

Submitted to:



December 3, 2021

Village of La Grange Park, Illinois

Streetscape Improvement Plan for Village Market

Submitted by:

**Sam
Schwartz**



contents

1	Statement of Qualifications	1
	Firm Profile	1
	Organizational Chart	2
	Key Staff Resumes	3
	Relevant Project Experience	15
2	Project Understanding	25
3	Approach to Scope of Work	26
	Task 1: Community Engagement	26
	Task 2: Existing Conditions Analysis	27
	Task 3: Vision & Streetscape Concepts	27
	Task 4: Draft and Final Plan Development	28
	Project Schedule	29
4	Project Cost	30

Historic Photography compliments of the
La Grange Park Historical Society & La Grange
Park Public Library

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**Sam
Schwartz**

December 3, 2021

Ms. Maggie Jarr
Assistant Village Manager
Village of La Grange Park
447 N. Catherine
La Grange Park, IL 60526

RE: Streetscape Improvement Plan for Village Market

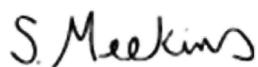
Sam Schwartz is a leader in urban and transportation planning, having completed streetscape improvement studies across Chicago, its suburbs, and the Midwest for villages similar in character, history, and scale to La Grange Park. As a tenured local firm, we have relationships with local municipal agencies, including IDOT, that will allow us to provide actionable and achievable recommendations to improve traffic safety conditions and help the Village implement the streetscapes that they want to see in their community. Key Sam Schwartz staff also have roots in neighboring communities and are personally invested in seeing this community thrive.

The solutions we propose will be staged according to the challenge of implementation and time horizon. By developing a matrix of improvements, we will help La Grange Park to identify achievable solutions in the near term while also setting forth a grand vision for how Village Market can evolve to reflect the needs of the community in the 21st century.

Sam Schwartz is experienced first and foremost in road safety enhancements, with a focus on improving the experience for all road users. We bring a wealth of experience in community engagement; wayfinding and placemaking; and the incorporation of sustainability infrastructure into the fabric of our recommendations (including stormwater management, vehicle electrification, and future mobility needs). Our subconsultant, *site design group, ltd. (site)*, will bring experience with public realm, placemaking, and streetscape features including landscape, lighting, and coherent branding. Finally, no matter how significant the plans and recommendations are, a vision cannot be achieved without funding. Sam Schwartz and *site* both have experience with grants and municipal funding and can make recommendations to maximize the opportunity for supplemental external funding.

La Grange Park has identified a robust group of stakeholders and a straightforward, effective suite of tools for community engagement and, although we know this project site comes with inherent constraints, we are eager to work with the Village staff, trustees and business owners to leverage the inherent opportunities afforded by the plan and the TIF funding. As a long-time innovator and local advocate in urban planning and streetscape design, the Sam Schwartz team, along with *site*, is expertly positioned to help the Village meet its goals for the Village Market Improvement Plan so that it may continue its legacy as a vibrant, thriving community resource.

Sincerely,



Stacey Meekins, AICP
Principal + National Practice Leader, Complete Streets + Director of Transportation Planning

Section 1

Statement of Qualifications

Sam Schwartz

Sam Schwartz is a 140-person firm with a talented team of professional planners, engineers, designers, and data scientists in eight offices across the country: Chicago, New York City, Jersey City, Washington D.C., Oakland, Los Angeles, Seattle, and Tampa. With over 26 years of practice on a wide array of complex transportation issues and development strategies, Sam Schwartz is a national leader in multimodal urban mobility. In addition to our core transportation planning disciplines, we offer civil engineering, land use and environmental planning, economic analysis, and resiliency planning services.

Sam Schwartz planners specialize in transportation planning, public participation, urban design and environmental impact review and provide expertise on a wide range of projects to improve the movement of vehicles and people. **From urban sites with traffic constraints and access limitations to suburban towns managing growth, the Sam Schwartz team develops designs that maximize efficiency,** and our

urban designers transform public spaces into attractive, welcoming places that accommodate all modes of transportation, improve safety for all users, and encourage robust pedestrian activity.

Sam Schwartz has a track **record of developing plans that are aspirational and inspirational, but that also reflect the reality of the site.** As a planning and engineering firm, we bring a wide swath of technical expertise to projects like the Village Market Streetscape Improvement Plan. With **site design group** as a subconsultant, we have a team that is well-positioned to address each of the particular needs of the Village Market site – the engineering and safety challenges of La Grange Road, the site planning opportunities of the TIF and associated neighborhoods, the sustainability expertise to address stormwater and future mobility needs, and design skills to enhance the pedestrian realm across the study area and create a welcoming and walkable district.

site

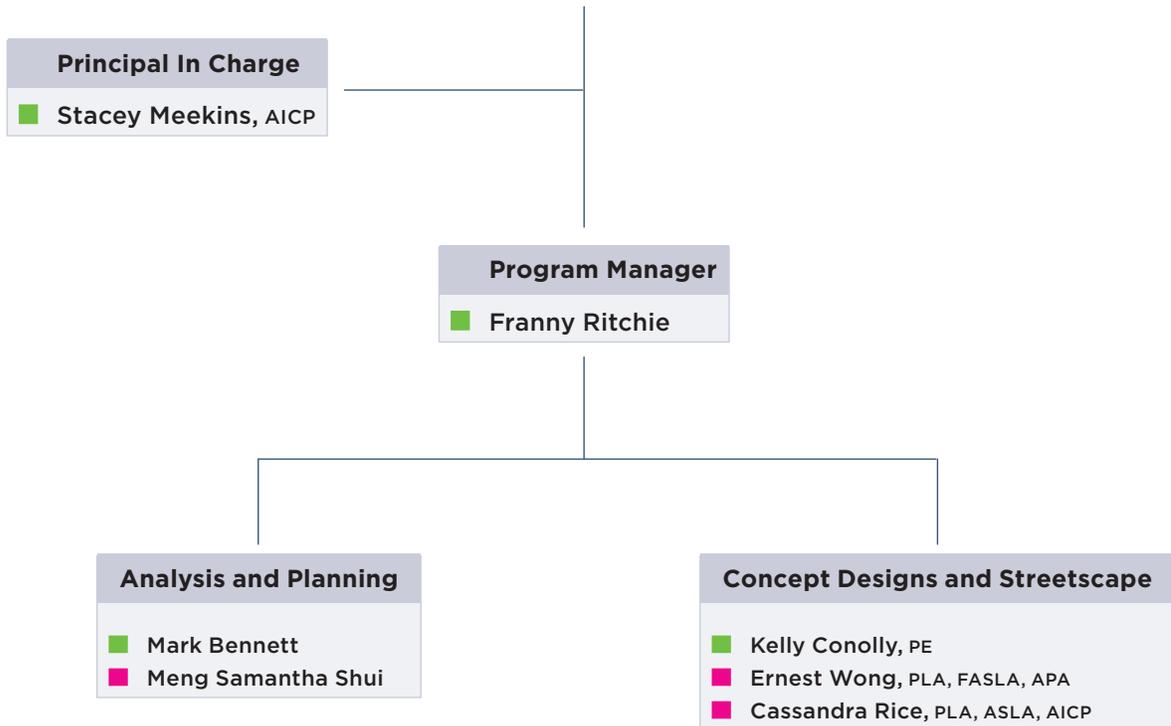
Founded in 1990, **site design group, ltd. (site)** is a nationally award-winning landscape architecture, urban design, and architecture firm based in Chicago. With 37 landscape architects, urban designers, planners, arborists, architects, and creative thinkers, they compose a diverse and **innovative team of professionals enlivened by their surroundings and striving to produce creative spaces that inspire, restore, and bring communities together.**

site is often engaged to collaborate and coordinate efforts with architects, engineers, and other design professionals. Effective communication with the design team and client ensures successful coordination of their projects from concept through construction.

Using functional systems coupled with “out of the box” strategies, they work diligently with clients to **create spaces that excite and engage users, improve the pedestrian experience, strengthen community ties, conserve and enhance the site’s unique natural features,** and push the boundaries of innovation and resiliency.



Historic Village Market



Stacey Meekins, AICP

Principal + National Practice Leader, Complete Streets



Ms. Meekins is a leading expert in pedestrian safety and mobility. She has focused her career on helping communities implement solutions to make their transportation systems more inclusive; establishing safer, more inviting environments that promote and empower walking and bicycling as integral modes of transportation.

Relevant Experience

Western Avenue Corridor Study, CHICAGO, IL

Sam Schwartz is providing transportation analysis and planning services for this multi-disciplinary study to create a new vision for this 5-mile stretch of Western Avenue on the north side of Chicago. As the longest corridor in the City with high traffic volumes, one of the highest ridership bus routes, and an important corridor in the freight network, Western Avenue is an important corridor for all modes. Sam Schwartz is developing concepts for a roadway design that can meet these divergent needs while establishing a unique and inviting character along the corridor. Ms. Meekins serves as the Principal in Charge for this study.

Northwest Municipal Conference Multimodal Plan, SUBURBAN CHICAGO, IL

Sam Schwartz developed a comprehensive multimodal transportation plan for a region covering 44 member communities and 1.3 million residents. Sam Schwartz organized a broad coalition of local, regional, and state agencies to identify regional bike corridors and design and policy strategies to make it easier for people to walk and bike to transit. Ms. Meekins served as Principal in Charge for this plan.

