

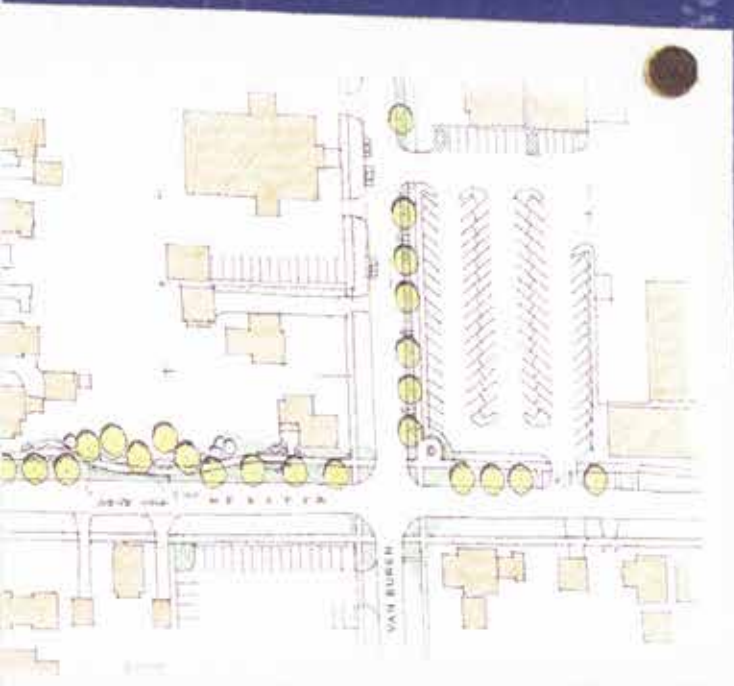
AWARDS

Contents

1. Naperville
2. Mainstreet Bridge over the Fox River
3. Downtown Evanston Streetscape Revitalization Project
4. Evanston Transportation Center
5. Nickol Knoll Park and Golf Course
6. North Campus Oval/Allee/Plaza
7. La Rabida Play Environment
8. Bluff Park Stairway Refurbishment
9. Green Bay Road Embankment Study
10. North Campus Sculpture Plaza
11. St. Joseph: The Area Below the Bluff
12. Ravinia Station Park
13. Borman Expressway Appearance Study
14. Los Alamos Civic Center
15. Heartland Riverfront Festival Park



folio: 2002 ILASLA
AWARD WINNER



LOCATION: Naperville, Illinois

CLIENT: City of Naperville

LANDSCAPE ARCHITECT:
Land Design Collaborative, Inc.

CATEGORY: Planning and Analysis Merit Award

Naperville Downtown Streetscape Prototype Project

Naperville, a community that demands the highest standards of performance, is extremely proud of the Naperville Riverwalk. The Riverwalk provides the community with opportunities for leisurely activities, as well as a scenic route for getting from one place to another. Tremendous potential abounds for applying the spirit of the Riverwalk to other places throughout the downtown.

During the late 1990s, the landscape architect developed the urban design component of the city's Downtown Plan, resulting in a classification system for downtown streets. Subsequent to the development of the Downtown Plan, the landscape architect was again retained by the city to prepare the Naperville Downtown Streetscape Prototype Project, which refined the streetscape classification system in greater detail. It is defined as follows:

- *Downtown Streetscapes encompass streets in the Downtown Core with the highest level of activity.*
- *Boulevard Streetscapes are characterized by tree lawns between the curb and the sidewalk, and ornamental lighting.*
- *Neighborhood Streetscapes pass through residential neighborhoods with narrow sidewalks, large trees and grass parkways.*
- *Pedestrian Ways are mid-block pedestrian routes on landscape islands in parking lots and open spaces.*
- *Green Space Ways are pedestrian ways that pass through parks and open spaces and link park pathways.*

The landscape architect developed design guidelines and concepts for street furniture and lighting, as well as a strategy for enhancing the streetscapes and developing a "secondary system" of downtown walkways. The walkways will connect alleyways, parking lots and vacant land as part of the pedestrian circulation system. This strategy defines a system of "family" streetscape facilities that link Naperville's downtown to the Riverwalk.

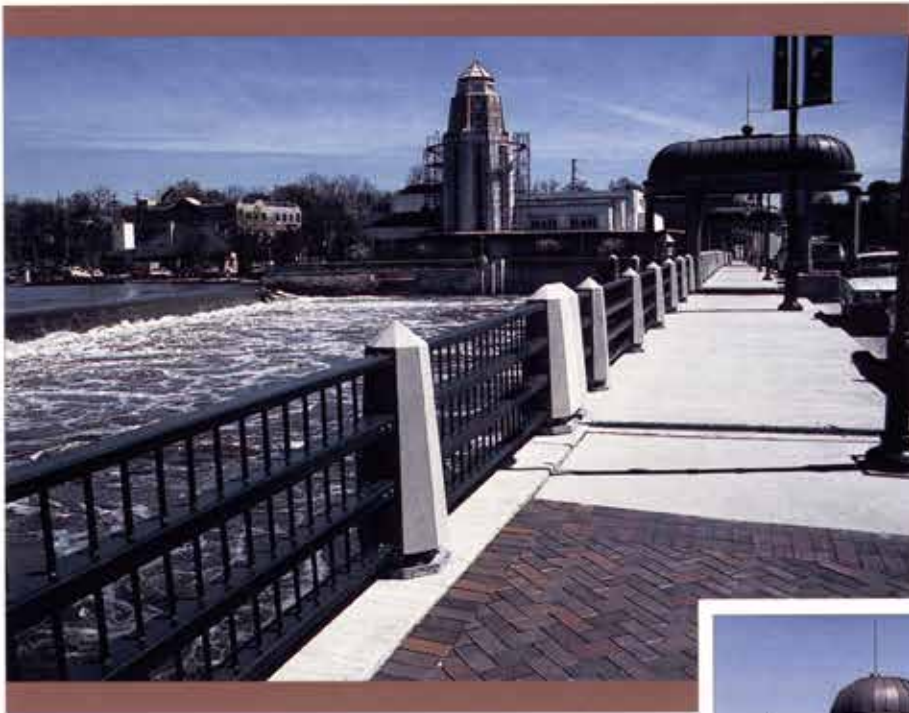
Land Design Collaborative, Inc.

5142 Main Street

Skokie, Illinois 60077

(847) 329-9777

www.landdesigncollaborative.com



MAIN STREET BRIDGE OVER THE FOX RIVER

ST. CHARLES, ILLINOIS

LAND DESIGN COLLABORATIVE, INC.

JAMES C. GAMBLE, ASLA

- CLIENT: CITY OF ST. CHARLES
- ENGINEERS: HNTB CORPORATION AND GANNETT-FLEMING, INC.; IDOT; CITY OF ST. CHARLES
- CONTRACTORS: ERIC BOLANDER CONSTRUCTION COMPANY
- CONSULTANTS: MICRYS MICRO CONSULTING

The Illinois Department of Transportation (IDOT) was scheduled to replace the Route 64 (Main Street) bridge. In an effort to avoid replacing this historic bridge, a centerpiece in downtown St. Charles, with a typical post and beam structure, the city hired a design consultant to work with IDOT engineers and influence design details. The idea was to develop an appropriate structure to maintain the character of this important place between the historic Baker Hotel and the art deco City Hall. In addition to retaining the graceful arched form of the

bridge, the city wanted to keep views of the river for vehicles on the bridge and avoid a heavy barrier railing.

