

DOWNTOWN STREETSCAPE

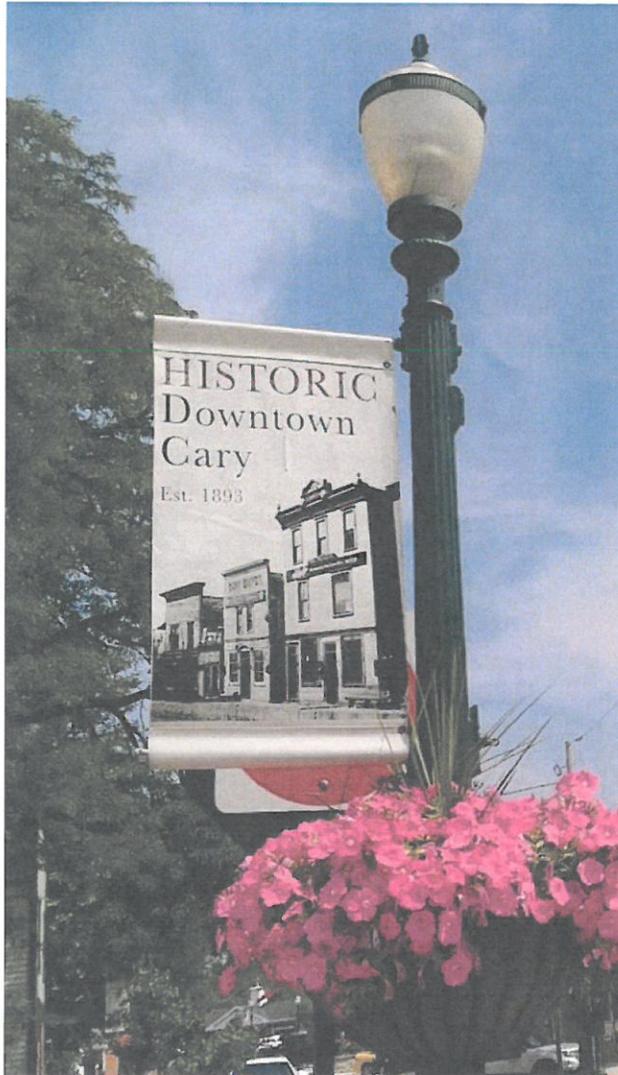


VILLAGE OF CARY

May 2016
Prepared by: Hitchcock Design Group

ACKNOWLEDGEMENTS

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Village Board

Mark Kownick, Mayor
Dave Chapman, Village Trustee
Jim Cosler, Village Trustee
Kim Covelli, Village Trustee
Rick Dudek, Village Trustee
Jeffery Kraus, Village Trustee
Ellen McAlpine, Village Trustee

Village Staff

Christopher Clark, Village Administrator
Erik Morimoto, Director of Public Works, Village Engineer
Brian Simmons, Director of Community Development

Prepared for the Village of Cary, Illinois



Prepared by:

**HITCHCOCK
DESIGN
GROUP**
creating better places

Planning and Landscape Architecture
225 West Jefferson Avenue
Naperville, Illinois 60540
T 630.961.1787
www.hitchcockdesigngroup.com

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BACKGROUND

Introduction

The Village of Cary adopted a Comprehensive Plan in 2015. The Plan recommends downtown streetscape improvements to provide a more functional, pedestrian-friendly, and attractive environment.

The downtown streetscape study establishes concepts to guide future improvements and to establish a budget and phasing priorities.

Study Area

The streetscape study focuses on the downtown area including Main Street, High Road, Spring Street, Cary Street, Jandus Road, and the downtown section of Route 14.

The Metra Station and commuter parking areas are being studied separately as part of the Metra Station improvements project. The intent is that the Metra Station area will follow similar concepts as the recommended streetscape improvements.



Community History and Character

The history and character of the community is relevant in developing a downtown streetscape environment that is authentic, representative of the Village of Cary and supportive of community events and activities.

In 1841, William Dennison Cary purchased land at the current location of downtown. Soon after in 1856, a train station was built, a post office added, and the community was designated Cary Station. In 1893 the village was incorporated as Cary, Illinois.

The character of the community is defined by high-quality residential living within a well-preserved natural setting. Community sentiment is that the image of the community could be improved to better reflect its true character.

The downtown is an important asset within the Village with close access to Route 14 and the Metra Station, although many community members believe it to be underutilized and not reflective of the true character of the community.

Most community events are held within the downtown, including Main Street Fest, Cruise nights, the Merry Cary festival and the Farmers Market. There is a desire to improve the downtown to better accommodate these important community events along with everyday functional uses.



Stakeholder Interests

The Comprehensive Plan is reflective of community stakeholder input and can be used as a basis for the initial community impressions.

Village staff representatives were directly involved in the design process, providing input and direction regarding proposed improvements.

The Cary Grove Area Chamber of Commerce can provide valuable input regarding programmed events and activities. The Village will engage the Chamber as individual projects are studied in more detail over time.

