

BARRINGTON, ILLINOIS 2021 COMPREHENSIVE PLAN

Adopted: April 26, 2021

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BARRINGTON, ILLINOIS 2021 COMPREHENSIVE PLAN

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2021 COMPREHENSIVE PLAN UPDATE SUMMARY

One of the most important tasks in municipal planning is to create a vision of the community for the future. It is the quintessential small-town charm and character of the Village which attracts people to Barrington and which the community wishes to preserve and enhance. The character of Barrington results from efforts to minimize density, maintain the historic appearance of the Village Center and surrounding areas and the establishment and implementation of good planning and zoning policies.

The 2021 Comprehensive Plan is an update of the two previous Plans, adopted in 2000 and 2010. This Plan addresses many of the same issues but has been updated to reflect current data, trends and community feedback obtained through a robust public engagement process completed over a two year period. The Plan includes specified goals and objectives relating to a variety of topics that are important to the community including housing, transportation, environmental sustainability and economic development. The following is a summary of the notable changes from 2010 to 2021:

CHAPTER 1: COMMUNITY PROFILE & GENERAL OBJECTIVES

This chapter combines the prior Chapter 1 “Mission Statement” and Chapter 2 “Introduction” into one chapter titled “Community Profile & General Objectives.” This consolidated chapter includes a new mission statement, an expanded community profile, the general objectives of the Plan and a new implementation statement. The mission statement is now closely aligned with the primary goals of the Village’s Strategic Plan and focuses on the preservation and enhancement of community character. This Chapter also identifies several key studies to be completed during the course of this Plan including a bike & pedestrian connectivity study and assessment, parking and transportation study, economic development and housing study and utility capacity studies as identified in the Village Capital Improvement Plan.

CHAPTER 2: MUNICIPAL BOUNDARIES

The Village annexation policy as it relates to individual residential annexations has been revised to indicate that the Village is not favorable to annexation of individual or small groups of residential lots due to the costs associated with utility extensions and additional roadway ownership and maintenance. However, the Village may still consider certain individual lot annexations on a case-by-case basis.

CHAPTER 3: INTERAGENCY COOPERATION

This chapter was updated to address interagency topics that relate specifically to comprehensive planning. Basic information regarding Village police, fire and public works services was relocated to **Chapter 1: Community Profile & General Objectives**.

CHAPTER 4: LAND USE

The land use designations remain largely unchanged except for the combination of the two single-family classifications into one category because the classification for single-family residential over 1 acre comprised only 0.9% of the land use designation in the Village. Additionally, acknowledgment of the ever-changing small cell site policy at the Federal level was acknowledged and as such the Village will conduct an ongoing review of local policies relating to small cell sites to ensure the safety and aesthetics of the community is maintained and enhanced whenever possible.

CHAPTER 5: VILLAGE CENTER

The general Village Center goals and objectives have been updated to reflect a new approach to Village streetscape improvements which stress beautification and consistency and provide flexibility as the Village works to evaluate how best to address maintenance and further improvements to the Village streetscape in the future. Additionally, this Chapter has been updated to reflect the upcoming end of the TIF District in 2023. Although the Village does not currently have plans to implement a new TIF District at this time, the Plan does not rule out TIF as a general economic development tool. This chapter also recommends future consideration of Village Center zoning uses in response to the changing face of retail/services

business such as the increase in delivery based businesses, changes to brick and mortar business models, and the general need for businesses to be multifaceted which sometimes no longer conform to traditional zoning uses.

CHAPTER 6: COMMUNITY CHARACTER & DESIGN

This Chapter has been updated to reflect the amendments made to the Historic Overlay District in 2019 which shifted the District from a preservation based to appearance based district. The goals of this Chapter are now aligned with Strategic Plan Goal #1 which is the commitment to preserving and promoting the character and small-town feel of the Village including a focus on Northwest Highway beautification.

CHAPTER 7: HOUSING

This Chapter was updated with a reformatted “Goals and Objectives” including a focus on exploring and encouraging opportunities for diverse housing products in the Village. In addition, this Chapter was updated to include a more robust community profile and information on affordable housing in the Village.

CHAPTER 8: TRANSPORTATION

This Chapter was updated with a reformatted “Goals and Objectives” section with a strong focus on connectivity, multimodal transportation and the maintenance and enhancement of the existing Village infrastructure. These goals and objectives were developed largely based on community feedback and in conjunction with the Village Strategic Plan and the Capital Improvement Plan. Updates on major transportation projects including the North Commuter Entrance Drive and Route 14 Underpass were incorporated. This Chapter also recommends beginning the initial assessment of a pedestrian crossing at the CN tracks on Main Street as a primary objective in working to mitigate the impacts on the CN freight lines in the Village. Lastly, this Chapter recommends completion of the recommended bike and pedestrian connectivity study and assessment in preparation for the creation and adoption of a new multimodal transportation plan for the Village. Staff worked with the Bike and Pedestrian Advisory Committee to review community feedback to develop many of the goals and objectives relating to enhancing and expanding the multimodal transportation network throughout the Village with a focus on safety, connectivity and accessibility.

CHAPTER 9: ENVIRONMENTAL SUSTAINABILITY

The existing sections on ecology and open space from the 2010 Plan were relocated from Chapter 4: Land Use to this Chapter and updated accordingly. This Chapter also received a reformatted and significantly expanded “Goals and Objectives” section which includes seven (7) goals and corresponding objectives addressing a wide variety of important topics such as tree planting and preservation, renewable energy, storm water management, water quality and community education on environmental sustainability. Staff worked with the Environmental Advisory Committee to review community feedback and develop many of the goals and objectives in this Chapter.

CHAPTER 10: ECONOMIC DEVELOPMENT

Chapter 10: Economic Development is a new addition to the 2021 Comprehensive Plan. This chapter provides important statistical information and a “Goals and Objectives” section focusing on business retention, reinvestment and new business attraction. Staff anticipates that this Chapter will be updated in several years following the completion of the recommended economic development study. This Chapter also includes a policy recommendation to consider the establishment of a new façade improvement grant program for exterior façade improvements to encourage commercial property owners to maintain and enhance community character and to encourage new economic development Village-wide.

CHAPTER 11: NEIGHBORHOODS

The title of this Chapter was changed from “Neighborhood Developments” to “Neighborhoods”. All of the maps in the Chapter have been updated to show more clearly defined neighborhood boundaries. The recommendations for each Neighborhood have been updated based primarily on the community feedback for the specific Neighborhood with a focus on infrastructure maintenance and enhancements including safety, connectivity and accessibility. The new Roslyn Meadows

townhouse subdivision which is located on the east border of Neighborhood 15 has been reassigned to Neighborhood 10 which comprises the Roslyn Road area residential neighborhood and adjacent unincorporated residential neighborhood.

CHAPTER 12: SPECIAL PLANNING AREAS

The 2000 Comprehensive Plan designated 29 Special Planning Areas (SPAs). This was significantly reduced to 9 as part of the 2010 Plan due to the majority of the SPA sites having been redeveloped or reused in some capacity. The remaining 9 SPAs from the 2010 Plan have been developed or have no significant land use or development recommendations other than “consistency with underlying zoning”. Therefore all remaining SPAs have been eliminated and there is no longer a need for this Chapter.

BIKEWAYS ADDENDUM

The Bikeways Addendum has been eliminated due to the adoption of the 2012 Bicycle and Transportation Plan.

APPENDICES

Appendices have been added to include the public participation results including the results of the 2018 Historic District Survey, 2019 Resident Survey and summaries from each of the comprehensive planning neighborhood meetings held in 2019-2020.

CHAPTER 1: COMMUNITY PROFILE & GENERAL OBJECTIVES

MISSION STATEMENT

The 2021 Comprehensive Plan serves as the official policy guide for future developments and physical improvements that will fulfill the consensus vision for the Village of Barrington. The vision for the Village of Barrington is to preserve the Village’s character and small-town feel while maintaining a prosperous economic base, promoting the quality of its neighborhoods, providing appropriate, efficient and diverse transportation opportunities and protecting its extensive natural resources and environmental character. The Comprehensive Plan should serve as a guide to address:

- *Land use and development in the Village;*
- *Enhanced and continued revitalization of the Village Center and the Route 14 business corridor;*
- *Preservation of Barrington’s historical character and community design;*
- *Continued implementation and enhancement of an efficient and safe multi-modal transportation system and related infrastructure; and*
- *Protection and enhancement of environmental features and open space throughout the Village and the surrounding Barrington area.*

INTRODUCTION

The first Comprehensive Plan for the Village of Barrington was adopted in 1958. Major revisions and/or updates were made in 1972, 1981, 1990, 2000 and 2010. This 2021 update (sometimes referred to as “the 2021 Comprehensive Plan”) is built upon the structure and format of the 1990, 2000 and 2010 plans, while incorporating current data and revised planning principles for selected elements. The desires of its citizens, the current needs of the community and the forces expected to impact the Village and the surrounding region in the future have all been given due consideration in the development of this Plan.

Community participation and feedback is one of the primary drivers for the updates to the 2021 Comprehensive Plan. In 2019, the Village conducted a resident survey which covered a number of topics relating to comprehensive planning. The survey had a 24.7% response rate with a total of 1,111 responses which is a significant response rate (see **Appendix B**). In late 2019 through 2020, the Village held a series of eight (8) neighborhood meeting to address the different neighborhoods and geographical regions of the Village as well as two (2) special focus meetings to discuss multimodal transportation and environmental sustainability. These meetings gave the public the opportunity to review the recommendations of the existing document, discuss current opportunities and concerns and make recommendations for future plans in their neighborhoods and throughout the Village. These meetings were attended by approximately 340 members of the community in addition to approximately 25 comments submitted online. In addition to the neighborhood meetings, the Committee of the Whole and the Plan Commission held a series of public workshops to discuss and review the proposed updates to the Comprehensive Plan.

The following planning studies and plans were utilized or referenced in preparing this update, and are referenced throughout where appropriate:

- **Village of Barrington 2021-2025 Strategic Plan**
- **Village of Barrington Capital Improvement Plan**
- **Village of Barrington 2012 Bicycle and Pedestrian Transportation Plan**
- **Village of Barrington Affordable Housing Plan (2015)**
- **NWMC Multimodal Transportation Plan (2020)**
- **Village of Barrington Community Design for CMAP’s Go To 2040 Plan**, prepared by Topographis in cooperation with the Village of Barrington



(2009). Certain recommendations from this plan are being carried forward and/or being modified accordingly. See **Chapter 5: Village Center**.

- **Village of Barrington Stormwater Management Study**, prepared by Hey and Associates (April 2010)
- **Village of Barrington Water Supply Study**, prepared by Burns and McDonnell (2006)
- **Village of Barrington Wastewater Treatment Facilities Plan Analysis**, prepared by Huff & Huff (May 2007). A new study is currently underway at the time of adoption of this Plan.
- **Village Center Master Plan**, prepared by The Lakota Group in cooperation with the Village of Barrington (August 1999)

The Village should undertake the following key planning studies to assist in furthering the goals and objectives of this Plan as well as the Village Capital Improvement Plan and 2021-2025 Strategic Plan:

1. **Village Bike & Pedestrian Connectivity Study and Assessment**
2. **Village Parking and Transportation Study**
3. **Village Economic Development and Housing Study**
4. **Utility Capacity Studies as identified in the Village Capital Improvement Plan**

COMMUNITY PROFILE



Barrington Area Library Local History Photos: Arnett C. Lines Family Collection

The area now known as Barrington was settled by pioneers in the 1830s. The area's rich soil and ample water supply naturally attracted a growing number of farming families. People began to migrate from the City of Chicago to the Barrington area with the development of railroad lines from the port facilities in Chicago. In 1863, the 300 people who comprised the population of Barrington Station decided, in a referendum, to separate local and township powers. This led to the state legislature's approval of a charter for the Village of Barrington in 1865. The Village of Barrington was incorporated on February 16, 1865.

Many families from nearby communities saw the advantages of moving to Barrington and having easy access to the railroad and the growing number of stores that had recently opened. In reaction to this steady migration, the number and variety of new small businesses near the railroad kept pace with the growing needs of the population. In the last decades of the 19th century, the City of Chicago grew from a promising prairie town to a great pivotal hub of commerce and industry. As Chicago became more prosperous, the desire for small town living led to major population growth in the surrounding countryside and the Village of Barrington.

In the 1920's, advancements in transportation allowed wealthy families from Chicago to move into the Barrington area and build family estate homes. The location of the Village and its attractive environment appealed to those who had become wealthy during the booming 1920s. The Village's population growth slowed during the difficult times of the 1930s and 1940s, but then resumed in the 1950s, 1960s, and 1970s as a result of the suburbanization in the Chicago area and the post-World War II baby boom.

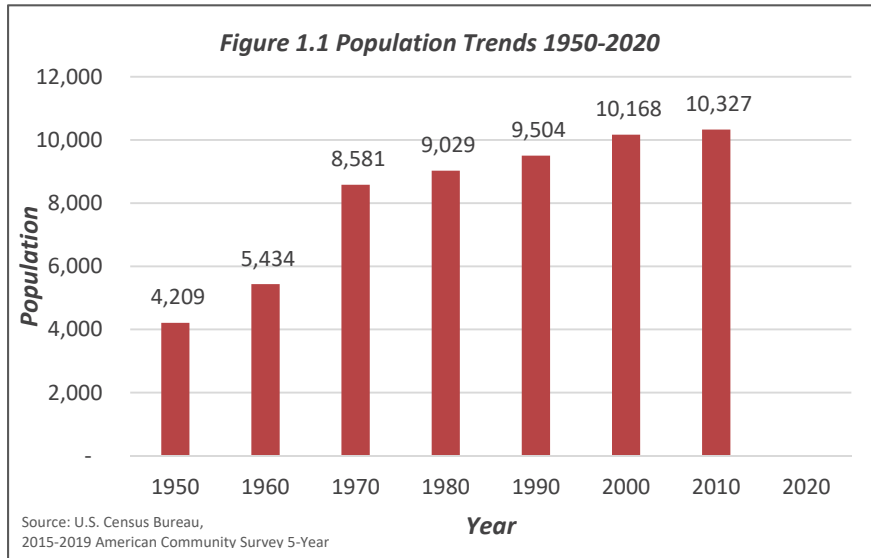
**In 2015, the
Village celebrated
its
sesquicentennial
(150th)
anniversary!**

The Village of Barrington as we know it today is located in both Cook and Lake Counties with Lake-Cook Road as the north-south dividing line between the Counties. The Village offers many key services to its residents including locally controlled Police and Fire Departments as well as municipal potable water and sanitary sewer systems. Barrington residents also enjoy the extensive services, facilities and amenities of the Barrington Community Unit School District 220, Barrington Park District, Barrington Area Library District and both the Lake and Cook County Forest Preserves. The Village is surrounded by several

key forest preserves including Cuba Marsh to the northeast, Deer Grove to the east and Crab Tree Nature Center to the southwest.

POPULATION

In 1950, Barrington had a population of 4,209. By 1970, Barrington’s population had doubled to 8,581. From 1970 to 2010, the population gradually increased by an average of 5% per decade. According to the U.S. Census American Community Survey (ACS) for 2015-2019, in 2019, Barrington had an estimated population of 10,290. The deceleration of population growth may be attributed to the national recession that began in 2007, which strongly affected the housing market. Figure 1.1 illustrates Barrington’s population trends over the past 70 years.



Since 2000, Barrington has experienced only a slight increase in population, which is similar to the State of Illinois population trend since 2000. Figure 1.2 below illustrates a comparison of Barrington’s population trends to those of Cook County, Lake County and the State of Illinois. The Chicago Metropolitan Agency for Planning (CMAP) estimates that by the year 2040, the Village of Barrington will have a population of 12,788. The 2015-2019 ACS age distribution for Barrington is shown below in Figure 1.4.

Figure 1.2: Population Change from 2000 to 2020

Population	1990	2000	2010	2020	Change 2000 to 2020
Barrington	9,504	10,168	10,327		
Cook County	5,105,067	5,376,741	5,200,950		
Lake County	516,418	644,356	704,596		
State of Illinois	11,430,602	12,419,293	12,843,166		

Source: U.S. Census Bureau

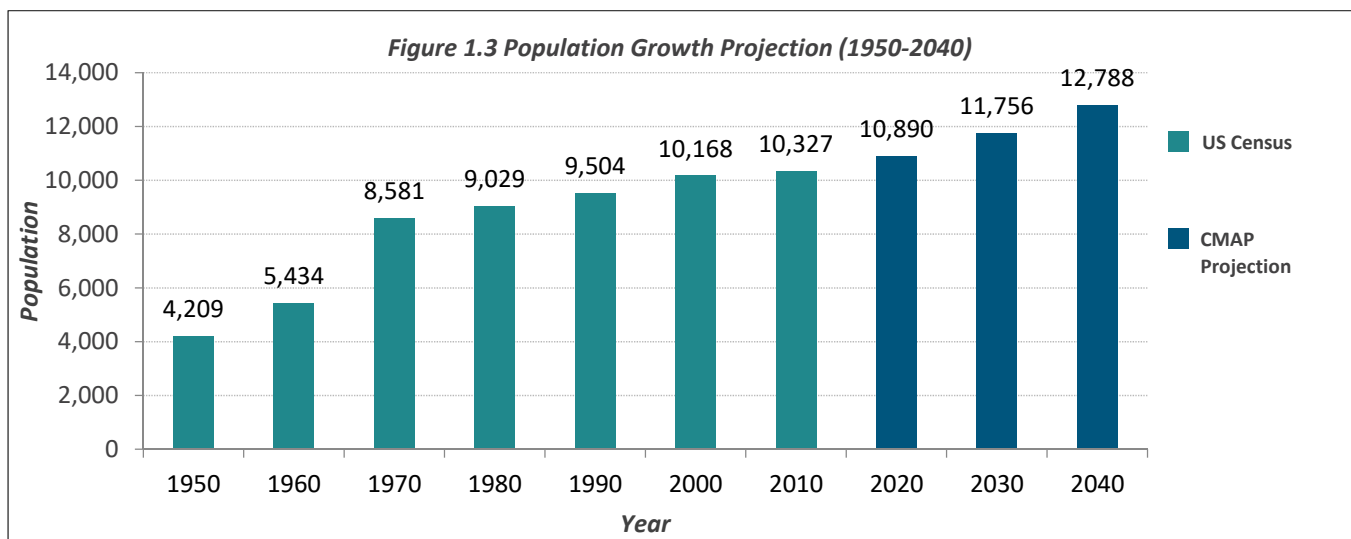
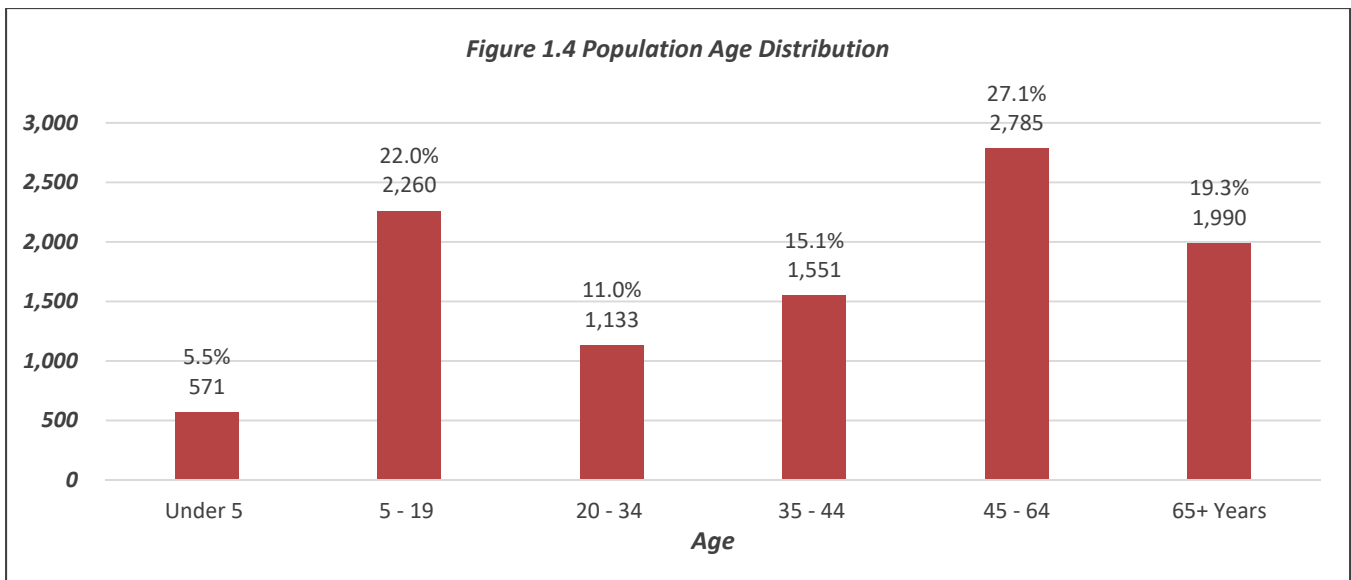


Figure 1.4 Population Age Distribution



Source: U.S. Census Bureau

HOUSING CHARACTERISTICS

The U.S. Census American Community Survey (ACS) for 2015-2019 estimates the Village has 3,906 households. According to the 2015-2019 ACS, residential units in Barrington were approximately 73% owner-occupied and 27% renter-occupied. This is a decrease from 2010 in owner occupied households, when 81% were owner-occupied and 19% were renter-occupied. The 2015-2019 ACS dataset also indicates that the Village contains 2,817 single-family detached housing units and 201 single-family attached housing units (77% of the total). The balance of the housing stock is comprised of 104 duplexes (3% of the total), and 784 multi-family dwellings in buildings with three or more units (20% of the total).

BUSINESS PROFILE

The Village is home to approximately 700 local, regional, national and international businesses, including major employers such as Motor Werks of Barrington, Wickstrom Auto Group, Pepper Construction, PepsiCo and the Barrington Community Unit School District 220. According to the data collected by the Village through ongoing surveys and the issuance of permits, there is approximately 3,000,000 square feet of commercial space in Barrington. Approximately 20% of Barrington's land use is dedicated to commercial, office or industrial uses. According to the 2015-2019 ACS, there are 7,575 day time employees working in the Village as of 2019. See **Chapter 10: Economic Development** for further information on Barrington's economic characteristics and recommendations relating to economic development in the Village.

GENERAL OBJECTIVES

This section establishes broad, philosophical objectives that should be used in evaluating planning proposals and decision-making relative to future land uses. This section also establishes key strategies to further the goals and objectives identified in the chapters throughout this Plan.

A. Natural Resources

1. Improve the water quality of aquifers, lakes, rivers, wetlands and streams, and protect them from pollution.
2. Respect, preserve and protect natural topography, soils and vegetation.
3. Maintain capacity of drainage basins, waterways and floodplains.
4. Enhance wildlife habitats and protect them from encroachment by development.
5. Control noxious emissions of air pollutants, odors, sounds, artificial light, etc.
6. Establish greenway corridors along waterways to protect water quality, provide wildlife habitats, preserve floodplains and where feasible, provide recreation.

B. Character

1. The existing character of the Village, which includes diverse and appropriately scaled architecture and historic places, should be reflected in the scale and arrangement of new development.
2. A diverse population should be encouraged by offering a range of housing types, price points and living environments.
3. Employment opportunities should be provided to sustain a high degree of citizen self-sufficiency.
4. The Village Center should function as an active, pedestrian-friendly, multi-use center serving as the Village's main retail district and civic activity area.
5. A system of waterways, common open spaces, landscaped pedestrian areas, sidewalks, bikeways and rights-of-way should permeate the entire Village.
6. Mitigation of traffic congestion caused by through traffic and the railroads should be a priority.
7. New residential developments should be linked to the Village Center and other areas of the Village.

