



INC.
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Village of

CARPENTERSVILLE
ILLINOIS

COMPREHENSIVE PLAN

Adopted January 16, 2007

Prepared by Houseal Lavigne Associates



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Introduction

This Comprehensive Plan for the Village of Carpentersville, Illinois sets forth long-range recommendations for the future growth and development within the community and for the maintenance of and enhancements to the existing image and character of Village.

The Comprehensive Plan summarizes the results of a twelve-month planning process in Carpentersville. The Plan incorporates much of the material prepared over the course of study, including interim reports and memoranda.

The Comprehensive Plan is Carpentersville's official policy guide for physical improvement and development. It considers not only the immediate needs and concerns of the Village, but also improvements and development over the next 10-15 years and beyond.

If administered carefully and skillfully, the Comprehensive Plan will assist the Village in preserving and protecting important existing features and resources, coordinating new growth and development, and establishing a strong, positive community image and identity.

The Plan is "comprehensive" in both scope and coverage. It encompasses the use of land; the movement of vehicles and pedestrians; the protection of open spaces and environ-

mental resources; the provision of parks, schools and other public facilities; and a plan to improve and enhance the Village's character, image, and identity. The Plan addresses the Village's residential areas, commercial and business developments, institutional lands, public spaces, and rights-of-way. The Plan addresses land currently within Carpentersville's corporate boundaries as well as the adjacent unincorporated areas that are within the Village's planning jurisdiction.

The Comprehensive Plan establishes "ground rules" for private improvements and developments. It provides the framework by which the Plan Commission and Village Board can review and evaluate private development proposals. The Comprehensive Plan also provides a guide for public improvements, and can help to ensure that local dollars are spent wisely and effectively.

The Comprehensive Plan provides the basis for updates to the zoning ordinance and subdivision regulations and it provides direction and the rationale for capital improvement plans, all of which should be used to implement planning policies and recommendations.

Finally, the Comprehensive Plan serves as an important marketing tool to promote Carpentersville's unique assets and advantages. The Plan can

be used to achieve the desired vision of the Village, while at the same time attracting new families and beneficial new development to the Village.

The Carpentersville Community

The Village of Carpentersville is located within Dundee Township in Kane County and is approximately 35 miles northwest of the City of Chicago. Carpentersville encompasses nearly 8 square miles and is bordered by the Village of Barrington Hills to the north and east, the Village of Algonquin to the north, the City of Elgin to the south, the Villages of West Dundee and Sleepy Hollow to the south and west, the Village of East Dundee to the south and east, and the Village of Gilberts to the west.

According to the 2000 United States Census, Carpentersville's population, at 30,586, ranked it the largest in Dundee Township and the fifth largest municipality in Kane County. A complete demographic overview of the community was prepared early in the planning process.

Carpentersville is characterized by a rolling topography that is bisected by the Fox River. The Village is a fairly built out environment, particularly east of the river. There is a mix of housing stock with varying values and densities, all in an attractive environmental setting. Parks and open space are located throughout the Vil-

lage and along the Fox River. The area near the Fox River and Main Street provides the Village with an exciting opportunity to create an improved pedestrian-oriented, mixed-use district.

Carpentersville is primarily a residential community characterized by small-lot single family subdivisions, single-family attached, and multi-family residential developments. Industrial and office developments are situated near the historic "Old Town" area and along regional corridors that pass through the Village. Commercial development is scattered throughout the Village with larger concentrations near the Spring Hill Mall and along Randall Road, Route 31, and Route 25.

Background to the Comprehensive Plan

The Village of Carpentersville's most recent Comprehensive Plan was completed in 1998. Since that time, conditions have changed within the Village. Carpentersville is experiencing new development and redevelopment pressures, shifting market demands, changing demographics, and increased traffic. These issues require a responsive and up-to date Comprehensive Plan.

In an effort to address the many important issues, challenges, and opportunities in the community, the Village has rewritten its Comprehensive Plan. The planning process involved extensive data collection and analysis, community participation and visioning, and a thorough and open discussion of the choices, issues, and opportunities confronting the Village.

The Planning Process

The Carpentersville planning process incorporated a six-step work program that entailed analyzing existing conditions, identifying issues and concerns, formulating a clear vision for the future, establishing goals and objectives, developing and evaluating alternative plans and policies, and preparing final Comprehensive Plan recommendations.

The process was designed to produce a Comprehensive Plan that accommodates desirable new growth, development and redevelopment, while preserving and protecting open space and the natural environment.

The planning process produced an interim report titled "The Village of Carpentersville's Comprehensive Plan Synthesis Report". The Synthesis Report is a record of the conditions that existed at the time that the Comprehensive Plan was prepared. Specifically, the Report documents existing conditions, future potentials, and in-

cludes sections on demographics, land-use, zoning, environmental features, and transportation. The Report also summarizes the major issues and opportunities to be addressed through the Comprehensive Plan, and highlights local attitudes regarding the Carpentersville community. These views were obtained from various community workshops, interviews, and surveys that were conducted during the planning process. A copy of the Comprehensive Plan's Synthesis Report that is available for review at Village Hall.

Community Outreach

Four separate Community Outreach efforts were undertaken by the Consultant to involve elected officials, property owners, developers, builders, business persons and residents in the planning process. These outreach efforts provide the Planning and Zoning Commission with important insight on local issues, concerns and opinions from residents, community leaders, the business community, and other participants. As part of the planning process, the following outreach efforts were conducted:

1. A Project Initiation Meeting was conducted with the Planning and Zoning Commission (PZC) on September 26, 2005 at Village Hall.
2. Two Community Workshops were conducted with the residents of Carpentersville in English on October 18, 2005 at the Senior Center at the Dundee Township Park District facility and in Spanish on October 27, 2005 at Golfview Elementary School.
3. Key Person Interviews were conducted with a select number of people identified by the PZC and Village Staff. The interview process, which consisted of a question and response dialogue, was conducted on October 25, November 2, and November 9, 2005.

4. A Community Survey was made available on-line at the Village's web site for residents to provide their input. A notification card was mailed to Village residents in both English and Spanish in December 2005. Residents were given approximately 3 weeks to complete the survey on-line. If residents preferred a "hardcopy" of the survey they were able to request a copy of the survey by mail or by picking one up at Village Hall.

In addition to the above community outreach efforts, a Business Survey was mailed to approximately 565 businesses, including registered home businesses and manufacturers. Business owners and operators were given approximately 3 weeks to review, complete, and return the survey. A Community Providers Questionnaire was also distributed to fifteen community providers such as Fire, Police, Schools, and the Park District. The results of these questionnaires along with all community outreach efforts are reflected within the Plan's recommendations. A complete documentation of all public outreach efforts, including all comments received may be found in the Comprehensive Plan's Synthesis Report.

Organization of the Plan Report

Carpentersville's Comprehensive Plan is organized into the following sections:

Section 1: A Vision for the Future.

This section describes, in general terms, the kind of community that Carpentersville should be in the future. It includes a vision statement for the community in the Year 2016.

Section 2: Goals and Objectives. This section contains a list of goals and objectives that provide more specific guidelines for the Comprehensive Plan.

Section 3: Land-Use Plan. This section provides a brief overview of existing land-uses within Carpentersville, and presents long-range policies and recommendations for high-quality and compatible new residential, commercial, business, and public development, as well as the protection and enhancement of open spaces and environmental resources within the community.

Section 4: Transportation Plan. This section establishes the basis for a long-range system of roadways and multi-use trails that efficiently supports existing and future development and that are consistent with county and regional plans.

Section 5: Community Facilities Plan.

This section of the Plan is intended to assist the Village in accommodating and planning for the current and future needs of the community's service providers, including education, fire and police protection, Village administrative services, public utilities and other public and semi-public providers.

Section 6: Open Space and Environmental Features Plan. Environmental protection, open space and greenways/"linkages" are primary objectives of the Comprehensive Plan. This section is intended to help the Village maintain and preserve key environmental and open space features, enhance the countryside character of the area, and provide a more complete range of park and recreational areas to serve new and existing development.

Section 7: Character and Identity Plan. The Character and Identity Plan provides recommendations for improving the appearance and character of the Village's primary corridors, gateways, and similar public areas. The Plan establishes ways to improve the appearance, character, and overall attractiveness of the Village through parkway, signage, landscaping, and pedestrian amenity improvements.

Section 8: Subarea Plans. Provides a plan for 5 priority areas in the Village, including 3 key corridors (Randall Road, IL Route 31, IL Route 25), the Old Town Area, and the Morningside neighborhood.

Section 9: Implementation. This section highlights the steps and actions to be undertaken to begin the process of plan implementation of this Comprehensive Plan.



Section 1: **A Vision For the Future**

Village of Carpentersville Comprehensive Plan

Section 1: A Vision For the Future

The Vision Statement for Carpentersville is based primarily on the Visioning Workshop as well as other exercises and research conducted as part of the planning process. The Vision Statement is a retrospective that chronicles the accomplishments and achievements that have been undertaken in the Village of Carpentersville since the Comprehensive Plan was completed in the year 2006.

The Vision Statement incorporates the main ideas and recurring themes discussed at the visioning workshop, and includes input from previously held workshops and interviews, and from surveys. The Vision Statement provided the Consultant with important focus and direction as it prepares goals, objectives, policies, and recommendations during the next phases of the planning process.

Vision Statement

Since Carpentersville's Comprehensive Plan was completed 10 years ago, considerable change has occurred. The Village has achieved a healthy balance of new residential growth and commercial redevelopment. Many of the existing neighborhoods have been improved and older commercial areas have been revitalized. The vehicular traffic problems moving through the Village and across the Fox River have been alleviated, both commercial and residential uses thrive in the revitalized Old Town area, and the Village's overall image has been greatly improved.

In the year 2016

The construction of the Bolz Road Bridge across the Fox River is almost complete. The new river crossing and the Longmeadow Parkway extension is expected to improve traffic access and circulation not only within the Village but throughout the region. The bridge has been designed to handle not only vehicular traffic, but pedestrian and bicycle traffic. The opening of this second river crossing within the Village will alleviate much of the traffic congestion that has plagued the Old Town area of the Village, near the Main Street Bridge. Existing major east-west streets in the Village such as Huntley Road and Maple Avenue have been widened and improved to better accommodate daily traffic volumes. In-

tersection and traffic control improvements along these streets have significantly improved circulation and safety. Each year, for the past several years, infrastructure improvements to the Village's street system and sidewalks have increased and have resulted in well-maintained and attractive public rights-of-way. These infrastructure improvements have strengthened the appearance and function of the community, showing the Village's renewed commitment to providing quality services and facilities.

There are substantial land holdings of open space throughout the Village. The public open space system is controlled by the Village, Dundee Township, the Park District, and the Forest Preserve. These governmental bodies work together to provide the tax payers of Carpentersville with one of the best open space and recreation systems in the region. There is an even distribution of active and passive open space throughout the Village. There is a large inventory of recreational opportunities including athletic fields and programming that is easily accessible to all residents in all age groups. A multi-use trail system has been completed that connects all residential neighborhoods and public parks with the regional Fox River Trail. This system of trails is well used by both pedestrians and bicyclists. Much of the land along the Fox River that was once zoned industrial is now public open space where

a proposed multi-use sports complex is planned. The facility is expected to be a tremendous regional draw for bringing families into the area.

The new Village Hall, Public Works Facility, and Police Station have created a new civic center in the area of the old Village Hall, including the area across Besinger Drive. These new facilities have been designed to accommodate the future growth of the Village. These new government facilities have played a major role in creating an identity for the Village. The new facilities are attractive and set a standard for design and construction in the Village. The facilities are used by the public for meeting space and community events. A new Fire Station has been constructed on the east side of the Village which has improved the response time of the Fire Department to that area. A new medical services facility is currently under construction near the Fox River, just off of Bolz Road/Longmeadow Parkway. The medical services facility will provide excellent employment opportunities for Village residents and will help to further improve the identity and image of the community. The new medical services facility is an example of the Village's on-going efforts to strengthen the Village's economic position and establish Carpentersville

as high-quality and desirable place to live, work, and visit.

The Village of Carpentersville is known as a vibrant, mixed-use community that maintains its historic charm and character while also embracing its ethnic diversity. The Village continues to "bridge" the gap between the east and west sides by implementing uniformed streetscape improvements such as banners, lighting, landscaping, pedestrian amenities, and gateway signage. The Village's design and development guidelines have been used over the years to dramatically improve the appearance and quality of new development. Many of the community corridors within the Village, such as IL Route 25, have been improved as boulevards, with landscaped medians and streetscaping. These improvements create an easily identifiable character for the Village that differentiates it from the adjacent communities. Many successful community events and programs have occurred over the years including annual celebrations and festivals. Community volunteering is at an all time high. Hundreds of homes owned by seniors have been repainted, "spruced-up", and maintained by resident volunteers through the Village's Community Outreach efforts and assistance programs.

Existing businesses have flourished and many new commercial tenants and businesses have been attracted to the Village. There is a good mix of national and local businesses in the Village. New development near Randall Road has become a regional draw and additional development, including a new water park, hotel complex, and dinner theater establishment, is being considered. A number of new sit-down restaurants have been established in the Village, providing a greater variety of dining choices for residents and visitors. The newly renovated Meadowdale Shopping Center is again becoming a well known regional destination, but now as a bustling Hispanic "life-style" center that attracts visitors from throughout the greater metro area. The center's weekend markets and festivals are especially popular. Southwestern style architecture creates an inviting atmosphere for shoppers. In addition to these redevelopments, new commercial and business development is beginning to occur on the north side of the Village. The new Bolz Road Bridge/Longmeadow Parkway extension, once completed, will open up parcels to new commercial/business development.

Industrial uses are no longer located near the Main Street Bridge or along the Fox River. The industrial uses have relocated to a new industrial park along IL Route 31 near Bolz Road. The industrial park contains warehousing and businesses that have excellent access to Bolz Road/Longmeadow Parkway, that connects to arterials, allowing efficient access to the Interstate system. Many of the buildings have been constructed with “green technology”. The industrial park is built out and businesses are thriving, employing hundreds of Carpentersville residents.

Residential properties throughout the Village, from the east to the west are all sought after properties, are well-maintained, and appreciating at a strong pace. A variety of residential uses are provided throughout the community from single-family homes to high-end condominiums. Seniors that raised families in Carpentersville have also moved into new senior housing developments in the Village. Mixed-use developments have been a tremendous success in the Old Town area with condominiums located above retail stores. The appearance and maintenance of many homes that were once in poor condition have greatly improved. Single-family homes that were converted to multi-family dwellings have reverted back to single-family homes. This has created a number of benefits to the neighborhoods, including increased

home values, eliminating overcrowding and unsafe conditions, and addressing the lack of off-street parking. Two neighborhoods, Morning-side and Fox View are sought after residential neighborhoods containing well-maintained residential developments. Working cooperatively with developers, these neighborhoods have been revitalized into attractive, safe, affordable, and charming areas. These transformations have re-energized the community, particularly the “east side”.

Old Town Carpentersville is starting to take shape and is beginning to become a local destination as “the place” for dining-out, shopping, listening to live music, or taking a stroll along the Fox River. Soon Old Town will be a regional draw, attracting many visitors. The downtown is located on both the east and west sides of the Fox River, both north and south of Main Street. Mixed-use developments that embrace the Village’s historic character and charm are the heart of Old Town. National and local retailers co-exist on many of the first floor retail areas while condominiums are located above. Ample parking is provided in the Old Town area through the strategic placement of surface lots and a parking structure. Old Town is pedestrian friendly and contains a pedestrian bridge that links both sides of the river and the Fox River Trail. Civic buildings and a “Knowledge Center” also draw many

new visitors into the area each day. Ice cream shops and several new restaurants with outdoor patios facing the river are always full on summer days. The existing historic buildings in Old Town have been rehabbed into center pieces of the community. After years of imagining a downtown for Carpentersville, it is finally well on its way to becoming a reality.



Section 2: **Goals & Objectives**

Village of Carpentersville Comprehensive Plan

Section 2: Goals & Objectives

Goals describe desired results toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

Objectives describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Together, the goals and objectives paint a picture of what a community wants to accomplish with its Comprehensive Plan and with other development tools and ordinances. They provide direction and serve as a guide for evaluating specific projects and land use alternatives.

The goals and objectives presented below are based on input from Village staff, the Planning and Zoning Commission, community workshops, key person interviews, and from feedback and discussions at various public meetings and from feedback from the community-wide and business surveys.