The Village Board reviewed the concepts and provided input during the process. The Village Board will continue to actively participate in the refinement of the streetscape design as downtown improvements advance.

Jurisdictional Approval/ Permit Procedures

Streets within project area are within Village jurisdiction with the exception of Route 14 which is within IDOT jurisdiction and subject to their requirements.

The railroad tracks are the Union Pacific Northwest line and work within the railroad right-of-way is within their jurisdiction. Metra also has jurisdiction over the train station area.



STREETSCAPE VISION

Goal

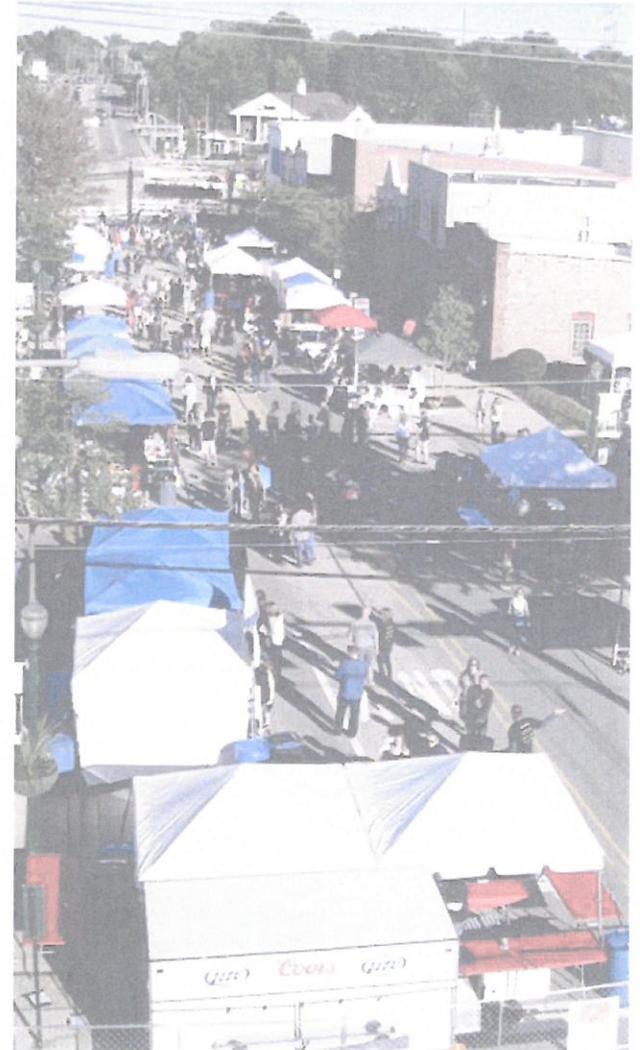
Establish a downtown streetscape that is reflective of the Community image: A high quality, historic, small town that embraces the natural environment.

Objectives

1. Determine the most appropriate streetscape improvements that will improve the pedestrian environment in downtown Cary
2. Incorporate streetscape components to support community events and activities
3. Incorporate sustainable design practices, consistent with community sentiment

Standards

1. Sustainable; consider the environmental, economic, and cultural longevity of improvements
2. Multi-dimensional; improvements will accommodate day-to-day activities along with a variety of special events
3. Healthy; provide an attractive, comfortable, clean and safe environment
4. Attractive; improvements will be engaging, stimulating, and representative of the community
5. Distinctive; Differentiate the area from nearby towns
6. Respectful; respect for resources and stakeholders
7. Barrier-free; Areas will be accessible by all



EXISTING CONDITIONS ANALYSIS

Overview

The Village of Cary has a compact, walkable downtown with close vehicular access to Illinois Route 14. The Metra commuter station is a positive asset and contributes to the pedestrian environment in the downtown. The existing streetscape is functional and includes some amenities but could be improved to better accommodate pedestrians, community events, and reflect the history and community image.



Strengths

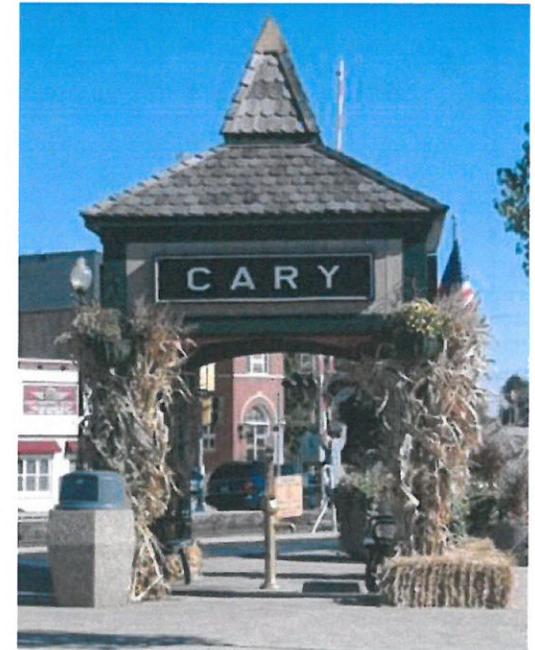
1. Compact, walkable downtown
2. Metra commuter station within the downtown
3. Close access to Route 14
4. Popular programmed events
5. On-street parking
6. Viable downtown businesses
7. Adequate sidewalk widths
8. Pedestrian amenities (light poles, planters, banners, benches, etc.)
9. Historic architecture
10. Positive community image