Ann Arbor Transportation Master Plan, ANN ARBOR, MI

Ms. Meekins is the Project Manager for a citywide transportation master plan in Ann Arbor, Michigan. The plan uses traditional data analyses combined with innovative approaches to assess the state of transportation relative to the City's goals. With a prominent goal being to achieve zero deaths and serious injuries from traffic crashes, a strong focus has been devoted to safety analyses and the development of strategies that make the transportation network safe for all users, in addition to working well as a whole system.

Years of Experience

15 Years

Education

Master Urban Planning + Policy
University of Illinois at Chicago, 2005

B.S. Civil Engineering

Northwestern University, 2000

Certifications

American Institute of Certified Planners

Professional Affiliations

American Planning Association

Association of Pedestrian and Bicycle Professionals

Active Transportation Alliance

Women's Transportation Seminar

Presentations

National Complete Streets Coalition Instructor

Vision Zero: From Concept to Practice, Presenter, Ontario Traffic Council Vision Zero Symposium, 2021

Equity in Bikeshare, Panel Moderator, WTS Annual Conference, 2015; Chicago, IL

Vision Zero: From Concept to Practice, Presenter, Ontario Traffic Council, 2020

Sam Schwartz

Howard Street Streetscape, EVANSTON, IL

Ms. Meekins served as transportation project director on this Phase I and Phase II Engineering process to establish a unified streetscape along Howard Street, the commercial corridor between Chicago and Evanston. Sam Schwartz's role focused on conceptualizing bike, pedestrian, and transit infrastructure improvements and carrying those through Phase II design.

Neil Street Corridor, CHAMPAIGN, IL

Sam Schwartz is leading a framework plan of El Paseo Trail through the southwestern neighborhoods of Pilsen and Little Village. To establish the design of the trail, Sam Schwartz developed an Excel-based bikeway selection and design tool, guiding decisions about bikeway placement, width, and street crossing designs, among others. Ms. Meekins is the Principal leading Sam Schwartz's effort on this project.

Lincoln Square Master Plan, CHICAGO, IL

Sam Schwartz performed the transportation analysis for a master plan on the north side of the City of Chicago. The neighborhood is well-served by transit, including CTA bus and rail; however, there is a distinct division between the northern half of the neighborhood and the commercial and transit hubs. Sam Schwartz, led by Ms. Meekins, provided recommendations to improve connections for people traveling by all means between the disparate areas of the neighborhood. Additional recommendations focused on strengthening walkability in the core and strengthening the connection between the primary transit station and the commercial corridors.

Ridge Road & Calumet Avenue Corridor Studies, MUNSTER, IN

Sam Schwartz is providing traffic engineering and transportation planning services for these two corridors that comprise the legacy downtown district of Munster. With near-term plans to

establish a new South Shore Line station along Ridge Road, the Town of Munster wishes to improve walkability for this business district. The study results will be used to inform future Phase I design. Ms. Meekins serves as Principal in Charge.

Move DSM: Des Moines Transportation Master Plan, DES MOINES, IA

Ms. Meekins served as Project Manager for this plan, which took a forward-looking approach to design streets and plan a transportation network to result in the landscapes the community envisions. The plan lays out a transportation network based on street typologies that respond better to the desired character of the public space and provides a clear framework for the City to make investments in neighborhoods that enhance the livability of the fastest-growing city in the Midwest.

Madison Street Streetscape, OAK PARK, IL

Ms. Meekins led the development of bikeway alternatives along a 1.5-mile corridor through the Village of Oak Park. Alternatives included several designs for protected bike lanes as well as a focus at select intersections, where a transition was needed to a different cross-section and at locations where a bikeway crossed the corridor at an offset intersection.

Phoenix Key Corridors Master Plan, PHOENIX, AZ

The Phoenix Key Corridors Master Plan will act as the City's guiding document in determining modal and functional priorities on all major streets through the development of typologies. Ms. Meekins is providing oversight and quality assurance of Sam Schwartz's assessment of the existing transportation system for people walking, biking, and using transit—incorporating innovative performance metrics that examine access to jobs via different modes and measure transit's contributions in reducing congestion and increasing overall people throughput.

Franny Ritchie

Senior Transportation Planner



Franny Ritchie specializes in transportation planning with a focus on end-to-end solutions for campus and institutional settings. This includes transportation demand management planning; bicycle and pedestrian infrastructure improvements; and institution-specific research and reporting.

Relevant Experience

***Transportation & Parking Demand Management, University of Illinois at Chicago, CHICAGO, IL**

Over her three-year tenure at the university, Ms. Ritchie served as the subject matter expert for transportation demand management. This included a suite of presentations to the Chancellor and senior leadership, outlining anticipated changes to the university's parking and transportation demands into the next ten years and the proposal and implementation of various pilot programs to remedy UIC's transportation challenges.

***City and Government Liaison, University of Illinois at Chicago, CHICAGO, IL**

Ms. Ritchie served as the primary liaison for her office at UIC and external government and partner agencies. This meant communicating with city staff and elected officials; CDOT; and partner organizations within the Illinois Medical District. Conversations typically focused on pedestrian and safety improvements to campus and on places where university capital projects would potentially impinge on city rights of way.

***UIC/Rush University Medical Center Shuttle Partnership, University of Illinois at Chicago, CHICAGO, IL**

As UIC's transportation planner, Ms. Ritchie was responsible for brokering a partnership between UIC and Rush University Medical Center to share the provision of a shuttle service that Rush was already offering to its staff. The agreement represents a substantial cost savings for both universities and provides UIC staff with a frequently-requested staff benefit.

***Biennial Commuter Survey, University of Illinois at Chicago, CHICAGO, IL**

Working with diverse stakeholders from across the University and UI Health, Ms. Ritchie professionalized a commuter survey of UIC's 48,000

Years of Experience

10 years

Education

M.S. City Planning City Design and Development

Massachusetts Institute of Technology, 2011

M.S. Urban and Environmental History

University of Albany, 2008

B.A. Social History

Carnegie Mellon University, 2005

Professional Affiliations

American Planning Association

Parking Reform Network

Publications

'In Defense of Tall Buildings,'
Wednesday Journal, May 7 2019

Regular contributor, Cambridge
Independent, 2017-18

University Trends: Contemporary
Campus Design (contributing
researcher), 2014

Design After Decline (contributing
researcher), 2012

**Indicates work preformed for a
previous employer*

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stakeholders, laying the groundwork for a longitudinal analysis of UIC's commuting patterns.

***Bike Walk Oak Park Slow Streets, OAK PARK, IL**

Ms. Ritchie worked with executive committee of Bike Walk Oak Park; the Transportation Commission; and Village Trustees in Oak Park, IL to design the route; safety strategy; data collection; and community outreach around the Village's Slow Street pilot program in the summer of 2020.

***Oak Park Cycle Safety Improvements,**

OAK PARK, IL

Ms. Ritchie worked with the executive committee of Bike Walk Oak Park, an advocacy organization in Oak Park, IL, to develop recommendations on traffic safety improvements across the Village. As a result of Bike Walk Oak Park's work, the Village committed a budget line-item to bicycle infrastructure and has reassessed the way that bicycle and pedestrian infrastructure funding is allocated within the Village budget.

***Massachusetts Institute of Technology Parking Analysis, CAMBRIDGE, MA**

As a staff member in the Office of Campus Planning, Ms. Ritchie developed a report outlining the challenges to MIT's parking and transportation provision. The report was used to inform MIT's AccessMIT program, a comprehensive TDM program that was implemented in 2016.

***Assistant Director of Urban Development, UNIVERSITY OF ILLINOIS AT CHICAGO**

Franny developed and led campus-wide transportation demand management effort, including baseline research. She introduced programs to mitigate parking demand, and presented senior leadership with business case for transportation demand management programs, including daily parking, implemented 2020. Franny led UIC's FY22 Space & Capital Plan; authored 15 chapters; and conducted case-study and benchmarking research to design and implement a capital

planning process that can be sustained in future years. She also acted as project manager for green infrastructure; historical preservation; and campus sustainability grant applications; acted as internal consultant on grant applications led by colleagues.

***Design Guidelines for New Neighborhood Development, CHONGQING, CHINA**

As an Urban Designer at CH&W Architects, Ms. Ritchie authored design guidelines for a new town development on a greenfield site in Chongqing, China. The document outlined the relationship of the different development typologies to different street typologies, creating a coherent design language for disparate developers.

***Mill Road Streetscape Improvements,**

CAMBRIDGE CITY COUNCIL, CAMBRIDGE, UK

Representing Mill Road business owners, Ms. Ritchie worked with the City of Cambridge street design team to implement public art projects, pedestrian and cycle improvements; and street festivals and temporary infrastructure.

***UK Campus Consulting, VARIOUS LOCATIONS**

As a university facilities consultant, Ms. Ritchie advised universities across the UK on new campus development and on strategic campus development. Clients included Coventry University; the Cambridge Theological Society; Exeter College, Oxford; and the University of Highlands and Islands in Inverness, Scotland.

***Design Review Development, CAMBRIDGE, UK**

As the Design Review Manager of Shape East, a Cambridge-based nonprofit design agency, Ms. Ritchie worked with municipalities across the East of England to evaluate the quality of proposed developments. Projects ranged from new neighborhood-scale developments of several hundred units to single properties located on protected greenbelt land.

Kelly Conolly, PE

Associate



Ms. Conolly has an expert command of the planning process and policies that are necessary to build strong regions, cities, and districts and has a unique ability to communicate the cause and effect of multi-modal transportation decisions with stakeholders through an educational process.

Relevant Experience

Winnetka Downtown Master Plan, WINNETKA, IL

Ms. Conolly managed the parking, transportation and circulation components of the Village's Downtown Master Plan. The master plan recommendations focused on developing a balance that ensures transportation continues to support economic development and quality of life goals around a walkable, bikeable and transit-oriented character, particularly related to Green Bay Road.