C. Services

1. Contemporary procedures of municipal government and management should be employed wherever they can improve the effectiveness of services.
2. Joint uses of public facilities, (e.g. schools and parks), should be planned and programmed wherever possible.
3. Special districts should be established to provide facilities and services which relate to area-wide resources and users.
4. Public sewer and water utilities should be extended to all properties within the Village, if this becomes financially feasible or through redevelopment opportunities.
5. Connectivity and ADA accessibility should be enhanced by taking full advantage of mass transit, multi-modal transportation opportunities and efficient grouping of goods and services providers.
6. The Village should exercise all possible legal control to manage growth, density and the design quality of development on the surrounding unincorporated lands.
7. The ability of the Village to provide key public works and public safety services to new developments should be a primary consideration of any new development proposal.

D. Infrastructure

1. The ability of the Village's infrastructure to service the new developments should be a primary consideration of any new development proposal.
2. New developments and areas of redevelopment should be encouraged to use natural resource-sensitive methods of storm water control to reduce the size and number of storm sewers as well as improve water quality.
3. ADA accessibility and related infrastructure improvements should be considered and implemented as a part of new development proposals consistent with all applicable codes and regulations.

E. Public Education, Empowerment and Involvement

1. The Village should increase public education and awareness regarding zoning and development regulations, tree preservation, environmental sustainability, water quality and conservation, stormwater management, historic preservation and other such issues that are important to residents, through the public information and participation process.
2. The Village should publicize civic events, including public meetings, through various means, including the Village website, social media, community access cable channel, community events sign, radio, print, etc.
3. Residents should be kept informed about significant development proposals through the Village newsletter, public access television, website and social media and should be invited to give input during the public hearing process.
4. Partnerships with community groups and residents in projects to improve the community should be encouraged.

Cooperation among all members of the community and, in particular, among the civic officials, is vital to the successful use of a comprehensive plan. It is strongly recommended that similar encouragement of cooperative efforts be promoted in all of the jurisdictions surrounding the Village of Barrington, and that their objectives be coordinated with those of the Village of Barrington as set forth in this Chapter.

IMPLEMENTATION

The Comprehensive Plan is intended to be a guide for the Village to utilize over the next ten (10) years to assist in informing decisions regarding land planning, land use and development and how these elements interact and impact other decisions the Village must make during the lifespan of this Plan. The Comprehensive Plan is a living document that should be reviewed on a regular basis. The Village Staff will utilize this plan on a daily basis in considering development inquiries, reviewing proposals and plans, making recommendations to Commissions and the Village Board and generally in working to accomplish the goals and objectives of the Plan. The progress and accomplishments of this Plan should be tracked in order to celebrate our successes, plan our next steps forward and prepare for the future of Barrington.

Be Inspired.

CHAPTER 2: MUNICIPAL BOUNDARIES

Located at the hub of the Barrington area, the Village of Barrington is unique because it is nearly landlocked and fully developed. Most opportunities for growth are from potential annexations of residentially zoned unincorporated lands and from the redevelopment of properties within the Village. The Village is approximately 3,080 acres in size. There are approximately 1,100 acres of land outside of the Village where future growth could occur, the majority of this area is already improved with single-family residential uses.

Both the existing and ultimate corporate limits of the Village of Barrington are depicted in **Map 1: Municipal Boundaries**. The ultimate Village boundary includes areas outside of the Village



that may be annexed by the Village because they are unincorporated and not subject to a boundary agreement. Where the public health safety or general welfare is at risk, the Village of Barrington should consider the annexation of any unincorporated territory within its ultimate corporate limits. The Village should impose its subdivision regulations on the unincorporated territory within its jurisdictional area as provided by state law. The following are the annexation policies of the Village of Barrington:

The Village of Barrington is located within two (2) Counties and four (4) Townships.

ANNEXATION

The prospect of annexing an existing residential subdivision without a prior special agreement in place raises financial and physical planning concerns that do not exist with the annexation of undeveloped land. Therefore, the following policies have been adopted with regard to annexation of developed areas:

1. The Village of Barrington should consider the annexation of any contiguous subdivision, or portion thereof, where there exists an obvious threat to the health, safety or general welfare of the residents of the Village or surrounding area (e.g., failure of individual septic systems).
2. In general, the Village of Barrington should not consider annexation requests for the annexation of individual or small groups of residential lots. These types of annexations are costly to the Village by adding public facilities (roads, water main, sanitary sewer main, etc.) to maintain at the public expense with little additional tax revenue to off-set the perpetual maintenance and eventual replacement of these facilities. However, there may be individual circumstances which warrant consideration on a case-by-case basis due to a variety of factors. In these circumstances, the Village may consider annexation if, at a minimum, the following two conditions are met:
 - a. The proposed annexation should be consistent with the overall land use for the subject property.
 - b. Unincorporated residents or property owners who wish to annex should be required to connect to and extend Village utilities. The extension of utilities could utilize funding mechanism such as a recapture agreement, tax revenues or a special service area.

UNIMPROVED PROPERTIES TO BE DEVELOPED

Property owners and developers should take note that the Village is under no legal obligation to annex any property. The following policies have been adopted with regard to the annexation of undeveloped properties:

1. Annexation requests viewed favorably by the Village should be considered through a specific planned development and annexation agreement when appropriate.
2. Developer payments to the School District, Park District, Library District and the Village should be made or arranged for in an annexation agreement and in accordance with the Development Regulations. The purpose of

these payments is to cover public service costs between the time of occupancy and the receipt of real estate taxes by the respective taxing bodies and to cover the one-time capital expenditures.


3. All subdivisions and other developments within the Village, and all new annexations, all subdivisions, and all other new developments within one and one-half miles of the corporate limits of the Village are required to and shall comply with all applicable requirements of the Village of Barrington Development Regulations. To the extent of any inconsistency with any other applicable regulations, the most restrictive provisions shall govern and control.
4. The Village should negotiate public and private improvements including, but not limited to, streets, neighborhood connectivity, pedestrian ways, bikeways, sewer service and water service.
5. Residential density for new subdivisions should be based upon the regulations of the intended underlying zoning district or compatibility with the surrounding neighborhood.
6. Properties divided into lots which are less than 43,560 net square feet should be serviced with Village water and sewer.
7. In order to promote effective stormwater management, the Village of Barrington adopted the most recent update to the Lake County Watershed Development Ordinance on December 15, 2020 through Ordinance No. 20-4136. Ordinance No. 20-4136 and its subsequent amendments adopt the Stormwater Management Ordinance by reference in Chapter 9 of Title 10 of the Village of Barrington Village Code. All subdivisions and other developments within the Village, and all new annexations, all subdivisions, and all other new developments within one-half miles of the corporate limits of the Village are required to and shall comply with the Stormwater Management Regulations of the Village Code. Moreover, all other federal, state, county, and local regulations related to stormwater management should also be met, and to the extent of any inconsistency, the most restrictive provisions shall govern and control.
8. Floodplain and hydric soil areas should be left undeveloped to promote better stormwater management and ground water infiltration.

CHAPTER 3: INTERAGENCY COOPERATION

The Village of Barrington is a member of the Barrington Area Council of Governments (BACOG) and should pursue efficiencies that can be gained through mutual cooperation and/or shared equipment/services with other BACOG members or other neighboring communities, where feasible. The Village should also pursue cooperation with other agencies, such as The State of Illinois, Cook and Lake Counties, other municipalities, the Northwest Municipal Conference (NWMC) and others, to maximize efficient delivery of services.

Decisions regarding interagency cooperation in the provision of municipal services should be based on the following objectives:

- 1. Efficient and high level public facilities and services should be provided.**
- 2. Efficient maintenance of public facilities and services should be undertaken.**
- 3. The level of cooperation and communication among BACOG and non-BACOG jurisdictions should be increased.**
- 4. Duplication of facilities, services and expenditures among BACOG and other nearby jurisdictions should be minimized.**
- 5. Service provision should be periodically reevaluated and modified as necessary to meet changing community needs.**
- 6. Costs for new shared services and facilities should be allocated fairly among participating jurisdictions, and between the public and private sectors.**



The BACOG area encompasses approx. 90 sq. miles and has seven (7) member communities.

MUNICIPAL SERVICES

The Village of Barrington should continue to evaluate its capacity for supplying area-wide services when economically advantageous and feasible for the Village and consistent with the Comprehensive Plan of the Village and those of neighboring communities. Should the sharing of municipal services be deemed necessary or desirable, such service arrangements should be based on a fully allocated cost structure (including capital costs on a current replacement basis) and cause no adverse impact on service level to the residents of the Village of Barrington.

Partnerships with regional and statewide agencies are critical to effective administration, planning, and emergency response. The Village of Barrington should continue its partnerships with regional agencies, such as the Illinois Department of Transportation (IDOT), BACOG, the Northwest Municipal Conference (NWMC), and the Chicago Metropolitan Agency for Planning (CMAP) to address issues of regional concern, especially those related to transportation, stormwater, and the environment. Moreover, the Village should continue to seek out and utilize arrangements of intergovernmental cooperation to provide for assistance in the event of emergencies, especially with the Illinois Emergency Management Agency (IEMA), the Illinois Law Enforcement Alarm System (ILEAS), the Illinois Mutual Aid Box Alarm System (MABAS), and the Illinois Public Works Mutual Aid Network (IPWMAN).

Joint purchasing and sharing of resources may be highly advantageous to all units of government in the Barrington area. For example, the collective purchase of expensive and sophisticated equipment should be continued and encouraged to reduce the cost to all participants whenever possible. The Village should continue to seek joint purchase opportunities through the NWMC's Suburban Purchasing Cooperative and similar agencies.

The Village should continue to work with BACOG on impact fee policies. On September 13, 2004, the Village adopted Ordinance No. 04-3180, which requires the dedication of required land or cash contributions as a condition of approval for a final plat of subdivision or final plat of planned development. This ordinance, which is based upon certain recommendations from BACOG regarding the administration of the impact fee program, should be maintained and adjusted as needed. This information was incorporated into the Barrington Village Code upon the adoption of the Development Regulations in 2014.

WATER AND WASTE WATER SERVICE

The operation of an area-wide sewage disposal system is not based upon political boundaries, but rather upon the configuration of natural drainage basins see **Map 2, Wetlands & Floodplains**. The “Flint Creek” basin is very similar in size and shape to the recommended configuration of the Village of Barrington itself. Though the present site of the sewage treatment plant could accommodate additional capacity, it is unlikely that the expense related to the pumping stations and interceptor sewers would justify extending the system beyond the limits of the Flint Creek basin.

The Village water supply is provided by two (2) “well clusters”, each containing two (2) wells, for a total of four (4) shallow wells. The total capacity of this well cluster system is 4,400 gallons per minute (gpm). In addition, the Village has ground storage for 1.5 million gallons and elevated storage for an additional 1.5 million gallons. An iron filtration plant was constructed in 2000 to aid water quality. The 2006 Water Supply Study, conducted by Burns and McDonnell, recommends the Village consider an additional well cluster. This would provide for additional redundancy to the system, particularly as it relates to peak daily demand. As part of this study, the opportunity to extract water from Lake Michigan for use as the Village water supply was explored. The use of water from Lake Michigan was determined to be not feasible or cost effective for the Village; therefore, the Village should continue to pursue the installation of an additional well cluster. Updated water supply and water rate studies are proposed as a part of the Village Capital Improvement Plan so these issues can continue to be evaluated for feasibility and cost effectiveness moving forward. See **Chapter 9: Environmental Sustainability** for additional information relating to the Village’s water supply and enhanced water quality.

It is the policy of the Village not to extend water and sewer beyond its corporate limits, unless there exists a special purpose, district or another municipality with which to enter into contracts specifying terms of payment as well as land use restrictions. Currently, through contract, the Village provides multiple subdivisions outside of its corporate limits with water and sewer service. Additional shared services may be considered based on system capacity, land use considerations and financial feasibility.

A Wastewater Treatment Facilities Plan Analysis was prepared by Huff & Huff Inc. in May of 2007. The study indicated that the hydraulic capacity of the present facilities is adequate for the average flow from both the present population and the growth projected by the 2010 Comprehensive Plan. No increase in capacity is contemplated at this time. A waste water facility assessment is ongoing and will be completed in 2021. This facility assessment will provide recommendations on how to best manage the Waste Water Treatment Plant going forward

The Village currently participates in BACOG’s ongoing water study and monitoring by supplying data, input and resources as needed to complete the study. The Village also participates in several regional groups, providing input on water conservation and sustainable water supply for northeastern Illinois. Such regional partnerships should be continued to ensure adequate Village water resources for generations to follow.

RECYCLING AND REFUSE COLLECTION

The Village is a member of the Solid Waste Agency of Northern Cook County (SWANCC). Refuse and recycling collections should continue to be provided through an independent agreement between the Village and a private waste hauler. Area-wide planning should continue with regard to recycling; the location, operation and ultimate capacity of waste disposal sites; and cooperative efforts for waste conversion to alternate uses. Recycling efforts should include electronics, metals, plastics, paper and other materials. Organic composting, the use of native vegetation, and other efforts to reduce the amount of food and yard waste should be encouraged and investigated at the time of agreement renewal. Additionally, a collection contract to serve all SWANCC communities should be explored. The Village of Barrington Environmental Advisory Committee should work to assist in the coordination of efforts amongst local environmental groups to further the educational and environmental sustainability goals of this Plan.

RECREATION

Local park and recreation services are provided within the Village by the Barrington Park District, a separate taxing entity. The Barrington Park District has developed a park system within the Village that provides for both passive and active park land. The Barrington Park District has developed the multi-award winning Citizens Park and has made significant enhancements to the existing Langendorf and Beese Parks. Continued partnership with this entity is desirable for maintaining high-quality recreational services that meet the needs of Village residents.

Cooperation among neighboring communities will be especially crucial to implementing bikeway routes and greenway corridors. The 2012 Bicycle and Pedestrian Transportation Plan recommends connectivity within the Village and to neighboring communities and jurisdictions, including the Cook County Forest Preserve District and the Lake County Forest Preserves. Moreover, the Village should continue to work with the NWMC on multi-modal transportation planning to ensure consistent planning and connectivity throughout the region.

CHAPTER 4: LAND USE

The Village of Barrington encompasses approximately 3,080 acres in 2020. The largest single land use designation is single-family residential, which accounts for approximately half of the total land area. This chapter addresses projected land use within the ultimate limits of Barrington, considers changing market forces, evaluates the area's natural resources, considers the preservation of historic places and the suitability of land for development, and identifies land to be withheld from development as public or private open spaces for conservation and recreation. See *Map 3: Land Use Plan*.

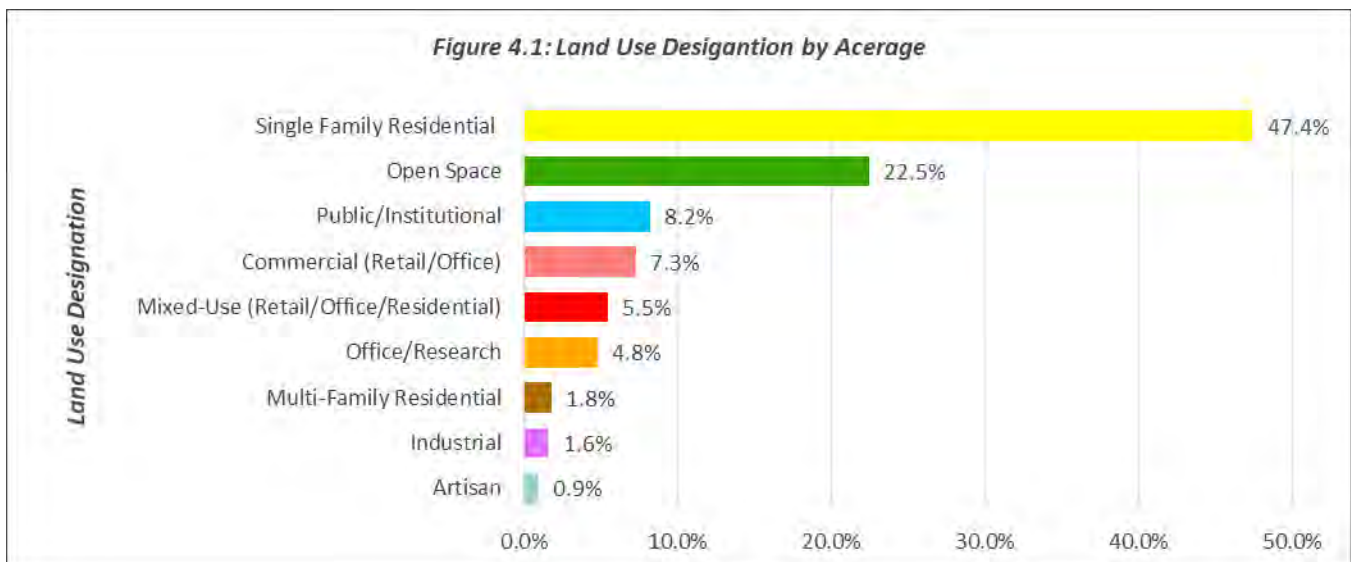
GENERAL LAND USE POLICIES

The following policies should be encouraged or required when associated with the development or redevelopment of property within or surrounding the Village of Barrington:

1. **Maintain a balance of land uses.**
2. **Provide adequate screening and buffering between non-residential uses and residential uses.**
3. **Provide aesthetically pleasing and contextual new development consistent with the character of the Village.**
4. **Support consistent enforcement of zoning and property maintenance regulations.**
5. **Collect impact fees.**
6. **Consider current market forces and projections.**
7. **Provide access to multi-modal transportation, such as walking, biking, and train or bus travel.**
8. **Consider ecology, land suitability and open space systems. See *Chapter 9: Environmental Sustainability*.**
9. **Additional land use considerations can be found throughout this document in subject specific chapters.**

LAND USE PLAN

The plan for future land use is based on two principles. First, the pattern of existing land use should serve as the basis for future land use in developed portions of the Village. Second, specific direction regarding discrete land use issues should be taken from recent or future planning studies as recommended by this document. However, it is also important to note that the recommended distribution of land uses in *Map 3: Land Use Plan* is based upon the long range development goals of the Village. Such recommendations are subject to change based upon current market forces.



Source: Village of Barrington GIS data

Single-Family Residential – 47.4%

This land use makes up the largest portion of the Village of Barrington, and has the least potential for new development due to the few remaining undeveloped residential properties. It is imperative that development and/or redevelopment of single-family residential uses be compatible in scale and appearance with existing homes. New residences and renovations should also respect the surrounding character, architecture, size, historic nature and natural resources. Single-family development should be consistent with the provision identified in **Chapter 3: Municipal Boundaries**, relative to lot size.

Open Space – 22.5%

This land use includes both publicly and privately owned properties. Open space areas should be maintained and expanded to enhance the character of the community. Open space should be integrated with existing and proposed land uses. Growth can be controlled by restricting maximum percentages of impervious surface allowed for new development, limiting development in areas which experience stormwater drainage problems, and encouraging developers to preserve open space, natural areas and trees.

Dedications to tax-exempt, not-for-profit, or municipal entities should be encouraged as part of the development process, in order to expand passive and/or active recreational opportunities. Areas of land designated as floodplain or wetlands should be protected from development. Non-motorized multimodal transportation opportunities should be encouraged throughout this land use.

The Village is bordered by many protected open space areas such as the Cuba Marsh to the northeast, the Crabtree Nature Center to the southwest and Deer Grove Forest Preserve to the east. Additionally, the Village is home to several large-scale park facilities with ample open space such as Langendorf Park, Ron Beese Park, Citizen’s Park and the Baker’s Lake Nature Preserve. See **Chapter 9: Environmental Sustainability** for additional information on ecology, land suitability and the Village’s extensive open space system.

Public/Institutional – 8.2%

This land use encompasses public buildings, such as government offices, post offices, schools, libraries, and certain institutional uses such as churches. The Village of Barrington encourages government offices to remain in or near the Village Center. Since these uses promote a high volume of traffic, pedestrian as well as vehicular, particular attention should be paid to the development of adequate parking facilities and other multi-modal connections.



The current Village Hall was completed in 2000 and is built on the site of the original Village Hall which was constructed in 1898

Commercial (Retail / Office) – 7.3%

This land use encompasses the largest portion of commercial land uses within the Village of Barrington. The heaviest concentration of commercial land use is focused along Route 14 and in the South Barrington Road Corridor. Appropriate uses for commercial land use are convenience goods and services as well as highway-oriented uses. This land use provides the opportunity to diversify and strengthen the economic base of the Village as well as provide additional employment and shopping opportunities. See **Chapter 10: Economic Development**.

Mixed-Use (Retail / Office / Residential) – 5.5%

The heaviest concentration of mixed-use properties are focused in the Village Center. This land use provides the opportunity to diversify and strengthen the economic base of the Village. The recommendations listed in **Chapter 5: Village Center** have been developed to provide for and encourage reuse and redevelopment opportunities within the Village Center, which in turn will provide additional employment, shopping, dining and entertainment opportunities. Development and/or redevelopment within this land use should take into consideration the Village residents’ and surrounding residents’ shopping, dining, and professional office needs. Preservation of the existing historic structures, if feasible, should also be taken into consideration when developing or redeveloping within this land use. The Village should continue to monitor retail and service trends in the coming years to determine if the underlying permitted and special zoning uses in the Village Center remain compatible with the modern economic development landscape.

Office / Research – 4.8%

This land use includes areas for large office and research complexes or locations for corporate headquarters in a campus-like setting. These areas may not have a high volume of customer traffic, but may be labor-intensive and employ a large number of people. Existing natural features, such as wetlands, creeks, open space and ponds can be used as amenities for these large developments, provided care is taken to preserve and protect these features.

Multi-Family Residential – 1.8%

This land use is scattered throughout the Village and makes up a minor portion of the land area in the Village. See **Chapter 7: Housing** for recommendations relating to multi-family housing in the Village.

Industrial – 1.6%

Similar to the office/research designation, the industrial land use includes areas for large office and research complexes or locations for corporate headquarters, but also offers opportunity for light industry, assembly and manufacturing. These areas may not have a high volume of customer traffic, but may be labor-intensive and employ a large number of people. Existing natural features, such as wetlands, creeks, open space and ponds can be used as amenities for these large developments, provided care is taken to preserve and protect these features. The Village has a very limited amount of light industrial, assembly, and manufacturing uses. To accommodate changing market forces, some industrial properties may be suitable for redevelopment into commercial uses.

Artisan – 0.9%

The artisan land use classification should encourage an environment where low-impact, small scale artisan operations may manufacture products and also offer the products for retail sale. This land use is also compatible with certain retail, office, and service uses. Most opportunities are likely to occur through the reuse of existing structures, especially older office and light manufacturing facilities. Redevelopment opportunities for artisan uses are also viable, but may be more difficult based upon small lot sizes.

TELECOMMUNICATION TOWER SITING

While telecommunication towers do not constitute their own land use, the siting of these structures should be consistent in that they should not have a detrimental effect on the community, particularly residential neighborhoods. The Village has developed a Telecommunications Antenna Siting Policy as well as a Communication Tower Overlay District in order to identify potential sites that may be appropriate for locating telecommunication towers. This policy as well as the Communication Tower Overlay District should be maintained and updated, as needed. The Village should continue to review Village policies relating to the installation of small cell sites to ensure the safety and aesthetics of the Village are maintained and enhanced whenever possible.

CHAPTER 5: VILLAGE CENTER

The Village Center is a mixed-use area containing a range of retail, service, office, artisan, institutional and residential uses, as shown in **Map 4: Village Center District Map**. The Village Center is bounded by U.S. Route 14 (Northwest Highway) on the east, Lions Drive on the north, the CN/EJ&E Railroad on the west, and Russell Street on the south. Two state roadways, Lake-Cook Road (Main Street) and IL Route 59 (Hough Street) run through the Village Center, as do the Union Pacific Railroad (route of the Metra Union Pacific Northwest passenger line) and the Canadian National (CN) Railroad.

