



Woodstock Square Streetscape Guidelines

February, 2007

Prepared by:



**Hitchcock
Design Group**

Creating Better Places®

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Acknowledgements

Mayor & City Council
Dr. Brian Sager, Mayor

Richard D. Ahrens
Julie Dillon
Michael A. Turner
Ralph A. Webster

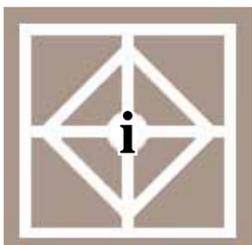
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Woodstock Square Streetscape Guidelines



Project Description

History of Woodstock Square

(adapted from "Design Review Guidelines for Properties Located in the City of Woodstock Downtown Business Historic Preservation District" adopted 06/4/2002)

The town of Centerville was platted in 1844. In 1845 it was renamed Woodstock. The plat depicted a central square with streets originating at the centers of the four sides, surrounded by a rectangular grid. Fueled by the arrival of the railroad tracks in 1856, commercial activity developed along Main Street. There were several fires between the 1850's and 1890's which required entire blocks to be rebuilt. The oldest standing commercial buildings, built in 1852, are on the south side of Van Buren Street, east of Dean Street. By the first World War, development around the Square was nearly complete. The final historic building constructed was the Woodstock Post Office in 1931.

In the 1960's and 1970's, numerous stately homes on the streets immediately surrounding the Square were demolished, replaced by modern brick office buildings. The construction of the US 14 bypass created a push to relocate business. To compete with the highway oriented shopping centers, more structures were demolished in the 1970's and 1980's to make room for new parking lots.

In 1974 the McHenry County Court House and the Woodstock Opera House were listed as landmarks on the National Register of Historic Places. In 1982, the Woodstock Square Historic District was listed, encompassing 73 buildings. Four were subsequently demolished. In 1996, the Woodstock City Council established the first locally designated historic district, for which all properties are subject to the requirements of the Historic Preservation Ordinance.



Woodstock Square Streetscape Master Plan History

On June 1, 2004, URS completed the "City of Woodstock Streetscape Manual for Signed Corridors". The plan addressed signage and streetscape standards for Woodstock on a large scale. The City of Woodstock used this manual as a basis for the upgrades of Main Street and Calhoun Street. Since the manual dealt with a larger scale, staff had difficulty determining how to apply the improvements on a smaller scale to the Square area. Hitchcock Design Group was hired to create a more detailed plan for how the Square area streetscape and improvements should proceed to assist in a more refined application.

Project Goals

Initial review of the site indicated that an important underlying issue is that the Square area is easy to miss. From a non-local perspective, elements to draw people into the square are lacking and conditions along the perimeter streets are less than desirable. Visitors to the area first see several under-utilized buildings, overhead utilities, service areas and non-pedestrian friendly streets. Without prior experience, visitors do not realize that there is a unique and exciting place right around the corner. In order to address these issues, the following goals and objectives were developed:

- 1. Enhance major access points to help guide users into the square and establish character.**
- 2. Establish streetscape guidelines to create a more consistent, aesthetic, and pedestrian friendly environment.**
- 3. Identify implementation priorities to construct the improvements systematically over time.**



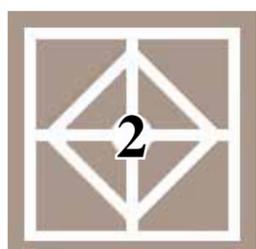
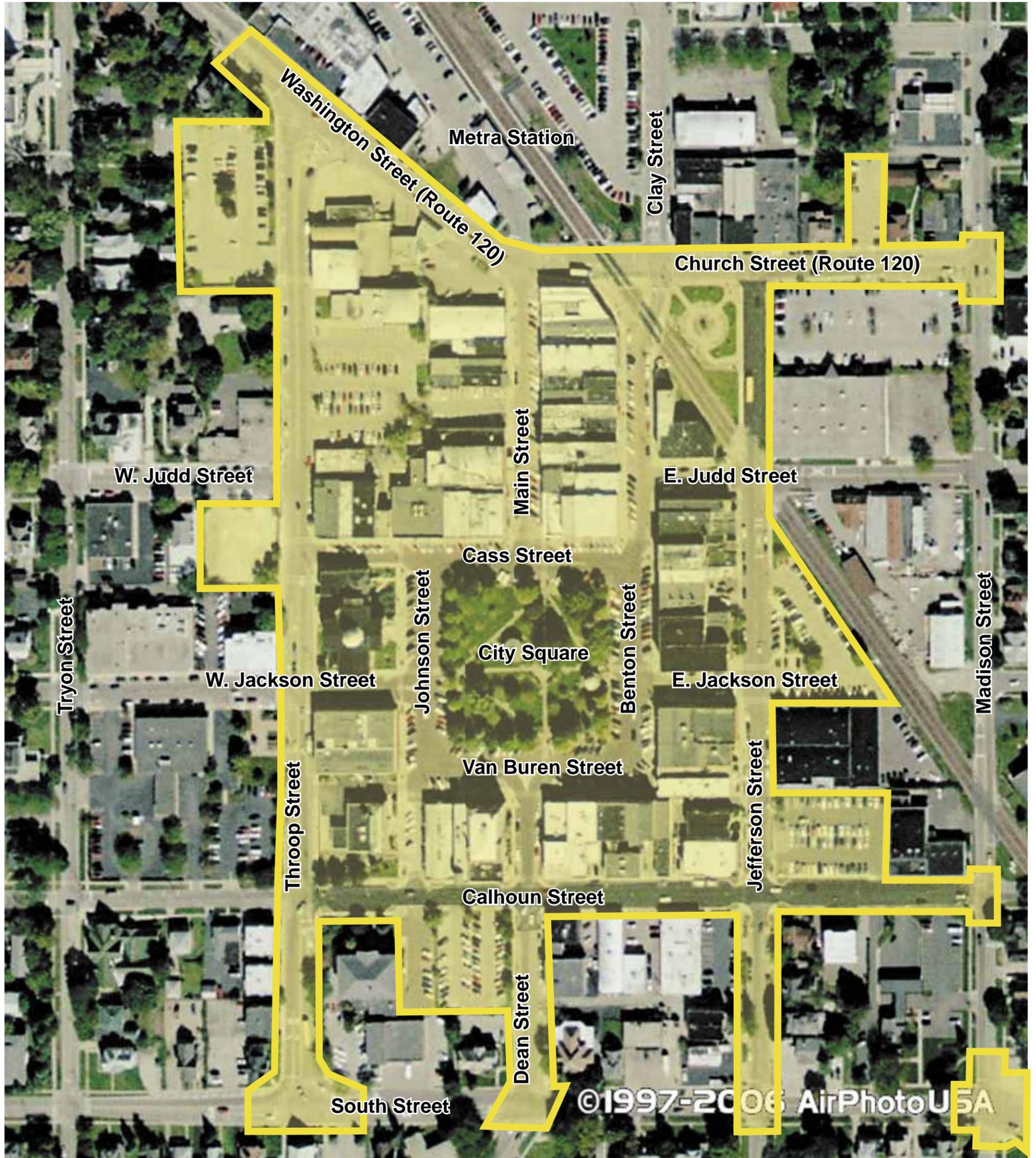
Woodstock Square Streetscape Guidelines



Context

Woodstock, Illinois

Located in the heart of McHenry County, 60 miles Northwest of Chicago, 14 miles off of I-90. The City Square is located in the center of the Downtown Business Historic District. The scope of the study includes all streets bounded by Washington, Throop, Jefferson and South Streets. Adjacent municipal parking lots are also included in the study area.

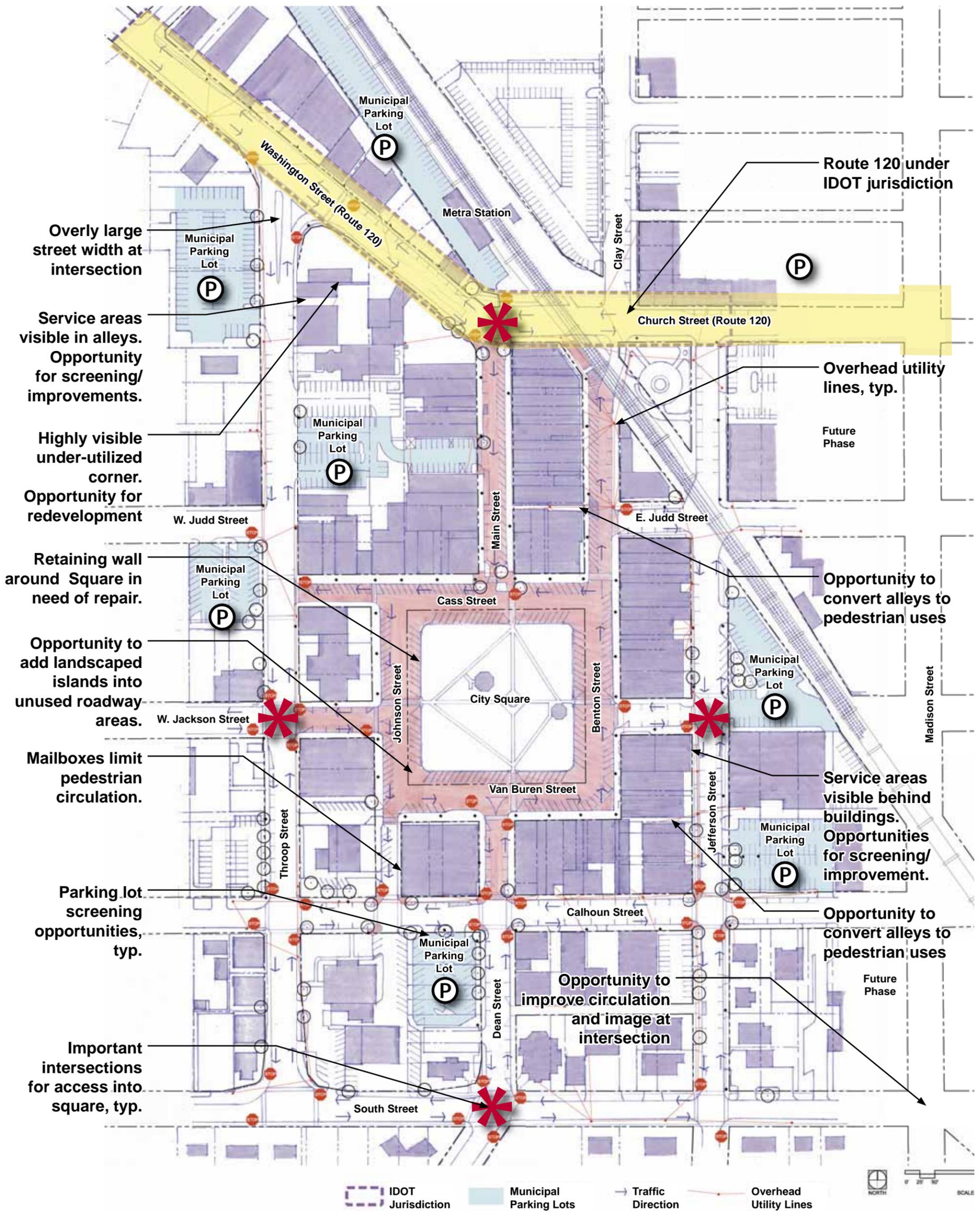


Woodstock Square Streetscape Guidelines



Site Analysis

-  IDOT Jurisdiction
-  Municipal Parking Lots
-  Traffic Direction
-  Overhead Utility Lines
-  Square Access Intersections



