad embankment was planted with inexpensive and low-maintenance prairie plants, with higher impact, higher maintenance cultivated plants at selected locations. To successfully establish native grasses and plants, several test plots prescribing various establishment techniques and seed mixes were proposed.

Land Design Collaborative incorporated

McCormick Boulevard

Evanston, Illinois

A corridor landscape plan for McCormick Boulevard in Evanston, Illinois between Emerson Street (Golf Road) and Green Bay Road was prepared by LDC in conjunction with engineering studies for IDOT roadway improvements.

Integral to the LDC plan is the design of a landscape that responds to the existing character of McCormick Boulevard. Remnant Elm street tree canopy, parks on the north side, and the Ladd Arboretum along the entire south side of the street create a "green" open space and landscape image along this corridor.

Client

City of Evanston, Illinois

Service Provided

alternative design concepts

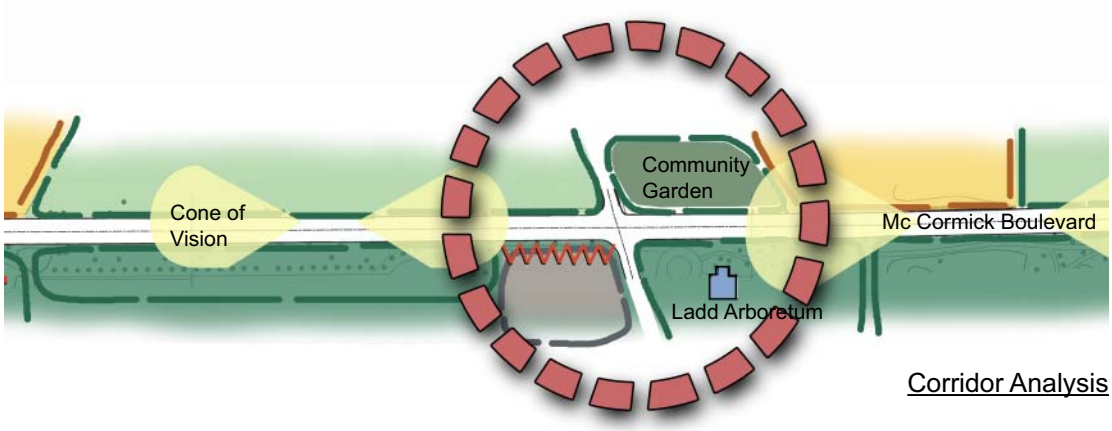
site planning and design

Design Elements

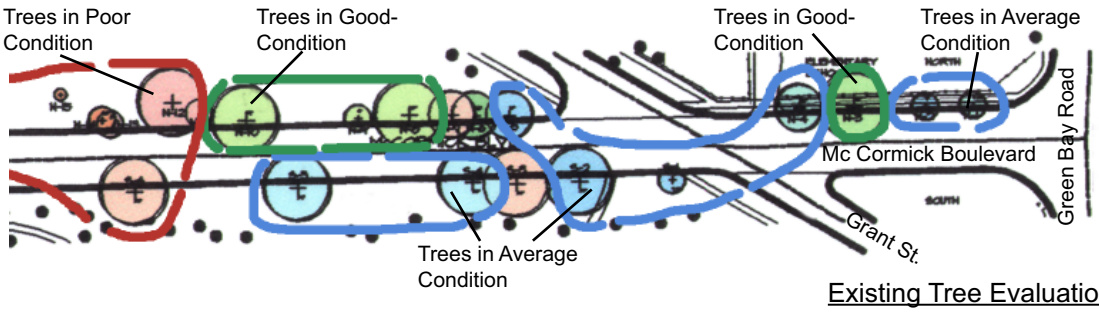
streetscape improvements

design guidelines

landscape development



Corridor Analysis



Existing Tree Evaluation

Land Design Collaborative incorporated

Transportation Center

Evanston, Illinois

Client

City of Evanston, Illinois

Service Provided

alternative design concepts

streetscape revitalization plans

cost estimates

design and construction documents

Design Elements

new brick and paver walks

bus canopy

sidewalks

landscape development

The Evanston Transportation Center serves as a multi-modal transfer point for patrons of suburban and city bus systems, rapid transit and commuter railroad systems, bicyclists, taxis, pedestrians, shoppers, and commuters.

A wide corridor was created through an existing embankment under the CTA tracks. This opening was designed to permit patrons to pass through the embankment from the bus area to a large open plaza square.

Located in the core of downtown Evanston, the Transportation Center is the primary gateway for bus and rail commuters entering Evanston.

This plaza and streetscape of trees in herringbone paver fields complements an embankment heavily planted with groundcover, shade and ornamental trees.

LDC, utilizing a pedestrian carrying capacity analysis, designed the bus waiting area with a place for bus patrons and a separate space for through pedestrian traffic.

Land Design Collaborative incorporated

Gary Streetscape

Gary, Indiana

Broadway Avenue is the main street of downtown Gary, Indiana. This street is also an important state route which connects the Indiana Toll Road with Interstate Route 80. LDC was assigned the lead role in developing streetscape improvements that met INDOT standards for design. Working with a civil engineer, LDC designed new lighting, paving, street trees, and planters. At the entry to the downtown from the north, LDC proposed a new landscaped median on Broadway Avenue to complement recent improvements to Gateway Park and provide an attractive landscaped entry to downtown Gary.

Client

City of Gary, Indiana

Service Provided

alternative design concepts

schematic design

cost estimates

design and construction documents

construction administration

Design Elements

landscape development

BRINGING BROADWAY TO LIFE

Resurrecting Gary

City attempts to restore glory to downtown district

By Sue Ter Maat
Staff Writer

When Merrillville dentist Kes Truelove Jr. set up his practice in the former Gary National Bank building in 1961, he counted 38 dentists working in downtown Gary.

By the time he moved out in 1995, there were two dentists remaining.

"I would never have left Gary," Truelove said, "but it reached the point where my income no longer could pay the bills."

Gary sits poised to take its first steps toward downtown renewal with streetscaping, entertainment and housing projects.

But the city faces a steep incline to recovery.

With a shrunken customer base, coupled with the perception of the city as "the murder capital," Gary's ability to pull people back to its downtown may prove to be a daunting task for the Steel City, which once shined as the jewel of Northwest Indiana.

Perhaps no bigger obstacle stands before Gary than the perception that bodily harm awaits anyone who steps inside the city limits.

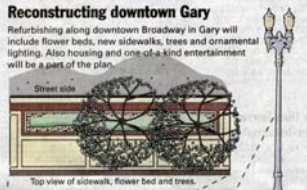
"Many things over the years stuck to Gary, like 'murder capital,' but the city now is not that bad," said Kumares Finha.

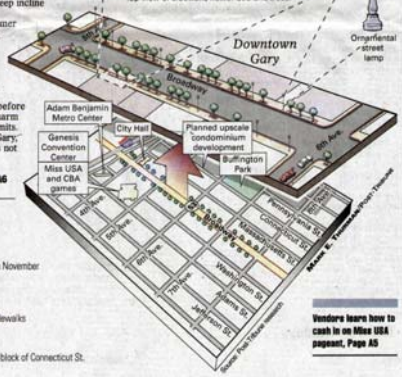
Please see Downtown, Page A6

Steel City rebound

Reconstructing downtown Gary

Refurbishing along downtown Broadway in Gary will include flower beds, new sidewalks, trees and ornamental lighting. Also housing and one-of-a-kind entertainment will be a part of the plan.





In the works for downtown:

Entertainment
- Miss USA coming in February
- Continental Basketball Association coming in November
- Possible minor league baseball

Streetscaping and renovation
- Ornamental lighting
- Flower beds
- Tree planters
- Decorative sidewalks
- Renovation of Genesis Convention Center

Housing
- Luxury condominiums, to be built on the 500 block of Connecticut St.

Vendors learn how to cash in on Miss USA pageant, Page A5

Land Design Collaborative incorporated

East State Street Corridor Design Guidelines

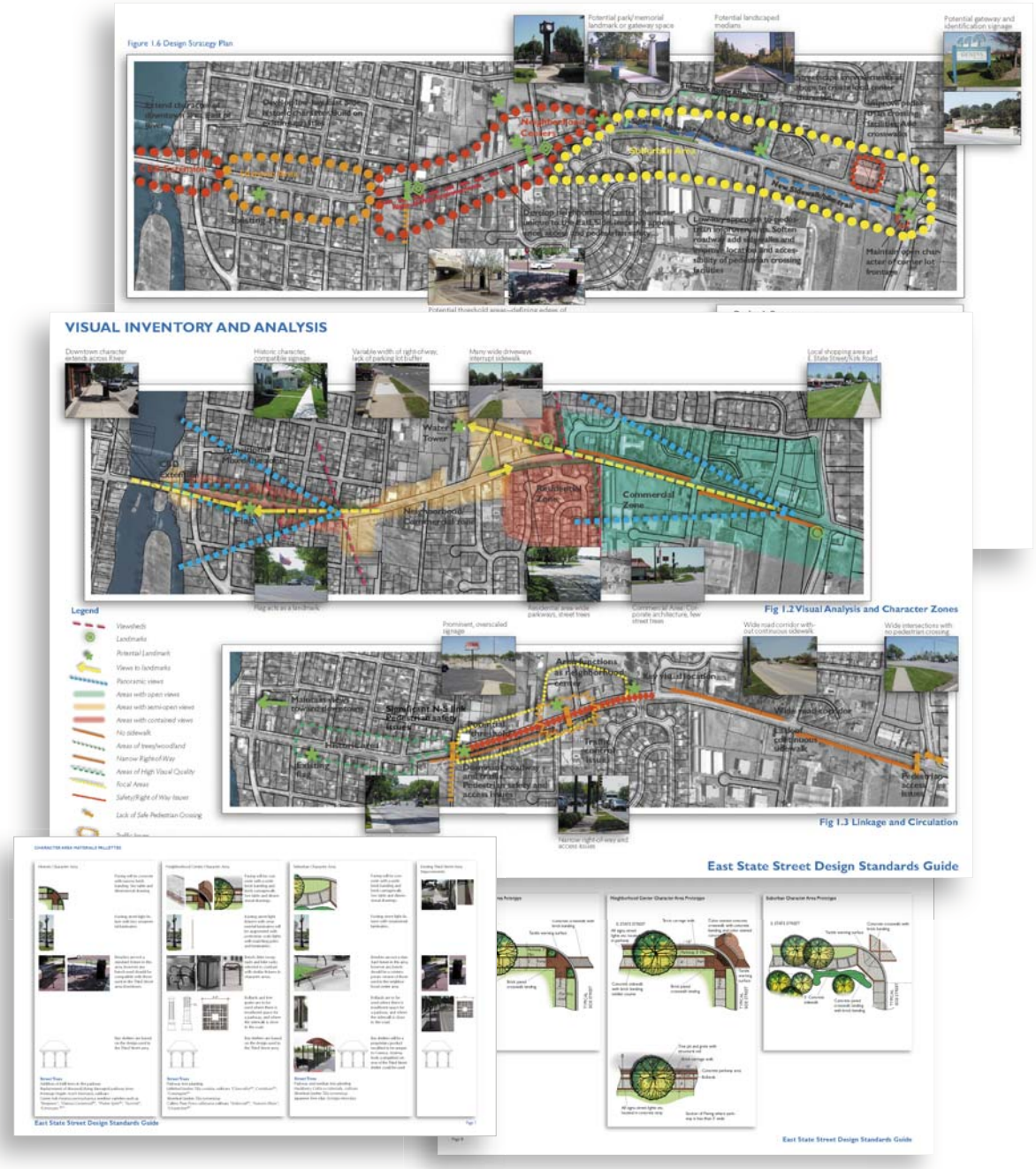
Geneva, Illinois

Client

City of Geneva, Illinois

Service Provided

corridor study
character analysis
design guidelines
alternative concepts
concensus building
gateways
pedestrian facilities
traffic calming
traffic improvements
parking



LDC was commissioned to carry out a detailed study of the East State Street (IL Rt. 38) Corridor between the Fox River and Kirk Road in Geneva. The intent of the study was to produce design standards that would create a more pedestrian-friendly environment, reinforce neighborhood character, increase the vitality of community-oriented retail along the corridor, and promote a positive image of the City of Geneva.