Weaknesses

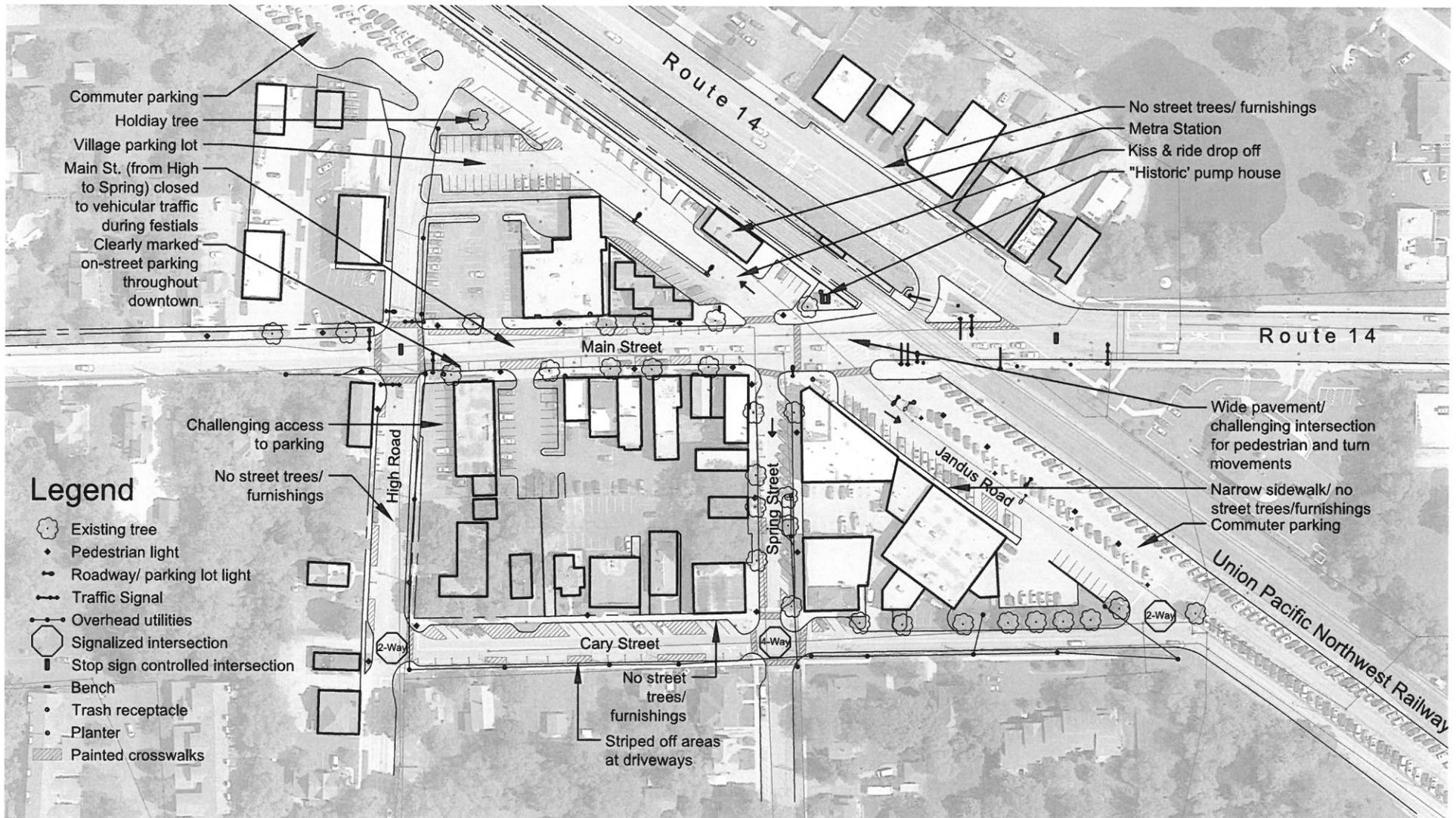
1. Downtown image doesn't reflect the quality and natural character of the community
2. Metra station lacks pedestrian amenities
3. Route 14 frontage (high traffic, narrow right-of-way, IDOT control)
4. Complex traffic patterns at intersection of Main, Jandus, Route 14, and railroad tracks
5. Pedestrian amenities do not extend throughout the entire project area
6. High percentage of land area dedicated to automobile use (streets, parking)
7. Unconsolidated private off-street parking lots
8. Lack of public parking when commuter lots are full (perception or reality?)
9. Lack of street trees
10. Low percentage of public greenspace/landscape within the downtown
11. Under-utilized private properties
12. Overhead utilities

Opportunities

1. Reduce the amount of area dedicated to vehicles where excessive, increase pedestrian areas and improve interface with roadways
2. Add pedestrian features and amenities to improve safety and comfort
3. Improve quality of materials and design to be more reflective of history and community image
4. Improve off-street public parking, access, and wayfinding
5. Increase support facilities for programmed events
6. Increase the amount of trees/green space/plantings within the downtown
7. Incorporate environmental best practices and sustainable components



EXISTING CONDITIONS ANALYSIS



EXISTING CONDITIONS ANALYSIS



Bank parking lot (Used for festivals)



Main Street looking West



Intersection at Main St./Spring St./ Jandus Rd.