Woodstock Square Streetscape Guidelines



Street Classification

Square Streets

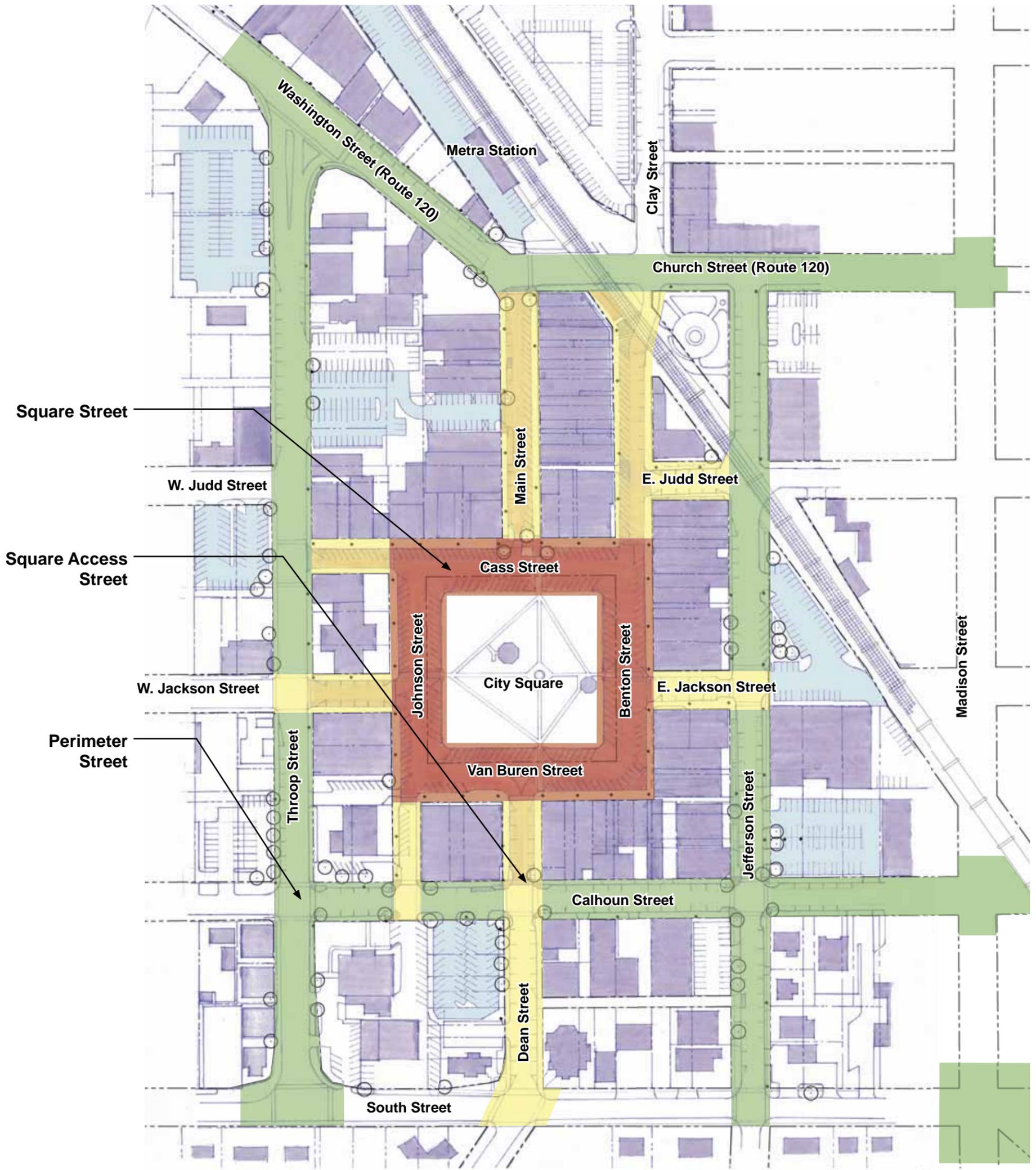
The centerpiece of downtown Woodstock. Historic buildings surround a traditional Square park. These streets are of the highest priority and will have a high level of detail.

Square Access Streets

Several streets serve as major ingress and egress points into the square and contain several shops and historic buildings. These streets need to help guide visitors into the square and establish its character.

Perimeter Streets

These streets act as important thoroughfares, bringing visitors to the square and moving traffic around it. These streets should start to establish the initial character and guide visitors to the square access streets.



Woodstock Square Streetscape Guidelines



Existing Conditions/ Goals & Objectives

Square Streets

At the heart of Woodstock, the Square Streets have a very high quality of detail and character. This historic area surround's the famous Woodstock Square.

- Maintain and restore historic architecture and site design.
- Repair wall around the Square and enhance the surrounding streets.
- Improve pedestrian access and upgrade streetscape character.



Square Access Streets

Several streets serve as major ingress and egress points into the Square. These streets are important for guiding visitors into the square and establishing the areas character.

- Upgrade streets and intersections to identify Square and direct traffic.
- Unified streetscape elements to transition into Square Streets.
- Clean up visual obstructions and enhance visual aesthetic of approach.
- Upgrade existing alleys into pedestrian corridors where applicable.



Perimeter Streets

Found along the outskirts of the Square, the Perimeter Streets are important traffic routes. They bring visitors to the Square area as well as direct traffic around it. They are the first point of contact with the Square area.

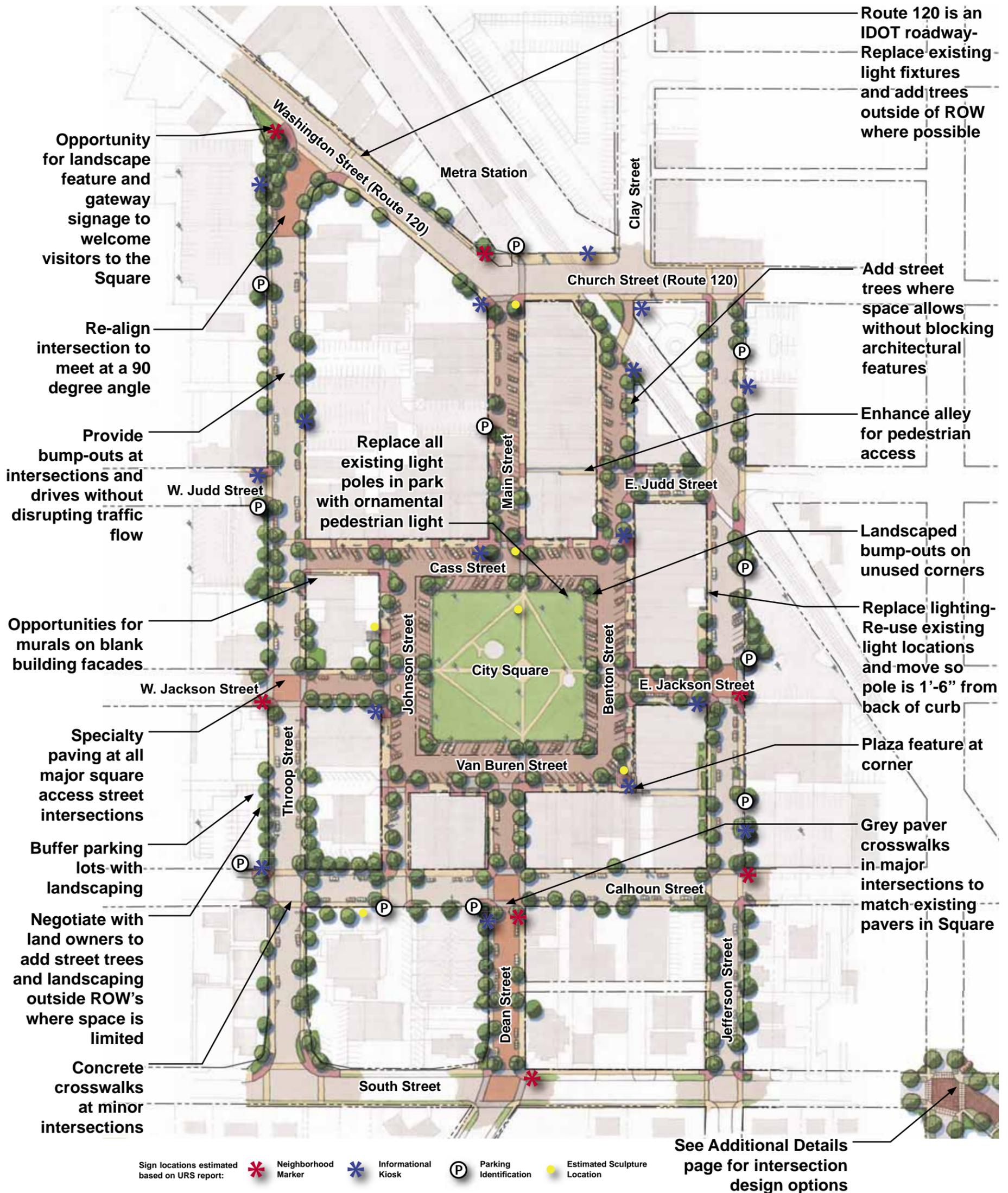
- Strategically upgrade intersections to identify Square Access Streets.
- Create shared refuse areas and buffer alleys for more inviting streets.
- Upgrade pedestrian access and upgrade streetscape aesthetics.



Overall Master Plan

Streetscape Details

The main objective is to improve the overall environment and encourage visitors to enter the square. Enhancements and improvements build on the existing character and add to the sense of place and excitement. This is achieved through wayfinding details incorporated into the street pattern, unified elements and placemakers which are complimentary to the historic character, and an escalating level of detail as visitors approach the square.



Woodstock Square Streetscape Guidelines



Common Elements

Streetscape Materials

Throughout the project, various pieces of coordinated site elements are used to help unify the entire project. Several existing site furnishings are of high quality and will be continued to be used. Additional complimentary furnishings are being proposed as well. Refer to the URS report for sign locations and design.



Combination Street/
Pedestrian Light



Pedestrian Light



Signage- Primary
Regulatory



Signage- Secondary
Regulatory



Historic Railing



Lighted Bollard



Bench



Bike Rack



Grey Concrete Paver Crosswalk-
for major intersections



Planter



Waste Receptacle



Concrete Crosswalk- for minor
intersections



Tree Grate



Drinking Fountain



News Paper Receptacle



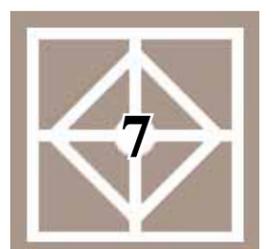
Concrete Pavers- to
match Main st.