LDC produced the East State Street Design Standards Guide with excerpts included in the 2003 Geneva Comprehensive Plan.

Land Design Collaborative incorporated

Randall Road Corridor Strategy

Geneva, Illinois

Client

City of Geneva, Illinois

Service Provided

item

corridor study

visual analysis

design guidelines

alternative concepts

concensus building

gateways

medians

pedestrian facilities

traffic calming

traffic improvements

parking


Section 7: RANDALL ROAD CORRIDOR PLAN: INVENTORY AND ANALYSIS

Figure 7.3 Inventory and Analysis

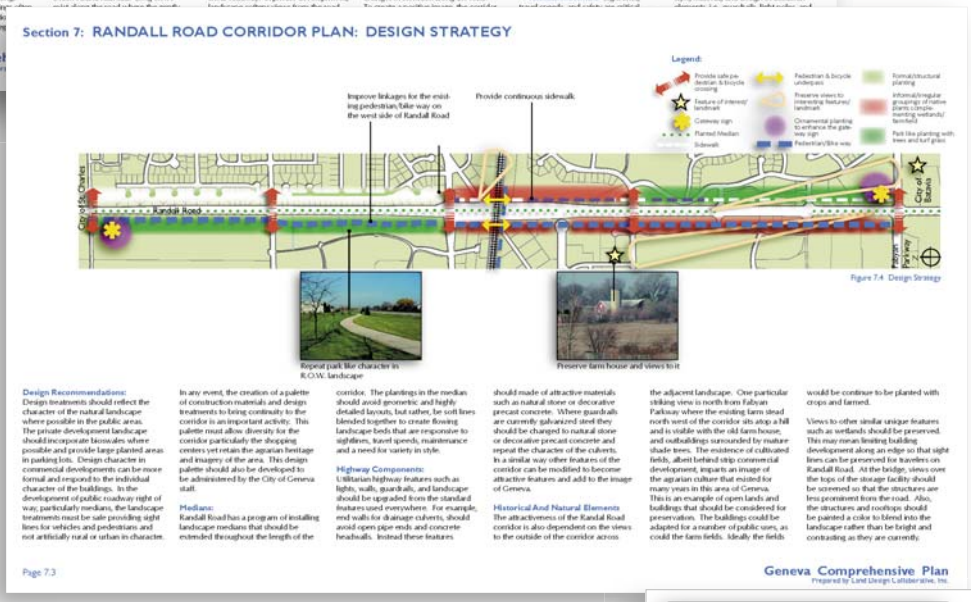

Section 7: RANDALL ROAD CORRIDOR PLAN: DESIGN STRATEGY

Figure 7.4 Design Strategy

Geneva Comprehensive Plan

Page 7.3


Fig. 7.1 Existing Guardrail

Fig 7.2 Modified Stone Guardrail

LDC's approach to designing the Randall Road Corridor was to find ways to mitigate negative impacts of the expansion of Randall Road's right-of-way and corresponding increased traffic flows. Using LDC's assessment of the existing and proposed attributes of the Corridor, general design observations and recommendations were provided. These assessments served as the basis for design guidelines, which will frame and focus future development of the Corridor by both public and private entities. The City of Geneva will serve as steward for all future corridor development.

Land Design Collaborative incorporated

Downtown Improvement Plan

Glencoe, Illinois

Client

Village of Glencoe, Illinois

Service Provided

program workshop

analysis

master plan

urban design

streetscape revitalization plans

cost estimates

site planning and design

landscape design

Design Elements

new brick, stone, and paver walks

planters

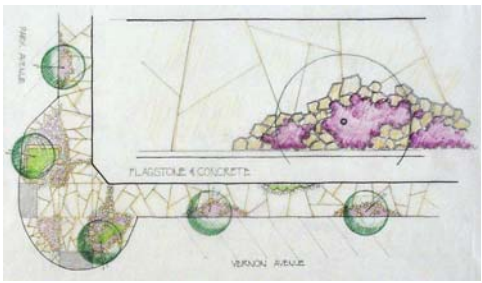
sidewalks

increased street parking

street and ornamental lighting

landscape development

LDC prepared urban design concepts for the downtown which included: (1) development of the commercial district, (2) enhancement of the visual image, (3) improvement of access, parking, and safety for people and vehicles, (4) development of streetscape design plans (5) an implementation strategy, and (6) development of a structured public input process.



Based on a thorough consideration of the downtownís existing conditions and problems, the Conceptual Study recommended significant improvements to the infrastructure and streetscape elements in Glencoeís downtown business district, and development of several gateway features to identify entrances into Glencoe and medians on Green Bay Road. Recommendations were made for various site amenities and street furniture styles that reinforces a design character consistent with the architectural heritage of Glencoe.

Land Design Collaborative incorporated

Downtown Improvement Plan

Glencoe, Illinois

Client

City of Glencoe, Illinois

Service Provided

master plan

program development

alternative concepts

construction drawings

Design Elements

street and ornamental lighting

new brick, stone and paver walks

increased parking

landscape development

raised planters

tree protection

LDC prepared urban design concepts for the downtown which included: (1) development of the commercial district, (2) enhancement of the visual image, (3) improvement of access, parking, and safety for people and vehicles, (4) development of streetscape design plans (5) an implementation strategy, and (6) development of a structured public input process.

Based on a thorough consideration of the downtown's existing conditions and problems, the Conceptual Study recommended significant improvements to the infrastructure and streetscape elements in Glencoe's downtown business district, development of several gateway features to identify entrances into Glencoe, and medians on Green Bay Road. Recommendations were made for various site amenities and street furniture styles that reinforces a design character consistent with the architectural heritage of Glencoe.

Land Design Collaborative incorporated

Griffith Streetscape

Griffith, Indiana

Client

Town of Griffith, Indiana

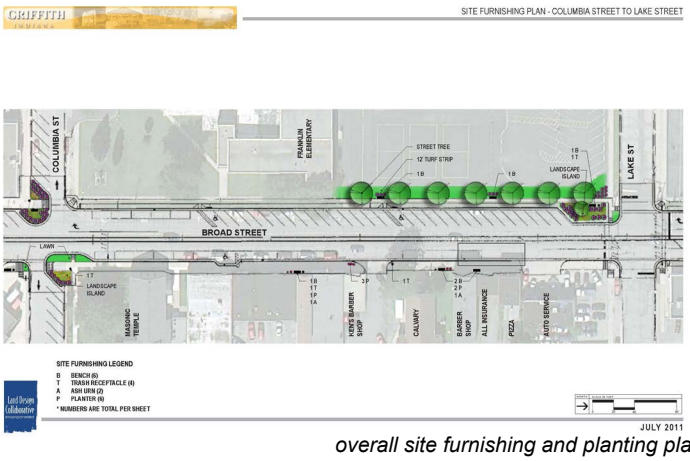
Service Provided

Consensus Building
Schematic Design
Alternative Concepts
Design Development
Construction Documentation

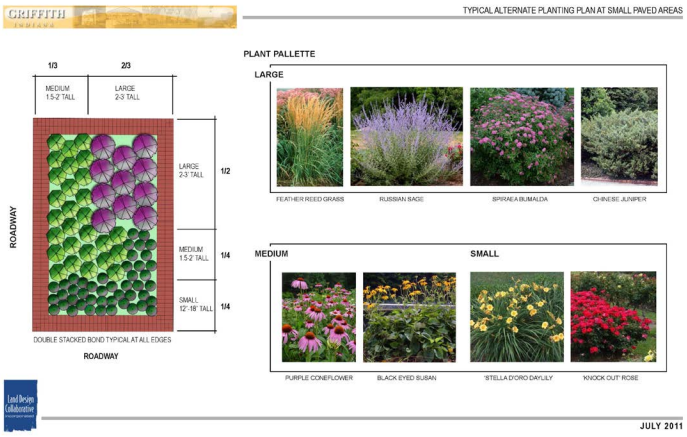
Design Elements

plant palette
paving design
benches
shade trees
trash receptacles
drainage

Land Design Collaborative (LDC) was retained to supplement the Town's main street reconstruction project being undertaken by the State of Indiana and a local civil engineering firm. While the roadway was under construction, the Town realized there were inadequate pedestrian amenities provided by the engineer's plans. They engaged LDC to develop special landscape treatments including benches, portable planting pots, and special accent paver areas for this main shopping district in the Town.



overall site furnishing and planting plan



planting plan and palette

Under difficult time constraints due to the construction progressing while LDC prepared designs, LDC successfully developed unique landscape beds with perennials and shade trees and brick banding for accents along the street. Special treatments were designed by modifying the engineering plans for curb extensions at cross-walks to include perennial plants and trees with alcoves for benches and trash receptacles. Similar modest streetscape enhancements along the 8 block area combined to make an attractive view for the drivers passing through while creating places for the pedestrians to sit and relax in the shade surrounded by flowers.

after photo

after photo

Land Design Collaborative incorporated

CN Rail Road Right-of-way
Griffith, Indiana

Client

Town of Griffith, Indiana

Service Provided

Consensus Building
Schematic Design
Alternative Concepts
Design Development
Construction Documentation

Design Elements

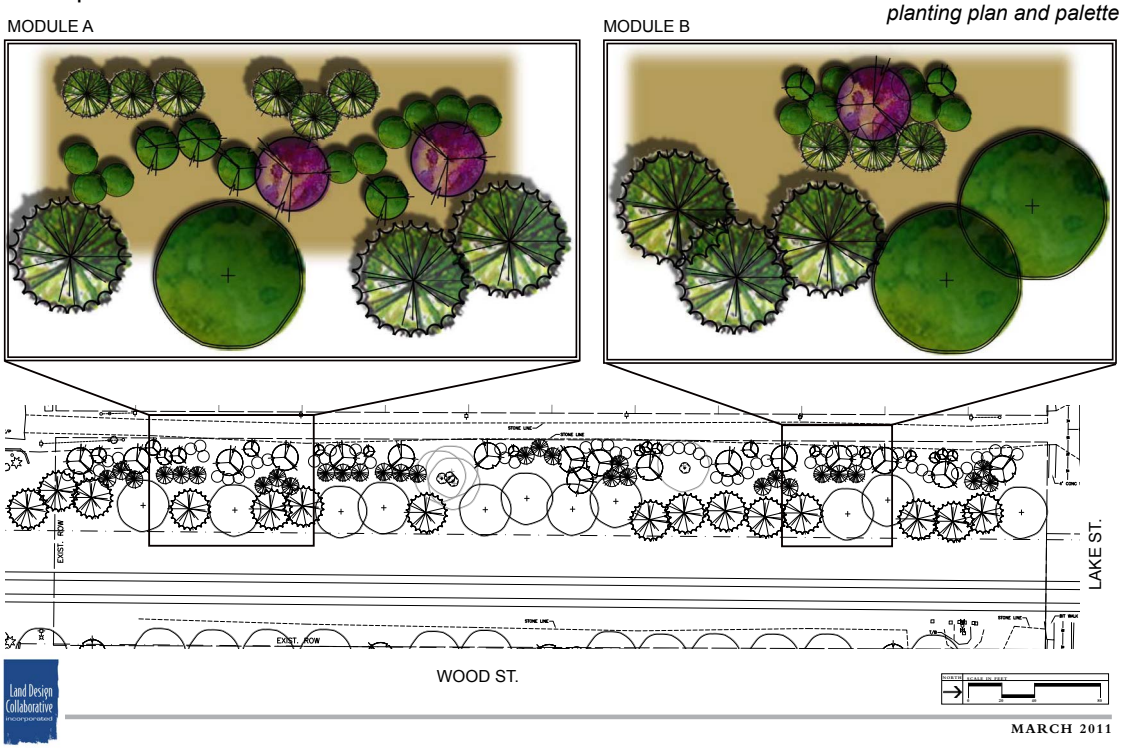
plant palette
shade trees

before photo

Land Design Collaborative (LDC) was retained by the Town of Griffith to develop a landscape planting design to buffer adjacent homes from the visual impact of the CN freight trains passing through their neighborhood. Using funds provide from a grant from the railroad, the Town held open community meetings conducted by LDC and Robinson Engineers, the prime consultant and the civil engineer. LDC prepared various conceptual design alternatives for this large, linear area utilizing perennial flower plant beds at key crossings, large shade and evergreen trees to give structure and continuity to the linear space, and small planting groves of flowering trees and shrubs to create buffers for homes screening the railroad from their porches and yards.

