



# VILLAGE OF CARPENTERSVILLE **OLD TOWN PLAN**

JUNE 24, 2012



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## Funding Acknowledgement

The Village of Carpentersville and CMAP would like to thank the U.S. Department of Housing and Urban Development (HUD) for funding the development and production of this document. This project is funded through HUD's Sustainable Communities Regional Planning grant, which supports CMAP's Local Technical Assistance (LTA) program.



# Introduction

The Old Town area of the Village of Carpentersville is the historic center of the community. With excellent access to the scenic Fox River, a walkable land use pattern, and attractive historic architecture, it has considerable potential to thrive. This document, the Village of Carpentersville's Old Town Plan, defines the vision of what the community wants the Old Town area to become and the steps needed to meet that vision.

The need for the Old Town Plan was identified in the Village of Carpentersville's Comprehensive Plan, adopted in 2007. According to the Comprehensive 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." By focusing on Old Town, one of the five key subareas of Carpentersville identified in the Comprehensive Plan, the Village hopes that this specific Old Town Plan will become a catalyst to spur and guide new development in the Old Town area.

The Old Town Plan serves as a guide for elected and appointed officials, Village staff, residents, business owners, and potential investors, allowing them to make informed administrative and implementation decisions that affect land use, community development, transportation, infrastructure, and capital improvements within Old Town. The Old Town Plan should also be considered flexible, to adapt with changing conditions. The Plan's highest priorities are to build a lively center for the Carpentersville community utilizing the tremendous assets of Old Town.

## Old Town Location and History

Carpentersville is located in Kane County with access to the I-90 Jane Addams Memorial Tollway with three interchanges at Route 25, Route 31 and Randall Road. Carpentersville is approximately 40 miles from Chicago and 25 miles from O'Hare International Airport, as shown in Figure 1. The Old Town area is located in the heart of Carpentersville, straddling the intersection of Main Street and the Fox River. The study area generally follows the boundary for the Old Town area as depicted in the Village's Comprehensive Plan

Founded in 1837 by Charles and Daniel Carpenter, Carpentersville got its start as an industrial riverfront community. The earliest industry in Carpentersville was the Atlantic Flour Mill which opened in 1845-46 and was soon followed by a mill, sash, door, and blind factory and the Carpentersville Machine Shop. In 1851, Julius Angelo Carpenter built the first bridge across the river and induced the Chicago and Northwestern Railroad to extend the line from East Dundee to Carpentersville. The Illinois Iron and Bolt Company was established about 1870, and the Star Manufacturing Company, which manufactured agricultural implements, opened in 1873. The factories lining the Fox River and the railroad were built in various architectural styles, from Renaissance Revival through Queen Anne, and used local Dundee brick, which has a warm yellow hue.

Complementing the industry, the Carpenter Store, a general mercantile and grocery store opened up to serve the growing neighborhoods nearby, and a school was established. The earliest homes were simple residences, many of which were elaborately remodeled in the 1880s and 1890s. Later on, the Village hall and post office were constructed nearby.

Figure 1: Regional Location and Old Town Location

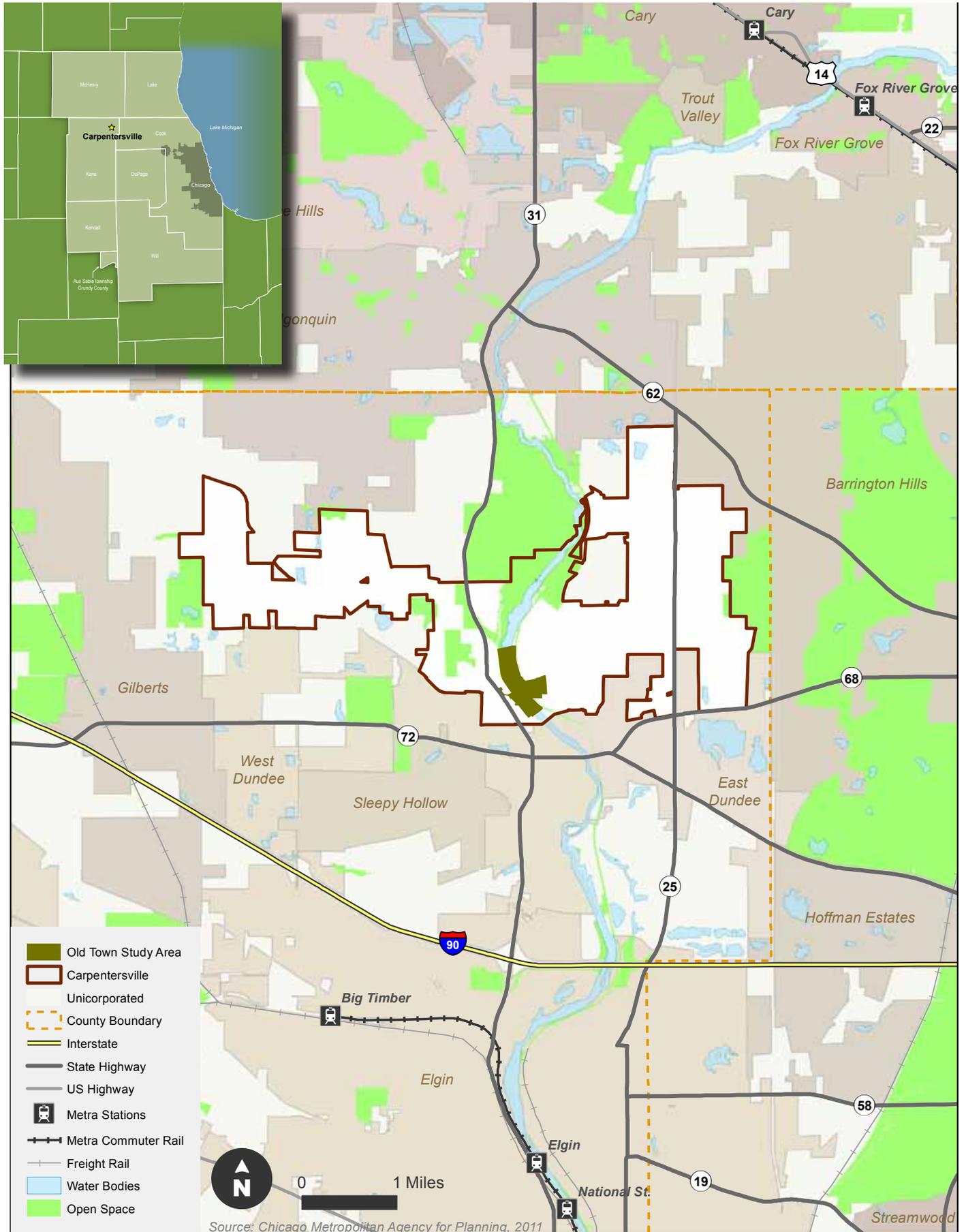


Figure 2: Old Town Study Area



**Please Note:** Although the Parkway Bank property at the northeast corner of IL Route 31 and Main Street is included in the study area within the Existing Conditions Report, because there are no specific recommendations or land use changes for this site, it is no longer included in the Old Town Plan study area.

**Please Note:** Along the east side of the river, at the south end of the study area, the boundary was extended south to Illinois Street to include industrial properties that were not shown in the original Existing Conditions Report.



Old Town was the center of the Village for many years. It wasn't until the 1960s, when residential development headed east, that the center of the Village began to shift. The manufacturing industry faced disinvestment and many of the buildings fell into disrepair. However, in 1968, Otto Engineering, Inc. purchased its first building in Old Town, beginning a chain of reinvestment in the historic structures. Today, Otto Engineering, Inc. operates out of several of the original industrial buildings and has restored them to beautiful condition.

As more private investment is made into rehabilitating the late 19th century manufacturing buildings, there is excitement and discussion about what the Old Town area can become. Many feel it can be reestablished as the Village's downtown. Public investment has been made with the reconstruction of the Main Street Bridge that crosses the river, new water and sewer lines along Main Street, and a traffic study to understand current and future transportation needs.

## Structure of the Old Town Plan

The Plan — representing approximately nine months of research, analysis, and public outreach activities — is organized in the following sections:

- Chapter 1: Challenges and Opportunities in the Current Old Town
- Chapter 2: Vision and Guiding Principles
- Chapter 3: Preliminary Concepts
- Chapter 4: Old Town Plan
- Chapter 5: Implementation Strategies
- Appendix A: Community Outreach Summary
- Appendix B: Existing Conditions Report
- Appendix C: Previous Engineering Studies Summary

## Planning Process

A primary goal of the Old Town Plan was to engage the community in developing a shared vision for the area. The community engagement process included meeting with Village officials and staff, holding confidential interviews with key leaders and business owners in Old Town, using interactive online tools, and conducting public meetings to ascertain ideas from the wider community in Carpentersville. To provide additional input and innovative ideas for the Old Town Plan, a charrette with regional planning and architecture professionals was held. This entire process was guided by the input of the Planning and Zoning Commission, and a more detailed summary is contained in Appendix A.

The Plan is created based upon public input that was obtained through various outreach activities. The full details of the community outreach approach can be found in Appendix A: Summary of Community Outreach and also in Appendix B: Existing Conditions Report, and include the following key activities.

- Village Board of Trustees meetings
- Planning and Zoning Commission meetings
- Business Development Commission meeting
- Stakeholder interviews
- Public visioning workshop
- Professional planners charrette
- MetroQuest (interactive online engagement)
- Public open house
- Presentation to Planning and Zoning Commission
- Public hearing held by PandZ Commission

Figure 3: Planning Process

STEP	TASK	SCHEDULE	KEY OUTCOMES
<b>1</b>	<b>PROJECT INITIATION</b>	SEPTEMBER 2011	<ul style="list-style-type: none"> <li>• Project Understanding</li> <li>• Director Meeting</li> <li>• Village Board Meeting</li> </ul>
<b>2</b>	<b>STAKEHOLDER INTERVIEWS</b>	OCTOBER	<ul style="list-style-type: none"> <li>• Key Person Interviews/Focus Groups</li> <li>• Business Development Commission Meeting</li> <li>• Village Board Meeting</li> <li>• Planning and Zoning Commission Meeting</li> </ul>
<b>3</b>	<b>EXISTING CONDITIONS ANALYSIS</b>	SEPTEMBER - NOVEMBER	<ul style="list-style-type: none"> <li>• Creation of Existing Conditions</li> <li>• Preparation for Public and Planners Charrettes</li> </ul>
<b>4</b>	<b>PUBLIC CHARRETTES</b>	NOVEMBER - DECEMBER	<ul style="list-style-type: none"> <li>• Public Visioning Charrette (November 3)</li> <li>• Professional Planners Charrette (November 16)</li> <li>• Presentation of Existing Conditions and Charrette to Village Board (December 6)</li> </ul>
<b>5</b>	<b>DRAFT PLAN</b>	DECEMBER - MAY 2012	<ul style="list-style-type: none"> <li>• Preparation of Draft Plans and Recommendations</li> <li>• Presentation of Four Concepts to public at Open House</li> <li>• Staff Review of Draft Old Town Plan</li> <li>• Presentation of Draft Plan to P and Z Commission</li> </ul>
<b>6</b>	<b>REVIEW AND FINAL PLAN ADOPTION</b>	JUNE-JULY 2012	<ul style="list-style-type: none"> <li>• P and Z Commission Review and Public Hearing</li> <li>• Village Board Review and Formal Adoption</li> </ul>



# Chapter 1:

# Challenges and Opportunities in the Current Old Town

As part of the Old Town plan, a review of the existing conditions and a public engagement process was necessary to understand the strengths and opportunities of the area. The following includes a summary of the strengths, opportunities, issues, and challenges found in Old Town. A more in-depth analysis of the demographic profile, economic assessment, existing land uses, transportation, and natural environment conditions is contained in Appendix B.

## Overview of Existing Conditions

To set the stage for the plan's recommendations and implementation strategies this section includes an overview of the existing conditions in the study area.

The graphics on the following pages illustrate the current conditions for each of the following:

- Environmental Conditions
- Transportation
- Historic Buildings
- Land Use
- Property Ownership
- Zoning
- Image and Identity