The landscape architect provided leadership in the conceptual design of the bridge as well as the adjacent sidewalk streetscape that extended approximately four blocks on both sides of the bridge. Working closely with engineers and city staff planners, the landscape architect lobbied for unconventional designs for new barrier railings, canopied overlooks and precast concrete panels cladding the bridge to create the arches. The city used a computer consultant to develop a series of renderings from actual engineering drawings to design the bridge, complete with interactive 3D images.

The endeavor is both locally and professionally significant. Locally, the project has made it possible to maintain inherent historic character and charm to this popular suburban community and its quaint downtown accented by restaurants

and antique shops. A major renovation of the historic Baker Hotel and the refurbishment of City Hall, both on the river, lend credence to the special importance of the design of the bridge connecting them. Retaining the historic form of the arches, views of the river, pedestrian overlooks and new canopies make the bridge an aesthetic feature attracting pedestrian activity in addition to providing a way across the river for vehicles.

The landscape architect's success in influencing this design can inspire other communities to create more sensitive public works projects. It is imperative that the continued improvement of the state's infrastructure include an awareness of design and a role for the landscape architect.

This project represents a breakthrough for communities taking a stand against formula improvements. It has resulted in a redefinition of the community's role in state-funded public works projects. The success of the project is evident at IDOT, too: the new

bridge is pictured on the cover of its spring bulletin which is circulated throughout the state.

This beautifully executed public works project is superior and expands the influence of the profession, wrote the ASLA judges who also praised its appropriate interpretation of adjacent structures in the detailed design of the bridge. They called the landscape architect's work a good solution to a difficult project and praised the "gutsy" move convincing the highway department to use the design. The bridge stands out in significance to the profession by effecting, in a public highway project, great design that fuses a district with vitality.





DOWNTOWN EVANSTON STREETSCAPE REVITALIZATION PROJECT

EVANSTON, ILLINOIS

LAND DESIGN COLLABORATIVE, INC.

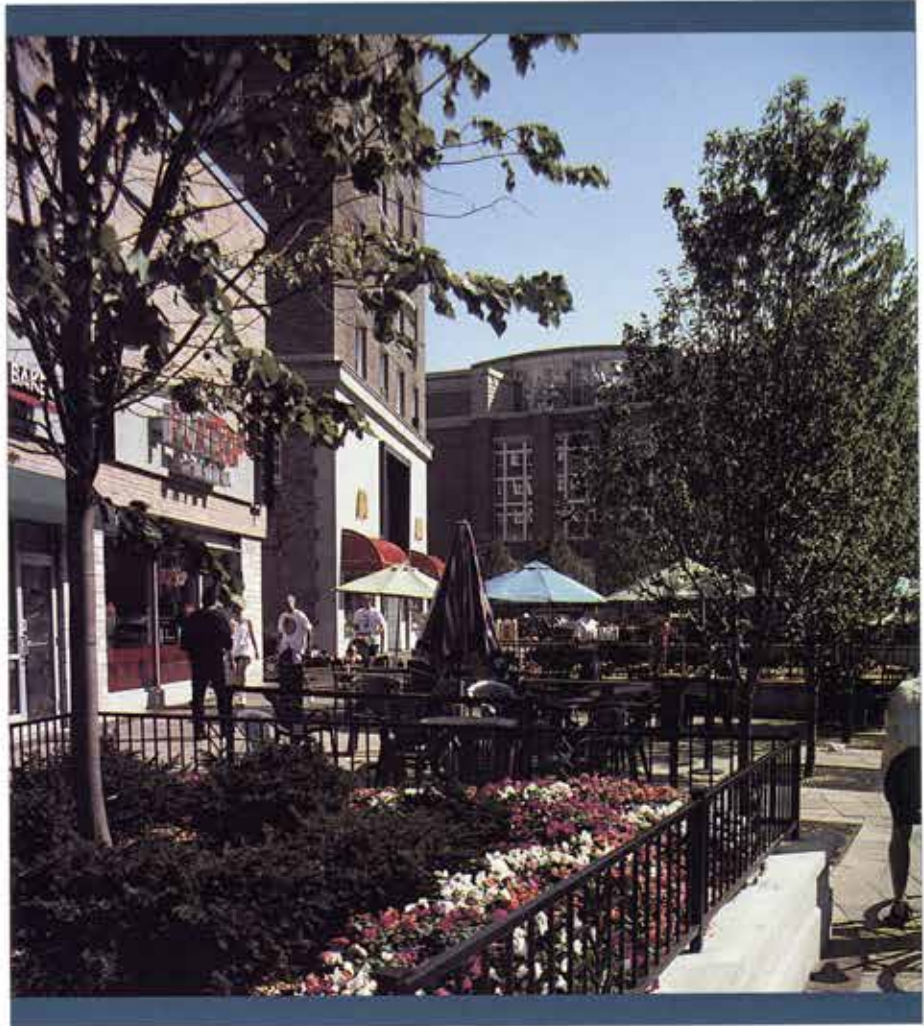
JAMES C. GAMBLE, ASLA

- CLIENT: CITY OF EVANSTON AND EVMARK
- ARCHITECT: A. M. KINNEY
- CIVIL ENGINEERS: BARTON ASCHMAN ASSOCIATES
- ELECTRICAL ENGINEERS: SUNJOY, INC.
- SURVEY: B. H. SUHR
- RESIDENT ENGINEER: HARZA ENVIRONMENTAL SERVICES
- CONTRACTORS: KOVIC CONSTRUCTION; A & K CONSTRUCTION; DE PAULO CONSTRUCTION; PACIFIC ELECTRIC
- CONSULTANTS: HENDRICKSON THE CARE OF TREES/TREE PRESERVATION; TESKA ASSOCIATES, INC./CITY PLANNING

As Evanston's streetscape improvements of the 1980s fell to disrepair in the early nineties, the need to replace deteriorated sidewalks and lighting was seen by the city and property owners as an opportunity to revitalize the downtown's appearance. The landscape architect developed a plan consistent with Evanston's rich architecture, universities and the diverse users of the downtown. The project comprised 96 block faces and its budget was 12 million dollars.

The revitalization required a team effort of landscape architects, city planners, engineers and architects. The landscape architect was instrumental in developing the design theme and character, as well as addressing operational, functional maintenance and accessibility issues. Following the conceptual design, the landscape architect managed construction activities including the coordination of consultants, general contractors and dozens of subcontractors.

Working with streetscape furnishing and paving manufacturers to design special products for Evanston, the landscape



architect was aware of the Prairie School influence of warm earth tones that appear in many of the existing building materials. New kinds of custom color pavers were developed for the project. Custom art was incorporated into paving medallions and cast iron tree gates. ASLA judges remarked that the paving patterns were creative and artful—even playful.

The landscape architect upgraded lighting to create a safer and more attractive downtown. A high-mounted roadway light was combined with the pedestrian-scale historic Evanston Tallmadge Light which was reintroduced at the request of merchants and citizens. The new lights create a feeling of safety while enhancing the color of buildings and streetscape materials.

Arborist-provided preconstruction care included crown reduction and root pruning when demolition activities created threatening circumstances for existing tree survival. The incorporation of public art into the revitalization of downtown Evanston further enriched the design.

