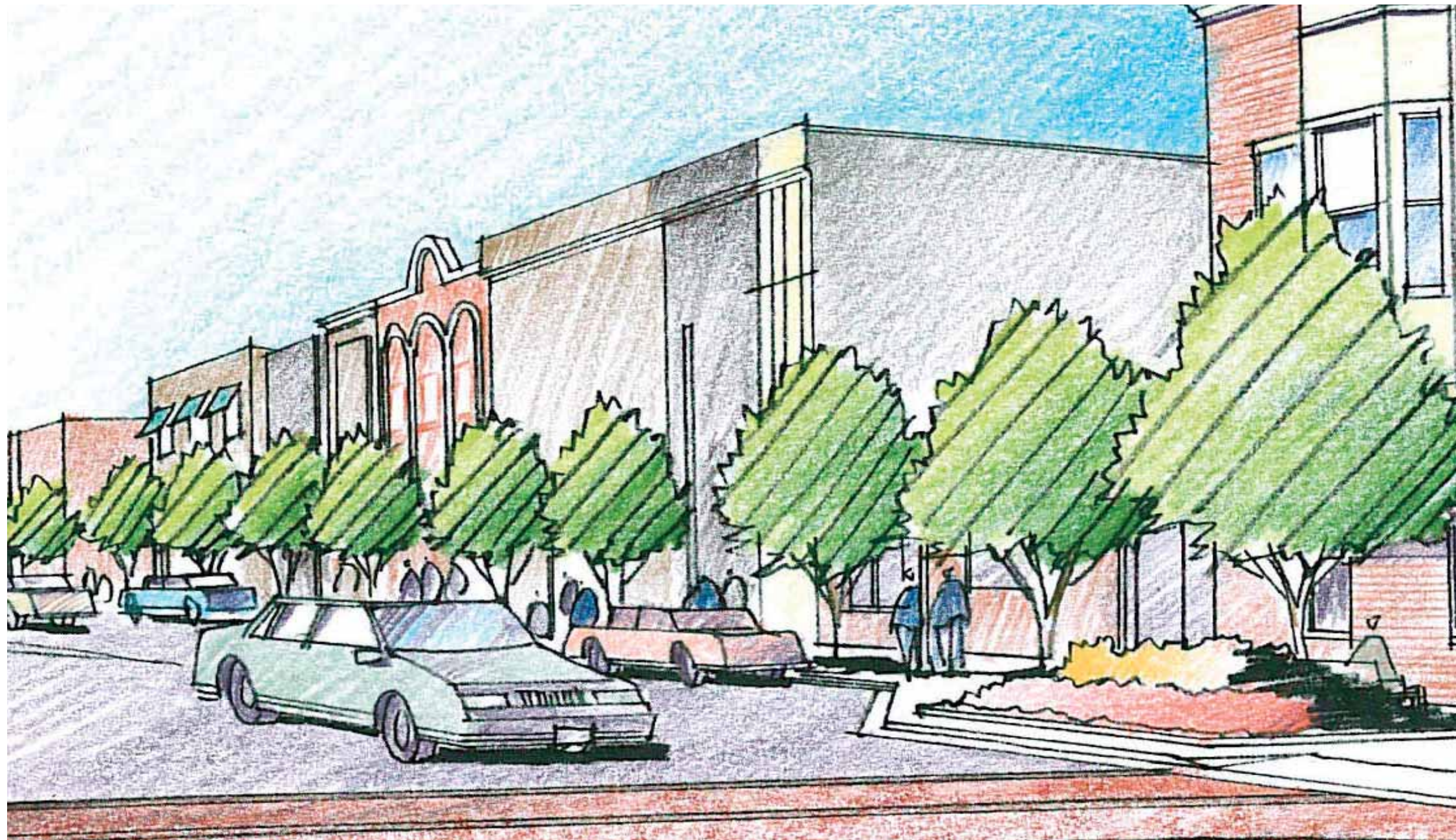


# Downtown DeKalb Streetscape Improvement Plan





Page Intentionally Left Blank

# Acknowledgements

## Mayor and City Council

Frank Van Buer, Mayor  
Bertrand Simpson, First Ward Alderman  
Kris Povlsen, Second Ward Alderman  
Victor Wogen, Third Ward Alderman  
Donna Gorski, Fourth Ward Alderman  
Ronald Naylor, Fifth Ward Alderman  
Dave Baker, Sixth Ward Alderman  
Brent Keller, Seventh Ward Alderman

## City of DeKalb

Mark Biernacki, City Manager  
Rudy Espiritu, Assistant City Manager  
Paul Rasmussen, Economic Dev. & Public Policy Director  
Russel W. Farnum, Director of Community Development  
Joel Maurer, City Engineer  
Rick Monas, Director of Public Works  
Jennifer Diedrich, Special Projects Coordinator

## ReNew DeKalb

Jennifer Groce, Executive Director

# Contents

1	Introduction
2	Context
3	Inventory & Opportunity Analysis
4-5	Existing Site Elements
6-7	Overall Concept Plan
8-9	Lincoln Highway Prototype
10-11	Locust Street Prototype
12-13	2nd / 3rd Street Prototype
14-15	1st / 4th Street Prototypes
16-17	Oak / Grove Street Prototypes
18-20	Recommended Site Elements
21	Signage
22-23	Specialty Elements
24-25	Lot 4 Improvement Concepts
26	Implementation Plan



# Introduction

In 2006, Hitchcock Design Group prepared the Downtown DeKalb Revitalization Plan. Working together with the City staff and Downtown DeKalb Revitalization Task Force, a plan was prepared and completed in February 2007. Following the Revitalization Plan, the City of DeKalb asked Hitchcock Design Group to take a more focused look at the downtown area streetscape.

The Downtown DeKalb Streetscape Improvement Plan outlines the recommended approach for the public streetscape improvements within the downtown.

# Goals and Objectives

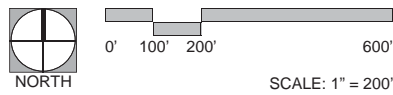
- Establish an overall framework for downtown public improvements
- Further develop the design from the Downtown DeKalb Revitalization Plan in order to refine the budget and establish an implementation strategy
- Create visual tools to clearly communicate the design to various stakeholders







**Context**  
 The study area is bordered by Oak, Grove, 1st & 4th streets. Lincoln Highway serves as the major thoroughfare to the downtown and is lined with a variety of historic buildings. Locust, 2nd & 3rd streets serve as important retail areas in the downtown. 1st & 4th streets are more vehicular oriented while Oak and Grove streets are neighborhood type streets.

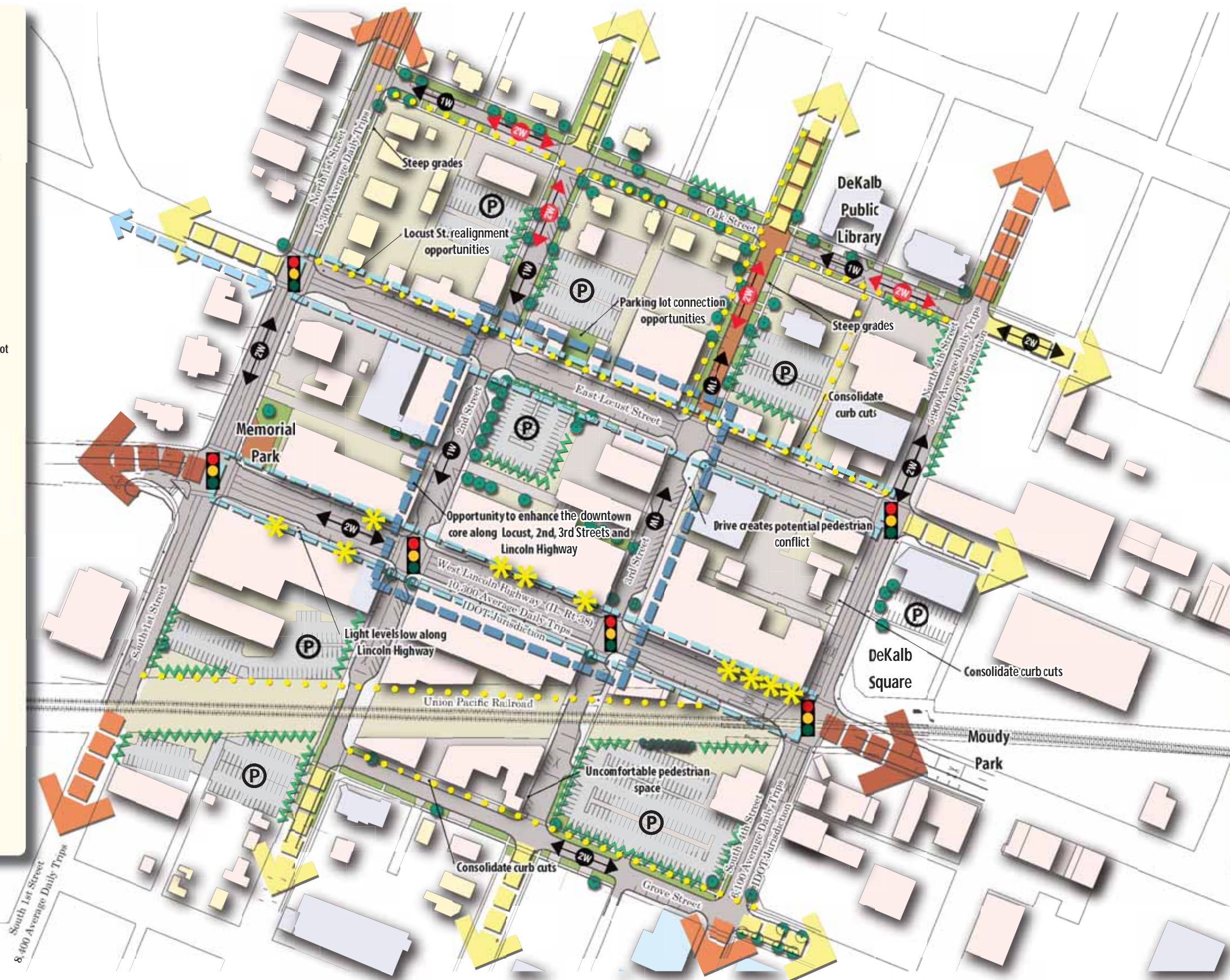


## Context



**Key**

- Privately-owned Commercial
- Privately-owned Residential
- Institutional
- Municipal
- Municipal Off-street Parking
- Tree
- Street Light
- Major Overhead Utility Lines
- Turf / Open Space
- Brick Road / Brick Plaza
- Public Roadway
- Sidewalk
- Municipal Off-street Parking Lot
- Private Drive / Parking Lot
- Existing One-Way Street
- Existing Two-Way Street
- Major Arterial Street
- Minor Arterial Street
- Local Street
- Signalized Intersection
- Possible Vault Locations
- Buffer Opportunities
- Important Connection To Campus
- Opportunity Area
- Downtown Core Area
- Opportunity to Convert Streets to Two-Way



**Circulation**  
Lincoln Highway serves as the main thoroughfare through the downtown. Locust, 2nd, & 3rd Streets also play an important role in the downtown core. There is an opportunity to improve connectivity and create a more vibrant pedestrian area.

**Street Trees**  
There is a very apparent lack of street trees throughout the downtown. Opportunities exist to add street trees, which can have a dramatic impact on the character of the downtown.

**Street Lights**  
There are several different styles of street lights found throughout the downtown. Establishing a consistent style of street light will give the area a more uniform look and simplify maintenance.

**Site Furnishings**  
Similar to the street lights, there are several different styles of furnishings. These include trash receptacles, benches, bike racks, etc. A consistent style will help reinforce the downtown's character.



Street Lighting

At least eight different styles of lighting can be found within the downtown area. The styles range from historic/ traditional to utilitarian/ contemporary. Spacing and alignment of the street lights is inconsistent.

Street lighting can have a dramatic impact on creating a sense of place when properly designed. This is because they relate to a pedestrian scale and use repetition and pattern to create a recognizable image. This is only perceived however, when the lighting is consistent in style and repetition.

It is recommended that within the public realm, all existing street lighting be replaced with one unified style and that their organizational pattern be designed consistently.



Benches

There are multiple bench styles. The city recently purchased black metal benches that are appropriate for the area. All benches inconsistent with this style should be replaced. Placement of benches should get special attention to ensure that they are in a comfortable location for pedestrians.



Waste Receptacles

There are two styles of waste receptacles found throughout the downtown. The older receptacles are made of concrete and dated. They are the most prevalent. The newer receptacles are black metal and more fitting with the historic downtown character. Their style is consistent with the newer benches.

It is recommended that the black metal trash receptacles be used and all older receptacles be replaced.



Bike Racks

Several styles of bike racks with various color finishes are found downtown. A more consistent approach is encouraged. The bike racks should match the other black metal furnishings that have been proposed and all inconsistent racks be removed and replaced. Additional bike racks should be added to encourage students to bike downtown from campus.



Signage

Signage consists of regulatory signs and parking identification signs throughout the downtown. The signs are utilitarian and several are worn and need to be replaced.

There is an opportunity to create a family of unified signs which relate to each other and the downtown character. Materials used for graphics, mounting, etc. should reinforce the historic character of the downtown



Existing Site Elements



Pavement Treatment

Several different types of pavement treatments have been used throughout the Pedestrian Zones, .

Pavement styles range from historic brick pavers, modern concrete pavers, thin set brick, colored concrete, and several concrete finishes.

It is recommended that one style be developed for the pavement treatment.



Miscellaneous Site Elements

There is one bus shelter and informational kiosk found in the downtown area that appear to be based on an NIU theme. Bus stops and kiosks are important features in a downtown and can be specialized features that add to a diverse downtown character.

Several other site elements exist that effect the character of the downtown. Items such as ash receptacles and drinking fountains should be coordinated to match other furnishings.



Limited Landscaping

There are limited trees and landscape throughout the downtown area. Adding trees and landscape in proper locations can have a positive effect on the pedestrian environment and overall image and character of the downtown.