Downtown Parking & Signage Study, WESTERN SPRINGS, IL

Ms. Conolly served as project director in the completion of a comprehensive parking study for the Village of Western Spring's downtown business district. She helped the village to understand the hierarchy of parking users in this highly walkable community and developed recommendations that support those priorities.

Downtown Civic Space Study, LEMONT, IL

Ms. Conolly is currently serving as project director in the completion of a comprehensive civic space and parking for the Village of Lemont's downtown business district, which is a thriving restaurant and recreational destination. She is responsible for client and process coordination, as well as public presentations.

Downtown Transportation Study, MOUNT PROSPECT, IL

Ms. Conolly managed a study aiming to improve downtown traffic and pedestrian circulation along and across Northwest Highway, an IDOT arterial. Her responsibilities included jurisdictional coordination, engineering analysis, assistance with a communications strategy, and public presentations.

Years of Experience

17 years

Education

B.S. Civil Engineering

University of Illinois
Urbana-Champaign, 2004

Certifications

Professional Engineer, IL

Professional Affiliations

Institute of Transportation
Engineers

American Planning
Association

Lambda Alpha International, Ely
Chapter

Presentations

Maximize Your Guest Space:
Architects & Planners Offer
Reopening Guidance, Open City
Workshop, Illinois Restaurant
Association, 2020

Smart Parking Management in
Downtowns & Districts, 2016
Midwestern/Great Lakes ITE
Conference

Smart Parking Management,
APA-IL 2016 Conference

Complete Trails, Complete
Crossings, APA-IL 2014 Confer-
ence, Transport Chicago 2014

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Northwest Municipal Conference Multimodal Plan, SUBURBAN CHICAGO, IL

Ms. Conolly managed the completion of a comprehensive multimodal plan for 44 member communities aimed at collaboration across municipal boundaries and with IDOT to implement innovative projects related to safe walking, biking, and access to transit.

Howard Street Streetscape, EVANSTON, IL

Ms. Conolly served as transportation project manager as part of the team helping with the on-going efforts to establish a unified streetscape along Howard Street, the commercial corridor between Chicago and Evanston. Sam Schwartz's role focused on the multimodal facilities and parking components of the plan.

Station Area Plan, WHEELING, IL

Ms. Conolly served as the project engineer responsible for the transportation and infrastructure components in this plan which outlines a TOD district around the Wheeling Metra station. She facilitated transportation components of a charrette process which culminated in plans for a walkable, mixed-use station area interfacing with Dundee Road.

Downtown Study, ELMHURST, IL

Ms. Conolly served as project manager in the completion of a comprehensive parking study for the City of Elmhurst's downtown business district. The project involved a detailed shared parking analysis and ultimately recommended a new parking facility.

Rosedale Mall Master Plan, ROSEVILLE, MN

Ms. Conolly served as transportation project manager on the team assisting mall ownership determine how to reimagine and future-proof its assets through a master planning process. Sam Schwartz's role focused on developing a balanced, mixed-use environment.

Neil Street Corridor Study, CHAMPAIGN, IL

Ms. Conolly managed the transportation component of a plan for the key gateway corridor of Neil Street from the interstate through Downtown Champaign and ultimately connecting with the University of Illinois campus. Her role set a plan to transform the corridor from a fast, auto-centric road to a welcoming gateway for all users into Champaign and the University campus.

Western Avenue Corridor Study, CHICAGO, IL

Ms. Conolly is leading the transportation component of the consultant effort to assist the City of Chicago in developing a transit-oriented development framework for the key northside transportation corridor. She is responsible for informing the decision-making process and supporting final recommendations with engineering guidance.

Complex Intersections, CHICAGO, IL

Ms. Conolly is assisting in efforts to prioritize 100 of the most complex intersections in the City of Chicago for vehicles and pedestrians and deliver conceptual designs for each that improve intersection operations for pedestrians, bikes, buses, and vehicular traffic.

Uptown Normal Master Plan, NORMAL, IL

Ms. Conolly is served as project manager and lead transportation engineer on the team helping the Town of Normal update its Uptown Master Plan. This plan won the CNU Illinois Charter Award for the Neighborhood District and Corridor Category.

East Jefferson Corridor Framework, DETROIT, MI

Ms. Conolly served as lead engineer on the project team assisting in the City's efforts to develop a transit-oriented and bike-friendly framework plan for this busy commuter corridor. She was responsible for informing the decision-making process and supporting final recommendations with rigorous engineering analysis.

Mark Bennett

Planner + Urban Designer



Both a transportation planner and urban designer, Mr. Bennett's work is focused on designing streets and public spaces that prioritize thriving communities supported by safe, effective, and just mobility systems. Ranging from region-wide analyses to inch-by-inch corridor details, Mr. Bennett's core background is in street design, focusing on pedestrians, active transportation, streetscape, place making and public space. Mr. Bennett also brings experience in corridor planning, shared mobility policy, GIS analysis and graphic design.

Relevant Experience

Randolph Street Corridor Improvement Study, CHICAGO, IL

Mr. Bennett is providing planning and urban design guidance for a study developing detailed analysis of and initial design strategies for Randolph Street in Chicago's West Loop. The project involves developing strategies to improve safety, transportation, public space, sustainability, parking, and sense of place for the iconic restaurant and commercial corridor. Referencing the latest in best practices in streetscape design, the project aims to greatly enhance the quality of public space within the corridor while maintaining critical transportation access.

Ashland Ave/47th St Corridor Streetscape Improvements, CHICAGO, IL

Mr. Bennett is providing streetscape, public space and urban design support on a phase II design engineering project aimed at creating a safe, walkable and attractive street to foster community and economic growth along two miles of corridors in Chicago's Back of the Yards community. Support includes identifying existing assets, opportunities and challenges, developing existing conditions mapping and providing consultation on urban design strategies to create a safe and vibrant commercial corridor and public space that reflects community values.

Lincoln Ave Corridor Streetscape Improvements, CHICAGO, IL

Mr. Bennett is part of a team developing new street cross sections and streetscape concepts to improve place making and the public space along a stretch of Lincoln Ave in the Lincoln Square neighborhood. Through existing conditions analysis and urban design iterations, Mr.

Years of Experience

3 years

Education

Master in Urban Planning
Harvard University, 2019

B.A. Journalism + Political Science, University of Wisconsin-Madison, 2013

Professional Affiliations

American Planning Association, Transportation Planning Division; Editor in Chief, 2020 APA State of Transportation Planning Report

City of Madison (WI) Pedestrian, Bicycle & Motor Vehicle Commission, 2015-2017

Awards

2019 APA Transportation Planning Division Student Paper Competition First Place

The Award for Academic Excellence in Urban Planning, Harvard Graduate School of Design, Class of 2019

Fellowships

City of Chicago Mayoral Fellow, Summer 2018

US DOT FHWA Eisenhower Transportation Fellowship, 2018-19

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Schwartz**

Bennett is developing design concepts to create a vibrant commercial corridor and quality public space for the neighbors and visitors to local businesses.

95th Street Corridor Study, CHICAGO, IL

Mr. Bennett is providing planning and urban design support for a project studying Chicago's 95th Street corridor, adjacent to Chicago State University. Mr. Bennett has developed GIS analyses, a crash analysis and a walkability analysis to better understand existing conditions along the corridor. Those findings will help inform recommendations to improve the corridor for local residents and the university community.

Phoenix Key Corridors Master Plan, PHOENIX, AZ

Mr. Bennett was part of a team that developed corridor typology design standards for the City of Phoenix's new key corridor master plan. Mr. Bennett helped develop a detailed, graphic-heavy informational guide on specific street safety design interventions, focusing heavily on intersection safety. He also lent support to drafting new designs for high-crash corridors and drafted policy and educational strategies for improving safety. The project won the Arizona APA Chapter's annual award for best transportation plan.

Point of the Mountain Framework Plan,

DRAPER, UT

Mr. Bennett was part of a team that developed mobility master planning for a development site just outside Salt Lake City. Mr. Bennett developed detailed street design typologies for the plan, featuring top-standard practices in pedestrian, bicycle, transit and public space planning. The plan included detailed graphics for each typology as well as implementation guidelines and a toolkit focused on safety interventions.

Gilbert Transportation Master Plan, GILBERT, AZ

Mr. Bennett is providing planning and urban design guidance for an update to the Town of Gilbert's transportation master plan. Mr. Bennett

developed detailed street design typologies to help guide local officials through retrofitting existing streets and constructing new streets to meet high safety, walkability and public space goals. The plan included detailed graphics for each typology as well as implementation guidelines and a toolkit focused on safety interventions.

Move Culver City, CULVER CITY, CA

The Move Culver City project is the rapid design and construction of three mobility lanes (bus-bike lanes) on Culver and Washington Boulevard Downtown, Sepulveda Boulevard, and Jefferson Boulevard using the Quick-Build method. The project envisions a reimagining of streets as public spaces and prioritizes moving people over cars in the design of the street. Mr. Bennett provided mapping and GIS support for Culver City, CA, including detailed analyses on existing infrastructure and future opportunities to utilize the existing right-of-way.

Moline Trail Alternatives Study, MOLINE, IL

Mr. Bennett developed detailed street design plans for the pre-engineering phase of a plan to connect two major river trails with a route through downtown Moline, IL. The project involved bringing a high-quality cycle track through a largely automobile-dominated section of Moline as well as a protected on-street route as an alternative around downtown. Designs included both bikeway design as well as improved pedestrian infrastructure such as tighter corner radii, better crosswalk treatments and curb extensions.

