

# PARK AVENUE BEACH & BOATING FACILITY

Master Plan Report

Highland Park, Illinois



PARK DISTRICT  
of HIGHLAND PARK

THE  
LAKOTA  
GROUP.

1/10/2022



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# INTRODUCTION

Highland Park's Park Avenue Beach and Boating Facility consists of property along the Lake Michigan shoreline, divided into two distinct areas. The north area of the park offers a passive, non-swimming beach, parking, boat storage, and limited leisure amenities, such as a picnic table. The south area includes the North Shore Yacht Club, boat launch, parking, boating beach, and storage sheds/areas. In late 2020, the Park District of Highland Park (PDHP) developed an update to their Lakefront Master Plan to reassess conditions and provide a path forward for each of the four lakefront parks. Two key recommendations were made for the Park Avenue Beach and Boating Facility. First, a Park Avenue Working Group (PAWG) was established to help direct options for improving long-term access to

boating and related activities. Second, it was recommended that a more detailed site plan be developed to address the key issues facing the site, including:

- Improvements to the yacht club building
- Enhancements for non-motorized boaters
- Enhancements to the pedestrian connections to and through the park

To address the second recommendation, in early February of 2021, PDHP engaged the Lakota Group, planners and landscape architects, to focus on developing a range of site plan options that tested optimized use of the park and beach to serve all users of this lakefront asset. These were to be based on direction from staff and Board, with input from PAWG and the City of Highland Park.

This study builds upon other current and previous studies such as

- 2007 Highland Park Lakefront Plan
- 2018 PDHP Community Input Surveys
- 2021 Beach Management Strategy Plan
- SmithGroup Breakwater Replacement Study
- Capital Improvement Plan

In addition to previous studies and input, this more focused site planning initiative engaged the voice of additional focused users such as the North Shore Yacht Club, neighbors and City of Highland Park leadership.

This summary report presents a preliminary site plan direction that highlights numerous active and passive components of the plan

The Park Avenue Site Plan is conceptual and does not include specific engineering, architectural or construction plans. The replacement of the break water and repair of the boat launch are not part of the scope of the site plan, though the plan does represent these projects as a current planning initiative and incorporates them into the overall site and capital plan.

The concept plan was approved by the Park District Board of Commissioners on August 24. At the time of approval, the plan was unfunded; with an approved plan, the Park District can begin to identify possible funding opportunities.

to serve all members of the Highland Park community. In addition to infrastructure improvements that address, visual and physical access to the lakefront, the plan seeks to balance parking and boat storage facilities along with improved open space and pedestrian amenities.

This report also outlines a strategy for phase implementation, funding and management/ programming of the plan components that will be folded into the district's long-range capital plan.

The following sections of this summary report outline the planning process and more specifically describe the details and strategies for implementing the Park Avenue Beach and Boating facility plan direction.

# **SITE CONTEXT & CONDITIONS "STATE OF THE BEACH"**



# NORTH AREA

## Park District Parking Lot, Boat Storage, and Beach

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The following observations and thoughts were developed by our team from several site visits with staff, committee members, and internal team visits.

- Arrival sequence for residents by car or foot from Park Avenue provides great views, but lacks coherent connectivity to the Boating Beach and Yacht Club
- There is a concrete path along Park Avenue, but the pedestrian connections at the bottom of the bluff are unclear and do not identify use areas of the beach
- There are little to no accommodations for pedestrians or seniors with regard to seating or overlooks
- The parking lot footprint is large, relative to the size of the beach, and seems unorganized. Views to Lake Michigan, one of the City's most important assets, is dominated by this parking lot, diminishing the appeal of this natural feature
- Snow storage limits parking lot usage in the winter months. Alternative snow management and/or storage location could extend use of the parking lot during the off-season and reduce potential snow melt run-off contamination, litter or debris.
- The gated boat storage area is functional and provides parking for approximately 34 boats, but overall, this area is unattractive and its orientation limits the use of the actual beach
- The chain link fence for the boat storage area immediately abuts the beach without screening or buffering; it appears the fence/ sheet pile wall north of the boat storage could be moved further north
- The shoreline slope and sand on the beach directly east of the parking lot has eroded in some areas and below-grade protection fabric and stabilizing stones have migrated causing an unsightly and potentially hazardous condition
- The additional PDHP storage area immediately adjacent to the City's one-story storage building seems inefficient and its appearance detracts from the beach and natural feel of the park. Furthermore, it disconnects the only beachfront pedestrian link to the sailing beach and the parking and access drive west of the water plant
- Overall, the park is missing a sense of the beach environment, vegetation, and waterfront celebration



**TOP:** View of north beach showing exposed protection fabric and migrated shoreline stabilization stones impacting beach area.

**BOTTOM RIGHT:** North corner of boat storage area, looking south showing poor chain-link fence and vegetation conditions.