Incorporating the desires from the public, LDC modified their conceptual design plans and strategically located plantings of shade, evergreen, flowering trees and shrubs along the right-of way. The plants were placed in a natural meandering alignment with care to save homeowners garden plots from shade or removal.

planting plan and palette



MARCH 2011

Land Design Collaborative incorporated

Bikeway Development Study

Hammond, Indiana

To further expand a network of existing bikeways and trails within the City of Hammond, Land Design Collaborative prepared a bikeway development study utilizing a three mile long abandoned rail line and 2.6 miles of an existing utility right-of-way.

The study, prepared with Robinson Engineering Ltd., highlighted the proposed bike route for each study area in a schematic form and identified “conflict points” arising from their use. Issues were raised and opportunities were suggested to overcome the conflicts inherent in placing a bicycle path within a utility right-of-way. These included minimal usable space, steep grades and un-signalized street crossings.

Where necessary and practical, the proposed bicycle path was moved into the adjacent neighborhood and/or to the adjoining street to provide for neighborhood connections.

Client

City of Hammond, Indiana

Service Provided

issues and opportunities analysis

bikeway routing plan

Land Design Collaborative incorporated

Downtown Redevelopment Project

Homewood, Illinois

Client

Village of
Homewood, Illinois

Service Provided

design workshop

program workshop

alternative
design concepts

streetscape
revitalization plans

cost estimates

design and
construction documents

construction administration

Design Elements

new brick and paver walks

site furniture

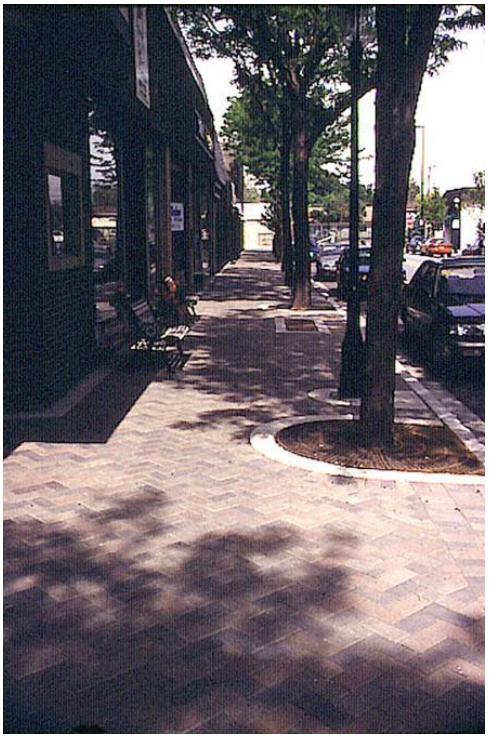
streetscape lighting

landscape development

The Downtown redevelopment of Homewood included streetscape and pedestrian improvements in the Central Business District, adjacent neighborhoods, and at the Metra train station and commuter parking lots.

At the train station, the improvements also provided for redesign of the PACE bus drop off, new sidewalks, and crosswalks linking the downtown to the train station as well as landscape improvement to screen the commuter parking lot.

LDC prepared streetscape design alternatives, participated in public meetings, and worked with a Downtown Improvement Steering Committee. The selection of streetscape designs, site furniture and paving materials was the result of an extensive public input process for this 15 block improvement plan. A significant aspect of the streetscape improvements was retaining over two blocks of existing 10 to 12 inch caliper locust trees. LDC shared responsibilities with a civil engineer in the development of construction documents and administration.



Land Design Collaborative incorporated

Illinois Route 176 Landscape Enhancements

Lake Bluff, Illinois

Client

Village of Lake Bluff

Service Provided

alternative design concepts

schematic design

cost estimates

Design Elements

landscape development

Design Principals

upgrade/downgrade

cone of vision

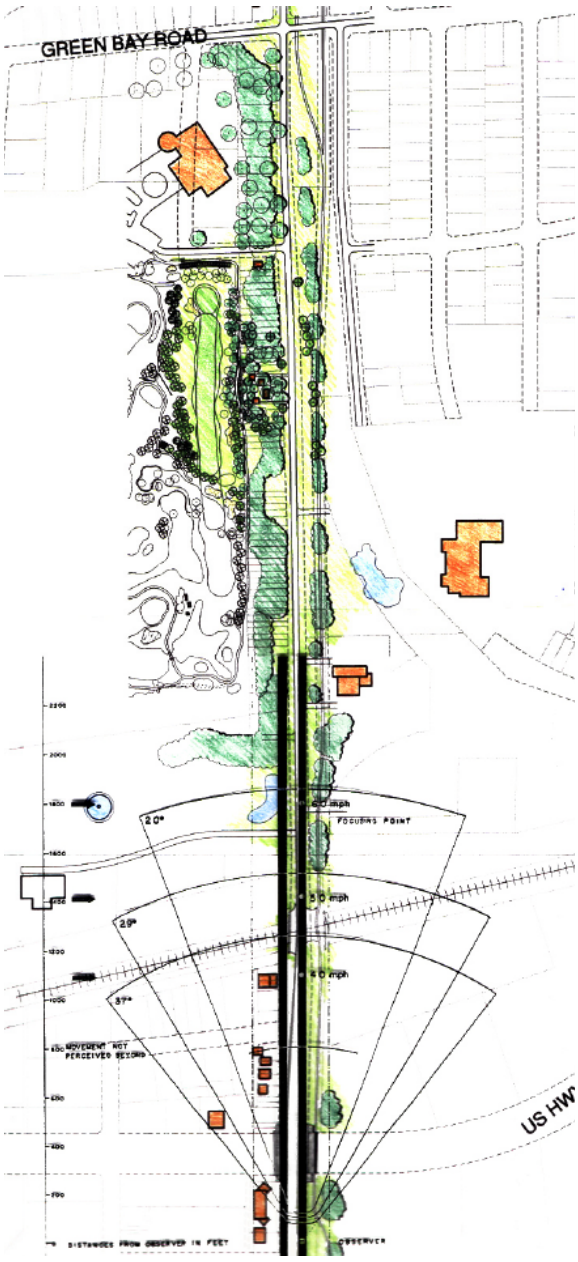
enclosure

blur

construction

edge

duration



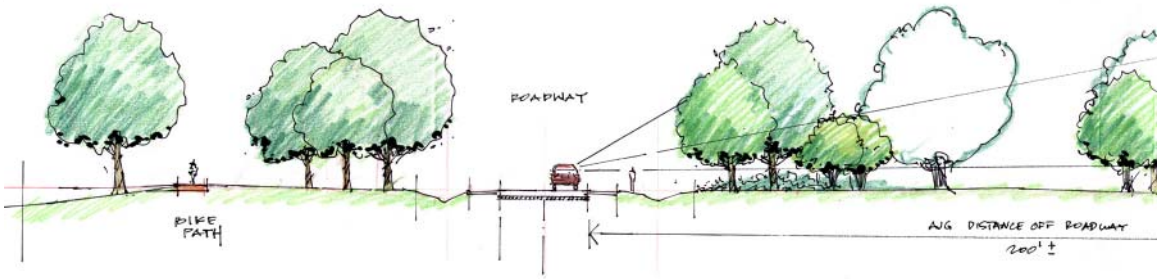
The Illinois Route 176 Landscape Enhancements project included the area of Route 176 (Rockland Road) between Illinois Route 43 (Waukegan Road) and Sheridan Road.

Design opportunities were explored that could capitalize on the development of a new interchange at Skokie Highway (US 41) and Rockland Road (IL 176). The design philosophy applied to the corridor recognized its importance as an entryway to the Village of Lake Bluff . The corridor is comprised of three character segments, each with its own unique attributes. These segments respond to land use, vegetation, topography and long views and were classified as:

Village Segment: This segment abuts the downtown and continues west to Green Bay Road. The road landscape will be more village like in character with split rail fencing, shade trees, and mowed lawn.

Rural Road: This segment comprises the middle portion of the corridor and its landscape will have a more natural character.

Corporate/Commercial Segment: This portion is located near industrial and commercial areas and will be landscaped with lawns and group plantings of trees and shrubs.



ROUTE 176
SECTION THRU ROADWAY

Land Design Collaborative incorporated

Lake Bluff Urban Design Plan

Lake Bluff, Illinois

This Urban Design Plan for the Downtown used as its basis recommendations of the May 2002 Downtown Plan and its roadway configurations update prepared in April 2003. The Urban Design Plan and estimate of probable construction costs, illustrates special opportunity areas for urban spaces and new streetscape, including:

- New sidewalk and cross walk locations
- Special pedestrian area at Scranton Avenue and Center Avenue
- Preserve key existing “landmark” trees
- Increased the park’s and Village Hall’s open green space and parkway areas
- Created locations for special pedestrian areas, gateways, and focal points
- Developed palette of streetscape features, that reflected the heritage of the village.

Client

Village of
Lake Bluff, Illinois

Service Provided

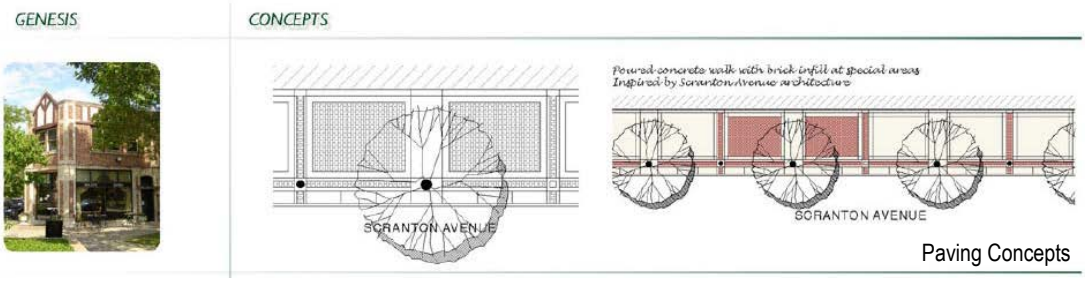
master plan
alternative concepts
consensus building
special feature design

Design Elements

streetscape elements
palette
benches
trash receptacles
bicycle rack
pedestrian lighting
tree grates and planters
paving design

Site Analysis

Design Plan



Paving Concepts

Land Design Collaborative incorporated

Gateway and Identification Signs

Lincolnwood, Illinois

Client

Village of
Lincolnwood, Illinois

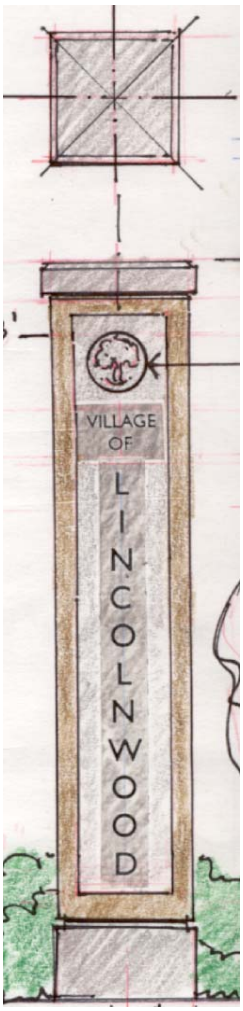
Service Provided

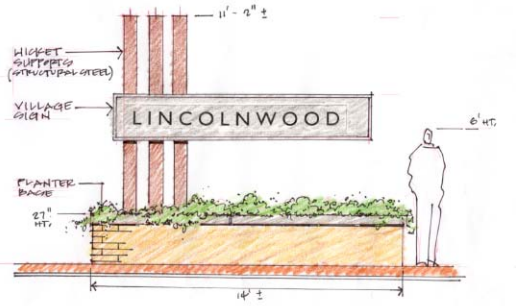
gateway feature design

village gateway identification
in conjugation with village beautification committee

construction documents

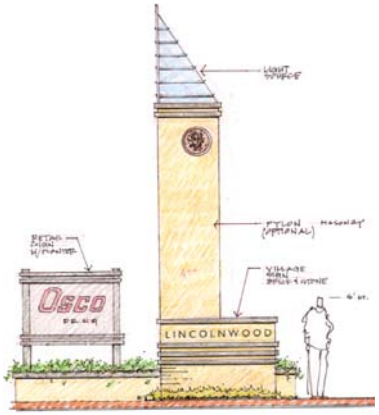
full size mock up on project site

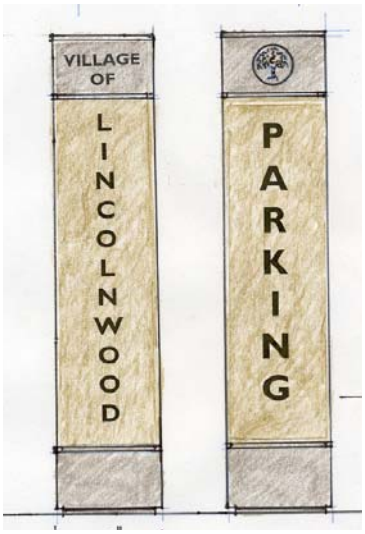




As an extension of the Beautification Opportunities Plan, Gateway Monuments identifying major and minor Village entries were designed by LDC. A gateway sign was constructed at Devon Avenue and Lincoln Avenue at Pratt Street in conjunction with the development of a new bank. The sign serves as a prototype for future gateway signs other beatification efforts. A special committee was formed to work with LDC, and a full scale mock up of the gateway signs was constructed by the Village for on site review by citizens and members of the committee.