Figure 4: Environmental Conditions

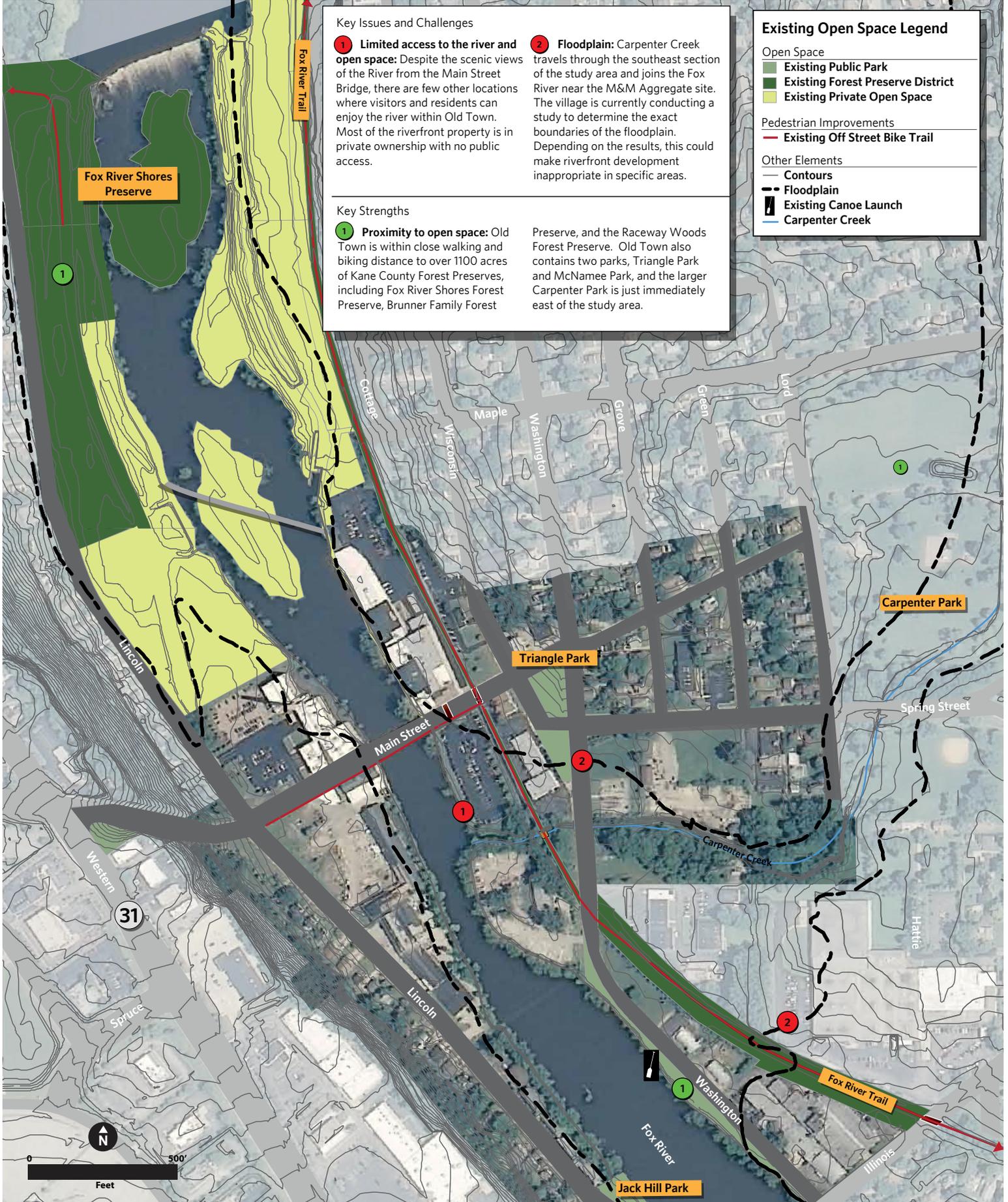


Figure 5: Transportation Conditions



Figure 6: Historic Buildings in Old Town

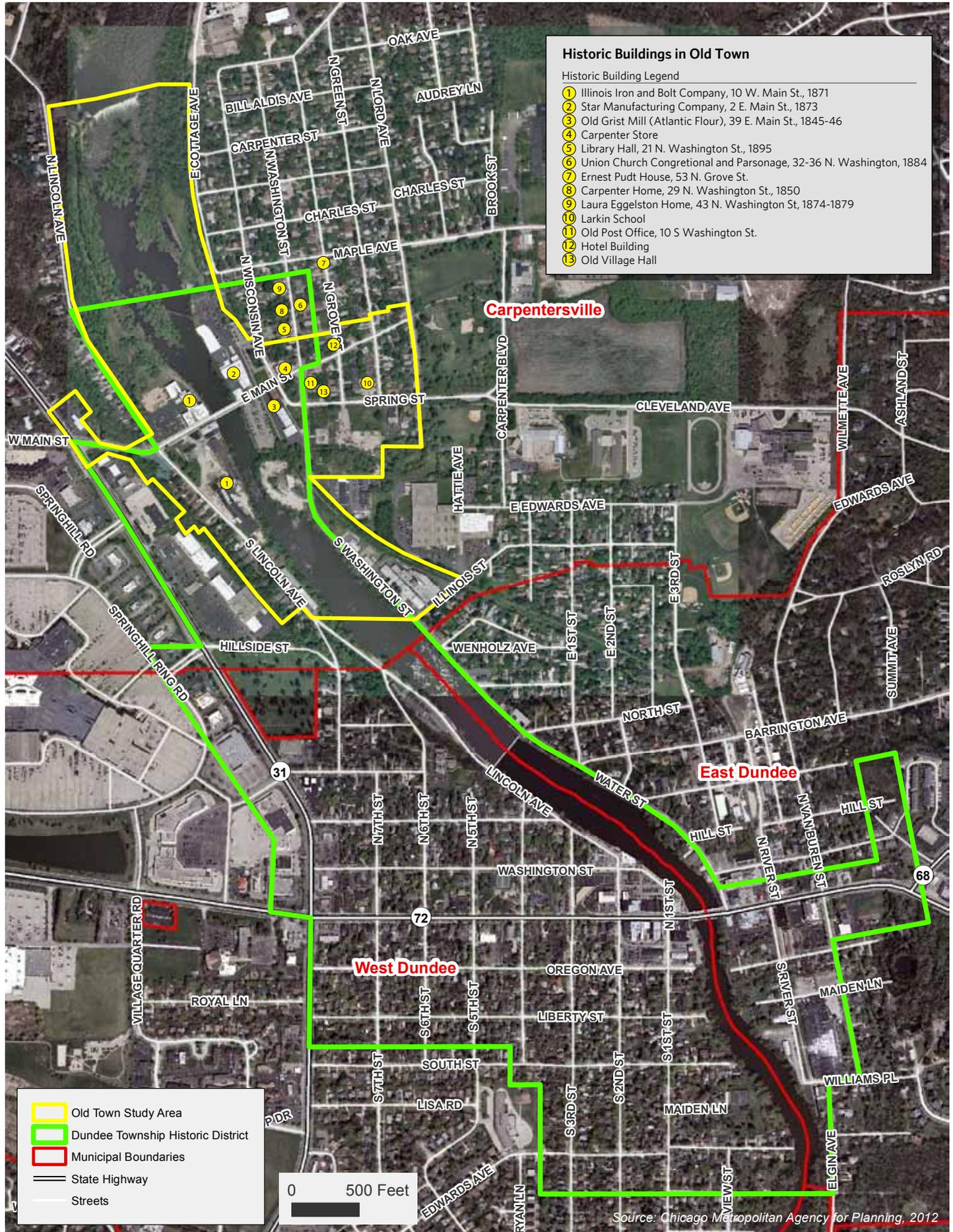


Figure 7: Existing Land Use

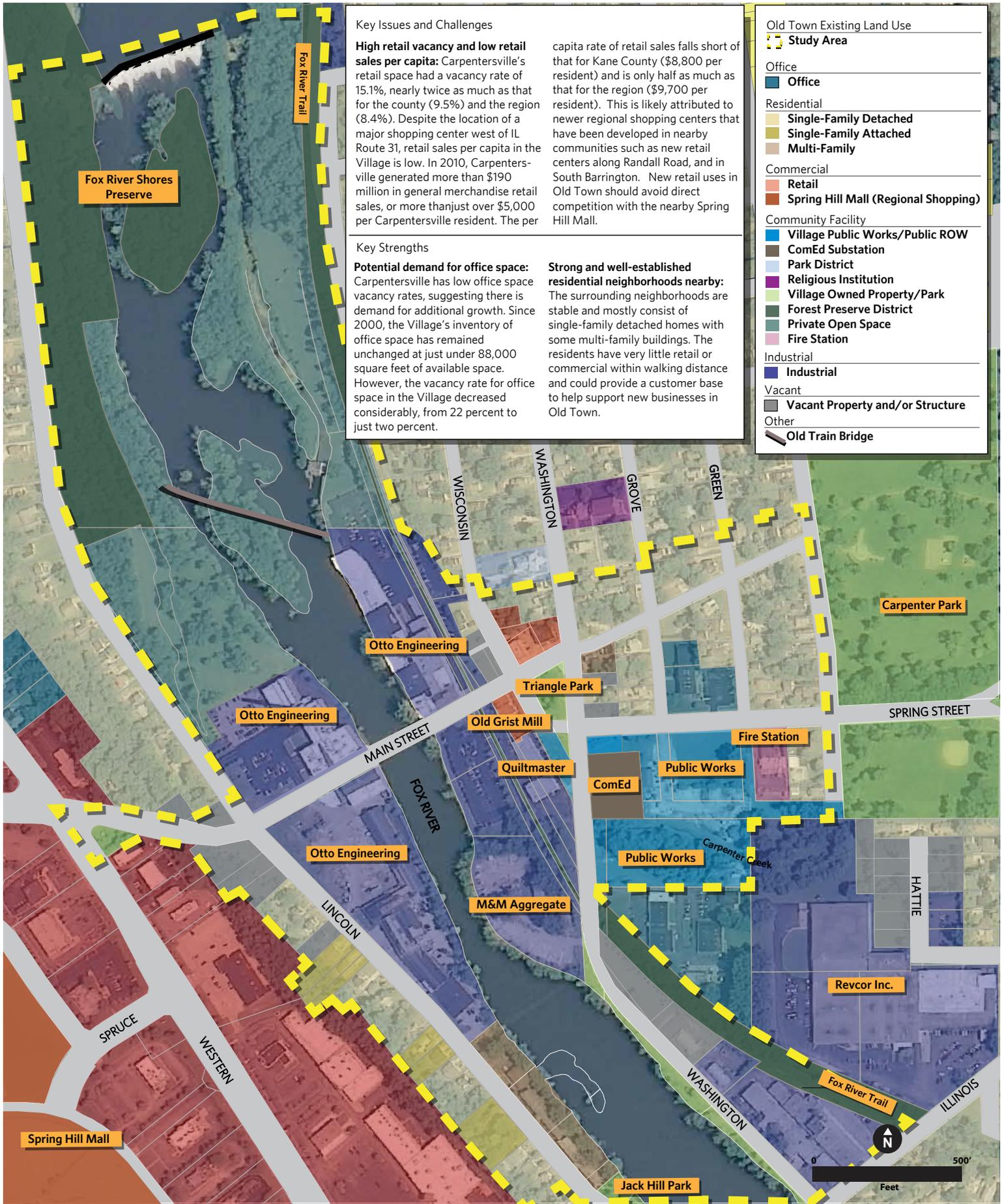


Figure 8: Property Ownership

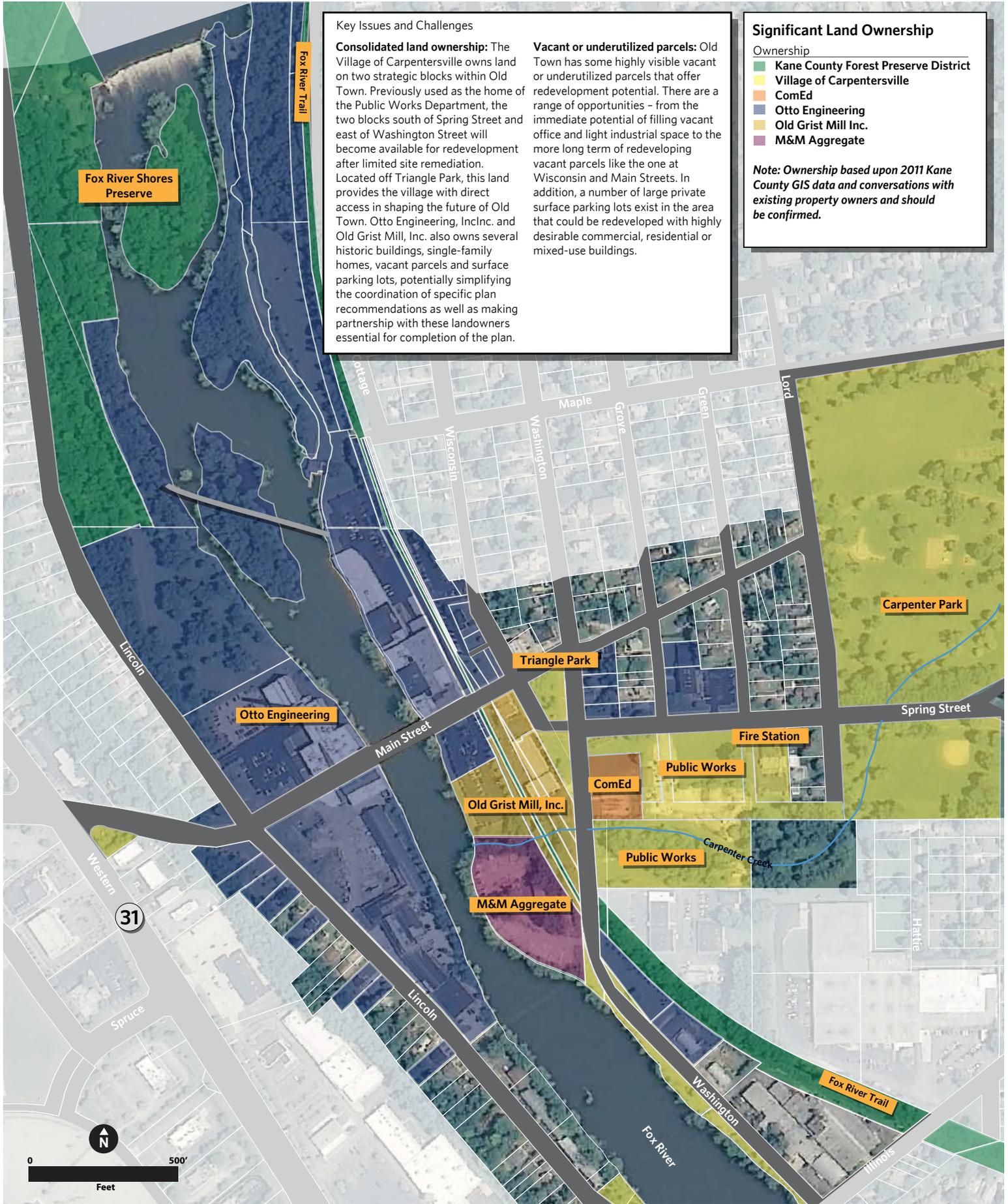


Figure 9: Current Zoning

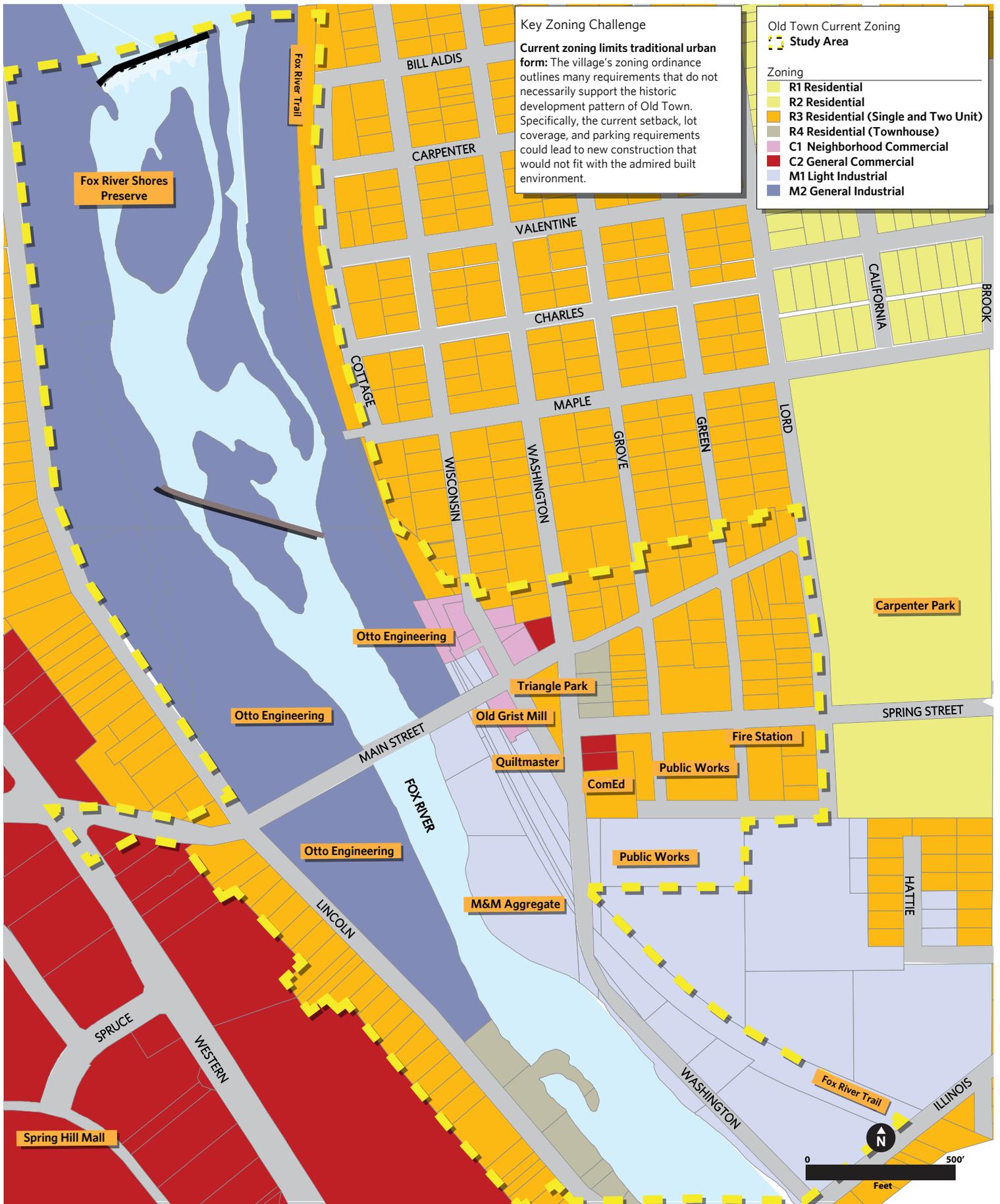
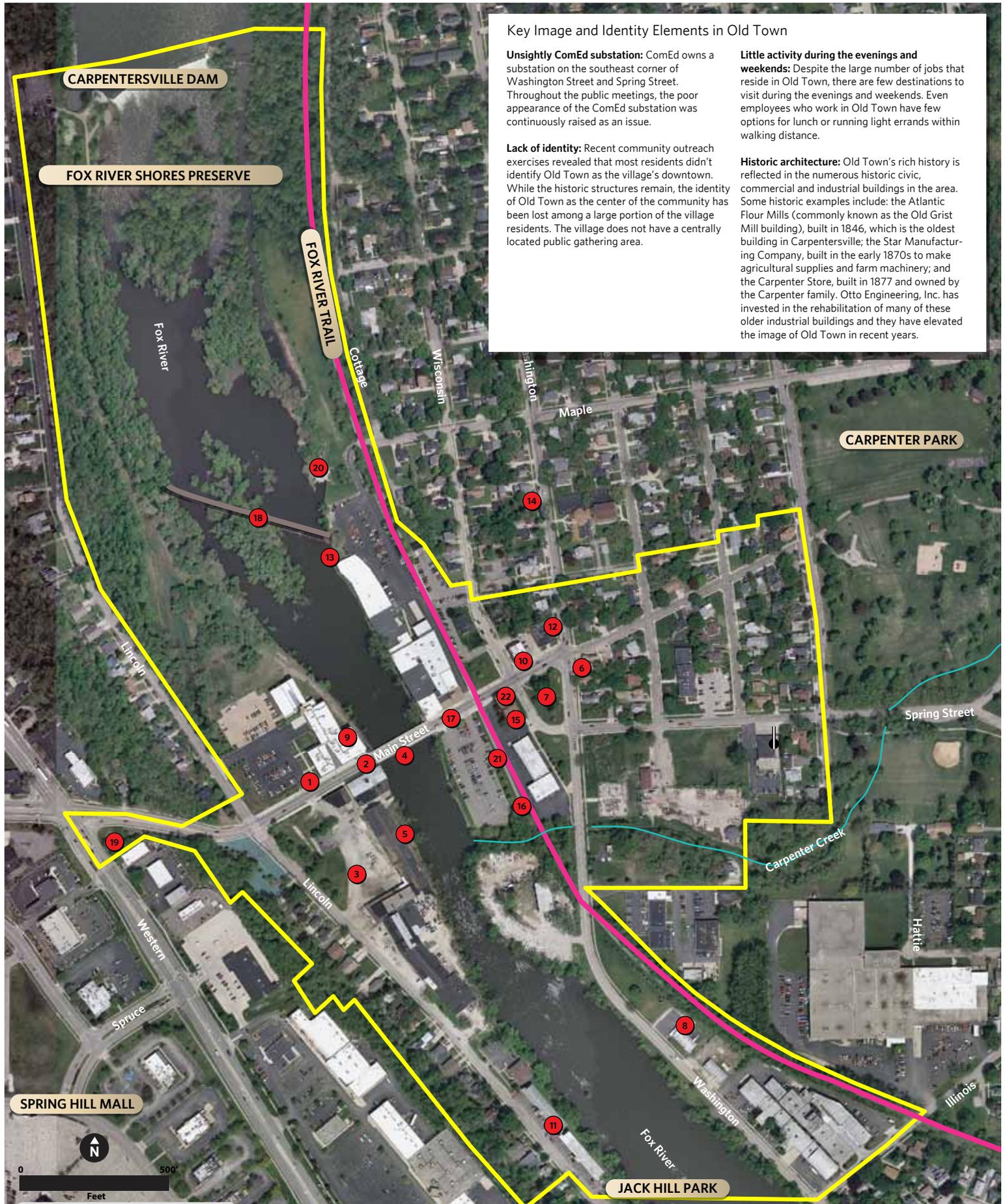


Figure 10a: Image and Identity



Figure 10b: Image and Identity



Key Image and Identity Elements in Old Town

**Unightly ComEd substation:** ComEd owns a substation on the southeast corner of Washington Street and Spring Street. Throughout the public meetings, the poor appearance of the ComEd substation was continuously raised as an issue.

**Lack of identity:** Recent community outreach exercises revealed that most residents didn't identify Old Town as the village's downtown. While the historic structures remain, the identity of Old Town as the center of the community has been lost among a large portion of the village residents. The village does not have a centrally located public gathering area.

**Little activity during the evenings and weekends:** Despite the large number of jobs that reside in Old Town, there are few destinations to visit during the evenings and weekends. Even employees who work in Old Town have few options for lunch or running light errands within walking distance.

**Historic architecture:** Old Town's rich history is reflected in the numerous historic civic, commercial and industrial buildings in the area. Some historic examples include: the Atlantic Flour Mills (commonly known as the Old Grist Mill building), built in 1846, which is the oldest building in Carpentersville; the Star Manufacturing Company, built in the early 1870s to make agricultural supplies and farm machinery; and the Carpenter Store, built in 1877 and owned by the Carpenter family. Otto Engineering, Inc. has invested in the rehabilitation of many of these older industrial buildings and they have elevated the image of Old Town in recent years.

SPRING HILL MALL



JACK HILL PARK



# Chapter 2:

# Vision and Guiding Principles

Building from the vision statement established in the 2007 Comprehensive Plan, the vision for Old Town has been further refined based upon input received from residents, stakeholders, members of the Planning and Zoning Commission, the Village Board, and public workshop participants. These have also been translated into guiding principles, listed below.

## Vision

*By 2025, Old Town Carpentersville is known as a vibrant, mixed-use downtown with small town charm. Restored historic buildings have provided a model for new mixed-use buildings that embrace the Village's heritage. Local residents actively use the space. An exciting mix of retail, restaurant, office, and civic uses creates a destination for a diverse group of people.*

*There is a new energy in Old Town that stems from a new built environment, but also a new image and identity. The Village's new marketing efforts have been extremely successful at spreading the word that Carpentersville and Old Town are attractive, safe, and exciting places to live, work and play.*

*Residents and visitors meet for dinner with friends, walk along the riverwalk, and greet each other on their way to daily shopping activities. New homes – including residences located above retail stores in mixed-use developments, townhomes, and senior housing units – provide a strong base of support for local businesses.*

*Overall street improvements attract new pedestrians, bicyclists and drivers from other areas of the Village by making it easier and safer to get around. And once there, the scale and amenities entice people to walk throughout the Old Town area. Triangle Park has become a central gathering point for the Village, hosting a weekly farmer's market and other community festivities during the year.*

*Old Town is also becoming a regional draw especially for those who are attracted to the Fox River and the trail. Expanded public access to the river allows bicyclists using the Fox River Trail to enjoy the scenic views, to visit the restaurants along the riverfront, and to tell their friends about the beauty of Old Town and their need to visit it on their own. After years of imagining a downtown for Carpentersville, it is finally well on its way to becoming a reality.*

## Guiding Principles

The following principles served as guides in preparing the recommendations for the Plan.

- **Principle 1:** Create a lively, mixed-use downtown that is the center of the community and active during the day, evening and weekend.
- **Principle 2:** Improve public access to the riverfront.
- **Principle 3:** Distinguish Old Town as an access point to recreational and environmental activities.
- **Principle 4:** Improve Old Town's transportation and circulation system for vehicles, bicyclists, and pedestrians.
- **Principle 5:** Promote local business retention and development in Old Town.
- **Principle 6:** Encourage new residential infill in Old Town that provides a variety of housing options, including new senior housing and high-quality multi-family housing.
- **Principle 7:** Preserve and promote the cultural heritage and historic character of Old Town.



# Chapter 3:

## Preliminary Concepts

After the review of the existing conditions and the results of the public engagement process, four preliminary concept plans were created based on the aforementioned vision and principles. The four different concepts present different ways of achieving the vision for Old Town and are organized around four themes: Improving Today's Old Town; Focusing on Main Street; The Riverfront as the Focus; Open Space and Recreation. Each concept shows varying degrees of public access to the riverfront, transportation improvements, and amount and location of new development.

Some ideas resonated so strongly during the outreach process that they were included in each of the four concept plans. The following elements are included in all four concepts:

- New commercial uses in the recently renovated Otto Engineering buildings on the southeast corner of Main Street and Lincoln Avenue (labeled as C1 and C2 on all concepts) received strong community endorsement.
- Enhancements to the tree canopy – along the streets as well as within off-street parking lots – were included on each because they will improve the appearance of the surface parking areas and can assist in reducing stormwater runoff.
- Screening the existing ComEd substation along Washington Street with a combination of brick fence and landscaping will improve the appearance of the property.
- In order to improve pedestrian safety and add a unique, historic feel to the area, bricked crosswalks are shown at key intersections.

### Public Feedback

The four preliminary concept plans presented offer different ways to achieve the guiding principles. For example, each preliminary plan shows varying degrees of public access to the riverfront or different locations for new housing. On February 7, Carpentersville hosted an open house at Village Hall in order to solicit feedback on the four preliminary concept plans. Over 100 people reviewed the plans and gave verbal or written comments. Carpentersville residents provided further input using an interactive website, MetroQuest, designed to solicit feedback on the four preliminary concepts.

Through feedback on the different components of each plan, a community preferred alternative emerged that combined the most valued components of each of the four concepts. Participants ranked retail and shopping, mixed-use development and beautification and design as the top three priorities for Old Town. Preliminary concept C: The Riverfront as the Focus received the best score of the four scenarios. For more information on the feedback received, see Appendix A. The public feedback on preliminary concepts helped to shape the combination of strategies that were ultimately included in the preferred plan, described in Chapter 4.

## Preliminary Concept A: Improve Today's Old Town

Using a light touch, this concept plan adds more commercial and residential uses and improves river access in the Old Town area. Commercial activities enliven the existing buildings on the southwest side of the river as well as a new building at the northwest corner of Wisconsin and Main Street. The former Public Works site is redeveloped with rowhomes, adding Old Town residents to support local businesses. Wisconsin Street, between Main and Cleveland Street, is occasionally closed to host community activities and events, such as a farmer's market. A greenway is built between Carpenter Park and the Fox River with a bike trail and minimal disruption to the M&M Exposed Aggregate company located at 155 South Washington Street.

### Parks and Open Space

- P1** Bike trail to the Carpentersville Dam: A bike trail connection is created north of Main Street to the Carpentersville Dam along Lincoln Avenue.
- P2** Bike trail to Raceway Woods: The bike trail travels west to connect with Raceway Woods.
- P3** Greenway: A new greenway is created between Carpenter Park and the river along Carpenter Creek. A bike trail runs through the greenway providing a linkage between Carpenter Park and the Fox River Trail.
- P4** Park north of ComEd: Village-owned property is converted to a new park that helps screen the ComEd property. A new trail runs through the property connecting to Triangle Park.

