

YORKVILLE

Downtown Overlay District



United City of
Yorkville ILLINOIS

FARR ASSOCIATES

Streetscape Master Plan

A streetscape master plan provides guidance of the direction and character of future street related capital improvement projects. As downtown Yorkville continues to evolve, so too should its streets and public spaces to support the changing land uses over time. Downtown has experienced multiple moments of transition, from center of town to a concentration of light industry along a rail line to a stretch cars drive by at 40 miles per hour without a second thought. But recently, downtown has experienced a renaissance of sorts with desirable new restaurants and funky small businesses building on top of the few that already existed. An improved

Fox River oriented park and other riverfront recreational improvements add another layer to downtown's assets.

At its heart, Yorkville is a small-town on a sleepy river with residents committed to making a better city for all. What better places to start that improving a downtown that should be the center of the community, where events, festivals, and family gatherings take place regularly. The streets of downtown Yorkville should be the armature that supports these functions and helps contribute to building community.

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Streetscape Master Plan

Why a Streetscape Master Plan?



Figure X - Bridge Street (Source)

Because downtown Yorkville needs one. Investors and property owners interested in improving their downtown assets may think twice if they do not sense a commitment from the City. The downtown TIF I was certainly an effort to encourage redevelopment within downtown and TIF II is an added incentive for owners to invest; however, the lack of an inspiring plan that presents future capital improvement priorities for the City leaves much to be desired. This streetscape master plan is intended to get people excited about the potential of downtown. Knowing that improvements are in the pipeline, investors can get out in front and establish a presence prior to downtown realizing its full potential.

A streetscape master plan's focus is on the public realm - most notably the streets, furnishing zones, and sidewalks. It helps to establish what role each street will play moving forward. For example, it establishes which streets are 'A' Streets; meaning a street that should be accompanied by building frontages, glazing, signage, and activity. They are the

streets that residents come to downtown to stroll along and enjoy a sunny Saturday afternoon. Alternatively, a 'B' Street supports the 'A' Street. Parking access, sides of buildings, and service oriented functions should be accessed off 'B' Streets. Like 'A' Streets, they are critical to the functioning successes of places we love. Accommodating both within downtown, while defining which is which, can help property owners prioritize where their future front entry is located or where that new cafe tenant should face.

Downtown was identified as a primary concern in the 2016 Yorkville Comprehensive Plan for good reason. Despite its current downfalls, downtown packs exciting assets to build upon. Restaurants, old building packed with potential, plenty of building infill and redevelopment opportunities, and a fantastic recreational amenity in the Fox River bode well for the future of downtown. This plan demonstrates some of the strategies the City can implement to pave the way for the future of downtown.

Providing Framework for the FBC

The streetscape master plan is structured to inform the complimentary **Downtown Yorkville Form-Based Code**. Form-based codes (FBC) are land development regulations that seek to produce predictable built results that prioritize building form over building use as a distinguishing factor. Often times, a regulatory zone or framework is applied at the block level, much like zoning, where parcels fall into a specific FBC classification.

The **Downtown Yorkville Form-Based Code** uses the street types as a regulatory framework. The parcels that front a specific street type identified in this plan use that street type as the underlying FBC classification. If a parcel fronts more than one street, the FBC articulates the process of discerning which FBC zone takes precedent. The FBC includes further instruction on how to identify a parcel, determine the underlying regulatory zone, and easily interpret the zone's requirements for redevelopment.

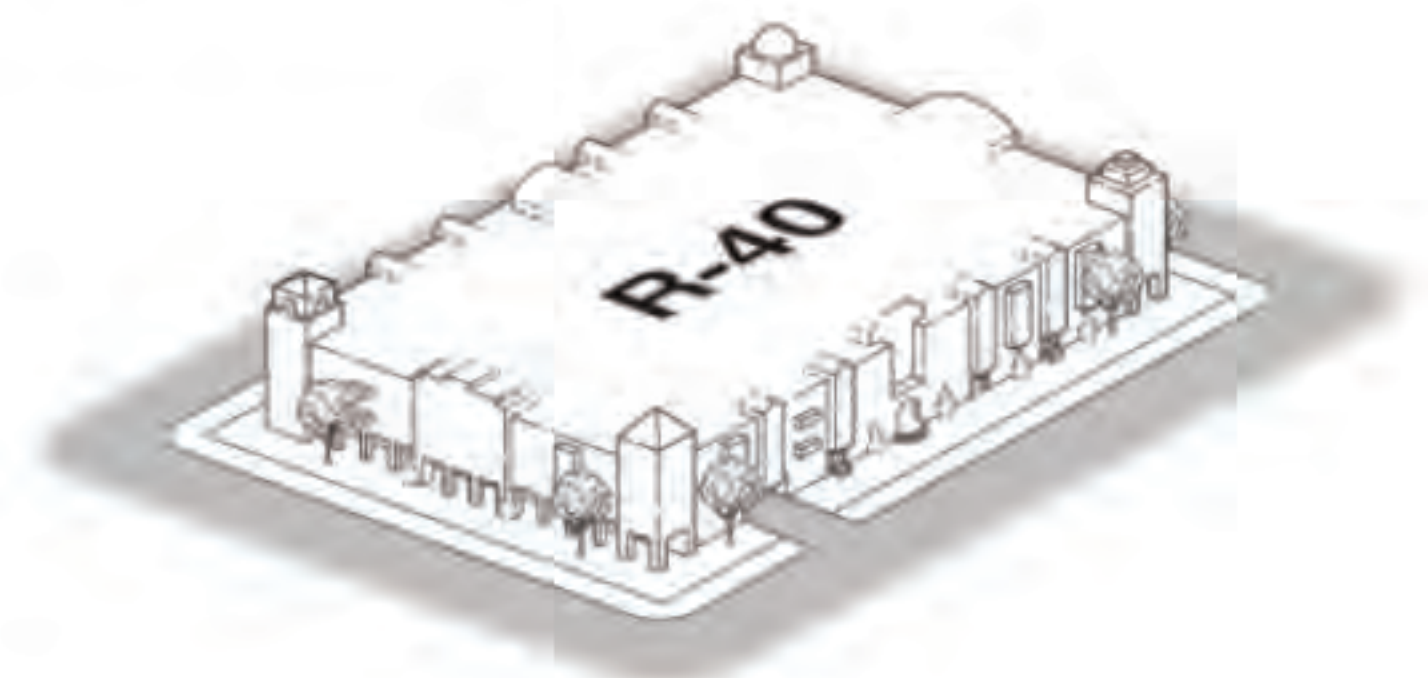
The streetscape master plan brings a visual interpretation of what form and character future capital improvements will look like, so to better understand how a FBC zone relates to its adjacent streets. Though this streetscape master plan and the FBC are intended to be stand-alone documents, they are coordinated efforts that provide layers of detail to collectively envision the future of downtown Yorkville.

The series of diagrams on the right is from the Form-Based Codes Institute (FBCI) and meant to visualize the physical consequences that stem from conventional zoning (top), conventional zoning with supporting design guidelines (middle), and form-based codes (right). Standards that prioritize form over use have the capabilities of encouraging a more fine-grained outcome.

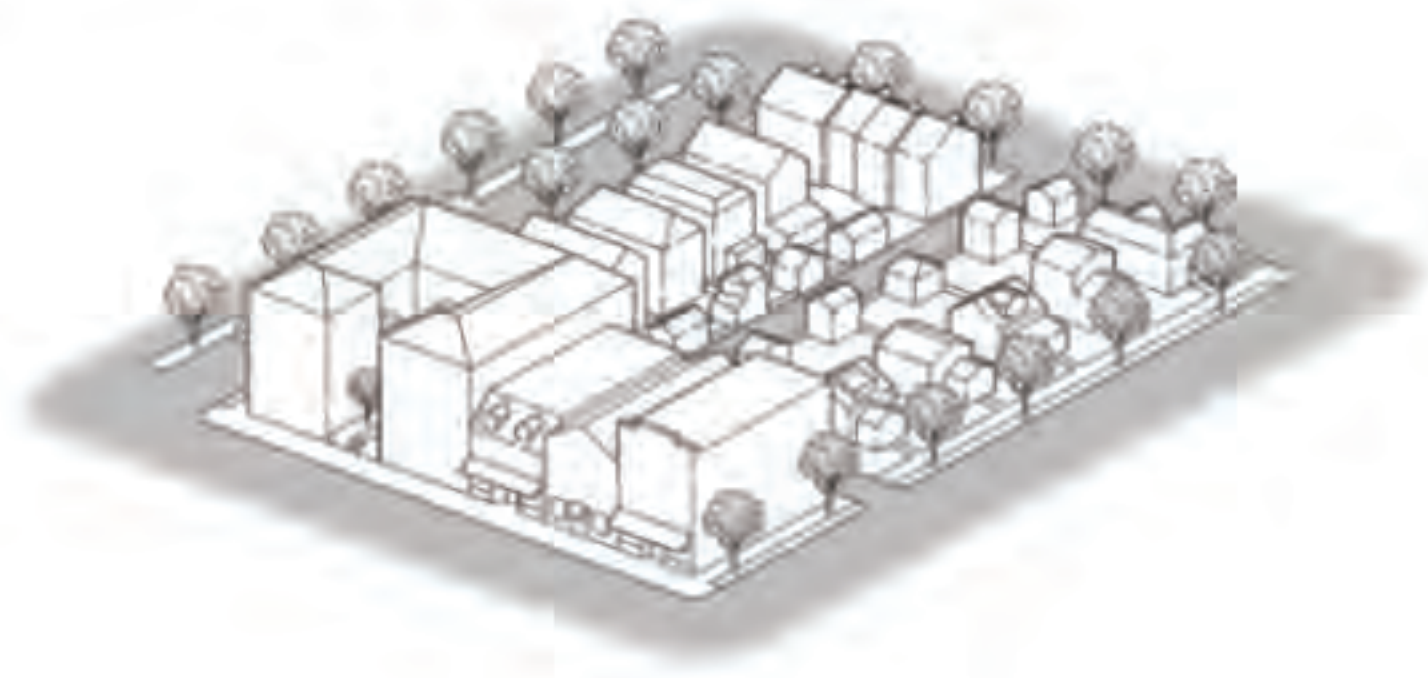
Conventional Zoning (FBCI)



Zoning Design Guidelines (FBCI)



Form-Based Codes (FBCI)



Street Type Classification

Street Type Classification

The following street types represent what will be the guiding framework guiding the of form-based code (FBC) parcel classifications. Parcels fronting their respective street type should follow the form-based guidelines outlined in the Downtown Yorkville Form-Based Code.

The four different street types - 'B' Street includes one street type with a modifier - are represented on the following pages with the existing condition, proposed near-term improvements, and proposed long-term vision. The street types are represented at typical segments along

key stretches; therefore, minor variations will occur where applicable. The four street types include Bridge Street, Hydraulic Street, and Van Emmon Street, which can each be classified as downtown Yorkville's 'A' streets. The 'B' Street is the fourth type and includes a typical residential and non-residential character.

This Streetscape Master Plan is intended to envision the character and role each street contributes to the future of downtown Yorkville and does not represent finalized landscape and construction details.



Figure X - Bridge Street (Source)



Figure X - Hydraulic Street (Source)



Figure X - Van Emmon Street (Source)



Figure X - Main Street (Source)



Street Type Classification



Bridge Street (Existing)

IDOT's Improvements

Bridge Street, between Hydraulic Street to the north and Van Emmon Street to the south, was clearly the historic downtown core of Yorkville. Though this stretch is only one block long, it retains much of the historic scale and character of the past. Bridge Street was historically a two travel-lane street with parallel parking on either side to serve the businesses. Traffic became congested, because Bridge Street is State Route 47 and the main truck route through Yorkville, so the Illinois Department of Transportation (IDOT) studied widening street along with other improvements to alleviate the congestion. Many years after the initial proposal of a five-lane Bridge Street, the proposal was finally taken to construction to the desperation of Yorkville residents anxious to speed up flow through a downtown long removed from representing the heart of the community.

Since the IDOT improvements, the buildings have failed to recover. Travel lanes replaced parallel parking and concrete barriers were placed between street and sidewalk. The combination of road widening, increased speed, lack of parallel parking, and other factors drove many of the primary building entries around to the backs of the Bridge Street buildings. The increased speeds and lack of pedestrian traffic along Bridge Street have effectively drained downtown of any potential for vitality. Residents have mixed opinions about the impacts of IDOT's improvements; however, it is clear that the term "improvements" may not be the correct expression for Bridge Street's new character.

This stretch of Bridge Street may be considered the gateway into downtown Yorkville and retains potential to become the iconic stretch that helps draw people into local businesses and displays an attractive image that represents the people of Yorkville.



Figure X - Bridge Street Facades (Source)

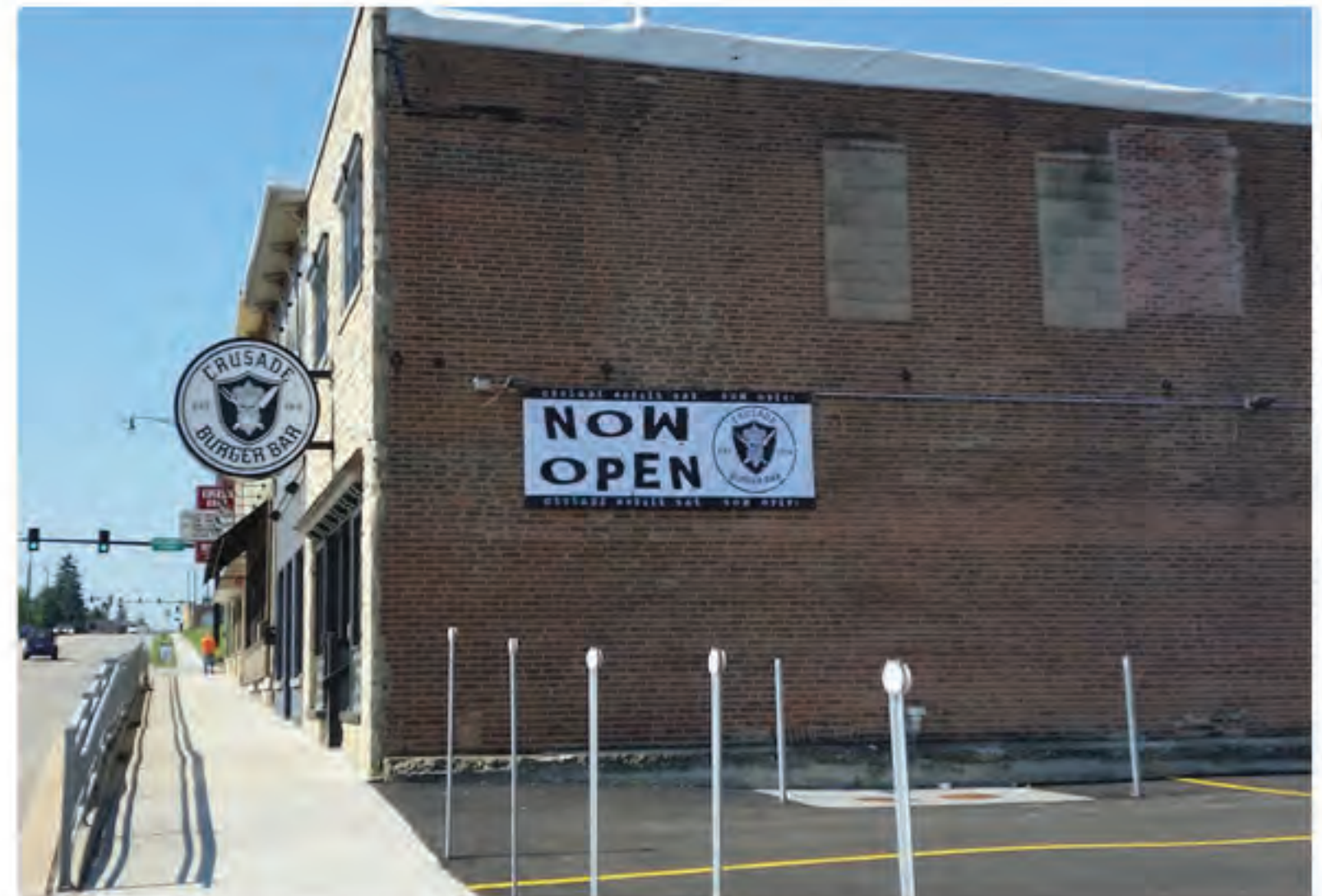
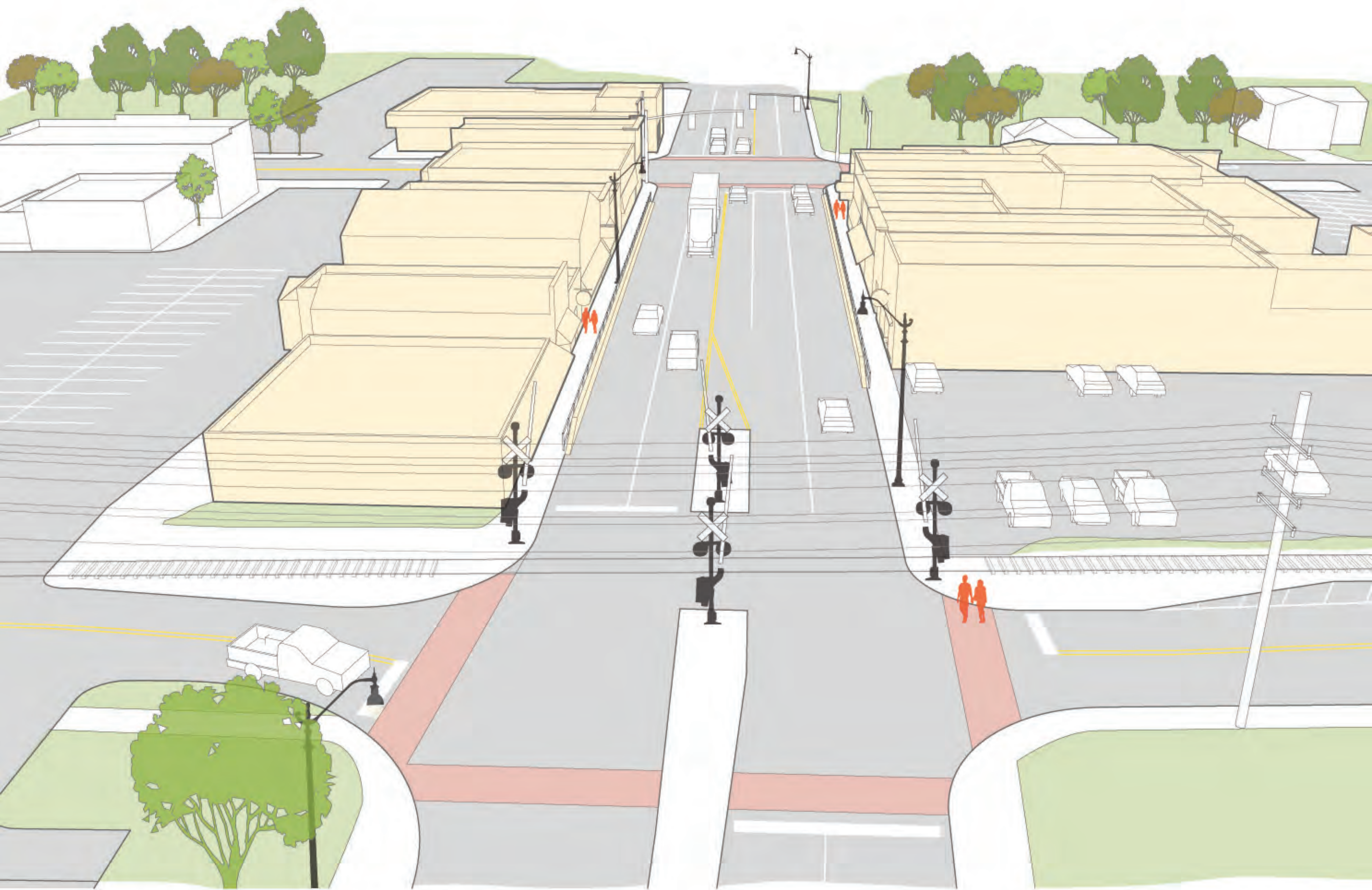