Existing Historic Pavers



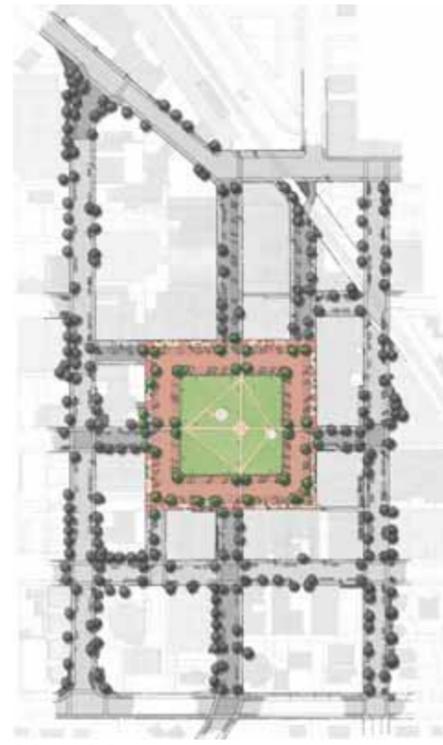
Woodstock Square Streetscape Guidelines



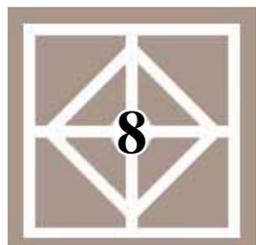
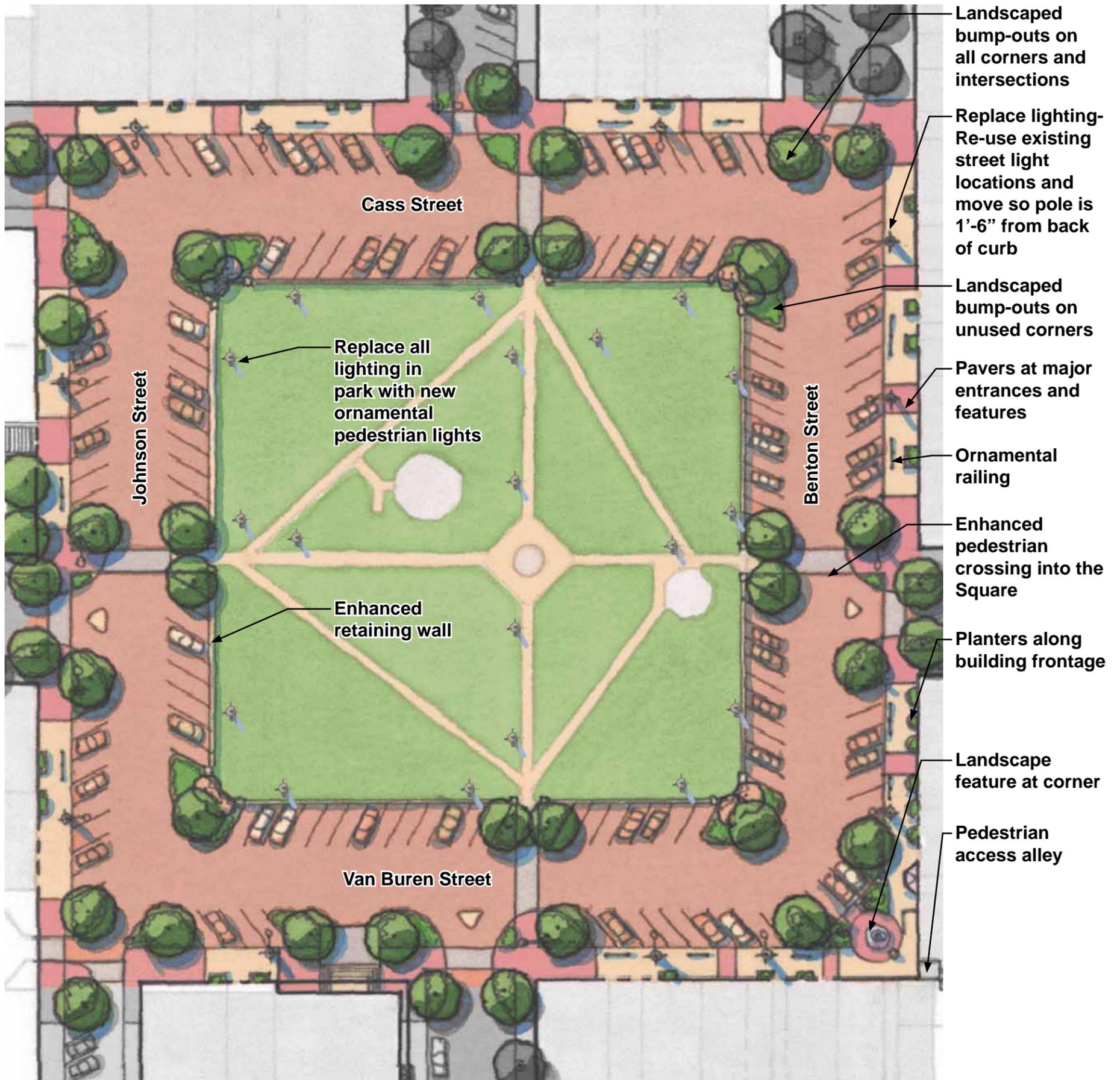
Square Streets

Overall Application

The historic Square is the focal point and main attraction of the City. Streetscape elements are high quality and highest historic details have been repeated. The sidewalks have been organized to promote a more consistent approach and walkable area. Zones are established to provide for a transition area, walkway area, and store frontage area for store-owner use. The end result enhances the existing character of the Square and provides an improved pedestrian experience.



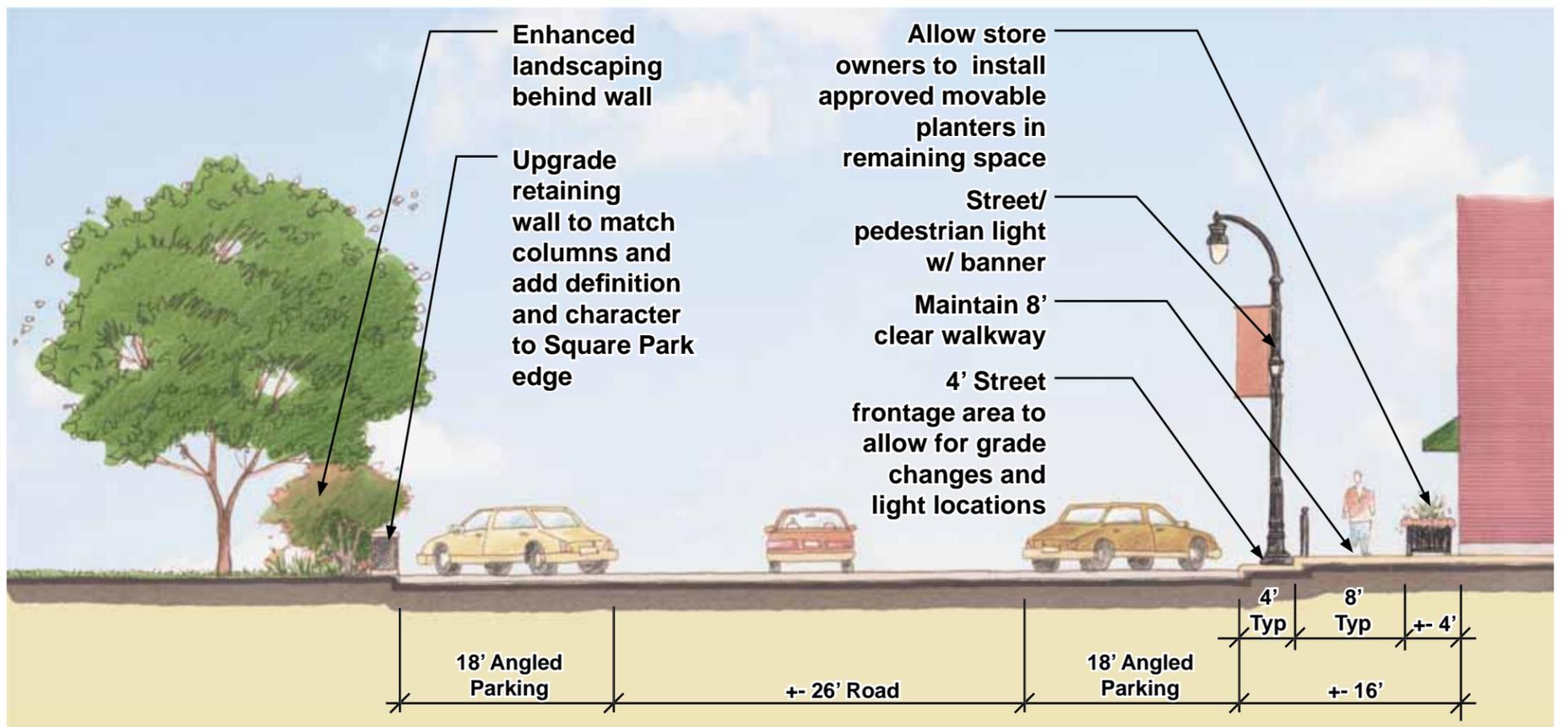
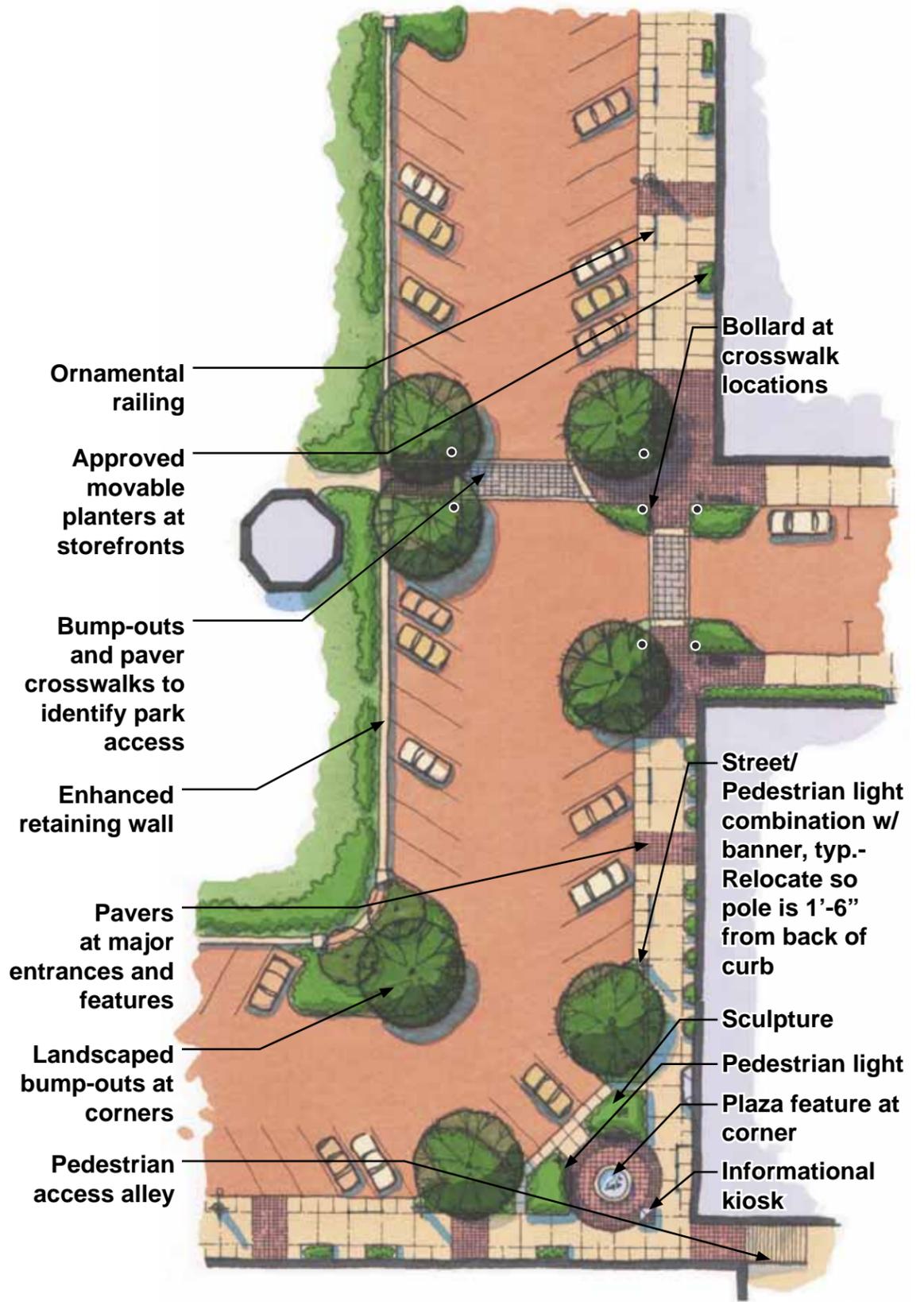
Key Map