### New Commercial

- C1** New Commercial: Retail such as a coffee shop or deli in the newly renovated building.
- C2** New Commercial: Retail such as a restaurant in the newly renovated building.
- C3** Commercial near Grist Mill: A new commercial building is constructed on the highly visible site in the heart of Old Town, just north of the Grist Mill.
- C4** Commercial near canoe launch: New commercial uses are added along Washington Street to capitalize on the new canoe launch in McNamee Park.

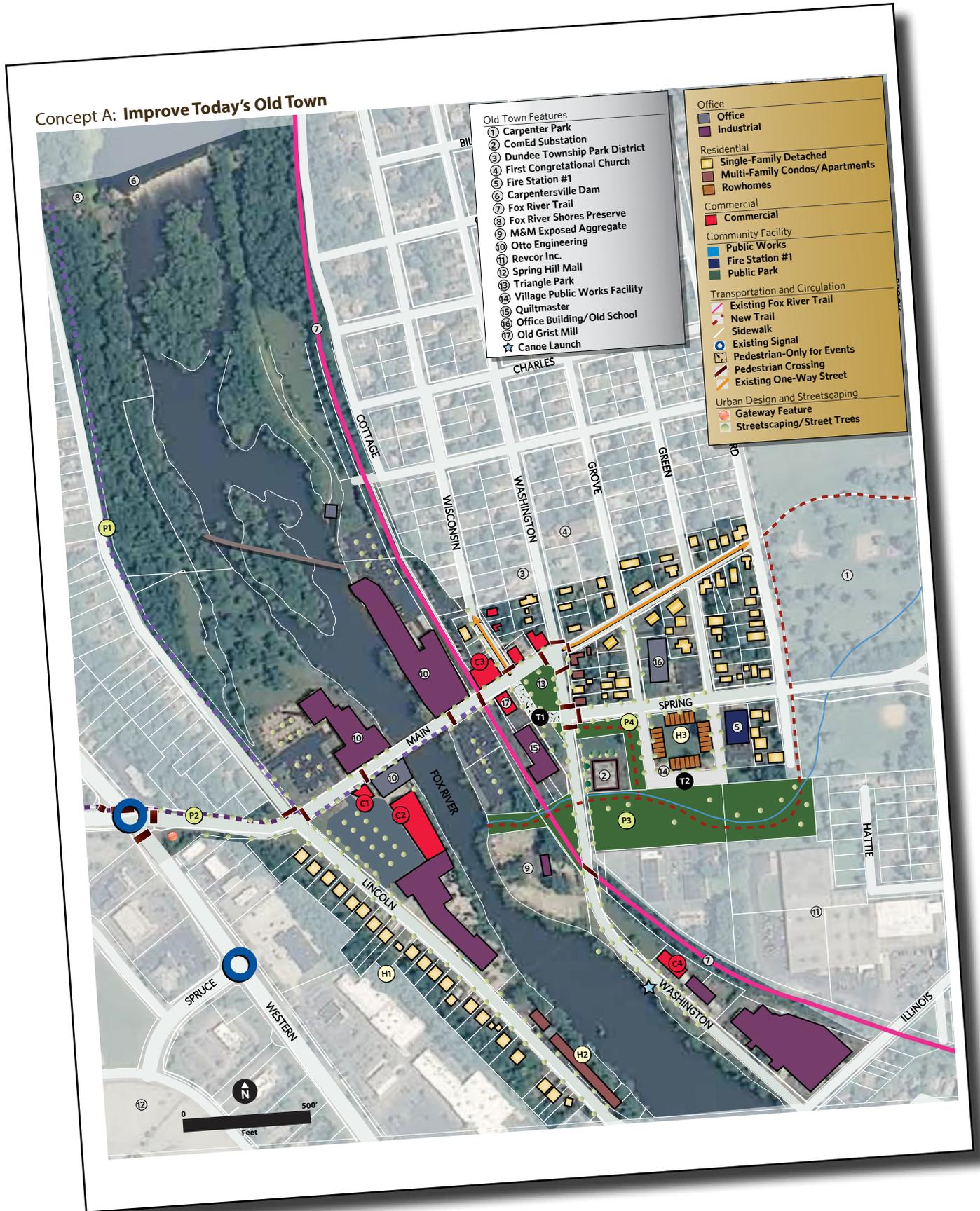
### New Housing

- H1** Updated single-family residential: The appearance and condition of the existing homes along the western side of Lincoln Avenue are improved.
- H2** Updated apartments: The appearance of the existing apartments along the river is improved.
- H3** New residential at the Public Works site: The former Public Works land on Cleveland is redeveloped with attached single-family attached homes.

### Transportation

- T1** Special events on Wisconsin Street: The Village should temporarily close Wisconsin Street for special events, such as a farmer's markets, to create a central gathering point for the community.
- T2** Restored street: A new street bounds the redeveloped public works facility.

Figure 11: Preliminary Concept A



## Preliminary Concept B: Focusing on Main Street

Given Main Street's role as the sole connector between the east and west sides of the Fox River, this concept plan reinforces Main Street as the central corridor of Old Town. Using a series of infill treatments, new commercial and mixed-use buildings are added to currently underutilized locations. New parking structures replace some of the displaced off-street parking as well as respond to the increase in parking demands. Some homes along Main Street have been converted to commercial uses. Main Street east of Washington has been converted to a two-way street with a traffic signal at Washington. With the relocation of Quiltmaster to the former Public Works site, a new Village Hall is constructed. New rowhomes and multi-family buildings on the M&M Exposed Aggregate site as well as on the properties south on River Road add new residents to the area.

### Parks and Open Space

- P1** Bike trail to the Carpentersville Dam: A bike trail connection is created along the floodplain through private property to the Carpentersville Dam.
- P2** Realigned Fox River Trail: The existing trail is rerouted north to the intersection of Washington Street and Main Street.
- P3** New greenway: A new public park is created south of the Public Works facility along Carpenter Creek.

### New Commercial

- C1** New Commercial: Retail such as a coffee shop or deli in the newly renovated building.
- C2** New Commercial: Retail such as a restaurant in the newly renovated building.
- C3** New Commercial: Retail such as a restaurant or store.
- C4** Commercial lining parking structure: New retail on the ground floor masking a parking structure.
- C5** Infill commercial: Additional commercial uses are added in along Main Street.
- C6** Commercial: New commercial uses on Village property north of ComEd substation.
- C7** Conversion of existing residential homes to businesses: Allow the existing residential structures to be converted to overt commercial businesses.

### New Office & Light Industrial

- O1** Otto expansion: The off-street parking lot on the northeast corner of Main and Lincoln is redeveloped as a mixed-use building that could house future expansion of Otto Engineering as well as retail on Main Street.
- O2** Relocated Quiltmaster: Quiltmaster is relocated to the former Public Works facility.

### Mixed-Use Development

- MU** Mixed-use along the Fox River: A new mixed-use building is constructed that includes ground floor retail and office or residential uses above.

### New Housing

- H1** Updated single-family residential: The appearance and condition of the existing homes along the western side of Lincoln Avenue are improved.
- H2** Updated apartments: The appearance of the existing apartments along the river is improved.
- H3** New rowhomes and senior housing: M&M Exposed Aggregate is redeveloped with residential uses, dependent upon resolving floodplain constraints.

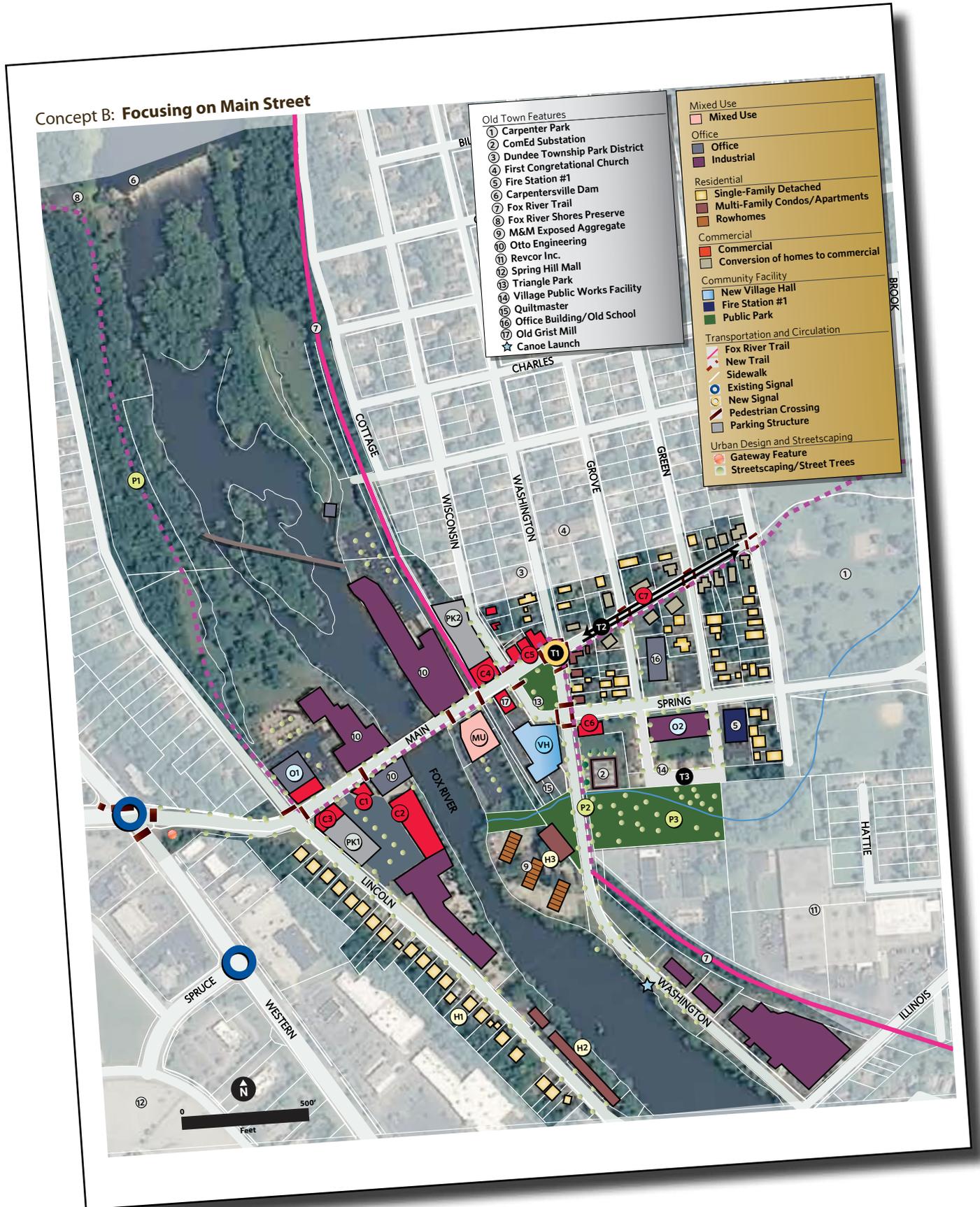
### Transportation

- T1** New signalized intersection: The intersection of Washington Street and Main Street is signalized to improve traffic flow and ease congestion.
- T2** Two-way street: The existing one-way (eastbound) section of Main Street is converted to two-way traffic flow.
- T3** Restored street: A new street bounds the redeveloped public works facility.
- T4** New parking structures: Two parking structures consolidate off-street parking lots and line the street with retail uses.

### Municipal Services

- VH** New Village Hall: A new Village hall is constructed facing Triangle Park.

Figure 12: Preliminary Concept B



## Preliminary Concept C: The Riverfront as the Focus

One of Old Town's greatest assets is the Fox River and this concept plan focuses on connecting people to the riverfront. Mixed-use development lines a new street and plaza, bringing visitors and residents down to a new riverfront park and riverwalk. Single-family attached homes provide the backdrop to the park further south. The Fox River Trail is redirected to this area to bring visitors closer to the water. A new trail is proposed to branch off of the Trail across the existing rail bridge to the west. Carpenter Park is also connected to the Riverfront with a greenway and bike trail. New residential development along Spring Street, Washington Street, and Lincoln Avenue bring more residents to Old Town. The west side of the river also features a riverwalk that connects to the commercial near Main Street. A new parking structure is added on the northeast corner of Wisconsin and Main to replace the off-street parking and respond to new parking demands.

### Parks and Open Space

- P1** New Extension from the Fox River Trail using the existing bridge: A new bike trail branches off the existing Fox River Trail and continues across the old train bridge to the Forest Preserve lands on the west side of the river, dependent on engineering studies.
- P2** New Riverfront Park: A new public park is created along the Fox River that includes both active and passive recreational opportunities.
- P3/P4** Riverwalk: Both sides of the Fox River south of Main Street feature a riverwalk for pedestrians and bicyclists.
- P5/P6** Trailheads: New trailheads (one in the north and one in the south) are developed for the Fox River Trail including shelters, restrooms, parking, and trail signage.
- P7** Rerouted Fox River Trail: The Fox River Trail is redirected to the new Riverfront Park and Riverwalk.
- P8** New greenway: Public open space linking Carpenter Park with the river is created along Carpenter Creek.

### New Commercial

- C1** New Commercial: Retail such as a coffee shop or deli in the newly renovated building.
- C2** New Commercial: Retail such as a restaurant in the newly renovated building.
- C3** Commercial lining parking structure: New commercial uses activate the ground floor fronting Main Street.

### Mixed-Use Developments

- MU** Mixed-use along the Fox River: New mixed-use buildings line the new Riverfront Park and Triangle Park.

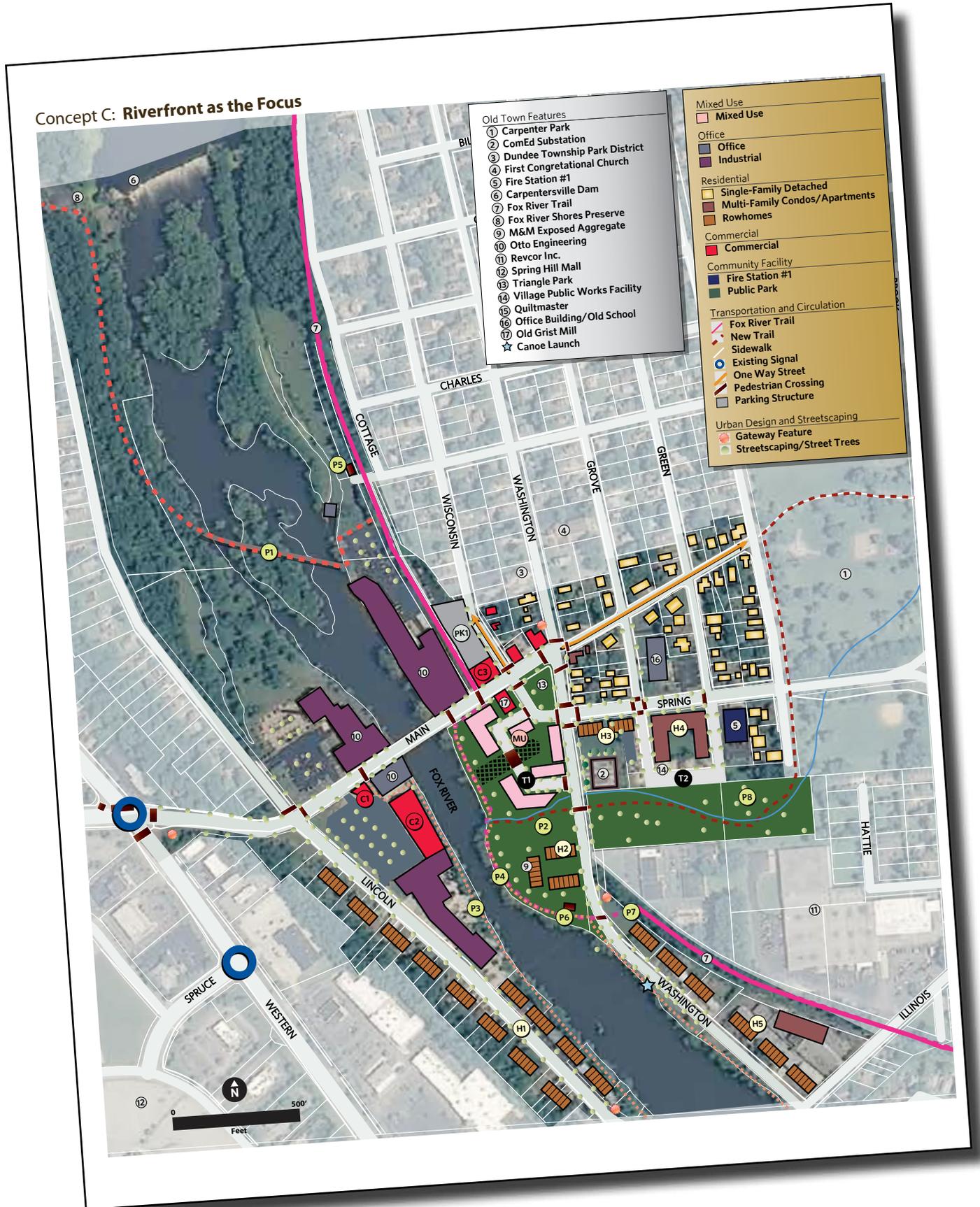
### New Housing

- H1** Rowhomes along Lincoln Avenue: Rowhomes are constructed on the west and east sides of Lincoln Avenue.
- H2** Riverfront residences: M&M Exposed Aggregate is redeveloped with rowhomes facing the river.
- H3** Rowhomes along Triangle Park: Rowhomes are constructed on the corner of Washington and Spring Street.
- H4** Multi-family: The former Public Works facility is redeveloped as a two or three-story condominium or apartment building, with a potential focus on senior housing.
- H5** Washington Street rowhomes: Rowhomes replace the existing industrial properties along Washington Street.

### Transportation

- T1** New street: A new street provides circulation and access to the riverfront and new mixed-use buildings.
- T2** Restored street: A new street bounds the redeveloped public works facility.
- T3** New parking structure: A new parking structure in this location would consolidate off-street surface parking lots and provided parking for both employees and visitors/shoppers.

Figure 13: Preliminary Concept C



## Preliminary Concept D: Open Space and Recreation

With a focus on providing more open space and recreational opportunities, this concept plan dramatically increases the amount of riverfront access. A greenway extending from Carpenter Park opens up to a large riverfront park with a community center and amphitheater. The Fox River Trail is redirected to this area to bring visitors closer to the water. A new trail branches off of the Fox River Trail over the old train bridge and into the Forest Preserve lands. New commercial uses spring up along Washington Street and Spring Street. Main Street east of Washington is closed to car traffic and lined with home-based businesses. A new parking structure with retail fronting the street is added on the northeast corner of Wisconsin and Main to replace the off-street parking and respond to new parking demands.

### Parks and Open Space

- P1** Extended bike trail to Raceway Woods: A new bike trail is extended along the north side of Main Street west to connect with Raceway Woods.
- P2** A new extension from the Fox River Trail using the existing bridge: A new trail is created from the Fox River Trail across the old train bridge to the Forest Preserve lands on the west side of the river, dependent on engineering studies.
- P3** New park: Multi-family apartment buildings are acquired and converted to public open space.
- P4** New riverfront park: M&M Exposed Aggregate is acquired and developed as a park along the river to provide improved public access. New outdoor community spaces, such as an amphitheater, enhance recreational opportunities along the Fox River.
- P5 P6** Riverwalk: Both sides of the Fox River south of Main Street feature a riverwalk for pedestrians and bicyclists.
- P7 P8** Trailheads: New trailheads (one north and one south) are developed for the Fox River Trail including shelters, rest rooms, parking, and trail signage.
- P9** Rerouted Fox River Trail: The trail is redirected towards the riverfront to bring people into the new riverfront park.
- P10** Restored Triangle Park: Wisconsin Street is closed, and the former street right-of-way is added to Triangle Park to create a larger open space.
- P11** Greenway: A greenway is acquired centered upon Carpenter Creek that connects Carpenter Park to the Fox River. A new bike trail is constructed along the creek.

### New Commercial

- C1** New Commercial: Retail such as a coffee shop or deli in the newly renovated building.
- C2** New Commercial: Retail such as a restaurant in the newly renovated building.
- C3** Commercial lining parking structure: New commercial uses activate the ground floor fronting Main Street.
- C4** Commercial near Triangle Park: New commercial uses on Village property north of ComEd substation.
- C5** Conversion of homes to commercial: Existing homes east of Washington on Main Street are allowed to be converted to commercial uses.
- C6** Commercial near canoe launch: New commercial uses are added along Washington Street to capitalize on the new canoe launch in McNamee Park.

### New Housing

- H1** Updated single-family residential: The appearance and condition of the existing homes along the western side of Lincoln Avenue are improved.
- H2** Infill: New single-family homes are added to currently vacant properties facing Triangle Park.
- H3** Senior housing: New senior housing is developed at the former Public Works facility.
- H4** Multi-family housing: As part of converting the existing multi-family housing (P3) to park space, new multi-family housing is built across Lincoln Avenue as a replacement.
- H5** New single-family attached homes: New single-family attached homes are shown to replace the existing industrial uses.

