WOODSTOCK
COMPREHENSIVE PLAN
2008

CITY OF WOODSTOCK, ILLINOIS

"He who fails to plan, plans to fail. To be prepared is half the victory."

Miguel De Cervantes

This WOODSTOCK COMPREHENSIVE PLAN 2008 has been Approved and Adopted by the City of Woodstock City Council on June 3, 2008 by Ordinance Number 08-O-36

City Council

Mayor Brian Sager, Ph.D.
Richard Ahrens
Julie Dillon
Maureen Larson
R.B. Thompson
Michael Turner
Ralph Webster

Plan Commission

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William Clow
Robert Horrell
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Timothy J. Clifton, City Manager
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Nancy Baker, City Planner
Steven Amraen, Planning Intern

City of Woodstock, Department of Community and Economic Development
121 West Calhoun Street, Woodstock, Illinois 60098
815-338-4305 • www.woodstockil.gov

ORDINANCE NUMBER 08-O-__36_____

AN ORDINANCE PROVIDING FOR THE ADOPTION OF THE WOODSTOCK COMPREHENSIVE PLAN 2008 BY THE CITY OF WOODSTOCK, MCHENRY COUNTY, ILLINOIS

WHEREAS, the City Council of the City of Woodstock, McHenry County, Illinois, has initiated the creation of a revised comprehensive plan for the City of Woodstock and surrounding planning area; and

WHEREAS, a revised comprehensive plan and revised planning maps have been prepared and are entitled "Woodstock Comprehensive Plan 2008"; and

WHEREAS, on March 13, 2008 the City of Woodstock Plan Commission held a duly advertised public hearing on said revised comprehensive plan, and all persons desiring to be speak regarding it were afforded an opportunity to be heard; and

WHEREAS, on March 13, 2008 the City of Woodstock Plan Commission recommended to the City Council the adoption of the Woodstock Comprehensive Plan 2008; and

NOW THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Woodstock, McHenry County, Illinois, as follows:

Section One. That pursuant to 65 ILCS 5/11-12-7, the Woodstock Comprehensive Plan 2008 of the City of Woodstock, McHenry County, Illinois, attached hereto and made a part hereof, is hereby approved and adopted.

Section Two. That the Mayor is herewith directed to sign and file in the Office of the McHenry County Recorder, McHenry County, Illinois, a notice of the adoption of the comprehensive plan within ten (10) days from the effective date of this ordinance, said notice attached hereto as Exhibit "A".

Section Three. Any ordinances or parts thereof or any regulations in conflict with this ordinance and all official plans heretofore adopted by the City Council of the City of Woodstock, are hereby repealed.

Section Four. That this ordinance shall be known as Ordinance Number 08-O-08-O-36 and shall be in full force and effect upon its passage and approval as provided by law.

APPROVED AND PASSED by the City Council of the City of Woodstock, McHenry County, Illinois, this 3 day of June, 2008.

Mayor Brian Sager, Ph.D.

Ayes: Dillon, LArson, Thompson, Turner, Webster and Mayor Sager
Nays: None
Abstentions: None
Absentees: Ahrens

Attest:

Meaghan Haak, City Clerk

Approved as to Form:

Richard Flood, City Attorney

Exhibit "A"

NOTICE OF ADOPTION OF THE
WOODSTOCK COMPREHENSIVE PLAN 2008

Notice is hereby given that the Woodstock Comprehensive Plan 2008 of the City of Woodstock, McHenry County, Illinois, has been approved. On the 3 day of June, 2008, an ordinance was passed adopting the Woodstock Comprehensive Plan 2008 and for the City of Woodstock. Said ordinance will become effective ten (10) days after this notice has been filed with the Recorder of Deeds for the County of McHenry.

Copies of the Woodstock Comprehensive Plan 2008 are available for public inspection in the City Hall, 121 West Calhoun Street, Woodstock, Illinois, during regular business hours and on the City of Woodstock's web site (www.woodstockil.gov).

DATED this 3 day of June, 2008.

Mayor Brian Sager, Ph.D.
City of Woodstock,
McHenry County, Illinois

Prepared by:
City of Woodstock
121 W. Calhoun Street
Woodstock, IL 60098
815.338.4305

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VISION 2020

Woodstock: A hallmark community with historic charm and the magic of Disney

A respect for its rich history, an expectation of excellence and a commitment to a specific quality of life, are what give Woodstock the vibrancy of a city and the comfort of a community. Balanced lifecycle housing and the comfort and safety of home create a lifelong opportunity for a peaceful sanctuary. A robust commercial business sector affords attractive career employment and financial investment. The downtown Square is a unique destination for a boutique shopping experience around a beautiful park with trees and plantings that reflect the seasons. Cultural events at the Woodstock Opera House offer a wide array of entertainment and through the year, the streets around the Square come alive with horse and carriage rides, Victorian Christmas events, farmers markets, band concerts, festivals, art shows and fairs. Woodstock is a magical respite where businesses, citizens, and government work together with boundless energy, pride and vision to create and protect a community of excellence.

Woodstock is …
A Place to Call Home

Residents of Woodstock enjoy their safe haven and often take evening strolls to the Square to listen to weekly concerts and enjoy cultural events at the Opera House. The spirit of community is enhanced through the seasons as everyone comes together to enjoy the Fourth of July, Memorial Day and the celebrations of Christmas. Our police department is a vigilant guardian of our peaceful city and businesses and citizens are actively involved partners in maintaining peace and security. Street by street, our neighborhoods reflect a pride of ownership in the care of yards and homes. Everyone feels welcome and is anxious to be involved and give back as we work together to preserve the special place of Woodstock.

In Housing, Health and Safety, Woodstock will …

- Be a community of law abiding citizens with no tolerance for crime

- Maintain a vigilant police department committed to and accountable for providing public safety and security
- Offer a safe environment secured through community policing and determined public-private partnerships
- Have no tolerance for gang, graffiti, or drug activity
- Provide a fire safe community, exceptional emergency medical services and innovative disaster preparedness through proactive, collaborative partnerships with the fire/rescue district and other organizations
- Offer a balance of housing opportunities throughout the community providing a stable economic foundation to support the school system
- Offer low-income housing opportunities at state minimum standard levels
- Maintain a balance of housing opportunities between owner-occupied and rental properties
- Offer lifecycle housing
- Provide new housing, commercial and industrial developments that emphasize green space and environmental sustainability.
- Have City ordinances that preserve our historic character, protect our neighborhoods and natural resources, and promote single-family lifestyles
- Promote federal, state and local financial opportunities to restore, preserve and maintain historic structures
- Promote a "get fit" community with walking and connected bicycle paths and sidewalks throughout the City of Woodstock
- Promote health and fitness through state-of-the-art fitness facilities and programming that educates and encourages and supports a fit lifestyle
- Be the home of an outstanding comprehensive destination health care system

Woodstock is …
A Place with Lifelong Learning Second to None

Educational opportunities, both public and private, in Woodstock are a hallmark model for communities throughout the country. All children in the community enter adulthood and the global

workforce with above average knowledge and skills. Schools, businesses and government have strong bonds and a shared vision of providing excellence in our educational programs that allow our children to achieve extraordinary things. Our seniors are actively involved in this effort, as well, and their wisdom has proven to be invaluable.

In Schools, Libraries and Innovation, Woodstock will …

- Aggressively pursue "Stronger Partnerships Towards Better Results"
- Ensure that all children are "ready-to-read" by Kindergarten
- Provide exceptional private and public educational opportunities
- Teach 21st century skills to ensure all high school graduates will be ready to compete in a global market
- Offer innovative educational and vocational opportunities supported by modern technology for students of all ages in the community

Woodstock is …
A Connected Green Community

When you enter Woodstock from any direction, you immediately experience an innovative, progressive community that cares deeply about its rich green environment. Every citizen enjoys the network of transportation options … bus service, trains, walking and bicycle paths … available to take anyone virtually anywhere in the City and its environs. All natural resources are valued as essential assets of the community and new developments are critically analyzed to evaluate environmental impact.

In Accessibility and Environmental Sensitivity, Woodstock will …

- Aggressively work with IDOT and county, state and federal elected officials to re-design and improve Route 47 as an efficient transportation corridor
- Maintain a strong commitment to the protection of natural resources through responsible stewardship characterized by strong city planning and sensible annexation
- Maintain a professional, responsive public works department capable of meeting the critical utility and infrastructure demands of a growing community
- Construct a public works facility to house required departmental functions utilizing the concepts of "green building construction"
- Provide an innovative street network with efficient connectors

- Provide train and bus schedules to serve all citizens with mobile transportation throughout the City and beyond

- Have walking and bicycle paths running throughout the City and connecting to regional systems that extend miles in multiple directions

- Have a large, inviting park system providing community "green space", as well as a variety of active and passive recreational opportunities.

- Have a beautiful lake that serves the community as a recreational resource after years of providing extraction revenues to the City as a gravel pit and enhanced natural water amenities in City parks.

- Have distinctive greenscape entryways and cobblestone detail that introduce the magic of Woodstock

Woodstock is …
A Culturally Enriched Environment

The Opera House and Square provide popular settings for a wide array of cultural and artistic events and programming. Both are cornerstones of our history and support a vibrant downtown. Our neighborhoods, many characterized by intricately renovated and historically recognized Victorian homes and cultural diversity, and our City parks and amenities provide equally attractive venues for recreational and educational facilities.

In Culture, Arts, History, Recreation and Sustainability, Woodstock will

- Weave ethnic backgrounds together into the rich fabric of community in a manner that celebrates ethnic diversity, promotes a better understanding of each other, and supports "One Woodstock"

- Maintain and support the Opera House, nationally known for its outstanding programming and for the cultural enrichment it provides to the community.

- Offer artistic and cultural facilities and programs that serve all citizens

- Vigorously pursue innovative sources of funding to preserve and maintain the historic character of significant buildings and the Square.

- Set the stage of the downtown area with historic architectural detail and colors, cobblestone streets, period lighting and attractive multi-season streetscape plantings

- Provide and support the display of a wide range of public art throughout the community

- Have a YMCA-type community center attractive to both young and old with abundant programming and recreational activities

Woodstock is …
A Premier Destination

It is the unique character and vibrancy of Woodstock that brings visitors back again and again, and our vision that attracts capital investors. All constituencies are committed to and actively involved in our shared vision and all community activity is guided by the vision. The result is a powerful, unified force engaged in creating "One Woodstock", a premier destination.

In Investment, Tourism and Economic Vitality, Woodstock will …

- Be a community of choice for residents, visitors and investors
- Recognize, promote and protect the Square as the "crown jewel" and major identity element of the City
- Have a group of downtown business and building owners investing in, and committed to, creating a magical experience in the Square area
- Preserve the Opera House, Old Courthouse, and the Sheriff's House for future generations
- Have growing, sustainable sales tax revenues
- Offer high-paying job opportunities
- Offer a world-class park on Route 14 or Route 47
- Support strong workforce development partnerships
- Offer an effective partnership network of public, private and civic organizations that attracts, promotes and retains local businesses
- Be eternally committed to the economic vitality of the municipal government and school systems
- Be grounded in the vision of single family life and a rich culture characterized by a respect for, and appreciation of, both history and future opportunity
- Be a community consistent with its vision and providing clear direction for all existing and future stakeholders

- Maintain strong, ethical, professional leadership dedicated to the community vision and accountable for its accomplishments
- Maintain strong active citizen participation and engagement in the accomplishment of its vision

Woodstock ...
A Clear Vision for the Future

By the year 2020, the City of Woodstock will be recognized as a hallmark community with historic charm and the magic of Disney. Its residents and leaders will continue with a clear vision for the future in which the educational system will be a model for all others in the State of Illinois, all corridors into the City will be accessible and attractive, the entire community will be environmentally sensitive, visitors and investors will see Woodstock as a premier destination, the overall economy will be sound and vital, and our downtown Square will be known as a national treasure that continues to offer magical experiences.

[Adopted by the City of Woodstock City Council on February 6, 2007]

Chapter 1

INTRODUCTION

Preface

The Comprehensive Plan is one of several documents used by the City Council, Woodstock's various boards and commissions, and the City Administration to assist in guiding the physical growth of the community and making land use decisions. It provides general goals and objectives for the community, along with specific strategies for achieving them.

The Comprehensive Plan also addresses several of the elements set forth in the preceding Vision 2020 Statement. This Statement serves as an overall declaration of what the City should become in the next decade. Rather than being a description of what Woodstock is today, the Vision 2020 Statement articulates the positive elements and features which the community wants to achieve in the future.

Woodstock's land use ordinances and regulations, including the Unified Development Ordinance which was enacted after the approval of the Woodstock Comprehensive Plan 2002, contain specific standards, requirements, and procedures for implementing the goals and recommendations contained in both the Vision 2020 Statement and the Comprehensive Plan. The Vision 2020 Statement, Comprehensive Plan, Unified Development Ordinance, and other municipal ordinances and regulations collectively provide a diverse approach to guiding, evaluating, and regulating land use activities in the City's planning jurisdiction.

Purpose of the Comprehensive Plan

The purpose of this Comprehensive Plan is to provide a statement of the community's priorities and guide for both public and private decision makers regarding the community's future. A summary of demographic and statistical data pertaining to Woodstock and providing a depiction of the current state of the City is provided in Appendix A "Community Profile".

The Plan attempts to (1) recognize existing problems, conditions, and resources which affect us; (2) guide the growth and development of Woodstock in a responsible and creative way consistent with the type of community we desire; and (3) establish a long-range program which provides for consistent decisions, even as decision-making bodies change.

It is of paramount importance to try to balance the desires of individual landowners with the overall public well-being. Woodstock must show that its decisions are based on adopted plans and policies which clearly state its goals and objectives for the future. This Plan provides the basis for future decisions affecting the community and ensures a rational land use pattern. While the Plan is not

regulatory in nature, it is a key reference point and basis for establishing, amending, and interpreting regulatory tools, including the City's zoning regulations and subdivision regulations.

The Plan encompasses not only the geographic area within the corporate limits, but unincorporated areas extending beyond Woodstock's corporate limits. It is specific in that it refers to land use patterns and development policies and strategies which will serve the community's future needs. After the goals and objectives set forth in the Plan are approved, they should be implemented with regulations and programs that are consistent with it.

The Basis of the Comprehensive Plan

As a foundation for this latest edition of the City's Comprehensive Plan, goals set forth in the Woodstock Comprehensive Plan 2002 approved by the City Council on May 7, 2002 have been evaluated to confirm their relevancy. The Vision 2020 statement has also been utilized as a basis and foundation for verifying community priorities. Community goals are general statements which indicate the type of community which is desired. Objectives and implementation strategies are more specific statements of purpose and are presented as a guide for public procedure and action.

As part of the City's comprehensive planning efforts, those features in Woodstock which give the community its unique character and quality of life have been defined. Typically these features relate to educational opportunities, recreational and cultural amenities, public safety, and similar categories. The Plan assumes that existing community resources, services, and character should be protected and not threatened by inappropriate or unsound land use practices. During the process of preparing the Woodstock Comprehensive Plan 2002 and this update, certain traits which define the City and surrounding community emerged and formed the assumptions on which the Comprehensive Plan is based. These defining traits include:

Unique Character

The City's individual and unique character is reinforced by the Woodstock Square and the small shops and businesses located on and adjacent to it. Business uses in the vicinity of the Square occur in a setting that is more reminiscent of traditional downtown business districts which are pedestrian in scale, offer more personalized services, and served a larger function prior to increased automobile use. Woodstock's unique character is also shaped by the variety of agricultural activity around the City, the considerable amount of environmentally sensitive areas, and the presence of open spaces and undeveloped lands between Woodstock and municipalities to the east and southeast.

Natural Features and Open Landscape Preservation

The preservation of natural areas and open landscapes also sets Woodstock apart from other municipalities. An overall impression of extensive open landscapes and reduced development density are created by City owned sites, such as Ryders Woods, Westwood Park, and the Silver Creek Conservation Area, property owned and managed by the McHenry County Conservation District,

as well as by privately owned parcels containing wetlands and woodlands. The use of unincorporated land close to the City for campgrounds, farming, nurseries, and pastures/grazing also contributes to this impression.

Design standards for new development, together with an emphasis on conservation design and preserving natural resources on new development sites, help to maintain this impression. One of the benefits of having significant natural areas, open landscapes, and vistas is that the hectic life-style characteristic of highly developed areas is minimized. Furthermore, these areas perform important ecological functions and contribute to the biodiversity of Woodstock's planning area.

Heritage

Since its incorporation in 1852, Woodstock's residents have been proud of the City's history. Voluntary efforts to preserve architecturally and historically significant structures throughout the City indicate strong local pride in the community's heritage.

This same civic pride makes Woodstock progressive in a variety of other such areas such as recreation and recycling activities. This pride is reflected in members of the City's numerous boards and commissions, as well as those of individual property owners. Preserving the traditional flavor of the Woodstock Square and surrounding business area, and seeking to encourage new development that is compatible with this has become a consistent goal of both public and private bodies in the community. The restoration of the Opera House, Old Post Office, City Hall, and Old Court House, the restoration of and maintenance of numerous residential dwellings, and the facade designs of several buildings on the Square are just a few examples of this civic pride.

Visual and Aesthetic Values

Traditionally, Woodstock has had high expectations regarding its appearance and has implemented standards intended to fulfill those expectations. Local laws and ordinances pertaining to landscaping, signage, building materials, wetland and tree preservation, and parking lot design have helped create a visual awareness of the City. The City's review and approval of architectural and landscape designs for business and high density residential uses have increased this awareness.

The development of the community's aesthetic character has also been influenced by homeowners and private individuals who view Woodstock as "a place to call home" and who reflect "pride of ownership in the care of yards and homes" so they are compatible with the surrounding community. The City's Historic Preservation Commission encourages this activity and supports residential restoration activity which complements Woodstock's visual heritage and historic character. City efforts aimed towards enhancing the visual appeal of the community have included a cost-sharing tree planting program and providing significant landscaping along major thoroughfares.