This highly visible project required a creative scheduling system developed by the landscape architect. Ninety-six blocks were completed in two construction seasons during which time all storefronts had access. Weekly public information meetings were held in a storefront project office and newsletters and other materials were provided to keep downtown merchants and citizens informed.



EVANSTON TRANSPORTATION CENTER

EVANSTON, ILLINOIS

LANDSCAPE DESIGN COLLABORATIVE, INC.

JAMES C. GAMBLE

RICHARD C. HAYDEN

- CLIENT: CITY OF EVANSTON
- ARCHITECT: DUBIN, DUBIN & MOUITOUSSAMY
- GENERAL CONTRACTOR: BLUNDERMAN CONSTRUCTION CO.
- STRUCTURAL/CIVIL ENGINEER: ENVIRODYNE ENGINEERS, INC.

Located in downtown Evanston at the southern apex of the triangular Research Park, the Evanston Transportation Center is an important hub serving as a multi-modal transfer point for commuters, bicyclists, pedestrians and shoppers. The center is anchored by a new Chicago Transit Authority station (CTA), directly opposite a restored heavy-rail commuter railroad station, and bordered by a bus center.

The landscape architect, as part of a large team, had responsibility for design of pedestrian pavement systems, consisting primarily of unit pavers; layout of bus berths and the turnaround area within

the core of the center; landscape design for all the plaza areas and the CTA embankment; conceptual design of the glass-covered canopy at the bus waiting area; and design of the bus area, including special site furniture to subdivide the functional spaces.

An open corridor was created through the earthen embankment that supports the elevated CTA tracks. Through this space, patrons may enter and exit the CTA system and pass through from the bus waiting area to a large open plaza space. The reserved taxi waiting area is located in a circular pickup drive within this core. Transit patrons may also be dropped off in this area.

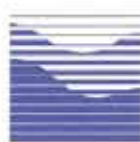
A 100-foot-long, glass-covered waiting area was created to afford weather protection to bus passengers while keeping the area as open as possible. The area was divided into two long zones. The curbside zone is for the waiting bus passengers, while the zone against the embankment and station keeps foot traffic moving smoothly. Since completion of the station, this concept has worked very well.

The plaza and sidewalk systems consist of concrete unit paving, using triple

bands of white pavers and smaller burgundy pavers set in a herringbone field pattern. The landscape consists primarily of trees in grates set within this paving pattern. The embankment is heavily planted with ground cover and mixed shade and ornamental trees. The concrete retaining wall forming the western edge of the large interior plaza space is fitted with trellis structures and vines to eventually create a vertical green wall treatment for these potentially oppressive wall structures.

This project was begun more than 20 years ago by CTA and city officials. Its completion marked the end of a very long and complicated planning, design and construction process. Continued development of Research Park promises to increase the already-heavy use by rail and bus commuters. Because of its multi-modal status, the station promises to be a significant resource for the City of Evanston as it further develops its successful downtown area.

"An extremely functional and attractive area for people to use, an excellent solution in very difficult space constraints," noted the ASLA judges.



NICKOL KNOLL PARK & GOLF COURSE

ARLINGTON HEIGHTS, ILLINOIS

LAND DESIGN COLLABORATIVE, INC.

ROBERT W. ZOLOMU

RICHARD C. HAYDEN

- CLIENT: ARLINGTON HEIGHTS PARK DISTRICT
- GENERAL CONTRACTORS: G.A. BLOCKER GRADING CONTRACTOR, INC. / CLAUSSE BROTHERS, INC.
- CIVIL ENGINEER: CE DESIGN, LTD.
- GOLF COURSE ARCHITECT: DAVID GILL & STEVEN HALBERG, LTD.
- IRRIGATION DESIGN: CERTIFIED CONSULTANTS, LTD.
- ELECTRICAL ENGINEER: DICKERSON ENGINEERING, INC.

In the late 1980s, a mammoth storm drainage and detention project was undertaken in Arlington Heights, and a former landfill site became the repository for material excavated to create a series of detention lakes. Over the three years of filling operations, the hill gradually grew to tower nearly 75 feet over the adjacent residential and office park neighbors.

The village and park district entered into an intergovernmental agreement to develop this 52-acre site. The completed Nickol Knoll Park consists of a nine-hole, par-three golf course, softball diamond, perimeter bicycle path, parking area and clubhouse.

The landscape architect was the primary consultant for this project, coordinating the design process from concept through construction. Concepts were presented to the public through workshops and public meetings. After developing the overall grading design, the landscape architect worked closely with the golf course landscape architect, who developed the finely detailed layout and grading for the tees and greens.

Due to the height and extent of the landfill, the golf course required extensive earthwork to create the terraces and spaces for tees, greens and fairways, as well as the interior and perimeter pathway and roadway systems. Also, the underground utilities and excavations could not disturb the landfill "cells" which underlay much of the site.

Because the site was essentially devoid of vegetation, it was subject to severe erosion. Much of the original topsoil had washed into the on-site pond or onto the adjacent properties. The landscape was developed to provide fast cover. The predominant ground cover is a tall fescue grass mix, which provides tenacious hold in the thin topsoil layer that was applied over clay fill materials. Once established, this grass required little main-

tenance and provided a beautifully waving, golden cover.

Shrubs and perennial plantings were placed at selected locations in the golf course and outside on the perimeter slopes and bicycle path. Evergreen and deciduous trees were also planted in strategic locations to help deflect errant golf balls. Many of the trees were planted in smaller-than-normal sizes to help establish them in this inhospitable site. The ASLA judges remarked, "This project represents a nice use of transition planting between golf course and adjacent land uses, and good low-maintenance techniques."

Because the site's drainage water could not be allowed to enter the municipal stormwater system, the water is piped to an on-site pond through an extensive interior and perimeter storm drainage system. A fully automated irrigation system draws water from the pond.

The golf course tees and greens were designed and constructed to USGA specifications. Many of the holes have substantial grade changes; in some instances the vertical elevation change between tee and green is 30 to 40 feet in a 90-to-100-yard hole. Because of its unique nature as a small, short course with varying topography, Nickol Knoll has already gained acceptance as one of the more challenging short courses in the Chicago area.

The bicycle path, because of its elevation changes, offers an exciting and physically challenging ride. The site is also one of the tallest elevations in the area, and an overlook created by the landscape architect provides views of the Chicago skyline 25 miles away.

A site with severe aesthetic and environmental liabilities was transformed into a valuable and attractive recreation resource for the community, as well as a revenue-generating facility for the park district.



NORTH CAMPUS OVAL/ALLEE/PLAZA

UNIVERSITY OF ILLINOIS, URBANA-CHAMPAIGN CAMPUS

LANDSCAPE DESIGN COLLABORATIVE, INC.

ROBERT W. ZOLOMIJ

RICHARD C. HAYDEN

- CLIENT: UNIVERSITY OF ILL. — OFFICE FOR CAPITAL PROGRAMS
- SCULPTOR: STEVE LUECKING
- CONTRACTORS: MID-STATES GENERAL CONTRACTING / GLESCO ELECTRIC
- FOUNTAIN DESIGN: WM. HOBBS, LTD.
- STRUCTURAL ENGINEER: BARRY A. GOLDBERG & CO.
- ELECTRICAL ENGINEER: HENNINGEN RALFISEN & ASSOC., INC.