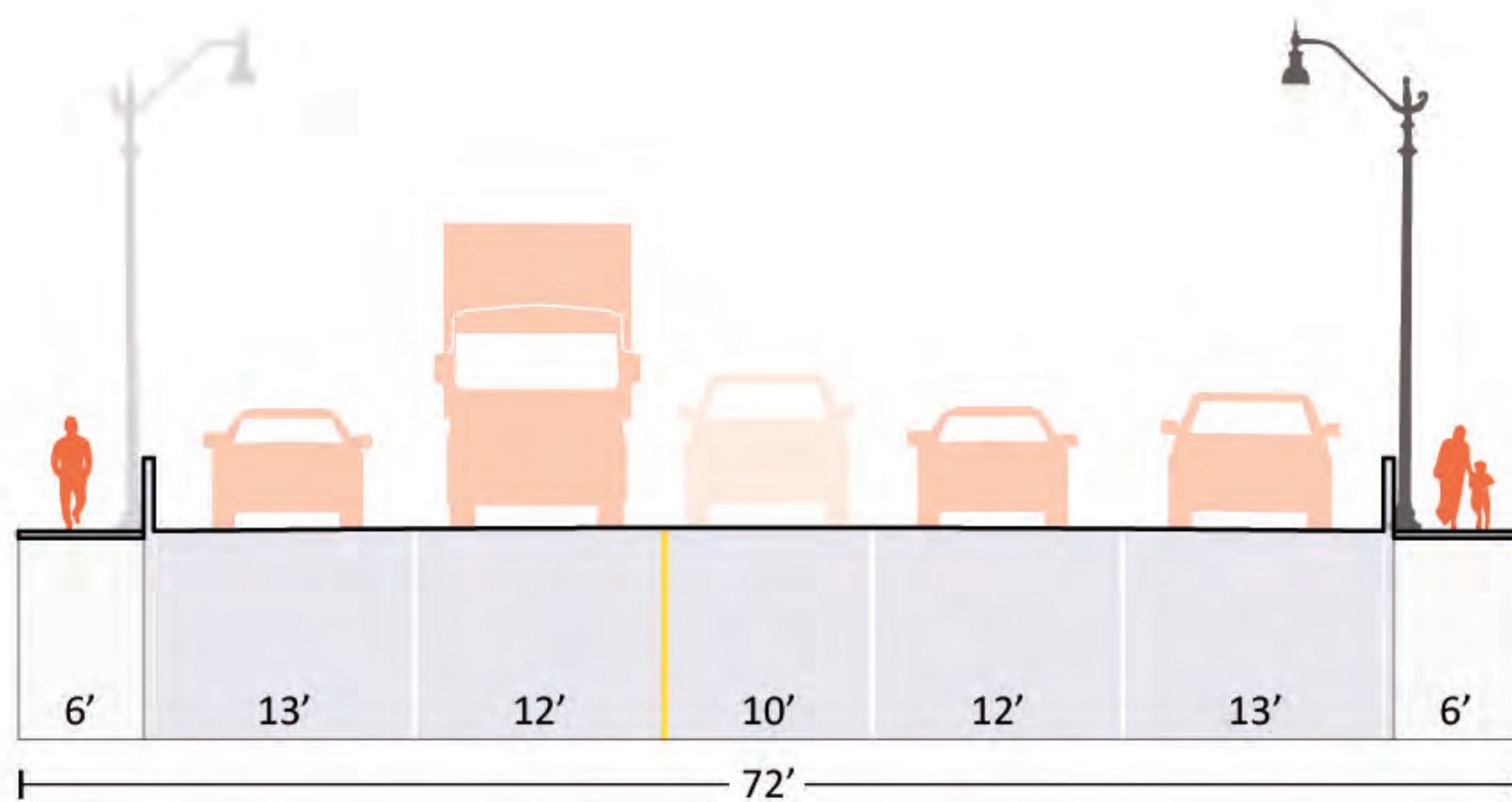
Figure X - Bridge Street Blank Wall (Source)



Figure X - Bridge Street Sidewalk and Barrier Wall (Source)



Bridge Street (Existing)



Bridge Street (Near-Term)

Tactical Interventions

Meaningful measures to display an image of vitality and interest can be taken with a cost sensitive approach. For example, instead of temporary narrowing traffic lanes or tearing down the now important concrete barriers flanking Bridge Street, beautification strategies might include painting the concrete barriers and hand rails with a custom design, installing overhead catenary lighting that creates a tunnel effect causing traffic to be aware and slow down, or painting large iconic murals on the blank downtown building walls. Each of these interventions could contribute to the overall character of downtown and play a dual purpose of encouraging traffic to be extra aware and slow down.

Because this segment of Bridge Street is such an important gateway for the City, concentrating multiple interventions on this location within the greater downtown should take priority over other streets and locations. Drivers would recognize that downtown could be worth pulling over and parking for. The larger scale of these proposed interventions caters to the car and the brief moment downtown has to catch a new customer's attention.

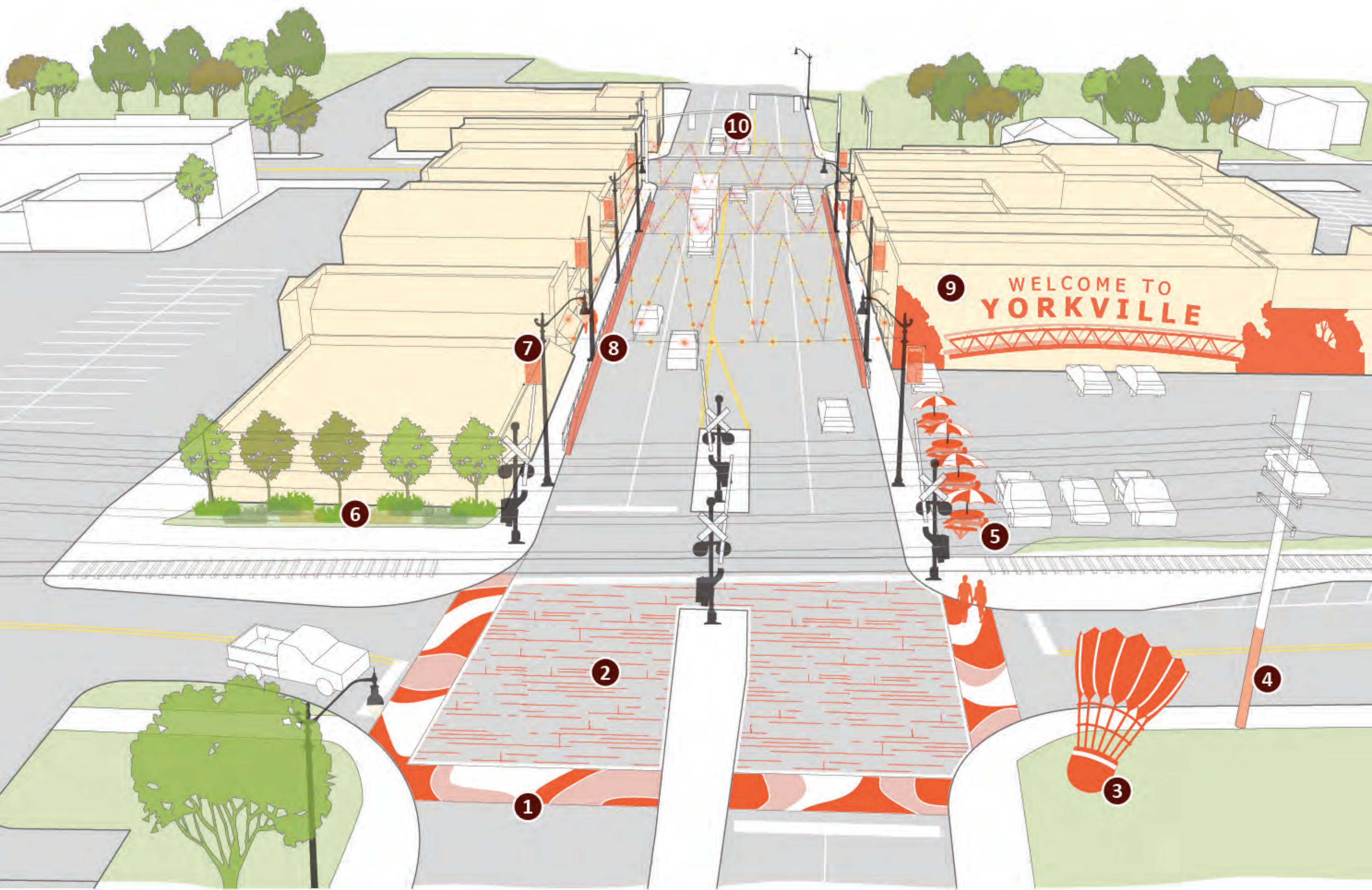
- 1 Painted Crosswalks
- 2 Seasonal Banners
- 3 Public Art/Sculpture
- 4 Painted Light Poles
- 5 Outdoor Restaurant Seating
- 6 Entry Landscape Improvements
- 7 Seasonal Banners
- 8 Painted Bridge Street Barrier/Railing
- 9 Yorkville Entry Wall Mural
- 10 Bridge Street Catenary Lighting



Figure X - Wall Mural (Source)



Figure X - Catenary Lighting (Source)



Bridge Street (Near-Term)



Figure X - Painted Concrete Barrier (Source)



Figure X - Public Art / Sculpture (Source)

Bridge Street (Long-Term Opt. A)

Minor Upgrades Go a Long Way

The existing Bridge Street right-of-way affords very little flexibility for major improvements; however, that does not mean that meaningful upgrades would not make a positive impact. Squeezing in improvements where possible, such as the addition of seasonal banners to the light poles, repaving the sidewalks with high-quality and interesting materials for pedestrians, replacing the damaged handrail with a feature handrail that may be an art installation, or installing permanent catenary light fixtures over Bridge Street, can make a surprisingly dramatic impact for both drivers and pedestrians. Additionally, if the buildings better engage the sidewalks through accessible entrances, signage, and outdoor seating options, this would improve this highly visible stretch of downtown Yorkville.

A reduction in lane width would require a reclassification from IDOT to remove its truck route status. With alternative routes already being considered, it may simply be a matter of time and funding before truck traffic is rerouted off of Bridge Street. In this case, a redesign of Bridge Street to a narrower, 3-lane section is recommended. In the meantime, it will be critical for the City to address the perception issues with Bridge Street through near-term solutions that may last many years.

If IDOT does not provide an alternative route for truck traffic, a five-lane street may be the long-term reality. Though it would not be living up to its potential as Yorkville's iconic street, near-term strategies can add value to downtown Yorkville through amplified crosswalks, branding and wayfinding elements, visible outdoor seating, and much more.



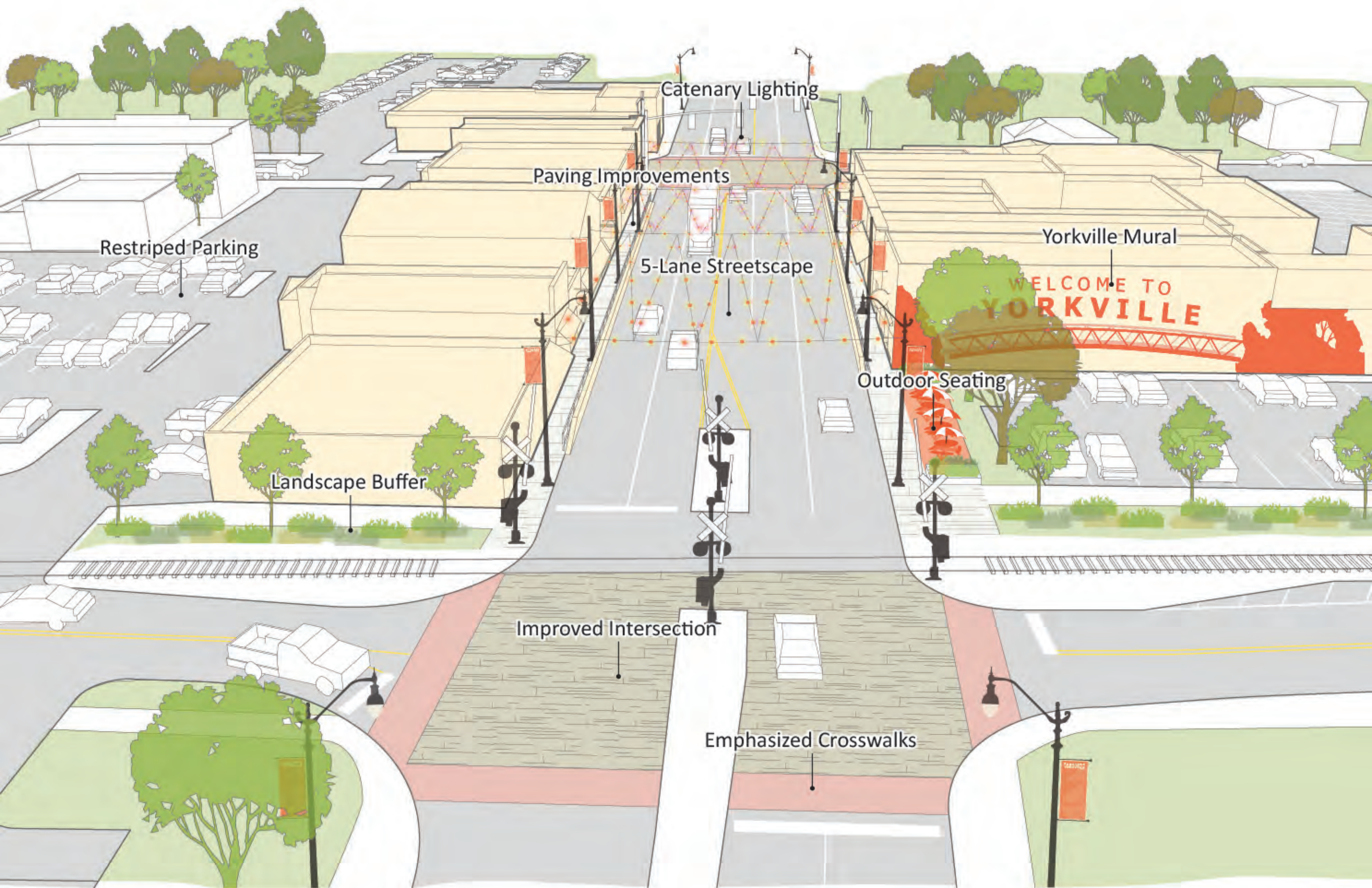
Figure X - Improved, Feature Handrail (Source)