LDC also designed identification signs municipal parking lots. They are visible from adjacent roadways and are designed to be comparable with the gateway sign and other urban elements planned for the Village.

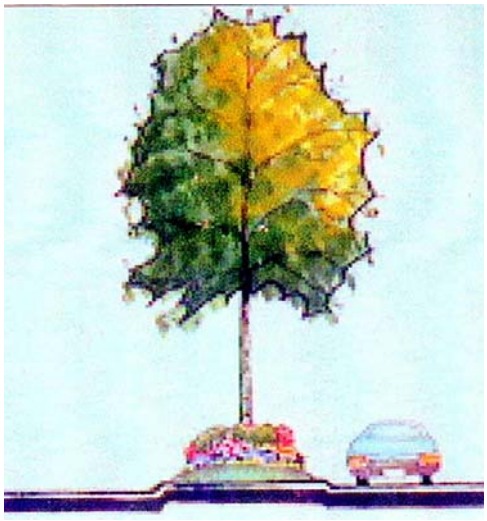


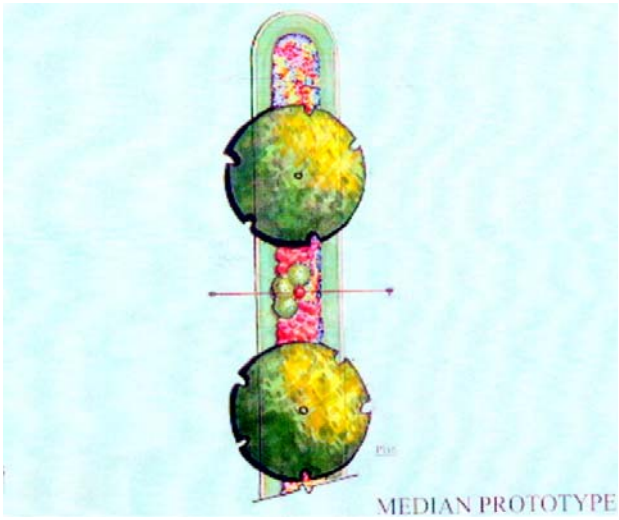


Land Design Collaborative incorporated

Lincolnwood Beautification Plan

Lincolnwood, Illinois





Client

Village of
Lincolnwood, Illinois

Service Provided

alternative
design concepts

master planning

site planning and design

Design Elements

streetscape improvements

design guidelines

gateway design

landscape development

Land Design Collaborative, Inc. prepared a median landscape plan addressing appearance, traffic flow, and IDOT requirements. The Lincoln Avenue Median Study area is twenty blocks long and located on Lincoln Avenue, a state highway under IDOTís jurisdiction.

The concept plan recommends landscaped medians and parkways for the length of the corridor.

A beautification Plan was developed through a consensus process with Village staff and the Beautification Committee. This plan identifies a series of urban design improvements for the entire community. Included in these improvements are gateways, streetscape, and median beautification improvements.

Land Design Collaborative incorporated

Lincolnwood Beautification Plan

Lincolnwood, Illinois

Client

Village of Lincolnwood

Service Provided

alternative design concepts

master planning

site planning and design

Design Elements

streetscape improvements

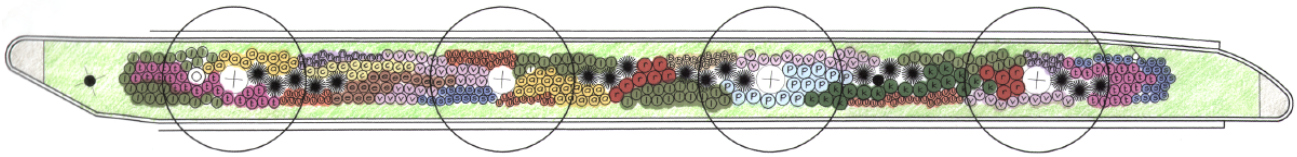
design guidelines

gateway design

landscape development

The Lincoln Avenue Median Study area is twenty blocks long and located on Lincoln Avenue, a state highway under IDOT's jurisdiction. Land Design Collaborative, Inc. prepared a median landscape plan addressing appearance, traffic flow, and IDOT requirements.

The concept plan recommends landscaped medians and parkways for the length of the corridor. The beautification plan was developed through a consensus- building process with Village staff and the Beautification Committee. The plan identifies a series of urban design improvements for the entire community. Included in these improvements are gateways, streetscape, and median beautification improvements.



Touhy-Crawford Business District

Lincolnwood, Illinois

Client

Village of
Lincolnwood, Illinois

Service Provided

design workshop

alternative
design concepts

site planning and design

Design Elements

streetscape improvements

design guidelines

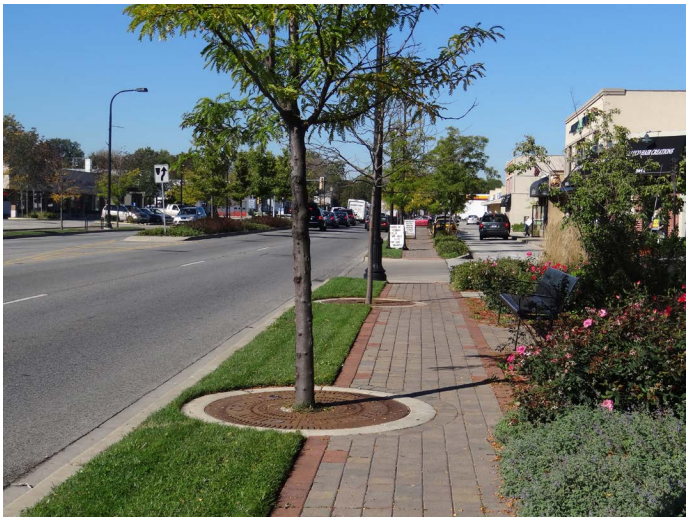
gateway design

landscape development

Land Design Collaborative, Inc., with its subconsultants Barton-Aschman Associates, Inc. (transportation and civil engineers) and Trkla, Pettigrew, Allen and Payne (consensus building and planning issues), prepared a concept development plan addressing appearance, traffic flow and access, parking, funding, and implementation. A vision statement for the Touhy-Crawford Business District (TCBD) was developed through the consensus process with Village staff, citizens, and business/property owners.

The TCBD is a two-block-long area located on Touhy Avenue, a state highway under IDOT's jurisdiction. This area has uncontrolled vehicular access to parking areas in front of the buildings. The concept plan recommends landscaped medians, controlled vehicular access, clear pedestrian walkways, and small landscaped plazas near the shops suitable for outdoor seating and dining. Special sidewalk paving, pedestrian scale lights and streetscape furniture complement the improvements.

Streetscape Plan



After Photo

After Photo Sign

After Photo Median

Land Design Collaborative incorporated

Touhy-Crawford Business District

Lincolnwood, Illinois

Client

Village of
Lincolnwood, Illinois

Service Provided

design workshop

alternative
design concepts

site planning and design

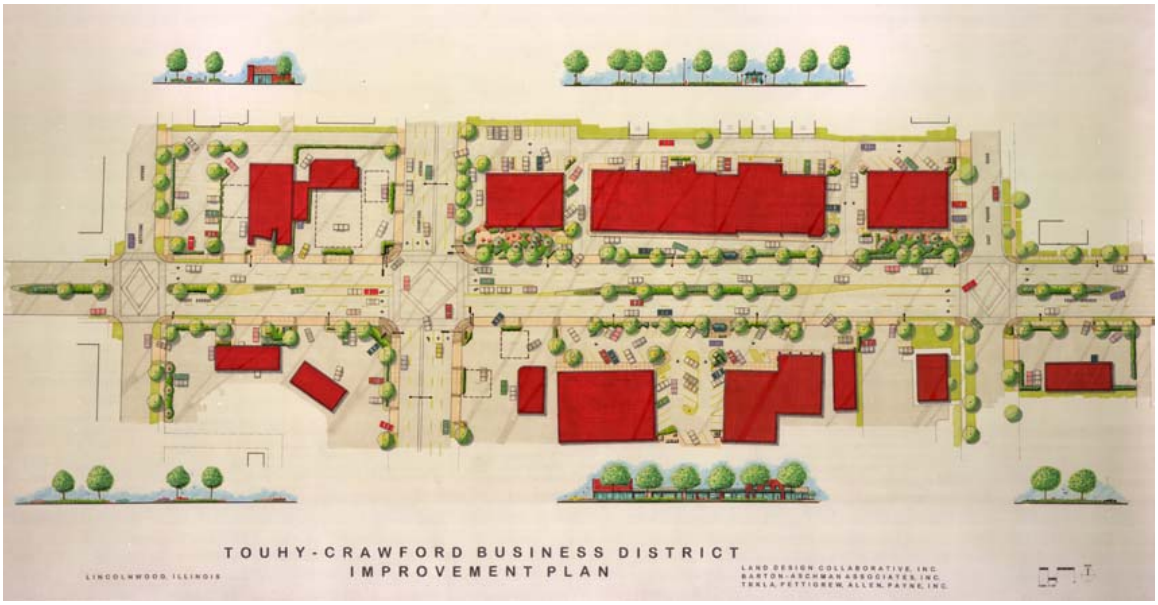
Design Elements

streetscape improvements

design guidelines

gateway design

landscape development



Land Design Collaborative, Inc., with its sub-consultants Barton-Aschman Associates, Inc. (transportation and civil engineers) and Trkla, Pettigrew, Allen and Payne (consensus building and planning issues), prepared a concept development plan addressing appearance, traffic flow and access, parking, funding, and implementation. A vision statement for the Touhy-Crawford Business District (TCBD) was developed through the consensus process with Village staff, citizens, and business/property owners.

The TCBD is a two-block-long area located on Touhy Avenue, a state highway under IDOT's jurisdiction. This area has uncontrolled vehicular access to parking areas in front of the buildings. The concept plan recommends landscaped medians, controlled vehicular access, clear pedestrian walkways, and small landscaped plazas near the shops suitable for outdoor seating and dining. Special sidewalk paving, pedestrian scale lights and streetscape furniture complement the improvements.