The Village Center contains a variety of retail and service functions, including specialty apparel, accessory and gift shops, two major grocers (Jewel and Heinen's), and a multitude of jewelry, home furnishings stores, and restaurants. The Village Center's position is enhanced by the professional services that support the independent restaurants and retailers in the core. The retail core runs north and south along Hough Street as well as east and west along Main Street, with a strong center of retail activity in the South Cook Street area.

The Village Center is served by Metra's Union Pacific Northwest Line. This commuter rail service, coupled with the proximity of Northwest Highway, has encouraged businesses to locate in the Village Center, including a number of banks and professional service firms.

The Village Center is well positioned in the heart of the community and includes a number of activity generators and key cultural facilities that serve as community anchors. Activity generators are places that generate daily pedestrian activity and traffic, resulting in a source of customers for the downtown businesses. These generators include the Metra commuter rail station, a number of public and parochial schools, Churches, the Catlow Theater, local government offices, the Barrington Area Historical Society, the Ice House Mall retail center, the Cook Street Plaza mixed use development, the Barrington Village Center retail center and Barrington's White House.



Barrington's White House, renovations completed in 2015.

Future development in the Village Center should be focused on sites that strengthen the retail core. Enhanced marketing efforts as well as better signage and improved pedestrian connections are encouraged to ensure the success of new establishments. The Village Center has a number of key redevelopment sites that will provide opportunities for mixed-use developments that can enhance the viability of the area. These sites are situated in the core and will become anchors to help strengthen the area for retail, dining and entertainment venues.

The Village Center is a valuable asset for the Village and its surrounding communities. Future efforts should focus on strengthening the retail core of the Village Center with mixed-use opportunities and careful consideration given to the location of professional services. The various downtown destinations must be linked with attractive pedestrian connections and signage that encourage residents and visitors to visit, shop, dine and enjoy Barrington's unique downtown.



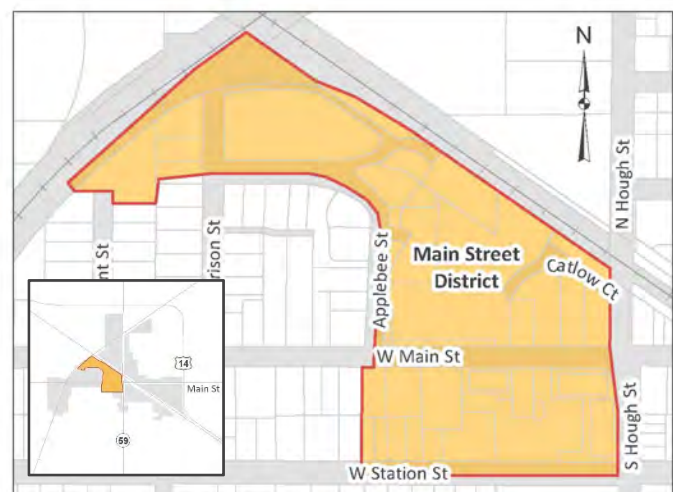
Barrington Village Center development – Main Street frontage

VILLAGE CENTER GENERAL RECOMMENDATIONS

1. Evaluate the Village Center streetscape and promote beautification and consistency throughout the Village Center.
2. Implement consistent streetscape improvements as new areas of the Village Center are redeveloped.
3. Encourage pedestrian connectivity between districts and explore safety options and accessibility enhancements recommended throughout this Plan and in the 2012 Bicycle and Pedestrian Transportation Plan.
4. Encourage internal traffic connections within commercial districts.
5. Continue and enhance the wayfinding signage program including kiosk directories, parking and directional signs, and district signs, to promote efficient connectivity and identity through the Village Center.
6. Redevelopment plans in the Village Center should include unique public spaces that promote social interaction and a sense of community.
7. Building heights in the Village Center should be consistent with zoning and complimentary in scale and design to surrounding structures and uses.
8. Consider low to medium density multi-family residential developments, such as rowhomes or condominiums.
9. Provide convenience retail, service, and dining uses near the Barrington Metra train station. The Village should continue to monitor retail and service trends in the coming years to determine if the underlying permitted and special zoning uses in the Village Center remain compatible with the modern economic development landscape.

MAIN STREET DISTRICT

1. Consider a pedestrian connection from the West Liberty Street District to the Ice House Mall, when the West Liberty Street area develops.
2. Preserve the Main Street District as an activity generator for the downtown, as it includes the Barrington White House, Catlow Theater, the Ice House Mall and the Barrington Village Center development.



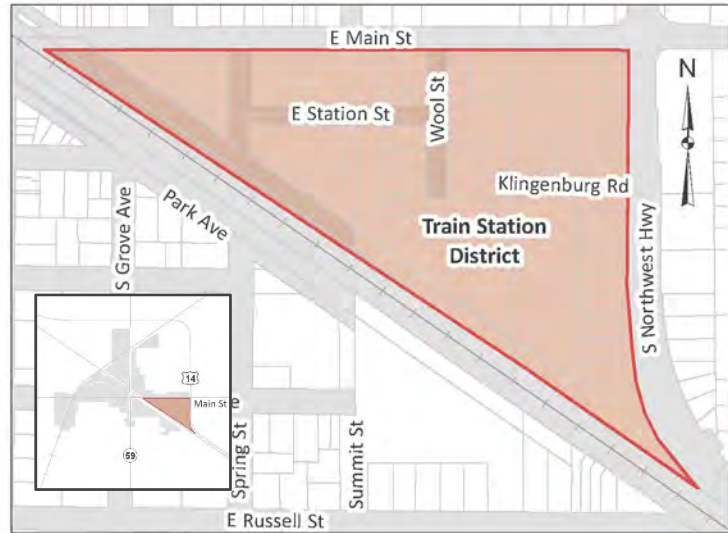
SOUTH COOK STREET DISTRICT

1. Encourage pedestrian connectivity from the south commuter parking lot and the train station to the South Cook Street District.
2. Continue to consider options for shared parking arrangements within this district, including but not limited to constructing parking structures.



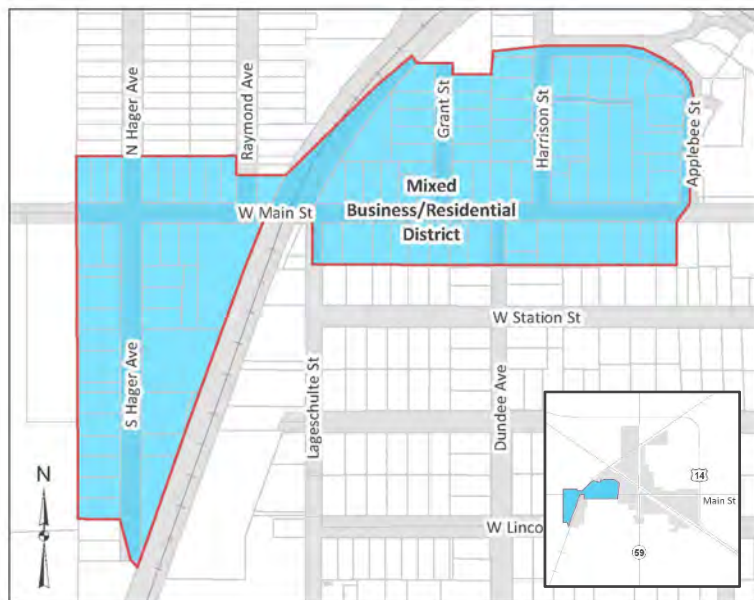
TRAIN STATION DISTRICT

1. Construct the signalized intersection at Route 14 and the north commuter lot.
2. Continue to evaluate parking capacity and explore alternative solutions.



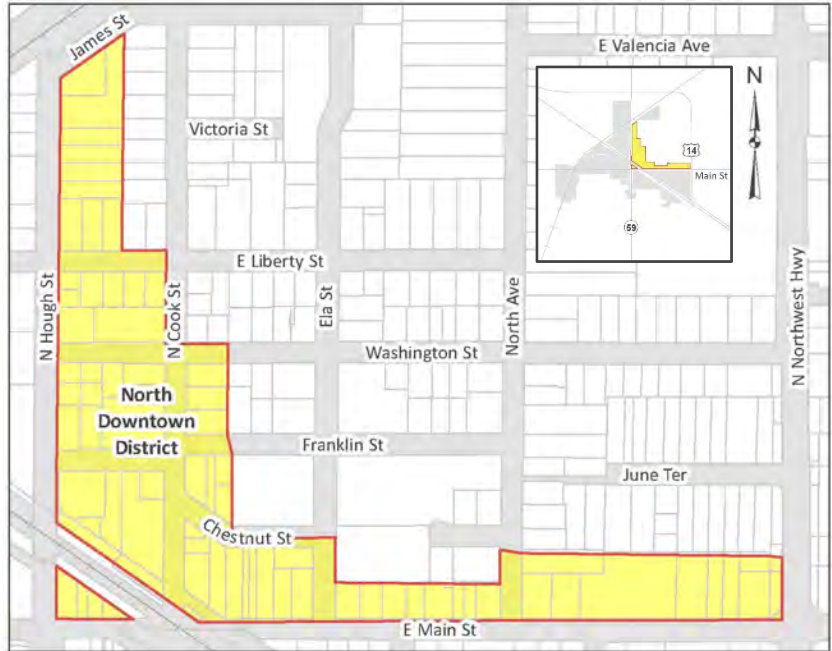
MIXED BUSINESS/RESIDENTIAL DISTRICT

1. Encourage the restoration and reuse of B-R buildings for office/retail/residential.
2. Consider the extension of Applebee Street west to Grant Street to link the three (3) blocks and open access to the properties west of the Ice House Mall.
3. The rezoning of some or all of the residential properties on the north side of West Main Street from 412 to 510 West Main Street, from R-6 Single-Family Residential District to B-R Mixed Use Business-Residential or B-1 General Business Service District, should be considered to allow mixed uses, low-impact commercial and/or low density multi-family residential in the form of rowhomes with sensitivity to the adjacent single-family residential neighborhood.
4. Artisan uses should be encouraged if the present industrial uses along South Hager Street are discontinued.
5. Consider an enhancement to the commercial property on Main Street, east of the CN/EJ&E tracks, to include the potential for low-impact commercial development.
6. Encourage streetscape improvements along Grant and Harrison Streets if the area is commercially developed.
7. Consider the extension of streetscape improvements westward along Main Street to Barrington High School as the area develops commercially.
8. Carefully consider the parking impacts of building conversions or reuse opportunities in this area. Parking regulations and/or the permitted zoning uses for this area should be evaluated to ensure they meet the objective of allowing these structures to be converted or reused as commercial businesses.
9. Encourage the ongoing preservation of the Octagon House and Barrington Area Historical Society campus as two key historic places in the community.



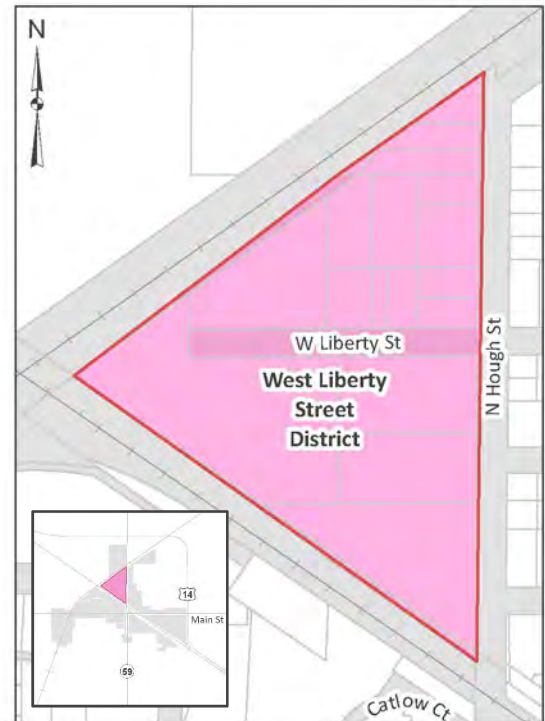
NORTH DOWNTOWN DISTRICT

1. Consider the feasibility of opening up Railroad Street for connectivity purposes if the surrounding area redevelops to connect to Hough Street.
2. Encourage the redevelopment of the northeast corner of Cook, Main and Chestnut Streets with a mixed-use development.
3. Continue to explore shared parking concepts as new development occurs in this area.
4. Consider low density attached single-family residential development in the form of rowhomes or similar on the interior of the District along the North Cook Street area.



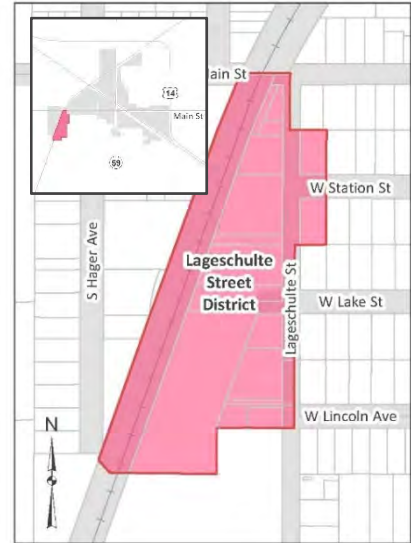
WEST LIBERTY STREET DISTRICT

1. Promote office/retail/residential mixed-use developments and other commercial developments within the district.
2. Develop an internal connectivity plan as the district develops.
3. As redevelopment occurs along Liberty Street, prioritize and pursue safe connectivity passages across Hough Street with the objective of, at minimum, securing a pedestrian crosswalk. The developer of this area should propose a crosswalk as part of any development plan for this area and should coordinate this request with the Illinois Department of Transportation.
4. Explore water features to support stormwater management as redevelopment occurs.
5. Encourage road improvements to the remainder of West Liberty Street and new infrastructure improvements with sensitivity to traffic impacts to the surrounding neighborhood.
6. Consider a pedestrian connection from the West Liberty Street District to Langendorf Park, when the area develops.
7. Consider a pedestrian connection from the West Liberty Street District to the Ice House Mall, when the area develops (reiterated from the Main Street District).



LAGESCHULTE STREET DISTRICT

1. Develop an internal connectivity plan as the district develops west of the CN/EJ&E tracks with, at minimum, a grade-separated pedestrian crossing.
2. Promote retail and artisan developments within the district, with sensitivity to the impacts on the surrounding neighborhood.



JAMES STREET DISTRICT

1. Promote retail and artisan developments within the district, with sensitivity to the impacts on the adjacent residential neighborhood.
2. Appropriately scaled residential development may also be considered for this district.



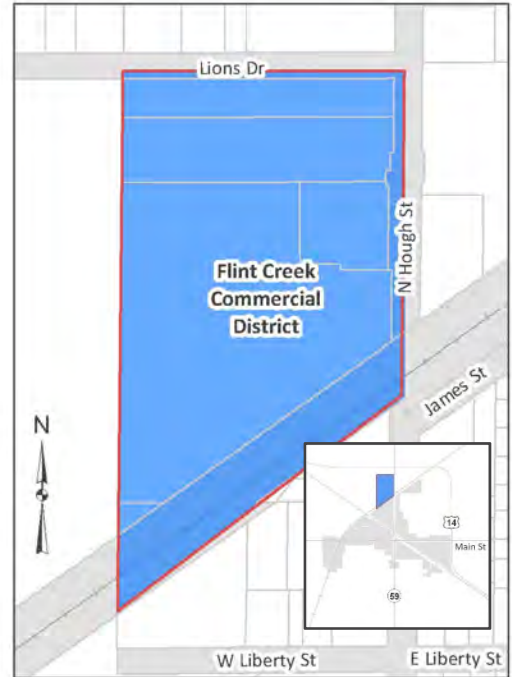
MILLER PARK DISTRICT

1. Maintain the newly established stormwater management facility located at the former Miller Park site.



FLINT CREEK COMMERCIAL DISTRICT

1. Encourage pedestrian and vehicular connectivity across the creek as redevelopment occurs.



CIVIC DISTRICT

1. Preserve the district as an activity generator for the downtown, as it includes the Village Hall, Hough Street School and Memorial Park.

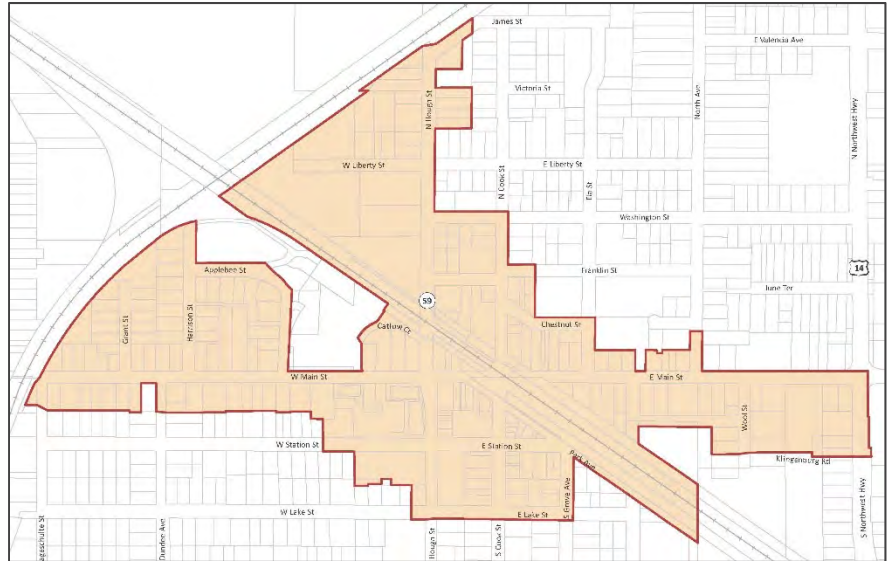


TRANSPORTATION CORRIDORS

1. Maintain the width of Hough and Main Streets through the Village Center.
2. Maintain parking restrictions on Main Street during peak hours.
3. Continue to evaluate various grade separations at rail crossings throughout the Village Center.
4. **See Chapter 8: Transportation**

TAX INCREMENT FINANCING REDEVELOPMENT PROJECT

On February 28, 2000, the Village of Barrington adopted ordinances to designate an area within the Village Center as a Tax Increment Financing (TIF) Redevelopment Project Area. The TIF Project and Plan were prepared and adopted in accordance with the provisions of the Illinois Compiled Statutes, Chapter 65, Act 4, Section 11-74.4-1, et. seq. as amended. The Project Area commenced in February 2000 and will end in February 2023.



Excerpt from Map 5: Tax Increment Financing Area

The CN/EJ&E Railroad bounds the Redevelopment Project Area on the west; Station Street, Lake Street and Main Street on the south; Northwest Highway, Cook Street and North Avenue on the east; and Main Street, Franklin Street, Washington Street, Liberty Street and the CN/EJ&E Railroad on the north. See **Map 5: Tax Increment Financing Area**.

Throughout the life of the TIF District the Village has implemented the Façade Improvement Grant and Business Assistance Grant programs. The Village also acquired properties which lead to key redevelopments in the Village Center including Cook Street Plaza, the Barrington Village Center, the Barrington White House and 101 West Liberty Street apartments. The overhead utilities in much of the downtown area were buried and the Village Center streetscape was enhanced.

There are no plans at the time of adoption of the 2021 Comprehensive Plan to consider a new TIF District in the general vicinity of the original TIF District or elsewhere in the Village Center area following the conclusion of the current TIF District in 2023. However, the feasibility and benefits of implementing a TIF District as an economic development tool will continue to be monitored by the Village should the need for such a tool arise in the future.

CHAPTER 6: COMMUNITY DESIGN & CHARACTER

Much of the charm and character of Barrington is the result of quality design and construction of new development, public improvements and the rehabilitation/renovation of older properties. Protecting and enhancing this attractive character depends on a unified plan for community design, including architecture, signage, landscape, and streetscape.

The Village of Barrington 2021-2025 Strategic Plan identifies preserving and promoting the Village's character and small town feel as the first of four key strategies in the Plan. The goals and objectives of this Chapter are designed to provide policies which further this key strategy by maintaining, enhancing and prioritizing the character of the Village.

Specific design standards exist for the following zoning districts: B-1 General Business Service, B-4 Village Center, B-5 Village Center East District, B-R Mixed Business Residential, R-7 Two-Family Residential, and R-8 General Residential. All other non-single family zoning districts follow the general design guidelines that are identified in the Appearance Code of the Zoning Ordinance. The established design standards apply to exterior modifications, including new construction, additions, and exterior remodeling in applicable zoning districts. The design standards for individual zoning districts as well as the Appearance Code of the Zoning Ordinance should be reviewed from time to time to ensure these regulations aid the goal of maintaining and enhancing the character of the Village but do not become outdated or stagnant.

HISTORIC OVERLAY DISTRICT

The Historic Preservation Overlay District was established in 2001 to protect and preserve historical areas of the Village and individual structures and sites within this area which have historic, architectural or cultural significance. It is intended that any new development, redevelopment or subdivision of lots within this District is compatible with the character of the District. Moreover, the District creates a distinctive appeal among the Village's central historic neighborhoods and enhances property values. All exterior modifications to structures within the District, including both residential and commercial properties, must follow the Historic Overlay District Design Guidelines.



There are 364 properties located in the Historic Overlay District.

In 2018 the Village conducted a survey of property owners and residents of the Historic District to assess how the District and its regulations were serving its residents and property owners. The Village received 176 responses (46.4% response rate) see **Appendix A: 2018 Historic District Survey Results**. Based on the results of this survey and feedback from community meetings, the Historic Preservation Overlay District was modified from a preservation based district to an appearance based district and was renamed the Historic Overlay District in 2019. The goal of the Historic Overlay District is now to maintain and enhance the historic character and appearance of the properties within the District while allowing property owners to more easily maintain their homes.

COMMUNITY DESIGN AND CHARACTER GOALS AND OBJECTIVES

The following goals and objectives provide overall direction for community design and character in Barrington.

1. The historical and architectural significance of the Village both in and out of the Historic Overlay District should be celebrated and utilized as a tool to attract businesses and residents to the Village.
2. The current design standards in the Zoning Ordinance should be reexamined from time to time to ensure that they provide clear direction to developers and property owners seeking to maintain and enhance the appearance of their properties.
3. The appearance of signs, buildings, parking lots, landscaping, etc. along Route 14 should be improved through adherence to the zoning and design standards, enforcement and the gradual elimination of nonconforming uses and nonconforming lot configurations through the redevelopment process. Route 14 beautification should be prioritized and carefully considered for all new and redevelopment projects in this area.

4. Improvements to older commercial buildings should be encouraged in order to preserve historic exterior facades and to increase building and ADA code compliance.
5. Traffic circulation objectives should be balanced with the goal of creating walkable neighborhoods that are designed and oriented towards pedestrians in the Village Center and its peripheral districts. See **Chapter 8 Transportation**.
6. As redevelopment in the Village Center occurs, plans should include unique public spaces that help promote social interaction and a sense of community. The Zoning Ordinance was amended to require that all planned developments in the B-4 and B-5 Districts include an open space or public gathering space element appropriate to the use and scale of the project.
7. The existing streetscape design elements should be evaluated and maintained as necessary, including landscaping, planters and tree grates, benches, trash cans, decorative street poles, hanging banners, etc.
8. Enhancements to new and existing developments that are designed to complement Village streetscape elements should be encouraged.
9. Opportunities to enhance the pedestrian experience and mobility throughout the Village Center, its periphery Districts and the Village as a whole should be prioritized including but not limited to sidewalks, multi-use paths, crosswalk enhancements, lighting, landscaping and bicycle racks.
10. The Village has been designated as a “Tree City USA” by the National Arbor Day Foundation. Every effort should be taken to preserve key and significant trees (as defined by the Development Regulations) on development sites. Where preservation cannot take place, a replacement and mitigation plan should be approved and implemented as part of the overall landscape plan. The Village should encourage additional tree planting whenever possible throughout the Village and encourage the retention of exiting trees throughout the Village especially on single-family residential lots.
11. The siting of new telecommunication towers should be sensitive to the existing character of the proposed site and surrounding properties.



