

Downtown **Northfield** Streetscape Framework Plan



Prepared for: **City of Northfield, Minnesota**
Prepared By: **DSU**

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I. Introduction



Existing view of Bridge Square



Existing view at intersection of Division and 5th Streets

For residents and visitors alike, downtown Northfield is one of the prominent features that defines what and who Northfield is. This treasure must be taken care of and invested in to ensure long-term viability and sustainability. During the summer/fall of 2004, the City of Northfield and the community at-large recognized that investment in the downtown is necessary – but must occur in an organized fashion under the auspice of an overall plan. This approach would allow new investment and improvements to compliment, not compromise, the character that exists today.

Based on this realization, the following Downtown Streetscape Framework Plan has been created. Through a process that engaged stakeholders and Northfield residents, a plan has been developed that will serve as a guide for long-term public investment in the downtown.

This plan is different than others – this is not just a plan that addresses street furniture, way finding systems, and other typical streetscape elements; the driving factor in this plan is “hospitality” and how the physical realm can enhance the experience people have when visiting the downtown. With that in mind, the end result and recommended improvements are designed in such a way as to create and enhance the experiences people have when visiting, conducting business, and living in downtown. This plan focuses on making improvements in the public realm that work together to make downtown Northfield welcoming.

Study Purpose

The primary purpose of the Downtown Northfield Streetscape Framework Plan project was to work with the public to identify specific improvements to the public realm that would reinforce a unique identity and improve the image, function and livability of Downtown Northfield.

This document represents the completion of a six-month process to formulate a framework plan and implementation strategy for the Downtown Northfield streetscape project. Included are brief descriptions of the streetscape goals and objectives, descriptions of selected streetscape elements, cost estimates, and a recommended implementation strategy. This plan should be used as a template for future decisions regarding both public and private improvements within the project area.

The Streetscape Framework Plan project was completed in November of 2005. Following the completion of this project, a recommendation was formulated by the Mayor’s Streetscape Task Force that defined a series of Downtown improvement projects to occur during 2006. This recommendation was presented to the Northfield City Council on December 19th, 2005 and subsequently approved by the Northfield

City Council. Implementation is now underway and is expected to continue for a number of years.

Project Approach

The following outlines the approach that was taken to develop this Framework Plan. Because the Downtown is such a visible defining element within the community, it was imperative to involve and engage the community in the process. The project approach and scope included:

- A) Defining goals and objectives for the Downtown Streetscape Framework Plan through a three-tiered public participation process:
 1. *The establishment of a citizen-based Streetscape Task Force to provide comments, insight and feedback to DSU and the City during the development of the streetscape plan.*
 2. *Public meetings and open houses throughout each phase to inform the public of ideas, recommendations and plans.*
 3. *Individual meetings and interviews with downtown business and property owners.*
- B) Evaluating the existing conditions to identify and inventory elements that exist in the Downtown.
- C) Coordinating the planning and design with the City of Northfield Engineering Department, who is responsible for providing surveying, road design, utility design, and City services.
- D) Exploring the application of a way-finding system to reinforce the overall identity of the community and Downtown. The wayfinding system should highlight connections to the Cannon Riverfront, adjacent neighborhoods, community gateways, trail systems and connections to St. Olaf and Carleton College(s).
- E) Coordinating streetscape design work with City crosswalk improvement projects.
- F) Improving connections to public parking, riverfront and adjacent neighborhoods with streetscape enhancements and directional signs.
- G) Emphasizing elements of historic, architectural and cultural value within the Downtown, such as the Ames Mill, First National Bank Building and the Grand Event Center.



Existing view of Ames Mill along Cannon River



Existing buildings along Division Street



Existing view Water Street Bridge to Division Street



Existing view at Library Corner - 3rd and Division Streets



Existing view of historic building along Division Street

Decision Making Framework

The streetscape framework plan and design elements are summarized in this Streetscape Design Framework Manual to guide improvements over time and to ensure improvements to the public realm will reinforce the community vision and integrate into a mutually supportive plan. This document summarizes the process used to develop the plan, outlines design principles, goals, objectives, and proposed improvements, as well as, cost estimates, a prioritized phasing plan, projected funding sources and implementation strategy. This plan should be used as a “kit of parts” and a framework from which to guide future decisions regarding public improvements in Downtown Northfield.

Community Input

The residents and business owners in Downtown Northfield have a lot to say about what the Downtown area should look and feel like and how future streetscape plans affect their lives and property. The intent of the process for the Downtown Northfield Streetscape Framework Plan was to collaborate with the community to create a responsive plan and to assist the participants with reaching informed decisions regarding the extent, character, costs, benefits and implementation concerns associated with the proposed streetscape improvements. The community had opportunities at each stage in the process to comment and participate in the creation of the plans.

Mayor’s Downtown Streetscape Task Force

The role of the citizen-based task force was to help establish goals and objectives for the streetscape project, serve as a sounding board for ideas and concepts created by the consultants, as well as provide recommendations to the Northfield City Council on potential streetscape implementation scenarios. The committee met on a bi-monthly basis and was comprised of representatives of the Heritage Preservation Commission (HPC), Design Advisory Board (DAB), Northfield Area Chamber of Commerce, Northfield Historical Society, Northfield Downtown Development Corporation (NDDC), property owners, business owners, and City staff. *See Appendix A for summary of meeting notes from the Streetscape Task Force Meetings.*

Property Owner Meeting

On April 21, 2005, a meeting was held in Downtown Northfield to provide the Downtown property and business owners an opportunity to comment on the planning process and provide feedback regarding their desired outcomes of the planning process. The meeting also served as a brainstorming session, which allowed the attendees to explore potential alternatives and formulate recommendations regarding the prepared streetscape plans. *See Appendix Section B*

for a summary of the comments from the property owner meeting.

Community Open House/ Public Forum

A public open house was held on Wednesday, September 28, 2005 to present the preliminary streetscape concept plan alternatives to the broader community and to collect additional feedback regarding the planning process. The participants were asked to comment on a series of concept plan alternatives in order to help inform the final streetscape recommendations to the City Council from the Mayor's Streetscape Task Force.



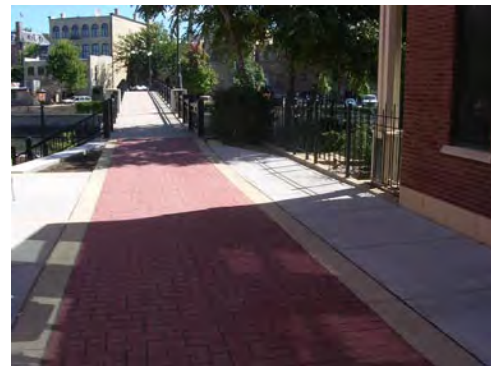
Existing view of pedestrian connection to river walk and Cannon River



Existing view of Bridge Square



Existing view of buildings and streetscape along Division Street



Existing view of pedestrian connection to Cannon River

II. Existing Conditions



Existing view along Division Street sidewalk



Existing view of historic building along Water Street

An inventory of existing site conditions pertinent to the Downtown Streetscape Master Plan Project were prepared and summarized in the following illustrations. The primary purpose of the inventory and analysis was to identify the unique components that shape the character of the Downtown area today. The inventory and analysis included:

- *Community Context - how the Downtown project area physically relates to the broader community;*
- *Image, character elements, views, landmarks, and districts;*
- *Existing land use and development patterns;*
- *Existing pedestrian facilities and circulation - bicycle and pedestrian circulation, and trail connections;*
- *Open space;*
- *Automobile access and parking;*
- *Existing street and sidewalk conditions and materials;*
- *Maintenance and safety issues;*
- *Natural features - existing vegetation, topography, and stormwater;*
- *Architecture;*
- *Gateways.*

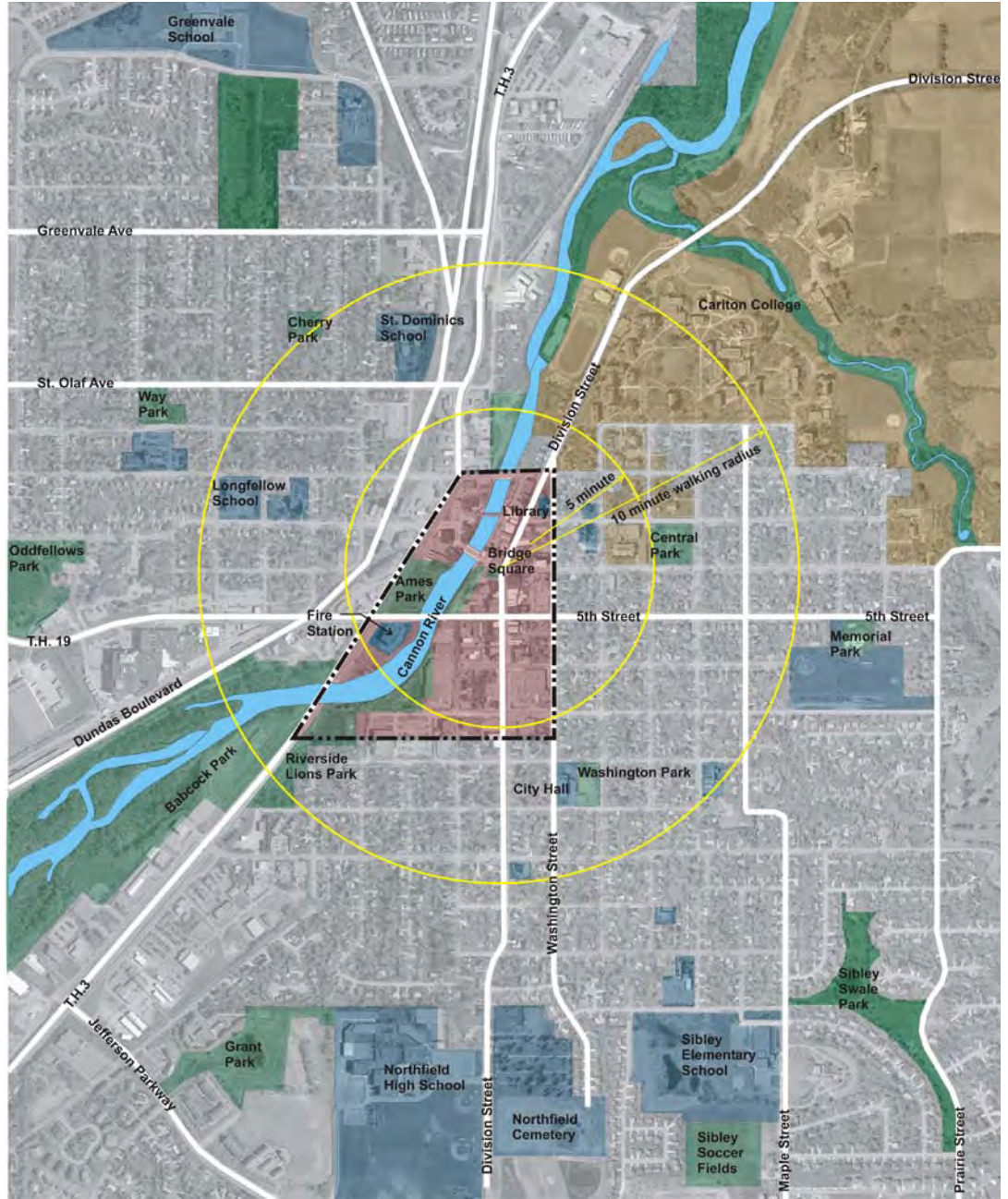
A summary of the relevant existing conditions is illustrated in the following pages and photographs.



Existing view of Cannon River and Riverwalk

Project Boundaries

North - *Second Street*
 South - *One-half block south of Seventh Street*
 East - *Washington Street*
 West - *Trunk Highway 3 (TH 3)*



Community Context

The Downtown is the historic center of business activity within the community. The physical relationship to the Cannon River and close proximity to residential neighborhoods, community open spaces, college campuses and regional transportation networks reinforce the important role and function that Downtown serves within the community. The Downtown is the heart of the community. This graphic identifies the streetscape project boundaries, as well as, the location of the project area in relation to the broader community. A five and ten minute walking circle identifies the opportunity to walk from one end of the Downtown core to the other end.

LEGEND

	Project Boundary		Public / Semi-Public
	College Campus		Open Water
	Parks and Open Space		



Historic Compact Urban Development Pattern

- Buildings define edge of sidewalk and shape corridor

Auto oriented Suburban Development Pattern

- Buildings set back from street with parking in front
- Open parking lots with no edge treatments

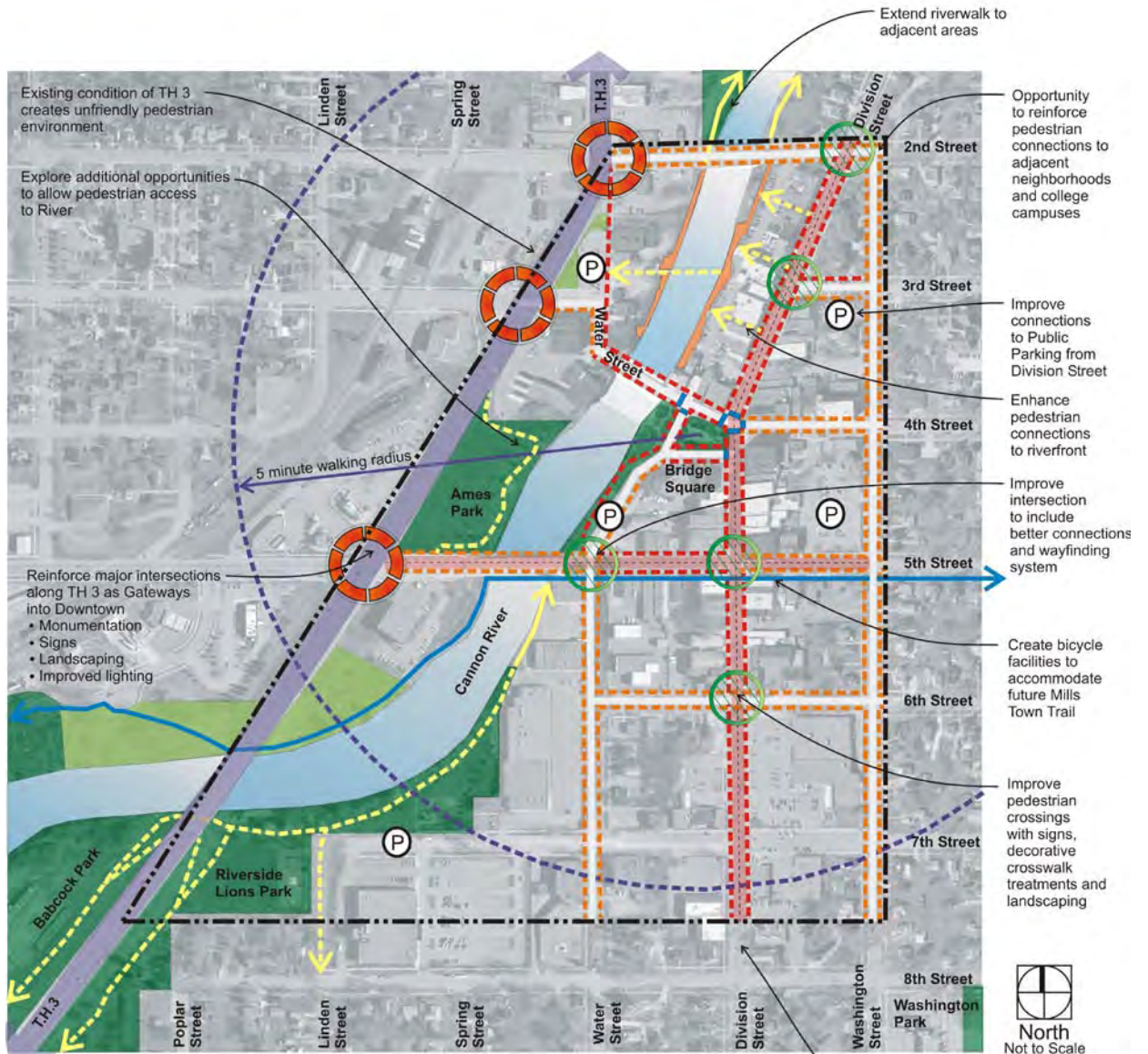
Land Use/ Development Pattern



Existing view of historic buildings along Division Street

Land use within the Downtown is generally defined as a historic “Main Street”. The Downtown area offers retail, restaurant, and other commercial services, as well as, office space and numerous cultural activities.

The compact development pattern along most of Division Street is defined by building location, with buildings up to the edge of the sidewalk, thus reinforcing a pedestrian friendly environment. As you travel to the fringe areas of the Downtown, the development pattern begins to change as the orientation changes to serve the automobile, rather than the pedestrian.



LEGEND

Primary Downtown Street	Existing Pedestrian Trail	Parks and Recreation
Secondary Downtown Street	Future Trail Extension	Open Space
Major Community Arterial	Public Mills Town Trail	Open Water
Public Parking	Riverfront Promenade	Project Boundary
Primary Pedestrian Route	Downtown Gateway	Bridge Square Crosswalk
Secondary Pedestrian Route	Pedestrian Intersection	

Downtown Circulation



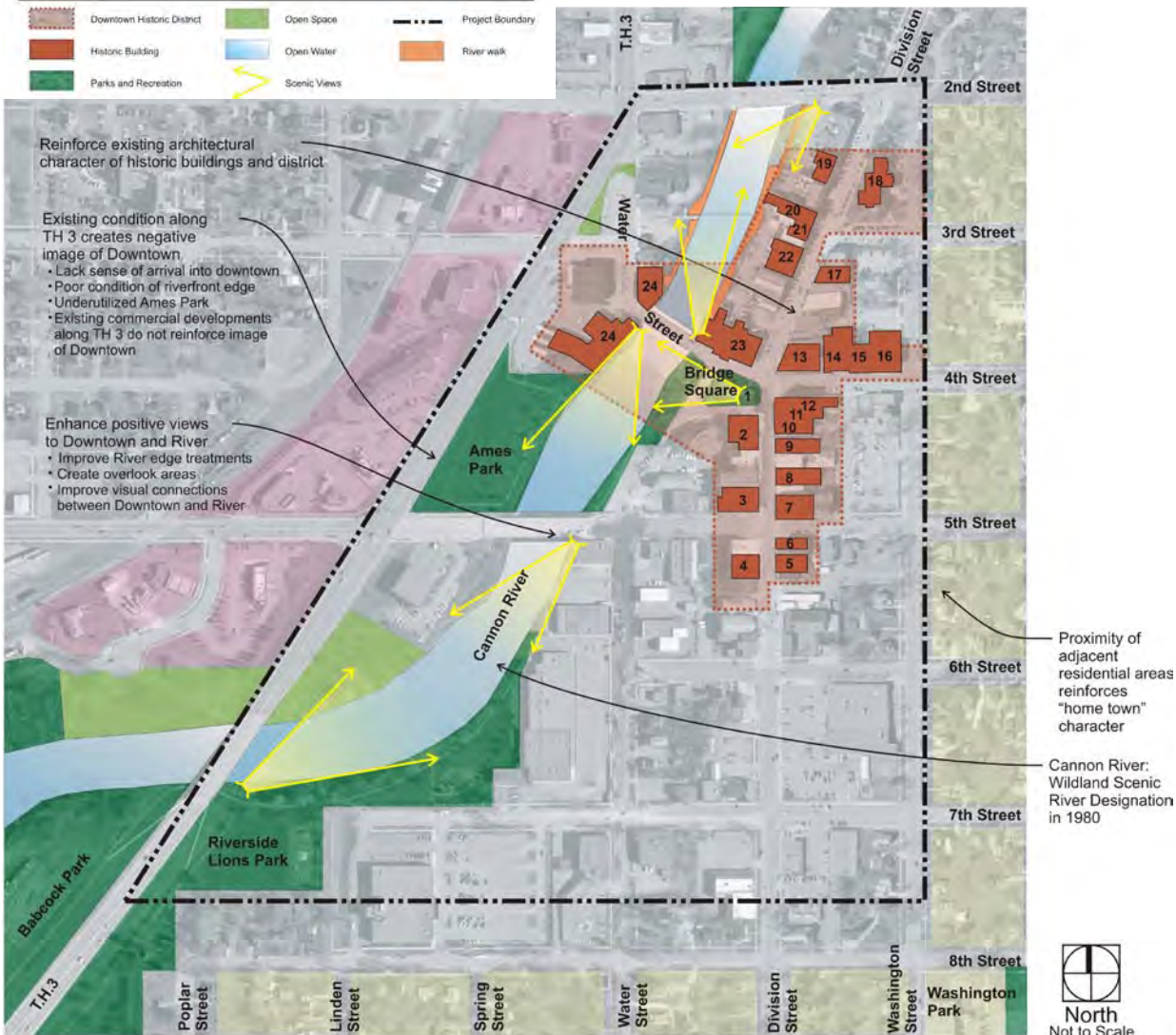
View of pedestrian access to riverwalk

An important part of the Streetscape project is to understand how pedestrians and automobiles move throughout the Downtown area. This graphic identifies the primary and secondary pedestrian circulation patterns and potential areas of improvement in order to enhance the pedestrian experience in the Downtown.

The graphic also illustrates the important role that Trunk Highway 3 plays within the Downtown and community, and identifies the intersections that are recommended to be improved as gateways into the Downtown.

LEGEND

-  Downtown Historic District
-  Open Space
-  Project Boundary
-  Historic Building
-  Open Water
-  River walk
-  Parks and Recreation
-  Scenic Views



- | | | | | |
|------------------------------|-----------------------------|-----------------------------|--|--|
| 1 - Bridge Square | 6 - Scofield Building | 11 - Gress Building | 16 - Ware Auditorium | 21 - Original City Hall and Fire Station |
| 2 - Scriber Building | 7 - McCloughery Block | 12 - Central Block Building | 17 - French Building and Lockrem/Summer Building | 22 - YMCA |
| 3 - Bierman's Furniture | 8 - Lockwood Opera House | 13 - Nutting Building | 18 - Carnegie Public Library | 23 - Rice County Journal Building |
| 4 - Olson & Onstad Buildings | 9 - Kelly-Wheeler | 14 - Carpenter Building | 19 - Archer House | 24 - State Bank Building |
| 5 - Kelly Building | 10 - Wheeler Gress Building | 15 - Lyceum Building | 20 - Nutting Block | 25 - Ames Mill |

Downtown Character and Views



View of historic Nutting Building

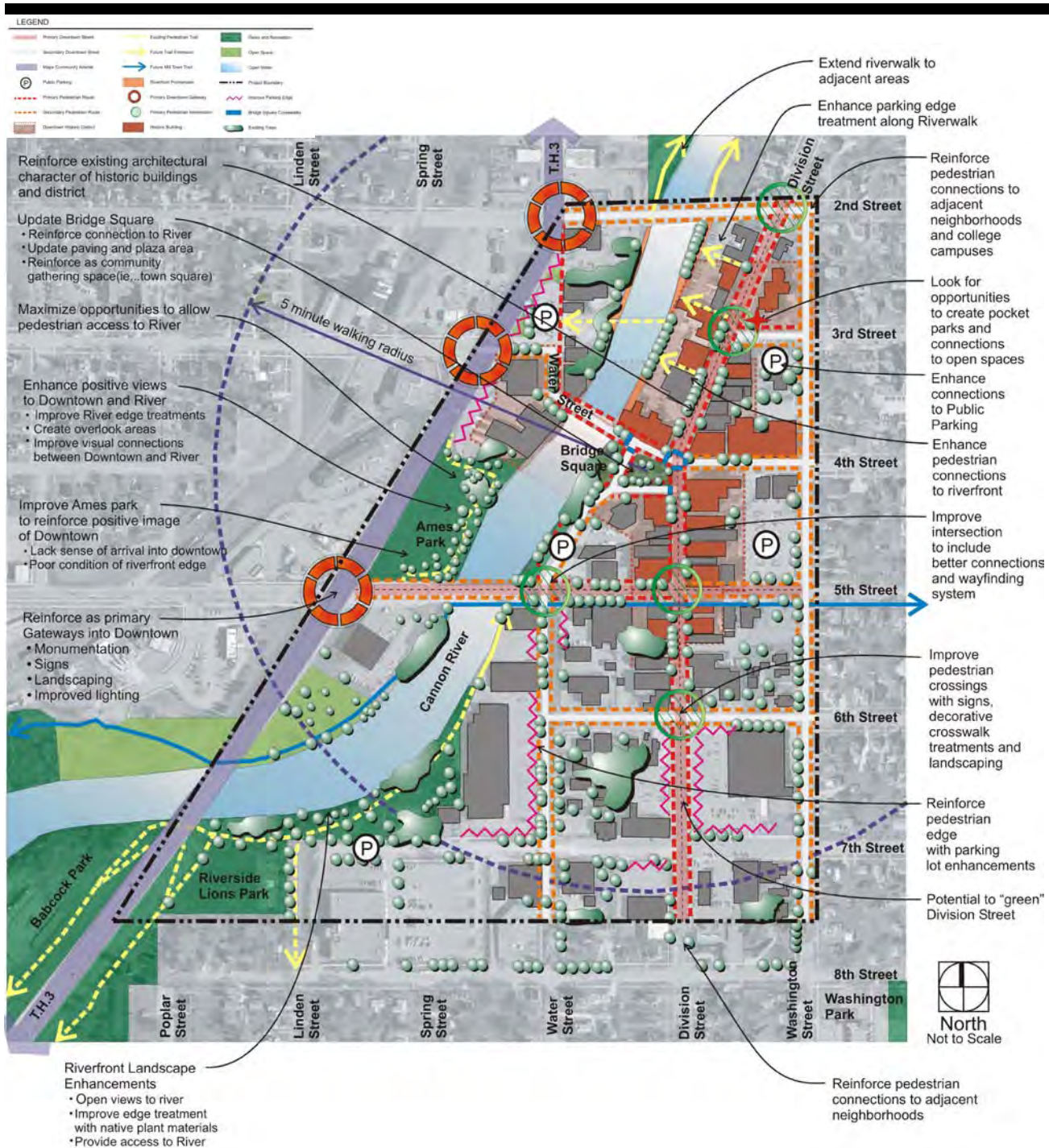
The historic character, natural beauty of the Cannon River and proximity to community trails and public open spaces create a wonderful setting for the Downtown. These elements create a memorable experience when visiting, reinforce the positive image and character of the Downtown, and represent positive attributes upon which the streetscape plan is built.