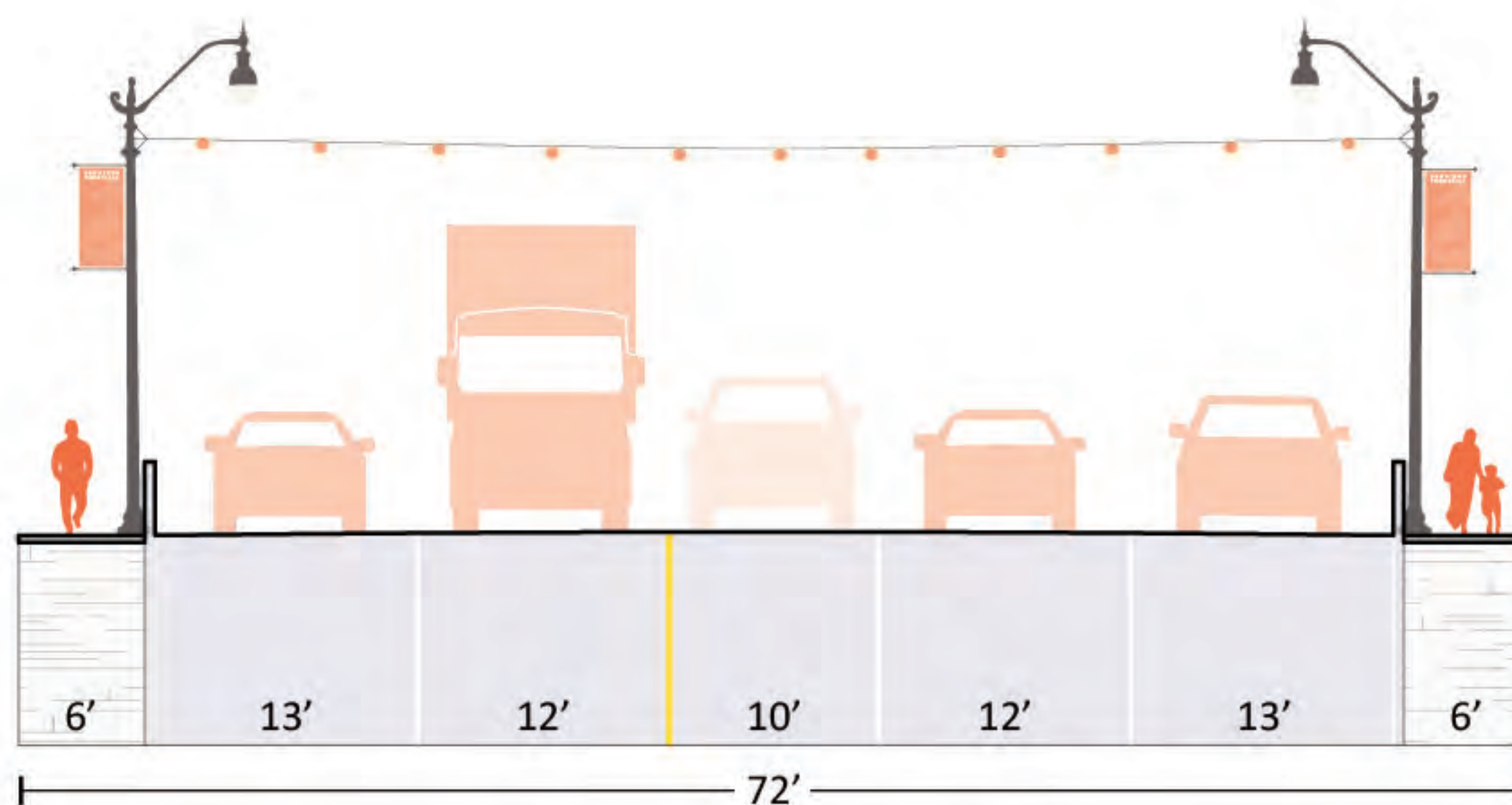
Figure X - Permanent Catenary Lighting(Source)



Figure X - Improved Sidewalk Pavement (Source)



Bridge Street (Long-Term Opt. A)



Seasonal Yorkville Banners

Removable banners that feature the various seasonal events and branding that the City has could be featured in downtown. This could bring color, character, and a dynamic nature through rotating signage that advertises public events in the location in which they take place.



Figure X - Seasonal Banners (Source)

Catenary Light Poles

Additional stand-alone poles could be added to mount the catenary light structure and complement the locations of the existing street lights. These poles could match the design and character of street light poles and be located as appropriate to support lights hanging over Bridge Street. Alternatively, the poles could be painted a branded color that pops against a street segment that could use more excitement and interest.

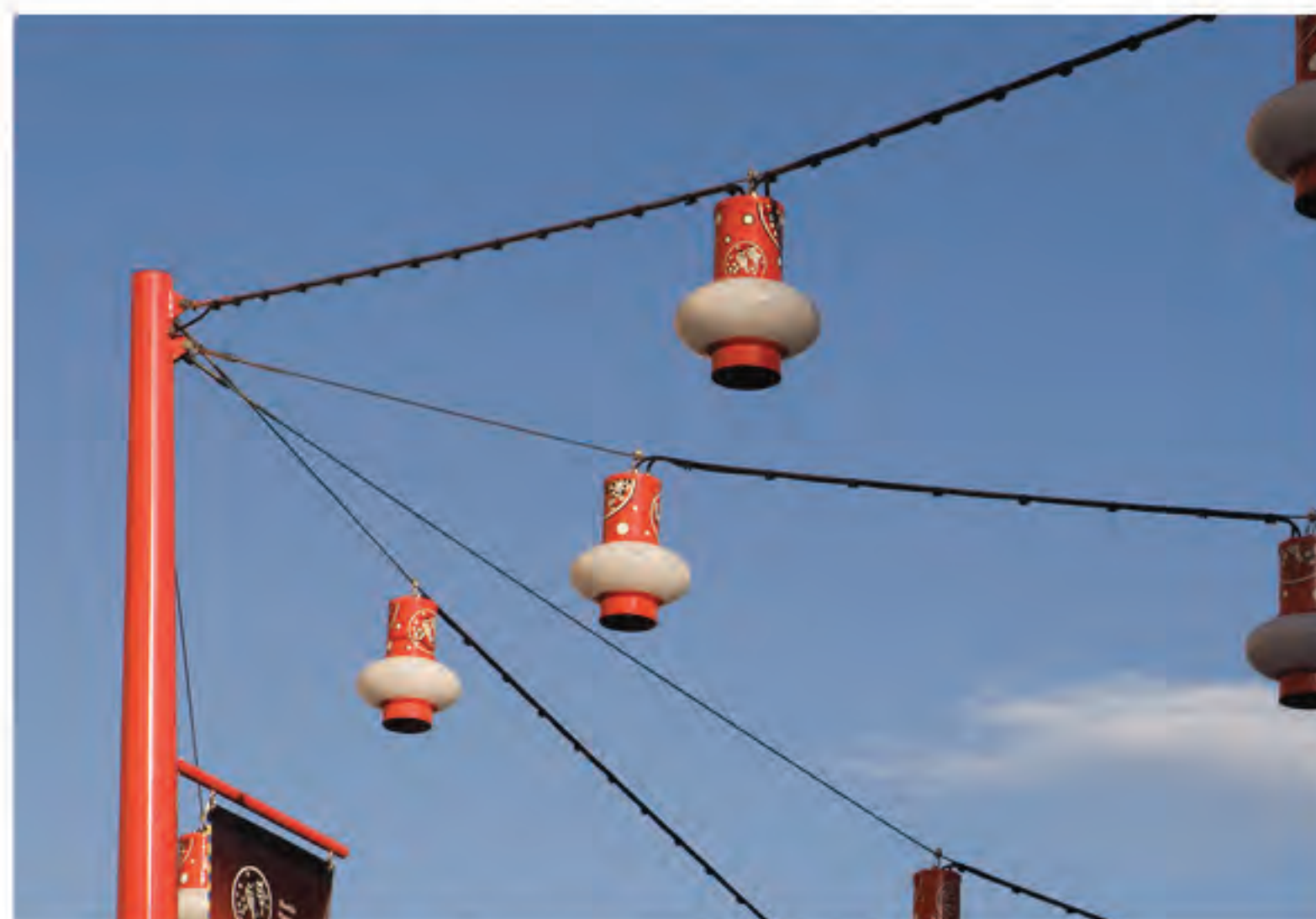


Figure X - Catenary Light Connection (Source)

Catenary Art Installation

With poles installed to support catenary lighting, a next-level of design consideration could take place that treats the overhead lights as an art feature. An installation artist could design a dynamic grid of light that changes colors and makes downtown more recognizable for those passing through.



Figure X - Catenary Art Installation

Light Up Bridge Street

- 1 Maintain Existing Sidewalk Width
- 2 Maintain Location of Stormwater Inlet
- 3 New Feature Handrail Along Bridge Street
- 4 Catenary Light Poles Matching Existing Street Lights
- 5 Catenary Lights Over Bridge Street (IDOT Clearance Standards)

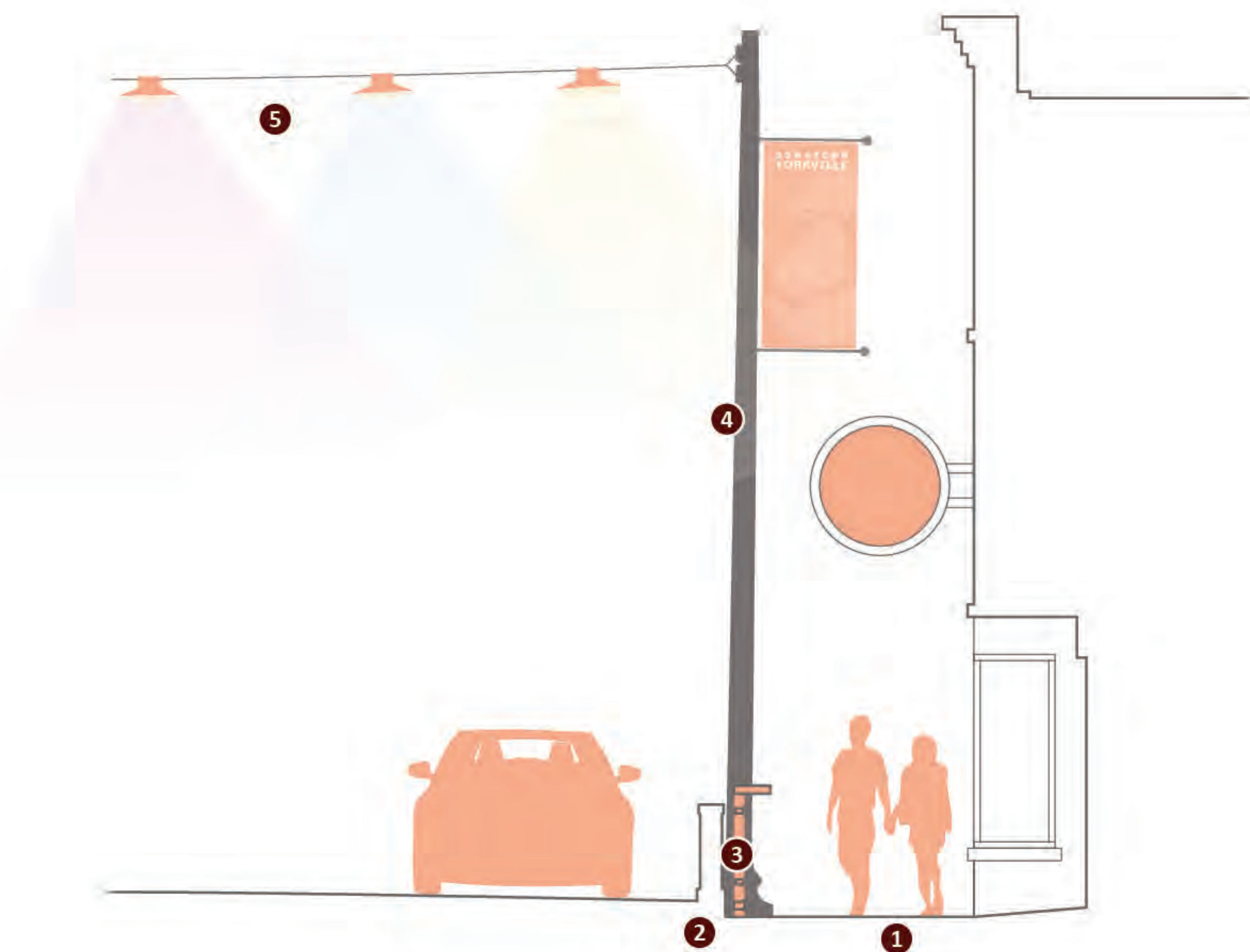


Figure X - Bridge Street Diagram (Farr Associates)

Hydraulic Street (Existing)

Unique Industrial Character

Hydraulic Street includes complex conditions, including utility poles landing in the street, a tapering right-of-way that narrows from west to east, and an active freight rail line that runs parallel to the street surface within the right-of-way. Because it runs parallel to the Fox River, there are multiple access and view corridors that connect pedestrians on Hydraulic Street to one of Yorkville's most important assets.

The freight rail line tracks are immediately adjacent to the southern edge of the street. The close proximity could be a safety issue; however, residents did not voice much concern over the rail, except the noise complaints and potential for trains to back up traffic along Bridge Street. Though only one rail company uses the line, it is very important to the natural gas industry because it accesses select sand used for the fracking process. Any expectations of the rail line closure should be curbed, at least in the near-term. The active rail line will remain something that any redesigns, current, or future uses must deal with.

Hydraulic Street features a unique industrial character because of the rail and adjacent buildings and uses. The short, utilitarian buildings, as well as agricultural relics, such as the inactive grain elevator, create an eclectic mix of land uses and character. Multiple popular businesses and parks exist along Hydraulic Street, and the existing character seems to support the types of businesses. As improvements occur to make Hydraulic Street a more attractive, safe, and usable street, a respect for its industrial past and present should be retained.



Figure X - Hydraulic Street (Source)



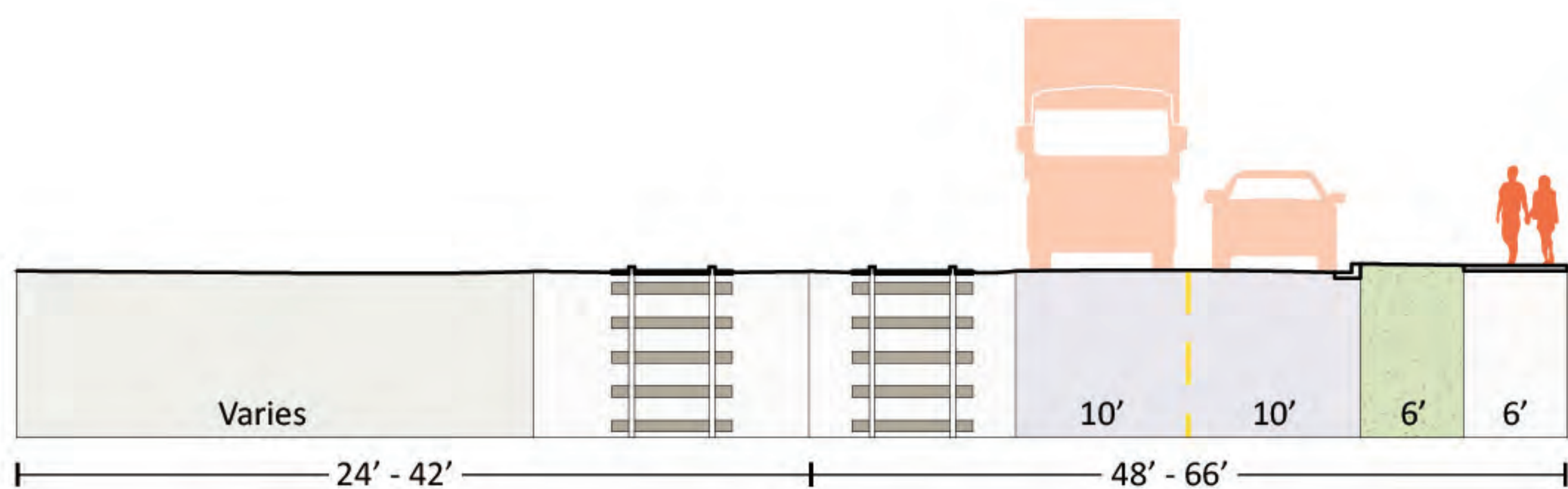
Figure X - Hydraulic Street (Source)



Figure X - Inactive Grain Elevator (Source)



Hydraulic Street (Existing)



Hydraulic Street (Near-Term)

Tactical Interventions

Hydraulic Street's character will remain unique and interesting whether interventions are done or not. The low traffic counts and limited number of businesses that currently front onto Hydraulic Street suggest that limited resources should be placed in its near-term improvements.