**BOTTOM LEFT:** View of degraded environmental conditions at north beach storage area.



## POTENTIAL ENHANCEMENT CONCEPTS

- Explore vehicular and pedestrian reconfiguration options for arrival, parking, and boat storage
- Consider clear and effective signage, including wayfinding and potential gateways
- Test a better pedestrian arrival path and sequence to the beach that ultimately connects to the south on the lake side and provides ADA access throughout the site
- Explore alternate locations for secondary motorized or non-motorized boat storage or options for improving its relationship to the beach
- Consider decreasing impermeable surface, and/or using permeable pavers, and strategically adding native landscape
- Reassess the vegetation and potential incorporation of native species
- Consider a community-driven experience that plays to all demographics through a potential boardwalk, native vegetation stands, seating and overlook opportunities, and improved lighting and shelter opportunities
- Maximize the community's use and potential of the beach through increased programming, strategic partnerships, and potential revenue sharing opportunities

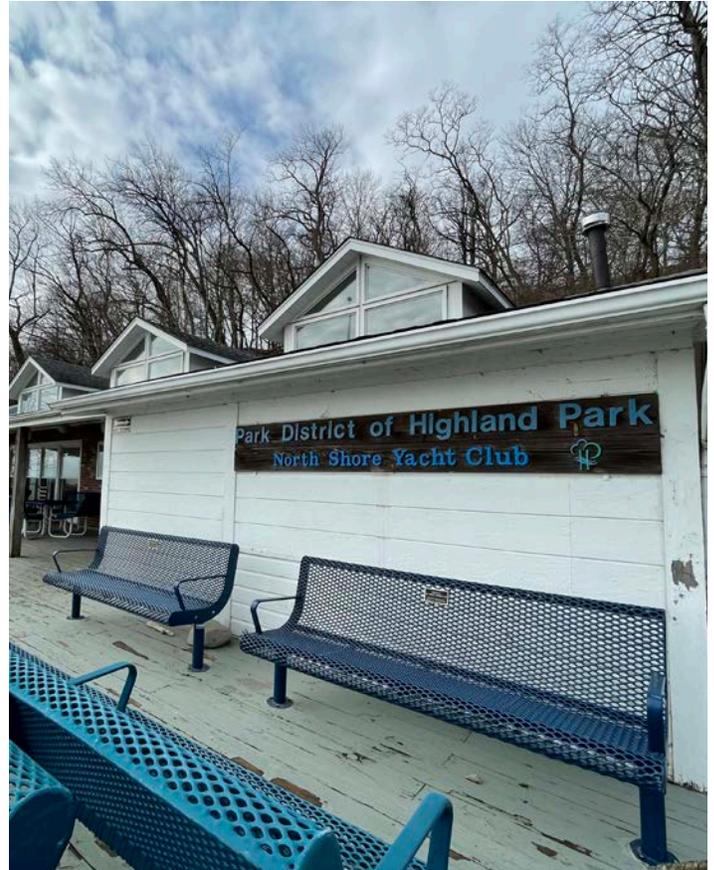
# SOUTH AREA

## North Shore Yacht Club, Boat Launch, Vehicle/Trailer Parking, and Beach

### North Shore Yacht Club

The following observations and thoughts were developed by The Lakota Group team from several site visits with Park District staff, committee members, and internal team visits.

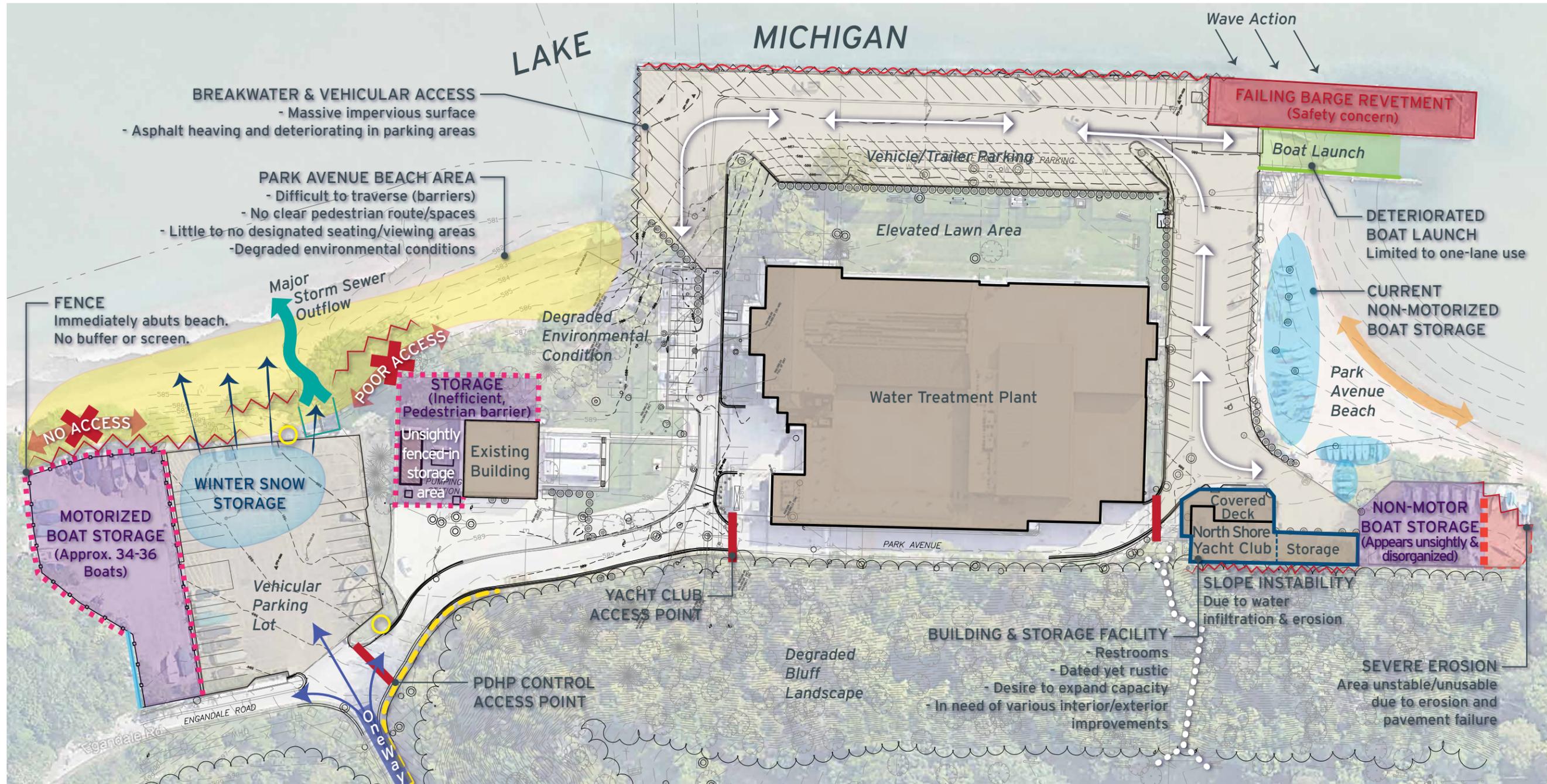
- Building is owned by the Park District and leased to the North Shore Yacht Club
- Overall, the building is structurally sound and generally suits the needs of the Club's current membership. The building is also rented out for small parties/events to non-members by the Park District
- The dated appearance and character of the building may be visually unappealing to the general public, however the sailors and boaters tend to like the rustic seaside character
- There is a desire by the Club to expand the capacity of the building from 65 to 130 people
- The building would benefit from architectural and material upgrades and repairs to improve its function as well as curb appeal, including:
- Potential interior improvements to consider include renovations to the kitchen and bathrooms, which are outdated, as well as increased storage. ADA improvements must be made as part of any upgrades