A prominent feature of the environment within the Downtown is the relationship with the Cannon River and the significant amount of open space and trails accessible from the Downtown. The opportunity to enhance the edge of the river with riparian plantings and complete open space linkages along the Cannon River will contribute to the positive image and character of the Downtown. This graphic highlights the existing open space and trail linkages and identifies opportunities to enhance the experience of the Cannon River and open space within the Downtown.



Existing view of Bridge Square and Cannon riverfront



Synthesis of Opportunities and Constraints

The Downtown Streetscape Framework Plan is shaped by the numerous opportunities that emerged from the analysis of existing conditions, as well as findings from the public input process. A synthesis of these findings, which illustrates both the opportunities and constraints or problems that must be overcome through the detailed design and implementation process, is illustrated and summarized in this graphic. Primary streetscape design objectives for the Downtown are illustrated as well.

The design principles outlined below serve as a foundation on which the Downtown Northfield Streetscape Framework Plan is based. The design principles emphasize urban design components that are essential to enhance the built environment and reinforce the notion of “hospitality” to create a viable and livable Downtown.

Downtown Northfield Streetscape Design Principles

- 1) Reinforce a positive, genuine character.
 - a. *Create a spirited, memorable identity based on the local and natural character, architecture, history, culture and public values.*

- 2) Design a Hierarchy of streetscape treatments.
 - a. *Create treatments that reinforce the character of the Downtown and community.*
 - b. *Improve approach routes and gateways into the Downtown.*
 - c. *Improve existing and create new strategically located gathering areas to provide a focus to the downtown and set the stage for cultural activities.*

- 3) Design a Flexible palette of elements.
 - a. *Elements should adapt to different site conditions and locations within the Downtown.*
 - b. *Provide continuity, yet foster variety and interest within the Downtown.*
 - c. *Coordinate design of streetscape elements with promotional tools for the Downtown and the City.*
 - d. *Incorporate elements that enhance the seasonal streetscape.*
 - e. *Create a way-finding system to reinforce the community identity and functionally inform and orient users to the Downtown.*

- 4) Integrate the need to move traffic with safety and the aesthetic needs of the streetscape.
 - a. *Create pedestrian friendly linkages between all areas within a five minute walk of the Downtown to minimize vehicular trips and to encourage walking.*
 - b. *Utilize elements such as lighting, trees, and other street furniture in appropriate areas to create a sense of human scale.*
 - c. *Create a Downtown parking strategy to balance on-street, surface lot and shared parking opportunities.*

Downtown Streetscape Goals and Objectives

The following goals and objectives have been established through input from the Mayor's Streetscape Task Force, public participation, and an analysis of the existing conditions, safety and maintenance considerations.

These goals and objectives establish a vision for the future of the built environment in Downtown Northfield and guide the creation of the Streetscape Framework Plan. The success of the streetscape design is dependant upon how well it responds to the goals and objectives as derived through the input process. Goals and objectives have a distinct and different purpose in the design and planning process:

***Goals** are broad, long-range planning statements to which planning efforts are directed.*

***Objectives** describe specific measurable guidelines which need to be accomplished in order to advance toward the overall goal.*

Goal A: Create a streetscape that improves the image of the Downtown and reinforces community identity.

Objectives

- 1. Define a flexible palette of streetscape elements that foster a unique identity, adapt to changing site conditions, and create a unified image for the Downtown and community.*
- 2. Utilize streetscape elements and public art, where appropriate, that express unique qualities of the history, built and natural environment, personality, or icons of the Community.*
- 3. Reinforce Bridge Square as the central focus and community gathering spot in the Downtown.*
- 4. Create a wayfinding system to reinforce the community identity, history, and functionally inform and orient users to the Downtown.*
- 5. Redevelop under-utilized small sites in the Downtown as open space/ pocket parks.*
- 6. Improve riverfront with additional plantings to enhance access and character of the Cannon River.*

Goal B: Integrate the functional needs to move vehicles with safety and aesthetic needs for creating a comfortable pedestrian environment.

Objectives

- 1. Reinforce pedestrian linkages between the Downtown, public parking lots, riverfront, and adjacent residential areas.*

-
2. *Intensify the use of streetscape elements along Division Street and defined gateway corridors into the Downtown Core.*
 3. *Implement additional pedestrian crosswalks in the Downtown.*
 4. *Research alternative street widths and parking configurations within the Downtown to create opportunities for outdoor dining and public open space/ pocket parks.*
 5. *Improve pedestrian zone along Trunk Highway 3.*

Goal C: Enhance the business environment within the Downtown.

Objectives

1. *Establish site planning, architectural, landscaping and sign design guidelines for private redevelopment that will reinforce the streetscape and create a comfortable pedestrian friendly environment within the Downtown.*
2. *Improve the appearance of private development by buffering parking and storage areas with landscaping, decorative railings, “garden” walls, or any combination of these.*
3. *Coordinate the design of streetscape components with promotional strategies for the Downtown to create a “Hospitality Plan”.*
4. *Improve visual appearance of rear building entrances to enhance and reinforce pedestrian connections from public parking lots.*

IV. Streetscape Framework Plan



View along Division Street

The Streetscape Framework Plan outlines the design objectives, and illustrates how individual physical improvements may be integrated into an overall improvement plan for Downtown Northfield. The Framework Plan will also provide a basis from which to guide decisions regarding future public and private investments. The plan defines relationships between existing and proposed land uses, circulation patterns, and potential physical improvements including parking lot and streetscape treatments, wayfinding systems, entry monuments and gateway treatments, pedestrian linkages and crossings.

The primary objectives that have driven the formulation of the Streetscape Framework Plan are to build on the history, significant architecture, and the notion of “Hospitality” to create a genuine and memorable place.

Framework Plan

Identity

Downtown Northfield is a vibrant and thriving commercial area with significant historic and natural features that help to create and foster a unique and memorable character and image. The opportunities to shop, live, work and play in the “real” Downtown should be emphasized and reinforced through streetscape elements, promotional campaigns, public art, etc. The Downtown should be linked to the broader community through a simple pallet of similar materials, distinctive architectural details, and elements such as historic lighting, while a layer of unique works of art, banners and other elements can be utilized to reinforce the uniqueness of the Downtown.

Hierarchy of Streetscape Treatments

The Framework Plan illustrates a hierarchy of streetscape treatments. The treatments are based on the role each of the streets plays within the Downtown area.

Primary Streetscape Treatments

These streets are within the core retail, business and cultural area and serve as primary circulation, commercial streets and pedestrian linkages. These streets include all of Division Street, and portions of 2nd Street and 5th Street. Streetscape elements will be more intense within the core Downtown area along these primary streets. Treatments may include reorganization of on-street parking where possible, sidewalks, directional signs, street furniture, street trees, ornamental lights, public art and parking buffers.

Establish site planning, architectural, landscaping and sign design guidelines for private redevelopment that will reinforce the streetscape and create a comfortable pedestrian friendly environment within the Downtown.

Improve pedestrian zone along T.H. 3

Create a way-finding system to reinforce the community identity, reinforce the history and functionally inform and orient users to the Downtown.

Redevelop underutilized spaces in the Downtown as open space/pocket parks

Reinforce Bridge Square as central focus and community gathering space in the Downtown

Intensify the use of streetscape elements along Division Street and defined gateway corridors into the Downtown core.

Implement additional crosswalks in the Downtown

Reinforce pedestrian linkages between the Downtown, riverfront and adjacent residential areas

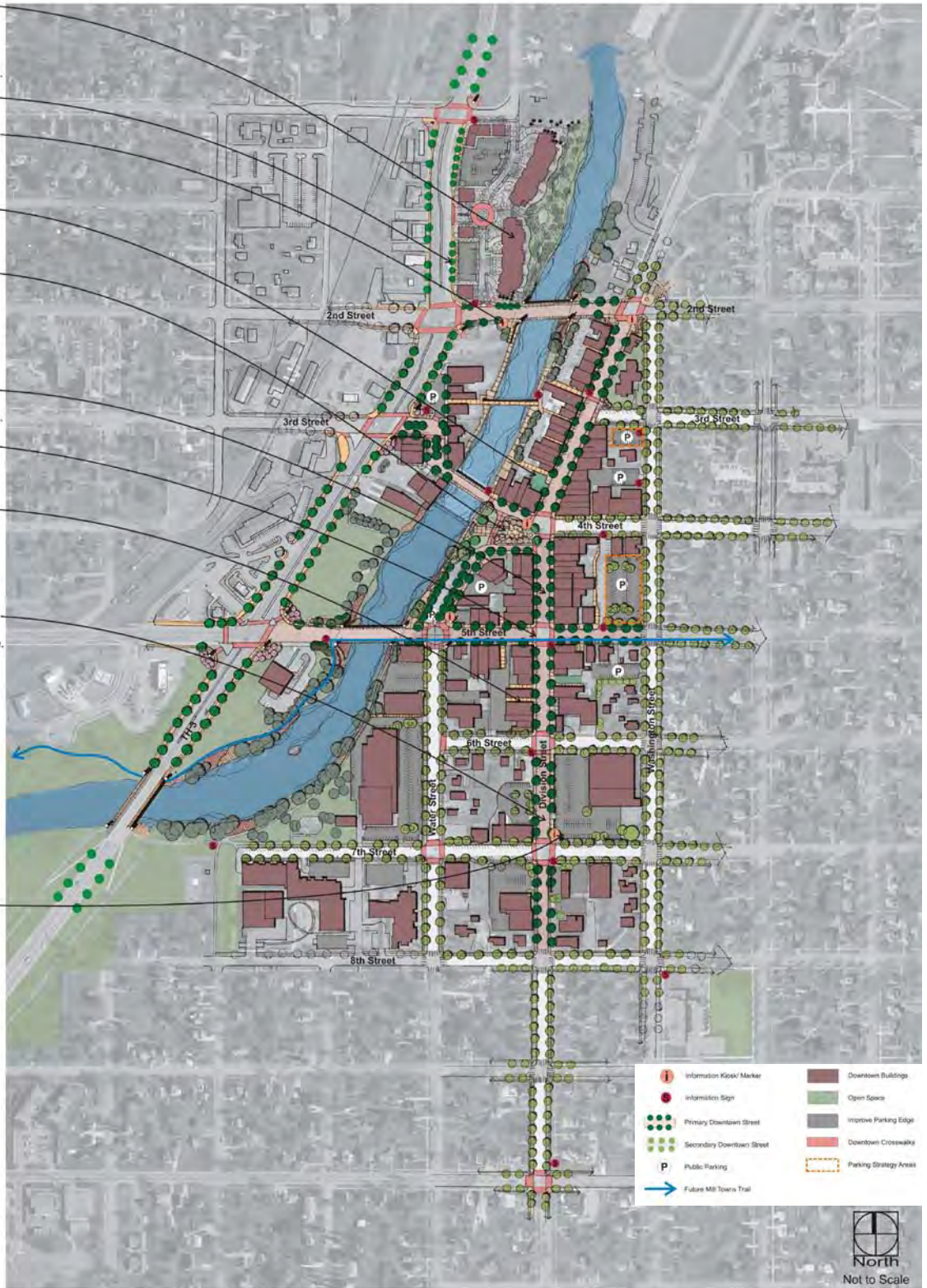
Intensify the use of streetscape elements along Division Street and defined gateway corridors into the Downtown core.

Utilize streetscape elements and public art, where appropriate, that expresses unique qualities of the history, built and natural environment, personality, or icons of the Community.

Improve the appearance of private development by buffering parking and storage areas with landscaping, decorative railing, "garden walls", or any combination.

Coordinate the design of streetscape components with promotional strategies for the Downtown to create a "Hospitality Plan".

Define a flexible palette of streetscape elements that foster a unique identity, adapt to changing site conditions, and creates a unified image for the Downtown and community.



Downtown Northfield Streetscape Framework Plan

The intersections of 2nd, 4th, 5th and Division Streets and 5th and Water Street forms the heart and most pedestrian oriented area of the Downtown. The importance of these intersections will be expressed through the incorporation of wider sidewalks to encourage sidewalk activity, informational kiosks, directional and information signage, public art and other street furniture.



Division Street



View east along 5th Street

- **Division Street**

A distinctive streetscape treatment along Division Street from 2nd to 7th Street should emphasize a historic main street character and promote a pedestrian friendly environment. Streetscape elements should include decorative sidewalk paving, over story street trees in grates or open planting beds, ornamental pedestrian level lights, parking lot buffers, benches, flower pots/ planters, trash receptacles, custom wayfinding signage, public art and a continuation of the decorative pedestrian crosswalks.

- **5th Street**

5th Street should serve as the primary east-west connection from the Cannon River through the core Downtown to adjacent residential neighborhoods. A more intense streetscape treatment should be applied to the connection along 5th Street, including directional/ informational signage and visual indicators that pull people to the River and public parking areas.

Secondary Streetscape Treatments

Downtown streets that are not gateways or major pedestrian linkages will receive a secondary streetscape treatment, which will incorporate the same palette of elements designed for the primary streets, but will be applied in a less intense manner. This category includes streets within the Downtown that are in the fringe business areas and provide linkages between the neighborhoods and parking lots. The secondary streets include: 3rd, 4th, 6th, 7th Streets and Washington Avenue. The secondary streetscape treatments should be uniform with safe, well-lit sidewalks and street trees.

Public vs. Private Streetscape Elements

Implementation of the streetscape elements will require cooperative effort from both the public and private sectors. The majority of the streetscape elements will likely be constructed as part of any future public streetscape reconstruction project within the Downtown. Elements that could be included in either a public improvement project or as part of a large private redevelopment project include: parking lot

railings and other buffer treatments, over story street trees, sidewalk paving, benches, sculpture, and other street furniture.

Smaller scale elements that could be implemented by the private sector include: parking lot improvements, flower plantings, sculpture or other forms of public artwork, and banners.

Gateway Corridors

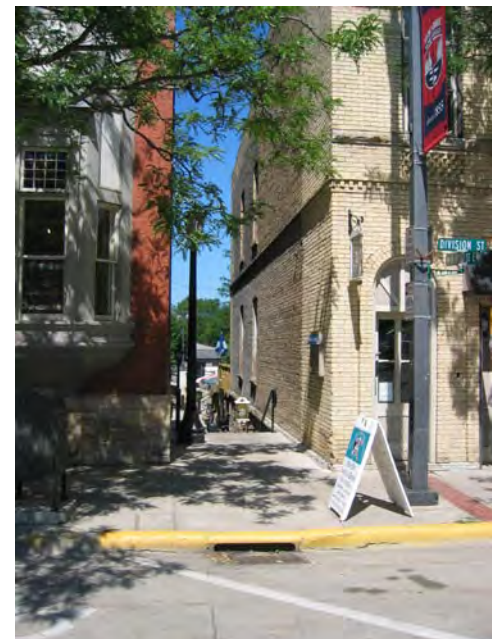
Division Street at 2nd and Woodley Streets, and Trunk Highway 3 at 2nd, 5th and Water Streets serve as the primary vehicular entry corridors into the Downtown and should signal to motorists that they are entering a special district. Every attempt should be made to calm traffic within these segments and reduce the perceived scale of the street. If possible, existing parallel parking should be maintained. These gateway corridors will be reinforced with gateway monuments, decorative lighting, and boulevard trees. Crosswalks at these gateway intersections should also be improved to promote a more pedestrian-friendly environment.



View south along Division Street from 2nd Street Gateway

Improve Pedestrian Connections

The entire Downtown Streetscape project area is within a five minute walk of the intersection of Division and 4th Streets (*Bridge Square*). A five minute walk is generally the distance people will choose to walk rather than drive for everyday needs. One of the design objectives of this project is to encourage as much walking as possible and to ensure that pedestrian links, including crosswalks, are safe, appealing and accessible. Primary concerns are the crosswalks at Division Street and 2nd, 5th and 7th Streets, as well as, the pedestrian connection between public parking areas along Washington Street.



Pedestrian connection to riverwalk from Division Street

Pocket Parks

The Streetscape Master Plan proposes the creation of additional public spaces within the underutilized areas of the Downtown. Along Division Street there are “missing teeth” where no buildings or underutilized parking lots exist which should be transformed into usable public open space. The design of these pocket parks should:

- Reinforce the desired image and character of the Downtown;
- The space should be designed in a manner to promote public gatherings;
- There should be a variety of seating options;
- The design should be integral to the design of the streetscape and adjacent use (*restaurants, coffee shops....opportunities for outdoor dining*), and;
- The space should promote connectivity between parking areas, back doors and the street frontage.



Opportunity to improve bike facilities to support increased bicycle usage in the Downtown.

Bikeway Connections

The Streetscape Framework Plan proposes to accommodate the future Mill Towns Regional Bike Trail into the strategy for downtown improvements. The plan identifies potential bike trail connections and trailheads, as well as future facilities to support increased bicycle traffic within the Downtown.

Wayfinding System

A comprehensive system of gateway monuments, directional signs, and informational kiosks is needed to direct visitors to the Downtown from Trunk Highway 3 to the west, Woodley Avenue to the south, Washington Street to the east, and 2nd Street to the north. This hierarchy of signs should also be used to direct users to the public parking areas, rear store entries and future bike paths.



Undefined parking lot edge along Division Street promotes negative image and creates unfriendly pedestrian environment.

Parking Lot Edge Treatments

Views to parking areas dominate the landscape primarily along 5th Street (*at the intersection of 5th and Water Streets*) and Division Street (*north of 7th Street*). In order to improve the image of these Downtown corridors, a landscaped buffer is proposed to separate parking areas from the sidewalks and to buffer the view into parking areas. For safety purposes, sight lines should be maintained above the hood line of vehicles. Treatments may include hedges, ornamental railings, “garden walls”, trees, and/or a combination of these elements. Storm water bio-infiltration swells could also be incorporated into parking lot edge treatments and interior parking lot landscaping to treat storm water.

Public Art Opportunities

In addition to freestanding sculpture, banners and other conventional art elements, this plan recommends reinforcing the unique identity of Downtown Northfield by integrating a layer of public art into the design of streetscape, wayfinding and infrastructure elements. Public arts programs and competitions can also be structured to involve students and other community members so they develop a vested interest in the Downtown.



Opportunity to provide riparian plantings to enhance the edge of the Cannon River.

Open Space and Riverfront Enhancements

The Cannon River and adjacent public open space is the most significant natural feature within the Downtown. As a part of the Streetscape Framework Plan, improvements have been recommended that would serve to enhance the connections along the river to the Downtown, improve the image and character of the open space, Bridge Square and Riverwalk areas, improve the vegetation and riparian edge of the river, and celebrate the history and beauty that is the Cannon River.

Storm Water Treatments

A high percentage of the Downtown Streetscape Project area is parking lots, roofs, sidewalks, and other impervious surfaces. As a result of this, much of the storm water runoff finds its way into the Cannon River, potentially polluting the river with sediments and other harmful components of runoff. Storm water systems can be designed as an amenity, a multiple use civic infrastructure that makes water processes legible, sustainable, and expressive. If storm water is perceived as a replenishing amenity and resource, rather than a waste that should be hidden away, storm water systems can incorporate earth and vegetation to serve as cleansing filters. Several innovative technologies have been developed and could be incorporated throughout the Downtown to ameliorate poor storm water quality. These technologies include pervious paving, bio-infiltration swells, media filters, roof collection systems, and others.



Define opportunities to improve stormwater management within the Downtown.

V. Streetscape Master Plan



300 Block - Division Street
Proposed Typical Cross-section

The intent of the streetscape master plan is to illustrate how the goals and objectives discussed in the Downtown Northfield Streetscape Framework Plan may be applied to the existing setting. The master plan also establishes a framework to assist the City with decisions regarding design, phasing, and cost for implementing the streetscape. The primary objective of the master plan is to insure that the improvements recommended for Division, Water, and all side streets will work within the project limits and are integrated into future redevelopment and streetscape phases.

Streetscape Theme

A Hospitality Plan

The downtown streetscape plan goal is to create and enhance the experience people have when visiting downtown Northfield. The streetscape should be welcoming, and incorporate elements that reinforce the idea of hospitality.

The dictionary's definition of **"hospitality"** is: *cordial and generous reception of or disposition toward visitors and residents/ an instance of cordial and generous treatment of guests and residents.*

This translates into an over-arching streetscape design that:

- Focuses on a sense of kindness in welcoming residents, guests and strangers to the Downtown and community.
- Provides a consistent framework of orientation throughout the Downtown.
- Is pedestrian friendly, safe, and inviting.
- Identifies amenities such as parking, making these elements accessible and well marked.

Preferred Streetscape Concept

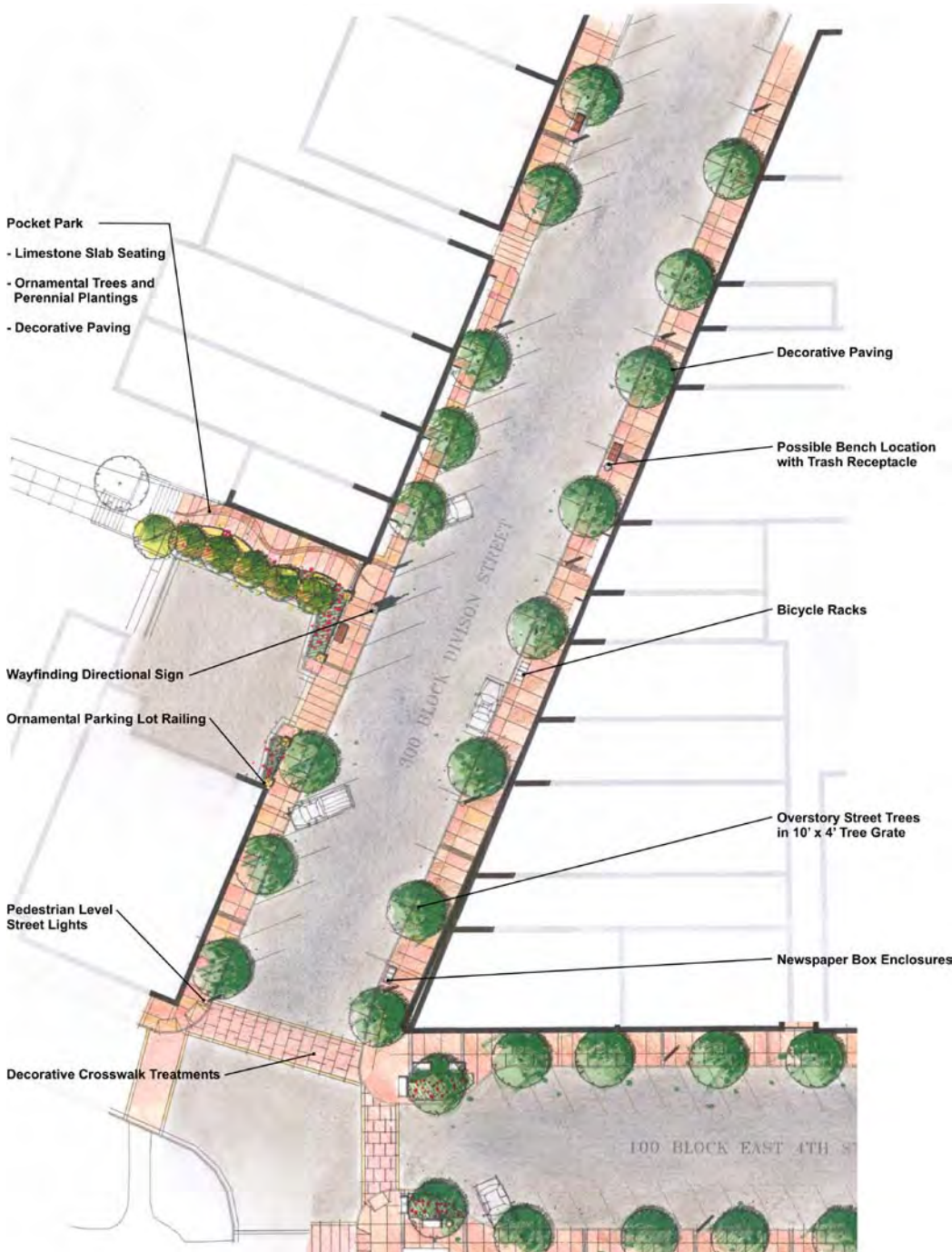
As part of the Streetscape masterplan design process, multiple concept plans were created and discussed with the Mayor's Streetscape Task Force and the public. To review these other concept plans, see Appendix C. Based on community and Streetscape Task Force input, the preferred streetscape concept plan is:

"A String of Pearls"

The preferred Streetscape concept articulates the overall theme of hospitality by linking a series of downtown focal points/projects (pearls) with consistent treatment of the streets (the string). The concept also:

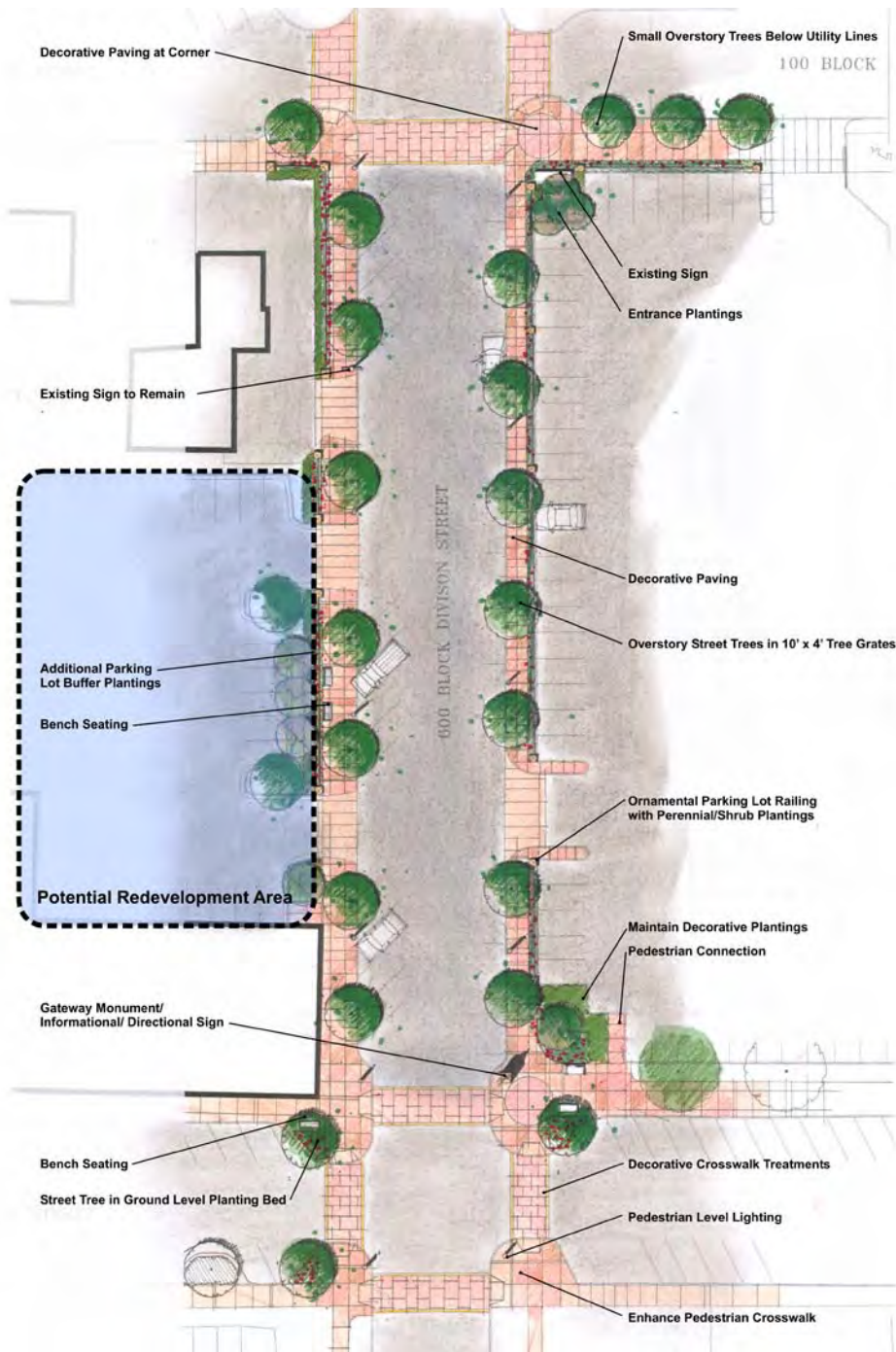
- Maintains the existing street configurations within the Downtown.
- Maintains existing curb and parking quantities.
- Identifies new tree locations at the end of building bays along Downtown streets.
- Links project areas with pedestrian amenities – decorative paving, benches, planters, trees, signs, lighting, wayfinding system, etc.

