

Village of Homer Glen Planning Workshop

Municipal Center

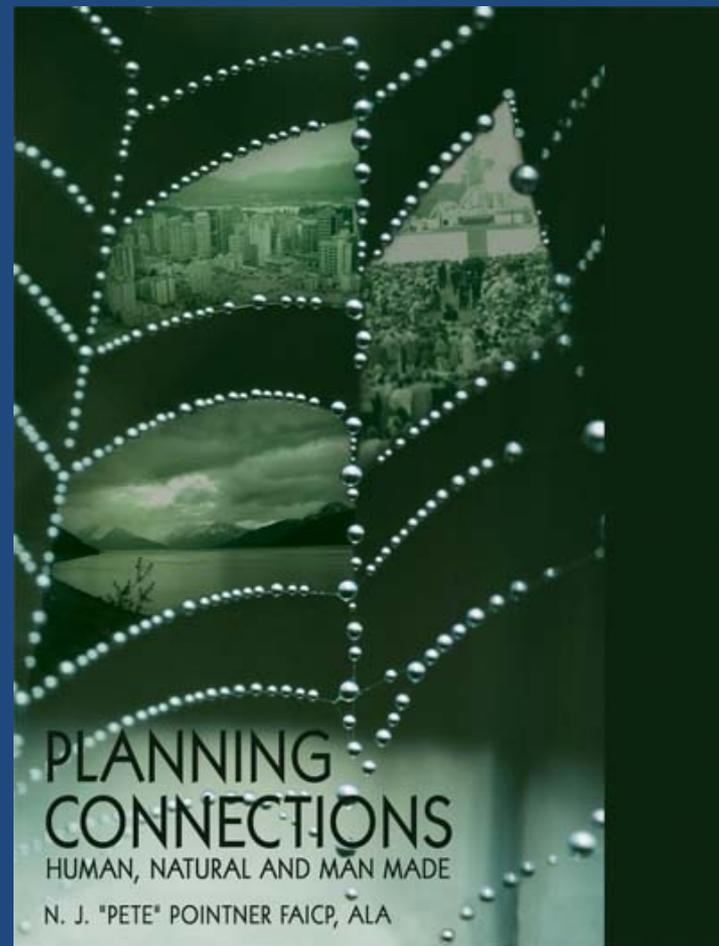
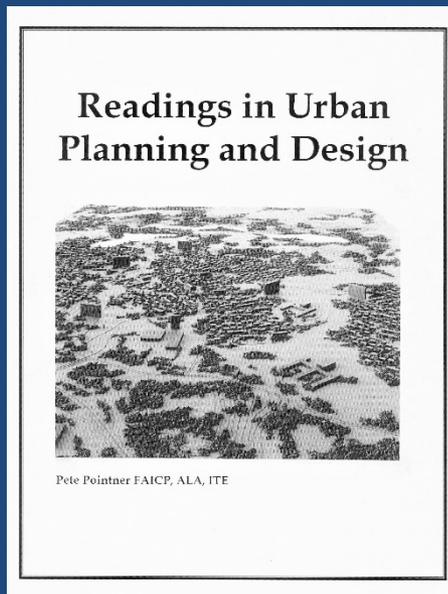
Tuesday November 3, 2015

“Pete” Pointner

FAICP, ALA, ITE

Introductions

- Brief background
- Book, and blog for expansion of workshop content



The 2005 Comprehensive Plan

- My role
- Core Values
- Mission Statement
- Goals
- Objectives



Focus of the Comprehensive Plan

What do you want?



Land Use & Infrastructure

- Type
- Pattern and mix
- Intensity
- Timing
- Quality
- Connections

Land Use is NOT Dull

It impacts:

- Tax base
- Property values
- Cost of public services including school bussing, postal delivery, fire, police, street maintenance
- Environmental sustainability
- Quality of life, identity and sense of community
- Convenience to open space, retail and service opportunities, employment, education, etc

Practical Value of a Good Plan

- Guide development and infrastructure decisions, focus resources on priority issues
- Basis of amending codes and ordinances
- Identify development opportunities and attract good developers – a marketing tool
- Assist in a competitive environment to attract good citizens, new businesses and customers
- Helps to solve and avoid problems, meet future needs and realize new possibilities

When to Update the Plan?