*View of North Shore Yacht Club building, dated but with rustic seaside character.*

- Exterior improvements to consider include repairs to the fascia/roof, front deck area, ADA access, new paint, new benches and seating, new exterior lighting, and addressing bluff issues behind the building
- Overly dense tree canopy on the bluff is contributing to slope instability. This combined with drainage issues has caused bluff erosion on the building's west side.

Map 1: Physical Conditions Analysis - North & South Area Character



LEGEND



- Clear Pedestrian Route
- ~ Safety Guardrail  
Deteriorating due to historic high wave action
- Chain-link Fencing
- ➔ Stormwater Runoff
- ~ Erosion
- ➔ Water/Beach  
Conflicts between personal water crafts, power boats, and unsanctioned swimmers due to limited space of cove/beach
- ~ Sheet Pile Wall  
could move further north
- ➔ Slope Instability
- Access Control Gate
- ➔ Potential for Polluted Runoff
- ➔ Yacht Club Access & Circulation
- Signage

PARK AVENUE BEACH & BOATING FACILITY MASTER PLAN UPDATE

# EXISTING CONDITIONS | NORTH & SOUTH AREA CHARACTER

HIGHLAND PARK, ILLINOIS

SCALE: 1"=70'  
0' 17.5' 35' 70'

APRIL 15, 2021

PREPARED FOR:  
PARK DISTRICT OF  
HIGHLAND PARK

**THE LAKOTA GROUP.**  
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*View from vehicle and trailer parking area looking north towards North Shore Yacht Club storage facility.*

## Storage Buildings and Service Areas

- The metal storage garages south of the yacht club appear to be well-used, but could be more efficiently organized
- It was noted that the storage racks for personal watercraft were inadequate
- The outdoor non-motorized storage/service areas appear disorganized and detract from the appeal of this portion of the beach
- There is severe slope instability/failure along the southeast edge of the non-motorized storage pad prohibiting full use of the storage area to the south
- The southern portion of the site, including the area between the water treatment plant and the lake, has an abundance of impermeable surface/paving that is disproportionate given the overall size of the site
- The vehicle and trailer parking area east of the water treatment plant is in fair condition; the pavement is heaving/deteriorating due to flooding, intense wave action, and historic high water levels
- The current storm system is also overtaxed due to these same volatile lake conditions

## Boat Launch and Beach

- Over the course of this planning process the boat launch collapsed and is currently closed due to a failure in the concrete ramp. Due to previous deterioration, it had been operating with only one of the two lanes provided in service. Repair/replacement is being address through a separate project.
- SmithGroup presented numerous scenarios for rebuilding the lakefront breakwater to reestablish a new boat launch and more importantly protect the Park Avenue Boating Beach from further erosion. These planning efforts should consider a solution to maximize long-term value with total community benefit. Resolution of this issue is outside the scope of this study.
- Conflicts remain between personal watercraft and power boaters, primarily due to the small size of the cove/beach. In addition, the beach is a non-swimming beach, but still has swimmers utilizing the area which causes significant safety risks