Unique Details

Walking the downtown area reveals several unique items which help give the town it's special character. Customized and ornamental details such as fences, gates, and signage should be encouraged on adjacent private properties. Their level of detail and craftsmanship can be used for influence in future designs.





### 1st Street

1st Street to remain a primarily vehicular oriented street. Due to limited space in the right-of-way, street trees and landscaping should be encouraged on adjacent private property wherever possible.

### Locust Street

Reconstruct Locust Street using techniques such as detailed paving patterns, roadway realignment, and high level design to create a unique pedestrian destination.

### Downtown Core

The intersections of Locust and 2nd & 3rd streets are important to creating a pedestrian friendly downtown core. A high level of design detail should be applied.

### Potential Community Space

Revisit parking lot 4, to create a larger, central pedestrian space while still maintaining parking access.

### Lincoln Highway

Introduce street trees, planters, and paving areas to Lincoln Hwy that reflect it's historic character and prevalence. The street width stays the same.

### Railway Buffers

Provide landscape buffers outside of railroad right-of-ways where space permits.

### Parking Lot Screening

Screen public parking lots and improve identification.

### Oak Street

Maintain existing road width on Oak Street and redirect as two-way traffic. Widen Oak Street between 3rd & 4th Streets to allow for two-way traffic with parallel parking on both sides.

### 2nd & 3rd Street

Maintain existing road width on 2nd & 3rd Streets north of Locust Street and redirect as two-way traffic. Preserve existing historic brick road on 3rd Street.

### 2nd & 3rd Street

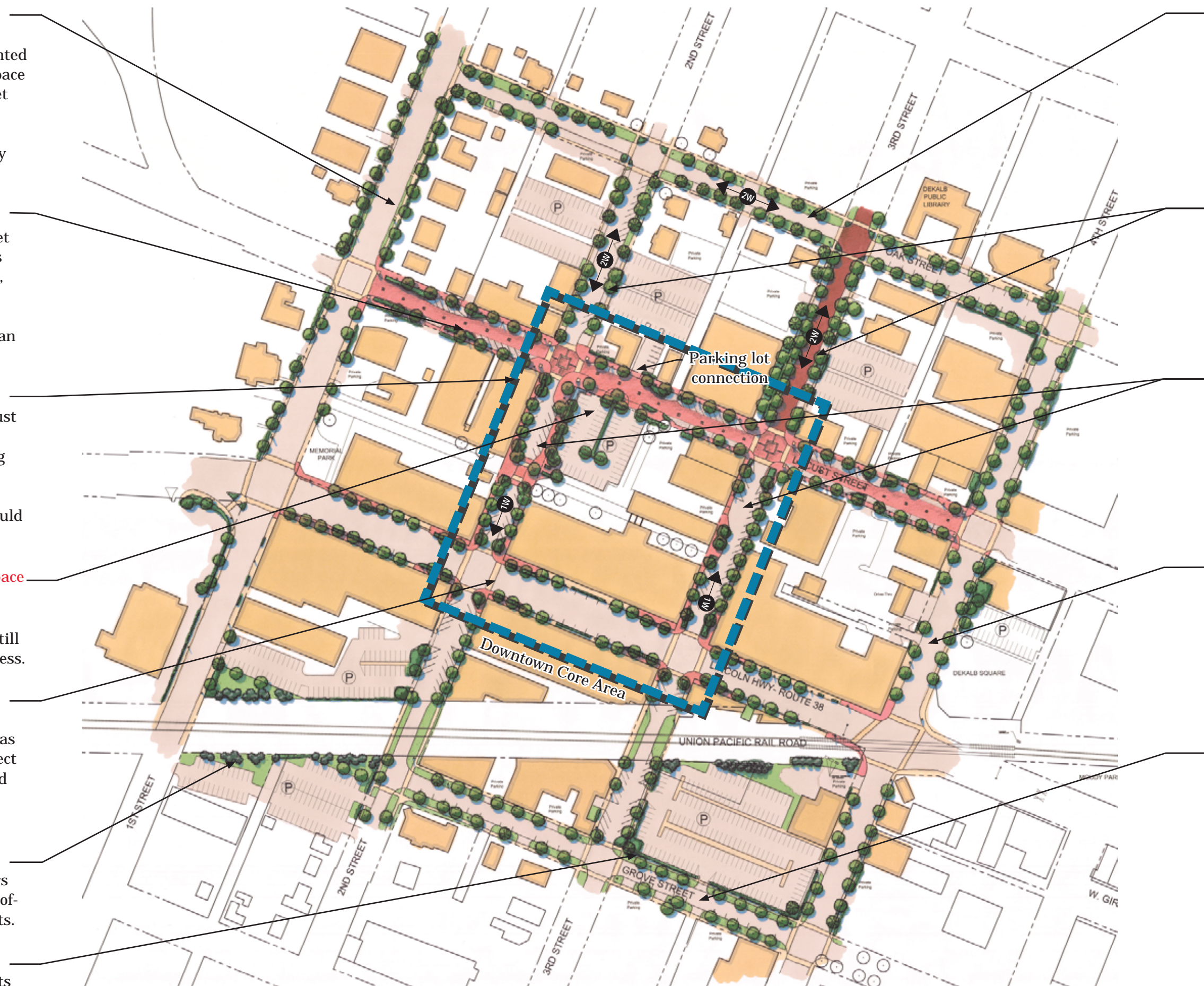
Maintain existing road width on 2nd & 3rd Streets south of Locust Street and maintain one-way street directions while converting parallel parking to angled on both sides.

### 4th Street

4th Street to remain a vehicular oriented street. Due to limited space, street trees and landscaping should be encouraged on adjacent private property wherever possible.

### Grove Street

Maintain existing road width on Grove Street and add parking where possible. Consolidate driveways and add street trees to improve visual character.



## Overall Concept Plan





## Concept Plan Design Features

### Improve Circulation

Currently Oak, 2nd & 3rd streets are one-way streets. This makes circulation within the downtown more difficult than is necessary. The concept plan recommendation is to make Oak street two-way for its entire length. 2nd & 3rd streets will be converted to two-way north of Locust street. South of Locust street 2nd & 3rd streets will remain one-way, but will be reduced to one lane in order to provide more parking. The overall goal is to simplify traffic patterns and bring more parking to the core downtown area.

### Improve Existing Streetscape Environment

The general layout of many of the existing streets and sidewalks work well. Most areas have adequate sidewalk widths, many of the streets in the downtown core have bump-outs, and there has been an effort to incorporate brick, planters, streetlights and other furnishings. These are the foundations for a great streetscape. Establishing a consistent application of high quality materials will go a long way to improve the downtown image and character.

### Strengthen the Downtown Core's Identification

Getting people to come downtown and shop requires getting their attention and creating a "sense of place". Lincoln Highway has several historic buildings which give it character, but it is vehicular dominated. There are a number of successful businesses throughout the surrounding streets, but they are scattered and disconnected. The concept plan proposes to create a downtown core, bound by Locust, 2nd, 3rd and Lincoln Highway, which would have a more intensive focus on commercial use with a strong pedestrian realm. Unifying elements and a higher level of detail will help create identity and excitement.

### Reinvent Locust Street

Locust Street has the potential to be much more than a standard commercial street. It has a strong connection to the campus area and a direct relationship to the downtown core. There is an excellent opportunity to redevelop the street into a very unique and exciting pedestrian space. If there is a place for something really big to happen, this is where it will be.

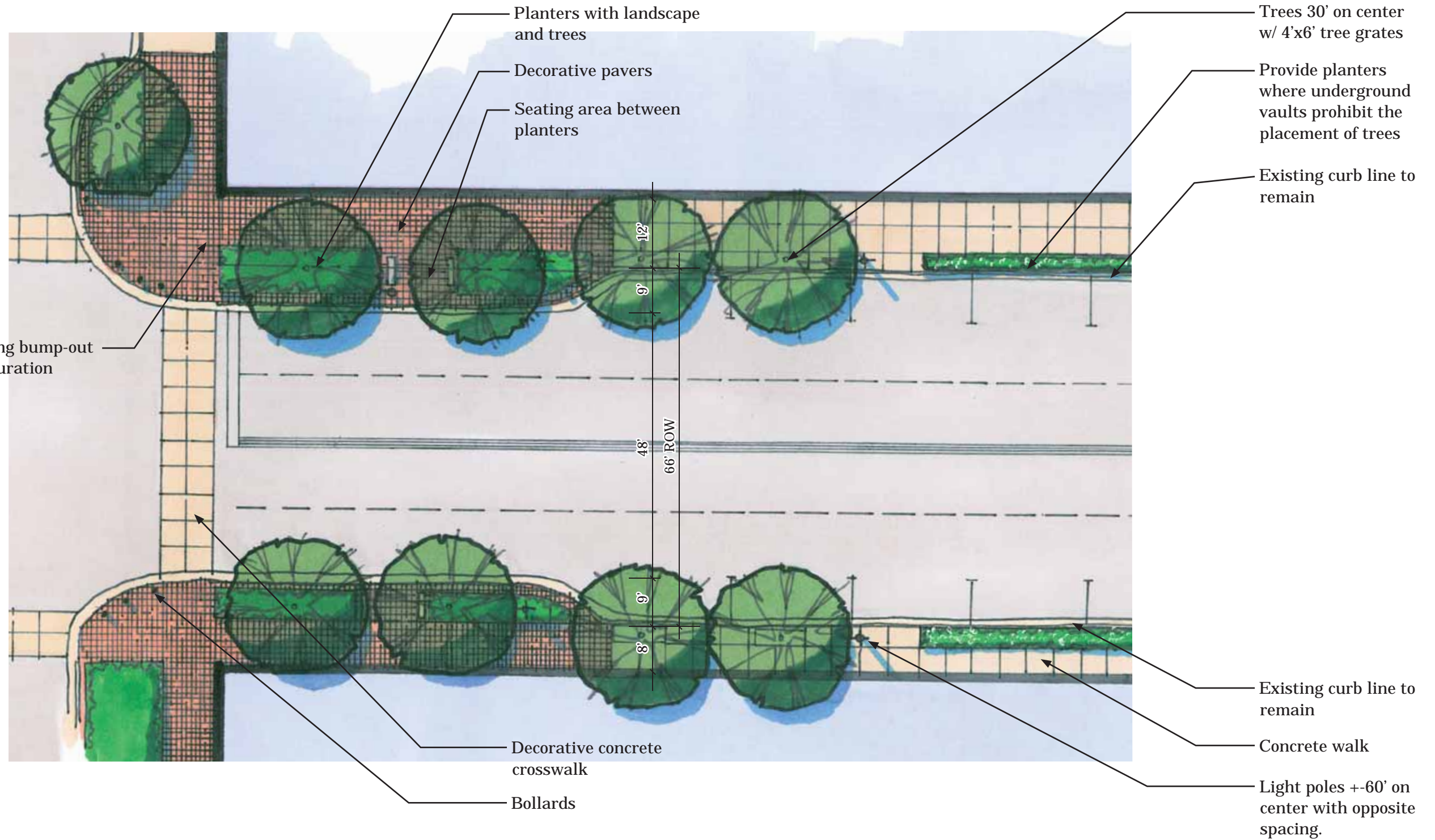
### Strengthen 2nd & 3rd Streets

There are some unique buildings and businesses along 2nd & 3rd Streets between Locust and Lincoln Highway. The goal for these streets is to create a very strong pedestrian space to connect Lincoln Highway and Locust Street and help create the downtown core. Getting people to the shops is very important to strengthening the commercial uses. The area's one-way street network has been redesigned to improve circulation and parking has been rearranged to put more on-street parking adjacent to the shops. Streetscape elements have been designed to relate to Locust and Lincoln Highway and create a strong connection and sense of identity.

### Lincoln Highway Streetscape Enhancements

Lincoln Highway has a collection of historic buildings and all the makings of a great historic downtown area. Unfortunately it has become a major thoroughfare over the years and the pedestrian realm isn't as inviting as it could be. There is a lack of site amenities and furnishings such as street trees, planters, benches, brick paving, etc. Adding these amenities would help soften the area and create a much more comfortable space for pedestrians and shoppers, while also complimenting the buildings. There is a City sponsored program working to restore the historic buildings which will have a big impact on the character. Adding a stronger streetscape will help reinvigorate Lincoln Highway's appearance and provide another essential element to the downtown core.