General Goals

The following general goals have been developed as a “guiding framework” directing future change in the community.

Goal 1

Achieve a balanced pattern of development in the community that provides for well designed, compatible and economically sustainable business, employment, and residential areas.

Rationale

There is a high level of consensus in the community for the need to develop and redevelop sites for long-term economic stability, which meets the social, cultural, educational, recreational, and lifestyle needs of residents. These developed and redeveloped sites will provide new businesses that will increase the Village’s economic tax base and provide employment opportunities for residents of the community.

Goal 2

Create and maintain a physically distinctive and high-quality community environment through efforts that enhances the quality of life, character, and heritage of the Village, while anticipating change and progress in the future.

Rationale

To enhance a sense of community and pride, there is a need to physically enhance and improve areas of the Village. We expect to accomplish this through the establishment of appropriate land use designations, the use of design and development guidelines, and the coordination and improvement of public ways, facilities, and services. In support of the identity as a strong residential community, the Village is committed to providing community spaces, facilities, and services that meet citizens’ expectations.

Goal 3

Forge and maintain strong public and private partnerships to capitalize upon and coordinate all resources and assets the community has to offer in carrying out plans, policies and programs.

Rationale

The Village seeks to continue meaningful and productive relationships with local organizations, civic groups, institutions, and individuals to create awareness and understanding of community needs and potentials, as well as to mobilize organizations into action for change. This participatory philosophy is a central element in the strategic approach to community involvement and change.

Village Image, Design, Identity & Unity

Goal

Improve the community’s image through public and private improvements which enhance various physical features of the community and which brings the community together as a whole.

Objectives

- a) Improve the image and appearance of all existing commercial areas, with particular emphasis on the appearance of buildings, signage, site landscaping, and streetscape amenities.
- b) Establish gateway or entry features at key locations to “announce” arrival into Carpentersville and distinguish the Village from neighboring communities and to improve the Village’s image for motorists entering into and passing through the Village.
- c) Implement a program to screen fixed utility locations, e.g., lift stations, transformer sites, etc.
- d) Improve and maintain an attractive appearance of all areas of the Village.
- e) Encourage compatible and high-quality design and construction for all developments, with an emphasis on quality site design, building

orientation, architecture, building materials, and site improvements.

- f) Maintain consistent and high quality improvement of all local streets, parkways, sidewalks, water towers and other visible municipal infrastructure.
- g) Develop and implement landscaping and tree planting and maintenance programs that beautify the residential and business areas.
- h) Develop a marketing campaign to promote the advantages and benefits of living, working, doing business in, or visiting the Village.
- i) Improve communication to residents in an effort to increase awareness of and participation in programs, services and events within the Village.
- j) Improve and maintain relationships with the press and other media.
- k) Encourage subdivision monument signs to include the Village of Carpentersville’s name and/or logo to assist in improving the Village’s image and identity.
- l) Develop programs and events such as community festivals (i.e.: Taste of Carpentersville) to embrace the diverse culture of the residents. These programs and events bring the community together and create a sense of unity for Village residents.
- m) Develop a program to bury utility lines along commercial corridors.
- n) Promote Village activities and events and explore opportunities to approach tourism on a regional level.

Housing & Residential Land-Use Areas

Goal

Provide a housing inventory and living environment which supports the local population and maintains an overall quality and character of the Village.

Objectives

- a) Maintain and enhance the predominant single-family character of the Village.
- b) Monitor the number of new multi-family development within the Village and discourage “large-scale” apartment and townhome developments.
- c) Protect residential areas from encroachment by incompatible land uses and the adverse impacts of adjacent activities.
- d) Strictly enforce all building, zoning and fire codes to prevent overcrowding, unsafe conditions, and misuse of residential dwellings including garage conversions and basement apartments.
- e) Ensure the Village’s senior citizens have quality housing options through high quality new development or redevelopment of senior citizen communities.
- f) Promote appropriate condominium development in the central

core of the historic Old Town area as part of a new commercial/mixed-use area.

- g) Promote the economic importance of the diversity of the Village’s housing stock and work to ensure neighborhood stability in all areas of the Village.
- h) Encourage new development and infill development/redevelopment which are complementary to the scale and character of surrounding residential uses.
- i) Preserve sound existing housing through regular and active code enforcement and preventative maintenance programming.
- j) Promote the removal or rehabilitation of deteriorating housing units.
- k) Increase the frequency of inspections for one- and two-family residential rental properties and work to require local managers in lieu of absentee landlords.
- l) Work to keep local financial and lending institutions committed and involved in meeting all housing needs of the Village.
- m) Promote the expansion of Neighborhood Watch Programs and encourage efforts to reduce crime and increase community awareness of public safety.

- n) Seek funding sources which assist in the maintenance and improvement of housing on the Village’s east side and meet the diversity of housing needs in the Village.
- o) Establish Community Outreach and assistance programs to assist in the maintenance of senior and very low income resident’s homes and properties.
- p) Work with Homeowners’ Associations on educational programs to further property maintenance and home repair efforts.

Commercial Development Goal 1

Achieve a compatible and market a supportable system of attractive commercial development that is organized to provide various goods and services within the community and is located along arterials with maximum exposures in the greater region that Carpentersville serves.

Objectives

- a) Maintain a range of retail and service commercial activities throughout the Village.
- b) Define and designate specific functional roles for the various commercial areas within the Village distinguished by local, community, and regional serving developments, as well as distinguished by the commercial area’s location within the Village (e.g. Old Town, IL Route 25, Randall Road).
- c) Ensure that all retail, office, and service commercial activities are organized by uses and concentrated within or near areas of similar or compatible uses.
- d) Promote new commercial development and redevelopment in select locations, primarily along Randall Road, IL Route 31, and IL Route 25.
- e) Initiate programs to encourage the improvement and rehabilitation of

older commercial buildings and areas which are, or are becoming, functionally obsolete including improvements to facades, signage, and parking areas as well as encouraging the provision of additional site amenities.

- f) Implement more systematic and proactive property maintenance and code enforcement in commercial areas of the Village.
- g) Develop and enforce a signage ordinance to promote appropriate and aesthetic signage in the Village’s commercial areas, including the amortization of non-compliant signage.
- h) Promote and require landscaping within commercial areas and require the upkeep of parking lots, opaque screening of service areas, drives, buildings, and incompatible uses.

Goal 2

Enhance the economic viability and productivity of the Village’s arterial streets as primary commercial corridors.

Objectives

- a) Promote a healthy and mutually reinforcing mix of commercial, retail, and service uses along IL Route 31, IL Route 25, and Randall Road.
- b) Identify and prioritize economic strategies in conjunction with com-

mercial property owners and managers to ensure economic vitality and stability in all commercial corridor areas.

- c) Identify specific actions and strategies to be undertaken which will enhance the economic health of the Village’s commercial corridor areas.
- d) Encourage coordinated and shared vehicle access wherever possible.
- e) Establish and implement consistent code enforcement standards for business areas.

Goal 3

Revitalize the Old Town area as the Village’s primary mixed-use pedestrian environment.

Objectives

- a) Promote a healthy and mutually reinforcing mix of commercial, retail, restaurant, entertainment and multi-family uses within the Old Town area.
- b) Identify and prioritize economic strategies in conjunction with commercial property owners and managers to ensure economic vitality and stability in the pedestrian-oriented commercial shopping area of the Village.
- c) Prioritize appropriate redevelopment that creates and enhances the pedestrian scale and “small

town” charm of the Old Town commercial area.

- d) Establish a consistent approach to providing attractive and functionally well placed pedestrian amenities throughout the Old Town commercial area, including the promotion of “river walk” connections with contiguous communities.

- e) Promote shared parking facilities.

Goal 4

Develop aesthetically pleasing and functionally well-designed retail and commercial shopping areas.

Objectives

- a) Encourage high-quality development and redevelopment of sites, buildings, and amenities in commercial areas.
- b) Encourage the design of new commercial development to facilitate a system of pedestrian access and amenities.
- c) Establish a program that reasonably and uniformly regulates signage while providing for the identification of Village businesses.
- d) Ensure that new development and redevelopment of private property is designed in scale with, and complementary to, existing development.

- e) Establish design and development guidelines for commercial areas, for appropriate scale, appearance, orientation, and overall character of new development.

- f) Ensure that all new, improved and existing commercial development is effectively screened and buffered from adjacent residential uses.

Industrial Land-Use Areas Goal

Improve the existing light industrial areas in the Village and encourage/support the relocation of existing industrial uses to designated industrial/business park locations, such as an expanded light industrial area along IL Route 31 near Bolz Road/Longmeadow Parkway, which is a high quality location for light industrial and commercial service uses.

Objectives

- a) Expand upon the existing light industrial uses along IL Route 31 to capitalize on the proximity to Bolz Road/Longmeadow Parkway and maximize the use of the local labor force.
- b) Encourage the development of light industrial parks in lieu of single site developments.
- c) Ensure that new or expanded industrial development is concentrated in areas of similar or compatible use.
- d) Establish design and development guidelines to ensure that new light industrial and commercial service developments use “green technology” and complement the overall character of the Village.
- e) Improve the appearance of the existing light industrial areas to be more reflective of the Village’s overall character and appearance.

- f) Minimize the negative impact of industrial activities on neighboring residential areas through the effective use of screening and buffering with landscaping, fencing, or a combination of the two.

- g) Encourage the rehabilitation and reuse of functionally obsolete industrial buildings to accommodate more appropriate and market viable uses.

- h) Minimize traffic from light industrial areas from cutting through adjacent residential neighborhoods.

- i) Encourage and promote the relocation of inappropriately located existing industrial uses to planned industrial park locations.

Transportation Goal

Provide a balanced transportation system which ensures the safe and efficient movement of vehicles, pedestrians, and cyclists.

Objectives

- a) Protect and improve the function of the overall street hierarchy within the community through effective access, land-use controls, and street/intersection design improvements.
- b) Ensure adequate resources are made available for the maintenance of Village streets and public rights-of-way.
- c) Continue the Capital Improvement Program to annually budget infrastructure maintenance and construction projects throughout the Village.
- d) Continue to work towards the completion of the Bolz Road Bridge/Longmeadow Parkway Corridor.
- e) Minimize curb cuts on arterial and major collector streets to the extent possible and use intersecting side streets for access into properties.
- f) Implement traffic management strategies to minimize the impact of peak traffic flows in the Village.
- g) Correct localized traffic operational problems, including the place-

ment of traffic signals and readability and placement of traffic related signage.

- h) Ensure safe design of street intersections, street lighting, and surface conditions in all areas of the Village.

- i) Minimize non-local traffic within residential neighborhoods.

- j) Work with PACE to further improve bus/shuttle service throughout the community, either through expanded PACE bus service or the addition of new shuttle/van service.

- k) Target the Morningside Neighborhood for the development of improved/additional parking areas for residents.

- l) Coordinate median, parkway, pedestrian, residential screening and similar improvements along the IL Route 31 and IL Route 25 corridors with the Illinois Department of Transportation (IDOT).

- m) Promote a street system that prohibits the use of cul-de-sacs in new developments.

- n) Work with other interested communities, counties and agencies to ensure the completion of construction of the Bolz Road Bridge/Longmeadow Parkway extension.

Community Facilities & Services Goal

Ensure the provision of high-quality public services, including municipal and health facilities, for all residents of the Village of Carpentersville.

Objectives

- a) Ensure an adequate level of fire and police protection throughout the Village.
- b) Maintain adequate sites for the Village Hall, Police Station, Public Works, Fire Stations and other Village facilities; constructing, renovating, and relocating facilities when necessary.
- c) Construct new medical services facilities within Carpentersville.
- d) Improve and expand specialized facilities and services for senior citizens and youths.
- e) Provide the proper mix of governmental and community facilities in appropriate locations.
- f) Improve coordination and communication between the Village, Dundee Township, Kane County, School Districts, Park District, Library, Forest Preserve and neighboring communities to maximize the mutually beneficial assets these institutions can provide each other and the residents of Carpentersville.

Parks, Open Space & Environmental Areas Goal

Provide an adequate park and open space system which satisfies the recreational, social, leisure-time, and environmental protection needs of Carpentersville residents.

Objectives

- a) Maintain/support a local public park system that maximizes recreational opportunities that are available within the community.
- b) Identify locations for additional tot lots and smaller parks in some of the under served residential areas of the Village.
- c) Ensure adequate resources for the maintenance of Village owned parks and recreational facilities.
- d) Ensure that existing and future parks and open space are designed to maximize their utility and usefulness to residents in terms of meeting the demand for programmable recreation space, athletic facilities, and other desirable uses and amenities.
- e) Monitor local community needs and perceptions and develop new recreational facilities and services which respond to specific desires of Village residents.

- f) Promote continued cooperation between the Village, Dundee Township Park District, and School Districts in the provision of recreational services.
- g) Protect and enhance environmentally sensitive areas within the Village, including wetlands, protected habitats, the Fox River and associated forested areas.
- h) Improve the bicycle/pedestrian trail system throughout the Village and seek to provide more linkages and better access to the Fox River Trail, park sites, Forest Preserves and other area destinations.
- i) Support efforts to promote Raceway Woods as a destination for tourism and recreation.

Intergovernmental & Organizational Cooperation Goal

Encourage the coordination and cooperation among federal, state, county and local agencies and organizations potentially having interest in Carpentersville to ensure the greatest level of efficiency and effectiveness in the provision of municipal services.

Objectives

- a) Coordinate with other municipal service providers, surrounding communities, and county and regional agencies to ensure continuity and consistency of overall community planning and development activities.
- b) Establish meaningful lines of communication with communities, agencies and organizations that can assist the Village in meeting its overall planning objectives and work to secure participation from these agencies and organizations in realizing mutual objectives.
- c) Continue to seek cooperative working relationships with adjoining communities in the financing of local community facilities and services that provide area benefits.
- d) Continue to seek grants, loans, and other sources of intergovernmental funding transfers.

- e) Work cooperatively with adjoining communities regarding mutual concerns and needs to improve the overall appearance and economic health of the Village's major street corridors.
- f) Continue to encourage communication and collaboration among service providers to provide the most efficient and cost effective services possible.
- g) Continue utilizing governmental and private partnerships to establish and promote Raceway Woods as a destination for tourism and recreation.

Fiscal & Economic Development Goal

Achieve economic prosperity by maintaining and enhancing a balanced diversity of retail, personal and commercial service, office, and light industrial uses.

Objectives

- a) Improve resources for maintenance of the Village's physical facilities, including buildings, properties, and infrastructure.
- b) Coordinate planning and economic development activities in a manner which provides regular opportunities for contact between business and development interests within the Village.
- c) Seek opportunities for new employment growth through retention and expansion of existing Carpentersville employers.
- d) Ensure that new development pays its fair share attributable to the additional demand on the infrastructure, public facilities and services.
- e) Encourage the maximization of retail sales tax generating uses in key commercial areas.
- f) Establish marketing strategies to retain and attract businesses and developers along the commercial corridors, retail centers, and the

Old Town area, to enhance the Village's business image.

- g) Promote locally based marketing programs to boost local investment and awareness between the residential and business community.
- h) Seek an appropriate balance between retail, personal and commercial service, office, and light industrial uses.

Program Administration

Goal

Implement, monitor progress, and update the Comprehensive Plan.

Objectives

- a) Annually, in conjunction with the Village's budget schedule, develop a 1 to 3 year action plan to prioritize objectives and list accomplishments of proceeding years.
- b) Make available existing and/or new financial resources to implement the Comprehensive Plan.
- c) Establish a process for the regular review of and updates to the Village's Zoning Ordinance to appropriately meet the changing needs of the community.
- d) In the Comprehensive Plan review and amendment process, the Village should consider any input and involvement of the Village Board, Planning and Zoning Commission, Village committees, local organizations, and individuals.
- e) Identify and engage agencies and organizations willing to share in the responsibility for active implementation of the Plan.



Section 3: **Land Use Plan**

Village of Carpentersville Comprehensive Plan

Section 3: Land Use Plan

The Land Use Plan provides a guide for future land use and development within the Village. It identifies which lands should be devoted to residential, commercial, industrial, and public land uses. It also describes how various land use areas are to be related and interconnected and it highlights the types of projects and improvements to be undertaken.