A former collection of streets, athletic fields and facilities, and old dormitories at the University of Illinois is now the North Campus Oval/Allee/Plaza, anchored by a new research institute.

This formal linear space is broken into three distinct segments based on function and existing conditions. The buildings at the north end create and define a classic campus quadrangle—the Oval—and is dominated by the Beckman Institute building. At the south end of the major axis, the narrower space formed by

the existing buildings creates the Allee, beginning with a formal entry gateway. A wide concrete sidewalk, flanked on both sides by a column of shade trees and pedestrian-scaled lights, proceeds one block before splitting into two tree-lined sidewalks leading north to the Oval.

The sculpture Plaza was installed where the Oval meets the Allee and a major east-west pedestrian route intersects. Through a design competition, the client selected an artist and sculpture for the Plaza titled *Upwells*. This artist's work is based on celestial orientations of the sun and moon relative to the Earth. Water is used to create a refreshing sound and visual experience for people passing through or sitting along the low brick seatwalls that define the Plaza.

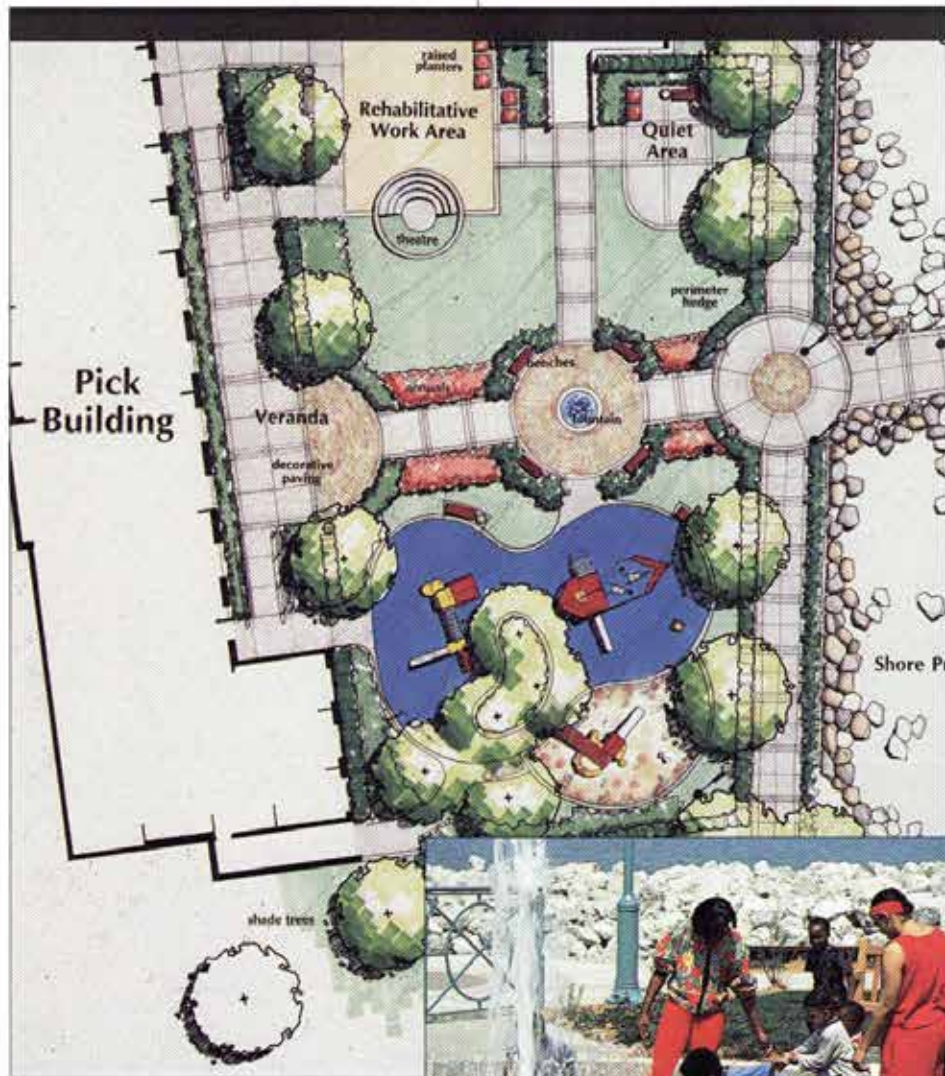
Materials used in the project include brick, granite and precast concrete designed to replicate limestone. The materials were carefully chosen to blend with those used in the Beckman Institute building and elsewhere on campus.

The landscape architect's primary role was to implement the concept as established in the Campus Master Plan. The design work and detailing necessary

to bid and execute the sculptor's design into a buildable plan, such as paving, walls, lighting, drainage, landscape and fountain works, were executed by a team led by the landscape architect.

This project presented a number of unusual construction challenges. The presence of many underground utilities was accommodated by adjustments to the overall plan, and the existing complete street infrastructure had to be removed. The 42-foot spire of granite with a foundation bisected by a 22-inch water main had to be anchored securely. All the sculptural elements had to be located exactly, based on latitude and longitude of the project site, to achieve the desired results.

The new open space meets the design goal of providing visual and pedestrian linkage between north and south campus areas. Additionally, the project provides a framework around which adjacent buildings have been constructed and linked together. The ASLA judges' opinions of this project: "Consistent forms and clean visual relationship; good use of plants. A classic solution that is understated and simple."



All surfaces are wheelchair-accessible, but the play environment also accommodates patients in gurneys, on crutches, and those linked to mobile life-support systems. A portion of the play environment, dedicated to rehabilitation activities, is covered with a thick, resilient rubber system which allows for ground-level activities on a safe and comfortable surface. Because of the variety of rehabilitation programs, most equipment was not built in to allow the staff to bring out highly specialized equipment required for individual patients' needs. Adjacent to the rehabilitation area a small sunken theater was created to provide social learning activities.

More mobile visitors are also accommodated. An active area where siblings can play while patients undergo treatment borrows a nautical theme from the hospital's historical link. A free-form, blue-colored, resilient rubber surface provides the "sea," within which is a raised, landscaped "island" with trees. A "beach" is fashioned from an engineered wood chip material, and is connected to the island by a wooden bridge. The ASLA jury noted the excellent concept with, "Bet the kids love this."

A central water feature uses a polished bronze tree-grate casting set flush to the surface. The gentle water jets allow all patients and other visitors to experience the pleasant sensation of moving water.

The site is subject to severe icing during winter because of its shoreline location, which necessarily

affected the selection of the plant and play environment materials. "Tough climate and site conditions ... well thought out," noted the ASLA jury. Special bollards were designed and constructed to incorporate emergency telephones, alarms and emergency power for life-support systems, which accompany many of the patients.

Staff and other adult visitors take advantage of the lake-oriented seating for a quiet refuge from a busy facility.

Commented one juror, "It's an interesting juxtaposition with an Olmsted park. He would no doubt approve."

LA RABIDA PLAY ENVIRONMENT
CHICAGO, ILLINOIS

LAND DESIGN COLLABORATIVE

ROBERT ZOLOMU

RICHARD HAYDEN

• CLIENT: LA RABIDA CHILDREN'S HOSPITAL
& RESEARCH CENTER

• ARCHITECT: VOA ASSOCIATES

• GENERAL CONTRACTOR: GERHARDT MEYNE CO.

• LANDSCAPE CONTRACTOR: NELSON COMPANY

• ELECTRICAL/MECHANICAL ENGINEER
GAMZE, KOROBKIN, CALOGER INC.