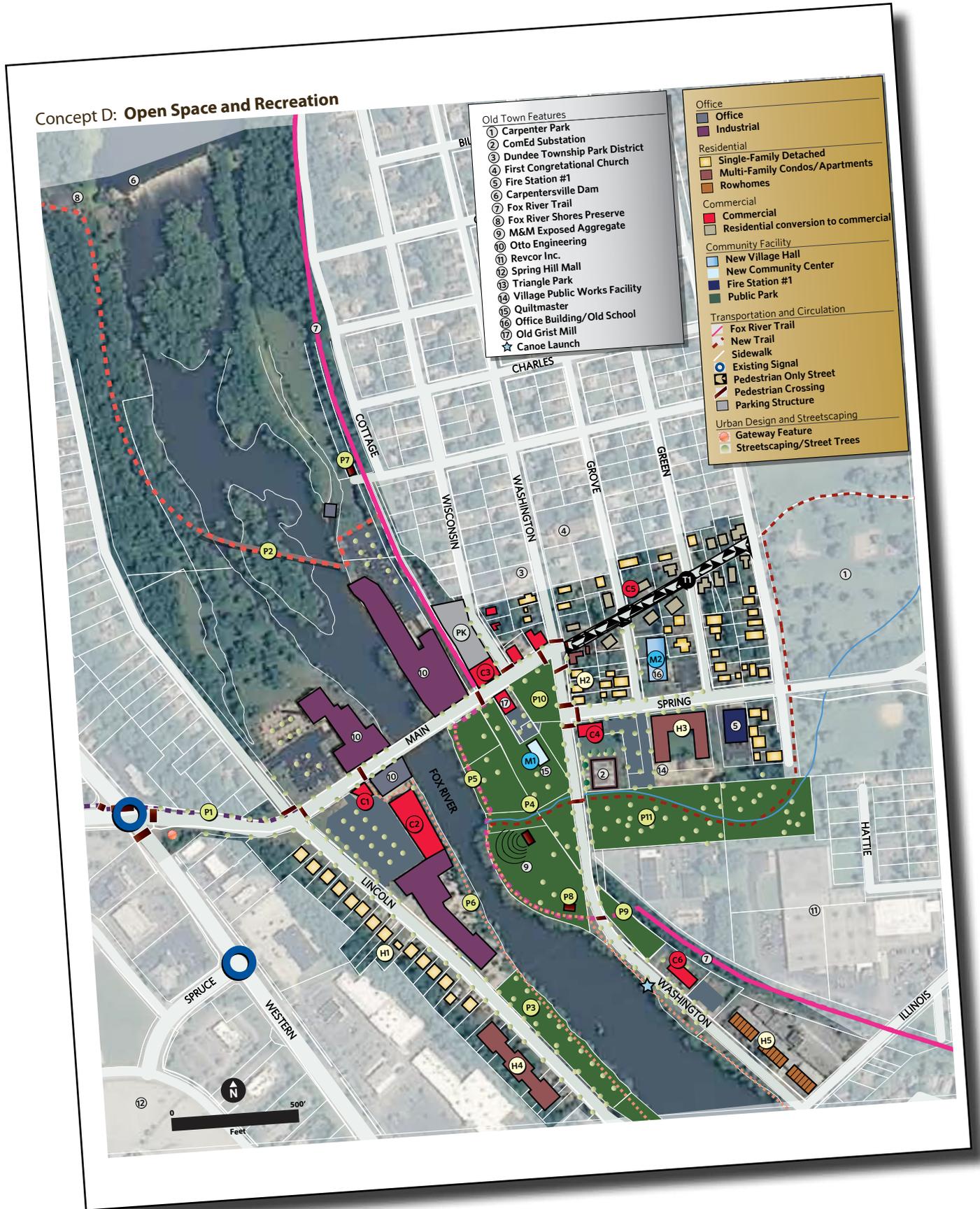
### Transportation

- T1** Close Main Street to vehicles: This section of Main Street is closed to vehicles and becomes a pedestrian-only street.
- T2** Parking structure: A new parking structure consolidates off-street parking lots and lines the street with retail.

### Municipal Services

- M1** New community facility: A new community center is developed within the new park, potentially featuring public meeting space, recreational space, and/or a nature center.
- M2** New Village Hall: The existing office building within the former school is converted to the new Village Hall.

Figure 14: Preliminary Concept D





# Chapter 4:

## Old Town Plan

The Old Town Plan proposes improvements for Carpentersville’s Old Town area that could be accomplished within the next 10 to 15 years. Starting from the Village’s Comprehensive Plan, it incorporates new information obtained from current conditions and stakeholder input obtained throughout the planning process. It provides a strong foundation for the Village to make future policy and land use decisions. The plan will also assist current property owners and businesses, as well as future businesses and developers in making enhancements and improvements in the Old Town area. The plan is also flexible; it provides a number of different strategies as well as phasing options to meet the vision for Old Town.

The Old Town Plan includes both short term action steps as well as longer term projects. It also identifies public and private contributions to the plan. The ultimate success of the plan is not up to any one organization or individual. It is vital that the Village work hand in hand with residents, businesses, and landowners to achieve a revitalized center of the Carpentersville community.

The remainder of this chapter provides recommendations for action, grouped into several topical sections:

- The Plan’s recommendations for ***parks and open space*** are presented, and include the creation of new parks and improved access to the Fox River. New greenway and trail facilities are recommended in several areas, including providing trail connections to other nearby open space assets.
- The Plan includes ***transportation*** recommendations, dealing with issues of traffic circulation and improving alternative transportation options. It also makes a number of recommendations related to parking, seeking to create a proactive strategy that walks the fine line between having too little parking or too much.
- The Plan includes a section on ***urban design and identity*** that recognizes the importance of Old Town’s historic character to its future development, and recommends actions to preserve and strengthen this identity.
- The Plan addresses ***commercial and residential development***, calling for the redevelopment of several specific sites as well as policies to bring new businesses and residents to Old Town. This section recommends new mixed-use development, additional housing options, and new commercial opportunities as well. It concludes with an overall land use map of the Old Town area that brings the recommendations of the other sections together.

## Parks and Open Space

The Old Town Plan is focused on connecting people to the Fox River and the substantial parks and open spaces that surround the area. A new Riverfront Park and riverwalks from East and West Dundee to the Main Street Bridge will allow residents and visitors to take in one of the Village's greatest assets. New development along the river will include public access wherever possible. New buildings throughout Old Town will be encouraged to front the nearby parks and riverfront with doors, windows, and walkways. Restaurants and coffee shops facing the Fox River and nearby parks will help enliven these areas and give direct access to the scenic views.

A greenway connecting Carpenter Park to the new Riverfront Park will provide a direct route for residents on the east side of Carpentersville to access the downtown through a recreational path. Restoring the Fox River shoreline as well as the Carpenter Creek riparian zone will not only increase the beauty of these waterways as they pass through Old Town, but also improve their ecological integrity, provide vital connections to large habitat areas, and help to manage stormwater. Residents on the west side will also be able to join them from the new trail that joins Raceway Woods to Old Town via the old train bridge. With improved open space connections to the Fox River Trail, the area will become a hub for visitors using the larger regional trail network as they stop and enjoy scenic Old Town.

## Recommendations

- 1. Create a new Riverfront Park.** Working with both the park district and the forest preserve district, the Village should acquire the M&M Exposed Aggregate parcel to establish a new Riverfront Park along the east side of the Fox River. Centered at the confluence of Carpenter Creek and the river, this new park should feature both active and passive recreational opportunities. New outdoor spaces, such as an amphitheater, will create a central gathering point for community events. Providing year-round activities in the new riverfront park should be a goal of the village. Winter activities such as ice-skating and cross-country skiing would help to attract visitors to the Old Town area in the winter months. Landscaping with a variety of appropriate habitat types will provide educational opportunities for residents and visitors as well as improve stormwater management on the site. As this parcel is largely within the Fox River floodplain, it is a prime opportunity to provide green infrastructure to mitigate the impacts of floods.
- 2. Create a greenway between Carpenter Park and the Fox River.** Working with the park district and the forest preserve district, the Village should acquire property and create a new public open space linking Carpenter Park with the Fox River along Carpenter Creek. This new park will extend from Lord Avenue to Washington Street. The Village already owns a significant portion but not all of the land in this area, so the greenway would require either land acquisition or easements. A new trail running the length of the creek will connect pedestrians and bicyclists in Carpenter Park to the riverfront. Given that much of this land is in the floodplain, the trail should be constructed with pervious pavement, the landscaping should aim to restore the streambank and use native plants, and management of stormwater through green infrastructure should be a part of the design.
- 3. Update Triangle Park as a town square.** Building on the history of Triangle Park, the Old Town Plan calls for the return of this park as a central gathering point for the Carpentersville community. Because Triangle Park is currently owned by the Village of Carpentersville, the Village should redesign this park following the time-tested design principles of effective town squares, potentially including a central fountain or statue, improved public walkways and landscaping. The Village should consider hiring a landscape architect to work with the community to design the park. Once a design has been agreed upon, the Village could seek funding from different sources and consider using funds from a proposed special service area, described in the residential and commercial development portion of this section.
- 4. Create a new trail that extends from the Fox River Trail to the west side of the Village.** The Village should work with the Forest Preserve District of Kane County and Otto Engineering, Inc. to create a new trail that connects the Fox River Trail to the neighborhoods and forest preserves on the west side of the river. Creating an additional trail route will open up access for trail

users to hundreds of acres of forest preserves, including access to Raceway Woods and the Brunner Family Forest Preserves. The Fox River Trail is an asset to the Village of Carpentersville. Increasing the number of access points between Village bike routes and neighborhood sidewalks with this north-south spine will strengthen the Village’s overall network. The Village should look for opportunities to work with Dundee Township Park District and the Kane County Forest Preserve District to build new connections. Connecting the trail from Carpenter Park to the riverfront is also an integral component. Providing a link from the Fox River Trail to the west side of the river will allow the trail to connect with an existing bike path north on Lincoln Avenue. The trail should continue north and connect with Fox River Shores and even further north to the existing Raceway Woods Forest Preserve. **(Refer to Figure 15)**

Two routes for the extension are possible and should be investigated. In the first, the Trail could continue across the old train bridge just north of Old Town. Reutilizing this iconic structure will provide trail users with an additional vantage point to view the historic buildings along Main Street. Otto Engineering, Inc. owns the land on both sides of the river. The Village should work with the private landowner and the Kane County Forest Preserve District to coordinate an engineering study that will evaluate whether the train bridge could support a trail. If the engineering study reveals this conversion is feasible, and if the private property owner and the Forest Preserve District are able to enter into an agreement, grants should be pursued to make the necessary improvements.

A second option is to extend the Fox River Trail from the Main Street bridge to the north using an easement on privately-owned open space, also owned by Otto Engineering, Inc. This may be a more feasible option in the short-term, while the more ambitious but more complex reuse of the train bridge is being investigated.

**5. Investigate rerouting the Fox River Trail along the riverfront.** Once the new Riverfront Park and riverwalk are created, the Village should work with the Kane County Forest Preserve District to investigate relocating the trail section south of Main Street along or near the riverwalk. This will bring users of the trail in closer proximity to the water and introduce them to the scenic views of Old Town and the new Riverfront Park. It will also allow for better utilization of this key riverfront property. The Village should also work with the Kane County Forest Preserve District to add trailhead amenities to the Fox River Trail, including shelters, parking, restrooms, and trail signage. The relocation of the Trail along the southern riverfront will free up space along Washington Street for a visitor parking area and trail head. **Figure 15**, the map of open space recommendations, shows both the current and potential future route of the Fox River Trail in this area.

**6. Establish a riverwalk on both sides of the river south of Main Street for pedestrians and bicyclists.** The Village

should acquire easements on key riverfront properties to create a riverwalk extending south from the Main Street Bridge. The riverwalk on the east side would primarily travel on land which is already publicly owned, and connects Old Town to existing open space assets. On the east side, the riverwalk will run through McNamee Park and the new Riverfront Park (currently occupied by M&M Exposed Aggregate). To connect to Main Street, it will also require an easement along the Otto Engineering surface parking lot.

The recommended riverwalk on the west side should start with the already existing pedestrian path in John Jack Hill Park (outside of the Old Town study area), which connects to the existing riverwalk in West Dundee. The riverwalk should then run north along the Otto Engineering industrial and commercial buildings before jogging west around the Otto Engineering commercial building immediately south of Main Street. Construction of this riverwalk will require the cooperation of private land owners to provide public space along the river, including the owner of the multi-family building and Otto Engineering, Inc. When complete, the riverwalk will provide over 2,600 linear feet of new public access along the Fox River. The riverwalk should be designed with both pedestrians and bicyclists in mind and consider using green infrastructure techniques to minimize the impact of the additional impervious surfaces to the riverbank.

Photos of Carpenter Creek at the Fox River.

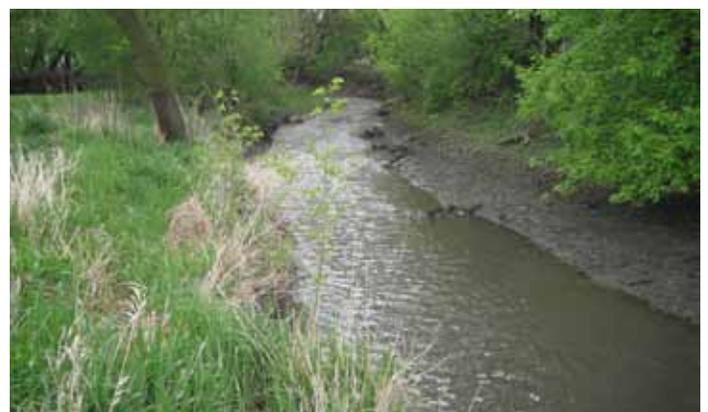


Figure 15: Parks and Open Space Plan

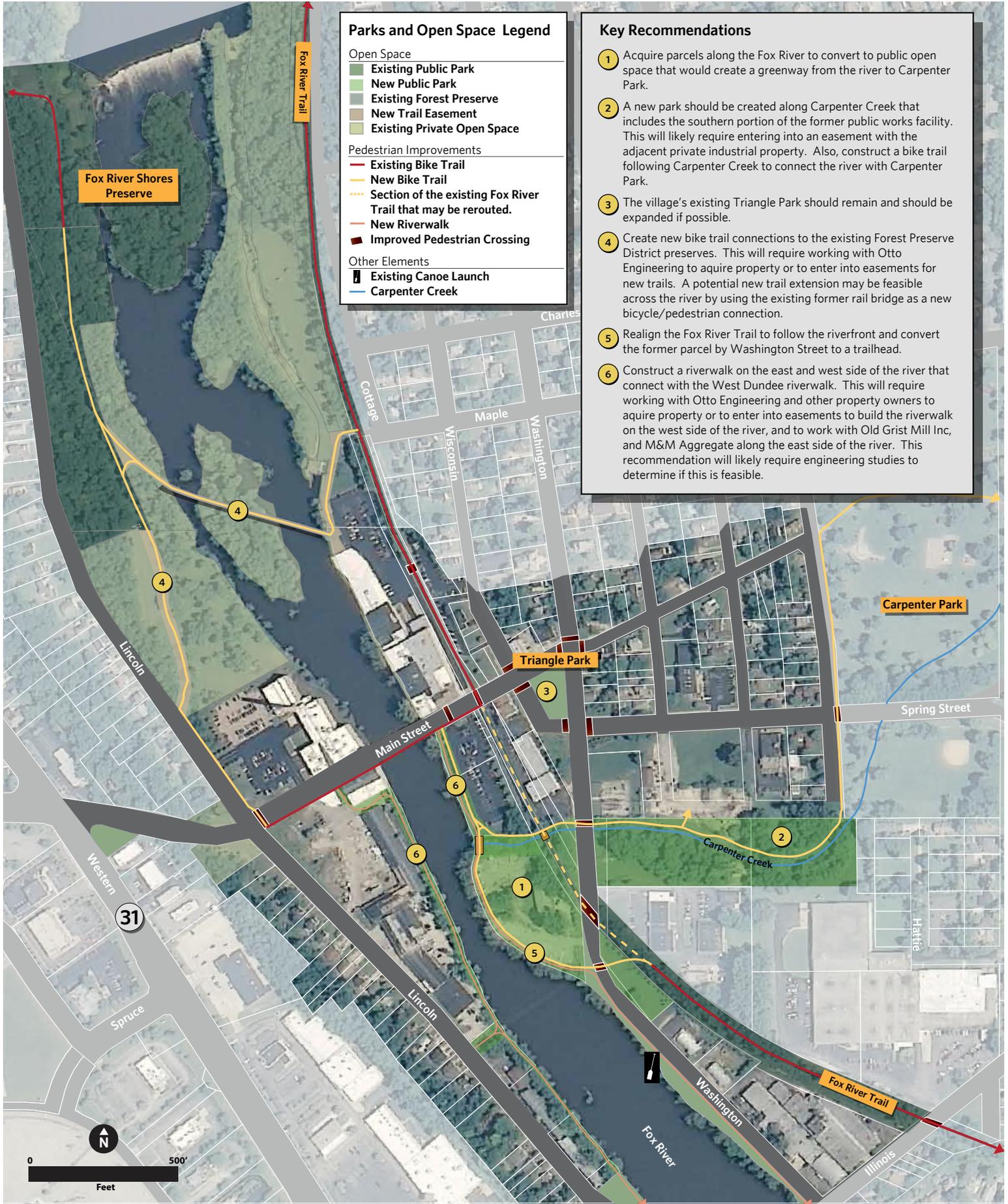
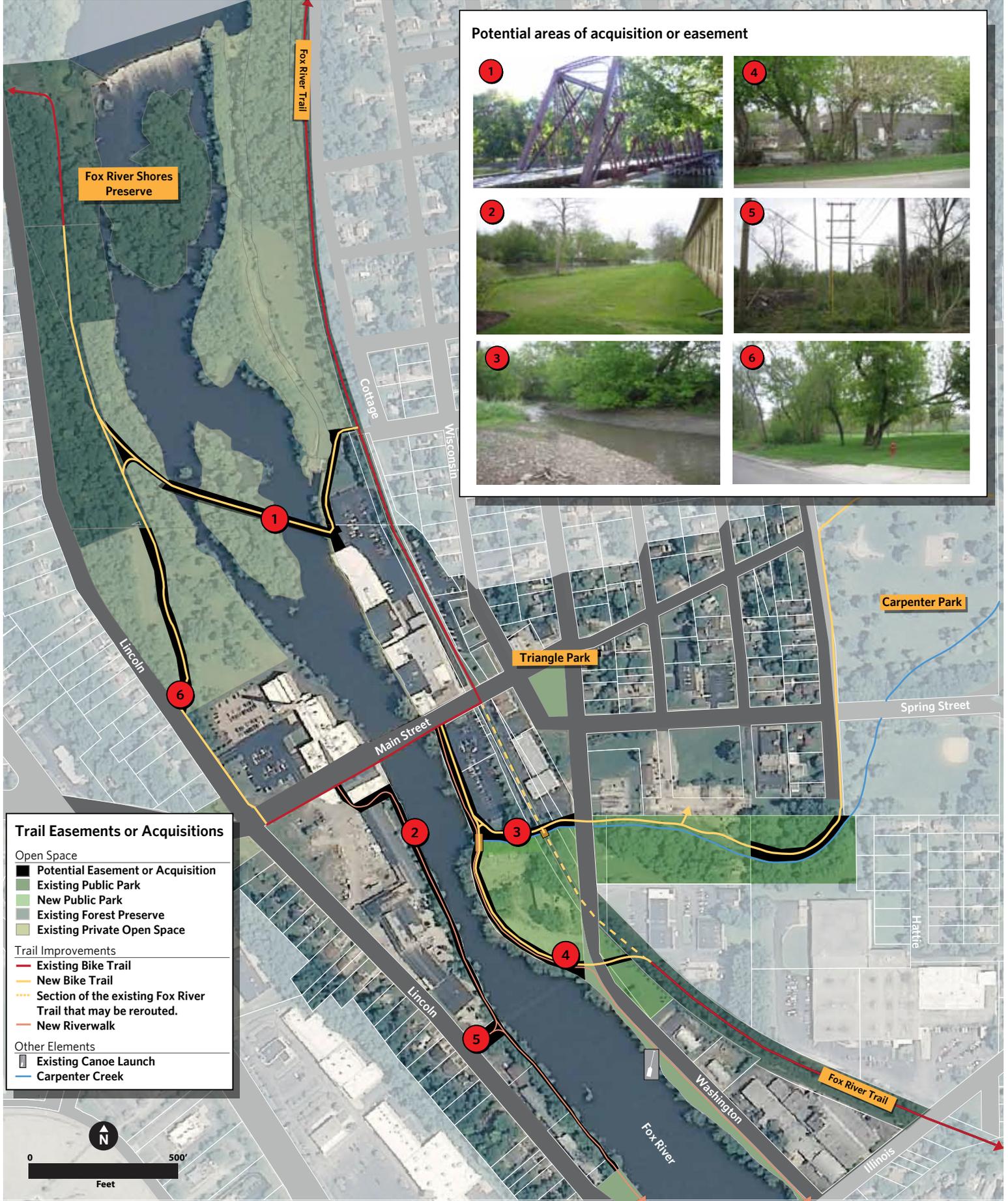