The following pages illustrate how this preferred concept has been applied throughout the Downtown.



“String of Pearls” Concept -
300 Block of Division Street

This concept plan for Division Street (3rd Street to 4th Street) illustrates the “String of Pearls” concept by defining opportunities within the Downtown to create pedestrian gathering nodes, as well as, identifying new paving treatments, street trees, benches, pedestrian level light locations, and opportunities to incorporate public art.



“String of Pearls” Concept-
600 Block - Division Street

This concept plan for Division Street (6th Street to 7th Street) illustrates the “String of Pearls” concept by defining an opportunity to create a pedestrian gathering node at the 7th/ Division Street intersection, as well as, identifying new paving treatments, street trees, benches, pedestrian level light locations, and parking lot buffer treatment along the Econofoods parking lot.



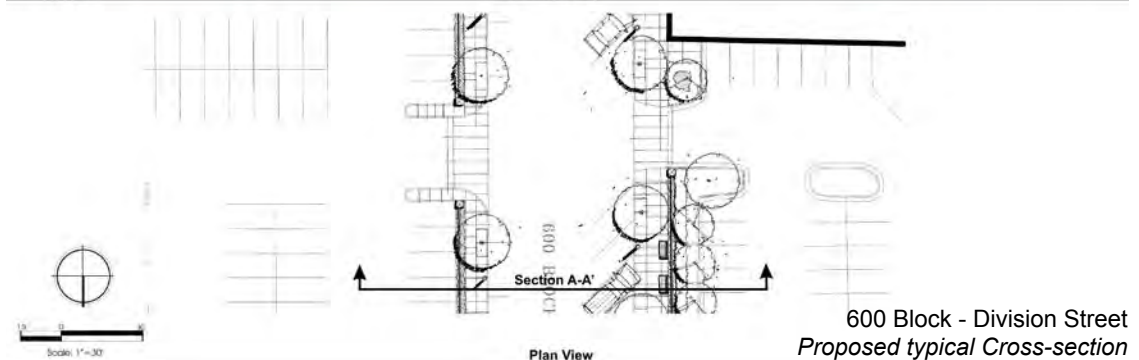
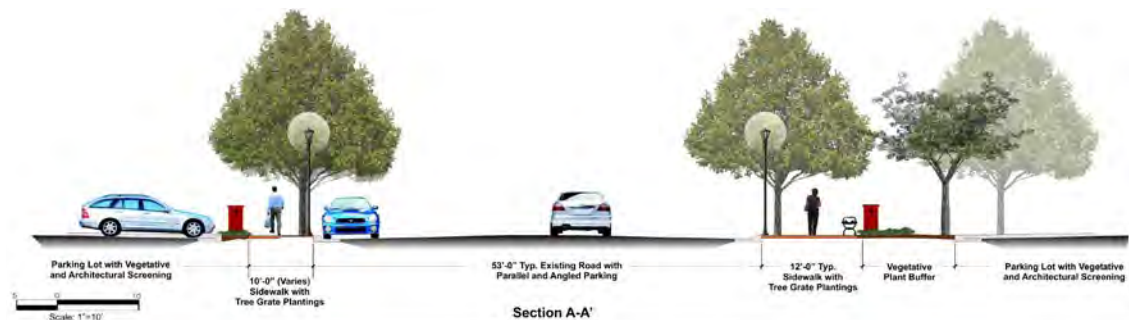
Proposed Improvements

This perspective sketch looking north along Division Street (between 6th and 7th Street) illustrates the preferred alternative for buffering the Econofoods parking lot.

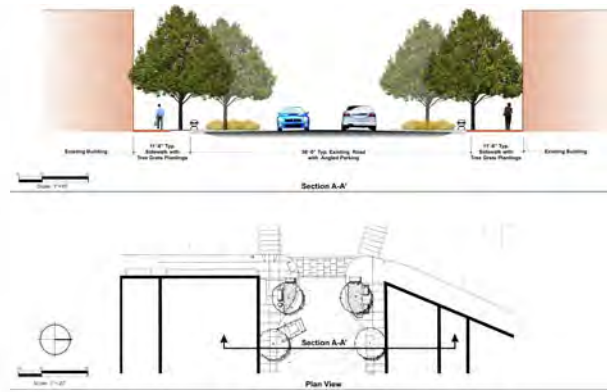
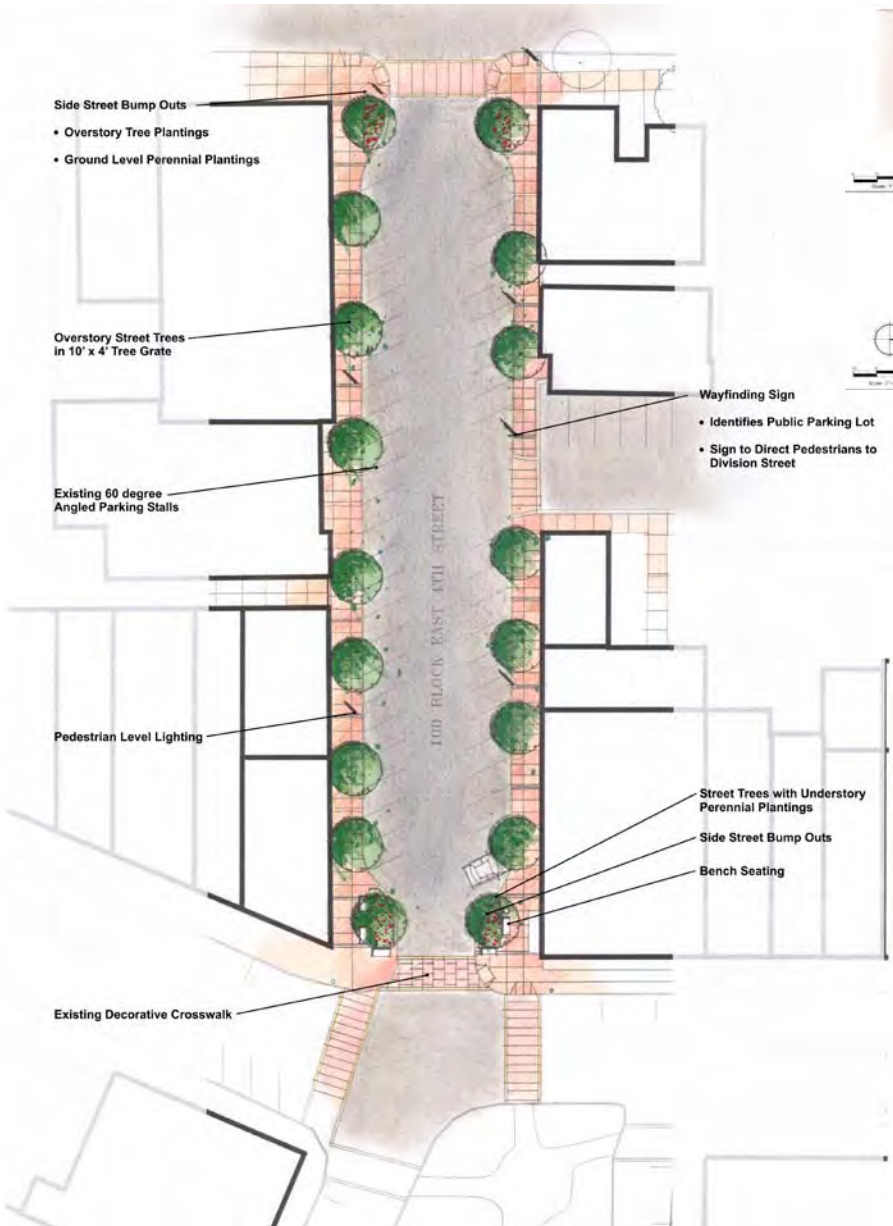


Existing View

600 Block - Division Street
Typical Streetscape Improvements



600 Block - Division Street
Proposed typical Cross-section



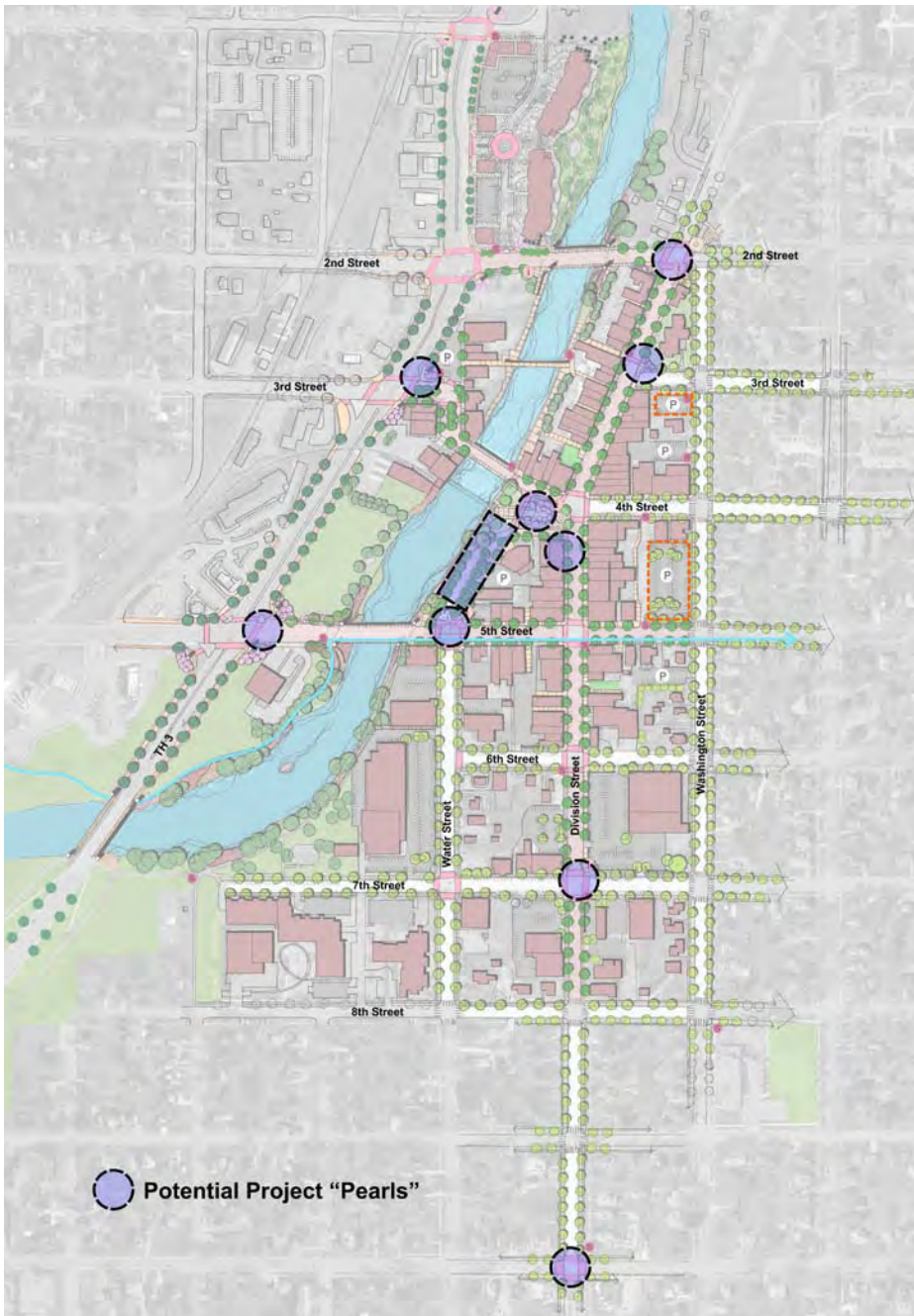
100 Block of 4th Street - Proposed Typical Cross-section

“String of Pearls” Concept- 100 Block of 4th Street

This concept plan for 4th Street (between Division Street and Washington Street) illustrates the “String of Pearls” concept by defining an opportunity to create a pedestrian gathering node at the intersection of Division Street, as well as, identifying new paving treatments, street trees, benches and pedestrian level light locations.

Project “Pearls”

The preferred streetscape concept “A String of Pearls” identifies a series of Downtown focal points/ projects as the “Pearls” and the streetscape and elements as the “String”. The “Pearls” in the preferred concept are those significant spaces identified within the Downtown that can either be designed or enhanced to create a memorable place that would contribute to enhance the overall image and experience of the Downtown. The “Pearls” will be linked throughout the Downtown through the streetscape, and will act as nodes along a Downtown walking or art tour. The “Pearls” will also be designed so that they can stand separate from the streetscape through the use of different paving, seating areas, plantings, wayfinding components and art. The graphic below illustrates the location of the proposed “Pearls” throughout the Downtown.



Potential Project “Pearls”

The “Pearls”

Below is a list of the potential project “pearls.” The following pages describe each of the project “pearls” in more detail.

- *Library Corner*
- *Water Street Parking Lot*
- *5th and Water Street Gateway*
- *2nd and Division Street Gateway*
- *Trunk Highway 3 (TH 3) and Water Street Gateway*
- *TH 3 and 5th Street Gateway*
- *Woodley and Division Street Gateway*
- *Historical Society*
- *Bridge Square*

Library Corner

The main design objectives for this project “pearl” area are as follows:

- *Define Library corner (3rd and Division Street) as a community gathering space.*

The Library Corner Project is designed to serve as an outdoor gathering place for community residents and as the first of many potential public realm art locations.

- *Library Corner to serve as the pilot project for future streetscape improvements.*

The Library corner project will be the first implemented project identified in the Downtown Northfield streetscape master plan. The project will implement design decisions defined throughout the planning process and serve as a catalyst for future streetscape projects. This project is a realization of the commitment of the City Council to improve the public realm within the Downtown area and a testament to the commitment of the streetscape task force and other Downtown design committees.

The Library Corner Project has been designed to reflect the input of Downtown residents and stakeholders. Many of the streetscape elements to be implemented in the design of the space have been selected as part of the overall Downtown Streetscape project. The mini amphitheater that has been created will serve as the front door for the library along Division Street and as an outdoor classroom for library staff and users. An art pad has been designed and located in the space to allow for the integration of art into the streetscape and public realm and reinforce the idea of Northfield as an “Arts Town.”



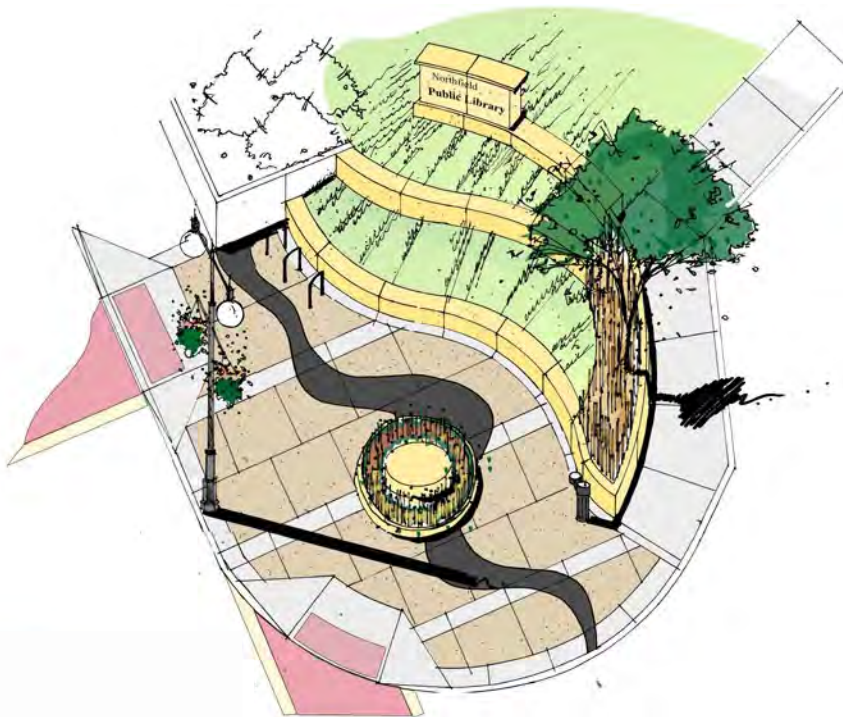
Existing view looking east at intersection of 3rd and Division Streets towards the Library Corner project site.



Existing view looking north towards the Library Corner project site.



Preferred Concept
Library Corner
Illustrative Plan



Preferred Concept
Library Corner
Illustrative Image



Existing view of Water Street Parking Lot

Water Street Parking Lot

The main design objectives for the Water Street Parking Lot area are as follows:

- *Define the intersection of 5th and Water Streets as a gateway into the Downtown.*
Monuments, banner poles, decorative pedestrian crosswalk enhancements, street trees, bridge improvements and parking lot buffer railing are incorporated into this area to reinforce it as a gateway.
- *Buffer views into parking areas.*
To enhance the image of the area, parking buffers are proposed along the parking lot frontage for the Post Office and municipal Liquor store. The buffers will be a combination of decorative railings and plantings.

The original design of the Water Street parking lot was as two one-way drive lanes with 64 angled and parallel parking stalls. Several different configurations for the existing parking lot have been explored to improve the image of the riverfront as a gateway into the Downtown, improve pedestrian safety, create a seamless riverfront connection and experience for pedestrians, and create a flexible public festival space for community gatherings and events. *See Appendix D for additional parking lot configurations.*

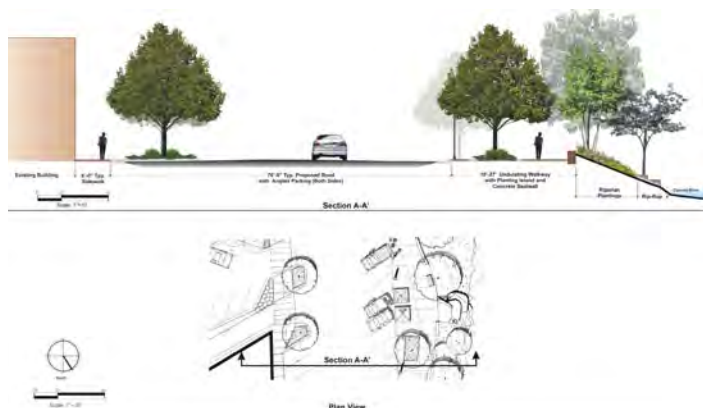
The preferred alternative configuration for the new parking lot design is a two lane street with 61 angled parking stalls on both sides. By reconfiguring the existing parking lot and creating a two lane street, an additional 12' to 21' wide swath of land was added along the riverfront providing for an improved connection between 5th Street and Bridge Square.

The reclaimed land along the river will be enhanced with decorative paving, a designated area for art installations, a variety of seating opportunities, stormwater treatment areas, flexible festival space, enhanced native riparian edge plantings, bicycle facilities, wayfinding components, and serve as a node for a Downtown walking tour.



“String of Pearls” Concept: Water Street Parking Lot

This sketch of the Water Street Parking lot illustrates the preferred design concept which identifies a reconfigured parking lot, new expanded pedestrian promenade, new tree plantings, possible art pad location, pedestrian seating along the promenade, improved stormwater management, and enhanced plantings along the Cannon River. The concept also maintains existing trees and views along the Cannon River, while improving the area as a gateway into the Downtown.



Water Street Parking Lot
Typical Cross-section



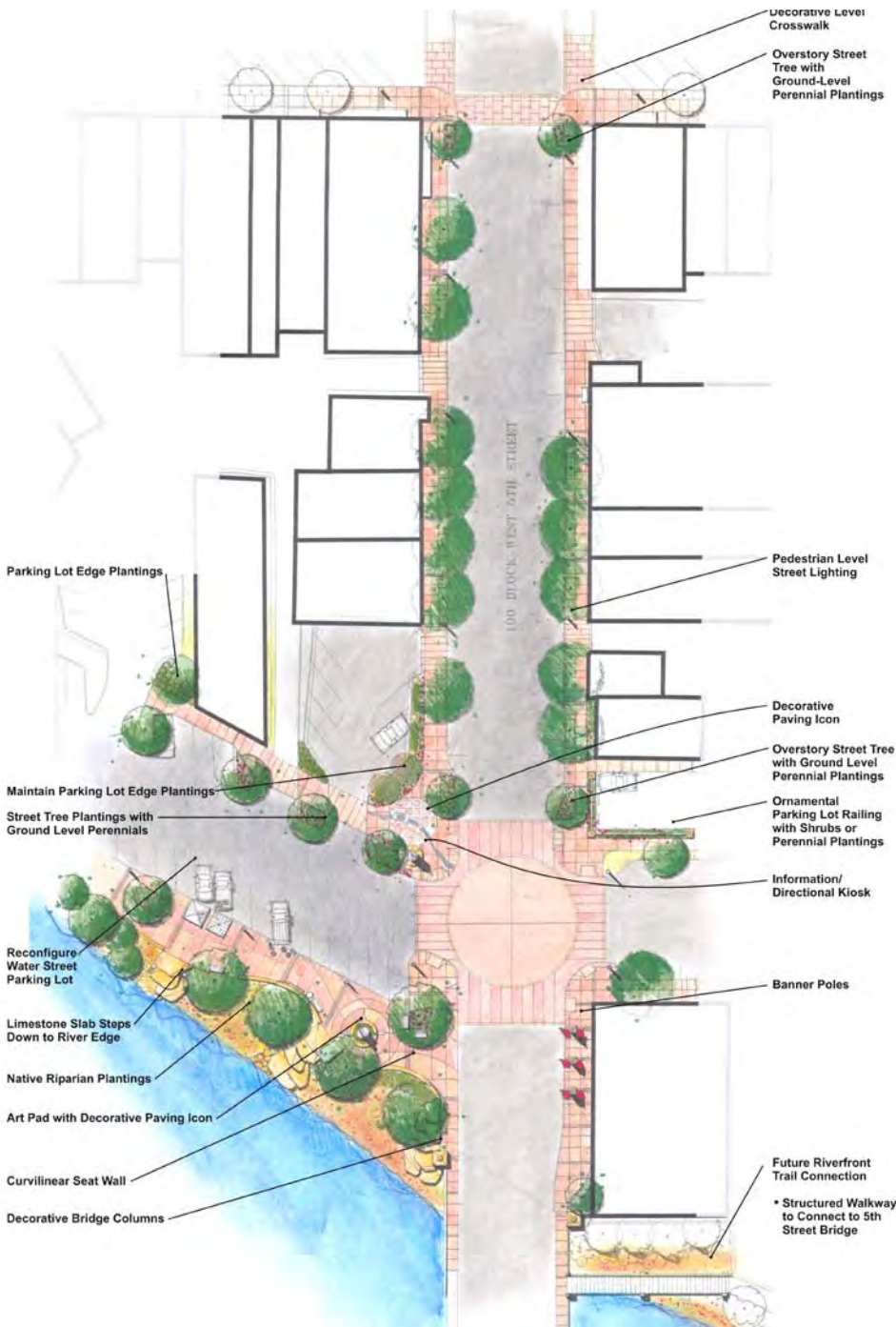
Existing view of intersection of 5th and Water Streets

5th and Water Street Gateway

The main design objectives for the 5th and Water Street gateway area are as follows:

- *Define the intersection of 5th and Water Streets as a gateway into the Downtown.*
Monuments, banner poles, decorative pedestrian crosswalk enhancements, street trees, bridge improvements and parking lot buffer railing are incorporated into this area to reinforce it as a gateway.
- *Buffer views into parking areas.*
To enhance the image of the area, parking buffers are proposed along the parking lot frontage for the Forget Me Not flower shop. The buffers will be a combination of decorative railings and plantings.