La Rabida Children's Hospital is a specialty health care and research facility located in Jackson Park on the shore of Lake Michigan. Its historical roots date to the 1893 World's Columbian Exposition, which was held at this site. The La Rabida monastery, where Christopher Columbus left his children during his voyages, became the model for the Spanish pavilion at the exposition.

After a classic site analysis, a series of interviews, observations of children and design charrettes with the hospital staff, the landscape architect developed a comprehensive site master plan for the hospital grounds and a play environment incorporating play activities, rehabilitation programs for patients and leisure activities for the staff.



BLUFF PARK STAIRWAY REFURBISHMENT

ST. JOSEPH, MICHIGAN

LAND DESIGN COLLABORATIVE

JAMES C. GAMBLE, PARTNER

PETE STINCHCOMB, PROJECT MANAGER

- CLIENT: CITY OF ST. JOSEPH
- GENERAL CONTRACTOR: SUPERIOR BUILDERS
- PAVING CONTRACTOR: LPS PAVEMENT CO.

The Bluff Park Stairway has stood as a St. Joseph landmark since 1910, when it was constructed to connect the Lake Michigan shoreline with the downtown area and surrounding residential neighborhoods. In the 1940s, a small building/observation deck and restrooms flanking the stairs were added, along with a metal roof canopy that covered the stairs.

Over the next 40 years strong lake-effect winds and moisture took their toll on the structure. The restrooms did not meet accessibility standards. The rusting canopy over the stairs blocked the sun and views of the lake, making the journey down the stairs feel more like entering a subway than a walk through the park to Lake Michigan.

A planning study completed by the land-

scape architect in the mid-1980s noted the importance of this pedestrian connection to the downtown and the lakefront. The study suggested that the stairway should regain its stature as a city landmark; provide convenient access from downtown parking lots for weekend beach-goers; and serve as an attractive pedestrian connection to the downtown, increasing the desirability of the neighborhood below the bluff.

With design and cost restraints in mind, the landscape architect set out to upgrade the existing structure. A canopy added over the existing observation deck protects observers from rain and eliminates water leaks in the restrooms below. It also sets a design style for structures proposed as part of future lakefront improvements. The county's landscape architect is repeating the form and color of the canopy in a number of buildings currently under construction.

A flat area in the wheelchair ramp not only meets accessibility requirements, but serves as a small canopied overlook. Excessive space in the restrooms was converted to a landing/veranda and covered observation area by installing a new wall and opening windows in the building's existing west wall.



The stairway itself was revamped with modular paving units which

add color and texture to the existing concrete foundation. The flared ends of the stairway replicate the original structure's turn-of-the-century base and invite pedestrians, while lighting similar to that used in the original stairway offers safety and security and provides the image of a nighttime beacon to the downtown. The ASLA jury commented that the "very good interpretation and restoration really captures the original flavor."

The project illustrates the value a landscape architect's design influence can have in a community. The stairway work prompted citizens to reaffirm their public commitment to good design and defend the need for the city to invest in aesthetic improvements, not just functional repairs. The citizens of St. Joseph were very protective of the aesthetic character of their park, but they have welcomed the improvement to the stairway.



Isabella St. Entrance Perspective



Entrance Cross-Section

Green Bay Road
Embankment
Study

GREEN BAY ROAD EMBANKMENT STUDY

EVANSTON, ILLINOIS

LAND DESIGN COLLABORATIVE

JAMES C. GAMBLE

TERRENCE J. SMITH

CLIENT: CITY OF EVANSTON

CONSULTANT: STEPHEN CHRISTY, NATIVE PLANT
SPECIALIST

architectural heritage and meets maintenance requirements of the railroad and the city.

The landscape architect's previous experience in working with both the city and the railroad was significant in the success of this project. With a thorough understanding of the railroad's strict requirements for landscape planting within the railroad right-of-way, the landscape architect was able to tailor the design to meet the functional needs of the railroad and the aesthetic needs of the city. The landscape architect succeeded in overcoming the railroad's traditional resistance to planting treatments within their rights-of-way.

Subconsultants included civil engineers and a native plant specialist, who conducted a field survey of existing plants to aid in selection of native species that could survive on the embankment. Additionally, local artists were solicited to participate in a one-day workshop to generate ideas on how public art can be integrated into the master plan.

The problem of how to revegetate railroad embankment slopes is one challenge addressed by the study. To successfully establish native grasses and plants, several test plots prescribing

various establishment techniques and seed mix types were proposed. Evaluations of these trials should determine the proper installation procedure and seed mix to use on a corridor-wide basis.

To conform to the project's construction budget the landscape architect developed a priority system approach, allocating a larger percentage of dollars toward improving the corridor areas in greatest need of enhancement.

The recommendations for the corridor include building a stone entrance retaining wall at one end of the corridor using masonry materials that reflect the city's architecture, and streetscape design recommendations for enhancing the west side. Also, the railroad embankment will combine an area of inexpensive and low-maintenance prairie plants with higher-impact, higher-maintenance cultivated plants at selected areas.

This project, when fully implemented, will present a positive example of the significant role a landscape architect can play in sorting out priorities, often viewed as conflicting, to meet complex functional and appearance objectives. A former eyesore will become a beautiful civic asset.

Bounding the Green Bay Road corridor on the east is the steep embankment slope of the Chicago & North Western Railroad, which is covered with an unsightly tangle of weeds and brush that trap litter and debris. Billboards, rusting bridges and crumbling retaining walls add further to the visual clutter. The corridor's west side is a barren streetscape plagued by traffic noise, crumbling sidewalks and a chaotic mixture of land uses.

The city of Evanston, concerned with the negative image presented to commuters by the congested four-lane highway's appearance, asked the landscape architect to create a corridor design that represents Evanston's strong



NORTH CAMPUS SCULPTURE PLAZA

UNIVERSITY OF ILLINOIS
URBANA-CHAMPAIGN, ILLINOIS

LAND DESIGN COLLABORATIVE

ROBERT W. ZOLOMIJ
RICHARD C. HAYDEN

CLIENT: UNIVERSITY OF ILLINOIS OFFICE FOR
CAPITAL PROGRAMS

CONTRACTORS: MID-STATES GENERAL

CONTRACTING
GLESCO ELECTRIC

CONSULTANTS: WILLIAM HOBBS LTD., FOUNTAIN
DESIGN

BARRY A. GOLDBERG & CO., STRUCTURAL
ENGINEER

HENNEMEN RAUFEISEN & ASSOCIATES INC.,
ELECTRICAL ENGINEER

SCULPTOR: STEVE LUECKING

In 1987, the University of Illinois completed a Master Plan for its North Campus, which was to be expanded to include a pedestrian mall. The centerpiece of the mall was to be a striking sculpture plaza featuring a piece titled "Upwells," based on celestial orientations.

The landscape architect led the design team of civil engineer, structural engineer, fountain hydraulics engineer and electrical engineer, and included an unusual collaboration with a sculptor. While the sculptor was responsible for design and fabrication of the individual sculptural elements, the landscape architect was responsible for design and detailing to execute the aesthetic intent of the sculptor's concept.