CHAPTER 7: HOUSING

The preservation and continued enhancement of Barrington’s residential neighborhoods through infrastructure maintenance and improvements is important to maintaining the character of the community. Careful planning for any new housing developments to ensure compliance with the mission and goals of this Plan are key to the continued success of the community into the future. Barrington’s central location as a regional hub for the larger Barrington area and its diverse housing stock from historic homes dating from the 1800’s to many newer modern housing options makes Barrington an ideal residential community. The Village should continue efforts to provide varied housing options utilizing the underlying zoning as a guide. Successful examples of efforts to provide varied housing types include the 101 W. Liberty Street apartments and the Brentwood and Roslyn Meadows townhouse developments.

The U.S. Census American Community Survey (ACS) for 2015-2019 estimates the Village has 3,906 households. According to the 2015-2019 ACS, residential units in Barrington are approximately 73 percent owner-occupied and 27 percent renter-occupied. This is a decrease in owner occupied households from 2010, when 81 percent were owner-occupied and 19 percent were renter-occupied. The 2015-2019 ACS dataset also indicates that the Village contains 2,817 single-family detached housing units and 1,089 multi-family units (201 single-family attached, 104 duplexes and 784 multi-family dwellings with three or more units). The 2020 Village of Barrington data indicates that there are 1,233 multi-family units with 28 units approved and/or under construction (see Figure 7.2). The difference between the Census data and the Village data is likely a result of the 64 unit 101 West Liberty Street apartment development which was completed in 2018 and not fully occupied until 2019 and the 61 unit Brentwood townhouse subdivision which will be completed in spring 2021.

Figure 7.1: Age of Housing Stock

Year Built	Number	%
Built 2014 or later	43*	1.0%
Built 2010 to 2013	71	1.7%
Built 2000 to 2009	518	12.1%
Built 1990 to 1999	294	6.8%
Built 1980 to 1989	545	12.7%
Built 1970 to 1979	811	18.9%
Built 1960 to 1969	820	19.1%
Built 1950 to 1959	390	9.1%
Built 1940 to 1949	188	4.4%
Built 1939 or earlier	616	14.3%
Total	4,296	100%

Source: U.S. Census Bureau, 2015-2019 ACS Housing Stock

*Village permitting data indicates 88 new structures built between 2014-2019 including single-family residential demo/reconstructions.

Figure 7.2: Existing Multi-Family Housing Stock

Type of Housing Unit	Number of Units
Traditional Multi-Family Apartments, Condos, Attached Single-Family	793 Units
Senior Multi-Family Housing	440 Units
Total Existing Units	1,233 Units
Units Approved or Under Construction as of 2021	28 Units
Projected Total	1,264 Units

Source: Development Services Department Data

Figure 7.3 Statistical Housing Profile

Data Set	Average Household Size	Number of Occupied Rental Units*	Rental Units* as a % of All Occupied Units	Median Value of Owner-Occupied Units	Median Monthly Rent
2020 Census					
2015-2019 ACS	2.58	1,061	27.1%	\$483,400	\$1,485
2010 Census	2.67	759	19.0%	\$484,700	\$1,302
2005-2009 ACS*	2.76	719	18.8%	\$493,400	\$1,238
2000 Census	2.70	815	21.6 %	\$329,900	\$931
1990 Census	2.68	840	24.0%	\$218,100	\$635

Source: U.S. Census Bureau & American Community Survey 5 year Estimates

*Rental units include all types of housing stock including single-family and multi-family

AFFORDABLE HOUSING

In 2015 the Village adopted an Affordable Housing Plan in accordance with the Affordable Housing Planning and Appeal Act (AHPAA). The AHPAA is administered by the Illinois Housing Development Authority (IHDA) and requires that at least 10% of the local housing stock meets the affordable threshold established in the Act which is assessed every five (5) years. In 2013, 8.2% of the local housing was considered affordable. As of 2018, 10.8% of the local housing stock is considered affordable and therefore the Village is currently an exempt community under the AHPAA.

HOUSING GOALS AND OBJECTIVES

1. Protect and preserve the character of existing residential neighborhoods throughout the Village

- a. Evaluate applicable zoning restrictions on a regular basis to ensure that setbacks, transitional yard, landscaping and buffer/screening requirements between non-residential and residential zoning districts achieve the goal of preserving residential neighborhoods while still encouraging economic development.
- b. Maintain the Historic Overlay District as a tool to protect the character and appearance of the District.
- c. Continuation and enhancement of the Village property maintenance program should be encouraged in order to ensure property maintenance code compliance in residential districts.
- d. Maintain and improve Village infrastructure in conjunction with the Strategic Plan and Village Capital Improvement Plan specifically sidewalks, ADA accessibility, roads and utilities.

2. Explore and encourage opportunities for diverse housing products

- a. Complete the Housing and Economic Development Study as recommended in Chapter 1.
- b. The Village should continue to monitor the community's need for additional affordable housing opportunities, in part, by reviewing the 2015 Affordable Housing Plan every five (5) years in conjunction with the IHDA's assessment.
- c. Consideration of housing opportunities above first floor uses in the Village Center area provided adequate overnight parking facilities can be established.
- d. Certain types of multi-family housing such as attached single-family including traditional townhomes or rowhomes may be appropriate throughout the Village, particularly in transitional areas. Multi-family housing may be considered within the Village Center subject to certain economic and commercial factors including considerations for first floor commercial uses.
- e. New multi-family developments should be developed within low-scale buildings (preferably townhomes or row homes), at medium densities with common open space or public gathering space element, regardless of the overall size of the development.
- f. Consider the impact of housing options on local economic viability.
- g. From time to time the Village should assess the demand for special housing types that are responsive to the needs of our residents, particularly young adults, moderate income families, empty nesters, and the elderly. Special programs exist for low and moderate income people who are hindered by circumstances beyond their own control, (e.g., catastrophic illness, death, and divorce), especially those who are indigenous to the Barrington area. Continued cooperation with the Lake County Housing Authority and additional efforts with other non-profit sponsors is encouraged, to address any issues, and to provide some scattered-site, unobtrusive housing for these persons.

3. Implement best and sustainable development practices for all new housing developments

- a. The Village should evaluate opportunities for utilizing sustainable building and development practices for new and existing housing. Green building technologies, such as those required by LEED certified projects, should be encouraged.
- b. Local zoning, building, and engineering standards should be reviewed from time to time to ensure appropriate sustainable development techniques as new methods and technologies become available.
- c. For additional considerations on environmental sustainability and development, see *Chapter 9: Environmental Sustainability*.

CHAPTER 8: TRANSPORTATION

The Village's transportation system includes a surface road network, commuter rail, freight rail, and a network of bikeways, sidewalks and multi-use paths. Three major highways, which carry significant local and through traffic, run through the heart of the Village, including Hough Street (Route 59), Main Street (Lake-Cook Road); and Northwest Highway (Route 14). While the Barrington Metra station provides a critical transportation option for commuters, it also brings significant traffic to the Village Center during morning and evening rush hours. The acquisition of the Elgin, Joliet & Eastern Railway by Canadian National presents many transportation obstacles for the Village. As traffic congestion and energy costs increase, alternate transportation options will become increasingly important in the Village.

A variety of regional entities have significant control over transportation activities in Barrington, such as IDOT, Metra, Union Pacific, Canadian National, Lake County, and Cook County. The Village also works with many other planning agencies such as BACOG, the Northwest Municipal Conference, and the Chicago Area Metropolitan Planning Agency to address regional transportation issues. Increased interagency cooperation is key to successful transportation planning in Barrington.

MASS TRANSIT

The Barrington Metra Union Pacific Northwest Line station is a critical asset to the Barrington area. Located in the heart of the Village, Metra rail provides a reliable alternative to automobile dependence for commuting to Chicago. Not only does it serve the residents of the Village, it serves many commuters from the BACOG area and beyond. Many residents are attracted to the Village because of its access to mass transit. Moreover, the use of the Barrington Metra station reduces regional traffic congestion and air pollution. The continued provision and expansion of commuter rail services along the Union Pacific railway is important to the future of the Village. The Village has received final plan approvals for the approved signalized access to the north commuter parking lot on South Northwest Highway and anticipates construction of this significant enhancement to take place in 2021-2022. This signalized interaction will provide traffic relief and much needed safety enhancements including a pedestrian crossing across South Northwest Highway. This enhancement will provide a safe and centrally located crossing for non-motorized commuters coming from the eastern section of the Village.

To further reduce commuter vehicle traffic, the Village of Barrington also supports shuttle bus service. It is recommended that Pace Suburban Bus establish either contracted or direct services to a broader coverage area, especially to Tower Lakes, Lake Barrington Shores, Lake Zurich, Deer Park and South Barrington, to provide direct access to the Barrington Metra station. The Village should continue to support the agreements between the townships and Pace, which provide for affordable public transportation for the senior citizen population, such as the Dial-A-Ride program and other similar programs. New and existing developments that are sited outside the Village Center with high concentrations of employees or residents are encouraged to provide bus shuttle access to the Metra station.

The Village should continue to enhance non-motorized transportation opportunities and work towards the goals and objectives of this Chapter by enhancing multi-modal and non-motorized transportation opportunities and infrastructure throughout the Village with a focus connecting the community to the Village Center and the Barrington Metra Station.

FREIGHT

On December 24, 2008, the U.S. Surface Transportation Board (STB) approved the Canadian National Railway's (CN) purchase of the Elgin, Joliet & Eastern Railway Company (EJ&E). In CN's proposal to purchase the EJ&E, the company indicated freight trains through Barrington would increase from about five per day to as many as twenty-six per day. The Village has many concerns with the EJ&E's acquisition by CN, including its local impacts on public safety, traffic congestion, the environment, and the economy. As such, the Village has worked tirelessly since 2008 to secure mitigation, remediation and safety measures for our community as well as funding for the construction of an underpass at the CN tracks on Route 14. The Village was awarded a federal TIGER grant for the completion of Phase 1 design work, which was completed in 2014. In 2019 the Village secured 48 million dollars in federal transportation funding for Phase 2 engineering design and right-of-way coordination and

Phase 3 construction for the underpass project. The Village will work with IDOT to complete Phase 2 engineering design in 2022 and commence the two year construction of this crucial and long awaited improvement for the community in 2023.

VEHICULAR TRAFFIC

The volume of traffic, particularly on Main and Hough Streets, has been a major concern of Village residents for many years. A considerable amount of this traffic is regional in nature and therefore, significant improvements can only be achieved through regional approaches. To help alleviate the traffic concerns on Hough Street, the Village of Barrington recommends that the Illinois Department of Transportation and Lake County Department of Transportation continue to evaluate plans for increased north/south connectivity within the region.

All major roadways in the Village including Hough Street, Main Street, Route 14 and Hart Road, fall under the jurisdiction of a regional or state agency.

A heavy concentration of traffic through Barrington will continue, due to growth in the immediate area and the existing barriers to movement. Movement must be accommodated efficiently to serve existing businesses and to provide safe vehicular and pedestrian accessibility for Barrington area residents. Alternate traffic solutions, including selected intersection and roadway improvements, should be explored and studied. Funding should be sought for intersection improvements at the following two (2) locations:

1. Main Street and Eastern Avenue
2. Hough Street and Hillside Avenue

The Village should ensure proper improvement and development of streets within existing and proposed subdivisions, including sidewalks, street trees, curbing and drainage.

TRAFFIC SIGNALIZATION

Future signalization may be warranted where two arterial streets intersect or where a collector street intersects with an arterial street. Signalized or controlled intersections should be considered when areas are developed or redeveloped. Existing and future signalization should continue to utilize the OPTICOM or comparable traffic pre-emption system for ease of ambulance and fire trucks in responding to emergencies.

COMPOSITION OF THE LOCAL STREET SYSTEM

To improve local traffic, the following street system improvements should be considered:

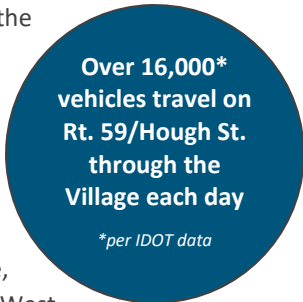
U.S. Route 14 (Northwest Highway)

Several improvements to Route 14 may be considered. A pedestrian pathway and green space buffer should be encouraged along this route, as well as the provision of pedestrian connections to surrounding neighborhoods. The burying of utilities and appropriate street tree installation should also be encouraged. In order to facilitate redevelopment opportunities along West Northwest Highway, additional signalized intersections should be considered.

Route 14 is a critical thoroughfare for the entire Barrington area. It is the roadway with the largest traffic volume in the Village. Furthermore, Route 14 is the most direct route to Advocate Good Shepherd Hospital and the Barrington Public Safety Facility. The increase in CN freight traffic along the rail line will continue to greatly affect traffic flow along Route 14 and emergency response times. As such, the Village will work with IDOT to complete Phase 2 engineering design for the construction of an underpass at the CN tracks on Route 14 in 2022 and commence the two year construction of this crucial and long awaited improvement for the community in 2023.

Illinois Route 59 (Hough Street/Barrington Road)

It is strongly recommended that the current width of Route 59 be maintained within the Village of Barrington. If Hough Street were to be widened, the character of the Village would be severely degraded due to the destruction of homes, businesses, and trees along the route. Moreover, the widening of Route 59 would create significant barriers for pedestrians and would greatly decrease the walkability of the Village. In order to improve traffic along Route 59, strategies should be focused on reducing road-railroad conflict and improving traffic flow at local and regional intersections. Additional consideration should be given to enhanced pedestrian crossings wherever possible, specifically at Hough Street and Liberty Street as this area continues to develop. See the West Liberty Street District in **Chapter 5: Village Center**.



Lions Drive

The Village has secured future access opportunities via Lions Drive. Through an Intergovernmental Agreement (IGA) with the Barrington Park District, the Village’s control of the east-west and north-south portions of Lions Drive is subject to a license agreement. The Park District is licensed by the Village to allow for Langendorf Park access and parking improvements in this Lions Drive right-of-way. The IGA allows for the Village to serve a notice of license termination to the Park District in the event that a traffic signal has been installed at Route 14 and Lions Drive or there is mutual agreement between the parties to terminate said license agreement. The Shops at Flint Creek planned development also allows for possible future vehicular and pedestrian access north across the creek to Lions Drive.

Lake-Cook Road (Main Street)

Lake-Cook Road is the dividing line between Lake and Cook Counties through the heart of the Village Center. To maintain the character of the Village, Main Street should not be widened through the Village Center. Consideration should be given to the establishment of a center turn lane on Lake-Cook Road east of Route 14.

MULTIMODAL TRANSPORTATION

In 2012 the Village adopted the **Barrington Bicycle and Pedestrian Transportation Plan** to replace the 1998 Bicycle Transportation Plan. For current goals, objectives and recommended projects relating to multimodal transportation see the 2012 Barrington Bicycle & Transportation Plan. This plan should be updated as a Multimodal Transportation Plan following the completion of the recommended Village Bike & Pedestrian Connectivity Study and Assessment. Multi-modal transportation focuses on providing and encouraging the use of multiple modes of transportation to allow for alternate/non-vehicular transportation options. The new plan should consider all users of all ability levels and include focus on traffic reduction, safety, environmental impacts, Complete Streets, ADA requirements, user comfort and aesthetics.

TRANSPORTATION GOALS & OBJECTIVES

The Village of Barrington 2021-2025 Strategic Plan identifies providing excellent public services through infrastructure management and improvements as one of the four key strategies in the Plan. The goals and objectives of this Chapter are designed to provide policies which further this key strategy by addressing existing Village infrastructure in addition to mass transit, freight, vehicular traffic, signalization, the local street system and multimodal enhancements:

- 1. Continue efforts to mitigate the impacts of the CN freight rail line on the Village, including traffic, safety and sound**
 - a. Continue work on the approved Route 14 underpass project by completing Phase 2 engineering design and Phase 3 project construction.
 - b. Continue to maintain quiet zones along the railroads. To further reduce the sound impact of the railroads, the Village should evaluate opportunities to buffer sound between residential neighborhoods and railroad tracks.
 - c. Begin the initial assessment of a pedestrian crossing at the CN tracks on Main Street.

2. Prioritize traffic congestion mitigation and enhance the overall safety of traffic in the Village

- a. Complete the recommended Village Parking and Transportation Study.
- b. Work with local, regional, state and federal agencies on coordination efforts on projects that seek to address traffic congestion in the Village and enhance multimodal improvements through such projects which will aid traffic reduction and enhance safety.
- c. Utilize the Village Complete Streets policy where feasible to enhance local multimodal infrastructure.
- d. Consider the impact that autonomous vehicles may have on the future of traffic, parking and safety in the Village.
- e. Public parking lots should be well marked, accessible, attractive and safe.
- f. Traffic should be kept at the posted speed limit through residential neighborhoods by continued traffic law enforcement in problem areas.
- g. Hough Street and Main Street should not be widened.

3. Enhance and expand the existing multimodal transportation network

- a. Continue to utilize the 2012 Bicycle and Pedestrian Transportation Plan.
- b. Conduct the recommended Bike and Pedestrian Connectivity Study and Assessment and adopt an updated Village Multimodal Transportation Plan to replace the 2012 Bicycle and Pedestrian Transportation Plan.
- c. Enhance interagency coordination including the School District, Park District and County agencies to plan and prioritize multi-jurisdictional connectivity projects.
- d. Retrofit existing public parking facilities with new or enhanced bicycle parking facilities, and encourage businesses and property owners to develop bicycle parking as an improvement to their existing business or as redevelopment occurs.
- e. Work with the Bike and Pedestrian Advisory Committee to enhance community education on a variety of topics including but not limited to safety and laws with a focus on driver education, bicycle skills, information on the existing multi-modal network and participation in community events.
- f. Based on feedback received from the community and the Bike and Pedestrian Advisory Committee, the recommended Bike and Pedestrian Connectivity Study and Assessment should address following priorities:
 - i. Maintenance. Maintenance of existing Village infrastructure including trip hazards, striping, etc.
 - ii. Connectivity and Accessibility. Opportunities for enhanced connectivity and accessibility including the completion of routes to school, identification and infill of local sidewalk gaps, ADA intersection improvements, enhanced connections to the Village Center and the Barrington Metra Station with an emphasis on the neighborhoods north and east of Route 14 into the Village Center, and regional connectivity.
 - iii. Safety. Prioritization of improvements that address a safety concern whether through education, enforcement, maintenance, enhanced connectivity or installation of a new improvement.
 - iv. Funding. Consideration of establishing a fee-in-lieu for sidewalk installation on individual single-family construction projects where adjacent sidewalk does not exist, identification of potential outside funding sources and identification and prioritization of projects that are ideal candidates to receive grant funding.

4. Continue and enhance maintenance of the existing Village infrastructure

- a. Utilize the Village Capital Improvement Plan to address the maintenance of existing infrastructure including roadways, sidewalks, accessibility improvements, parking areas, other multimodal improvements, Village utilities, etc.
- b. Continue to evaluate road ratings and consider average daily traffic (ADT) in coordination with capital improvements.

5. New development should provide thoughtful and beneficial enhancements to both the general transportation network and multimodal transportation network

- a. The Village-wide bikeway system should be enhanced to connect to key Village destinations and provide links to regional systems. New developments should install new bike facilities as identified by the 2012 Bicycle and Pedestrian Transportation Plan. The Village should consider requiring extensions outside of the project scope to connect to existing bikeway facilities.
- b. A continuous network of sidewalks throughout the Village, connecting commercial areas, residential neighborhoods, schools, parks and other institutional uses, should be enhanced to increase pedestrian movement. New developments should be encouraged to install new sidewalks as identified by the 2012 Bicycle and Pedestrian Transportation Plan. The Village should consider requiring extensions outside of the project scope to connect to the existing sidewalk network.
- c. All new developments should be evaluated against the Village Complete Streets policy and all new roadways will be evaluated by the Village for public dedication.

CHAPTER 9: ENVIRONMENTAL SUSTAINABILITY

Maintaining a healthy and biological diverse ecosystem is critical to the Village's vitality. In addition to being a part of the Village's natural heritage, healthy ecosystems provide benefits by absorbing and filtering stormwater, filtering air pollutants, storing carbon, and providing aesthetic and recreational value. In pursuit of a high quality environment for the Barrington area, it is essential that sustainable development practices and citizen involvement in conservation be encouraged.

While environmental sustainability should be a consideration of all land use and development assessment, particular focus should be given to sustainability along the Flint Creek corridor, in the vicinity of Cuba Marsh north and east of the Village, in the vicinity of Baker's Lake, and in other areas of low elevation where impacts on natural resources as a result of development could be magnified.

The following objectives regarding ecological issues should be utilized in association with the development or redevelopment of land within or surrounding the Village of Barrington:

1. Continue to utilize the Village Stormwater Management Study produced by Hey and Associates on April 28, 2010, which identified areas of concern and inadequate downstream capacity, when considering land use and development regulations.
2. Review stormwater standards for new developments in accordance with the latest Watershed Development Ordinance regulations and recommend additional development restrictions where applicable to limit impacts to natural resources.
3. Encourage new development to limit impervious surfaces when feasible, especially in areas which already experience drainage problems.

OPEN SPACE SYSTEM

Open space is a cherished characteristic of the Barrington area. As a matter of principle, open spaces should form an interconnected natural system woven throughout the Village and adjacent areas (*see Map 2: Wetlands and Floodplains*), with highest priorities being placed on natural resource features rather than merely on recreational potentials. For that reason, wetlands, watercourses, wooded areas and wildlife habitats should be given primary consideration. For planning purposes, the potential open space system of the entire Barrington area should be divided into primary, secondary and tertiary environmental corridors. The primary environmental corridor would be that which is related to the Fox River, such as Spring Creek and Flint Creek. Subsequent corridors would generally follow the smaller tributaries of such creeks.

In keeping with this approach, preservation is recommended for the major open spaces listed, as follows, in order of priority:

1. **Baker's Lake** is a critical natural resource. This lake is home to many indigenous plant and animal species. In particular, it is the home of the great blue heron. A primary objective for this lake is to complete a link in the open space system around the eastern and southern boundaries of the Village.
2. **Cuba Marsh** is also extremely important to the Village of Barrington and to the Barrington area as a whole. It is located along Cuba Road northeast of the Village, partly in unincorporated Lake County and partly in the Village of Deer Park. It is the most important ecological micro-system within the influence of the Village, north of the county line. Cuba Marsh, together with Baker's Lake, Makray Memorial Golf Club and Deer Park Forest Preserve, form a complete environmental corridor around the eastern half of the Village.



3. **The Flint Creek Corridor** provides similar, though less extensive opportunities to create an open space around the western side of the Village. Nevertheless, a coordinated effort initiated by the Village in cooperation with the Village of Barrington Hills, the Village of Lake Barrington, and the Barrington Area Council of Governments can achieve major benefits. Steps should be taken to protect the watercourse and its shorelines as it passes along the western Village boundaries from Hawthorne Lake.
4. **Makray Memorial Golf Club**, although owned privately, provides a link to the environmental corridor surrounding the eastern half of the Village. This area should be maintained as open space and should be protected from potential redevelopment beyond existing recreational purposes.
5. Wetlands as defined by **Map 2: Wetlands and Floodplains** but not falling within the previous corridors are also worthy of preservation. These wetlands can be preserved in much the same way as the small lake and park area currently located in Fairhaven Estates, or as part of a public open space acquisition program.
6. Consideration by our neighboring jurisdictions should be given to preserving the countryside and open space characteristics of the Village when approached from the north and south on Route 59 and Barrington Road, as well as from the east and west along Main Street (Lake-Cook Road).