Fiscal Responsibility

When Woodstock plans for the future, all of the above criteria are included in the vision of the community, as well as the need for careful and prudent use of public monies. The City can maintain and enhance its positive attributes only if there is balance between the demands for services and the ability to provide them. A plan based on compact and contiguous growth and the conservative use of fiscal resources is one method by which public attitudes and expectations can be met.

Chapter 2

GOALS

The Comprehensive Plan is organized around the fundamental elements of community development: natural resources, open landscapes, community character, housing, parks, public services, economic health, and circulation. Goals have been formulated for each of these organizing elements and are intended to represent overall community needs, desires, and expectations and, ultimately, the kind of community described in the Vision 2020 statement. These goals reflect those characteristics of the community valued by the people and serve as the basis for individual objectives and implementation strategies expressed in the Plan. Land use change in the community should be encouraged when and where it:

- Remains consistent with the underlying community values expressed or implicit in the recommendations of the Plan and in the Vision 2020 statement;
- Recognizes the positive benefits of the community characteristics and features described in the Plan;
- Seeks to maintain, enhance and protect these characteristics; and
- Produces a positive contribution to the quality of life in Woodstock.

The organizing goals of the Woodstock Comprehensive Plan are stated below.

NATURAL RESOURCES

Protect natural resources and physical features; ensure an adequate and clean supply of groundwater; provide for clean air and surface water; protect wildlife habitat and mature trees; and encourage ecological diversity, health, and productivity. Permit growth and change which is positive and sustainable, recognizes the value and positive benefits of natural features, and seeks to maintain and enhance them. Maintain a strong commitment to the protection of natural resources through responsible stewardship characterized by strong and sensible planning and annexation practices

Dufield Pond

OPEN LANDSCAPES

Encourage a variety of open landscapes in order to preserve natural features and resources; to provide for passive and active outdoor recreation; and to contribute to the positive and unique character of Woodstock.

COMMUNITY CHARACTER

Acknowledge that the character of Woodstock is unique and easily discernible from nearby communities and that it is attributable to many diverse factors and circumstances. Recognize that our character is a contributing factor to the quality of life in Woodstock and that it is strengthened and enhanced by conscientious decision-making regarding development activity in the community.

Old McHenry County Courthouse, North Johnson Street

HOUSING

Encourage the availability of a diverse housing stock that is safe, environmentally sound, and economically and socially open, with a variety of housing styles and types. Promote residential neighborhoods that foster a sense of community and where residents are not isolated from the rest of the community.

Woodstock Station, North Street

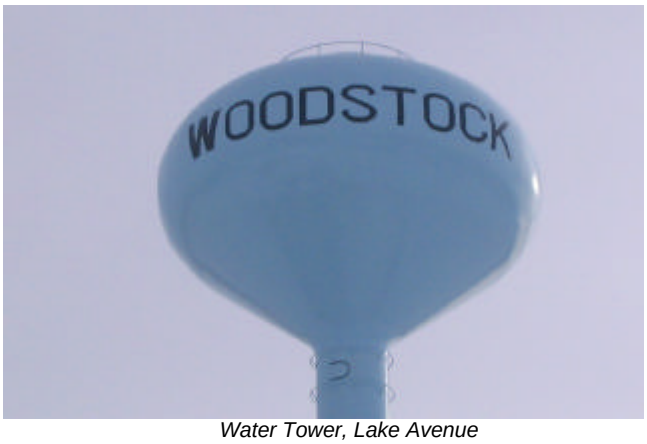
PARKS

Provide comprehensive park resources and recreational opportunities throughout the community, including areas for both active and passive recreation.

Woodstock Recreation Center, Lake Avenue

PUBLIC SERVICES

Provide infrastructure for the optimum level of public services for the health, safety, and welfare of all residents, consistent with efficiency, resource conservation, and cost effectiveness.



Water Tower, Lake Avenue

ECONOMIC HEALTH

American Community Bank and Trust, Lake Avenue

Promote the economic well-being of Woodstock, including the development of industrial, commercial and residential elements of the community. Encourage commercial development on in-fill sites and in coordinated areas of unified design. Encourage economic revitalization of established areas, including downtown Woodstock.

CIRCULATION

Maximize the efficiency, pleasure, methods, and safety of travel in and through the City, while minimizing negative environmental impacts of travel.

THE PLANNING MODEL

Provide a high quality of life in the context of responsible land stewardship, economic viability, and long-term sustainability. Take this goal into account when evaluating and considering all development proposals and land use changes.

Country Ridge Planned Unit Development

Chapter 3

NATURAL RESOURCES

By first considering natural resources, this Plan encourages the City to make decisions that are environmentally sound and beneficial to the entire community and that avoid the creation of conflicts arising from incompatible or inappropriate land uses.

Natural resources and physical features in the Woodstock planning area provide the basic foundation and framework for land use decisions. Maintenance of environmentally sensitive features is not only important for the ecosystem but contributes to the attractiveness of the community and the prevention of severe developmental or environmental problems that may be difficult and costly to correct.

Westwood Park Conservation Area

Both the quality and availability of potable water continues to be one of the City's most important concerns. Woodstock relies on shallow aquifers which are vulnerable to contamination for its water. Protecting soils and establishing open landscapes is important because of the impact on water recharge areas, as well as its contribution to the visual and physical character of the

community. This Plan sets the protection of our recharge and wellhead areas, natural ecosystems, landscape hydrology, and open landscapes as an important consideration when evaluating land use changes.

GOAL

Protect natural resources and physical features; ensure an adequate and clean supply of groundwater; provide for clean air and surface water; protect wildlife habitat and mature trees; and encourage ecological diversity, health, and productivity. Permit growth and change which is positive and sustainable, recognizes the value and positive benefits of natural features, and seeks to maintain and enhance them. Maintain a strong commitment to the protection of natural resources through responsible stewardship characterized by strong and sensible planning and annexation practices.

OBJECTIVES

1. Encourage the preservation, restoration and protection of environmental amenities and natural resources especially in locations where building and development activity is anticipated.

Dufield Pond

2. Preserve, restore and protect the functions of flood hazard areas and drainage ways in and around Woodstock.

3. Retain, restore and improve existing beneficial wetland areas and their functions, including habitat, stormwater management, flood control, recreation, water quality maintenance, and aesthetics.

4. Minimize soil erosion and reduce pollutants transported via surface run-off.

5. Provide an adequate long-term source of quality potable water for existing and future community needs and conserve and replenish groundwater resources.

6. Minimize air pollution and the degradation of local and regional climate features.

7. Preserve and regenerate stands of oak and hickory trees and similar woodland resources.

IMPLEMENTATION STRATEGIES

1. Establish and administer detailed regulations and procedures to protect environmentally sensitive areas, including but not limited to wetlands, floodplains, drainage ways, natural/open landscapes, habitats and woodlands.

2. Engage in mutual planning and intergovernmental agreements with the County, townships, neighboring municipalities, and other entities to protect environmentally sensitive areas.

3. Consult the *Nippersink Creek Watershed Plan* and *Recommended Standards for Development in the Nippersink Creek Watershed* when reviewing development proposals within the Nippersink Creek Watershed.

The Sanctuary at Bull Valley

4. Consult the *Route 47/Kishwaukee River Transportation Corridor Natural Features Final Report Volumes 1 and 2*, the *Sustainable Development Guide for Kishwaukee Watershed Municipalities*, and the *TCSP Route 47/Kishwaukee River Corridor Project Land Use and Transportation Plan* when reviewing development proposals within the Kishwaukee River Watershed.

The Sanctuary at Bull Valley

5. Require the application and use of best management practices to achieve stormwater management and water quality objectives.

6. Where appropriate, support and encourage "conservation design" construction and development activity.

7. Consider alternatives to sidewalks and parking lots, and the reduction of impervious surfaces, such as drives, curbs and gutters, on sites adjacent to wetlands and recharge areas.

8. In lieu of storm sewer pipes, encourage the use of overland drainage and deep root vegetation to filter surface water. Where feasible prohibit surface water drainage systems from disrupting agricultural drain tile systems.

9. Require the application of best management practices to minimize soil disturbance and compaction and discourage large scale mass grading.

10. Maintain natural and existing groundcover and vegetation in order to minimize erosion.

11. Promote land use patterns which discourage automobile dependency and provide multi-transportation options, including bicycle and pedestrian routes, carpooling, and enhanced public transit to improve air quality.

12. Align structures, roads, and public improvements with land contours in order to limit surface water runoff and erosion.

13. Promote tree and vegetation planting and preservation and the use of native planting material in landscaping.

14. Encourage buffers between residential property and land used for agricultural, commercial, and industrial activity in order to lessen the impact of conflicting and incompatible uses.

15. Conduct a supply analysis on a regular basis to determine the adequacy of Woodstock's potable water sources and the carrying and treatment capacity of the City's water system.

16. Support alternative methods of treating and disposing of domestic wastewater and stormwater, including land application, irrigation, and rain gardens.

17. Encourage the connection of natural features with environmental corridors to provide flora and fauna habitat and connected ecosystems.

18. Work with the McHenry County Conservation District, neighboring municipalities, other public agencies, private conservation experts, and private property owners to develop connections between their greenways and open space areas.

19. Work with the Land Conservancy of McHenry County and other agencies, property owners associations, and individuals to manage and sustain environmental resources.

20. Encourage natural areas in developments to be professionally managed by third party agencies with expertise in natural area restoration and maintenance.

21. Support emergency or "back-up" funding mechanisms, such as special service areas, which can be used to pay for natural area protection and maintenance when such activities are not carried out by property or home-owners' associations or similar groups.

Chapter 4

OPEN LANDSCAPES

Woodstock's location in a semi-rural, open setting is consistently identified as one of the unique features valued by the City's residents. This Plan provides for open landscapes both within and outside the City in order to contribute to its quality of life, diversity, and community character.

The term "*open landscapes"* has been selected to embrace and extend the concept of open space. They can include open fields used for agriculture or conservation habitat, wetlands, natural or artificial ponds, woodlands, greenways, stream corridors, or roadways planted in native species. Open landscapes can also include functional recreational spaces in existing and new residential, commercial, and industrial areas. City parks, which are treated in a separate chapter, as well as private facilities such as golf courses and camping grounds, may be considered part of Woodstock's open landscape inventory.

Merryman Park Pond, Queen Anne Road

Open landscapes can serve a variety of functions, whether privately owned, held by public agencies, or held by a land trust. They are a means of preserving and enhancing the natural resources and physical features referred to in the previous chapter particularly water and air quality. They can also be used as "buffers" or transitional areas between Woodstock and neighboring communities.

GOAL

Encourage a variety of open landscapes in order to preserve natural features and resources; to provide for passive and active outdoor recreation; and to contribute to the positive and unique character of Woodstock.

OBJECTIVES

1. Maintain open landscapes and similar resources which complement and enhance the function of natural and environmentally sensitive areas.

2. Ensure the provision and preservation of significant open landscapes where new development occurs.

3. Preserve and protect existing open space and agricultural areas and uses, including those depicted on the City's Land Use Map.

Lake Shore Business Park, Harding Lane

4. Utilize public right-of-ways and adjoining open landscapes to beautify Woodstock.

5. Create aesthetic compatibility between the natural environment and the built environment.

IMPLEMENTATION STRATEGIES

1. Promote the establishment of open landscapes at the major approaches to the City, including those along Routes 14, 47, and 120, Kishwaukee Valley Road, Dean Street, and Lake Avenue.

2. Provide open landscapes within and between adjoining development areas and require the connection of open landscapes, where feasible, by pedestrian and bicycle trails.

3. Establish trail connections to existing and proposed trail amenities both inside and outside the City's corporate limits and to existing natural and open space areas.

4. Work with the McHenry County Conservation District and neighboring municipalities to develop connections with their greenways and open space areas.

The Sanctuary at Bull Valley

5. Establish landscape areas which will contribute to Woodstock's character and identity and provide separation between Woodstock and neighboring communities.

6. Support the creation of landscape easements and other methods to provide landscape improvements along major streets leading into the community. Create distinctive "greenscape entryway" features and develop specific design guidelines and criteria for these areas.

7. Encourage the preservation, enhancement, and connectivity between existing and future greenway resources and amenities.

8. Incorporate NIPC (CMAP) Regional Greenways and Trail Plan and 2007 Draft Update to Regional Trails Element recommendations in order to connect Woodstock to regional greenway and trail systems.

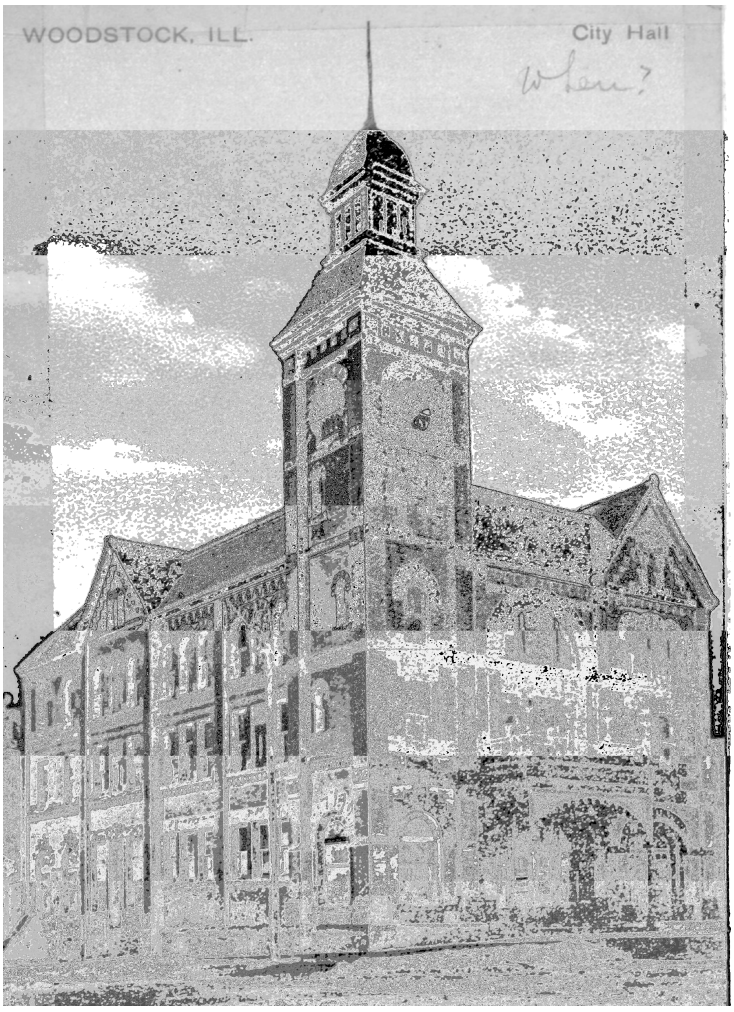
Chapter 5

COMMUNITY CHARACTER

This chapter addresses issues correlating our physical environment with the intangible aspects of community character. There is a consensus that Woodstock is a unique and special community with a strong sense of history and community activism. Individuals are attracted to the City or move here because of that sense of community. The people of Woodstock have a strong sense of ownership and a willingness to maintain and enhance its cultural, social and historic traditions.

One of the main attributes of the City's heritage and its strength is the talent and dedication of its citizens. Most of the positive elements identified as Woodstock character traits are the result of long-term, widespread, creative community involvement. As the City faces the future, citizen participation will continue to be essential to maintaining and enhancing the quality of life.

The Comprehensive Plan recognizes that the community character of the City depends on both the intangible sense of community and the physical environment. Furthermore, since the Woodstock Square is the focal point of the City's physical environment and that, along with the Opera House, significantly contributes to Woodstock's cultural vitality, objectives are included to ensure the economic viability and preservation of the Square and its surrounding neighborhoods.



Woodstock Opera House, Van Buren Street

GOAL

Acknowledge that the character of Woodstock is unique and easily discernible from nearby communities and that it is attributable to many diverse factors and circumstances. Recognize that our character is a contributing factor to the quality of life in Woodstock and that it is strengthened and enhanced by conscientious decision-making regarding development activity in the community.

OBJECTIVES

1. Recognize, promote, and protect the Woodstock Square as the "crown jewel" and major identifying element of the City and cultural and social center of the community.

2. Protect and maintain local historic and architectural resources that contribute to the character of Woodstock, such as the Old Courthouse, the Sheriff's House, and the Woodstock Opera House.

3. Preserve and maintain the character of existing residential areas especially those having historical or architectural significance.

4. Maintain continued public and private support of facilities and programming at the Woodstock Opera House and the cultural enrichment benefits which it provides to the community.

5. Maintain and improve the aesthetic character of Woodstock.

6. Promote and enhance neighborhood communities throughout Woodstock.

7. Ensure that new development enhances core community character values.

Old McHenry County Jail, North Johnson Street

IMPLEMENTATION STRATEGIES

1. Encourage the use of energy conservation techniques in land planning and building design, and promote development that emphasizes natural resource preservation and environmental sustainability.

2. Promote retail and restaurant activities on the first floors of Woodstock Square establishments, with non-retail uses such as offices and residential apartments on upper levels.

3. Create City regulations that require the preservation and maintenance of Woodstock's historic character, which provides neighborhood protection and stability, and that promotes single-family lifestyles.

400 Block of West Jackson Street

4. Encourage the maintenance, rehabilitation, and adaptive reuse of older and historic structures in the community.

200 Block of Throop Street

5. Promote federal, state and local financial opportunities to restore, preserve and maintain historic structures.

6. Encourage the provision of "lifecycle" housing opportunities in the City.

7. Require new residential development to be inter-connected with existing residential development by providing pedestrian paths, street extensions, and adjoining open spaces and park areas.

8. Require buffering for residential properties that abut arterial streets.

9. Support neighborhood-scaled streets with high levels of connectivity and short blocks, and enhance the City's current street network by establishing efficient street connectors.

10. Discourage unnecessary use of cul-de-sacs and dead end streets, and develop street design standards that are consistent with the character and function of streets in Woodstock.