Note: Light pole spacing and configuration is contingent on photometrics or specific products



Key Map

## Lincoln Highway Prototype

## Street Prototypes

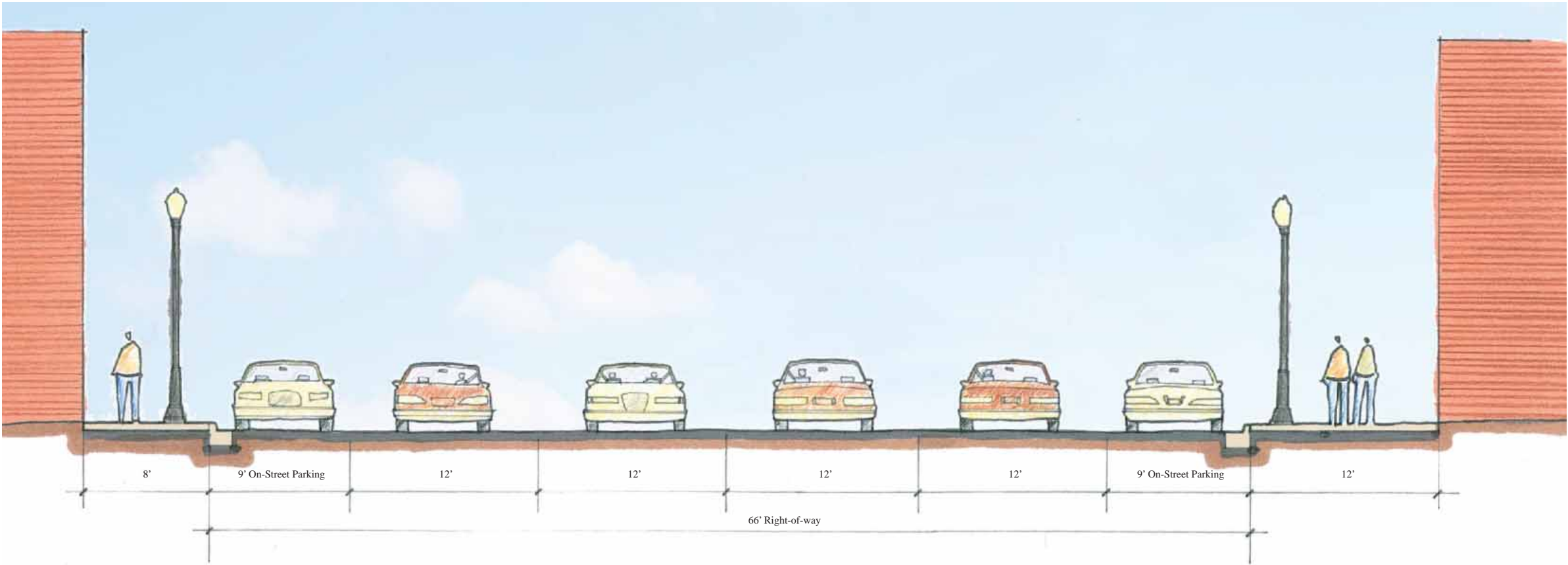


Lincoln Highway

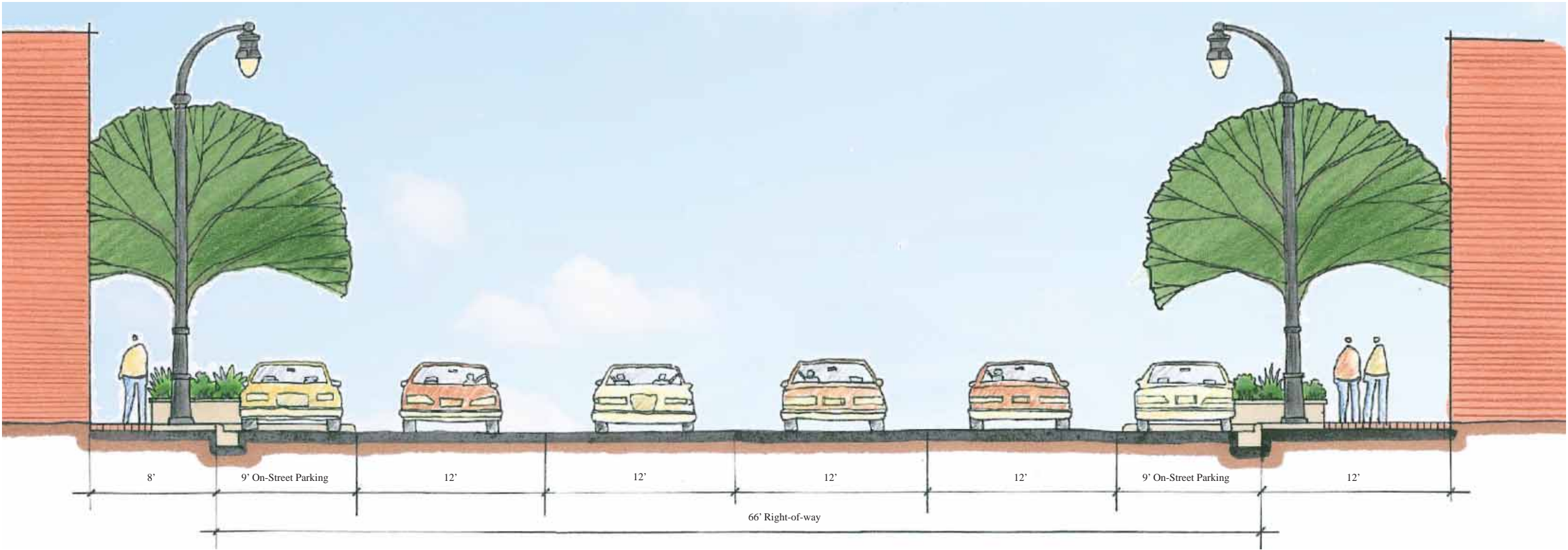
Lincoln Highway is a four-lane road with on-street parking on both sides. It is a state highway and functions as a major thoroughfare. There are existing bump-outs and adequate sidewalk area so roadway modifications are not recommended at this time. The existing street lights will be replaced with the new fixture that will be installed throughout the downtown. Paver areas will be introduced on all corners and located at mid-block areas where possible. Raised planters have been designed to fill the bump-out spaces and create seating areas.

One of the most important additions to Lincoln Highway is landscaping. Currently there are no landscaped areas or street trees. The raised planters will contain landscaping and trees and street trees have been introduced. Decorative movable planters have been located in areas where there are potential vault conflicts.

The DeKalb Revitalization plan recommended exploring doing a “road diet” on Lincoln Highway. This option was considered but it was determined to not provide significant value relative to the cost, coordination and timing. This option may be explored in the future if conditions change.

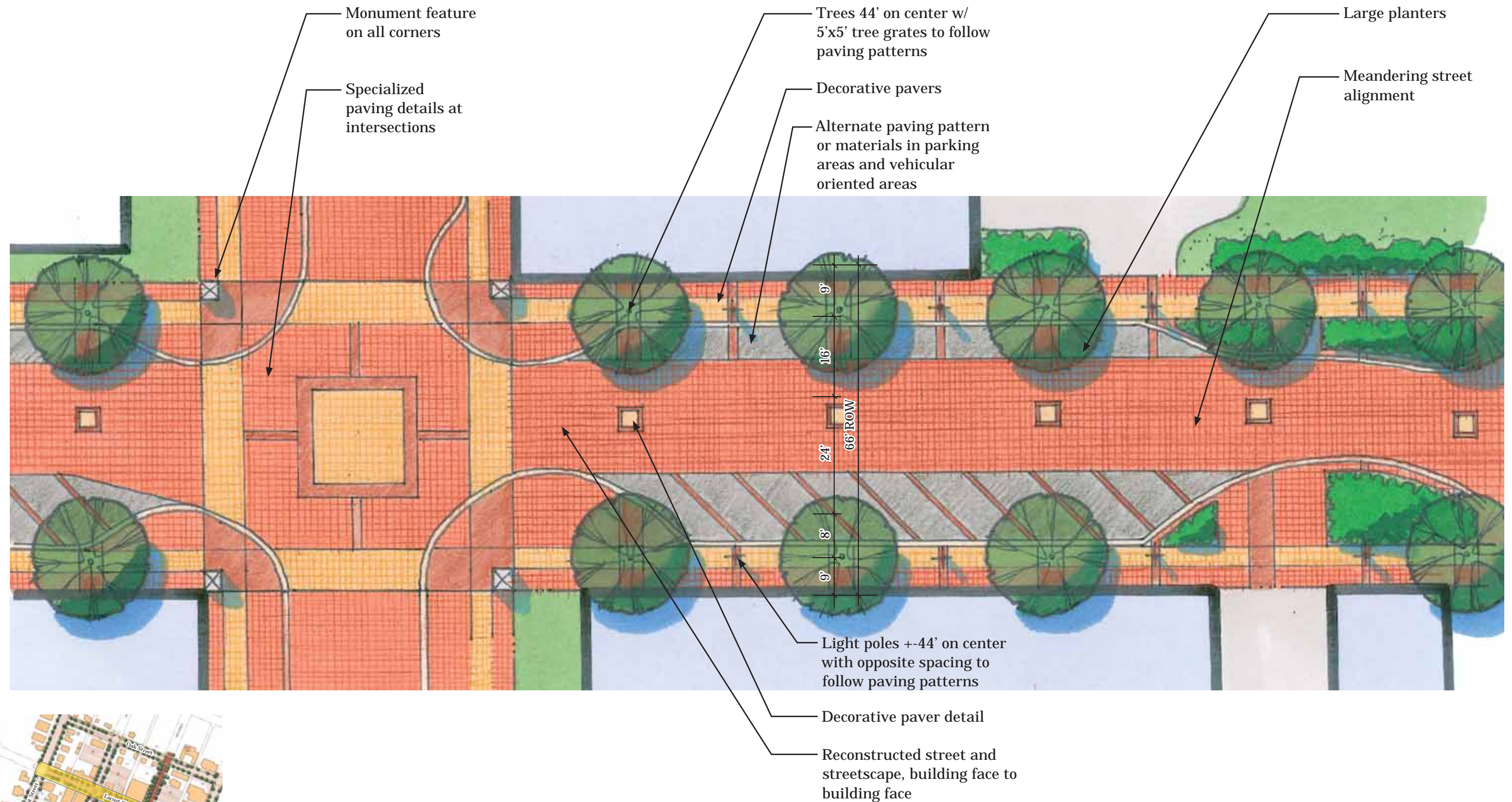


Existing Section- Lincoln Highway



Proposed Section- Lincoln Highway





Note: Light pole spacing and configuration is contingent on photometrics and specific products selected.



Key Map

Locust Street Prototype

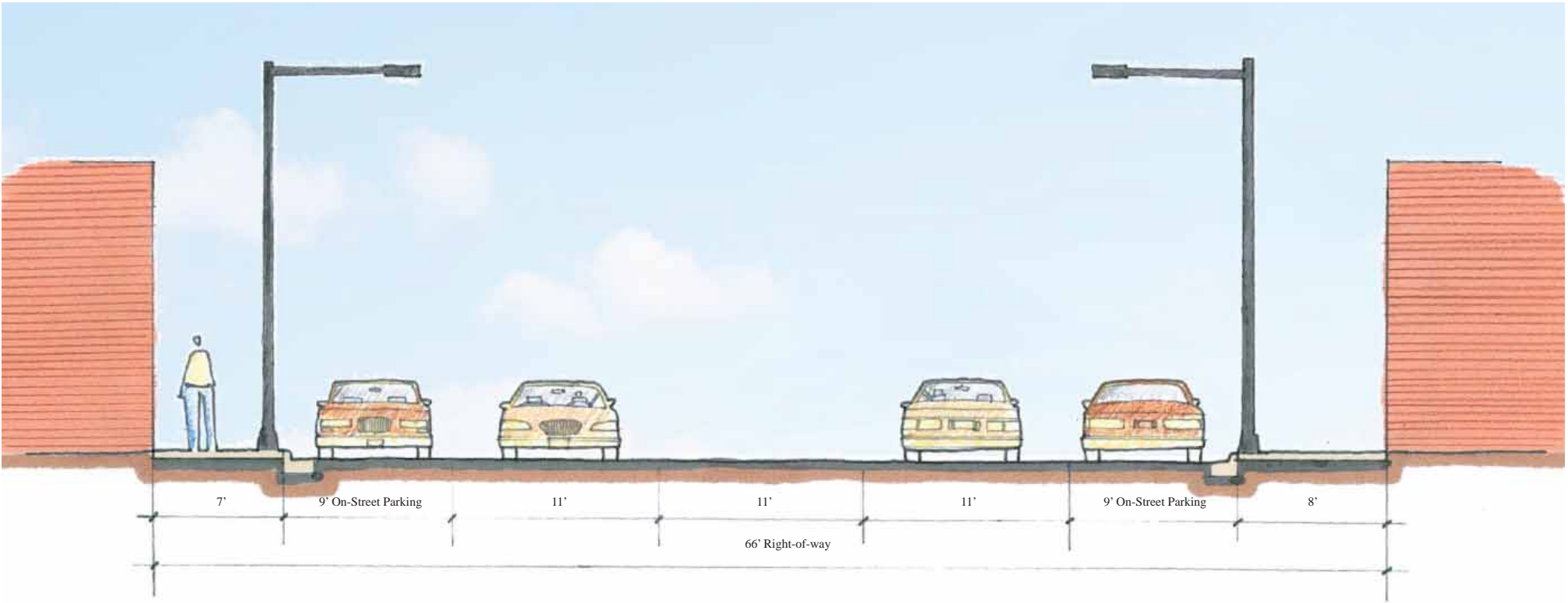
## Street Prototypes



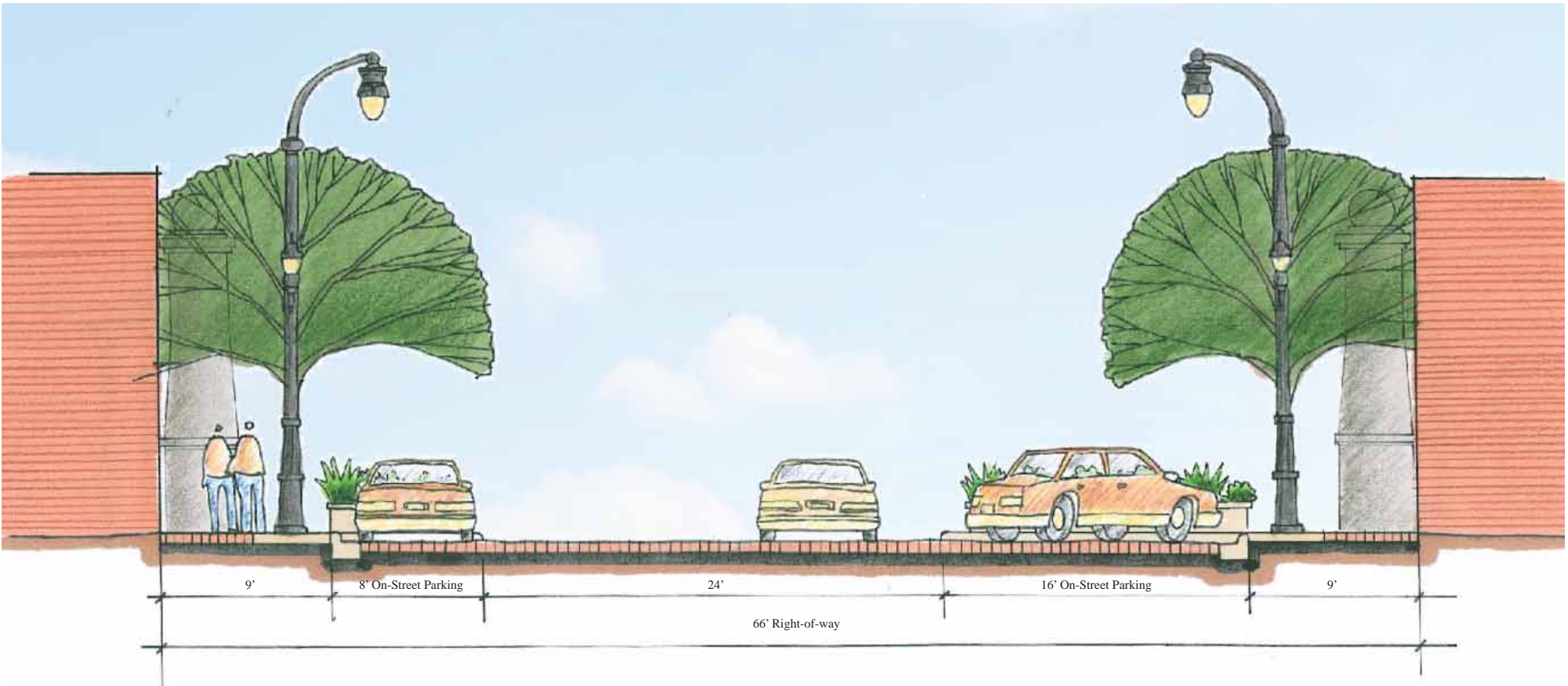
Locust Street

Locust Street is destined to become the prominent pedestrian feature of downtown DeKalb. The entire roadway will be reconstructed with a properly sized roadway and on-street parking on both sides. The road alignment will meander, which will create interest in the street and help slow traffic. The entire space from building to building has been designed to read as one large pedestrian area, where vehicles are allowed. The entire streetscape and roadway will have highly detailed paving to create a unique space and define areas of pedestrian and vehicular use. Street light and street trees have been designed to work with the paving design and create a rhythm on the street. Large planting areas and seating spaces have been incorporated into the street pattern. Iconic monuments are located on each corner to create a unique, identifiable feature for the downtown.