ENVIRONMENTAL SUSTAINABILITY GOALS AND OBJECTIVES

1. All new development and redevelopment projects in the Village should be environmentally conscious

- a. Evaluate opportunities for utilizing sustainable building and development practices. Green building technology, water conservation techniques, and land use strategies such as those required by LEED certified projects, should be encouraged. Zoning, building, and engineering standards should be reviewed regularly to ensure that Village regulations encourage and promote appropriate sustainable development techniques.
- b. Limited sites throughout the Village have been subjected to activities associated with the potential for site contamination. Each development site should be evaluated for historic contamination and releases. Where contamination is identified, a mitigation plan should be provided by the property owner to ensure the safety of residents, the groundwater system, and the storm and sanitary systems throughout the Village.
- c. Open spaces should be encouraged as a part of new development proposals. Open space areas should be maintained as natural elements or recreational areas, as practical. Any existing natural resources should be maintained and improved or enhanced wherever possible or practical. Maintenance shall incorporate best environmental sustainability practices.
- d. Electric charging stations should be considered for all new developments. Zoning regulations for electric charging stations and related parking considerations should be evaluated and incorporated into the Zoning Ordinance.
- e. Consideration should be given to traffic reduction, congestion mitigation and multimodal transportation options. These considerations are key to the air quality and environmental sustainability of the Village and should be taken into consideration for all new developments and redevelopments. See **Chapter 8 Transportation** and the 2012 Bicycle and Pedestrian Transportation Plan.

2. Encourage increased, diversified and native tree plantings throughout the Village

- a. Continue ongoing evaluation of appropriate tree species to enhance species diversity Village-wide.

The Village has earned the prestigious Tree City USA designation for 34 consecutive years

- b. Educate the community on appropriate native planting and the Public Works Department approved tree species list. Encourage residents to select trees species from this list for use individual residential properties and on the benefits of a mature tree canopy including sound mitigation and air quality benefits.
- c. Evaluate tree planting requirements in the Zoning Ordinance and Development Regulations for new developments and redevelopments to ensure alignment with items 1 & 2.
- d. Prioritize the annual Village tree planting program.

3. Encourage the use of renewable energy sources throughout the Village including both retrofitting existing residential, commercial and institutional developments as well as the incorporation of renewable energy solutions into new development and redevelopment projects.

- a. Encourage the consideration of geothermal solutions for new developments in the Village.
- b. Provide education to residents on funding opportunities, tax credits, etc. for private renewable energy solutions for their homes.
- c. Explore opportunities for grant funding for renewable energy options for Village owned facilities.
- d. Continue to review evolving renewable energy options with consideration for community character, safety and zoning and building regulations.



4. Innovative stormwater management and water sustainability solutions should be considered throughout the Village including both retrofitting and enhancing existing developments as well as incorporation of these improvements for all new development and redevelopment projects

- a. The Village should encourage sustainable turf management practices among its residents and businesses.
- b. The Village of Barrington is committed to preserving and enhancing wetlands as they relate to development activity. The Village should continue to proactively address wetlands preservation and enhancement through continued adoption and enforcement of the Watershed Development Ordinance.
- c. Flint Creek is an important natural resource throughout the Village. While it functions as the Village's primary stormwater drainage way, it also serves as a wildlife habitat, and should be improved or enhanced wherever possible or practical. Special attention should be paid to stream bank stabilization and the restoration of native species and habitat when the opportunities are available.
- d. Prioritize natural creek restoration and alignment along Flint Creek as part of the Route 14 underpass project.
- e. Continue funding for annual Neighborhood Drainage Program to encourage neighbors to partner on innovative solutions to solve localized issues.
- f. Consider Village funding opportunities on an annual basis for localized stormwater management planning or improvements to address small-scale issues throughout the Village.

5. Prioritize sustainability of the Village's water supply and enhanced water quality

- a. The Village water wells, which supply the Village's drinking water, are vital resources to the Village of Barrington. The Village should act to preserve the health and welfare of the drinking water supply and should actively seek creative solutions to ensure adequate water resources and enhanced water quality for generations to follow.
- b. Evaluate opportunities to improve the Village's water quality and educate residents on the benefits of the Village's current shallow aquifer water supply compared to deep aquifers or surface water source options such as Lake Michigan.

6. Coordinate resources and efforts of local environmentally focused organizations including coordination of efforts relating to the Greenest Region Compact

- a. The Environmental Advisory Committee should work to coordinate efforts with local environmental organizations and groups and consider joint events such as a bi-annual summit of these groups where current missions, projects and initiatives can be shared and coordinated.

7. Education! Enhance community educational campaigns on a variety of important topics including but not limited to:

- a. Proper recycling, composting and disposal of hazardous and/or toxic materials.
- b. The options for and benefits of renewable energy.
- c. Innovative and alternative residential stormwater management practices.
- d. Sustainable turf management practices.
- e. Groundwater quality, protection and sustainability.

CHAPTER 10: ECONOMIC DEVELOPMENT

Barrington has made a commitment to build upon its established businesses, while exploring opportunities to encourage redevelopment and reinvestment throughout the Village. The 2021-2025 Strategic Plan identifies renewed economic development efforts for all of Barrington as one of the four strategies in the Plan. The goals and objectives of this Chapter are designed to provide guidance which further this strategy by prioritizing economic development in the Village.

The 3 buildings at 540, 550 & 570 W. Northwest Hwy. comprise approx. 400,000 sq. ft. or 13% of the leasable space in the Village.

The Village has a diverse and resilient economy and is a regional hub for shopping, dining, entertainment, services and automobile sales as well as an important cultural destination for the entire Barrington area. The Village is home to a unique mix of small local businesses, regional stores and restaurants as well as several national businesses. The Village is interested in attracting retail, restaurant, entertainment and service businesses to enhance our strong existing business base.

BUSINESS CORRIDORS

Barrington has three primary and distinctly unique business corridors:

- 1. Village Center.** The Village Center attracts residents and visitors alike to enjoy the small town character of the Village while taking advantage of dining, entertainment and a wide variety of cultural opportunities highlighted by recent developments such as the Barrington Village Center and the restoration of Barrington's White House (see **Chapter 5: Village Center**).
- 2. Route 14/Northwest Highway Corridor.** This corridor runs through the entire Village beginning at the northwest corner and extending to the furthest southeast corner and provides many retail and service businesses. This corridor is also home to several key auto dealerships. This corridor is utilized by both Barrington residents and those commuting through Barrington on a daily basis. Strong focus should be paid to economic development in the Northwest Highway Corridor for redevelopment, reinvestment and beautification opportunities.
- 3. South Barrington Road/Dundee Road Corridor.** This corridor is located on the south end of the Village and provides a unique southern entrance into the Village. This area has large parcel sizes and is home to the majority of the Village's automobile dealerships.

In the 2019 Resident Survey, 53.4% (589) of survey respondents indicated that the Village should place the most emphasis on economic development moving forward. This priority was second only to traffic congestion reduction in the Village. Restaurants, entertainment uses and retail shopping opportunities are the most desired uses by the community in both the Village Center and the Route 14/Northwest Highway Corridor.

BUSINESS PROFILE

The Village is home to approximately 700 local, regional, national and international businesses, including major employers such as Motor Werks of Barrington, Wickstrom Auto Group, Pepper Construction, PepsiCo and the Barrington Community Unit School District 220. According to data collected by the Village through ongoing surveys and the issuance of permits, there is approximately 3,000,000 square feet of commercial space in Barrington. Approximately 20% of Barrington's land use is dedicated to commercial, office or industrial uses. According to the 2015-2019 ACS, there are 7,575 day time employees working in the Village as of 2019.

The Commercial (Retail/Office) land use designation comprises a large majority of the commercial square footage and is located in the Route 14/Northwest Highway Corridor and the South Barrington Road/Dundee Road Corridor. The majority of the Mixed-Use (Retail/Office/Residential) land use is located in the Village Center (see **Chapter 4: Land Use** and **Map 3: Land Use Plan**).

Large-scale retail centers with national tenants have developed in the surrounding areas where available land and transportation have aligned. In addition to more traditional shopping malls, such as Woodfield and Spring Hill, there are several lifestyle centers in the area including Deer Park Town Centre and the Arboretum which serve Barrington residents.

EMPLOYMENT PROFILE

It is important to understand what type of industry and workforce is located in the Village as it showcases what business are already established in the Village and highlights what opportunities are available for future business to locate in the Village.

Figure 10.1 shows below shows the top employment industries in the Village, which highlights the varied industries in the Village and the estimated daytime workforce population. Figure 10.1 also lists the top employment industries for Barrington residents. The 2017 ACS indicates that the three highest employment industries in the Village of Barrington are Educational Services (19.9%), Retail Trade (14.6%) and Healthcare (10.5%).

Figure 10.1: Workforce By Industry				
Industry	Daytime Workforce Population by Industry		Village Resident Workforce by Industry	
	Count	%	Count	%
Accommodation and Food Services	482	6.4%	291	6.6%
Admin. & Support, Waste Management and Remediation	397	5.2%	285	6.4%
Arts, Entertainment, and Recreation	211	2.8%	99	2.2%
Construction	345	4.6%	193	4.4%
Educational Services	1,505	19.9%	442	10.0%
Finance and Insurance	319	4.2%	306	6.9%
Health Care and Social Assistance	794	10.5%	456	10.3%
Information	45	0.6%	98	2.2%
Management of Companies and Enterprises	53	0.7%	157	3.5%
Manufacturing	415	5.5%	398	9.0%
Professional, Scientific, and Technical Services	363	4.8%	455	10.3%
Real Estate and Rental and Leasing	461	6.1%	87	2.0%
Retail Trade	1,109	14.6%	463	10.4%
Transportation and Warehousing	199	2.6%	162	3.7%
Wholesale Trade	187	2.5%	322	7.3%
Other	690	9.1%	219	4.9%
Total	7,575	100%	4,433	100%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (2018)

Note: Count is based on employed population 16 years and over. The highlighted cells represent the three largest industries per workforce group

Barrington has a well-educated population that is employed in a variety of industries. According to the 2015-2019 ACS, 68% of Barrington residents over 25 have a Bachelor Degree or higher, which is significantly higher than the surrounding area.

Figure 10.2: Educational Attainment & Household Income						
Education Attainment Levels	Barrington		Cook County		Lake County	
	Population	%	Population	%	Population	%
High school graduate or higher	6,711	95%	3,125,696	87%	414,815	91%
Bachelor's degree or higher	4,830	68%	1,392,515	39%	207,440	45%
Graduate or professional degree	2,175	31%	566,842	16%	85,939	19%
Est. Median Household Income	\$117,931.00		\$64,660.00		\$89,427.00	

Source: U.S. Census Bureau

Note: accounts for population over 25 years of age; Barrington population over 25 years of age = 7,054

ECONOMIC DEVELOPMENT GOALS & OBJECTIVES

The following objectives regarding business attraction, retention and reinvestment are established to guide future economic development actions:

1. Prioritize economic development in all forms including new development, redevelopment and reinvestment in all of Barrington's business corridors

- a. Conduct Village Housing and Economic Development study as recommended in Chapter 1.
- b. Evaluate the Village's Zoning Regulations and development regulations to identify hurdles to quality commercial development and consider amendments as needed.
- c. Monitor retail and service trends to determine if the underlying permitted and special zoning uses in the Village Center and Business Corridors remain compatible with the modern economic development landscape.
- d. Consider the implementation of a new façade improvement grant program for exterior façade improvements to encourage commercial property owners to maintain and enhance community character and to encourage new economic development Village-wide as funding becomes available.
- e. Promote redevelopment, reinvestment and beautification along the Northwest Highway Corridor.
- f. Reevaluate the goals and objectives of this Chapter following the conclusion of the Housing and Economic Development Study.

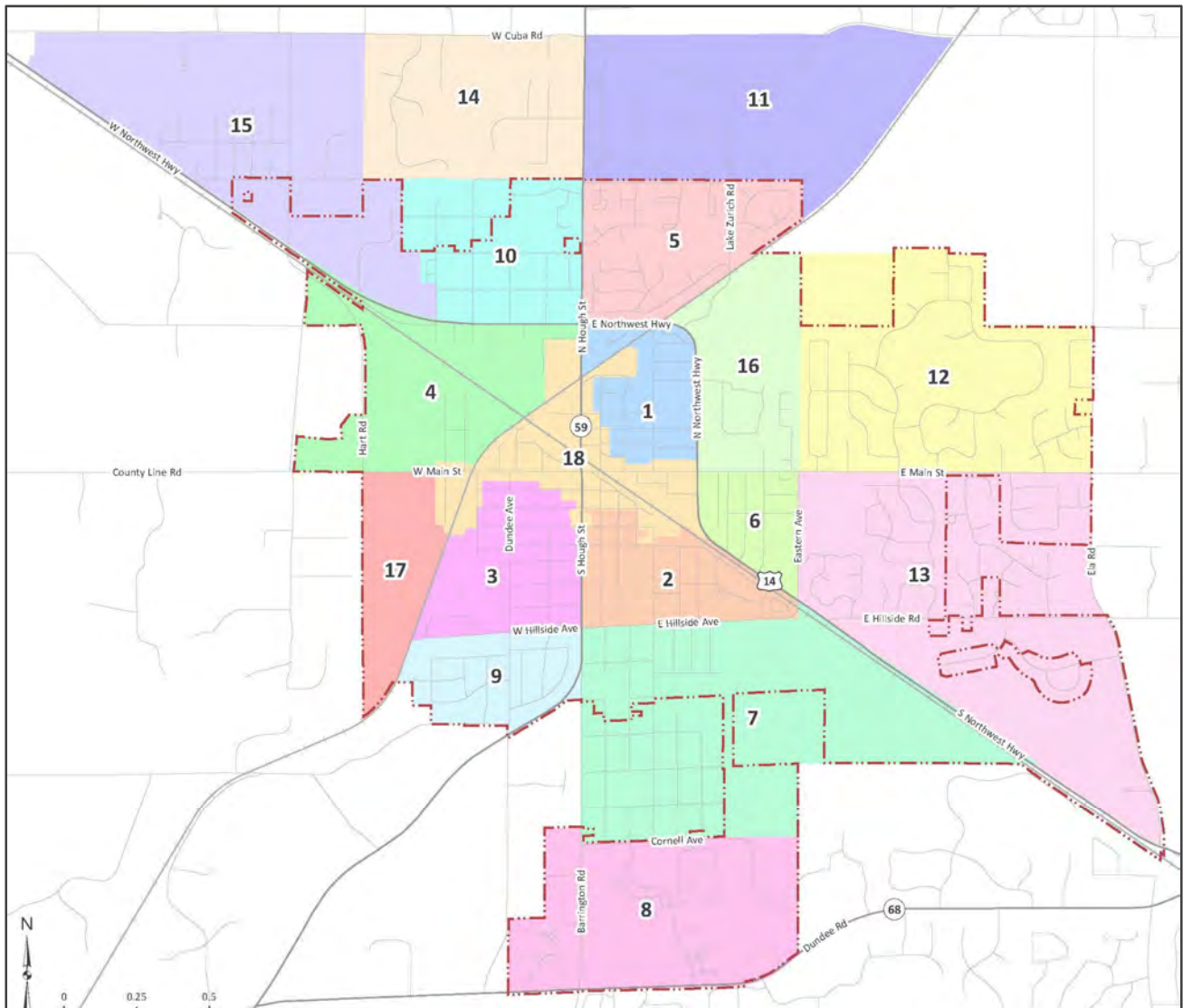
2. Coordinate opportunities for new business attraction and development as well as business retention in the Village

- a. Develop a business community engagement program to encourage cooperation and coordination among businesses for the benefit of the community.
- b. Continue seasonal event programming highlighting Barrington businesses.
- c. Continue to work with the Barrington Chamber of Commerce to provide programs, resources, education, networking and advocacy to promote Barrington businesses, community success and public-private partnership opportunities.
- d. Continue and enhance the Village Available Properties database and Business Registry database.
- e. Continue to work with property owners and business owners to address site improvements that will enhance Barrington's design and character.
- f. Continue to assist businesses with communication and marketing efforts.

CHAPTER 11: NEIGHBORHOODS

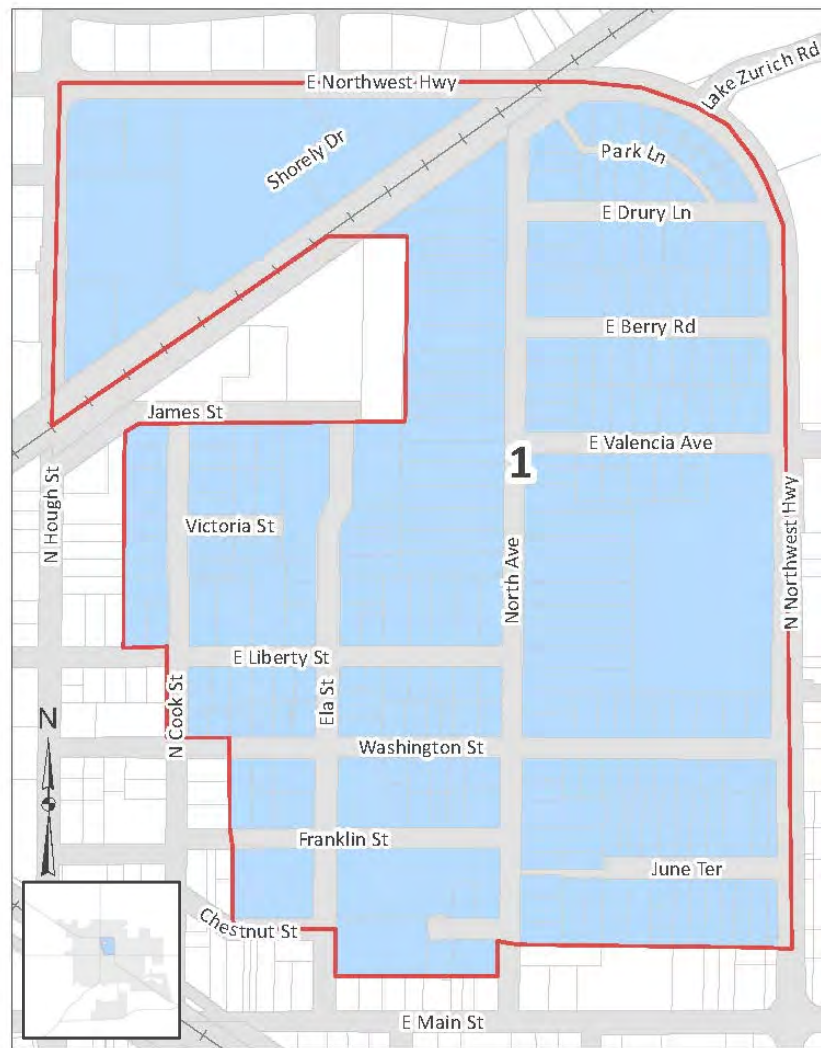
Because of the unique character of each of Barrington's neighborhoods, a continued effort should be made to maintain the existing scale and character of each neighborhood and to minimize encroachment of commercial uses into residential neighborhoods. Redevelopment in the Village Center and other business corridors is anticipated. Good planning principles should be applied when reviewing requests for such changes, especially where development abuts a residential neighborhood.

Specific suggestions for Village neighborhoods are included in the following sections, which should be evaluated periodically and modified to meet the changing needs of the community. The boundaries of each Neighborhood are shown in **Map 7: Neighborhood Boundaries** and in individual neighborhood maps throughout this Chapter.



Excerpt from Map 7: Neighborhoods

NEIGHBORHOOD ONE



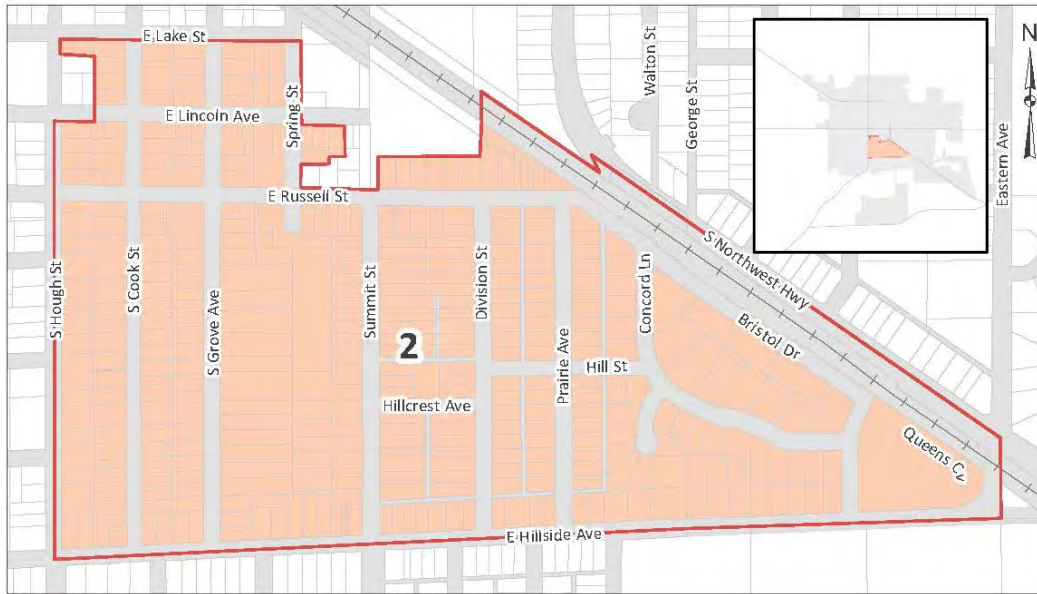
Neighborhood 1 primarily consists of the residential area northeast of the Village Center. This area is a mature, attractive community of predominantly single-family homes on lots of approximately 7,500 square feet, but also contains some larger lots as well as multi-family and two-family homes. This neighborhood is bordered on the north and east by Route 14/Northwest Highway, which includes commercial and public/institutional uses.

The approved Route 14 underpass project will be constructed in this neighborhood over the next several years.

Recommendations:

1. Commercial uses along Northwest Highway and within the Village Center area should not encroach into the existing residential neighborhood.
2. Traffic calming opportunities and multi-modal enhancements should be explored with the goal of reducing traffic and the likelihood of cut-through traffic.
3. Enhance traffic enforcement throughout this area to address speeding.
4. Ideally residential properties redeveloped or modernized should be sensitive to the historical nature of the neighborhood.