Chicago Pedestrian Safety Capital Upgrades, CHICAGO, IL

Mr. Bennett is supporting the City of Chicago in planning and designing pedestrian safety capital upgrades. He helped develop a mapping analysis to identify areas of critical need and is working with City staff to develop street design interventions that focus on improving pedestrian safety.

RESUMÉ

ERNEST C. WONG PLA, FASLA, APA



BIO

Ernest C. Wong, Founder and Principal of *site*, has been instrumental in the evolution of the firm as a multi-cultural cutting edge design entity and fostering the landscape architecture profession in the City of Chicago. In managing the firm for over 31 years, *site* has established a reputation for creative design solutions, and developing thoughtful, community-oriented urban spaces. A strong proponent of civic and community engagement, Mr. Wong sits on the board of numerous service organizations and professional juries including the Driehaus Award for Architectural Excellence in Community Design, Chinese American Service League, Near South Planning Board, and as the Chair of the Chicago Landmarks Commission. In addition, Mr. Wong is a frequent speaker at universities as well as design, business, and diversity conferences. This year, he served as the keynote speaker for the Florida ASLA Conference, the Oregon ASLA Design Symposium, and a juror for the inaugural AIA Roberta Feldman Socially Just Design Award.

ARTICLES & INTERVIEWS

"Will City Planning Become More Socially Equitable Post-Coronavirus?" Redshift by Autodesk. 9 July 2020.

"COVID-19 Op-Ed" Land8 Blog. 26 April 2020.

"Landscape Architects and Civic Engagement: Time to Walk the Walk," Land 8. 7 April 2017

"Argyle Street Gives Back" Landscape Architecture Magazine. 29 November 2016

"Let's Make Our Parks More Inclusive" The Dirt. 16 February 2016

"Complete Streets, Simplified" Landscape Architecture Magazine. February 2016

SELECTED JURIES & LECTURES

"Parks are your New Asset," Mayors' Institute on City Design Virtual Seminar, 4 August 2020

"The Future of Public Space." Chicago Architecture Foundation, 13 May 2020

"American Chinatowns" Webinar Series. American Society of Landscape Architects, May 2020

"Community Engagement During the Pandemic and Beyond," Landscape Architecture Foundation, 21 April 2020

Chicago Loop Alliance Annual Meeting, 20 February 2020

Design Selection Juror, Driehaus Award for Architectural Excellence in Community Design, Chicago, Illinois, 2002 - Present.

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects, Fellow and Student Award Juror and Education Session Committee

American Planning Association

Urban Land Institute

Commission on Chicago Landmarks, Commissioner and Chair

Chicago Department of Planning + Development, Design Excellence Committee

City Parks Alliance, Board

Landscape Architecture Foundation, Board of Directors

RESUMÉ CONTINUED

ERNEST C. WONG PLA, FASLA, APA

SELECTED WORK

Urban Design + Planning

Western Avenue Corridor Study, Chicago, IL
 State Street Corridor Plan, Chicago, IL
 Neighborhood Character District Pilot Projects, Chicago, IL
 Waukegan Downtown and Lakefront Masterplan, Waukegan, IL
 Milwaukee Harbor District Riverwalk Design Standards, Milwaukee, WI
 Chicago River Design Guidelines Update, Chicago, IL
 North Branch Industrial Corridor Framework + Design Guidelines, Chicago, IL
 Positioning Pullman, Chicago, IL
 Tinley Park Masterplan, Tinley Park, IL
 Dan Ryan Expressway Landscape Guidelines, Chicago, IL
 Grant Park Framework Plan, Chicago, IL
 South Grant Park Vision, Chicago, IL
 South Boeing Gallery at Millennium Park, Chicago, IL

Parks, Plazas, and Open Space

Ping Tom Memorial Park, Chicago, IL
 Mary Bartelme Park, Chicago, IL
 Henry C. Palmisano Park, Chicago, IL
 Riverwalk East, Chicago, IL
 31st Street Harbor, Chicago, IL
 McCormick Place Pocket Park, Chicago, IL
 The University of Chicago Midway Plaisance South Winter Garden, Chicago, IL

Streetscapes + Transit

Argyle Shared Street, Chicago, IL
 Prairie Avenue Shared Street, Chicago, IL
 Wells and Wentworth Connector, Chicago, IL
 Lakeview Lincoln Hub, Chicago, IL
 The University of Chicago 58th Street West, Chicago, IL
 Six Corners at Milwaukee Avenue, Chicago, IL
 Indiana Avenue Streetscape, Chicago, IL
 LaSalle Congress Intermodal Station Transfer Center, Chicago, IL
 80th Avenue Metra Station, Tinley Park, IL

REGISTRATION

Licensed Landscape Architect, State of Illinois, #157-000818, 1992

EDUCATION

Bachelor of Landscape Architecture, 1985
 Michigan State University

EMPLOYMENT HISTORY

1990—Present: President and Principal, *site*, Chicago, IL
 1987—1990: Project Manager, Y.C. Wong & Associates, Chicago, IL
 1986—1987: Project Manager, Daniel Weinbach and Associates, Chicago, IL
 1983—1984: Project Designer, Michael J. Dul & Associates, Birmingham, MI

RESUMÉ



CASSANDRA RICE PLA, ASLA, AICP

BIO

Cassandra is a Landscape Architect and Planner whose work focuses on synthesizing environmental, economic, and cultural influences to create evidence-based, sustainable strategies for her clients. Her work spans a variety of scales and project types—from parks, playgrounds, and plazas to design guidelines and strategic planning. She effectively guides her clients through the design and planning process, and she has worked with a number of her clients to secure grants and additional funding for implementation. Cassandra is passionate about participatory planning and design, and brings exciting and innovative public outreach strategies to her projects.

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects
American Planning Association
Urban Land Institute
Illinois Association of Park Districts
Friends of the Chicago River, Planning Committee

SELECTED WORK

Urban Design + Planning

Western Avenue Corridor Study, Chicago, IL
State Street Corridor Plan, Chicago, IL
Neighborhood Character District Pilot Projects, Chicago, IL
Chicago River Design Guidelines Update, Chicago, IL
Milwaukee Harbor District Riverwalk Design Standards, Milwaukee, WI
Fox Lake Parks and Recreation Master Plan, Chicago, IL
31st Street Framework Plan, Chicago, IL
Vision 2020 Comprehensive and Strategic Plan, Elmhurst, IL*
Downers Grove Comprehensive Plan, Downers Grove, IL*
Glencoe Park District Comprehensive Plan, Glencoe, IL*
Frankfort Park District Comprehensive Plan, Frankfort, IL*
Tinley Park Placemaking and Harmony Square Conceptual Design, IL*
*projects completed prior to *site*

REGISTRATION

Licensed Landscape Architect, State of Illinois, #157.001613, 2007
CLARB Certified Landscape Architect
American Institute of Certified Planners, Certified Planner, #32830, 2021

EDUCATION

Bachelor of Landscape Architecture, 2012
Ball State University, Muncie, IN

EMPLOYMENT HISTORY

2018—present: *site*, Chicago, IL
2016—2018: The Lakota Group, Chicago, IL
2012—2016: Hitchcock Design Group, Chicago, IL

RESUMÉ

MENG SAMANTHA SHUI



BIO

Meng (Samantha) Shui is a Project Designer at *site* with strong skills in graphic production. She is interested in large-scale urban design and is passionate about dramatic space languages. In addition to her skills in landscape architecture, Samantha has experience in painting and stage design. She earned her Bachelor in Engineering degree in Qingdao Technological University in China and her Master of Landscape Architecture from the University of Illinois at Urbana-Champaign.

SELECTED LECTURES

Pecha Kucha Chicago Vol. 46, Chicago, IL, 2019

SELECTED WORK

Streetscapes + Transit

Wentworth and Wells Connector, Chicago, IL
 Chinatown Wayfinding Plan, Chicago, IL
 1-90/94 at I-290 Jane Byrne (Circle) Interchange, Chicago, IL

Parks, Plazas, and Open Space

Riverwalk East, Chicago, IL
 River Edge Ideas Lab, Chicago, IL
 Columbia College Garden, Chicago, IL
 St. Anthony Square, Easton, PA
 Vanderveer Park, Easton, PA
 Church Street Parking and Plaza Study, Easton, PA
 McGuane Park Fieldhouse, Chicago, IL
 Monroe Elementary, Chicago, IL
 CPD Brighton Park Headquarters, Chicago, IL
 Old Chicago Post Office, Chicago, IL
 South Branch Chicago River Implementation Plan, Chicago, IL
 South Grant Park Revitalization, Chicago, IL

Civil + Institutional

UIC East Campus Quad, Chicago, IL
 UIC University Hall Plaza, Chicago, IL
 The Field Museum of Natural History, Chicago, IL
 Pullman National Monument, Chicago, IL