Although Carpentersville is primarily a built out community, there will continue to be demand for new residential, commercial and office/business park development in the future. In the immediate future, new development will likely occur west of Randall Road in unincorporated Kane County, however, anticipated public improvements to the Old Town and Bolz Road/Longmeadow Parkway areas are expected to stimulate investment in other parts of the community. Future development and investment will take two forms: 1) new “Greenfield” development in annexation areas and, 2) re-investment and redevelopment in the Village’s older and established areas along IL Route 25, IL Route 31 and in the Old Town area.

The Land Use Plan builds upon the existing land use patterns of Carpentersville. It strives to reinforce and strengthen the traditional residential character of the community, capitalize on major roadways and thoroughfares, and protect environmentally sensitive areas.

Residential Uses

Within the residential land use classification, there are five categories of uses: Estate, Single-Family Detached, Single Family Attached, Rowhouse, and Multi-Family.

Estate Residential

A residential area occupied exclusively by detached single-family homes on lots greater than 20,000 s.f. in size.

Single-Family Detached Residential

A residential area occupied predominantly by detached single-family homes. Single-family detached residential lots typically range from 8,750 s.f. to 20,000 s.f.

Single-Family Attached Residential

A residential area occupied by attached single-family homes, including townhomes and duplexes.

Rowhouse Residential

A residential area occupied exclusively by row houses. This is distinguished from attached single-family though its strong orientation to the street, quality building materials, and longer runs of “connected” buildings.

Multi-Family Residential

A residential area occupied by quality multi-family dwellings including condominiums, apartments and senior housing. New multi-family residential development should primarily consist of owner-occupied units and be viewed as an opportunity to provide quality senior housing.

Commercial Uses

The Land Use Plan designates four different commercial land use categories: Old Town/Mixed Use Commercial, Corridor Commercial, Neighborhood Commercial, and Shopping Center Commercial.

Old Town/Mixed-Use Commercial

A pedestrian-oriented mixed-use commercial area within the Old Town area along and near the Fox River. The Old Town Commercial area should provide an exciting mix of retail, restaurant, entertainment, office, civic, and residential uses. Mixed-use buildings should provide retail and restaurant uses on the ground floor with residential and office uses located on the upper floors.

Corridor Commercial

A commercial area consisting of predominantly retail stores which is intended to serve Carpentersville residents, nearby communities, and passing motorists. Corridor Commercial areas are located along Randall Road, Bolz Road/Longmeadow Parkway, and portions of Huntley Road.

Neighborhood Commercial

A commercial area intended to serve the day-to-day convenience retail and service needs of nearby residents.

Shopping Center Commercial

A commercial area consisting of numerous retailers and services anchored by large shopping centers which provide opportunities for multi-purpose visits.

Industrial/Business Uses

Two separate business and industrial uses are designated as part of the Land Use Plan: Light Industrial/Business Park and Industrial.

Light Industrial/Business Park

An area intended to provide for business parks, offices, high-tech campuses, research centers, distribution and logistics facilities, and other business and light industrial uses. Light Industrial/Business Park uses are typically compatible with adjacent residential areas.

Industrial

An area intended to accommodate industrial uses considered incompatible with residential uses, including body shops, manufacturing and machine shops.

Community Uses

Community uses consist of publicly owned (or accessible) property. All community uses are presented in greater detail in the Community Facilities Plan.

Village of Carpentersville

Consists of areas for Village uses, including a renovated Village Hall, relocated police station and public works facility, fire stations, and other Village owned property.

Public/Semi-Public

Consists of the Dundee Township Park District Administration Building, the Dundee Township Park District’s

Senior and Recreation Center, and the United States Postal Service.

Religious Institutions/Cemetery

Identifies the location of religious institutions, such as churches and of cemeteries, which contribute greatly to the community fabric.

Schools

Since neither school district indicated a need or desire to acquire and develop additional schools in Carpentersville, this indicates only the areas currently owned and used by Community Unit School District 300 and Barrington Community Unit School District 220.

Utilities

Identifies the location of all areas utilized for utilities, including water towers, electric substations, and other public and private utilities.

Parks/Open Space/Wetlands

Areas owned by a variety of governmental entities that provide public open space within the Village, including the Village of Carpentersville, Kane County Forest Preserve, Dundee Township Park District, and Dundee Township. These areas also include all designated wetlands within the Village and its Planning Area.

Priority Place

A priority place is a designation in Kane County’s 2030 Land Resource Management Plan where it is hopeful that the 10 principles of Smart Growth can be implemented to create a mix of uses, compact design, a sense of place, pedestrian, bicycle and other transportation alternatives, and important links to the county-wide greenway system.

Annexation Areas

An annexation area is land designated by the Illinois Environmental Protection Agency and the Northern Illinois Planning Commission to be within the Village’s Facilities Planning Area (FPA) for the purposes of Carpentersville providing water and wastewater services to these areas at the time that they become annexed into the Village.

Village of West Dundee

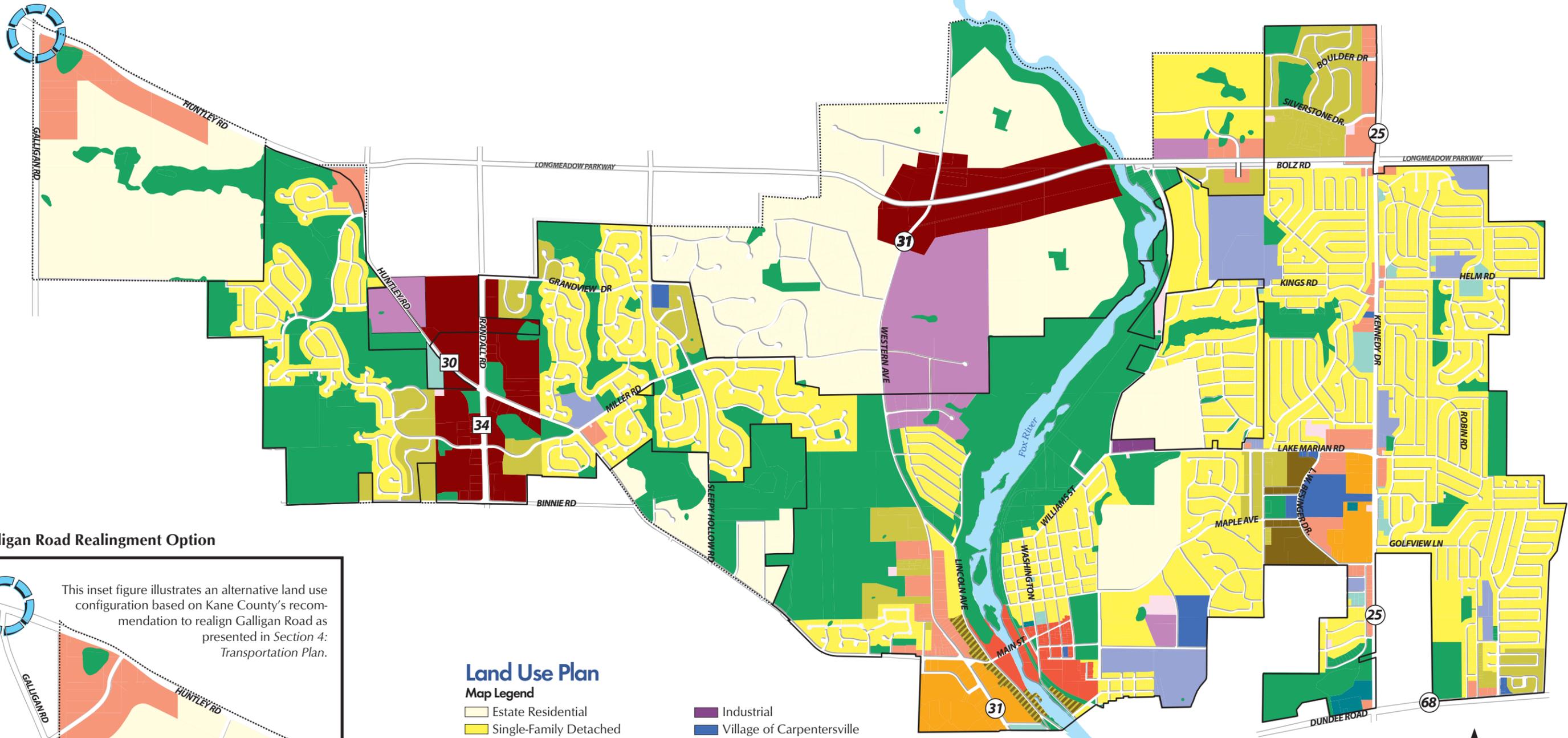
No boundary agreement exists with West Dundee which is south and west of Carpentersville.

Village of Algonquin

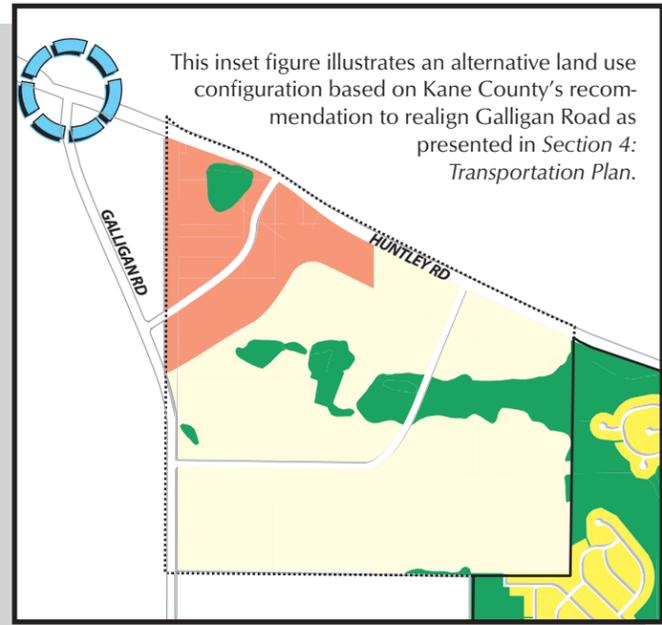
The boundary agreement along the north limits of Carpentersville expires October 5, 2013 and has no land use restrictions.

Village of Gilberts

The boundary agreement to the west expires September 13, 2020 and requires 40% open space and 20% commercial/business uses.



Galligan Road Realignment Option

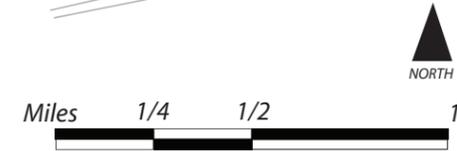


This inset figure illustrates an alternative land use configuration based on Kane County's recommendation to realign Galligan Road as presented in Section 4: Transportation Plan.

Land Use Plan

Map Legend

- | | |
|--------------------------------|----------------------------|
| Estate Residential | Industrial |
| Single-Family Detached | Village of Carpentersville |
| Single-Family Attached | Public/Semi Public |
| Row Houses | Religious Inst./Cemetery |
| Multi-Family Residential | Schools |
| Old Town/Mixed-Use Commercial | Utilities |
| Corridor Commercial | Parks/Open Space/Wetlands |
| Neighborhood Commercial | Kane County Priority Place |
| Shopping Center Commercial | Current Village Boundary |
| Light Industrial/Business Park | Annexation Area |





Section 4: **Transportation Plan**

Village of Carpentersville Comprehensive Plan

Section 4: Transportation Plan

The Transportation Plan for the Village of Carpentersville strives to provide a balanced transportation system to ensure the safe and efficient movement of vehicles, pedestrians and cyclists. The Village should utilize this Transportation Plan to achieve the desired Vision of the community and reinforce and assist in achieving the Goals and Objectives of the Comprehensive Plan.

Streets

Carpentersville should protect and improve the function of the overall street hierarchy consisting of arterial streets, major and minor collector streets, and local streets. This comprehensive network of roadways provides access to the Village from surrounding areas and enables the movement of people and vehicles within and around the Village. The efficiency and convenience of the transportation system significantly affects the quality of life within the community, and will influence any new development and redevelopment within the Village.

Arterial Streets

The purpose of arterial streets is simply to move traffic within and through the Village. These streets are generally wider and have limited access points, which allow vehicles to move safer and faster. The Village should continue to monitor traffic flow on these arterial streets and to widen, add additional lanes or improve inter-

sections when warranted, and eliminate or reduce access points when possible. Improvements to most of the arterial streets within the Village will require cooperation with the Illinois Department of Transportation (IDOT). To assist with any transportation improvements, including funding and prioritization, the Village should maintain a positive relationship with IDOT.

Collector Streets

Collector streets “collect” traffic from local streets and move the traffic toward arterial streets for efficient vehicular flow. Collector streets are intended to serve the local population. There are two types of collector streets: Major Collectors and Minor Collectors.

Major Collector Streets

Major collector streets collect traffic from minor collectors and local streets and carry it to local shopping areas, schools and other neighborhood level facilities, or distribute them onto arterial streets. Major collector streets pass by or around neighborhoods, are wide, have limited curb cuts, and generally carry less than 10,000 trips per day.

Minor Collector Streets

Minor collector streets typically run through neighborhoods and connect to major collector streets. Minor collectors gather traffic from local streets and distribute it onto larger roadways.

Local Streets

Residential or local streets provide a means of access between a property and the other streets within the Village’s street hierarchy. Local streets are not designed to accommodate high volumes of traffic. Traffic using local streets for purposes other than property access can create safety concerns and is problematic.

Pace Bus Services

Pace, the suburban bus division of the Regional Transportation Authority, is the only form of public transportation within the Village. There are two Pace bus routes that serve the Village of Carpentersville, Route 543 and Route 803.

Pace Bus Route 543

Route 543 services the eastern portion of the Village, providing service to local commercial and residential areas along IL Route 25 between Lake Marian Road and IL Route 68 and connecting with Pace Route 803, the Carpentersville local route. Route 543 travels south to connect with Big Timber Metra Station in Elgin.

Pace Bus Route 803

Route 803 provides local service from IL Route 72, near Wal-Mart in East Dundee, to Spring Hill Mall, Meadowdale Shopping Center, Carpentersville Village Hall, Foxview Apartments, and north to Bolz Road.

Bridges

The number of bridge crossings over the Fox River is a regional issue, and an issue of great local concern. The Main Street Bridge has average annual daily traffic counts of 23,600 trips, a number that classifies an arterial street. By completing the Bolz Road Bridge and Longmeadow Parkway extension, the Village will have a second river crossing, and the current high traffic volume along the Main Street bridge will be reduced to a level reflecting a major collector street.

Bolz Road Bridge

Kane County is the lead agency responsible for coordinating intergovernmental efforts to complete the Bolz Road Bridge/Longmeadow Parkway extension project that will provide a second crossing in Carpentersville over the Fox River and better connect the east and west sides of the Village. The Village should place a priority on this improvement and continue to work with Kane County and interested municipalities towards the completion of the Bolz Road Bridge and Longmeadow Parkway Corridor by securing right-of-way dedications and construction/impact fee contributions. Once completed, the Longmeadow Parkway extension will provide a link between the northern portion of Kane County with the southern portion of McHenry County.

Street Improvements

When an arterial or collector street is deteriorating or in poor condition, the efficient flow of traffic is negatively affected. When a local street is in poor condition the curb appeal of a home and overall attractiveness of a neighborhood is impacted. The Village should ensure adequate resources are made available for the maintenance of all types of Village streets. Priority street improvements are highlighted on the Transportation Plan.

Existing Traffic Signals

All existing traffic signals within the Village should be maintained in good condition. Existing traffic signals should also be synchronized with one another to coordinate the flow of traffic within the Village.