NEIGHBORHOOD TWO

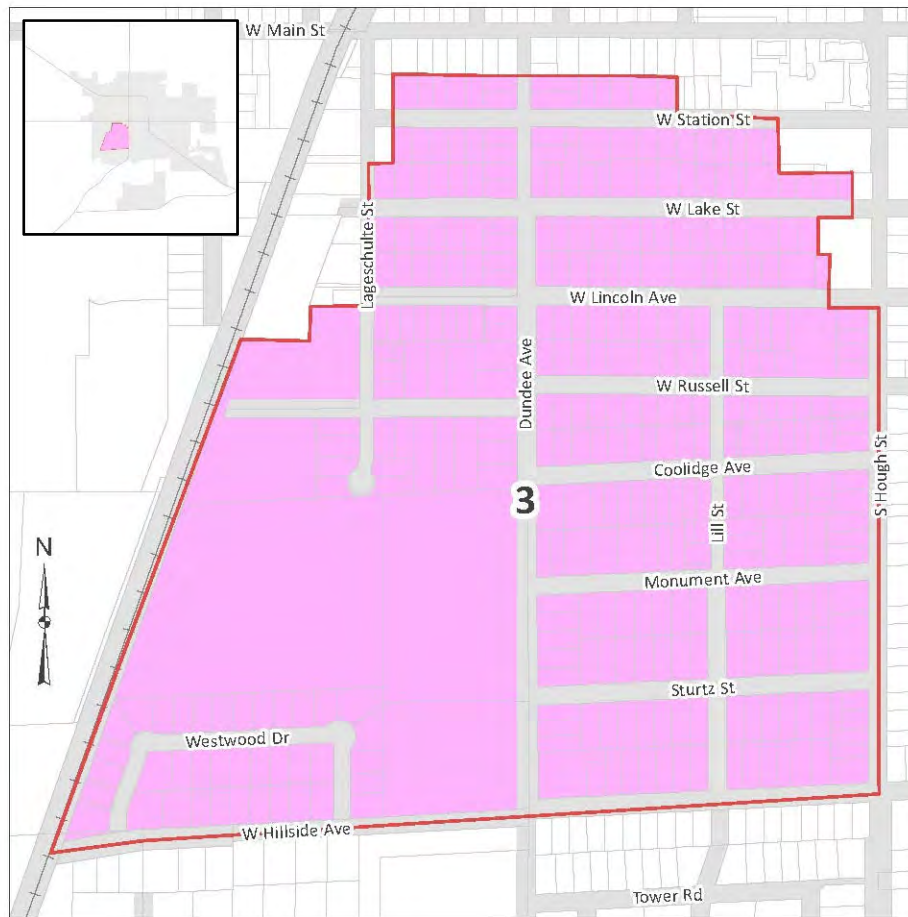


This area is predominantly a mature, tree-lined residential neighborhood consisting of single-family homes on lots of approximately 7,500 square feet, with two-family dwellings located in close proximity to the Village Center and along Hough Street, and a townhouse and single-family developments at the eastern edge of the neighborhood. The western portion of this neighborhood is located in the Historic Overlay District.

Recommendations:

1. Traffic calming opportunities and multi-modal enhancements should be explored with the goal of reducing traffic and the likelihood of cut-through traffic.
2. Restoration of single-family homes from what are now two-family homes, but were formerly single-family homes, should be encouraged.
3. Drainage and environmental concerns should be taken into consideration when developing or redeveloping in areas with inadequate downstream stormwater capacity.
4. Infrastructure improvements, specifically road and utility improvements, should be prioritized in conjunction with the Village Capital Improvement Plan.
5. The completion of the sidewalk network should be evaluated with priorities given to routes leading to schools.
6. Evaluate the feasibility of a sidewalk extension east of Prairie Avenue on the north side of Hillside Avenue. At a minimum consider crosswalk improvements at both locations where the sidewalk currently transitions to the south side of Hillside Avenue.

NEIGHBORHOOD THREE



This neighborhood includes a wide range of residential types and structures of varying ages. It is closely related to the Village Center and enjoys advantages derived from it. The northeast quarter of this neighborhood lies within the Historic District.

Recommendations:

1. Restoration of single-family homes from what are now two-family homes, but were formerly single-family homes, should be encouraged.
2. The completion of the sidewalk network should be encouraged in accordance with the 2012 Bicycle and Pedestrian Transportation Plan.
3. Drainage and environmental concerns should be taken into consideration when developing or redeveloping this area especially in sections determined to have inadequate downstream stormwater capacity.
4. Infrastructure improvements, specifically road and utility improvements, should be prioritized in conjunction with the Village Capital Improvement Plan.

NEIGHBORHOOD FOUR



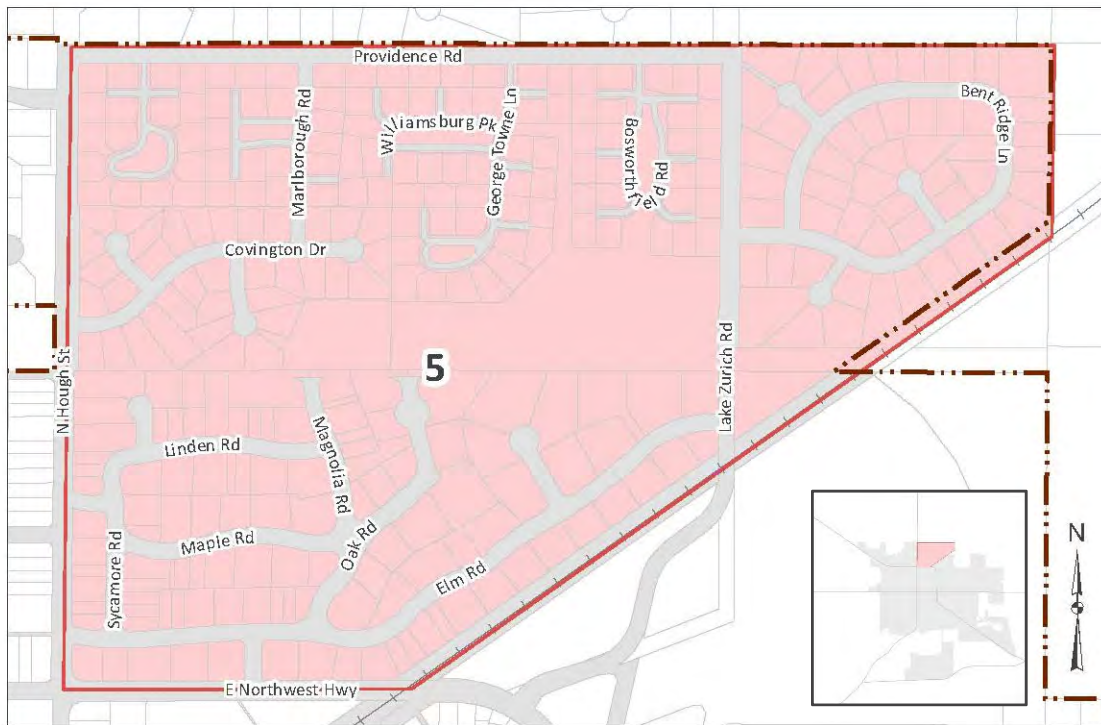
This neighborhood contains a variety of land uses including Barrington High School, Langendorf Park, the Village Public Works and Wastewater Facility, and Flint Creek Corporate View commercial offices. A portion of the Route 14/Northwest Highway corridor is also included in Neighborhood Four. The small residential area east of the high school contains predominantly single-family homes.

Improvements to the pedestrian and bicycle network have been made in this neighborhood. A pedestrian and bicycle path (“The Dreamway”) adjacent to the creek was constructed under the Union Pacific railroad, which provides significant connectivity between several key destinations including Barrington High School, Shops at Flint Creek and Langendorf Park. A pedestrian bridge was also constructed over the creek, thereby connecting Langendorf Park to Shops at Flint Creek.

Recommendations:

1. The Flint Creek corridor shall be evaluated for future pedestrian and bicycle possibilities and ongoing stream bank restoration efforts.
2. Improvements to the Dreamway Path including grading, lighting, benches, additional trash receptacles should be discussed with the other jurisdictional agencies.
3. The completion of the sidewalk network should be evaluated, specifically the extension of the sidewalk on North Hager Avenue connecting to the Dreamway Path.
4. Construction of an approved multi-modal path along Hart Road and Main Street will be completed in the next several years which will provide significant enhanced connectivity in this neighborhood.

NEIGHBORHOOD FIVE



Neighborhood Five is almost exclusively comprised of single-family subdivisions, including Jewel Park, Chippendale, Steeple Chase, and Flint Creek. Jewel Park is one of the oldest residential developments in the area. It is an attractive subdivision with curvilinear, tree-lined streets and single-family homes on lots of 15,000 square feet and larger. In the 1930s, it was subdivided, reforested and controlled by design covenants administered by the developer, Jewel Companies, Inc. The Turtle Creek office development is also included in this neighborhood.

The approved Route 14 underpass project will be constructed in this neighborhood over the next several years.

Recommendations:

1. Natural drainage courses and wetlands should be preserved and maintained to the extent possible.
2. Multi-modal connections should be evaluated, especially along Lake Zurich Road and across Route 59 and Route 14. These connections would provide a safe access to the Village Center and Roslyn Elementary School.
3. The Village should work with IDOT to upgrade the existing pathway between Pine Road and Elm Road on the east side of Route 59 to a standard sidewalk section.
4. Traffic calming opportunities and multi-modal enhancements should be explored with the goal of reducing traffic and the likelihood of cut-through traffic.
5. Infrastructure improvements, specifically road and utility improvements, should be prioritized in conjunction with the Village Capital Improvement Plan.

NEIGHBORHOOD SIX

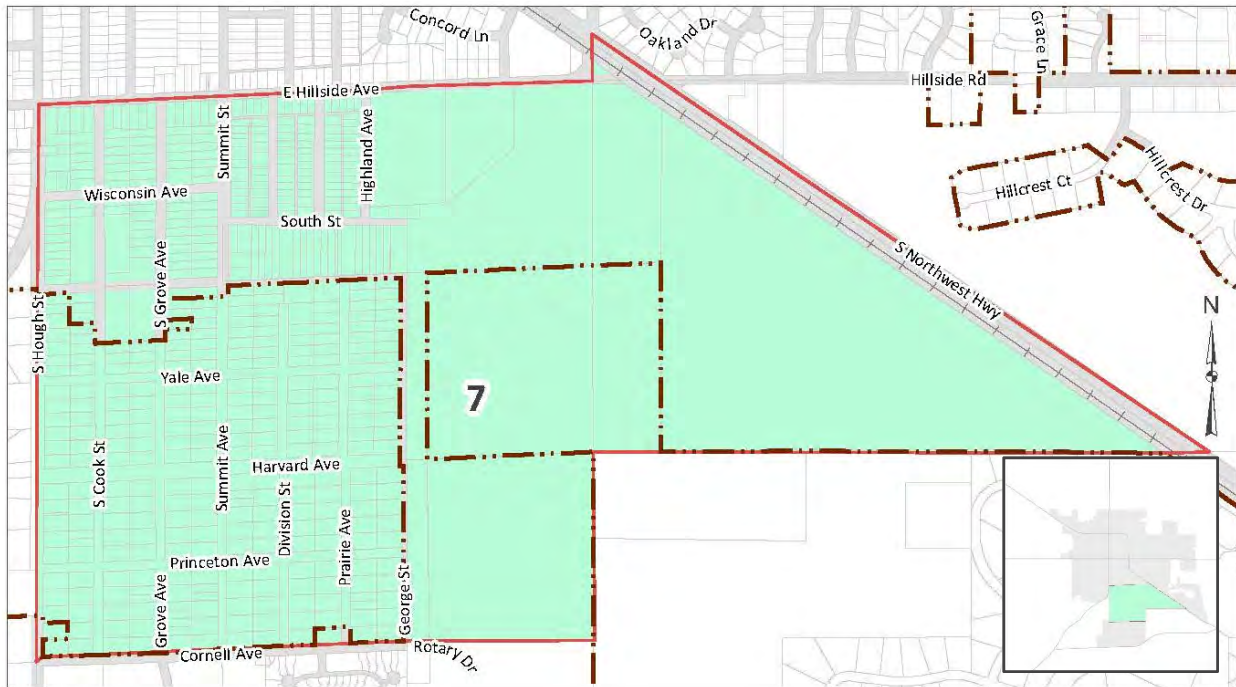


This is an older neighborhood with a grid street pattern, especially along Kainer Avenue, Glendale Avenue, and Eastern Avenue. Due to the surrounding land uses, and proximity to state highways, the potential for cut-through traffic is significant.

Recommendations:

1. The neighborhood should be protected from any encroachment by commercial development.
2. Traffic calming opportunities and multi-modal enhancements should be explored with the goal of reducing traffic and the likelihood of cut-through traffic.
3. The Village should work with School District 220 on potential traffic mitigation opportunities along Eastern Avenue.
4. The Village should consider intersection improvements at Eastern Ave and Main Street.

NEIGHBORHOOD SEVEN



The western portion of Neighborhood Seven is comprised of predominantly single-family homes. Generally, those lots north of Illinois Street are within the Village of Barrington and range in size from 7,500 square feet to 10,000 square feet; those lots south of Illinois Street are generally within unincorporated Cook County and range in size from 10,000 square feet to 20,000 square feet. Drainage, quality of streets, and in the unincorporated area, the efficiency and effectiveness of individual septic systems, continue to remain serious or potentially serious problems and barriers to annexation.

The portion of this neighborhood east of George Street and east of Highland Avenue is used for open space and passive recreation. The Cook County Forest Preserve District, the Barrington Park District, and the Village of Barrington are the primary owners of land surrounding the man-made Baker's Lake. Baker's Lake is designated as an Illinois Nature Preserve by the Illinois Department of Natural Resources.

Recommendations:

1. Traffic calming opportunities and multi-modal enhancements should be explored with the goal of reducing traffic and the likelihood of cut-through traffic.
2. Any proposed annexations should be consistent with the annexation policy of the Village. See **Chapter 2: Municipal Boundaries**.
3. The completion of the sidewalk network should be evaluated with priorities given to routes leading to schools, specifically Highland Avenue, Prairie Avenue and South Street as well as the completion of the sidewalk gaps on Division Street, Summit Street and Illinois Avenue.
4. Evaluate the feasibility of a sidewalk extension east of Prairie Avenue on the north side of Hillside Avenue. At a minimum consider crosswalk improvements at both locations where the sidewalk currently transitions to the south side of Hillside Avenue.
5. Infrastructure improvements, specifically road and utility improvements, should be prioritized in conjunction with the Village Capital Improvement Plan.

NEIGHBORHOOD EIGHT



The area east of George Street is currently utilized as, and should remain, a public open space, Ron Beese Park, which is owned and maintained by the Barrington Park District.

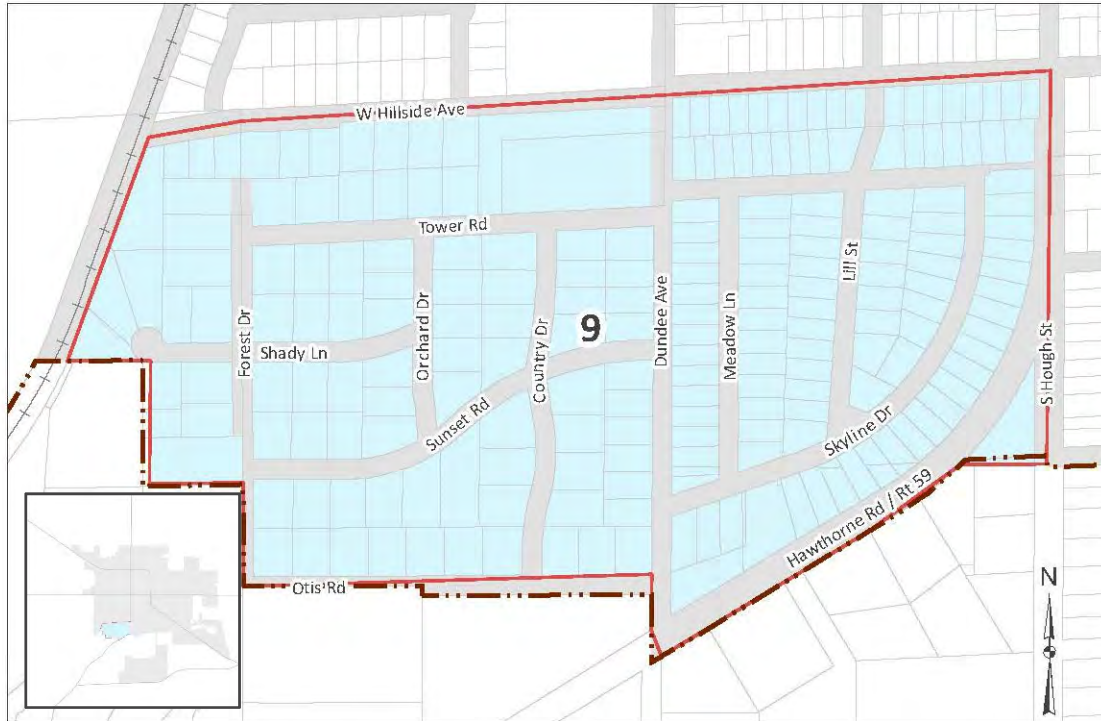
A mix of uses is found west of Barrington Road, including the Oaks of Barrington single-family subdivision, senior living and health care uses, a Montessori school and other office uses.

The portion east of Barrington Road and west of Ron Beese Park is the area commonly known as Southgate, where the predominant uses are office and auto dealerships and a wide variety of residential subdivisions including Park Barrington, The Reserve of Barrington and Brentwood providing unique housing opportunities not found elsewhere in the Village.

Recommendations:

1. Preservation of open space should be encouraged in this area.
2. Additional parkway landscaping improvements should be encouraged along Barrington Road.
3. Properties along Grove Avenue should continue to be developed for a mix of uses, such as commercial, residential, and office.
4. The 2012 Bicycle and Pedestrian Transportation Plan should be updated to include the extension of the sidewalk on Grove Avenue between Cornell Avenue and Dundee Road due to the development of additional residential subdivisions in this neighborhood.

NEIGHBORHOOD NINE



Neighborhood Nine is completely residential in use with the exception of St. Matthew's Church. East of Dundee Avenue is the Barrington Highlands subdivision, consisting of single-family homes built in the 1950s on lots approximately 10,000 square feet. West of Dundee Avenue is a subdivision of single-family homes on lots of at least 20,000 square feet.

Recommendations:

1. While sidewalks are not currently proposed in this neighborhood, the addition of sidewalks in this neighborhood should be evaluated as part of the recommended Bike and Pedestrian Connectivity Study and Assessment.
2. The land use of this neighborhood should continue as single-family residential.

NEIGHBORHOOD TEN

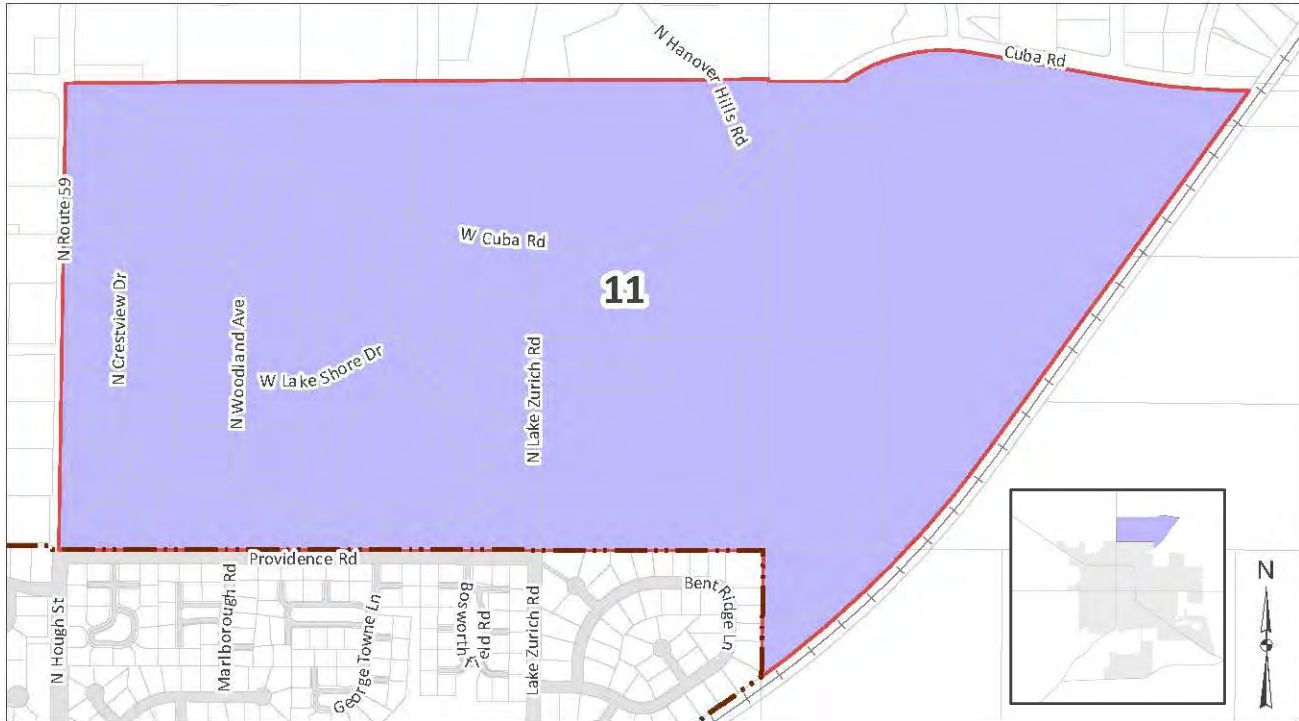


Neighborhood Ten is developed predominantly with single-family homes on parcels of approximately 10,000 square feet to 15,000 square feet. Streets within this area are tree-lined, but are not fully improved. The following residential subdivisions are included in Neighborhood Ten: Roslyn Area Homeowner's Association, Barrington Court, and Carriage Trail. A portion of the West Northwest Highway retail corridor is also included in this neighborhood.

Recommendations:

1. Traffic calming opportunities and multi-modal enhancements should be explored with the goal of reducing traffic and the likelihood of cut-through traffic.
2. Any proposed annexations should be consistent with the annexation policy of the Village. See **Chapter 2: Municipal Boundaries**.
3. Commercial uses along Northwest Highway shall not encroach into the residential neighborhood. Any future development or redevelopment should address flooding issues and provide stormwater management improvements. Special service areas or a taxing district may be considered to address stormwater management issues.
4. Development along Hough Street (Route 59) should be screened. Promote additional vegetation in this area.
5. Additional sidewalks in this area should be evaluated as part of the recommended Bike and Pedestrian Connectivity Study and Assessment. Completion of an additional north-south route leading to Roslyn Road School and completion of gaps on Waverly Road should be prioritized.

NEIGHBORHOOD ELEVEN

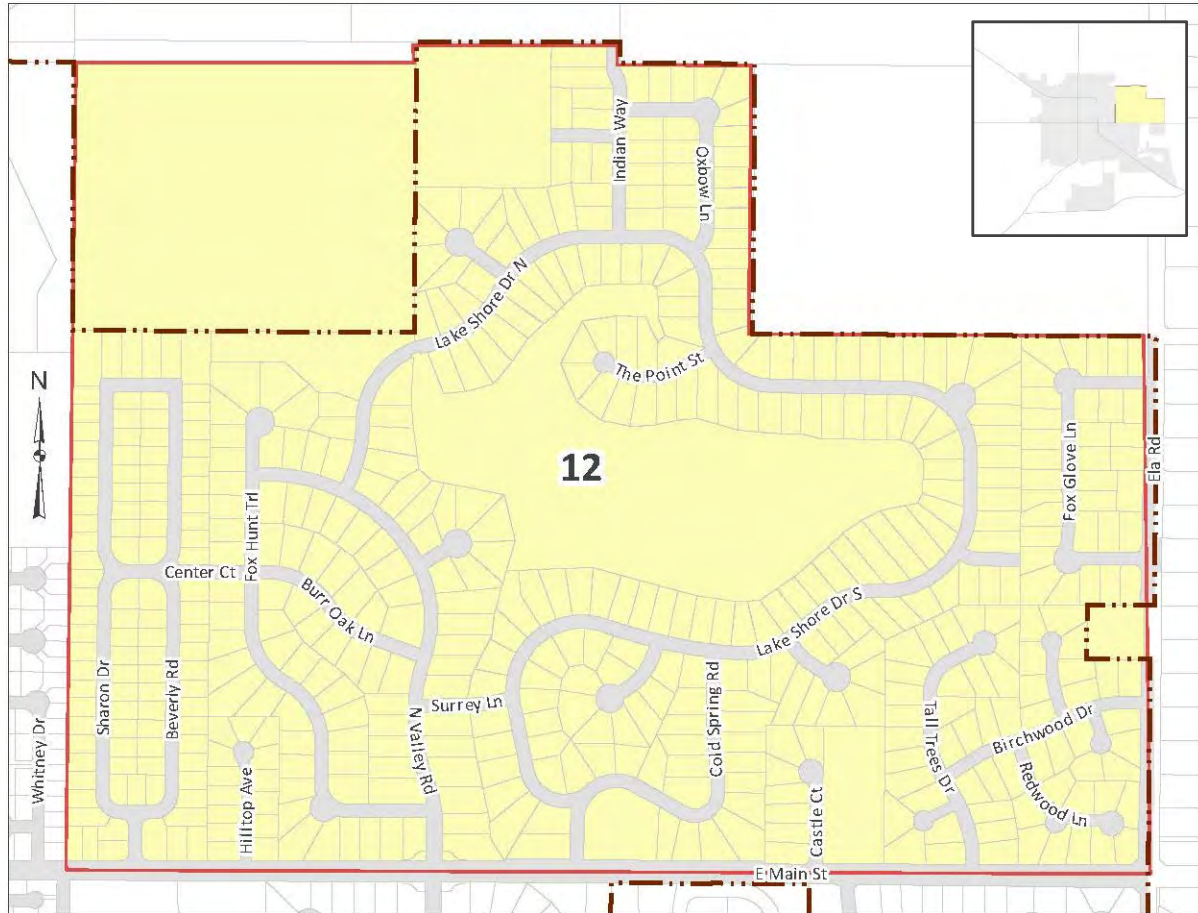


The area west of Lake Zurich Road is subdivided and predominantly developed for a common well and private septic tanks. A small lake and park are located within the subdivision.