A few key improvements that help support the current businesses should be prioritized. This could include allowing outdoor seating areas either in the parking lots or at the edge of the street and sidewalk, painting the existing light poles with unique artwork, adding seasonal banners to the existing light poles, and improving the rear facade of Bridge Street, particularly because that has effectively become the primary entry to many of those businesses. The rear facade of the Bridge Street buildings is highly visible because no structures now exist to block views into the middle of the block.

Additionally, moveable planters with trees and other vegetation could bring life, shade, and color to an otherwise utilitarian Hydraulic Street.

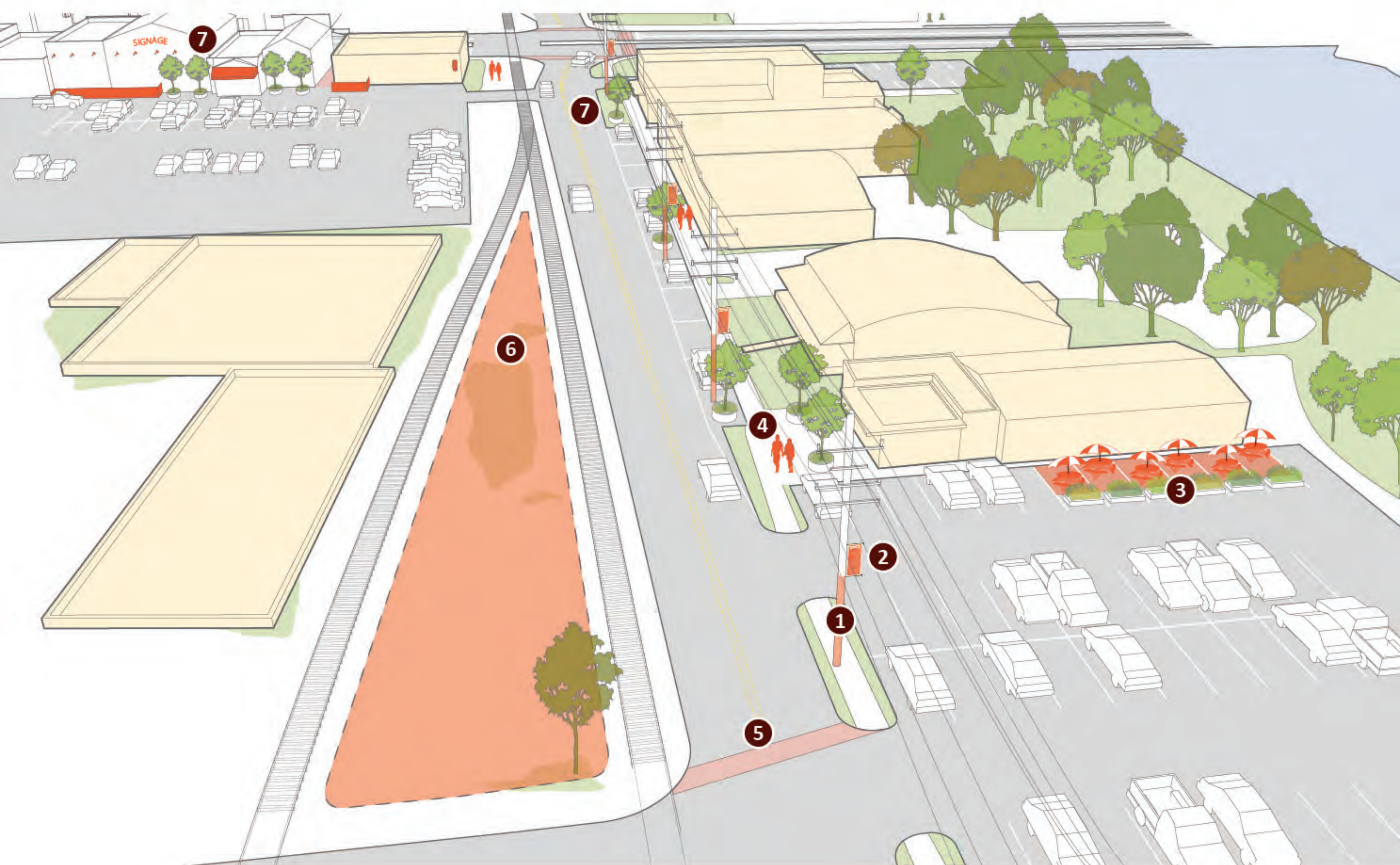
- 1 Painted Light Poles
- 2 Seasonal Banners
- 3 Outdoor Restaurant Seating
- 4 Temporary Tree Planters
- 5 Painted Crosswalks
- 6 Maintain Gravel Between Tracks
- 7 Bridge Street Rear Facade Improvements
- 8 Street Surface Lane Striping



Figure X - Painted Light Pole (Source)



Figure X - Well Maintained Gravel Surface (Source)



Hydraulic Street (Near-Term)



Figure X - Rear Facade Lighting and Signage (Source)



Figure X - Outdoor Restaurant Seating (Source)

Hydraulic Street (Long-Term)

Conversion to a Shared Street

The unique qualities of Hydraulic Street with its irregular street section, limited traffic count, paralleling of the Fox River, and already funky, casual character lends itself well to becoming a woonerf, or “shared street”. This long-term vision would allow Hydraulic Street to be closed down for festivals or events between the current driveway aligning with the rear entrances of the Bridge Street buildings and Heustis or Mill Street. Circulation around the block would still be possible through the use of a “slip lane” or access lane that would run along the south edge of the railroad tracks in order to access future redevelopment on those parcels.

Hydraulic Street could take on a unique design that includes permeable pavers that add character and stormwater management benefits. Being adjacent to the Fox River, an effort to minimize stormwater runoff and encourage percolation would be an environmentally conscious solution. Continuous pavers spanning between vehicular travel areas and traditional pedestrian areas would effectively blur the line between pedestrian and car right-of-way. This would encourage slow moving traffic on non-event days when Hydraulic Street is open and add an attractive frontage for the businesses along Hydraulic Street.

A shared street deserves a custom design. When City budget is allocated towards Hydraulic Street capital improvements, an emphasis should be placed on hiring highly-qualified landscape architects experienced in right-of-way redesign.



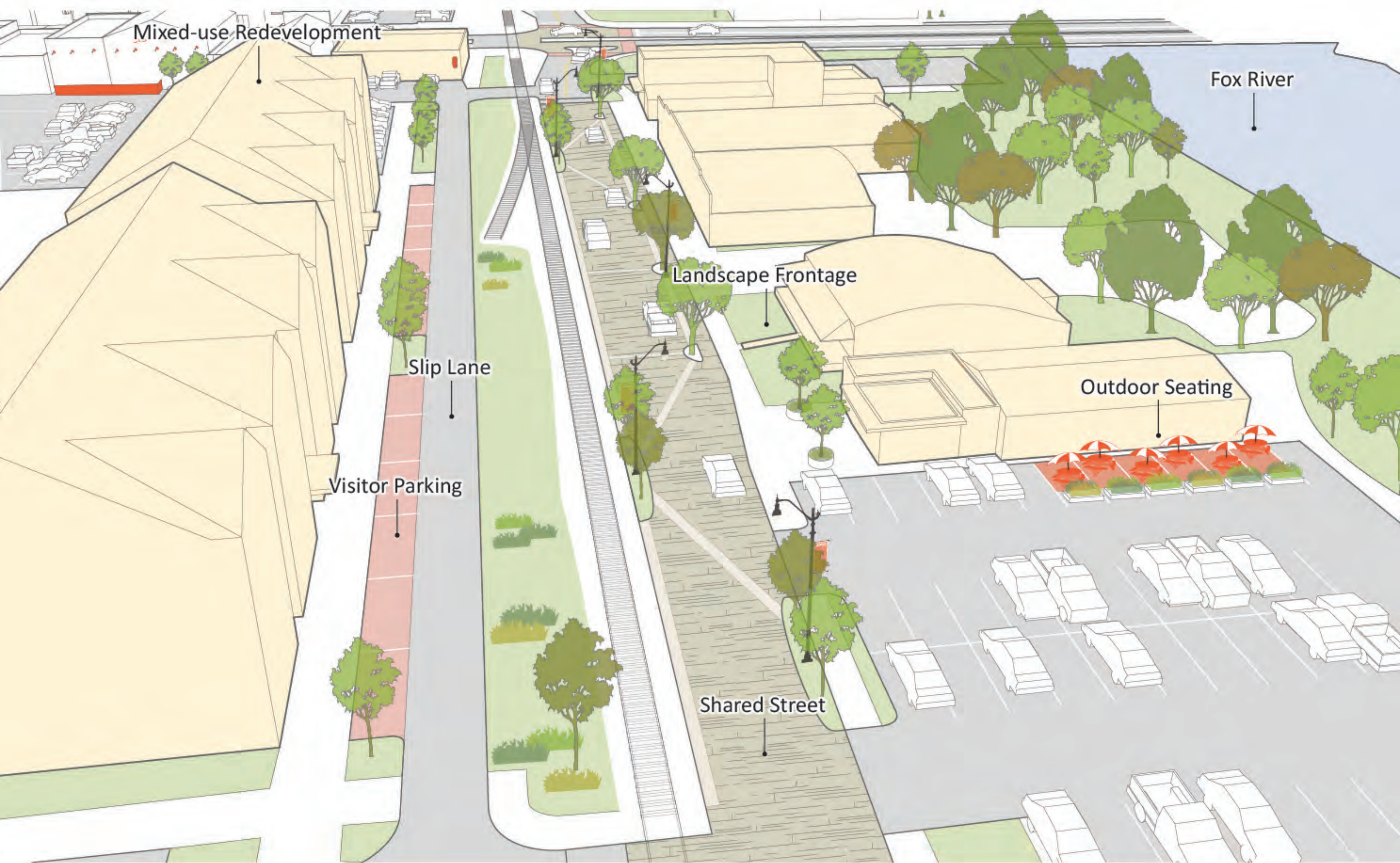
Figure X - Shared Street (Source)



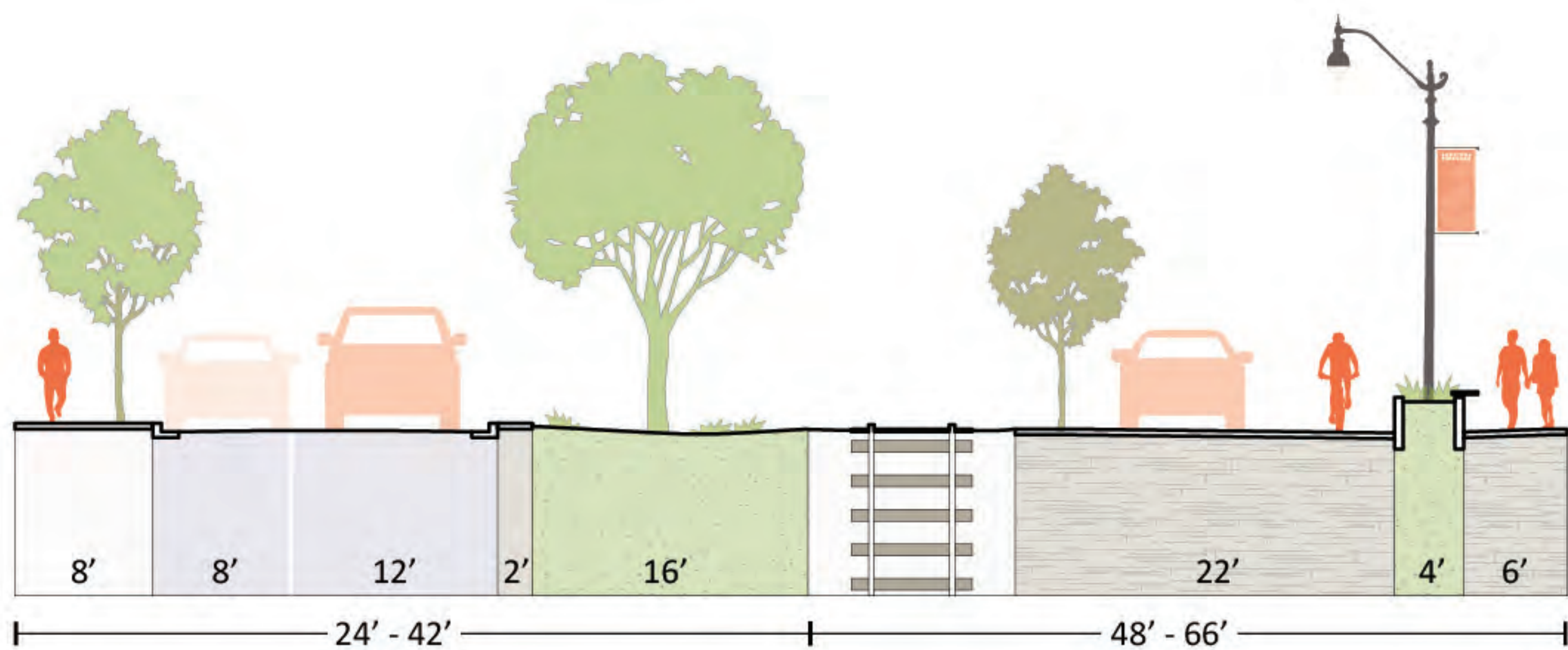
Figure X - Funky Outdoor Seating (Source)



Figure X - Shared Street (Source)



Hydraulic Street (Long-Term)



Hydraulic Street Shared Street

A shared street should blur the lines between vehicle and pedestrian zone. Subtle changes to paving materials and the use of planters, street furnishings, markings can define where cars should or should not drive. Because Hydraulic Street runs parallel with the Fox River, a street section that sheet flows stormwater into a continuous drainage channel that is integrated with a paving change is an example of integrated street design. The details are important, as this will become downtown's event location.