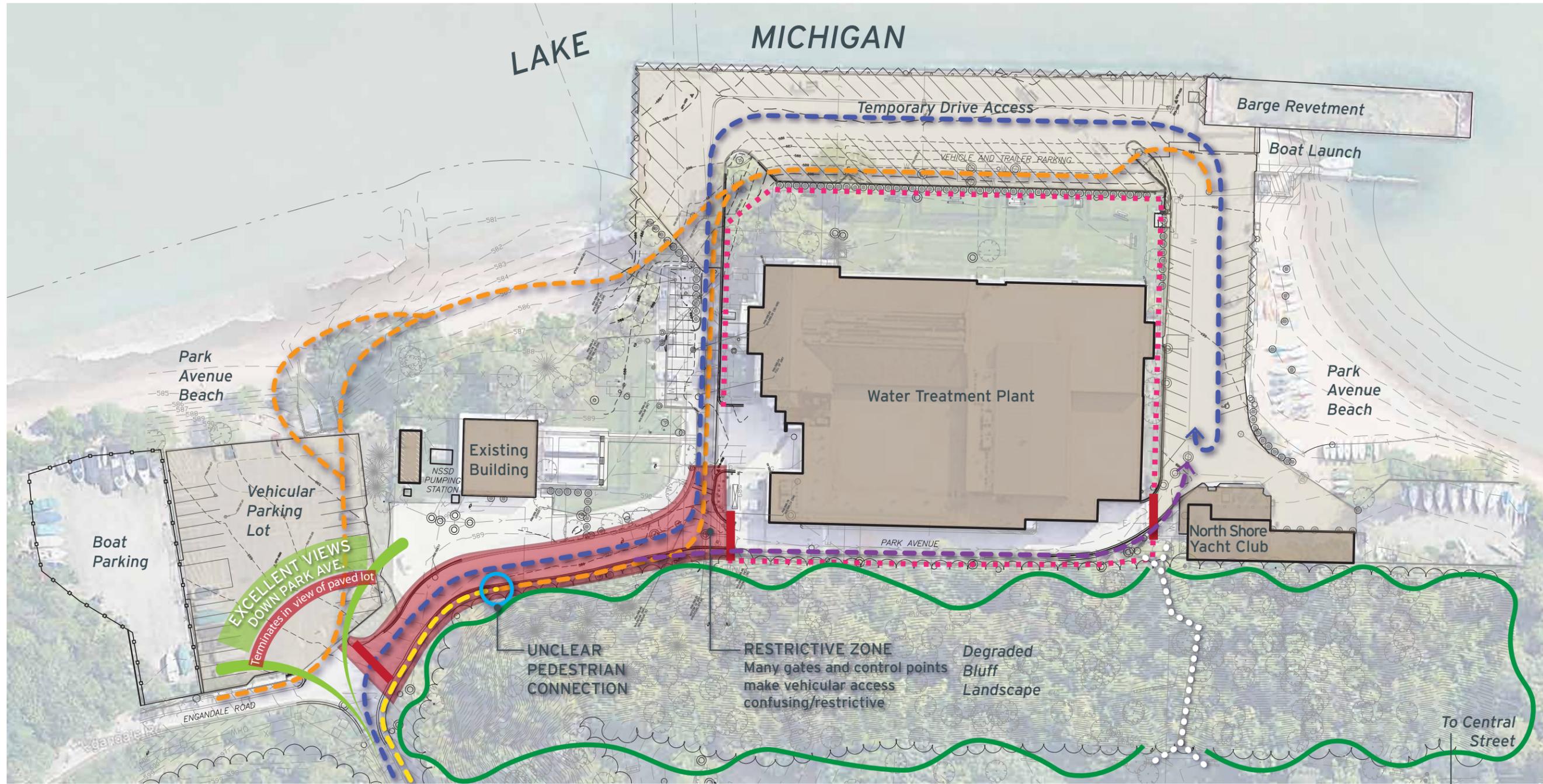
**TOP:** Existing boat launch conditions at south beach area.

**BOTTOM:** Pedestrian gate at Yacht Club building limits access.

## Access and Circulation

- The deterioration and removal of the steps on the bluff has eliminated any pedestrian access directly from Central Park or Central Avenue. This access point provided residents direct access from the neighborhood and downtown. As a result, park visitors are finding unsanctioned paths through the bluff.
- The bluff has significantly eroded in some locations and a more active management plan for restoring the understory landscape and removing select canopy trees is needed to stabilize the slope and restore the quality of the bluff landscape ecosystem to support phase 3 improvements as noted later in this document. PDHP's Beach Management Plan details best management practices to address this issue.
- The fencing protocols which are needed and effective to manage the protected uses at the water treatment plant create the feeling of industrial isolation
- Parking in the neighborhood is an issue and creates conflicts between park users and neighbors
- The idea of a pedestrian pier/fishing pier has been discussed

Map 2: Physical Conditions Analysis - Access & Circulation



LEGEND

- - - Clear Pedestrian Route
- - - Defacto Pedestrian Circulation
- - - Vehicular Circulation
- - - Occasional Pedestrian Access
- Access Control Gate
- ~ ~ ~ Bluff  
General bluff erosion.  
Significant in various locations.
- - - Extensive Fencing  
Creates feeling of Industrial Isolation
- Removed Bluff Staircase  
Once accessible public access route  
from park. Removal isolates Yacht  
Club from neighborhood context.



PARK AVENUE BEACH & BOATING FACILITY MASTER PLAN UPDATE

# EXISTING CONDITIONS | ACCESS & CIRCULATION

HIGHLAND PARK, ILLINOIS



APRIL 15, 2021

PREPARED FOR:  
PARK DISTRICT OF  
HIGHLAND PARK







*Pedestrian and vehicular access to south beach and boat launch is limited by gates, control points, and environmental conditions.*

## POTENTIAL ENHANCEMENT CONCEPTS

- Explore new concepts for providing direct pedestrian access from Central Park/ Central Avenue to the southern portion of the site and the boating beach/yacht club
- Provide guidance and collaboration with other partners on potential solutions for beach/bluff improvements including governmental agencies such as the City, IDNR (CMP) & Lake County, any on-site user groups including the North Shore Yacht Club, and local groups/nonprofits such as Openlands, Chicago Wilderness, Friends of Lake Michigan, and Highland Park High School.
- Consider improved and more sustainable solutions to overall vehicular circulation and parking throughout the site as well as the amount of impermeable/paved surface
- Explore meaningful and cost-effective concepts for interior and exterior building improvements. Consider the idea of making the building a more community-centric facility
- Consider the improved function of the boat launch ramp and the cove beach in relation to the breakwater options
- Explore improved pedestrian access in and around the south beach areas
- Provide community-based amenities for non-boater residents such as seating, shelter(s), restrooms, signage, and lighting
- Maximize the community benefit of the south beach through improved programming, facilities, strategic partnerships, and revenue streams

