

# Simmons Island Park

## Master Plan and Report

July, 2011





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Image 1 - Simmons Island Park and Extended Planning Area Boundary - SAA



# Master Plan for Simmons Island Park Kenosha, WI

## Introduction

The following memorandum summarizes the process, findings, and recommendations of the Master Plan for Simmons Island Park. Exhibits referenced in this report are attached at the end of the document (**Exhibits A-L**).

## History

“The Island” as it is historically known, refers to Simmons Island, the centrally located waterfront park in the City of Kenosha, WI. This site was originally settled in 1835 by John Bullen looking for land to start a new town. Pike Creek, which outlets into Lake Michigan just north of the park, provided a suitable area and a small settlement was quickly established. A lighthouse was erected by the US government in 1848 and still stands on the site today. In 1955, the City of Kenosha purchased the land and established Simmons Island Park. The bathhouse was originally built in 1934 and has been renovated several times since then. During the 1950s and 60s, this park was a main draw for residents and visitors of Kenosha.



*Image 2 – Simmons Island in the 50s – City of Kenosha*



*Image 3 – Simmons Island bathhouse in the 70s – City of Kenosha*

The structure is designated as a historic building according the national register of historic places (#03000057) and was originally designed/built in 1934 by Chris Borggren.

The City of Kenosha recognizes the value of this historic property, its big picture relationship to the downtown business district, significant open space contribution to the city-wide system, and elected to investigate re-development and renovation possibilities. A request for proposal was issued to potential candidates to develop a vision for the Island. Primary goals stated in the RFP included:

- Create a destination, Promote visitation
- Increase high quality recreational opportunities on the lakefront
- Establish long term improvements to expand use of beachfront district
- Improve beach and water quality for future generations

In 2010, the city contracted with Schreiber/Anderson Associates, Inc. (SAA Design Group, Inc.), a Madison-based landscape architecture and planning firm, to develop a Master Plan for the existing site. The Island is one of the most visited and utilized parks in the city and offers a variety of recreational amenities. This Master Plan endeavors to utilize the natural landscape advantages of the site, preserve the historic character, enhance recreational opportunities for park users, improve circulation patterns and safety for visitors, encourage gatherings and social interaction among city residents, establish new opportunities for programming and potential revenue generations, and connect the park to adjacent community destinations. This master planning process was completed as part of a citywide analysis of the park system (Comprehensive Outdoor Recreation Plan) also conducted by SAA. Simmons Island Park is classified as a community park due to the breadth of recreational amenities and its prime location on the shores of Lake Michigan.

## **Planning Area**

**Image 1** delineates the boundaries of the 52 acre planning area. Although only 21.7 acres are considered Simmons Island proper, this planning process incorporated additional lands owned by other public entities. These additional areas are connected to the circulation system and architectural theme of the island and park. The planning area is located in the central shoreline portion of the city directly east of 7<sup>th</sup> Avenue and the harbor inlet. The parcel is also bordered by the harbor inlet (54<sup>th</sup> Street) to the south, and Kennedy Park (45<sup>th</sup> Street) to the north. On the eastern edge of the island lies Lake Michigan. The Area Context Map (**Exhibit A**) shows the relationship of the subject property to the city and the surrounding area.

## **Site Analysis and Assessment**

**Exhibit B** graphically illustrates the conceptual analysis of the existing site that was used to prepare the Master Plan. Existing conditions information was gathered from various sources including Kenosha County GIS data, city base mapping, existing adopted city and county plans, and extensive field observations performed by SAA staff. The existing plans and studies included:

- City of Kenosha Comprehensive Plan (2010)
- City of Kenosha Bicycle and Facilities Implementation Plan (2007)
- Downtown Lakefront Site (1996)
- Kenosha Downtown Plan (1991)
- Kenosha County Historical Society website

## **Site Survey Summary**

The site survey included a detailed inventory of existing site amenities, vegetation types, drainage patterns, and other conditions. The site is gently rolling with a mix of open turf, wooded areas, and sand beach. The western edge of the park contains a high population of mature oak trees atop the steep bluff dropping to the marina below. This area is of the most ecological importance and should be protected and preserved if possible. The top of the main hill is predominantly open with an apparent small recreational field and mature trees. The wooded area contains a mix of tree species including white ash, box elder, red pine, white and red oak, and maples. There is a large concentration of invasive understory vegetation on the steep slopes leading east to the beach area. Erosion potential is high in this area and care should be taken to manage stormwater run-off. The historic bathhouse is located at the bottom of the grass slope and is surrounded by parking to the west and Lake Michigan beachfront to the east.

A network of roads snake through the park serving the various recreational destinations. This circulation system creates opportunity for cruising, high speed travel, and other unwanted behavior within the park.



Parking is distributed between three main areas including the bathhouse, upper playground area, and mid beach area. Site access from the north is very difficult. 45<sup>th</sup> Street is one way east bound and traffic accessing the boat launch/marina is often back-up in this intersection. Current discussion between City Planning and Transit Departments has included an expansion of the street car network to provide access to additional areas in the downtown district. If this comes to fruition, it will be very important to consider a connection to Simmons Island (50<sup>th</sup> Street Bridge). A potential location for a transit top was identified during the CORP planning process at Firemen's Park (corner of 7<sup>th</sup> Avenue and 49<sup>th</sup> Street). This location will allow riders to easily walk across the bridge and access the Island.

There are two playgrounds in the park, which require updating. The larger area on top of the hill contains a combination modular structure and miscellaneous swings. The beach side playground has several nautical themed structures, but needs to be updated and expanded to accommodate potential users. A park identification sign, benches, trash receptacles, open air picnic shelters, and public posting kiosk are located in various areas throughout the park. See images 4 through 9.

Annual water quality problems have hampered the recreational draw of the beach itself. It is not clear whether the source of the pollutants is from effluent washing down the Pike River corridor, down current from the Racine area, or from inadequate infrastructure and treatment onsite and in the immediate vicinity. The parks proximity to the various downtown business districts functions as a common gathering area for business employees during lunch hours and after work occasions. A TIF District does exist on the west side of the 50<sup>th</sup> Street Bridge and should be interpreted as a contiguous boundary with the Island. This is of importance to future implementation steps as an amendment to the current boundary may provide opportunities for development partnerships with local businesses and the city.



*Image 4 – East side of the bathhouse – May 2010*



*Image 5 – View over the east parking area – May 2010*



*Image 6 – View to the west from bathhouse – May 2010*



*Image 7 – Highpoint of park looking east – May 2010*



*Image 8 – Beach playground – May 2010*



*Image 9 – Multi-use pathway heading north – August 2010*

## Public Process

The Master Plan for Simmons Island Park was prepared with input from elected city officials, Park Commission, members of the community, and city staff. The following is a schedule of meetings held during the planning process:

- Meeting No. 1: Start-Up Meeting – Wednesday, May 19, 2010
- Stakeholder Interviews – Monday, June 14, 2010
- Meeting No. 2: Public Information Meeting #1 – Tuesday, August 3, 2010
- Meeting No. 3 City Staff and Elected Officials Review Meeting – Tuesday, October 12, 2010
- Meeting No. 4 Parks Commission Presentation – Monday, January 10, 2011
- Meeting No. 5: Public Informational Meeting #2 – Tuesday, January 18, 2011
- Meeting No. 6 City Staff Review Meeting – Monday, March 14, 2011
- Meeting No. 7 City Staff and Elected Officials Review Meeting – Tuesday, March 29, 2011
- Meeting No. 8 Final Public Presentation – Wednesday, May 25, 2011



*Image 10 - Community residents attend a PIM – August 2010*

Due to the location of this site and potential impact on neighboring properties, a face to face stakeholder interview process was completed with selected parties. This group of stakeholders included city aldermen, Kenosha Chamber of Commerce, staff from the History Center, the director of the Water Utility, local business owners, US Coast Guard, Kenosha Visitor and Convention Bureau, representatives from the Pike River Rendezvous, and the Downtown Business District Association. The process took place over several weeks and interviewees were asked a series of framing questions to stimulate feedback. Questions included the respondent vision of the island in 10 years, issues/concerns, opportunities, contextual analysis of the island in relation to downtown, programming opportunities, and other desired improvements.

The results of the interviews are summarized below:

### **Elements to be Preserved/Enhanced**

- Green Space for Events
- Public Beach and play areas
- Bike Paths/Trails
- Preserve Bathhouse and Showers/Restrooms (on register of Historic Buildings)
- Historic Light House and Keeper's House
- History Center/Museum
- Access to Lighthouse and Pier
- Naturalistic Environment
- Shelters

### **Concerns**

- Gatherings and loop-cruising & speeding on 51<sup>st</sup> and other park roads
- Hanging out, loud music, etc. (police calls)
- History Center has a 'hard-to-find' perception
- 2 Residents on Island (concerns with noise levels, safety, etc.)
- Utilities – Sanitary and Water (sewer is 50 years old)
- Expanding/narrowing width of beach cycles over several year period (2' high)
- Migrating sand off beach
- Parking -Is there enough?
- Historic "Lakebed" issues – Need to know exactly what we can and cannot do
- Kenosha likes "free events" so an event for charge may not go over well
- Water quality (Closes the beach at times)

### **Land Use and Programmed Activities (existing & potential)**

- Pike River Rendezvous – 1<sup>st</sup> full weekend in August. A large, well attended 3-day event with battle re-enactors, camping, music, family activities, etc. Pirate fights on Beach
- Viewing 4<sup>th</sup> of July fireworks
- AMC/Nash Car Shows (Every 3 years)
- Medieval Festival (2010 is 1<sup>st</sup> year for this)
- Kite Flight (uses green space at Kennedy Park)
- Charter fishing
- Sand carving competition and beach Art (SAA Idea)
- Concerts/Amphitheater
- Go cart races (no longer held)
- Mountain bike races
- Historical tourism with History Center and Lighthouse
- Beach volleyball (potential sanctioned competition events)

### **Simmons Island Opportunities**

- Restaurant on top of hill (Top of the Island)
- Streetcar access or loop? (50<sup>th</sup> St. Bridge would be an issue)
- Separate bike and pedestrian paths
- Private operator for Bathhouse with rentals and concessions (Umbrellas, Kayaks, Bicycles, Simple Food, Drinks, etc.)
- Boardwalk at bathhouse for chairs, tables, etc.

- More shelters for group picnics, events, etc.
- Water cannon a la Chicago River
- Retractable or swing bridge across inlet to connect to Harbor Park and museums to Simmons Island and History Center/Lighthouse
- Enhanced “themed” playground on the beach
- Amphitheater for concerts and other performances (small Ravinia)
- Mixed-Use Development (retail/residential) along 51<sup>st</sup>/harbor inlet? Linear Park?
- “Old World” Kenosha & Simmons Island replicated near light house along 4<sup>th</sup>.
- Change residential homes to B & B’s over time as they become available
- Pedestrian promenade and access to harbor light and pier (match Harbor Park walk)
- Observation tower
- Public Art
- Festival grounds
- Small scale amusement park a la Bay Beach in Green Bay
- Opportunity to park a large ship (i.e. USS Wisconsin or other)
- Small sledding hill
- More public docking where old piers are near hotel

#### **Aesthetics**

- Views to Lake Michigan (selective clearing in some locations)
- Enhance 50<sup>th</sup> St. Bridge as gateway to Island. Entrance archway? Roundabouts?
- Maintain natural feel
- Bury overhead power lines
- Improved lighting (Dark sky friendly?)
- Improvements to shelters with stone pilasters, painting, etc.
- Improve appearance of upper restroom building
- Improvements to play equipment on top of hill
- Replace chain link fence with nicer fence

#### **Other Comments/Concerns**

- Increased use of beach by Illinois visitors
- 7<sup>th</sup> Avenue was designed to accommodate future street cars and planned to Carthage College
- Simmons Island is underutilized
- A “gem” and an “albatross” at the same time
- Disconnect from land – make it an island again
- Roundabouts at entrances
- Used to be a rotating bridge to allow boat passage
- Someone has old paving bricks from streets that could be used
- Need public support and buy-in to plan
- Yacht Club on city property
- Youth sailing is at Kenosha Yacht Club

The first public information meeting was held on a Tuesday evening at City Hall (August 2010). Approximately 30 community residents attended the meeting and it was structured around two components. The first exercise asked participants to identify concerns or issues that should be addressed. The second exercise asked residents to express their vision of the park ten to twenty years in the future

and identify elements to be preserved or enhanced. Elements discussed include landuse, aesthetics, and opportunities.

### Concerns

- Bathhouse at Simmons
- W. side of sm. Boat Harbor behind restaurant is full of garbage (clean up/move)
  - scout groups to clean
  - Inc. to Parks & Rec
  - service projects
  - need help to reach some of
  - the debris
- Traffic
- Bathhouse has insufficient water/sewer/parking
- Good use, important to draw more people and make less desirable to “hanging out”
- Traffic calming control (slow down cars)
- Bike path should run on east side of 4th Avenue, because ends at baseball diamond
- From South side of Harbor to North, 2 different cities. Need to maintain and enforce current laws
- People from out-of-state
- Parking should be improved too
- Pre-adults hang out at lakefront and intimidate other users (especially by OC History)
- There aren’t enough police to enforce laws
- When police do come they don’t enforce. “Driving the loop” down to OC History is problem

### Opportunities

- People don’t know where it is; need effective signage
- Perception of perpetual construction
- Bridge is named after city engineer; used to be a bronze plaque
- Bridge has sidewalk and road; no buffer from sidewalk to road
- Ped bridge across harbor?
- Was a “port of refuge” by FEDS and requires dredging; was told a bridge is not allowed
- Only seen tall ships in harbor, wouldn’t get high enough; no money
- People walk south side of Harbor all the time, but don’t walk beach; beach is unique; make a destination (board-walk?) Need PR campaign to create appeal
- Like Simmons Island as a destination; Like that it requires effort to access; make it an actual island?
- Rename road “Lighthouse Drive”; circle by water treatment is sand; not ADA to lake
- Improving lakefront draws people from outside of city and creates perception issues
- Behind OC History (east side) might be room to put a bike path
- South side of Harbor is well lit not like that on the north
- Lights will be replaced on southside with LED (grant); need symmetry on north side too (lights & plantings)
- Rain Garden (low areas)
- Having something “open” down there will keep people coming & perception that “someone will be there”; will help with perception issue if destination restaurant/shop/concession is available
- Bicycle groups from Illinois; could end up at coffee shop at Simmons (if there was one)
- Have police park at Simmons to write reports
- Popcorn at 50th [used to be a shop “Heizen Popcorn” (sp?)]; the stand was a destination
- High quality & clean is most important
- Can we lease to a for-profit enterprise to run programming?
- High water (entrepreneurial)

- Below water line (only use to support reclaimed land)
- Might need to support some sort of operations...Yes (there should be commercial)
- Sidewalks should allow for a loop all the way to the beach and back

Based on the results from this meeting, SAA prepared two concept options for the park (**Exhibits C, D, G, and H**) and submitted plan drawings and supporting graphics to city staff in October 2010. These concepts were reviewed and comments returned to SAA prior to a presentation to the Parks Commission on January 10, 2011. SAA presented both concepts and took comment from the commissioners on the concepts. A sub-area public information meeting (PIM #2) was held on January 18, 2011. The two concepts were presented to the attendees and posted on the city website for three weeks. Residents were asked to submit comments and preferences to city staff via email. Considerable public comment was received and analyzed by city staff. A summary of public input is provided below:

### Public Comments

- Plan is trying to overdevelop a beautiful and natural setting
- A bandshell already exists north of Simmons Island
- Please study the acoustic impact of having a bandshell on island for neighbors located west of the park
- Destination venue in Concept B would remove natural area
- Main commercial theme should be concentrated at bathhouse
- “Going to dig up the park and move stuff around?”
- Don’t need restaurant in park
- Rerouting traffic limits elderly driving capability
- Who pays for this? Moving the road doesn’t make fiscal sense – focus instead on renovations to bathhouse
- Sand migration will be an issue on bike trails
- “Don’t give the park away!” we already have restaurants and a bandshell
- Like bike path connection to create a loop from Carthage to Simmons
- Commercial space would compete with Harbor Park and downtown areas
- This entire development would need to be phased appropriately to have any success
- An artisan village is a great idea, as is mimicking the path south of the harbor canal
- There needs to be a linkage that joins Harbor Park to Simmons
- Do not privatize the park with commercial developments
- Can’t seem to fill existing band shells, why do we need more?
- Physical barriers include sand migration, cool water, and water depth (won’t see big crowds)
- Bathhouse only works as a bathhouse because spaces too small in the structure to other uses
- Dead end streets don’t resolve traffic issues – they just form congregation areas at the end
- There would need to be a lot of programmed space to increase positive park activities and use
- Who are stakeholders?
- “There’s 18 or 19 places to eat or drink near Simmons already...”
- Who is pushing the band shell concept? The administration is looking for higher and better use; natural amphitheater already exists; developers have presented proposals for space
- “I disagree that there is a natural amphitheater – there is no curve...”
- One-way on or off island is “chaos”
- Noise levels would be too high
- Broke city into 4 sub-areas – does another area want a band shell?