Items to Consider in an Update

- New Village Hall (existing conditions)
- 159th Street – overlay district
- Town Center
- New development opportunities & priorities
- Ordinances
- Energy and carbon footprint
- Format, data versus goals and objectives and recommendations
- What to reconfirm

Ideas and Examples to Consider



Ideas and Examples to Consider



Ideas and Examples to Consider



Ideas and Examples to Consider



Ideas and Examples to Consider



Ideas and Examples to Consider



Ideas and Examples to Consider



Ideas and Examples to Consider



Ideas and Examples to Consider



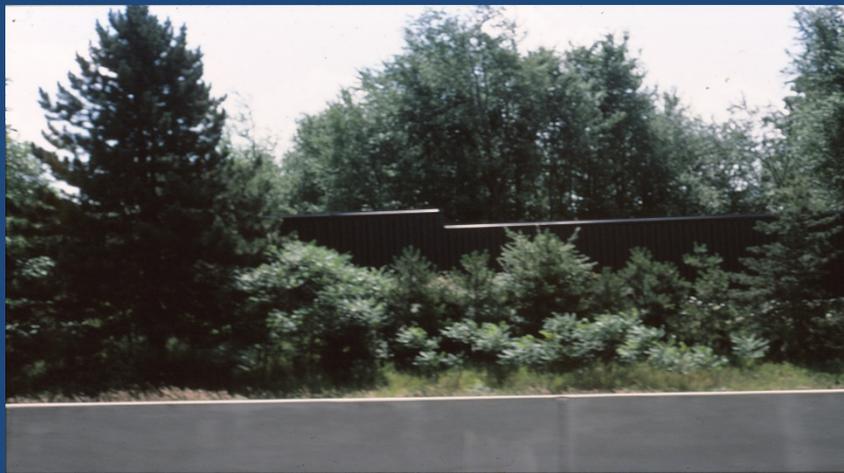
Ideas and Examples to Consider



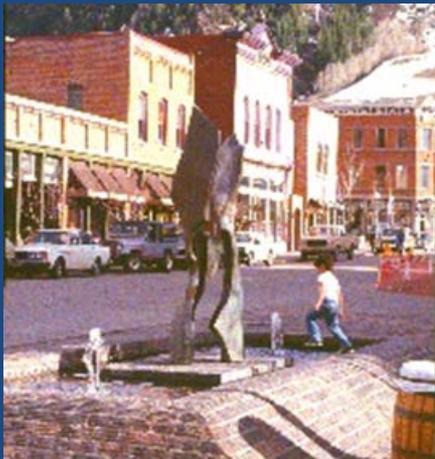
Ideas and Examples to Consider



Ideas and Examples to Consider



Ideas and Examples to Consider



Ideas and Examples to Consider



Public Involvement and Public Education Challenges



- A good plan is deeply understood, widely endorsed and constantly used to shape the future, one decision at a time

How to Attract Good Development



How to Attract Good Development

- Priorities identified in Comprehensive Plan
- Reliable point person
- Reasonable standards
- Fair and efficient processing
- No hidden agendas
- No arbitrary or capricious conditions or excessive exactions
- Recruitment!

YOUR REPUTATION IS IMPORTANT!

Remember, Better to Light 1 Candle than to Curse the Darkness!



Available References

- “Planning for Green Infrastructure”
- “Green Infrastructure and Site Planning”
- #“Downtown, Everybody’s Neighborhood”
- #“Rebuilding Urban Roadways”
- “Preserving Rural Landscapes”
- “Planning and Design Guidelines” (Sect 7)
- “Project Review Checklist”
- “Defensible Design Review”
- “Ten Actions to Attract Good Development”

All but the two papers marked# are part of a free e-book, “Readings in Urban Planning and Design”, with 40 papers and over 150 illustrations, available as a pdf download via petepointnerplanning.blogspot.com.

THE END

Time for questions and discussion

Additional resources

petepointnerplanning.blogspot.com

Thank you for sharing this evening with me to
consider such important matters

Pete Pointner FAICP, ALA, ITE

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HOMER GLEN PLANNING PRESENTATION & WORKSHOP

November 3, 2015

“Pete” Pointner FAICP, ALA, ITE

1. Title Page

2. Introductions

Resources for more information: Book and Readings

3. The 2005 Comprehensive Plan

My role (transportation, environmental resources, all of Section 7, Planning and Design Guidelines) plus key role in land use and public involvement

Everyone should review and reconfirm or amend:

- Core Values
- Mission Statement
- Goals
- Objectives

4. Focus of the Comprehensive Plan

What do you want? If you don't know what you want you will not be happy with what you get! Fred Baer story.