EDUCATION

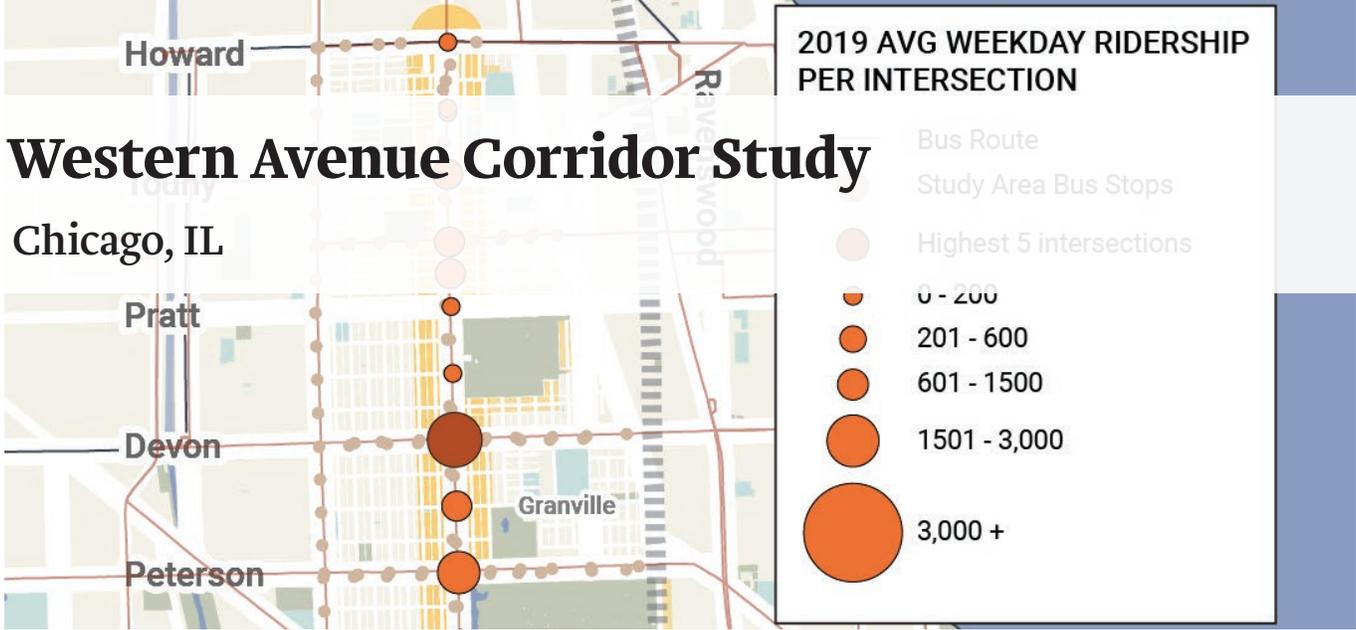
Master of Landscape Architecture, 2016
 University of Illinois at Urbana-Champaign, Urbana-Champaign, IL
 Bachelor in Engineering, 2014
 Qingdao Technological University, Qingdao, China

EMPLOYMENT HISTORY

2015, 2017—Present: *site*
 2016: Shakespeare Theatre of New Jersey, Madison, NJ
 2013: Shenzhen Li Yuan Architectural Decoration Co, Shenzhen, China

Relevant Project Experience

		Transportation Planning	Parking Planning	Traffic Engineering	Multimodal Planning	Public Outreach	Complete Streets Design	Streetscape Improvements	Urban Planning	Landscape Architecture
Sam Schwartz	Western Avenue Corridor Plan <i>Subconsultant to site</i>	✓				✓				
	Northwest Municipal Conference Multimodal Plan	✓			✓	✓				
	Fargo / West Fargo Parking + Access Study	✓		✓		✓				
	Winnetka Downtown Master Plan	✓	✓	✓						
	Neil Street Corridor Study	✓		✓			✓			
	Exposition Square Streetscapes	✓		✓		✓	✓			
	Grand Rapids Master Plan	✓	✓							
	Uptown Pittsburgh Eco-Innovation District	✓	✓	✓	✓	✓		✓		
	Haven Square Transportation Engineering Services		✓	✓		✓				
	Hudson Square BID Public Realm Recovery Plan	✓		✓				✓		
Ann Arbor Comprehensive Transportation Plan	✓		✓		✓					
site	Neighborhood Character District Guidelines	✓								✓
	West Loop Design Guidelines	✓	✓						✓	✓
	Sustainable Urban Infrastructure Guidelines								✓	✓
	Argyle Shared Street Streetscape				✓					✓



Western Avenue Corridor Study

Chicago, IL

Western Avenue is an important economic corridor on the north side of the city servicing important transit connections and high truck and traffic volumes. The corridor study is a community-driven process to establish a vision for the future of Western Avenue, from Howard Street to Addison Street on the north side of the city. Ultimately, that vision will include future land use and zoning recommendations, design guidelines, transportation improvements, and implementation strategies. Sam Schwartz is part of the consultant team assisting the Chicago Department of Planning and Development and the Department of Transportation to overall evaluate opportunities to improve the relationship between Western Avenue and the surrounding neighborhoods. Our role is specifically focusing on analyzing the corridor’s transportation attributes and conditions, such as curbside use, bike connections, pedestrian safety, freight and delivery needs, and traffic operations, with an objective of enhancing user experience and safety. The final plan will seek to balance needs, providing recommendations and tools that protect users and enhance access to transit while maintaining appropriate facilities for buses, trucks, deliveries, and traffic movement.

Client

Chicago Department of Planning and Development

Contact

Rob Reuland, PLA, ASLA
 Studio Director
 Site Design Group
 888 S. Michigan, Suite 1000
 Chicago, IL 60605
 312.374.5228
 rob.reuland@site-design.com

Services

» Transportation Planning

Dates

2020–Present

Key Staff

Stacey Meekins, AICP
Project Director
 Kelly Conolly, PE
Project Manager

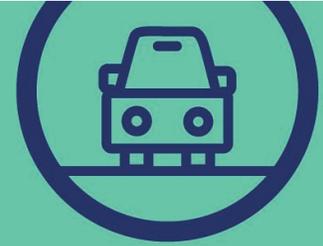
Partnered with
site design group!



Sam Schwartz

Northwest Municipal Conference Multimodal Plan

Suburban Chicago, IL



As part of its Local Technical Assistance program, the Chicago Metropolitan Agency for Planning retained Sam Schwartz to work with the Northwest Municipal Conference (NWMC) and its member communities to create its first Multimodal Transportation Plan. NWMC consisted of an incredibly diverse group of 44 member municipalities and townships spanning over 300 square miles and including more than 1.3 million people. While many of the communities within the NWMC have created inspiring plans and implemented transformative projects related to walking, biking, and access to transit, developing a regional plan that furthered collaboration across municipal boundaries and provided shared tools for transportation planning helped to create a more connected, equitable, and healthy region. With this collaborative and regional approach, the process utilized detailed data collection and robust multimedia and in-person community outreach to identify priority bicycle corridors, trail connections, and key gaps in sidewalks, as well as analyzed the issues that make access to transit difficult.

Client

Chicago Metropolitan Agency
for Planning

Contact

Kendra Johnson
Program Associate for
Transportation
1600 E. Golf Road, Suite 0700,
Des Plaines, IL 60016
847.296.9200 ext. 131
KJohnson@nwmc-cog.org

Services

- » Data Collection
- » Multimodal Planning
- » Transportation Planning
- » Outreach

Dates

January 2019–May 2020

Key Staff

Stacey Meekins, AICP
Project Director

Kelly Conolly, PE
Project Manager

How do people get around?



**Sam
Schwartz**

Fargo/West Fargo Parking + Access Study

Fargo, ND



In recent years the Fargo and West Fargo region has seen unprecedented growth, providing them with an opportunity to create more mixed use, walkable, and sustainable development patterns. To better understand how access management and parking can support this type of growth, Sam Schwartz was retained by the Fargo-Moorehead Metropolitan Council of Governments (Metro COG) to develop a set of guidelines and practices to form a physical environment that builds a culture of respect for all users of the streets. Sam Schwartz built guidelines tailored to the needs of the Fargo metropolitan region through a stakeholder outreach process that draws on parking/travel demand preferences, developer insights, and planning programs to create a balanced transportation system while simultaneously improving traffic efficiencies; this included elements like taking advantage of the natural resiliency of a street grid to reducing unnecessary off-street parking. The guidelines related typical access management inputs, like vehicular functional classification, adjacent land use types, parking demand, and pedestrian comfort. To illustrate how this could apply to Fargo, a series of land use prototypes were developed, highlighting elements of a sustainable site, including appropriate street framework, access spacing, pedestrian crossings, and parking ratios.

Client

Fargo-Moorhead
Metropolitan
Council of Governments

Contact

Michael Maddox, AICP
Fargo-Moorehead
Metropolitan Council of
Governments
Case Plaza, Suite 232
One 2nd Street North
Fargo, ND 58102-4807
maddox@fmmetrocog.org

Services

- » Transportation Planning
- » Traffic Engineering
- » Parking

Dates

January 2018–January 2019

Key Staff

Kelly Conolly, PE
Project Director



**Sam
Schwartz**

Winnetka Downtown Master Plan

Winnetka, IL



Sam Schwartz was a subconsultant on this project to support the Downtown Master Plan with pedestrian mobility, traffic circulation, parking and bike connectivity recommendations. Changing the character of the Green Bay Road corridor through each of three Downtown districts was determined early on in the project to be critical in creating cohesive, walkable areas where today it functions as a perceived barrier that bisects each district. Difficult customer parking was also identified as an important issue. Through a standalone Downtown Transportation Plan, the key recommendations of the project included a road diet on Green Bay Road, intersection pedestrian crossing improvements, and parking system modifications to simplify customer usability like permit reallocation, consolidation, time restriction changes, and wayfinding. A parking user hierarchy framework was developed to help communicate parking priority in the Downtown districts from customers to employees to commuters.