- If the bathhouse was maintained and there were concessions offered there would be a lot more people using it
- A recreational path, like Chicago, sounds nice
- Destination venue disturbing because it's just like Harbor Park which failed to bring restaurants and vendors
- Suggest phasing the park 1. Clean up beach; 2. Renovate bathhouse; 3. Vendors outside of bathhouse
- Concerns about roundabout
- Speeding is a problem by OC History Museum
- Think restaurant would help create competition with the Lighthouse Tavern and more patrons to area
- Deed restrictions?
- Like bridge improvements because this is a vital link and it's dangerous to traverse in current state
- Put the "Robert M Smith Bridge" plaque back on the bridge
- The true stakeholders are the tax payers of Kenosha
- All long-term residents relate to Simmons Island "as is", tread lightly
- Like the naturalness of the area "as is"
- This is not "Disneyland", don't make it an artificial destination
- There's too much happening in the concept plans; and don't over program them
- There needs to be public spaces to display art – and take advantage of view corridors to highlight these exhibits

### **Final Development Program**

This feedback prompted a third concept (**Exhibit E**) that incorporated elements of the two preliminary concepts. SAA held a staff level review meeting on March 14, 2011, and formally presented Concept C to city staff and elected officials on March 29, 2011. Discussion and outcomes from this meeting led to the final development program for the Master Plan for Simmons Island.

- The circulation system from the original concept B will be the platform
- A themed village on 4th Avenue and Lighthouse Drive will be shown paying tribute to early days on the island
- The bathhouse will be renovated and expanded to provide concessions
- Two separate parking areas will separate age and user groups and improve circulation and safety
- The hillside amphitheater should be naturalized
- Use the idea of a buffered mound by north parking lot to screen the beach and parking area
- The playground will be relocated to the north lot by the buffer strip
- The bathhouse plaza will serve as a gathering space as well as a backdrop for small music and theater events. The hillside will serve as natural seating
- The restaurant location will be removed from the plans. A small commercial site will be shown immediately north of the historic lighthouse. This building is to be used for appropriate commercial uses in the future. This is not a priority of the plan and will be labeled as "future"
- The area on the north side of the harbor inlet will be shown as a mirror image of the south side promenade
- The ridgeline path will be shown connecting north to south
- The existing playground on the top of the hill will be relocated to the east side of JFK Memorial Drive



- The Master Plan will include a new restroom/shelter facility at the north end of the great lawn. This great lawn space will be sized large enough to accommodate a soccer field for programmed events as well as pick-up games
- The multi-use trail connection between the water utility building and the lake will be evaluated for surface type. It may be best to use a boardwalk type structure due to flooding concern
- Parking stalls at the end of the roundabout will be removed
- Art displays will be located throughout the park along the trail system
- The Woodman's statue will be located by the bathhouse
- The 50th Street bridge will be evaluated for additional width to accommodate bicycles. The preferred solution is a cantilevered extension on the south side
- ADA compliant access to the water will occur on both the north and south side of the bathhouse framing the mid beach area
- Additional picnic areas and rest benches will be located throughout the park

## Master Plan Recommendations

The conceptual Master Plan (**Exhibit F-1 and F-2**) was prepared to demonstrate the project goals, themes, and recommendations established by the city and consultant. The primary goal of this plan is to establish a character and identity for Simmons Island as the premier waterfront destination for the City of Kenosha. This is accomplished by the renovation of the bathhouse, establishment of special use/programmable space, completion of the multi-modal trail system, enhancement of the beach recreation area, improvement of the traffic circulation system, providing un-inhibited connectivity to the downtown district, and long term additional property acquisition. The concept provides a clear direction for future development of this park and is separated into 9 areas and 4 implementation phases. The Master Plan includes the following features (see **Exhibit K** for locations and **Exhibit L** for phasing):

- Area 1 – Upper picnic area and hillside improvements
- Area 2 – JFK Memorial Drive reconstruction
- Area 3 – Great Lawn and upper playground area
- Area 4 – Bike ramp, gateway and bridge improvements
- Area 5 – Bathhouse and promenade
- Area 6 – Historic infill development and parking
- Area 7 – 4<sup>th</sup> Avenue improvements
- Area 8 – Harbor promenade and lighthouse pier
- Area 9 – Hillside amphitheater, parking and boardwalk

### ***Area 1 – Upper picnic area and hillside improvements***

This area of the park offers the most passive uses for visitors. The existing restroom building located on the west side of JFK Memorial Drive is in good condition and should remain until such time that a new facility is constructed at the northern end of the proposed Great Lawn. If a new restroom facility is constructed at the northern end of the Great Lawn, the existing building should be removed. The Master Plan calls for the relocation of the playground to the east side of JFK Memorial Drive leaving the western area open. Without the playground equipment in this space, additional picnic tables and benches should be installed to maximize the benefit of the mature oak and other canopy trees. This corner of the park is the most remote and offers quiet contemplation and rest space. The land east of JFK Memorial Drive drops off sharply to the sand beach below. This hillside is heavily wooded, but contains a mixture of desired native canopy trees and undesired invasive understory vegetation. A systematic approach should be taken to remove the invasive plant



Area 1 - SAA 2011

material and restore native plant communities while creating new visual corridors to Lake Michigan. During this process, great care should be taken to minimize erosion and slope destabilization. Bio-engineering materials and methods are preferred for this sensitive and important ecosystem.

### **Area 2 – JFK Memorial Drive reconstruction**

JFK Memorial Drive serves as the main park thoroughfare running north-south connecting 50<sup>th</sup> Street and 45<sup>th</sup> Street (south end of Kennedy Park). The existing road has several small informal parking areas located at points of destination, however, with the proposed changes and improvements throughout the park, slight realignment and reconfiguration are recommended. Additional parking areas are needed to serve the recreational demands placed on the site by constant use. A schematic design section on **Exhibit I** illustrates the proposed geometry of JFK Memorial Drive and other multi-modal transportation options. The road and existing parking lot adjacent to the restroom building should be reversed to provide additional parking opportunities lakeside and reduce conflict of users crossing the road. This improvement should be completed in coordination with the relocation of the playground equipment as described in Area 1.



Image 11 – Proposed character for tabletop intersection - SAA



Area 2- SAA 2011

The northern end of JFK Memorial Drive delivers park users to the southern entrance of Kennedy Park. A gateway feature should be installed to announce arrival onto the island. The historic land boundaries of Simmons Island included a narrow channel visitors had to cross to gain access to the island. Design efforts should be coordinated to ensure continuity with the gateway statement on the 50<sup>th</sup> Street Bridge. The southern terminus of JFK Memorial Drive should incorporate a decorative element in the paving as well as provide traffic calming in the intersection of 50<sup>th</sup> Street. A small traffic circle or table top intersection (Image 11) are examples of treatment options. This intersection must also provide safe geometry giving opportunity for pedestrians and bicyclist to cross safely into the northern half of the park.

### **Area 3 – Great Lawn and upper playground area**

Much of this area will remain the same as existing conditions. The large open green space accommodates pick-up soccer, kickball, frisbee, or flag football games. With the removal of the parking lot access drive on the north end of the lawn, recreational uses could be expanded. Potential for additional programmable space will be realized and potentially add to park revenue generation. These improvements should also include accommodations for electric hook-ups for special events and festivals, pedestrian amenities such as benches, trash receptacles, and bicycle racks. Typical slopes for this



Area 3- SAA 2011

area should be 1-2%. Additional landscaping should be installed around the perimeter of the open turf areas restoring some of the canopy level vegetation. As the city implements the Emerald Ash Borer management plan, systematic removal of White and Green Ash trees will occur. This will have significant impact on this area of Simmons Island. Replacement species could include Kentucky Coffee Tree, Red Maple, White and Red Oak, and/or various evergreens (Pines and Firs). Care must be taken to select species tolerant of windy conditions and sandy soils.

The existing playground situated west of JFK Memorial Drive should be replaced and relocated east of the new parking area. This provides a barrier free play zone with better access to the bathhouse and recreational trail system running throughout the park. This playground facility should provide play options for children of all ages. Typical structures are designed for two separate age groups (2-5 years, 5-12 years) and both should be accommodated. Safety surfacing should be placed to a safe depth and will vary depending on surface type (mulch is recommended). Themed play equipment should be evaluated and selected based on the natural or historical character of the island.

#### **Area 4 – Bike ramp, gateway and bridge improvements**

This area is technically outside of the Simmons Island park boundaries, but must be considered during the planning process as it provides a critical link for multi-modal transportation to and from the Island. Extensive planning has been completed to install a bicycle/pedestrian pathway along the waterfront of Kenosha. This trail network runs from the Southport Beach (southern municipal boundary) all the way to Alford Park and Carthage College (northern municipal boundary). The missing link occurs immediately south of the 50<sup>th</sup> street bridge forcing users to walk up a steep set of stairs while carrying their bicycle to gain access to the bridge and the Island.



Area 4- SAA 2011

A small piece of privately owned land occupies the space between the existing pathway and the western end of the 50<sup>th</sup> Street Bridge. The Master Plan calls for acquisition of this parcel, regrading, and the installation of a ten foot wide pathway providing unobstructed access to 50<sup>th</sup> Street. This task should be completed in conjunction with improvements to the 50<sup>th</sup> Street Bridge providing a sidepath (cantilevered bridge) on the south side of the existing structure. A schematic section is provided on **Exhibit I**. This addition will reduce user conflict between bicyclists, pedestrians, and motor vehicles. The current conditions are very uncomfortable for bicyclists to cross the bridge.



Image 12 – Proposed character for gateway statement- SAA



Image 13 – Proposed character for bridge lighting- SAA

A gateway statement (Image 12) should be installed at the western end of the bridge signifying the entrance to the Island. Design efforts should be coordinated with the gateway statement at the north end of JFK Memorial Drive. Lighting upgrades (Image 13) on the bridge should be considered during this project for visual impact and arrival announcement. Under-bridge lighting will draw interest from onlookers from the water and further south along the Harbor Promenade.

### **Area 5 – Bathhouse and promenade**

This area is the central core of the park and deserves the highest level of priority. The desires of city staff, elected officials, and general public show overwhelming consensus that this facility should be the prime waterfront destination of the city. While the existing structure is intact, many improvements and upgrades are needed and recommended.



Area 5- SAA 2011

The existing facility includes restrooms, shower facilities, and general storage areas. The proposed improvements expand the recreational offerings to include a small concession area in which park visitors can purchase minor concession items such as beverages, snacks, some food items (hotdogs, cotton candy, frozen treats, etc.). Other building improvements include secure areas to store recreational kayaks, beach chairs and umbrellas, sports equipment (volleyball nets, etc.) and other small rentable items. This new retail space will be leased to a private vendor to operate as a concessioner while owned by the city. **Exhibit H** provides a sketch vignette as to the proposed character of this renovation. Great care must be taken to respect the historical character of the building during this rehabilitation. A space analysis and architectural concept plan should be developed early in the next phase of design to fully evaluate historical society restrictions, and to further refine the estimate of probable construction costs. Coordination with the site design/landscape architecture theme must be ensured.



Image 14 – Proposed character for promenade area - SAA



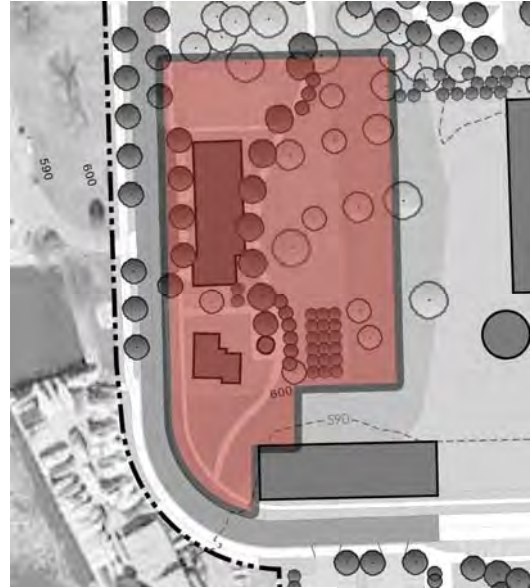
Image 15 – Proposed character for sand access deck/matting - SAA

A deck/plaza promenade (Image 14) should be constructed on the beach east/front side of the building to serve the park users and offer a place to eat/gather. The existing stone pilasters need to be restored and integrated into the plaza space. Two boardwalk spines (image 15) should extend out into the sand area providing greater access to the beach and water zones. These walkways must be ADA accessible and regularly maintained for sand migration. Another option for ADA accessibility to the water's edge includes semi-permanent roll-out sand matting. This material is easily removed for beach grooming, yet provides a hard surface for mobility impaired users to access the sand and water. Sanitary and water distribution systems should be upgraded for the new uses. If a small kitchen is installed, proper ventilation and fireproofing may be necessary to comply with current building codes.

### **Area 6 – Historic infill development and parking**

The area immediately north of the Southport Lighthouse is currently underutilized. This zone is an excellent location for small scale park-related commercial. Approximate size as shown on the plan is 7500 sf footprint with potential of two stories. Suggested uses could include a gift shop, small bistro, art store, kite shop, or other recreational or historic uses. Other uses discussed during public input sessions include local artist incubation space, flea market booths, museum or additional history center space, bicycle rental space, etc. Support parking facilities will be needed and are planned on the north side of the building. If future demand is present, the green space immediately north of the proposed parking area could also be developed with small commercial uses.

Design guidelines must be set in place prior to any development in this corridor to restrict uses and ensure an appropriate theme consistent with the architecture of the existing buildings. The entire 4<sup>th</sup> Avenue corridor should be developed to reflect the historic character of the Island (see Area 7).



Area 6- SAA 2011



Image 16 – Historic character to be matched for infill development – City of Kenosha

### **Area 7 – 4th Avenue improvements**

4th Avenue connects 50th Street (main park entrance road) and Lighthouse Drive (Simmons Island Harbor). The western side of this street is occupied by a mix of uses including three residential properties, the Coast Guard station, and a private business/eating establishment (Kenosha Yacht Club). The eastern side of the road is occupied by the original lighthouse, OC History Center and general openspace. This corridor presents significant opportunity for long term economic development as well as an opportunity to preserve and enhance the historic legacy of the Island. As other properties along the street become available, the city



*Image 17 – Proposed character for brick paver street*



*Area 7- SAA 2011*

should work to acquire the parcels and rezone as needed to suit the corridor’s needs. Reuse proposals should be considered by private investors if the proposals meet the Master Plan recommendations. This could include the transformation of the three residential properties into small bed and breakfast businesses, opening of a dining/eating establishment to complement the existing Yacht Club, or other suitable uses. A themed “Ye Olde Simmons” streetscape should be installed to supplement the existing historical education opportunity afforded by the lighthouse and history center.

Proposed improvements for this portion of the park include replacing the asphalt road with vehicular load brick pavers over concrete base (Image 17), period appropriate street lighting, upgrades to the sidewalk and bicycle path system, improved landscaping, and wayfinding signage.

### **Area 8 – Harbor promenade and lighthouse pier**

The success of the Harbor’s south side promenade and pathway system is evident as residents and visitors come from miles to stroll, sit, and gather in this space. The promenade is as striking during the night as it is during daylight hours, yet it is during these times that the absence of symmetry is most noticeable. Little formal recreational value or development is in place on the north side of the Harbor. A small parking lot adjacent to the Yacht Club and a new installed round-a-bout at the east end of Lighthouse



*Area 8- SAA 2011*

Drive provide minimal recreational value to this space.

A formal pedestrian promenade with separate bicycle path complete with lighting, benches, trash receptacles, and landscaping is recommended to mirror the south harbor edge. Electrical outlets should be installed throughout the corridor to accommodate special functions or programmed events. These improvements will complete the symmetry of the Harbor and add interest and a desire for more park users to visit this space. With the influx in patrons to this area, additional parking will be needed and is planned on the south side of Lighthouse Drive. A small open air shade structure serves as an anchor and should be installed on the axis of the central greenspace running south through the Harbor Park Neighborhood. The east end of the proposed promenade offers an excellent opportunity for a small plaza and kinetic art feature. A suggested use of this space includes the installation of a large scale work of art (Image 18), seasonal artist displays, historic or interpretive signage, photo opportunities (weddings etc.), lookout platform, or water cannon (a la Chicago River, etc.). This plaza space also serves as a connection to the proposed boardwalk path system connecting to the bathhouse (Area 5).