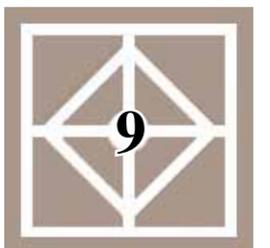
Square Streets

Streetscape Details

- Preserve historic features, details and architecture
- Enhance Square Park retaining wall
- Landscaped bump-outs and pavers at crosswalks
- Repeat historic ornamental rail as furnishing feature
- Define walkway zones for consistency throughout square
- Include site furnishings where space allows



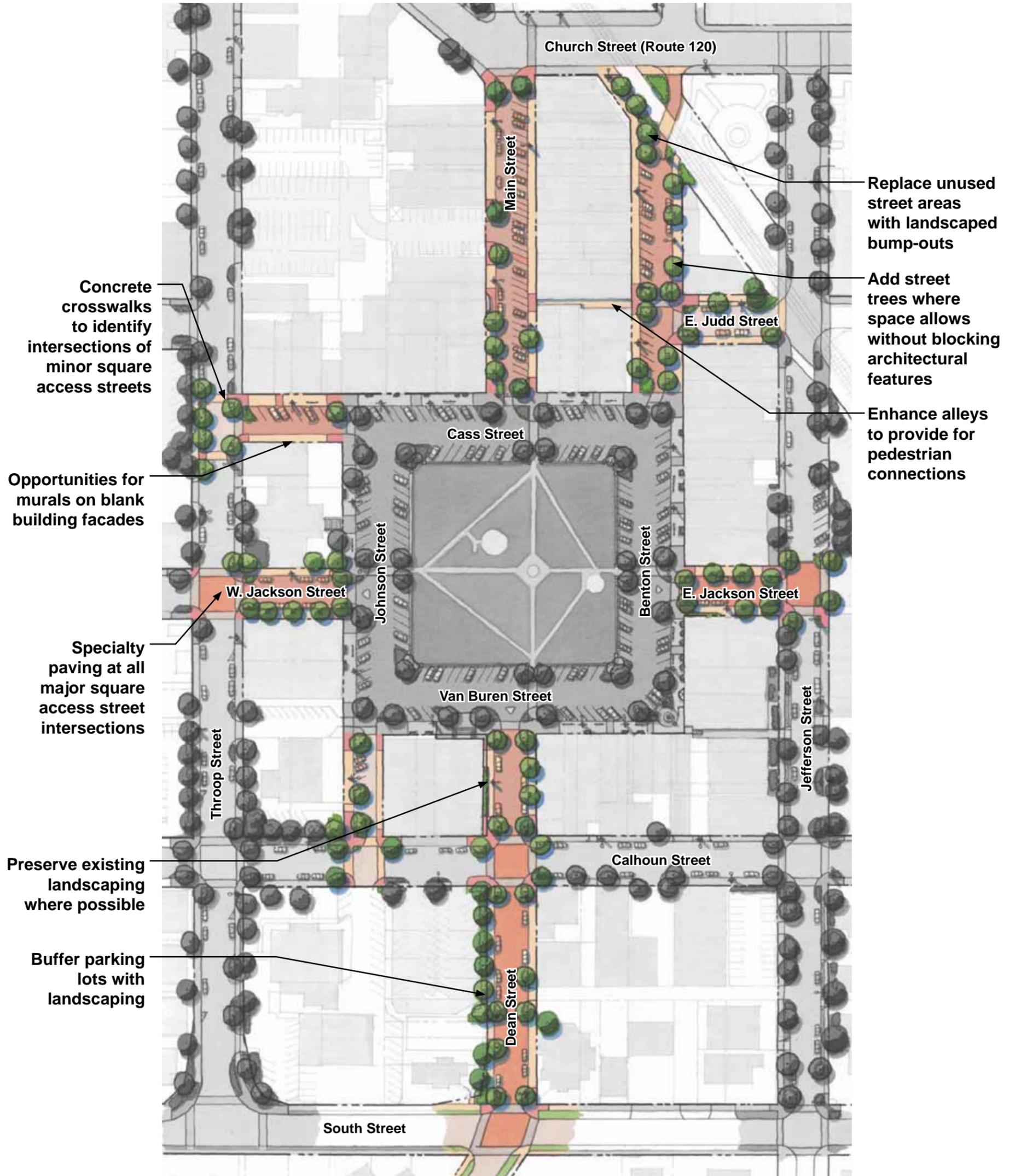
Woodstock Square Streetscape Guidelines



Square Access Streets

Overall Application

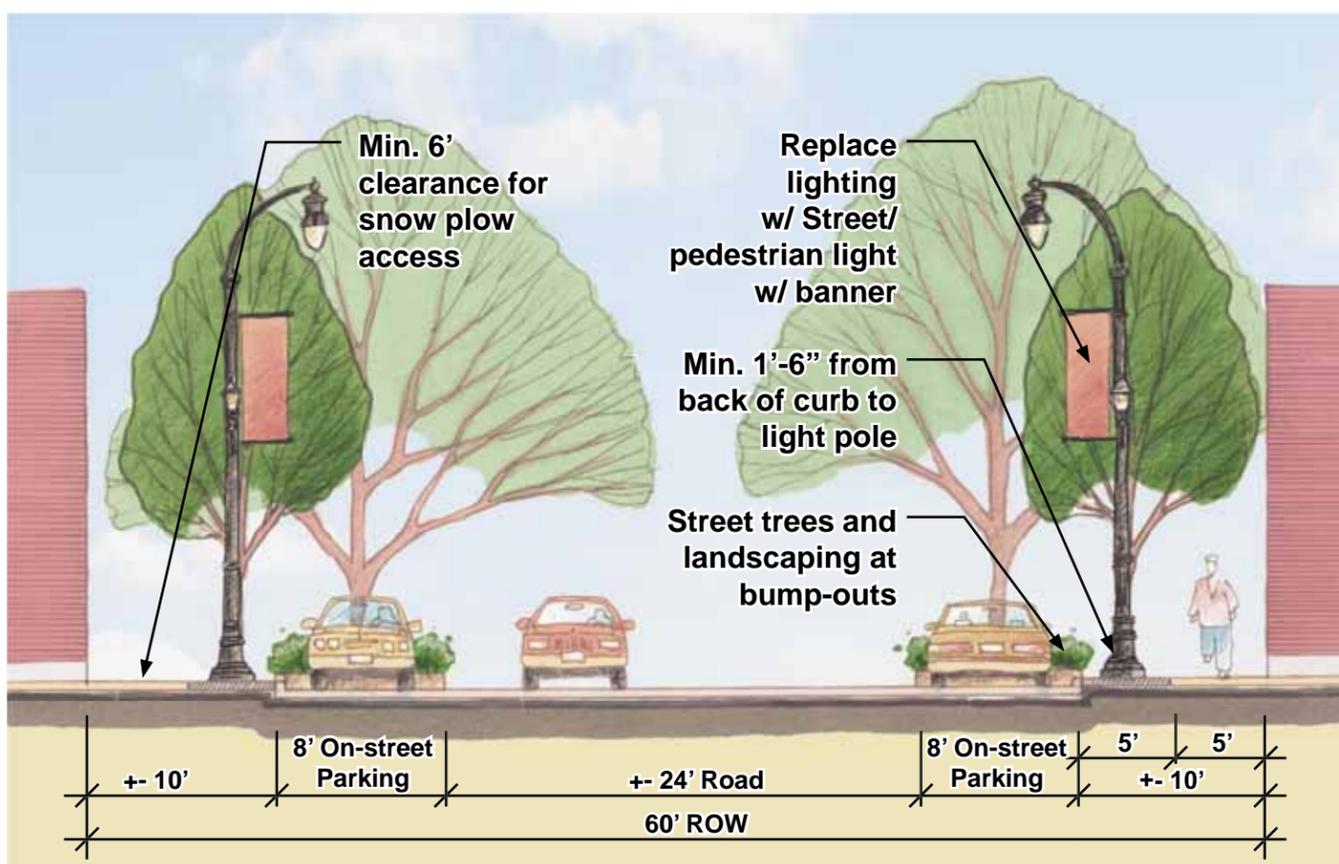
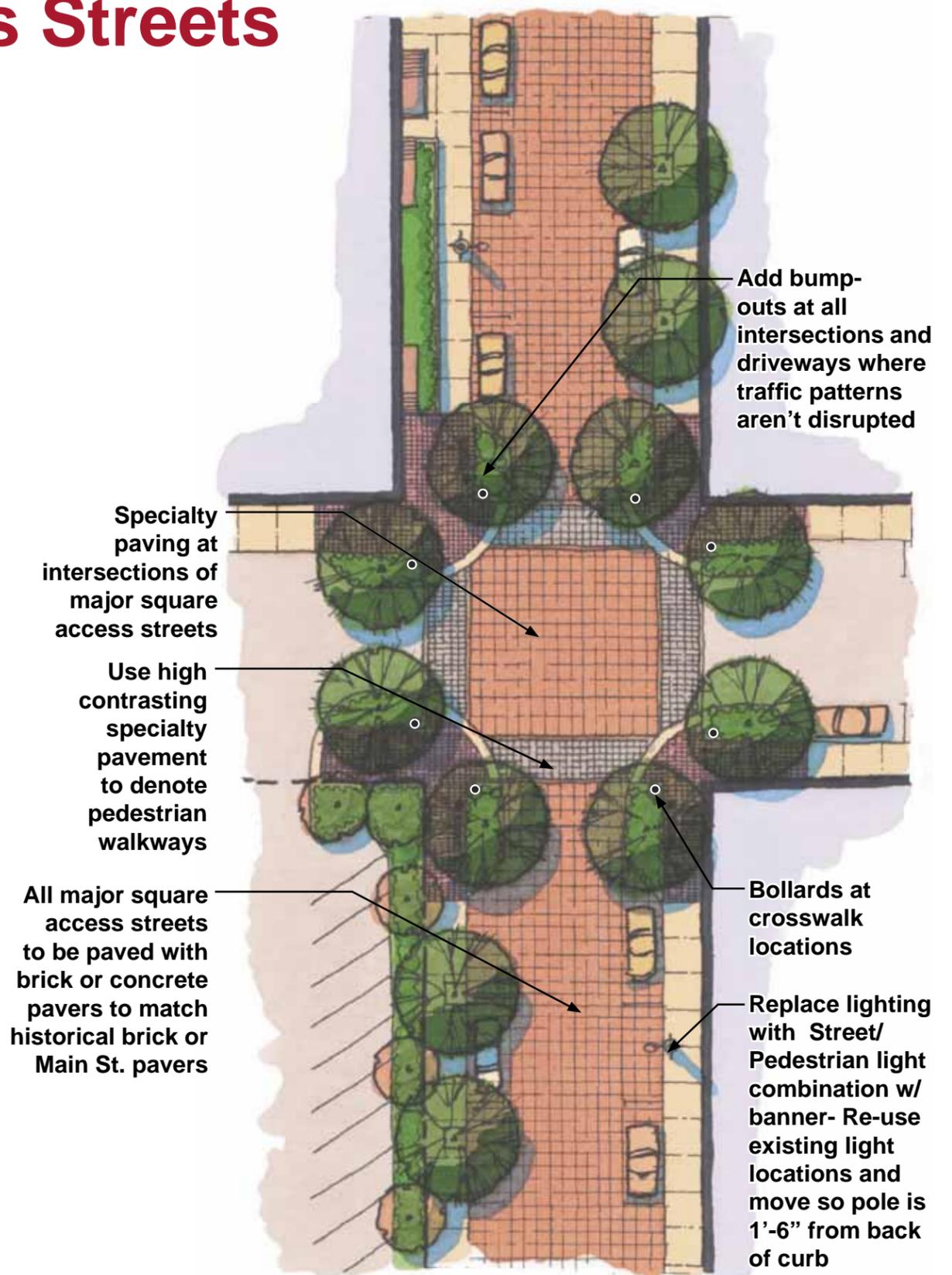
The Square Access Streets guide visitors into the square and capture their attention. Major intersections and streets, that are on axis with the square, are treated with specialty paving. Street trees and parking lot buffering is strategically added to enhance the streets. Ornamental lighting with banner arms have been added to announce the square, establish character, and provide seasonal decoration opportunities.