Proposed Traffic Signals

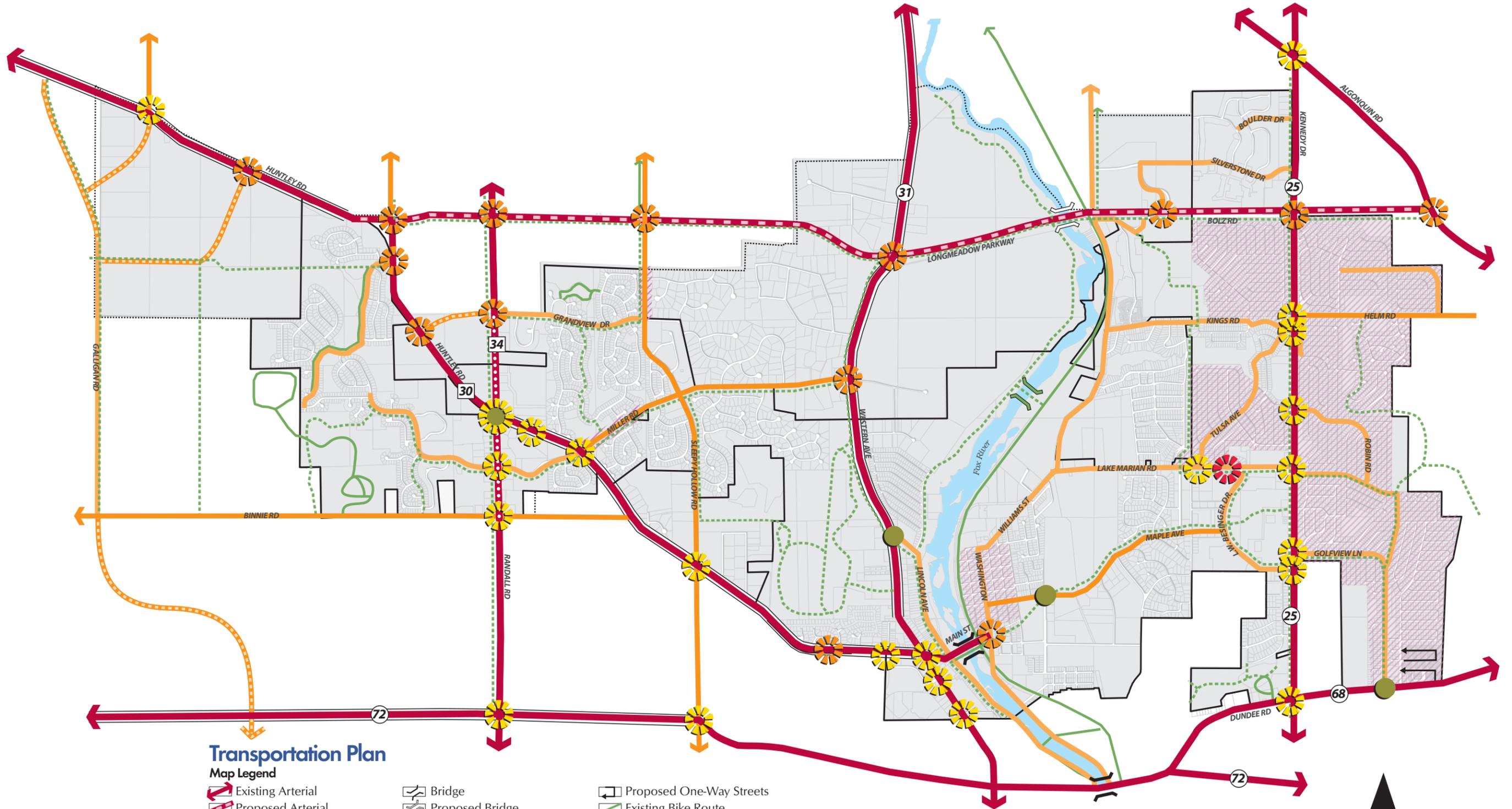
Proposed traffic signals indicate the location of potential traffic signals as roads are constructed, widened, and improved. At a minimum, the locations identified on the Transportation Plan indicate key intersections that will require right-of-way improvements for vehicular and pedestrian safety. However, when warrants are met, these intersections may be signalized. All future signals should be synchronized with existing signals to assist with traffic flow and provide for safe pedestrian crossing.

Emergency Control Device

An emergency traffic signal allows emergency vehicles to enter and leave Fire Station #2 safely. The traffic signal should remain, provided the station is operational.

Intersection Improvements

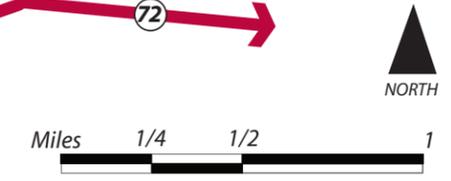
An ideal intersection has streets intersecting at 90° angles and motorists are aware of the rules and restrictions. However, conditions do exist where achieving the ideal characteristics is not possible. Nonetheless, the Village should ensure all intersections are designed as safe as possible, and improve odd and imperfect intersections throughout the Village, placing a higher priority on those intersections along busier streets.



Transportation Plan

Map Legend

- | | | |
|----------------------|------------------------------|--------------------------|
| Existing Arterial | Bridge | Proposed One-Way Streets |
| Proposed Arterial | Proposed Bridge | Existing Bike Route |
| Recommended Widening | Proposed Pedestrian Bridge | Proposed Bike Route |
| Major Collector | Priority Street Improvements | Speed Limit Reduction |
| Minor Collector | Existing Traffic Signals | Village Planning Area |
| Proposed Collector | Proposed Traffic Signals | Current Village Boundary |
| Local Street | Emergency Control Device | Annexation Area |
| | Intersection Improvement | |





Section 5: **Community Facilities Plan**

Village of Carpentersville Comprehensive Plan

Section 5: Community Facility Plan

The Community Facilities Plan provides broad recommendations for the provision of high-quality public services, including municipal facilities, for all residents of the Village of Carpentersville. The Community Facilities Plan identifies current and possible and/or recommended future locations and reinforces the Goals and Objectives presented earlier in the Comprehensive Plan.

Since the Village of Carpentersville does not have direct control over all types of community facilities, the Village will need to improve and maintain communication and cooperation among federal, state, county, and local agencies and organizations potentially having interest in Carpentersville to ensure the greatest level of efficiency and effectiveness in the provision of municipal services.

Village Administration

The current Village Hall at 1200 L.W. Besinger Drive houses eight Village Departments, including Administration, Community Development, Engineering, Finance, Human Resources, Information Technology, Police, and Public Works. The existing space can no longer adequately meet the Village's needs. Additional space is needed for day-to-day work of Administration, Community Development, Engineering, and Police Departments. The Village anticipates the need for significant improvement, expansion and/or replacement of the Village

Hall within the next 10-15 years. Population growth in the Village has been significant since the Village Hall's construction was completed in 1978. There is more Village Hall staff now and there is a need for larger, more private work areas.

Police Protection

Throughout the community outreach conducted during the planning process, crime was consistently cited as a main concern for residents in the Village. Currently, the Police Chief oversees 86 employees including 65 sworn officers housed in a station that is connected to Village Hall and a new storefront/satellite facility located in the Golfview Mall along IL Route 68, near the Morningside Neighborhood. These types of storefront police stations are being used across the country to provide a stronger police presence in more troubled neighborhoods. The Village should continue to support the operation of this neighborhood station, and should crime continue to threaten neighborhoods and the quality of life enjoyed by residents, identify other opportunities to provide similar facilities.

Village Hall/Police Station Improvements

In October 2005, Williams Architects prepared a Municipal Facilities Master Plan for the Village. This plan identified space needs for a number of departments, particularly the Police Department. The Facilities Master Plan recommended that the Police Department locate to a new facility and that the existing Village Hall be improved for the current and remaining users of the building, since retrofitting additional space for the Police Department in the current Village Hall was not feasible. The large vacant site to the east of the Village Hall presents an excellent opportunity for the development of a new police station. This location would keep the police close to the Village Administration and provide a public component as part of a mixed-use "Village Center".

While the Village does not own or control the development rights to this property, the Village could provide incentives to the owner or a developer to provide a new Police Station as a public use within a vibrant mixed-use development. Relocating the Police Department to a new facility would allow the administrative departments to expand their operations, as needed, within the existing Village Hall.

Fire Protection

The Village of Carpentersville boasts one of the highest fire insurance ratings (3) in the area and a rating of 8B in the rural areas. The excellent fire rating is due to the strategic placement of three stations which provide adequate response times to all areas of the Village, even the western growth areas. The Village should strive to maintain its fire rating by constructing, renovating, and relocating facilities when necessary and ensuring stations have adequate equipment and staff.

Public Works

The Village's Public Works Department is responsible for the maintenance and operation of the sewer and water facilities, Village parks, streets, underground utilities and public buildings. Due to the growing responsibility of the department, the current facilities are no longer adequate. The Village should seek to provide a more centralized facility for this department.

Public Schools

The Village of Carpentersville is served by two public school districts: Community Unit School District 300 and Barrington Community Unit School District 220. School District 300 serves all areas within Carpentersville's village limits except for the small section east of IL Route 25 and north of Hickory Drive and Red-

wood Lane. The District has no plans for new construction/additions in the near future within the Village.

Schools contribute significantly to a community's desirability, however, the community survey conducted early in the planning process reported that poor schools was 2nd only to crime as the biggest disadvantages to living in Carpentersville. The Village should encourage and support any plans or positive improvements to the school system in the Village or within each district.

Library District

The Dundee Township Public Library District serves the communities of East Dundee, West Dundee, Sleepy Hollow, Carpentersville, Gilberts and surrounding areas. The Dundee Township Public Library District's library is located at 555 Barrington Avenue in East Dundee. Recently, the restrooms have been remodeled and the library is now ADA accessible. There is also new signage within the library that directs visitors to departments and material locations. According to the Library's winter 2005 newsletter, future plans call for installation of new furniture, tile, and carpeting. There is a meeting room within the library that is available for lease to non-profit organizations. The meeting room is restricted to no less than 10 people and a maximum of 100 people. The Library District cel-

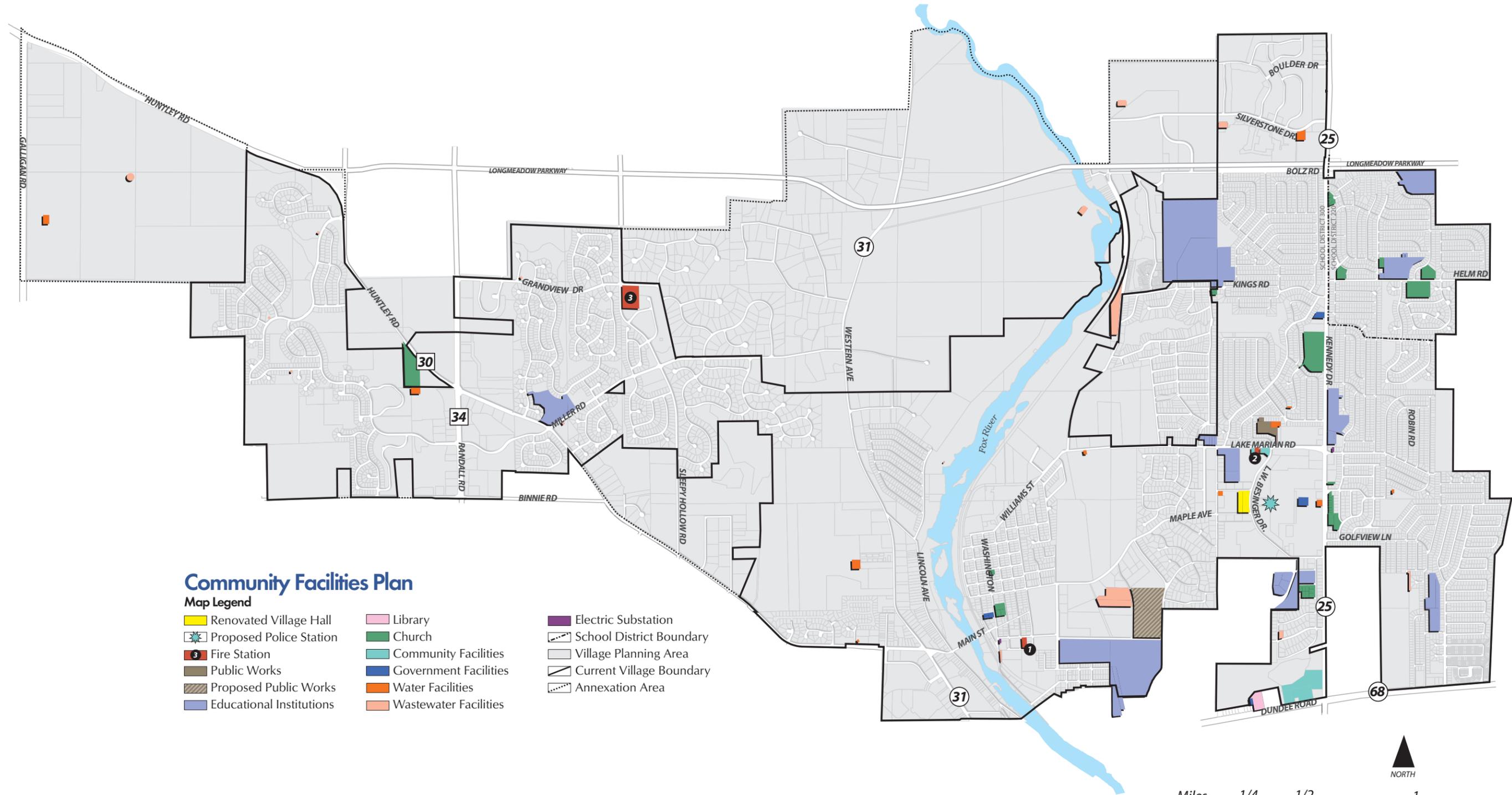
ebrated its 125th Anniversary in 2001. The Village should provide continued support to maintain the library as a community amenity.

Government Buildings & Facilities

Village and other government/public buildings and facilities should be used to help establish an overall image and character for the Village. These facilities should have beautifully landscaped grounds with attractive buildings constructed of quality materials. These public properties should have an appearance and be maintained in a way that demonstrates to everyone that community character and appearance is important. The Village logo should be prominently displayed on government buildings, offices, water towers, and banners. The Wastewater Treatment Facility is an example of a government building that uses the Village's logo on its sign. The water towers should be repainted with the Village's logo proudly displayed.

Telecommunications

Telephone, cable and high-speed internet are services that should be provided by the Village. The Village of Carpentersville should continue to encourage the provision of these services through the granting of franchise agreements or the leasing of Village land for telecommunication facilities.



Community Facilities Plan

Map Legend

- | | | |
|--------------------------|-----------------------|--------------------------|
| Renovated Village Hall | Library | Electric Substation |
| Proposed Police Station | Church | School District Boundary |
| Fire Station | Community Facilities | Village Planning Area |
| Public Works | Government Facilities | Current Village Boundary |
| Proposed Public Works | Water Facilities | Annexation Area |
| Educational Institutions | Wastewater Facilities | |



Section 6: **Open Space and Environmental Features Plan**

Village of Carpentersville Comprehensive Plan

Section 6: Open Space & Environmental Features Plan

Carpentersville is located in northeastern Kane County along the Fox River. The western areas of the Village are characterized by flat agricultural land, transitioning to rolling topography and heavily wooded areas on the east. The Fox River bisects the community near its center, and it contributes significantly to the Village's environmental setting.

Throughout the extensive community outreach conducted during the planning process, the environmental setting and the Fox River were consistently cited as one of the community's best assets and significant contributors to its overall image and appeal. The Open Space and Environmental Features Plan builds on the Goals and Objectives of the Comprehensive Plan and strives to protect and enhance environmentally sensitive areas within the Village, including the Fox River area, and provides continued support for expanding active and passive recreation within the park system.

Kane County Forest Preserve District

The mission of the Forest Preserve District of Kane County is to acquire, hold and maintain lands within Kane County, which contribute to the preservation of natural and historic resources and habitats; to restore, restock, protect, and preserve these lands within the County. The District

was organized in 1925 and currently owns 60 properties totaling 16,000 acres. Areas are held for both preservation and recreational purposes, including a system of bicycle trails along the Fox River and east and west to DuPage and DeKalb Counties. The Forest Preserve District has three forest preserve properties and one multi-purpose regional trail in Carpentersville: Carpentersville Dam Forest Preserve, Fox River Shores Forest Preserve, Raceway Woods Forest Preserve (in partnership with Dundee Township and Dundee Township Park District) and the Fox River Trail. The Fox River Trail runs between Aurora and Algonquin. The three forest preserves in Carpentersville total 323.4 acres.

The District is currently renovating Carpentersville Dam into a recreational area with observation decks, trails, canoe launches and picnic areas. The Village should provide support and technical assistance to the Forest Preserve District for any improvements or enhancements to their properties and facilities.

Several large tracts of land located between IL Route 31 and the Fox River will be developed in the future. As development proposals are prepared, the Village should encourage the Forest Preserve District to secure property within the floodplain along the Fox River for the purposes of preserving public access to the Fox River. Since

development in a floodplain is not permissible, dedication of these areas to the Forest Preserve District will relieve the developer of maintenance obligations and provide any development with a priceless amenity.