Recommendations:

1. Residents of the Fairhaven Estates subdivision west of Lake Zurich Road may petition the Village of Barrington to annex provided ongoing water system upgrades are completed prior to the Village consideration. Additionally, the Village should conduct an assessment of the road conditions and other utilities in this subdivision prior to consideration of annexation.
2. The southeast corner of Cuba Road and Lake Zurich Road should be encouraged to remain as open space or be incorporated into the Lake County Forest Preserve.
3. A non-vehicular connection on Route 59 between residential areas and the downtown area and schools should be encouraged, especially if this area is annexed.
4. The feasibility of additional multi-modal improvements on Lake Zurich Road should be evaluated by the recommend Bike and Pedestrian Connectivity Study and Assessment.

NEIGHBORHOOD TWELVE

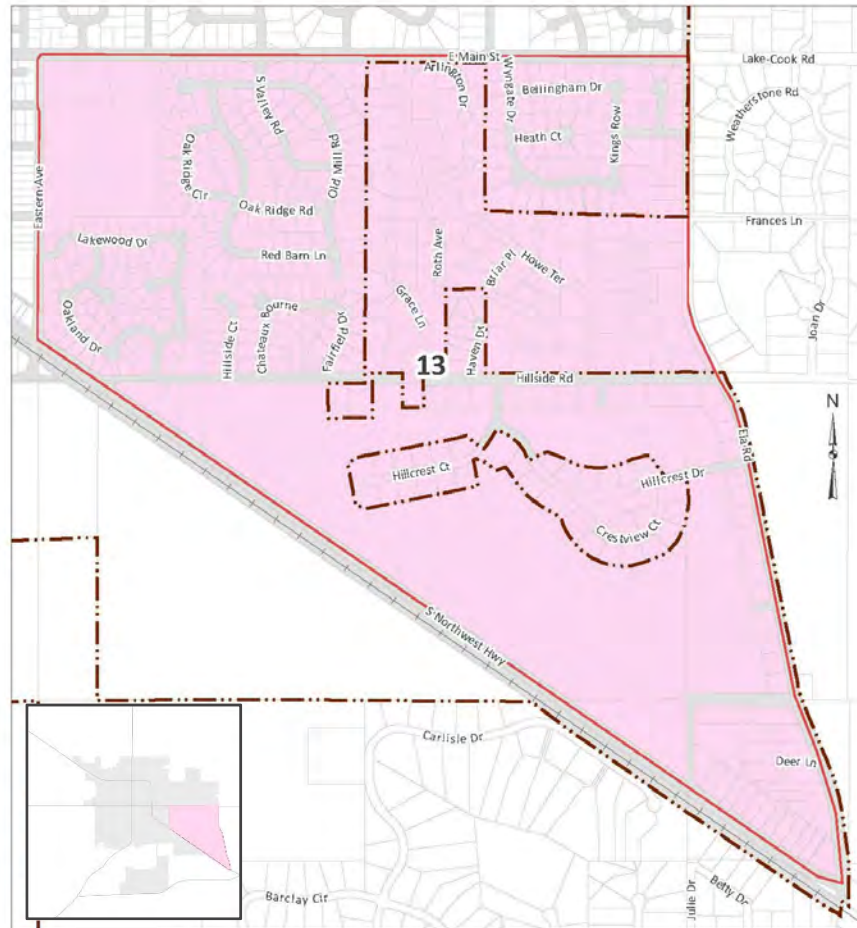


This neighborhood consists of the following single-family subdivisions: Fox Point North, Fox Point East, Listhartke, Tall Trees, Castle Court, Barrington Hilltop, and Barrington Meadows. Neighborhood Twelve is mostly comprised of homes on lots of at least 20,000 square feet, surrounding a large man-made body of water, Lake Louise. Cuba Marsh also extends from the north into this neighborhood.

Recommendations:

1. The enhancement and/or restoration of Flint Creek should be encouraged between Lake Cook Road and Lake Louise.
2. The use of the neighborhood should continue as single-family residential.
3. The enhancement of multi-modal linkages to the Village Center should be encouraged consistent with the 2012 Bicycle and Pedestrian Plan and the outcome of the recommended Bike and Pedestrian Connectivity Study and Assessment. The study should also explore the possibility of a signalized crossing to improve pedestrian connectivity across Lake-Cook Road.
4. The Village should consider intersection improvements at Eastern Ave and Main Street.

NEIGHBORHOOD THIRTEEN



Neighborhood Thirteen is predominantly developed as single-family residences on lots of 15,000 square feet adjacent to Main Street, and larger lots in the vicinity of Hillside Avenue. The following residential subdivisions are included in this neighborhood: Fox Point South, Wyngate, Lakeview, Chateaux Bourne, Fairfield and Hillside Farms. This neighborhood is also home to several key institutional uses in the Village including Arnett C. Lines Elementary School, Barrington Middle School – Station Campus and Atonement Lutheran Church and Day School

This area also includes commercial properties along Northwest Highway and the Makray Memorial Golf Club.

Recommendations:

1. The Makray Memorial Golf Club should remain as a golf course and as open space.
2. The Village should consider intersection improvements at Eastern Ave and Main Street.
3. The Village should work with School District 220 on potential traffic mitigation opportunities along Eastern Avenue.
4. The restoration and/or enhancement of the creek from Northwest Highway to Lake-Cook Road (including Makray Memorial Golf Club) should be encouraged.
5. Consider the feasibility of partnering with neighboring agencies such as the Cook County Forest Preserve District to enhance the entrance to the Deer Grove Forest Preserve at the east end of Hillside Road.
6. Any proposed annexations should be consistent with the annexation policy of the Village. See **Chapter 2: Municipal Boundaries**.

NEIGHBORHOOD FOURTEEN

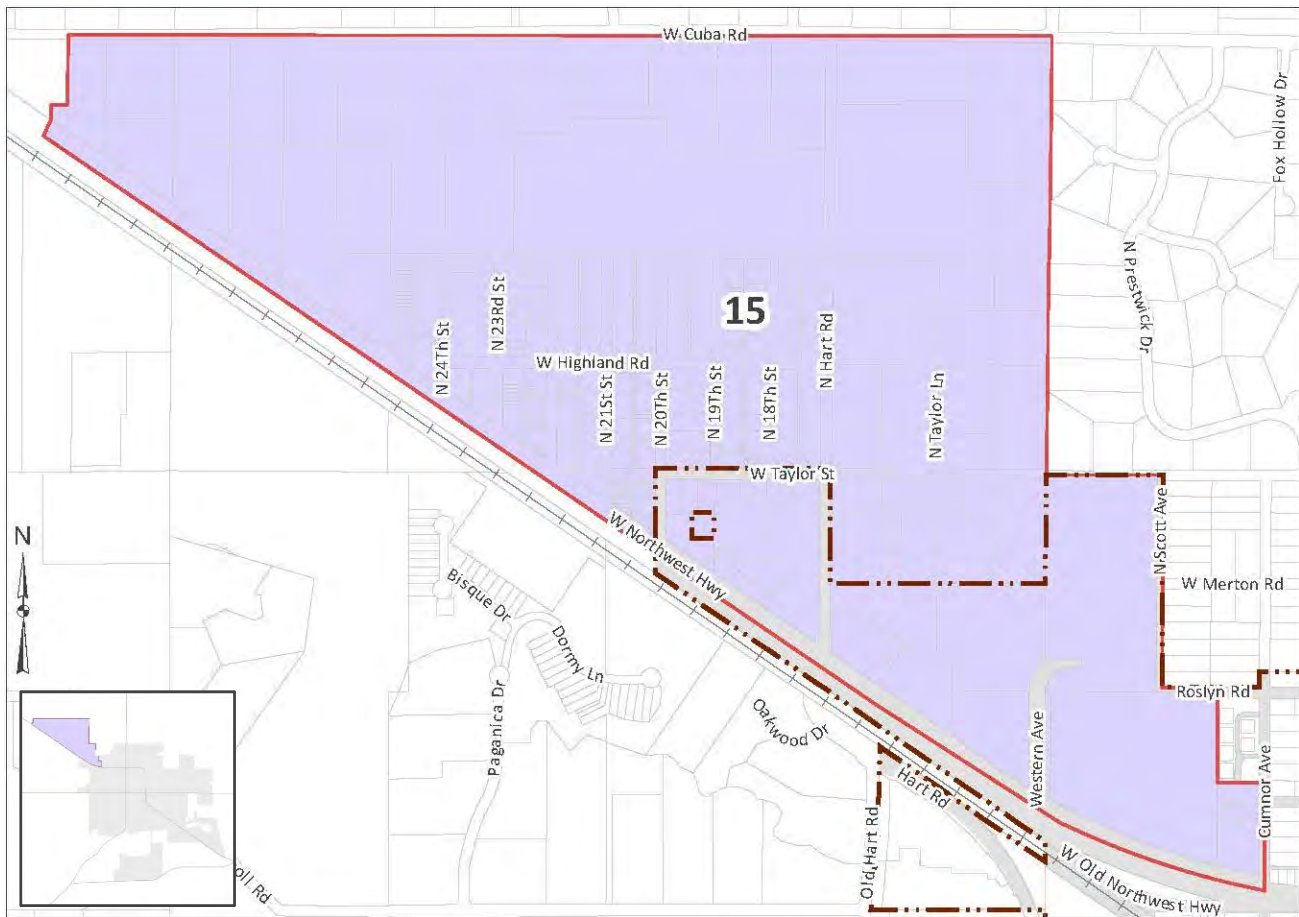


This land is unincorporated and is predominantly single-family residential, developed on lots of two acres or larger. Local streets are not fully improved.

Recommendations:

1. Any proposed annexations should be consistent with the annexation policy of the Village. See **Chapter 2: Municipal Boundaries**.
2. Watercourses and lowlands should be preserved as public or private open space.

NEIGHBORHOOD FIFTEEN



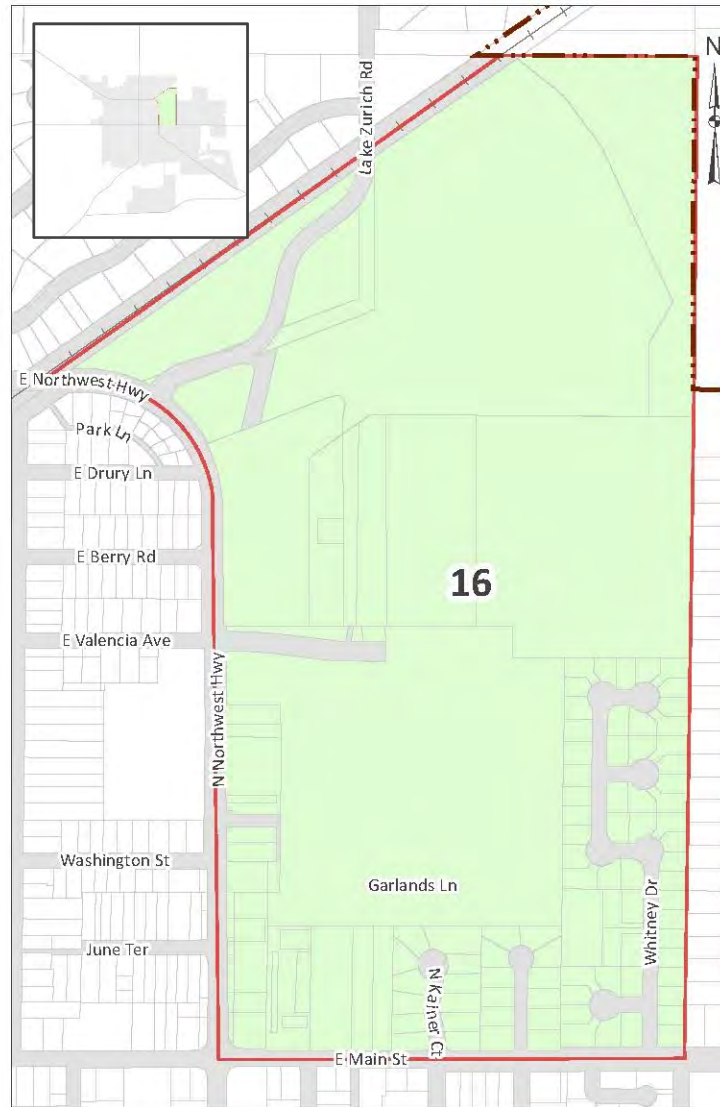
North of Taylor Road, the land is predominantly unincorporated and agricultural, zoned for five-acre residential lots. Also within the neighborhood are partially completed residential subdivisions zoned for 8,500 square foot lots. The land west of The Foundry Shopping Center that fronts on Northwest Highway.

Land east of Twentieth Street and south of Taylor Road is annexed to the Village. This area includes a mix of land uses, including retail and office, industrial, and auto dealerships.

Recommendations:

1. Any proposed annexations should be consistent with the annexation policy of the Village. See **Chapter 2 Municipal Boundaries**.
2. Commercial development should be encouraged along the Northwest Highway frontage.
3. All future developments along Northwest Highway shall consider the impacts to the surrounding residential area to the north.
4. Reuse of the facilities at 540, 550 and 570 W. Northwest Highway should be prioritized as part of the Village's economic development program as this area represents a significant employment center for the Village.
5. Watercourses and lowlands near Cuba Road should be enhanced.

NEIGHBORHOOD SIXTEEN



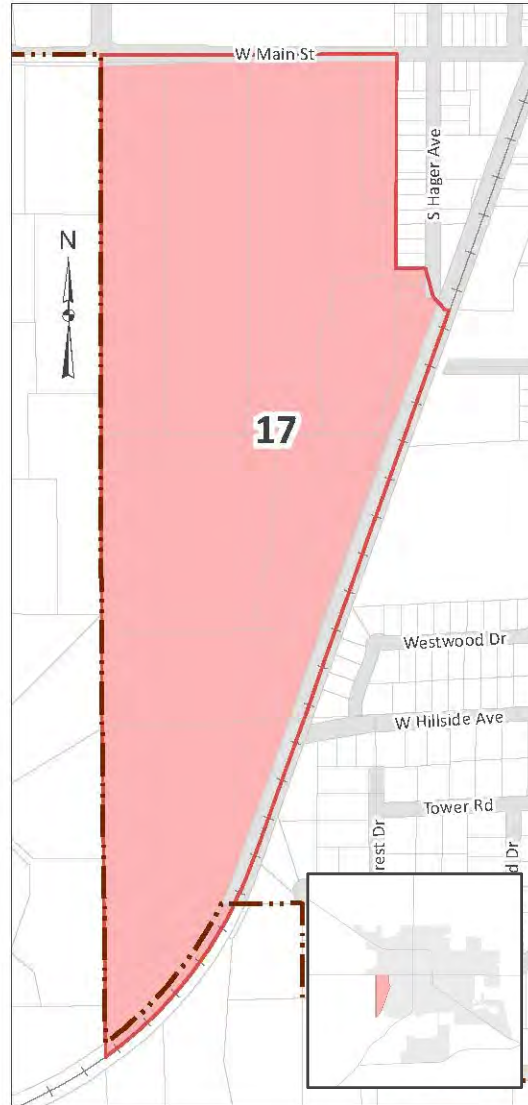
This neighborhood has a broad range of land uses including recreational (Citizens Park), institutional (Barrington Area Library), corporate office (The Pepper Companies and Hospice of Northeastern Illinois), and mixed uses (The Garlands of Barrington) but appears consistent due to a campus-like environment. Some small retail uses exist along Northwest Highway near the southwest corner of the neighborhood. The following residential subdivisions are also included in Neighborhood Sixteen: Kainer Court, Eastwood, and Barrington East.

If an underpass is constructed for Route 14 at the CN tracks, the western edge of Neighborhood Sixteen will likely be impacted.

Recommendations:

1. The existing campus-like environment within the neighborhood should be encouraged and enhanced by pedestrian and bicycle linkages.
2. Further development of retail uses should be limited to the Northwest Highway Corridor north of Lake-Cook Road and single-family residential shall be maintained east of the cemetery along Lake-Cook Road.
3. Maintain the possibility of internal vehicular linkages.

NEIGHBORHOOD SEVENTEEN

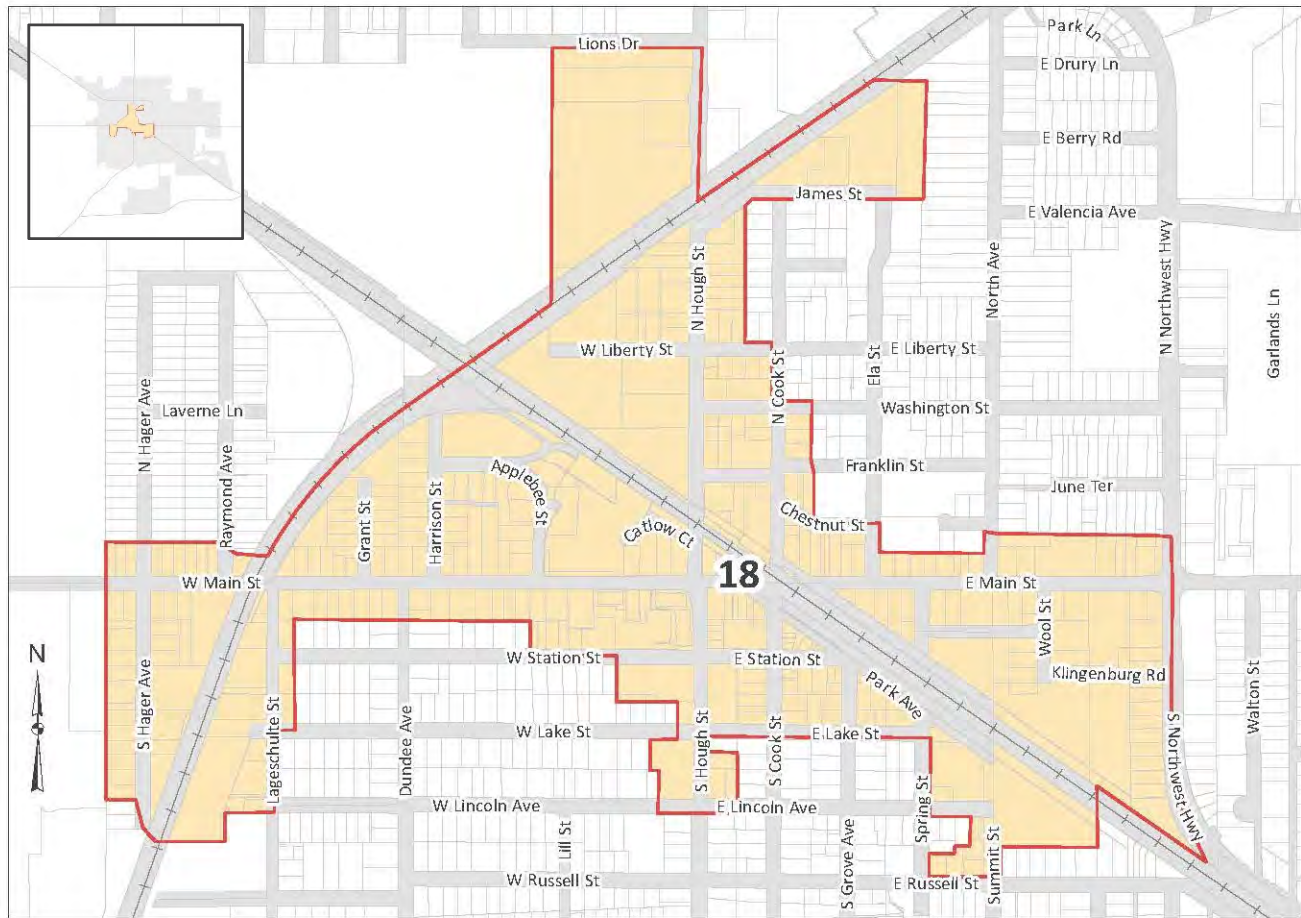


The predominant land use of Neighborhood Seventeen is manufacturing, with the Pepsico Research and Development facility being the major land owner.

Recommendations:

1. Land within the Flint Creek floodplain should remain undeveloped.
2. Ecological concerns should continue to be addressed in this area.

NEIGHBORHOOD EIGHTEEN



The Village Center has been divided into eleven (11) subareas, which are all within walking distance of each other and are in close proximity to the Metra train station. The subareas include: Main Street District, Civic District, South Cook Street District, Train Station District, North Downtown District, West Liberty Street District, Mixed Business Residential District, Flint Creek Commercial District, Miller Park District, James Street District, and Lageschulte Street District. Most of Neighborhood Eighteen is located in the Tax Increment Financing District. A portion of this neighborhood is located in the Historic Overlay District.