Figure 16: Potential Acquisitions and/or Easements



**Figure 17: Potential Riverwalk Illustration**



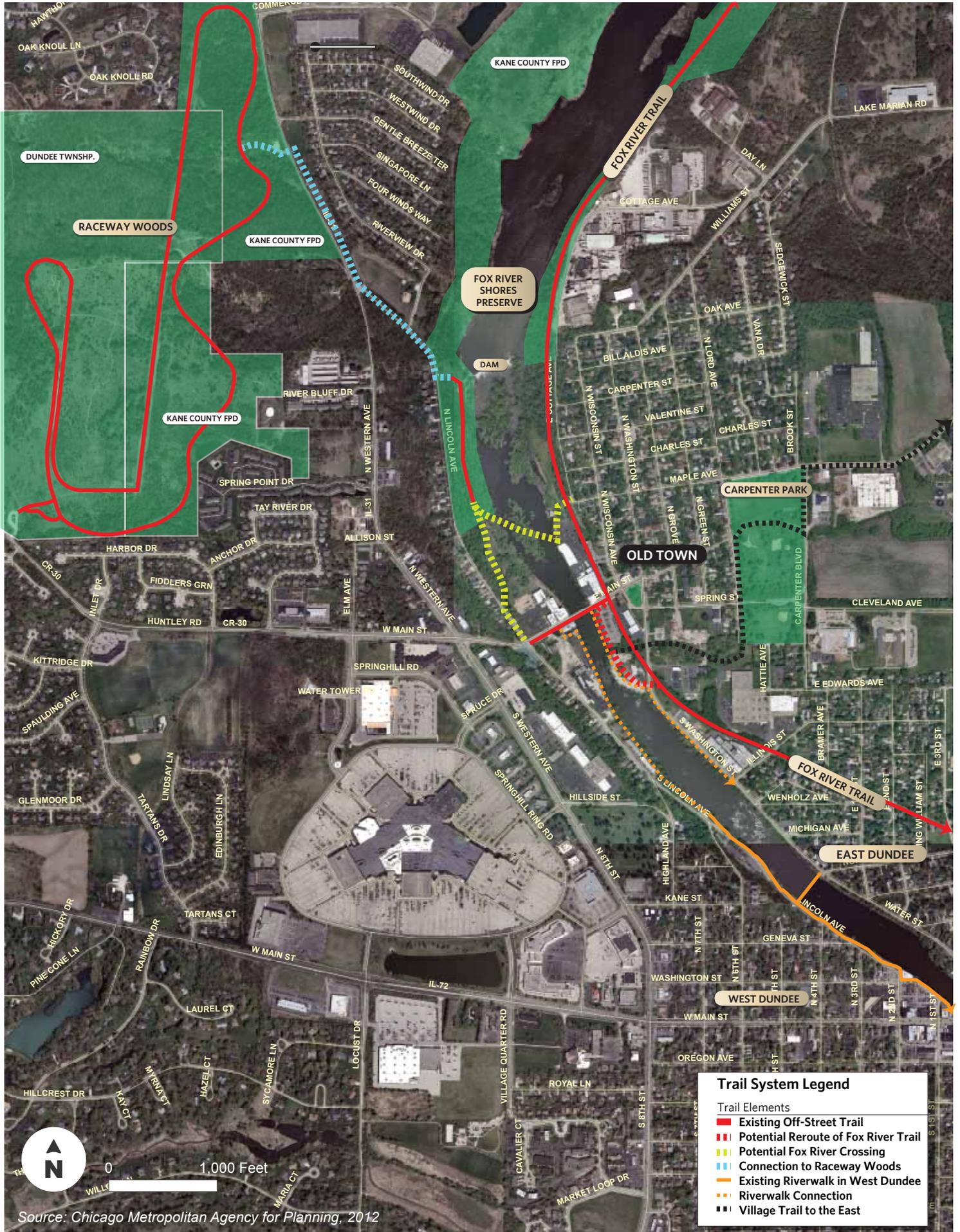
Current view of the property between the renovated Otto Engineering building and the Fox River

One of the recommendations of the plan to improve pedestrian activity and to improve public access to the river is to work with Otto Engineering, Inc. to create a riverwalk. As shown in the illustration below, a new riverwalk could include brick pavers, landscaping, environmental/historical signage and sculptures, and seating areas.



Potential Riverwalk

Figure 18: Trails Plan



Source: Chicago Metropolitan Agency for Planning, 2012

Figure 19: Potential Pedestrian/Bicycle Bridge



Current abandoned rail bridge

Linking the existing Fox River Trail (east of the Fox River) with the existing Fox River Shores and Raceway Woods Preserves (west of the river) would create a significant trail system in Carpentersville through the Old Town area. One option is to work with Otto Engineering to determine if it is possible to improve the abandoned train bridge to create a new pedestrian/bicycle river crossing. If this is not feasible, the Village should work towards a connection across the Main Street Bridge and north along Lincoln Avenue connecting to the existing trail in Fox River Shores.



# Transportation and Parking

Old Town has a highly connected street network that lends itself to walkability. With small blocks and plentiful sidewalks, minimal structural improvements are needed to ensure that all users can easily and safely move around the Old Town area. The plan focuses on how to improve traffic circulation, reduce the need for driving in the area, increase walking and bicycling, and lessen potential traffic conflicts. It also outlines components for a parking strategy. A phased, proactive parking strategy will help make sure that a lack of parking doesn't prevent people from visiting or opening a business in Old Town and also avoids an oversupply of parking that prevents Old Town from becoming a lively center.

## Recommendations

**1. Improve circulation of pedestrians, bicyclists, and vehicles within Old Town.** Old Town's success will be dependent on residents and visitors being able to move around safely and comfortably. As more people are drawn to the area, it will be important to minimize potential conflicts between different users and clarify travel patterns.

**a. Adopt a Complete Streets policy.** Establishing a complete streets policy will help ensure that the design of the streets within Old Town are friendly to all users. The policy should lay out a vision for accommodating all users (pedestrians, bicyclists, and transit passengers of all ages and abilities as well as trucks, buses and automobiles) with regards to any street, sidewalk, or trail construction or reconstruction. The Village should consider adding the Institute of Transportation Engineer's Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach to the set of general construction standards listed in the municipal code (Sec. 12.08.130.)

**b. Reduce the number of driveways on Main Street and promote shared driveway designs.** High traffic volumes along Main Street were cited consistently during the planning process as a problem. Reducing the number of driveways along Main Street and redirecting this traffic flow to controlled intersections will reduce the number of potential traffic conflicts and assist the movement of traffic through the area during peak hours. In addition, it can make pedestrians feel safer with fewer vehicles crossing the sidewalk.

Currently, there are two parking lots south of Main Street and east of the river which have access onto Main Street. One lot has two driveways and the other has one on Main Street and one on Wisconsin Street. The lots are directly adjacent but do not have cross-access, and are separated by a narrow easement occupied by the Fox River Trail. Two of the three driveways on Main Street could be consolidated into one if cross-access between the parking lots was provided. This would require coordination with the Kane County Forest Preserve to allow vehicles in the parking lot to cross over the Fox River Trail. This could be done with a raised trail bed to alert drivers as well as signage to alert trail users. While this creates an additional point of potential conflict between trail users and cars, it should also reduce the difficulty that trail users have in crossing Main Street, which is currently challenging because of high traffic and frequent turns into and out of these parking lots, as shown in **Figure 20**.

Figure 20: Access Management



**2. Enhance intersections for pedestrian safety.** Attracting pedestrians to Old Town will require improvements in the pedestrian features at key intersections - including Main Street and Wisconsin Street, Main Street and Washington Street, and Washington Street and Spring Street. This may require roadway improvements, particularly at Main Street and Washington Street to reduce the distance a pedestrian has to travel in front of vehicles. Improvements could include narrowing the travel lanes, building corner bulb-outs, reducing the curb radius, and painting advance stop bars. Additional steps, such as raised or textured crosswalks, heighten driver's awareness that they are passing through pedestrian-friendly zones. The use of brick paving in the crosswalks would build on the historic feel of Old Town.

**3. Revisit circulation study to improve the Washington & Main Street intersection.** In 2009, Carpentersville conducted a traffic study to review the addition of a traffic signal and turn lanes at the Washington and Main Street intersection. The study concluded that traffic volumes did not warrant a traffic signal at the time and, if added, would require significant right-of-way changes and a reduction in on-street parking. The recommendations of the Old Town Plan are designed to reduce vehicle travel to the area during peak hours as well as clarify traffic patterns and reduce potential conflicts that could lead to delays on Main Street. If, after these steps are implemented, the Village is still experiencing traffic flow problems on this street, a renewed effort to study this intersection again should be expanded to review the street network as a whole. A larger scope for the study could find that there are additional improvements that could be done without the reduction in on-street parking or the widening of existing roads. The installation of a new signal here in the larger context of other improvements, as well as other options, should be considered in the revisited circulation study.

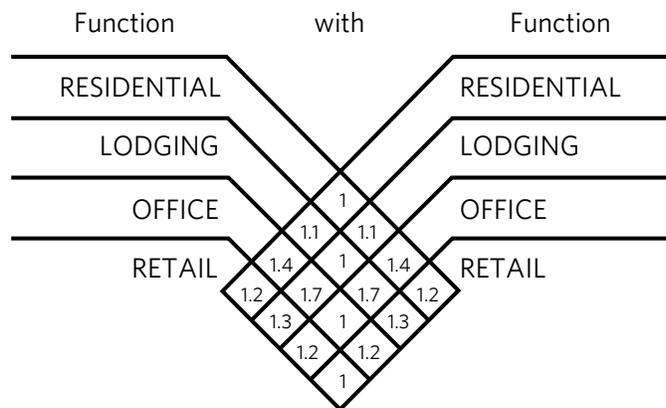
**4. Support the addition of transit in or near Old Town.** The Village of Carpentersville and the Regional Transit Authority are beginning to study ways to improve transit options in Old Town. Adding transit in this area will give employees a direct way to travel to work without having to use a car and add to the traffic congestion on Main Street. As covered further in the section on parking, employer-based programs that provide travel options, such as vanpools, can be effective at providing transportation choices to work when transit service is difficult to support. The Village should continue to support these efforts.

**5. Develop a parking strategy for Old Town.** As more activity comes to Old Town, there will likely be more demand for parking spaces. Developing a parking strategy can help the Village respond to the different parking demands over time. A phased, proactive approach is presented to provide a balanced supply of parking. It is important to walk a fine line with parking management. The Village should seek to ensure an adequate supply of parking, without which businesses will suffer, but also not require an oversupply of parking, which uses considerable amounts of land and makes it difficult to create a vibrant downtown. A managed approach can also reduce the costs of constructing additional parking, since parking spaces can cost between \$3,000 for a surface space to \$20,000-\$35,000 for an above-ground or underground structure space.

**a. Conduct an annual parking survey.** Using an annual survey will keep the Village aware of how much public and private parking exists, how it is being used, and how residents and businesses view parking in Old Town. It can help identify underutilized parking, high demand areas, opportunities for sharing parking and future parking needs. Parking demand will evolve over time as new activities and residents are attracted to Old Town, so it is important to conduct this survey on a regular basis.

**b. Update parking requirements and include a shared parking factor for new development.** The municipal ordinance should be updated so that new developments do not oversupply parking spaces, which can then induce more driving and traffic congestion, as well as consume valuable land. Reducing minimum parking requirements may also help small local businesses which cannot afford to build the parking previously required. In mixed-use settings, the number of parking spaces can be significantly lowered because different uses tend to require parking at different times of the day. For example, parking for offices during the daytime can later be utilized by restaurant patrons or residents at night.

**Figure 21: Shared Parking Factor**



Parking calculations are determined by taking the sum of the two functions and dividing it by the shared parking factor, producing the total effective parking needed for the sites involved in the sharing.

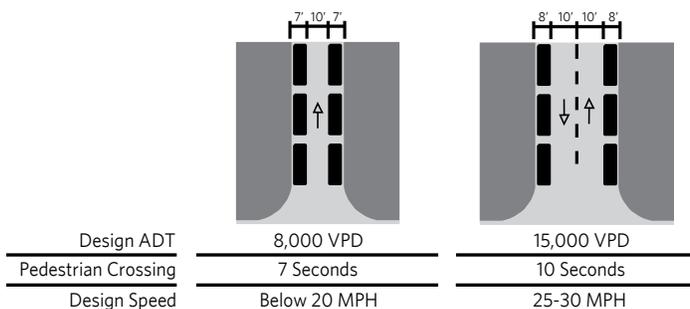
**c. Encourage shared parking among existing Old Town businesses.** The Village should approach the owners of off-street parking lots in Old Town to encourage the creation of shared parking agreements between businesses. As noted above, sharing parking can reduce the expense of constructing and maintaining parking lots for each individual business. There are likely efficiencies to be gained, which can lower the number of needed parking spaces and open up space for other uses.

**d. Encourage employer-based programs to reduce the number of employees driving to work.** Free employee parking is a direct subsidy that encourages employees to drive to work. The Village should work with employers to investigate programs like parking cash out, which redirects that subsidy to the employee for use on alternative modes of travel; providing preferential carpool spots to promote carpooling; and working with Pace to establish vanpools. Programs of these types can be especially attractive and valuable during periods of high gas prices. Since Main Street is a central corridor in Carpentersville, encouraging employers in the Village to participate could help reduce the number of vehicles traveling through the area during peak hours. The Village can lead the way by instituting a program for Village employees.

**e. Expand on-street parking in Old Town.** On-street parking is one of the simplest ways to provide parking close to destinations. Street parking in front of commercial or mixed-use buildings is a tremendous asset to local businesses. Users of downtowns consistently seek out on-street parking spaces over off-street surface lots and garage parking. On-street spaces typically experience the most use and the highest turnover and have the added benefit of calming traffic and providing a buffer between pedestrians and moving cars. Opportunities for expanding Old Town’s inventory exist all along Wisconsin Street, Spring Street, Lincoln Avenue and sections of Washington Street. Given the historic context and low traffic volumes on side streets, narrower moving lanes of 10 feet and narrower parking spaces of 7 to 8 feet – standards that are often used in urban areas – could allow for parallel parking on both sides of the street.

**f. Investigate long-term parking strategies:** If, after the above recommendations are implemented, the annual survey reveals that there are high-demand areas where the parking occupancy is above the desired 85 percent occupancy rate (where one or two spaces are open on each block at all times) the Village could then investigate different time restrictions or pricing strategies. Right now, Old Town has no parking fees or time restrictions and will likely remain free with few restrictions for quite some time. The village could establish a parking benefit district, where the mission is to create parking availability through pricing and revenues are devoted to Old Town improvement. In the long term, if the successful redevelopment of Old Town leads to parking challenges, a parking garage could also be investigated.

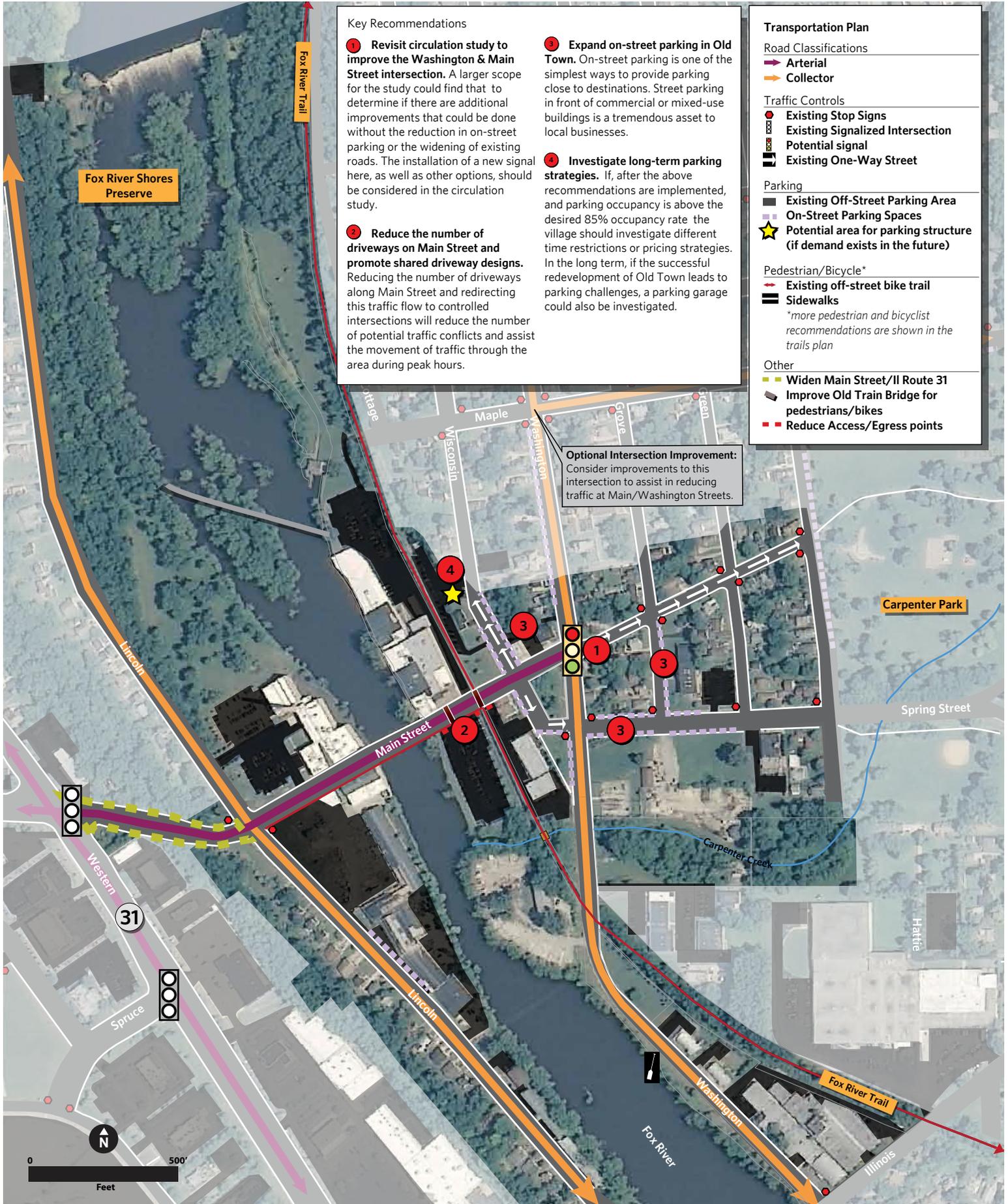
**Figure 22: Dimensions of Parking on Both Sides Parallel With Design ADT**



**Table 4.1: Examples of Changes in Parking Requirements**

ISSUE	EXISTING CODE PROVISIONS	RECOMMENDED CHANGES	REFERENCE
Commercial Minimum Parking Requirements	Specific uses have tailored parking space calculations. All other uses require one space for every 300 square feet of floor area. Establishments handling the sale and consumption of food and beverages are required to have one parking space for every 100 square feet of public floor areas only (i.e. dining room area)	Update the minimum parking requirements to ensure an appropriate amount of parking by use based on demand. Allow retail space under 1,500 sq. ft. to be exempt from off-street parking requirements.	Smart Code Version 9.2, see Table 10 and 11.
Residential Minimum Parking Requirements	Single-family detached and two-unit dwellings must have 2 fully enclosed spaces plus 2 driveway spaces. (Sec. 16.12.080.) Townhouses, multi-family dwellings, and attached rowhomes must have 2 fully enclosed spaces and 0.5 driveway space. (Sec. 16.14.010, 16.14.020, and 16.14.030.)	1.5 space per dwelling. For mixed-uses, the requirement is reduced by a factor, of 1.2 for office and 1.2 for retail.	Smart Code Version 9.2, see Table 10 and 11.
Light Industrial Minimum Parking Requirements	For manufacturing, laboratories, warehouses and other similar uses, two parking spaces are required for every three employees on the maximum shift, plus space to accommodate all trucks and other vehicles associated with the use. Otherwise, parking requirements are the same as the commercial areas (Sec. 16.32.010.)	Consider reducing the requirement to one parking space for every two employees on the maximum shift. For uses that require 40 or more parking spaces, the minimum parking requirements may be reduced up to 40 percent by substituting transportation demand management programs.	Seattle Municipal Code; CMAP's Parking Strategies to Support Livable Communities for Employer Incentives.
Shared Parking	For mixed-uses, the total number of parking spaces required is equal to the sum of the spaces calculated for each use separately (Sec. 16.32.020.)	Permit lowered total parking requirements by right if peak demand differs between users. For mixed uses, the requirement is reduced by a factor of 1.2 with office and 1.2 for residential.	Smart Code Version 9.2, see Table 10 and 11.
Parking Credits	None	Provide parking space credits based on proximity to transit, carpool-only spaces, and public and on-street parking.	Rocky Mountain Land Use Institute Sustainable Code, Section 5.4 on Parking
Bicycle Parking	None	Provide one bicycle rack per new worker for 10 percent of worker planned occupancy. Provide visitor or customer racks onsite with at least one bicycle space per 5,000 square feet of retail space, but no fewer than one bicycle space per business or four bicycle spaces per project site, whichever is greater. For multi-unit residential, provide at least one secure bicycle storage space per occupant for 30 percent of planned occupancy but no fewer than one per unit.	LEED-ND NPR Credit 5: Reduced Parking Footprint
Parking Location and Access	Parking for residential uses shall be located on the same lot, location within the lot is not specified. No parking can be located in the required front yard in any commercial or industrial district (Sec. 16.32.030.) The location and width of entrances and exits to and from the lot or garage shall be as determined by the Village engineer, but there shall not be more than one entrance and one exit, or one combined entrance or exit, along any one street unless same is deemed necessary by the Village board for the alleviation of traffic congestion and interference of traffic movement along such street (Sec. 16.32.040.)	Parking shall be accessed by side streets, rear alleys, or rear lanes. Off-street parking shall be masked from the frontage by a building or streetscreen. Vehicular entrances to parking lots, garages and parking structures shall be no wider than 24 feet at frontage. Pedestrian exits from all parking lots, garages and parking structures shall be directly to a frontage line (not directly into a building). Parking structures on principal pedestrian streets shall have liner buildings lining the first and second stories.	Smart Code Version 9.2, Article 5.10.