Dundee Township Park District

The mission statement of the Dundee Township Park District is that the District is committed to providing quality park areas, facilities and services for the present and future benefit and enjoyment of its entire community. The Village should maintain its support for the Dundee Park District and assist the District in maintaining a park system that maximizes recreational opportunities within the community.

The Park District currently has 25 park sites and facilities in the Village of Carpentersville totaling 246.6 acres. The Village should continue to assist the Dundee Park District with the acquisition of new park sites through the park dedication ordinance and ensure that existing and future parks and open space are designed to maximize their utility and usefulness to residents in terms of meeting the demand for programmable recreation space, athletic facilities, and other desirable amenities. In addition, the Village should continually monitor opportunities for the acquisition of property for the development of tot lots and smaller parks in some of the under served residential areas

of the Village, particularly on the east side, which were developed prior to park dedication requirements.

The Dundee Township Park District and School District 300 have reciprocal agreements regarding the use of facilities such as gymnasiums, golf courses, indoor pools, etc. The Park District also paid to have larger gymnasiums constructed at Liberty School in Carpentersville and Algonquin Lakes School. The Park District use these gyms extensively for its athletic programs. The Village should promote the continued cooperation between the Village, Dundee Township Park District, and the School Districts in the provision of recreational facilities and other public services that minimize duplication as a benefit to the taxpayers of the Village.

Village Parks

The Village provides the community with public parks that provide areas for both leisure experiences and active play. The Village's parks are Carpenter's Park, Keith Andres Park, Jack Hill Park, McNamee Park, and Triangle Park. These parks are generally located in the older residential areas of the Village near the Old Town area. As the Old Town area is redeveloped, these Village-owned parks should be enhanced to serve as anchors and destination points within the area.

Detention Areas

There are numerous detention and retention areas within the Village that have been created to aid in the Village's stormwater management. Many of these areas are well maintained and have been improved to resemble a park or natural setting. The Village should encourage best management practices within all stormwater management areas and encourage a natural appearance with abundant natural plantings and wildflowers as opposed to rip-rap and manicured turf grass.

Wooded Areas

Several mature woodlands and tree lines are located throughout the Village on both developed and undeveloped land. In most instances, the wooded areas are owned by public agencies such as the Forest Preserve District of Kane County and are protected from development. However, there are some wooded areas located in the agricultural areas of the Village that will be threatened by development in the future. The Village should ensure that these areas are preserved and the woods maintained. Where appropriate, clustering and other environmentally sensitive development techniques should be utilized to maintain the forested areas within the Village.

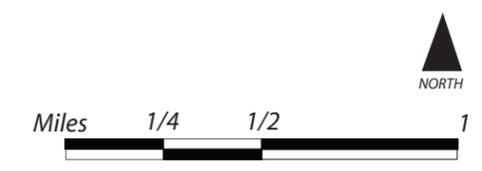
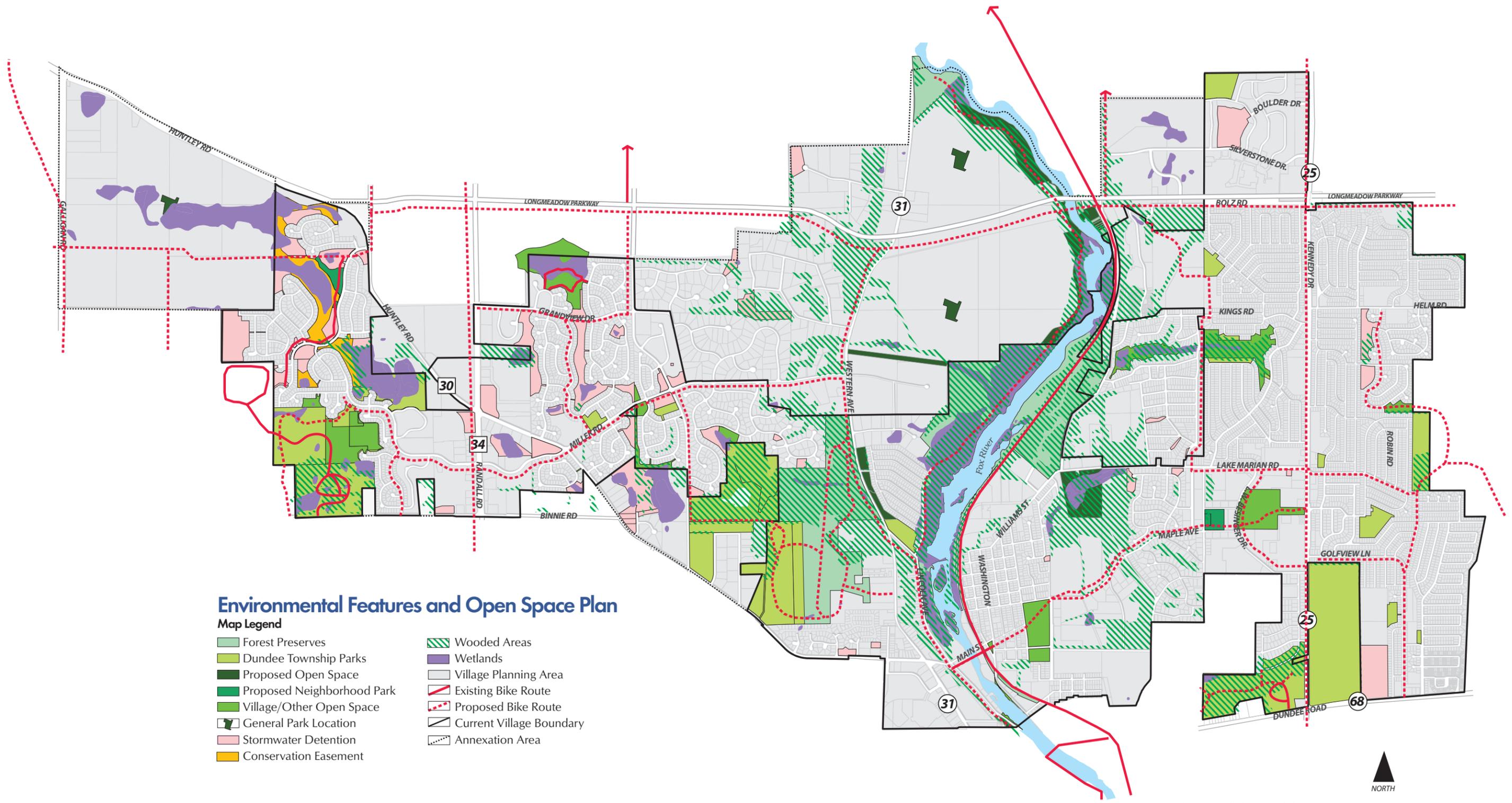
Wetlands

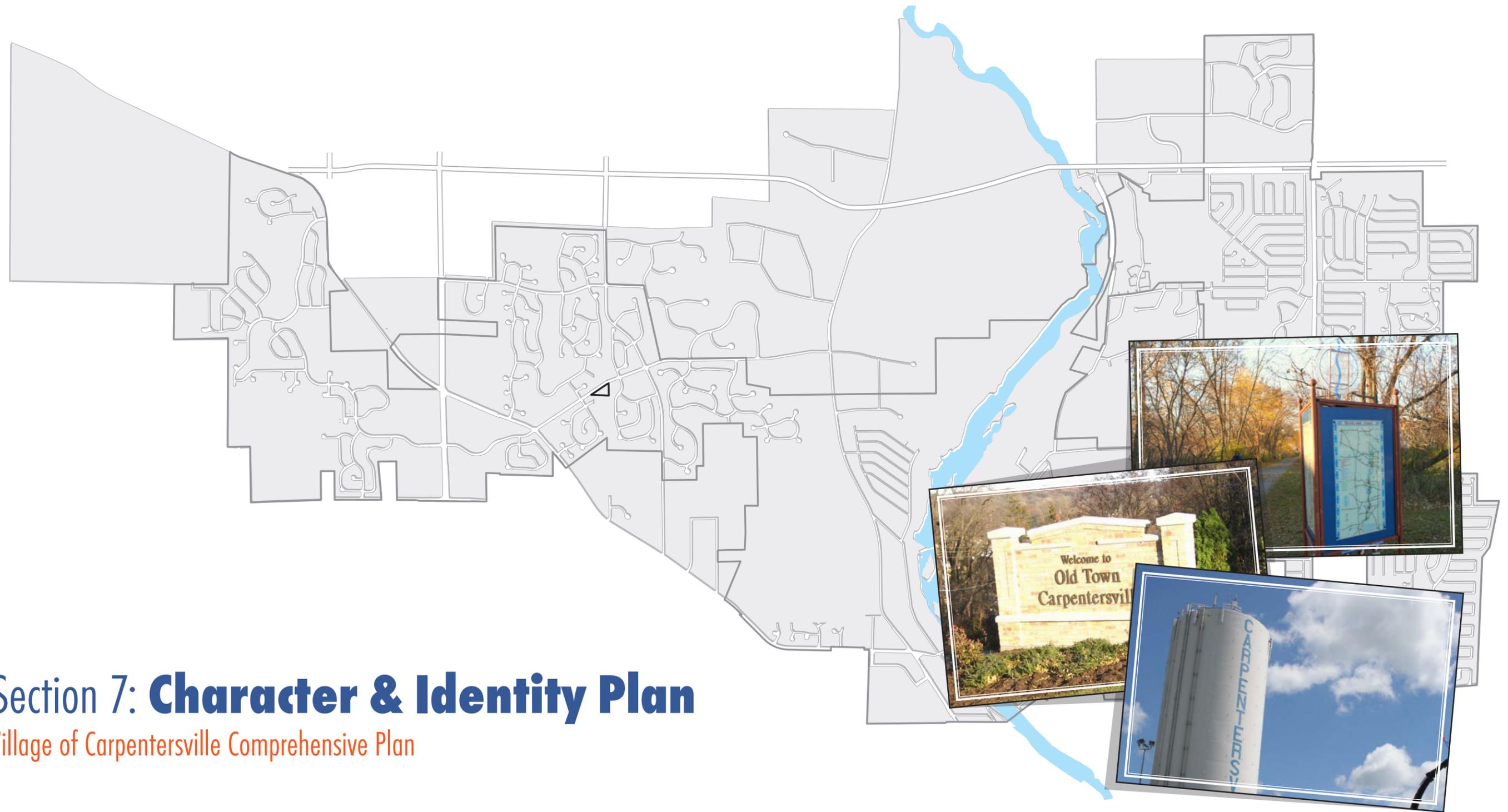
The United States Army Corps of Engineers has jurisdictional authority over wetlands. For those wetlands that the Corps does not recognize (e.g., isolated wetlands), Kane County assumes jurisdictional authority.

Several pockets of wetlands exist throughout the Village, but will impact development the greatest in the northwest areas of the Village and its annexation area. Where possible, all wetlands should be respected and incorporated into each development and the Village's open space system.

The Fox River

The Fox River is one of the most significant environmental features in the Village and ranked as one of the top community assets throughout public outreach exercises. Communities all along the Fox River have, or are working towards, enhancing the Fox River as a community amenity for residents to enjoy. Riverfront parks, pavilions, picnic shelters, and riverwalks are being constructed up and down the Fox River, further enhancing the Fox River Trail. It is recommended that Carpentersville expand public access to the Fox River as adjoining properties are developed or redeveloped through easements, property acquisition, or dedications and enhance these properties with paths, trails, shelters, lookouts, pavilions and other public amenities.





Section 7: **Character & Identity Plan**

Village of Carpentersville Comprehensive Plan

Section 7: Character & Identity Plan

Several factors work together to make up the overall character, image, and identity of a community, including both public areas and private property. Although the smallest detail of every development should be scrutinized with regard to its appearance and overall impact to community character, there are some larger areas of concerns that should help to focus the Village's efforts. This section highlights some of the key urban design and community character recommendations that should serve as a foundation for future Village beatification efforts.

Old Town

The Old Town Area should be revitalized, redeveloped, and improved as the "heart" of the Carpentersville community. The Old Town Area should provide an exciting mix of retail, restaurant, office, residential, and civic uses, all in an attractive pedestrian-friendly environment. The Fox River and a mix of uses can serve as the initial building blocks for an Old Town revitalization effort. Recent rehabilitation and private investment has renewed interest and a commitment to the area. Buildings should be attractive, made of traditional building materials, and located at or near the sidewalk, creating a unique character and experience for the area.

Parking Lot Landscaping

Throughout the Village there are off-street surface parking areas that are very unsightly due to lack of screening and landscaping. All parking lots should have perimeter landscaping that consists of a continuous hedgerow that is maintained at a height of 24"-36". In addition to perimeter screening, shade trees, landscape islands, decorative ground cover, and other landscape elements should be required for the interior areas of all parking lots. Where a landscaped hedgerow perimeter can not be provided, a low masonry wall or decorative wrought iron fencing should be utilized.

Design Guidelines

Design and development guidelines should be adopted by the Village and used to improve the overall quality and appearance of new development. Guidelines can also be established to help improve the sites and the appearance of buildings that are to remain and be rehabilitated. Design and development guidelines should be developed for application of all non-single family residential, commercial, mixed-use, and industrial/business park areas. Guidelines should be applicable to both public areas and private property.

Streetscape Enhancements

The Village's primary corridors should be improved through the implementation of a streetscape enhancement program. Public rights-of-way should be improved with street trees, grass parkways, connecting sidewalks, pedestrian and vehicular scaled lighting, improved pedestrian cross-walks, banners, plantings, street furniture, and other pedestrian amenities. An attractive streetscape can have a tremendous impact on the overall character, image, and identity of a community.

Public Spaces

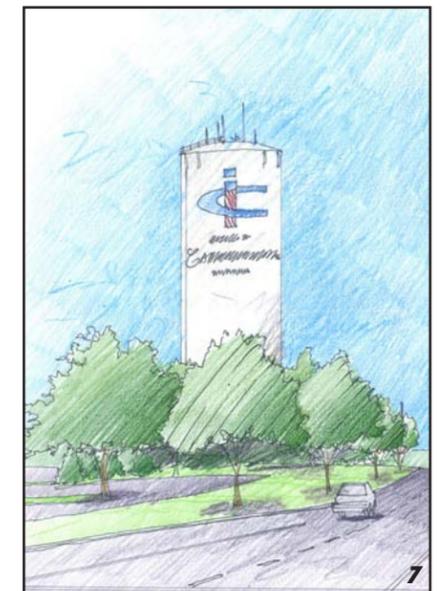
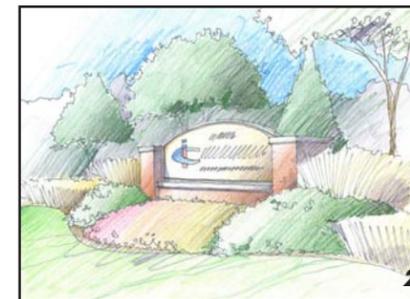
Public spaces or gathering places are important assets of the Village. These spaces should create a sense of place, a feeling of unity and belonging for residents and visitors. Public spaces should be safe and well maintained. Carpenter Park is an open space that has a long history within the Village and it is conveyed in both its design and character. A new "Village Center" should be created on the existing Village Hall property and the Besinger property to the east, as discussed in the Community Facilities Plan. This new Village Center would consist of the an improved Village Hall, a new Police Station, and a Village Green and provide for a public gathering place which could enhance the sense of community for all the residents of the Village.