11. Encourage the location of parking areas behind or to the side of buildings.

12. Plant street trees, or other vegetation, at regular intervals along all streets to provide shade, reduce stormwater run-off, provide pedestrian scale, and increase the pleasure of traveling down City streets.

13. Establish landscape strips with native plantings along gateway corridors into Woodstock.

14. Support the sharing or combining of driveways to reduce curb cuts along thoroughfares.

15. Delineate communities and neighborhoods with identifiable and recognizable visual cues.

16. Promote mixed-use buildings, neighborhood amenities and shopping within walking distance of neighborhood dwellings.

17. Support the application of pedestrian scale to architecture, streets and public spaces in new development.

18. Support continuing efforts to compile an inventory of historic sites, districts, and landscapes within the City's planning jurisdiction.

19. Encourage the development of cultural venues within and around Woodstock, including but not limited to museums, music and theater venues, festivals, etc.

Chapter 6

HOUSING

It is important for a community to provide adequate and safe housing for all its residents, with an emphasis placed on functional and socially open neighborhoods. As stages of life, health, family, marital status, and financial circumstances change, so do housing needs. Thus, a range of housing options is desirable.

The Comprehensive Plan contains objectives to ensure an adequate and diverse supply of safe housing, and recognizes the need to maintain the safety of our existing housing stock and to encourage energy conservation in all construction.

This chapter and the chapters on Economic Health and Circulation are clearly intertwined and should be considered together as the City adopts policies and reviews future development proposals.

Woodstock Station, North and Wheeler Streets

GOAL

Encourage the availability of a diverse housing stock that is safe, environmentally sound, and economically and socially open with a variety of housing styles and types. Promote residential neighborhoods that foster a sense of community and where residents are not isolated from the rest of the community.

OBJECTIVES

1. Encourage scattered-site housing for people with special needs in locations that are convenient and within easy access to shopping, employment, and public transportation.

2. Support higher residential density close to and within easy access of critical service areas and community resources, such as the Library, schools, transportation nodes, shopping areas, and parks.

3. Promote residential development patterns that embrace compact development, traditional neighborhood design, or conservation design, in order to promote attractive, usable open space and efficient circulation and public services.

4. Encourage residential development around a community resource, such as a school, park, open space area, or other neighborhood point of identification.

5. Promote the creation of housing units which meet the needs of a diverse community.

1800 Block of Sebastian Drive

6. Provide a balance of housing opportunities between owner- occupied and rental dwellings.

7. Encourage the use of the planned unit development review and approval process to provide a compatible mix of dwelling sizes, styles, and designs.

8. Encourage the adoption of building codes and construction practices that conserve energy and natural resources.

9. Encourage the implementation and use of “green” technologies in new buildings and adaptive re-use opportunities in Woodstock.

1200 Block of Gerry Street

10. Support owner-occupied housing opportunities for all age and income levels within the City.

11. Consider the installation of traffic calming devices in residential areas and neighborhoods in order to lessen excessive motor vehicle speeds.

Chapter 7

PARKS

Woodstock has significant land area set aside for parks. The location of a community's parks, the level of design and maintenance, the diversity of its facilities, and the quality of materials used in the public structures and equipment are good indications of its priorities. Parks contribute to the quality of life and to the value of property throughout the community. The Woodstock Square is one example of how a properly located, designed and maintained park, can become a civic hallmark, create value, and generate civic pride. Space for active recreation is necessary, as are spaces designed for quiet repose and reflection.

Spring House, Park in the Square

Parks are the City's green infrastructure and are differentiated from open landscapes in several ways. They are generally developed outdoor spaces for active and passive recreation activities. Unlike the regional impacts and influences exerted by open landscapes and natural resource corridors, park impacts tend to be local and unique to the community. Parks may include environmental features and natural resources, but are generally public spaces, whereas open landscapes are not always accessible to the public.

Even though the Comprehensive Plan addresses open lands and parks as different community elements, it recognizes that the two elements may overlap and that much can be gained by implementing combined strategies for both.

GOAL

Provide comprehensive park resources and recreational opportunities throughout the community, including areas for both active and passive recreation.

OBJECTIVES

1. Where appropriate, require developers to provide and improve city parks to serve their respective developments.

2. Identify locations and develop acquisition strategies to bring park amenities to Woodstock neighborhoods which lack sufficient park resources.

3. Support the Parks and Recreation Commission's recommendations for acquisition of future park sites.

4. Protect existing park sites from conflicting land uses.

Banford Road Park

Woodstock Water Works, Emricson Park

5. Maintain, improve, and expand existing park sites in response to the recreation and programming needs and desires of the City's residents and to a diverse population.

6. Maintain a park system that compliments the facilities of Woodstock Community Unit School District 200 and other similar resources.

7. Locate park sites in prominent, visible locations throughout the City and provide a park within a reasonable walking distance of every resident.

8. Take appropriate measures to convert extraction facilities into public land which will serve the community as a future recreational and open space resource.

9. Enhance the City's public park system by providing both public and private community green space on in-fill sites, as well as within new developments.

10. Extend bicycle and pedestrian trails to regional trail systems and networks.

Dick Tracy Park, Lake Avenue

11. Include sidewalks and trail amenities in existing parks where they are lacking and in new parks as they are designed and developed.

Sesquicentennial Park, Church and Jefferson Streets

12. Develop a system of bicycle and pedestrian trails which link park and recreation sites with each other, residential neighborhoods, and regional trail networks, and other community facilities and resources, such as libraries, schools, downtown Woodstock.

Chapter 8

PUBLIC INFRASTRUCTURE

Public infrastructure covers a broad range of municipal functions and can be major amenities for commercial and industrial land uses. They can also be used by local government to direct and manage growth. Throughout the country, coordinated land use and facilities planning is a key element to managing growth. "Urban sprawl", or unplanned random land use development, should be avoided since it is the most costly pattern of growth in terms of providing services.

As the City expands in size, an increasingly larger and diverse population will require the maintenance of existing public infrastructure and the delivery of efficient public services. Growing commercial and industrial activity will also need efficient public services in order to be successful.

Department of Public Works, Washington Street

Groundwater, the sole source of Woodstock's water supply, is a finite resource and must be protected from pollutants. Contamination is a threat to shallow aquifers, as well as public and private wells, and the protection of the City's well-head areas is of vital importance. In the past, the management of surface water has been an afterthought in urbanizing areas. As a result, corrective action has been more piecemeal, more difficult to design, and more costly. The enforcement of the

McHenry County's stormwater management regulations by the City is also essential and the City should continue to plan and implement appropriate stormwater management programs and strategies.

The City's municipal water, stormwater management, and sanitary sewer systems are significant public services. Solid waste management poses an environmental challenge and a continuing cost to the City. Programs which explore ways to reduce the waste stream should be considered. It is essential that the distribution, conveyance, and treatment capacity of these systems is maintained and not threatened by excessive rapid growth and development.

The objectives in this Chapter provide direction for a fiscally responsible program, based on timely and planned expansion of services, to meet Woodstock's current and future demands. Major additions in population or increases in demand beyond what can be accommodated by City facilities will require significant investment and operating costs.

GOAL

Provide infrastructure for the optimum level of public services for the health, safety, and welfare of all residents consistent with efficiency, resource conservation, and cost-effectiveness.

OBJECTIVES

North Side Sewage Treatment Plant

1. Maintain and expand high quality public service systems in response to a growing and diverse population.

2. Ensure that the City's sanitary sewer and potable water conveyance systems are properly maintained and operated with maximum efficiency.

3. Provide and maintain a municipal water treatment and delivery system that is responsive to current and future potable water needs.

4. Preserve and protect regional and local potable water supply resources and amenities.

5. Provide and maintain a municipal sanitary sewer system that is responsive to the current and future needs of the Community.

6. Ensure that the City's sanitary sewers and treatment facilities can accommodate demands within the scope of the Comprehensive Plan.

7. Ensure the provision of environmentally sound waste management practices, services, and facilities.

8. Continue to support community-wide recycling efforts and the re-use of domestic waste materials.

9. Provide for adequate and environmentally sound stormwater management practices and facilities.

10. Support efforts to maintain and enhance educational opportunities, facilities, and institutions serving Woodstock.

IMPLEMENTATION STRATEGIES

Water Main Repair, Cass Street

1. Plan municipal infrastructure upgrades and improvements so as to encourage growth that is compact and contiguous to the City.

2. Require looped water mains in order to meet municipal fire flow pressure requirements and to improve overall system reliability.

3. Periodically evaluate the City's water system master plan.

4. Perform a water supply study which includes a report on the adequacy of source and system on a regular basis.

5. Adopt land use controls to protect the recharge function of the groundwater recharge areas in the City's planning area.

6. Promote efficient water management measures and the conservation of water resources.

7. Require new developments be evaluated on the basis of how they impact City services, infrastructure, and groundwater recharge functions.

8. Prohibit private septic systems and proposed private wastewater treatment plants within the City.

9. Design permanent stormwater facilities that address needs for water quality, safety, storage, appearance, and potential recreational use.

10. Require the use of best management practices in the design and construction of stormwater management strategies and facilities, including the use of overland flow, open swales, and similar techniques that blend into the natural features of a site.

Leaf Pickup Program

11. Periodically evaluate the City's sanitary sewer system master plan.

12. Explore the feasibility of employing alternative treatment technologies at the City's waste treatment plants.

13. Consider the establishment of impervious ground cover limits based on zoning category, lot size, land use, and existing natural features.

14. Periodically evaluate the City's stormwater management system master plan.

15. Discourage the establishment of conflicting land uses next to educational facilities.

16. Encourage cooperative efforts among the community's schools and the City in the development of shared facilities and programs.

17. Provide an interconnected street network to reduce traffic congestion and expedite the delivery of emergency services.

Chapter 9

ECONOMIC RESOURCES

The economic health and viability of a community is essential to quality of life and to the ability of government to finance essential public services. To this end, establishing and maintaining a climate in Woodstock that encourages business development, fosters investment, responds to the needs of business and entrepreneurs, and cultivates employment and a variety of shopping opportunities for Woodstock residents is of paramount importance.

138 Cass Street

Woodstock's strengths include its location, work force, strong work ethic, growth, the downtown business area and other commercial areas, major rail and street access, tourism, and an educational system that contributes to a quality work force. Woodstock's future economic vitality and stability will depend on capitalizing on these assets. The City Administration is creatively working in cooperation with the business community to implement a well-balanced and diversified Strategic Plan which will include business retention, expansion, and attraction components and that will result in positive contributions to the overall quality of life in Woodstock.

Technology has brought changes to manufacturing entities. Local industry should be evaluated on their use of local skills, their impact on the environment and quality of life, and how they affect municipal services. Properly designed industrial sites can be good neighbors if attention is paid to proper zoning, design, utilities, access, aesthetics, and site management.

Woodstock must determine its assets and aggressively market its strengths. Any economic development strategy should be fiscally sound with priority given to retention and expansion of

existing businesses. For example, one area of focus for the City should be retaining and expanding job opportunities that provide sustainable wages so that people can live and work in the community.

The objectives in this chapter encourage a fiscally sound economic development strategy which capitalizes on our existing base and promotes growth in areas of the City set aside for commercial and industrial development, and served by municipal services.

GOAL

Promote the economic well-being of Woodstock, including the development of industrial, commercial, and residential elements of the community. Encourage commercial development on in-fill sites and in coordinated areas of unified design. Encourage economic revitalization of established areas, including downtown Woodstock.

OBJECTIVES

1. Enhance and ensure the viability of Woodstock's industrial and commercial areas, and promote a business climate which assists businesses in meeting their needs and provides a mix of job opportunities for area residents.

Northwest Corner, Main and Cass Streets

2. Identify and support economic redevelopment opportunities throughout Woodstock.

3. Encourage and support economic expansion and revitalization throughout the City.

4. Maintain a fiscally sound proportion of residential and business development in the City.

5. Establish a pattern of industrial land use sensitive to the natural environment which encourages compatibility among land uses.

6. Enhance the historic downtown business area and maintain the Woodstock Square as a point of identification for the entire community and as a commercial business center accessible to surrounding neighborhoods and public transportation.

7. Encourage commercial development that is regionally unique and will attract out-of-town shoppers and visitors.

8. Support local and regional agricultural activities and agri-business.

IMPLEMENTATION STRATEGIES

1. Promote industrial development on locations zoned appropriately and accessible to municipal utilities.

2. Support the establishment of appropriate home occupations and home-based businesses.

3. Support the retention and expansion of existing businesses as well as the establishment of new businesses that complement them or provide services that are not available.

Wells Manufacturing Corporate Center, West Lake Shore Drive

4. Create minimum building and design standards for industrial activities which address landscaping, open space, site access, and stormwater management.

5. Encourage health and wellness throughout the community by supporting the expansion of Woodstock's current health care facilities and promoting new and enhanced health care services.

Centegra Memorial Medical Center, Doty Road and US Route 14

6. Promote the development of business and industrial parks in areas designated on the Woodstock Comprehensive Plan Land Use Map.

7. Support the efforts of public and private entities to market industrial land parcels and to encourage new industrial activity and expansion.

Becmar Sprinkler Company, Bridge Lane

8. Promote the re-use of empty and/or vacant commercial and industrial sites.

9. Promote commercial development patterns with concentrated and planned design to complement and support a sense of place and neighborhood.

10. Encourage business and industrial parks and similar facilities to provide shared access and frontage road improvements.

11. Work with developers to maintain a list of sites and buildings suitable for industrial and commercial business activity.

12. Encourage educational initiatives and programs aimed at developing workforce skills, and support strong workforce development partnerships throughout the community.

13. Establish and maintain communication with the Woodstock business community to keep abreast of its needs and concerns.

14. Include mixed-use commercial development in Woodstock neighborhoods.

15. Encourage the availability of attainable housing and training opportunities for the Woodstock labor force.

16. Involve the Woodstock business community in planning capital improvements.

17. Reserve for industrial purposes parcels having the characteristics most suitable for industrial development, such as flat topography, proximity and accessibility to rail or regional highways, available utilities, and the absence of incompatible land uses.

D. B. Hess Company, McConnell Road

18. Encourage utilities to modernize their facilities and distribution systems in Woodstock to provide the most up-to-date energy and communications infrastructure for business and industry in Woodstock.

19. Promote mixed-use non-residential development in areas designated on the Comprehensive Plan Land Use Map.

20. Encourage businesses whose activities are consistent with high environmental quality and create minimal off-site impacts, and support “green” and sustainable commercial and industrial development.

21. Implement wayfinding strategies for the cultural, historical, recreational, commercial and industrial attractions in the City to promote the attractions and to identify access for visitors and customers.

22. Promote and encourage community and cultural events which draw visitors from across the region.

Southeast Corner of Benton and Jackson Streets

23. Encourage investment in the Woodstock Square by downtown business and property owners in an effort to make Woodstock a full service entertainment, dining, and shopping destination.

24. Vigorously pursue innovative sources of funding to preserve and enhance the historic character of the downtown business district and Square.

25. Include the economic and adaptive re-use of historic structures in the community as an integral component of the City's overall economic development strategy.

Woodstock Theater, Main Street

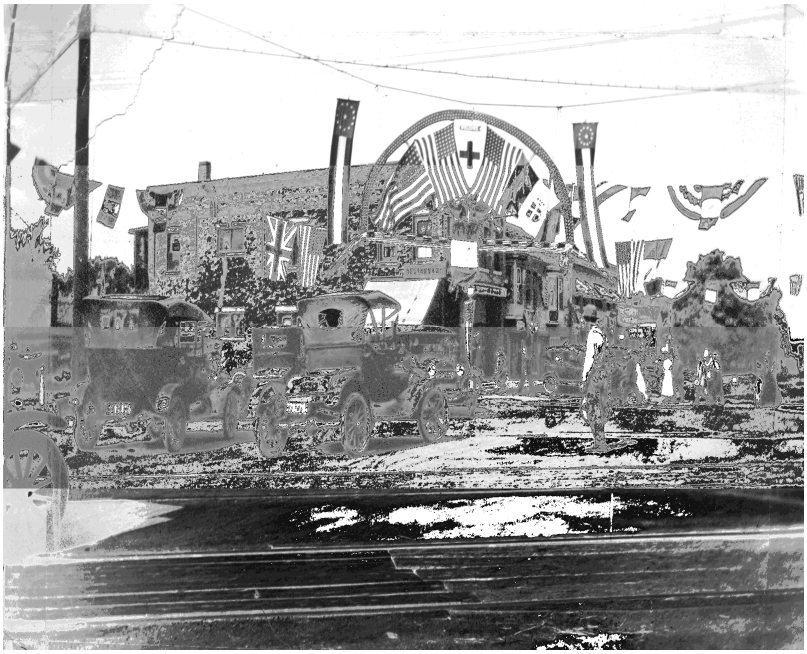
Chapter 10

CIRCULATION

A fundamental aspect of municipal planning is the relationship among transportation, economic development, and land use. An effective network of streets, alleys, sidewalks, trails, and railroads in Woodstock's planning area improves our quality of life and our community's well-being. An effective circulation network is vital to the City's economy, the functioning of City neighborhoods, and the delivery of public and private services. The quality of the network, i.e., ease of travel, lack of congestion, and levels of maintenance, are directly correlated to our quality of life. Accordingly, maintaining and improving the network represents a major investment of both public and private resources.

An ineffective circulation network has negative impacts on the community. Missing sidewalks and other barriers to pedestrians provide an inhospitable environment. Inconvenient public transit schedules require persons to make sacrifices in order to use the service. Poor service results in travelers choosing more effective means of travel, such as the automobile. If our choice regarding methods of travel is limited or restricted, our quality of life is diminished.

Relative to larger urban areas, Woodstock's land use pattern, for the most part, is characterized by low density rural and suburban-like development. This is reinforced by recent growth trends in the City and neighboring communities. Low density makes public transportation less viable and automobile usage more attractive. This reference for the automobile over other forms of transportation has required a large amount of land dedicated for streets and parking, often for the exclusive use of motor



Church and Clay Streets

vehicles. Vehicle exhaust and road surface runoff due to vehicle use have contributed to the degradation of air and water resources. This preference has shifted resources away from other modes of travel and skewed design decisions affecting our neighborhoods.