The Locust Street streetscape will relate directly to the Lot 4 enhancements and will combine with the 2nd Street intersection to create a major gathering space. This area will host special events and be a major feature of the downtown.



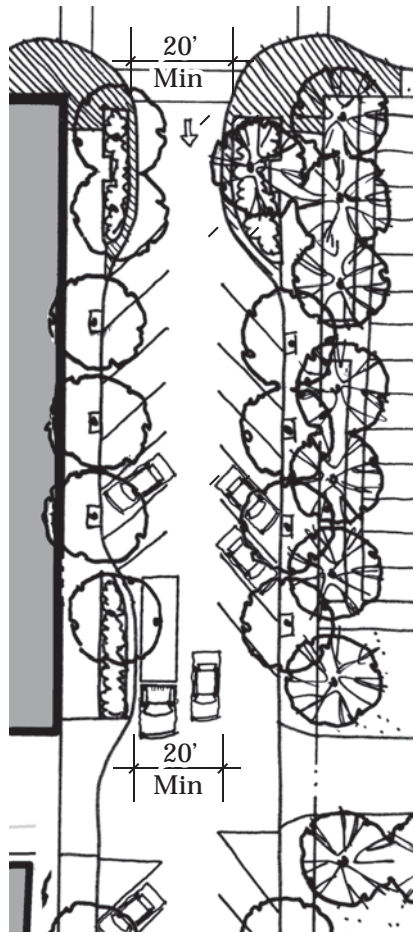
Existing Section- Locust Street



Proposed Section- Locust Street

Street Prototypes

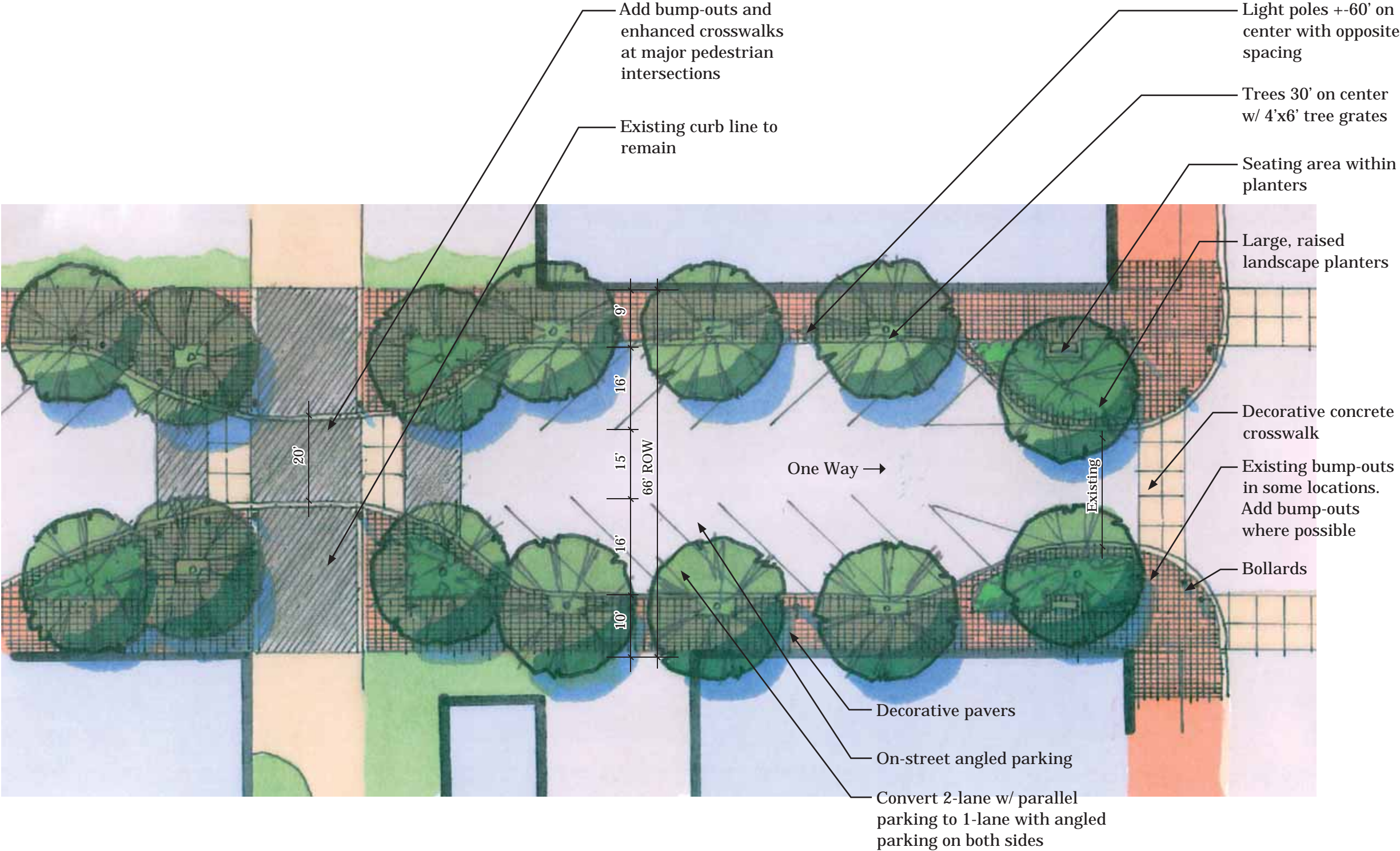




Loading Clearance Diagram



Key Map



2nd & 3rd Street Prototypes

Note: Light pole spacing and configuration is contingent on photometrics and specific products selected

# Street Prototypes

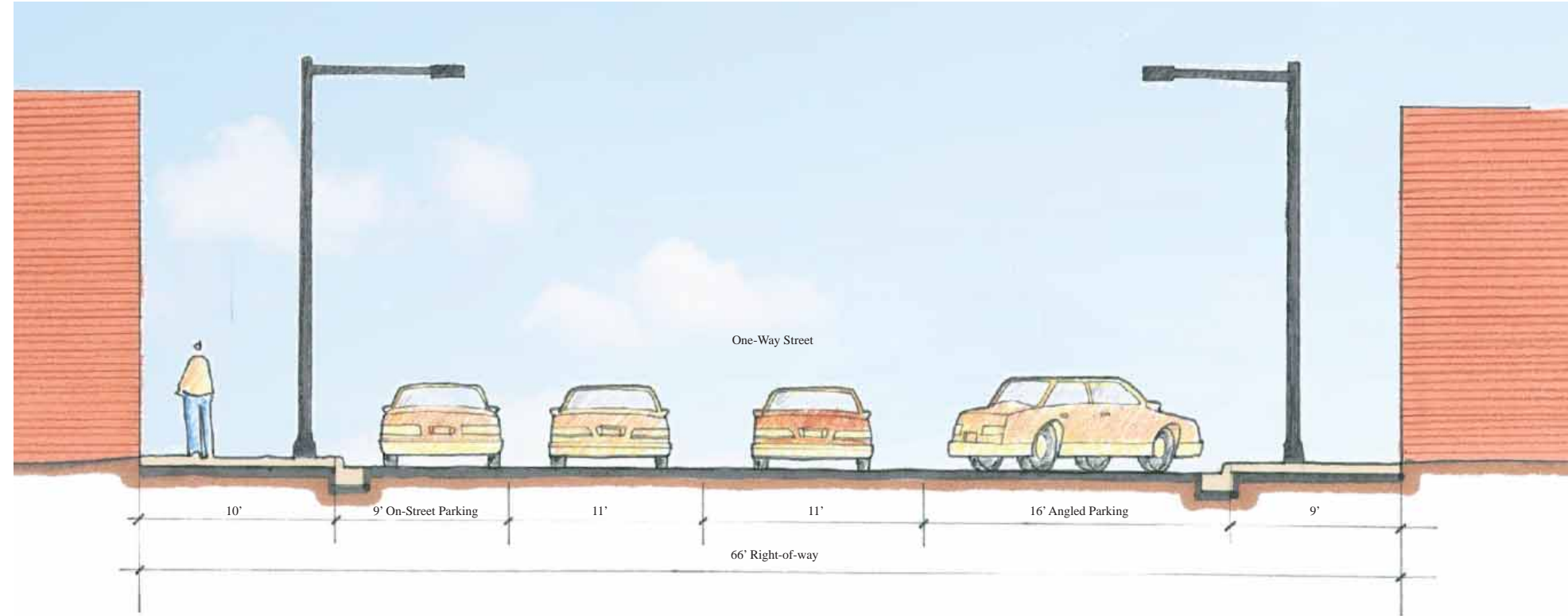


2nd & 3rd Streets

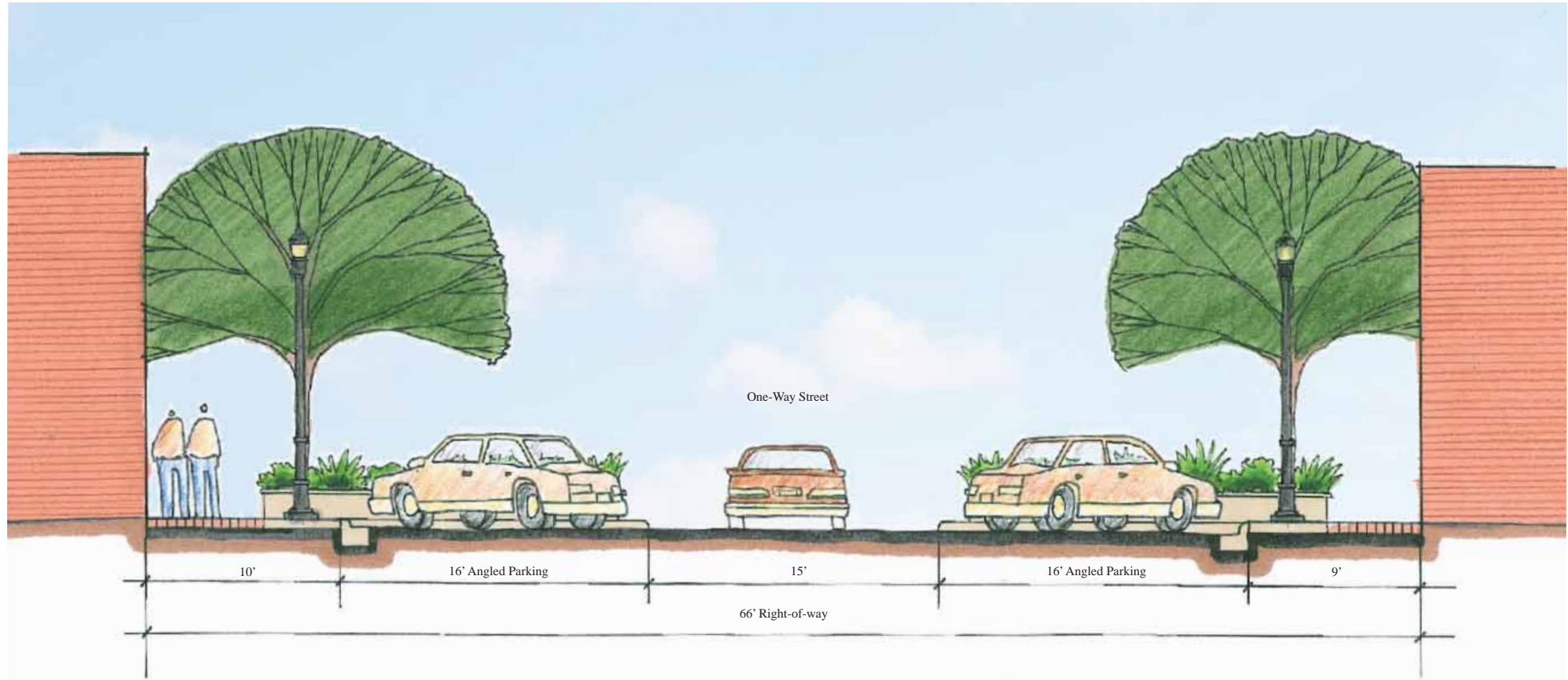
2nd & 3rd Streets act as important retail areas within the downtown. Currently the streets are one-way traffic with two through lanes. In combination with Oak Street being a one-way street, navigation through the downtown can be confusing to visitors. 2nd & 3rd Streets will be reconfigured to two-way traffic North of Locust Street. In combination with the redirecting of Oak Street, there will be a positive benefit to circulation in the downtown. Due to railroad crossing issues and spatial requirements, 2nd & 3rd Streets will remain one-way south of Locust Street. However, they will be reduced from two lanes to one lane and angled parking will be added. This will add a significant amount of new parking to the downtown area where it is needed most. The downtown retail will receive a big benefit from the improved circulation and parking.