- 1 Paving Texture or Material Change
- 2 Chicane Planting Beds
- 3 Maintain Existing Distance from Tracks
- 4 Raised Planting Beds
- 5 Planter Seating Ledge
- 6 Continuous Drainage Channel on One Side

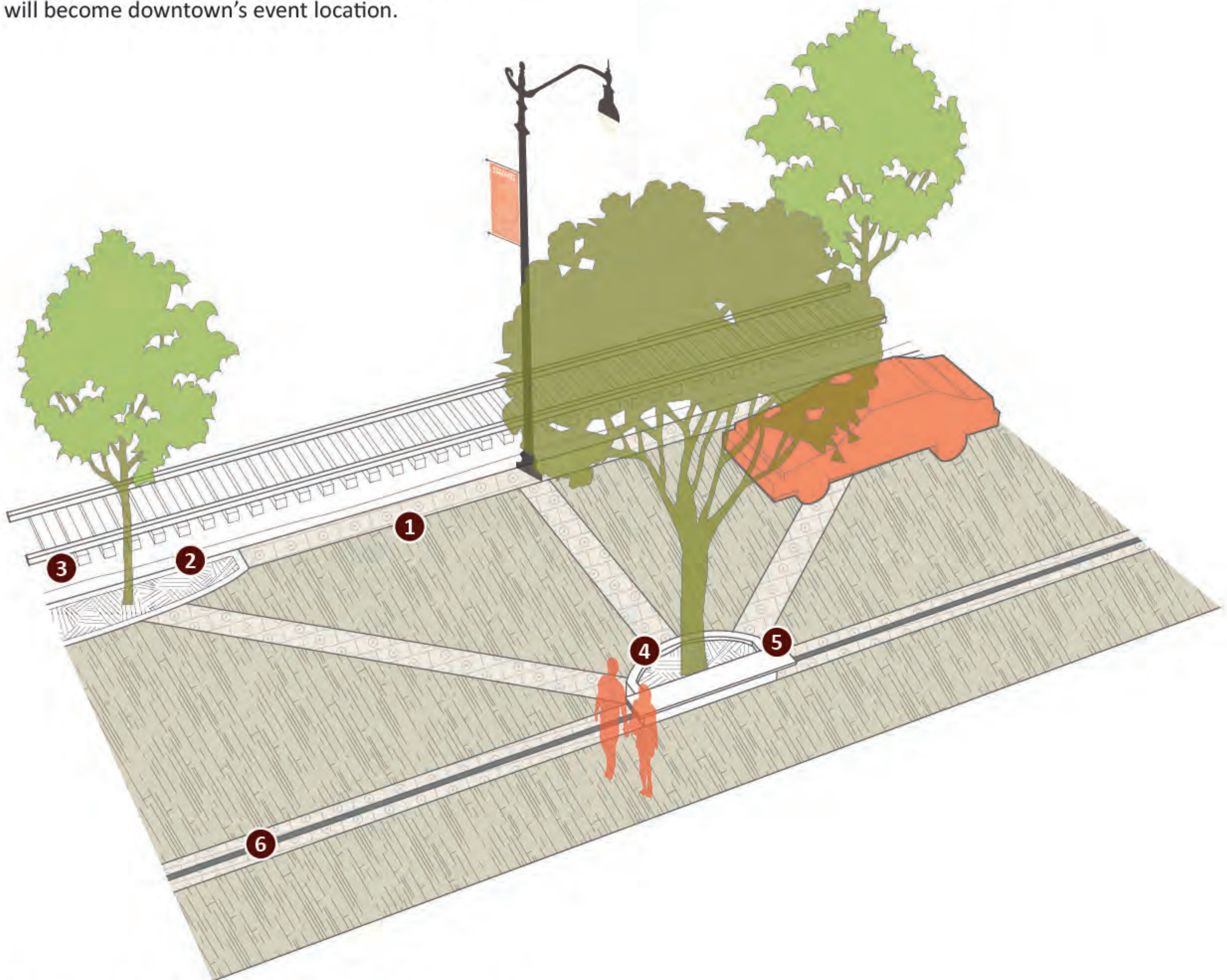


Figure X - Hydraulic Street Diagram (Farr Associates)

Material Contrast

Subtle paving details, such as a change in material, texture, or orientation, contribute interest to the pedestrian environment. Minor variations can help make a design unique to a specific location and help brand the place. Paving details may be used to delineate where vehicles are allowed to drive or park. These variations may help inform the location of custom street furniture, emphasize locations for tree plantings or signage locations, or simply add aesthetic appeal.

Street to Woonerf Transition

Shared streets typically have vehicular travel routes and parking at the same elevation as a sidewalk. This means that the street section will not have its typical curb and gutter condition and will also need to reconcile where a regular street meets the woonerf. Raised intersections and crosswalks commonly feature short ramp transition zones to raise travel lanes to the desired shared height. The transition zones can also help alert drivers that they are entering a special zone and a heightened awareness for pedestrians is necessary.

Planter Seating Ledge

A custom street design can include custom street planters and seating. In the instance of a shared street, raised planters made of a durable material could house low plantings and street trees, accommodate one or multiple built in seating ledges, and play a role in vehicular circulation by delineating the travel lanes, narrowing travel lanes to encourage slower travel speeds, or creating chicanes that slow-traffic to a greater degree.



Figure X - Paving Texture Change (Source)



Figure X - Raised Intersection (Source)



Figure X - Planter Seating Ledge (Source)

Van Emmon Street (Existing)

Downtown's Second Gateway

Traveling east from downtown Yorkville, Van Emmon Street eventually becomes Van Emmon Road and meets Route 73, which connects Yorkville with Oswego. After Bridge Street, Van Emmon Street acts as the second gateway into downtown, particularly its intersection with Bridge Street. Recently, buildings have been torn down along Van Emmon Street and potential redevelopment is not unreasonable.

The approach traveling west into downtown along Van Emmon does not best represent Yorkville. Vegetation overgrowth between Mill Street and Heustis Street and an imbalanced street section of residential buildings with parking in front, a concrete retaining wall, and multiple “missing teeth” in the urban fabric leave much to be desired. Additionally, the intersection of Van Emmon Street and Bridge Street is not particularly inspiring, as each corner does not activate the intersection. Businesses are making an effort at providing visible programming at the intersection, but improvements are needed to establish the image the downtown Yorkville deserves.

Van Emmon Street west of Bridge Street has a different character. It becomes more residential quickly after the first half block. Naturally, the street section adjusts as its entering the neighborhood.



Figure X - View West Down Van Emmon Street (Source)



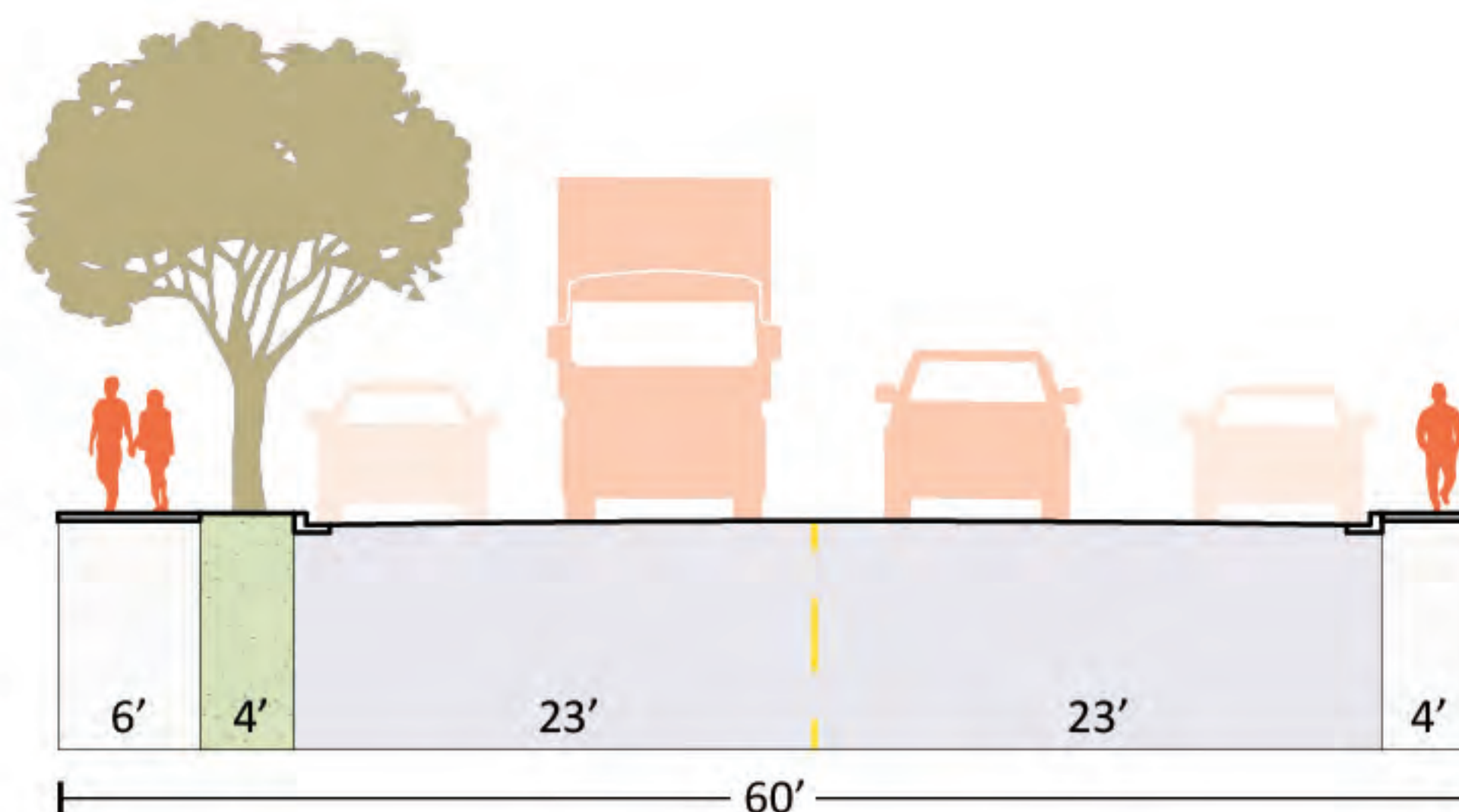
Figure X - View West Down Van Emmon Street (Source)



Figure X - View West Down Van Emmon Street (Source)



Van Emmon Street (Existing)



Van Emmon Street (Near-Term)

Tactical Interventions

Interventions should be focused at the intersection of Van Emmon Street and Bridge Street. Businesses on either side of the intersection are already considering providing outdoor seating options, which would add visible energy to downtown when approaching from the south. This is a positive direction and can be amplified with the removal of parking spaces to construct a temporary or permanent parklet, providing a canopy or other form of weather protection, or introducing outdoor space heaters to extend seating months.

This intersection is also the primary crossing to move between the east and west sides of Bridge Street because it has a traffic light and pedestrian crossing signals. Painting the crosswalk and intersection would be an opportunity to brand downtown, enhance safety and visibility for crossing pedestrians, and draw attention to its businesses.

In addition to intersection treatments, the southwest corner of the intersection could be used for signage that greets residents and visitors traveling into downtown. Plans are already underway to improve the County Courthouse slope.

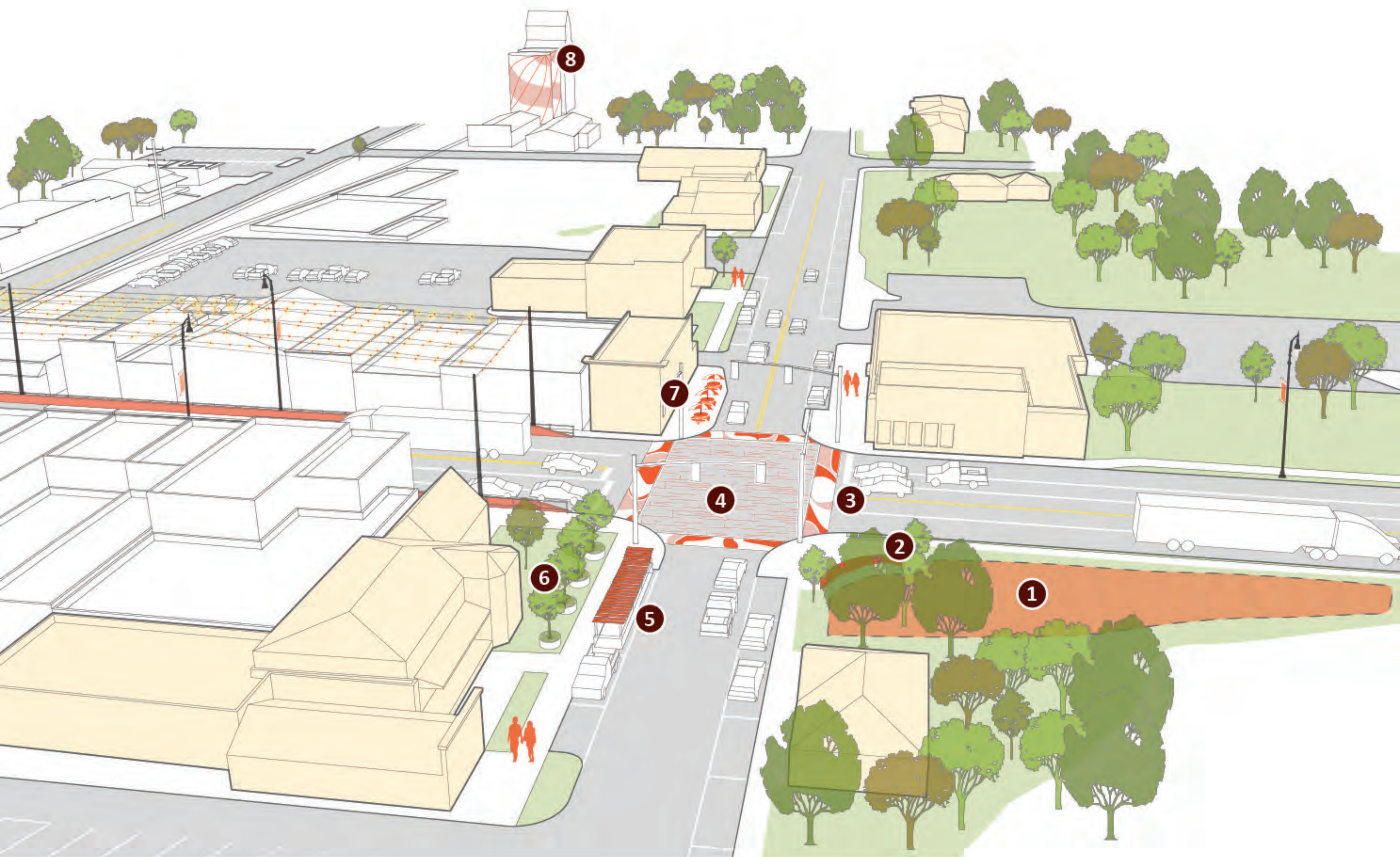
- 1 County Courthouse Landscape Beautification
- 2 Gateway Monument Signage
- 3 Painted Crosswalks
- 4 Painted Intersection
- 5 Parklet
- 6 Temporary Street Trees
- 7 Outdoor Seating
- 8 Painted Grain Elevator



Figure X - Landscape Beautification(Source)



Figure X - Painted Grain Elevator (Source)



Van Emmon Street (Near-Term)



Figure X - Temporary Street Trees (Source)



Figure X - Painted Crosswalk (Source)

Van Emmon Street (Long-Term)

Greeting Visitors with Beauty

Van Emmon Street should be beautiful to establish a first impression to visitors, particularly east of Bridge Street. The mix of topography and building forms can be challenging when the desired outcome is a pleasant street; however, the asymmetry can be accommodated through careful design considerations.

Some of these considerations might include where stormwater is flowing. With elevated parcels on the south edge of Van Emmon Street, surface water will flow towards the street and sidewalk. Utilizing rain gardens that temporarily store rainwater before discharge or percolation and using permeable pavers that allow water to dissipate through the parking surface are ways to accommodate the increased runoff. Also helping with stormwater, street trees should be planted on either side of the approach from the east to create a block long gateway when driving into Yorkville from Oswego.

Downtown branding elements, such as seasonal banners and wayfinding signage, can add to the cohesion of downtown. The historic Kendall County Courthouse slope can act as a gateway feature that can include signage or some built element at the intersection to establish a four-sided Van Emmon and Bridge Street intersection. These improvements could be done in the near-term with the expectation that they would be around as other capital improvements take place.



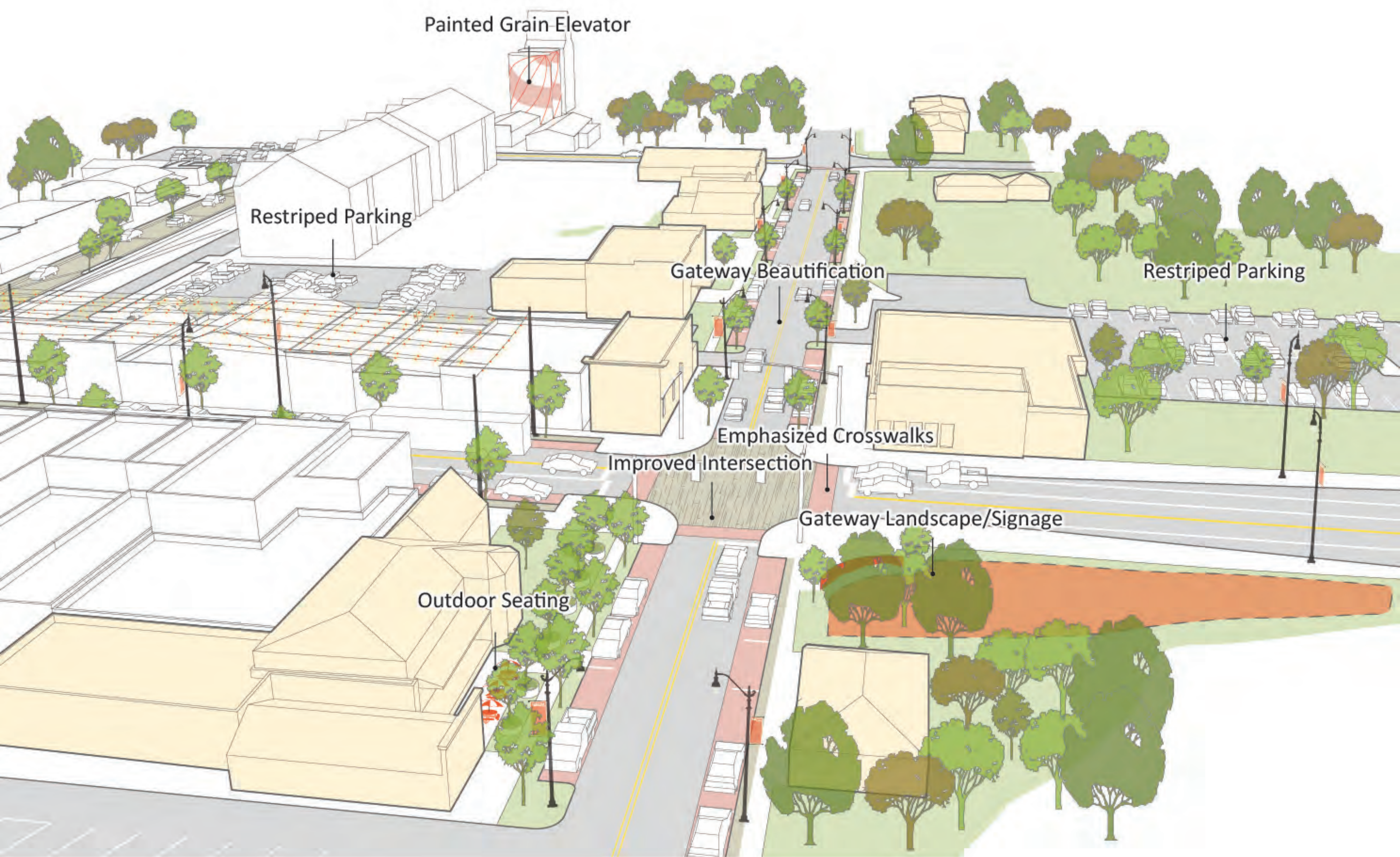
Figure X - Stormwater Streetscape (Source)