The gateway intersection at 5th and Water Streets has been designed to extend the edge of the Downtown to the river and beyond to TH 3. The proposed improvements at this intersection will coordinate with the Water Street parking lot area and serve as the “front door” for visitors to the Downtown. The intersection will also facilitate the Mill Towns Trail access into the Downtown, as well as enhance the pedestrian connection along the Cannon River. Views at this gateway are critical and will be enhanced to provide visual access to the river, Division Street and parking lot areas along Washington Street. *Additional concepts for this area can be seen in Appendix E.*



“String of Pearls” Concept: 5th and Water Street Gateway

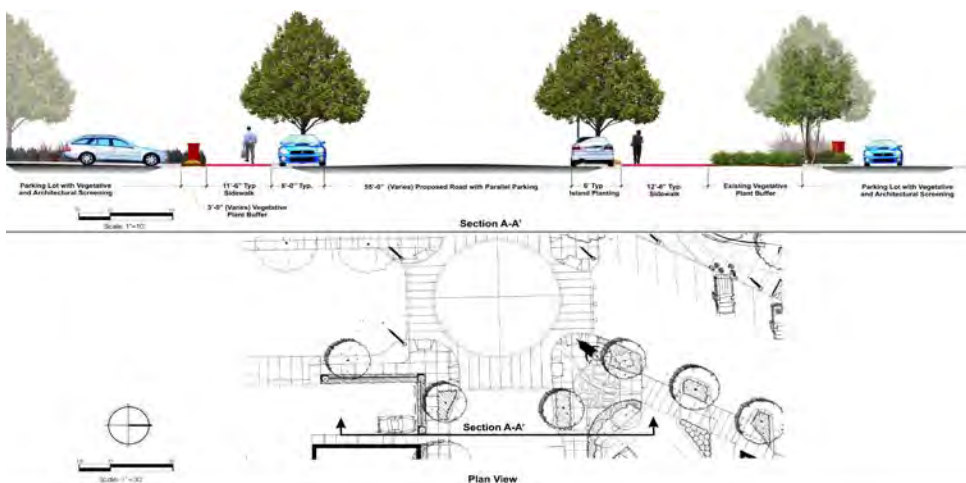
This concept plan for 5th Street (between Water Street and Division Street) illustrates the “String of Pearls” concept by defining an opportunity to create a pedestrian gathering node at the intersection of Water and 5th Streets, as well as identifying new paving treatments, street trees, gateway elements, bench and pedestrian level light locations, and parking lot buffer treatments along open parking lots.



This perspective sketch looking south at the intersection of 5th and Water Streets illustrates the preferred alternative for gateway treatments including: buffering of existing parking lots, vertical gateway monuments/ banner poles, lighting and decorative crosswalk treatments.



“String of Pearls” Concept
100 Block - 5th Street



100 Block - 5th Street
Typical Crosssection



Existing view of intersection of 5th and Water Streets

2nd and Division Street Gateway

The main design objectives for this area are as follows:

- *Define the intersection of 2nd and Division Streets as a gateway into the Downtown.*
Monuments, decorative historic lighting, designated seating areas, decorative pedestrian crosswalk enhancements and street trees are incorporated into this area to reinforce it as a gateway.
- *Coordinate design efforts with Carleton College.*
Coordination with Carleton College on potential improvements north of this intersection will be critical to defining the desired image and character of the gateway into the Downtown.

The gateway intersection at 2nd and Division Streets has been designed to reinforce the edge of the Downtown and coordinate with proposed entrance improvements for Carleton College. The design of the public realm is to reinforce and enhance pedestrian circulation along Division and 2nd Streets into the college campus area and Downtown. At this gateway area, views to the Cannon River and college campus areas are maintained and enhanced. Seating nodes are created to extend the desired character of the Downtown into the College area and provide areas for gathering and public displays of art.



Proposed Improvements

This perspective sketch of the intersection of 2nd Street and Division Street illustrates the preferred alternative for gateway treatments, including: vertical gateway monuments, lighting, landscape enhancements, seat walls, opportunity for art, and decorative crosswalk treatments.



Existing View

“String of Pearls” Concept-
2nd and Division Streets



Trunk Highway 3 (TH 3) and Water Street Gateway

*Existing view of gateway into
Water Street from TH 3*

The main design objectives for this gateway area are as follows:

- *Define the intersection of TH 3 and Water Streets as a gateway into the Downtown.*
Monuments, banner poles, decorative pedestrian crosswalk enhancements, street trees, and parking lot buffer railing are incorporated into this area to reinforce it as a gateway.
- *Buffer views into parking areas.*
To enhance the image of the area, parking buffers are proposed along the TH 3 parking lot frontage. The buffers will be a combination of decorative railings and plantings.
- *Reinforce and enhance pedestrian connections along TH 3.*
Improved pedestrian facilities are proposed to improve access and connections into the Downtown, as well as adjacent residential neighborhoods and potential redevelopment areas. The intersection should be studied to determine the feasibility of adding a signal to improve the connection across TH 3 to adjacent neighborhoods and St. Olaf College.

The gateway intersection at TH 3 and Water Streets has been designed to extend the edge of the Downtown beyond TH 3. The proposed improvements at this intersection will coordinate with recently completed parking lot and roadway enhancements to improve the pedestrian realm and enhance connections to adjacent residential neighborhoods and potential redevelopment project areas. Gateway monuments, directional and informational signage and landscape improvements will also be incorporated along TH 3 and designed in a way to attract and “draw” potential users into the Downtown area. Views at this gateway will be enhanced to provide visual access to the river and the core Downtown area. *For additional concepts for this area see Appendix F.*



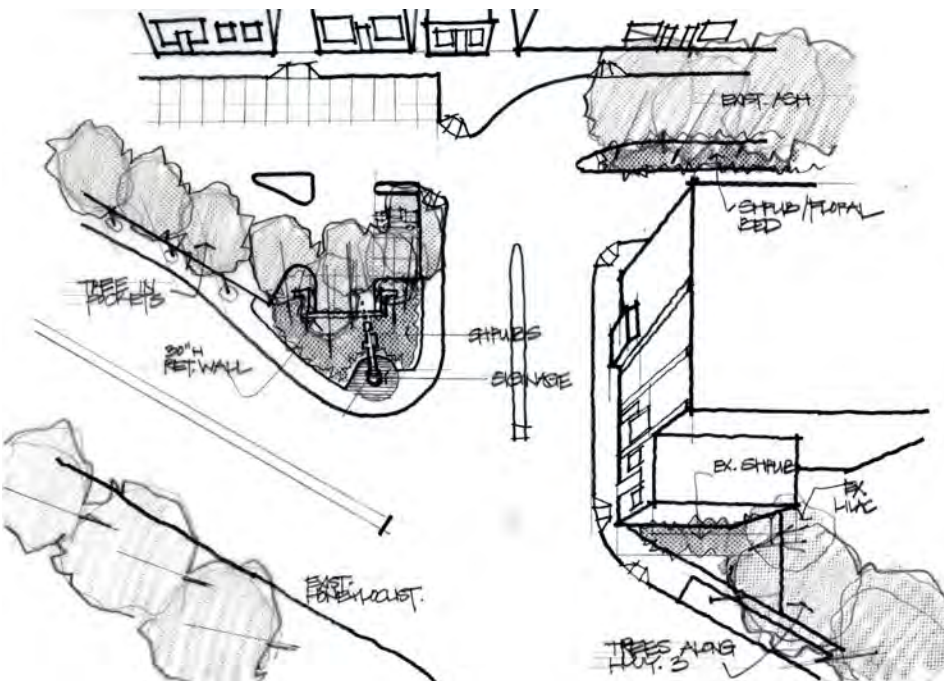
Proposed Improvements

This perspective sketch at the gateway to Water Street from Trunk Highway 3 illustrates the preferred alternative for gateway treatments including: enhanced pedestrian lighting, new pedestrian sidewalk paving, landscape enhancements, opportunity for art and decorative crosswalk treatments.



Existing View

“String of Pearls” Concept - TH 3 and Water Street Gateway



This graphic at the gateway to Water Street from Trunk Highway 3 illustrates the preferred alternative for gateway treatments including: enhanced pedestrian lighting, gateway monuments on TH 3, and landscape enhancements.

“String of Pearls” Concept - TH 3 at Water Street

TH 3 and 5th Street Gateway

The main design objectives for this area are as follows:

- *Define the intersection of TH 3 and 5th Street as a gateway into the Downtown.*

Monuments, banner poles, decorative pedestrian crosswalk enhancements, landscaping, street trees, and signage are incorporated into this area to reinforce it as a gateway.

- *Improve views and connection into the Downtown area.*

Utilizing signage and landscaping, the intersection has been designed to improve the character of the intersection and to create a visual link to draw additional user into the Downtown area.

The gateway intersection at TH 3 and 5th Street has been designed to extend the edge of the Downtown to TH 3. The proposed improvements at this intersection will coordinate with recently completed roadway enhancements to improve the pedestrian realm and enhance connections to the Downtown. Gateway monuments, directional and informational signage and landscape improvements will also be incorporated along TH 3 and designed in a way to attract and “draw” potential users into the Downtown area. Views at this gateway will be enhanced to provide visual access to the river, the Water Street parking lot area and the core Downtown area.



Existing view looking east at TH3 and 5th Street Gateway



Existing view looking north at intersection of Woodley and Division Streets



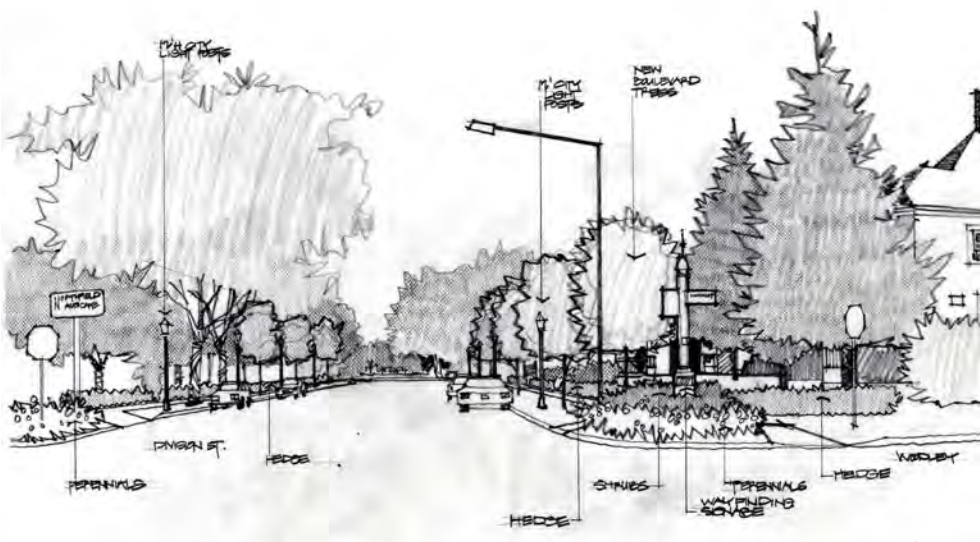
Existing view looking south at intersection of Woodley and Division Streets

Woodley and Division Street Gateway

The main design objectives for this gateway area are as follows:

- *Define the intersection of Woodley and Division Streets as a gateway into the Downtown.* Monuments, decorative pedestrian crosswalk enhancements, landscaping, street trees, and signage are incorporated into this area to reinforce it as a gateway.
- *Improve views and connection into the Downtown area.* Utilizing signage and landscaping, the intersection has been designed to improve the character of the intersection and to create a visual link to draw additional users into the Downtown area.

The gateway intersection at Woodley and Division Streets has been designed to extend the edge of the Downtown to the Woodley commercial area. Gateway monuments, directional and informational signage and landscape improvements will also be incorporated along Division Street and designed in a way to attract and “draw” potential users into the Downtown area. Recognizing that this intersection is not a primary gateway into the Downtown, the streetscape treatments will be designed to be less intense and relate better to the surrounding neighborhood.



“String of Pearls” Concept - Woodley at Division Streets
Illustrative Sketch

This sketch at the gateway intersection of Woodley and Division Streets illustrates the preferred alternative for gateway treatments including: enhanced pedestrian lighting, gateway monuments, enhanced signage and landscape enhancements.

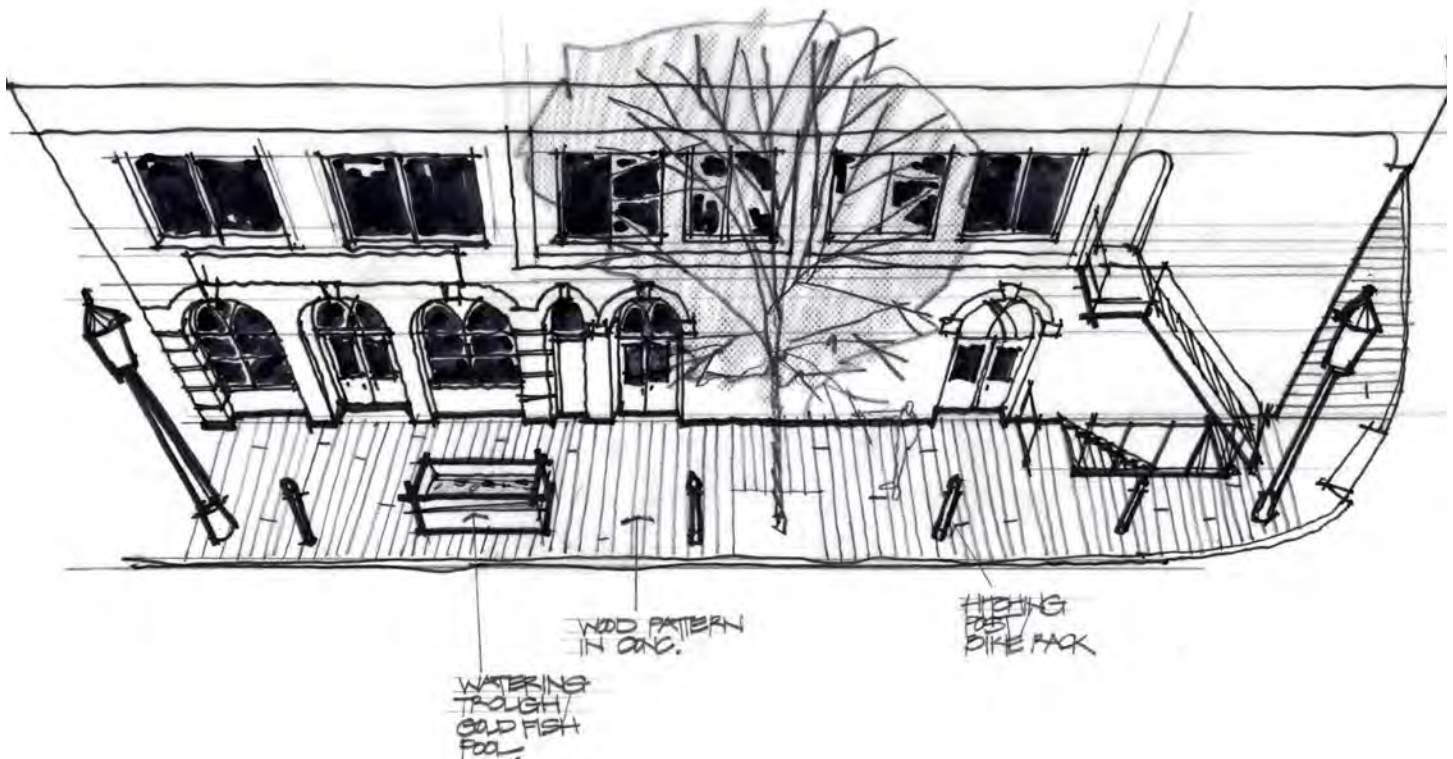
Historical Society - Paving re-creation

The main design objectives for this area are as follows:

- *Enhance the pedestrian sidewalk area along Division Street as a recreation of the historic paving that would have occurred during the Jesse James era.*

Enhance the paving along Division Street, at the Historical Society, to enhance the experience and define the area as a focal point within the Downtown.

The proposed streetscape enhancements for Division Street in front of the Historical Society building will re-create period paving and street elements to enhance the imagery created during the Defeat of Jesse James Festival. The enhancements will also define this stretch of sidewalk as a community focal point and serve as a node along a potential Downtown walking tour. *Additional concepts for sidewalk enhancement along the entire block can be seen in Appendix F.*



Historical Society
Illustrative Image

VI. Streetscape Elements

This chapter focuses on the individual design elements to be used within the streetscape, including lighting, entry monuments, paving, parking lot buffers, and other components. The combination of these elements will help shape a genuine and positive identity for Downtown Northfield. This section is intended to serve as a reference guide that defines an approach for the design of a system of streetscape elements that will act as a “kit of parts” to be applied to the variety of site conditions throughout the study area. The elements are intended to reinforce one another and work together to form a strong, vibrant identity for the Downtown. Additional refinement of the selected elements will occur in the design development and construction document phases of the project. It is the desire of the Mayor’s Streetscape Task Force that these elements be designed to reflect the character and materials described below.

Design Principles

Following is an outline of the principles that guided the concept design of the streetscape elements. These principles should be considered as elements are implemented.

- *Vertical streetscape elements should be emphasized – such as lighting, trees, identification signs, and artwork – in order to define edges, reinforce a positive identity, and create a sense of enclosure and human scale.*
- *Elements should be functional and simple in design, and should be able to withstand snow, salt, sandblasting from snow plows, vandalism, and other urban conditions.*
- *The streetscape elements should contribute to a sense of safety and comfort and promote walking throughout the Downtown.*
- *The elements should reinforce existing positive qualities currently found within Downtown. The elements also should utilize traditional materials in a manner that reinforces and expresses the historic identity.*
- *The streetscape elements should be designed to minimize maintenance costs.*

Streetscape Element Design Concept

The streetscape elements selected for the Downtown Northfield Streetscape Project are reminiscent of other streetscape elements already existing throughout the Downtown and other parts of the community, but incorporate details unique to the Downtown area. Through the use of natural materials the elements are designed to be timeless, not out of fashion in 10 to 15 years.

The development of streetscape elements recognizes the historic and natural aspects of the Downtown, including historic buildings and the Cannon River. The Mayor's Task Force established a palette of materials and imagery that should be incorporated into the design of all of the streetscape elements. The palette includes; a) Brick, b) natural stone, c) ornamental metal/ iron, and (d) the natural features of the Cannon River and the "Prairie meets the Big Woods".

Elements

Two distinct streetscape element concepts were presented to the Mayor's Streetscape Task Force. The concepts were presented as entire streetscape palettes (not as individual elements) in order to ensure cohesion between elements. For instance, selecting a bench from concept A and a light pole from concept B would cause mismatched elements and would detract from the overall aesthetic quality of the Downtown.

Outlined below are the preferred type and style of streetscape elements recommended by the Streetscape Task Force. Some of these elements are already being implemented within the Downtown with the installation of (5) new benches, (4) new precast colored concrete planters and refurbished trash receptacles in the summer of 2005. It is important that the installation of future streetscape elements remain consistent with these chosen elements. DSU prepared alternative design choices for the proposed streetscape improvements, which are listed below.

Elements include:

Sidewalk paving treatments

Street furniture – benches and planters

Lighting

Parking lot edge treatments

Kiosks and signage

Gateway treatments and entry monuments



Photo of existing Division Street fixture

Pedestrian Level and Roadway Lighting

Lighting plays a major role in defining the character, scale, and the sense of safety associated with the streetscape and Downtown in general. The proposed plan calls for incorporating the minimal amount of roadway lights necessary to meet required illumination standards. A secondary system of decorative 12 to 14 feet high pedestrian level lights are also proposed to enhance the pedestrian atmosphere throughout the Downtown.

The following criteria should be considered when selecting a final design for the light poles and fixtures:

- The poles and fixtures must be able to withstand the sandblasting and corrosive road salts associated with snow removal operations.
- The design should reinforce the overall design concept for the Downtown.
- Manufacturer's stock components should be utilized if possible to minimize long term replacement costs.
- The design should incorporate options for banner arms and auxiliary power for tree and holiday lighting.

Two preliminary concepts were prepared for the pedestrian and upper level roadway lights. The final selection and spacing of fixtures will occur during the design development and construction documentation phases of the project.

Concept A – This is the same pedestrian level light that is currently being used throughout areas of the Downtown. This light fixture was presented to help the task force determine if it was necessary for the City to have one standard pedestrian level light fixture.

Recommended Concept B – The Task Force preferred pedestrian level light is a historic style light fixture being used along the river walk area and in Central Park. The task force suggested that the fixture be a matte black or bronze color with a matching pole.



Pedestrian Level and Roadway Lighting
Concept A



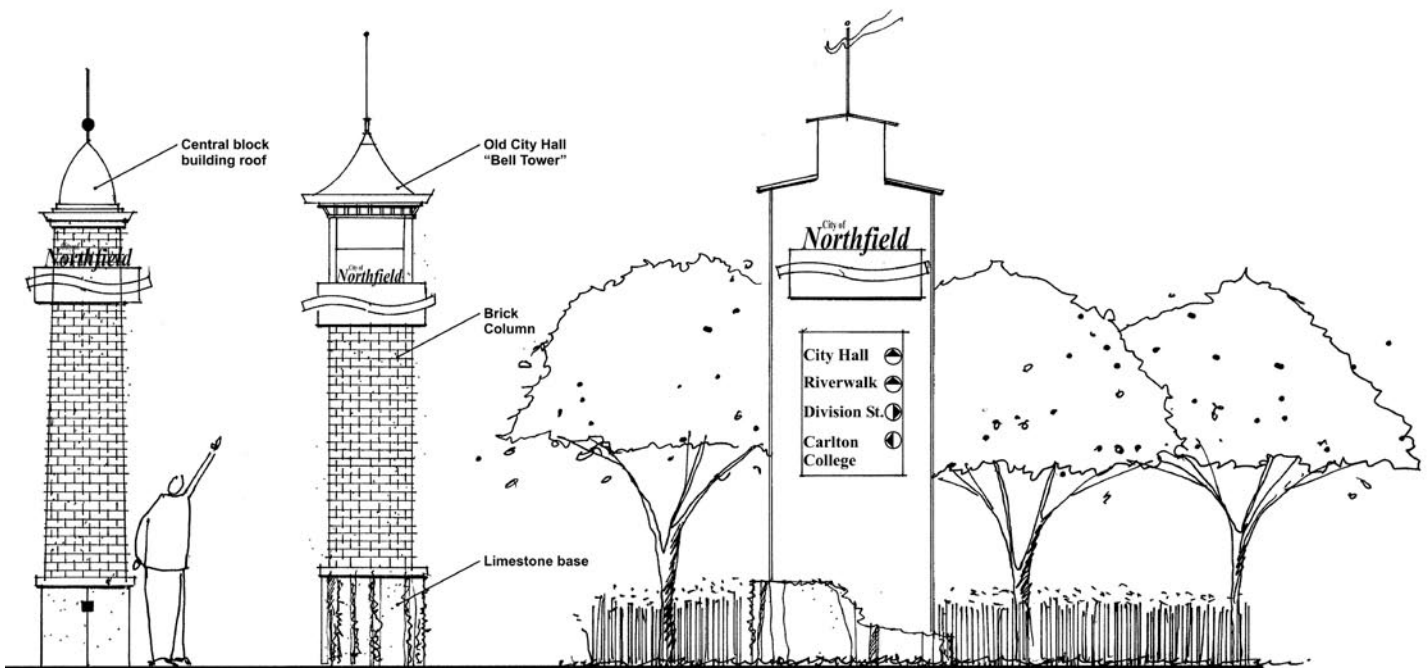
Preferred Pedestrian Level Lighting
Concept B

Gateway/ Entry Monuments

Vertical entry features should be used at prominent gateways, as described on the Streetscape Framework Plan. These elements signal entry into the City of Northfield and the Downtown area. The design of the vertical monuments along the major gateway corridors and at gateway intersections will need further design and development, as well as coordination with future downtown improvement projects. The vertical elements should be designed in a way to maximize visibility along the gateway corridors and serve as informational and directional markers into the Downtown area.

The site location for each of the designated entry monuments/ features should be designed in a way to reinforce the desired image and character of the Downtown and community. The design should incorporate landscape materials that recall the native vegetation and ecosystems of the community, as well as, decorative paving, lighting and possibly public art. Each monument should incorporate brick, natural stone or ornamental metal into the design, to help create a cohesive palette of materials for the streetscape elements. Each monument could also be designed in a manner to reflect a significant architectural element feature within the Downtown or a community icon.

A series of gateway monumentation concepts were prepared as part of this project, as seen below, but no decision regarding a preferred alternative has been selected at this time.

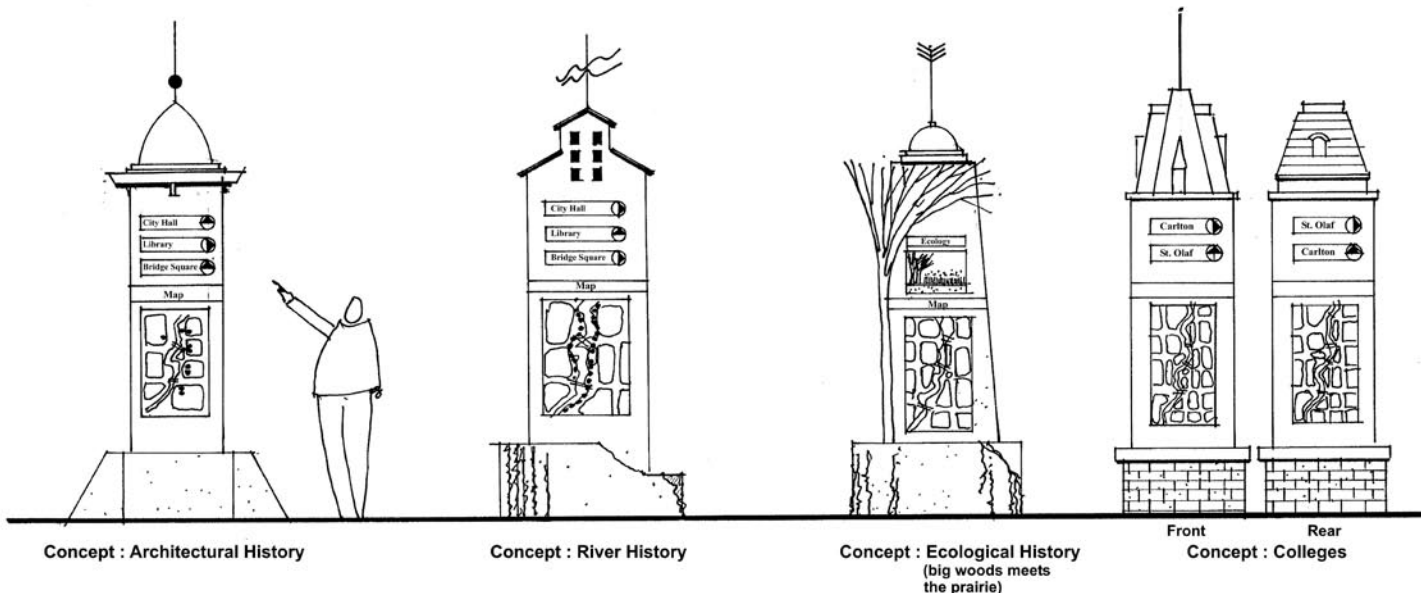


Gateway Monument/ Feature Concepts

Informational/ Directional Kiosk

Kiosks are proposed for location throughout the Downtown with the most pedestrian traffic, such as Downtown Gateway areas, pedestrian gathering nodes (“the pearls”), and near public parking lots. The kiosk serves as one component of the larger wayfinding system for the Downtown. The design of each kiosk concept should be closely related to the design of the vertical monuments and reinforce the history of the built and natural environment that exists within the Downtown. Each kiosk will incorporate brick, natural stone and ornamental metal into the design, to help create a cohesive palette of materials for the streetscape elements.