Figure 23: Transportation Plan



## Urban Design and Identity

The historic buildings and urban form along the Fox River are a key component of what makes Old Town a unique place. Maintaining and building on this identity is integral to the Old Town Plan. By showcasing the existing buildings and guiding new development to continue following their pattern, the Village will attract visitors and new residents. In turn, this will create a sustainable opportunity for retail and residential growth and hence potential revenue for the Village and local businesses.

The Old Town Plan aims to improve the image and identify of the area, building substantially on the rehabilitation projects that have already been completed by Otto Engineering. Restoration of additional historic buildings and updates to buildings that lack historic designation should be done to continue this pattern and complement the urban form of Old Town. Future development should be designed to both maintain and reestablish the Old Town as the historic center of the Village. Enhancements to the public realm will also be essential.

The Village has already adopted a set of guidelines to improve the overall appearance and character of development throughout Carpentersville. The 2007 Development Standards & Design Guidelines pay special attention to Old Town, focusing on design techniques that promote a friendly, pedestrian environment within a traditional downtown framework. The guidelines set standards in building height, bulk and proportion as well as building placement and orientation. These sections promote buildings that are three- and four-story in height to create a sense of enclosure as well as continuous rows of buildings constructed at the front property line to create a street wall. Traditional architectural styles are encouraged to correspond with the existing historic buildings. The guidelines also make a series of recommendations in regards to the building materials and colors and placement characteristics of doors and windows.

As Old Town becomes a gathering point for the community, it will also provide greater opportunities to educate residents and visitors on the history of the Village through the architecture, historical markings, and tours. The Village should work with Old Town property owners, businesses, and the Dundee Township Historical Society to promote the rich history of Old Town Carpentersville. Preserving and promoting history will not only continue to educate visitors about the area, but it could also be used as an economic development tool by attracting businesses, visitors, and potential shoppers into Old Town.

## Recommendations

- 1. Integrate the 2007 Development Standards & Design Guidelines into the zoning ordinance.** Update the development standards in the municipal ordinance to better match the historical precedents of the area. Currently, the Village's 2007 Guidelines covers the commercial areas of Carpentersville including the Old Town area. The guidelines are used by Village staff, particularly the Community Development Department and the Planning and Zoning Commission to assist in working with private developers to ensure attractive and appropriately designed commercial buildings and parking areas. To provide even more detailed assistance, the Village should consider integrating the guidelines into its current zoning ordinance. This may be accomplished as part of a Planned Unit Development (PUD) requirement and process for the Old Town area.
- 2. Implement a Streetscape Improvement Plan.** Building on the recommendations of the 2007 Development Standards & Design Guidelines, the Village should implement streetscaping improvements. The plan should involve coordinated landscaping; pedestrian lighting; distinctive signage and banners; coordinated street furniture; accent landscaping at key locations; and gateway signage.

Street trees will be a key component of the streetscaping plan. Trees create a more pedestrian-friendly environment and can also increase nearby property values and reduce building energy costs. The 2007 Development Standards & Design Guidelines outline that street trees should be regularly spaced on both sides of all streets within the Old Town Area. Trees should be planted every 25 to 30 feet, with spacing varied as needed to correspond with other pedestrian features in the sidewalk. Priority attention should be given to specific streets in Old Town, including Lincoln Avenue, Washington Street South of Main Street, Main Street east of Lincoln Avenue, Wisconsin Street, and Spring Street. The Village should consider creating a 50/50 tree program throughout the Village and waive the match required from Old Town property owners.
- 3. Continue parking lot landscaping standards for new development.** Shade trees in parking lots can greatly improve the aesthetics as well as stormwater retention on site. The Village should continue to require landscaped islands and shade trees for a specific amount of parking spaces. Currently, parking lots require one shade tree for every 10 parking spaces and not less than 10 percent of the interior of a parking lot shall be landscaped islands or peninsulas. The Village should also consider transitioning to a system that includes stormwater best management practices, such as requiring that 50 percent of the lot surface area be shaded with tree canopies within 15 years of development, as well as the use of bioswales and pervious pavement to minimize the amount of stormwater runoff.

**4. Preservation program.** Most of Old Town is within the Dundee Township Historic District. This does not create any legal requirement to preserve properties, but it does come with the potential of tax credits for rehabilitation work as well as other grant funding. The Village should investigate what is available and reach out to specific property owners to make sure they are aware of the opportunities. The Village could go a step further and provide matching funds for specific maintenance and preservation projects on a historic property or provide assistance to historic property owners to take advantage of existing tax credits for the rehabilitation of historic properties.

**5. Screen ComEd site.** Screening the unsightly ComEd station will improve the views of the area from Triangle Park. Other communities in the region have successfully worked with ComEd to improve the appearance of these utilities. The Village should continue to work with ComEd to improve the screening of the substation with a combination of a brick wall and landscaping.

**6. Establish a self-guided walking tour of key sites within Old Town.** The Village should work with the Dundee Township Historical Society to create a self-guided walking tour of historic buildings and important sites in Old Town.

**7. Program community events in Old Town.** The Village should look for ways to program regular events in downtown, such as public meetings, farmer’s markets, parades, riverfront festivals, bike races, etc. music series, and movies in the park. The Village should partner with other agencies such as the Dundee Township Park District, the Business Development Commission, and the Northern Kane County Chamber of Commerce.

Photo of a painting on the silo at Raceway Woods Forest Preserve.



A photo of Third Street in Geneva that illustrates a walkable downtown area with outdoor seating and historic character.



A photo of the Carpentersville Dam. Connectivity to the Dam through trails would help to link recreational amenities and support biking/walking.



**Figure 24: Improved Screening of Com Ed Substation**



Current unscreened ComEd Substation



Improved screening surrounding the ComEd Substation

Figure 25: Improved Fox River Trail crossing of Main Street



Current Fox River Trail Crossing over Main Street



Improved Fox River Trail Crossing of Main Street

## Commercial and Residential Development

The majority of the current built environment in Old Town is devoted to office and light industrial uses and is anchored by the Otto Engineering buildings along the Fox River. The plan for Old Town transitions the area to a more diverse center by adding residential, commercial, and mixed-uses to bring more activities to Old Town, while still respecting its historic character. Most existing uses are recommended to remain. However, some uses that are less consistent with the community's vision for Old Town are recommended to be transitioned over time into more suitable uses.

Adding more residential and commercial uses as well as parks will be essential to developing a downtown feel in Old Town. The plan encourages a mix of commercial development close to Triangle Park and along Main Street. Adding new businesses around Triangle Park will help create a focal point in Old Town. Mixed-use developments create vibrant downtown environments by bringing together compatible land uses that allow people to live, work, and play in one area.

The plan also recommends adding more homes to Old Town. New residents will add life to the downtown streets during non-work hours and provide a base of support for the additional commercial businesses. The end result will be a revitalized Old Town that supports existing residents and businesses while attracting appropriate amounts of new housing and retail with ample park space for recreational opportunities.

## Commercial and Residential Recommendations

- 1. Update the zoning code to be consistent with the Old Town Plan and promote a mix of uses.** The zoning ordinance should include a district that allows a mix of uses – either parcels that contain buildings with different types of uses, or truly mixed-use buildings with residential uses on the upper floors. Specific aspects of the Village's 2007 Development Standards and Design Guidelines should be incorporated directly into the zoning ordinance to ensure that buildings are designed in keeping with the surrounding historic buildings. See Tables 4.2 and 4.3 for more information about how the zoning ordinance could be updated to support the vision for Old Town.
- 2. Conduct a market analysis to determine which businesses could prosper in Old Town.** A retail and office market analysis should be conducted that explores the amount and type of new retail that could thrive in the area. The analysis should specifically focus on identifying new retail tenants and space that could build upon and retain Old Town's historical and neighborhood character and accessible amenities such as the Forest Preserve, Bike Trail, and Fox River. Additionally, the analysis should examine other nearby retail centers such as Spring Hill Mall to make sure strategies are compatible. This market analysis should also help to guide the densities of residential development that are sought for Old Town at different phases in the Plan's implementation.
- 3. Draw attention to Old Town's recreational and environmental assets and expand the customer base for Old Town businesses.** Work with the Forest Preserve, Park District, as well as the Chamber of Commerce to identify projects and marketing campaigns that will improve the public's knowledge of Old Town's recreational and environmental assets. Building recognition for Old Town's connections to the Fox River Trail and the Forest Preserves will position the area in a unique way.
- 4. Relocate local industrial users to other areas in Carpentersville.** Quiltmaster and M&M Exposed Aggregate are important businesses to keep in the Carpentersville community. However, their current location could be better utilized for public open space as well as redevelopment opportunities along the waterfront. The Village should begin conversations with property owners to determine if there is the potential of relocation to another more suitable site within the Village or the Old Town area. A portion of the current Village-owned public works site along Spring Street may be a feasible location within Old Town for Quiltmaster.

**Table 4.2: Commercial Zoning Comparison**

ELEMENT	EXISTING CODE PROVISIONS	RECOMMENDED CHANGES	REFERENCE
Permitted Uses	Residential uses are not allowed. (Sec. 16.16.010 and 16.16.020.)	Create a new Old Town mixed-use district where residential uses are allowed. The residential component may include, but is not limited to single-unit dwellings, duplexes, townhouses, condominiums, and apartments. Permit uses that focus on daily needs for nearby residents and employees	LEED-ND NPD Credit 3: Mixed-Use Neighborhood Centers
Height Restrictions	Maximum of 40 feet or three stories. (Sec. 16.16.010 and 16.16.020.)	Allow for taller buildings to match the historic form and prevent one-story buildings. For example, the building height for the principal building could be set at 4 stories maximum, 2 stories minimum.	Smart Code Version 9.2, see Table 15B and 15C.
Setbacks	The C-1 district sets a 20 feet minimum for the front setback, a 0 foot side setback, or 10 feet if adjacent to residential, and a 20 feet rear setback, or 25 feet if adjacent to residential (Sec. 16.16.010.) The C-2 district sets a 30 feet minimum for the front setback, a 0 foot side setback, or 10 feet if adjacent to residential, and a 20 feet rear setback (Sec. 16.16.020.)	Allow for new development to match the historic form present in Old Town with smaller setbacks. For example, the front setback should be set at 0 foot minimum, 18 foot maximum with the side setback set at 0 feet minimum, 24 feet maximum and the rear setback set at 3 feet minimum.	Smart Code Version 9.2, see Table 15B and 15C.
Lot Width and Area	The C-1 district requires a minimum lot width of 80 ft. and a minimum lot area of 12,000 square feet. (Sec. 16.16.010.) The C-2 district requires a minimum lot width of 100 feet and a minimum lot area of 43,560 square feet. (Sec. 16.16.020.)	Allow for smaller lot widths, such as an 18 feet minimum and a 180 feet maximum, and remove minimum acreage requirements to enable a smaller scale of commercial development.	Smart Code Version 9.2, see Table 15B and 15C.
Lot Coverage	Not to exceed 65 percent. (Sec. 16.16.010 and 16.16.020.)	Increase the permitted building coverage to not exceed 80 percent.	Smart Code Version 9.2, see Table 15B and 15C.
Design Guidelines	The Old Town Development standards (Sec. 16.34.060) apply to building materials but do not address how the building relates to the sidewalk and the street.	All ground-level retail, service, and trade uses that face a public space have clear glass on at least 60 percent of their facades between 3 and 8 feet above grade. If a façade extends along a sidewalk, no more than 40 percent of its length or 50 feet, whichever is less, is blank (without doors or windows).	LEED-ND NPD Credit 1: Walkable Streets

**Table 4.3: Residential Zoning Comparison**

ELEMENT	EXISTING CODE PROVISIONS	RECOMMENDED CHANGES	REFERENCE
Permitted Uses	Single family detached dwellings, with two-unit dwellings as a special use in the R-3 district and townhouses a permitted use in R-4. (Sec. 16.12.020 and 16.14.010.) Multi-family dwellings and attached rowhomes are permitted uses in R-5 and R-6, but these districts are not mapped in Old Town (Sec. 16.14.020 and 16.14.030.)	Create a new residential district that permits small lot single family, rowhomes, and multifamily uses (minimum acreage 12 dwelling units per acre) within Old Town and adjacent to mixed-use or commercial locations.	LEED-ND NPD Prerequisite 2: Compact Development
Minimum Lot Size	Required lot size and minimum width for single-family detached dwelling (8,750 square feet and 70 feet), two-unit dwelling (10,000 square feet and 80 feet), townhouses (12,000 square feet and 80 feet), multi-family dwellings (30,000 square feet and 150 feet), and rowhomes (12,000 square feet and 120 feet). (Sec. 16.12.030, 16.14.010, 16.14.020, and 16.14.030.)	Reduce required lot size to better match historic form of Old Town. For example, the lot width should be set at 18 ft. minimum, 180 feet maximum.	Smart Code Version 9.2, see Table 15B and 15C.
Lot Coverage	No building with its accessory buildings and associated impervious surfaces shall occupy more than 60 percent of the lot and the total roofed building coverage shall not exceed 30 percent of the lot (Sec.16.12.050.) In the R-6 district, coverage is not to exceed 65 percent of the lot. (Sec. 16.14.030.)	Increase the permitted building coverage to not exceed 70 percent to 80 percent	Smart Code Version 9.2, see Table 15B and 15C.
Setbacks	The R-3 district sets 30 feet for the front yard; 25 feet or 20 percent of lot depth, whichever is less for the rear yard; and 6 feet for the side yard. (Sec. 16.12.040.) The R-4 district is the same except a minimum of 12 feet or 20 percent of the lot depth, whichever is greater (Sec. 16.14.010.)	Allow for new development to match the historic form present in Old Town with smaller setbacks. For example, the front setback should be set at 0-6 feet minimum, 18 feet maximum; side setback: 0 foot minimum, 24 feet maximum; rear setback: 3 feet minimum; frontage buildout: 60-80 percent minimum.	Smart Code Version 9.2, see Table 15B and 15C.
Height	In the R-3 and R-4 districts, the height is set at a maximum of 30 feet, or 2.5 stories. (Sec. 16.12.060 and 16.14.010.) In the R-5 district, the height is set at 40 feet or 3 stories and in the R-6 district, the height is set at 32 feet or 2.5 stories. (Sec. 16.14.020 and 16.14.030.)	Allow for taller buildings to match the historic form and prevent one-story buildings. For example, the building height for the principal building could be set at 3 stories maximum, 2 stories minimum.	Smart Code Version 9.2, see Table 15B.

## 5. Market key redevelopment sites in the Old Town Plan.

There are two key opportunity sites that hold the greatest potential for completing the vision of an active historic downtown. The Village and private property owners should actively market the vision for this area through Requests for Proposals (RFPs) that incorporate development criteria to ensure that new development is in keeping with the vision for Old Town. Both of the key opportunity sites, described further below, are long-range projects.

**a. Redevelopment Site 1:** Mixed-use center between the new Riverfront Park and Triangle Park. New development along the riverfront will transform these currently underutilized parcels into a unique space where people can enjoy the views of the river and the historic buildings that line it. Bringing mixed-use buildings that follow the intricate and human-scaled pattern already established in Old Town is a priority. Allowing retail and restaurants on the first floors and office and residential spaces on the upper floors will activate the space and bring more people to enjoy Old Town. A public plaza could frame the buildings around a central access point and draw visitors to the river. Connections to Triangle Park will reinforce the existing commercial uses and provide definition to that space. This site is currently owned by two private owners – Otto Engineering, Inc. and Old Grist Mill. Pending the finalized floodplain study for Carpenter Creek, a portion of this site may be in the floodplain and should be incorporated into the riverwalk as open space.

**b. Redevelopment Site 2:** Multi-family and light industrial on the former Public Works property. With the relocation of the public works department to a new site, the Village has a tremendous opportunity to redevelop their own land in line with the goals of the Old Town Plan. As it is a large site, it is possible to redevelop different portions of the site with different uses. Redeveloping the western part of the property with rowhomes and multi-family housing focused on senior living will add residents to Old Town and help provide space for seniors to continue to live in Carpentersville. The eastern part of the property could also include office or light industrial space that could assist with retaining *Quiltmaster* within Old Town.

## 6. Create incentive programs for investment in Old Town.

Creating a series of small business and investment incentives to recruit new businesses and support existing ones. The incentives could range from direct funding to assistance with licensing and fees and could be targeted to desired businesses based on the results of the market analysis. Specific qualifications would need to be tailored for each program. Potential incentives to consider include a Business Façade improvement program based on the 2007 Development Guidelines and Design Standards; a home improvement program to recruit apartment and homeowners to update the exteriors of their building, particularly those that lack historic significance, could provide the needed enticement

to bring more of the buildings in line with the historic character of Old Town; business license abatement for a limited time to ease administrative burdens and help businesses in this area thrive; and marketing assistance to help local businesses to produce a sign, radio advertising, website development or other activities.

**7. Promote small business training programs.** The Village should continue to partner with community colleges to help improve the business climate in Old Town. The Village should expand their partnership with the Elgin Community College's Small Business Development Program to focus attention on current or potential new businesses in Old Town. Such a program would help to train residents on business planning, marketing, financing, management and technical assistance for small businesses.

**8. Investigate the establishment of a Special Service Area to pay for capital improvements.** Creating a special service area or SSA, where businesses pay an additional tax or fee in order to fund improvements within Old Town, could provide a base of support to help pay for some of the improvements called for in the Old Town Plan. SSA-funded projects often include sidewalk maintenance, marketing, business attraction, special events, façade improvements and other economic development activities. SSAs are often governed by the area businesses with authorization of the Village. This arrangement could also give Old Town businesses a larger voice in the implementation of the Old Town plan.

**9. Promote new residential development that adds residents and also provides a variety of housing options.** The Village should work with existing property owners where future residential areas are recommended and assist in the marketing of the sites for future residential development. Due to the current residential market, actual construction of new homes may yet be years away, however, discussions and marketing should begin to attract developers. The plan recommends new single-family attached (townhomes or rowhomes) in specific areas to add new young professionals and families to Old Town. The plan also recommends the conversion of many single-family detached homes along the west side of Lincoln Avenue to be transitioned to townhomes or rowhomes. Parcel consolidation will be key to implementing this redevelopment which would add more residents to Old Town. Another key residential recommendation is the development of a portion of the current public works facility as a senior housing development. A senior housing development in this location would add residents to move to Old Town and would also allow Carpentersville seniors to move into a smaller residential unit in the community. Senior housing would support “aging in place,” allowing seniors to remain in the Village close to their friends and community services as their housing preferences and mobility needs change, without the need to move outside of Carpentersville to live.