A comprehensive plan focuses on land use and infrastructure and, identifies the type, intensity, pattern, timing and quality of development.

5. Land Use is Not Dull

After a presentation one evening at a village board meeting one trustee approached me and said, oh Pete, when you talk to the press afterwards, don't use the term land use, it is dull and they will not pay any attention to what you say. Thereafter I try to make it clear how land use directly affects: property values; tax base; the cost of public services including school busing, postal delivery, emergency services and street maintenance; environmental sustainability; and, the quality of life, identity and sense of community.

6. Practical Value of a Good Plan

The focus of the Comp Plan is on land use and infrastructure – the type, pattern, intensity, timing and quality of development. Of course these are connected to many social, economic and environmental factors that are also addressed. A good plan has many practical values including:

- Guides development and infrastructure decisions, focus resources on priority issues
- Should be the basis of amending codes and ordinances
- Identifies development opportunities and helps attract good developers – a marketing tool
- It can assist a municipal jurisdiction in a competitive environment to attract good citizens, new businesses and customers

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- Overall, it is to help solve and avoid problems, meet future needs and realize new possibilities

7. When to Update the Plan?

When there is new growth, changes in land use, new technology or uses but, at least every 10 years

8. Items to Consider in an Update

- New Village Hall (existing conditions)
- 159th Street, 143rd Street – **overlay districts** – you can control setbacks, signs, landscaping, sidewalks and curb cuts in site plan review
- Town Center
- New development opportunities & priorities
- Ordinances (consider site plan review and office business park ordinances) zoning overlay for arterials, and, review signs, planned developments and ?)
- Energy and carbon footprint
- Format, data versus goals and objectives and recommendations, value of a poster format
- And.....?
RECONFIRM CORE VALUES, MISSION STATEMENT, G&O

9. Ideas and Examples to Consider

Green infrastructure is all of the elements of the natural environment that influence and support human communities – urban, suburban and rural. These elements include wetlands, surface and ground water, forests and native landscapes, urban streetscapes, parks and open space.

Incorporating consideration of green infrastructure into the comprehensive planning process for land use, traditional grey infrastructure (transportation and utility systems), and agricultural preservation, can produce benefits related to:

- Stormwater management and flood reduction
- Surface and ground water quality
- Air quality
- Wildlife habitat and protection of threatened and endangered species
- Quality and accessibility of open space and recreation
- Reduction of vehicle miles of travel through incorporation of bicycle and pedestrian trails within green corridors
- Enhancement of the function and quality of natural ecosystems
- Preservation of prime farmland and rural character
- Esthetic character and identity of the built environment

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- Climate moderation

10. Ideas and Examples to Consider

Promote green infrastructure, green bridges, buffers, garages and streets.

THINK GREEN!

11. Ideas and Examples to Consider

Reduce impervious surfaces (low impact design), design roadways using functional classification system which directs heavy and through traffic around neighborhoods, and, plant parkway trees, provide sidewalks, relate dwellings to open space network.

12. Ideas and Examples to Consider

Kildeer example, planned unit developments

Bloomington example

13. Ideas and Examples to Consider

Landscaped buffers and sidewalks for the edge of a community along a major roadway

14. Ideas and Examples to Consider

Arterial sidewalks, lighting and landscaping with street signs with a logo and commercial sign controls

15. Ideas and Examples to Consider

Major roads should incorporate sidewalks, designed lighting, landscaping, and sign controls

16. Ideas and Examples to Consider

Recreational trails for pedestrians and bicyclists, along roadways and within residential neighborhoods

17. Ideas and Examples to Consider

Save trees, they increase social, economic and environmental value

18. Ideas and Examples to Consider

Control curb cuts, buffer parking and utilitarian elements, sidewalks and landscaping – control adjacent development and setbacks

19. Ideas and Examples to Consider

Lighting, street signs and stop lights

20. Ideas and Examples to Consider

Consider entry treatments, noise barriers and public art to identify major locations

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21. Ideas and Examples to Consider

Public art and places to bring people together as a community,
Create parks with attractive amenities and design for events to bring people together as a community

22. Ideas and Examples to Consider

Town center, consider what proto-type you want. Four were described,

- Deer Park, IL which basically built a life style shopping center
- Wheaton Town Square which was a more traditional layout with a town square, curbside parking and curving buildings defining the square, built adjacent to the Danada shopping center in Wheaton
- Niagara On The Lake (NOTL), a traditional turn of the century main street with ground floor shopping and restaurants on both sides of the street about 5 small blocks long, with extraordinary landscaping
- Winter Park, Florida with a main lineal pattern with 3-5 story buildings facing a park with a commuter station on the opposite side, with retail and restaurants on the ground floor, curbside parking, one lane of moving traffic in each direction, generous sidewalks and trees, benches, and other urban design features.