Fox River & Other Environmental Features

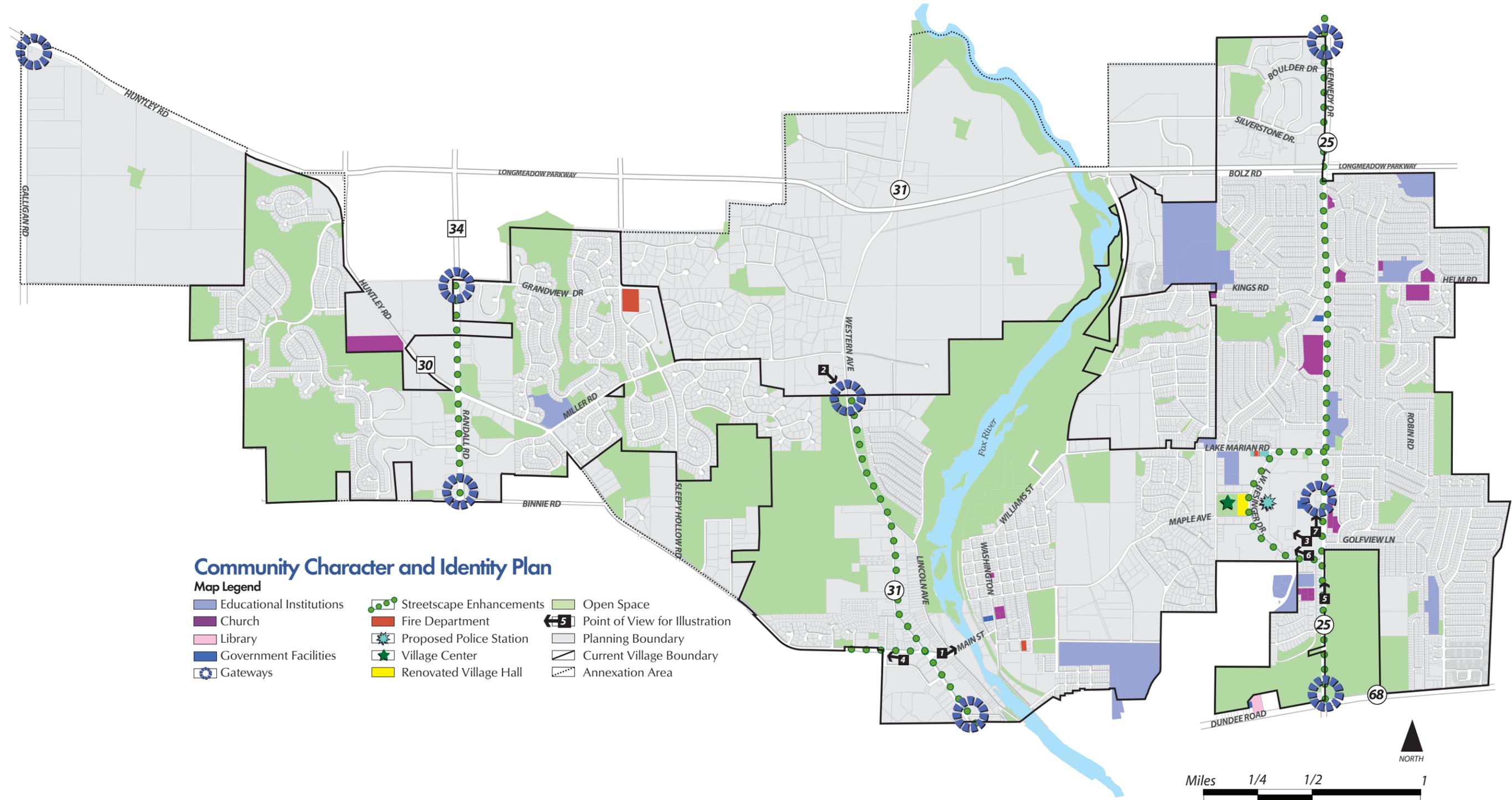
The Fox River is one of the most significant environmental features in the Village. The river should be enhanced along its entire frontage as an asset and amenity for the entire community. The Fox River Trail should be extended along the river throughout the Village, along with public open spaces, scenic overlooks, and pristine environmental areas. The river, along with these other features, should serve as an important character component and be used to distinguish the Village from surrounding communities. The rolling topography and wooded areas of the Village also add tremendously to the overall community character of the Village. The large amount of public open space that is held by the various governmental entities is a great benefit for the community to enjoy. Collectively, enhancing and protecting these amenities should be a priority of the Village.

Gateways

Gateways/Entry features should be located at key points at the Village borders to notify both residents and visitors that they are now entering the Village of Carpentersville. These gateway areas should include attractive monument signage, appropriate lighting, and well-designed and maintained landscaped features such as plantings and seasonal flowers.



1 Outdoor dining areas and plazas should be encouraged throughout the Old Town Area. **2** Attractive gateways/entry features should be strategically located to "announce" arrival into the Village. **3** The Meadowdale Shopping Center should be revitalized/redeveloped with attractive buildings and landscaping. **4** Parkway trees and landscaped medians should be installed where possible along existing streets. **5** A rendering of what IL Route 25 would look like with a landscaped median **6** Existing commercial parking lots should be enhanced with landscape islands and shade trees **7** The stand pipe should be well kept with the Village logo proudly displayed.





Section 8: **Subarea Plans**

Village of Carpentersville Comprehensive Plan

Section 8: Subarea Plans

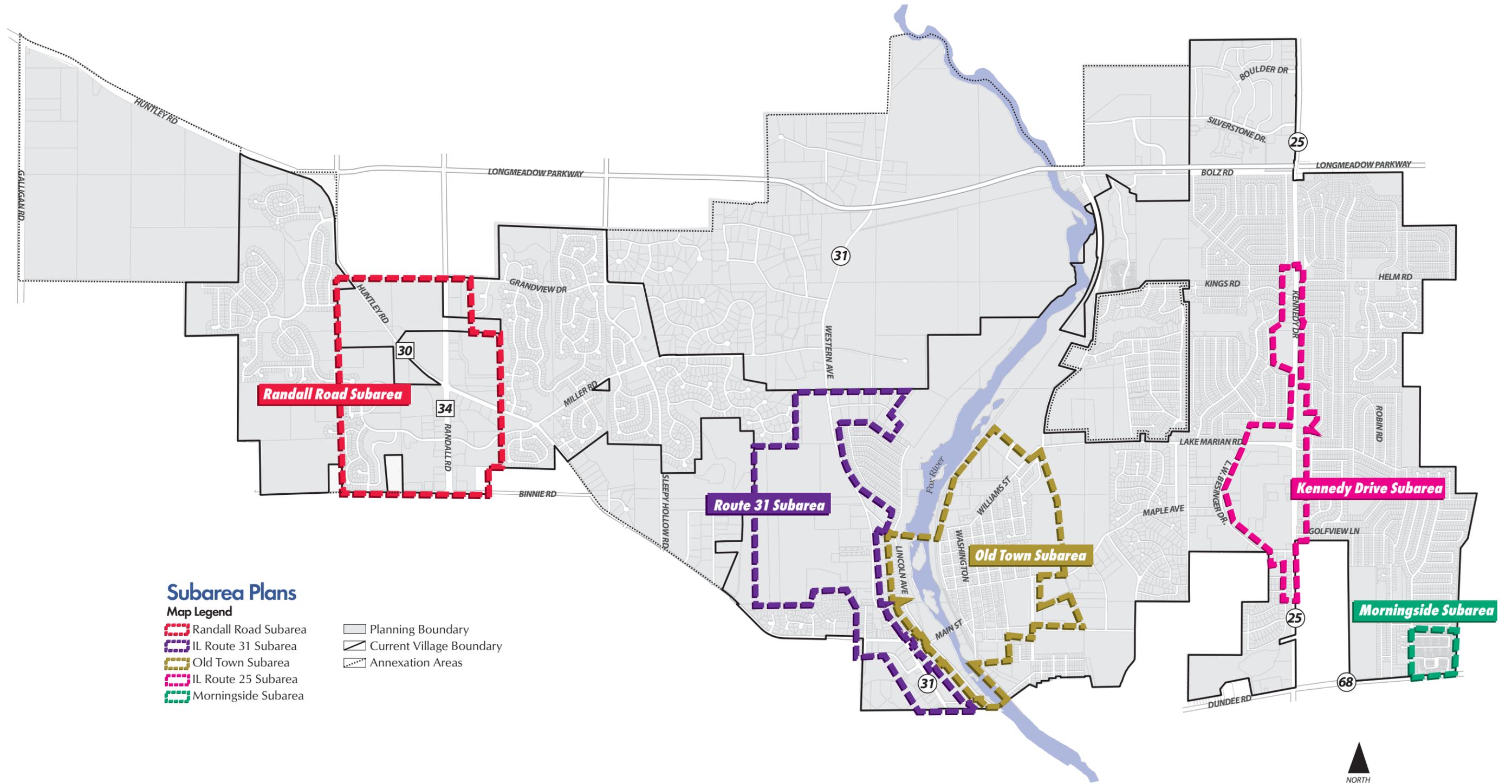
The purpose for examining targeted subareas is to provide more specific recommendations to the Village's key corridors and areas most likely to experience the most significant change and reinvestment because each contains vacant and/or underutilized properties. Each subarea plan presented in this section provides recommendations for opportunity redevelopment sites and recommendations for improvements to commercial sites, parking lot landscaping, curbs and gutters, parkways and/or streetscapes and other overall subarea improvements.

The five Subareas were selected based on their unique character, function, and their redevelopment and/or development potential. Many of the subareas are highly visible to passing motorists, and are primary determinants of how Carpentersville is perceived by residents and visitors alike.

The five subareas listed below are illustrated on the following pages.

- 1. *Randall Road Subarea.*** The Randall Road Subarea includes the areas surrounding Randall Road from Binnie Road to Grandview Drive to the north. The Subarea contains retail uses with local and national retailers', open space, vacant outlots, and agricultural land awaiting development.
- 2. *IL Route 31 Subarea.*** The IL Route 31 (Western Avenue) Subarea consists of a mix of uses including commercial, office/business, and residential. The Subarea includes parcels on both sides of IL Route 31 from the Village of West Dundee (Hillside Street) on the south to Carpentersville's current corporate limits to the north.
- 3. *Old Town Subarea.*** The Old Town Subarea is centered upon the Main Street Bridge and along the Fox River. The Old Town Subarea includes parcels on the east and west sides of the Fox River from Lincoln Avenue west to Carpenter Park.
- 4. *IL Route 25 Subarea.*** The IL Route 25 (Kennedy Drive) Subarea runs from Plainview Road to the south to just north of Helms Road. The Subarea consists of a mix of uses including commercial, residential, and parks.

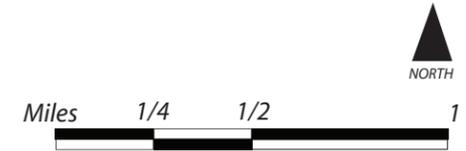
- 5. *Morningside Subarea.*** The Morningside Subarea comprises the residential neighborhood known as Morningside, located north of IL Route 68 and east of Wakefield Drive. The Subarea Plan provides recommendations for improvement in hopes that it can become the vibrant neighborhood it once was.



Subarea Plans

Map Legend

-  Randall Road Subarea
-  IL Route 31 Subarea
-  Old Town Subarea
-  IL Route 25 Subarea
-  Morningside Subarea
-  Planning Boundary
-  Current Village Boundary
-  Annexation Areas



Randall Road Subarea Plan

The Subarea Plan for Randall Road strives to maximize the potential of all remaining vacant outlots and sites along the corridor, and improve the pedestrian experience along the busy road. Not long ago, Randall Road was a little known north-south surface road that provided an excellent way to travel through Chicago's western suburbs. Today, Randall Road has developed into one of the Region's largest concentration of commercial uses. Lifestyle centers, grocery stores, hardware stores and a countless number of restaurants and retailers call Randall Road home between North Aurora and Lake in the Hills.



Vacant Sites
 There are large vacant sites within the Subarea, each currently used for farming. When these sites are developed, they should be developed primarily for commercial uses, with Light Industrial/Business Park uses considered appropriate on deeper parcels with poor visibility and limited frontage. It is important that the Village maximize its ability to attract retail sales dollars in the community, and therefore important that the Randall Road frontage of these sites be reserved for commercial development, with sufficient depth for appropriately contemporary commercial development (between 750 and 1,000 feet deep).

55 Speed of Traffic
 The speed limit along Randall Road is 55 miles per hour. Although there are deceleration lanes, this speed is not conducive with retail development. The Village should work cooperatively with the Kane County Department of Transportation to identify a speed that more appropriately assists the Village in creating a safe shopping destination.

Model Sites
 Platt Hill Nursery, located at the northwest corner of the intersection of Huntley Road and Randall Road, and the Bank of America, Popeye's, and the First Midwest Bank, located on the west side of Randall Road, south of Huntley Road, serve as excellent examples of the quality site development the Village is striving to achieve along Randall Road. Each of these sites has attractive and appropriate architecture, constructed of quality materials and has abundant landscaping. As a special note, the parking lots for Platt Hill Nursery could be the most attractively landscaped parking lot in the entire Chicago Region.

Opportunity Redevelopment Sites

An opportunity site is a site within the Subarea with a strategic location that could serve as a catalyst to redevelopment for other sites. Typically these sites are highly visible, large in size, and vacant or underutilized. Opportunity Sites within the Randall Road Subarea are described below.

1 North of Prairie Meadows Opportunity Site 1 consists of 3 parcels, located north of Prairie Meadows Shopping Center (Dominick's grocery store), at the northeast corner of Huntley Road and Randall Road. The largest of the 3 parcels is a 21 acre site immediately north of Prairie Meadows. The second parcel is an outlot, situated between Site 1 and Randall Road. This parcel is 1.3 acres in size and has 230 feet of frontage on Randall Road. The third parcel is located on the north and is a long linear, heavily wooded parcel. The parcel does contain wetlands, but is 10 acres in size and has 350 feet of frontage along Randall Road. To maximize the development potential of these sites, including maximum exposure to the traffic of Randall Road, the Village should promote and encourage the coordinated unified development of these sites to a commercial development.

2 SWC of Huntley Road and Randall Road A residential use and several accessory buildings from an old farmstead occupy a site at the southwest corner of Huntley Road and Randall Road. Although this site has limited visibility from Randall Road, it is still an excellent location for retail uses. Development of the site will be challenged by sloping topography and dense woods, however, if done appropriately, this attractive environmental setting could contribute to the rural character of the intersection created by Platt Hill Nursery and the large prairie landscaped pond of Prairie Meadows. Access to Menard's from Huntley Road should be encouraged with the development of this site.

Vacant Outlots
 There are still a few vacant outlet parcels remaining within the Menard's and Woodman's development. The Village should promote the availability of these sites and ensure they are developed with uses that will contribute to the overall appeal of the Subarea and the Village.

Parking Lot Landscaping/Improvements Although the corridor was developed under more strict development regulations than other corridors in the Village, the Menard's, Dominick's, and Woodman's, whose parking areas are largest, have too little internal landscaping. In the future, parking areas with more than 10 spaces should have at least 10% of surface area dedicated to landscaping. As these lots are resurfaced, repaired or reconstructed (due to outlot construction or aging), the Village should require additional landscaping to soften the harsh appearance of the large areas of asphalt. In the meantime, the Village should encourage the property owners to install additional perimeter landscaping, and perhaps include landscaping materials to these businesses at the same low-contracted price the Village receives. The Village should recommend adopting parking lot maintenance ordinances.

Streetscape Enhancements Landscaping the parkway is a cheap, easy and effective way to improve an area's overall appearance and to establish perceptions about a place. A typical parkway is often thought of as the grassy area between the sidewalk and the back-of-curb. However, a parkway should be much more than turf grass. It should consist of tall, evenly spaced shade trees, with clusters of ornamental trees and shrubs scattered throughout. Overall, the parkway landscaping along Randall Road leaves much to be desired. However, unlike other corridors in the Village, the Randall Road right-of-way is wide and the parkway is mostly undeveloped, providing an excellent opportunity for the Village to coordinate improvements to the corridor's appearance with Kane County and the adjoining developments.

Although Randall Road is very much a corridor that caters to the automobile, it is still important to provide pedestrian connections from the businesses and residences in the neighborhoods and the rest of the community. Sidewalks should be considered a vital ingredient in any successful shopping area, even for uses where most customers will arrive by automobile. Sidewalks provide a means for residents that cannot drive, or choose not to, to conveniently and safely access stores. The Village should ensure sidewalks are constructed along both sides of Randall Road and connect into adjacent neighborhoods and that bus stop shelters are provided at convenient locations.

Gateways Gateway features play an important role in establishing an identity for the Village of Carpentersville. Gateways serve to welcome visitors and motorists passing by with an attractive entry feature, establishing initial perceptions and opinions of a place. While gateways are recommended along IL Route 31 and IL Route 25 as well, Randall Road receives almost as much traffic as both of these State Routes combined. Averaging over 40,000 vehicle trips per day, the traffic capacity will likely continue to grow as Randall Road continues to develop in Carpentersville and adjacent communities. Therefore, Gateway features along Randall Road may be more effective than gateways at any other location in the Village. Gateway entry features consisting of a low-profile monument sign, attractive landscaping and appropriate lighting should be installed at both the north and south ends of the corridor.