Image 18 – Character Image of potential art installation

### **Area 9 – Hillside amphitheater, parking and boardwalk**

The natural bowl shape of the hillside overlooking the bathhouse provides an excellent opportunity for a built in amphitheater. This should be terraced with earth in lieu of stone or synthetic materials (Image 19). This amphitheater serves as a backdrop for small music, drama, or art events to be held in the bathhouse forecourt plaza. The hardscape area offers programmable space with a small raised stage, seating walls, and pedestrian scale amenities. It also serves as the main connection corridor for bathhouse users as well as bicyclists and pedestrians utilizing the improved pathway system throughout the park. The bathhouse now serves as a suitable rest and refreshment area for these transient users exploring the citywide lakefront trail system. Other improvements in this zone include local art displays, decorative lighting, a small clean water spray feature, and landscaping.

Landscape trees, shrubs, and other perennial planting areas should be incorporated into the entire park to provide shade, privacy, and overall aesthetic enhancement for park users. Mixtures of native and ornamental species should be utilized to maximize seasonal interest and variety.



Area 9- SAA 2011





Image 19 – Proposed character for natural terraced hillside – SAA



Image 20 – Proposed character for multi-modal pathway – SAA



Image 21 – Proposed character for beachside recreation – SAA

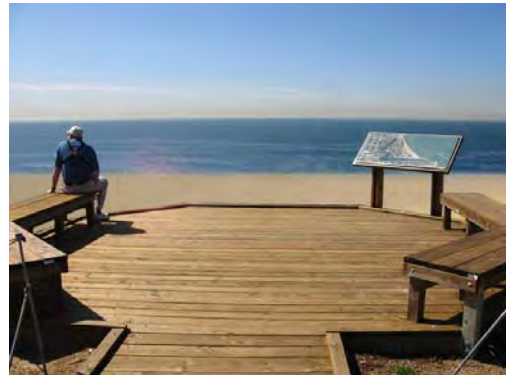


Image 22 – Proposed character for overlook platform – SAA

To overcome the elevation difference between Lighthouse Drive and the bathhouse and the perpetual sand migration issues faced on Simmons Island, boardwalk structures must be considered for these portions of the multi- use pathway system (Image 20).

Multi-use pathway improvements are needed throughout the park, not just along the beach. These circulation system improvements will reduce user conflicts between bicyclists, pedestrians, and motor vehicles. A proper multi-use trail should have a minimum width of 10' to accommodate pedestrians and bicyclists (Image 23). While the entire network is not proposed to accommodate all user groups, the main segments of the corridor should meet this standard. Asphalt sections should be constructed with 3" of bituminous surface over an 6" base course. The boardwalk segments should be constructed of pressure treated or composite lumber materials with rigid metal structural framing. ADA compliance must be considered on all areas where slopes are questionable as well as code height requirements.



Image 23 – Typical design standards for trail system – SAA 2010

The existing playground area should be relocated to the north side of the bathhouse and enhanced to provide families with children more incentive to visit the lakefront. A nautical themed play facility (image

24) suitable for children of all ages is recommended. Typical structures are designed for two separate age groups (2-5 years, 5-12 years) and both should be accommodated. Safety surfacing should be placed to a safe depth and will vary depending on surface type (sand is recommended). A boardwalk leading into the sand at a 45 degree angle bearing northeast provides a barrier for wind and sand into the play area as well as offering parents/guardians an overlook platform from which to observe both activities in the playground as well as on the beach.

Armored dunes (Image 25) are proposed along the transition between the beach area and the developed hardscape zones of the park. **Exhibit H** illustrates the character of these manufactured dunescapes. These dunes also offer opportunity for small private spaces for social gatherings and could be further enhanced by open air rentable cabana structures (**Exhibit H**).



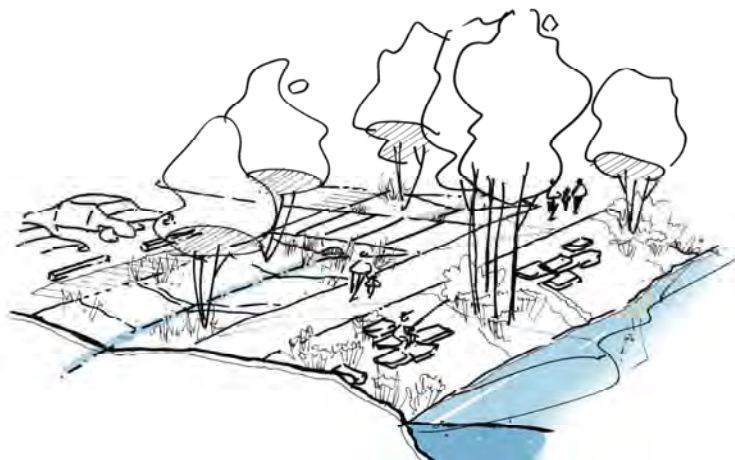
*Image 24 – Proposed character for themed playground – SAA*



*Image 25 – Proposed character for armored sand dunes and walking trail – SAA*

The existing roadway and vehicular circulation pattern needs to be addressed. Simmons Island suffers from chronological cruising and other inappropriate activities. The Master Plan endeavors to eliminate some of these problems by separating the two parking lots and distributing recreational uses by target age group. The northern parking lot will serve the new playground, picnic areas, and other passive uses generally geared towards families. The southern parking lot provides better access to the mid and south beach areas which are wider and more suitable for active beach sports. This draws an older demographic (highschool/college) and removes foul language and other child non-friendly activities and behaviors. Both parking lots will be served by one main entrance at the east terminus of 50<sup>th</sup> Street. This configuration greatly improves police enforcement capabilities and observation by park patrons. The existing access road leaving from the northern parking area should be vacated and restored into usable green space.

The completion of the lakefront pathway is a top priority for the project and the city. All segments must be designed properly to meet ADA regulations. Completing these few missing links will ensure that users of all abilities have an opportunity to enjoy the sensory experiences the Kenosha Lakefront has to offer.



*Image 26 – Proposed character for green infrastructure parking areas – SAA-2010*

## Preliminary Budget

A preliminary budget was prepared for the Master Plan as part of this process. This budget reflects 2011 materials and labor estimates and should be verified based on detailed design and engineering when development occurs. This plan was also reviewed by a local construction firm for verification of constructability and accuracy of construction costs. Refer to **Tables A-K** for the estimate of probable construction costs. These tables are separated by area and relate to the descriptions provided above and on **Exhibit K**.

<b>Area:</b>	<b>Total</b>
Area 1: Upper Picnic Area and Hillside Improvements	\$74,400.00
Area 2: JFK Memorial Drive reconstruction	\$366,666.00
Area 3: Great Lawn and upper playground area	\$302,304.00
Area 4: Bike ramp, gateway and bridge improvements	\$641,958.00
Area 5: Bath house and promenade	\$2,195,628.00
Area 6: Historic infill development and parking	* \$1,706,772.00
Area 7: 4th Avenue improvements	\$945,108.00
Area 8: Harbor promenade and lighthouse plaza	\$473,130.00
Area 9: Hillside amphitheater, parking and boardwalk	\$999,264.00
<b>Simmons Island Total</b>	<b>\$7,705,230.00</b>

\* Cost borne by developer

*Table A – Cost estimate overview – SAA 2011*

**Area I: Upper Picnic Area and Hillside Improvements**

Item	Qty.	Unit	Unit cost	Item Total	Comments	
<b>Removal and Restoration</b>						
1	Removal of invasive species	1	ls	\$15,000.00	\$15,000.00	
2	Selective vegetation thinning	1	ls	\$10,000.00	\$10,000.00	
3	Grading and earthwork	1	ls	\$5,000.00	\$5,000.00	
4	Erosion control	1	ls	\$5,000.00	\$5,000.00	
5	Imported fill	1	ls	\$5,000.00	\$5,000.00	
<b>Total</b>				<b>\$40,000.00</b>		
<b>Improvements</b>						
6	Lawn seeding and restoration	1	ls	\$7,000.00	\$7,000.00	Seed and mulch
7	Bank stabilization/armorment	1	ls	\$15,000.00	\$15,000.00	
<b>Total</b>				<b>\$22,000.00</b>		
<b>Total</b>				<b>\$62,000.00</b>		
20% Contingency				\$12,400.00		
				<b>\$74,400.00</b>		

**Area 2: JFK Memorial Drive reconstruction**

Item	Qty.	Unit	Unit cost	Item Total	Comments	
<b>Demolition</b>						
1	General site clearing	1	ls	\$5,000.00	\$5,000.00	
2	Strip topsoil	1	ls	\$20,000.00	\$20,000.00	
3	Mass grading	1	ls	\$5,000.00	\$5,000.00	
4	Erosion control	1	ls	\$10,000.00	\$10,000.00	
5	Remove roadway pavement	775	sy	\$3.00	\$2,325.00	
6	Imported fill	1	ls	\$5,000.00	\$5,000.00	
<b>Total</b>				<b>\$47,325.00</b>		
<b>Hardscape</b>						
5	New roadway pavement	305	ton	\$50.00	\$15,250.00	4" asphalt pavement; 2.5" binder, 1.5" surface course
6	Base course	475	ton	\$10.00	\$4,750.00	6" depth compacted aggregate base
7	Mill and overlay pavement	4,385	sy	\$3.00	\$13,155.00	
8	Base course	776	ton	\$10.00	\$7,760.00	6" depth compacted aggregate base - fill in where base does not currently exist
9	Special roadway pavement	450	sy	\$9.00	\$4,050.00	
10	Pavement marking	2,700	lf	\$6.00	\$16,200.00	Parking and roadway
11	Path system	377	ton	\$65.00	\$24,505.00	3" asphalt 10' wide path
12	Base course	1,076	ton	\$10.00	\$10,760.00	8" depth compacted aggregate base
<b>Total</b>				<b>\$96,430.00</b>		
<b>Site Amenities</b>						
13	Gateway feature	1	ls	\$120,000.00	\$120,000.00	North end of park
14	Wayfinding signage/kiosk	1	ls	\$10,000.00	\$10,000.00	
<b>Total</b>				<b>\$130,000.00</b>		
<b>Landscape</b>						
15	Lawn seeding and restoration	18,000	sf	\$0.10	\$1,800.00	Seed and mulch
16	Trees and shrubs	1	ls	\$30,000.00	\$30,000.00	Includes mulch ring
<b>Total</b>				<b>\$31,800.00</b>		
<b>Total</b>				<b>\$305,555.00</b>		
20% Contingency				\$61,111.00		
				<b>\$366,666.00</b>		

**Area 3: Great Lawn and upper playground area**

Item	Qty.	Unit	Unit cost	Item Total	Comments	
<b>Demolition</b>						
1	General site clearing	1	ls	\$3,000.00	\$3,000.00	
2	Strip topsoil	1	ls	\$5,000.00	\$5,000.00	
3	Mass grading	1	ls	\$5,000.00	\$5,000.00	
4	Erosion control	1	ls	\$2,000.00	\$2,000.00	
<b>Total</b>				<b>\$15,000.00</b>		
<b>Hardscape</b>						
5	Path system	328	ton	\$65.00	\$21,320.00	3" asphalt 10' wide path
6	Base course	930	ton	\$10.00	\$9,300.00	8" depth compacted aggregate base
<b>Total</b>				<b>\$30,620.00</b>		
<b>Site Amenities</b>						
7	Playground surfacing	187	cy	\$60.00	\$11,220.00	10" depth mulch
8	Playground equipment	1	ls	\$50,000.00	\$50,000.00	Equipment for ages 2-12
9	Park shelter	2	ea	\$40,000.00	\$80,000.00	Open shelter
10	Lighting	1	ls	\$50,000.00	\$50,000.00	Pedestrian and security lighting
11	Benches	10	ea	\$1,000.00	\$10,000.00	
12	Picnic tables	10	ea	\$1,000.00	\$10,000.00	
13	Trash/recycling receptacles	3	ea	\$800.00	\$2,400.00	
<b>Total</b>				<b>\$152,400.00</b>		
<b>Utilities</b>						
14	Water connection	140	lf	\$35.00	\$4,900.00	For drinking fountains, connect at JFK Memorial Drive
<b>Total</b>				<b>\$4,900.00</b>		
<b>Landscape</b>						
15	Lawn seeding	70,000	sf	\$0.10	\$7,000.00	Seed and mulch
16	Planting beds	1,500	sf	\$8.00	\$12,000.00	Groundcovers, grasses, perennials
17	Trees and shrubs	1	ls	\$30,000.00	\$30,000.00	Includes mulch and bed preparation
<b>Total</b>				<b>\$49,000.00</b>		
<b>Total</b>				<b>\$251,920.00</b>		
				20% Contingency	\$50,384.00	
					<b>\$302,304.00</b>	

**Area 4: Bike ramp, gateway and bridge improvements**

Item	Qty.	Unit	Unit cost	Item Total	Comments	
<b>Demolition</b>						
1	General site clearing	1	ls	\$5,000.00	\$5,000.00	
2	Strip topsoil	1	ls	\$10,000.00	\$10,000.00	
3	Mass grading	1	ls	\$40,000.00	\$40,000.00	
4	Erosion control	1	ls	\$8,000.00	\$8,000.00	
5	Imported fill	1	ls	\$3,000.00	\$3,000.00	
<b>Total</b>				<b>\$66,000.00</b>		
<b>Hardscape</b>						
5	Asphalt bike ramp	69	ton	\$65.00	\$4,485.00	3" asphalt 10' wide path
6	Base course	198	ton	\$10.00	\$1,980.00	8" depth compacted aggregate base
7	Bridge improvements	400	lf	\$500.00	\$200,000.00	requires new pier posts, structure, and decking
8	Special pavement	800	sf	\$15.00	\$12,000.00	Special pavement in roadway
<b>Total</b>				<b>\$218,465.00</b>		
<b>Site Amenities</b>						
9	Gateway feature	1	ea	\$120,000.00	\$120,000.00	
10	Bridge lighting	1	ls	\$100,000.00	\$100,000.00	
11	Path lighting	1	ls	\$15,000.00	\$15,000.00	
<b>Total</b>				<b>\$235,000.00</b>		
<b>Landscape</b>						
12	Lawn seeding/restoration	10,000	sf	\$0.10	\$1,000.00	Seed and mulch
13	Planting beds	1,000	sf	\$8.00	\$8,000.00	Groundcovers, grasses, perennials
14	Trees and shrubs	1	ls	\$6,500.00	\$6,500.00	Includes mulch ring
<b>Total</b>				<b>\$15,500.00</b>		
<b>Total</b>				<b>\$534,965.00</b>		
				20% Contingency	\$106,993.00	
				<b>\$641,958.00</b>		

**Area 5: Bath house and promenade**

	Item	Qty.	Unit	Unit cost	Item Total	Comments
<b>Demolition</b>						
1	General site clearing	1	ls	\$5,000.00	\$5,000.00	
2	Strip topsoil	1	ls	\$5,000.00	\$5,000.00	
3	Mass grading	1	ls	\$5,000.00	\$5,000.00	Hillside amphitheater
4	Erosion control	1	ls	\$10,000.00	\$10,000.00	
5	Imported fill	1	ls	\$25,000.00	\$25,000.00	
<b>Total</b>					<b>\$50,000.00</b>	
<b>Hardscape</b>						
5	Seating Area Decking	4,560	sf	\$25.00	\$114,000.00	Wood or composite decking
6	Promenade	1,300	sf	\$12.00	\$15,600.00	Colored, scored concrete pavement
7	Base Course	68	ton	\$10.00	\$680.00	8" depth compacted aggregate base
8	Beach Pier Decking	300	lf	\$165.00	\$49,500.00	Wood or composite decking
9	Asphalt Path	90	ton	\$65.00	\$5,850.00	3" asphalt 10' wide path
10	Base Course	260	ton	\$10.00	\$2,600.00	8" depth compacted aggregate base
11	Concrete Pavement	4,690	sf	\$4.00	\$18,760.00	
12	Base course	250	ton	\$10.00	\$2,500.00	8" depth compacted aggregate base
<b>Total</b>					<b>\$209,490.00</b>	
<b>Beach House Renovation</b>						
13	Restoration	1	ls	\$1,500,000.00	\$1,500,000.00	\$250/sf
14	Sanitary connection	490	lf	\$36.00	\$17,640.00	From 50th Street
<b>Total</b>					<b>\$1,500,000.00</b>	
<b>Site Amenities</b>						
15	Refurbished Piers	14	ea	\$500.00	\$7,000.00	Refurbish existing concrete/masonry piers
16	Exterior Lighting	1	ls	\$15,000.00	\$15,000.00	
17	Tables and Chairs	10	ea	\$1,500.00	\$15,000.00	
18	Benches	10	ea	\$1,000.00	\$10,000.00	
<b>Total</b>					<b>\$37,000.00</b>	
<b>Landscape</b>						
19	Lawn seeding	12,000	sf	\$0.10	\$1,200.00	Seed and mulch
20	Planting beds	1,500	sf	\$8.00	\$12,000.00	Groundcovers, grasses, perennials
21	Trees and shrubs	1	ls	\$12,000.00	\$20,000.00	Includes mulch ring
<b>Total</b>					<b>\$33,200.00</b>	
<b>Total</b>					<b>\$1,829,690.00</b>	
20% Contingency					\$365,938.00	
					<b>\$2,195,628.00</b>	