Pete described the plan for a new town center in Deerfield Beach where he led a pro-bono Community Planning Assistance Team sponsored by the American Planning Association.

23. Public Involvement and Public Education Challenges

A good plan is deeply understood, widely endorsed and constantly used to shape the future, one decision at a time.

- Citizens, neighbors and interest groups
- Avoid the tyranny of a minority
- NIMBY, NIME, CAVE (even one additional daily trip car is too much for some regardless of the function or capacity of the roadway)
- Get petitioner together with neighbors, small concessions may reduce protests
- Protect rights of property owners and petitioner, rule of law
- Respect all comments and commenters, keep your cool
- Negotiated mitigation, respond to legitimate concerns

24. How to Attract Good Development

What do I consider good development?

- It fits the plans and policies of the community;
- It fits the site and its natural, cultural and visual character;
- It is compatible with adjacent land uses;
- It is efficiently connected to municipal infrastructure and services;
- It pays its own way; and,

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- It is economically viable.

25. How to Attract Good Development

- Priorities are identified in Comprehensive Plan
- Reliable point person
- Reasonable standards
- Fair and efficient processing
- No hidden agendas
- No arbitrary or capricious conditions or excessive exactions
- Recruitment!

YOUR REPUTATION IS IMPORTANT

26. Better to Light One Candle than to Curse the Darkness

Build the community of your vision, one decision at a time!

27. Available Resources

- “Planning for Green Infrastructure”
- “Green Infrastructure and Site Planning”
- #“Downtown, Everybody’s Neighborhood”
- #“Rebuilding Urban Roadways”
- “Preserving Rural Landscapes”
- “Planning and Design Guidelines” (Sect 7)
- “Project Review Checklist”
- “Defensible Design Review”
- “Ten Actions to Attract Good Development”

All but the two papers marked # are part of a free e-book, “Readings in Urban Planning and Design”, with 40 papers and over 150 illustrations, available as a free pdf download via petepointnerplanning.blogspot.com.

28. The End

Time for questions and discussion

Additional resources petepointnerplanning.blogspot.com

Thank you for sharing this evening with me to consider such important matters
Pete Pointner FAICP, ALA, ITE njp@petepointner.com

Make Downtown Everybody's Neighborhood

by "Pete" Pointner FAICP, ALA, ITE (www.petepointner.com)

The Idea of a Town Center

One description of a desirable town center is that it is "everybody's neighborhood." I first heard this term from real estate and market expert Michael LaRue. The idea of a town center means that an area is a place that brings people together as a community from all the neighborhoods in a city, town or village. This concept was applied to the design of a new town center for Deerfield Beach, Florida by a Community Planning Assistance Team sponsored by the American Planning Association. This article incorporates many of the ideas from that plan.

By having a diversity of uses, there is a reason for people from all neighborhoods in the city to visit the area. It also motivates newcomers—and residents of the city's dysfunctional, commuter-intensive sprawl developments—to move there, thus contributing to downtown revitalization. These uses could include municipal offices, recreational opportunities, shopping, personal services, restaurants, entertainment, events, the retail function of a post office, a passenger rail station or transportation hub, a public square, a museum, and employment opportunities. Such a concept is enhanced when the uses are truly mixed, with residential units integrated with retail/service uses and employment opportunities, often in the same building.

The desired diversity and mix of uses is not possible under many zoning ordinances which typically do not allow residential uses in a commercial or light industrial district. Form based codes for overlay districts are one approach to implementing mixed use development and distinctive design character.

The whole area should encourage walking by developing a variety of housing opportunities in the town center within walking distance of daily needs such as parks and open spaces, community centers, retail shopping and services, and where available, public transit. Attractive bike/pedestrian and transit linkages should facilitate movement to and from neighborhoods, both nearby and outlying, and employment centers to the town center. In all areas, the streets should enhance the pleasant experience of pedestrians and minimize the visual appearance of on-site parking and other utilitarian elements. Such elements should be located behind both residential and commercial buildings. A mix of uses can draw people but an attractive pedestrian environment can enhance the experience of residents, visitors and employees within the town center and contribute to its economic viability.