1 The Bank of America is one of a few sites that should serve as a "model" landscaped improvement **2** A vacant site north of the Prairie Meadows Shopping Center is one of the undeveloped parcels in the Subarea **3** Improvements in the rights-of-way would improve the appearance of the area and the identity and image of the Village **4** The parking lot at Platt Hill Nursery is among the best landscaped parking lots in the entire Chicago-land Region **5** An old residential home occupies a site on Huntley Road with tremendous commercial development potential **6** Some of the older parking lots within the Subarea could benefit from additional internal landscaping

IL Route 31 Subarea Plan

The IL Route 31 Subarea primarily encompasses the parcels in the Village that are adjacent to IL Route 31. The Subarea consists of mainly commercial and retail uses. Residential and industrial uses, although less prevalent, are also located within the Subarea. The recommendations of the IL Route 31 Subarea Plan focus on improving the appearance of the Subarea, attracting new and improving existing retail by using Spring Hill Mall as a springboard, bringing Spring Hill Market Place Mall and the Spring Hill Center for Commerce and Industry to full occupancy, and by planning for new residential properties.



1 The old Meadowdale Raceway silo in Raceway Woods has fallen into disrepair and should be restored as a reminder of the area's unique history **2** The Home Depot and Springhill Mall anchor the retail in the Subarea **3** Access to the numerous businesses in residential conversions should be consolidated to improve safety and traffic flow **4** Two attractive multi-family developments demonstrate the appropriateness of that use on narrow parcels of land between IL Route 31 and the Forest Preserve **5** Circuit City has vacated its store in the Spring Hill Market Place, a loss of a significant draw to the center **6** Large outlot buildings limit views to the primary commercial buildings

Raceway Woods
From 1958 to 1969, Raceway Woods was home to Meadowdale International Raceway, then touted as one of the world's greatest racetracks. Today, Raceway Woods is a preserve, managed by the Kane County Forest Preserve District and Dundee Township that has fallen into disrepair. The IL Route 31 entrance is barely noticeable, the silo is crumbling and the track is overgrown. This unique facility, if properly designed, developed, maintained, and promoted represents an opportunity to create a regional destination and improve the image and identity of the Village. The Village should work cooperatively with the Forest Preserve District and Dundee Township to improve and restore this unique part of Carpentersville's history, including an improved entrance, paved parking, directional/way finding signage, and trail linkages into adjacent neighborhoods and the regional trail network.

Spring Hill Center for Commerce & Industry
Spring Hill Center for Commerce and Industry is a well-maintained and attractively landscaped light industrial area located in the northern segment of the Subarea. The Park is nearing full occupancy, but a few vacant parcels remain, two of which are prime locations with frontage onto IL Route 31. New development within the Park should continue the industrial park's quality construction and design and consider the sightlines for heavy truck traffic entering and leaving the Industrial Park. The Village should encourage a street improvement by future developers for an interior linkage of this industrial development to connect with the light industrial business park designated land to the north.

Owner Occupied Single-Family Attached
On the west side of IL Route 31 there are two existing, upscale, owner-occupied single-family attached housing developments. The Village should continue to encourage this development pattern on the west side of IL Route 31, north of Main Street, as commercial development has limited potential, and the large Forest Preserve District holding means these parcels are smaller in size and limit their feasibility for single-family detached development.

Opportunity Redevelopment Sites

An opportunity site is a site within the Subarea with a strategic location that could serve as a catalyst to redevelopment for other sites. Typically these sites are highly visible, large in size, and vacant or underutilized. Opportunity Sites within the IL Route 31 Subarea are described below.

- 1 Spring Hill Market Place** The vacancy left by Circuit City has left the Spring Hill Market Place without a large anchor tenant, however, this may create an opportunity to improve the overall development. Currently, the views to the Market Place are limited due to outlot buildings that are too large for the site. These outlots are likely responsible for the vacant spaces in the main building – which has very limited exposure to traffic on IL Route 31. The outlot tenants should be relocated to the larger building, and the outlot buildings should be demolished and redeveloped into smaller, more appropriately scaled outlot uses such as proposed by Fifth-Third Bank. If these outlots are redeveloped they should be designed to be attractive from all four sides and have cross access (both vehicular and pedestrian) with the larger building.
- 2 NWC of Huntley Road & IL Route 31** In terms of potential to attract customers by exposure alone, the site at the northwest corner of Huntley Road and IL Route 31 is the most underutilized site in the entire Village. Occupying one of the most visible sites in the entire Village is a dentist office, single family home, and liquor store. These uses are less than ideal in such a prominent location within the community. The parcels should be consolidated to form a unified retail redevelopment site with shared parking and access.
- 3 Strip Retail Centers & Vacant Property** Opportunity Site 3 consists of a vacant parcel on the east side of IL Route 31, two strip commercial buildings, and a single family home between the two plazas, and a single-family home on the north end. While the commercial plazas are not high-priority redevelopment candidates, collectively these parcels would provide for large scale redevelopment of over 1,000 feet of IL Route 31 frontage. In the meantime, the Village should prohibit the use of rear space for commercial and residential uses.
- 4 Spring Hill Mall Outlots** North of the Home Depot, at the Spring Hill Mall's signaled access point on Huntley Road are 2 parcels totaling 1.76 acres. The Village should work with the owner of these parcels to promote their availability. Development of these parcels should consist of high quality tenants and high quality construction, similar to other outlot uses that surround the mall.

- Home/Office Conversions** A number of home to office/retail conversions have occurred on the east side of IL Route 31 north of Main Street. While this use is appropriate for the parcels, their access onto IL Route 31 is problematic. Each of these developments uses the pre-existing driveways for access to the businesses. Ideally, these conversions should have consolidated access points for coordinated access onto IL Route 31 and circulation between properties. This would reduce the number of curb cuts along IL Route 31 and improve vehicle and pedestrian safety. The next time major reconstruction occurs along IL Route 31, the Village should develop consolidated access points along the corridor.
- Intersection Improvement** The Lincoln Avenue and IL Route 31 intersection is an odd intersection with restricted turning and limited sightlines that should be improved. The current angle of the intersection is problematic and will become even more of an issue as traffic increases in the area. The change in elevation and the slight turn in IL Route 31 create less than ideal sightlines and the area's topography nearly prevents a 90° angle intersection. The Village should explore all possible alignment options for this intersection and improve the safety with signage and other traffic controls.
- Gateways** Gateway entry features that announce entry into a community contribute to improving an area's identity. If attractive and constructed of high-quality materials, gateways can also improve the Village's image and establish positive perceptions for motorists entering or passing through the Village.
- Streetscape Enhancements** Huntley Road and IL Route 31 should be improved with street trees and landscaping. Streetscape improvements such as this, enhance the appearance of the community.

Spring Hill Mall
Spring Hill Mall is the major retail draw into the Subarea and anchors most of the other commercial tenants. The Village should continue to work with the property managers of Spring Hill Mall and its retail tenants to maintain the mall as a vibrant and vital shopping destination for the area.

Model Sites
The outlot parcels of the Springhill Mall should be considered model examples of the type of commercial development the Village is promoting within the Village. Famous Dave's, Olive Garden, and TGI Friday's are examples of commercial uses that are attractive, well-maintained and have good signage and parking areas. Another model site within the Subarea is Alexis Court, a multi-tenant strip commercial center and stand-alone daycare facility located on the north side of Huntley Road, at Tay River Drive.

Subarea Boundary

Old Town Subarea Plan

The Old Town Subarea has lost so much of its identity and history that most residents questioned where "Downtown Carpentersville" was during community outreach exercises. Obvious or not, the historic shopping district of the Village was along Main Street adjacent to the Fox River.

The mills and historic stores, now occupied by a bicycle shop and tobacco shop, remain as the only history of the commerce that occurred during the Village's infancy. The recommendations of the Old Town Subarea Plan strive to revitalize the heart of the community as a destination. A revitalized place for residents and visitors to gather, shop and enjoy the beauty of the Fox River will assist in improving the Village's image along with providing the Village with an opportunity to expand retail development.

Established Industrial
 With the exception of Ken's Auto, which is unsightly and incompatible with adjacent uses, the industrial uses within the Old Town Subarea are well established and screened. Industrial uses could remain around the periphery of the area on existing sites provided screening is maintained, truck traffic is limited, and the impact on the neighborhood remains minimized. While the existing industrial uses are well screened, the long term plan should be to encourage the relocation of these industrial uses to create open space along the Fox River.

Established Residential
 Many of the homes within the Old Town Subarea are rich in character and features that production buildings have tried to recreate for years. While many communities struggle with the issue of teardowns within their older areas, the Village of Carpentersville should embrace re-investment in the residential areas and promote maintenance, rehabilitation or attractive and appropriate redevelopment within this older residential area of the community.

Screening Improvements
 Ken's Auto and Comcast are two uses within the Old Town Subarea that show little concern for their neighbors. Both users have poor screening and operate with little care about the impacts their operations have on adjacent residential areas. The Village should encourage site improvements to screen their sites and minimize their impacts on the neighborhood should these businesses wish to remain at their current location.

Owner Occupied Single-Family Attached
 Multi-family development is also scattered along Lincoln Avenue, north and south of Main Street. In light of the Village's desire to revitalize the historic Old Town Area, and limited potential for wide-scale redevelopment of single-family, multi-family development is the best use for this location. Parcel consolidation for a larger scale development of owner-occupied units is preferred.

Opportunity Redevelopment Sites

An opportunity site is a site within the Subarea with a strategic location that could serve as a catalyst to redevelopment for other sites. Typically these sites are highly visible, large in size, and vacant or underutilized. Opportunity Sites within the Old Town Subarea are described below.

1 Auto Storage An auto repair shop utilizes the southwest corner of Main Street and the Fox River. This prominent site should be restored for mixed use retail, entertainment and condominiums and should function as a gateway into the Old Town Area.

2 OTTO Parking, Grist Mill, Triangle Park, and Village Property As redevelopment occurs within Old Town, there will be a need for additional building mass. Consideration should be given to converting this area to mixed-uses with a public parking facility that could serve the entire area once there is a need.

3 Fox River Access The Fox River is an important amenity to the community and the Old Town subarea. The Village should work to improve access to the river. Bank stabilization and river front clean-up should also be undertaken where needed. The Village should ensure that the the riverfront is preserved, especially the existing natural areas.

Mixed Use Town Center The historic storefront buildings along Main Street between the Fox River and Washington Street serve as the only indication that this area was once the center of commerce for a very young Carpentersville. These old buildings provide the charm and character to the area, both important ingredients to a successful destination type shopping area. In addition, the large volume of traffic crossing the Main Street Bridge creates an environment desirable to retailers and undesirable for families. The Village should promote the rehabilitation/reuse of the old commercial buildings and promote the redevelopment of retail and entertainment uses along Main Street and mixed use development, including office, commercial service and multi-family residential uses in other areas of the Town Center.

Village Improvements Each time the Village makes a capital improvement to a Village owned site, including new buildings or site amenities, it should set an example and level of expectation. The attractive fire station and salt shed on the west side of the Village for example, indicates to private development that construction should be attractive and of high quality. The screening around this site however, is poor, and chain link fencing with plastic slats should not be considered acceptable. The Village should install a solid board on board fence in addition to landscape screening to improve the appearance of this site and set an example for private improvements.

Intersection Improvements The odd alignment of Carpenter Boulevard and Maple Avenue and Brook Street creates an odd intersection which can confuse motorists. Traffic traveling west does not stop, and no sign informs other motorists of this right-of-way. Additionally, Carpenter Boulevard and Brook Street are misaligned, adding further chaos to the intersection. An all-direction stop should be considered at this intersection to improve safety for motorists and pedestrians.

Model Sites OTTO Engineering's restorations are excellent examples for redevelopment within the Old Town Subarea. As development occurs within older buildings within the Subarea, property owners should look towards the OTTO restoration as a benchmark of the Village's level of expectation for architecture, building materials, lighting, and landscaping.

Owner Occupied Multi-Family In light of the Village's desire to revitalize the historic Old Town Area, and limited potential for wide-scale redevelopment of single-family, row house and single-family attached development is the best uses along Lincoln Avenue proximate to Main Street, and parcel consolidation for a larger scale development of owner-occupied units is preferred.

Fox River The Fox River is an important asset to the Village. The Village should promote the clean-up of the riverfront and bank stabilization.

Subarea Boundary



1 Most of the streets in the Old Town Subarea require new curbs and resurfacing or repair **2** Ken's Auto, located on Williams Street is one of only a few unsightly and incompatible uses within this Subarea **3** The Village should lead by example - this transparent fence does nothing to screen an unattractive maintenance yard from view **4** Several churches and public buildings are scattered throughout the Subarea **5** Carpenter Park is an attractive community park located in the geographic center of the community **6** Several traditional "downtown" buildings already exist within the Historic Old Town Subarea

IL Route 25 Subarea Plan

The IL Route 25 Corridor is one of the Village's most heavily trafficked roads and represents one of the Village's best opportunity for commercial development. The recommendations of the IL Route 25 Subarea Plan strive to improve the appearance of the Corridor, to enhance the image of the Carpentersville, and to promote investment and reinvestment into the commercial areas to strengthen the Village's tax base and improve shopping opportunities for the residents of Carpentersville.



1 Many parking areas in the corridor are in need of interior landscaping, resurfacing and restriping **2** Gaps in sidewalks discourage pedestrian traffic in the Corridor and further disconnects adjacent neighborhoods **3** An unsightly business occupies a high visible site at IL Route 25 and Hazard Road **4** Many parking lots within the Subarea need screening to hide parking areas from motorists and pedestrians **5** The Walgreen's serves as an excellent example of what new development should be like within the Subarea **6** The Carpentersville water tower/stand pipe is an excellent opportunity for a gateway feature to welcome visitors to the area

Access Improvements
At several locations within the corridor, access to adjacent compatible commercial uses are blocked by a fence, curb, and landscaping. Cross access should be encouraged between compatible uses such as retail strip centers. Cross access would improve the safety and efficiency of traffic flow on IL Route 25. Parking areas should be reconfigured and barriers preventing cross access should be removed and a connecting access drive installed, and where possible, and excessive curb cuts eliminated.

Vacant Sites
There are 2 large vacant sites along the corridor, both of which are under unified ownership. The Besinger property, located adjacent to the Meadowdale Shopping Center provides the Village with an excellent opportunity to address some of the recommendations of this Plan, including additional commercial development along IL Route 25, a mixed-use Village Center, with a public use component to also serve as a community gathering place for special events to build community unity.

Opportunity Redevelopment Sites

An opportunity site is a site within the Subarea with a strategic location that could serve as a catalyst to redevelopment for other sites. Typically these sites are highly visible, large in size, and vacant or underutilized. Opportunity Sites within the IL Route 25 Subarea are described below.

- 1 Jewel-Osco.** The Jewel-Osco has left their building at the intersection of Lake Marian Road and IL Route 25. Currently, Fresh Markets is in the process of taking over the space. Re-use by Fresh Markets is to include significant landscape improvements. The Village should encourage significant reinvestment into the building and site, to improve its appearance. Should the site experience full-scale redevelopment, a complete tear down of the building should be promoted, with new development fronting IL Route 25, as opposed to its current orientation towards Lake Marian Road.
- 2 Instant Replay.** The Instant Replay restaurant/bar occupies a prominent intersection along the corridor. If the restaurant is committed to its location for the long term, the building and site should be improved significantly with an attractive appearance from all 4 sides. If the user is not committed to Carpentersville, the Village should promote redevelopment of the site.
- 3 Meadowdale Shopping Center.** The Meadowdale Shopping Center consists of a wide range of tenants mostly accessed and visible from IL Route 25. However, the Carpentersville Flea Market, Living Bread Ministries, L & S Printing, a hair salon and other office/service uses are located in the building's interior, accessed from both the front and rear. The commercial viability of the center is at risk, and its poor layout and condition are affecting its ability to attract and retain businesses. The Village should direct efforts to redevelop the center into a "value oriented" retail core for the region. Redevelopment of the site should include elimination of rear entrances and interior space, and allow larger tenants to expand through the corridors and rear spaces transforming the shopping center into a more conventional design. Covenants for a commercial tenant association should also be developed with the shopping center's redevelopment, regulating permanent and temporary signage, window treatments, entrances, and other aspects that could detract from the overall appearance and appeal of a redeveloped center.
- 4 Fruteria Grocery Store.** An unsightly building occupies the northeast corner of Hazard Road and IL Route 25, a highly visible intersection. Full scale redevelopment of the site should be promoted, and electrical transformers/infrastructure should be relocated underground to the rear of the site, or screened to provide for a more prominent development.
- 5 La Ilusion Supermercado Center.** The shopping center located north of King's Road, anchored by La Ilusion provides necessary convenience commercial uses for nearby residents. However the building impedes sightlines and its parking lot is poorly designed. While redevelopment of this site should not be a Village priority, unsolicited redevelopment/rehabilitation should be welcomed by the Village.