Client

Village of Winnetka

Contact

David Schoon
Community Development
Director
510 Green Bay Road
Winnetka, IL 60093
847.716.3526
dschoon@winnetka.org

Services

- » Parking Planning
- » Transportation Planning
- » Traffic Engineering

Dates

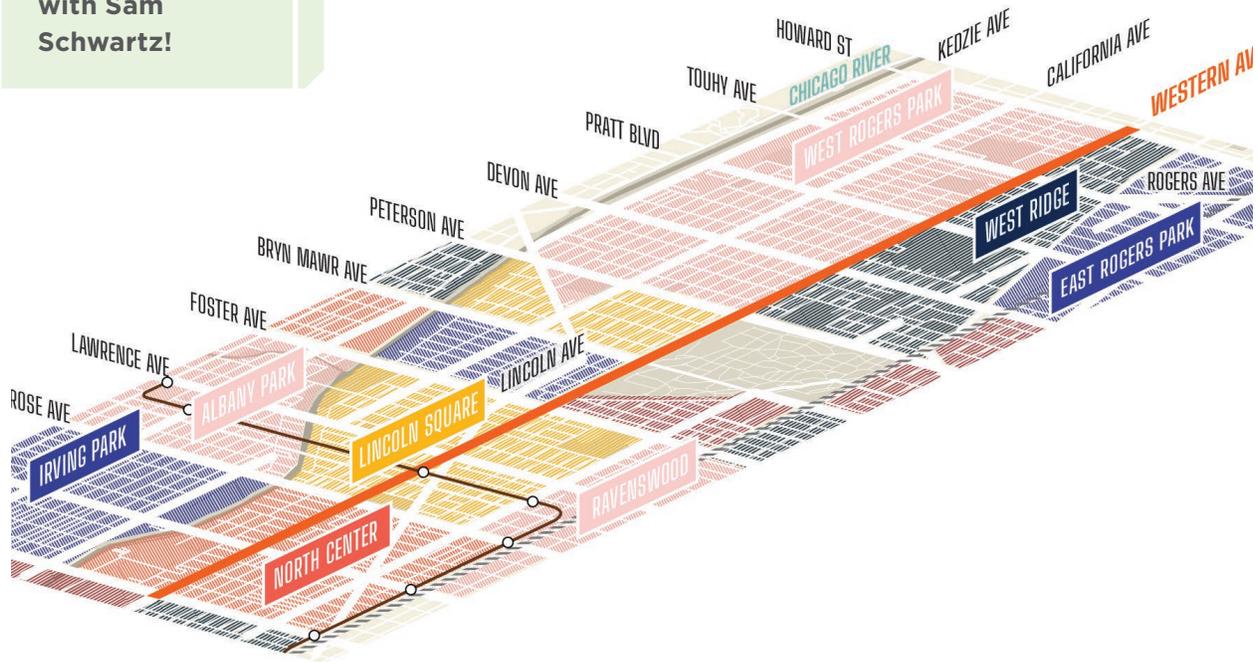
August 2015–November 2016

Key Staff

Kelly Conolly, PE
Project Manager

**Sam
Schwartz**

**In partnership
with Sam
Schwartz!**



Client/Owner

Chicago Department of Planning and Development (DPD)
/ Chicago Department of Transportation (CDOT)

Description

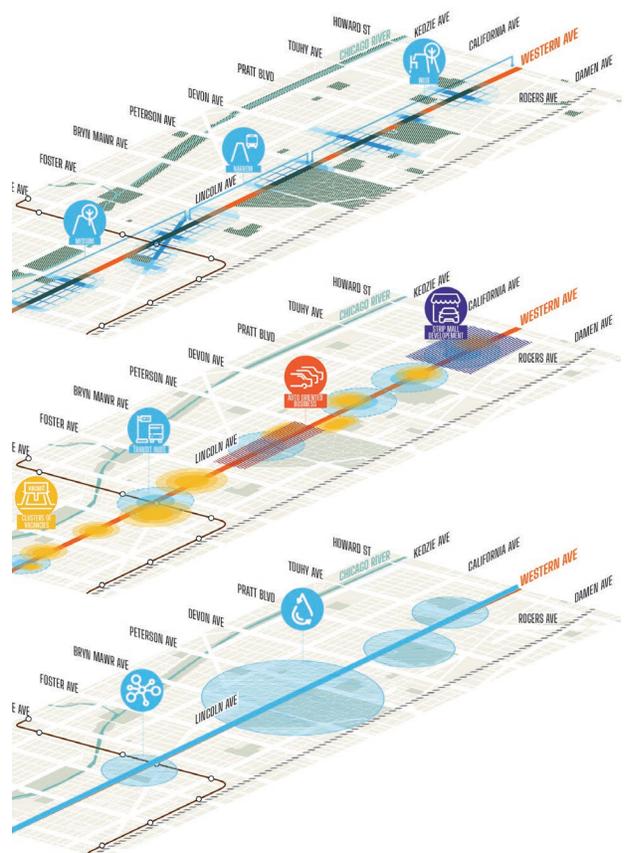
site is currently leading a diverse consultant team for the Western Avenue Corridor Study in collaboration with DPD and CDOT. The study area includes a five-mile stretch of Western Avenue, between Addison and Howard Streets. The purpose of the Study is to support a thriving, attractive, and safe Western Avenue that meets a range of community and city needs. The project will analyze the potential to: (1) Manage the development density and heights and guide new building design; (2) Promote a greater mix of land uses; (3) Improve how development relates to the surrounding, lower-scaled residential areas; and, (4). Enhance pedestrian safety while maintaining Western Avenue as a main arterial street. The project includes three primary phases: (1) Review and Analysis; (2) Principles, Strategies, and Concepts; and, (3) Refinement and Documentation. Community engagement is an integral part of the process, and will occur in tandem with the three primary phases.

Completion

Ongoing

Contact

Katharyn Hurd, AICP, City Planner, City of Chicago
Katharyn.Hurd@cityofchicago.org



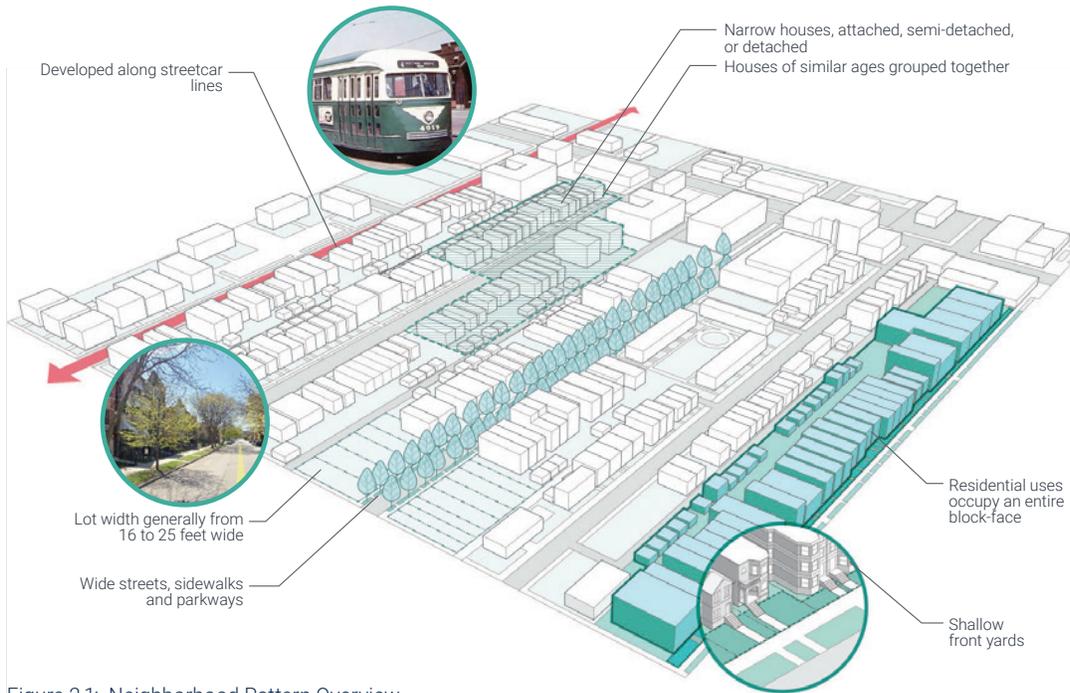


Figure 2.1: Neighborhood Pattern Overview

Client/Owner

Chicago Department of Planning and Development (DPD)

Description

site is currently working with DPD and a team of consultants on the development of Neighborhood Character District Design Guidelines for the Bronzeville and Englewood neighborhoods in Chicago. The Design Guidelines outline district-specific guidelines for residential development within the Special Character Overlay Districts, or SCODs, that aim to preserve the unique character of each community. The goals of the Design Guidelines include: (1) To provide residents with more input on future neighborhood development via district-specific design guidelines; (2) To provide additional regulations for areas bordering a Chicago landmark district through the use of “buffer zones” and encourage a transition between Chicago landmark districts; and, (3) To guide and encourage appropriate new construction of contemporary architecture respectful of the historic context, and the rehabilitation and preservation of existing structures.



Figure 3.7: Examples of Compatible and Incompatible Primary Entrances

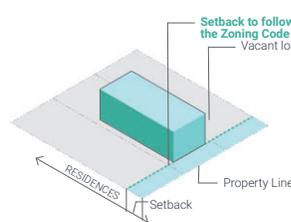


Figure 3.11: Vacant Adjacent Lots

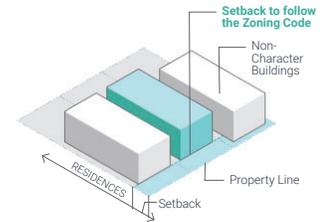


Figure 3.12: Non-Character-Building Adjacent Lots

Completion

Ongoing

Contact

Cindy Roubik, Assistant Commissioner, City of Chicago
(312) 744-0012 / cynthia.roubik@cityofchicago.org



The guidelines were developed with input gathered through an extensive community engagement process.