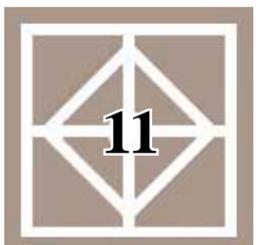
Square Access Streets

Streetscape Details

- Pave all major square access streets with brick to match historic pavement or concrete pavers to match Main Street pavers.
- Specialty paving at intersections of major square access streets are to help direct traffic into the square. All other intersections to be denoted with concrete crosswalks.
- Add street trees without blocking building architecture or reducing clearance below 6' for snow plowing.
- Buffer parking lots with landscaping
- Include site furniture where space allows



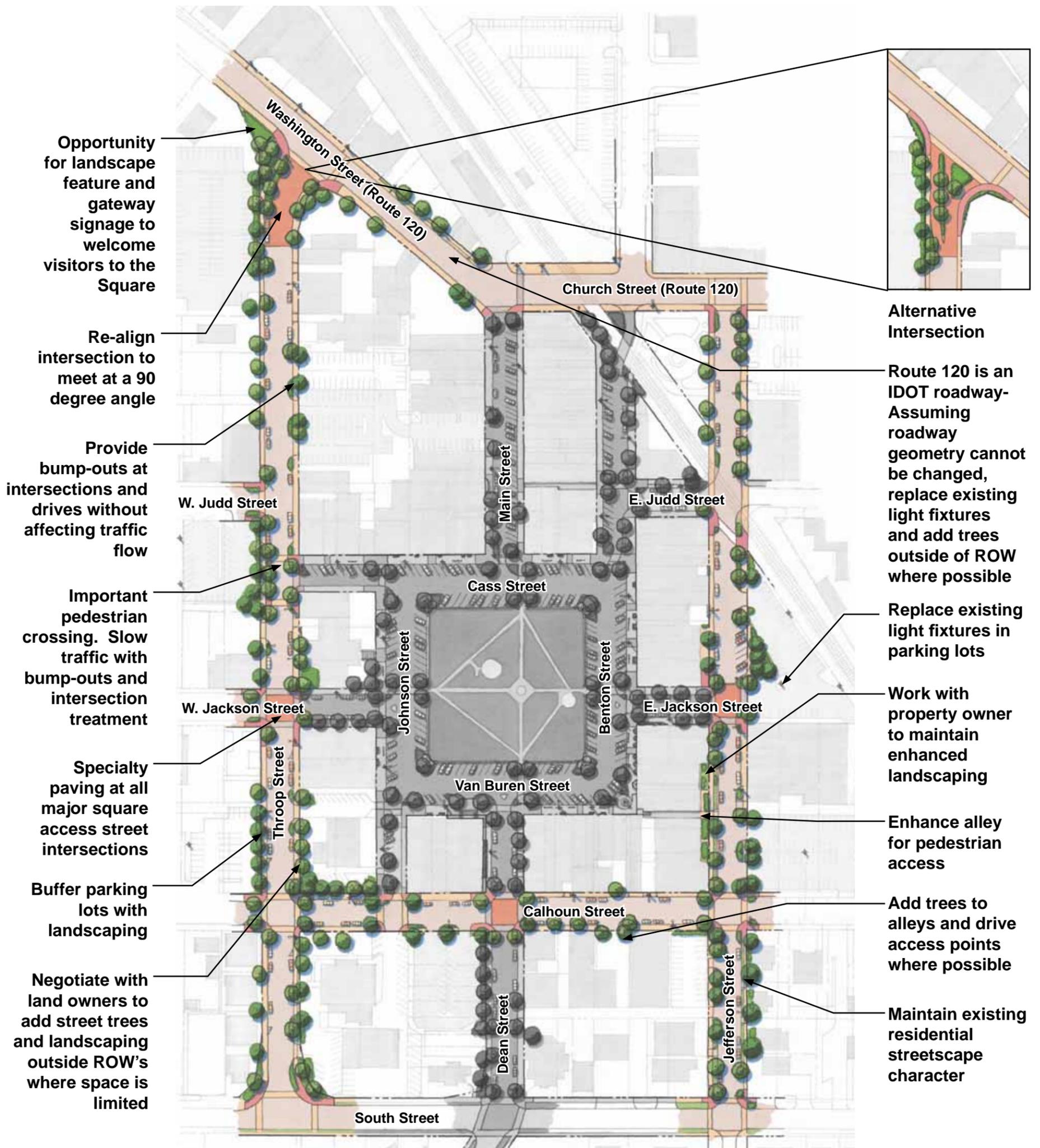
Woodstock Square Streetscape Guidelines



Perimeter Streets

Overall Application

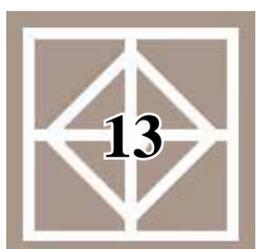
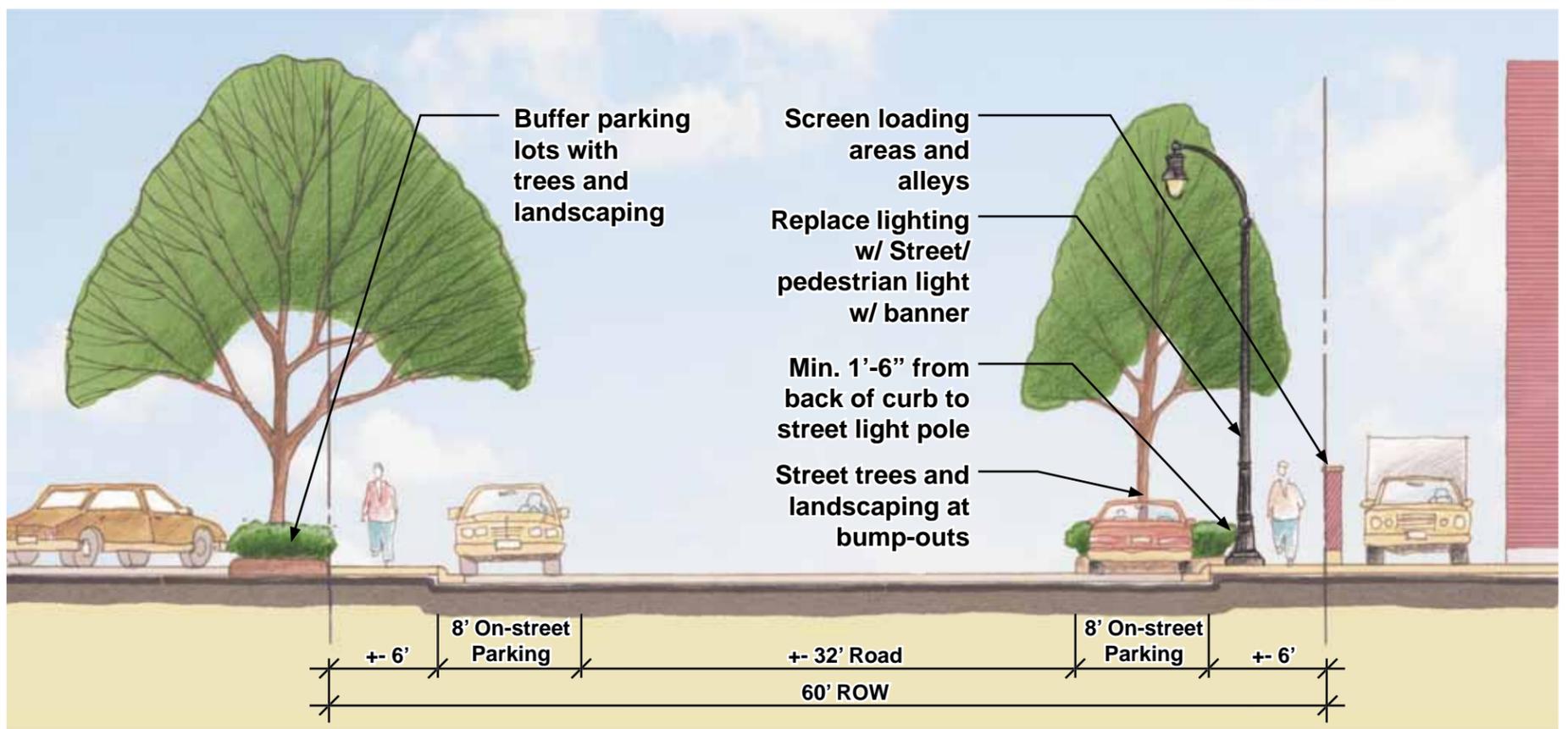
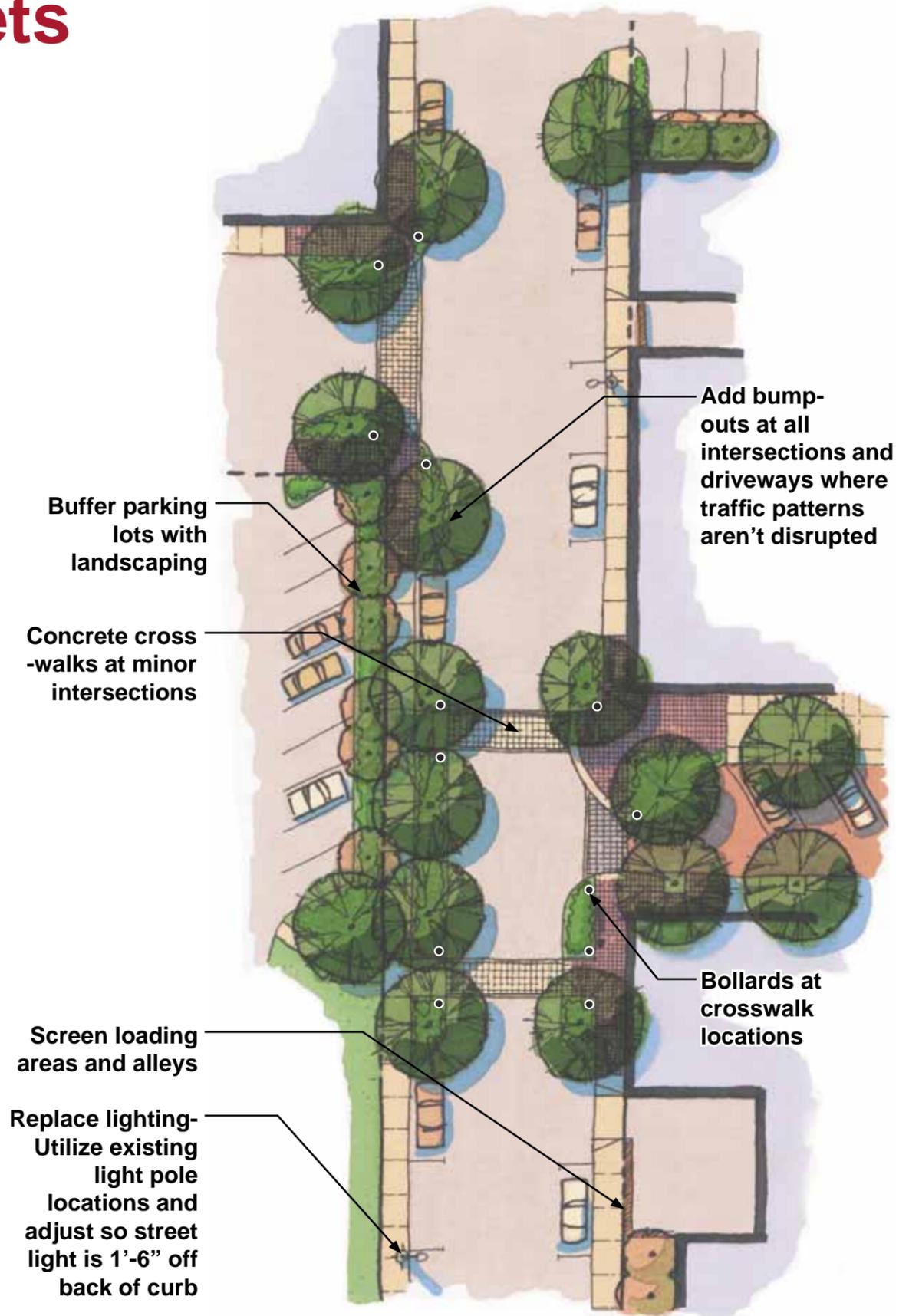
The Perimeter Streets provide the first point of contact with the square and help guide visitors to it. The Perimeter Streets intersect with the Square Access Streets, which lead to the Square itself. The level of streetscape enhancements provide continuity with the square and access streets within limited right-of-way areas. The primary enhancements screen service areas, add street trees and landscaped bump-outs where possible, add additional on-street parking, and identify important intersections.