**Area 6: Historic infill development and parking - Cost to be borne by developer**

Item	Qty.	Unit	Unit cost	Item Total	Comments	
<b>Demolition</b>						
1	General site clearing	1	ls	\$5,000.00	\$5,000.00	
2	Strip topsoil	1	ls	\$8,000.00	\$8,000.00	
3	Mass grading	1	ls	\$10,000.00	\$10,000.00	
4	Erosion control	1	ls	\$5,000.00	\$5,000.00	
5	Imported fill	1	ls	\$5,000.00	\$5,000.00	
<b>Total</b>				<b>\$33,000.00</b>		
<b>Hardscape</b>						
5	Parking Area	147	ton	\$65.00	\$9,555.00	4" asphalt pavement; 2.5" binder, 1.5" surface course
6	Base course	235	ton	\$10.00	\$2,350.00	6" depth compacted aggregate base
7	Concrete Pavement	2,790	sf	\$5.00	\$13,950.00	Scored concrete pavement
8	Base course	150	ton	\$10.00	\$1,500.00	8" depth compacted aggregate base
9	Path system	115	ton	\$65.00	\$7,475.00	3" asphalt 8' wide path
10	Base course	330	ton	\$10.00	\$3,300.00	8" depth compacted aggregate base
11	Pavement marking	300	lf	\$6.00	\$1,800.00	Parking area
<b>Total</b>				<b>\$38,130.00</b>		
<b>Infill Development</b>						
12	Infill Building	7,500	sf	\$175.00	\$1,312,500.00	
<b>Total</b>				<b>\$1,312,500.00</b>		
<b>Utilities</b>						
13	Water connection	80	lf	\$35.00	\$2,800.00	Connect at 4th Avenue
14	Sanitary connection	80	lf	\$36.00	\$2,880.00	Connect at 4th Avenue
<b>Total</b>				<b>\$5,680.00</b>		
<b>Landscape</b>						
15	Lawn seeding	10,000	sf	\$0.10	\$1,000.00	Seed and mulch
16	Planting beds	1,500	sf	\$8.00	\$12,000.00	Groundcovers, grasses, perennials
17	Trees and shrubs	1	ls	\$20,000.00	\$20,000.00	Includes mulch ring
<b>Total</b>				<b>\$33,000.00</b>		
<b>Total</b>				<b>\$1,422,310.00</b>		
				20% Contingency	\$284,462.00	
				<b>\$1,706,772.00</b>		

**Area 7: 4th Avenue improvements**

Item	Qty.	Unit	Unit cost	Item Total	Comments	
<b>Demolition</b>						
1	General site clearing	1	ls	\$15,000.00	\$15,000.00	
2	Strip topsoil	1	ls	\$5,000.00	\$5,000.00	
3	Mass grading	1	ls	\$10,000.00	\$10,000.00	
4	Erosion control	1	ls	\$10,000.00	\$10,000.00	
5	Imported fill	1	ls	\$5,000.00	\$5,000.00	
<b>Total</b>				<b>\$45,000.00</b>		
<b>Hardscape</b>						
5	Street Pavement	30,000	sf	\$13.00	\$390,000.00	Vehicular load brick pavers over concrete
6	Base course	1,100	ton	\$10.00	\$11,000.00	6" depth compacted aggregate base
7	Concrete curb and gutter	2,050	lf	\$12.00	\$24,600.00	
8	Concrete sidewalk	14,600	sf	\$5.00	\$73,000.00	5" depth concrete
9	Base course	765	ton	\$10.00	\$7,650.00	8" depth compacted aggregate base
<b>Total</b>				<b>\$506,250.00</b>		
<b>Streetscape Amenities</b>						
10	Roadway and Pedestrian Lighting	1	ls	\$150,000.00	\$150,000.00	
11	Wayfinding Signage	1	ls	\$10,000.00	\$10,000.00	
12	Benches, litter receptacles	1	ls	\$10,000.00	\$10,000.00	
<b>Total</b>				<b>\$170,000.00</b>		
<b>Utilities</b>						
13	Electric service	2,000	lf	\$25.00	\$50,000.00	
<b>Total</b>				<b>\$50,000.00</b>		
<b>Landscape</b>						
14	Lawn terrace seeding	13,400	sf	\$0.10	\$1,340.00	Seed and mulch
15	Trees and shrubs	1	ls	\$15,000.00	\$15,000.00	Includes mulch and bed preparation
<b>Total</b>				<b>\$16,340.00</b>		
<b>Total</b>				<b>\$787,590.00</b>		
				20% Contingency	\$157,518.00	
				<b>\$945,108.00</b>		

**Area 8: Harbor promenade and lighthouse plaza**

Item	Qty.	Unit	Unit cost	Item Total	Comments	
<b>Demolition</b>						
1	General site clearing	1	ls	\$5,000.00	\$5,000.00	
2	Strip topsoil	1	ls	\$10,000.00	\$10,000.00	
3	Mass grading	1	ls	\$15,000.00	\$15,000.00	
4	Erosion control	1	ls	\$8,000.00	\$8,000.00	
5	Imported fill	1	ls	\$5,000.00	\$5,000.00	
<b>Total</b>				<b>\$43,000.00</b>		
<b>Hardscape</b>						
5	Parking Area (street parking)	196	ton	\$65.00	\$12,740.00	4" asphalt pavement; 2.5" binder, 1.5" surface course
6	Base course	315	ton	\$10.00	\$3,150.00	6" depth compacted aggregate base
7	Concrete sidewalk	3,175	sf	\$5.00	\$15,875.00	5" depth
8	Base course	166	ton	\$10.00	\$1,660.00	8" depth compacted aggregate base
9	Path system	250	ton	\$65.00	\$16,250.00	3" asphalt 8' wide path
10	Base course	720	ton	\$10.00	\$7,200.00	8" depth compacted aggregate base
11	Pedestrian Promenade	13,485	sf	\$8.00	\$107,880.00	Scored concrete pavement
12	Base course	700	ton	\$10.00	\$7,000.00	8" depth compacted aggregate base
13	Plaza pavement	5,400	sf	\$12.00	\$64,800.00	Scored concrete pavement
14	Base course	285	ton	\$10.00	\$2,850.00	8" depth compacted aggregate base
15	Pavement marking (street [arlong])	800	lf	\$6.00	\$4,800.00	Parking area
16	Wayfinding signage/kiosk	1	ls	\$10,000.00	\$10,000.00	
<b>Total</b>				<b>\$56,875.00</b>		
<b>Site Amenities</b>						
17	Standing barrier wall	850	lf	\$150.00	\$127,500.00	Harbor edge
18	Sculpture	1	ls	\$10,000.00	\$10,000.00	Relocated sculpture
19	Open Air Shelter	1	ls	\$60,000.00	\$60,000.00	
20	Benches and litter receptacles	1	ls	\$10,000.00	\$10,000.00	
21	Boulder walls	1	ls	\$20,000.00	\$20,000.00	At beach edge
<b>Total</b>				<b>\$227,500.00</b>		
<b>Landscape</b>						
22	Lawn seeding	49,000	sf	\$0.10	\$4,900.00	Seed and mulch
23	Planting beds	1,500	sf	\$8.00	\$12,000.00	Groundcovers, grasses, perennials
24	Trees and shrubs	1	ls	\$50,000.00	\$50,000.00	Includes mulch ring
<b>Total</b>				<b>\$66,900.00</b>		
<b>Total</b>				<b>\$394,275.00</b>		
20% Contingency				\$78,855.00		
				<b>\$473,130.00</b>		

**Area 9: Hillside amphitheater, parking and boardwalk**

Item	Qty.	Unit	Unit cost	Item Total	Comments	
<b>Demolition</b>						
1	General site clearing	1	ls	\$5,000.00	\$5,000.00	
2	Strip topsoil	1	ls	\$20,000.00	\$20,000.00	
3	Mass grading	1	ls	\$40,000.00	\$40,000.00	
4	Erosion control	1	ls	\$5,000.00	\$5,000.00	
5	Imported fill	1	ls	\$5,000.00	\$5,000.00	
<b>Total</b>				<b>\$75,000.00</b>		
<b>Hardscape</b>						
5	Street Pavement	2,000	sf	\$13.00	\$26,000.00	Vehicular load brick pavers over concrete
6	Base course	78	ton	\$10.00	\$780.00	6" depth compacted aggregate base
5	Parking and drive areas	1,938	ton	\$65.00	\$125,970.00	4" asphalt pavement; 2.5" binder, 1.5" surface course
6	Base course	3,085	ton	\$10.00	\$30,850.00	6" depth compacted aggregate base
7	Concrete sidewalk	13,900	sf	\$5.00	\$69,500.00	Scored concrete pavement
8	Base course	726	ton	\$10.00	\$7,260.00	8" depth compacted aggregate base
8	Path system	65	ton	\$65.00	\$4,225.00	3" asphalt 10' wide path
9	Base course	186	ton	\$10.00	\$1,860.00	8" depth compacted aggregate base
10	Promenade pavement	2,722	sf	\$5.00	\$13,610.00	Scored concrete Pavement
11	Base course	142	ton	\$10.00	\$1,420.00	8" depth compacted aggregate base
12	Pavement marking	2,040	lf	\$6.00	\$12,240.00	Parking area
<b>Total</b>				<b>\$254,695.00</b>		
<b>Site Amenities</b>						
31	Outcropping Stone	1,500	cy	\$40.00	\$60,000.00	
32	Open air shelter	1	ea	\$60,000.00	\$60,000.00	Open shelters
33	Signage wall	1	ls	\$50,000.00	\$50,000.00	
34	Beach Pier Decking	955	lf	\$165.00	\$157,575.00	Wood or composite decking
35	Flagpoles	3	ea	\$6,500.00	\$19,500.00	
36	Flagpole lighting	1	ls	\$6,000.00	\$6,000.00	
37	Boulder wall	60	lf	\$150.00	\$9,000.00	Near promenade
38	Benches and litter receptacles	1	ls	\$15,000.00	\$15,000.00	
39	Amphitheater stage	1	ls	\$20,000.00	\$20,000.00	
<b>Total</b>				<b>\$397,075.00</b>		
<b>Utilities</b>						
40	Water connection	350	lf	\$35.00	\$12,250.00	
<b>Total</b>				<b>\$12,250.00</b>		
<b>Landscape</b>						
41	Lawn seeding	67,000	sf	\$0.10	\$6,700.00	Seed and mulch
42	Planting beds	1,500	sf	\$8.00	\$12,000.00	Groundcovers, grasses, perennials
43	Trees and shrubs	1	ls	\$75,000.00	\$75,000.00	Includes mulch ring
<b>Total</b>				<b>\$93,700.00</b>		
<b>Total</b>				<b>\$832,720.00</b>		
				20% Contingency	\$166,544.00	
					<b>\$999,264.00</b>	

## Implementation

### Approach

The principal goal of this master plan has been to reinvigorate the identity of Simmons Island Park as a multifaceted recreation destination in downtown Kenosha and the region. By renovating the historic bathhouse and creating new opportunities for activities in the park and improving park access and parking the intent is to increase day to day and special event park usage; and on a larger scale to support the growth of downtown Kenosha as a regional destination. The approach to implementing this project therefore targets three key initiatives.

1. Focus on the water first
2. Improve access and parking
3. Expand event and family activity opportunities
4. Assure a positive visitor experience

### Project Priorities and Phasing

The phased reconstruction of Simmons Island Park is proposed over ten-fifteen years beginning in 2013. Considerable energy and excitement was generated through the master planning process, and momentum should be maintained by beginning renovations as soon as financially feasible. **Exhibit L** illustrates the following phases of plan implementation.

- Phase 1 - Improve Water Access. Include Areas 5, 8, and 9. Implementation of these three zones will create the “destination” that the city desires, complete the multi-modal pathway network, and alleviate the traffic and safety issues plaguing this site.
- Phase 2 – Improve Site Access and Parking. Includes Area 4 and will take some pre-planning and potential land or easement acquisition for the bike ramp trail portion. Coordination with the Coast Guard, adjacent local business, and structural evaluation/engineering will be required to complete the bridge improvements.
- Phase 3 – Special Event Spaces and Family Areas. Include Areas 1, 2, and 3. These components complete the transportation network and need to be implemented as a group.
- Phase 4 - Historic Infill Development. Includes Areas 6 and 7. It is feasible that Area 7 could happen prior to Area 6 depending on market demand for the commercial development. If this occurs, great care must be taken not to damage the installed paver roadway and decorative lighting and amenities.

Table L summarizes the recommended time lines for each phase of the work and the budget for each phase. Note that all dollars are stated in 2011 dollars.

### Funding Site Improvements

Funding for the implementation of the master plan is expected to be primarily through city programmed Capital Improvement Program (CIP). Whenever possible it is recommended that these city dollars be programmed to leverage other funding that may be available through the following sources.

- Wisconsin Department of Natural Resources Knowles –Nelson Stewardship Program. This program provides 50% matching funding for local park construction and renovation of nature and water based facilities. These dollars can be requested for the parks general renovation work, access,

trails and water edge enhancements. The program also provides funds for acquisition of property for park development or expansion. Grant requests are typically due mid-summer of each year.

- Wisconsin Department of Natural Resources Urban Nonpoint Source and Storm Water Grants. This program could be applicable to managing the off-site sources of runoff pollution impacting the beach water quality. It would also be applicable for addressing the hillside and parking runoff that will be part of the new parking, amphitheatre and Great Lawn construction. Grant applications are due three times (May, June, and August) each fiscal year.
- U.S. Environmental Protection Agency Great Lakes Funding. This program offers funding for beach and near shore improvements that enhance water quality and make beaches safer.
- Wisconsin Department of Transportation Congestion Mitigation and Air Quality Improvement Program (CMAQ). This program focuses on transportation alternatives that improved air quality. The program would be applicable to improving mass transit and bike/ pedestrian facilities that will serve the site. A 20% local match is required. Funding is granted on a two year cycle with the next opportunity in late 2011.
- Wisconsin Coastal Management Program. The program focuses on habitat and shoreline restoration, non-point pollution control, community planning, public access improvement, education and historic preservation. Cost sharing match is 50% for projects under \$60,000 and 60% for projects over \$60,000. Grant requests are due about November 1<sup>st</sup> of each year.
- Wisconsin Department of Transportation Local Transportation Enhancements Program (TE). This program focuses on bike and pedestrian facilities and would be applicable to improving bike and pedestrian features accessing and within the park. A 20% local match is required. Funding is granted on a two year cycle with the next opportunity in 2012.
- Wisconsin Department of Transportation Harbor Assistance Program. This program supports dock reconstruction, mooring and harbor dredging. The program could be applicable to the restoration of the north channel wall for special boat docking and dock access. A 20% local match is required. Applications for funding are taken twice yearly on August and February 1<sup>st</sup>.
- TIF Districts. Simmons Island is currently not included in a TIF district. If the city should establish a district that contains contiguous properties, the Island could be potentially annexed into the district and realize economic benefits.
- Targeted project fund raising. Special one of a kind projects can often be funded (or partially funded) through targeted fund raising from local businesses, institutions, services clubs or foundations. Examples of proposed projects for this type of approach could include the amphitheatre, bathhouse restoration, bathhouse promenade, the lakefront destination play area or other unique one of a kind facilities. This approach can also be used to reduce the city portion of a cost sharing grant.
- Naming rights. Similar to targeted fund raising, high profile projects like many of those listed above can be funded with an offer of naming rights for substantial funding assistance.
- Private investment. The plan proposes an historic infill opportunity along 4<sup>th</sup> Avenue where private business that would support the historic context of the island and provide visitor services could be encouraged. Options exist for the city to sell land for the infill development or negotiate a long term land lease. The second approach could create an income stream in land lease payments to offset park operation costs or provide matching funds for grant opportunities. A beach

concessions opportunity also exists for food service, bike rentals, roller blades and water craft. The city may also be able to share in the proceeds from that enterprise.