The current impact of mobility on the City's economy and the ability to easily transport goods to and from the City is essential to its ongoing economic development. When mobility for transporting goods or for the workforce is limited to where the producer's costs dictate the need for an alternative location, or the workforce begins to search for employment opportunities where mobility choices are more plentiful, Woodstock's long-term economic well-being will experience a severe blow.

Streets are endowed with two attributes: capacity and character. C*apacity* is the number of vehicles which can move safely through a segment within a given time period and is physically manifested by the number of lanes, lane width, and traffic controls. *Character* refers to the suitability of a street as a setting for pedestrian and bicyclist activities, and as a location for a variety of building types. Character is physically manifested by the street's associated buildings, frontage, landscape types, bikeways and sidewalks.

Not all streets in Woodstock serve the same purpose and should not have the same design features. The two primary considerations in the functional classification of streets is their level of access and the mobility they provide. There is an inherent conflict between the need for a street to provide mobility while allowing for adequate access to adjoining land. The degree of access control is a significant factor in defining functional classification. Additionally, a street need not be at its optimum design to perform its classification functions, for example, a two-lane rural road can function as a primary arterial street. Streets in Woodstock are classified as follows:

Arterial Streets. Arterial streets serve primary centers of activity in the City and are the highest traffic volume corridors. They display intercity continuity and regional importance, and provide reasonably continuous travel routes through the City. Generally, arterial streets provide limited access to adjoining land uses. They have the capacity to accommodate higher traffic volumes and are often under State or County jurisdiction. On the Circulation Map, arterial streets include all or a part of the following:

• Calhoun Street	• Hobe Road	• McHenry Ave. (IL Route 120)
• Charles Road	• Hughes Road	• North Seminary Ave. (IL Route 47)
• Collins Road	• IL Route 176	• Perkins Road
• Country Club Road	• Irving Ave.	• Raffel Road
• Dean Street	• Kishwaukee Valley Road	• South Street
• Eastwood Drive (IL Route 47)	• Lake Ave.	• US Route 14
• Franklinville Road	• Lucas Road	• Washington Street (IL Route 120)
• Hartland Road	• McConnell Road	

Collector Streets. Collector streets provide both access and traffic circulation among all land uses. Collector streets differ from arterial streets in that they usually penetrate residential neighborhoods, distributing trips from the arterials streets to their ultimate

destination, and providing access to adjoining land uses. Collector streets are classified by the primary land use they serve in order to provide continuity between the Comprehensive Plan and the subdivision regulations. For example, a collector street may be classified as Residential Collector Street, as a Commercial Collector Street, or as an Industrial Collector Street. Collector streets include all or portions of the following streets:

• Banford Road	• West Jackson Street	• Raycraft Road
• Clay Street	• East Judd Street	• Rose Farm Road
• Davis Road	• Kimball Ave.	• St. Johns Road
• Doty Road	• Lamb Road	• Steig Road
• Gee Road	• Lily Pond Road	• Sunnyside Road
• Greenwood Road	• Pleasant Street	• Ware Road
• Hercules Road	• Queen Anne Road	• Wicker Street

Central Business District Streets. A Central Business District (CBD) street is a unique thoroughfare which functions in an environment of concentrated land uses and performs multiple functions, such as providing pedestrian and vehicular access to adjacent property and parking and loading areas, and moving and distributing traffic to other streets in the circulation network. CBD streets are generally characterized by slow moving traffic, high pedestrian traffic, and roadways close to area buildings. CBD streets are located in Woodstock's downtown area and include all or a portion of the following streets:

• Benton Street	• Jackson Street	• Main Street
• Calhoun Street	• Jefferson Street	• South Street
• Cass Street	• Johnson Street	• Throop Street
• Church Street	• Judd Street	• Van Buren Street
• Dean Street	• Madison Street	• Washington Street

Local Streets. Local streets are all those streets not in one of the aforesaid classifications. They primarily permit direct access to abutting land and provide connections to higher order facilities. Local streets are typically low volume and under the jurisdiction of the City. They are further classified in the City's subdivision regulations by the primary land use they serve in order to provide continuity with the Comprehensive Plan, e.g., Residential Local Street, Commercial Local Street, and Industrial Local Street.

Woodstock's circulation network has evolved over the years to reflect land use changes associated with growth and economic development. Although the network is fairly continuous, factors such as landscape, wetland protection, and the Union Pacific Railroad impact the continuity and growth of the network. The City functions as a large intersection with eight major access points. It is essential that the City and the region deal with increasing traffic volumes and conflicting traffic movements. There is no easy solution to improve traffic efficiency. What the recommendations of this Comprehensive Plan reflect is the intention to maintain and improve levels of service throughout the network. Future development should not diminish current levels of service anywhere in the network, and should provide roadway improvements that will maintain and enhance the levels of service on adjacent intersections and roadways.

The Circulation Map (see Appendix E) is intended to show the full development of the circulation network in Woodstock. The primary feature of the circulation map is the delineation of the thoroughfare network to support the land uses on the Land Use Map. The Comprehensive Plan recognizes the right-of-way as multi-modal, to be shared by pedestrians, bicyclists, motor vehicles, and public transit.

The circulation element of the Comprehensive Plan, along with Woodstock's approved Transportation Plan February 2008, is about providing choices and options for mobility in the City. It targets four modes of travel: motor vehicles, public transit, bicycles, and the pedestrian, and seeks to promote alternatives to automobile use by advocating:

- a higher quality circulation network;
- a more pedestrian and bicycle friendly environment;
- the development of mixed-use projects and higher densities in appropriate locations throughout the City; and
- a convenient public transit system.

The intent behind this approach is five-fold: to reduce local motor vehicle trips; to provide mobility options for all including non-driving segments of the population; to facilitate public transit service; to conserve energy; and to decrease pollution from vehicle emissions and road-way runoff.

GOAL

Maximize the efficiency, pleasure, methods, and safety of travel in and through the City, while minimizing the negative environmental impacts of travel.

MOTOR VEHICLE INFRASTRUCTURE OBJECTIVES

1. Provide motor vehicle traffic capacity in advance of need whenever possible.

2. Design housing, commercial services, and transportation infrastructure in order to encourage pedestrian activity.

3. Acknowledge and take into consideration the synergy between land use activities and decisions and the community's transportation needs and requirements.

4. Improve the streetscape with visually appealing traffic signs and signals, building signs, street trees, streetlights, and other street furniture throughout the City.

5. Provide adequate off-street parking for residents, workers, and visitors.

MOTOR VEHICLE INFRASTRUCTURE IMPLEMENTATION STRATEGIES

1. Aggressively work with IDOT and county, state, and federal agencies and elected officials to re-design and improve IL Route 47.

2. Encourage and promote multi-level parking facilities that will reduce horizontal land area devoted to parking.

3. Use the Circulation Map and the Transportation Plan February 2008, as well as the transportation and roadway priorities set forth by the Woodstock Transportation Commission, as guides when preparing the City's Capital Improvement Program.

WOODSTOCK TRANSPORTATION COMMISSION
TRANSPORTATION/ROADWAY PRIORITIES

5 – YEAR

1. Route 47 Railroad Overpass Widening: Completion of feasibility study evaluating alternatives for widening of Route 47 at RR overpass, options for track locations, and identifying probable construction cost.
2. Intersection and signalization at Route 47 and St. Johns Road.
3. Widening of Illinois Route 47 from South Street to McConnell Road.
4. Intersection improvements and widening at Route 47 and Irving/Judd.

10 – YEAR

1. Completion of widening of railroad overpass across Route 47 and widening of Route 47 from Lake Avenue to McConnell Road.
2. Extension of Lakeshore Drive from US Route 14 to McConnell Road and intersection improvements at US Route 14 and Lakeshore Drive.
3. Widening and intersection improvements at Route 47 and Route 120.
4. Extension of Zimmerman Road from Country Club Road to Route 120, and widening and reconstruction of Zimmerman Road from Country Club Road to McConnell Road.

15 – YEAR

1. Intersection improvements and widening at Route 47 and Cobblestone Way.
2. Widening of Route 47 from Cobblestone Way to the south.
3. Intersection improvements and signalization at Route 47 and Greenwood Avenue.
4. Construction of new street west of Illinois Route 47, from intersection of McConnell Road and Route 47 to intersection of South Street and Washburn.
5. Widening and reconstruction of Lamb Road from Illinois Route 120 to Charles Road, to serve as a westerly bypass.

4. In addition to the priorities set forth by the Transportation Commission and listed above, encourage and support the following improvements:

- Extend Hercules Road to IL Route 47 east of Apple Creek Estates Subdivision.
- Align Hughes Road and Franklinville Road.
- Extend Ware Road west so that it will provide a connection to Lamb Road.
- Extend Moraine Drive north to Kishwaukee Valley Road.
- Extend Secor Road east to Steig Road.

5. Amend off-street parking requirements to encourage shared parking between adjoining land uses.

6. Improve wayfinding techniques throughout the City to provide better access and alternate routes to points of interest and special events.

7. Improve local truck route access in Woodstock and develop new through truck routes in order to reduce the negative impacts of both local and regional truck traffic.

8. Make use of relevant traffic and parking management tools to reduce peak hour congestion, improve traffic movement, improve parking usage and availability, and to increase pedestrian and bicyclist safety.

9. Encourage employers to consider measures that will minimize or decrease peak traffic congestion impacts.

10. Require that motor vehicle maneuvering for loading and unloading activity be performed entirely on the property being served when the access is from a “collector” or “arterial” street.

11. Evaluate environmental impacts of new roadway construction and improvement projects, and minimize any potential negative impacts.

12. Establish design and landscape guidelines and criteria for major entryways into Woodstock, including IL Routes 47 and 120, US Route 14, Dean Street, Kishwaukee Valley Road, and South Street.

13. Establish a dialog with the County, adjacent communities and other governing bodies to develop interconnecting street systems and connections, and to work together for street improvements which will provide benefit to all communities.

PUBLIC TRANSPORTATION OBJECTIVES

1. Support and facilitate convenient scheduling of public transportation opportunities.

2. Provide adequate parking and incentives for commuters to use public transportation in the City.

3. Maximize use of available regional public transportation opportunities through effective land use, design, and linkages.

US Route 47 Railroad Overpass

PUBLIC TRANSPORTATION IMPLEMENTATION STRATEGIES

1. Explore ways to determine how rail service to Woodstock could be revised to increase ridership, in general, and use of the Woodstock commuter station in particular.

2. Encourage transportation services and programs, such as para-transit, between residential sites and major commercial/service areas.

3. Involve PACE and METRA in land use decisions to develop opportunities for public transportation features in new development.

4. Apply PACE transit development design guidelines to new development and roadway improvements in order to facilitate bus service.

5. Work with sponsoring organizations to establish tourist bus routes, bus parking areas, and remote visitor parking and bus shuttle systems.

6. Monitor parking at the commuter rail station to respond to changes in parking demand.

BICYCLE INFRASTRUCTURE OBJECTIVE

Provide for bicycle transportation via roadways, trails, and similar infrastructure.

BICYCLE INFRASTRUCTURE IMPLEMENTATION STRATEGIES

1. Add bicycle lanes on both sides of arterial streets when they are improved.

2. Include bicycle design standards as elements of new street improvements.

3. Connect City parks and community facilities, such as Centegra Memorial Medical Center, Woodstock High School and Woodstock North High School, the Woodstock Public Library, the McHenry County Government Center, McHenry County College, Emricson Park, Bates Park, and Woodstock Square, with bicycle paths.

4. Connect and extend bicycle paths and bikeways to the major employment centers and attractions in the City and to regional trail systems.

5. Develop a wayfinding program for bicycle trails in the City and support the development of regional bicycle paths and trails in the Woodstock planning area.

6. Require bicycle amenities, such as storage lockers, parking racks, and dedicated parking areas, at park, civic, commercial and industrial sites, train stations and transit stops, and at similar locations throughout the City.

7. Encourage bicycle path and bikeway improvement projects during the preparation of future capital improvement programs.

PEDESTRIAN INFRASTRUCTURE OBJECTIVES

1. Provide a continuous network of accessible sidewalks throughout the City on both sides of existing streets when they are improved.

2. Include sidewalk and pedestrian trail design standards as elements of new street improvements.

3. Provide for improved pedestrian movement across arterial streets.

4. Improve the pedestrian environment with the use of effective and visually appealing signs, street trees, and street furniture throughout the City.

5. Encourage commercial and industrial property owners to make pedestrian connections to adjacent streets and trails.

PEDESTRIAN INFRASTRUCTURE IMPLEMENTATION STRATEGIES

1. Construct sidewalks where there are none with priority given to locations that are within four blocks of schools, parks, and public facilities.

2. Provide sidewalk ramps that step down on all streets with priority given to the busiest streets and locations that are within four blocks of schools, parks, and public facilities.

3. Require new development to demonstrate how it will benefit pedestrian, bicycle and vehicular circulation in existing and proposed neighborhoods.

4. Require residential developers and developers of employment centers and commercial buildings to provide pedestrian amenities, including benches, sterrt furniture, shade trees, and sidewalks.

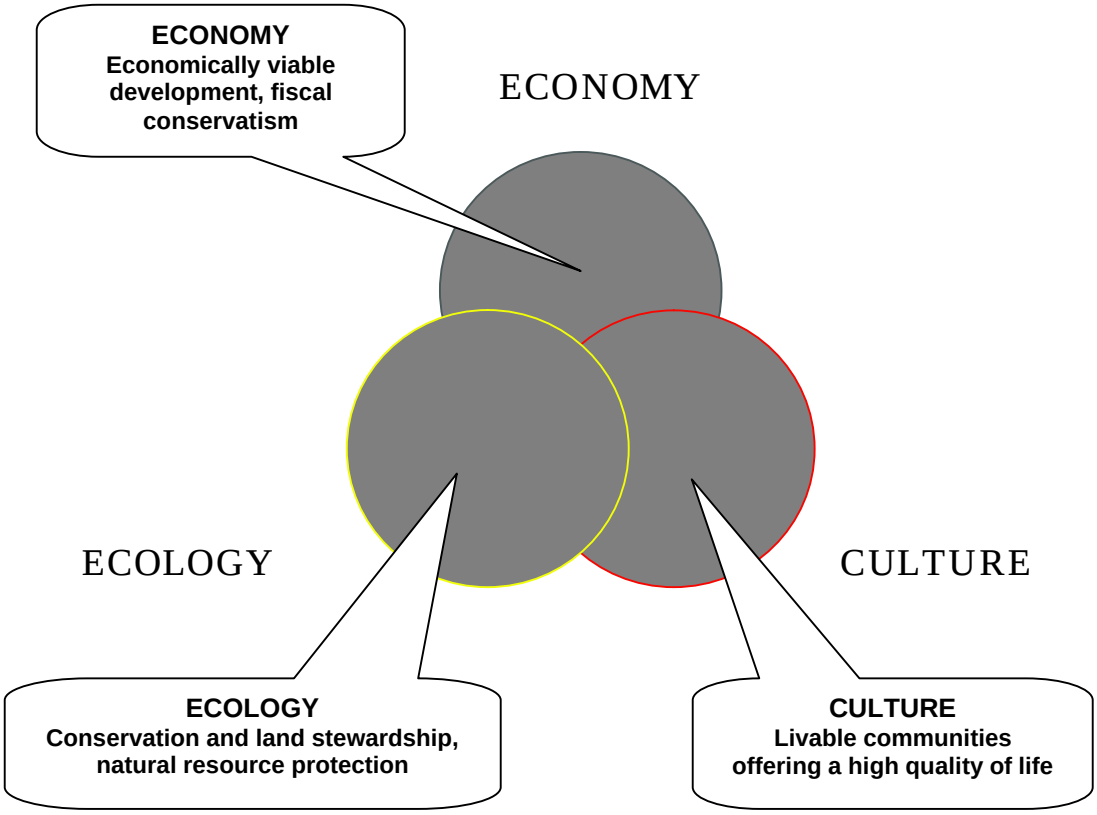
5. Include crosswalks and activated controls in the thoroughfare network improvements and provide activated signals for pedestrian crossings across arterial streets.

6. Plan for eventual construction of special pedestrian crossing facilities at high hazard locations including, but not limited to, overpasses and underpasses.

7. Apply traffic calming techniques where justified to make streets more pedestrian and bicycle friendly.

Chapter 11

THE PLANNING MODEL



The direction for Woodstock's future expressed in this Plan is rooted in a planning model in which the three basic aspects of ecology, economy, and culture are intended to be in balance. These aspects are linked together and if any aspect is over-emphasized, the others can suffer, diminish or decline to the detriment of the whole. The model does not confine or restrict growth and development, but encourages growth and development which contributes to the benefit of each aspect.

The planning model is not static, but is constantly expanding and contracting. It requires ongoing adjustments or intervention to maintain the desired balance. For the community to be healthy, the model must be in balance.

Overemphasis on growth and development can lead to negative impacts on the natural and cultural environment of the Woodstock community. Conservation and culture can be improved with a strong economy. Economic strength, however, is difficult without livable communities offering a high quality of life to attract people to Woodstock. The City cannot achieve the desired balance between ecology, economy, and culture by setting artificial limits on its physical size, growth or development. Rather, the community will reach equilibrium naturally by listening to the needs of its citizens and by making adjustments as imbalances occur. Although balance can always be re-established, it is more prudent to provide excess capacity in critical areas before demand outpaces supply and causes attendant negative impacts.

The Comprehensive Plan and the Land Use Map represent choices made to keep the qualities of Woodstock that contribute to its appeal and to maintain a sustainable balance. The Plan is a destination without a timetable. However, the Plan is not a finish line that the City is racing towards. How long it takes Woodstock to reach the destination is not as relevant as how it reaches the destination.