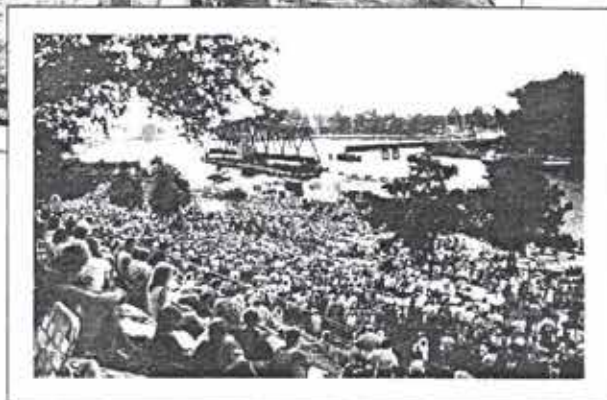
A 42-foot-high polished Carnelian granite spire sits at the center of the plaza. At the two seasonal equinox points and the two solstices, the spire casts a noon shadow on one of the three upwells. To the south of the spire is a spherical "backsight." When viewers look through a tube in the sphere, the North Star

appears to be sitting on the top of the granite spire. Water running out of the top of each upwell and from beneath the backsight and down a short cascade adds to the visual experience. Cast iron grating over the moving water serves as a viewing platform.

Paving, walls, lighting drainage, landscape and fountain/plumbing installations were designed and installed with both function and aesthetic appeal in mind. Materials used within the plaza—including brick, granite and pre-cast concrete copings—were chosen to complement the nearby, recently completed Beckman Institute Building and provide a unifying theme throughout the area.

The professional team encountered some unusual construction challenges. Anchoring the 42-foot granite spire with a foundation bisected by a 22-inch-diameter water main required the design of a special bridge foundation. Vertical and horizontal measurements (the height of the spire, the height and angle of the backsight, and the height and distance of the upwells from the spire) had to be calculated exactly based on the site's longitude and latitude. Distances and elevations needed to be exact as tolerances were extremely tight.

The Sculpture Plaza has become a significant North Campus feature and a major new campus development. The plaza serves not only as an open space to be enjoyed, but as a means to experience the seasonal calendar through sculpture that interacts with elements of the universe.



ST. JOSEPH: THE AREA BELOW THE BLUFF

DEVELOPMENT STUDY

ST. JOSEPH, MICHIGAN

LAND DESIGN COLLABORATIVE

MARY W. FRITZ

JAMES C. GAMBLE

CLIENT: ST. JOSEPH IMPROVEMENT ASSOCIATION

REAL ESTATE/ECONOMIC ANALYST:

REAL ESTATE PLANNING INC.

the most attractive parcels of land in the city, enhanced by its convenient location near downtown St. Joseph.

The landscape architect systematically approached the study to focus private landowners, the city and the public on the important issues. Objectives were developed, land use conditions analyzed and physical opportunities and constraints for development and improvements were identified. The plan for reclaiming the area for economic, aesthetic and recreational enhancement of the community included taking private economic opportunities and public interest into consideration; establishing an important link among the lakefront, arboretum, residential neighborhoods and central business district; and developing a framework for improvement to provide compatibility, continuity and consistency.

The plan demanded preservation of public access to Lake Michigan, development of standards to insulate neighborhoods from incompatible new development, historic preservation of an existing bluff stairway, creation of a new park to enhance the site of the historic railroad station, and economic feasibility.

Four different scenarios were considered. The landscape architect made recommendations after analyzing the area for all-public use, all-private use,

commercial and industrial use, and combined public and private use. The last option was recommended as the best solution. Combined public and private use would best serve to revitalize the city's central retail and office districts while expanding the city's tax base. Portions of properties would be upgraded and enhanced for public use, while well-designed and well-executed residential development would bring additional population to St. Joseph's core.

As recommended by the study, the beach was preserved for public use. However, it was sold to the county rather than to the city, making the study the basis for the county's design layout for beach improvements. For example, a proposed parking lot for 800 cars was reduced to 400 spaces and will be developed in phases as required to meet increasing demand. The location and style of buildings proposed for the county beach are consistent with the study's recommendations for visual links to the central business district and compatible with the neighborhood character. The city is currently renovating the existing historic bluff stairway following the report's recommendations.

The study will provide guidance in preserving open space, building style, massing and scale as this valuable area continues to develop.

The most valuable undeveloped land in St. Joseph, Michigan, lies between the Lake Michigan shoreline and the bluff adjacent to the central business district, and from the St. Joseph River to the municipal water filtration plant. The city's improvement association requested a development plan for this area.

Historically the area was used for commerce and industry, but modest cottages still existed between the two beaches. Except for the bluff and portions of the beach, most of the area was privately owned, including a popular swimming beach where an amusement park once stood. Due to its proximity to the river, the lake, an arboretum and the bluff, the area below the bluff is among



gravel stream beds in the ravine bottoms. The durable aggregate was specially developed on-site using various combinations of pea gravels, sands and cements. The pavement is reproducible using standard materials available at a local concrete plant to enable the City of Highland Park to make repairs and expand the treatment into new areas.

Jensen's landscape design techniques using flagstone, ledgerrock outcroppings and native plant materials were researched, evaluated and incorporated into the overall design of this project. For pedestrian safety, flagstone paving was limited to trim areas alongside the main concrete sidewalks except in garden areas, where flagstone was integrated with intimate perennial plantings and ledgerrock outcroppings. Extensive use of perennials and groundcovers provide year-round color and a base for



RAVINIA STATION PARK
HIGHLAND PARK, ILLINOIS
LAND DESIGN COLLABORATIVE

JAMES C. GAMBLE
RICHARD C. HAYDEN

OWNER/CLIENT: CITY OF HIGHLAND PARK
GENERAL CONTRACTOR: G.F. STRUCTURES INC.
LANDSCAPE CONTRACTOR:
NELSON CO. LANDSCAPE CONTRACTORS

street from the project site. The memorial is a surviving example of the work of Jens Jensen, one of Illinois' foremost landscape architects, who lived in the area in the 1920s. Heightened local sensitivity to Jensen's work and design influence created the impetus to develop a physical design plan as part of the overall redevelopment concept. A large granite boulder central to the memorial provides a major focal point for elements in the project and future redevelopment in the Ravinia business district.

Using Rosenwald Memorial as a focus, a sight-line axis was established, which would align with a future west shelter and park. A sidewalk was placed on this axis within the project area to define and focus views, as well as to provide the first leg in a pedestrian link between the memorial and a future, enhanced public space across the railroad tracks.