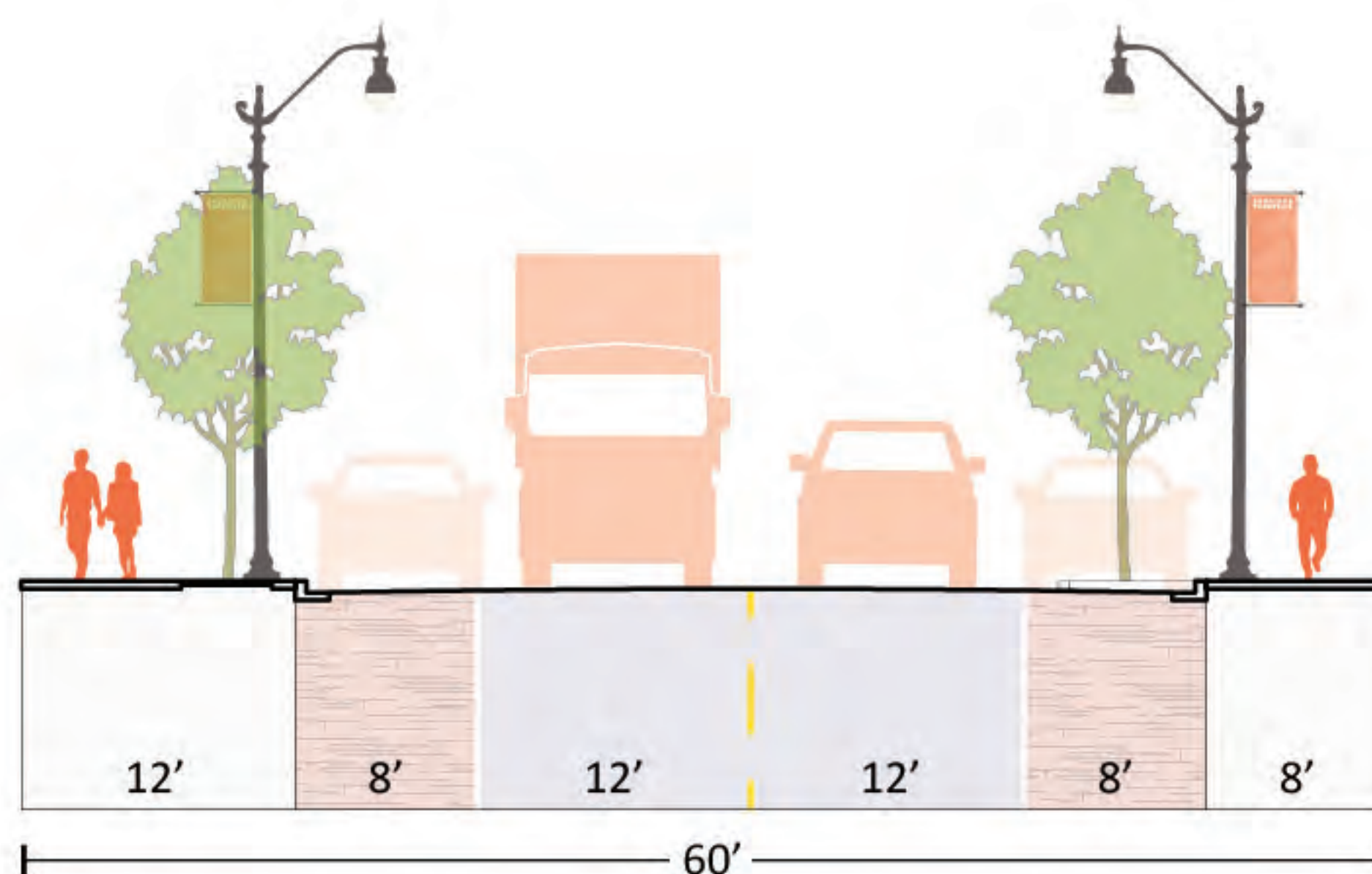
Figure X - Downtown Intersection Improvements (Source)



Figure X - Permeable Pavers for On-Street Parking (Source)



Van Emmon Street (Long-Term)



Stormwater Bulb-Outs

Bulb-outs typically narrow roadways to direct traffic, slow speeds down, expand the sidewalk, or simply accommodate plantings. Integrating bulb-outs that also performing a stormwater management function would be an attractive design feature along Van Emmon Street. Bulb-out curbs should be slotted, or notched with openings, to allow surface stormwater to enter and exit the planting zone of the bulb-out.



Figure X - Stormwater Bulb-Out (Source)

Sidewalk Rain Gardens

Stormwater rain gardens could be used to improve stormwater quality and provide detention for significant storm events. Like bulb-outs, they can accommodate a variety of planting types and should have inlets allowing water to flow in and out from the street. Trees and a variety of plantings that provide color and texture would add to the beautification of Van Emmon Street.



Figure X - Rain Garden (Source)

Permeable Parking Pavers

Tying designs back to other streets within downtown, Van Emmon Street could feature open grid permeable pavers that both define the parking areas and increase stormwater capacity. Coordinating pavers between Van Emmon Street, Hydraulic Street, and any other location they are used in the greater downtown would support a cohesive design and branding language.



Figure X - Permeable Pavers (Source)

Sustainable Street Section

Van Emmon Street can represent Yorkville's demonstration of a sustainable street section. The right-of-way width provides plenty of flexibility for a two-lane street. Additionally, the asymmetrical street section that has a higher elevation on one side is an ideal candidate to display sustainable stormwater strategies.

- 1 Slotted Curbs
- 2 Stormwater Bulb-Out Planter
- 3 Parallel Parking
- 4 Rain Garden Planter
- 5 Permeable Pavers

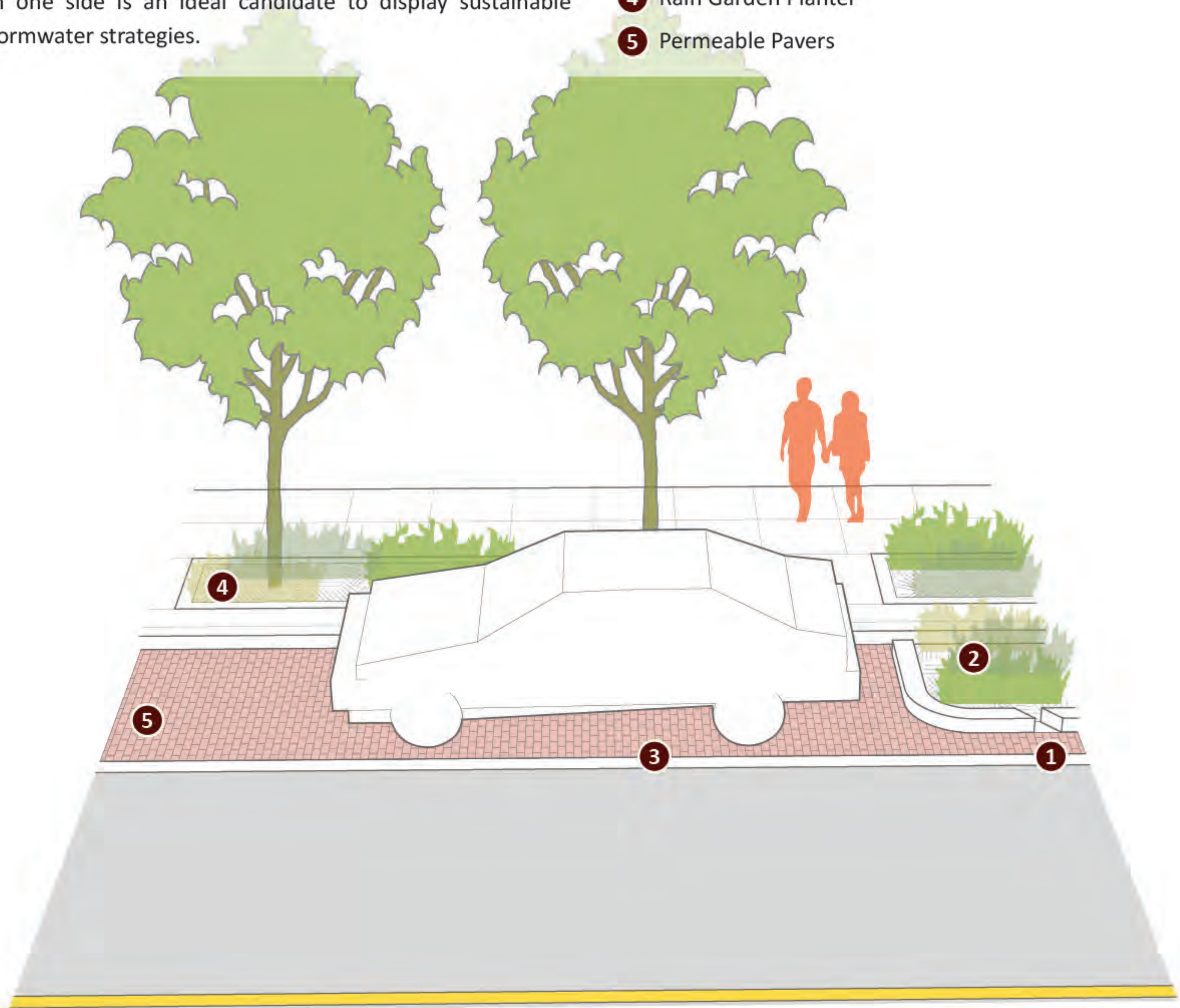


Figure X - Van Emmon Street Diagram (Farr Associates)

'B' Street (Existing)

Small-Town Character

One of the most charming aspects of Yorkville, is the historic, small-town character inherent in the City's streets and buildings. These streets may have narrow or no sidewalks, are often curbless, and exhibit a casual feel that may slightly change between each individual property. Many of these streets are both the front door and driveway access to homes and buildings. These types of streets that serve buildings through parking and service access are vital to the functionality of neighborhoods.

Around downtown the north/south streets that run parallel with Bridge Street act as 'B' Streets. These streets that feature a small-town character should continue to support the downtown uses, as well as provide a framework for future development to take place.

Because future development will likely be limited to an extent and single-family homes exist immediately adjacent to the downtown blocks, the 'B' Streets should maintain a small-town character that aligns with many future uses but does not negatively affect existing single-homes.



Figure X - View North Down Main Street (Source)



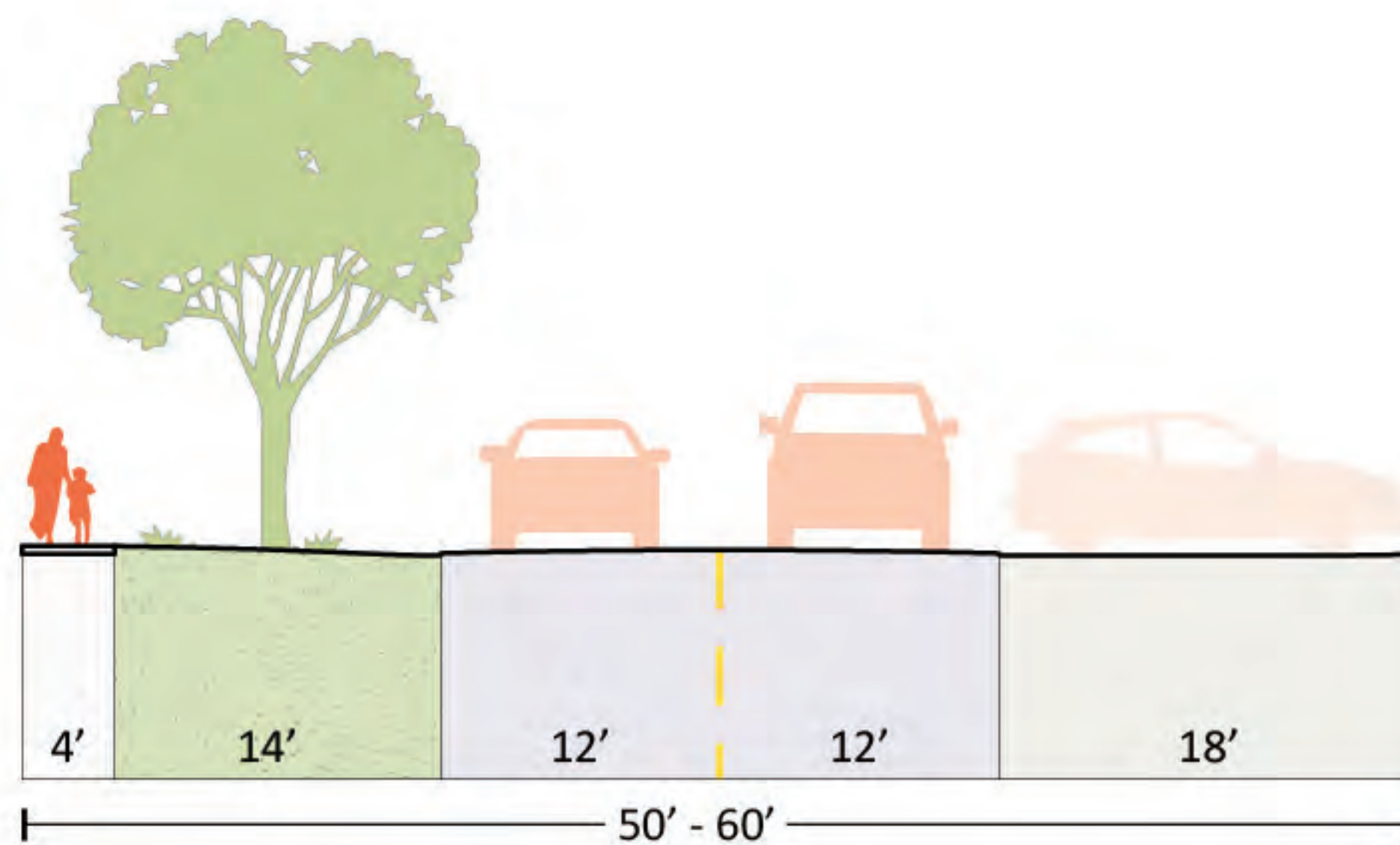
Figure X - View North Down Main Street (Source)



Figure X - View North Down Main Street (Source)



'B' Street (Existing)



'B' Street (Near-Term)

Tactical Interventions

The 'B' Streets should be less of an investment priority. They receive less of the pedestrian and vehicular traffic compared to Bridge Street, Hydraulic Street, and Van Emmon Street. It is important that they play a supporting role, but resource allocation should be minimal.

Ensuring sidewalk continuity and basic maintenance should be the top priority. Having overgrown landscape shoulders, missing portions of the sidewalk, poorly maintained sidewalks, and poor road surfacing would be examples of issues that should be addressed. Downtown's 'B' Streets should be eligible for resurfacing and landscape maintenance.

One unique aspect of downtown's 'B' Streets, which primarily run north/south, is how they terminate into the Fox River. Each of these moments where drivers and pedestrians can look down the street and have a visual connection to the river is an opportunity that should be taken advantage of by not allowing parking, providing a point of interest, and trimming back overgrown vegetation to reveal the water.