The size of Woodstock is determined by many factors. Among these are the natural features which may constrain development, such as wetlands, aquifer recharge areas, and floodplain. Economic factors such as job creation and retention, income, and housing choice and availability will influence the pace of new development. Demographic factors such as family formation, household size and population growth will influence and be influenced by economic forces. Factors such as quality of life, cost and quality of municipal services and the pace at which infrastructure is expanded or updated will act as constraints or stimulants for development.

GOAL

Provide a high quality of life in the context of responsible land stewardship, economic viability, and long-term sustainability. Take this goal into account when evaluating all development proposals and changes in land use.

OBJECTIVES

1. Maintain incremental, contiguous and compact physical expansion of the City's service area.

2. Avoid excessive population and traffic growth.

3. Consider the impact growth will have on public services, infrastructure facilities and the natural environment.

4. Minimize the impact of development on schools and municipal facilities and infrastructure.

5. Establish open landscapes throughout the City which contribute to Woodstock's character and identity, and provide visual separation between Woodstock and neighboring communities.

IMPLEMENTATION STRATEGIES

1. Develop quality of life indicators to measure change in Woodstock to determine ecological, economic and cultural balance.

2. Negotiate intergovernmental agreements setting forth common land use objectives and strategies for achieving common goals.

3. Include McHenry County government in land use, open space and transportation initiatives.

4. Consult the Comprehensive Plan when considering land use, infrastructure, and environmental matters.

5. Where applicable, apply conservation design practices to new development.

Chapter 12

IMPLEMENTING THE PLAN

Adoption of this Plan is not the end of the planning process, but should be viewed as part of Woodstock's ongoing efforts to achieve the community's vision. This document has identified a number of implementation strategies which should be initiated and completed, and which will require the City to commit various resources to the effort.

The intent of this Chapter is to describe various initiatives the City can take to help realize its vision. Achieving this vision requires the efforts of all segments of the community. Local government is only one small part of this effort. Other participants must include the business community, local developers, other local governments, local institutions, community and service organizations, and Woodstock residents.

Implementation of this Plan requires a blend of proactive and reactive approaches. Proactive measures are those in which the City initiates the action or change such as through a code change or public improvement. Reactive measures are those in which a proposal by other parties is presented for City consideration. The City's development review process is one example of a reactive measure. This Chapter identifies only the proactive measures since they are the ones the City can control.

The Comprehensive Plan is a dynamic document and requires maintenance and periodic review to remain effective. Monitoring can identify when the assumptions used in the preparation of the Plan appear to be at odds with reality. It can also identify whether external or market pressures suggesting change should be addressed. When a problem is identified, the Plan should be adjusted, revised, or changed. It should not, however, be revised on a whim, nor should it be considered the absolute final word.

It is often difficult for communities to engage in a large number of plan implementation initiatives. The recommended approach to plan implementation is to establish priorities in order to focus the City's resources and energy on accomplishing the most important initiatives first. Several of the highest priority initiatives are described below.

REVISE LAND USE REGULATIONS AND DESIGN STANDARDS.

The City should continue to evaluate and, when appropriate, revise its land use regulations and standards in order to make them consistent with the recommendations in this Plan and on the Land Use Map. New development standards should be flexible and include incentives to encourage

development that is in accordance with the principles and policies emphasized in this Plan and in the Vision 2020 statement.

- Integrate and mix land uses (*commercial, residential, recreational, educational, and others*) in neighborhoods in order to create vibrant and diverse communities and buildings.

- Adopt and utilize "smart growth" codes to parallel existing conventional land use and development regulations.

- Through the planned unit development process, evaluate proposed development by building type and design, and not solely by use.

- Encourage opportunities to retrofit single-use commercial and industrial buildings and sites into walkable, mixed use communities.

- Encourage developers to reduce off-street surface parking and other impermeable surface areas.

- Periodically review Woodstock's Unified Development Ordinance to ensure that local concerns regarding growth and development and environmental protection are addressed.

CONTINUE TO UPDATE THE CITY'S CAPITAL IMPROVEMENT PROGRAM (CIP)

Because the capital improvement program is a guide to the City's investments in infrastructure and capital outlays over the foreseeable future, this budgeting tool should be maintained and updated regularly. The CIP usually contains a detailed estimate of facilities costs and a prioritization of the most critical needs over a five to six year time span.

The CIP allows the City to determine its long-term capital investment needs and budget accordingly. This planning process also allows the City to identify and evaluate the best sources or methods of funding specific projects. Many of the implementation strategies identified in this Plan can be directly related to the capital improvement program.

PROTECT THE CITY'S EXTRATERRITORIAL JURISDICTION FROM ENCROACHMENT

Protecting the City's extraterritorial jurisdiction from encroachment by adjoining communities is imperative. Municipal competition for land in Woodstock's planning area is growing in intensity. Woodstock currently has boundary agreements with Bull Valley, Crystal Lake, and Lakewood. However, no such agreements exist between the City and the neighboring communities of Greenwood, Huntley, and Wonder Lake. Unfortunately, Illinois laws do not protect Woodstock from poor land use decisions made by adjoining communities. Woodstock should develop boundary agreements with each of the surrounding communities in order to maintain the community character objectives of this Plan and to plan for City services and infrastructure needs.

Where boundary agreements already exist, they should be re-evaluated by the City and extended as appropriate.

Another consideration with boundary agreements is the impact of development from other municipalities on the local school district. To avert this situation the City should attempt to make future boundary agreements coincide with Woodstock School District 200 boundaries or limit the impact of any incursion by adjacent municipalities in the Woodstock School District boundaries.

ESTABLISH STRATEGICALLY LOCATED BUFFER ZONES AROUND WOODSTOCK AND BETWEEN THE CITY AND NEIGHBORING COMMUNITIES

Woodstock's land use regulations and its comprehensive planning documents, including the Land Use Map, generally seek to locate land uses next to each other that are compatible and mutually supportive, and that help to define the character of the City. For example, high density residential uses are often located between commercial uses and lower density residential activity or low density uses are often located between mid-density residential uses and agricultural areas. In some instances, however, existing land uses, the timing of development activity, and physical and environmental limitations prevent this from happening and a different approach is necessary. An effective way of minimizing conflict between potentially incompatible land uses, of contributing to Woodstock's character and identity, and maintaining spatial and visual distinctions between Woodstock and its neighboring communities and unincorporated areas of McHenry County, is to provide buffer zones.

Chapter 1 of this Plan notes that Woodstock's unique character is in part due to "the presence of open spaces and undeveloped lands" between the City and neighboring municipalities. These areas serve as transitional zones between developed parts of the City and development occurring in other communities and in unincorporated portions of McHenry County. The Woodstock Comprehensive Plan 2008 strongly encourages the establishment of permanent buffers within these transitional zones.

The exact dimensions and characteristics of a particular buffer zone will depend on proposed land use activity, the subdivision and land development review process, and the underlying natural features and physical characteristics of an area. The establishment of buffer zones should take into account the objectives and recommendations of Chapter 3 (*Natural Resources*) and Chapter 4 (*Open Landscapes*). Buffer zones should also acknowledge and be cognizant of the features depicted on the Natural Resources Inventory Map (*Appendix C*).

Buffer zones can consist of a variety of land use types and may include natural features such as wetlands, floodplain, prairie lands, woodlands, animal habitats, public/private conservation areas, and nature preserves. Deed-restricted open space which comprises part of a development site, as well as large-lot estate developments which contain a large percentage of open space and a low density, can also be used as part of or to augment a buffer zone. Buffer zones may also include open spaces established and dedicated as a condition of development approval such as public/private parks, recreational areas, golf courses, and trail systems. Land used for crop production, pasture, orchards, as well as public right-of-way dedicated for limited highway and arterial road use, may also be considered as part of a buffer zone. Where such areas exist,

consideration should be given to connecting them and forming a linear buffer and open space system.

The establishment of buffer zones should be strongly encouraged at strategic locations around the City. Examples of such areas include, but are not limited to:

- The general area extending south from US Route 14 to South Street, between the Westwood Park conservation area and Rose Farm Road (*Seneca Township: east ½ of Section 11 and west ½ of Section 12*).

- The general area paralleling Nippersink Creek and perpendicular to Raycraft Road and IL Route 47 (*Greenwood Township: south ½ of Sections 8 and 9, Section 10, and 18*).

- The general area located east of Fleming Road, south of IL Route 120, and in the vicinity of Cold Springs Road (*Greenwood Township: southeast ¼ of Section 25 and Sections 35 and 36*).

- The general area situated along IL Route 176, west of Dean Street, and extending north between Sunnyside Road and Dean Street (*Dorr Township: west ½ and south ½ of Section 30, <u>and</u> Seneca Township: north ½ of Section 36*).

The aforesaid areas are all characterized by significant environmental and natural resources. Specific recommendations regarding buffer zones in and around Woodstock are provided below:

- Support the preservation of natural and environmental features designated on the Natural Resources Map (*Appendix C*).

- Utilize zoning regulations, planned unit developments, overlay districts, and other enforceable means to protect natural areas, and restrict building and development activity within a specific distance of such areas.

- Encourage the creation of buffer zones on sites designated as resource conservation and resource conservation corridor on the Land Use Map (*Appendix B*), as well as on sites containing natural and environmental features as designated on the Natural Resources Map (*Appendix C*).

- Utilize natural areas, agricultural lands, dedicated open space, public and private parks and recreational sites, trail systems, and conservation areas to create strategically located buffer zones between the City and neighboring municipalities.

- Require the connection of adjacent buffer zones and the connection of existing natural and open space areas when new development projects are proposed.

- Where appropriate and as part of mandatory public improvements, require the installation of pedestrian and bicycle trail systems that will result in linear connections between buffer zones.

- Support and advocate the creation and preservation of buffer zones in unincorporated areas beyond the Woodstock corporate limits that are characterized by natural features, open landscapes, conservation areas, public and private park and recreation sites, and similar features.

ADOPT OPEN SPACE PRESERVATION TECHNIQUES

The City should continue to adopt open space preservation standards and requirements to achieve many of the community character and open lands objectives of this Plan.

- Use transfer of development rights, purchase of development rights, and other market-based mechanisms to conserve private lands.

- Encourage agricultural and conservation easements, land acquisition, and other techniques to remove or relocate development potentials from critical parcels in the planning area.

- Coordinate and link local, county, and state efforts regarding land preservation, conservation, and development.

- Adopt a green infrastructure plan.

- Expand the network of trails, greenways, and natural resource areas in and around the City to form continuous and accessible routes for both active and passive recreation.

- Incorporate and refine opportunities for the preservation of open space into the City's land use approval processes.

- Partner with both governmental (MCCD) and nongovernmental organizations to acquire and protect land.

One advantage which several of these techniques have is that they do not require annexation of property by the City. These techniques can help the City achieve its objectives of community separation and maintaining community character, and are complemented by boundary agreements established with adjoining municipalities. Combining boundary agreements with the application of alternative open space acquisition techniques would give the City unsurpassed control of the visual and physical separation between it and adjoining communities.

Examples of Buffer Zone Features

ANNEXATION POLICIES

The City should annex territory for development purposes if it can be demonstrated that the development complies with the recommendations of this Plan. To do otherwise may bring about premature development, inflate landowner expectations, increase the pace of development, diminish the character of the community, or all of the above. From a bargaining point of view, the City possesses the greatest leverage during the annexation process. Additionally, the City's physical expansion historically has occurred in small incremental steps and contributed to the community character. Annexation of large territories solely for the purpose of deterring the advance of a more aggressive community is inconsistent with Woodstock's approach to maintaining a sustainable balance.

AMENDMENTS

Although this Plan is a final document and a statement of official City policy, changing conditions may make it necessary to evaluate the goals, objectives, and implementation strategies on a regular basis. It is good practice to up-date the Comprehensive Plan periodically and to review it every five years. It is possible that a proposal could be made to the City which is not consistent with the Plan, but which is determined to be desirable and appropriate by the City Council and community. In such a case, if the Plan does not accurately reflect a new goal or objective, it may be necessary to amend it. To the extent that the City Council adopts other policies affecting land use or the City's goals and priorities change, the Plan should be amended. Rezoning of individual parcels and/or allowing compatible land use within a large land use designation may not require an amendment of the Comprehensive Plan.

Appendix A

COMMUNITY PROFILE

LOCATION

Distance to Selected Major Cities:					
Atlanta, GA	795	Los Angeles	2,050	New York, NY	885
Chicago, IL	**65**	**Madison, WI**	**95**	**Rockford, IL**	**35**
Dallas, TX	98	**Milwaukee, WI**	**70**	**St. Louis, MO**	**300**
Denver, CO	**971**	Minneapolis, MN	400		
Detroit, MI	316	**New Orleans, LA**	**944**	**Bold** = Regional Market Destinations	

TRANSPORTATION

Major Highways/Routes: I-90, U.S. Route 14, Illinois Routes 47/120/176

Airports

Name	Location	Distance
O'Hare	Chicago	40 miles
Midway	Chicago	50 miles
Mitchell Field	Milwaukee	64 miles
Rockford	Rockford, IL	40 miles
Lake in the Hills	LITH, IL	15 miles
Galt Airport	Woodstock, IL	5 miles

Railroads: Union Pacific Railroad
Commuter and passenger service to Chicago is provided by the Metra Northwest Line.

Motor Freight Carriers

Freight Terminals:	2
Local Carriers:	27
Interstate Carriers:	2
Package Delivery Services:	Yes

Bus Lines
Public and private carriers available for local and interstate transport.

CLIMATE

Average Winter Temp.	22.90F	-5.06C
Average Summer Temp.	73.90F	23.28C
Average Annual Rainfall	32.00 inches	
Average Annual Snowfall	30.00 inches	

Region:	Northeast Illinois
County:	McHenry
Elevation:	942 feet (mean), 1,100 feet (highest)

GOVERNMENT

Type of Government: Council/Manager
Mayor and 6 Council Members elected at-large

Latest Comprehensive Plan:	2008
Municipal Zoning in Effect:	Yes
Planning Commission:	Yes
Home Rule:	No
Illinois Certified City:	Yes
Special Financing Techniques::	TIF
Emergency E911:	Yes
Police:	41 full-time sworn

Fire/Rescue District:

- 24 full-time, 65 part time personnel
- 19 vehicles
- Fire Insurance Class 5 (in town) & Class 10 (out of town)

TAXES

Property taxes are per $100 assessed valuation. Valuation 33.3% of fair market value.

2006 Property Tax Rates (Payable in 2007)

City of Woodstock:	1.4054
McHenry County:	0.7278
District #200:	4.5165
College District #528:	0.2922
Conservation District:	0.1490
Dorr Township:	0.2667
Woodstock Fire/Rescue:	0.5036
Total Tax	**7.8612**

Sales Tax: 6.5% (total)

UTILITIES

Water

Supplier:	City of Woodstock
Source:	Groundwater Wells
Storage Capacity:	3,300,000 gallons
Treatment Capacity:	5.6 million gpd
Avg Daily Demand:	2.6 million gpd
Peak Daily Demand:	4.0 million gpd
Plant Capacity:	5.6 million gpd

Waste Water Treatment (gpd in millions)

Supplier:	City of Woodstock	
	North	**South**
Design Avg Flow:	3.5	1.75
Design Max Avg:	10.5	5.4
Current Avg Daily:	1.980	1.180

Natural Gas Supplier: NICOR
Electric Supplier: ComEd

MEDICAL

Hospitals: 1 **Beds:** 154 **Clinics:** 4 **Doctors:** 165 **Dentists:** 16

Centegra Health System has a level 2 trauma center, a level 2 nursery, heliport, mental health and substance abuse center, and five satellite offices. A new hospital campus was opened on U.S. Route 14 in 1994 with the original facility being utilized for extended care, behavioral health programs, skilled nursing, and other support services. The Route 14 facility has undergone two expansions since 2002.

EDUCATION

Public Schools (Fall 2007)

Community Unit School District #200

Elementary Schools	7
Middle Schools	2
High Schools	2
Total Student Enrollment (2006)	6,602

Total Number of Teachers (2007)	468
2006-2007 Total Budget	$153.9mil
2004-2005 Per Pupil Expenditure	$9,206

Source: CUSD #200 Community Services

Private Schools

Woodstock Christian School
Elementary school (Pre-K - 8)

St. Mary's Elementary School
Elementary school (K - 8)

Marian Central Catholic High School

Post-Secondary Education

Community Colleges	1
4 Year Colleges	1
University	0

Trade and technical programs are available through McHenry County College (MCC). MCC also offers transfer programs in more than 64 subjects.