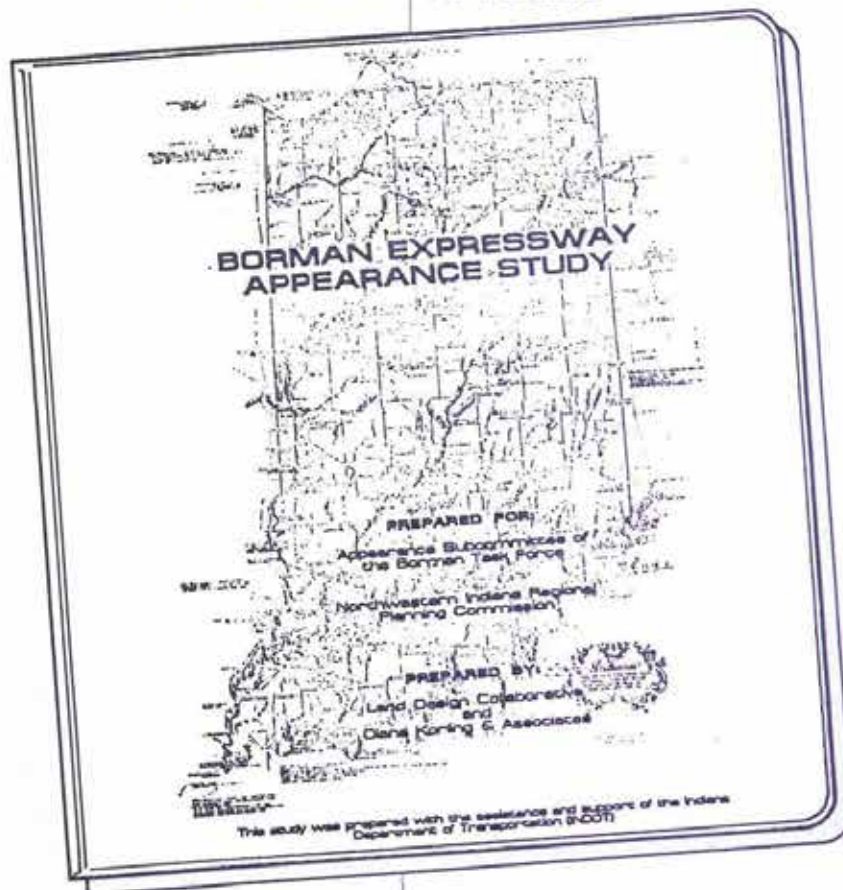
Major walkways were created using concrete sidewalks with a finely exposed aggregate surface to mimic the sand/

integrating native burr and white oaks, hawthorns and crabapples. Along with shrub massings and spring bulbs, the plantings limit the amount of lawn maintenance necessary.

The landscape architect was involved in the project from its inception as a part of the redevelopment planning team. During the project's design and execution, the landscape architect was responsible for coordinating the efforts of its subconsultants and several city departments. Substantial local input was gathered from citizen design review boards, local historians and a private owner of an intact Jensen estate landscape. The landscape architect presented the project to several public bodies to develop public consensus, including the city council, the planning commission, Appearance Review Commission and Historic Preservation Commission.

The first phase in Highland Park's Ravinia Business District Redevelopment Plan involved developing a new park and commuter parking lot to complement a newly restored Ravinia Station building and commuter platforms. The train station, constructed in the late 19th century, needed complete restoration due to its badly deteriorated condition. The goal was to provide enhanced vehicular circulation through the new lot and safe pedestrian passage to the platforms.

Rosenwald Memorial, created more than 60 years ago, is situated across the



project feasibility and procedures necessary for enhancing a major roadway, managed a team of consultants and worked within a hierarchy of public agencies.

Existing physical conditions were analyzed, and design goals and principals were established. Recommendations were formulated regarding plant species selection, implementation costs, priorities and policy revisions. Since Indiana does not use noise barriers, a supplemental study on noise created by the highway was conducted. Erection of noise barriers would add significantly to the cost of highway improvement. Although a more detailed noise survey is necessary to determine the technical feasibility, the study has proven to be a catalyst for the consideration of noise barriers in the state.

Materials provided to local media kept communities informed. This helped gather public support of the project and offered a broader view of landscape architecture as a profession and its value in highway beautification and design.

The study posed some unusual challenges, such as the scale of the project, difficulty in dealing with an existing facility, unusual natural environment and the inherent conflict between a wetland and highway corridor. Seven different, yet typical, physical conditions along the corridor were identified. The conceptual designs for the prototype areas determined a general cost estimate for the entire expressway.

Together with behavioral criteria, aesthetic values are key to improving driver performance, pleasure and safety. The study deals with stewardship of the land by raising issues of wetlands protection, reintroducing indigenous plants and fostering respect in public and allied professions for the importance of aesthetics on our highways. It is a provocative document, dealing with technically difficult and politically controversial issues.

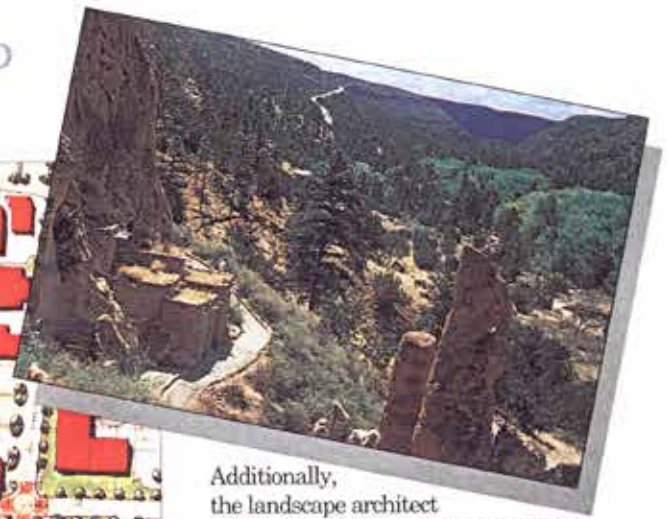
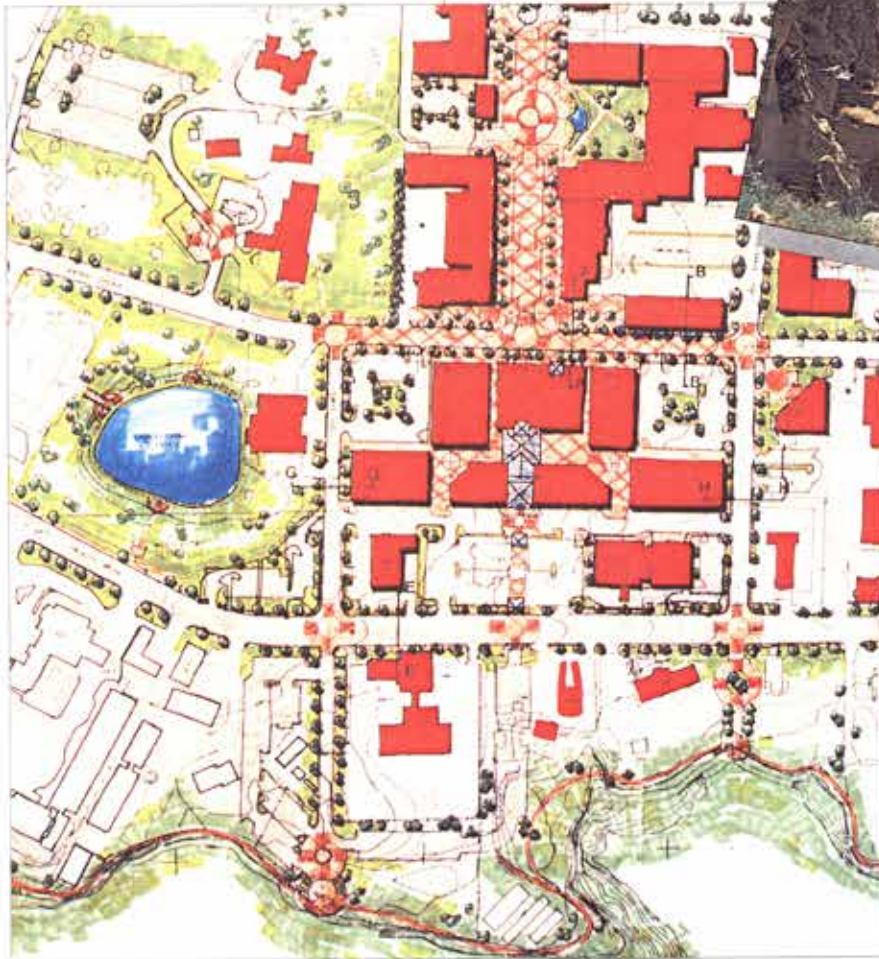
The landscape architect presented a synopsis of the study to the state department of transportation director and department heads, resulting in commitments to extend the efforts of the Borman task force and investigate a state/local matching fund program for implementation.