- 1 Added Crosswalks Towards River
- 2 Roadside Swale Improvements
- 3 Additional Street Trees
- 4 Road Resurfacing
- 5 River Access Signage
- 6 Public Art/Sculpture at Main Street Terminus
- 7 Trim Vegetation for View Towards Water



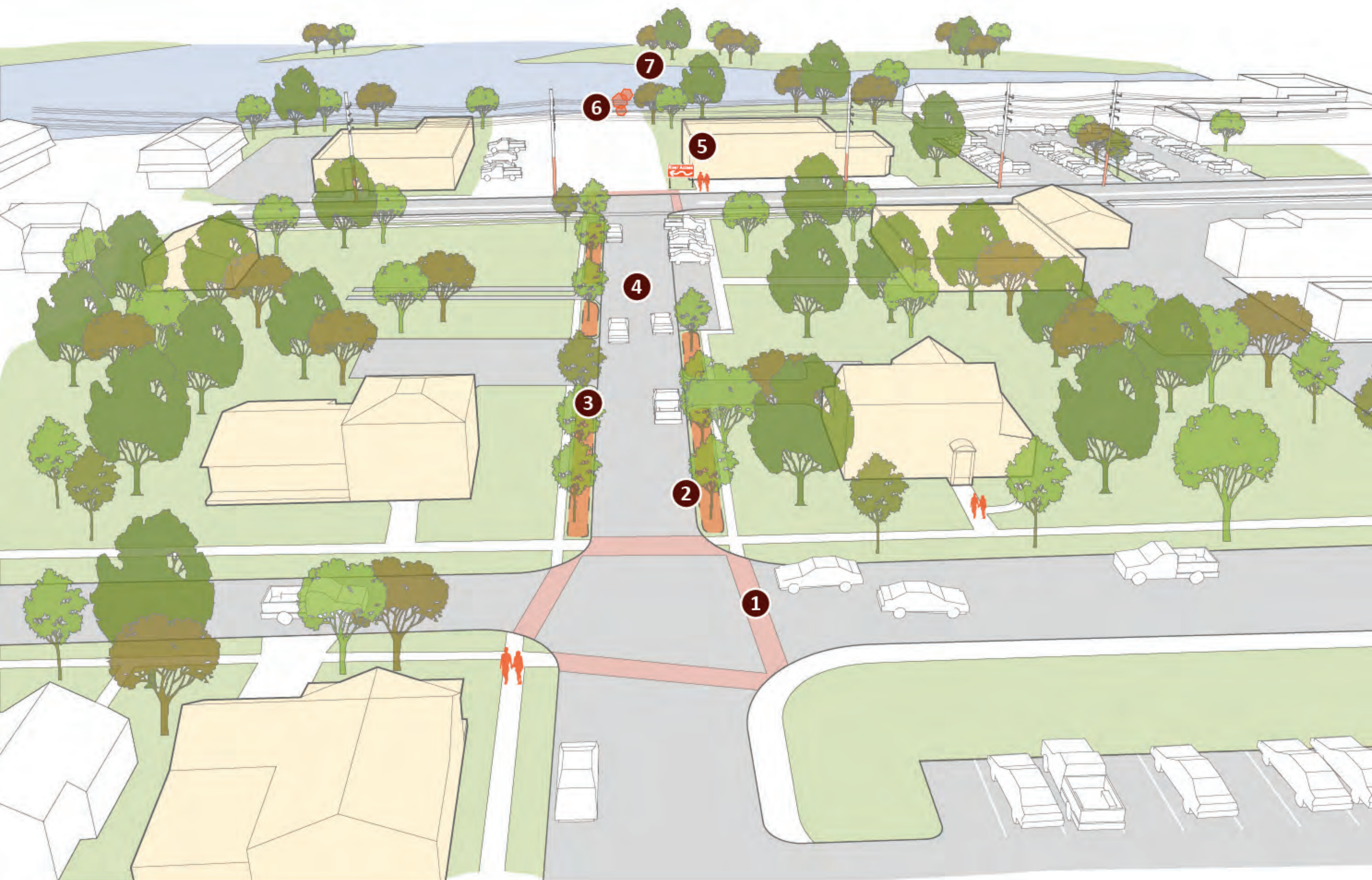
Figure X - River Access Signage (Source)



Figure X - Road Resurfacing



Figure X - View Towards Water (Source)



'B' Street (Near-Term)



Figure X - Basic Roadside Swale (Source)

'B' Street (Long-Term)

Redefining Small Town Streets

As streets are rebuilt to support a changing downtown, it will remain important to minimize impact on the pleasant, historic character of the surrounding neighborhood. Careful design consideration to not over-correct the 'B' Streets should be maintained. Community members have expressed how they value the small-town character that brought many of them to Yorkville, or kept them there, in the first place.

Roadside swales can be used to both direct and detain stormwater. Plantings can include a mixture of City contributions and resident contributions. This will allow the property owner to make some customizations to the extension of their front lawn. For example, small wooden bridges might connect the street with the sidewalk to their front door. These small customizations add to the character that already exists.

Small details can make these streets more attractive, such as having a curbless intersection that allows stormwater runoff to enter the roadside swales. The edge of the street pavement can be a gravel transition that delineates between travel lane and shoulder. Trees could be planted irregularly or even provided by the property owners from an approved landscape palette. Sidewalks should be narrow, but continuous to have minimal impact while providing maximum connectivity.



Figure X - Roadside Swale (Source)



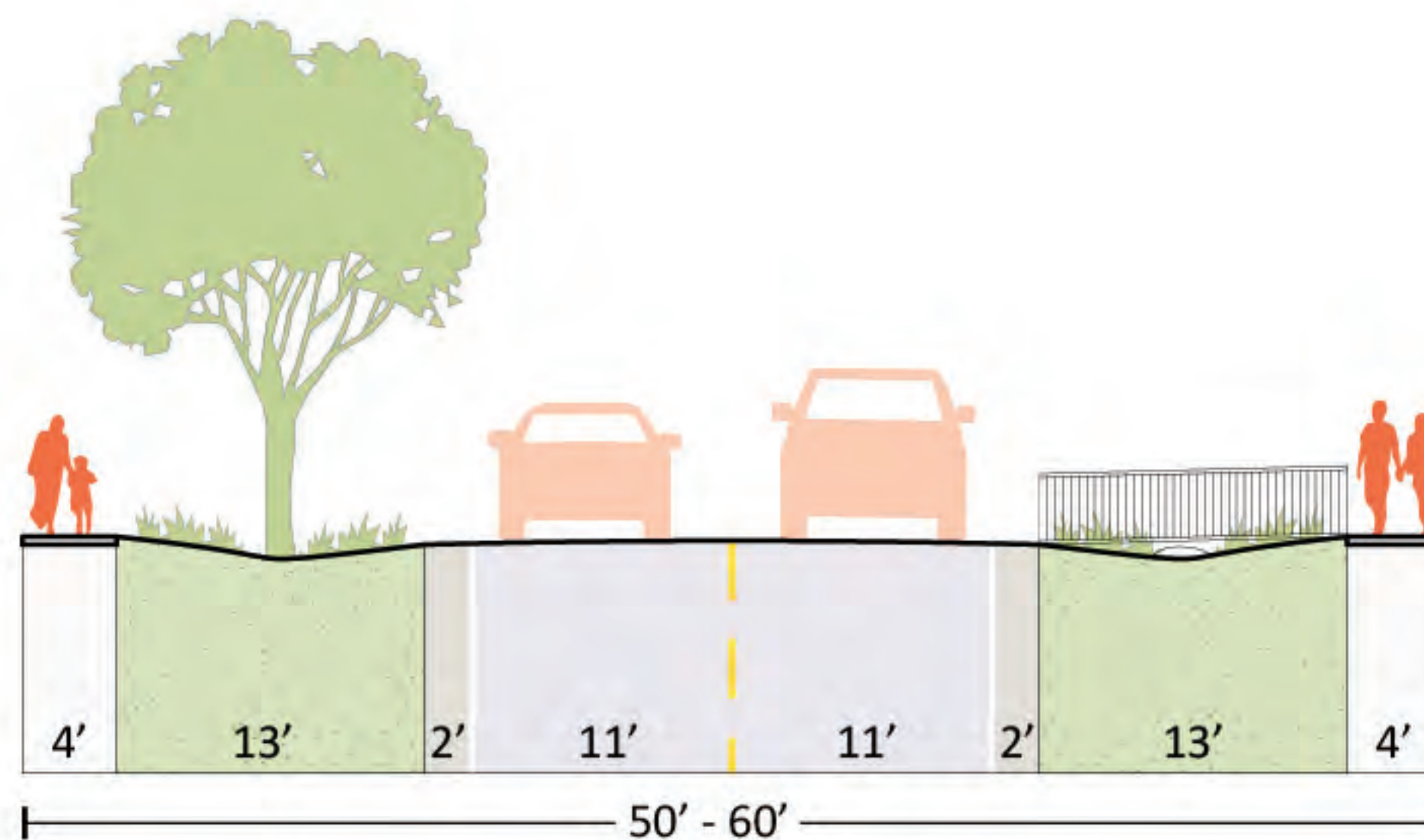
Figure X - Roadside Swale (Source)



Figure X - Roadside Swale (Source)



'B' Street (Long-Term)



Gravel Street Apron

Curbless streets often become unkempt with grass, weeds, and dirt loosely defining the edge between roadway and shoulder. To maintain visual tidiness, an 18" - 24" gravel edge may be used to transition from roadway to landscape. This can be maintained more easily and provides clear delineation of the roadway and amenity zone.

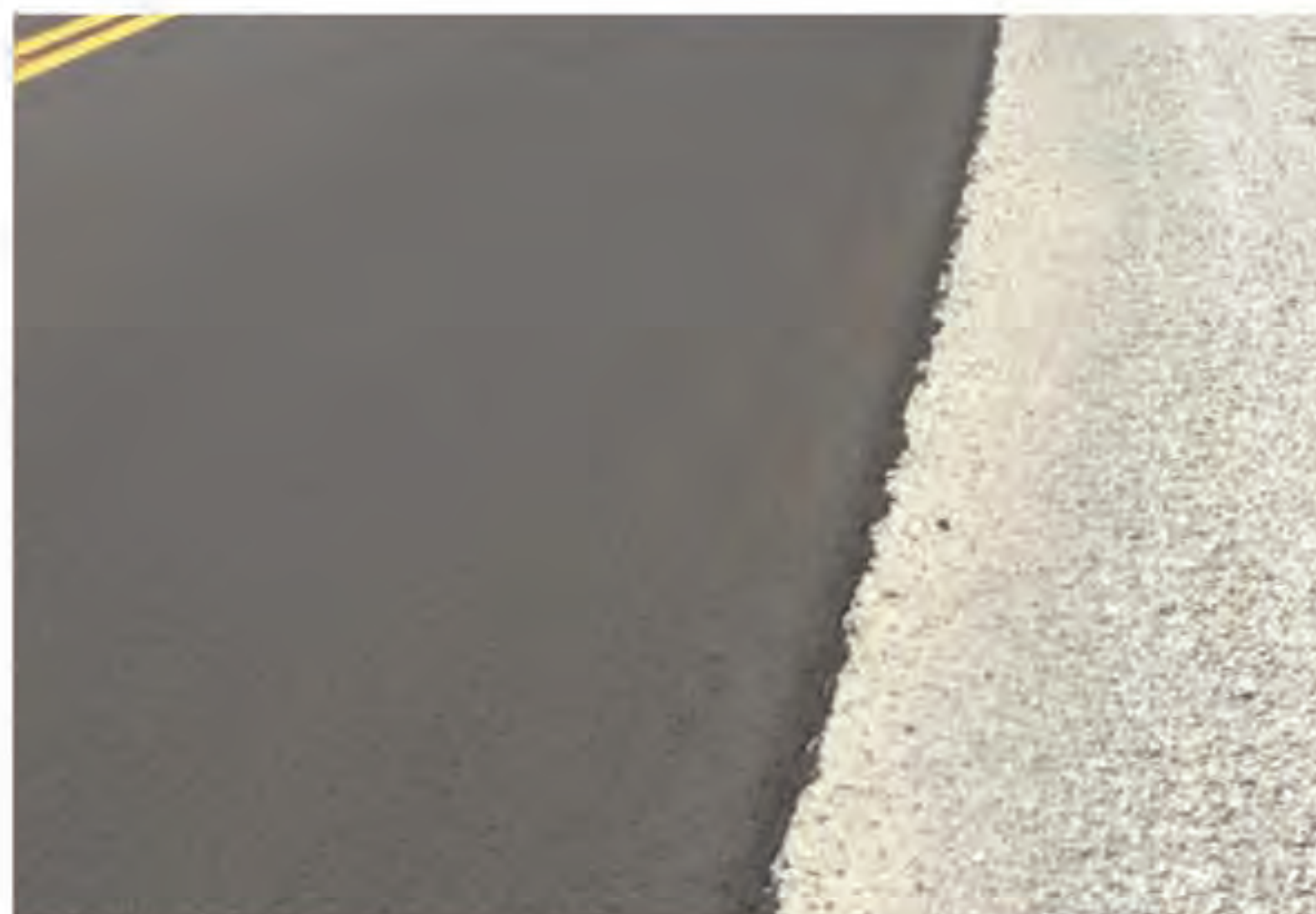


Figure X - Gravel Street Apron (Source)

Roadside Swales

Fitting with the character, roadside swales are often seen along rural or small-town streets or highways. They can take many forms and be aesthetically pleasing or simply utilitarian. They help detain and direct stormwater runoff from the roadway and provide a layer of buffer between sidewalk and street. Swales can be personalized by adjacent property owners or fully planted and maintained by the City.



Figure X - Personalized Swale (Source)

Over-Swale Pedestrian Bridges

Small pedestrian bridges can connect the street to sidewalk at each property. Each can take on a slightly different design language or be required to adhere to design guidelines. These bridges could be a unique contribution to a 'B' Street that features minimal design qualities.



Figure X - Bridge Over Swale (Source)

Maintaining Small Town Charm

Each component from curbless street, to swale, to narrow residential sidewalk works together to maintain a small town feel. No improvements should look over-engineered or oversized on Yorkville's quaint neighborhood streets. These 'B' Streets should feel like a place where kids can play in the street and parents can take a quiet nighttime stroll.

- 1 Resurfaced Travel Lane
- 2 Flood Tolerant Street Trees
- 3 Continuous Swale Along N/S Streets
- 4 Gravel Transition Apron/Edge
- 5 Private Property

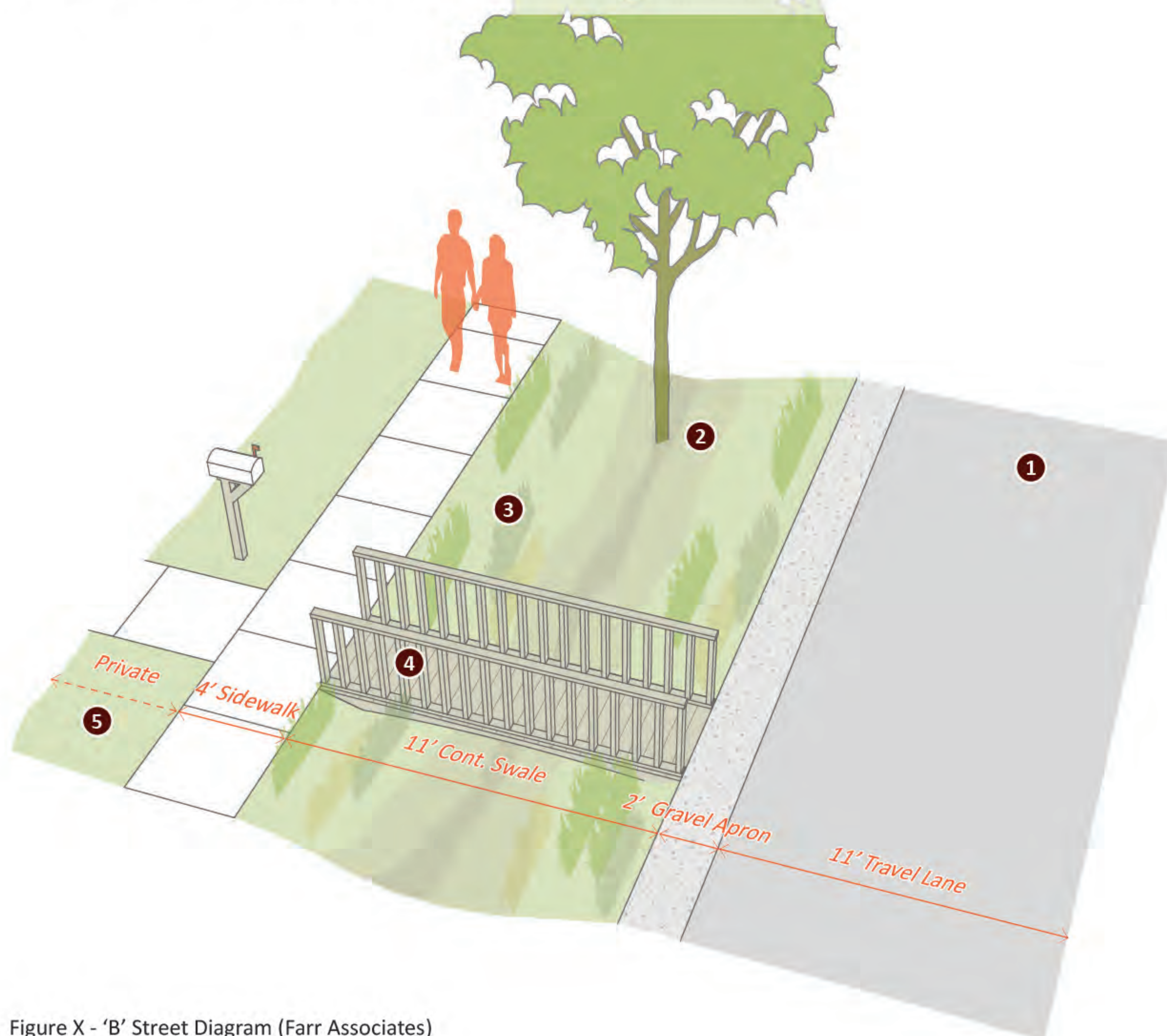


Figure X - 'B' Street Diagram (Farr Associates)