The streetscape between Lincoln and Locust Street will receive a high level of detail, which will help define the area as part of the downtown core. The entire pedestrian area will feature pavers and large raised landscape planters and seating will be added. Street trees will be introduced and specialty paving will be used to highlight special buildings and crossings, such as the Egyptian Theater.

The areas outside of the downtown core will receive additional street trees, planters, and street lights consistent with the downtown approach.

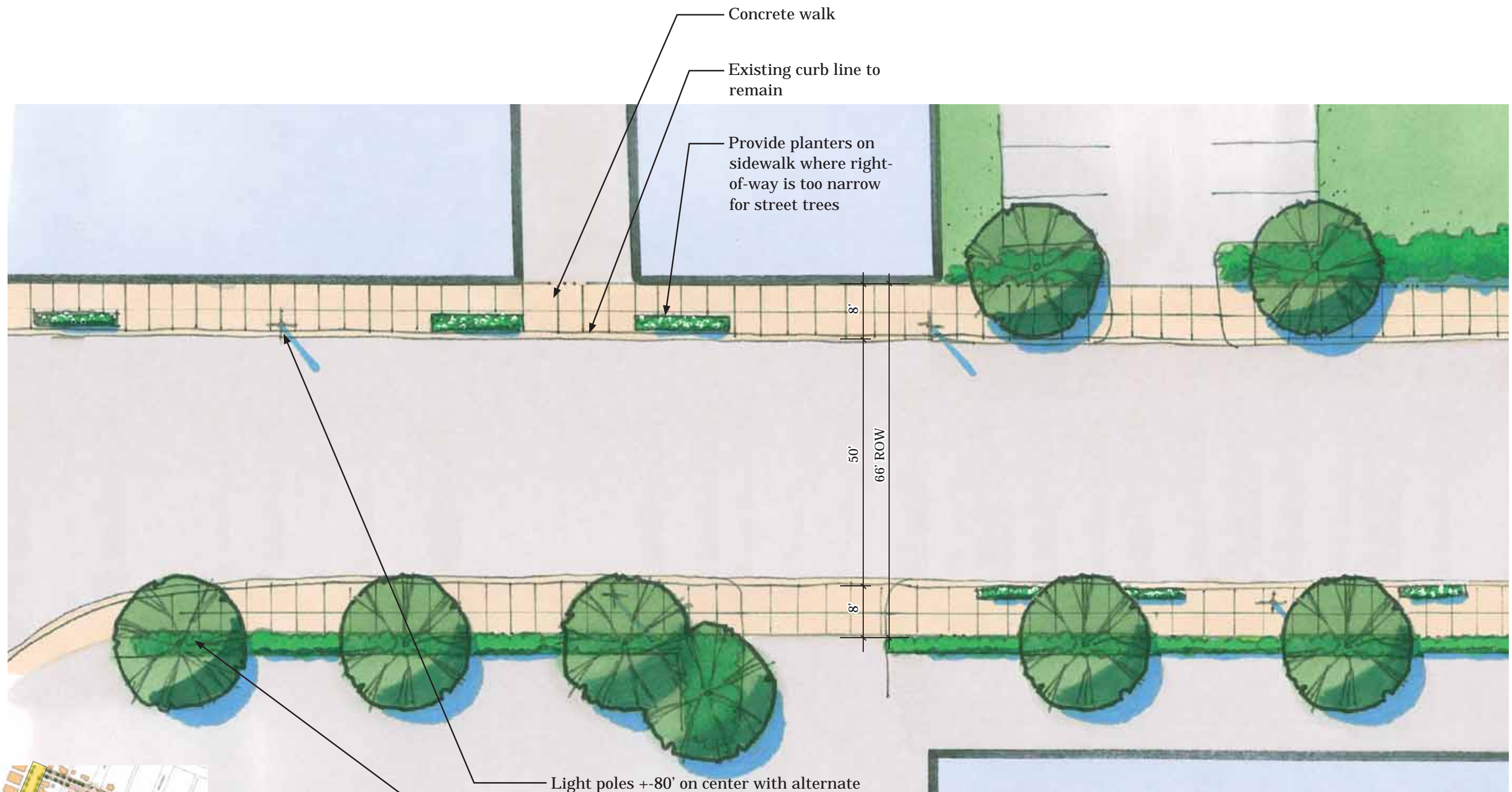


Existing Section- 2nd & 3rd Streets



Proposed Section- 2nd & 3rd Streets





**Key Map**

- Light poles +-80' on center with alternate spacing
- Encourage trees and landscaping on private property in areas of limited right-of-way

### 1st & 4th Street Prototypes

Note: Light pole spacing and configuration is contingent on photometrics and specific products selected

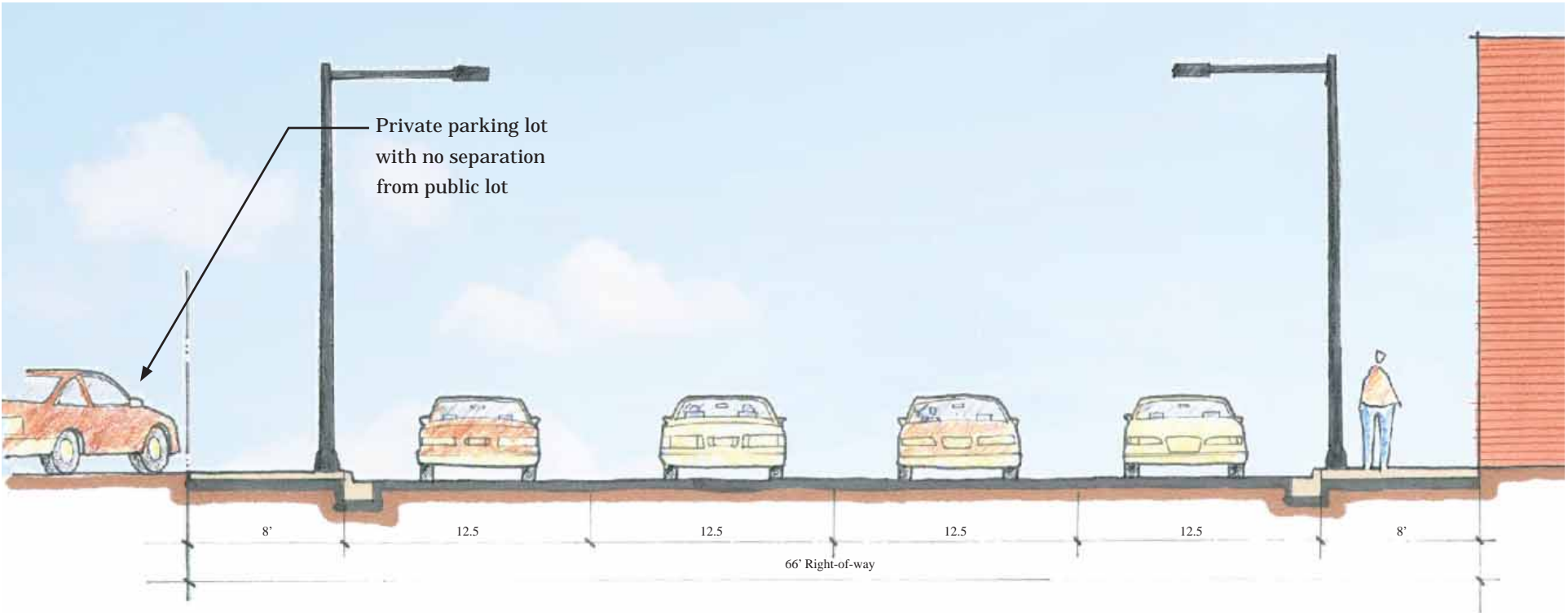
## Street Prototypes



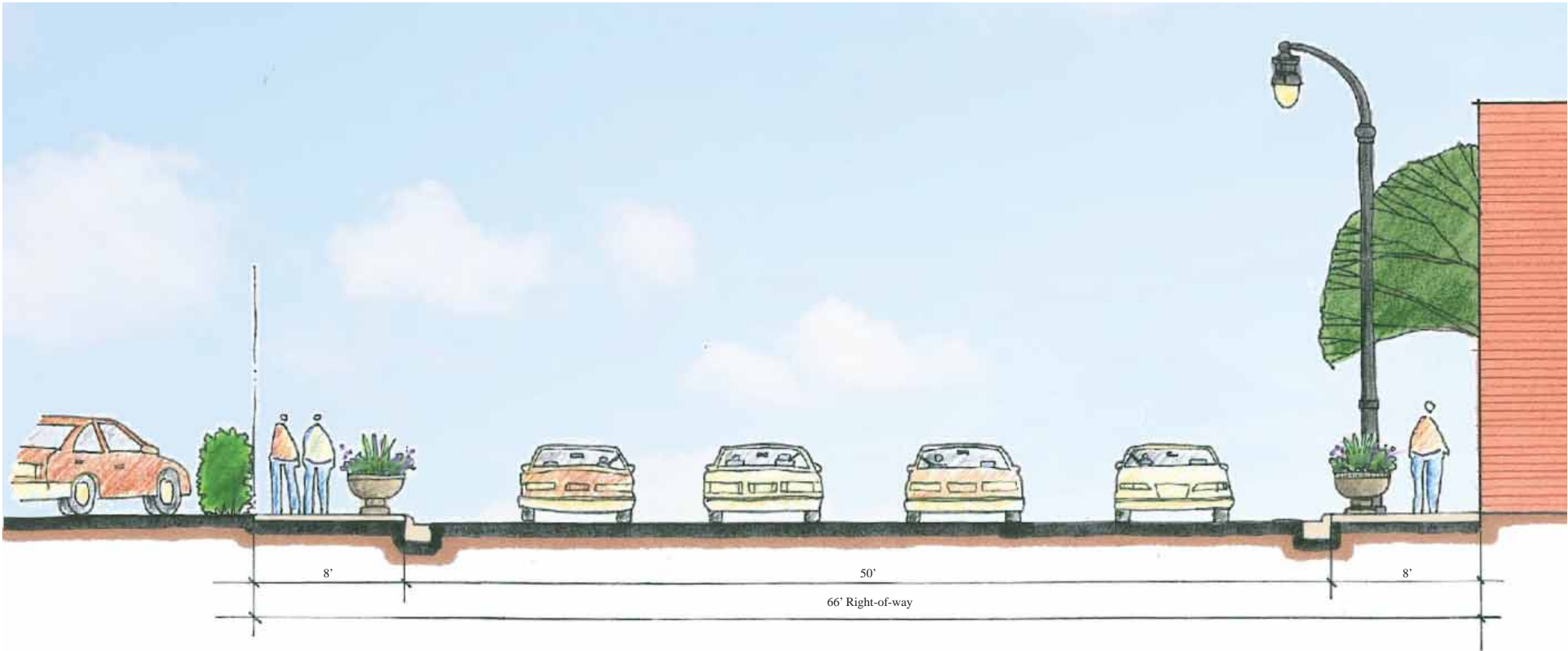
1st & 4th Streets

1st & 4th Streets are primarily vehicular streets with higher traffic volumes. The parkway space varies (the graphics show some of the more extreme conditions). In several areas, the parkway is too narrow to introduce street trees and site furnishings while maintaining adequate clearance for the sidewalk. In these situations, working with the adjacent private property owners to add street trees and landscaping is encouraged. Movable planters can be located within the parkway to add landscape while still maintaining a clear pedestrian way. Parking lot screening is encouraged and should be coordinated with the adjacent property owners.

Many areas do have adequate space and street trees should be introduced wherever possible.