# ENGAGEMENT



# STAKEHOLDER INPUT

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In addition to discussions with PDHP staff, the Lakota team engaged various stakeholder groups including, PAWG, PDHP board members, city staff and interested citizens throughout the conceptual design development phase. The Park District also shared the plans with the North Shore Water Reclamation District. Through meaningful discussions with each group, we were able to develop targeted plan features and necessary design elements that align with multiple party's interests. Feedback from design review meetings were folded into each iteration to provide comprehensive, achievable solutions for the issues and opportunities identified in our site analysis phase. Some of the commentary we heard includes:

## PDHP Staff

- Explore other alternatives for boat storage and parking, preferably on the South beach. Also consider off-site locations. Possibilities for restructuring annual/seasonal storage operations is open.
- Maximize public vehicular parking on the north end of the site. Maintain or improve on the existing spaces currently provided.
- Consider maximizing highly sought after vehicular parking spaces with lake views.

## PDHP Board Members

- NSYC could consider creating a foundation to help offset improvements to the facility that they use and lease from the PDHP
- Beautify the aesthetics of the public beach component of the facility particularly on arrival. Very unattractive and not in keeping with other lakefront parks/beaches.

- Identify other revenue generating opportunities to this facility
- Focus dollars now on restoring the breakwater, boat launch and protecting beach
- Improve cooperation/collaboration with City engineering
- Balance the needs of the different boating groups. The sailing facilities are adequate. Need to recover costs of launch and storage improvements from the power boaters

## PAWG / NSYC Members

- Maintain open access to the south beach cove for ease of operations and maintenance.
- Consider building efficiency investments at the North Shore Yacht Club building for lasting investment.
- Be aware of environmental considerations and cost to maintain boardwalk at south end of north beach area.

## Highland Park City Staff

- Be aware of and maintain the stormwater overflow route along the south side of the north parking lot.
- Seasonal boat storage east of the water treatment plant is not ideal due to the high lake levels and unforgiving weather/storm events and complex circulation of the site.
- Confirmed pedestrian access is available west of the water treatment plant.

# COMMUNITY FEEDBACK

## Community Open House Meeting

After many iterations of concept options Staff and the Lakota team identified two realistically achievable schemes. Both concepts provided the same recreational amenities, however, Option One expanded on vehicular parking spaces, while Option Two maximized boat storage. The team brought these two options to the community for feedback. Turnout for the meeting was significant with an estimated 90 people in attendance. The overall response ultimately favored concept Option Two. Below is a snapshot synopsis of community feedback and comments. It should be noted these comments reflect the perceptions and feelings of meeting attendees and at times these views conflict with the realities of facility operations.

### COMMENTS & FEEDBACK

- Strong desire for swimming at the beach
- Interest in prioritizing boat storage at the site and maintaining/improving the fence
- Interest in seeing more revenue stream enhancements
- Consider fee structure for boat launch before allocating number of boat parking spaces as fees will effect usage.
- Opposition to increasing car/vehicular traffic to and at the site.
- Parking east of the water treatment plant is underutilized. Consider adding seating and viewing area(s).
- Consider widening sidewalk along Park Avenue. Need more separation from car traffic for pedestrian safety.
- Concerns about traffic conflicts at the painted ped-way. Consider ADA ramp/walk east of the water treatment plant.
- Interest in a bus/shuttle/ride-share service to/from the site.
- Interest in further improvements to Yacht Club building and enhanced interior boat storage.
- Concerns about impact to the bluff as it relates to the Phase 3 bluff staircase improvements shown on the plan.
- Concerns that a boardwalk could be undermined by shifting lake levels and ice movement.
- Desire to find new location for winter snow storage.

# PREFERRED SITE PLAN



# PRELIMINARY PLAN

## Elements and Site Features

After exploring many alternate concepts, the Lakota team and PDHP staff arrived at a preferred concept which was shared with our stakeholder groups and further refined. The preliminary preferred plan emphasizes a community-driven experience that plays to all demographics through various design elements, native vegetation, and improved facilities and amenities.

The Park Avenue Site Plan is conceptual and does not include specific engineering, architectural or construction plans. The replacement of the break water and repair of the boat launch are not part of the scope of the site plan, though the plan does represent these projects as a current planning initiative and incorporates them into the overall site and capital plan. The concept plan was approved by the Park District Board of Commissioners on August 24. At the time of approval, the plan was unfunded; with an approved plan, the Park District can begin to identify possible funding opportunities.

### PLAN FEATURES

- Improved sense of arrival and gateway experience for vehicles and pedestrians by emphasizing green space and views to lake
  - Entrance indicates clear and effective signage including wayfinding signage
  - Refined pedestrian arrival path and sequence to the beach is provided by through landscaped path along the south perimeter of the parking lot leading to a boardwalk feature that ultimately connects to the south beach, providing connectivity throughout the site.
  - Expanded and reconfigured parking lot provides an improved spatial relationship to the lakefront and accommodates 29 total proposed spaces, expanding slightly on the 28 spaces currently provided
  - Boat storage remains behind the fenced-in lot while striping in the lot is reconfigured to indicate 21 dedicated boat spaces.
- An additional 9 boat storage spaces are strategically provided along the perimeter and parking island to provide 30 total on-site spaces
- South storage lot reconfigured to allow for additional boat storage
  - Increases boat storage capacity for all watercraft types
  - Impervious surface has been decreased overall by providing a large parking island that functions as a bioswale for overland stormwater flows from large storm events
  - Improved access to Lakefront with a boardwalk, lit by bollards, and buffered by native vegetation, runs from the northeast corner of the parking lot to the south end of the beach.
  - Swimming is still prohibited at beaches per safety regulations