Spring Street looking South



Jandus Road and Metra parking



Covered sidewalk along Jandus Road business fronts



Bank and village parking lot



Spring Street and Cary Road intersection



Cary Street parking



Parking lot at High Road and Main Street



Bench



Pedestrian light/ trash receptacle

STREETSCAPE DESIGN

Design Style

Based on an analysis of the existing conditions, discussions with Village staff, and information from the Comprehensive Plan, the recommendation is to develop an authentic historic streetscape design style that is representative of the community image. This can be accomplished by using materials that reflect the history of the community, while incorporating environmentally sensitive, progressive materials that represent the contemporary community image.

Build on the Existing Streetscape to create an Authentic Historic Style, reflective of the Community Image

1. Extend the streetscape to create a consistent theme throughout the downtown
2. Enhance the existing streetscape by using high-quality materials reflective of the community history
3. Incorporate features that are unique to the Village of Cary
4. Incorporate environmentally progressive materials to reflect the community character

Components

The following components can be used to improve the downtown streetscape environment. Ideally, all components would be implemented at once to create an improved streetscape, although it is likely that improvements will be phased over time as budget allows.

Roadway / On-Street Parking

1. Curb bump-outs
2. Parking lane materials (permeable paving)
3. Crosswalks
4. Festival Streets

Components (Continued)

Sidewalks

1. New concrete
2. Decorative materials

Trees/Landscape

1. Add street trees
2. Bump-out plantings

Lighting

1. Tree up-lighting
2. Roadway lighting
3. Catenary lighting

Furnishings

1. Benches
2. Trash receptacles
3. Bike Racks
4. Planters

Gateways and Signage

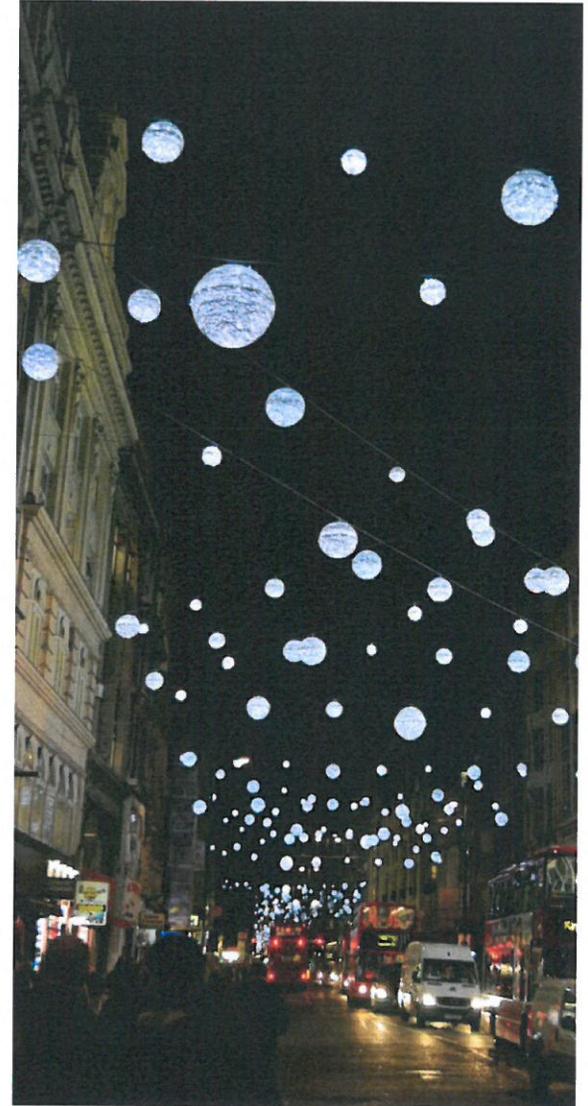
1. Village/downtown gateways
2. Wayfinding signage (parking, civic buildings)