Land Design Collaborative incorporated

Lincolnwood Promenade

Lincolnwood, Illinois

Client

Village of Lincolnwood, Illinois

Service Provided

Consensus Building

Schematic Design

Alternative Concepts

Design Development

Construction Documentation

Design Elements

Separation of pedestrian and vehicular circulation

plant palette

paving design

natural stone seating

traffic bollards and pedestrian bollards with lights

benches

shade trees

trash receptacles

planted berm with improved planting medium

drainage

Before its renovation, Lincolnwood Village Hall's pedestrian entry had deteriorated sidewalks, outdated lighting, and suffering plant material. There were also safety concerns as the boundaries of the parking lot and the pedestrian walkway was often ignored, causing unsafe pedestrian and vehicular interactions. In order to correct these problems, LDC developed a landscape design plan that reflected the village's commitment to developing spaces that "promotes the health, safety, welfare and pleasure of all the residents (Lincolnwood Parks and Recreation Mission Statement).

The plan developed, replaced deteriorated entry concrete walks and planters with a landscaped berm. This berm was made of four feet deep special planting soils, planted with shade trees, shrubs and perennials. The end result was a 'garden' that provided a safe and beautiful route to the Village's Administrative buildings.

before aerial

after photo

after photo

after photo

Land Design Collaborative incorporated

Mt. Prospect Streetscape Program

Mt. Prospect, Illinois

Client

Village of
Mt. Prospect, Illinois

Service Provided

urban design plan

schematic design

cost estimates

design and
construction documents

construction administration

Design Elements

ornamental lights

special paver sidewalks

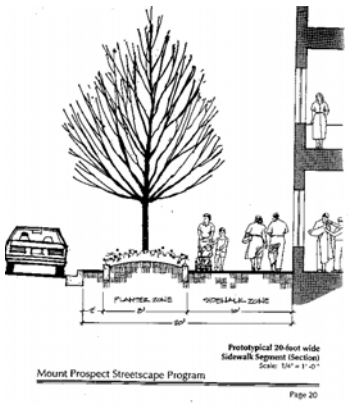
automated
irrigation system

entrance gateway wall

landscape plantings

As part of a multi-disciplinary team, Land Design Collaborative prepared an urban design plan for improvement to over thirty blocks of the downtown core of Mt. Prospect. The plan included Northwest Highway, a major regional arterial, which bisects the community and its downtown.

The plan proposed “hard” and “soft” concepts and guidelines for streetscape development. Streetscape improvements will be carried out over several years. The first phase included seven blocks with the second phase to comprise ten additional blocks. Improvements consist of brick sidewalks, tree grates, ornamental and roadway lighting fixtures, site furniture and landscaping. Public and private sector cooperation has resulted in many private property site improvements being made that complement and enhance public improvements. This multi-year project is being funded by a combination of village general revenue funds and ISTEA grants.



Land Design Collaborative incorporated

Downtown Plan: Urban Design

Naperville, Illinois

Client

City of Naperville, Illinois

Service Provided

workshop

urban design

streetscape planning

cost data

Design Elements

street trees

lighting

banners

paving

bollards

benches

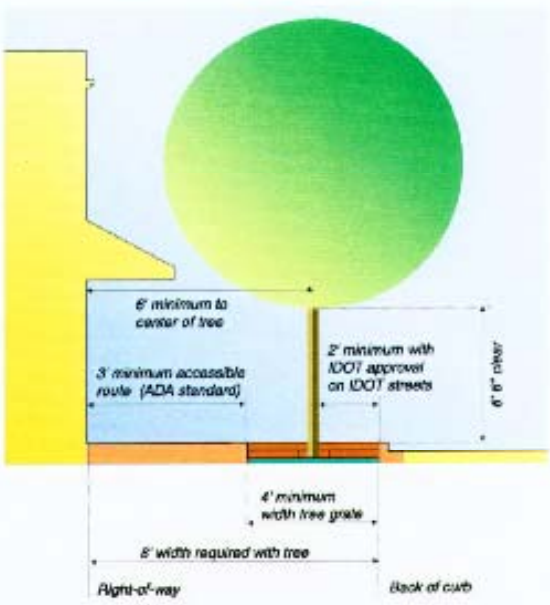
landscape

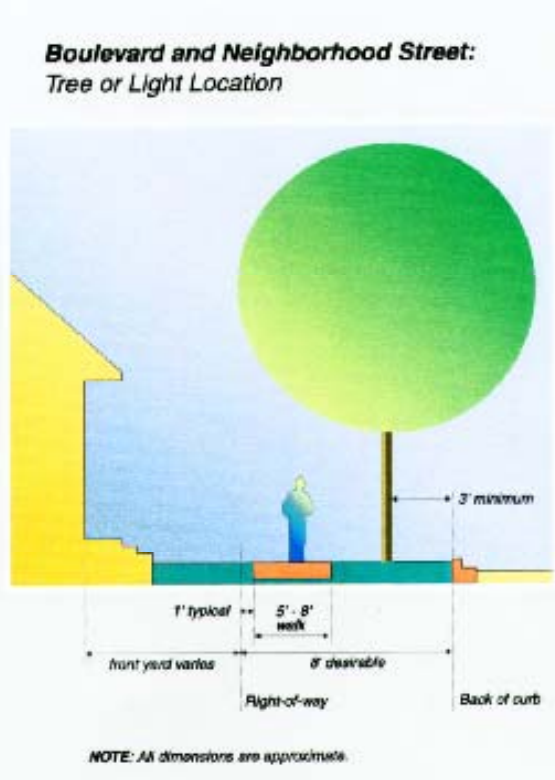
Downtown Streetscape Design System

In the fall of 1998, Naperville undertook a Downtown Planning Program comprised of 5 Sections. As part of a multi-disciplinary consultant team, LDC was responsible for Section 5, Urban Design, and developed recommendations for enhancing Downtown as an attractive and hospitable shopping environment. These recommendations related to pedestrian ways, open spaces, gateway features, landscaping, lighting and other streetscape features.

The Plan recommends the establishment of a comprehensive streetscape design system for Downtown, as highlighted in the diagram above. This system defines a family of streetscape facilities to be applied in various parts of the Downtown. It establishes guidelines for street trees, lighting fixtures, paving materials, banners, bollards, benches and other features.

Illustrative cross-sections of streetscape treatments for several street categories are presented at right.

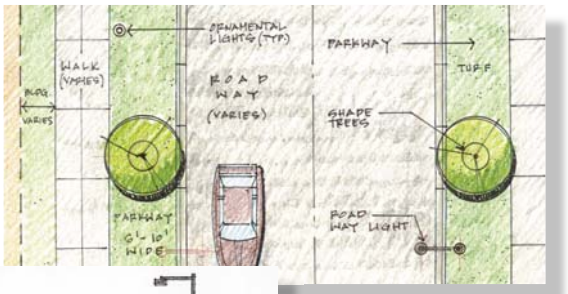


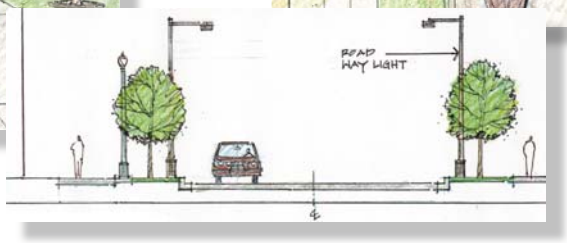


Land Design Collaborative incorporated

Downtown Streetscape Prototype Project

Naperville, Illinois





Client

City of Naperville, Illinois

Service Provided

master plan

program development

alternative concepts

concensus building

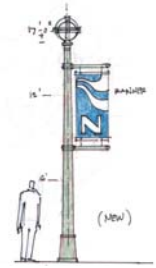
Design Elements

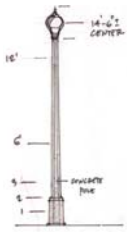
streetscape lighting

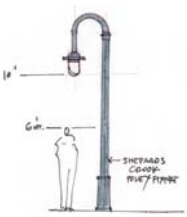
site furniture

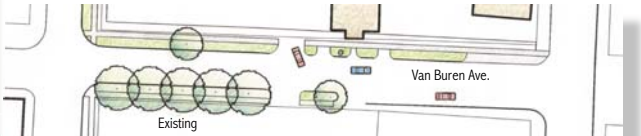
paving

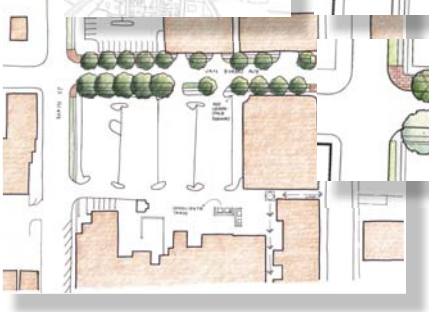
costs

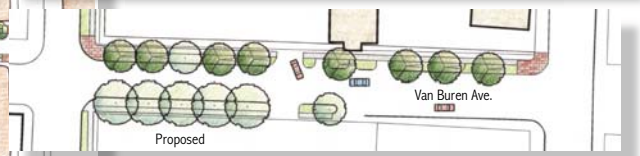












Land DesignCollaborative (LDC)was the Urban Design Consultant on the original “Downtown Plan” and developed a preliminary “streetscape design system” that identified five classifications of street types within the Downtown based on their location, development pattern, traffic carrying role and pedestrian function.

- Downtown Streetscape
- Neighborhood Streetscape
- Boulevard Streetscape
- Pedestrian Way Streetscape
- Green Space Way Streetscape

Subsequent to the Downtown Plan, LDC was retained by the City of Naperville to prepare the “Naperville Downtown Streetscape Prototype Project” which expanded and added further detail to the concepts originated in the Downtown Plan.

Land Design Collaborative incorporated

Borman Expressway Study

Northwest Indiana

Client

State of Indiana

Service Provided

alternative design concepts

schematic design

cost estimates

Design Elements

landscape development

Design Principles

upgrade/downgrade

cone of vision

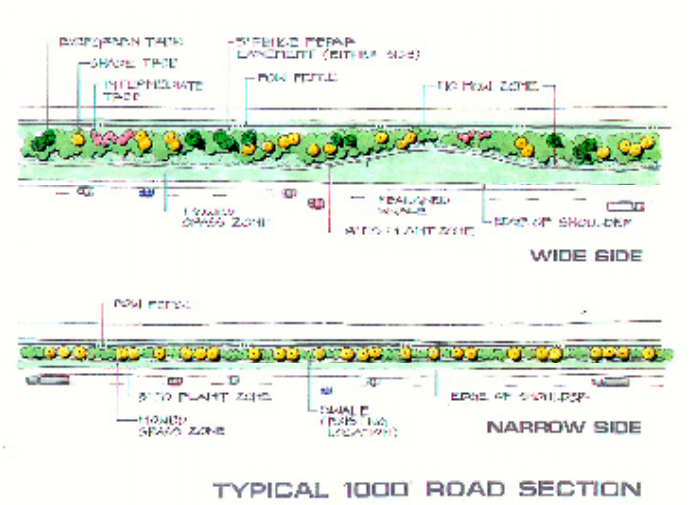
enclosure

blur

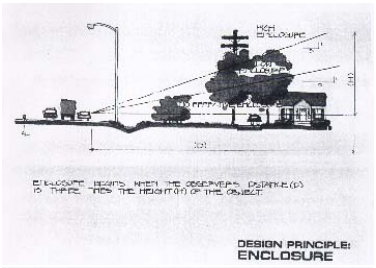
construction

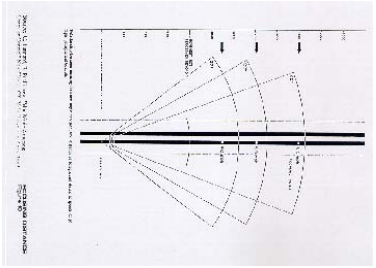
edge

duration



TYPICAL 1000 ROAD SECTION



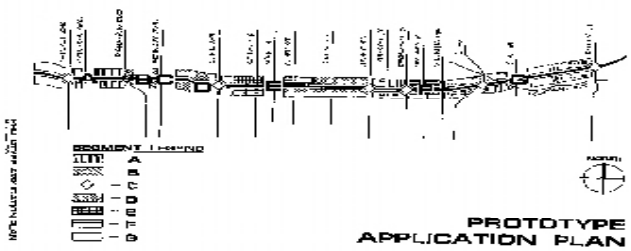


Designed and constructed in the 1950's, the Borman Expressway (Interstate 80/94) is a six-lane, 17 mile long highway traversing northwest Indiana. The highway carries more than 35 million travelers annually, and is notorious for its unattractive appearance.