BORMAN EXPRESSWAY APPEARANCE STUDY
NORTHWEST INDIANA
LAND DESIGN COLLABORATIVE
JAMES C. GAMBLE, PARTNER
MARY W. FRITZ, PROJECT MANAGER
APPEARANCE SUBCOMMITTEE OF
THE BORMAN TASK FORCE
THE NORTHWESTERN INDIANA REGIONAL
PLANNING COMMISSION
CONSULTANT: DIANE KORLING AND
ASSOCIATES, LAND RESOURCE PLANNING

Designed and constructed in the 1950s, the Borman Expressway (Interstate 80/94) is a six-lane, 17-mile-long highway traversing northwest Indiana. The highway carries more than 35 million travelers annually, including a high percentage of trucks, and is notorious for its unattractive appearance. Key landscape trees and shrubs at the right-of-way fence were removed under current highway maintenance procedures. Its location in a wetland area adjacent to a dense residential development creates concern both for natural features and for residents' comfort and safety.

This study was designed to provide recommendations to the state of Indiana for improving the road's appearance and safety while serving the needs of nearby areas, and to encourage economic development. Another goal was to reduce the highway department's intensive maintenance operations, saving enough money to use for installing low-maintenance plantings. The study recommends that landscape functions be separated from other operations such as paving, fencing and snow removal to eliminate funding competition.

The landscape architect advised the regional planning commission regarding



Additionally, the landscape architect helped redirect a marketing study into a master plan incorporating recreation, pedestrian and vehicular circulation, parks, entries and gateways to help strengthen the community's economic and cultural base.

Because of the prominence of and respect for the Native American art form and culture, the public was involved in the design process. Through team-directed group meetings, interviews and general discussions, the public gained keen insight into the design role landscape architects play in urban design, and the landscape architect learned firsthand what is important to the community. The well-educated citizens of Los Alamos understand and value the physical and environmental contrasts of their community, and the landscape architect's greatest challenge was to create a design image with a careful, sensitive respect for the region's past. Native American symbols, combined with the everchanging color of the mesas and canyons, significantly impact the design.

To protect natural features, the study demanded a halt to dumping in the canyons, as well as to the construction of service-oriented buildings along the canyon edge. Long views of the canyon were recommended, as was a walk linking the new retail area of the Civic Center with the ancient Indian trails along the canyon edge. Native stands of pine trees were recommended for preservation. Remaining historic sites were reconfigured to enhance their value as community resources.

Thus, the "army town" has been given a new vision that draws from the history of its surroundings and acknowledges its influence on the future. The first project, a gateway park designed by the landscape architect, broke ground in the summer of 1992 as the initial step on this new journey.

LOS ALAMOS CIVIC CENTER

LOS ALAMOS, NEW MEXICO

LAND DESIGN COLLABORATIVE

JAMES C. GAMBLE

JENNIFER L. BULIN

CLIENT: COUNTY OF LOS ALAMOS

CONSULTANT: TRKLA, PETTIGREW, ALLEN & PAYNE

development specialists to prepare a design and development program to address the findings of a previously prepared retail market analysis.

The team worked on a program to strengthen the Civic Center as a diverse, mixed-use center for business, culture, recreation and living. The program was organized into four phases:

- 1) Reconnaissance, describing current conditions and trends, along with public attitudes;
- 2) Redevelopment Alternatives and Selected Plan, describing the proposed organization of land uses preferred by participants;
- 3) Urban Design, concentrating on creating an attractive urban core; and
- 4) Redevelopment Program Implementation, identifying the development components of the selected plan and their projected costs and outlining potential funding sources and implementation techniques.

The landscape architect played an essential role in facilitating the direction of the committee and in synthesizing the information into a feasible solution.

In 1943, a group of scientists arrived at the remote, 7,200-foot elevation of Los Alamos to develop the most secret operation of World War II—the world's first atomic bomb. While the top-secret Manhattan Project was underway, the restricted area grew into a mesa-top community built in typical army-barracks style with no concern for aesthetics.

Today, a small business district—the Civic Center—strives for vitality. In response to concerns about the loss of retail sales to other communities, the county and the Community Development Committee hired a team of landscape architects, urban planners and



HEARTLAND RIVERFRONT FESTIVAL PARK

PEORIA, ILLINOIS

LAND DESIGN COLLABORATIVE, INC.

ROBERT W. ZOLOM, FASLA

- CLIENT: RIVERFRONT BUSINESS DISTRICT COMMISSION, CITY OF PEORIA, PEORIA PARK DISTRICT
- ARCHITECT: FARNSWORTH & WYLIE
- ENGINEER: FARNSWORTH & WYLIE
- CONSULTANT: CLARK ENGINEERING/MECHANICAL AND ELECTRICAL ENGINEER

Once a thriving industrial area in the City of Peoria, the riverfront had become vacant and derelict over the past 20 years as regional economies changed and transportation became less reliant on the Illinois River. In 1994 the city and the park district focused on developing a master plan and hired the consultant team to design and construct the first three phases of the Festival Park project area.

The project area comprises about 28 acres of land, approximately 300 feet by 3,000 feet, parallel to the river. The site is

relatively flat, with almost a third of the riverfront edge having a 15-foot vertical wall based on normal river elevation. The budget for the three phases of the project is eight million dollars.

Phase I, completed in 1996, consisted of a pedestrian promenade along the river, athletic fields, lighting, restrooms, landscape, performance area and water and electric utility systems for special events such as fairs and festivals. Phase II improvements included relocating Peoria's oldest building, the Powell Press Building, to the riverfront and rehabilitating it for use as a visitor center with restrooms, two concert-event performance areas, pedestrian promenade, landscape, plaza, fountain and marina. Phase III will provide a clock tower plaza, continuation of the riverfront promenade, landscaping and a vehicle drop-off area.

The landscape architect led the planning and design team, developed the master plan for the Riverfront Festival Park and assisted in the site construction documents for implementation of the three phases of the project. Because approximately half of the site is located in the

floodway and the entire area is situated in the floodplain, proposed facilities had to meet both the U.S. Corps of Engineers and the Department of Natural Resources requirements and regulations. Additionally, the landscape architect facilitated workshops with the client group and public-private organizations, conducted public hearings, prepared estimates and construction design documents for site elements such as paving, furniture, landscape, lighting, fencing, railings, a special fountain and other features.

The development of the Riverfront Festival Park has created a major public facility in an area that was considered a liability to the City of Peoria. The site accommodates a variety of special events, concerts and performances, and invites people to enjoy the beauty of the river.

When considering the Heartland Riverfront Project for this award, ASLA judges emphasized its good design theme and their appreciation for the adaptive reuse of historic buildings.

© 1986- 2019 Material Presented in this Booklet is Property
of Land Design Collaborative. All Rights Reserved.