A series of kiosk concepts were prepared as part of this project, as seen below, but no decision regarding a preferred alternative has been selected at this time.

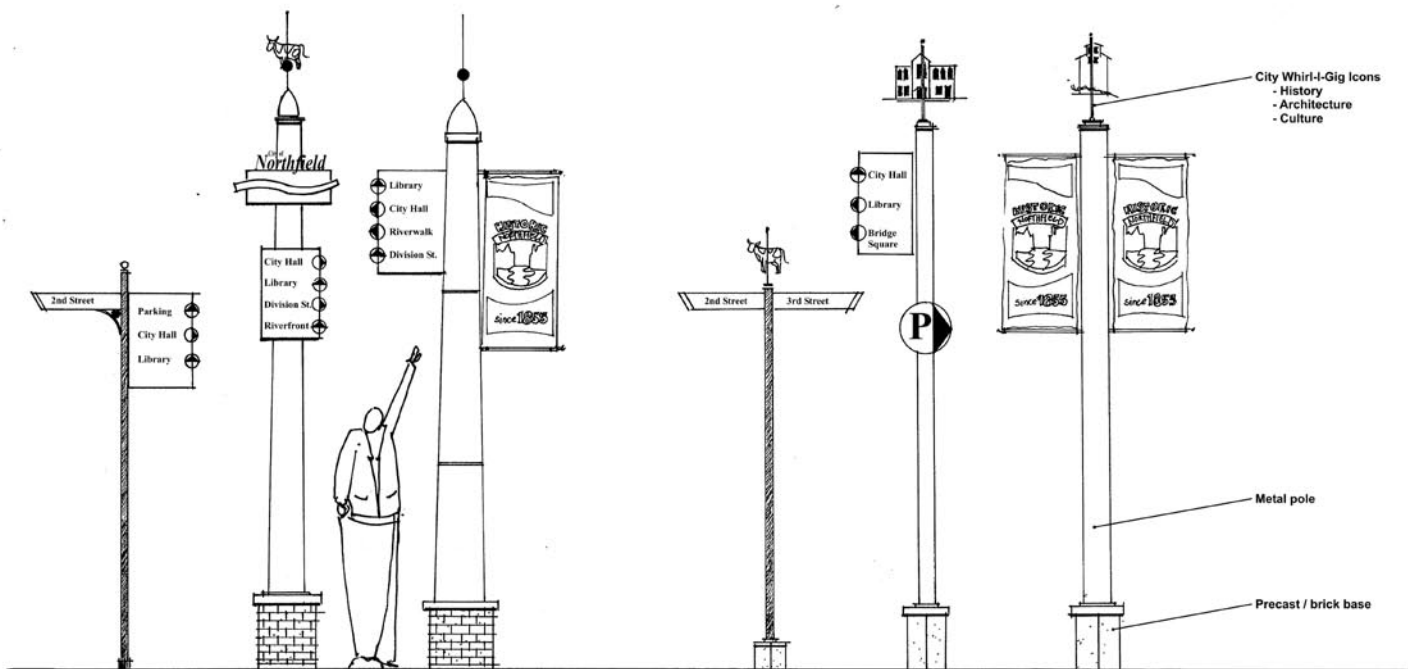


Way-finding Kiosk Concepts

Wayfinding systems

A comprehensive system of gateway monuments, directional/informational signs, and informational kiosks is needed to direct visitors to the Downtown, and around the Downtown once there. The design of the wayfinding system must be comprehensive in the design of the materials and image to reinforce the character of the community and serve as the desired mechanism to effectively move people around the Downtown. Each wayfinding component will incorporate brick, natural stone and ornamental metal into the design, to help create a cohesive palette of materials for the streetscape elements. An overall graphic image or theme must also be developed in order to create a cohesive wayfinding package. The wayfinding elements should be located at gateway areas, within the public gathering areas in the Downtown, and at project “pearls”. The purpose is to define parking lots and all major pedestrian areas.

A series of wayfinding signage concepts were prepared as part of this project, as seen below, but no decision regarding a preferred alternative has been selected at this time.



Wayfinding Signage System Concepts

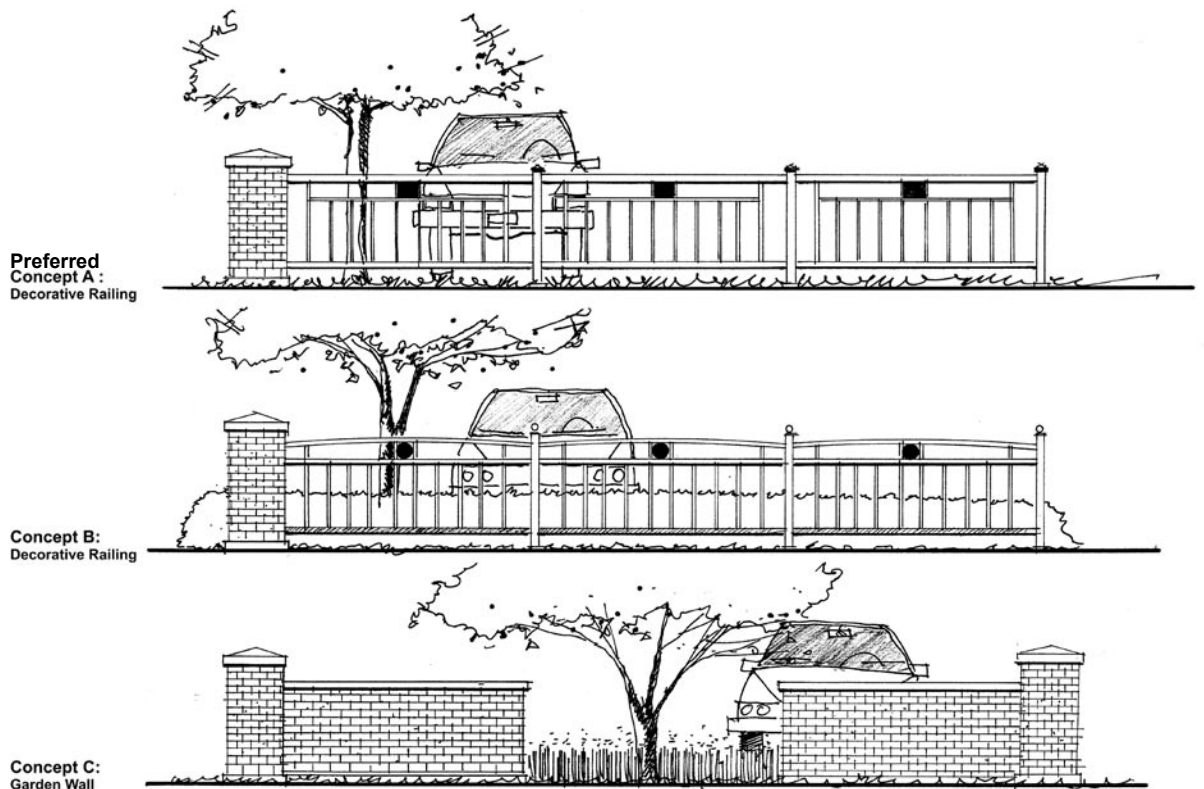


This sketch at the 5th Street and Washington Street public parking lot illustrates how a wayfinding sign system can assist to provide directions and information to visitors.

Parking Lot Edge Treatments and Buffers

Throughout the Downtown, most of the private parking areas do not have substantial buffering treatments. This condition detracts from the pedestrian usability of the Downtown streets and has a negative impact on the overall aesthetic quality of the Downtown. One of the objectives of the streetscape design is to provide solutions for the treatment of parking lot edges that are flexible and may adapt to a variety of site conditions and budget constraints. Buffering may be accomplished through plantings, berming or grade changes, railings, or any combination of these. Railings are particularly appropriate in more urban settings, where commercial uses co-exist with pedestrian circulation routes. Parking lot railings should incorporate brick or natural stone into the design of the columns and ornamental metal into the design of the pickets and rail posts, to help create a cohesive palette of materials for the streetscape elements.

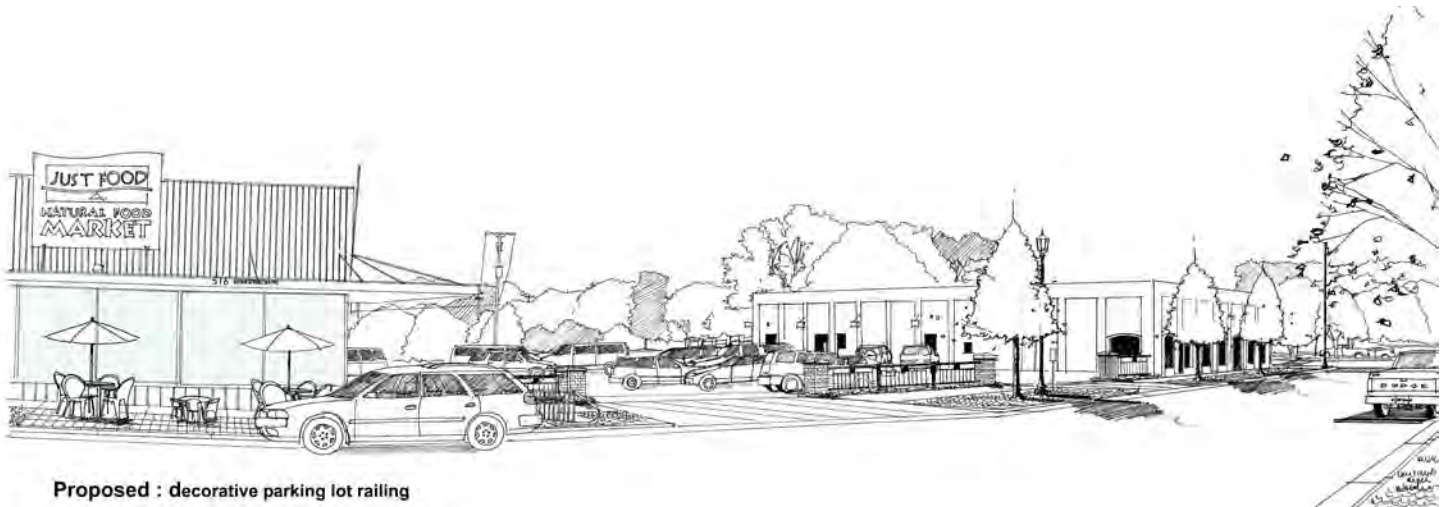
A series of parking lot buffer treatment concepts were prepared as part of this project, as seen below, with the Mayor's Downtown Streetscape Task Force recommending Concept A for future design development and implementation.



Parking Lot Buffer Railing Concepts



Just Foods Parking Lot - Existing Conditions



Proposed : decorative parking lot railing

Just Foods Parking Lot - Proposed buffer treatments

This sketch along Water Street at the Just Food Co-Op illustrates the preferred alternative for parking lot buffer treatments: ornamental metal parking lot railing with landscaping. *Additional sketches of Concept B and C buffer treatments can be seen in Appendix G.*



Preferred Bench

Street Furniture

Street furniture is intended specifically for pedestrian use, and acts as the most significant “amenities” for the pedestrians. Benches, trash receptacles, and other street furniture elements should be chosen based upon their compatibility with the design of the railings, as well as their durability and availability for future replacement. These elements should be located within the gathering areas in the Downtown.

Benches

The selected bench is a combination metal bench with wood slat seating, with or without a wood slat back. This bench is the same bench that has been utilized in parts of the Downtown and in Central Park. Benches can be located along building fronts where desired by property owners, as well as, in gathering areas. Five new benches were placed throughout the Downtown in 2005.



Preferred Trash Receptacle

Trash Receptacles

The selected trash receptacle for the Downtown area is fabricated out of steel slats and is currently being utilized in parts of the Downtown and in Central Park. Trash receptacles should be located at the street edge between parking bays, as well as in gathering areas.

Flower Pots/ Planters

The selected flower pot/ planter for the Downtown area is fabricated out of precast concrete and is colored to match existing elements currently within the Downtown. There are currently three planters that have been placed in the Downtown. The planters can be located at the street edge between parking bays or along building fronts.

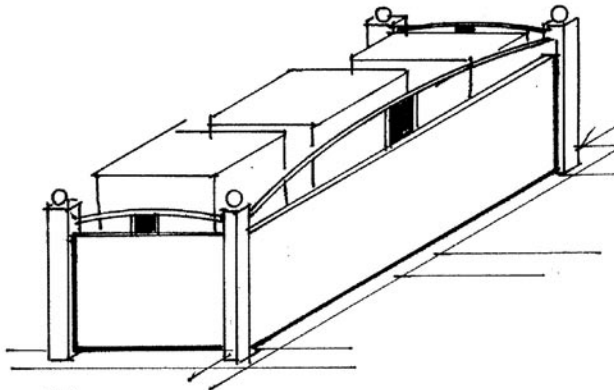


Preferred Flower Pot

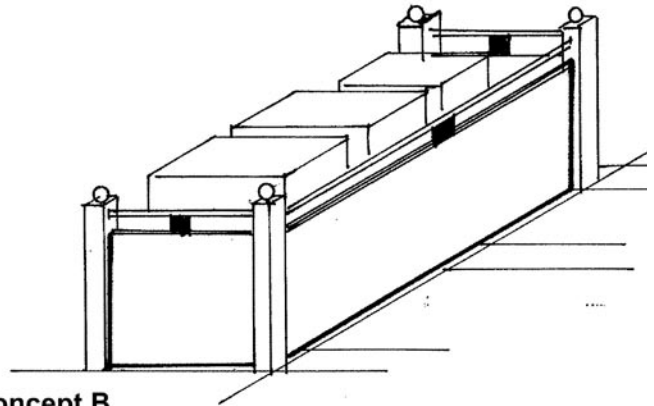
Newspaper vending boxes/ enclosures

The purpose of this element is to buffer the clutter that is generally associated with newspaper boxes and to strategically define where newspaper boxes should be located. The design of this element should relate to other streetscape elements within the Downtown and should incorporate ornamental metal into the design, to help create a cohesive palette of materials for the streetscape elements.

A series of newspaper box enclosure concepts were prepared as part of this project, as seen below, but no decision regarding a preferred alternative has been selected at this time.



Concept A

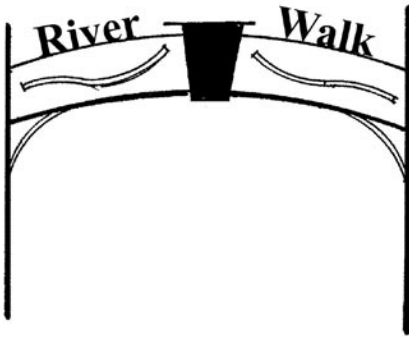


Concept B

Newspaper Box Enclosure Concepts



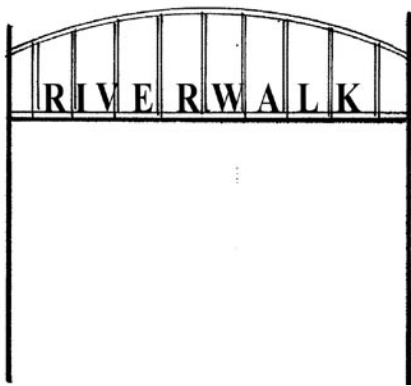
Existing View
Proposed Improvements
Newspaper Box Enclosure Concept
Illustrative Sketch



Walkway arches

The purpose of the walkway arches is to define pedestrian access to the Riverwalk from Division Street. This element will serve as an additional wayfinding component and can be utilized in the future to define access into public parking and pocket park areas. The design of this element should recall the river and the historic 4th/Water Street bridge adjacent to Bridge Square. The design of this element should also relate to other streetscape elements within the Downtown and should incorporate ornamental metal into the design, to help create a cohesive palette of materials for the streetscape elements.

A series of pedestrian gateway arch concepts were prepared as part of this project, as seen below, and the City has hired a consultant to refine the preferred concept alternative and prepare construction drawings for future implementation.



Walkway Arches
Illustrative Concepts



Concept A



Concept B

Walkway Arches
Illustrative Concepts

Other street elements intended to serve pedestrians as well as other modes of transportation include bicycle racks and parking meters. The design of these elements also must contribute to the pedestrian experience.

Plant Materials

One defining feature of the Downtown is the inclusion of open spaces and plantings. To continue to enhance this defining element, plant materials should be selected based on their ability to survive the urban conditions of snow, salt, drought, and, in some areas, compacted and alkaline soils. The selected plant materials should also recall the native ecosystems of the community and be designed in a manner to reflect and reinforce the character and image of the community. Seasonal interest, form, and texture also are considerations.

Overstory street trees increase the desirability of pedestrian activity, enhance the civic status of the street, and increase adjacent property values. Along with the overall width of the street, trees are a primary element in providing a sense of safe separation from traffic. Many of the existing trees have reached the end of their useful life, and street trees in the Downtown should be replaced and planted in a staggered pattern at the defined building bays along the back of curb and sidewalk to create a physical barrier and better define the pedestrian and vehicular zones. This defined spacing of trees will allow for better visibility of retail signs, allow for the future rehabilitation of building facades, allow for future awnings, and allow for the creation of large tree planting beds of un-compacted modified soil to promote good plant health.

The preferred street trees to be utilized within the Downtown are:

- Little Leaf Linden*
- Boulevard Linden*

Flowers and ornamental native grasses should also be incorporated in highly visible areas such as parking lot entries and gateway areas. Maintenance of these planting areas could be accomplished through local volunteers, and/or the garden club.

Paving

Decorative paving should be used throughout the streetscape to define sidewalks, pedestrian nodes, driveways and other pedestrian areas. Several different paving materials can be considered for use in these pedestrian areas, including concrete pavers, exposed aggregate concrete, colored concrete, and standard concrete. Paving can be used effectively to communicate changes in the overall character of the Downtown and emphasize points of interest or gathering places. Changes in paving at pedestrian nodes (the “pearls”), gateways, and major pedestrian connections to the Riverwalk could add punctuation to the streetscape.

The selected paving for future sidewalk improvements within the Downtown will first occur as a part of the Library corner project scheduled for completion in the Spring of 2006.



Preferred Street Tree



Example of native grasses

Tree Grates

Tree grates are used for street trees where sidewalks are too narrow to accommodate grass boulevards or planters. The spacing of grate openings should be no more than one-quarter inch to minimize litter collection and tripping hazards. The proposed tree grate for use in the Downtown should also be large enough to maximize the planting and rooting area for street trees to promote good plant health. No decision regarding a preferred alternative has been selected at this time.

Public Art

Public art creates a sense of place and leaves a lasting impression in people's memories. Public art strengthens a community's identity, affirms its pride, and helps to explain the history, values, people or spirit of place. Artwork such as sculptures, mosaics, murals, and other elements created by local or regional artists should be incorporated to enrich the streetscape. These art pieces could be included in the design of gateways, monuments and public gathering places within the Downtown.

As part of the streetscape framework plan, specific areas have been identified ("pearls"), which should be designed in a way to incorporate public art and create a string of art installations or art locations throughout the downtown.

Bicycle Racks

The opportunity to include more bicycle racks/ storage within the Downtown is very important. The close proximity of the Downtown to both Carleton and St. Olaf College(s), and the opportunity to accommodate visitors to the Downtown utilizing the new Mill Towns regional trail, make it even more important to consider location, design style and quantity. The NDDC and HPC preferred bike rack is illustrated below.



Preferred Bollard
MADRAX - Classic Bollard

VII. Implementation

The best plans are of little value if they are not implemented. The City of Northfield has already committed to implementation of portions of the Streetscape Plan, and specific streetscape elements will be designed and installed as soon as summer of 2006. The physical improvements that the City has committed to will act as a catalyst for reinvestment, and represent a positive step toward creating a welcoming environment and ensuring a long-term business climate and livability of the area.

This chapter outlines the proposed project phasing, estimated construction costs, funding sources, and potential costs for maintenance.

Public Improvements

The majority of the streetscape elements within the public right-of-way will most efficiently be constructed as part of any future streetscape project. Those projects that the City of Northfield has committed to are listed below.

- ***Downtown Area Lighting Study and Recommendation*** (light levels and fixturing) was identified as a key streetscape improvement, as well as component, which merits further evaluation. **Cost \$11,500.**
- ***(3) Ornamental iron walkway arches*** was identified as a key design element, which could be a key element in visual continuity in the downtown. **Cost \$57,500.**
- ***Additional benches and planters***, consistent with the 2005 effort, should be added to the downtown district. **Cost \$13,000.**
- ***Downtown parking lot screening with ornamental iron*** and appropriate signage (wayfinding) was identified as a manageable and necessary streetscape enhancement. **Cost \$155,000.**
- The design of a simple, elegant and appropriate ***wayfinding system*** – a graphic standard – was identified as necessary for the downtown district. **Cost \$17,500.**
- Utilize the new graphic standard and apply to new parking lot signage. **Cost \$35,000.**
- Continue design development and specification for ***Division Street Streetscape Plan***, including identifying and specifying street trees and locations, paving specifications, street furniture, etc. **Cost \$14,500.**
- Pursue the design intent and design direction established in The Streetscape Framework Plan at the intersection of ***5th Street and Water Street*** – identified as a key intersection, gateway to the downtown and opportunity to connect with and enhance the Cannon River edge. **Cost \$35,000.**

- ***Library Plaza*** update and final design; ***2006 Project.***

Private Improvements

The Streetscape Framework Plan defines improvements that are proposed for private property and will not be funded through any future streetscape construction project. The following components will have to be funded through private means and/or public/private partnerships, and include:

- **Small Scale Improvements**

Smaller scale elements that could be implemented by local associations such as the Chamber of Commerce, or tenant groups include flower plantings, banners, sculpture and other forms of art. Many of these elements could foster community involvement through design competitions and fund raising efforts.

- **Parking Lot Improvements**

The Framework Plan illustrates landscape improvements for edge treatments and the interior areas of the parking lots. These improvements are proposed to provide a more positive image of the area, safer pedestrian and vehicular circulation, and reduce impervious surfaces in the area.

Design

A primary goal of the streetscape project is to create a “sense of place” and an attractive Downtown. The design of the streetscape, buildings, signs, and landscaping, must all work together to reinforce a strong cohesive and memorable identity.

This section focuses on the tasks recommended to create a human scale “sense of place” and to improve the visual attractiveness of the Downtown, including establishing regulatory tools, design and construction of future phases of the streetscape, and incorporating public art.

Recommendations:

A. Establish Design Guidelines. Guidelines for architectural, site planning, landscaping, signage, and parking lot edge treatments should be established to guide site improvements and potential redevelopment projects. These guidelines should be established through a process that involves the Mayor’s Streetscape Task Force, and a broader base of commercial and residential commercial property owners.

B. Amend the Zoning Ordinance. The City of Northfield’s Zoning Ordinance currently has architectural, site planning, and landscaping design standards which could be amended to include

- 2nd/ Division Street Gateway Project
-Incl. Crosswalks
(Est. Cost \$282,302.00)
- Library Corner Project - Ongoing
-Incl. Crosswalks
(Est. Cost \$110,000.00)
- Downtown Lighting Study
(Est. Cost \$6,000.00 to \$11,000.00)
- Water Street/ TH 3 Gateway Project
-Incl. Crosswalks
(Est. Cost \$134,817.00)
- Historical Society Paving Project
(Est. Cost \$52,650.00)
- Division Street Streetscape Project
(Est. Cost \$1.1 million)
- Water Street Parking Lot/ Promenade Project
(Est. Cost \$529,646.00)
- 5th Street/ Water Street Gateway Project
-Incl. Crosswalks
(Est. Cost \$319,033.00)
- Streetscape Elements Project
- (10) new benches
- (10) new planters
(Est. Cost \$24,150.00)
- Division Street Crosswalk Project
- 5th and Division St.
- 6th and Division St.
(Est. Cost \$179,160.00)
- Division Street- 6th to 7th Streets Streetscape Project
-Incl. Crosswalks
(Est. Cost \$516,220.00)
- Parking Lot Wayfinding Project
- parking lot signs
(Est. Cost \$11,200.00)
- Walkway Arches
(Est. Cost \$31,000.00)



See Appendix H for corresponding cost estimates for specific projects.



Implementation Scenarios

specific standards or an overlay district for the core Downtown area. The standards should be based on the guidelines established through the Mayor's Streetscape Task Force or a newly created Advisory Group. The approval procedures for site and building improvements, as well as development proposals should also include review and approval from this Advisory Group.

C. Establish a Maintenance Strategy. The long term maintenance and associated costs are a critical consideration for the success of the streetscape. A strategy should be created that defines a funding source, such as a special maintenance assessment district that assigns responsibility for maintenance of the various streetscape components. Responsibilities may be delegated between the City staff, property owners, volunteers, or a private contractor. Example strategies are described in a following section of this chapter.

Promotion

Successful public improvement projects require coordinated marketing efforts. The businesses along Division Street and within the Downtown should present a welcoming, consistent image from simple graphics to sophisticated sales events and festivals. This approach gears the promotional campaign to take advantage of the unique businesses and setting in the Downtown, and to coordinate the effort with the streetscape design.

Recommendations:

A. Maintain the Mayor's Streetscape Task Force to address specific projects including: graphic design of parking signs and other promotional materials, design and implementation of parking lot buffer railings and "gateway" arches to the riverwalk, and special events programming.

B. Create a poster to educate and promote the streetscape plan and overall objectives.

C. Implement simple short-term projects such as the parking lot buffer railing designs, "gateway" arches to the riverwalk area, parking signs, integration of new benches and planters.

D. Establish annual special events such as coordinated sidewalk sales, arts and music festivals, and fund raisers for improvements or maintenance.

E. Celebrate all accomplishments.

Maintenance Strategy

The long term maintenance and associated costs are a critical consideration for the success of the streetscape. A strategy should be created that defines a funding source, such as, a special Maintenance Assessment District that assigns responsibility for maintenance of the various streetscape components. Responsibilities may be delegated between the City staff, property owners, and volunteers or a private contractor. A common strategy is for the City to pay for the construction of the streetscape and assess the property owners for the annual maintenance costs.

A Special Assessment District may be established and the annual costs of maintenance are assessed back to the property owners. Costs for maintenance include changing banners, litter and trash removal, snow removal, touch-up painting, holiday decorations, watering, paving repair, pruning of plant materials, flower planting and other tasks. The maintenance costs generally increase as the streetscape ages and weathers.