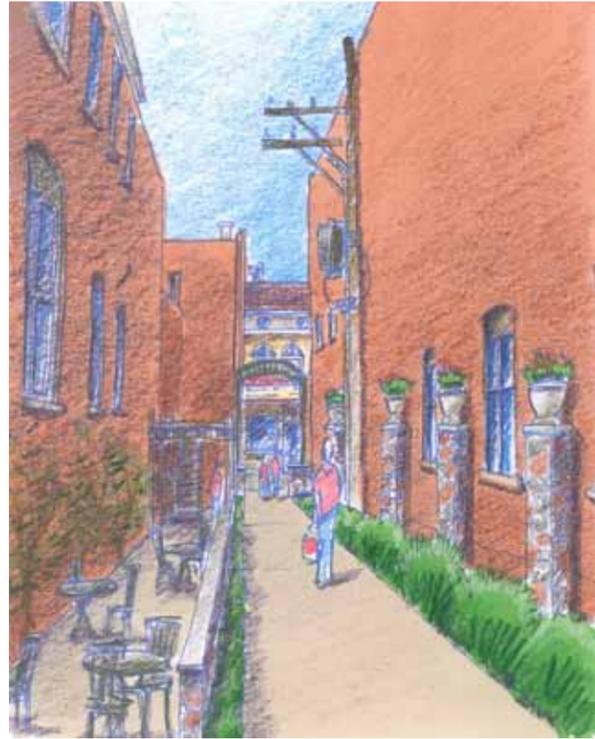
Perimeter Streets

Streetscape Details

- Road and sidewalk widths to remain as existing.
- Add bump-outs at intersections and driveways so traffic patterns are uninterrupted.
- Replace existing light poles with new fixtures.
- Buffer parking lots with landscaping.
- Crosswalks in scored concrete to contrast asphalt street.
- Obtain rights to plant trees and landscaping outside of ROW where possible.
- Reduce excess turn-lane stacking depth for additional on-street parking spaces.



Additional Details



Alley Enhancements

Existing alleys are privately owned and cluttered with service uses. There is an opportunity to create enhanced pedestrian connections and usable space in alley locations.

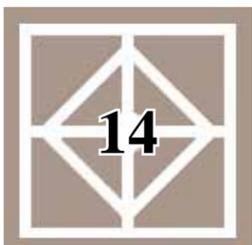
There are opportunities to add a pedestrian walkway, landscaping, amenities, and an outdoor cafe. These elements would create an exciting space which would add to the character of the area and pedestrian experience.



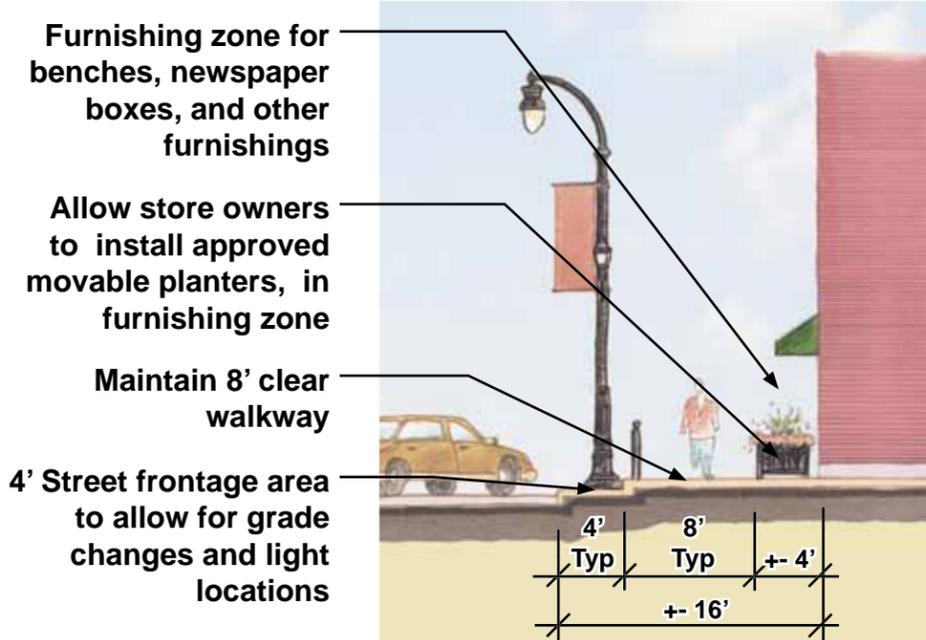
Square retaining wall and pedestrian access improvements

The existing wall around the square will need repair in the near future. There is an opportunity to upgrade the wall to add to the Square's character. The pedestrian crossing also has opportunities for enhancements.

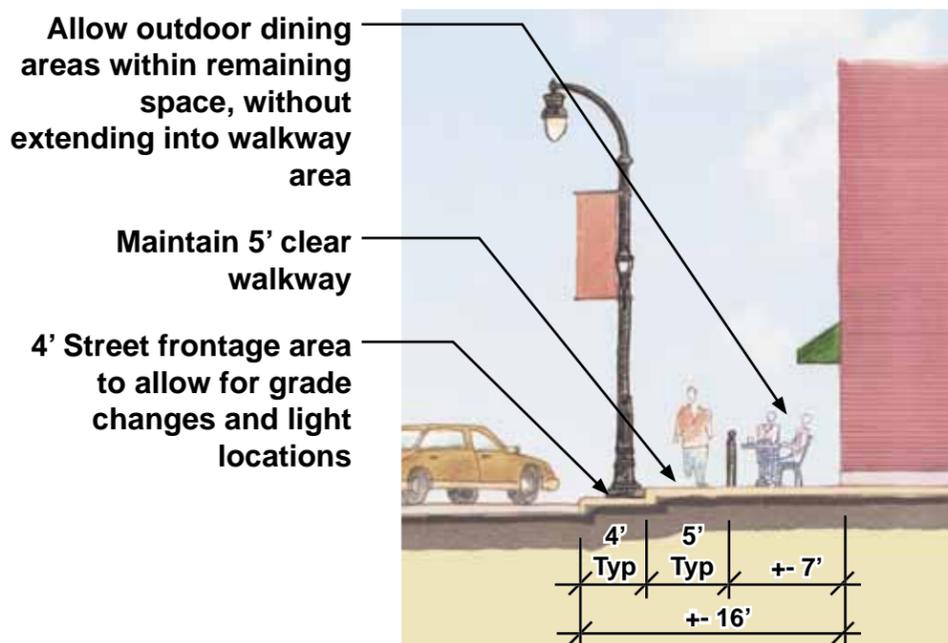
Replacement of the retaining wall will match the character of the columns. Planter urn shown on column top to be replaced with replica of historic column top.



Additional Details



Typical Square Street Sidewalk Section



Square Street Sidewalk w/ Outdoor Dining

Street Trees



Several buildings along the Square and Access Streets have facades where there are no signs, doors, or architectural features- This is an opportunity to introduce street trees



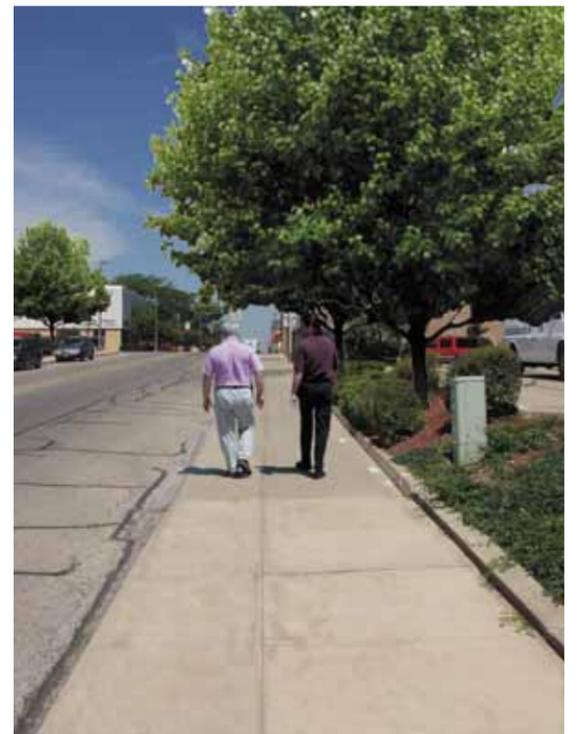
When street trees are introduced, they create a more defined pedestrian space, help bring the space to a comfortable scale, keeps the area cool in the summer and warm in the winter, and adds aesthetic appeal



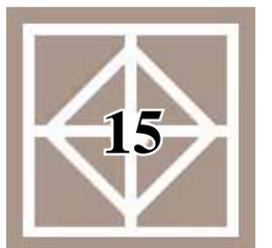
Existing overhead utilities create a cluttered appearance and limit the use of street trees and light poles