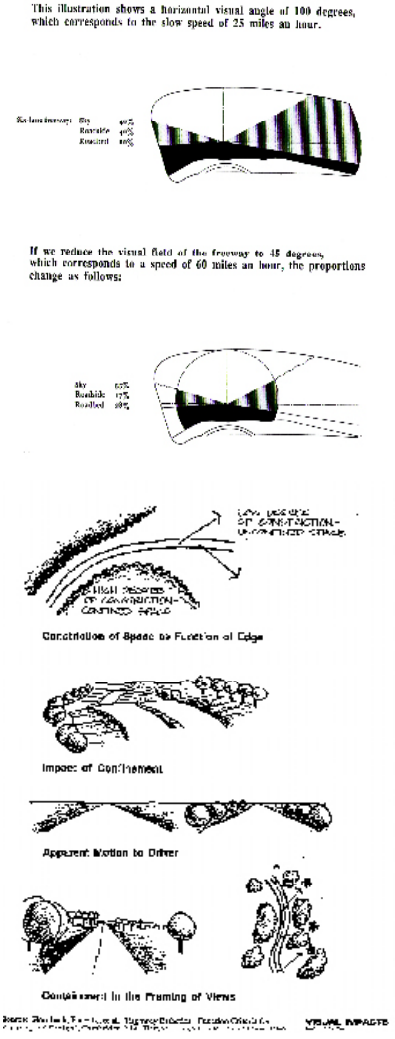
In developing design concepts and standards, research yielded a number of principles of design. These design principles addressed a number of behavioral aspects of drivers as they process visual information.

Relationships between speed, distance, size and closeness of objects all affect the way drivers process information. Depending on reactions to these elements, drivers alter their driving.

A number of highway design treatments were developed to be applied throughout the corridor. A prototype application plan was prepared to illustrate placement of the various design treatments along 17 miles of the corridor.



PROTOTYPE APPLICATION PLAN



Land Design Collaborative incorporated

Borman Expressway Study

Northwest Indiana

Client

State of Indiana

Service Provided

alternative design concepts

schematic design

cost estimates

Design Elements

landscape development

Design Principles

upgrade/downgrade

cone of vision

enclosure

blur

construction

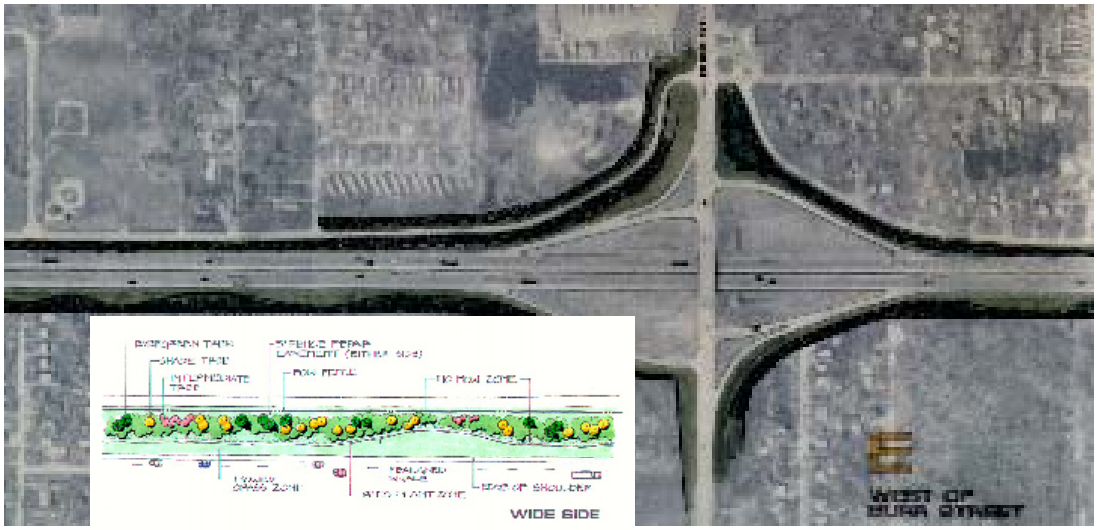
edge

duration

Designed and constructed in the 1950's, the Borman Expressway (Interstate 80/94) is a six lane, 17 mile long highway traversing northwest Indiana. The highway carries more than 35 million travelers annually and is notorious for its unattractive appearance.

The study was designed to provide recommendations to the State of Indiana for improving the roadís appearance and safety while serving the needs of nearby areas, and to encourage economic development. Another goal was to reduce the highway department's intensive maintenance operations such as paving, fencing and snow removal in order to eliminate funding competition.

Existing physical conditions were analyzed, and goals and design principles established. Recommendations were formulated regarding plant species selection, implementation costs, priorities and policy revisions. The study deals with stewardship of the land by raising issues of wetland protection, reintroducing indigenous plants and fostering respect for the importance of aesthetics on our highways. It is a provocative document dealing with technically complex and politically controversial issues.



TYPICAL 1000' ROAD SECTION

Land Design Collaborative incorporated

Gateway and Special Feature Design

Orland Park, Illinois

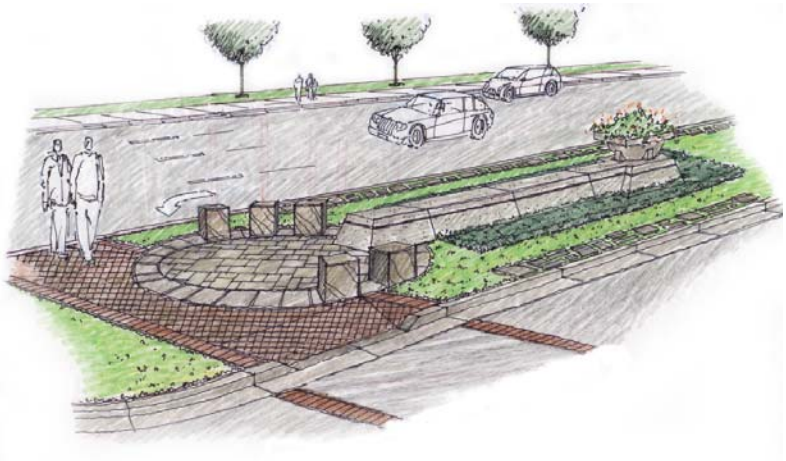
Client

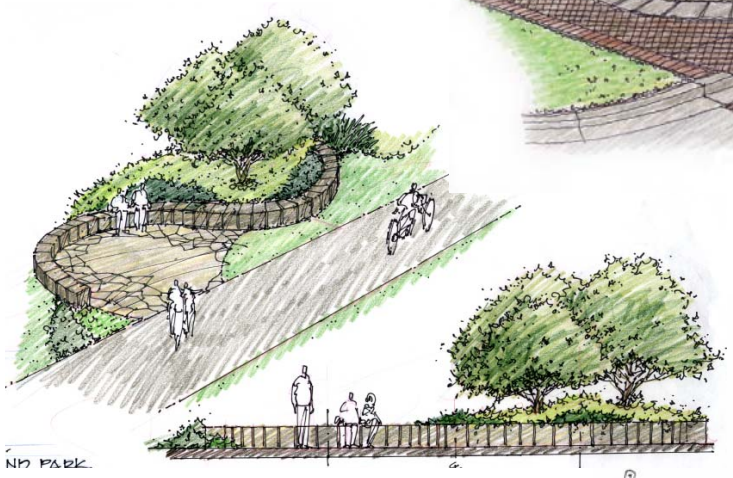
Village of
Orland Park, Illinois

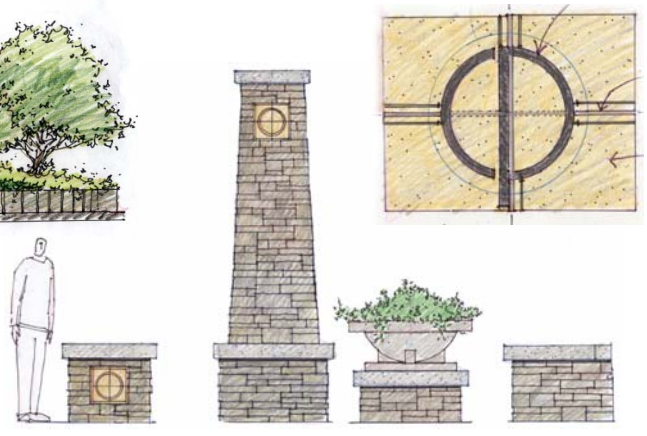
Service Provided

gateway design
construction documents
planting plan and details
special feature design
landscape median
bridge facade design
design guidelines
village icon design
consensus building

Land Design Collaborative, Inc. was involved in creating a system of gateway signs and special features for the Village of Orland Park. The gateways and special features were designed to clearly resemble each other, although they have completely different purposes. For example, a simple logo image made from an “O” and a “P” for Orland Park was merged together to become an icon for insertion on a wall or at the top of a pylon. Additionally, the use of stone on planters, copings, pylons, columns, etc., can provide a repeat of design image to create a certain visual unity to streetscape improvements. This system of design can be applied within all aspects of the Village from gateway signs to safe pedestrian plazas within a median to a resting point along a bike trail.







Land Design Collaborative incorporated

LaGrange Road Corridor Design

Orland Park, Illinois

Client

Village of
Orland Park, Illinois

Service Provided

item

gateway design

drive consolidation

landscape median

bridge facade design

traffic calming

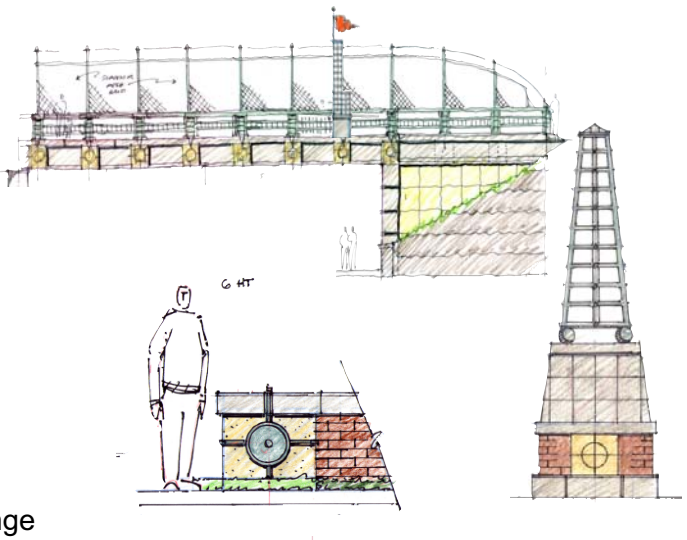
pedestrian circulation

bioswale concept design

design guidelines

consensus building

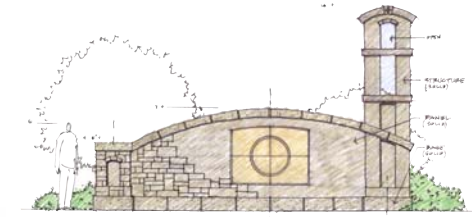
Orland Park is engaged in developing aesthetic enhancements to ten miles of LaGrange Road, in response to IDOT's road-widening program. The Village's objective to work with the State is to incorporate quality of life and aesthetic enhancements for Village gateways, corridor landscapes and special features as part of these efforts.