Client/Owner

Chicago Department of Planning and Development

Description

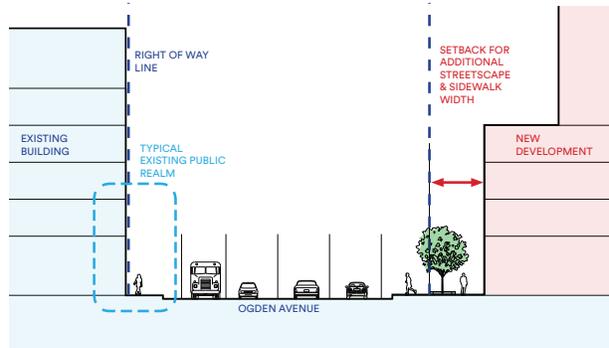
The West Loop is a diverse and rapidly growing neighborhood just west of downtown Chicago. The neighborhood’s proximity to the Loop, various transportation networks as well as a thriving dining and retail scene make it one of the most desirable neighborhoods in the City of Chicago to live, work and play. The West Loop Design Guidelines are the result of a community process led by *site design group, ltd. (site)* and the Chicago Department of Planning and Development. The guidelines are designed to help the West Loop build on the central area characteristics of an employment, transportation, cultural and residential center for the city, while preserving the urban character and scale that has made it so attractive. Key elements to the design guidelines, include best practices for transportation, development trends, retail, and urban design.

Completion

2017

Contact

Cindy Roubik, Assistant Commissioner, City of Chicago
(312) 744-0012 / cynthia.roubik@cityofchicago.org





The guidelines are integrated with the City of Chicago's Complete Streets Chicago Design Guidelines – published in 2013 – and together, these documents comprise a progressive vision for implementing sustainable infrastructure for all of Chicago. The SUIG document works to create a comprehensive process, from project selection through maintenance and commissioning, which incorporates a wide range of physical, socio/economic, and environmental data analysis.

Client/Owner

Chicago Department of Transportation / Parsons Brinckerhoff

Description

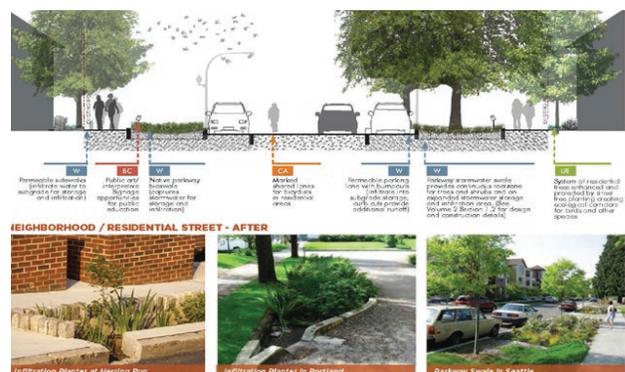
As a subconsultant to Parsons Brinckerhoff, *site design group, ltd. (site)* recently worked with the Chicago Department of Transportation in the creation of the Sustainable Urban Infrastructure Policies and Guidelines (SUIG). The document provides a guide for successful and sustainable street and transportation improvements for pedestrians, bicyclists, transit users, and cars. The document responds to the challenges of global climate change and suggests design, construction, and maintenance guidelines for the creation of a safe, livable, and sustainable City through sustainable design, Best Management Practices (BMPs), and multi-modal planning. In order to further explore this topic, SUIG has led to a follow up document – the Chicago Placemaking Guidelines, which are currently underway.

Completion

2015

Contact

Lubka Benak, Project Director, Chicago Department of Transportation, Livable Streets Program
(312) 742-2837 / Lubka.Benak@cityofchicago.org





Sensors have been installed in the Argyle Shared Street's infiltration planters as part of the City Digital Pilot Project to monitor green infrastructure performance.

Client/Owner

Burns and McDonnell / Chicago Department of Transportation

Description

As a subconsultant to Burns and McDonnell, *site design group, ltd. (site)* provided landscape architecture and urban design services for the streetscape design of Argyle Street between North Broadway and North Sheridan Road in the Uptown community. Argyle is Chicago's first street designed based on 'shared street' design guidelines, creating a plaza-like feel by raising the street and eliminating curbs. The innovative design creates flexibility in its use and prioritizes pedestrians and bicyclists. The design of the streetscape features permeable unit pavers, infiltration planters, large pedestrian areas that allow for sidewalk cafes, planters, and community identifiers.

Completion

2016

Budget

\$4,000,000

Contact

Lubka Benak, Project Director, Chicago Department of Transportation, Livable Streets Program
(312) 742-2837 / Lubica.Benak@cityofchicago.org



Section 2

Project Understanding

Village Market is La Grange Park's largest commercial center, where residents can park once and walk to shops, local businesses, grocery, restaurants, and outdoor recreation space. It was opened in 1951 as the first outdoor shopping center in Illinois. Today, at 70 years old, Village Market has become a part of village history, and there are many elements of the Market and the surrounding area that the community already celebrates, and rightfully so. With our approach, we intend to highlight and emphasize the things the community already values about the Village Market, while increasing safety and bolstering the Market as a local destination. **The Streetscape Improvement Plan should account for the full scope of the Village of La Grange Park's history and frame the foundation for its continued evolution as a retail and neighborhood hub.**

Village Market serves as La Grange Park's de facto downtown, and the **Village Market Streetscape Improvement Plan is a first step in realizing the promise of the 2017 TIF District.** Assuming a ten-minute walk-shed (approx. half a mile), residents from nearly half of the Village can reach Village Market on foot. Given the current state of La Grange Road, as an unpleasant and unsafe walking and biking experience, few people would choose to do so.

The first priority of the project will be to make Village Market a more easily accessible destination by working with IDOT and local stakeholders to develop a suite of planned improvements to La Grange Road and to municipal roads within the study area. The plan will also aim to implement streetscape improvements to the municipality-controlled areas within the study area, which will help residents to the north and north-east access the site and create a more discernible sense of place for the Village Market.

Additional enhancements will include placemaking and pedestrian realm improvements; addressing sustainability needs (particularly with regard to stormwater, EV charging, and future mobility); and developing a plan for phasing and implementation, including potential additional funding sources. **Improving the public realm will bring the site in line with the rest of the Village: the areas surrounding Village Market are dense, walkable communities** and would benefit from seamless access to the Village Market area. All improvements should reflect sustainability imperatives, however: EV charging will reflect future needs and serve as a significant amenity in the present, for example. Likewise, the inclusion of stormwater management features will serve as a visual amenity, and will help insulate the site from additional precipitation that the region is likely to experience as a result of climate change.

Our team is expertly-positioned to address each of the particular needs of the Village Market site:

Our engineers are experts at corridor safety and have experience with context like that along La Grange Road.

We know how to leverage the site planning opportunities of the TIF and associated neighborhoods.

We have the sustainability expertise to address stormwater and future mobility needs.

We bring design skills to enhance the pedestrian realm across the study area and create a welcoming and walkable district.

Section 3

Approach to Scope of Work

Task 1: Community Engagement

As part of the project, the Village has requested that the team undertake a suite of engagement tasks, including:

- ◆ **One project initiation meeting with Village staff:** Sam Schwartz will confirm deliverables and anticipated schedule.
- ◆ **Commercial Revitalization Committee (CRC):** The committee, composed of staff, trustees, and a Chamber of Commerce representative will serve as the project steering committee. The project team will hold a kickoff meeting with the CRC at the beginning of the project and engage them regularly throughout the project to present and obtain feedback on interim deliverables.
- ◆ **One community-wide survey:** Sam Schwartz will draft the survey with input from the CRC and other relevant Village staff, and distribute via existing communications channels (detailed below).
- ◆ **Two public open houses and/or public meetings:** One open house will be held at the beginning of the project and will inform the vision & streetscape concepts section. Another will be held midway through the vision & streetscape concepts development, so that initial concepts can be presented to members of the public and the project team can incorporate any recommendations into the draft plan. Sam Schwartz will solicit input from the CRC on the agenda for the public open houses.
- ◆ **One coordination meeting with IDOT:** Sam Schwartz has relationships with both of the IDOT staff being considered as a representative to the project. We anticipate that the project team will iterate concepts based on input from IDOT and the second public meeting prior to delivering the draft plan. Given the Village's robust communications channels, Sam Schwartz proposes to use existing Village resources to distribute the survey and advertise public open houses. The first public meeting will be scheduled to maximize survey responses and capture stakeholder feedback on the community's preferred outcomes for the streetscape improvement plan.



The project initiation and kickoff meetings will include a discussion of survey design and dissemination, and Sam Schwartz staff will prepare materials with communications opportunities such as Rose Clippings in mind.

The survey and first public meeting will be focused on asking the La Grange Park community what they want to see in the Village Market area in the future, and how they think that funds can best be spent to achieve their vision. These tools will be essential to inform the existing conditions analysis and the vision and streetscape concepts phases of the project.