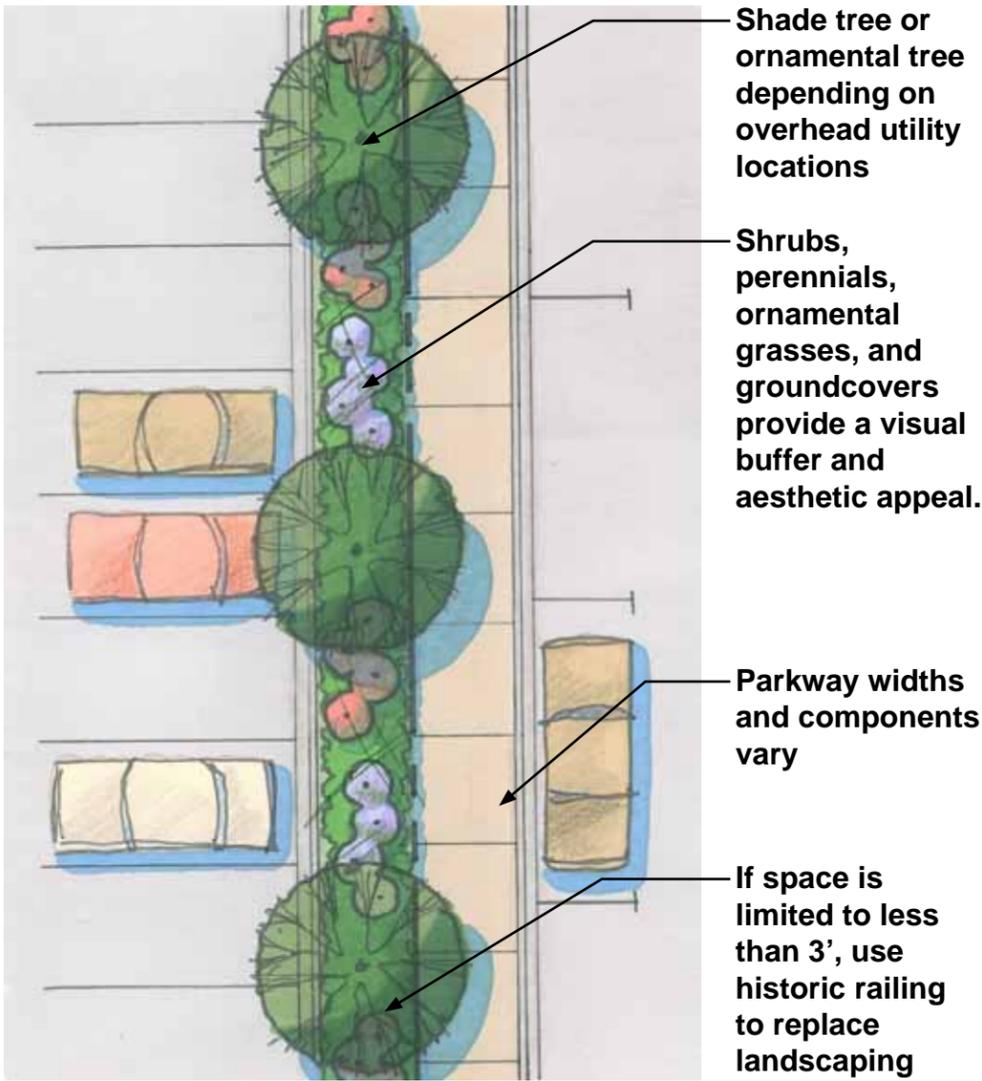
Removal of overhead utilities improves the street character



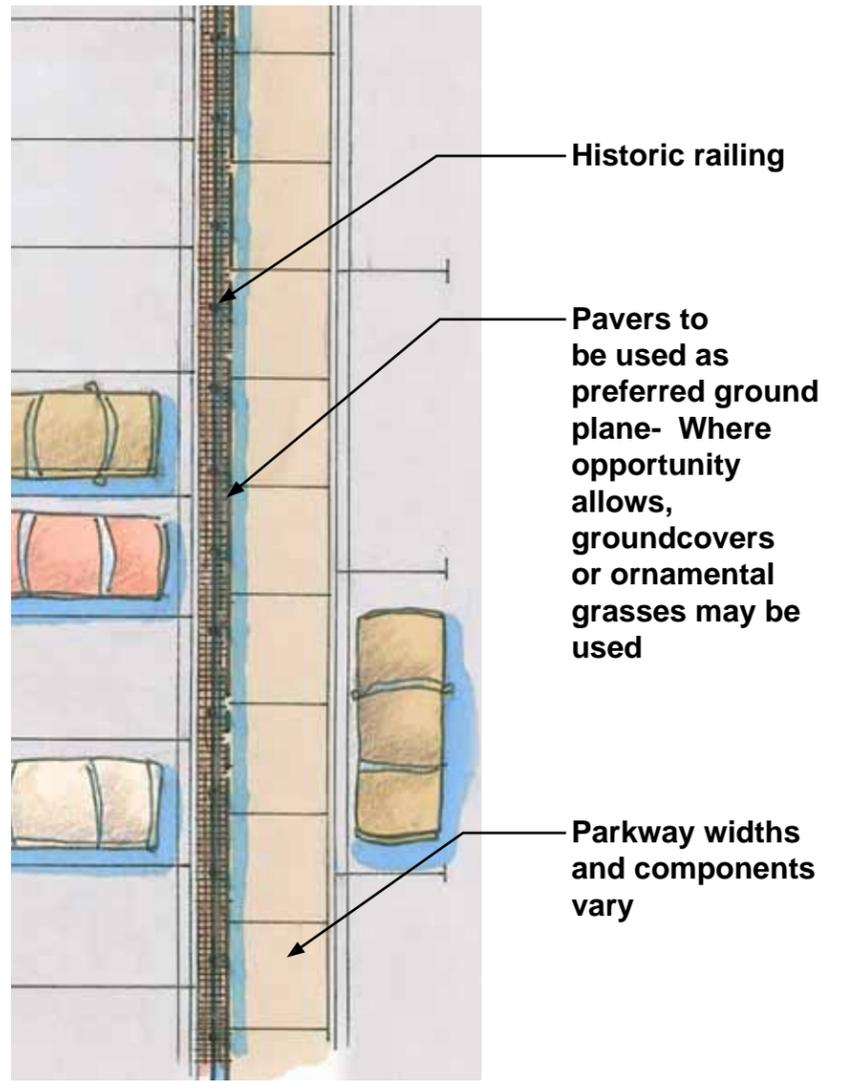
Adding street trees creates a more pedestrian friendly street



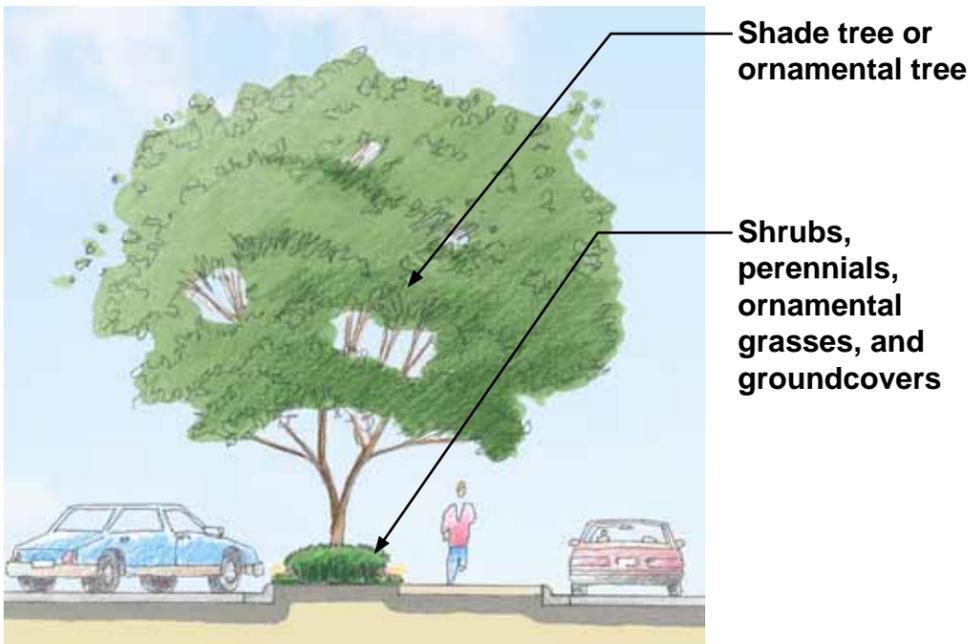
Additional Details



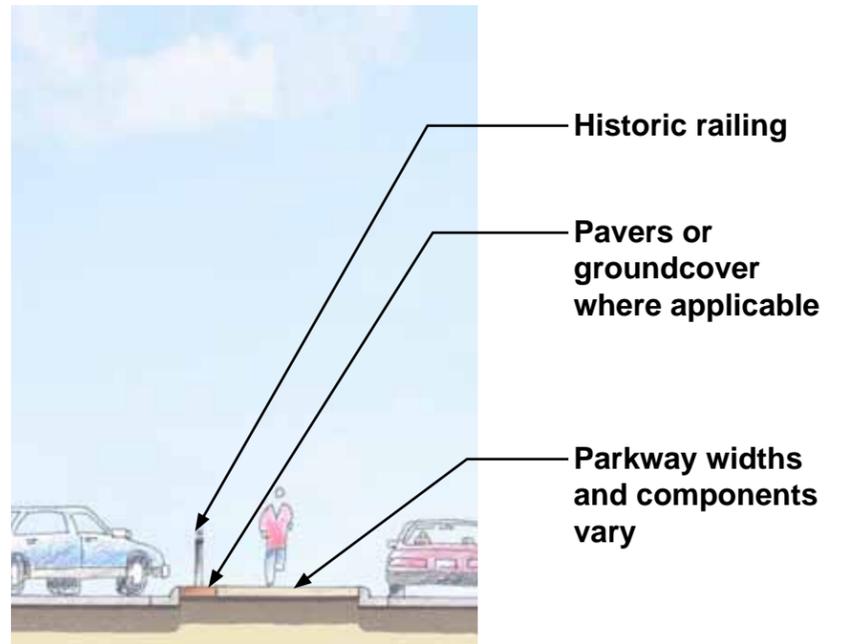
Typical Parking Lot Buffer- Plan



Narrow Parking Lot Buffer- Plan



Typical Parking Lot Buffer- Section
Where space allows, provide a landscaped parking lot buffer



Narrow Parking Lot Buffer- Section
Where space is limited, provide a railing/ paver parking lot buffer

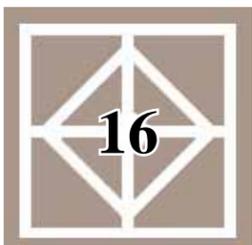


Opportunities for city to provide shared dumpster locations in municipal parking lots



Several alleys and loading areas are large enough to contain shared dumpsters. Proper screening would improve aesthetics

