As stated in the downtown goals established in Section 1, the urban design and streetscape goal intends the Village to enhance the existing streetscape experience to make Downtown Northbrook more inviting for shoppers, diners, residents, and visitors. In addition, the transportation goal envisions improvement of the accessibility to Downtown Northbrook by motorists, pedestrians, bicyclists, and commuters.

The conceptual gateway sign shown to the right in Figure 4-1 is an example of how the Village can utilize signage to help create the welcoming environment for Downtown Northbrook. The gateway sign is designed as a vertical sign to provide the height needed to maximize visibility. Figure 4-2 on the next page indicates the proposed locations for the conceptual gateway sign; in addition, the rationale for the design of the gateway sign is outlined, particularly illustrating how the sign builds upon existing design themes and distinct elements that presently exist in Northbrook.

The streetscape improvements provided in this section are designed to meet both of these goals. In particular, the street sections in Figures 4-3 through 4-9 illustrate how the dimensions and organization of the public right-of-way of major downtown streets can be improved to enhance the circulation and accessibility for all modes of transportation.

While the street sections are more utilitarian in nature to improve the functionality of the downtown street network, the signage is intended to enhance the image of Downtown Northbrook and create a sense of place for residents and visitors.
FIGURE 4-2
Downtown Gateway Signage | SIGNAGE STUDY & LOCATION MAP

Existing directional sign located at major arterial intersections

Existing village entry sign located at perimeter village entrances

Positive streetscape elements located within core downtown

Provision for a gate at the Southwest entrance

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The street sections in Figures 4-4 through 4-9 illustrate how the dimensions and organization of the public spaces of major downtown streets can be improved to enhance the circulation and accessibility of all modes of transportation in Downtown Northbrook.
As indicated by the solid light blue line in the Location Map above (and in Figure 4-3), this streetscape section applies to the segment of Shermer Road located between Illinois Road and the railroad. In order to accommodate the proposed streetscape recommendations, reconstruction of the street would be needed to extend the curb line from 36 ft to 44 ft.
As indicated by the solid yellow line in the Location Map above (and in Figure 4-3), this streetscape section applies to the segment of Shermer Road located between the railroad and Church Street. In order to accommodate the proposed streetscape recommendations, restriping of the street would be the only street modification needed, since the curb line remains the same at 40 ft.
As indicated by the solid dark blue line in the Location Map above (and in Figure 4-3), this streetscape section applies to the segment of Shermer Road located between Church Street and Waukegan Road. In order to accommodate the proposed streetscape recommendations, reconstruction of the street would be needed to add the proposed median with landscaping and extend the curb line from 48 ft to 57 ft.

Periodic break points would be provided along the proposed median, particularly accommodating sufficient turning radii for fire department vehicles.

The trees illustrated in the section drawings are not to scale. Prior to final design and installation, trees of proper size and dimensions will be selected, with proper awareness of the clearance needs of fire department vehicles.
As indicated by the solid dark pink line in the Location Map above (and in Figure 4-3), this streetscape section applies to the Metra parking area located west of the railroad between Meadow Road and the water tower. In order to accommodate the proposed streetscape recommendations, reconstruction of the street would be needed to reduce the curb line from 66 ft to 53 ft.

Dimensions of the proposed parking modules adhere to Metra’s standards set in its Parking Manual.
As indicated by the solid green line in the Location Map above (and in Figure 4-3), this streetscape section applies to the segment of Meadow Road located between Cherry Lane/Church Street and Shermer Road. In order to accommodate the proposed streetscape recommendations, reconstruction of the street would be needed to extend the curb line from 46 ft to 52 ft.
As indicated by the solid red line in the Location Map above (and in Figure 4-3), this streetscape section applies to the segment of Cherry Lane/Church Street located between Meadow Road and Shermer Road. In order to accommodate the proposed streetscape recommendations, reconstruction of the street would be needed to extend the curb line from 36 ft to 44 ft. The existing median will remain the same width at 12 ft; however, restriping will be needed to be consistent with the new 11 ft travel lanes.

Periodic break points would be provided along the proposed median, particularly accommodating sufficient turning radii for fire department vehicles.

The trees illustrated in the section drawings are not to scale. Prior to final design and installation, trees of proper size and dimensions will be selected, with proper awareness of the clearance needs of fire department vehicles.