Someone entering the town center should be aware of its unique, coordinated, and attractive design character. It should impart a strong identity. This is achieved by the design of the streetscape with items such as landscaping, thematic lighting, textured pavers, and public art, as well as the height and character of the buildings which line the street and define the public space within the right-of-way. The unique character will also be achieved by the quality of development, both public and private.

There are no perfect nor permanent plans or designs. Town centers must be resilient to adjust to changing markets and external conditions. However, each community must tailor the uses and designs to reflect local history, culture, resources, ecology, infrastructure, market and location within a region. The accompanying illustrations depict examples of various design solutions but there is no single location that incorporates all of the use or design characteristics noted in this article. Again, plan and design within the local context.

Design Character

Within the town center there should be a concentrated retail core. The streetscape for the retail core should have, as far as possible, uninterrupted continuity of commercial uses which feature face-to-face exchange of goods and services, on the ground floor of buildings. This retail core should have an urban character and be a lively and inviting place. Both sides of the street should be lined with attractive street oriented retail shops

The design of all private and public elements of a town center should relate to the social, historical, environmental, cultural and architectural character of the region in which they are built. This will contribute to the authenticity and unique identity of the area which will enhance the viability of the center and attract customers, investors, employees and residents to the area.

Architectural design is a key element which imparts character to a town center. Buildings should not be designed to look like big houses. Although no specific style is recommended, the civic buildings should be dignified, of high quality, and distinctive, with oversized clear windows on the ground floor and some form of public art on site. The height of buildings in the retail core should be between 2 and 5 stories or 60 feet as measured to the eve of the roof. In this area, flat roofs are appropriate, although pitched roofs may be used. No mansard roofs should be allowed. Depending on the desired overall character, a community may choose to limit the face of buildings on the street side to 2 stories with the building being stepped back above this level up to the maximum height limit locally established. The surface material of buildings should be smooth or textured, but not scored to create a pattern.

All first level retail buildings should include: at least 70 percent minimum clear glass and a 15 foot minimum floor to ceiling height; on-street parking; awnings that are square or rectangular in shape; and, quality signage. All off-street parking should be to the rear of the buildings served, whether on-site or in a public lot or structure. One through lane of traffic should be provided in each direction with pedestrian crossings highlighted by pavement markings, traffic control signs or devices, and, possible "bump outs" or islands to reduce the area for pedestrians crossing the moving lanes. Retail cores built along the edge of major arterials face particular problems creating a pedestrian friendly environment.

Public art could be in the form of sculpture, towers, murals, mosaics, fountains, play

structures, or other attractive treatments. Buildings themselves can be considered public art if they are of a distinctive quality and located at the end of a long view and serve as a “focal point.”

Neighborhood scale retail and service centers should have a more residential character than the town center. Building heights should be limited to 45 feet as measured to the eave line, or 3 stories, whichever is less. Pitched roofs are encouraged. If a developer wants the first floor to be residential, the ceiling height should still be 15 feet, as with all commercial space, so that the space could be adapted to commercial use in the future. For more detail and examples see Principles of Urban Retail Planning and Development by Robert Gibbs, ASLA.

While the process of revitalizing a place is a complex one that goes far beyond the design and function of physical assets, designing downtowns to be “everybody’s neighborhood” will likely go a long way towards achieving that goal.

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See also: “Defensible Design Review”, “Esthetics and Downtown Revitalization”, “The Value of Historical Architecture”, and “New Uses for Old Buildings”. They are part of a free e-book, “Readings in Urban Planning and Design”, with 40 papers and over 150 illustrations, available as a pdf download via petepointnerplanning.blogspot.com.