### **Site Management**

A high level of site management will be important to achieving the plan vision of a destination recreation facility at Simmons Island. While some of the needs described below are near term, it is important to recognize that the park is also part of a greater initiative to brand downtown Kenosha as destination. That downtown initiative will also have similar needs, hence some park management issues may be resolved as part of a larger future plan for the downtown. Specific consideration needs to be given to an approach for addressing following issues.

- Site staffing. Operation of the park will require staffing to provide beach safety, food service at the restored bathhouse and themed play area oversight. Options include dedicated city staff or perhaps a cooperative agreement between the city and a concessionaire.
- Site maintenance and operations. As a promoted destination, site maintenance expectations will be higher for those using the new public spaces or attending public events. In addition the park will have more need for landscape detailing, event set up and mechanical system management all of which may require a site maintenance area with a dedicated staff.
- User safety. The perception of safety for those using public spaces and attending special events is paramount. The design of the park circulations system attempts to limit the youth 'auto cruising' that has been part of the park history. In addition it will be important to provide a high level of nighttime lighting along park roads and bike and pedestrian paths and to manage landscape placement to avoid concealment opportunities. Park staff should discuss these needs with the police department to assure more patrols during operation hours. In addition the city may wish to add the presence of a park 'ranger/ambassador' during high use times to support the perception of security and answer user questions.

### **Site Programming and Promotion**

The master planning and subsequent construction of the park is an opportunity for 'rebranding' the park as an entertainment destination in the public's mind. To capture that opportunity consideration needs to be given to the following.

- Event programming. The City Parks Division and the Kenosha Lakeshore Business Improvement District (BID) leadership need to explore opportunities for increasing the programming of the park's open spaces and waterfront. A joint SWOT analysis by city staff and the BID district is recommended as a means of identifying site capacity, potential event types (existing or imagined) suited to the park, facility needs for event success, parking approach and other issues critical to attracting future events.
- Website. Every effort should be made to inform the public through news releases and a tab on the city park and Downtown BID websites what changes are occurring at the park, what events are coming and to provide answers to potential user questions like park hours, parking for special events, services available, etc.
- Social media. Social media like Facebook, Twitter and similar communication tools are rapidly replacing printed and even dedicated websites as information resources for the younger generations. A presence in these new communication channels needs to be considered as they can be used to transmit real time fun occurring on the 'island' thereby attracting more users.





## **Appendix**

Exhibit A – Area Context Map

Exhibit B – Site Analysis

Exhibit C – Concept A

Exhibit D – Concept B

Exhibit E – Concept C

Exhibit F1 – Final Master Plan - North

Exhibit F2 – Final Master Plan - South

Exhibit G – Design Character Images

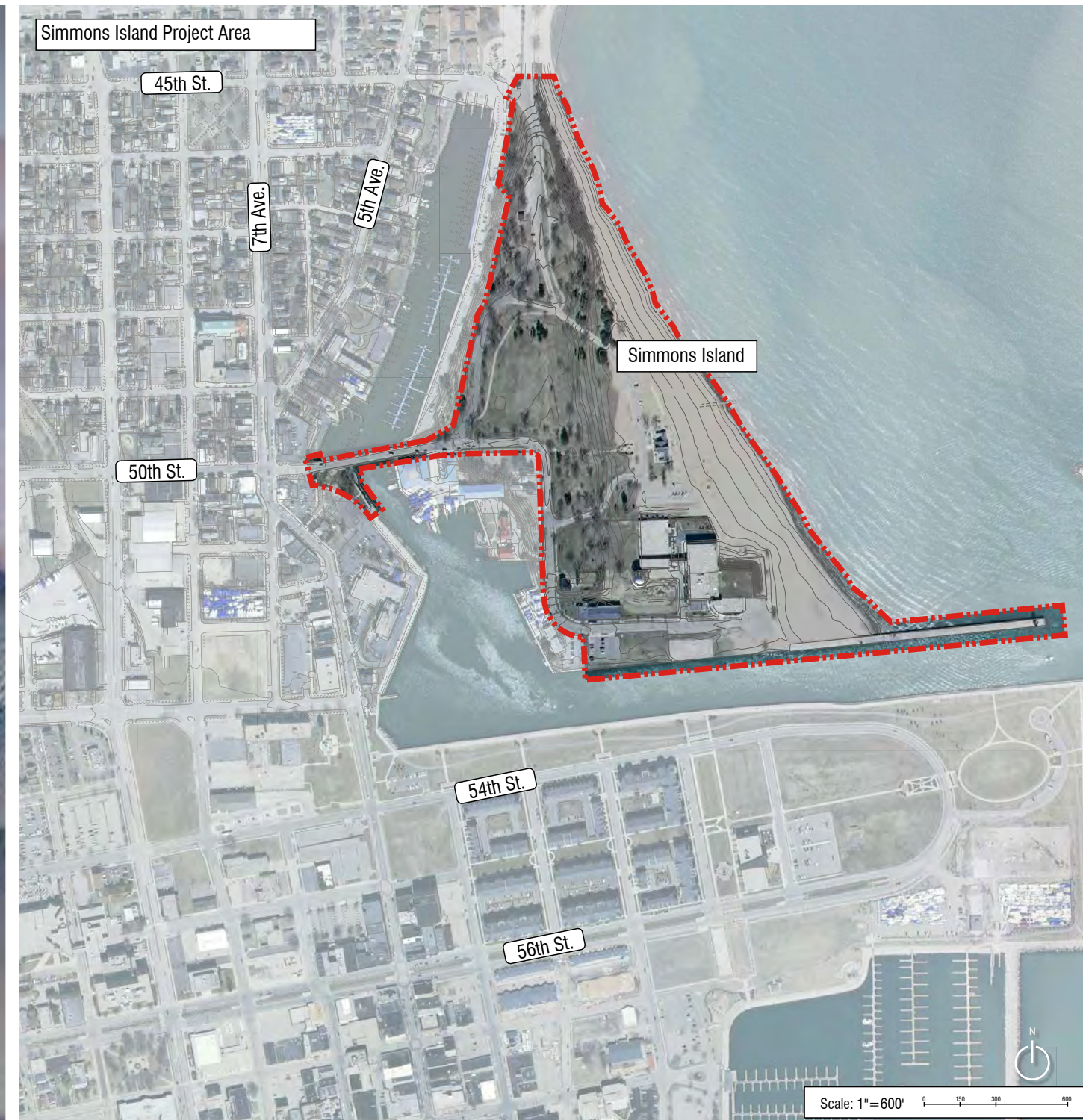
Exhibit H – Design Vignettes

Exhibit I – Roadway and Bridge Sections

Exhibit J – Birds Eye Illustration

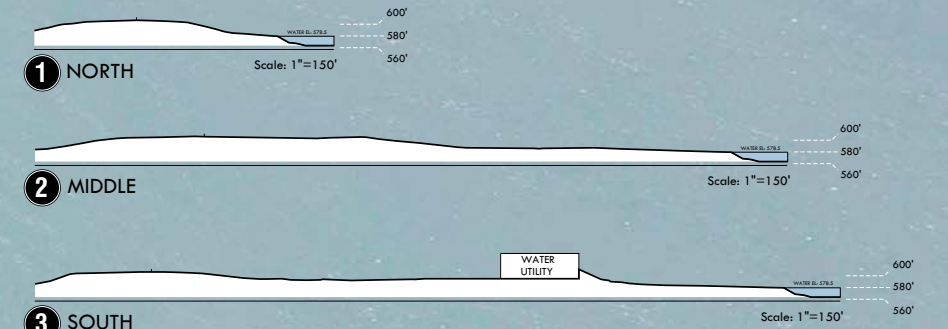
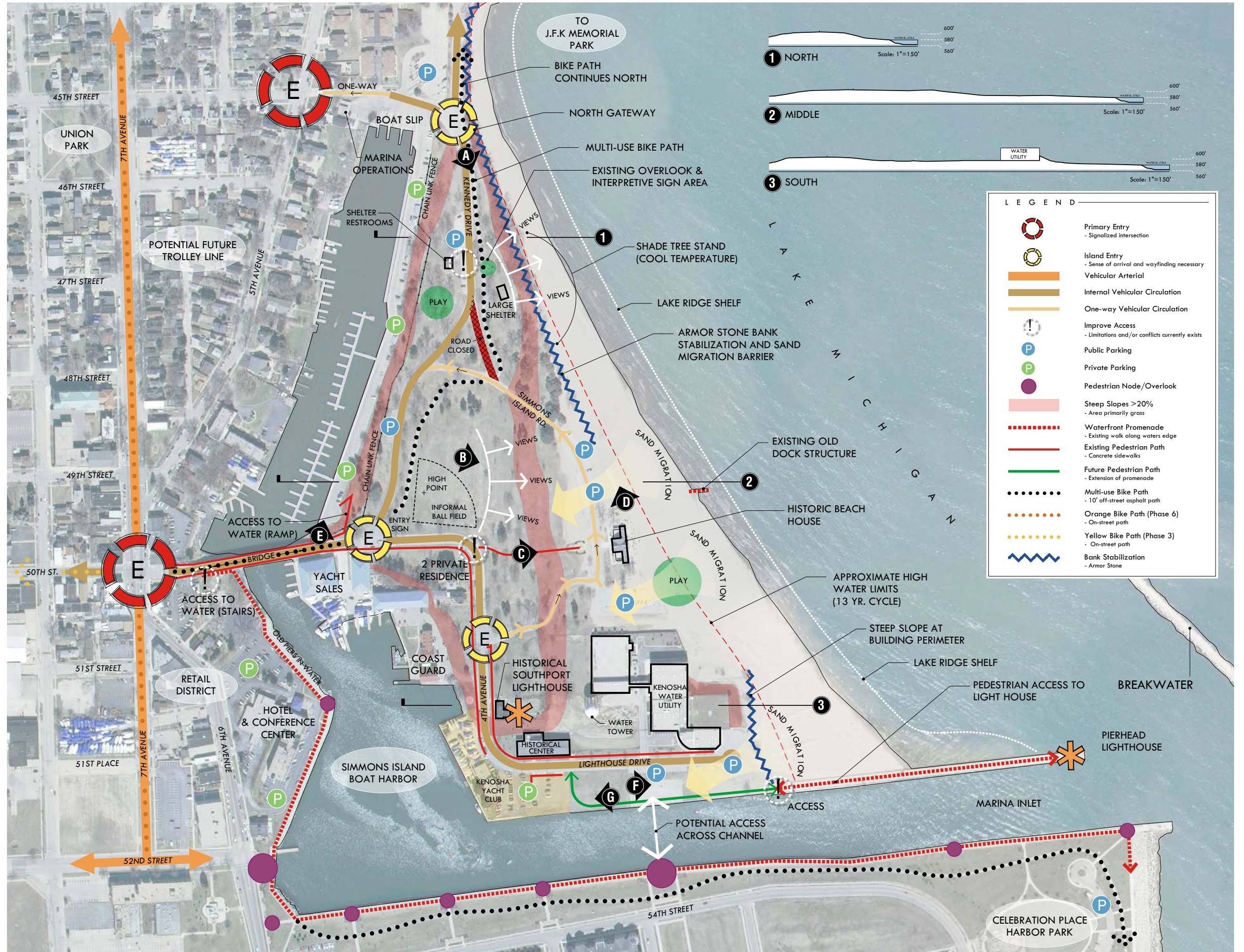
Exhibit K – Area Schedule

Exhibit L – Phasing Plan



# Simmons Island Master Plan

# Area Context Map



**LEGEND**

- Primary Entry - Signalized intersection
- Island Entry - Sense of arrival and wayfinding necessary
- Vehicular Arterial
- Internal Vehicular Circulation
- One-way Vehicular Circulation
- Improve Access - Limitations and/or conflicts currently exists
- Public Parking
- Private Parking
- Pedestrian Node/Overlook
- Steep Slopes >20% - Area primarily grass
- Waterfront Promenade - Existing walk along waters edge
- Existing Pedestrian Path - Concrete sidewalks
- Future Pedestrian Path - Extension of promenade
- Multi-use Bike Path - 10' off-street asphalt path
- Orange Bike Path (Phase 6) - On-street path
- Yellow Bike Path (Phase 3) - On-street path
- Bank Stabilization - Armor Stone

**SIMMONS ISLAND EXISTING CONDITIONS ANALYSIS**

Kenosha, Wisconsin

ID | 2407.03 0630 | 2010



- 1 TRAFFIC CIRCLE
  - Traffic calming
  - Directional/Welcome signage
  - Ornamental plantings in center
- 2 OPEN AIR SHELTER
  - Large picnic shelter (40'x18')
  - Potential to replace existing restrooms
- 3 UPPER PICNIC LAWN
  - Preserve/Create lake views
  - Preserve/Create lake views
  - Primary user: shelter users
- 4 ENTRY SIGNAGE
  - Located at intersection of 50th St./7th Ave.
  - Branded for consistency throughout Park
  - Iconic, unique and memorable
- 5 BRIDGE
  - Maintain existing traffic patterning
  - Addition of a side multi-use path bridge
  - New ornamental pedestrian scale lights
  - Bridge lighting (LED/color changing)
- 6 GREAT LAWN
  - Maintain as large undefined lawn area
  - Preserve/Create lake views
  - Buffer against JFK Memorial Drive with trees
- 7 PUBLIC PARKING LOT
  - Asphalt pavement parking lot
  - ADA parking with 18'x9' standard stalls
  - Shade trees to reduce heat island effect
- 8 MANUFACTURED DUNES
  - Berming & vegetation enhancements
  - Create barriers for sand migration
  - Act as buffers against non-compatible uses
- 9 THEMED PLAYGROUND
  - Create a destination type playground
  - Elements work in concert for imaginative play
  - Located close to parking and beach
- 10 RESTAURANT
  - Hilltop dining facility
  - Facility to have outdoor breakout space
  - Large deck, bocce courts, fire pits, etc.
- 11 AMPHITHEATER
  - Carved into natural slope of terrain
  - Creation of sitting walls
  - Plaza space located at bottom
- 12 BEACH HOUSE PLAZA
  - Forecourt to Beach House, special paving
  - Controlled access drive with bollards
  - Interactive spray play water feature
  - Flagpoles, lighting, pedestrian scale amenities
- 13 BEACH HOUSE PROMENADE
  - Located on eastside of Beach House
  - Large wooden area with tables, umbrellas, etc.
  - Connects to multi-use path and beach walk
- 14 HISTORIC INFILL DEVELOPMENT
  - Commercial building in an historic theme
  - Create a 'District' to compliment the Southport Lighthouse, etc.
  - Provide parking connected to rear ridge line pedestrian path
- 15 SPECIAL ROAD PAVEMENT
  - Further entrance 'District' through paver streets
  - Attract visitors to this area as its own destination
  - Provide safe crosswalks, lighting, signage, etc.
- 16 LINEAR GREEN
  - Development of a green space and shelter along Harbor
  - Rental shelter
  - Extension of Harbor promenade with passive lawn area
- 17 LIGHTHOUSE PLAZA
  - Create an entry plaza connecting paths
  - Area to contain landscaping, sculpture, lighting, etc.
  - Create a terminus to circular parking area
  - Addition of walls to prevent sand migration
- 18 RIDGE LINE PATH
  - Path along ridge of island connecting north to south
  - Provide a couple small shelters for informal gathering
  - Create an internal looped path system for island circulation





CLEAR SEPARATION BETWEEN WATER/SAND/VEGETATION



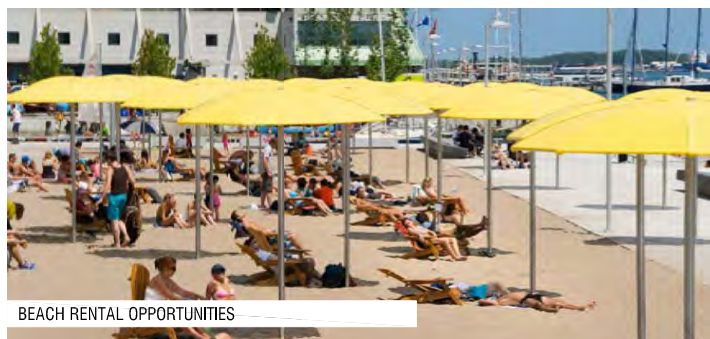
BRIDGE UPLIGHTING (COLOR CHANGING)