Map 3: Preferred Plan - Full Concept

**MAP LEGEND**

- A** Fenced Motorized Boat Storage
- B** Vehicular Parking
- C** Boat Launch Access Gate
- D** Inviting Entry with Bioswale
- E** Stormwater Outfall & Optional Bridge
- F** Boardwalk with Seating Nodes
- G** Enhanced Native Landscape
- H** Painted or Striped Pedway
- I** Relocated Storage
- J** Replace Breakwater & Boat Launch (Not in scope)
- K** Refurbished Deck & Landscape
- L** Applied Paving Treatment at 'Active Use' zone
- M** Reconfigured Drive
- N** Repaired Asphalt Pad
- O** Formalized Storage on Beach
- P** Entry Plaza with Pergola, Deck & Seating
- Q** Extended Boardwalk and Enhanced Views to Lake Michigan
- R** Picnic Areas
- S** Potential Future Pedestrian Access (PHASE 3 Long-term project)
- Site Lighting
- ★ Signage Opportunity
- Designated Fishing area with Protective Guardrail

**EXISTING PARKING METRICS**

	CAR	BOAT	PWC	SAIL	NSYC	SUP
MAIN LOT	28	10	0	0	0	0
FENCED LOT	0	19	5	0	0	0
SOUTH PAD	0	0	0	10	3	8
INDOOR	0	0	0	0	0	14
DAILY	0	20	0	0	0	0
EAST/SOUTH LOT	37	0	0	0	0	0
<b>TOTAL</b>	<b>65</b>	<b>49</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>22</b>

**PROPOSED PARKING METRICS**

	CAR	BOAT	PWC	SAIL	NSYC	SUP
MAIN LOT	29	9	0	0	0	0
FENCED LOT	0	21	0	0	0	0
SOUTH PAD	0	0	6	12	3	24
INDOOR	0	0	0	0	0	14
DAILY	0	20	0	0	0	0
EAST/SOUTH LOT	37	0	0	0	0	0
<b>TOTAL</b>	<b>66</b>	<b>50</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>38</b>
<b>DIFFERENCE</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>16</b>





## PLAN FEATURES, CONTINUED

- The north portion of the boardwalk runs adjacent to the parking lot and offers enhanced beach and landscape areas that address erosion issues with outcropping stone, providing seating areas with enhanced views to Lake Michigan
- The south end of the boardwalk is strategically curved to provide a dynamic walking experience and protect from severe storm and high-water events.
- A bridge feature allows access over the existing stormwater outfall and connects the south and north ends of the boardwalk to an entrance plaza with contemporary pergola, outlook deck, and group seating opportunities
- Direct pedestrian access is provided from the north beach to the south by two painted pedestrian routes on either side of the water treatment plant. These highly visible pedways delineate a safe pedestrian connection to the south beach
- Designated fishing areas featuring protective guardrails are proposed along the north and southeast edges of the seawall maximizing recreational opportunities for non-boating residents
- Sustainable, achievable proposed solutions to improve pedestrian/vehicular circulation at the south beach yacht club building are accomplished by re-aligning the access drive to the south parking pad and applying paving treatment to highlight “active use” zone near the yacht club facilities
- Restore full functionality of the south parking storage pad and reconfigure to maximize storage
- Meaningful and cost-effective interior and exterior building improvements for the North Shore Yacht Club facility. Proposed improvements include a refurbished deck with ADA access to the facility and improved landscape on the exterior, as well as interior building improvements to maximize usable space while improving building efficiency
- The proposed design accounts for replacement of the breakwater and boat launch facilities. Replacement of these features allows for comprehensive use of the south beach allowing for space to expand formal boat storage with added racks ultimately cleaning up the beach and improving operations and maintenance
- The plan suggests future proposed pedestrian stair connecting Central Park to Park Avenue's south beach. Planning for this capital improvement will be one of the most impactful ways to maximize the community's use of the Park Avenue Beach and Boating Facility asset. Any necessary bluff slope stabilization and restoration work are to coincide with the phase three pedestrian stair improvements

# PHASING

## & Order of Magnitude Budgeting

Further study went into prioritizing improvements in strategic phases. This approach addresses immediate needs for repairs and necessary improvements while maximizing recreational components. Costs are provided to reflect this comprehensive phased approach (see appendix).

### Phase 1 | North Beach Improvements

- Reconfigured south end of the parking lot expands current vehicular parking space by one while providing an improved sense of arrival and gateway experience for both vehicular and pedestrian visitors through increased green space.
- Entrance indicates clear and effective signage including wayfinding signage and gateways
- A better pedestrian arrival path and sequence to the beach is provided by way of a landscaped path along the south perimeter of the parking lot, leading to a boardwalk feature that ultimately connects to the south beach on the lake side, providing connectivity throughout the site.
- Impervious surface has been decreased overall by providing a large parking island that functions as a bioswale for overland stormwater flows from large storm events.