Sam Schwartz presented at several community workshops and Community Board meetings to gain public input for the creation of a Haven Square pedestrian plaza

Task 2: Existing Conditions Analysis

The existing conditions analysis will run concurrently with the community engagement tasks. Sam Schwartz and *site* staff will create a presentation that highlights the existing strengths, weaknesses, and opportunities inherent in the site which will be communicated and highlighted through with graphic design as well as text. To develop the existing conditions analysis, Sam Schwartz and *site* will amass as much material about the site as possible, both via site visits and desktop research. We will collect data on land use (including adjacent land uses), rights of way, parking, and pedestrian patterns; inventory existing facilities and pain points for bicyclists and pedestrians; review crash data and traffic counts (where available); and evaluate existing traffic patterns through the site. Given the history of the Village Market site, Sam Schwartz will also do a historic land use assessment to understand how the Market has evolved over time. Finally, Sam Schwartz will use their research to do a SWOT analysis of the study area, identifying challenges and opportunities that will inform the development of the Vision and Streetscape Concepts.

The site analysis will be presented to the Commercial Revitalization Committee, along with a preliminary vision statement that will guide design and phasing proposals. The vision statement will set forth the guiding principles of the plan and will be informed by the analysis of the community engagement survey and other efforts.



Task 3: Vision & Streetscape Concepts

A clear vision for the Market and the surrounding area, that is grounded in the community's interests, will create a clear rationale for the elements of the Streetscape Improvement Plan and the way that individual components of the plan are phased and implemented. Setting this work in the context of the broader vision will also help the Village capitalize on unforeseen opportunities by establishing a standard against which to assess future development or change.

Sam Schwartz was responsible for the development of a number of different conceptual design alternatives for the Neil Street Corridor



site design group designed the play garden for the Comer Children's Hospital

Sam Schwartz/*site's* streetscape and public realm concepts will be grounded in the ideas outlined in the vision. A clear vision will help the Village to capitalize on unforeseen opportunities as well as create a clear rationale for the elements of the Streetscape Improvement Plan and the way that individual components of the plan are phased and implemented. Streetscape concepts will be focused on creating a sense of place, promoting accessibility, enhancing mobility and safety, and reinforcing sustainability. The concepts will be designed as a coherent whole—so that they can all be implemented in a single phase—but will also be presented in phases so that, if the Village chooses, they can implement it at different time, with considerations including cost, challenges to implementation, planning timelines, stakeholder buy-in, etc. The plan will also incorporate alternative visions: for example, a streetscape concept would also include rapid-deployment options, or lower-cost alternatives that could serve as

interim solutions if there is a need for complicated engineering and/or fundraising.

The streetscape concepts will be bisected by the meeting with IDOT. Leveraging the existing relationships that Sam Schwartz already has with IDOT, our team will be able to maintain close, seamless communications, and identify a structure and process for collaboration that we know will be successful over the course of the project. The meeting with IDOT midway through the development of the streetscape concepts will allow the team to adjust if any of the concepts we propose are deemed infeasible.



site design group provided landscape architecture services for the Fulton West pocket park

Task 4: Draft and Final Plan Development

After developing the concepts, Sam Schwartz proposes to schedule the second public meeting in close proximity to the Commercial Revitalization Committee presentation. This will allow the team to collect as much feedback as possible in a short window of time, and efficiently iterate proposals in advance of the development of the draft plan.

One of Sam Schwartz’s particular strengths is strategic communication through beautiful and accessible graphic design: we develop plans that are easy to understand and disseminate, allowing stakeholders and community members to comprehend otherwise complex topic, issues, and their proposed solutions. *site* likewise has a history of producing inspiring and informative graphics as part of their planning and design process. Both the draft and final plan will include images, graphics, maps, and other visual elements that tell the narrative of Village Market – its early history as a regional anchor; its current role as La Grange Park’s de facto downtown; and its future as an accessible, appealing local retail and amenities center.

The team anticipates that we will present to the Commercial Revitalization Committee and make final edits in anticipation of a presentation to the full Board of Trustees in September.

HIGHLIGHTS




M14 A/D SBS¹

WEEKDAY AVERAGE TRAVEL TIME

36% improvement in travel times
5.3 minutes faster

Sixth directions: 3rd Avenue to 8th Avenue

WEEKDAY RIDERSHIP

24% Increase in bus ridership from November 2018 to November 2019, up to 31,463

6,057 riders

BICYCLE VOLUMES²

BIKE RIDERSHIP

26% Increase in ridership on 12th Street during Weekday PM peak hour

50% Increase in ridership on 13th Street during Weekday PM peak hour

DATA SOURCES

1. Data provided by MTA NYCT
2. Data provided by NYCTDOT

3. Data provided by NACT
4. Data provided by NYCTDOT, Sam Schwartz team

MOVE DSM

TRANSPORTATION FOR EVERYONE

City of Des Moines Transportation Master Plan



Adopted 11/19/2018

CITY OF DES MOINES

ANN ARBOR MOVING TOGETHER
TOWARDS VISION ZERO

City of Ann Arbor Comprehensive Transportation Plan

Mobility in Ann Arbor: Today Factbook

DRAFT FINAL

November 19, 2019

Above illustrations by Pablo Starling

Sample Sam Schwartz report pages demonstrating our eye-catching design

DELIVERABLES

Sam Schwartz anticipates the following deliverables over the course of a six-month timeline:

Community Engagement: Development, marketing, and analysis of a community engagement survey; two public meetings (including relevant presentation materials, visuals, etc.).

Existing Conditions Analysis: A PPT presentation given to the CRC by the project team. The PowerPoint file will be shared with the Village.

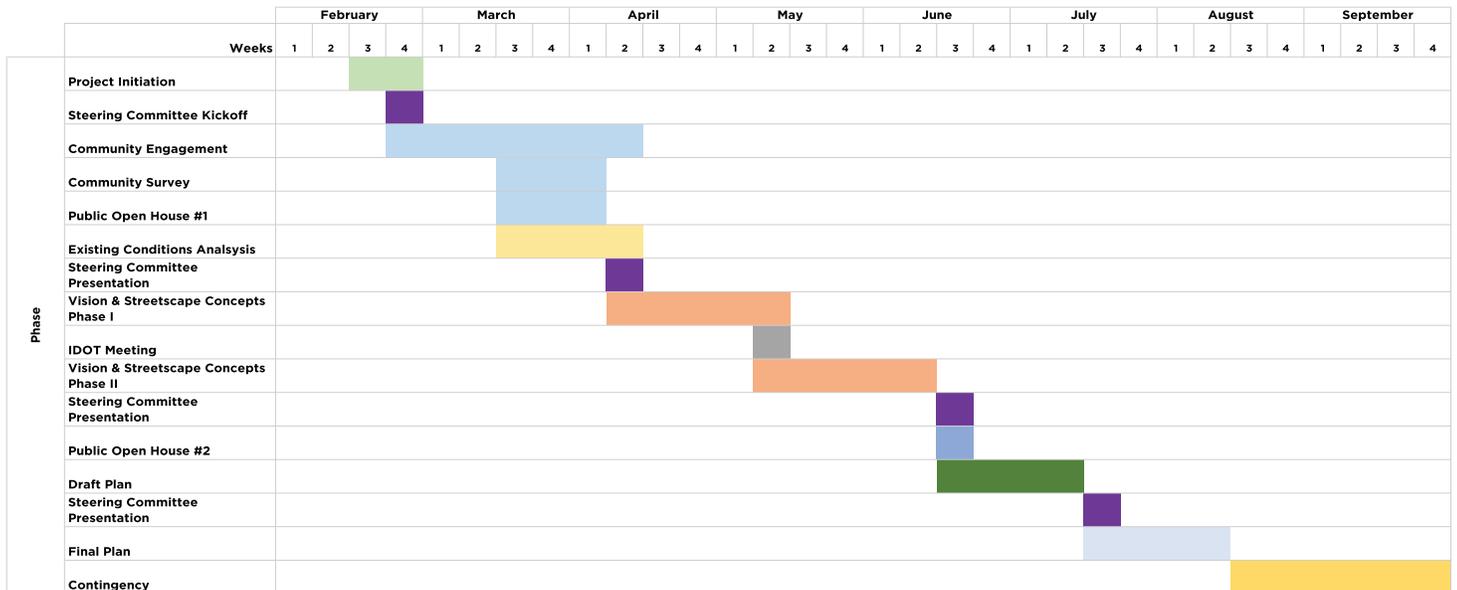
Vision & Streetscape Concepts: A PPT presentation given to the CRC by the project team. The PowerPoint file will be shared with the Village.

Draft Plan: A PDF/printable document that serves as a standalone document, synthesizing all previous phases of the project. The draft plan will include recommendations, overall streetscape improvement map, concept maps and renderings of key intersections and/or sub-areas, summary of all community engagement activities, data from surveys or polling, and other supporting maps, graphics, and images.

Final Plan: Using feedback from the CRC, the project team will update the plan to its final form, with the inclusion of funding strategies. The deliverable will be a PDF/printable document that can be shared with members of the Board of Trustees for formal adoption.

Project Schedule

Sam Schwartz anticipates a six-month timeframe from project kickoff to conclusion, with the expectation of a adoption by September 2022. A proposed schedule is included below:



Section 4

Project Cost

	Sam Schwartz				site design group		
Phase	Stacey Meekins Principal in Charge	Franny Ritchie Senior Transportation Planner	Kelly Connolly Associate Traffic Engineer	Mark Bennett Planner II	Ernest Wong Principal	Cassandra Rice Planner	Meng Samantha Shui Designer
Hourly Rate	\$200.00	\$125.00	\$150.00	\$95.00	\$200.00	\$130.00	\$90.00
Labor Hours	11	192	45	126	17	80	111
Total Labor Costs	\$68,710.00						
Direct Expenses	\$2,000.00						
TOTAL PROJECT COSTS	\$70,710.00						

25
YEARS | **Sam
Schwartz**

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Chicago, IL 60606

773.305.0800

samschwartz.com