Cultivate Volunteer Groups: The Downtown area could benefit from cultivating student groups, seniors, or others to plant and maintain flower beds, administer arts programs and special events.

Northfield Estimated Streetscape Maintenance Costs

Following is a summary of our research into potential maintenance costs and strategies for streetscapes. We investigated maintenance costs and funding strategies for similar streetscape projects in the metro area including: Excelsior Boulevard in the City of St. Louis Park, the 50th & France Commercial District Streetscape in the City of Edina, the Oxboro Commercial Area in Bloomington, and Burnsville Parkway in Burnsville.

In all four cases, a Special Assessment District has been established and the annual costs of maintenance are assessed back to the property owners. These figures give a preliminary idea of the potential streetscape maintenance costs for any improvements in Downtown Northfield .

50th and France

The annual maintenance costs for 50th and France are approximately \$50,000. The extent of the maintenance area is approximately 8 blocks including two parking ramps. These costs are assessed to the property owners at a rate of approximately \$.25 cents per foot. The \$50,000 pays for a full time maintenance person with a \$30,000 salary, parking ramp maintenance, and all the supplies and minor repairs of

the streetscape for a year. The maintenance person is a City employee whose responsibilities are coordinated with the 50th and France Business Association.

98th and Lyndale

For the Oxboro Area in Bloomington, the City Parks Staff maintains the streetscape. The staff keeps track of their time and materials which are then billed back to the property owners. The expenses for maintenance are based on a formula that assigns a ratio to each item for costs that the City will cover versus those that will be assessed back to the property owners. For example, the City will cover 100% of the costs to repair concrete but only 50% of the costs to maintain shrubbery. Property owners are also 100% responsible for maintaining buffer strips, parking lots and other elements that are within their property. The annual costs to maintain the six block streetscape have risen from \$20,000 in 1989 to \$30,000 in 1994.

Excelsior Boulevard

For Excelsior Boulevard in St. Louis Park a special service district has been established for maintenance of the streetscape. The annual budget for the operations has been established at \$108,000. The actual expenditures have not reached the budget figure. The first year maintenance costs were \$70,000. They are accumulating dollars in the fund to offset future costs and to eventually hire a full time administrator. The expenditures are outlined as follows:

Overall Maintenance Assessment	\$10.00/lf of frontage
Total frontage 10,000 lf X \$10.00/LF	\$100,000
Breakdown of \$10.00/LF Assessment	
Snow Removal	\$5.00/lf

Note: This includes a very high level of service removing snow to bare concrete free of ice.

Landscape maintenance	\$5.00/lf
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Note: This includes mowing medians, replacing plants, planting flowers, spring clean-up, and banner replacement

Burnsville Parkway

For Burnsville Parkway and Nicollet Avenue in Burnsville a special service district has been established for maintenance of the streetscape. Property owners are assessed \$5 to \$10/lf of frontage. The rate depends on where the property is located

within the project area. Some portions require a higher level of maintenance. The annual costs for maintenance of the 3/4 mile streetscape has been established at \$25,000. The city hires a contractor to maintain the corridor.

Appendices



Appendix A

April 6, 2005 Mayor's Streetscape Task Force Meeting

Following are notes summarizing the conversations and preliminary recommendations made at the Downtown Northfield Streetscape Task Force Meeting on April 6th, 2005.

Present at Meeting

Task Force Members

Mark Faggerwick, Northfield Historical Society

Michael Budd, Design Advisory Board

Steve Edwins, Heritage Preservation Commission

Mary Rossing, Business Owner

Krin Finger, Business Owner

David Ludescher, Northfield Area Chamber of Commerce Rep. (David sat in for Kathy Feldbrugge)

Rebecca Bazan, Northfield Arts Guild

Keith Covey, NDDC (Keith sat in for Joe Grundhoefer)

City Staff

Deanna Keunen, Housing and Economic Development Manager

Brian O'Connell, Community Development Director

Howard Merriam, Director Resource Planning

Heidi Hamilton, Director of Public Works/ City Engineer

Joel Walinski, Operations Manager

1. Scope of site in streetscape project:

- Add north to St. Olaf Avenue (to include riverfront redevelopment site) on both sides of river with Highway 3 and 19 being the west and east boundary.
- Extend site south along Division to Woodley.
- Extend west around the 5th Street and Highway 3 intersection.
- Include both sides of street in particular on the boundary streets.
- Show additional gateways into the Downtown at 2nd Street and 8th Street.
- Potential to create another small historic district at Woodley.

2. Ideas generated by task force for activities or circulation:

- Parking lots need better pedestrian connections to shops. Possibly through or between buildings. Look at opportunities to incorporate signage from the parking areas to Division Street.
- Parking lots need a good visual connection to downtown.
- Parking lots serve as front doors to some stores on the back side of buildings....look at ways of improving appearance of rear building entrances.
- Historical and cultural interpretative features would be an asset.
- Opportunity for artists in community to display work and have it integrated into the streetscape.
- A scheme which incorporates a narrow walk with minimum features should be reviewed. Look at de-cluttering of the sidewalk areas. How can we effectively maximize the sidewalk areas.
- Create gateway approaches from north, south, east and west.
- Riverside parking lot needs circulation review or complete change of location for better riverside use.
- Desire to have small areas for seating or socializing in the downtown with possible connections to parking lot. Possible conversion of old Community Bank parking lot into a plaza.
- Stronger architectural statement at 5th and Water Street intersection would help an entrance gate approach.
- Need to look at pedestrian safety issues and vehicular/pedestrian conflict areas on Water Street.
- Parking lots on the eastside of division behind the buildings are lost to public and visitors. The connection possibilities to downtown are difficult.
- Think of plan as a hospitality plan. Important to have a welcoming approach. Important to have a focus of the large scale.
- Downtown environment has an unusual mix of ages with a predominant youth emphasis at night. It is nice to have the diversity downtown and change of clients for businesses.

- Look at options to consolidate and hide newspaper boxes.
 - The design of the streetscape and elements for the downtown will need to keep people in the Downtown.
3. The general statements of the committee of the personal image of downtown are summed as follows:
- Social community (to socialize) was clearly the majority opinion.
 - Beauty
 - Destination of places to hang out.
 - Town Center and Bridge Square
 - Diversity of attraction in the Downtown. Bridge Square, fountain, People, talking, community
 - Connection to people, see people
 - Public values, sense of community
 - Downtown: A gathering place
 - People chatting
 - Central gathering place, personalize it
 - People connecting, linking, consistency, lighting, banners
 - Bridge Square, benches, water fountain, water, spruce up
 - What's going on, Kiosks
 - Bridge Square, diversity, Historical Society drawing people
 - Connectivity - amenities can help
 - Parks connect with downtown, people like the congestion, activity, bike, walk, sit, meet people
4. Streetscape Theme:
- A real downtown, 'Northfield - It's the Real Thing'
 - Cohesiveness within the Downtown
 - Tie the Community together
 - The PLACE: Where the Big Woods meet the Prairie
 - Public values, culture and sense of community
 - Character of the people
 - Spirited
 - Cultural and Natural environment and public Arts,
 - INTERPRETIVE PLACE
 - Northfield - Downtown of Dreams
 - Authenticity - a real place - reinforce this!
 - THINK BIG ----- COMPLETE Community.
5. General Comments:
- How can we involve an artist in the design of elements in the Downtown.
 - Possible Downtown Walking Tours
 - Need and desire to Involve Local Arts - Arts Town
 - Create opportunity for Changeable Arts
 - The Downtown is the driving force to MARKETING all of Northfield
 - Encourage people to keep walking - welcoming
 - New residential will see Downtown as their front door
6. Distinctive Northfield Characteristics:
- Education – How does this relate to the physical environment
7. Images lacking currently in the Downtown:
- Shops outside, use of sidewalks, outdoor dining, linger
 - Want a bench, downtown as front yard, benches, traffic downtown, destination, create an allusion of a stage set
 - Build it an they will come, place to hang out
8. Walk the Town
- Wayfinding - sitting - strategically located places
 - Special events, promotions, EVERYWEEK something,
 - Healthy Initiative -Walk an outdoor mall

June 1, 2005 Mayor's Streetscape Task Force Meeting

Following are notes summarizing the conversations and preliminary recommendations made at the Downtown Northfield Streetscape Task Force Meeting on June 1st, 2005.

Present at Meeting

Task Force Members

Mark Faggerwick, Northfield Historical Society

Michael Budd, Design Advisory Board

Bob Will, Heritage Preservation Commission

Mary Rossing, Business Owner

David Ludescher, Northfield Area Chamber of Commerce Rep. (David sat in for Kathy Feldbrugge)

Joe Grundhoefer, NDDC

City Staff

Deanna Keunnen, Housing and Economic Development Manager

Howard Merriam, Director Resource Planning

1. General comments regarding the Streetscape Goals and Objectives.

- Improve the entries and facades of the buildings that face onto the River.
- Potential to create higher density uses along the river
- Improve facades and parking lot areas
- Create signage to direct people to the shops along the riverfront from Division Street and adjacent areas
- Bridge Square – this space is the community gathering space within the Downtown, but do not forget or ignore the other end of Downtown
- Try to locate or plan events in other parts of the community
- Include other community businesses in these planned events
- Look for other locations to create gathering spaces in the Downtown....
- Pay attention to other areas of the Downtown and the community as a whole.....how the Downtown and these other areas connect and function together
- Side streets within the Downtown need to be recognized in the level of streetscape enhancements...need to get people to turn the corner to get onto side streets, parking and shops.
- Econo-Foods, NAPA both have great parking lots that could be beautified and reinforced as an "asset" to the Downtown where events could be held.
- Potential to rename the portion of TH 3 within the Downtown area as a "parkway"....RE: there will be a definite change in physical appearance with more trees along TH 3 through this area.
- What else can be enhanced as part of the TH3 project to improve the pedestrian environment, as well as, improve the image and character of the Downtown area.
- The "hospitality" plan is critical to the success of the streetscape plan, as well as, future success of the Downtown.
- The hospitality plan will provide/ create more interesting reasons to come Downtown.
- The "Hospitality" plan should include events, attractions and a central place to get information (potential tie to the way-finding system)
- Pamphlets on restaurants, where to stay, Downtown happenings and events.
- Restrooms in the Downtown. A potential location can be in the Community Bank Building parking lot along Division Street
- Should look at creating a uniform lighting system throughout the Downtown.

2. Comments regarding selection of Bench and raised planter:

- We should select elements with friendly and hospitable color that relates to the architectural character of the Downtown. Dark green and Black are the best colors to choose from.
- Maintenance is an important issue when discuss the selection of benches.
- The color of these elements should tie into the design of Gateways, color palette for other elements and create a cohesive package.
- Group would like to see bench examples with metal/ wood and metal/ recyclable materials to select from.

November 17, 2005 Mayor's Streetscape Task Force Meeting

Summary of Comments – Streetscape Meeting #4

1. Consensus for 2006 Projects

- A) Lighting Study – (Est. Cost \$6,000 to \$11,000...Scope described below)
- B) (3) Walkway Arches – (Est. fabrication Cost \$45,000 for three arches to be located at the Contented Cow, Tavern and Water Street Alley)
- C) Parking Lot Way-finding – (Est. fabrication Cost \$11,200)
- D) Parking Lot Buffer Railing Design and Location Plan (Est. \$120-\$140 per lineal foot)
 - a. Water Street Public Parking Lot
 - b. Forget –me-not Parking Lot
 - c. (2) parking public lots along Washington Street
 - d. Econo Foods parking lot
 - e. Just Food Coop parking lot
 - f. Any additional parking lots in the Downtown area
- E) Division Street Streetscape – (Est. construction Cost \$1.1 to \$1.3 million)
- F) 5th Street Gateway and Promenade – (Est. construction Cost \$770,000)

2. General Comments

- A) Lighting – need plan to coordinate through downtown.
 - a. Possibility to use the lights located along the river walk and central park for Division Street.
 - b. Lighting study should define current light levels and future spacing of lights along Division Street.
 - c. Future light location should coordinate with new street tree locations.
 - d. All sketches for Downtown streetscape should show shoe box fixture instead of proposed non-historic arm and fixture.
- B) Bump-outs
 - a. Plans should not show bump-outs along Divisions Street
 - b. Bump-outs along side streets should only be located at 3rd, 4th, 6th and 7th Streets.
 - c. Lighting study should source and recommend fixture options or replacement strategy.
 - d. Maintenance of bumpouts is an important issue to consider in the future when design development of streetscape occurs.
- C) Streetscape Elements – Consensus will need to occur for all elements in the Downtown.
 - a. paving, lighting, tree grates, signage, monumentation, etc...
- D) 5th Street/ Water Street Promenade – no canoe landing should be shown as part of this area. This area to close to the Ames Mill and falls. Focus efforts on improving existing landing up stream from this location.
 - a. City should research additional funding mechanism for riverfront improvement. (ie..MNDNR: plantings, restoration, etc.)
- E) Historical Society Paving – There should only be three posts shown as part of this project. (post on left in current graphic should be removed). Post should be custom fabricated to match historic post.
- F) Public art should be a part of every project. Include estimates for public art in every project.
- G) Metal/ iron work should be utilized in the design of streetscape elements.

April 13, 2005 NDDC Streetscape Forum

Northfield would be perfect if ... (Yellow post-its with pink category labels)

VISIONING

Got to imagine 10 to 15 years from now.

LEADERSHIP

City hall moves into community national bank building area.

Greatest impediment to downtown business development is city hall. It does not enable!

City council members go out to get views of small shop owners, less prominent ones.

Are we leaders or are we followers?

A park system to be proud of like Minneapolis lakes, but appropriate to our small town, rural/river environment.

Better, "more downtown friendly" access and utilization of the park on 5th and highway 3.

Proceed with Hoisington Koegler design for the enhanced Bridge Square performance space.

Create a band shell in the new Way Park. Revitalize the West Side w/ music away from Hwy 3.

DOWNTOWN BOUNDARIES

Try to keep some basic goods and services downtown, not just antiques and gifts.

Area of downtown expanded to match rapidly growing population.

Extend business district along Division to Woodley – more mixed use opportunities, etc.

Allow downtown to expand south on Division St. to Woodley.

Have Carleton entrance at 2nd and Division blend into downtown appropriately.

ENTERTAINMENT

+ 50 years, stay a college town, student activity, open to public, music, drama, cafes.

More activities to attract people and fill the streets!

Sidewalk entertainment and dining.

Downtown music festivals.

A Fermentations sort of restaurant in downtown Northfield.

GOVERNMENT

Big goal – line item in city budget for "artstown" support.

Encourage the EDA and council to have bonding referendums to develop an expanded regional art center.

DO NOW: Revoke 1306, create building board of appeals.

Encourage bonding referendum for new pool, library and other infrastructure projects.

All city staff and most direct labor live in the city.

A city council which discusses quality of life issues to avoid becoming ubiquitous suburbia.

Seed grass and repair lawn in Bridge Square.

Downtown maintenance of sidewalks and curbing needs to be more timely.

Active, on-foot enforcement and education of existing (or improved) codes, ordinances and posted signage.

GARBAGE

A public, centralized compost and garbage storage plan needs to be developed.

GRAFFITI

HPC should develop grant program for removing graffiti from historic buildings – an expensive process.

CODE ISSUES

Get rid of 1306 and "there shall be a board of appeals for the building official."

SAFETY

Stop sign at 7th and Division.

Fix the screwy traffic pattern on Water Street between 3rd and 5th.
We need comprehensive lighting standards designed to meet everyone's needs.

RETAIL / ENTERTAINMENT

Mix of retail that meets the residents' needs.
A lively entertainment district.
Banners that are vibrant and change every one to two months.
Downtown filled with successful library, shops and restaurants.
The backsides of buildings are as attractive and interesting as the fronts.
More pedestrian friendly; need to expand boundaries of downtown; expand retail: clothing, shoes, etc.
Mary Rossing's bandshell in Ames Park.
All stores filled on Division Street 2nd – 6th.
Return of Centerfield Music.
More outdoor music in Bridge Square.
Busy foot traffic 7 days. (Sunday store hours).
I can buy a pair of jeans in downtown.

RIVER ISSUES

Extend river walk.
Fully embraced river.
Build a foot bridge over Cannon north of 2nd Street.
Repair river banks to slow erosion south of 4th Street and north of 2nd Street.
Board walks or trails on both banks of the river from Carleton property on the north to 5th Street on the south, or beyond. To Dundas?
Sand blast and repaint 4th street bridge over Cannon river.
Repair concrete sidewalks around dam, post office and bridge square.
Repair iron and concrete wall/railings below dam and 4th street.
Canoe launch in downtown.
Remove dam and return cannon River to a rapids between 5th and 4th Street.
Add rubble rock to east and west embankments of Cannon River between 5th and 4th street.
More interest and events on the river front/river walk.

JOINT PLANNING

Joint planning group with Dundas and townships has been succeeding toward goals.
Hwy 35W commercial has not grown so fast it has drained Northfield.

VOLUNTEERS

A much more active volunteer force for maintenance and improvement.
A positive attitude about downtown by Northfield citizens.
Stronger influence of citizen boards taking "load" off staff.
A strong economically self-sufficient downtown supported by local government staff and citizens.

DOWNTOWN CONSTITUENTS

All goods and services have not moved to the Target area.
Downtown Northfield is the place to office in the region.
A balanced place to work, live, shop, socialize and recreate.
There are an equal number of storefronts that cater to residents as there are that cater to tourists.
All second floors filled with residents or businesses.
A tourist destination because people want to observe authentic life styles.
The first floor spaces provide services for the creative people who live and work on the second and third floors.
The best small college town in America.
A "must see" destination for Midwesterners.

BRIDGE SQUARE

Bridge Square reconfigured so the fountain is nearest Division Street.

RIVER WALK AND RIVER

Open a visual “pathway” from Bridge Square to the river walk to the north.

Multiple event locations beyond Bridge Square, i.e., more use of Ames Park and new public area with river front development.

Well developed and publicly accessible river front. It’s an amazing asset that’s severely underutilized.

Use of riverfront building faces for retail toward the river.

More focus on the river.

Develop and execute park plan for river front site and other downtown river way.

Open the back of buildings to the river in the 300 block of Division via new walkway alley and access.

LIBRARY

The library has expanded downtown.

Library expanded downtown.

ROUTINE MAINTENANCE

More police to monitor South Water Street.

Maintain trash pickup more frequently in downtown and maintain (clean) receptacles.

Thoroughly clean once a week.

Northfield would be clean and well maintained.

Bridge Square would have grass in the bald spots.

Preserve and maintain downtown. Clean streets and sidewalks year-around.

RAIL CONNECTIONS

Restore the old railway depot.

Commuter rail to the cities.

VISUAL APPEAL

Identify infill projects such as alley ways and other public spaces.

Small scale development to complete 200 block of South Water street.

Develop west side of Water Street (Basil’s, etc.) with more tasteful infill, i.e., Kjerland building – all vacant sites and Key building.

Downtown would be perfect if it was aesthetically appealing thru historic preservation and new construction for residents and visitors and host to arts and entertainment activities.

A detail – we need water spigots 3 per block – to keep walks and buildings clean.

We need to think about standards before allowing wall murals.

Encourage zoning or ordinances that will define nature of infill and development sites in the fringe downtown.

downtown public spaces w/ (the) period accentuated, lights, benches, bike racks, signage.

CARS – TRANSPORTATION

Parking structure like Grand Ave. with stores on the exterior.

More and convenient parking.

Develop the parking lot earmarked by past plans west of Hwy 3 between 2nd and 3rd.

Highways and their traffic are diverted around downtown.

Better access to “friendly parking”.

Downtown Nfld would be perfect if there was continuing growth of moderate density housing in and within walking distance of downtown, over the next 10 years.

+ 50 years: Weather friendly; no parallel parking.

Rationalization of people powered vehicles vs. foot traffic and cars/trucks.

Utilizing a gateway approach to Hwy 3 from Target into town using lighting, flagging, green spaces and trails/paths.

Plan for a commuter terminal NOW to be implemented in the future for rail or bus transportation to the Twin Cities.

Work with MNDOT and Dundas and Bridgewater Twp. To develop a ring road and river

crossing south of Jefferson Parkway.

PEDESTRIAN FRIENDLY

Resident friendly – enforcement of reasonable quiet during evening hours.

More non-street pedestrian ways radiating through and from downtown.

Pedestrian friendly – clearly posted signs to indicate where people may or may not cycle and skateboard.

Sidewalk cafes.

Multiple two-bike bike racks on each block downtown (both sides of the street.).

Streets frequently closed for community events and miscellaneous activities throughout the year.

Vibrant sidewalks.

Steady traffic from Mill Towns Trail users; bike racks placed strategically.

Easily walkable from west side of Hwy 3 to east side.

Still safe at night.

More public art downtown.

More benches.

Install traffic lights at 3rd Street and St. Olaf Ave. on Hwy 3.

Replace street lights (shoe boxes) around Bridge Square and Water Street with units that work.

The lighting would be consistent and in good working order.

Flower planter along downtown.

More trees! More plants!

More people living in a close to downtown who don't require parking to enjoy it.

Pedestrian friendly design is obvious.

Brush snow from downtown sidewalks daily during snow days with a powered sweeper (City).

Sidewalk snow would be removed by the city.

No parking on Division Street – sidewalk width doubled.

Wide sidewalks to facilitate relaxed use of downtown.

beautifully landscaped alley connections to parking.

Northfield – “a place of little destinations” e.g. – where west side trash bins are located we install a Small rose garden, a little looping pathway, 2 benches where people can literally sit and smell the roses. By “little destinations”, I mean – not more shops – but non-shopping destinations that impart beauty to the senses and engender thoughtfulness.

PARKING

More parking downtown ASAP.

Parking ramp at 3rd and Washington.

Parking (at least) adequate in all areas of downtown.

Establish parking structures on both east and west banks.

PEOPLE ISSUES

Downtown would be perfect if it became relevant to a high percentage of Northfield area residents – meeting frequent needs as well as wants, and appealing to visitors as well.

“Zero tolerance” for public drunkenness.

Strong respect for youth of community so we retain local talent and continuity.

Majority live work population in downtown complementing senior housing, residential, and visitor usage.

No train horns.

INFORMATION SYSTEMS

Alternative to low cost signage – finding mechanism to encourage classy store signage. KS

We need a contemporary directional and events information system that includes multiple, linked computer monitors in store window and elsewhere that allow for instant updating and a high

April 21, 2005 Downtown Property Owner Meeting

Synthesis – bridge square

Steve – 3rd Street connection

- a) additional gateways at
- b) 8th Street
- c) 7-1/2 or 7th
- d) 2nd street
- e) Woodley on south of street

Potential infrastructure improvement project in 1980

- a) Wash – blacktop
- b) 6th – black top
- c) 7th – black top
- d) Water – not concrete
- e) 8th not concrete

General Comments

- 2nd ____ gateways on – 2nd and Woodley
- Another mini historic district at Woodley
- Subset ____ at downtown – what happens at north near riverfront redevelopment site
- Included Highway 3 into expansion of ____ to north
- Downtown is driving force to market community - _____
- Because this is a real place – necessity to be complete hospitality plan – integrated plan
- Timberwolves game – separated from people in suite and area _____. Pass through _____ part of _____
- New residential look at downtown as front yard
- Destination downtown
- Stage set, authentic – outdoor set – to keep people
- Connection to people To see people
- Public values and sense of community – downtown want to be more of a gathering place – personality of downtown
- People, connecting/linking Northfield
- Consistency is lighting – banners, flower paths, decoration
- Bridge square and out – things that keep people there – water, ash trays/receptacle, improve bridge square to real town center, people from parking to places to shop, kiosk
- Visual image as bridge square, diversity of a people in downtown
- Increase sense of community – bring people together
- Connectivity
- Safety and ped friendly
- Need more comfort – is there
- Believe in downtown
- Needs and means something to us
- parks connect to downtown – congetion is good, bike and walk to downtown and hangout
- lacking images in Northfield – Northfield lacking shops have area outsider eat, talk, shop outside
- benches, activities
- people need to spend time _____
- Lot of activity and use at night – water sheet
- Improve area as gateway into downtown
- Safety – ped safety – motorcycle parking on median
- Wider sidewalks without medians
- Shovel – sidewalk
- Back door to downtown – front door
- West side – froggy bottom _____
- Bicycles
- Parking is a destinction of the downtown
- Look at rear parking areas - _____ up – clear and _____ connections
- Mark – out of parking lot into pedestrian realm

-
- Visual appeal
 - Direction to get out parking lots
 - Connectivity
 - evening pedestrian movements – more pedds – etc.
 - trade off between treatments and landscaping in parking
 - parking along river
 - 5th street – gateway building
 - how to treat newsstands – etc.
 - little plaza at old community bank building
 - how to involve artists in design of downtown
 - education – how does this work into physical environment
 - opportunity to declutter sidewalks, removal, etc....
 - how do you not widen sidewalks and maximize current sidewalks
 - down to coffee shops near coffee houses, small sidewalks
 - there is not enough current space along streets
 - dynamic of age groups
 - a lot of age groups in Northfield - space adjacent to froggy bottoms

September 28, 2005 Open House/ Public Forum

General Comments

Streetscape

- Downtown is driving force to market community
- Because this is a real place – necessity to be complete hospitality plan
- Destination downtown
- Strong Community values and sense of community – downtown want to be more of a gathering place
- Need to keep people in the Downtown with art, events, streetscape elements
- Celebrate the uniqueness of Downtown
- Need to feel Safety and ped friendly in the Downtown
- Who will control seating and vandals....belief that kids may congregate at seating areas and scare off customers
- How do we get people from TH 3 in to the Downtown
- Improve connectivity from parking areas into the Downtown.....around the back sides of buildings
- Would like wider sidewalks, but not at the cost of losing parking
- Staging of construction.....any closure of streets will have adverse effect on the businesses
- Already a very fragile environment for business in the Downtown, do not make it worse with construction
- Bicycles and bump-outs.....good or bad
- Visual appeal of Downtown...inviting to all
- accessibility.....make sure building entrances, sidewalks and crosswalks are accessible to all users.
- Like the idea of promenade in parking lot along river.....do not sacrifice any stalls to accomplish this
- how to involve artists in design of downtown
- opportunity to declutter sidewalks, removal, etc....
- how do you not widen sidewalks and maximize current sidewalks
- cater to residents and visitors alike.