*View of Park Avenue Beach entrance island and signage.*

- Boat storage within the fenced-in lot is maintained while offering some additional storage spaces integral to the parking lot, strategically provided along the perimeter and central parking island to provide 30 total on-site spaces.
- Improvements along the lakefront include an extensive boardwalk feature buffered by native vegetation, running from the southeast corner of the parking lot to the south end of the beach as it abuts the water treatment plant parking area.
- Direct pedestrian access is provided from the north beach to the south by way of two painted pedestrian routes on either side of the water treatment plant. These highly visible ped-ways delineate a safe pedestrian connection to the south beach

Map 4: Preferred Plan - Phase One

**MAP LEGEND**

- A** Fenced Motorized Boat Storage
- B** Vehicular Parking
- C** Boat Launch Access Gate
- D** Inviting Entry with Bioswale
- E** Enhanced Native Landscape
- F** Boardwalk with Seating Nodes
- G** Relocated Storage
- H** Replace Breakwater & Boat Launch (Not in scope)
- I** Applied Paving Treatment at 'Active Use' zone
- J** Reconfigured Drive
- K** Repaired Asphalt Pad
- Signage Opportunity
- Designated Fishing area with Protective Guardrail

**EXISTING PARKING METRICS**

	CAR	BOAT	PWC	SAIL	NSYC	SUP
MAIN LOT	28	10	0	0	0	0
FENCED LOT	0	19	5	0	0	0
SOUTH PAD	0	0	0	10	3	8
INDOOR	0	0	0	0	0	14
DAILY	0	20	0	0	0	0
EAST/SOUTH LOT	37	0	0	0	0	0
<b>TOTAL</b>	<b>65</b>	<b>49</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>22</b>

**PROPOSED PARKING METRICS**

	CAR	BOAT	PWC	SAIL	NSYC	SUP
MAIN LOT	29	9	0	0	0	0
FENCED LOT	0	19	5	0	0	0
SOUTH PAD	0	0	6	12	3	24
INDOOR	0	0	0	0	0	14
DAILY	0	20	0	0	0	0
EAST/SOUTH LOT	37	0	0	0	0	0
<b>TOTAL</b>	<b>66</b>	<b>48</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>38</b>
<b>DIFFERENCE</b>	<b>1</b>	<b>-1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>



**MAP LEGEND**

- A** Fenced Motorized Boat Storage
- B** Picnic Areas
- C** Extended Boardwalk and Enhanced Views to Lake Michigan
- D** Entry Plaza with Pergola, Deck & Seating
- E** Stormwater Outfall & Optional Bridge
- F** Painted or Striped Pedway
- G** Refurbished Deck & Landscape
- H** Formalized Storage on Beach
-  Signage Opportunity

**EXISTING PARKING METRICS**

	CAR	BOAT	PWC	SAIL	NSYC	SUP
MAIN LOT	28	10	0	0	0	0
FENCED LOT	0	19	5	0	0	0
SOUTH PAD	0	0	0	10	3	8
INDOOR	0	0	0	0	0	14
DAILY	0	20	0	0	0	0
EAST/SOUTH LOT	37	0	0	0	0	0
<b>TOTAL</b>	<b>65</b>	<b>49</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>22</b>

**PROPOSED PARKING METRICS**

	CAR	BOAT	PWC	SAIL	NSYC	SUP
MAIN LOT	29	9	0	0	0	0
FENCED LOT	0	21	0	0	0	0
SOUTH PAD	0	0	6	12	3	24
INDOOR	0	0	0	0	0	14
DAILY	0	20	0	0	0	0
EAST/SOUTH LOT	37	0	0	0	0	0
<b>TOTAL</b>	<b>66</b>	<b>50</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>38</b>
<b>DIFFERENCE</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>16</b>



## Phase 1 | South Beach Improvements

- Designated fishing areas featuring protective guardrails proposed maximize recreational opportunities for non-boating residents
- Sustainable, achievable proposed solutions to improve pedestrian/vehicular circulation at the south beach yacht club building are accomplished by re-aligning the access drive to the south parking pad and applying paving treatment to highlight “active use” zone near the yacht club facilities.
- Function of the south parking storage pad is restored with proposed repaired to the failed portion and re-organization that maximizes effective use of the renewed space.
- The proposed design accounts for repair of the breakwater and boat launch facilities

## Phase 2 | North Beach Improvements

- Reconfigured north end of the parking lot maximizes highly sought-after vehicular parking spaces facing Lake Michigan and provides 40 total proposed spaces, expanding on the 29 provided in phase one.
- Boat storage and its relationship to the beach has been improved by removing the fenced-in lot and softening the overall aesthetic of the parking lot. Boat storage spaces are integral to the parking lot, strategically provided along the perimeter and central parking island to provide 21 total on-site spaces.
- Alternate locations for secondary motorized storage options were considered and are now proposed at the south storage lot and Central Park parking lot. The new locations combined provide the same number of storage spaces currently offered.

- Adjacent to the phase 2 parking lot expansion is a proposed boardwalk extension, offering enhanced beach and landscape areas that address erosion issues with outcropping stone, providing seating nodes with enhanced views to Lake Michigan.
- A bridge feature allows access over the existing stormwater outfall and connects the south and north ends of the boardwalk to an entrance plaza with contemporary pergola, outlook deck, and group seating opportunities

## Phase 2 | South Beach Improvements

- Meaningful and cost-effective interior and exterior building improvements are suggested for the North Shore Yacht Club facility. Proposed improvements include a refurbished deck with ADA access to the facility, improved landscape on the exterior, as well as interior building improvements to maximize usable space while improving functionality and building efficiency.
- Expand formal boat storage with added racks on the beach ultimately cleaning up the beach and improving operations and maintenance

## Phase 3 | Improvements

- Future proposed pedestrian stair access down the bluff from Central Park to Park Avenue's south beach. Planning for this capital improvement will be one of the most impactful ways to maximize the community's use of the Park Avenue Beach and Boating Facility asset.
- Necessary bluff slope stabilization and restoration work are to coincide with the pedestrian stair improvements and is accounted for in phase three budget costs (see appendix)

# IMPLEMENTATION

## Priorities, Schedule, Funding

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The following matrices identify the specific phases, tasks, responsibilities, budgets, and funding sources to support the implementation of the proposed plan over the next 10 years.