Festival Component Considerations

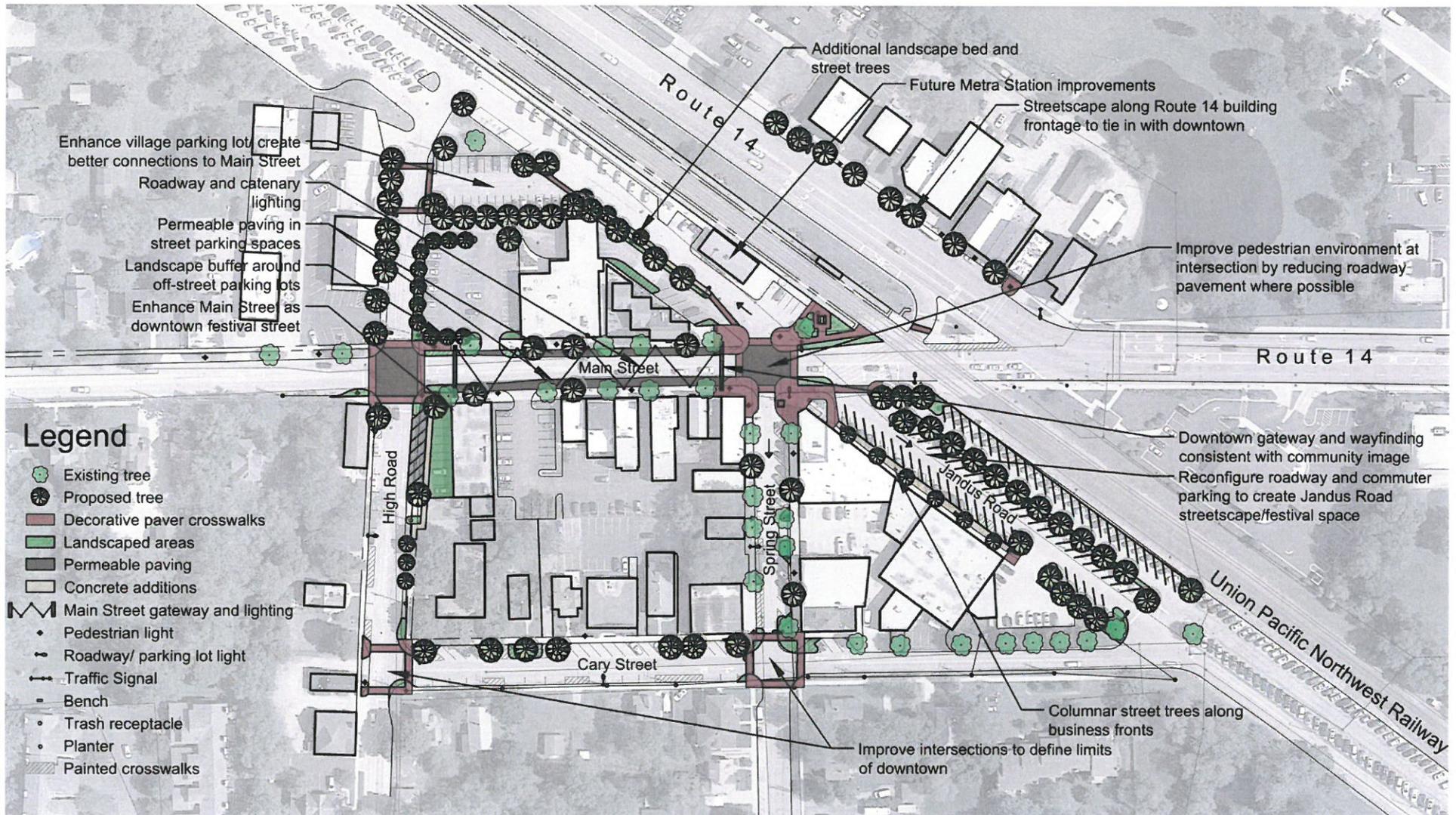
1. Stage anchors
2. Auxiliary power

Sustainable Component Considerations