Figure 26: Residential Plan

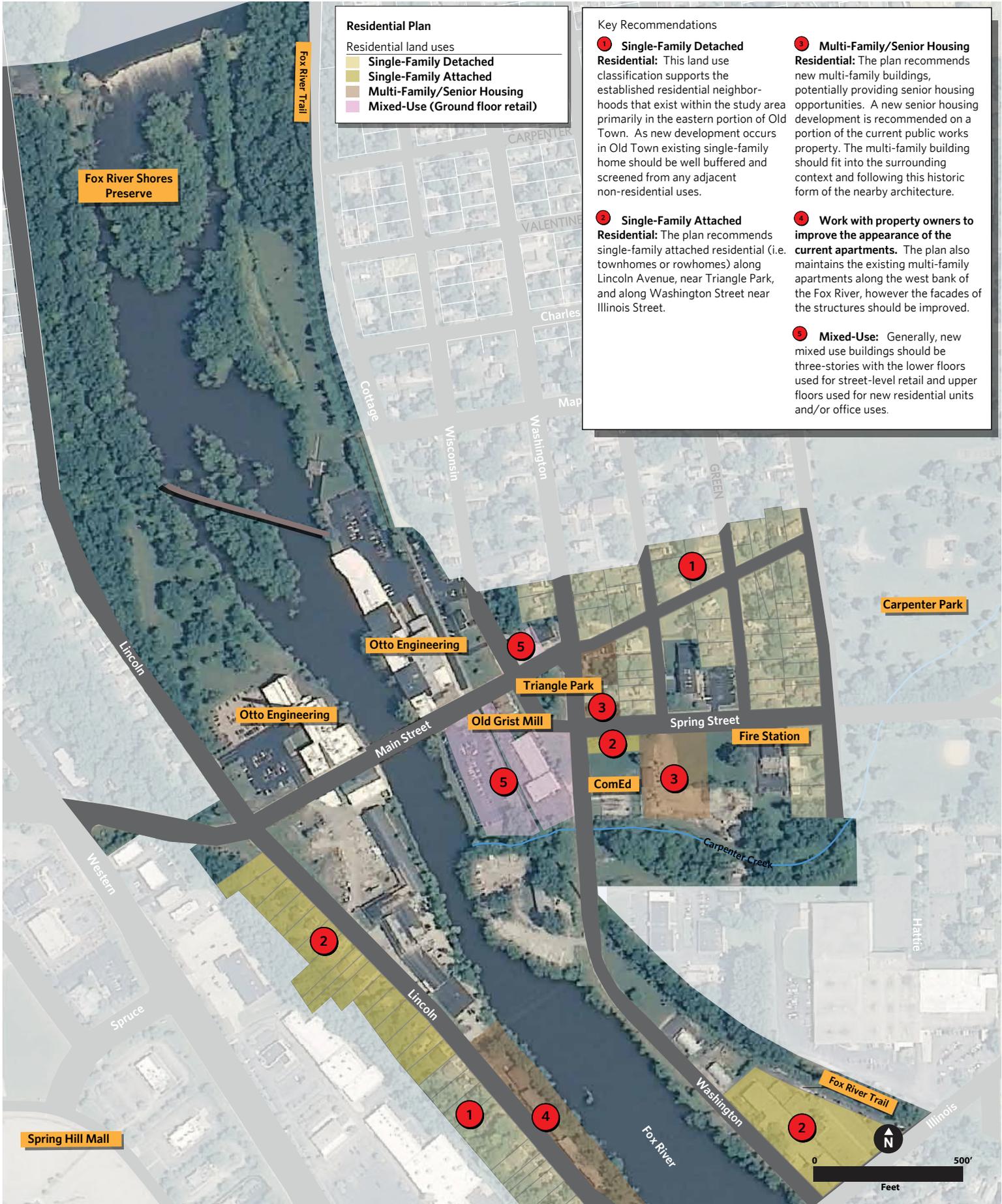
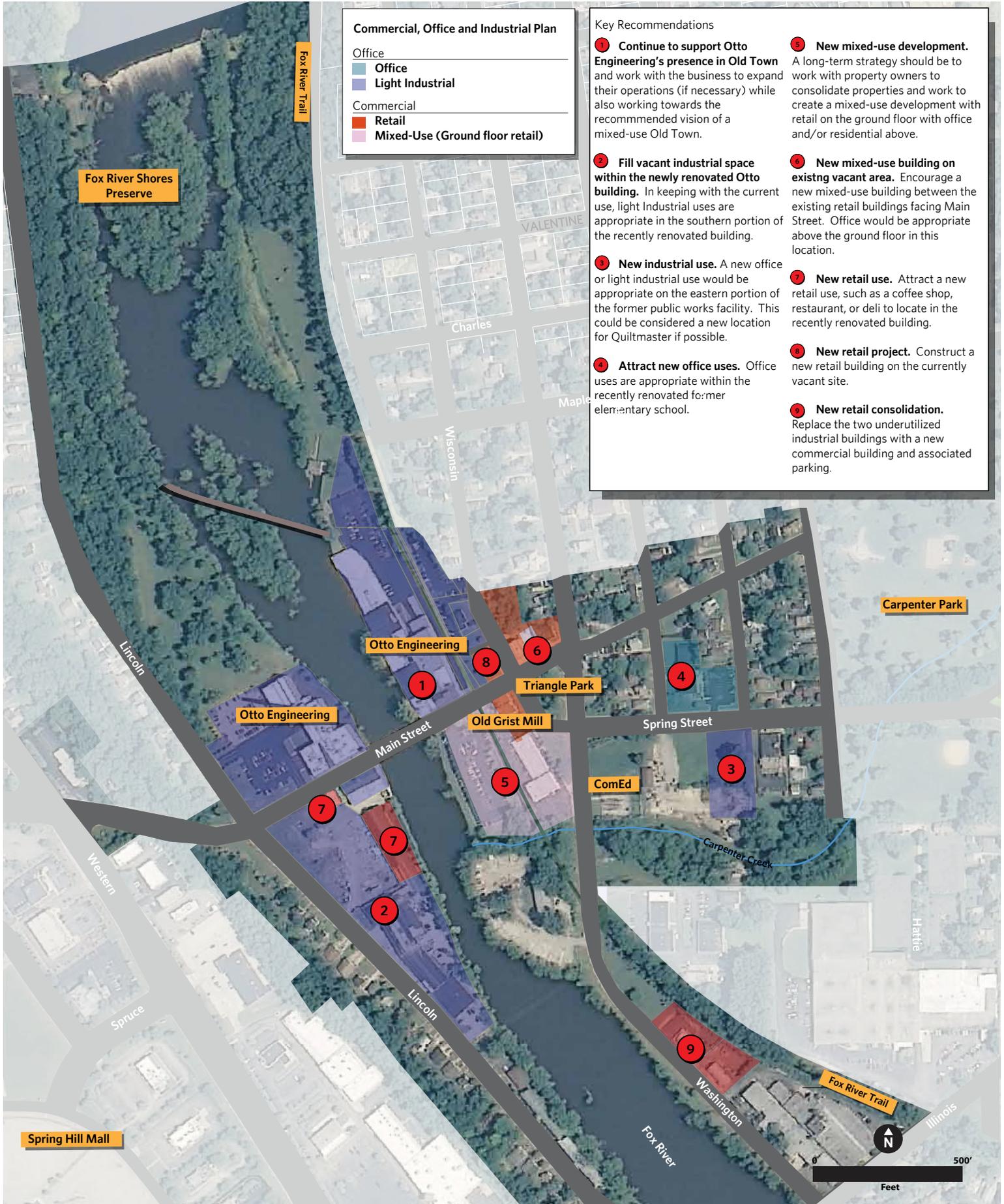


Figure 27: Commercial and Industrial Plan



## Overall Land Use

The maps on the following pages show the overall land use plan for Old Town, as well as the uses that are recommended to change from what they are today. These maps bring together the policies and recommendations from the previous sections, including open space, transportation, urban design, and commercial and residential development.

### Land Use Classifications

The following is a description of the types of land uses recommended for Old Town including residential, commercial, and light industrial land uses as depicted on **Figure 28**.

#### Residential

- **Single-Family Detached Residential:** This land use classification includes detached homes that are currently the primary residential type in Old Town.
- **Single-Family Attached Residential:** This land use classification includes single-family attached residential units including townhomes or rowhomes
- **Multi-Family/Senior Housing Residential:** This land use classification includes both a new multi-story senior housing development and the existing apartments along the Fox River.
- **Mixed-Use:** This land use classification includes developments that should include a mix of uses. Generally, new mixed-use buildings should be three-stories with the lower floors used for street-level retail and upper floors used for new residential units and/or office uses.

#### Business

- **Light Industrial:** Light industrial uses include current businesses such as Otto Engineering and Quiltmaster. Quiltmaster may remain in their current location, however, the plan recommends that in the future if an agreement can be reached that a “land swap” be made between Quiltmaster and the village to move the business onto the eastern portion of the current public works property.
- **Commercial:** This land use classification includes retail, commercial service, professional office, dining and entertainment,
- **Office:** This land use classification includes professional office space. Although offices are also appropriate within properties that are shown as commercial and mixed-use, stand-alone office uses are the primary use in this classification.

#### Community Services and facilities

- **Community Facilities:** This land use classification includes community services and facilities including the existing Fire Station.
- **Utilities:** This land use classification includes the existing ComEd substation.
- **Parks and open space:** This land use classification includes public and private open space that either owned (or recommended to be owned) by the Village of Carpentersville, Dundee Township Park District, the Forest Preserve District of Kane County, or private owners that should enter into easements for trail development.

Figure 28: Land Use Plan

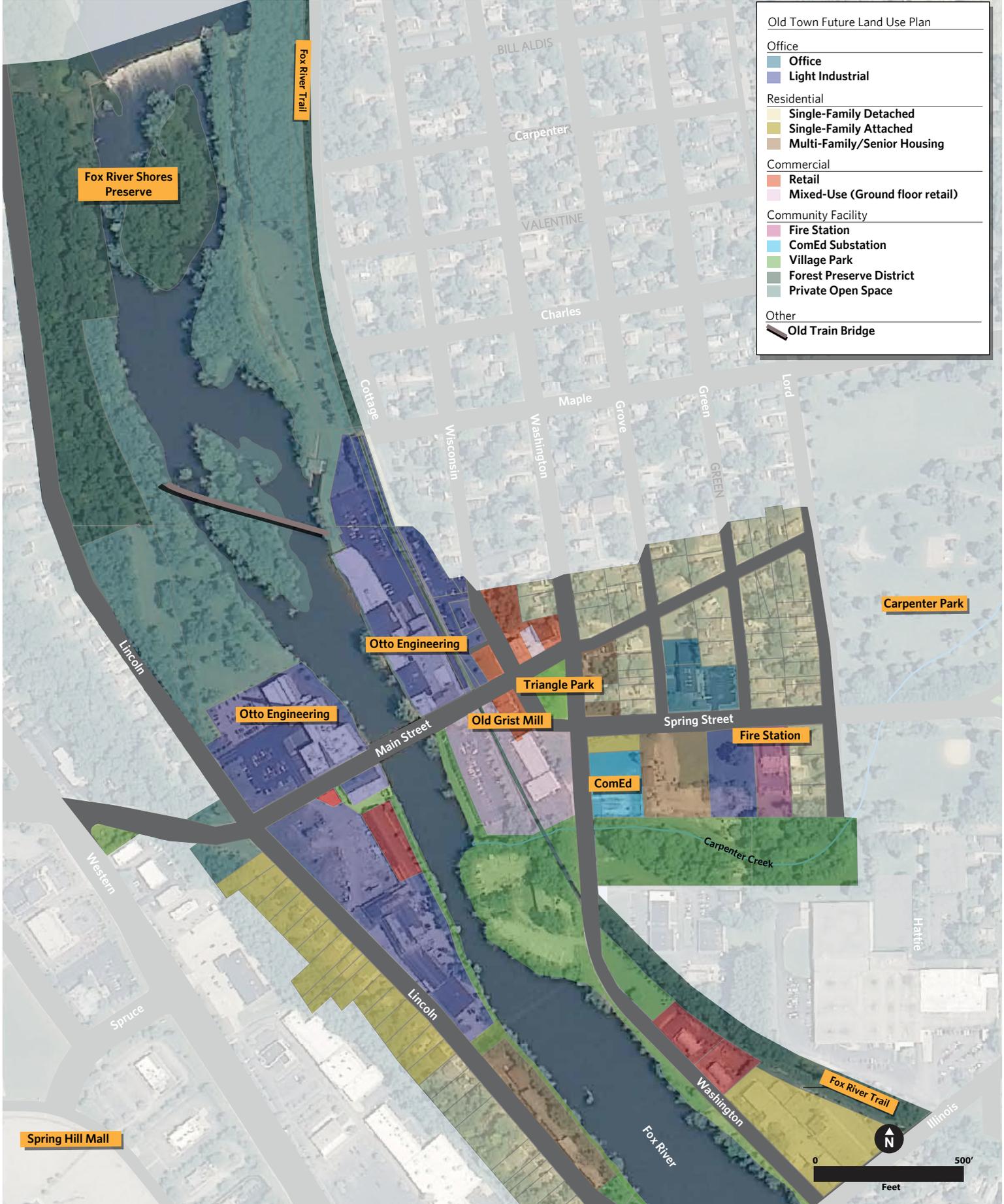
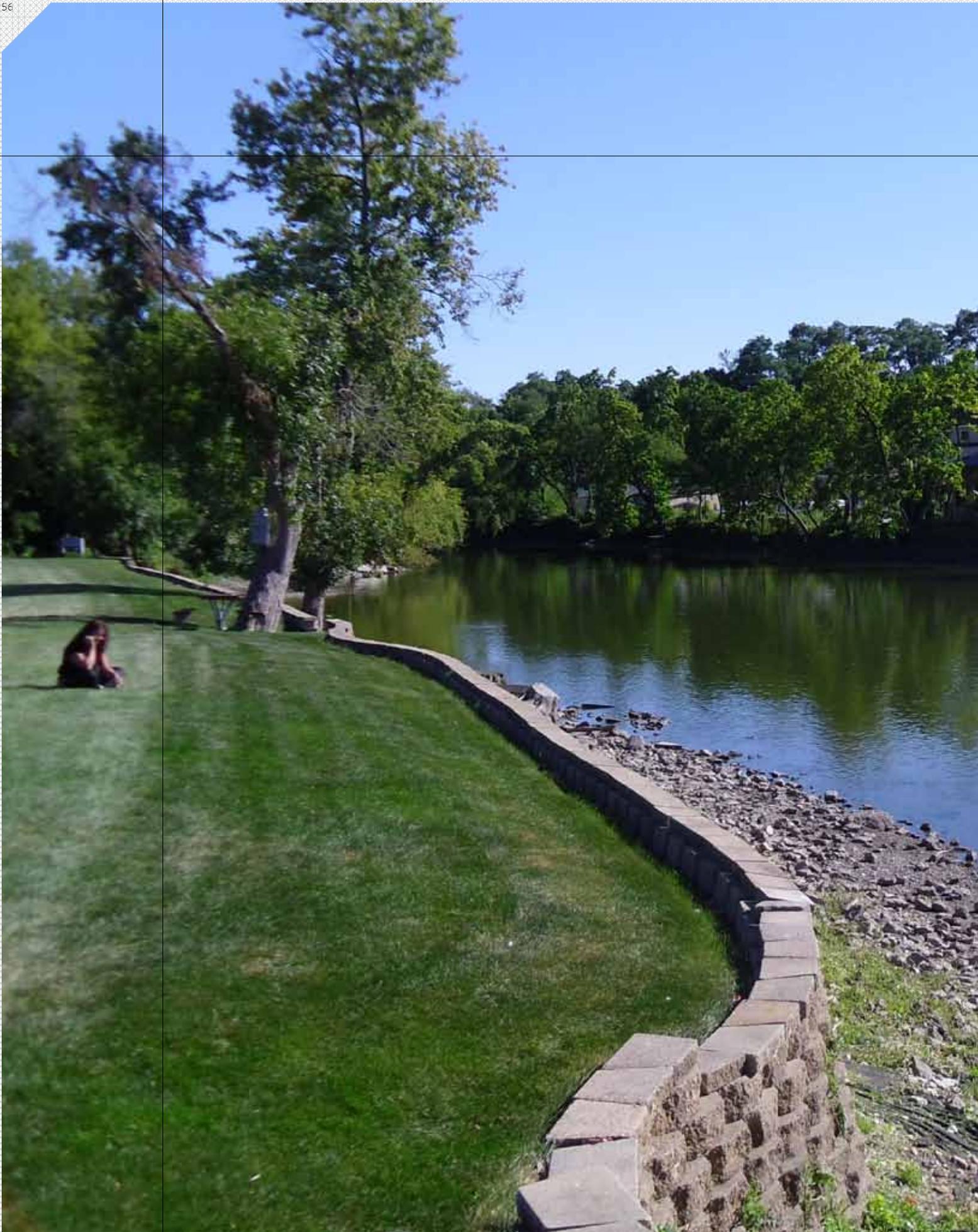


Figure 29: New Land Uses Only







# Chapter 5:

## Implementation Strategies

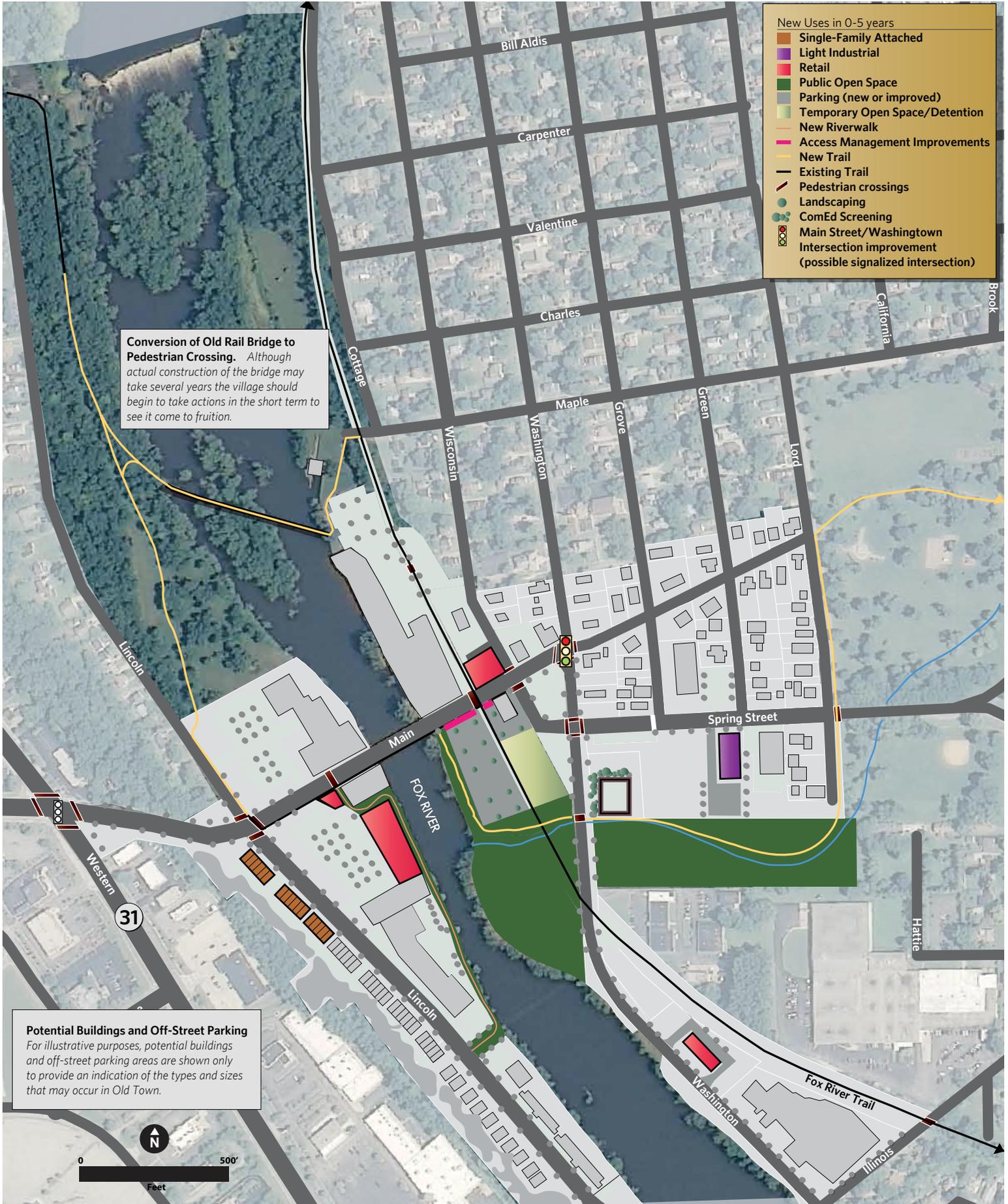
The purpose of this chapter of the Old Town Plan is to describe high-priority recommendations for action to achieve the community's vision. The recommendations are intended to allow staff and elected and appointed officials to prioritize action items and focus on achievable short-term strategies. For the purposes of this plan short-term strategies are those that should begin and be completed (or close to being completed) in the next 5 years, while other larger, more complex projects are recommended to occur afterwards over the next 5 to 15 years. In the near term, the Village should focus on implementing short-term strategies which are achievable immediately or in the near future.