REVIEW OBSERVATIONS & DIRECTION FROM HPC/DAB MEETING

October 24, 2005

To: Downtown Streetscape Team
From: Howard Merriam
RE: REVIEW OBSERVATIONS & DIRECTION FROM HPC/DAB MEETING
Subj: 'THE PLAN'

Allow the following to summarize the proceedings and recommendations from the joint meeting of the HPC and DAB, held on Thursday, October 20th at City Hall:

- 1) The group spent a fair amount of time reviewing and commenting on the two Streetscape Concepts – A & B. The conclusion being there is no difference other than the 'bump-out' areas. If sidewalks could be widened several feet, that would be a dramatic improvement. They generally stated that simple, straight lines (sidewalks, curbs, etc.) best represents the historical character of the downtown. The group generally agreed that simple design element would be the best mechanism for creating continuity in the downtown district...lighting and the lighting element/fixturing was a re-curent theme. Comment: I several times made it clear that the effort and discussion of this meeting was to get a sense of priority to the overwhelming number of options and ideas presented in The Plan.
- 2) The 'bump-out' concept (Pedestrian Plazas) was discussed at length. Although not a consensus opinion, it was recommended to look at the bump-out idea on a block-to-block and case-by-case basis. They could be added where it made sense in terms of spacing, function and the potential to add a pedestrian crossing (paver project).
- 3) The paver crosswalks were discussed and all felt that the City should continue with this effort and add additional crosswalks in the downtown district that were consistent with what has been done at Bridge Square.
- 4) Library Corner: all agreed this was a great project and would set a standard for several design details in the downtown district. The primary design elements to be determined at the Library Corner were: 1) the paving (pattern, color, texture) and 2) the definition of an art pad or a significant place in the downtown for art/sculpture. The group agreed that the downtown needed art and there is a community interest in developing Northfield as an arts community. This is a visible and appropriate step in that direction. Comment: art/sculpture was a higher priority than kiosks or monuments; the bike rack element in this project needs to be defined and accepted by HPC/DAB.
- 5) The "pearl" concept was embraced by the group and as the discussion advanced, there was consensus that this approach made sense...to develop the Pearls as project areas. Consequently, several project areas surfaced as having merit.
- 6) In addition to the Library Corner, the primary project pearl discussed was the 5th Street and Water intersection/ parking lot and trail connection. This project area was identified as having high potential for several reasons: 1) the need to repair and protect the Cannon River edge, primarily north of 5th Street, 2) the need to re-work/re-think the parking and circulation in the current parking lot and street, 3) the need to have a connection to Bridge Square from the south – 5th Street Trail connection to Riverside Park, 4) the opportunity to create an entry focus at a critical downtown intersection, 5) the opportunity for signage/wayfinding and orientation, as well as public art. Comment: the work at the Library Corner is a model and template for the work to be proposed in this area – serpentine seating, paving and fixturing. Also, this project could affect the Northfield Liquor Store and its relocation plans.
- 7) The group spent a fair amount of time discussing the desire/appropriateness of using ornamental iron as a design element in the downtown district. All felt this was an appropriate material and design element: 1) walkway arches, 2) edge treatment(s), 3) signage, markers, etc.
- 8) Two key project areas were identified as an opportunity to create an edge condition: 1) Econofoods Lot and 2) Water Street by the Co-op. The accepted version was more ornamental iron – fluidity, transparency. Comment: this opportunity offers a creative, sculptural solution.
- 9) The paving and detailing at the Historical Society was discussed at length and should be on the priority list as a

potential project...merits more discussion and more detail design work.

- 10) Other project areas discussed and endorsed as needing more attention: 1) 2nd and Division or the 'Carleton Corner', 2) Water St. and 5th on the West Side.
- 11) The group accepted the idea and need for the Overall Framework Plan as a guiding tool, but felt that it was appropriate to work at project areas in an effort to reach the overall plan.

Comment: As I have received no other direction/comment/feedback from the public or interested group, it is my opinion and suggestion that the comments and suggestions received from this meeting are to be the primary guidance in preparing for the Final Task Force meeting. I recommend, as staff and consultant, we prepare a suggested direction and endorsement of the planning and design effort to date that can be received and accepted by Council.

Thank you for your attention.

Howard.

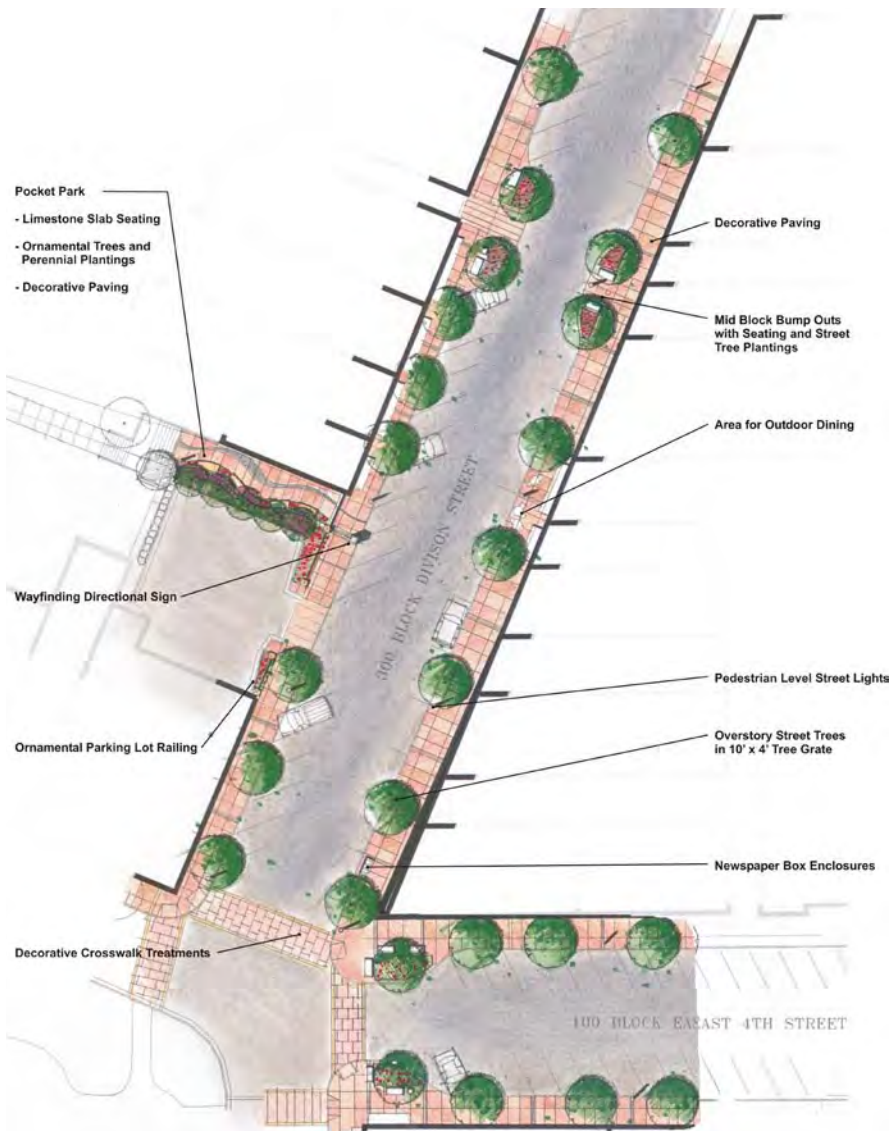
Appendix C

Streetscape Concept B

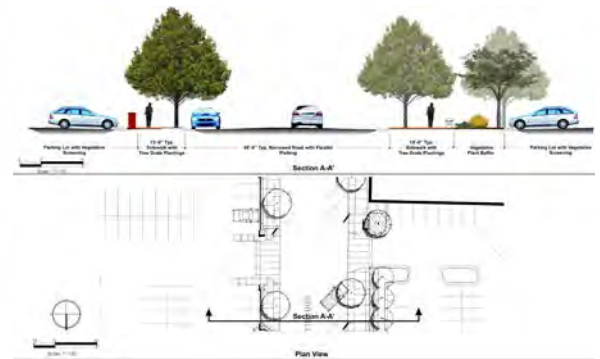
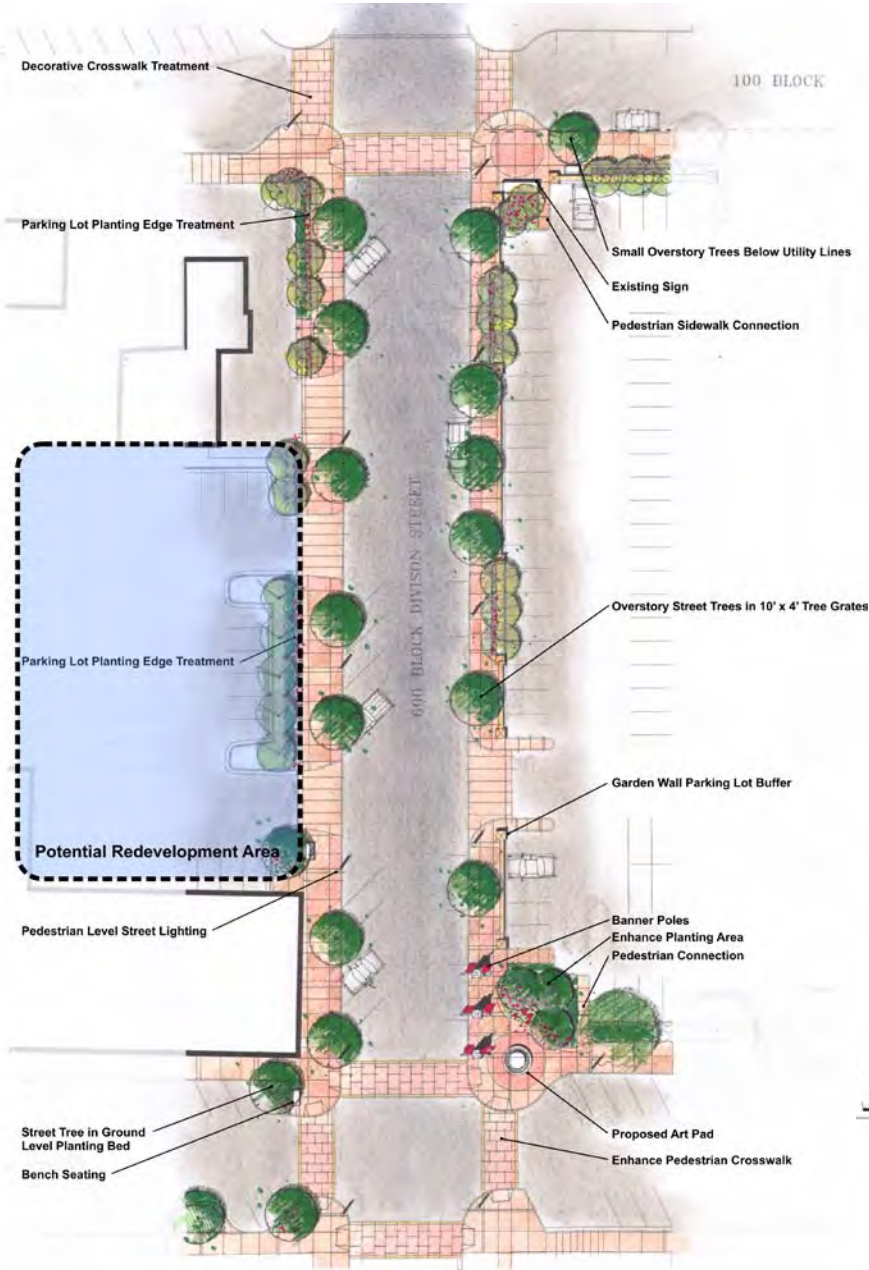
Concept B – Rhythmic Pedestrian Plazas

Concept B translates the idea of hospitality into a streetscape that creates nodes for pedestrian activity at mid-block locations. The pedestrian amenities located along the street are intensified in these pedestrian nodes. Concept B also:

- Maintains the existing street configurations within the Downtown.
- Maintains the existing parking quantities on all streets within the Downtown.
- Adds mid-block bump-outs to create pedestrian/gathering areas
- Identifies new tree locations at the end of building bays along Downtown streets.
- Incorporates – decorative paving, benches, planters, trees, signs, lighting, wayfinding system, etc



300 Block - Division Street
Concept B

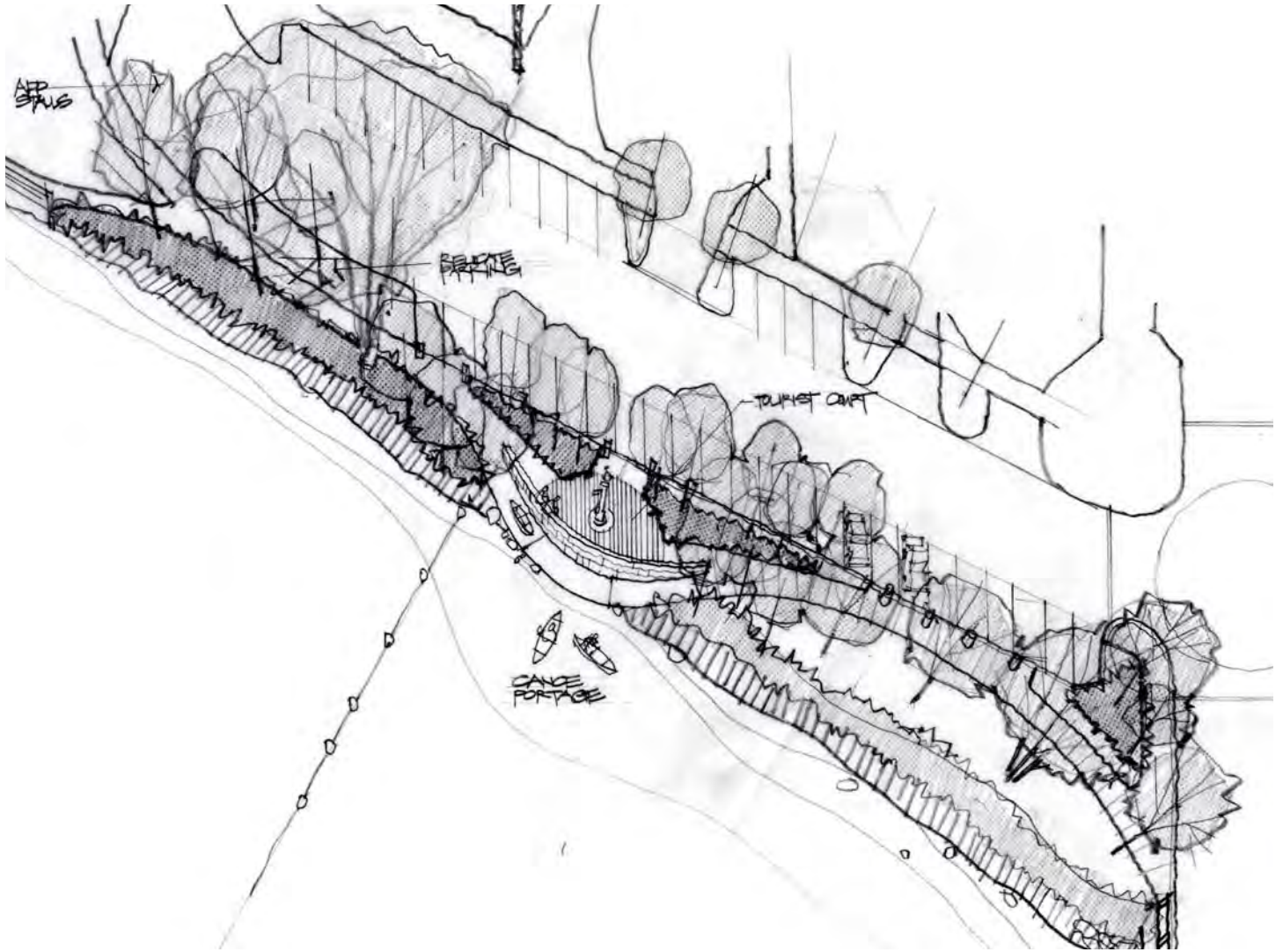


600 Block - Division Street
Concept B

600 Block - Division Street
Typical Cross-section
Concept B

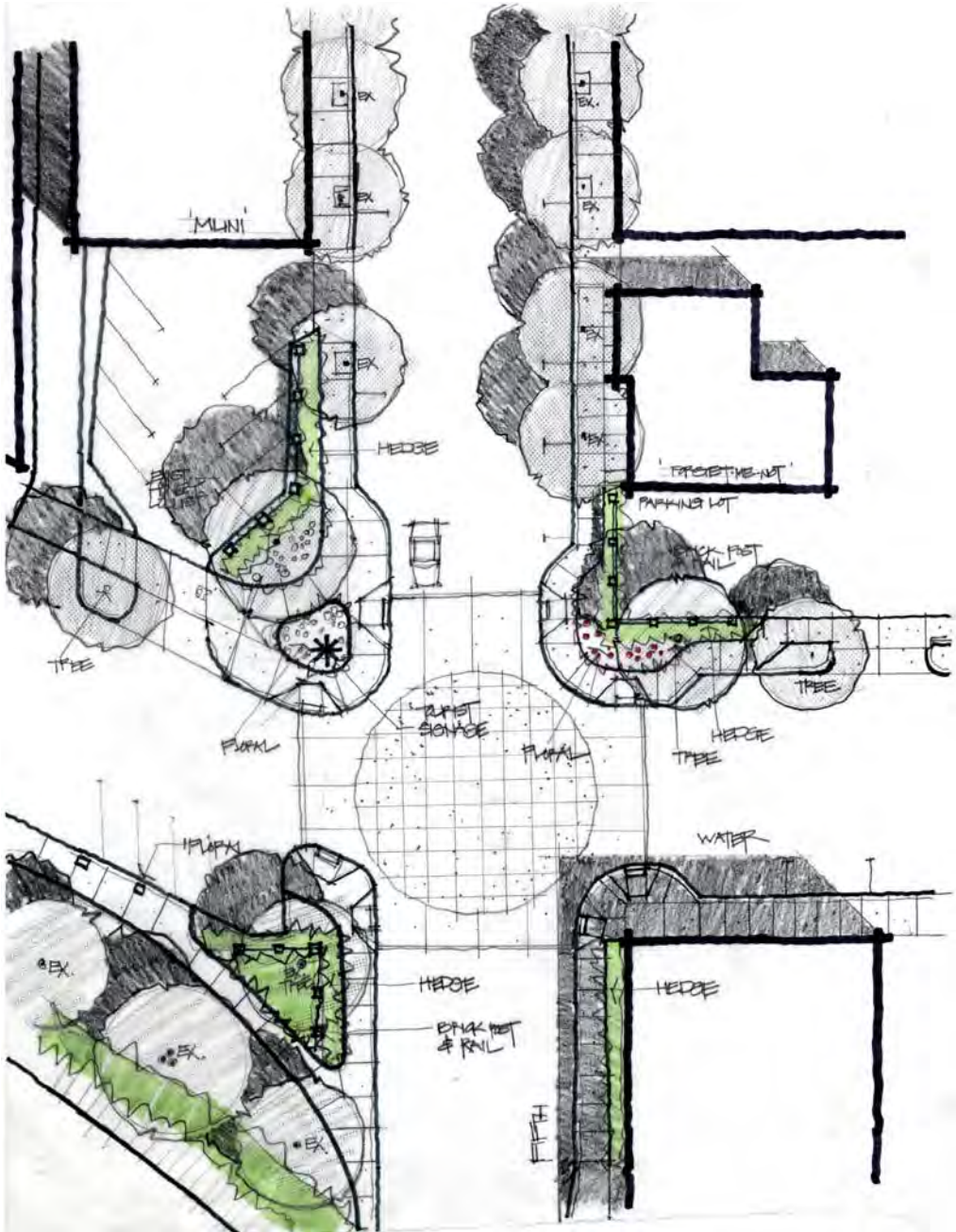
Appendix D

Water Street Parking Lot Concept B



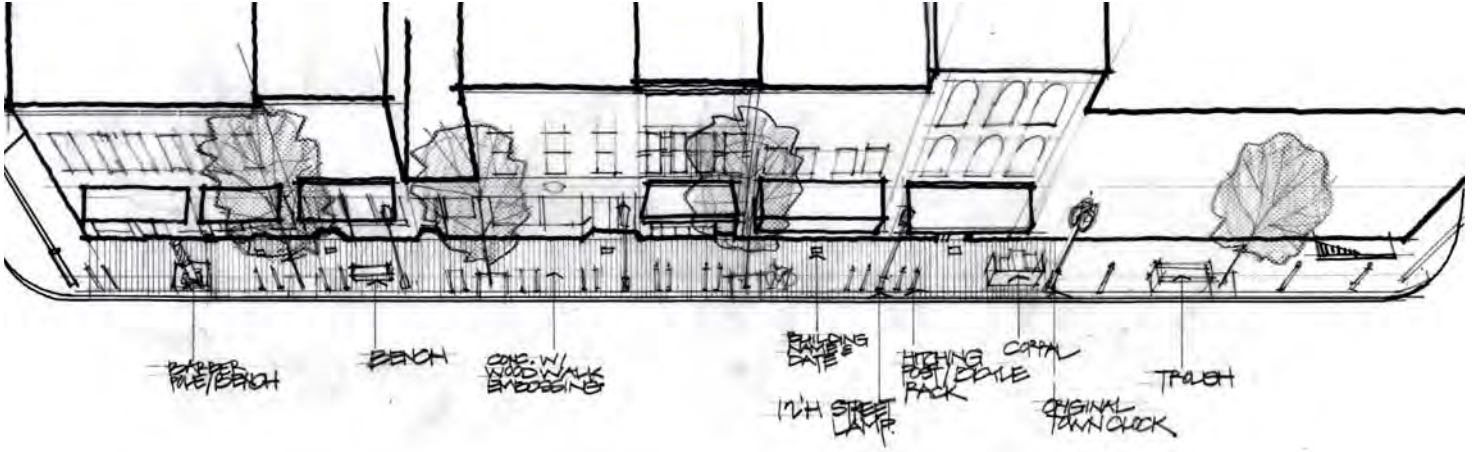
Water Street Parking Lot
Concept B

5th and Water Street Concept B

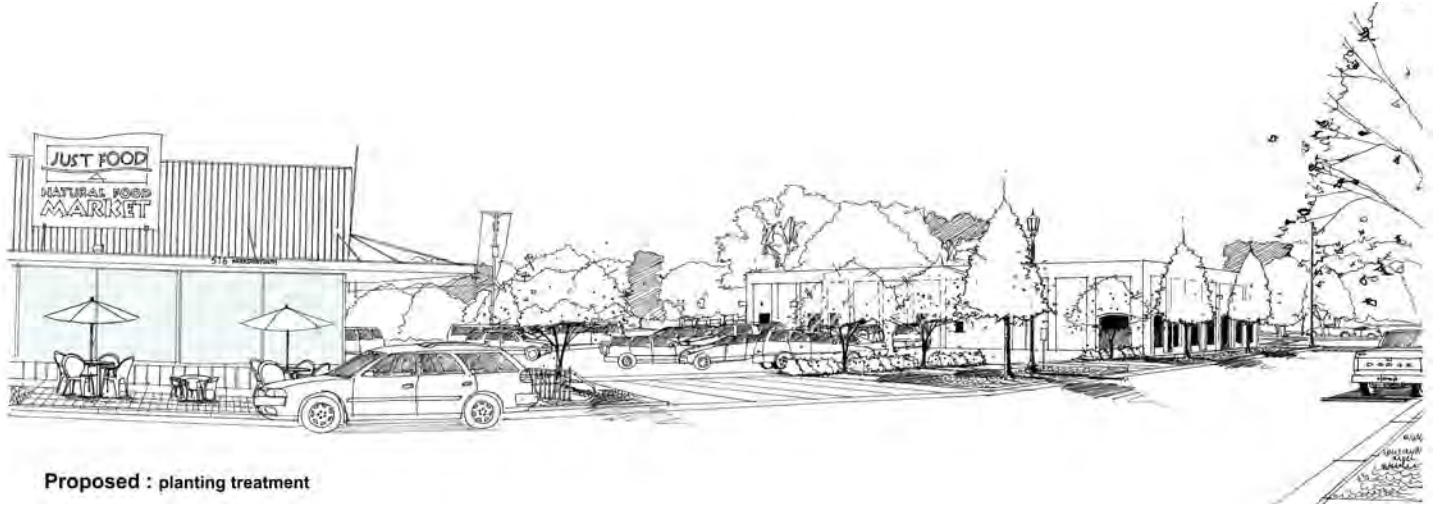


100 Block - 5th Street
Concept B

Appendix F

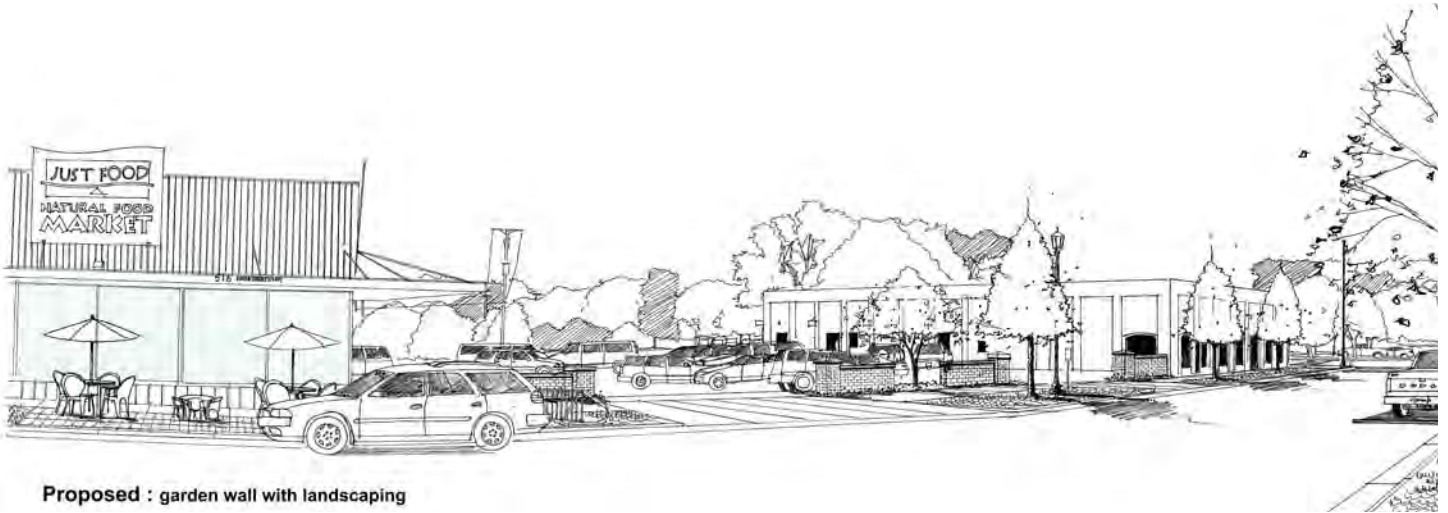


Historic Society - Historical Paving
Concept B



Proposed : planting treatment

Parking Lot Buffer
Concept B



Proposed : garden wall with landscaping

Parking Lot Buffer
Concept C

Appendix H

Downtown Northfield Streetscape Plan Preliminary Cost Estimate 11/19/2005

Concept A - String of Pearls

DIVISION STREET - 2nd to 7th Street

BASIC STREETScape COST ESTIMATE (1 BLOCK FACE)