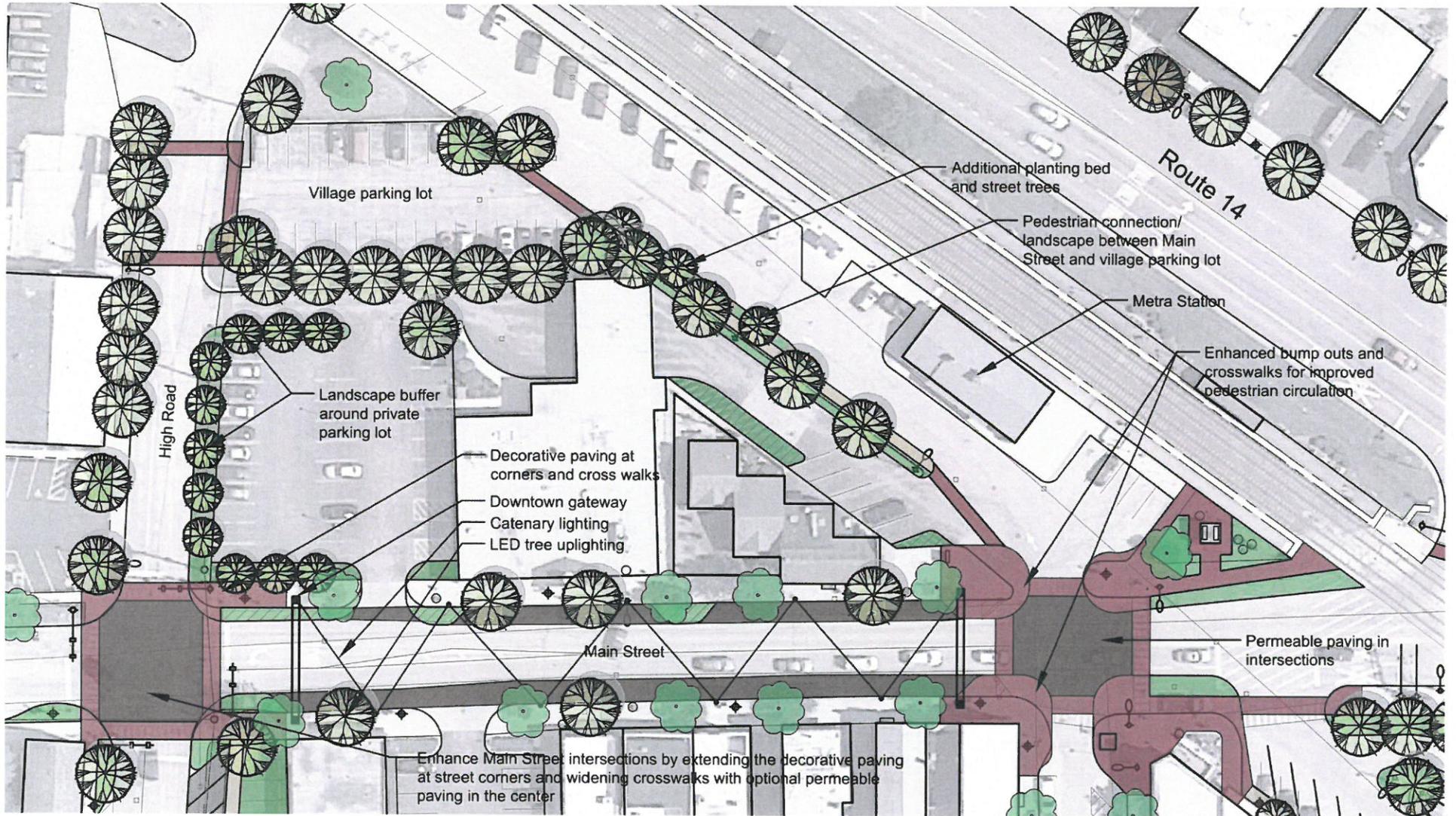
1. Permeable paving
2. Bioswales/infiltration basins
3. LED lighting, dimmer controls
4. "White Topping" of street paving