The plan is conceptual and will only be implemented if funding is secured and approved. If funding is secured, further design and engineering will take place in collaboration with the community.

These implementation matrices assume the need to address the rehabilitation or rebuilding of the breakwater and boat ramp facility. Actual timing and sequencing of any of the master plan projects will be coordinated with the needs of this larger infrastructure project.

Phase 1 initiatives focus on easily achievable target initiatives and support for more immediate repair, upkeep, safety, accessibility and environmental quality needs. A more definitive timeline for specific strategies noted below will be developed by PDHP staff as board approves and directs annual capital funding or aligns with other synergistic catalytic projects.

### Funding

Anticipated funding strategies in addition to annual PDHP capital budget will include grant or targeting donor funding including but not limited to:

- Open space Land Acquisition and Development (OSLAD)
- Park and Recreational Facility Construction (PARC)
- Federal Recreational Trail Program
- Illinois Transportation Enhancement Program (ITEP)
- Illinois Department of Natural Resources - Sustainable Shoreline Grants
- Great Lakes Restoration Initiative - Joint venture habitat restoration and protection
- Land and Water Conservation Fund

**Program & Site  
Improvements  
Matrix**

<b>Park Avenue Beach &amp; Boating Facility</b>		
<b>Phase 1 (Year 1 - 3)</b>	<b>Phase 2 (Year 4 - 6)</b>	<b>Phase 3 (Year 7 - 10)</b>
North beach parking expansion/reconfiguration		
Parking lot landscape enhancements		
Pedestrian walk connections		
Boardwalk promenade		
Dune landscape restoration		
Designated fishing areas		
Applied paving treatment		
South beach boat storage pad repair		
Breakwater restoration & boat launch repair		
	North beach boat storage lot resurfacing/ re-striping	
	Boardwalk promenade extension	
	Picnic areas	
	Entrance plaza outlook and shade structure	
	Stormwater outfall bridge	
	Site furnishing program	
	Site lighting program	
	Colored pedestrian routes	
	Yacht club interior building improvements	
	Yacht club exterior deck improvements	
	Yacht club landscape enhancements	
	Paddle board & kayak racks	
		Bluff ramp/stair access and overlook

# Program & Site Improvements Matrix

0 - \$250,000 \$\$\$\$\$  
 \$250,000 - \$500,000 \$\$\$/\$  
 \$500,000 - \$1,000,000 \$\$\$/\$  
 \$1,000,000 - \$2,000,000 \$\$\$/\$  
 \$2,000,000 + \$\$\$/\$

Phase	Supports plan goals?		Cost (construction, soft costs)
<b>Park Avenue Beach &amp; Boating Facility</b>			
1	✓	North beach parking expansion/reconfiguration	\$\$\$\$\$
1	✓	Parking lot landscape enhancements	\$\$\$\$\$
1	✓	Pedestrian walk connections	\$\$\$\$\$
1	✓	Boardwalk promenade	\$\$\$\$\$
1	✓	Dune landscape restoration	\$\$\$\$\$
1	✓	Designated fishing areas	\$\$\$\$\$
1	✓	Specialty applied paving treatment (ie. decorative thermoplastic applied and/or stamped asphalt treatment)	\$\$\$\$\$
1	✓	South beach boat storage pad repair	\$\$\$\$\$
1	✓	Breakwater restoration & boat launch repair	\$\$\$\$\$
2	✓	North beach boat storage lot resurfacing/re-striping	\$\$\$\$\$
2	✓	Boardwalk promenade extension	\$\$\$\$\$
2	✓	Picnic areas	\$\$\$\$\$
2	✓	Entrance plaza outlook and shade structure	\$\$\$\$\$
2	✓	Stormwater outfall bridge	\$\$\$\$\$
2	✓	Site furnishing program	\$\$\$\$\$
2	✓	Site lighting program	\$\$\$\$\$
2	✓	Colored pedestrian routes	\$\$\$\$\$
2	✓	Yacht club interior building improvements	\$\$\$\$\$
2	✓	Yacht club exterior deck improvements	\$\$\$\$\$
2	✓	Yacht club landscape enhancements	\$\$\$\$\$
2	✓	Paddle board & kayak racks	\$\$\$\$\$
3	✓	Bluff ramp/stair access and overlook	\$\$\$\$\$

Funding Source Grant opportunity?	Revenue generator?	Notes
✓	✓	OSLAD*
✓		OSLAD*
✓		OSLAD*
✓		Restoration projects may be eligible for Great Lakes Restoration Initiative grants (USEPA), National Fish and Wildlife Foundation grants, US Fish and Wildlife grants, Great Lakes Fishery and Ecosystem Restoration (GLFER) Program
✓		OSLAD*
	✓	
	✓	BAAD Grant*
	✓	
✓		OSLAD*
✓	✓	OSLAD*
✓	✓	OSLAD*
✓		OSLAD*
✓	✓	OSLAD*

\*Grant source funded by State of Illinois

# NEXT STEPS

What's next?

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- PARK BOARD APPROVED THE PREFERRED CONCEPT PLAN ON AUGUST 23 2021
- PRESENT MASTER PLAN REPORT TO THE PARK BOARD OF COMMISSIONERS AND COMMUNITY
- IDENTIFY AND PURSUE FUNDING OPPORTUNITIES
- DETAILED DESIGN / ENGINEERING
- BIDDING/CONSTRUCTION



**THE  
LAKOTA  
GROUP.**

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**PARK AVENUE BEACH & BOATING FACILITY**

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Master Plan Report

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