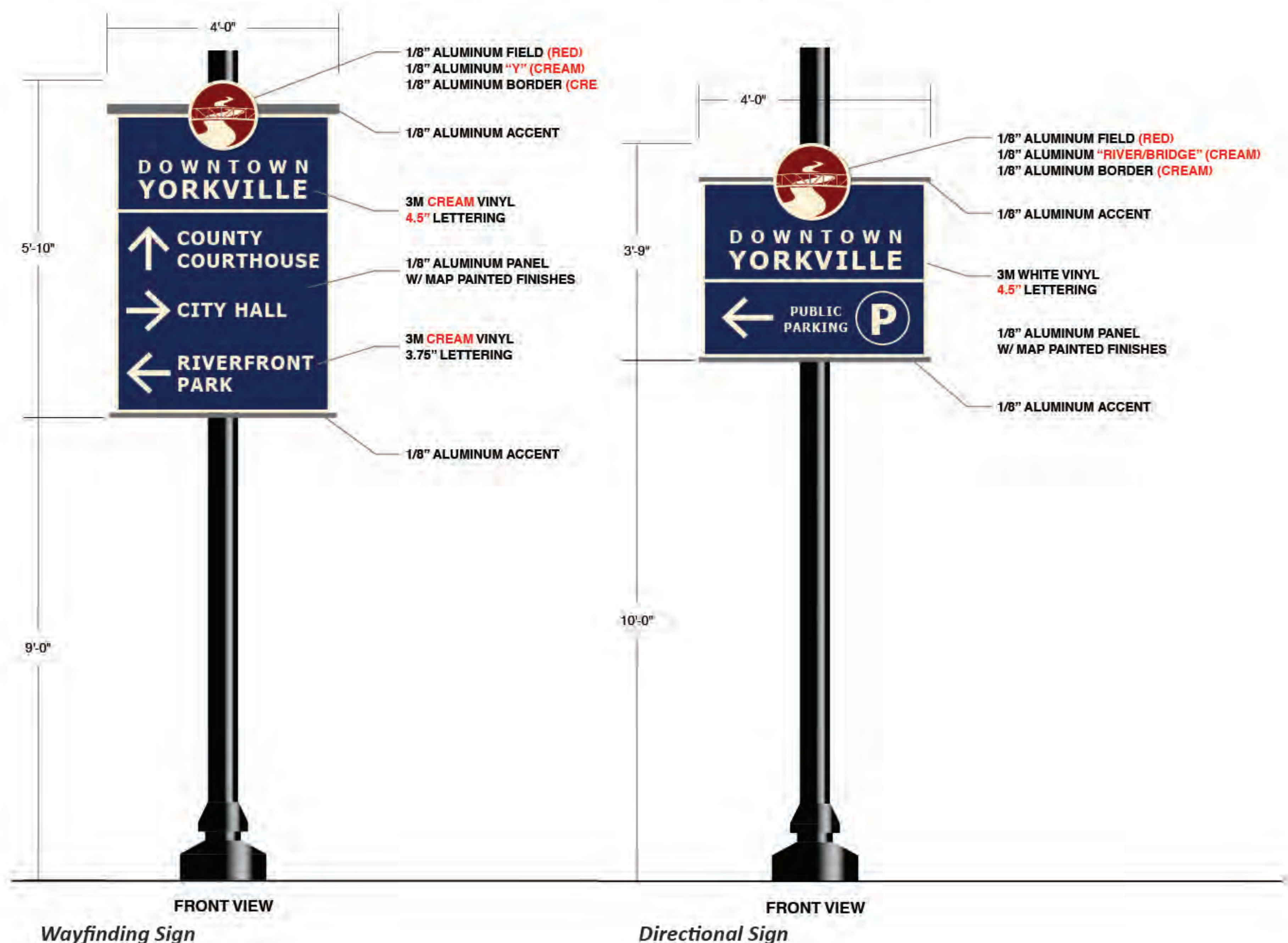
Downtown Signage and Wayfinding

Cohesive Downtown Signage

Effectively navigating downtown is consistently one of the major recommendations of what can be improved. For example, there is currently sufficient parking to accommodate patrons of the downtown uses; however, that parking is dispersed unevenly throughout downtown and is difficult to locate unless you already know exactly where you are going. Additionally, situations such as no left turns allowed at the Bridge Street and Hydraulic Street intersection make it difficult to determine where to go next

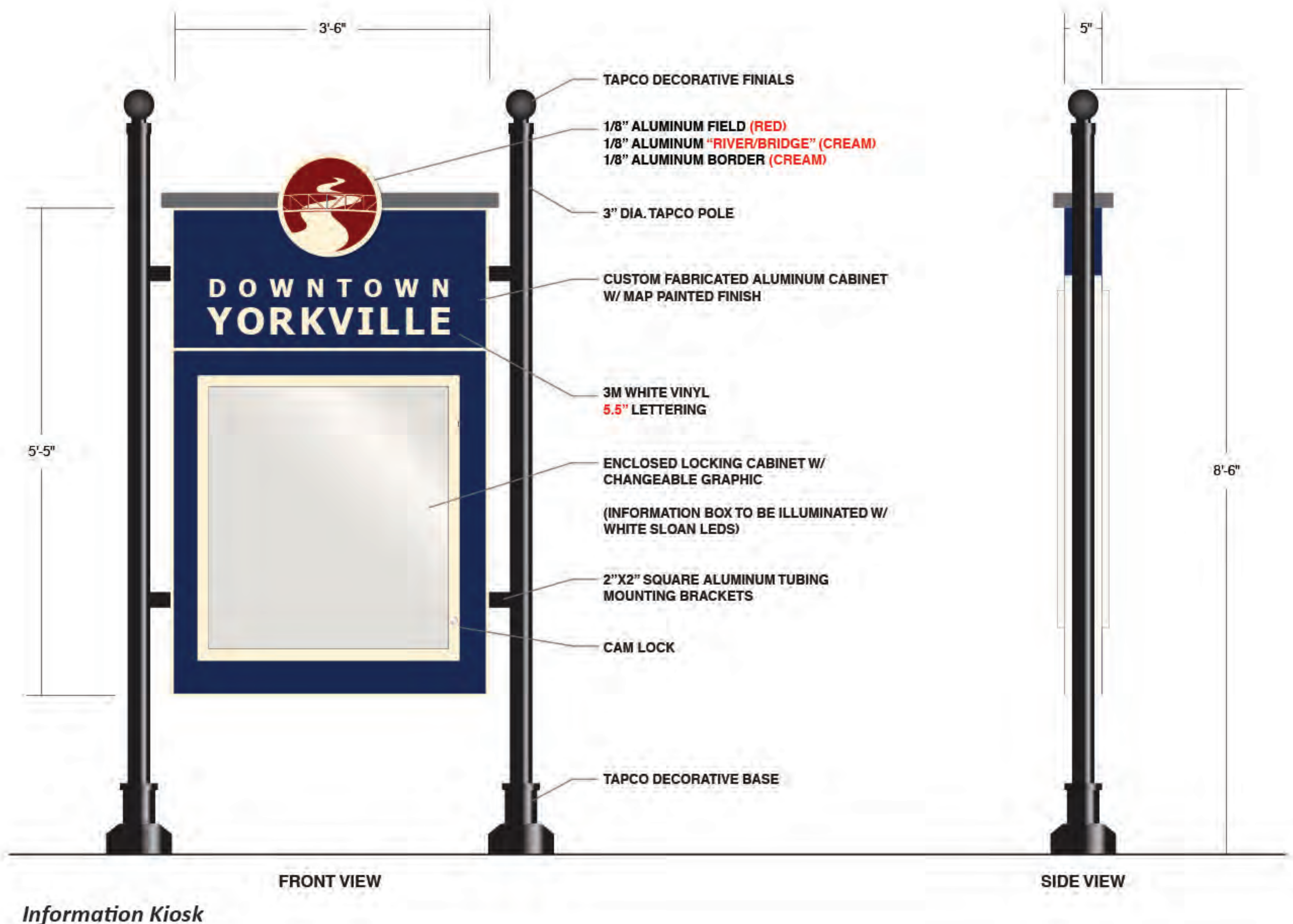
after you missed an opportunity to turn where one might expect it to be allowed.

One way to help alleviate this problem is through providing downtown signage. This signage can make a statement and solidify a cohesive brand and image for the area as a whole. From signage to banners to emblems, consistent, beautiful signage shows visitors that this place cares about providing an inviting user experience.





Seasonal Banners



Downtown Wayfinding

Starting with three different wayfinding sign types - an informational kiosk, pole mounted directional signage, and branded wayfinding signage - Yorkville can make a near-term impact on how users navigate the area.

Informational kiosks can house either rotating content or stationary content, such as maps, historic information, or general information. Maps can help pedestrians identify where they are in relation to other nearby destinations and help them discover what they are seeking. These kiosks would be sidewalk mounted and cater to the pedestrian over vehicles.

Directional signage may be most effective mounted on the existing light poles in locations that help drivers know when to turn for parking or riverfront access. The directional signage should have a specific purpose of getting someone from point A to point B. Though these signs should be pole mounted high enough to be visible for passing cars, they may be easily visible to pedestrians.

As with each type of sign, wayfinding signage should be both branded and informative to let users know that they are located in the proper area or neighborhood and provide markers for points of interest. Points of interest within downtown Yorkville may include specific restaurants, the historic Kendall County Courthouse, County offices, Bicentennial Riverfront Park, and parking lots.



Figure X - Informational Kiosk (Source)



Figure X - Directional Signage (Source)



Figure X - Branded Wayfinding Signage (Source)



Street Type Classification

Lighting Strategies

Implement Lighting Best Practices

Lighting is a key component of walkability, as it lends itself to creating a more safe environment for pedestrians. There are several streets where street lighting exists, but the lighting is inconsistent and is not always human-scaled. Lighting in the downtown can serve multiple functions, including branding the area, creating more vibrancy, and increasing safe conditions for residents and visitors. The increase and consistency of lighting gives people a sense of street character and trust of what is to come, encouraging walking and biking.

Nancy Clanton of Clanton & Associates has provided lighting best-practices for municipalities by creating some “dos and don’ts” for street and facade lighting. In general, well-designed lighting strategies should not only light the area, but take into account all view angles while creating a beautiful ambiance without glare and annoyance. The list on page 47 expands on Nancy Clanton’s strategies.

High color temperature (CCT) light sources have the highest concentration of blue light. Many municipalities are limiting the CCT of their street and pedestrian lighting to 3000K or less which is similar to the color of the setting sun. Dimming or turning off lighting is another strategy to reduce over-lighting an area.

Ideally, light sources should change color over the course of the evening and into the late night. Blue light will enhance visibility during the rush hour, but as vehicular and pedestrian traffic decreases at night, the spectrum can minimize blue light and switch to the red range.



Figure X - Street Lighting “Do” (Source)



Figure X - Building Lighting “Do” (Source)



Figure X - Public Space Lighting “Do” (Source)



Figure X - Street Lighting “Don’t” (Source)



Figure X - Building Lighting “Don’t” (Source)



Figure X - Public Space Lighting “Don’t” (Source)

Lighting “Dos”

Street Lighting

- Light sidewalks and streets appropriately for the neighborhood and explicitly where needed
- Use low-glare streetlights
- Minimize uplight of all kinds (cobra lights, etc.)

Building Lighting

- Mount light at the top of facades and aim inward
- Emphasize architectural features such as columns and arches using beam distributions
- Use warm-colored, dim light

Public Space Lighting

- Define the space with lighting of a consistent type and brightness
- Dimly light the features where people gather: seating areas, outdoor dining, public parks and plazas

Lighting “Don’ts”

Street Lighting

- Use streetlights to light yards and private property
- Overlight
- Use high-glare streetlights

Building Lighting

- Aim across a visual path with a floodlight
- Aim up a façade
- Overlight
- Select glaring luminaires

Public Space Lighting

- Light individual elements unless they are features
- Flood the public space with heavy lighting
- Appear messy and unorganized
- Include multiple types of lighting accomplishing the same goal

Stormwater Management

Green Infrastructure

It is widely understood that stormwater runoff from roofs, pavement, and other urban surfaces are contributing to water body degradation and flooding. Minimizing this impact, particularly in urban contexts, is often difficult because of the amount of land dedicated to dense buildings, supportive surface parking lots, and wide streets with generous sidewalks; however, there are strategies to accommodate both the urban and green infrastructure solutions.

Yorkville has been a settlement for a long time - even longer than many other cities and villages in the greater Chicago area. The Fox River was the main reason for locating Yorkville where it is today, so taking measures to preserve the water quality, beauty, and function of the river should be a priority. The City has old stormwater infrastructure, so removing some of the burden would hope to lengthen its useful life. As capital improvements occur, there is an opportunity to do two things: 1) updated the stormwater infrastructure and 2) construct green infrastructure in the public rights-of-way to reduce potential negative impacts of storm surges and surface runoff degradation the Fox River. Strategies such as rain gardens, bioswales on the sloped streets, or even green roofs could all contribute to beauty and utility.

Signage Encouraging Awareness

Green infrastructure is not familiar to everyone, so these can be excellent education opportunities for the public. Signage and story-telling of why the City is placing rain gardens next to sidewalks and bioswales cascading down slopes could encourage residents to invest in doing the same on their properties. Additionally, the City could incentivize rain gardens or rain water cisterns for private residences to minimize negative impacts on natural resources and reduce flooding.



Figure X - Residential Rain Garden (Source)



Figure X - Rain Garden Off Curbless Street (Source)



Figure X - Rain Garden Signage (Source)



Figure X - Pervious Pavers (Source)



Figure X - Pervious Pavers (Source)



Figure X - Paver Laying Machine (Source)

Pervious Pavement

Permeable paving products, such as porous asphalt and concrete, as well as permeable pavers allow water to pass through the surface and into a stone storage layer below.

The water stored in the stone layer either infiltrates into the soil below or is slowly released to a sewer or other drainage system to reduce stormwater runoff volumes and rates. Sediment, metals, and organic compounds are filtered and/or biologically treated as the runoff moves through and is stored in the system.

Properly designed permeable paving systems are applicable to both pedestrian and vehicular areas. Permeable paving should be avoided in the through lanes of high traffic areas (such as County and State highway routes) and areas of high sediment or other pollutant loading that could clog the system or overwhelm the system's ability to treat typical urban runoff pollutants.

Ideal locations for pervious pavement might be Hydraulic Street, parallel parking lanes, mid-block alleys, and surface parking lots.

Installing Pervious Pavers

Pavers appear laborious to lay down in large quantities, such as a street or sidewalk; however, technology advancements have bred paver laying machines that lay down entire swaths of pavers in one motion. This drastically minimizes installation times, but still provides that hand-laid, classic look that is often loved for its character. Pavers can be cost competitive concrete, because of the external impact it has on sizing stormwater infrastructure systems.

Public Art and Sculpture

The Role of Public Art

Yorkville's downtown will not compete well with some of the loved downtowns nearby, such as Oswego and Plainfield; however, it should not need to directly compete. Yorkville can distinguish itself with its own identity and unique character as a community. There are few better ways to do this than through public art.

Public art is free first and foremost. Anyone can experience and enjoy it. It also adds a layer of uniqueness when so many downtowns attempt to emulate each other with all becoming one and the same. Yorkville can avoid this by encouraging its, at times, funky nature to shine through. There are plenty of opportunities for public art, from blank walls on the sides of buildings, to vacant parcels and parking lots, to a grain elevator. Each can become a canvas for community expression.

The City should seek to commission works in addition to allowing community members to contribute pieces to the collection through interactive events for residents of all ages. When everyone can get involved, there is more of a sense of ownership over the end product. Public art is a medium to show visitors what Yorkville is all about.

Make it Interactive!

Not only can art be something to experience visually, but interactive. This can be done through sculptures that encourage climbing or provide a backdrop for a photograph. Art can cater to children and adults alike and should remain informal enough to fit into Yorkville's beloved small-town character.



Figure X - Wall Mural on Blank Wall (Source)



Figure X - Interactive Sculpture (Source)



Figure X - Temporary Installation (Source)



Potential Public Art Locations