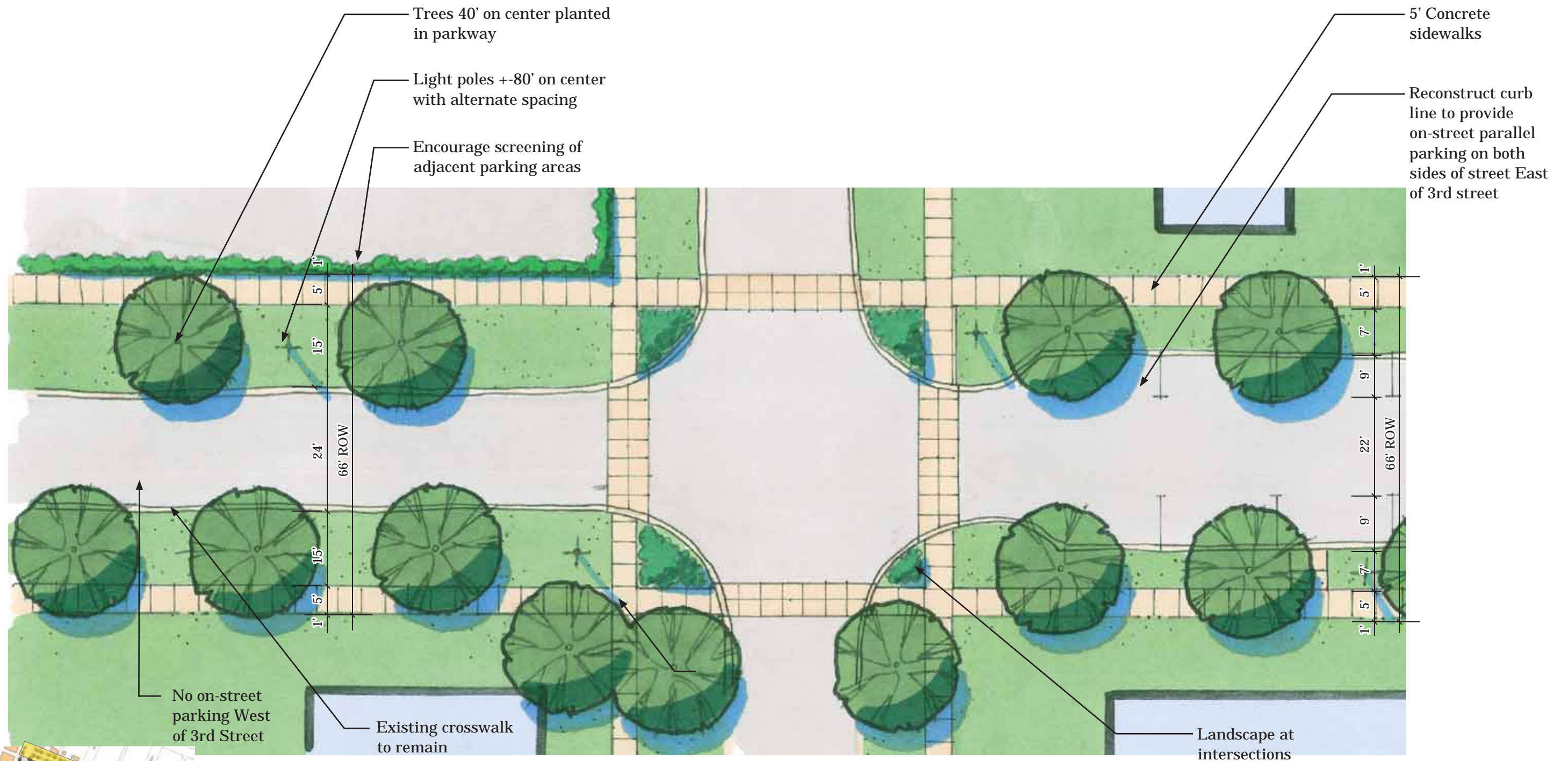
Existing Section- 1st & 4th Streets



Proposed Section- 1st & 4th Streets

Street Prototypes





Note: Light pole spacing and configuration is contingent on photometrics and specific products selected



Key Map

## Oak & Grove Street Prototypes

# Street Prototypes



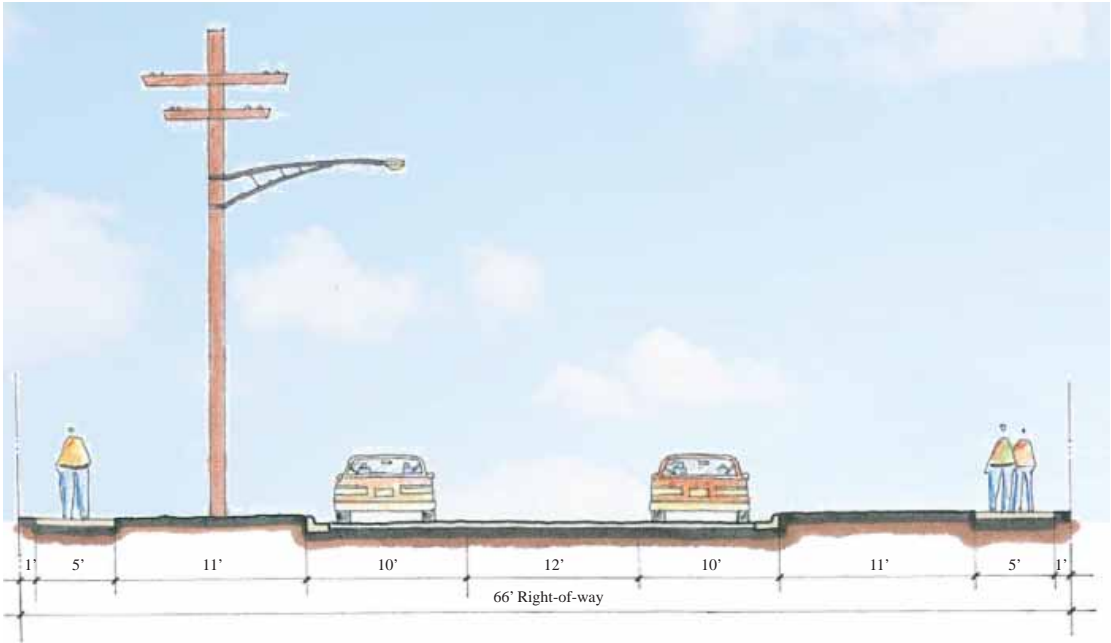
Oak & Grove Streets

Oak and Grove streets are much more “neighborhood” in character streets. The goal is to maintain the neighborhood feel. Oak Street is currently one-way. Changing the street to two-way traffic will have a positive impact on the circulation in the downtown.

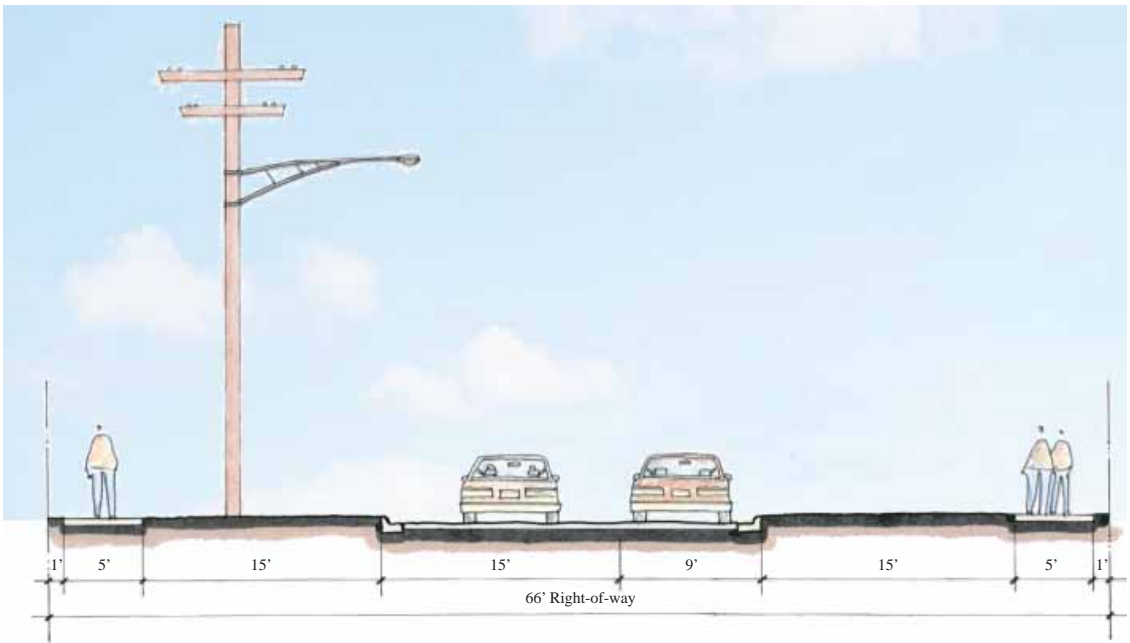
West of 3rd Street, Oak Street keeps it’s existing road geometry. The street is re-striped to create two-way travel. Utility poles should be buried and street trees should be introduced to enhance the character.

East of 3rd Street, Oak Street will be reconstructed to allow two way traffic with on-street parking on both sides. This is because the library, church and other surrounding uses demand more parking than the residential area further West.

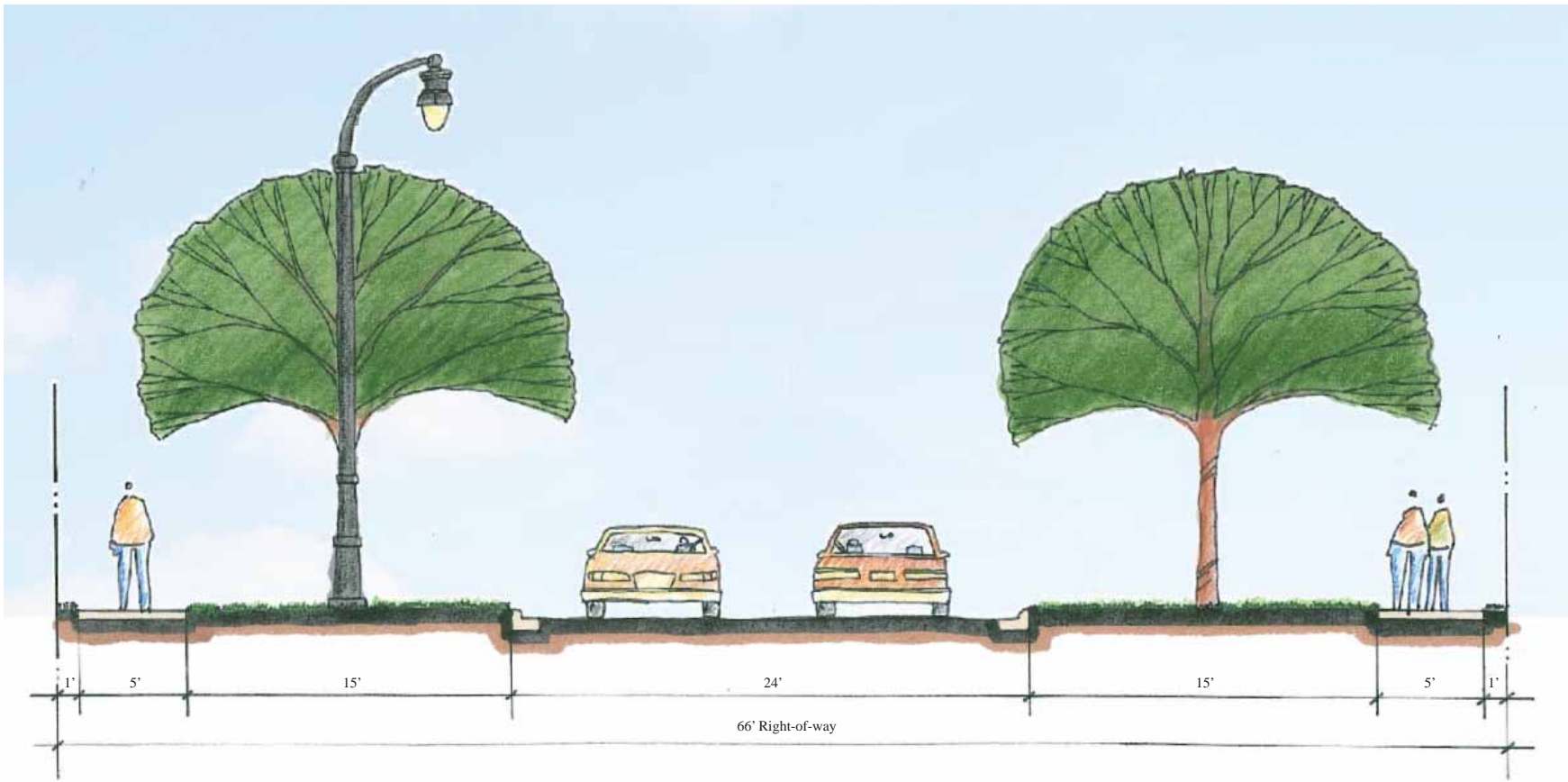
Though not illustrated, Grove Street will be renovated in a similar fashion. The existing road does not need to be rebuilt, but addition of on-street parking on both sides of the street is encouraged. There are several curb cuts that can be consolidated to improve the pedestrian area and create a larger parkway. Street trees should be introduced and utilities buried wherever possible.



Existing Section- Oak Street East of 3rd



Existing Section- Oak Street West of 3rd



Proposed Section- Oak Street West of 3rd Street

Street Prototypes



Site Elements

Site elements play a large role in establishing a streetscapes character. All public site elements should relate to each other in style, color, materials and finish.

A new street light with a historic style will be chosen in coordination with the East Lincoln Highway Enhancement Project. The lights will be placed more consistently. Hanging planters and banner arms should be included where appropriate. Lighted bollards should reflect the same style as the street light and furnishings.

Other site furnishings, such as waste receptacles, benches, drinking fountains, and bike racks have been coordinated to provide a family of high quality furnishings of a historic style.

Customized tree grates are an opportunity to reflect the downtown character.

More permanent and movable planters, which will increase the amount of landscape in the downtown area. Planters should be of a high quality material and reflect the historic character of the downtown. They can have a dramatic effect on the pedestrian experience and are one of the larger designed features found throughout the downtown.

Public parking lots within the downtown should be screened with appropriate columns and fencing and/or landscape materials.

Together, this family of site elements will help create a sense of place for the downtown and help unify the overall design.



Street Light



Pedestrian Light



Banner Arm



Lighted Bollard



Waste Receptacle



Bench



Drinking Fountain



Bike Rack

Recommended Site Elements





Tree Grate with Custom Detail



Raised Planter Example



Movable Planter Example



Parking Lot Screening  
Example (Columns &  
Fencing)



Parking Lot Screening  
Example (Planting)



Paving Treatment

There are several approaches that can be taken with paving that can either add a simple accent or have a dramatic statement. A higher quality paving material is appropriate to reflect the historic character of the downtown. The north portion of 3rd Street still has some historic pavers which can be used as an influence in selecting new pavers.

Pavers will be used on corners and areas that deserve extra attention. These will also be used as a cue to help identify the downtown core area.

2nd & 3rd Streets will have pavers along the entire pedestrian way and at some crossing locations. This will help bring focus to the streets as the main downtown core area.

Locust street will have the highest level of paving. This area is intended to be a very unique and exciting pedestrian environment. A mix of paver styles and colors will be incorporated and a high level of detailing and patterns will be used to create a space that is unique to DeKalb. The pedestrian way may be further enhanced by incorporating custom art work pavers, or plaques.



Paving Treatment Example



Paving Treatment Example



Paving Treatment Example



Paving Treatment Example



Crosswalk Treatment Example



Signage

Signage is an important element in creating a sense of place. Not only do signs help guide people to different shops and parking, but they also help enhance the character of a place. The style, materials, color and finish should be consistent with an historic character.