ILLUSTRATIVE EXAMPLES



Pedestrian Streetscape, St. Armand's Circle, Ft. Meyers, Florida



Pedestrian Streetscape, Paris, France



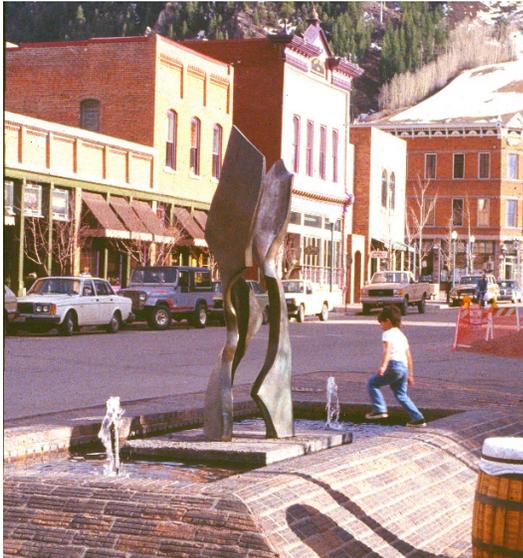
Farmer's Market, St. Petersburg, Florida



Pedestrian Environment, San Antonio, Texas Riverwalk



Streetscape With Historic Preservation, Alexandria, Virginia



Public Art and Fountain, Aspen, Colorado



Pavement Design Depicting Local History
Highland Park, Illinois



Alley Linking Downtown to Rear Parking Garage
Wheaton, Illinois



Auto Alternatives, Key West, Florida



Pedestrian Streetscape, Naples, Florida



Pedestrian/Bikeway Linking Downtown, Transit and Outlying Development, Glenview, Illinois

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT

Transportation Planning

The focus of this paper is on ideas for reinventing urban roadways and their rights-of-way. A comprehensive plan for transportation involves consideration of:

- What modes of transportation to incorporate;
- Integrated system planning for each mode within the planning jurisdiction; and then,
- Design of the individual elements.

However, existing urban areas seldom have had a comprehensive transportation plan prepared for them prior to development. Or, to put it another way, the transportation system developed by a municipal government relied predominately on a pattern of roadways, and then, adjacent land was developed by the profit motivated private sector. Automobiles and trucks were the principle modes of travel.

It is recommended, and also easier, to plan a multi-modal transportation system related to the intensity of future land uses and the nature of the trips on each mode prior to development. Alas, this is seldom the case, and a great deal of money is spent by both the public and private sector to deal with the resulting problems of miss matches through costly retro fits and reconstruction. This paper focuses on urban roadways.

The Significance of Urban Roadways and Their Rights-of-way

The right-of-way for urban roadways accounts for a significant percent of all developed land in an individual development and, for a city or a region. This can vary from 15 percent to over 25 percent. Also, every use of land is served by an urban roadway system, whether public or private. The rights-of-way are often the place for the location of grey or green infrastructure. See footnote at the end of this paper listing references available on my blog site.

But roadways have two conflicting functions, mobility, the movement of vehicles, and, property access. So, roads are a connection, but the connection function can be thwarted by conflicts due to the incompatibility of the roadway design and the adjacent land uses. .

Conflicts and Impacts

There are, of course, a legion of well-known problems resulting from the conflicts between land uses and roadways. These include::

- Heavy truck and vehicular traffic in residential neighborhoods;
- Strip commercial on arterials with traffic circulation conflicts;
- Pedestrian and vehicular conflicts in “downtowns”; and,
- Stormwater runoff and its contribution to flooding and water pollution.

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT

This partly accounts for the popularity of cul-de-sacs and gated communities which preclude through and heavy traffic in residential areas, but even then, there are problems with connectivity and emergency access. It has also led to pedestrian malls but they also can create problems of vehicular access and deliveries if not properly designed. There is a need to consider an approach that rationally relates roadway cross sections to their various functions (traffic volume and vehicle mix, trip length, connections, speed, direction, volumes, intersections) and, ingress and egress, for adjacent land uses.

The challenge is to rethink and retool, existing rights-of-way to better relate roads and the land uses served.

Recommended Approach, a Functional Classification System

Readers should read my paper “To Grid or Not to Grid”^{*} to understand the basis of the grid system emanating from a 1795 national ordinance. It notes the advantages and disadvantages of this system of survey and its limitations in contemporary urban planning. It provides an alternative, the functional classification system, and provides detailed definitions of all components.

Objectives

So, what do we want to achieve with all this effort to rethink and retool the design of our roadway cross sections?