ICONIC/SCULPTURAL LIGHTING/FEATURE



ARTIFICIAL DUNES (REUSE SIDEWALK MATERIAL)



BEACH RENTAL OPPORTUNITIES



- 1 TRAFFIC CIRCLE
  - Traffic calming
  - Directional/Welcome signage
  - Ornamental plantings in center
- 2 OPEN AIR SHELTER
  - Large picnic shelter (40'x18')
  - Potential to replace existing restrooms
- 3 UPPER PICNIC LAWN
  - Large lawn area with solo shade trees
  - Preserve/Create lake views
  - Primary user: shelter users
- 4 ENTRY SIGNAGE
  - Located at intersection of 50th St./7th Ave.
  - Branded for consistency throughout Park
  - Iconic, unique and memorable
- 5 BRIDGE
  - Maintain existing traffic patterning
  - Addition of a side multi-use path bridge
  - New ornamental pedestrian scale lights
  - Bridge lighting (LED/color changing)
- 6 GREAT LAWN
  - Maintain as large undefined lawn area
  - Preserve/Create lake views
  - Buffer against JFK Memorial Drive with trees
- 7 PUBLIC PARKING LOT
  - Pervious pavement parking lot (ie. GrassPave)
  - ADA parking with 18'x9' standard stalls
  - Shade trees to reduce heat island effect
  - 'Overflow' lot-restricted limited use parking
- 8 MANUFACTURED DUNES
  - Berming & vegetation enhancements
  - Create barriers for sand migration
  - Act as buffers against non-compatible uses
- 9 THEMED PLAYGROUND
  - Create a destination type playground
  - Elements work in concert for imaginative play
  - Located close to parking and beach
- 10 RESTAURANT
  - Hilltop dining facility
  - Facility to have outdoor breakout space
  - Large deck, bocce courts, fire pits, etc.
- 11 AMPHITHEATER
  - Carved into natural slope of terrain
  - Creation of sitting walls
  - Plaza space located at bottom
- 12 BEACH HOUSE PLAZA
  - Forescort to Beach House, special paving
  - Controlled access drive with bollards
  - Interactive spray play water feature
  - Flagpoles, lighting, pedestrian scale amenities
- 13 BEACH HOUSE PROMENADE
  - Located on eastside of Beach House
  - Large wooden area with tables, umbrellas, etc.
  - Connects to multi-use path and beach walk
- 14 HISTORIC INFILL DEVELOPMENT
  - Commercial building in an historic theme
  - Create a 'District' to compliment the Southport Lighthouse, etc.
  - Provide parking connected to rear ridge line pedestrian path
- 15 SPECIAL ROAD PAVEMENT
  - Further enhance 'District' through paver streets
  - Attract visitors to this area as its own destination
  - Provide safe crosswalks, lighting, signage, etc.
  - Arrival announcement at key points of entry
- 16 HARBOR PROMENADE
  - Create a large multi use path along Harbor
  - Provide seating opportunities, lighting, landscaping
  - Provide wayfinding kiosk and signage
- 17 LIGHTHOUSE PLAZA
  - Create an entry plaza connecting paths
  - Area to contain landscaping, sculpture, lighting, etc.
  - Create a terminus to circular parking area
  - Addition of walls to prevent sand migration
- 18 RIDGE LINE PATH
  - Path along ridge of island connecting north to south
  - Provide a couple small shelters for informal gathering
  - Create an internal looped path system for island circulation
- 19 BEACH HOUSE RENOVATION
  - Historic renovation and functional improvements
  - Internal concession/vending space for lease
  - Enclosed storage for amenities (kayaks, umbrellas, chairs, etc.)
- 20 OBSERVATION PLATFORM
  - Elevated overlook deck
  - Focal terminus of walkway draws visitors
  - Provides supervision opportunities for adults
- 21 RENTABLE "PARTY ROOMS"
  - Dune ridges provide enclosed area for weddings, family/corporate events
  - Overflow parking area (# 7) could be tied to the private rental
  - Catering could be provided by restaurant above



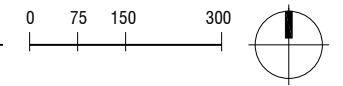
- ### LEGEND
- 1 ARRIVAL DESIGNATION**
    - Gateway feature over road
    - Night effect with lighting
    - Special pavement treatment
  - 2 ENTRY SIGNAGE**
    - Located on Gateway portals & at 50th & Memorial Dr.
    - Branded for consistency throughout Park
    - Iconic, unique and memorable to Simmons Island
  - 3 BRIDGE**
    - Maintain existing traffic patterning
    - Addition of a side multi-use path bridge
    - New ornamental pedestrian scale lights & Bridge uplighting
  - 4 SPECIAL ROAD PAVEMENT**
    - Further enhance 'District' through paver streets
    - Provide safe crosswalks, lighting, signage, etc.
    - Arrival announcement at key points of entry
  - 5 PUBLIC PARKING LOT**
    - Low albedo pavement
    - Provide generous tree islands for health of vegetation
    - Utilize slightly larger stalls understanding beach user items
  - 6 HISTORIC INFILL DEVELOPMENT**
    - Commercial building in an historic theme
    - Create a 'District' to compliment the Southport Lighthouse, etc.
    - Provide parking connected to rear ridge line pedestrian path
  - 7 BATHHOUSE RENOVATION**
    - Historic renovation and functional improvements
    - Internal concession/vending space for lease
    - Enclosed storage for amenities (kayaks, umbrellas, chairs, etc.)
  - 8 BATHHOUSE PLAZA**
    - Forecourt to Bathhouse, multi-use programmable area
    - Raised stage area for performances
    - Flagpoles, lighting, seatwalls, pedestrian scale amenities
  - 9 BATHHOUSE PROMENADE**
    - Located on waterside of Bathhouse
    - Large wooden area with tables, umbrellas, etc.
    - Connects to multi-use path and beach walk
  - 10 GREAT LAWN**
    - Maintain as large undefined lawn area
    - Preserve/Create lake views
    - Buffer against Memorial Drive with trees
  - 11 BOARDWALK**
    - Bike/ped path connection from South-Beach
    - Partially wooden element to invoke sense of place
    - Slightly raised above sand to mitigate sand movement
  - 12 HARBOR PROMENADE**
    - Create a large multi use path along Harbor inlet (ie Harbor Park)
    - Provide seating opportunities, lighting, landscaping
  - 13 RIDGE LINE PATH**
    - Path along ridge of island connecting north to south
    - Provide a couple small plazas for informal gathering
    - Create an internal looped path system for island circulation
  - 14 LIGHTHOUSE PLAZA**
    - Area to contain landscaping, sculpture, lighting, etc.
    - Create a terminus to circular parking area
    - Addition of walls to prevent sand migration
  - 15 UPPER PICNIC LAWN**
    - Large lawn area with solo shade trees
    - Preserve/Create lake views
    - Existing shelter. Potential to provide restrooms
  - 16 AMPHITHEATER**
    - Carved into natural slope of terrain
    - Utilizing slope for grade transitions
    - Plaza space located at bottom
  - 17 THEMED PLAYGROUND**
    - Create a destination type playground
    - Elements work in concert for imaginative play
    - Located close to parking and beach
  - 18 MANUFACTURED DUNES**
    - Berming & vegetation enhancements
    - Create barriers for sand migration
    - Act as buffers against non-compatible uses
  - 19 BIKE RAMP**
    - Allow continuous bike/ped flow around Harbor with accessible trail
    - Remove stairs and ramp path in this location
    - Landscape area to signify entry into Simmons Island
  - 20 OBSERVATION PLATFORM**
    - Elevated overlook deck
    - Focal terminus of walkway draws visitors
    - Provides supervision opportunities for adults
  - 21 WAYFINDING KIOSK**
    - Multiple kiosk locations
    - Park and wayfinding information

**LAKE MICHIGAN\***

HIGH	+581.5 RECORD
NORM	+579 MEAN
LOW	+576 RECORD
TODAY	+577 APPROX.

\* Data per the Great Lakes Environmental Research Laboratory/NOAA (Harbor Beach, MI Station)

# Simmons Island Final Master Plan-NORTH





**LAKE MICHIGAN\***  
 HIGH +581.5 RECORD  
 NORM +579 MEAN  
 LOW +576 RECORD  
 TODAY +577 APPROX.

\* Data per the Great Lakes Environmental Research Laboratory/NOAA (Harbor Beach, MI Station)

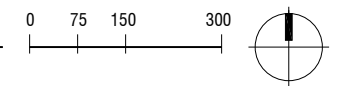
**LEGEND**

- 1 ARRIVAL DESIGNATION**
  - Gateway feature over road
  - Night effect with lighting
  - Special pavement treatment
- 2 ENTRY SIGNAGE**
  - Located on Gateway portals & at 50th & Memorial Dr.
  - Branded for consistency throughout Park
  - Iconic, unique and memorable to Simmons Island
- 3 BRIDGE**
  - Maintain existing traffic patterning
  - Addition of a side multi-use path bridge
  - New ornamental pedestrian scale lights & Bridge uplighting
- 4 SPECIAL ROAD PAVEMENT**
  - Further enhance 'District' through paver streets
  - Provide safe crosswalks, lighting, signage, etc.
  - Arrival announcement at key points of entry
- 5 PUBLIC PARKING LOT**
  - Low albedo pavement
  - Provide generous tree islands for health of vegetation
  - Utilize slightly larger stalls understanding beach user items
- 6 HISTORIC INFILL DEVELOPMENT**
  - Commercial building in an historic theme
  - Create a 'District' to compliment the Southport Lighthouse, etc.
  - Provide parking connected to rear ridge line pedestrian path
- 7 BATHHOUSE RENOVATION**
  - Historic renovation and functional improvements
  - Internal concession/vending space for lease
  - Enclosed storage for amenities (kayaks, umbrellas, chairs, etc.)
- 8 BATHHOUSE PLAZA**
  - Forecourt to Bathhouse, multi-use programmable area
  - Raised stage area for performances
  - Flagpoles, lighting, seatwalls, pedestrian scale amenities
- 9 BATHHOUSE PROMENADE**
  - Located on waterside of Bathhouse
  - Large wooden area with tables, umbrellas, etc.
  - Connects to multi-use path and beach walk
- 10 GREAT LAWN**
  - Maintain as large undefined lawn area
  - Preserve/Create lake views
  - Buffer against Memorial Drive with trees
- 11 BOARDWALK**
  - Bike/ped path connection from South-Beach
  - Partially wooden element to invoke sense of place
  - Slightly raised above sand to mitigate sand movement
- 12 HARBOR PROMENADE**
  - Create a large multi use path along Harbor inlet (ie Harbor Park)
  - Provide seating opportunities, lighting, landscaping
- 13 RIDGE LINE PATH**
  - Path along ridge of island connecting north to south
  - Provide a couple small plazas for informal gathering
  - Create an internal looped path system for island circulation
- 14 LIGHTHOUSE PLAZA**
  - Area to contain landscaping, sculpture, lighting, etc.
  - Create a terminus to circular parking area
  - Addition of walls to prevent sand migration
- 15 UPPER PICNIC LAWN**
  - Large lawn area with solo shade trees
  - Preserve/Create lake views
  - Open air shelter (40'x20' min.) Potential to provide restrooms
- 16 AMPHITHEATER**
  - Carved into natural slope of terrain
  - Utilizing slope for grade transitions
  - Plaza space located at bottom
- 17 THEMED PLAYGROUND**
  - Create a destination type playground
  - Elements work in concert for imaginative play
  - Located close to parking and beach
- 18 MANUFACTURED DUNES**
  - Berming & vegetation enhancements
  - Create barriers for sand migration
  - Act as buffers against non-compatible uses
- 19 BIKE RAMP**
  - Allow continuous bike/ped flow around Harbor with accessible trail
  - Remove stairs and ramp path in this location
  - Landscaped area to signify entry into Simmons Island
- 20 OBSERVATION PLATFORM**
  - Elevated overlook deck
  - Focal terminus of walkway draws visitors
  - Provides supervision opportunities for adults
- 21 WAYFINDING KIOSK**
  - Multiple kiosk locations
  - Park and wayfinding information

# Simmons Island Final Master Plan-SOUTH

Kenosha, Wisconsin

ID | 2407.03 0520 | 2011

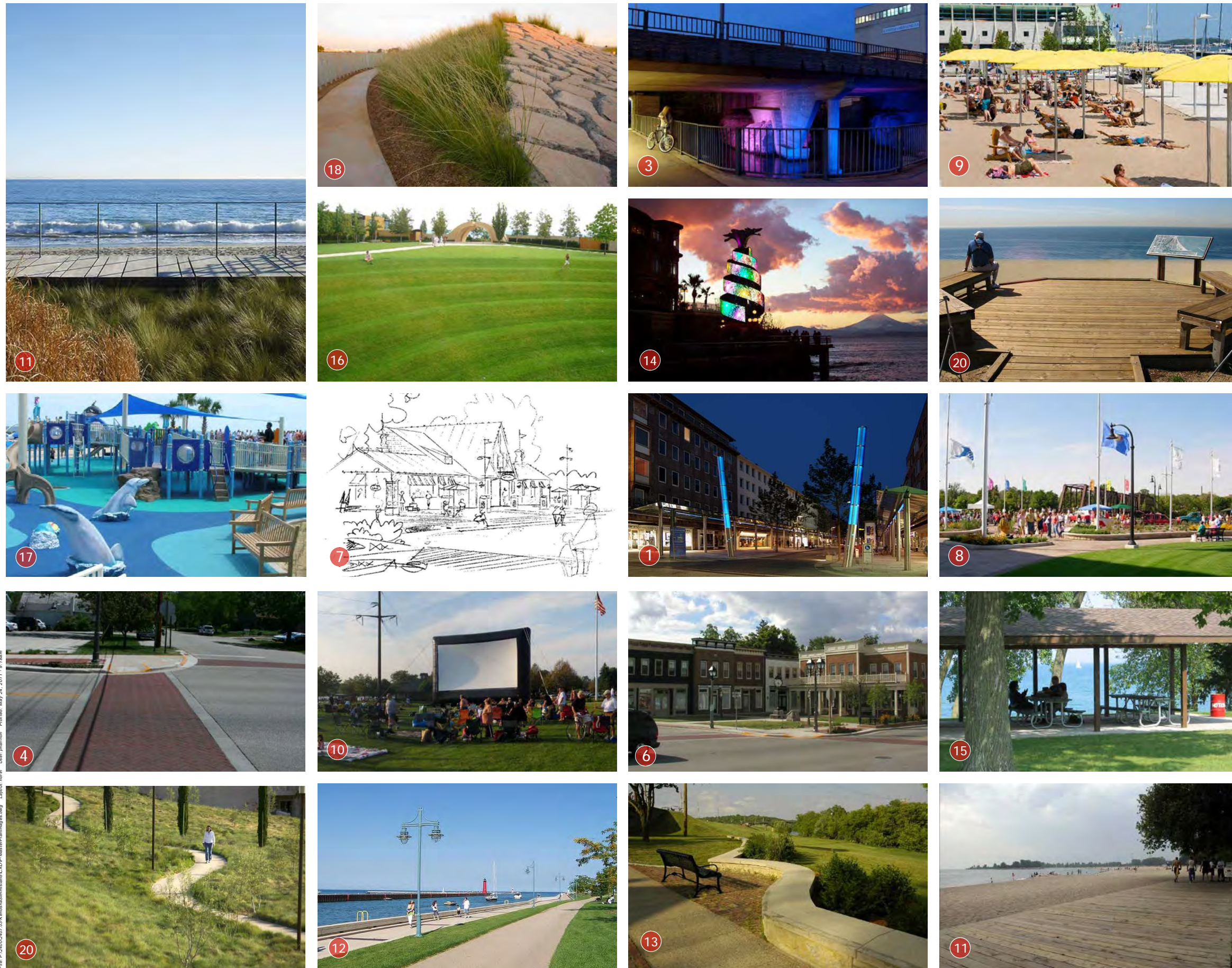


**SAA DESIGN GROUP**  
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 Madison, WI 53703  
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 www.saa-modis.com