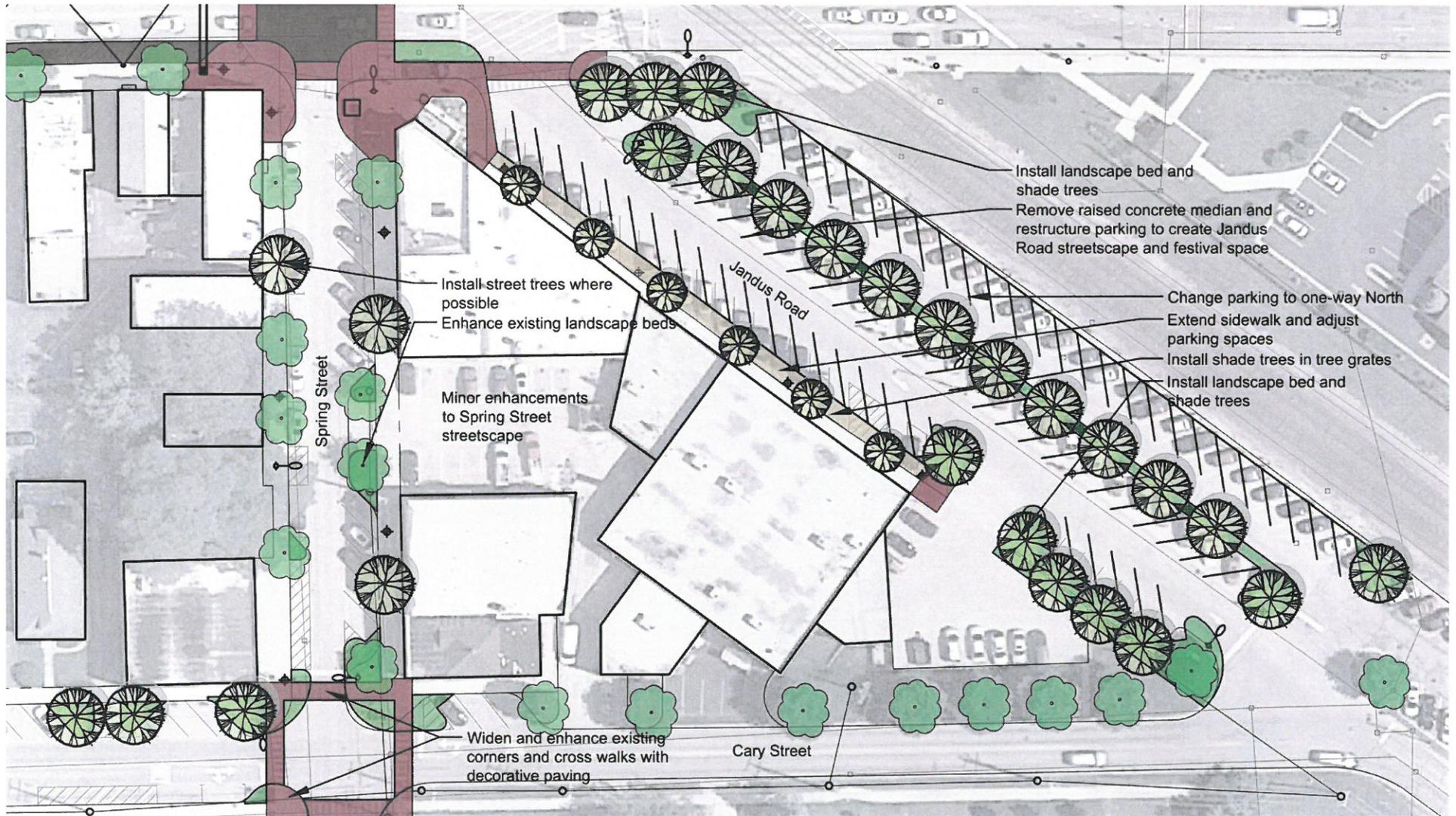
OVERALL ENHANCEMENTS



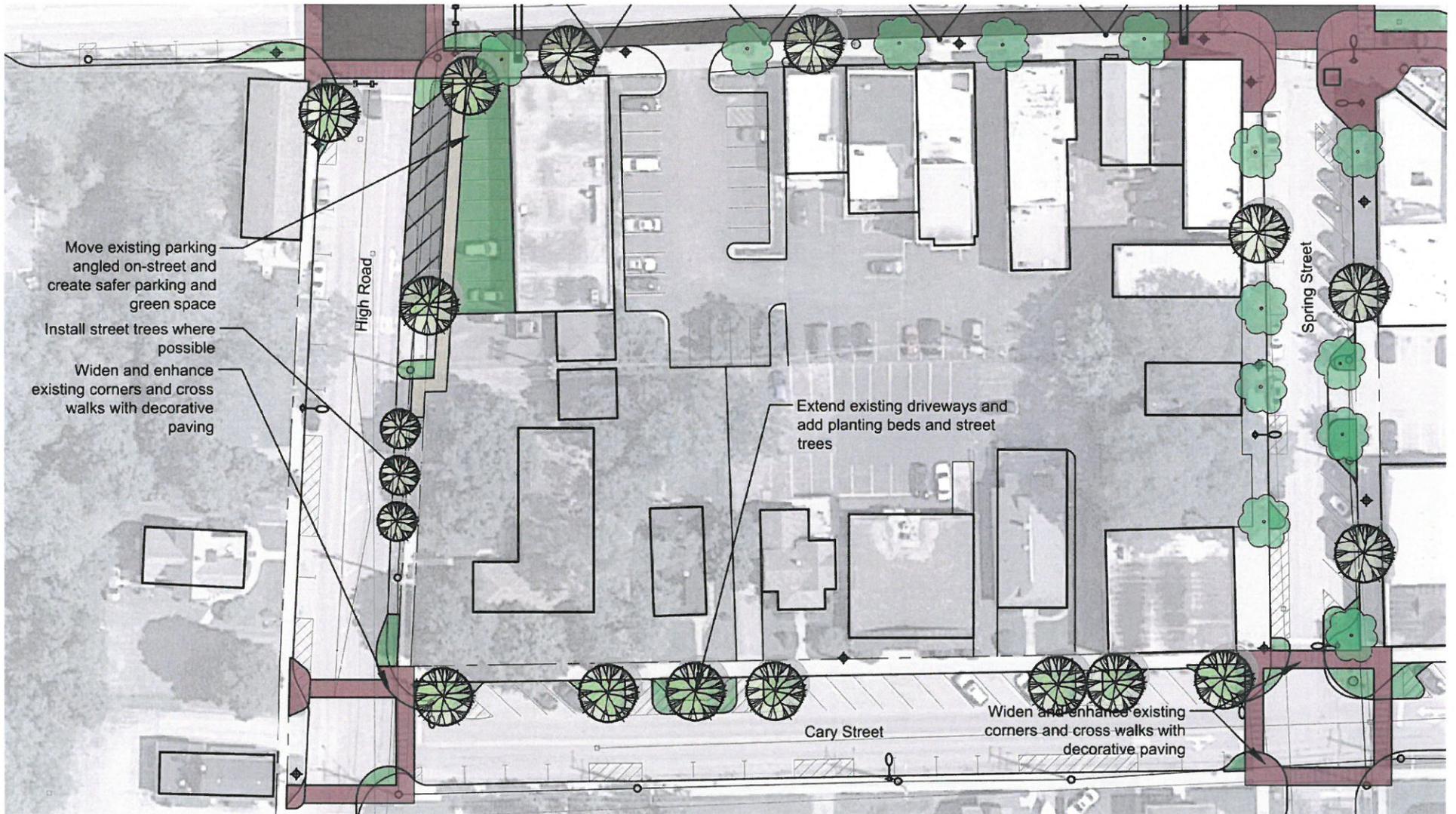
NORTH ENLARGEMENT



JANDUS/SPRING ENLARGEMENT



CARY/HIGH ENLARGEMENT



Move existing parking angled on-street and create safer parking and green space

Install street trees where possible

Widen and enhance existing corners and cross walks with decorative paving

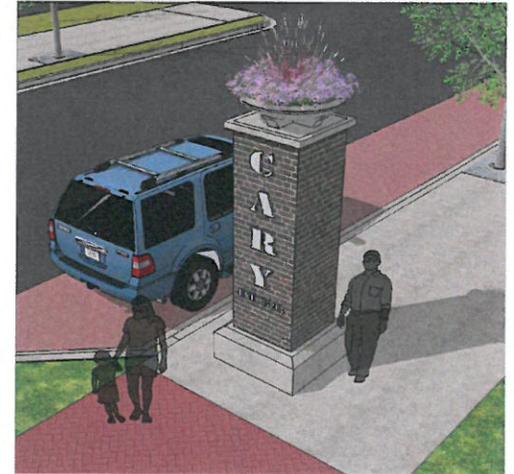
Extend existing driveways and add planting beds and street trees

Widen and enhance existing corners and cross walks with decorative paving

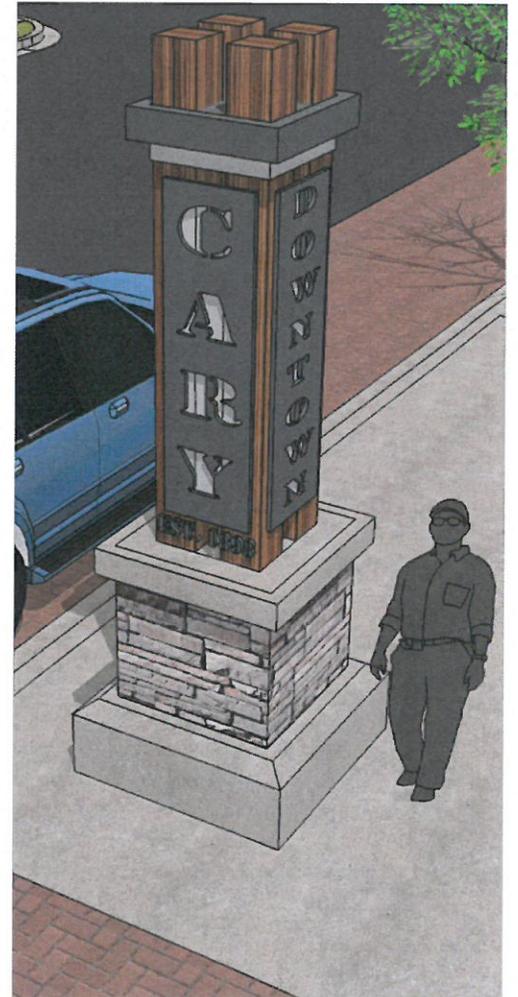
ROUTE 14 ENLARGEMENT



GATEWAY CONCEPT I



GATEWAY CONCEPT 2



CHARACTER IMAGES



Crosswalk - Specialty paving



Crosswalk - Specialty paving