LABOR

Total Labor Force 16 years old +: 17731

Management, professional, and related occupations	29.3%
Service occupations	13.1%
Sales and office occupations	24.1%
Farming, fishing, forestry occupations	0.7%
Construction, extraction, and maintenance occupations	9.7%
Production, transportation, and material-moving occupations	23.0%
Mean travel time to work in minutes:	26.0

Source: U.S. Bureau of Census, Census 2000

DEMOGRAPHIC SNAPSHOT

Population

2010 projected	28,500
2004 special census	21,657
2000 census	20,151
1990 census	14,353
1980 census	10,497
% Change 1980-1990	36.7%
% Change 1990-2000	40.4%
% Change 2000-2004	22.6%

2000 Population by Race (20,151 total)

White	87.5%
Black or African American	1.1%
American Indian and Alaska Native	0.2%
Asian and Pacific Islander	2.0%
Other Races	7.7%
Respondents of Hispanic Origin	19.0%

Population by Radius

	1 mile	5 mile	10 mile
2006 projection	17,431	71,200	144,069
2000 estimate	11,982	25,811	120,305
1990 census	9,503	20,530	96,108

Households

2000 census	7,273
1990 census	5,290
1980 census	3,918
% Change 1980-1990	37.5%
% Change 1990-2000	32.7%

Households by Radius

	1 mile	5 mile	10 mile
2006 projection	6,398	24,870	49,699
2000 estimate	4,576	9,370	42,138
1990 census	3,559	7,324	33,399

2006 Households by Income (7,369 total)	
$150,000 and over	6.2%
$100,000 to $149,999	12.1%
$75,000 to $99,999	13.6%
$50,000 to $74,999	24.7%
$35,000 to $49,999	16.0%
$25,000 to $34,999	9.2%
$15,000 to $24,999	10.4%
Under $14,999	7.9%

2000 median household income	$47,871
1990 median household income	$36,421
% Change	31.4%

2000 per capita income	$23,210
1990 per capita income	$15,254
% Change	52.15%

2000 Est Population by Age (20,100 total)	
Under 5 years	8.0%
5 to 9 years	8.0%
10 to 14 years	7.5%
15 to 19 years	6.9%
20 to 24 years	7.6%
25 to 34 years	16.6%
35 to 44 years	16.6%
45 to 54 years	12.2%
55 to 59 years	3.9%
60 to 64 years	2.7%
65 to 74 years	4.2%
75 to 84 years	3.9%
85 years and over	1.7%

Median Age	32.1

School Enrollment	
Nursery school, preschool	9.2%
Kindergarten	7.4%
Elementary school (grades 1-8)	46.6%
High school (grades 9-12)	17.6%
College or graduate school	19.3%

Educational Attainment	
Less than 9th grade	10.5%
9th to 12th grade, no diploma	9.3%
High school graduate or equivalent	29.7%
Some college, no degree	21.8%
Associate degree	5.8%
Bachelor's degree	15.8%
Graduate or professional degree	7.0%
Percent high school graduate +	80.1%
Percent bachelor's degree +	22.9%

Sources: U.S. Bureau of Census, Census 2000; Northern Illinois Planning Commission; and City of Woodstock

MAJOR EMPLOYERS

Private	
Centegra Health System	1,059
Brown Printing Company	800
Catalent Pharma Solutions	700
Wal-Mart	475
Wells Manufacturing Company	425
Claussen Pickle Company	400
D.B. Hess Company	400
Guardian Electric Mfg. Company	250
Woodstock Christian Life Services	175
Precision Quincy Corporation	120
Woodstock Residence	120
Farm & Fleet	75
Jewel Food Store	60

Public	
McHenry County Government	1,100
Woodstock CUSD #200	600
Special Education District of McHenry County	350
City of Woodstock	135

CONSTRUCTION ACTIVITY

Totals January – December 2006	
New Residential Units	459
Value of Residential Permits	$66,804,711
Value of Commercial Building Activity	$19,921,172
Value of Industrial Building Activity	$1,267,855

Totals January - December 2007	
New Residential Units	276
Value of Residential Permits	$50,136,657
Value of Commercial Building Activity	$11,339,011
Value of Industrial Building Activity	$10,637,059

LEGISLATIVE DISTRICTS

State

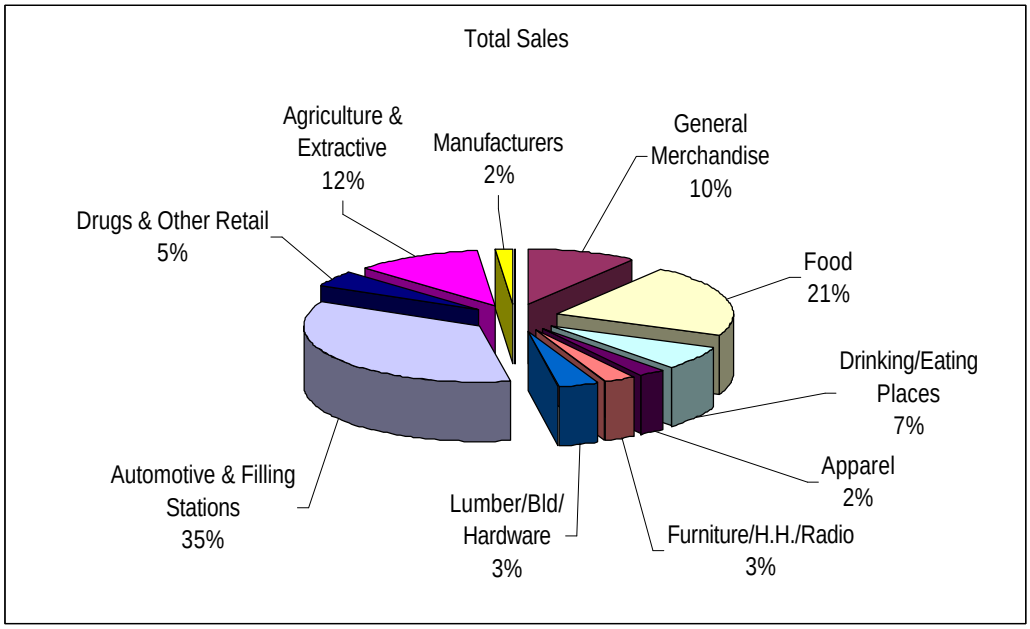
Illinois State Rep. Dist #63: Jack Franks
Illinois State Rep. Dist #64: Mike Tryon
Illinois Senate Dist #32: Pamela Althoff

Federal

U.S. Congress Dist #16: Melissa Bean
U.S. Senators: Barack Obama
Dick Durbin

RETAIL SALES

2006 Woodstock Retail Sales by SIC Code
January 1, 2006 – December 31, 2006
($230,140,452 Total)



Standard Industrial Classification Category	Total Sales
General Merchandise	$23,289,886
Food	$48,741,798
Drinking/Eating Places	$15,734,396
Apparel	$5,561,112
Furniture/H.H./Radio	$7,307,348
Lumber/Building/Hardware	$7,990,480
Automotive & Filling Stations	$80,393,191
Drugs & Other Retail	$10,640,134
Agriculture & Extractive	$26,596,193
Manufacturers	$3,885,914

Source: Illinois Department of Revenue

Appendix B

THE LAND USE NARRATIVE AND MAP

Before the Land Use Map was created, natural resources including but not limited to wetlands, floodplain, tree cover, open water, soils and subsurface materials, were evaluated using available information and data. These natural features and resources comprise the ecological infrastructure in the planning area and influenced the evolution and development of the Land Use Map.

The Woodstock planning area is divided between two watersheds: the Nippersink Creek Watershed and the Kishwaukee River Watershed. A ridge running generally along US Route 14 divides the two watersheds. Drainage north of US Route 14 tends to flow towards Nippersink Creek, while drainage to the south forms the headwaters of the Kishwaukee River. Both waterways are highly rated by the Illinois Department of Natural Resources for their biodiversity, presence of endangered flora and fauna species, and water quality.

These waterways, as well as wetland areas, open water and hydric soils which provide the pathway for water to reach them, provide relatively continuous corridors of open lands in the planning area. Identifying these corridors for resource protection was the first step in the formulation of the Land Use Map. It is the goal of the City to preserve the natural hydrological functions of the landscape, provide for native habitat, and utilize opportunities for trail development in these corridors.

The resource conservation corridors identified on the Land Use Map represent only the extent of existing natural features and do not insure the continued functions or health of the ecology in these corridors. A resource conservation buffer is identified along these corridors to establish the preferred limits of the zone of protection along the corridors. Ideally, development activity is not permitted in the resource conservation areas. However, development that is designed and constructed using conservation design principles and practices to reduce environmental impacts may be considered. Alternatively, potential development in the resource conservation buffer can be shifted or moved to areas where neighborhood development is recommended without forfeiting the density that would be gained from the buffer area.

The natural resource corridors and groundwater recharge areas generally set forth the extent of urban development for the City. Woodstock has strong opinions regarding the form and appearance of development within these natural constraints.

With the adoption of the Comprehensive Plan, the application of traditional neighborhood design (TND) principles, transit-oriented development standards and criteria, and conservation design techniques and strategies will become the defining characteristics of land development in the City. The neighborhood development land use is intended to permit and encourage development having a pedestrian scale, interconnected streets and trails, a variety of land uses, mixed use buildings and structures in every neighborhood, pedestrian friendly architecture and site design, and attractive open spaces and public buildings.

The natural resource information on the maps incorporated in this Plan is based upon available mapped information and is only for general planning purposes. Individual land owners remain responsible for verifying the presence and extent of all natural resources on their property through accepted field analysis prior to making application for land development in the City of Woodstock.

The Land Use Map is part of this Comprehensive Plan. Copies of the Map may be obtained from the department of Community and Economic Development. Individual land use designations found on the Map are described as follows:

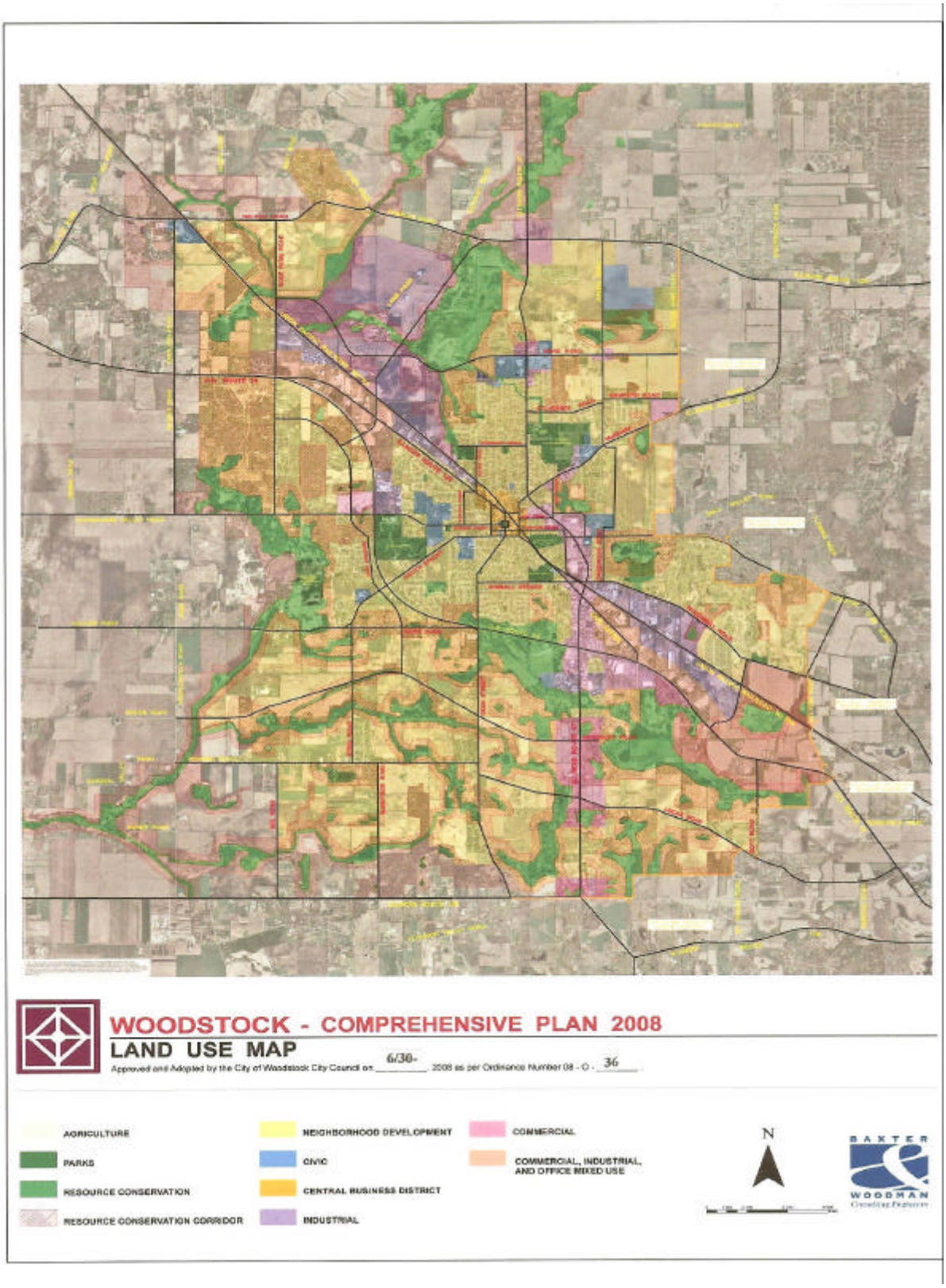
Agricultural	The concentrations of prime agricultural land used and intended for crop farming, timber, orchard, horticultural, animal husbandry, and equestrian purposes.
Central Business District	Areas surrounding and including the historic Woodstock Square which are used and intended for a dense mix of residential, office, commercial, cultural and civic uses. The area in this land use classification functions as the central business district.
Civic	Land used or intended for schools, government offices, cemeteries, community buildings, train stations, hospitals, and other similar public uses and community institutions.
Commercial	Areas used or intended exclusively for business and professional offices, retail, entertainment, restaurants, and service uses.
Industrial/Office Mixed Use	Areas used or intended for a mix of commercial, industrial and office uses.
Industrial	Areas used or intended for manufacturing, warehousing, production, business and professional services, office uses, and uses that complement and support these activities.
Parks	Land used or intended for active and/or passive recreation purposes, which may be held in private or public ownership.
Resource Conservation	Areas used and intended exclusively for the preservation and protection of wildlife habitat, wetlands, floodplains, open water, groundwater recharge, farmland, woodlands, and similar natural features and resources, which may be held in private or public ownership.
Resource Conservation Buffer	Areas adjoining Resource Conservation lands which function as a buffer or transition between Resource Conservation areas and other land uses, or serve as a connecting corridor between isolated conservation areas. Development within this

land use is generally not encouraged unless conservation design techniques are applied to protect the adjoining Resource Conservation lands. This overlay designation is not a specific land use.

Neighborhood Development

Areas having or intended to have a mix of land uses and mixed-use buildings, seamlessly woven together, but predominantly residential in use and character. Development in these areas exhibits pedestrian scale in site planning and building architecture. Development activity should occur in an orderly manner using conservation design[1] principles where appropriate and may include in-fill development and an interconnected network of thoroughfares and sidewalks. Neighborhood amenities are provided for residents, and civic uses and public spaces are encouraged to be strategically located. Appendix G, Exemplar Neighborhood Design, provides more information.

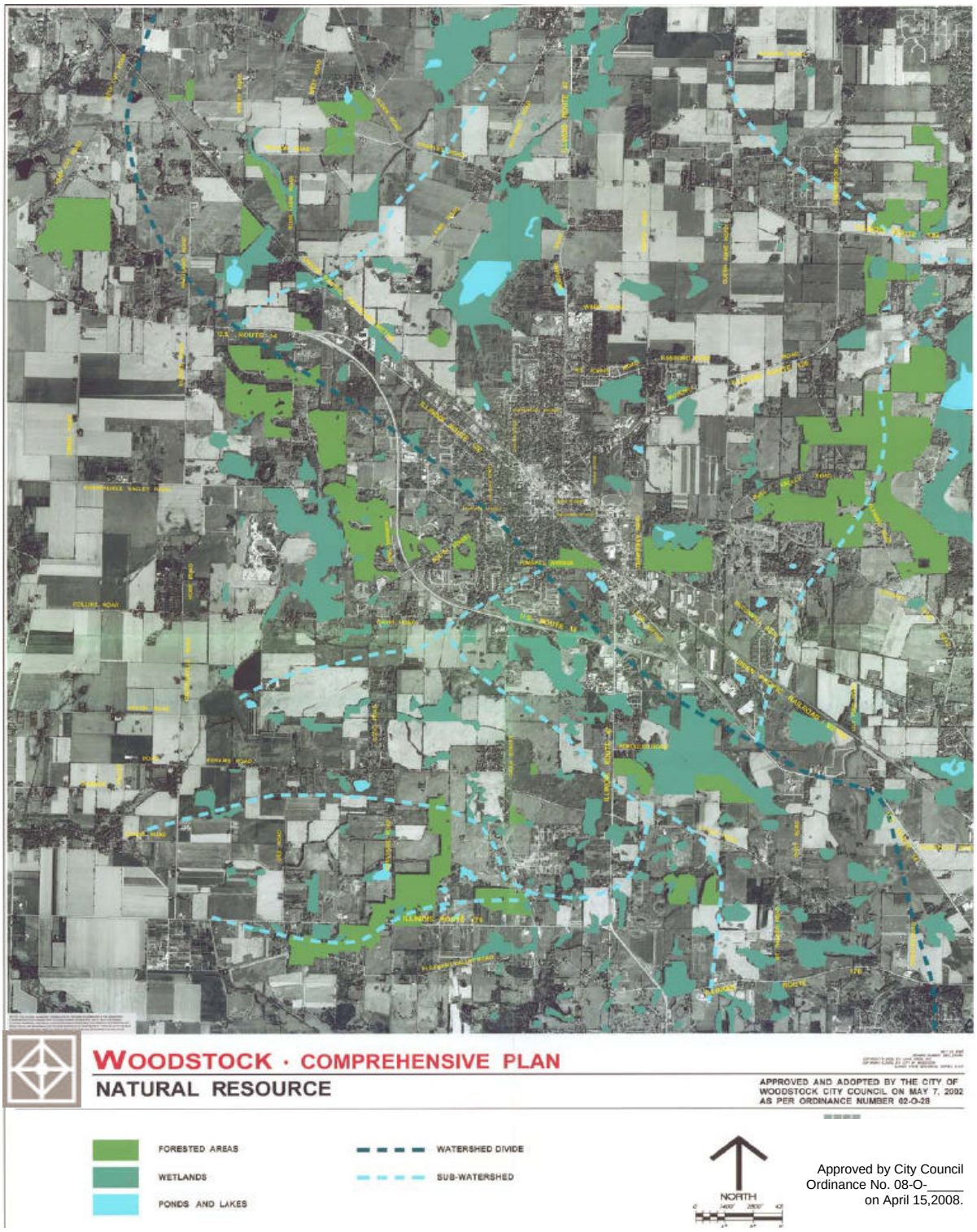
[1] Conservation design is a development technique whereby density is rearranged on a development parcel so that only half (or less) of the buildable land is consumed by lots, buildings and streets, allowing the balance of the property to be permanently protected and added to an interconnected network of green spaces and corridors in a community.