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
REMOVALS					
	MOBILIZATION	LUMP SUM	1	\$6,000.00	\$6,000.00
	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	3	\$500.00	\$1,500.00
	REMOVE/DISPOSE PEDESTRIAN LEVEL LIGHTS	EACH	5	\$500.00	\$2,500.00
	REMOVE CONCRETE SIDEWALK (INCL. SAWCUT)	SY	555	\$11.00	\$6,105.00
	REMOVE CONCRETE DRIVES/APRONS (INCL. SAWCUT)	SY	65	\$7.50	\$487.50
	REMOVE/IMPROVE UTILITIES (if necessary)	EACH	1	\$5,000.00	\$5,000.00
	SUBTOTAL				\$21,592.50

STREETScape ELEMENTS

	STANDARD SCORED CONCRETE PAVING (5000 SF. AVERAGE)	SF	5000	\$6.50	\$32,500.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	5	\$5,500.00	\$27,500.00
	PLANTING SOIL	CY	65	\$18.00	\$1,170.00
	STREET TREES 2.5" CAL	EACH	8	\$500.00	\$4,000.00
	METAL BENCH (INSTALLED)	EACH	3	\$1,100.00	\$3,300.00
	TRASH RECEPTACLE (INSTALLED)	EACH	3	\$900.00	\$2,700.00
	RAISED PLANTERS	EACH	4	\$1,900.00	\$7,600.00
	BIKE RACKS	EACH	3	\$1,200.00	\$3,600.00
	TREE GRATES (FRAMES AND FOOTINGS)	EACH	8	\$1,800.00	\$14,400.00
	SUBTOTAL				\$96,770.00

(B) TOTAL BLOCK FACES - 2nd Street to 6th Street

\$946,900.00

SUBTOTAL

\$946,900.00

CONTINGENCY (15%)

\$142,035.00

TOTAL

\$1,088,935.00

Concept B - Rhythmic Pedestrian Plazas

DIVISION STREET - 2nd to 7th Street

BASIC STREETScape COST ESTIMATE (1 BLOCK FACE)

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
REMOVALS					
	MOBILIZATION	LUMP SUM	1	\$6,000.00	\$6,000.00
	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	3	\$500.00	\$1,500.00
	REMOVE/DISPOSE PEDESTRIAN LEVEL LIGHTS	EACH	5	\$500.00	\$2,500.00
	REMOVE CONCRETE SIDEWALK (INCL. SAWCUT)	SY	555	\$11.00	\$6,105.00
	REMOVE CONCRETE DRIVES/APRONS (INCL. SAWCUT)	SY	65	\$7.50	\$487.50
	REMOVE/IMPROVE UTILITIES (if necessary)	EACH	1	\$5,000.00	\$5,000.00
	REMOVE CONCRETE CURB/GUTTER (INCL. SAWCUT)	LF	400	\$6.00	\$2,400.00
	REMOVE BITUMINOUS ROADWAY (INCL. SAWCUT)	SY	250	\$5.00	\$1,250.00
	SUBTOTAL				\$25,242.50

PAVEMENTS

	8 IN. THICK CONC. PAVEMENT (DRIVES/APRONS)	SY	250	\$55.00	\$13,750.00
	B612 CONCRETE CURB/RAMPS (avg. per block)	LF	400	\$15.00	\$6,000.00
	CURB BUMP OUTS COMPLETE (Avg. 2 per - paving removal)	LF	130	\$35.00	\$4,550.00
	SUBTOTAL				\$24,300.00

STREETScape ELEMENTS

	STANDARD SCORED CONCRETE PAVING (5000 SF. AVERAGE)	SF	5000	\$6.50	\$32,500.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	5	\$5,500.00	\$27,500.00
	PLANTING SOIL	CY	65	\$18.00	\$1,170.00
	STREET TREES 2.5" CAL	EACH	8	\$500.00	\$4,000.00
	METAL BENCH (INSTALLED)	EACH	3	\$1,100.00	\$3,300.00
	TRASH RECEPTACLE (INSTALLED)	EACH	3	\$900.00	\$2,700.00
	RAISED PLANTERS	EACH	4	\$1,900.00	\$7,600.00
	BIKE RACKS	EACH	3	\$1,200.00	\$3,600.00
	TREE GRATES (FRAMES AND FOOTINGS)	EACH	8	\$1,800.00	\$14,400.00
	SUBTOTAL				\$96,770.00

(B) TOTAL BLOCK FACES - 2nd Street to 6th Street

\$1,170,500.00

SUBTOTAL

\$1,170,500.00

CONTINGENCY (15%)

\$175,575.00

TOTAL

\$1,346,075.00

NOTE: this cost estimate does NOT include relocation of storm sewers and catch basins, mill and overlay of existing roadway, or complete street replacement.

WATER STREET PARKING LOT

Preliminary Cost Estimate

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
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SITE

	MOBILIZATION	LUMP SUM	1	\$10,000.00	\$10,000.00
	TRAFFIC CONTROL	LUMP SUM	1	\$5,000.00	\$5,000.00
	SUBTOTAL				\$15,000.00

REMOVALS

	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	1	\$500.00	\$500.00
	REMOVE/DISPOSE PEDESTRIAN LEVEL LIGHTS	EACH	2	\$500.00	\$1,000.00
	REMOVE CONCRETE SIDEWALK (INCL. SAWCUT)	SY	227	\$11.00	\$2,497.00
	REMOVE CONCRETE DRIVES/APRONS (INCL. SAWCUT)	SY	100	\$7.50	\$750.00
	REMOVE/IMPROVE UTILITIES (if necessary)	EACH	1	\$20,000.00	\$20,000.00
	REMOVE CONCRETE CURB/GUTTER (INCL. SAWCUT)	LF	1620	\$6.00	\$9,720.00
	REMOVE BITUMINOUS ROADWAY (INCL. SAWCUT)	SY	2875	\$5.00	\$14,880.00
	REMOVE SIGNS	EACH	5	\$55.00	\$275.00
	SALVAGE AND RELOCATE BENCHES	EACH	2	\$300.00	\$600.00
	SALVAGE AND RELOCATE BIKE RACKS	EACH	2	\$150.00	\$300.00
	SALVAGE REPAINT AND RELOCATE TRASH RECEPTACLES	EACH	4	\$750.00	\$3,000.00
	COMMON EXCAVATION	CY	920	\$12.00	\$11,040.00
	SUBTOTAL				\$64,562.00

PAVEMENTS

	SELECT GRANULAR BARROW	TON	700	\$18.00	\$12,600.00
	SUBGRADE PREP. 6" - 12"	SY	2000	\$3.50	\$7,000.00
	AGG. BASE CLASS V	TON	820	\$22.00	\$18,040.00
	8 IN. THICK CONC. PAVEMENT (DRIVES/APRONS)	SY	2600	\$53.00	\$137,800.00
	B612 CONCRETE CURB/RAMPS (avg. per block)	LF	1120	\$15.00	\$16,800.00
	PARKING LOT STRIPPING	LF	405	\$7.00	\$2,835.00
	SUBTOTAL				\$195,075.00

STREETSCAPE ELEMENTS

	STANDARD COLORED SCORED CONCRETE PAVING	SF	11500	\$6.50	\$74,750.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	5	\$5,500.00	\$27,500.00
	CONCRETE SEAT WALL	LF	134	\$200.00	\$26,800.00
	ART PAD	EACH	1	\$8,000.00	\$8,000.00
	RIVERFRONT ENHANCEMENTS (SLOPE STABILIZATION AND PLANTINGS)	LUMP SUM	1	\$12,000.00	\$12,000.00
	PLANTING SOIL	CY	250	\$18.00	\$4,500.00
	STREET TREES 2.5" CAL.	EACH	14	\$500.00	\$7,000.00
	SHRUBS	EACH	75	\$45.00	\$3,375.00
	PERENNIALS	EACH	400	\$13.00	\$5,200.00
	STONE OUTCROPS	EACH	18	\$150.00	\$2,700.00
	METAL BENCH (INSTALLED)	EACH	3	\$1,500.00	\$4,500.00
	TRASH RECEPTACLE (INSTALLED)	EACH	3	\$1,200.00	\$3,600.00
	RAISED PLANTERS	EACH	0	\$1,900.00	\$0.00
	BIKE RACKS	EACH	5	\$1,200.00	\$6,000.00
	TREE GRATES	EACH	0	\$1,600.00	\$0.00
	SUBTOTAL				\$185,925.00

SUBTOTAL	\$460,562.00
CONTINGENCY (15%)	\$69,084.00
TOTAL	\$529,646.00

WATER STREET/ TH3 INTERSECTION

Preliminary Cost Estimate

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
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REMOVALS

	MOBILIZATION	LUMP	1	\$3,000.00	\$3,000.00
	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	2	\$500.00	\$1,000.00
	REMOVE/DISPOSE PEDESTRIAN LIGHTS	EACH	2	\$500.00	\$1,000.00
	REMOVE CONCRETE SIDEWALK (INCL. SAWCUT)	SY	750	\$11.00	\$8,250.00
	REMOVE CONCRETE DRIVES/APRONS (INCL. SAWCUT)	SY	55	\$7.50	\$412.50
	REMOVE/IMPROVE UTILITIES (if necessary)	EACH	1	\$5,000.00	\$5,000.00
	SUBTOTAL				\$18,662.50

STREETSCAPE ELEMENTS

	STANDARD SCORED CONCRETE PAVING	SF	6700	\$6.50	\$43,550.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	5	\$5,500.00	\$27,500.00
	PLANTING SOIL	CY	65	\$18.00	\$1,170.00
	STREET TREES 2.5" CAL.	EACH	6	\$500.00	\$3,000.00
	METAL BENCH (INSTALLED)	EACH	2	\$1,100.00	\$2,200.00
	TRASH RECEPTACLE (INSTALLED)	EACH	2	\$900.00	\$1,800.00
	PERENNIALS	EACH	300	\$13.00	\$3,900.00
	SHRUBS	EACH	50	\$45.00	\$2,250.00
	BIKE RACKS	EACH	2	\$1,200.00	\$2,400.00
	TREE GRATES (FRAMES AND FOOTINGS)	EACH	6	\$1,800.00	\$10,800.00
	SUBTOTAL				\$98,570.00

SUBTOTAL	\$117,232.50
CONTINGENCY (15%)	\$17,585.00
TOTAL	\$134,817.50

WATER STREET/ 5TH STREET INTERSECTION

Preliminary Cost Estimate

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
SITE					
	MOBILIZATION	LUMP SUM	1	\$8,000.00	\$8,000.00
	TRAFFIC CONTROL	LUMP SUM	1	\$5,000.00	\$5,000.00
SUBTOTAL					\$13,000.00

REMOVALS

	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	2	\$500.00	\$1,000.00
	REMOVE/DISPOSE PEDESTRIAN LEVEL LIGHTS	EACH	1	\$500.00	\$500.00
	REMOVE CONCRETE SIDEWALK (INCL. SAWCUT)	SY	250	\$11.00	\$2,750.00
	REMOVE CONCRETE DRIVES/APRONS (INCL. SAWCUT)	SY	0	\$7.50	\$0.00
	REMOVE/IMPROVE UTILITIES (If necessary)	EACH	1	\$10,000.00	\$10,000.00
	REMOVE CONCRETE CURB/GUTTER (INCL. SAWCUT)	LF	350	\$6.00	\$2,100.00
	REMOVE BITUMINOUS ROADWAY (INCL. SAWCUT)	SY	1287	\$5.00	\$6,435.00
	REMOVE SIGNS	EACH	4	\$55.00	\$220.00
	SALVAGE AND RELOCATE BENCHES	EACH	0	\$300.00	\$0.00
	SALVAGE AND RELOCATE BIKE RACKS	EACH	0	\$150.00	\$0.00
	SALVAGE REPAINT AND RELOCATE TRASH RECEPTACLES	EACH	0	\$750.00	\$0.00
	COMMON EXCAVATION	CY	540	\$12.00	\$6,480.00
SUBTOTAL					\$29,485.00

CROSSWALKS @ 2ND AND DIVISION

	Remove Concrete Pavement	Sq. Yd.	830	\$20.00	\$16,600.00
	Sawing Concrete Pavement (Full Depth)	Lin Ft.	300	\$12.00	\$3,600.00
	Common Excavation	Cu. Yd.	185	\$15.00	\$2,775.00
	Subgrade Preparation	Sq. Yd.	830	\$12.00	\$9,960.00
	Concrete Base	Sq. Yd.	830	\$45.00	\$37,350.00
	Aggregate Base Class V	Ton	120	\$20.00	\$2,400.00
	Concrete Pavement	Sq. Yd.	0	\$45.00	\$0.00
	Pedestrian Curb Ramp	Each	8	\$2,500.00	\$20,000.00
	Concrete Pavers	Sq. Ft.	5000	\$10.00	\$50,000.00
	Temporary Traffic Control	Lump	1	\$1,500.00	\$1,500.00
SUBTOTAL					\$144,185.00

STREETSCAPE ELEMENTS

	STANDARD COLORED SCORED CONCRETE PAVING	SF	2900	\$6.50	\$18,850.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	2	\$5,500.00	\$11,000.00
	PLANTING SOIL	CY	25	\$18.00	\$450.00
	STREET TREES 2.5" CAL.	EACH	2	\$500.00	\$1,000.00
	TREE GRATES	EACH	2	\$1,600.00	\$3,200.00
	ORNAMENTAL RAILING	LF	75	\$150.00	\$11,250.00
	HAILING PIERS (with footings)	EACH	4	\$1,600.00	\$6,400.00
	PERENNIALS	EACH	200	\$13.00	\$2,600.00
	BANNER POLES	EACH	3	\$12,000.00	\$36,000.00
SUBTOTAL					\$90,750.00

SUBTOTAL	\$217,420.00
CONTINGENCY (15%)	\$41,613.00
TOTAL	\$319,033.00

NOTE: this cost estimate does NOT include relocation of storm sewers and catch basins.

STREETSCAPE ELEMENTS PROJECT

Preliminary Cost Estimate

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
STREETSCAPE ELEMENTS					
	METAL BENCH (INSTALLED)	EACH	5	\$1,100.00	\$5,500.00
	PRECAST CONCRETE PLANTERS	EACH	5	\$1,200.00	\$6,000.00

SUBTOTAL	\$11,500.00
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CONTINGENCY (5%)	\$575.00
TOTAL	\$12,075.00

PARKING LOT WAYFINDING PROJECT

Preliminary Cost Estimate

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
STREETSCAPE ELEMENTS					
	GRAPHIC DESIGN OF SIGN SYSTEM	LUMP	1	\$4,500.00	\$4,500.00
	SIGN FABRICATION	EACH	15	\$200.00	\$3,000.00
	STANDARD METAL POLE	EACH	15	\$45.00	\$675.00
	INSTALLATION	LUMP	1	\$2,500.00	\$2,500.00
SUBTOTAL					\$10,675.00

CONTINGENCY (5%)	\$534.00
TOTAL	\$11,209.00

DIVISION STREET/2ND STREET INTERSECTION

Preliminary Cost Estimate

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
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SITE

	MOBILIZATION	LUMP SUM	1	\$8,000.00	\$8,000.00
	TRAFFIC CONTROL	LUMP SUM	1	\$5,000.00	\$5,000.00
	SUBTOTAL				\$13,000.00

REMOVALS

	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	1	\$500.00	\$500.00
	REMOVE/DISPOSE PEDESTRIAN LEVEL LIGHTS	EACH	1	\$500.00	\$500.00
	REMOVE CONCRETE SIDEWALK (INCL. SAWCUT)	SY	150	\$11.00	\$1,650.00
	REMOVE CONCRETE DRIVES/APRONS (INCL. SAWCUT)	SY	0	\$7.50	\$0.00
	REMOVE/IMPROVE UTILITIES (If necessary)	EACH	1	\$10,000.00	\$10,000.00
	REMOVE CONCRETE CURB/GUTTER (INCL. SAWCUT)	LF	210	\$6.00	\$1,260.00
	REMOVE BITUMINOUS ROADWAY (INCL. SAWCUT)	SY	928	\$5.00	\$4,640.00
	REMOVE SIGNS	EACH	4	\$55.00	\$220.00
	SALVAGE AND RELOCATE BENCHES	EACH	0	\$300.00	\$0.00
	SALVAGE AND RELOCATE BIKE RACKS	EACH	0	\$150.00	\$0.00
	SALVAGE REPAINT AND RELOCATE TRASH RECEPTACLES	EACH	0	\$750.00	\$0.00
	COMMON EXCAVATION	CY	500	\$12.00	\$6,000.00
	SUBTOTAL				\$24,770.00

CROSSWALKS @ 2ND AND DIVISION

	Remove Concrete Pavement	Sq. Yd.	360	\$20.00	\$7,200.00
	Sawing Concrete Pavement (Full Depth)	Lin Ft.	240	\$12.00	\$2,880.00
	Common Excavation	Cu. Yd.	80	\$15.00	\$1,200.00
	Subgrade Preparation	Sq. Yd.	360	\$12.00	\$4,320.00
	Concrete Base	Sq. Yd.	360	\$45.00	\$16,200.00
	Aggregate Base Class V	Ton	60	\$20.00	\$1,200.00
	Concrete Pavement	Sq. Yd.	0	\$45.00	\$0.00
	Pedestrian Curb Ramp	Each	8	\$2,500.00	\$20,000.00
	Concrete Pavers	Sq. Ft.	2400	\$10.00	\$24,000.00
	Temporary Traffic Control	Lump	1	\$1,500.00	\$1,500.00
	SUBTOTAL				\$78,500.00

STREETSCAPE ELEMENTS

	STANDARD COLORED SCORED CONCRETE PAVING	SF	4800	\$6.50	\$31,200.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	2	\$5,500.00	\$11,000.00
	PLANTING SOIL	CY	120	\$18.00	\$2,160.00
	STREET TREES 2.5" CAL.	EACH	4	\$500.00	\$2,000.00
	TREE GRATES	EACH	2	\$1,600.00	\$3,200.00
	PERENNIALS	EACH	450	\$13.00	\$5,850.00
	SHRUBS	EACH	100	\$45.00	\$4,500.00
	METAL BENCH (INSTALLED)	EACH	2	\$1,500.00	\$3,000.00
	TRASH RECEPTACLE (INSTALLED)	EACH	2	\$1,200.00	\$2,400.00
	CONCRETE SEAT WALL	LF	110	\$200.00	\$22,000.00
	CONCRETE WALL	LF	210	\$150.00	\$31,500.00
	ART PAD	EACH	1	\$8,000.00	\$8,000.00
	BIKE RACKS	EACH	2	\$1,200.00	\$2,400.00
	SUBTOTAL				\$129,210.00

SUBTOTAL	\$245,480.00
CONTINGENCY (15%)	\$36,822.00
TOTAL	\$282,302.00

HISTORICAL SOCIETY PAVING PROJECT

Preliminary Cost Estimate

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
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REMOVALS

	MOBILIZATION	LUMP	1	\$3,000.00	\$3,000.00
	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	1	\$500.00	\$500.00
	REMOVE/DISPOSE PEDESTRIAN LIGHTS	EACH	1	\$500.00	\$500.00
	REMOVE CONCRETE SIDEWALK (INCL. SAWCUT)	SY	120	\$11.00	\$1,320.00
	REMOVE CONCRETE CURB/GUTTER (INCL. SAWCUT)	LF	0	\$6.00	\$0.00
	REMOVE/IMPROVE UTILITIES (If necessary)	EACH	1	\$3,500.00	\$3,500.00
	SUBTOTAL				\$8,820.00

STREETSCAPE ELEMENTS

	DECORATIVE SCORED CONCRETE PAVING	SF	2139	\$10.00	\$21,390.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	1	\$5,500.00	\$5,500.00
	PLANTING SOIL	CY	15	\$18.00	\$270.00
	STREET TREES 2.5" CAL.	EACH	2	\$500.00	\$1,000.00
	METAL BENCH (INSTALLED)	EACH	1	\$1,100.00	\$1,100.00
	TRASH RECEPTACLE (INSTALLED)	EACH	1	\$900.00	\$900.00
	PERENNIALS	EACH	0	\$13.00	\$0.00
	SHRUBS	EACH	0	\$45.00	\$0.00
	BIKE RACKS	EACH	1	\$1,200.00	\$1,200.00
	TREE GRATES (FRAMES AND FOOTINGS)	EACH	2	\$1,800.00	\$3,600.00
	CUSTOM "HITCHING POST"	EACH	1	\$2,000.00	\$2,000.00
	SUBTOTAL				\$36,960.00

SUBTOTAL	\$45,780.00
CONTINGENCY (15%)	\$6,867.00
TOTAL	\$52,647.00

DIVISION STREET - from 5th to 7th Street

Preliminary Cost Estimate

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
REMOVALS					
	MOBILIZATION	LUMP	1	\$8,000.00	\$8,000.00
	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	2	\$500.00	\$1,000.00
	REMOVE/DISPOSE PEDESTRIAN LIGHTS	EACH	2	\$500.00	\$1,000.00
	REMOVE CONCRETE SIDEWALK (INCL. SAWCUT)	SY	665	\$11.00	\$7,315.00
	REMOVE CONCRETE DRIVES/APRONS (INCL. SAWCUT)	SY	113	\$7.50	\$847.50
	REMOVE/IMPROVE UTILITIES (If necessary)	EACH	1	\$5,000.00	\$5,000.00
	SUBTOTAL				\$23,182.50

CROSSWALKS @ 6TH AND 7TH

	Remove Concrete Pavement	Sq. Yd.	660	\$20.00	\$13,200.00
	Sawing Concrete Pavement (Full Depth)	Lin Ft.	600	\$12.00	\$7,200.00
	Common Excavation	Cu. Yd.	140	\$15.00	\$2,100.00
	Subgrade Preparation	Sq. Yd.	660	\$12.00	\$7,920.00
	Concrete Base	Sq. Yd.	660	\$45.00	\$29,700.00
	Aggregate Base Class V	Ton	135	\$20.00	\$2,700.00
	Concrete Pavement	Sq. Yd.	0	\$45.00	\$0.00
	Pedestrian Curb Ramp	Each	16	\$2,500.00	\$40,000.00
	Concrete Pavers	Sq. Ft.	4000	\$10.00	\$40,000.00
	Temporary Traffic Control	Lump	1	\$3,000.00	\$3,000.00
	SUBTOTAL				\$145,820.00

STREETSCAPE ELEMENTS

	STANDARD SCORED CONCRETE PAVING	SF	14000	\$6.50	\$91,000.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	8	\$5,500.00	\$44,000.00
	PLANTING SOIL	CY	120	\$18.00	\$2,160.00
	STREET TREES 2.5" CAL.	EACH	21	\$500.00	\$10,500.00
	METAL BENCH (INSTALLED)	EACH	2	\$1,100.00	\$2,200.00
	TRASH RECEPTACLE (INSTALLED)	EACH	2	\$900.00	\$1,800.00
	PERENNIALS	EACH	400	\$13.00	\$5,200.00
	SHRUBS	EACH	50	\$45.00	\$2,250.00
	BIKE RACKS	EACH	2	\$1,200.00	\$2,400.00
	TREE GRATES (FRAMES AND FOOTINGS)	EACH	14	\$1,800.00	\$25,200.00
	ORNAMENTAL RAILING	LF	440	\$150.00	\$66,000.00
	RAILING PIERS (with footings)	EACH	12	\$1,600.00	\$19,200.00
	ART PAD	EACH	1	\$8,000.00	\$8,000.00
	SUBTOTAL				\$279,910.00

SUBTOTAL	\$449,892.50
CONTINGENCY (15%)	\$67,334.00
TOTAL	\$517,226.50

DIVISION STREET CROSSWALK PROJECT

**5th and Division Street
Preliminary Cost Estimate**

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
	Mobilization	Lump	1	\$3,000.00	\$3,000.00
	Remove Concrete Pavement	Sq. Yd.	340	\$20.00	\$6,800.00
	Sawing Concrete Pavement (Full Depth)	Lin Ft.	320	\$12.00	\$3,840.00
	Common Excavation	Cu. Yd.	70	\$15.00	\$1,050.00
	Subgrade Preparation	Sq. Yd.	340	\$12.00	\$4,080.00
	Concrete Base	Sq. Yd.	340	\$45.00	\$15,300.00
	Aggregate Base Class V	Ton	80	\$20.00	\$1,600.00
	Concrete Pavement	Sq. Yd.	0	\$45.00	\$0.00
	Pedestrian Curb Ramp	Each	8	\$2,500.00	\$20,000.00
	Concrete Pavers	Sq. Ft.	2200	\$10.00	\$22,000.00
	Temporary Traffic Control	Lump	1	\$1,500.00	\$1,500.00
	SUBTOTAL				\$79,170.00

**6th and Division Street
Preliminary Cost Estimate**

NO.	DESCRIPTION	TOTAL UNIT	TOTAL EST. QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
	Mobilization	Lump	1	\$3,000.00	\$3,000.00
	Remove Concrete Pavement	Sq. Yd.	330	\$20.00	\$6,600.00
	Sawing Concrete Pavement (Full Depth)	Lin Ft.	280	\$12.00	\$3,360.00
	Common Excavation	Cu. Yd.	70	\$15.00	\$1,050.00
	Subgrade Preparation	Sq. Yd.	330	\$12.00	\$3,960.00
	Concrete Base	Sq. Yd.	330	\$45.00	\$14,850.00
	Aggregate Base Class V	Ton	65	\$20.00	\$1,300.00
	Concrete Pavement	Sq. Yd.	0	\$45.00	\$0.00
	Pedestrian Curb Ramp	Each	8	\$2,500.00	\$20,000.00
	Concrete Pavers	Sq. Ft.	2100	\$10.00	\$21,000.00
	Temporary Traffic Control	Lump	1	\$1,500.00	\$1,500.00
	SUBTOTAL				\$76,620.00
	SUBTOTAL CONTINGENCY (15%)				\$155,790.00
	TOTAL				\$232,369.00