Exhibit ~ F-2

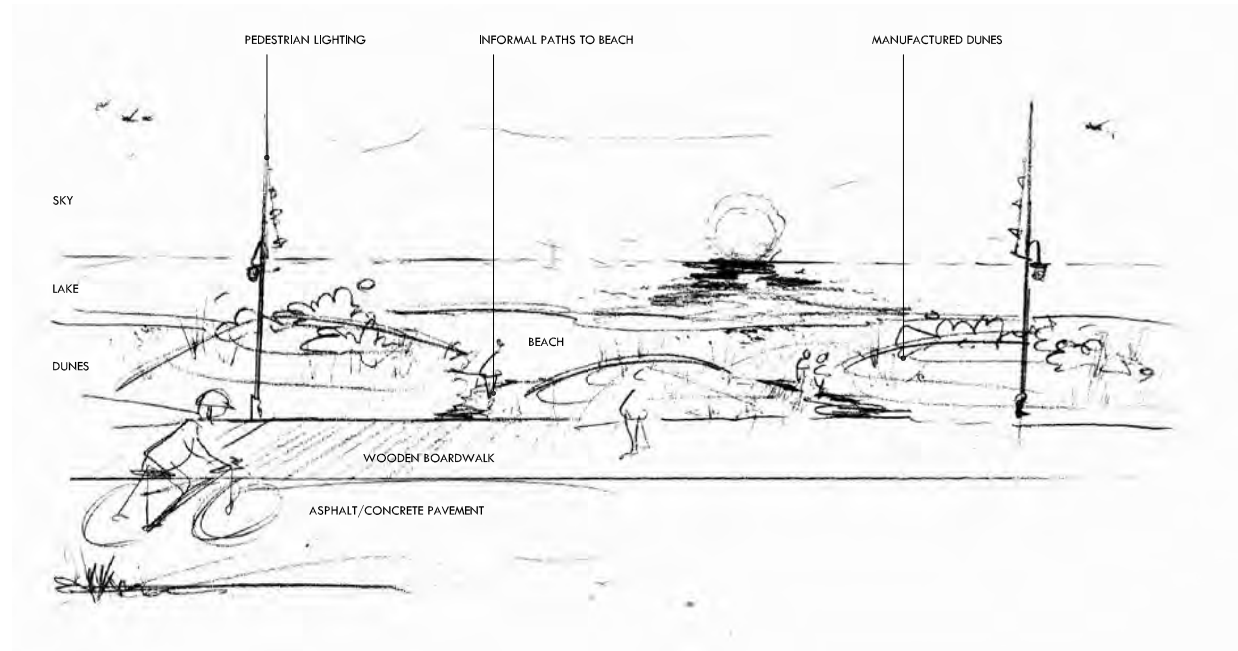


## LEGEND

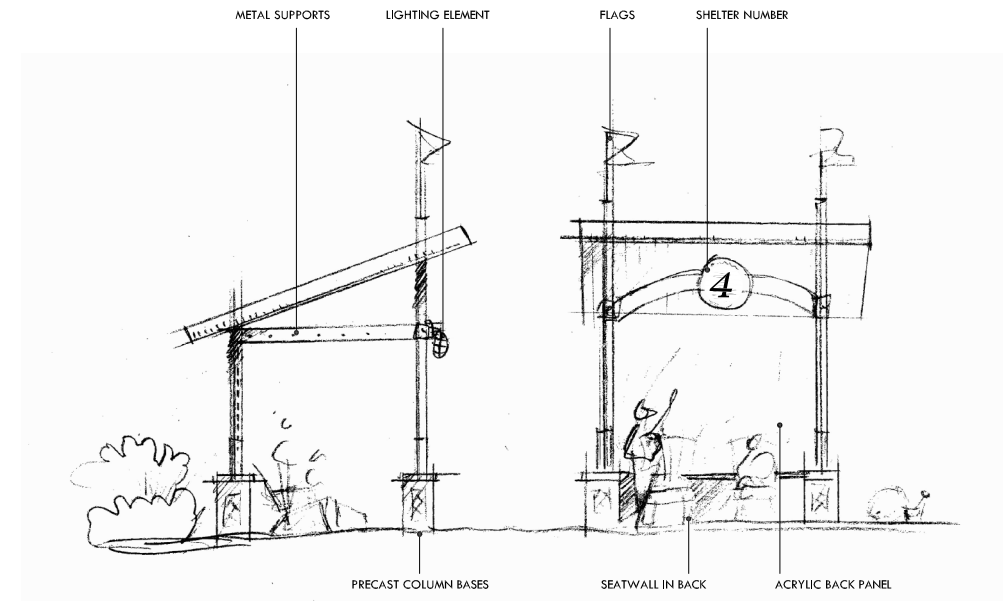


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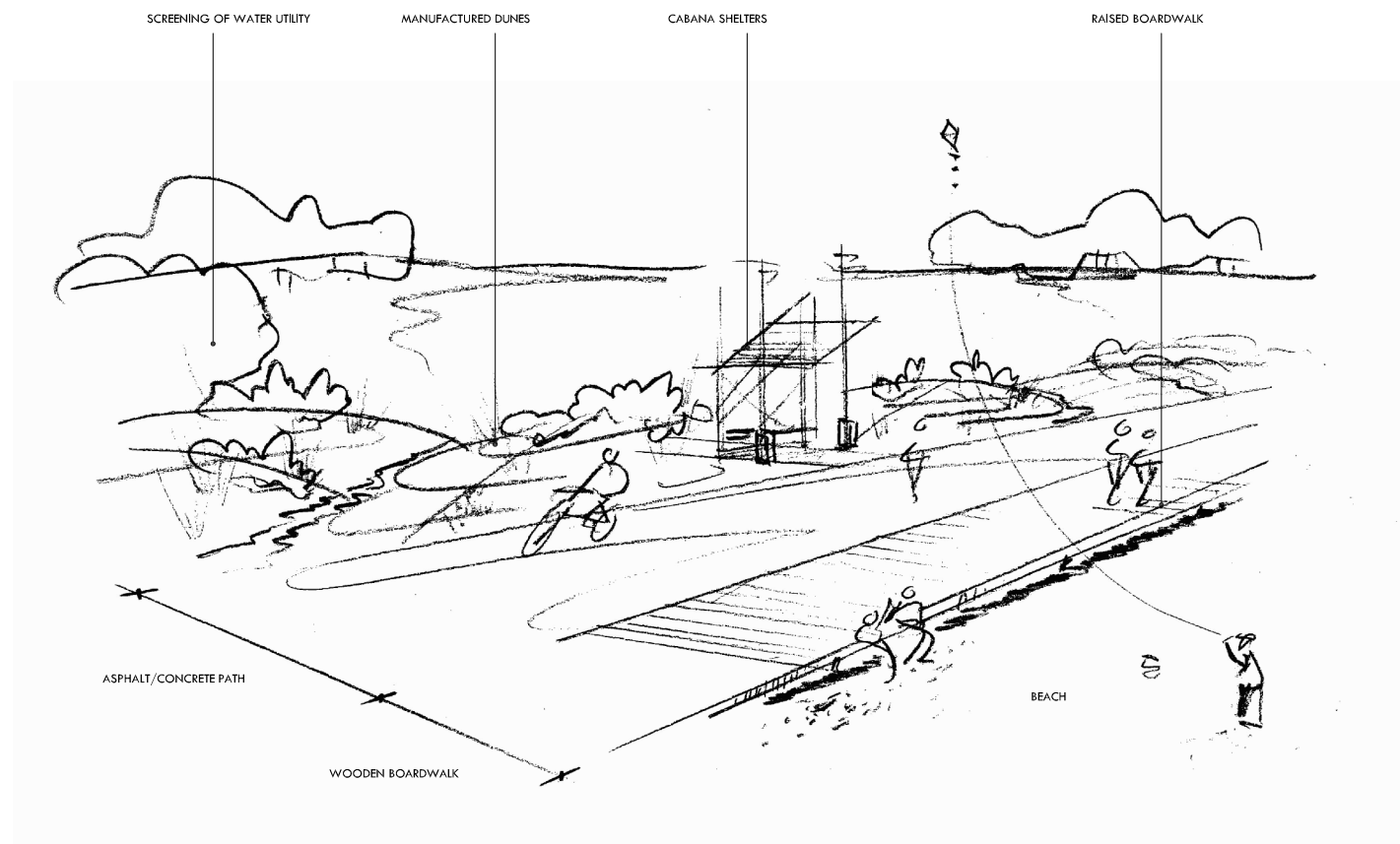
# Simmons Island Master Plan: Design Character Images