There should be a hierarchy of sign types which relate to one another. These include Parking Identification, Directory Kiosks, Wayfinding Signs, Street Signs and Regulatory Signs.



Wayfinding Sign Example



Parking Sign Example



Regulatory Sign Example



Regulatory Sign Example



Kiosk Sign Example



Kiosk Sign Example



Specialty Elements

The intersection of 2nd & Locust Streets and public parking lot 4 offers an excellent opportunity to create a multi-use community gathering space. This area could be the host of farmer’s markets, festivals, movie nights, ice rinks, and other events as well as being an exciting space when there are not events. The goal for this area is to approach lot 4 so the existing parking still functions, but it is designed in a way which allows for better pedestrian spaces and the opportunity for shared use. There are several design features that can be used in creating this exciting space.

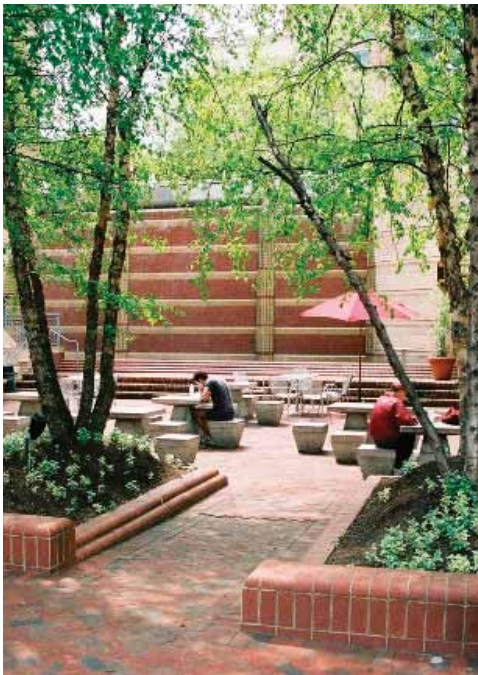
Paving can be used to identify the parking lot so it still functions for vehicular use but when empty reads as a large plaza. The photo example shows a project which has been successful in this approach.

Providing well shaded pedestrian seating is critical to the success of the space.

Programmed uses such as farmer’s markets and art fairs are encouraged. The parking lot spacing and surface patterns have been designed to function as stalls for use in these types of events.



Shared Pedestrian/ Parking Example



Seating Area Example



Seating Area Example



Farmers Market Stall Example

Specialty Elements



Specialty Elements

Other features which are envisioned for this special area include larger vertical structures such as columns, clock towers, and pavilions. Other features such as sculpture and water features help to create an inviting space for pedestrians.

There are several approaches that can be taken with these features. Columns can be designed with different materials and sizes. A custom design can help create an identifiable icon which can be repeated throughout the downtown.

Clock towers can have a dramatic impact because of their architectural distinction. There are several approaches in form that can be taken to establish character. The downtown’s historic architecture has several influences to offer.

The sound of water flowing is has an instinctive impact on people. It helps create a very comfortable space and helps people feel more secure. The sound of water not only calming, but can also help mask noises from the street.

There are several other features that can be included to make this space unique including trellises, seat walls, fencing, railings, sound features, lighting, and unique landscaping.



Column Feature Example



Column Feature Example



Column Feature Example



Fountain Example



Gateway Example



Clock Tower Example

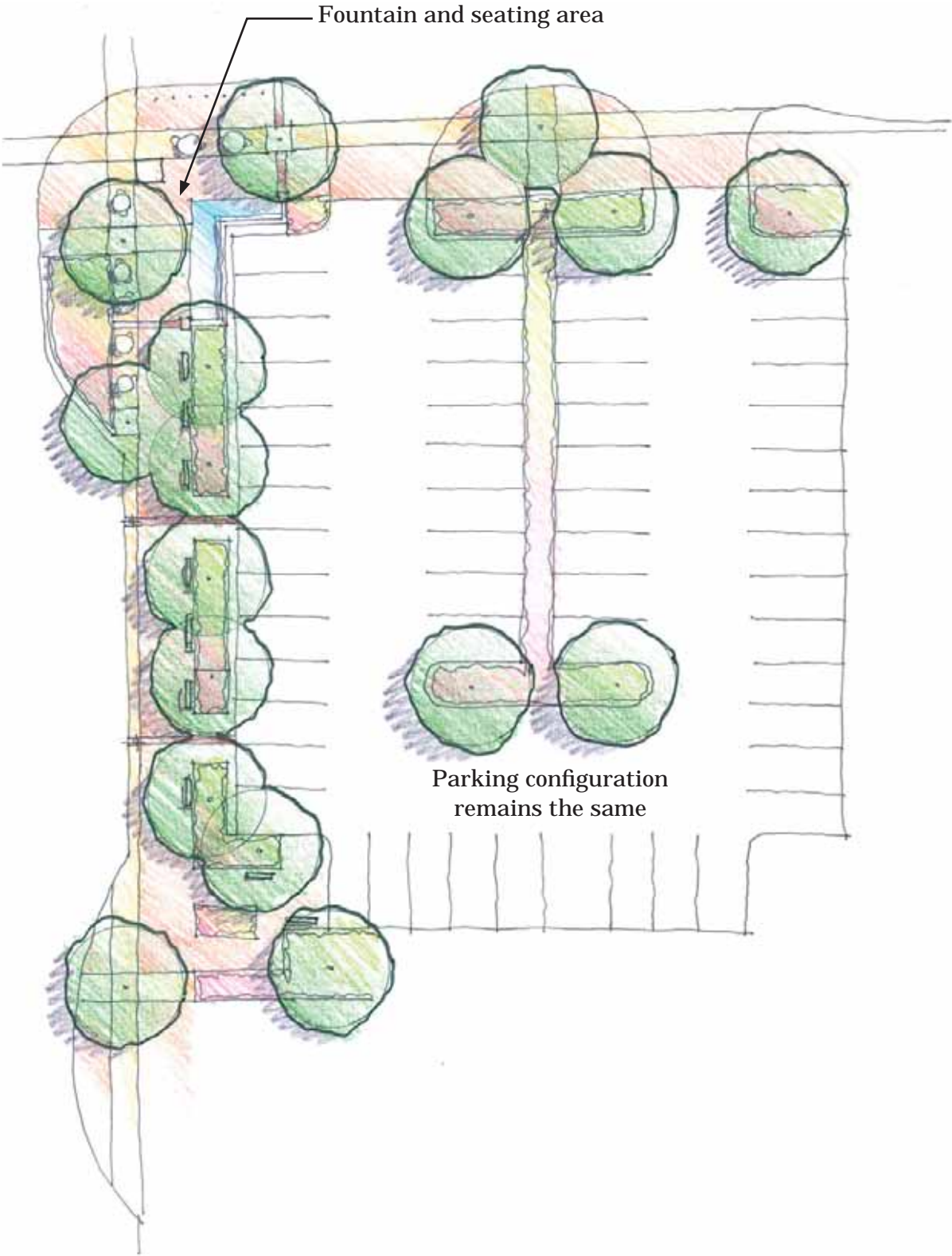


Lot 4 Community Space

The Downtown DeKalb Revitalization Plan identifies a need to create a community gathering space in the core of the downtown area. Specifically, the southeast corner of Locust and 2nd Streets offers an opportunity to create a significant pedestrian space at the current location of City parking lot #4.

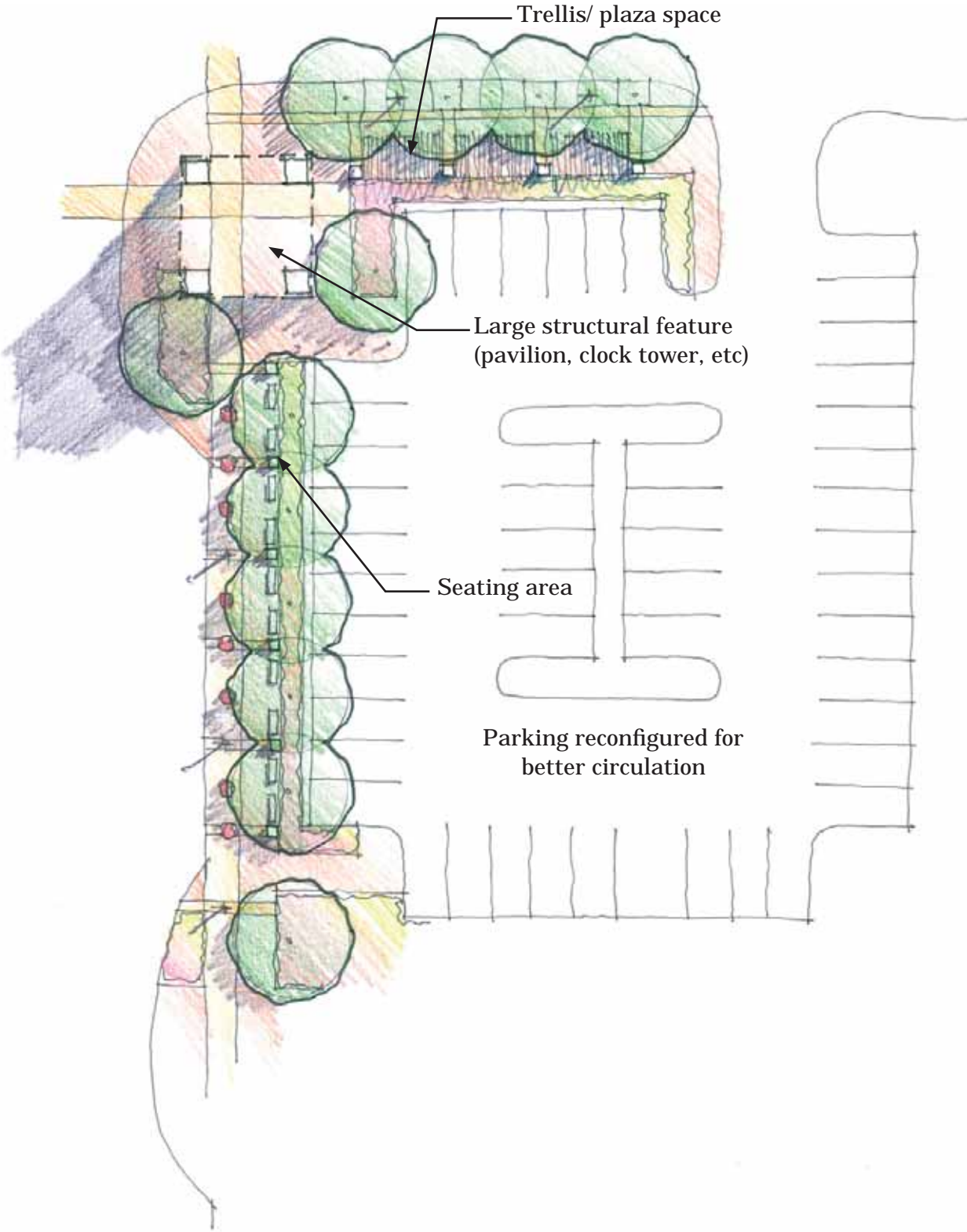
There is also a demand for parking in the core downtown area so completely eliminating parking is not a desirable option. The following concepts illustrate a series of options to create a shared pedestrian/ parking area. The space can be used for parking the majority of the time, but also be closed-off to parking during special programmed events.

By using materials such as pavers and incorporating specialized details and amenities, the space can be comfortable for pedestrian use, but accommodating to vehicular traffic.



Lot 4 Concept A

No change to existing lot configuration. Adds a small pedestrian plaza w/ fountain at the corner.

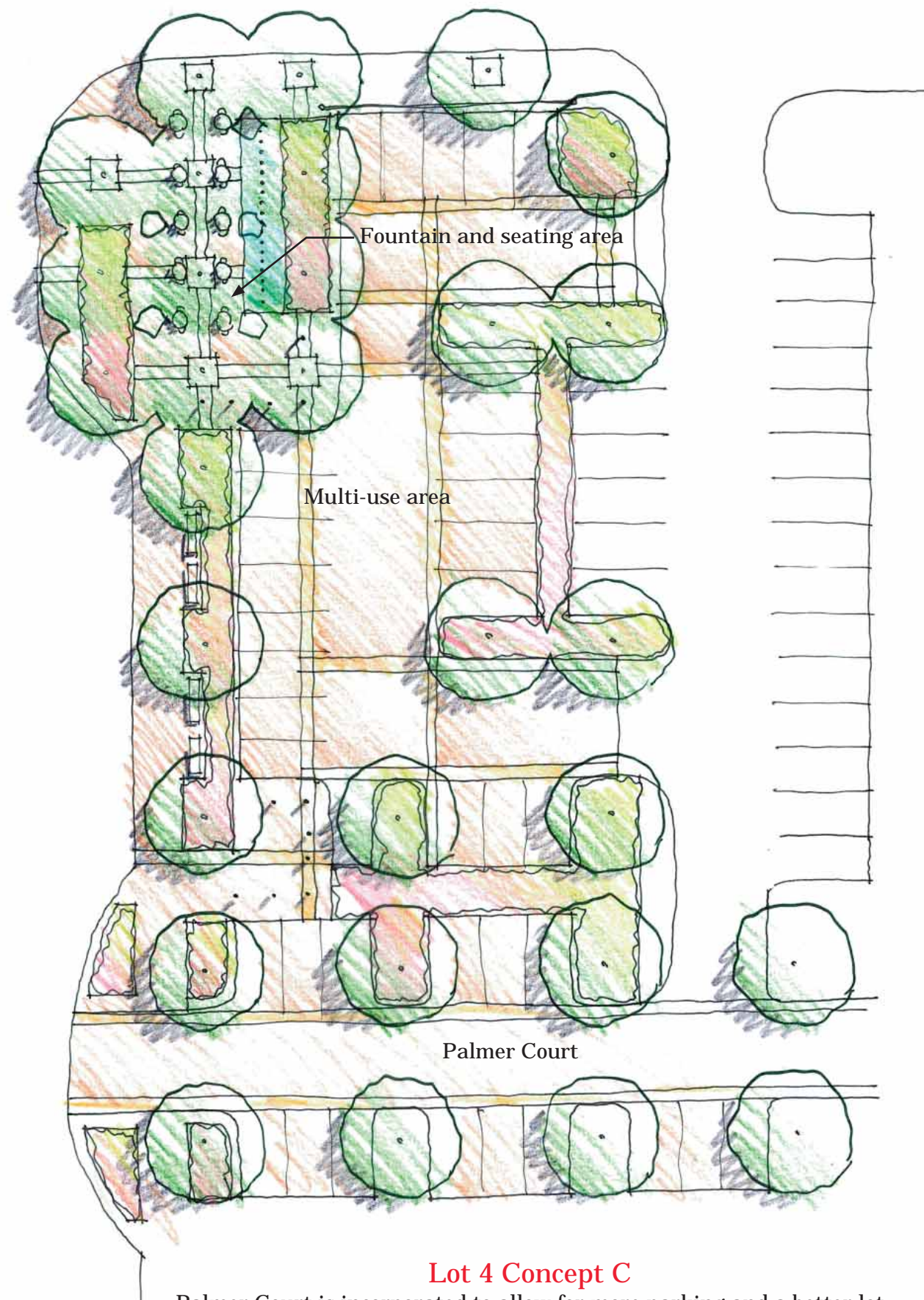


Lot 4 Concept B

7 spaces are removed from the original parking lot configuration to allow for a larger feature on the corner, better streetscape approach along locust, and better lot circulation.