### Short-Term Implementation

Within the next 5 years, it is conceivable that significant progress could be made toward implementing many of the recommendations of the Old Town Plan. Those that are achievable within this 5-year time frame are described in brief below, and also shown on the attached short-term map.

- In the area of **parks and open space**, progress could be made toward creating the open space and trail connection between Carpenter Park and the riverfront. While construction of a trail may not be completed within that time frame, dedication of land for the new park is feasible, as is completion of design and engineering work in preparation for the trail's construction. A similar goal for the village should be to begin to work towards the renovation of the abandoned rail bridge into a bicycle/ pedestrian river crossing. Although the actual construction of the bridge may take several years the village should begin actions in the short term to see it come to fruition. The establishment of easements on private land that allows the future extension of the trail and riverwalk system is also possible and should be prioritized within a 5-year time frame.
- In terms of **transportation**, significant progress could be made in addressing Old Town's parking needs, including the start of a regular parking survey, regulatory modifications to allow and encourage shared parking, and actions by major employers to encourage the use of alternative transportation. Other physical improvements that improve pedestrian conditions and manage access from parking lots to roads can also be accomplished within a short time frame.
- Considerable effort has already been made to address **urban design and identity** in Old Town, including building preservation and rehabilitation by Otto Engineering; this should continue in the near term. Other short-term actions include screening of the electrical substation by ComEd, and programming of community events, historical tours, and other similar activities in the Old Town area.
- While much of the plan's proposed **commercial and residential** development is longer term in nature, some could be accomplished within the next five years. This includes the establishment of commercial businesses on property owned by Otto Engineering on both sides of the river, as well as the construction of new townhomes to the west of Lincoln Avenue, also on land owned by Otto Engineering.

Figure 30: Implementation Strategies Conceptual Site Plan (0-5 years)



## Implementation Responsibility

Successful reinvestment in Old Town requires broad participation from both the public and private sector. In addition to the Village of Carpentersville, which has an obvious central role, other public agencies like **Dundee Township Park District** and the **Kane County Forest Preserve District** also have significant assets in the Old Town area, and must be heavily involved in its future. Private businesses and major landowners, including **Otto Engineering**, **Old Grist Mill, Inc. (includes Quiltmaster)**, **M&M Exposed Aggregate**, and **ComEd**, must be directly involved in the plan's implementation. While involvement of landowners is important in any redevelopment effort, it is particularly important in Old Town. There are few other places in the region where a small number of landowners own such a large percentage of land in a downtown area.

In light of Old Town's unique situation, the plan's implementation strategies have been grouped into several main categories, based on implementation responsibility. In the first category are actions that are primarily the responsibility of the public sector, such as regulatory change or infrastructure investment. The second category contains actions which are primarily the responsibility of private businesses or landowners, or relate to private development without extensive public sector involvement. The third category includes actions which require extensive coordination between public and private sectors, and will not succeed unless close coordination occurs. Finally, a fourth, more minor implementation category includes studies and surveys that would help to inform other recommendations but which are not truly implementation actions without other follow-up activity.

In each of these four categories, the following pages identify three implementation actions that should occur as high priorities. As implementers take action on these strategies, they should keep the long-term plan for Old Town in mind. The strategies are meant to set up further implementation of the Plan's key recommendations. Therefore, if major projects are not included specifically in the below tables, that does not mean they are low priority – just that other strategies need to be undertaken first to make these larger projects successful.

### Implementation Strategies: Public Sector

The following are the most immediate strategies that public sector agencies – including the Village, Dundee Township Park District, Kane County Forest Preserve District, and other government agencies – should undertake to implement the Old Town plan.

ACTION	LEAD IMPLEMENTER	DETAILS
<p>Update the Village's Zoning Ordinance to better accommodate the types of development desired by the community.</p>	<p>Village, Consultant</p>	<p>The Village should consider updating its zoning ordinance for the Old Town area to accommodate mixed-use developments. Currently, as shown in the Existing Conditions Report Appendix B, no mixed-use classification is designated in the area. The zoning ordinance should also be updated to include development setbacks that will support buildings positioned at or near the front property lines. Parking requirements should also be reviewed and updated to a shared parking factor to lessen parking requirements for existing/new businesses.</p>
<p>Create a Greenway between Carpenter Park and the Fox River.</p>	<p>Village, Forest Preserve, Park District</p>	<p>Work to create a new public greenway along Carpenter Creek that connects Carpenter Park and the Fox River. This will likely require some acquisition or easements from private property owners, and the use of the southern section of the current public works facility property. The majority of the property identified as a future greenway is within the floodplain and is heavily wooded. The intent would be to preserve the existing environmental features (i.e. trees and river) while constructing a new multi-use trail. This project would likely be an ideal candidate for State or Federal grants such as the Open Space Lands and Acquisition (OSLAD) development grants offered by the Illinois Department of Natural Resources (IDNR).</p>
<p>Enhance intersections for pedestrian safety.</p>	<p>Village</p>	<p>Differentiating pedestrian crossings will improve pedestrian safety and also announce to vehicles that there is a pedestrian crossing. As intersections are improved over time, especially at Main Street and Washington Street, pedestrian crosswalks should be included in the construction project. If possible, the use of brick paver at crosswalks could build on the historic look of Old Town and should be considered in the streetscaping program.</p>

Other supporting actions by the public sector include access management along Main Street, streetscaping programs, the adoption of Village-wide Complete Streets policies, and examination of additional locations for permitted on-street parking (following the parking survey described later in this chapter).

## Implementation Strategies: Private Sector

The following are the most immediate strategies that private businesses and major landowners in the Old Town area should undertake to implement the Old Town plan.

ACTION	LEAD IMPLEMENTER	DETAILS
<p>Share parking spaces between commercial, office, and residential uses.</p>	<p>Village, local businesses</p>	<p>Based on the results of the recommended parking survey and possibly the upcoming RTA Transit Study, property owners should coordinate to share parking spaces during different times of the day. This may decrease the number of off-street parking spaces necessary in Old Town, and also can make redevelopment easier and less expensive, as fewer new parking spaces are required. This implementation action is highly tied to the Village's update of its zoning ordinance, also a high-priority action; the zoning updates are expected to allow and encourage shared parking.</p>
<p>Screen ComEd substation.</p>	<p>Com Ed</p>	<p>ComEd should screen its substation, which was noted throughout the planning process as an aesthetic problem in Old Town. Options include a brick wall, additional landscaping, or a combination of both.</p>
<p>Pursue new retail and residential development</p>	<p>Otto Engineering, other property owners</p>	<p>Otto Engineering should continue its plans to construct commercial uses, including a restaurant, on its existing property. Similarly, plans to construct new rowhomes on the west side of Lincoln Avenue should also continue to be pursued. This action is tied to the Village's update of its zoning ordinance, which is expected to allow and encourage these land use changes.</p>

Other supporting actions by local businesses include using employer-based Transportation Demand Measures (TDM) to provide travel options; these include encouraging carpooling, working with Pace to establish vanpools, and similar methods.

### Implementation Strategies: Public and Private Sector Coordination

The following are the most immediate strategies that should be undertaken jointly, by public agencies on one hand and private businesses and major landowners on the other, to implement the Old Town plan.

ACTION	LEAD IMPLEMENTER	DETAILS
<p>Meet with current property owners to pursue property acquisition or easements along the Fox River.</p>	<p>Village, Northern Kane County Chamber of Commerce, property owners and businesses, Dundee Township Park District, Kane County Forest Preserve District</p>	<p>Begin to meet with property owners along the riverfront and begin discussions to determine if parcel acquisition or easements are possible. If property owners are interested, the Village should begin to either acquire open space or to enter into easements to improve public access to the river. Either the Village, park district or forest preserve district are appropriate agencies in leading this task. The Village should consider its Village owned property as an asset and work with property owners to determine if relocation to a Village owned property (away from the riverfront) would be desired. Once acquired, install multi-use trails/riverwalks, and use native plantings and stabilization techniques to improve the appearance of the sites and allow visitors to access the waterfront. Potential funding sources may be to work with the Park District and/or the Forest Preserve District to pursue an Open Space Lands Acquisition and Development (OSLAD) grant through the IDNR. This grant can be used for assisting in both acquisition and development costs.</p> <p>Also included in this action is the pursuit of converting the existing abandoned rail bridge into a bicycle/pedestrian bridge. Although actual construction of the bridge would likely not occur for several years, in the short term the village should determine if it is financially and structurally feasible. Possible initial steps include the village determining ownership, discussing potential support with the Forest Preserve District and Otto Engineering, pursuing easements, and identifying potential costs.</p>
<p>Work with existing property owners identified for relocation in the plan.</p>	<p>Village, Quiltmaster, M&amp;M Exposed Aggregate</p>	<p>The Old Town plan calls for the redevelopment of the current M&amp;M Exposed Aggregate site as a public park, and the redevelopment of the current Quiltmaster site as part of a mixed-use development. Both businesses are valuable to the Village of Carpentersville, but their current locations are not consistent with the long-term plan for redevelopment of Old Town. The Village should work with Quiltmaster to determine if an alternative location within the immediate area - most likely, on the former site of the public works department - would be feasible. The Village should also work with M&amp;M Exposed Aggregate to seek relocation to another more suitable site elsewhere in the Village. These are likely to be longer-term discussions but should begin in the short term.</p>
<p>Create and begin to use a marketing strategy, attracting visitors and potential shoppers into Old Town.</p>	<p>Village, Northern Kane County Chamber of Commerce, the Business Development Commission, local businesses, Dundee Township Historical Society</p>	<p>Work with the Chamber of Commerce and local businesses to create a new marketing plan and strategy for Old Town. The marketing strategy should include promotional materials, meetings and presentations about positives and benefits of opening a business and moving into Old Town should be given to the development community and realtors association. The Village should also work with other entities to program community events in Old Town. Future events could continue to be held at nearby Carpenter Park, or possibly at Triangle Park, or on a closed Wisconsin Street adjacent to Triangle Park. Annual celebrations and even weekly Farmers Markets are examples of appropriate events that will draw residents and visitors to Old Town. In addition to events the Village should work with the Dundee Township Historical Society to establish a self-guided walking tour of the historical sites in Old Town.</p>

Another important joint action will include marketing publicly-owned sites for redevelopment, but this is unlikely to occur immediately. The key site under Village ownership is the former public works site; this could serve as either a potential redevelopment opportunity or a parcel that could be swapped or exchanged with businesses to acquire riverfront parcels. The Village should consider either selling the property or maintaining ownership and issuing a Request for Proposals to potential developers to submit their redevelopment plan.

## Implementation Strategies: Studies and Surveys

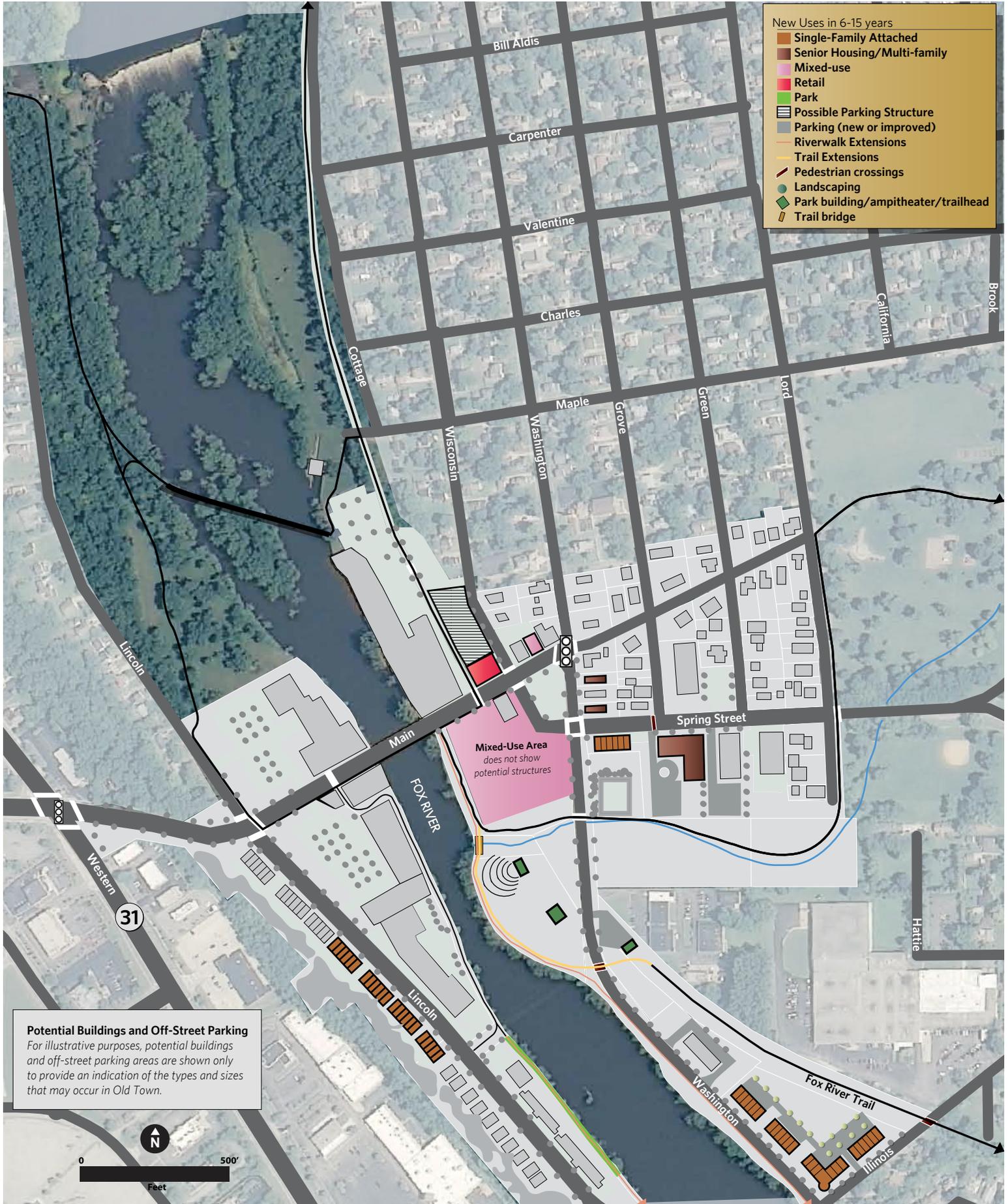
The following are the several immediate studies and surveys that would inform the implementation of the Old Town plan. These are not necessarily implementation actions themselves, but will help to achieve the more significant implementation actions described earlier in this chapter.

ACTION	LEAD IMPLEMENTER	DETAILS
Determine if a Special Service Area (SSA) would be desirable and/or feasible for Old Town to pay for capital improvements.	Village, consultant, local businesses	The Village should conduct a study to determine if an SSA would be appropriate and feasible in Old Town and what capital improvement projects could be funded through such a funding tool.
Conduct an annual parking survey.	Village	The Village should conduct an annual parking survey to determine how public and private parking spaces are being used in Old Town. Guidance on how to conduct a streamlined parking survey is available from CMAP. As redevelopment begins to occur within Old Town the importance of conducting a parking study will likely increase.
Conduct a market analysis to guide redevelopment.	Village, local businesses	The Village should lead the production of a market analysis which examines the market for different types of redevelopment in Old Town. To be most useful, this could be done in partnership with major landowners and developers such as Otto Engineering, so that the study could both examine the feasibility of different longer-term developments and the immediate viability of new commercial and residential development, as currently proposed.

## Longer-Term Implementation

The strategies listed above are meant to occur within the first five years of the Old Town plan's adoption. These actions will move the Old Town area toward the vision expressed in this plan, but significant work beyond these actions will remain. The following figures show the additional changes that should happen outside of the initial five-year window, as well as the potential full realization of the Old Town plan. The site plans are conceptual, meant to reflect what a new Old Town could look like if the recommendations are implemented, and should not be interpreted as a specific proposed development plan.

Figure 31: Implementation Strategies Conceptual Site Plan (6-15 years)



- New Uses in 6-15 years
- Single-Family Attached
  - Senior Housing/Multi-family
  - Mixed-use
  - Retail
  - Park
  - Possible Parking Structure
  - Parking (new or improved)
  - Riverwalk Extensions
  - Trail Extensions
  - Pedestrian crossings
  - Landscaping
  - Park building/ampitheater/trailhead
  - Trail bridge

**Potential Buildings and Off-Street Parking**

For illustrative purposes, potential buildings and off-street parking areas are shown only to provide an indication of the types and sizes that may occur in Old Town.

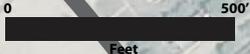
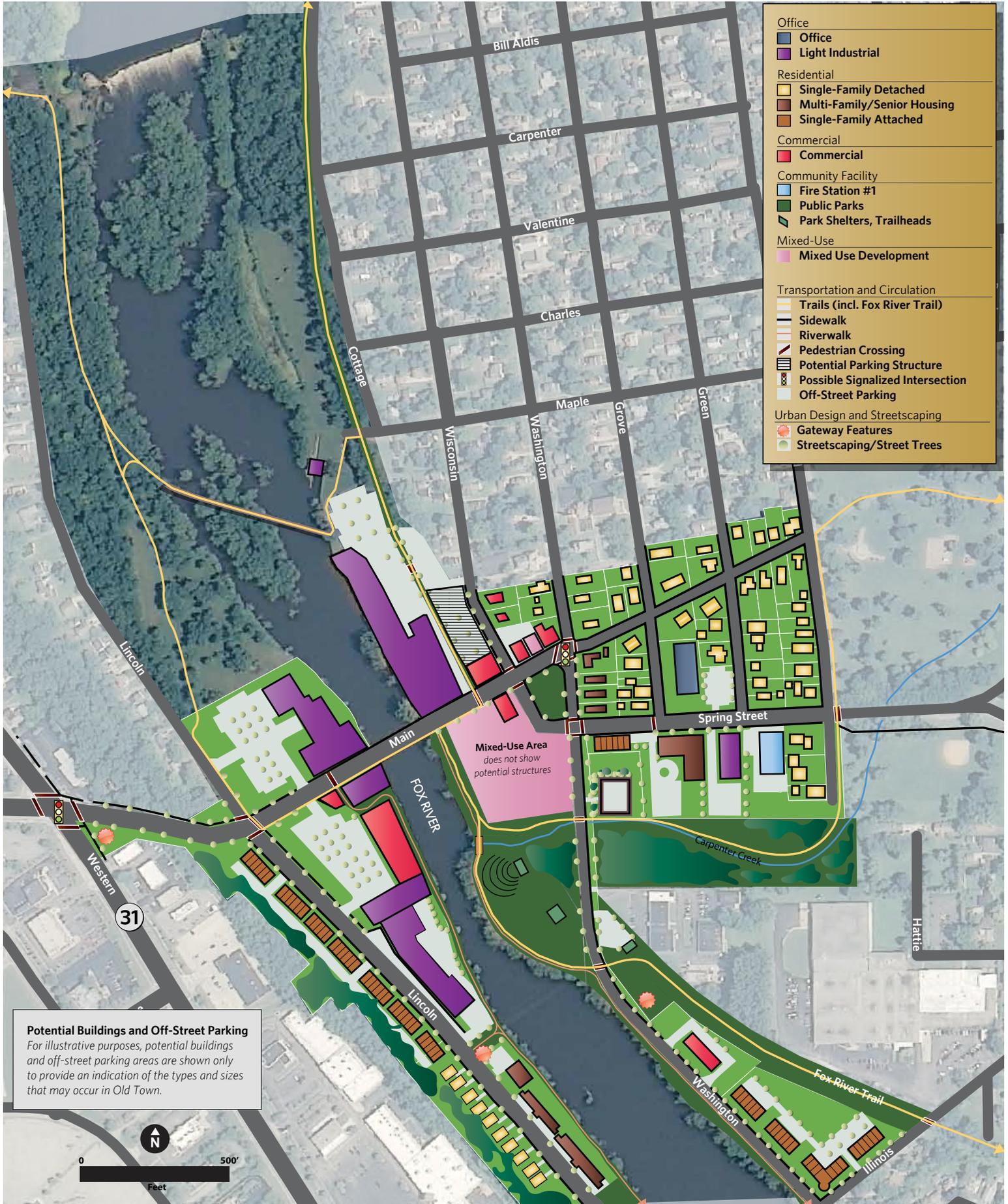


Figure 32: Potential Redevelopment Concept Plan





## Acronyms

**AADT** - Average annual daily traffic

**CMAP** - Chicago Metropolitan Agency for Planning

**CMAQ** - Congestion Mitigation and Air Quality Program

**EPA** - Environmental Protection Agency

**FHWA** - Federal Highway Administration

**GIS** - Geographic Information System

**HUD** - U.S. Department of Housing and Urban Development

**IDNR** - Illinois Department of Natural Resources

**IDOT** - Illinois Department of Transportation

**LTA** - Local Technical Assistance Program

The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality of life issues. See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.



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