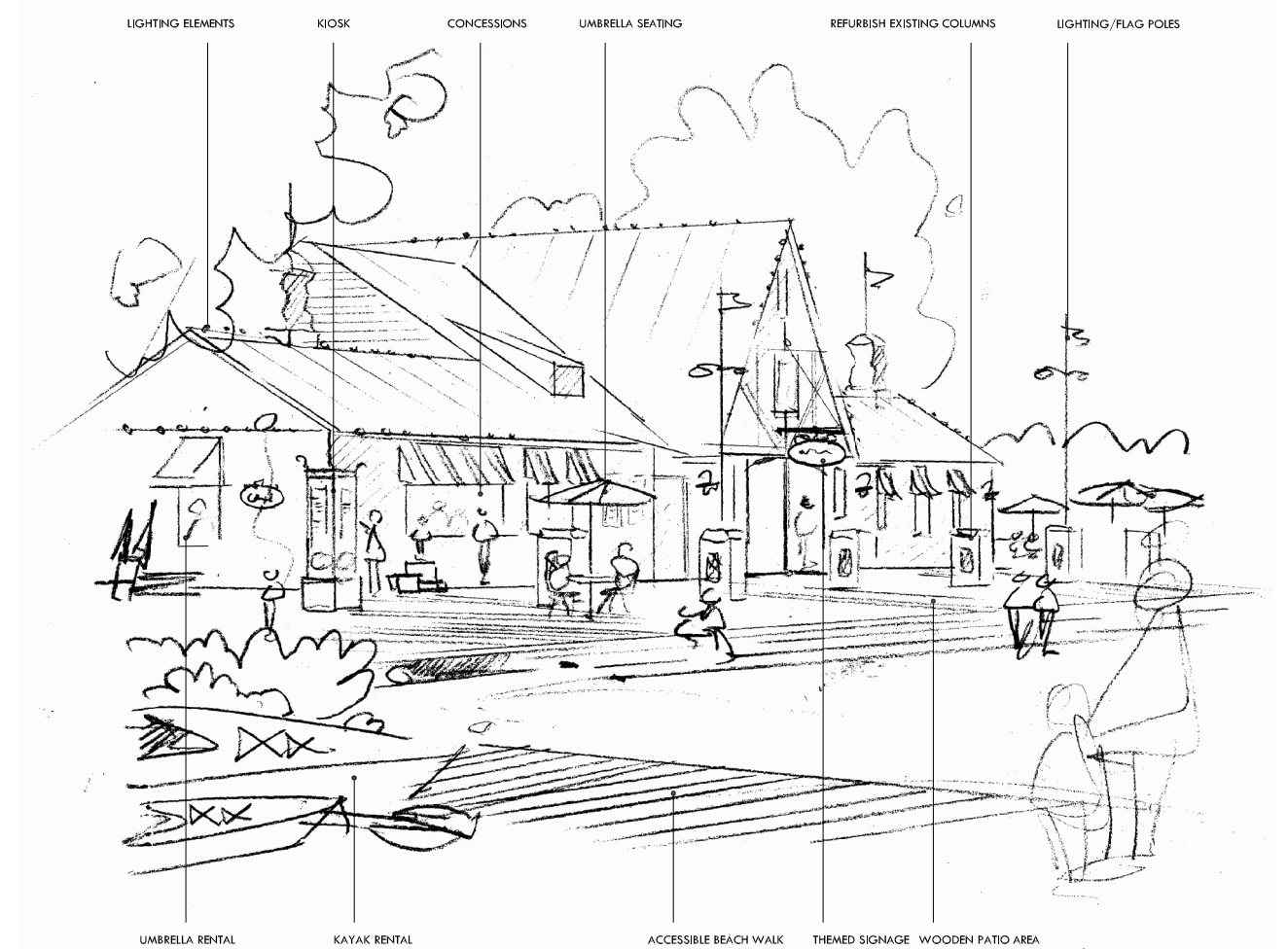
DUNES VIGNETTE



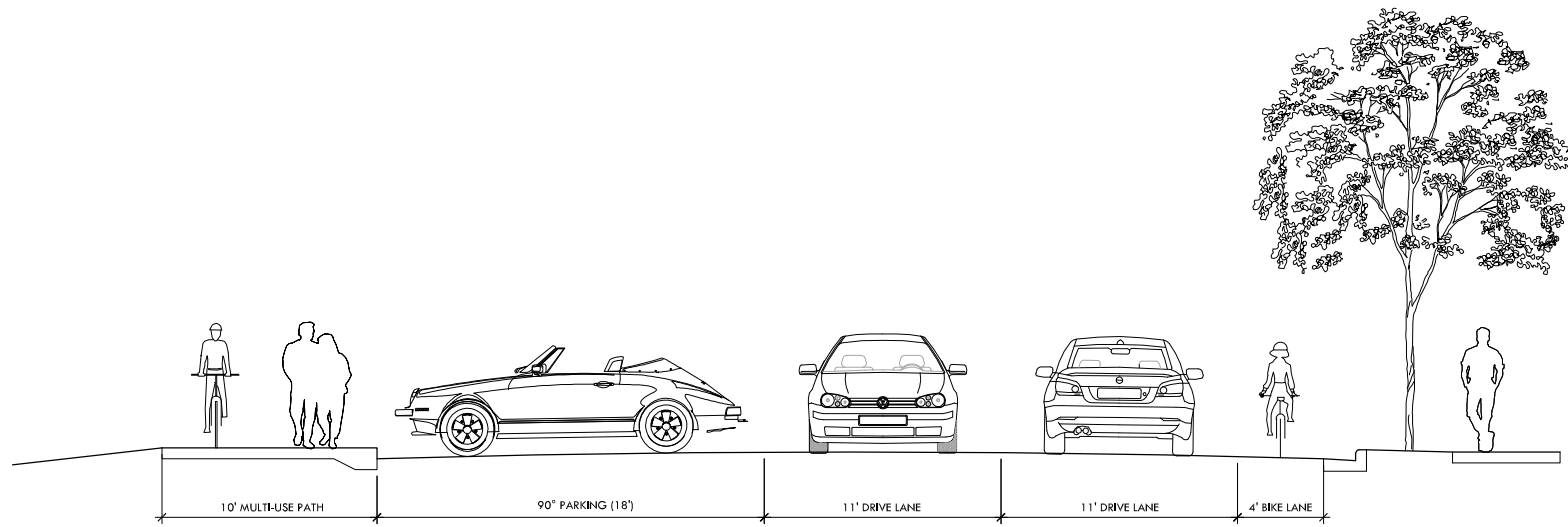
CABANA SHELTER VIGNETTE



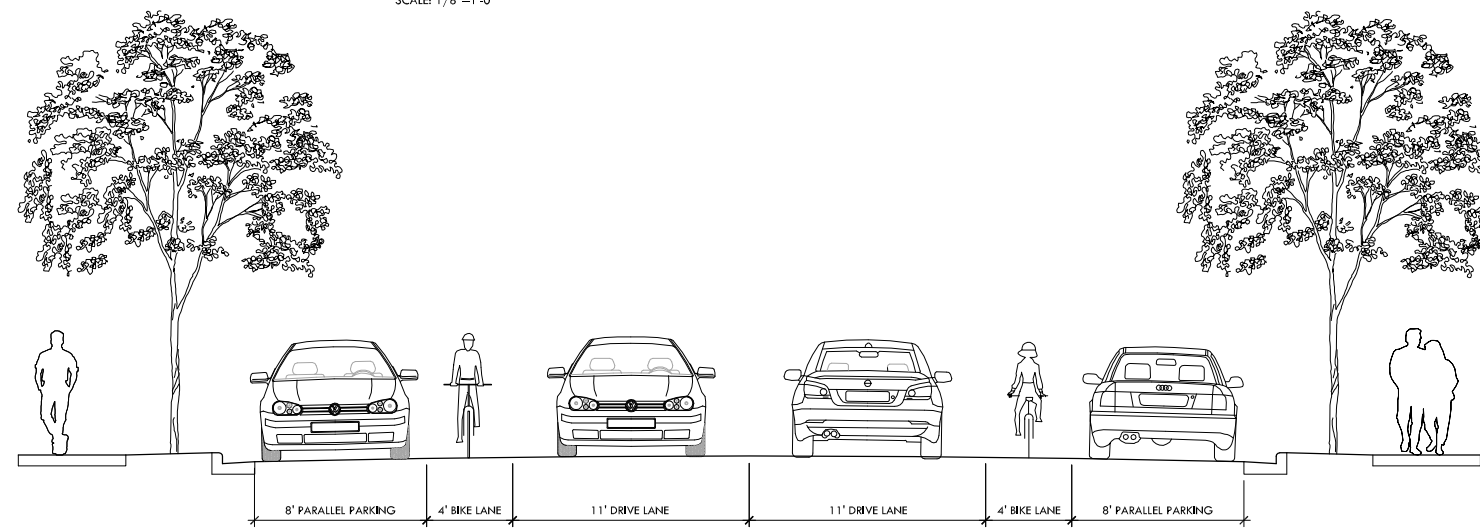
MULTI-USE PATH VIGNETTE



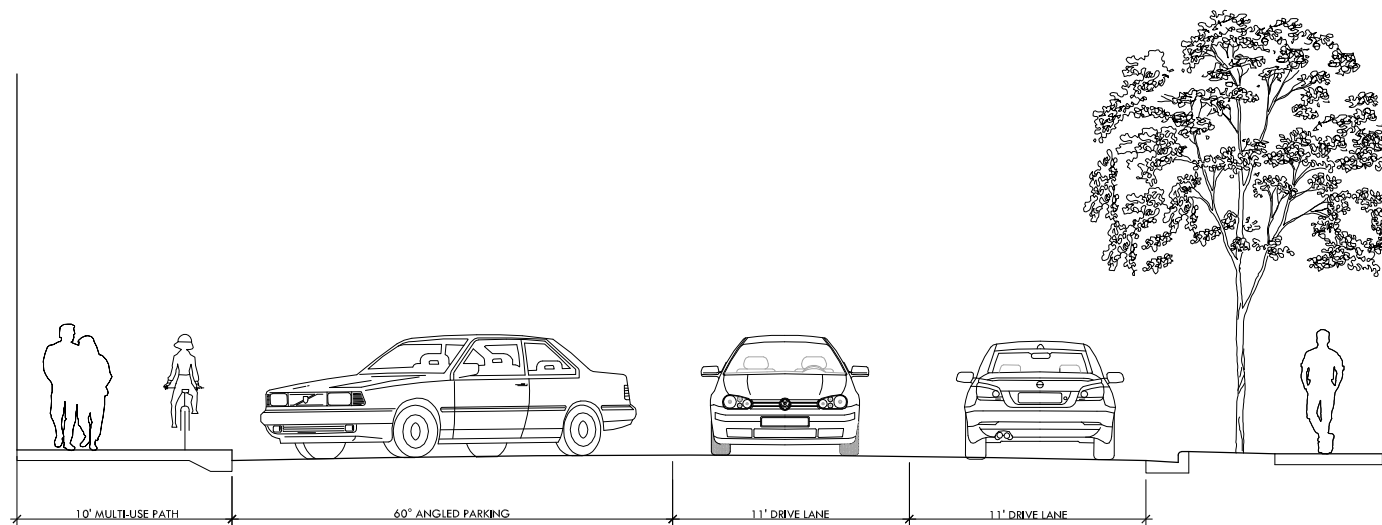
BEACH HOUSE VIGNETTE



JFK MEMORIAL DRIVE PROPOSED SECTION  
SCALE: 1/8"=1'-0"

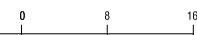


4TH AVENUE PROPOSED SECTION - CONCEPT A  
SCALE: 1/8"=1'-0"



4TH AVENUE PROPOSED SECTION - CONCEPT B  
SCALE: 1/8"=1'-0"

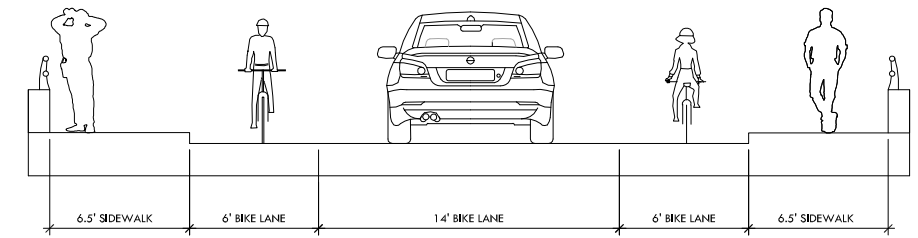
ROADWAY SECTIONS



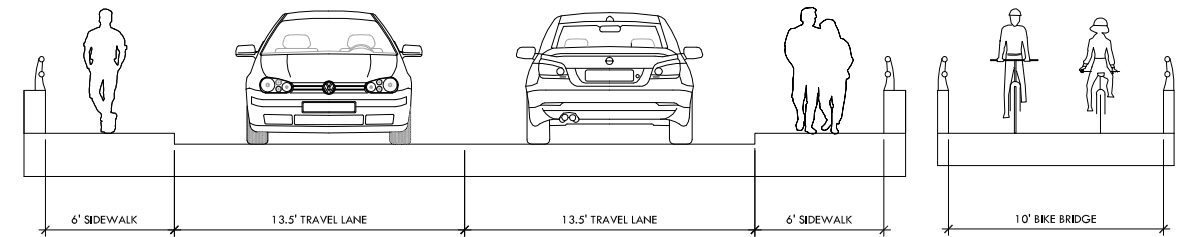
SIMMONS ISLAND MASTER PLAN - CONCEPT A & B

Kenosha, Wisconsin

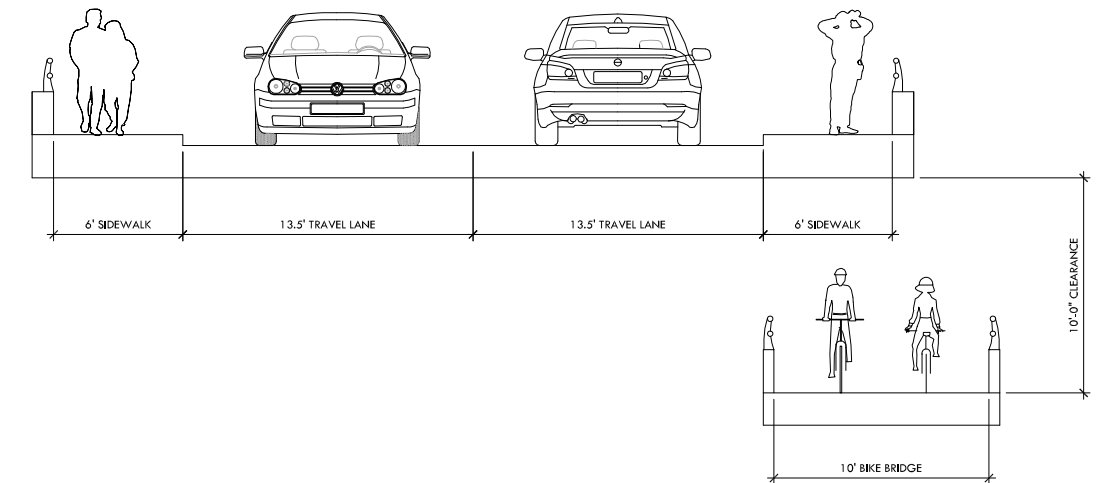
ID | 2407.03 1006 | 2010



BRIDGE OPTION A - ONE WAY VEHICULAR BRIDGE WITH BIKE LANES  
SCALE: 1/8"=1'-0"

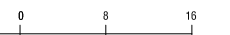


BRIDGE OPTION B - ADJACENT BIKE BRIDGE  
SCALE: 1/8"=1'-0"



BRIDGE OPTION C - LOWERED BIKE BRIDGE  
SCALE: 1/8"=1'-0"

BRIDGE SECTIONS





# SIMMONS ISLAND



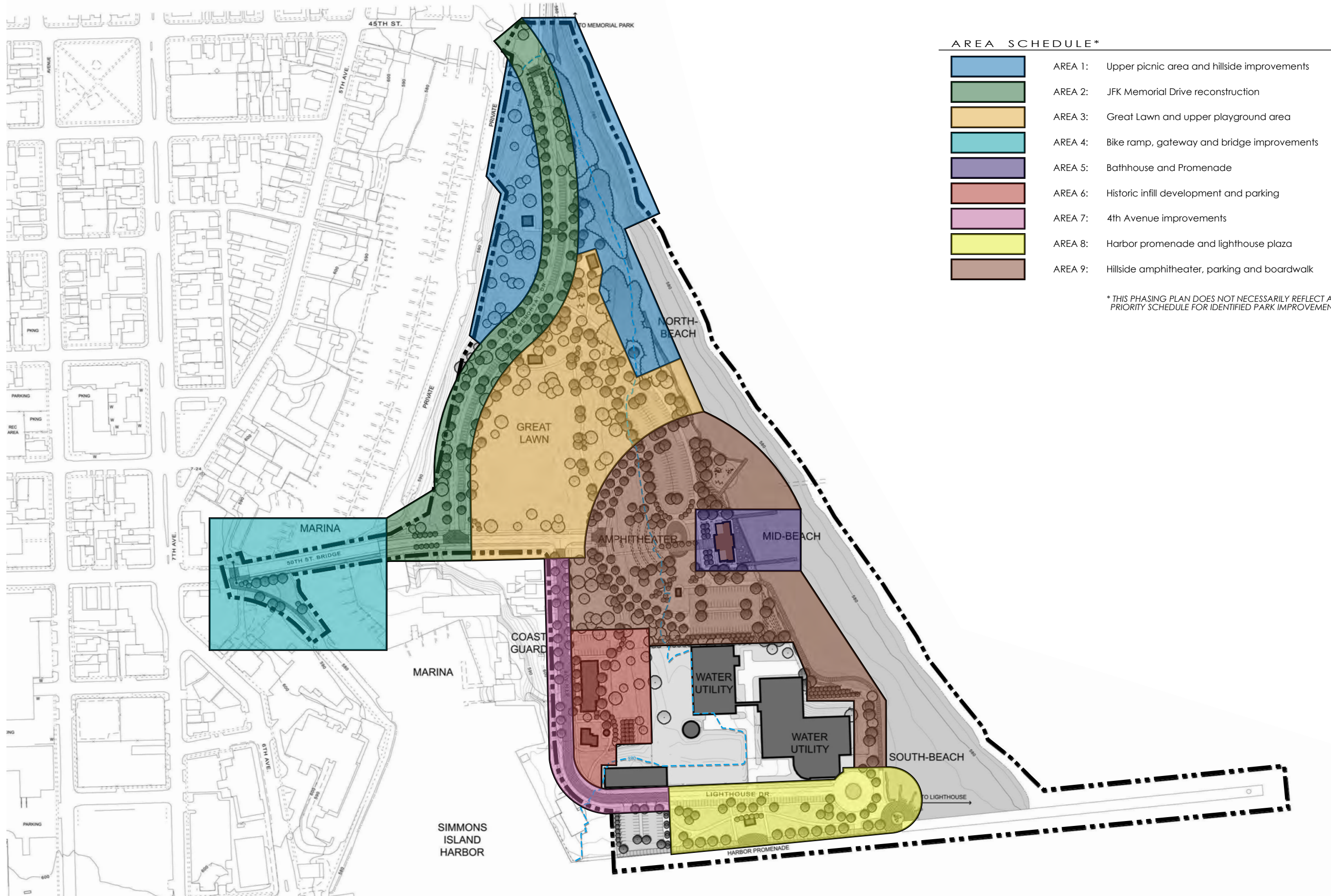
SAA Design Group, Inc. ©2011

## Simmons Island Master Plan: Birds Eye Illustration

Kenosha, Wisconsin

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**AREA SCHEDULE\***

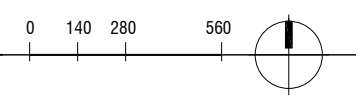
- AREA 1: Upper picnic area and hillside improvements
- AREA 2: JFK Memorial Drive reconstruction
- AREA 3: Great Lawn and upper playground area
- AREA 4: Bike ramp, gateway and bridge improvements
- AREA 5: Bathhouse and Promenade
- AREA 6: Historic infill development and parking
- AREA 7: 4th Avenue improvements
- AREA 8: Harbor promenade and lighthouse plaza
- AREA 9: Hillside amphitheater, parking and boardwalk

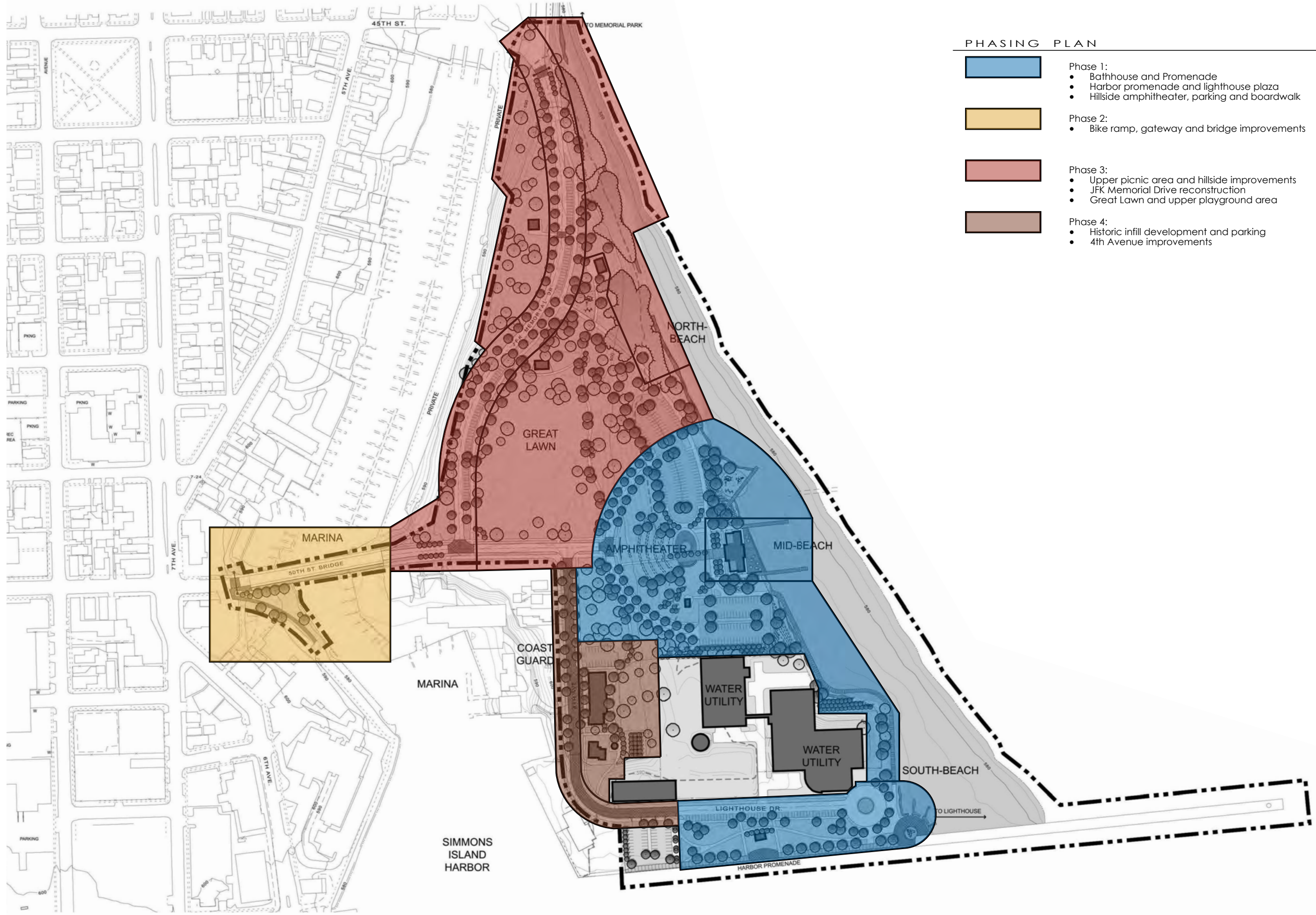
*\* THIS PHASING PLAN DOES NOT NECESSARILY REFLECT A PRIORITY SCHEDULE FOR IDENTIFIED PARK IMPROVEMENTS*

# Simmons Island Master Plan: Area Schedule

Kenosha, Wisconsin

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PHASING PLAN

- Phase 1:
  - Bathhouse and Promenade
  - Harbor promenade and lighthouse plaza
  - Hillside amphitheater, parking and boardwalk
- Phase 2:
  - Bike ramp, gateway and bridge improvements
- Phase 3:
  - Upper picnic area and hillside improvements
  - JFK Memorial Drive reconstruction
  - Great Lawn and upper playground area
- Phase 4:
  - Historic infill development and parking
  - 4th Avenue improvements

Simmons Island Master Plan: Phasing Plan

Kenosha, Wisconsin

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