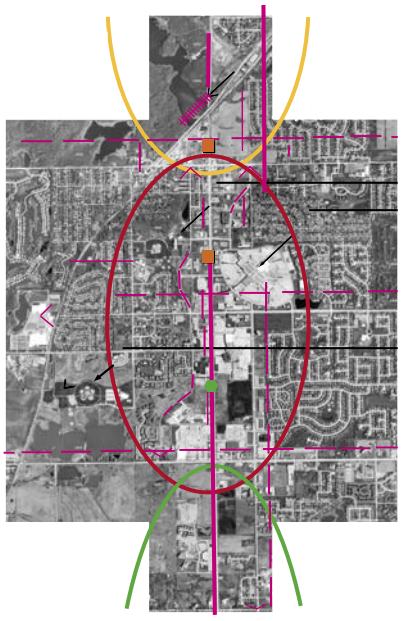


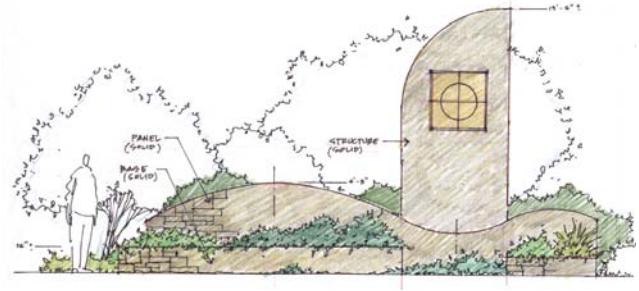
Major design elements are:

- Gateways into the Village.
- Special features along the LaGrange Road Corridor that includes bridges, landscape medians, and monuments for way finding and place markers.
- Bioswale stormwater control

The Gateway and LaGrange Road Corridor enhancement study undertaken by LDC includes a series of design efforts that create a continuity of image unique to Orland Park's history, and to current and future development trends.







Land Design Collaborative incorporated

Orland Park Bridge

Orland Park, Illinois

Client

Village of
Orland Park, Illinois

Service Provided

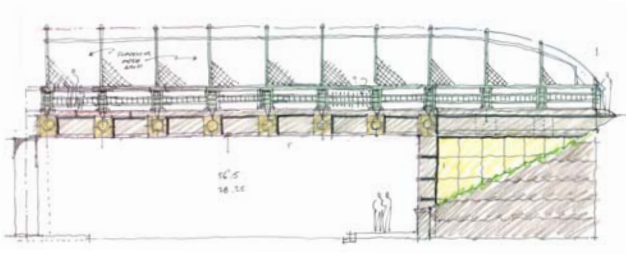
gateway design

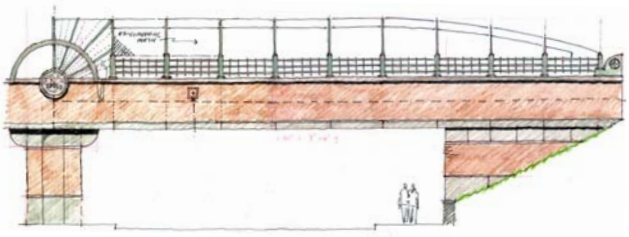
design concept alternatives

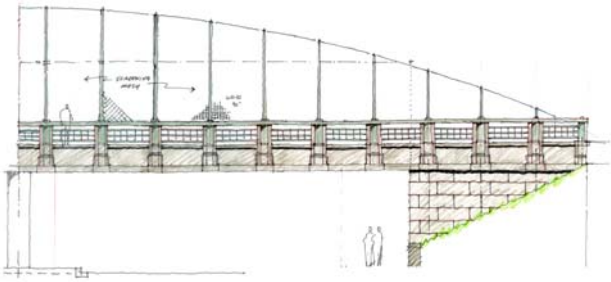
bridge facade design

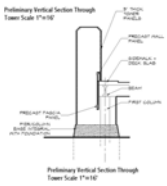
The design development of the façade for the new Southwest Highway bridge over LaGrange Road was a continuation of the urban design recommendations for Orland Park made by LDC in its Gateways and LaGrange Road Corridor Design study. Four design concepts for the bridge were developed by LDC for this important Orland Park gateway.

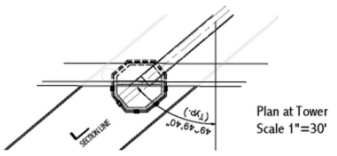
Working with IDOT and structural engineers, LDC prepared construction design concepts of the selected alternative. LDC provided façade design drawings and helped determine the materials, finishes, and jointing for panels so that the bridge, while meeting IDOT structural and safety requirements, would accommodate design amenities consistent with other Village gateways. These façade treatments are one of many features planned and designed by LDC to create a “family of features” unique to the Village.



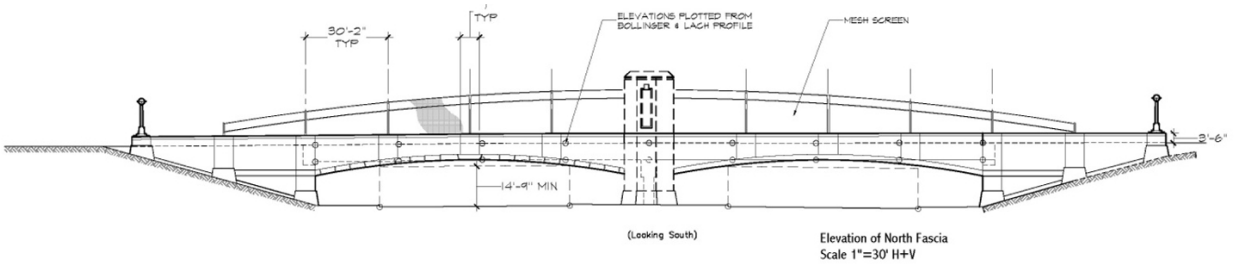






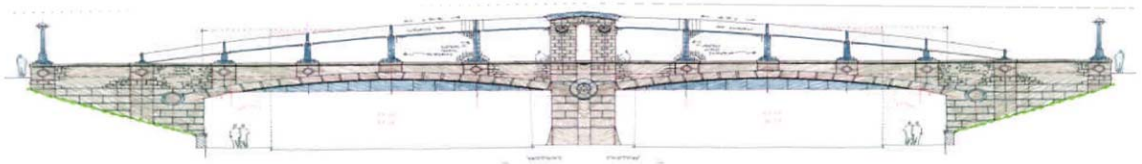


Plan at Tower
Scale 1"=30'



(Looking South)

Elevation of North Fascia
Scale 1"=30' H+V



Orignial Concept D
Approx Scale 1"=30'

Land Design Collaborative incorporated

Streetscape Study

Orland Park, Illinois

Client

Village of
Orland Park, Illinois

Service Provided

program workshop

master plan

streetscape revitalization plans

site planning and design

landscape design

Design Elements

streetscape

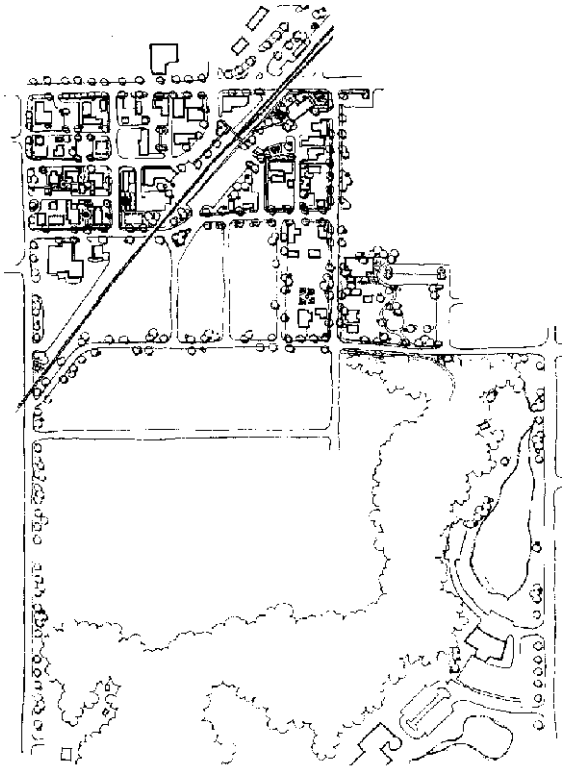
historic district

gateway design

design guidelines

gateway design

landscape improvements

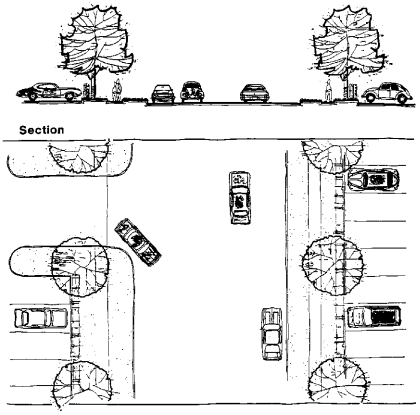


LDC was selected to provide a streetscape and urban design study which would create an attractive pedestrian and vehicular environment.

The project consisted of three parts: major roadways in commercial and residential districts; gateways at key entries to the Village; and enhancement of the historic Old Orland District. These design recommendations are broad in scope and cover details for street tree planting and buffering as well as a landscape plan for the historic Old Orland District.

A series of design objectives were developed, followed by policy issues which include design standards for inclusion in the landscape ordinance of the Village of Orland Park.

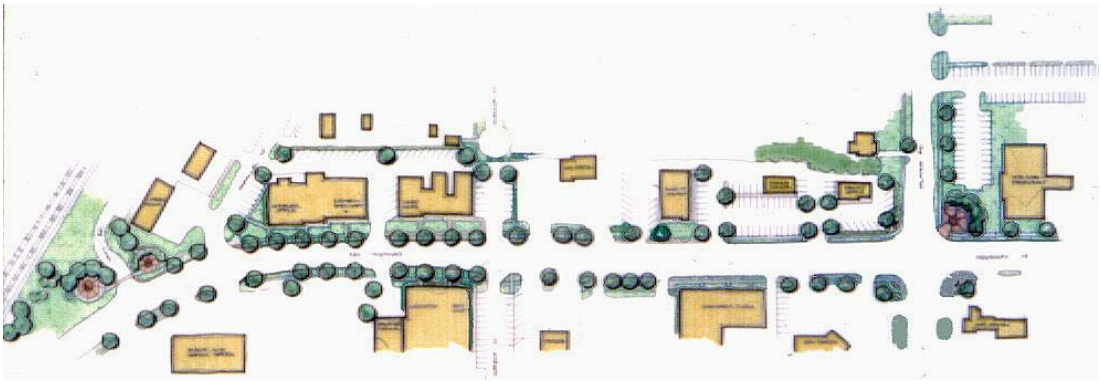
Conceptual designs were provided to illustrate the design recommendations for the three parts of the study.



Land Design Collaborative incorporated

Northwest Highway Enhancement

Palatine, Illinois



Client

Village of Palatine, Illinois

Service Provided

program workshop

analysis

master plan

urban design

streetscape revitalization plans

site planning and design

landscape design

Design Elements

design guidelines

streetscape

plazas

gateway design

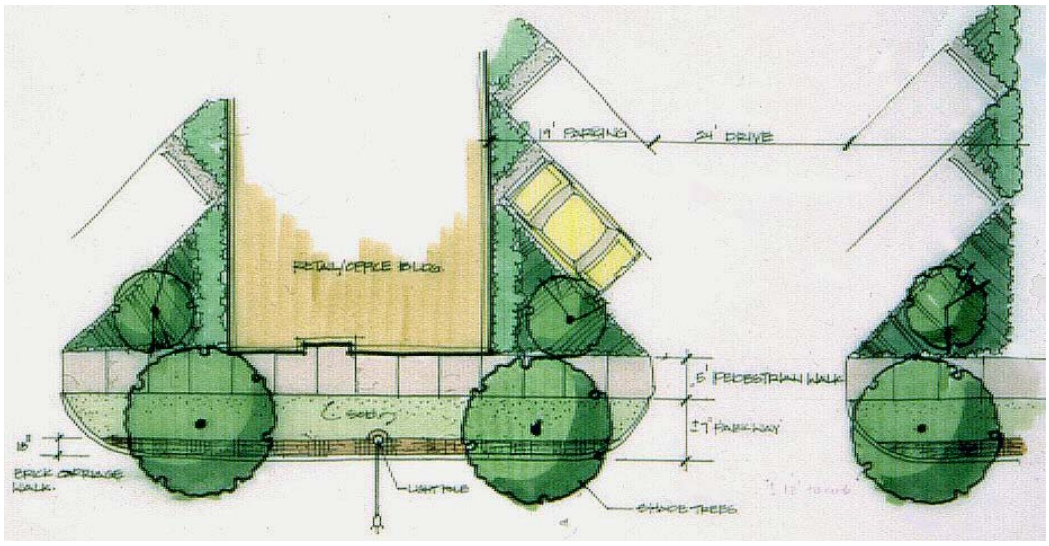
landscape improvements

existing

This project involved the development of design guidelines for right-of-way enhancements along this prominent Northwest Highway Corridor.