Sidewalk - Specialty paving



Sidewalk - Specialty paving



Sidewalk - Specialty paving



Paver intersection



Parking - Permeable paving



Parking - Permeable paving



Curbed planting bed with storm water infiltration



Curbed planting bed

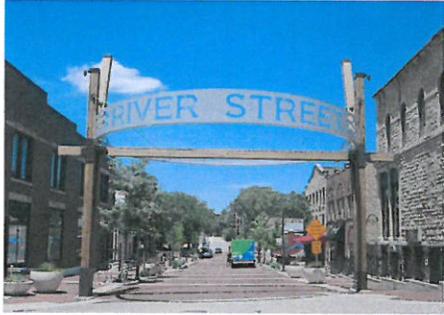


Raised planting buffer



Street trees in tree grates

CHARACTER IMAGES



Gateway example



Gateway example



LED street tree uplighting



Entrance pillar



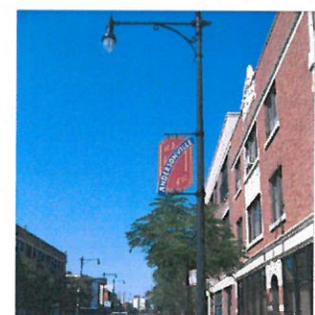
Entrance pillar



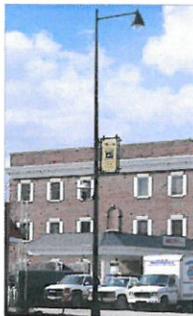
Catenary lighting



Roadway tree light



Roadway street light



Roadway street light



Parking signage to parking



Wayfinding signage



Wayfinding signage to parking