Lot 4 Concepts

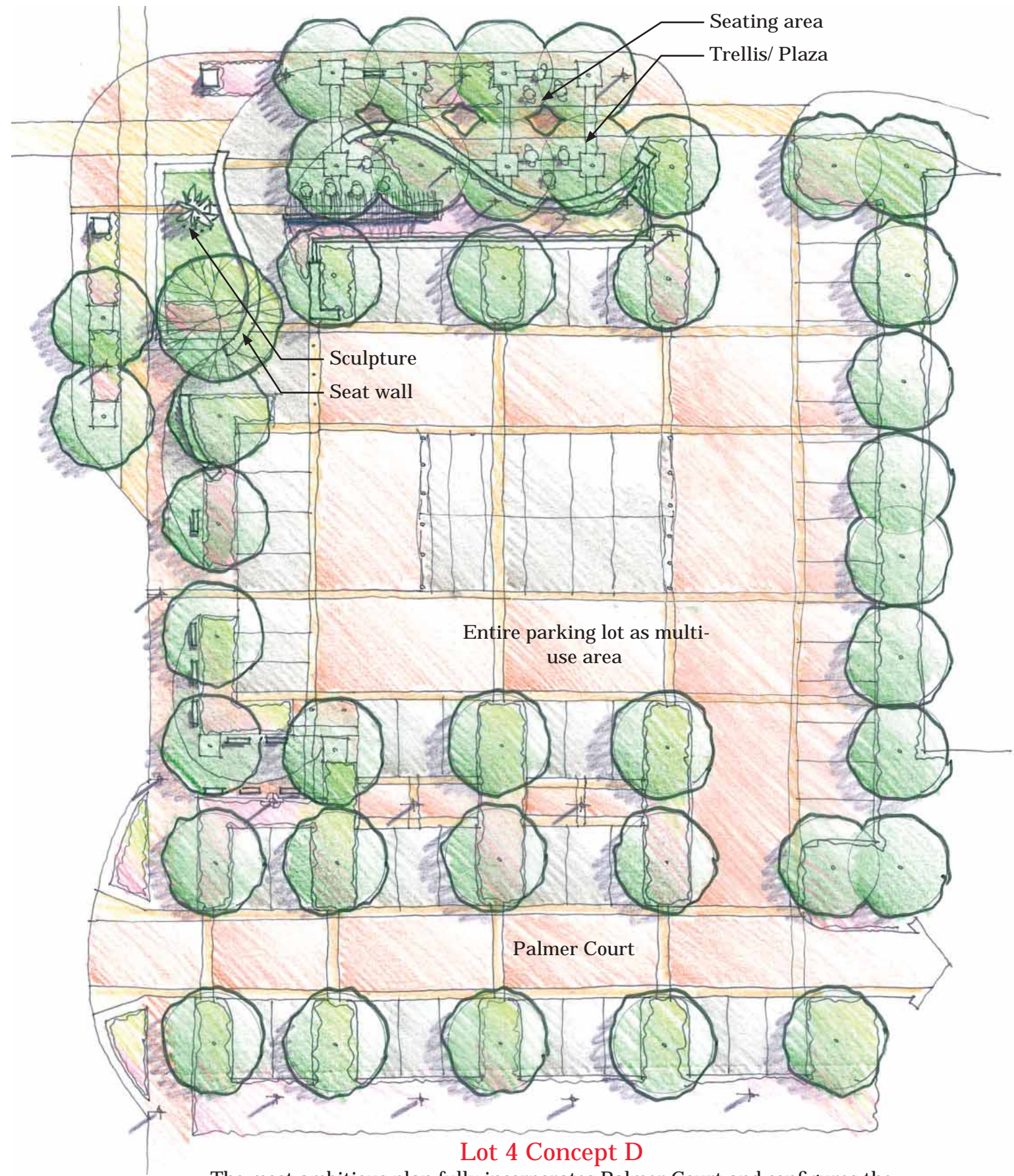




### Lot 4 Concept C

Palmer Court is incorporated to allow for more parking and a better lot configuration. Part of the lot is designed to be a multi-use space and larger plaza spaces have been designed. There is a gain of 3 parking spaces.

## Lot 4 Concepts



### Lot 4 Concept D

The most ambitious plan fully incorporates Palmer Court and configures the parking lot into a large multi-use space. A large pedestrian plaza is located on the corner and there is a gain of 7 parking spaces.



Implementation Strategy and Process

The Downtown DeKalb Streetscape Improvement Plan identifies a comprehensive series of recommendations to improve the public areas throughout the downtown. In an ideal situation all of the streetscape improvements would be advanced at once, existing businesses revitalization would be ongoing, and private developers would initiate significant downtown redevelopment schemes right-away resulting in a completely transformed downtown in a short period of time. In reality, plans take time to develop, funding must be established, and improvements will be phased over time. For this reason, a strategy and process must be developed to advance the improvements in a systematic way.

The recommended strategy is to focus short term attention on improvements to the core downtown area consistiong of 2nd Street,3rd Street, Locust Street, Lincoln Highway and Lot 4. Concentrating improvements within this area will be more effective than dispersing less meaningful improvements over a larger area. As time goes on, additional improvements can be constructed beyond the core area as opportunities present themselves.

There are also some relatively simple improvements that can occur beyond the core area that can be initiated in the short term. Screening public parking lots, adding street trees, re-striping paving areas to create more efficient parking, and upgrading site furnishings can occur at any time as budgets allow.

In order to advance the implementation of the streetscape improvements a logical series of events must take place. There are a number of factors that can influence the implementation process and timeline, most notably items such as public consensus building, coordination with private property owners, utility coordination, and jurisdictional reviews. Assuming a relatively typical series of events for streetscape projects such as this, the implementation process and a general timeline has been outlined by way of example.

- Preliminary Project Activities (1 month)
  - Finalize and approve master plan
  - Identify budget, geographic area, and scope of first phase work to advance
  - Identify jurisdictional submittal, review and approval processes
  - Establish preliminary project schedule
- Design and Engineering Consultant Contract (1 month)
  - Solicit proposal
  - Proposal and contract approval by City
- Preliminary Design and Engineering (2 months)
  - Topographic survey, boundary survey, utility and site conditions research
  - Jurisdictional contact and coordination
  - Public participation
  - Preliminary design and illustration
  - City review and approval
- Final Design and Engineering (3-4 months)
  - Design Development drawings (50% construction documents)
  - Pre-final construction documents (75% construction documents)
  - Jurisdictional submittals
  - Final construction documents (100% construction documents)
  - Jurisdictional sign-off
  - City review and approval for bidding
- Bidding and Negotiation (1 month)
  - Issue for bidding
  - Bidding period (approx. 3 weeks)
  - Bid opening
  - Award construction contract
  - Substantial completion
  - Final completion
- Construction (6-9 months)
  - Begin construction
  - Construction period

Short Term Improvements

The plan recommends focusing short term improvements to the core downtown. This area includes Lincoln Highway, Locust Street, 2nd and 3rd Streets (between Locust Street and the railroad tracks) and parking Lot 4. The majority of these improvements focus on streetscape improvements from back-of curb- to building face only, with the exception of Locust Street which includes reconstruction of the entire roadway. The anticipated cost to construct these improvements is between \$9 million and \$10 million.

Long Term Improvements

It is anticipated that private redevelopment will occur over the long term and public streetscape improvements may be completed in conjunction with these projects. For this reason, it is difficult to predict which areas may take priority over time. If all of the other downtown streetscape improvements were completed at once, the cost could be an additional cost of between \$2 million and \$3 million.

Miscellaneous Other Improvements

Other improvements such as street tree planting, public parking lot screening, way-finding signage, and landscape screening at the railroad tracks is identified throughout the downtown area. These types of improvements can occur at any time and could be implemented as part of an annual improvement plan. The cost of these improvements is modest compared to the short term and long term improvements identified, totalling approximately \$250,000 to \$500,000.

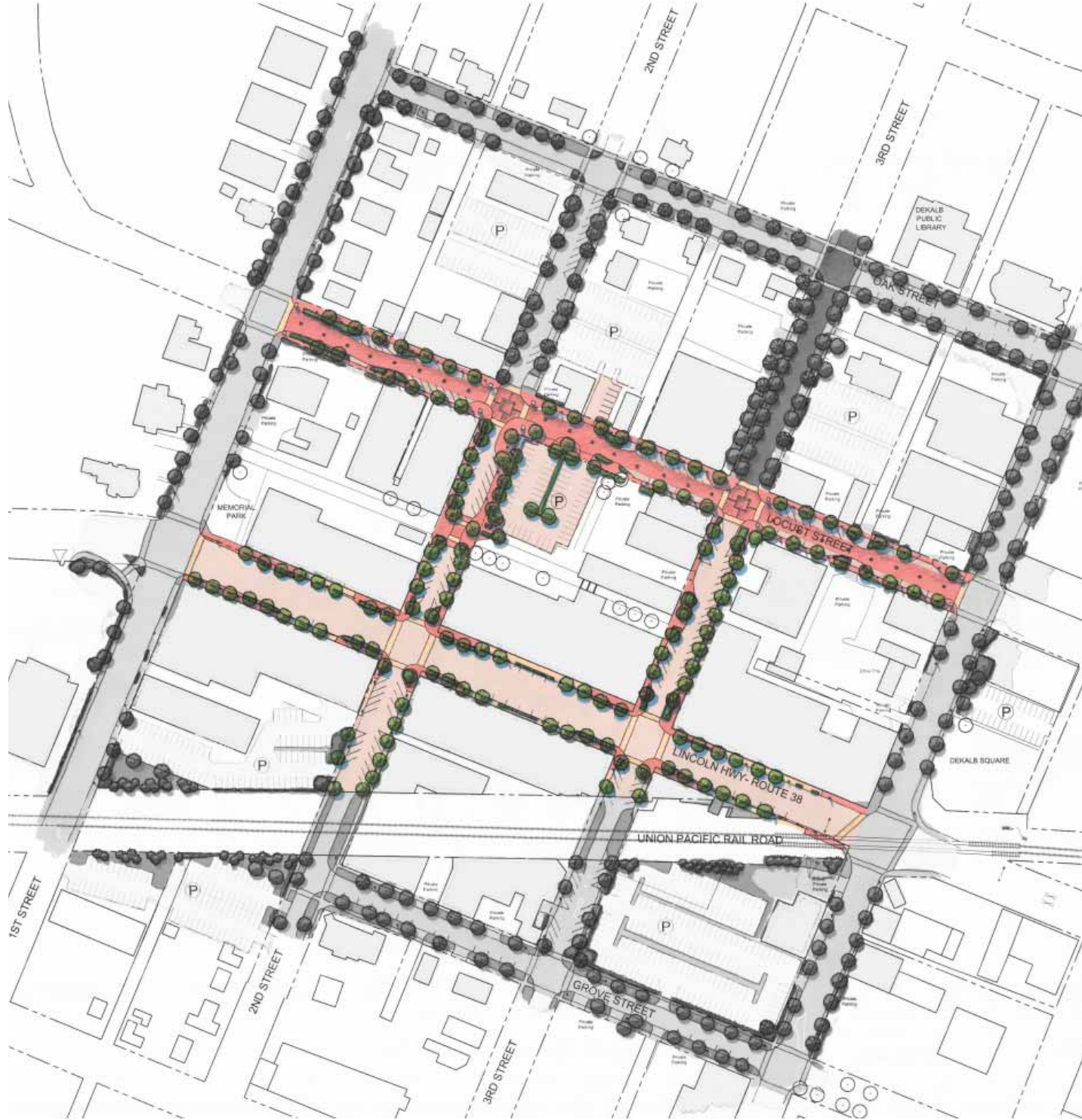
Cost Assumptions

These costs are based on aerial photograph and on-site visual analysis and should be considered preliminary for budgeting purposes only. All costs assume that there will need to be some minor utility adjustments, however the costs do not include major utility relocations or reconstruction. In some situations such as Locust Street, burial of overhead utility lines could be a substantial project cost that is not included in these budget costs. Additional study will be required to determine the potential costs of overhead utility line burial.

Street lighting represents a substantial part of the project costs and will be dependent on the specific equipment that is selected and the complexity of the power distribution system. We have assumed an average electrical systems cost based on our experience with other streetscape projects.

Contingencies and allowances have been included in order to account for unforeseen site conditions, although the extent of potential complications is currently unknown. As plans are advances from pre-final through final design and engineering, the potential costs can be refined as more specific information is identified.





Short Term Improvements  
Downtown Core Area



Longe Term Improvements  
Balance of Downtown Streetscape

## Implementation Plan