I would suggest the following, as a guide, as you evaluate alternatives:

- Improve safety of vehicular circulation and cross access while reducing conflicts in coordination with appropriate traffic control devices;
- Reduce impervious surface and therefore, stormwater runoff;
- Accommodate multi-modal facilities, pedestrian, bicycle and transit as available;
- Increase pedestrian safety and movement;
- Landscape rights-of-way for shade and beauty as a part of a comprehensive green infrastructure plan;
- Design lighting for vehicle recognition of access points and pedestrian safety;
- Create appropriate signage, both wayfinding street signage and private property commercial signs;
- Accommodate, with appropriate locations and designs, transit stops, public service areas, schools, ups/fedex drop offs, parks and recreation areas etc.; and,
- Control adjacent land use parameters such as setbacks, landscaping, access and cross access, and, signage.

Footnote: References

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT

The papers listed below are part of a free e-book, “Readings in Urban Planning and Design”, with 40 papers and over 150 illustrations, available as a pdf download via petepointnerplanning.blogspot.com.

- “Downtown Revitalization and Esthetics”, Newsletter of the Urban Design and Preservation Division of APA, fall 2012
- “Revitalize Downtown by Making it Everybody’s Neighborhood”, Revitalization news
- “Defensible Design Review”, Journal of City Development, June 18, 2013
- “Implementing a Plan for Green Infrastructure, Newsletter of the Small Town and Rural Planning Division of APA, March 2010
- “Planning for Green Infrastructure”, Illinois APA Newsletter May 2010
- “Revitalize Aggressively Ugly Commercial Corridors” Newsletter of the APA Urban Design and Preservation division newsletter, Spring 2014
- “Revitalizing an Aging Industrial and Commercial Area”, Published in the Newsletter of the Economic Development Division of APA, March 2015
- “The Power of Numbers – Benefits of Low Impact Design”, Newsletter of the Illinois Association of Environmental Professionals February/March 2010
- “The Transportation, GHG and Land Use Connection”, Illinois APA Newsletter May 2010
- “To Grid or Not to Grid” (defense of the functional classification system) Journal of City Development, April 2013

Alternate form of listing

- To Grid or not to grid
- The Land Use, Transportation and GHG Connection
- Creating Sustainable Neighborhoods
- Planning for Green Infrastructure and, Green Infrastructure and Site Planning
- Esthetics and Downtown Revitalization
- The Power of Numbers, Benefits of Low Impact Design
- Revitalize Downtown By Making it Everybody’s Neighborhood (available 1-1-16)

Examples

A few examples of the problems noted and the application of the principles in this article are illustrated in the following photographs.

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Roadways Dominate Urban Areas



Excessive Roadway Width Increases
Construction and Maintenance Costs and Stormwater Runoff



Subdivision, No Landscaping,
Excessive Pavement



Strip Commercial Vehicular Conflicts
And Visual Chaos

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Residential Streets with Heavy Traffic



Major Arterials In Downtown Impact Pedestrian Safety and Comfort



Shopping Center Void of Trees or Pedestrian Enhancements

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Arterial with Wood Fence, No Sidewalk
And Little Landscaping – Anywhere USA



Arterial with Sidewalks, Median
And Landscaping – Bloomingdale, IL



State Route 38 Retrofitted With
Streetscape Improvements – Glen Ellyn, IL

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Arterial, With Sidewalk, Berm, Landscaping, Sign Controls – Bloomingdale, IL



Arterial With Bicycle Lanes and Landscaping – Sanibel Island, FL



Entry Arch to Special Event Area – San Antonio, TX

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Arterial Public Art on Noise Wall – Albuquerque, NM



Bicycle and Pedestrian Accommodation
Downtown – St. Pete, FL



Bus Transit Stop Downtown – Naperville, IL

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Collector Street for Cluster Open Space Community – Oak Creek Courts, IL



Way Finding Sign – Clarendon Hills, IL

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Neighborhood Retail Center – Bloomingdale, IL



Pedestrian Linkage, Shopping Center – Deer Park, IL



Residential Street – Bloomingdale, IL

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Pedestrian Crossing, Arterial Roadway – Florida Gulf Coast



Arterial with Sidewalks, Berm and Landscaping Along Residential Development – Bloomingdale, IL



Residential Street – Naples, FL

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Screening of Utilitarian Elements – Elk Grove Village, IL



Downtown, Pedestrian Friendly Streetscape – Winter Park, FL



Downtown Pedestrian Friendly Streetscape – Niagara on The Lake, Ont

REINVENTING URBAN ROADWAYS TO FIT THEIR LAND USE CONTEXT



Lush Landscape Downtown – Niagara On The Lake, Ont



Unique Light Standards, Historic Route 66 –
Albuquerque, NM

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