Because of the many adjacent land uses, landscape and other site improvements had to reflect commercial, residential, and institutional interests.

Also included in the design of the two mile long corridor was the creation of gateways and major focus points comprised of a sculpture/fountain and an intimately park/plaza.



Land Design Collaborative incorporated

Uptown Plan
Park Ridge, Illinois

Client

City of Park Ridge, Illinois

Service Provided

downtown masterplan
character analysis
design guidelines
consensus building
pedestrian facilities
bicycle facilities
landmarks
traffic calming
parking

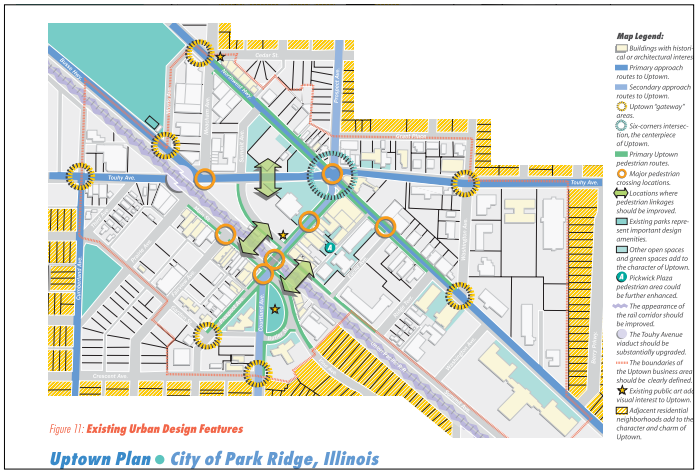
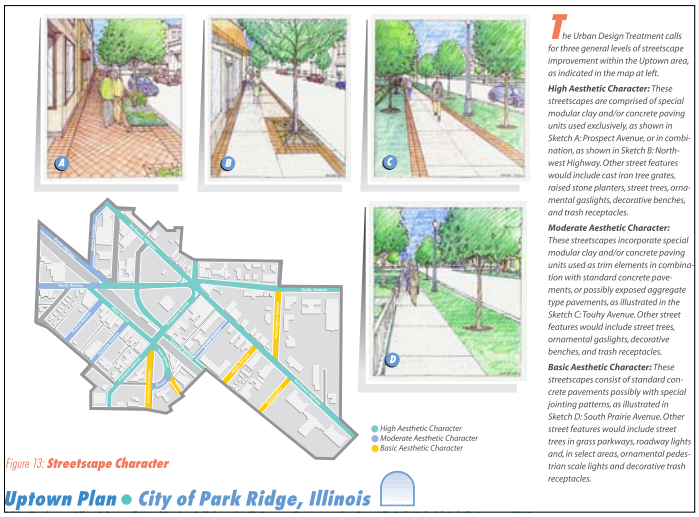


Figure 11: ***Existing Urban Design Features***

Uptown Plan • City of Park Ridge, Illinois



The Urban Design Treatment calls for three general levels of streetscape improvement within the Uptown area, as indicated in the map at left.

High Aesthetic Character: *These streetscapes are comprised of special modular clay and/or concrete paving units used exclusively, as shown in Sketch A: Prospect Avenue, or in combination, as shown in Sketch B: Northwest Highway. Other street features would include cast iron tree grates, raised stone planters, street trees, ornamental gaslights, decorative benches, and trash receptacles.*

Moderate Aesthetic Character: *These streetscapes incorporate special modular clay and/or concrete paving units used as trim elements in combination with standard concrete pavements, or possibly exposed aggregate type pavements, as illustrated in the Sketch C: Touhy Avenue. Other street features would include street trees, ornamental gaslights, decorative benches, and trash receptacles.*

Basic Aesthetic Character: *These streetscapes consist of standard concrete pavements possibly with special jointing patterns, as illustrated in Sketch D: South Prairie Avenue. Other street features would include street trees in grass parkways, roadway lights and, in select areas, ornamental pedestrian scale lights and decorative trash receptacles.*

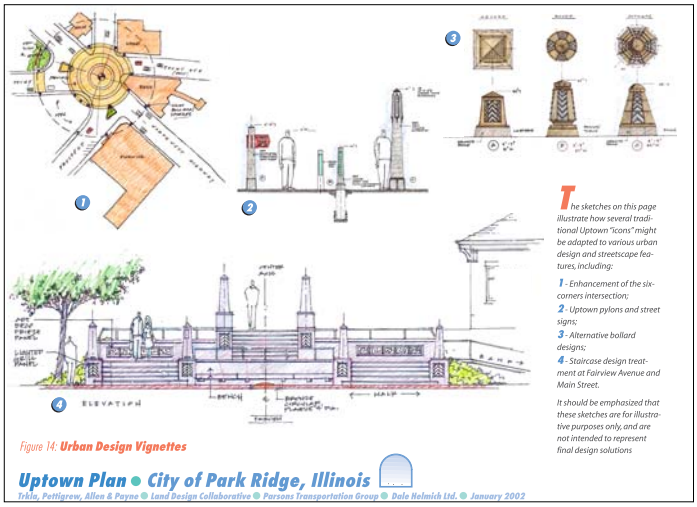
Figure 13: ***Streetscape Character***

Uptown Plan • City of Park Ridge, Illinois

Land Design Collaborative (LDC) provided urban design services as part of a team of planners preparing an improvement plan for Park Ridge's Uptown Area.

The rich architectural character and extensive open green space of the Uptown area, characterized by the Pickwick Theater, Library, and City Hall were the basis for the Urban Design study. Four target areas were identified for redevelopment in Uptown, and LDC designed circulation and linkage between these areas while maintaining the existing urban design quality.

The streetscape design character for Park Ridge's central business district, commonly known as Uptown, identified three general levels of streetscape improvements. Additionally a table was made of recommended Urban Design Treatments identifying streetscape elements to be used on each of the various streetscapes within the study area. Sketch vignettes were drawn to illustrate a design style that could be applied to certain urban design features within the district.



The sketches on this page illustrate how several traditional Uptown "icons" might be adapted to various urban design and streetscape features, including:

1 *- Enhancement of the six-corners intersection;*
2 *- Uptown pylons and street signs;*
3 *- Alternative bollard designs;*
4 *- Staircase design treatment at Fairview Avenue and Main Street.*

It should be emphasized that these sketches are for illustrative purposes only, and are not intended to represent final design solutions

Figure 14: ***Urban Design Vignettes***

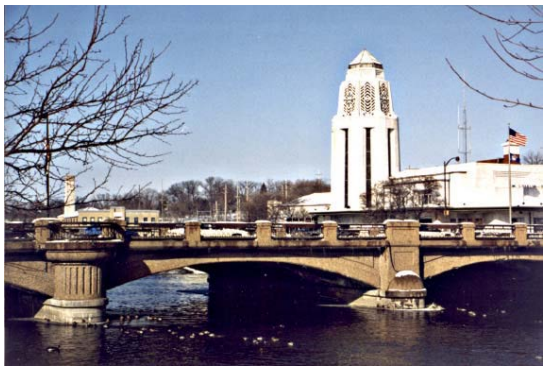
Uptown Plan • City of Park Ridge, Illinois

Trkla, Pettigrew, Allen & Payne • Land Design Collaborative • Parsons Transportation Group • Dale Helmich Ltd. • January 2002

Land Design Collaborative incorporated

Main Street Streetscape and Bridge

St. Charles, Illinois



Client

City of St. Charles, Illinois

Service Provided

design workshop

alternative design concepts

streetscape revitalization plans

cost estimates

design and construction documents

construction administration

Design Elements

new brick and paver walks

ornamental guard rail

bridge façade design

entrance drive

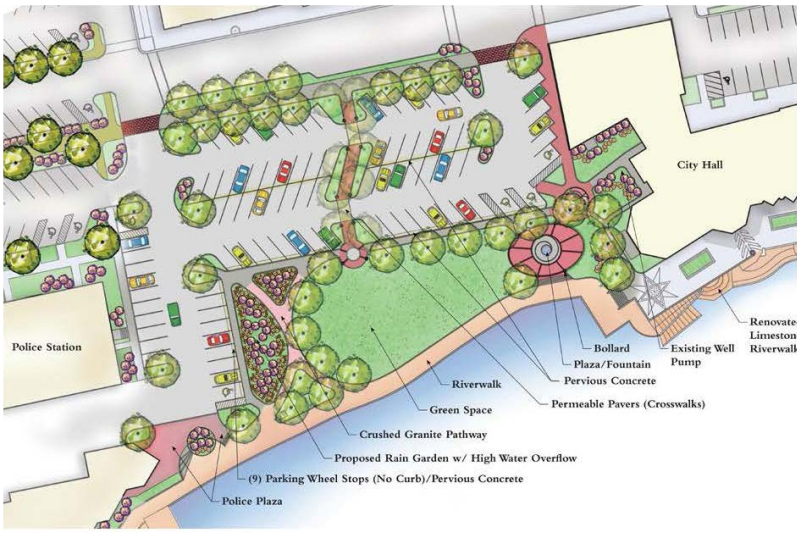
canopy

landscape development

Working closely with City staff, LDC developed conceptual designs to assist the City in guiding the design of IDOT improvements to Route 64 (Main Street) as it passes through St. Charles. Design assistance included façade design for the IDOT replacement of the historic Main Street bridge, streetscape improvements, and ornamental barrier railing.

An interactive tour and workshop was conducted for selected citizens to generate design input to the LDC designers. As part of their Urban design Plan LDC developed a park and plaza at the City Hall along the river.".

In 1999, the St. Charles Project received a President's Award from the Illinois Chapter of the American Society of Landscape Architects.



Land Design Collaborative incorporated

Main Street Streetscape and Bridge

St. Charles, Illinois

Client

City of St. Charles, Illinois

Service Provided

design workshop

alternative design concepts

streetscape revitalization plans

cost estimates

design and construction documents

construction administration

Design Elements

new brick and paver walks

ornamental guard rail

bridge façade design

entrance drive

canopy

landscape development

Working closely with City staff, LDC developed conceptual designs to assist the City in guiding the design of IDOT improvements to Route 64 (Main Street) as it passes through St. Charles. Design assistance included façade design for the IDOT replacement of the historic Main Street bridge, streetscape improvements, and ornamental barrier railing.

An interactive tour and workshop was conducted for selected citizens to generate design input to the LDC designers. The resulting design concepts were provided to IDOT engineers for incorporation into their construction documents.

In 1999, the St. Charles Project received a President's Award from the Illinois Chapter of the American Society of Landscape Architects.

Land Design Collaborative incorporated

Main Street Streetscape and Bridge

St. Charles, Illinois

Client

City of St. Charles, Illinois

Service Provided

design workshop

alternative design concepts

streetscape revitalization plans

cost estimates

design and construction documents

construction administration

Design Elements

new brick and paver walks

ornamental guard rail

bridge façade design

entrance drive

canopy

landscape development

The St. Charles Main Street (Route 64) IDOT bridge replacement was seized by the City as an opportunity to retain this bridge as a unique feature. With LDC's design guidance, the bridge incorporated features unique to the downtown and created a special place for people to see the Fox River Valley.

Four bridge overlooks, replicating the original bridge, were included in the new bridge. Complementing these overlooks were copper canopies supported by decorative columns reflecting the character of Baker Hotel's historic gazebo on the river (visible in the photograph). "See-through" open steel railings, reflecting the art deco City Hall were custom designed to be crash barriers. Computer graphics were utilized in design as a tool to test various concepts for the canopies, railings and bridge façade.

The Main Street Bridge received a President's Award from the Illinois Chapter of ASLA.