Trash Maintenance Options



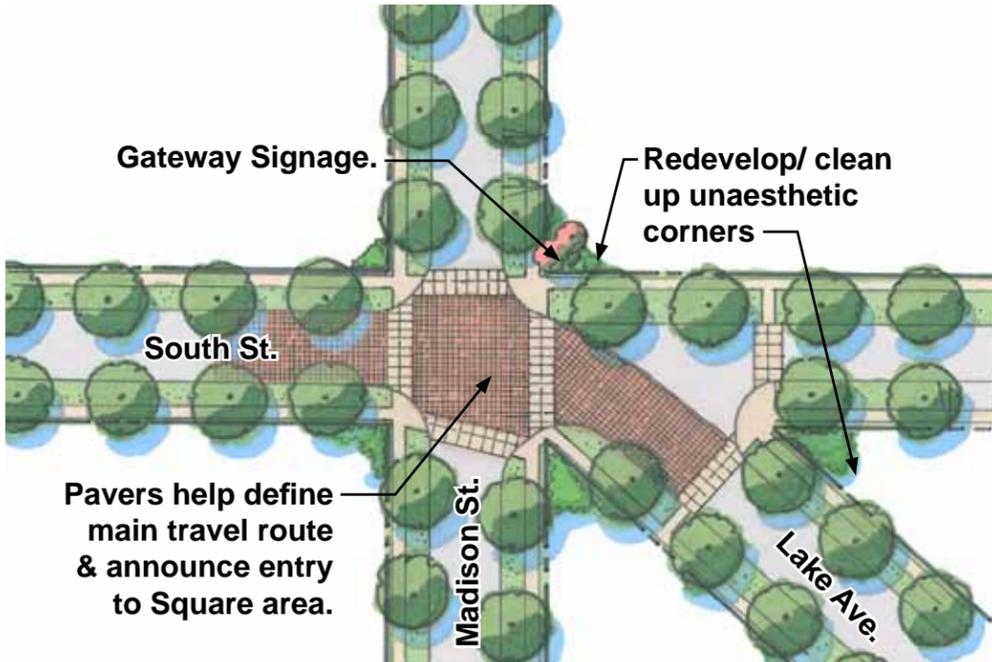
Woodstock Square Streetscape Guidelines



Additional Details

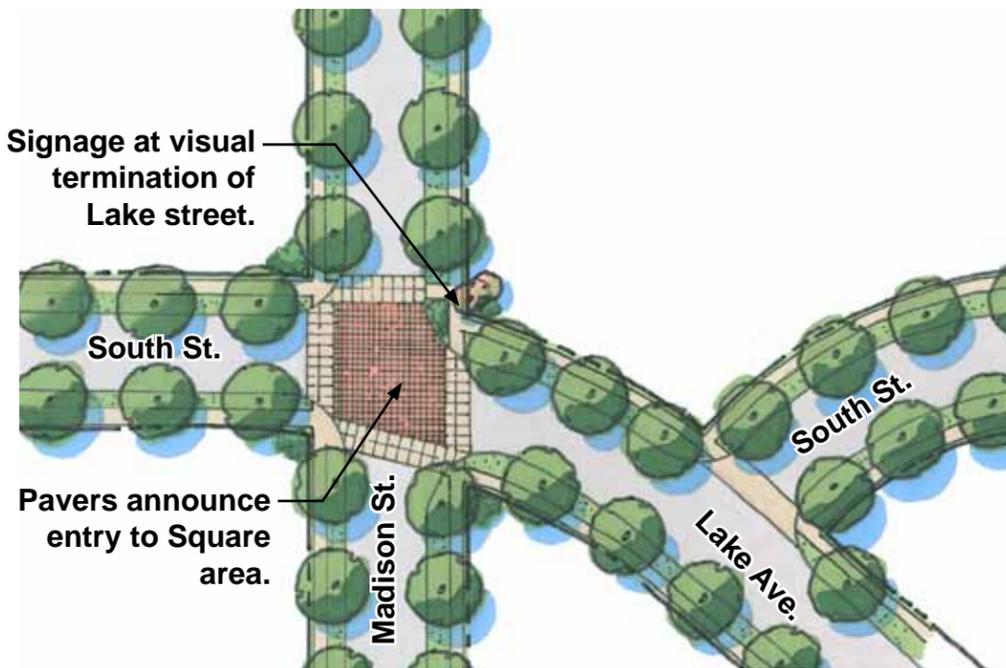
Five Point Intersection

The intersection of Lake, South, and Madison Street is a critical decision making point for visitors entering the square area in vehicles. Improving this intersection to be consistent with the streetscape elements will give visitors an indication that they have arrived at someplace special.



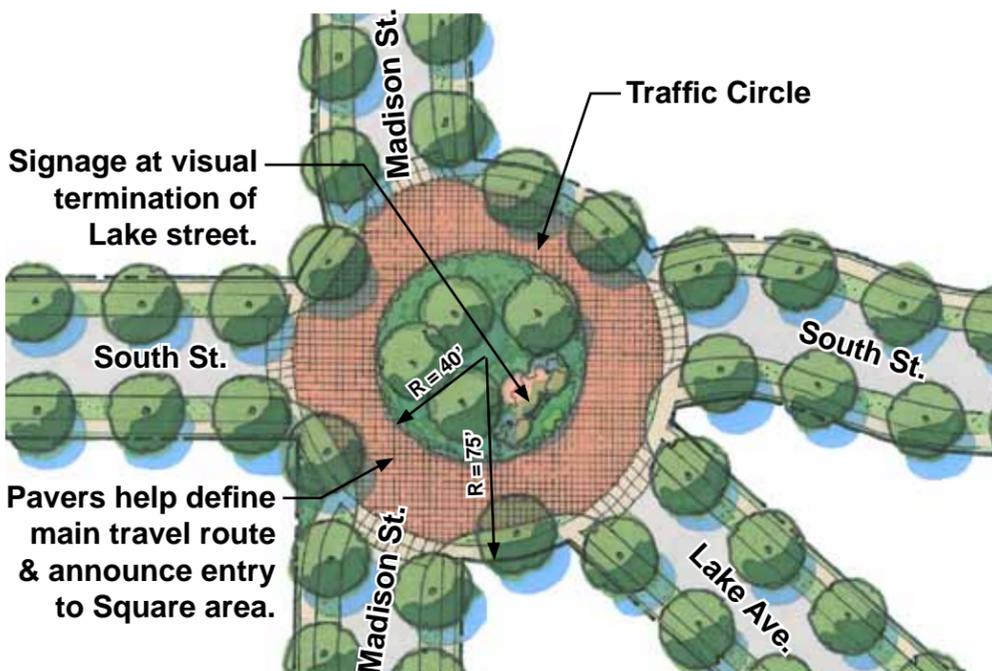
Improve the streetscape without modifying the existing roadway geometry

Five Point Intersection Treatment- Alt 1



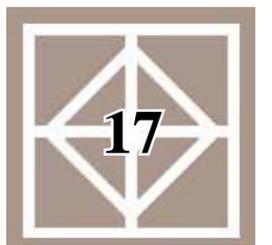
Improve the streetscape and modify the roadway geometry to clarify vehicular circulation

Five Point Intersection Treatment- Alt 2



Improve the streetscape and develop a traffic circle to clarify vehicular circulation- The idea shown is simply a concept; consultation with a traffic engineer will be important to advance Alternate 3

Five Point Intersection Treatment- Alt 3



Implementation Strategy

Short Term Opportunities (5 year)



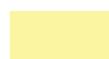
\$1,000,000 to \$1,500,000

The following short term opportunities have been identified as a high priority. These opportunities will help set the initial character of the site as well as be a starting point for future phases.

IMPROVEMENTS TO SQUARE STREETS

- Replace the City Square's retaining wall \$450,000
- Add interior bump-outs around the square and overall upgrades to the parks furnishings and landscape \$200,000
- Add exterior bump-outs around the square \$260,000
- Add lighting around square streets (not park) \$390,000
- Overall upgrades to the square street's furnishings and landscape \$260,000

Mid Term Opportunities (10 year)



\$1,500,000 to \$2,000,000

The following mid term opportunities have been identified. These opportunities will build on the initial phase to help refine the streetscape as funding becomes available.

IMPROVEMENTS TO SQUARE ACCESS STREETS

- Improvements to Dean Street (ingress street) from the Square to South Street including the South Street intersection
- Improvements to Jackson Street (ingress street) both sides of the Square to South Street including the intersections with Throop and Jefferson Street
- Roadway brick paving upgrades to Dean Street and Jackson Street
- Improvements to Cass and Johnson Streets (egress streets) including the intersections with Throop and Calhoun and replacement of street lights along Calhoun Street
- Improvements to Benton and Judd Streets (egress streets)
- Improvements to five point intersection

Long Term Opportunities (10 year plus)



\$2,000,000 to \$2,500,000

The following long term opportunities have been identified. These will put the finishing touches on the project and achieve it's ultimate goal.

IMPROVEMENTS TO PERIMETER STREETS

- Upgrades to intersection of Throop and Washington Streets
- Improvements to Throop Street
- Improvements to Jefferson Street

MISCELLANEOUS OTHER IMPROVEMENTS

- Alley improvements and replacement of street lights along Washington Street
- Replacement of lighting in Square Park
- Upgrades to municipal parking lots

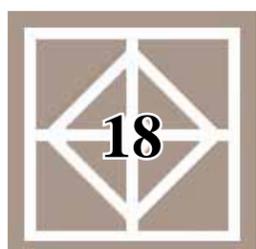
* Overhead utilities exist along a number of the roadways within the project area. Generally burying overhead utilities is desirable wherever possible, but also very expensive.

** Costs are indicated for short term opportunities only, since mid term and long term costs will likely change due to the relatively longer timeline

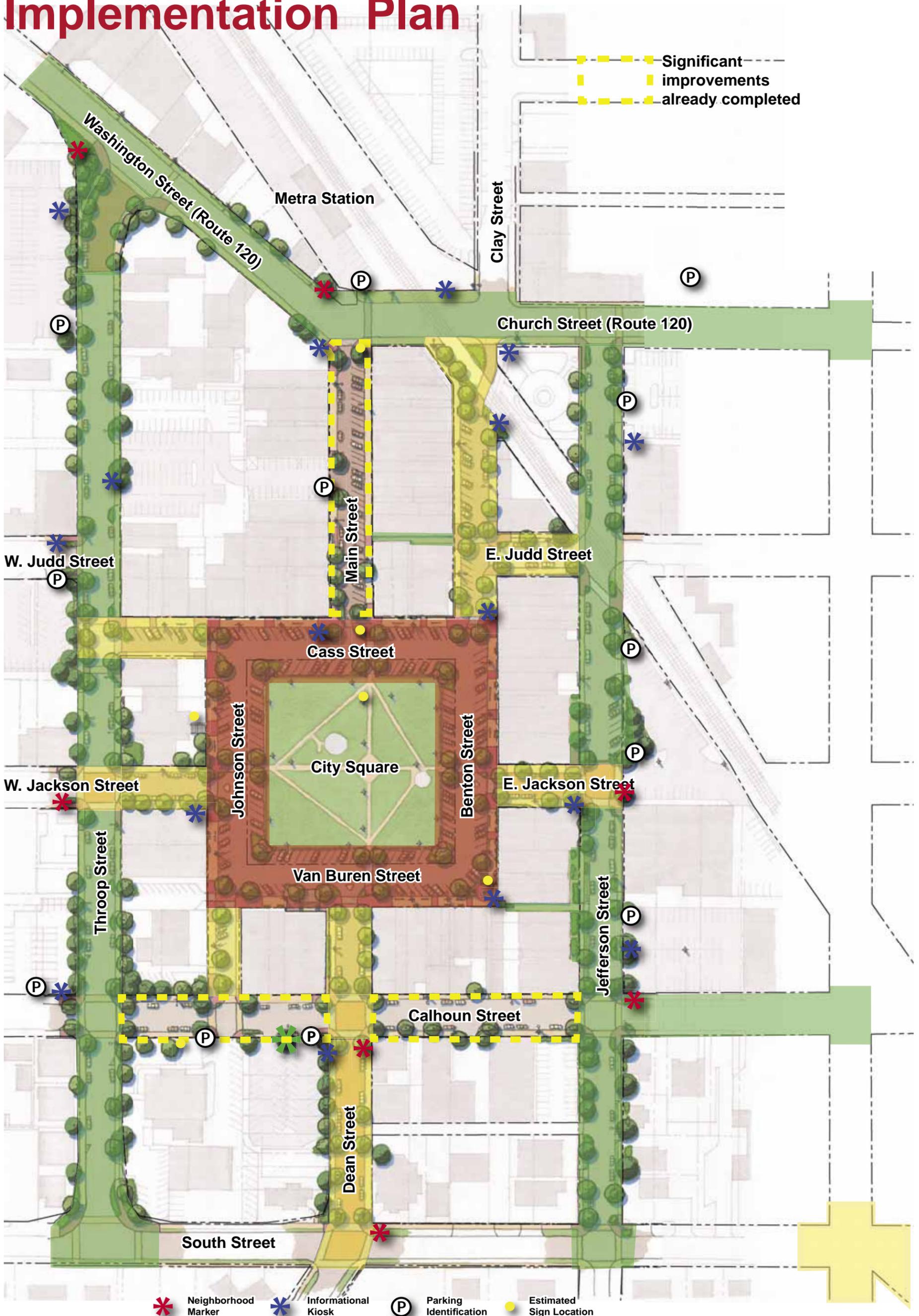
Conclusion

It should be noted that this Implementation Strategy was developed based on information available at the time of publication. As time goes on, priorities, policies and anticipated budgets may change. The Implementation Strategy should be updated regularly based on the current state of affairs.

By following this process, implementation can be carried out systematically over time and ultimately result in meaningful public beautification improvements.



Implementation Plan



Woodstock Square Streetscape Guidelines