WOODSTOCK - COMPREHENSIVE PLAN 2008
LAND USE MAP
Approved and Adopted by the City of Woodstock City Council on 6/30- 2008 as per Ordinance Number 08 - O - 36
AGRICULTURE
PARKS
RESOURCE CONSERVATION
RESOURCE CONSERVATION CORRIDOR
NEIGHBORHOOD DEVELOPMENT
CIVIC
CENTRAL BUSINESS DISTRICT
INDUSTRIAL
COMMERCIAL
COMMERCIAL, INDUSTRIAL, AND OFFICE MIXED USE
N
BAXTER
WOODMAN

Appendix C

NATURAL RESOURCES INVENTORY MAP

THIS MAP, WHICH WAS ORIGINALLY APPROVED BY CITY OF WOODSTOCK ORDINANCE NUMBER 02-O-28, IS PROVIDED ON THE FOLLOWING PAGE.

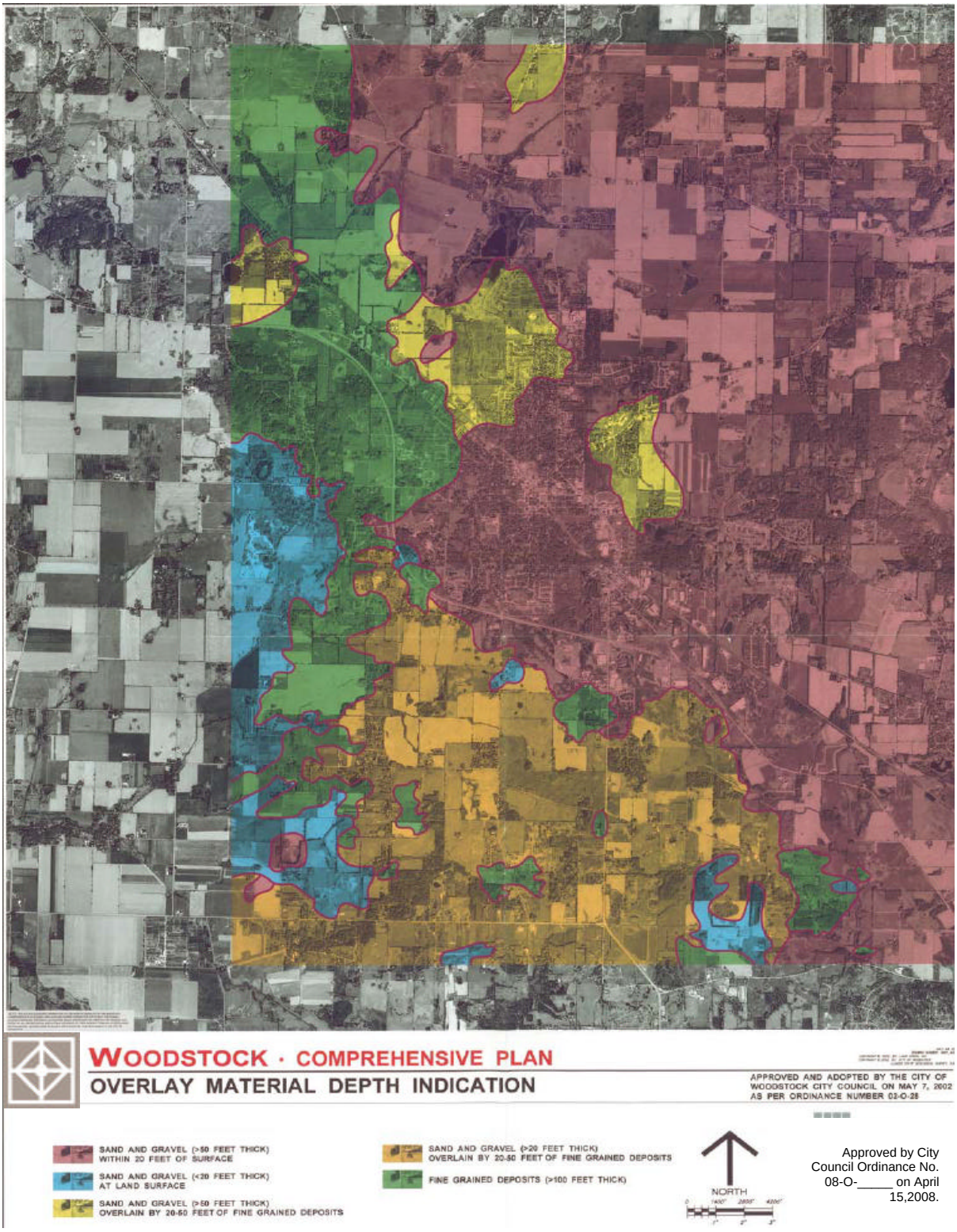


Approved by City Council
Ordinance No. 08-O-_____
on April 15,2008.

Appendix D

MATERIAL DEPTH MAP

THIS MAP, WHICH WAS ORIGINALLY APPROVED BY
CITY OF WOODSTOCK ORDINANCE NUMBER 02-O-28,
IS PROVIDED ON THE FOLLOWING PAGE.

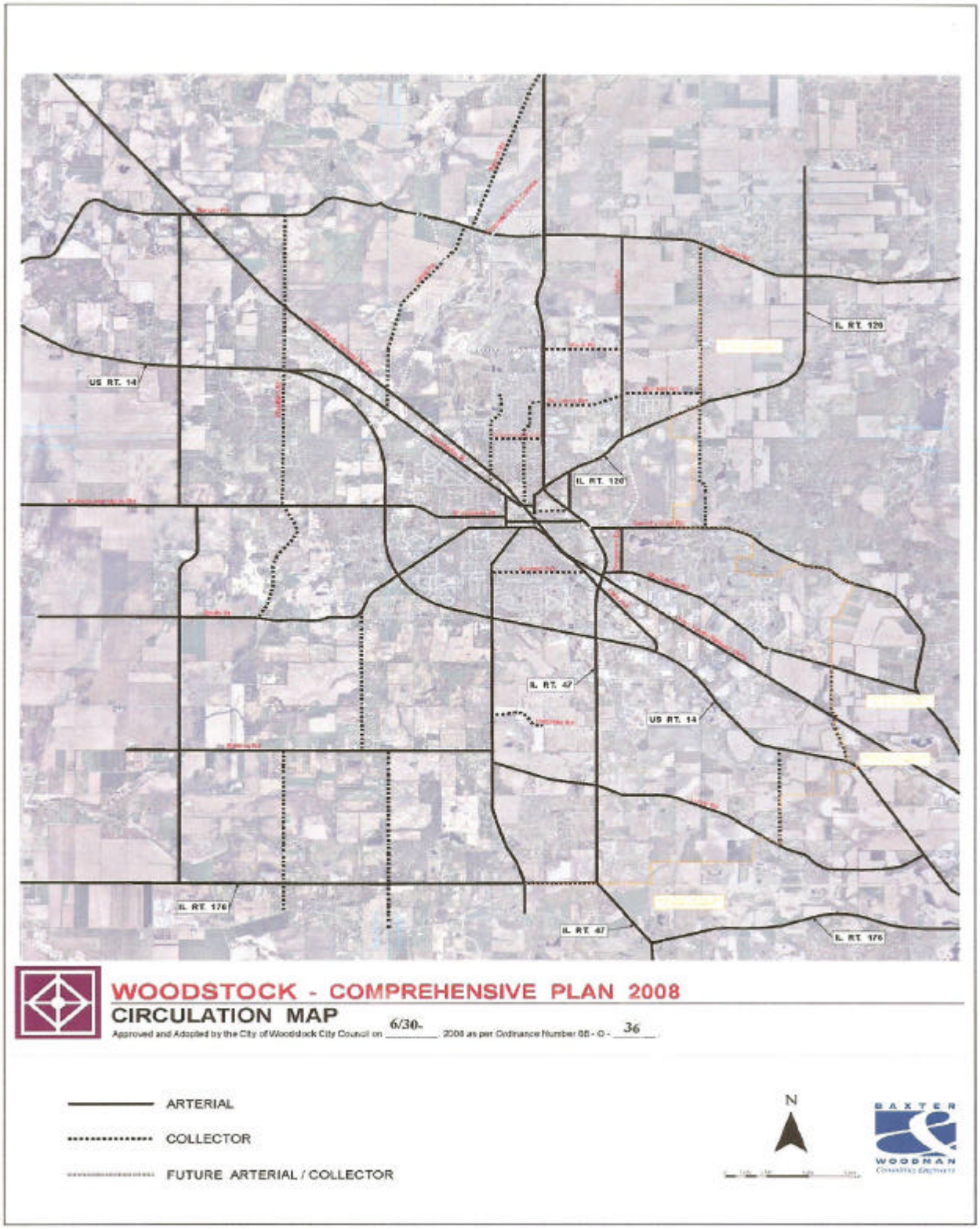


Approved by City Council Ordinance No. 08-O-_____ on April 15,2008.

Appendix E

CIRCULATION MAP

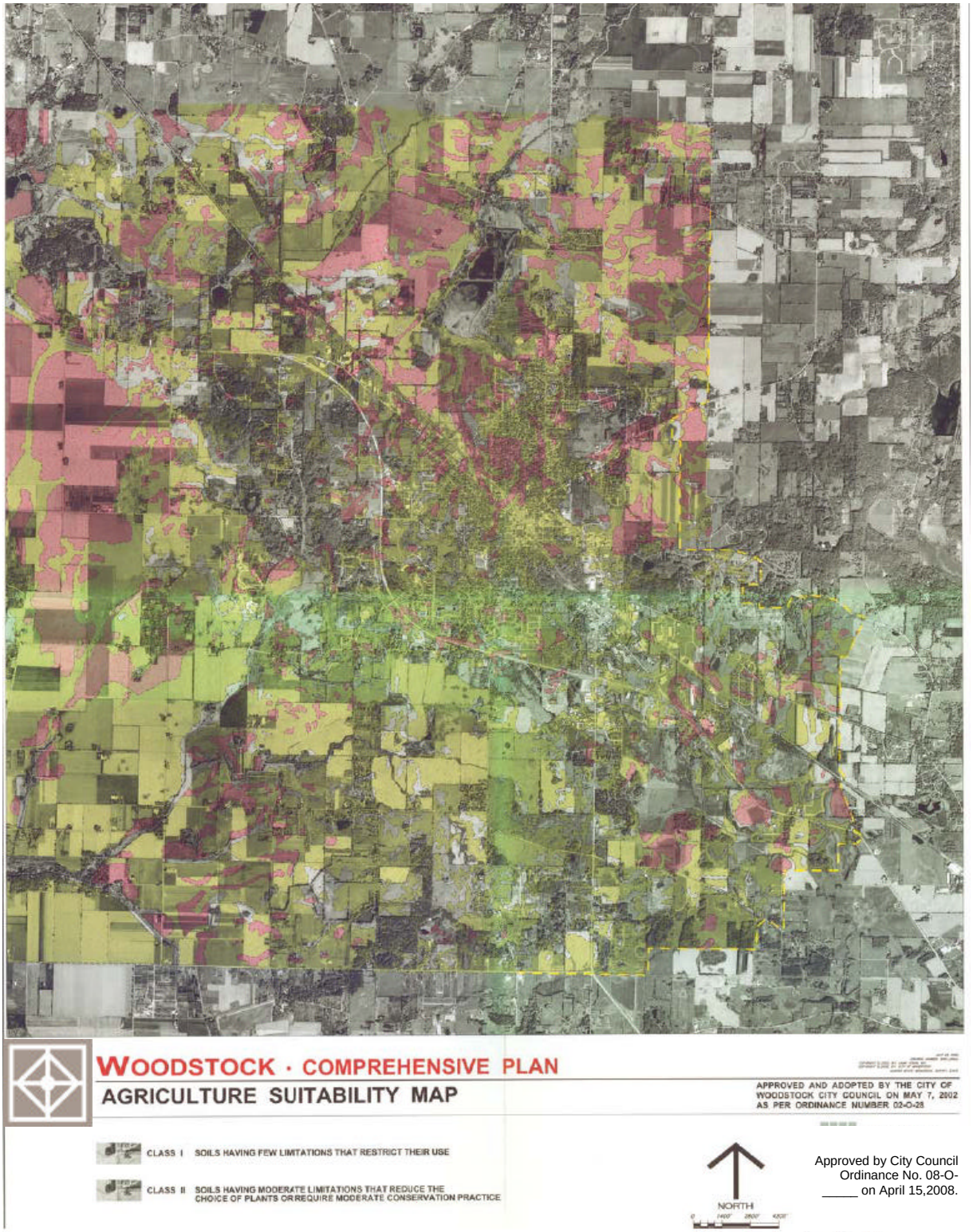
THIS MAP IS AVAILABLE FROM THE CITY OF WOODSTOCK'S DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT AND IS ALSO AVAILABLE ON THE CITY'S WEB SITE (WWW.WOODSTOCKIL.GOV)


US RT. 14
IL RT. 120
IL RT. 120
IL RT. 47
US RT. 14
IL RT. 176
IL RT. 47
IL RT. 176
WOODSTOCK - COMPREHENSIVE PLAN 2008
CIRCULATION MAP
Approved and Adopted by the City of Woodstock City Council on 6/30, 2008 as per Ordinance Number 08 - O - 36
ARTERIAL
COLLECTOR
FUTURE ARTERIAL / COLLECTOR
N
BAXTER
WOODMAN

Appendix F

AGRICULTURAL SOILS MAP

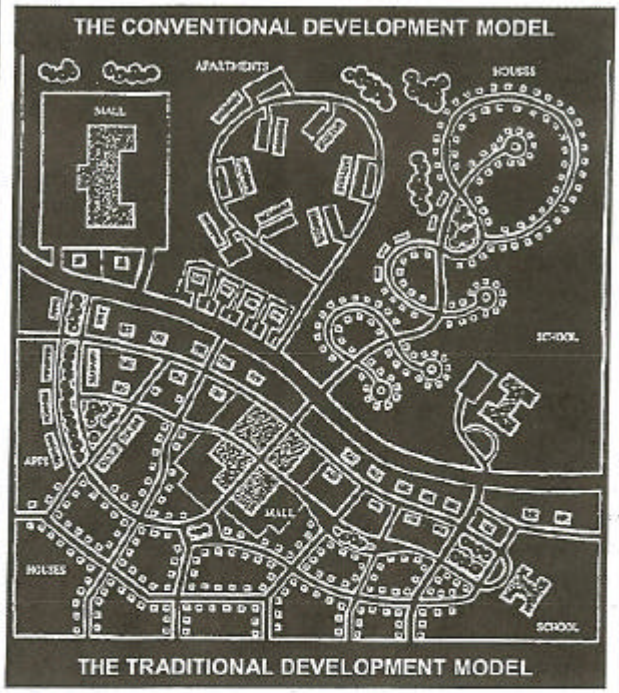
THIS MAP, WHICH WAS ORIGINALLY APPROVED BY
CITY OF WOODSTOCK ORDINANCE NUMBER 02-O-28,
IS PROVIDED ON THE FOLLOWING PAGE



Approved by City Council Ordinance No. 08-O-_____ on April 15,2008.

Appendix G

EXEMPLARY NEIGHBORHOOD DESIGN



This illustration highlights the fundamental differences between the conventional development model (top) and the traditional neighborhood development model (bottom). The model on the top provides complete segregation, separation, and isolation of various land uses and funnels all traffic to a few intersections. The traditional neighborhood development model provides the same land uses as the conventional model, but connects everything seamlessly with an interconnected thoroughfare system that accommodates cars, bicyclists and pedestrians, provides meaningful open spaces and public places within walking distances of all neighborhood residents, and all buildings are oriented to the public street.

An authentic traditional neighborhood contains most or all of the following elements and Woodstock desires these elements to be included in all new (re)development:

1. The neighborhood has a discernible center, or focal point. This is often a square or green, and sometimes a busy or memorable street corner. A transit stop would be located at this center.
2. Most of the dwellings are within a five-minute walk (averaging 1,800 feet) of the neighborhood center.
3. A variety of dwelling types are available—detached and attached single family homes, rowhouses, apartments—so that younger and older people, singles and families, the poor and the wealthy may find places to live *in the same neighborhood.*
4. Shops and offices can be found at the edge of the neighborhood, of sufficiently varied types to supply the weekly needs of a household in the neighborhood.
5. A small ancillary building is permitted in the rear yard of each house and may be used as a rental unit or a place to work, e.g. an office or craft workshop.
6. An elementary school is close enough so that most children can walk from their homes.
7. Small playgrounds are convenient to each dwelling, usually located within six hundred (600) feet.
8. Streets within the neighborhood form an inter-connected network, dispersing traffic by providing pedestrians and motor vehicles a variety of routes to any destination.
9. The streets are relatively narrow and are sized according to the traffic demands of the uses facing the street, and they are shaded by rows of shade trees.
10. Buildings in the neighborhood center are placed close to the street, creating a well-defined public outdoor room.
11. Garages and parking lots rarely face the street. Parking is relegated to the rear of buildings, usually accessed by alleys.
12. Certain prominent sites at the termination of street vistas or in the neighborhood center are reserved for civic buildings. These sites provide the location for community buildings, education, religious, and cultural buildings or activities.

While the twelve characteristics listed above provide a checklist for a good urban environment, there is more to creating a good neighborhood than these twelve characteristics imply. Neighborhoods have parts and the parts must work together. That is where the *transect* comes in. The *transect* is a categorization system that organizes all elements of the human environment on a scale from urban to rural. This scale, or *transect*, is divided into tiers: The Core (most urban), Town Center, General Neighborhood, Edge Neighborhood, and Rural.

The *transect* is based on the form a of the walkable, interconnected, mixed-use, transit-supportive neighborhood. Neighborhoods are comprised of a combination of the first four transect tiers. Most neighborhoods will have at least Center and General tiers, many will not have Edge or Rural tiers. The tiers are not necessarily arranged in concentric circles and may, in fact, take the form of a patchwork. The most important characteristic of the *transect* is that the elements within each tier should be compatible. Dramatic juxtapositions of tiers (such as the edge of Central Park in New York) can sometimes make magnificent places.