Parking Lot Landscaping/Improvements Given the corridor's development prior to strict development regulations, much of the parking lots within the corridor are without landscaping. Perimeter landscaping should be encouraged to adequately screen all parking areas, and assist in reducing glare onto IL Route 25, and noise into residential areas. Furthermore, as lots within the Subarea are resurfaced, interior landscaping should be provided (i.e. landscaped islands) at a ratio of 400 square feet for every 20 parking spaces (1 island for every 10 spaces).

Streetscape Enhancements The parkway is the area of land that exists between the back of curb and the adjacent property line. Typically the Parkway landscaping consists of turf grass and shade trees. Throughout much of the IL Route 25 Corridor, the parkway consists of only turf grass. This is most noticeable north of Robin Road, where the St. Monica's property is in full view to all motorists. The Village should implement a parkway landscaping program and plant shade trees within the parkway along both sides of the IL Route 25 at evenly spaced intervals. Sidewalks are lacking throughout much of the IL Route 25 Corridor. The auto-oriented corridor almost entirely neglects the pedestrian. In general, much of the shopping areas provide little pedestrian access.

Sidewalks are a vital component for shopping areas, providing a means for pedestrians such as seniors who are unable to drive, and nearby families to conveniently and safely access stores. The Village should ensure sidewalks are constructed along both sides of IL Route 25 and connected into adjacent neighborhoods. As the vacant Besinger property is developed some of the open space should be preserved. The trail shown on the Subarea Plan should connect IL Route 25 to the Old Town area.

Screening & Buffering When possible, neighborhoods should be protected from noise and light from adjacent incompatible uses, such as the traffic along IL Route 25. The responsibility should not be borne solely by the property owners. The Village should work with IDOT to install trees and landscaping within the right-of-way to improve the overall appearance and protect adjacent residential areas and encourage a uniform solid fence that could be installed by residents or neighborhoods. In addition, all dumpsters should be screened/enclosed.

Gateways Gateways play an important role in establishing an identity and place for the Village of Carpentersville. They welcome motorists and pedestrians to the Village with attractive signage, lighting and landscaping. Given the priority of the Village to improve its image, gateway entry features should be considered. The Village's water tower/stand pipe near the intersection of IL Route 25 and Besinger Drive is visible from far beyond the Village's boundaries and serves as a beacon for motorists traveling along IL Route 25. Because of its visibility and prominence, the Village should ensure the tower is well kept, painted, and utilized as a gateway.

Screening Improvements
Many of the businesses within the corridor can be considered unattractive or unsightly, particularly when viewed from the side or rear. This is of paramount importance for outlet commercial uses such as Instant Replay and Lukes, where all 4 sides of the buildings are in plain view. Several buildings within the Subarea also have no mechanical screening, with HVAC and vents on rooftops clearly visible in plain sight. The Village should encourage façade and appearance improvements, including parapet walls and rooftop screening, for businesses identified on the figure.

Model Sites
The Shell, McDonald's and Walgreens on IL Route 25 should be considered model examples of the type of commercial development the Village is promoting along the Corridor. Each of these sites and buildings are attractive, constructed of high-quality durable materials, the access and on-site circulation move vehicles safely and efficiently, and the foundation, perimeter, parkway, and parking lot landscaping are excellent.

Morningside Subarea Plan

The Morningside neighborhood was developed in 1971. Buildings along Berkshire Circle were constructed in 1970, and those along Wakefield Drive were constructed between 1966-1974. Over time, the area has deteriorated, and today is considered Carpentersville's most dense and problematic area. At only 25 acres in size, the development contains 325 dwelling units, calculating to a density of 13 DU/Acre, comparable to a multi-story apartment building. The Morningside Subarea Plan strives to address parking issues, reduce density, increase dwelling unit size, increase home values, reduce crime and restore neighborhood pride.

Parking On-street parking should be limited to one side of the street and overnight parking on the street should be permitted. New parking areas for residents should be developed and strategically located throughout the neighborhood. These new parking areas should provide two spaces per dwelling unit, with spaces for guests provided on the street or in designated guest parking lots. Developing new areas will require the assembly and purchase of buildings within the neighborhood, which would be demolished and replaced with attractively landscaped parking areas. Parking in centralized areas is needed to accommodate such high densities. Attempting to handle parking for multi-family densities in a single-family format is not recommended.

One-Way Streets
 Consideration should be given to converting Morningside Circle, Morningside Lane, and Berkshire Lane, as they pass through Morningside into one-way streets. The streets are currently 25' wide, which is wide enough to accommodate 1 lane of traffic and parked vehicles on one side of the street. Berkshire Circle should be the entrance into Morningside (one-way east), with Berkshire Circle providing the exit (one-way west).

General Recommendations

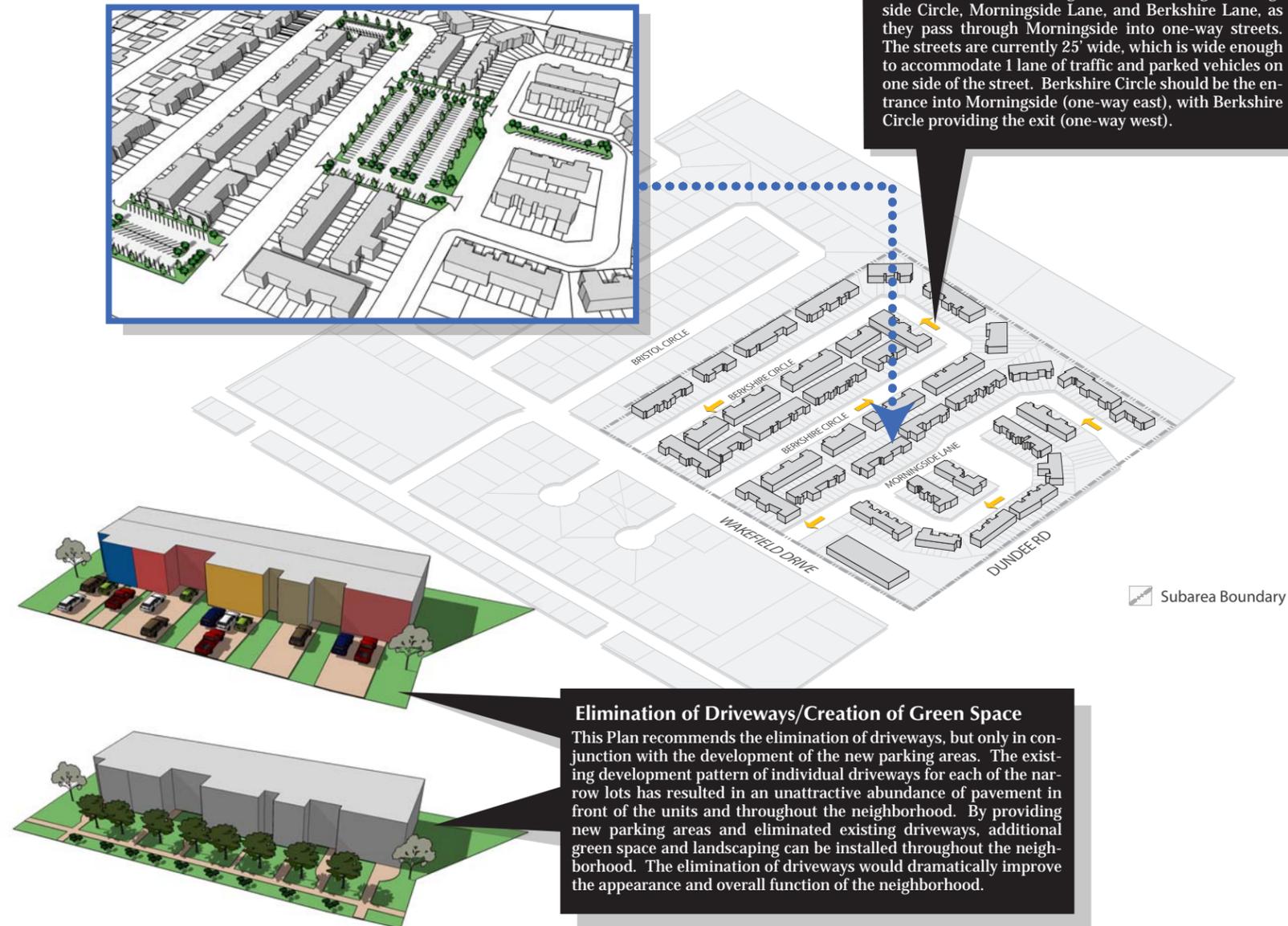
Overall Density Reduction The overall density of the Morningside Neighborhood is approximately 13 dwelling units per acre. A goal of the Plan is to reduce the density to a more appropriate level, somewhere between 6-8 dwelling units per acres. Accomplishing this task would result in a drop in units from the current 325 to a range of 150-200 units. The combination of reduced units, increased off-street parking, increased green space, and one-way traffic will dramatically improve the appearance, viability, and sustainability of the neighborhood.

Overcrowding Given the number of vehicles that are often parked in front of the units, it seems that many of the individual units are being occupied by more persons than intended or allowed by Village Code. Overcrowding is a life safety issue and a fire safety concern. It overburdens Village services, results in too many cars in an area, and generally leads to the overall decline of the physical appearance and functionality of an area.

Homeowners Association A Homeowners Association should be formed to promote self-enforcement of uniformity and reduced density.



1 Some units have parking for 3 cars, however there is still a parking shortage in the neighborhood - an indication of overcrowding **2** An attractive unit that has recently experienced repair and rehabilitation **3** A large vacant island could provide an opportunity for off-street parking **4** Boarded up windows is a common site in this neighborhood **5** Over the years residents have used different colors and materials to maintain and repair their units, resulting in an unattractive mosaic of colors and styles **6** Large, mature trees flank nearly every building in Morningside, however large spans of concrete driveways create a harsh desolate urban feeling for the neighborhood



Aerial Photograph of Existing Morningside Neighborhood





Section 9: **Implementation**

Village of Carpentersville Comprehensive Plan

Section 9: Implementation

The Comprehensive Plan sets forth an agreed-upon “road map” for growth and development within the Village of Carpentersville over the next ten to fifteen years. It is the product of considerable effort on the part of the Village Board, the Planning and Zoning Commission, Village staff, and Carpentersville residents.

However, in many ways the planning process in Carpentersville has just begun. Completion of the updated Comprehensive Plan is only the first step, not the last.

This section briefly highlights several next steps that should be undertaken to begin the process of plan implementation. These include:

1. Adopt and use the Comprehensive Plan on a day-to-day basis;
2. Review and update the Zoning Ordinance and other development controls;
3. Develop and utilize a regular Capital Improvements Program (CIP);
4. Promote cooperation and participation among various agencies, organizations, community groups and individuals;
5. Prepare an implementation “action agenda;”

6. Explore possible funding sources and implementation techniques;
7. Enhance public communication; and,
8. Update the Comprehensive Plan on a regular basis.

Adopt and Use the Plan on a Day-to-Day Basis

The Comprehensive Plan should become Carpentersville’s official policy guide for improvements and development or redevelopment projects within the community. It is essential that the Plan be adopted by the Village Board and then be used on a regular basis by Village staff, boards, commissions, and committees to review and evaluate all proposals for improvement and development within the community in the years ahead.

Review the Zoning Ordinance and Other Development Codes

Zoning is an important tool in implementing planning policy. It establishes the types of uses to be allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

Adoption of the Comprehensive Plan should be followed by a review and update of the Village’s various development controls including the zoning ordinance, subdivision regulations, and other related codes and ordinances. It is essential that all devel-

opment controls be consistent with and complement the Comprehensive Plan.

The Comprehensive Plan sets forth policies regarding the use of land within the Village and establishes guidelines for the quality, character and intensity of new development to be promoted in the years ahead. The Plan’s policies and guidelines should greatly assist the Village in formulating new zoning and development code regulations that can better reflect the unique needs and aspirations of the Carpentersville community.

Capital Improvements Program

Another tool for implementing the Comprehensive Plan is the Capital Improvement Program. It establishes schedules and priorities for all public improvement projects within a five-year period. The Village first prepares a list of all public improvements that will be required in the next five years. Then all projects are reviewed, priorities assigned, cost estimates prepared, and potential funding sources identified.

The Capital Improvements Program typically schedules the implementation of a range of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing utilities and infrastructure facilities, including the water system, sanitary sewers, storm wa-

ter facilities, the street system, and streetscape enhancements. Expansion, construction, or improvement for the Village Hall, police station facilities, and public works facilities would also be included in the Capital Improvements Program.

Carpentersville’s financial resources will always be limited and public dollars must be spent wisely. The Capital Improvements Program would allow the Village of Carpentersville to provide the most desirable public improvements, yet stay within budget constraints.

Promote Cooperation and Participation

The Village of Carpentersville should assume the leadership role in implementing the Comprehensive Plan. In addition to carrying out the administrative actions and many of the public improvement projects called for in the Plan, the Village may choose to develop and administer a variety of programs for local residents, businesses and property owners.

However, in order for the Comprehensive Plan to be successful, it must be based on a strong partnership between the Village, other public agencies, various neighborhood groups and organizations, the local business community, and the private sector.

The Village should be the leader in promoting the cooperation and collaboration needed to implement the Comprehensive Plan. The Village’s “partners” should include:

- Other governmental and service districts, such as the school districts, the fire protection districts, Dundee Township and its Park and Library Districts, Kane County, the private utility companies, the Illinois Department of Transportation (IDOT), the Forest Preserve District, etc;
- Regional and local institutions, such as the Chamber of Commerce and various churches and religious organizations;
- Local banks and financial institutions, which can provide assistance in upgrading existing properties, facilitating desirable new development and packaging assistance programs for residents and businesses;
- Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and,
- The Carpentersville community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should

be given the opportunity to voice their opinions on improvement and development decisions within the community.

Prepare an Implementation Action Agenda

The Village should prepare an implementation “action agenda” which highlights the improvement and development projects and activities to be undertaken during the next few years. For example, the “action agenda” might consist of:

- A detailed description of the projects and activities to be undertaken;
- The priority of each project or activity, including a suggested date of completion;
- An indication of the public and private sector responsibilities for initiating and participating in each activity; and,
- A suggestion of the funding sources and assistance programs that might potentially be available for implementing each project or activity.

In order to remain current, the “action agenda” should be updated once a year.

Explore Funding Sources and Implementation Techniques

While many of the projects and improvements called for in the Comprehensive Plan can be implemented through administrative and policy decisions or can be funded through normal municipal programs, other projects may require special technical and/or financial assistance.

The Village should continue to explore and consider the wide range of local, county, state and federal resources and programs that may be available to assist in the implementation of the Plan's recommendations.

Enhance Public Communication

The Village should prepare a brief summary version of the Comprehensive Plan and distribute it widely throughout the community. It is important that all local residents, businesses and property owners be familiar with the Plan's major recommendations and its "vision" for the future.

The Village should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Village might prepare a new informational brochure on how to apply for zoning, building, subdivision and other development-oriented permits and approvals. It might also consider special newsletters or Web page features that

focus on frequently raised questions and concerns regarding planning and development.

Update the Plan on a Regular Basis

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

The Village should regularly undertake a systematic review of the Plan. Although an annual review is desirable, the Village should initiate review of the Plan at least every two to three years. Ideally, this review should coincide with the preparation of the annual budget and capital improvement program. In this manner, recommendations or changes relating to capital improvements or other funded programs can be considered as part of the upcoming commitments for the fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

The Village should:

- Make available copies of the Plan document for public purchase;
- Provide assistance to the public in explaining the Plan and its relationship to private and public develop-

ment projects and other proposals, as appropriate;

- Assist the Village Board in the day-to-day administration, interpretation and application of the Plan;
- Maintain a list of current possible amendments, issues or needs which may be a subject of change, addition or deletion from the Comprehensive Plan; and,
- Coordinate with, and assist the Planning and Zoning Commission and Village Board in the Plan amendment process.