The *transect* is an ecological concept applied to urbanism. Ecosystems can be placed on a *transect* from seashore to mountaintop, for example. In the same way, the human environment can be described as being located on a continuum from most urban to most rural. The *transect* arranges in useful order the elements of urbanism by classifying them from rural to urban. Every urban element finds a place within this continuum. For example, a street is more urban than a road, a curb more urban than a swale, a brick wall more urban than a wooden one, and an *allee* of trees more urban than a cluster. Even the character of street lights can be assigned according to the fabrication from cast iron (most urban) to extruded pipe to wood posts (most rural) in the transect.

THE CORE AND TOWN CENTER

This is the part of the community that is most urban in character and has the greatest density. Buildings are relatively large, and primarily flexible in use. Many include a mixture of uses, with shops and businesses on the first floor, and offices or residential units above. Most buildings are attached, with frontages aligned. Most intersections are four-way, with rectilinear trajectories.

The Core is most urban: examples include the downtowns of major cities where many buildings are taller than four stories. A Town Center is a smaller downtown or Main Street, where buildings top out at two to four stories. The tops of buildings are generally flat, except for architectural elements such as towers and domes.

The Core and Town Center tiers are not necessarily located at the geographic center of a neighborhood. They are frequently located on highly traveled streets, forming the boundaries of two or more neighborhoods. The Core and Town Center tiers are centers of activity and energy, benefiting from substantial traffic—both pedestrian and automotive. Good design allows pedestrians to share streets with automobiles in a human-scale environment.

THE GENERAL NEIGHBORHOOD

This area is primarily residential, but still relatively urban in character. Streets have sidewalks along both sides and raised curbs. Housing mostly consists of single-family homes, duplexes, townhomes and accessory apartments. Small apartment buildings (up to eight units) can be accommodated in the General Neighborhood tier if care is used in the design so that they blend in with single-family homes.

Some businesses may locate in this tier, like corner stores and cafes. Churches, schools, and other civic buildings also may be located here. Buildings in the General Neighborhood tier are not as large as those found in the Town Center tier. Most roofs are pitched. Open space is in the form of parks and greens. Alleys are the norm in the General Neighborhood tier. Some houses may be front-loaded, but the garage is located in the rear of the house, if topography permits. Thoroughfares consist mostly of residential streets.

THE EDGE NEIGHBORHOOD

The Edge Neighborhood tier is primarily single-family homes. Although the Edge Neighborhood is the most residential tier, it can have some mix of uses, e.g. civic buildings like churches, schools, community centers, or a stand-alone store. Lots are larger, streets more crooked in alignment, and curbs are few. Alleys may be found in the Edge Neighborhood tier, but it is also common to find front-loaded garages, although the garage is setback behind the front building wall of the dwelling. Thoroughfares consist mostly of residential streets that are rural in character. Of all tiers in the *transect*, density is least in the Edge Neighborhood.

THE RURAL RESERVE AND THE PRESERVE

Beyond the neighborhood are the Rural Reserve and the Preserve—the conservation landscapes. The Rural Reserve includes areas that can potentially be built upon, but where development is discouraged. Such areas include privately owned farmland and forested areas outside the designated growth areas that are not served by public infrastructure. The Reserve can be protected by such mechanisms as transfer development rights, land banks, and agricultural zoning, to name a few.

The Preserve includes areas that are permanently bound to remain in open space. This includes parklands, wilderness areas, farms, and areas of high environmental value.

The graphic on the following page illustrates the transect concept and the relationship of the different tiers to one another.

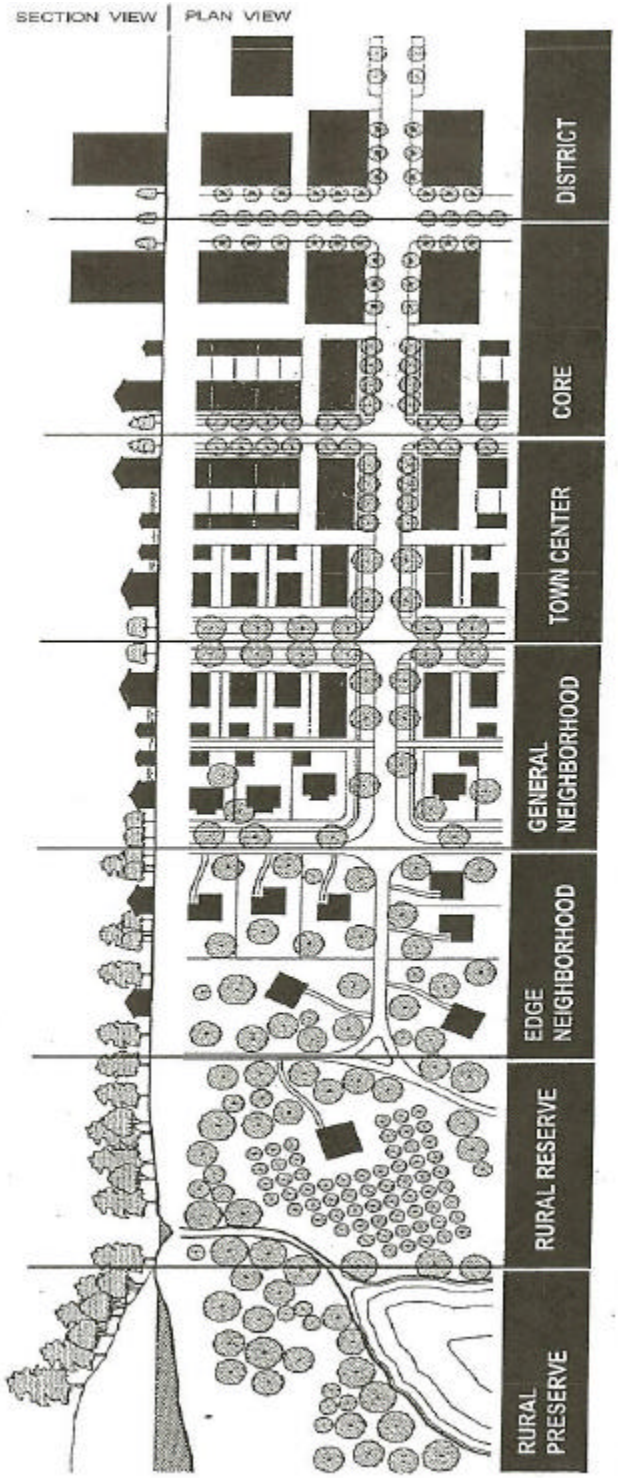


Figure 1. The Urban Transect

Regardless which tier of the *transect*, the traditional neighborhood is compact, mixed-use, and pedestrian friendly. It is intended to ensure the following conventions:

- The neighborhood is limited in area to that which can be traversed in a ten-minute walk.
- Residences, shops, workplaces, and civic buildings are located in close proximity.
- A hierarchy of streets serve the needs of the pedestrian and automobile equitably.
- Physically defined squares and parks provide places for formal social activity and recreation.
- Private buildings form a clear edge, defining the street space.
- Civic buildings reinforce the identity of the neighborhood, providing places of assembly for social, cultural and religious activities.

Traditional neighborhoods pursue certain social objectives:

- By bringing within walking distance most of the activities of daily living, the elderly and the young gain independence of movement.
- By reducing the number and length of automobile trips, traffic congestion is minimized and road construction in minimized.
- By organizing appropriate building densities, public transit becomes a viable alternative to the automobile.
- By providing a full range of housing types and work places, age and economic class are integrated and the bonds of an authentic community are formed.
- By providing suitable civic buildings, communal initiatives are encouraged and the balanced evolution of society is supported.

THE NEIGHBORHOOD, THE DISTRICT, AND THE CORRIDOR

The fundamental elements of urbanism are the neighborhood, the district, and the corridor. Neighborhoods are urbanized areas with a full and balanced range of human activity. Districts are urbanized areas organized around a predominant activity. Neighborhoods and districts are connected and isolated by corridors of transportation or open space.

THE NEIGHBORHOOD

Cities and towns are assembled of multiple neighborhoods. Neighborhoods are composed around the following organizing principles:

1. **The neighborhood has a center and an edge.** The combination of a focus and a limit contribute to the social identity of the community. The center is a necessity, the edge less so. The center is always a public space, which may be a square, a green or an important street intersection. It is located near the center of the urbanized area unless compelled by geographic circumstances to be elsewhere.

   The center is the focus of the neighborhood's public buildings. Shops and workplaces are generally associated with the center. In the aggregation of neighborhoods that creates towns and cities, retail buildings and workplaces are often at the edge, where they can intensify by combining with others.

2. **The neighborhood has a balanced mix of activities: shopping, work, schooling, recreation, and dwellings of all types.** This is particularly useful for those young, old and poor people who, in an automobile-based environment, must depend on others for mobility.

   The neighborhood provides housing for a variety of incomes. Affordable housing types include backyard apartments, apartments above shops, and apartment buildings adjacent workplaces.

3. **The optimal size of a neighborhood is a quarter-mile from center to edge.** This distance is the equivalent of a five-minute walk at an easy pace. Its limited area gathers the population within walking distance of many of its daily needs.

   The location of a transit stop at the center or an edge within walking distance of most homes increases the likelihood of its use. Transit-oriented neighborhoods create a network of cities, villages and towns accessible to a population without singular reliance on cars. Such a system is able to provide major cultural and social institutions, the variety of shopping, and the broad job base that can only be supported by the larger population of an aggregation of neighborhoods.

4. **The neighborhood structures blocks on a network of small thoroughfares.** Neighborhood streets are laid out to create blocks of appropriate building sites, and to shorten pedestrian routes. An interconnected street pattern provides multiple routes of travel that diffuse traffic into smaller streets. This pattern keeps local traffic off regional roads while keeping through traffic off local streets.

   Neighborhood streets of varying types are detailed to provide equitably for pedestrian comfort and for automobile movement. Slowing the automobile and increasing pedestrian activity encourage the casual meetings that form bonds of community.

5. **The neighborhood gives priority to public space and to appropriate location of civic buildings.** Public spaces and public buildings enhance community identity and foster civic pride. The neighborhood plan creates a hierarchy of useful public spaces: a formal square, an informal park, and many playgrounds are usually provided.

   The edges of a neighborhood may vary in character. In some, the neighborhood edge may be defined by the infrastructure, i.e. rail lines and highways, that best remain outside the neighborhood. In others the edge may be defined by land designated for cultivation or conservation.

   The diagram on the following page explains the organizing concepts of neighborhood development:

   - The school is not at the center but at an edge, as the playing fields would hinder pedestrian access to the center. The school at the edge can be shared by several neighborhoods.
   - There are a few sites reserved for local institutions, e.g. churches and day care, reserved at the center and more for regional institutions at the edge.
   - Shops are at the busiest intersections and are modified to accommodate larger parking plazas for convenience retail and extended by an attached Main Street for destination and live-work retail uses.
   - Service alleys are added to accommodate increased parking requirements.
   - The minor thoroughfares are connected with those outside the neighborhood in order to increase permeability and disperse traffic. The thoroughfare types support a transect from rectilinear streets at the urban center to curvilinear roads toward the rural edge.
   - Traffic along the edges of the neighborhood is unpleasant. Three mitigating strategies are proposed: the provision of an end grain blocks at all edges, a green buffer, and the location of resilient building types, such as office buildings, as shown along the bottom edge. The traffic along the highway shown at the top of the illustration is assumed to be more hostile and therefore buffered within a parkway.

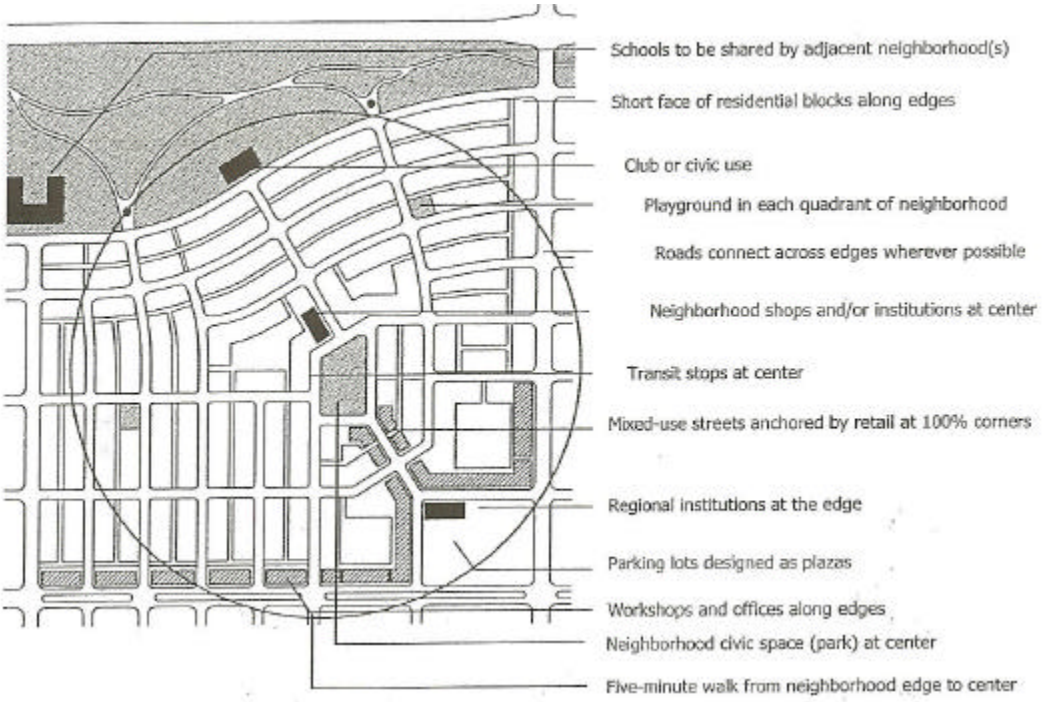


Figure 2. Traditional Neighborhood Development Conceptual Diagram

The District

The district is an urbanized area that is functionally specialized. Although districts preclude the full range of activities of a neighborhood, they are not the single-activity zones found in suburbia, today. A district allows multiple activities to support its primary identity. Typically complex examples are theater districts, capitol areas, and college campuses. Other districts accommodate large scale transportation or manufacturing uses, such as airports, container terminals, and refineries.

The structure of the district parallels that of the neighborhood. An identifiable focus encourages orientation and identity. Clear boundaries facilitate the formation of special taxing or management organizations. Like the neighborhood, attention to the character of the public spaces creates a community of users, even if their residence is elsewhere. Interconnected circulation encourages the pedestrian, supports transit viability, and ensures security.

The Corridor

The corridor is the connector and the separator of neighborhoods and districts. Corridors include natural and technical components ranging from wildlife trails to rail lines. The corridor is not the haphazard residual space remaining outside subdivisions and shopping centers in suburbia. Rather, it is a civic element characterized by its visible continuity. It is bounded by neighborhoods and districts and provides entry to them.

The transportation corridor's trajectory is determined by its intensity. Heavy rail corridors should remain tangent to the town and enter only the industrial districts of cities. Light rail and trolley corridors may occur as boulevards at the edges of neighborhoods. As such, they are detailed for pedestrian use and to accommodate building sites. Bus corridors may pass into neighborhood centers on conventional streets. The corridor may also be a continuous parkway, providing log-distance walking and bicycle trails and natural habitat.

Green corridors can be formed by the systematic accretion of recreational open spaces, such as parks, schoolyards, and golf courses. These continuous spaces can be part of a larger network, connecting urban open space with rural surroundings.

Appendix H

WOODSTOCK PLANNING RESOURCES

The following materials complement the goals, objectives, and implementation strategies contained in this Plan and are recommended reading for those considering the development of land within and around the City.

- Boone Creek Watershed Protection & Strategy, Executive Summary (Boone Creek Watershed Alliance)
- City of Woodstock Public Improvement Technical Manual (City of Woodstock)
- City of Woodstock Transportation Plan, February 2008 (City of Woodstock)
- City of Woodstock Unified Development Ordinance (City of Woodstock)
- Design Review Guidelines for Properties in the City of Woodstock Downtown Business Historic Preservation District (City of Woodstock)
- Downtown Woodstock Sub-Area Plan (City of Woodstock)
- Geologic Aspects of Groundwater Protection Needs Assessment for Woodstock, Illinois: A Case Study (Illinois State Geological Survey)
- Geologic Mapping for Environmental Planning, McHenry County, Illinois (Department of Natural resources, Illinois State Geological Survey)
- Groundwater Studies for Environmental Planning, McHenry County, Illinois (McHenry County Board of Health and Illinois Department of Natural Resources)
- A History of Woodstock 1852 – 2002. Sesquicentennial Edition, June 2002.
- Intergovernmental Agreements with Village of Bull Valley, City of Crystal Lake, and Village of Lakewood
- IL Route 47 – Kishwaukee River Corridor Natural Features Final Report, Volumes 1 and 2 (Conservation Design Forum, IDNR, Conservation Research Institute)
- IL Route 47 Strategic Regional Arterial Plan/Report (IDOT)
- IL Route 120 Strategic Regional Arterial Plan/Report (IDOT)
- McHenry County Stormwater Management Ordinance, as amended/adopted by the City (McHenry Country and City of Woodstock)
- Nippersink Creek Watershed Plan (Nippersink Creek Watershed Planning Committee)
- Nippersink Creek Watershed, Recommended Standards for Development (Nippersink Creek Watershed Planning Committee)
- Project Review Regulations and Standards (City of Woodstock)
- Sanitary Sewer Master Plan (City of Woodstock)
- Stormwater Master Plan (City of Woodstock)
- Sustainable Development Guide for Kishwaukee Watershed Municipalities (The Friends of the Kishwaukee River c/o McHenry County Defenders)
- US Route 14 Strategic Regional Arterial Plan/Report (IDOT)
- Water System Master Plan (City of Woodstock)