Recommendations:

1. Refer to *Chapter 5: Village Center* for a complete list of recommendations regarding the Village Center.

MAPS

- Map 1:** Municipal Boundaries
- Map 2:** Wetlands & Floodplains
- Map 3:** Land Use Plan
- Map 4:** Village Center Districts
- Map 5:** Tax Increment Financing Area
- Map 6:** Transportation Plan
- Map 7:** Neighborhood Boundaries



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MAP 1: MUNICIPAL BOUNDARIES

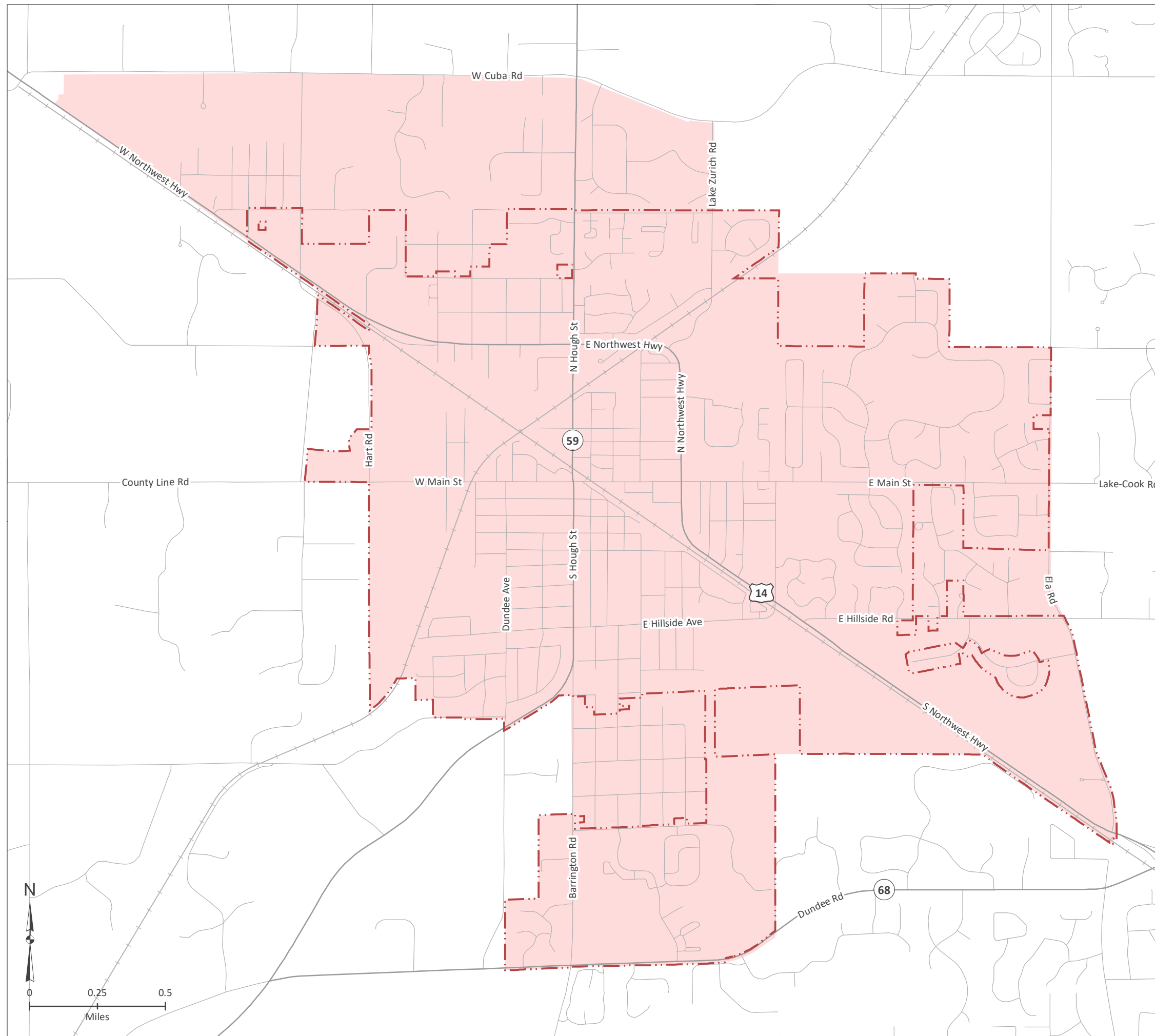
Legend

- Village Boundary
- Ultimate Village Boundary

Depicted areas outside of the Village boundary are unincorporated and not subject to a boundary agreement.

Source: VoB GIS, IDOT, Cook Co., Lake Co.
Date : 2/9/2021

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MAP 2: WETLANDS & FLOODPLAINS

Legend

Village Boundary

Waterbody

Wetlands

FEMA Flood Zones

Regulatory Floodway

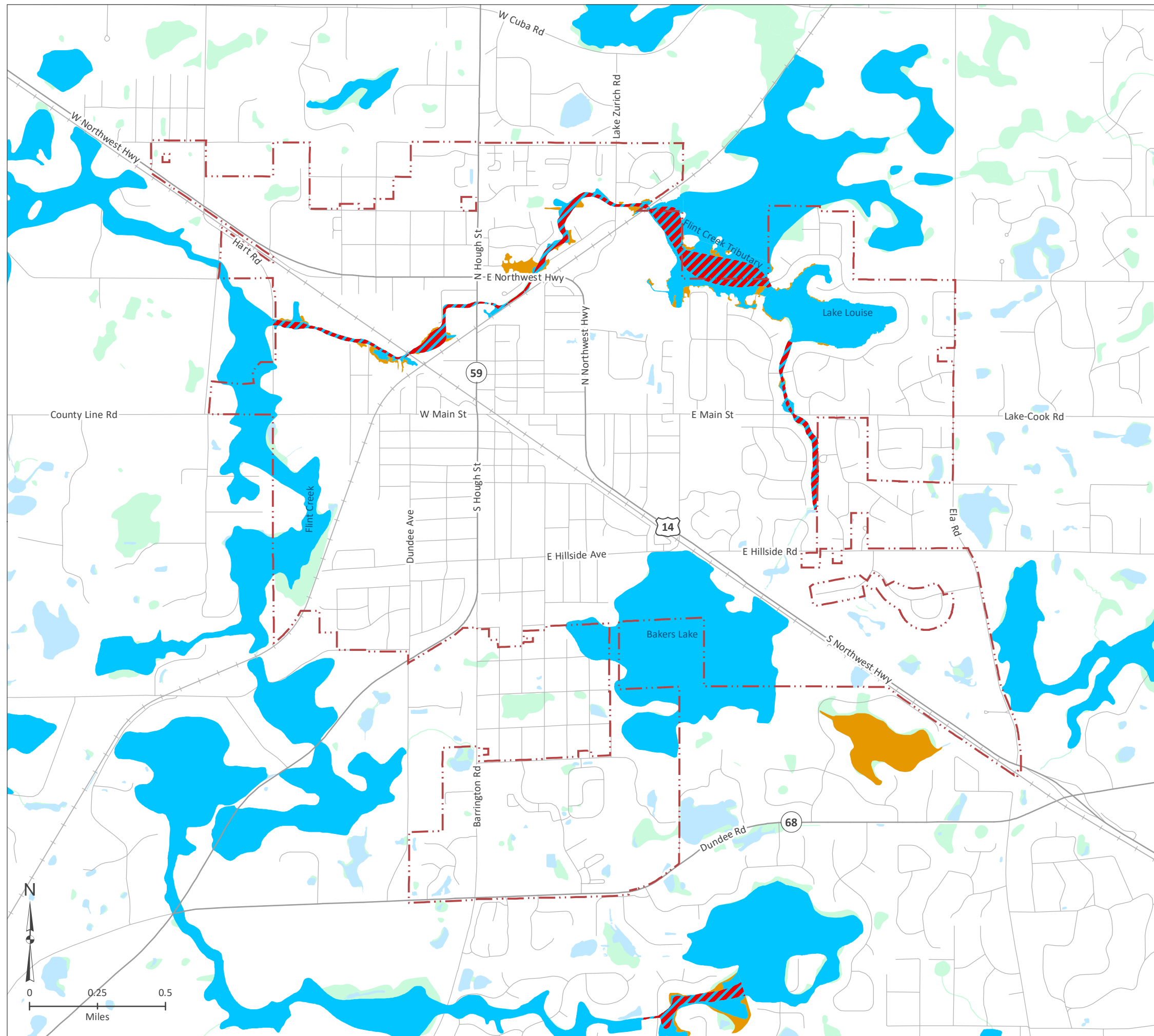
1% Annual Chance Flood Hazard

0.2% Annual Chance Flood Hazard

Boundaries shown are approximate. Wetland boundaries require delineation by a licensed wetland professional. Floodway and Floodplain boundaries shall be determined by topographic and FEMA data.

Source: VoB GIS, FEMA, NWI, IDOT, Cook Co., Lake Co.
Date : 3/1/2021

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MAP 3: LAND USE PLAN

Legend

Village Boundary

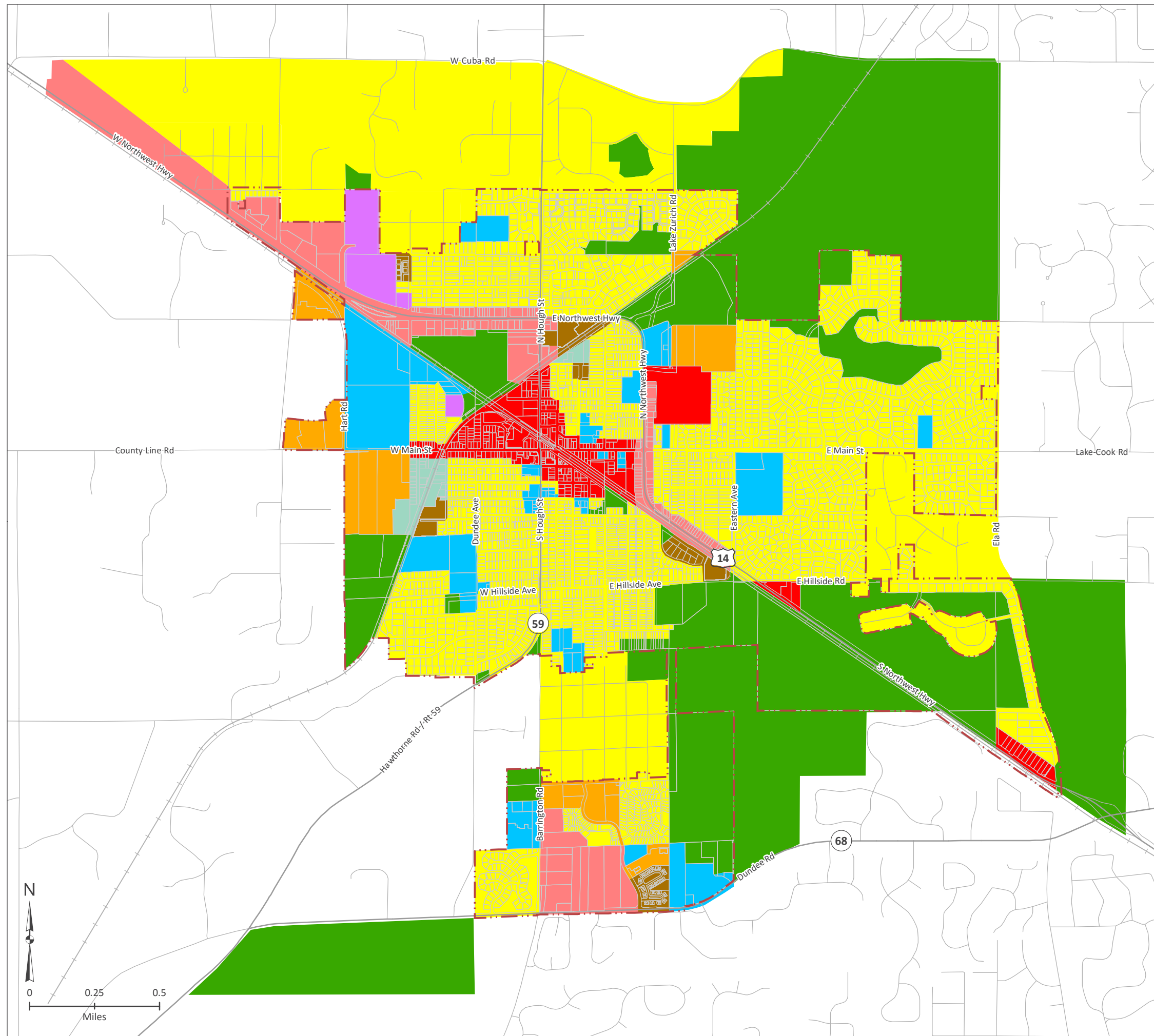
Proposed Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial (Retail/Office)
- Mixed-Use (Retail/Office/Residential)
- Office/Research
- Industrial
- Artisan
- Public/Institutional
- Open Space

Depicted areas outside of the Village boundary are unincorporated and not subject to a boundary agreement.

Source: VoB GIS, IDOT, Cook Co., Lake Co.
Date : 2/24/2021

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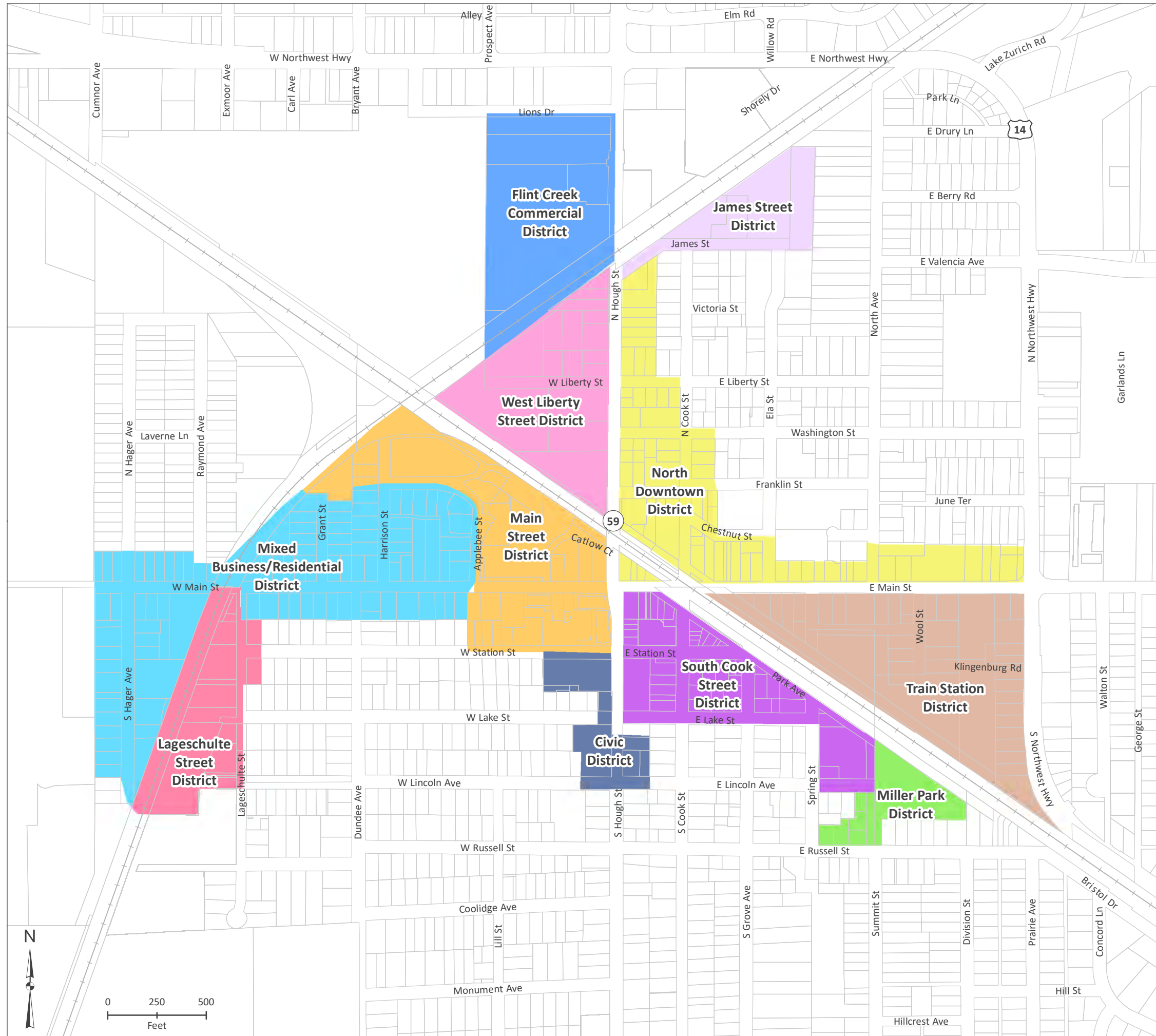
MAP 4: VILLAGE CENTER DISTRICTS

Legend

- Parcels
- Railroads

Village Center Districts

- Civic District
- Flint Creek Commercial District
- James Street District
- Lageschulte Street District
- Main Street District
- Miller Park District
- Mixed Business/Residential District
- North Downtown District
- South Cook Street District
- Train Station District
- West Liberty Street District



Source: VoB GIS, IDOT, Cook Co., Lake Co.
Date : 2/9/2021

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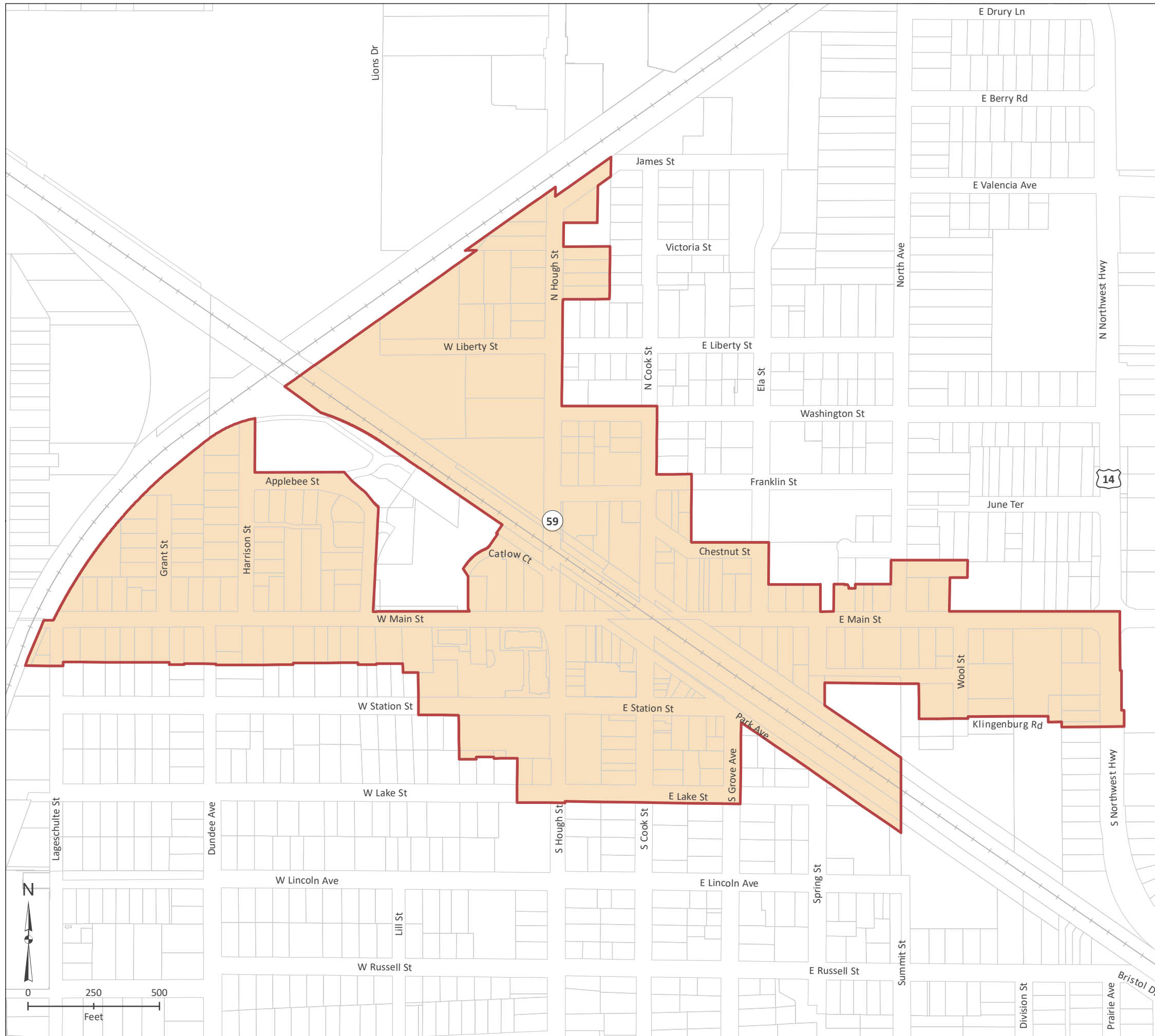


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MAP 5: TAX INCREMENT FINANCING AREA

Legend

-  Parcels
-  Railroads
-  Tax Increment Financing (TIF) District



Source: VoB GIS, IDOT, Cook Co., Lake Co.
Date : 4/21/2021







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MAP 6: TRANSPORTATION PLAN

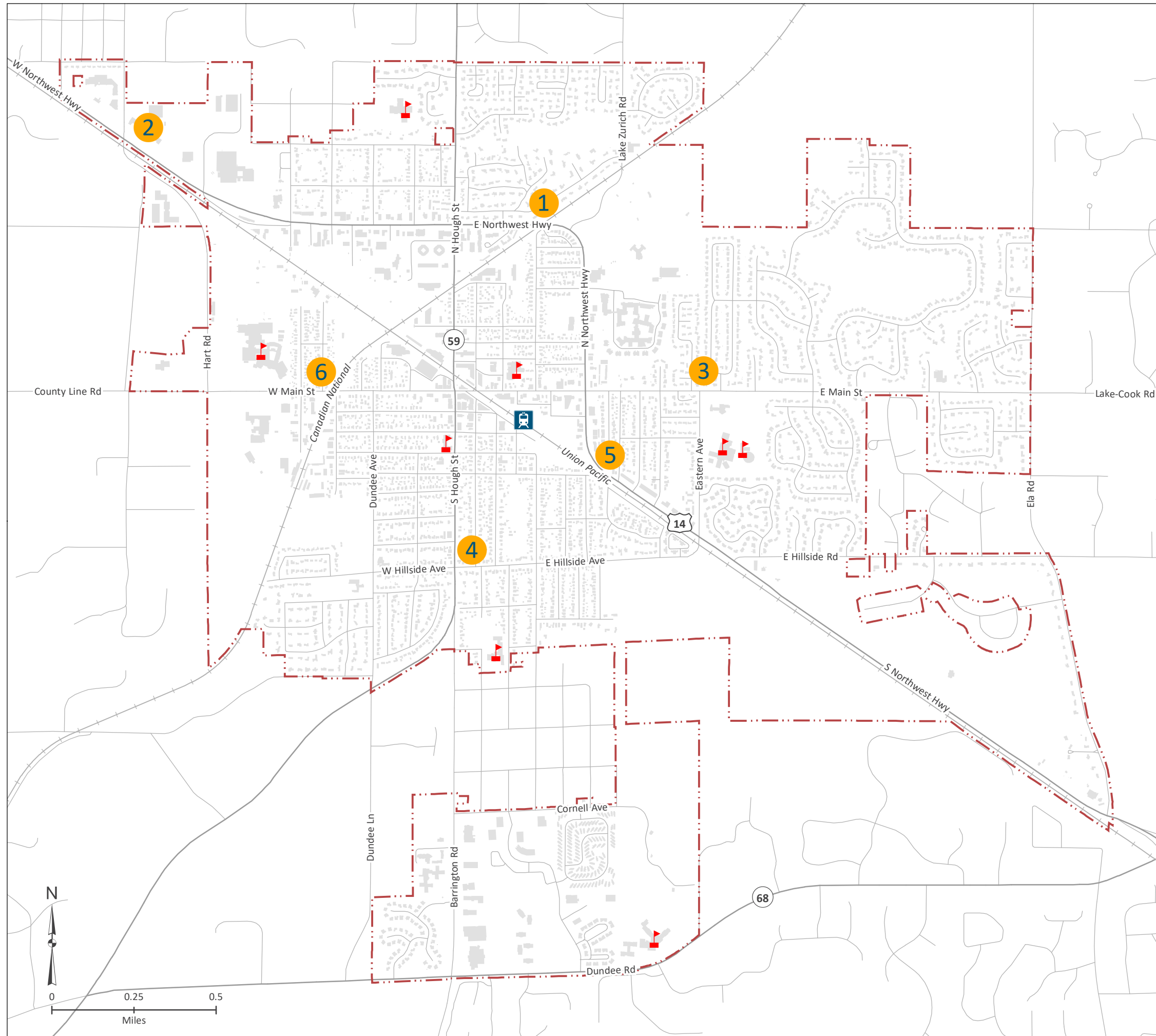
Legend

-  Metra Train Station
-  Schools
-  Railroads
-  Roads
-  Routes
-  Village Boundary

- 1** Route 14 Underpass At CN Tracks
- 2** Route 14 and Hart Rd Intersection Improvements
- 3** Main St and Eastern Ave Identify Intersection Improvement Opportunities
- 4** Hough St and Hillside Ave Identify Intersection Improvement Opportunities
- 5** S Northwest Hwy into Commuter Lot Traffic Signalization
- 6** Proposed Pedestrian Crossing At CN Tracks

Source: VoB GIS, IDOT, Cook Co., Lake Co.
Date: 3/1/2021

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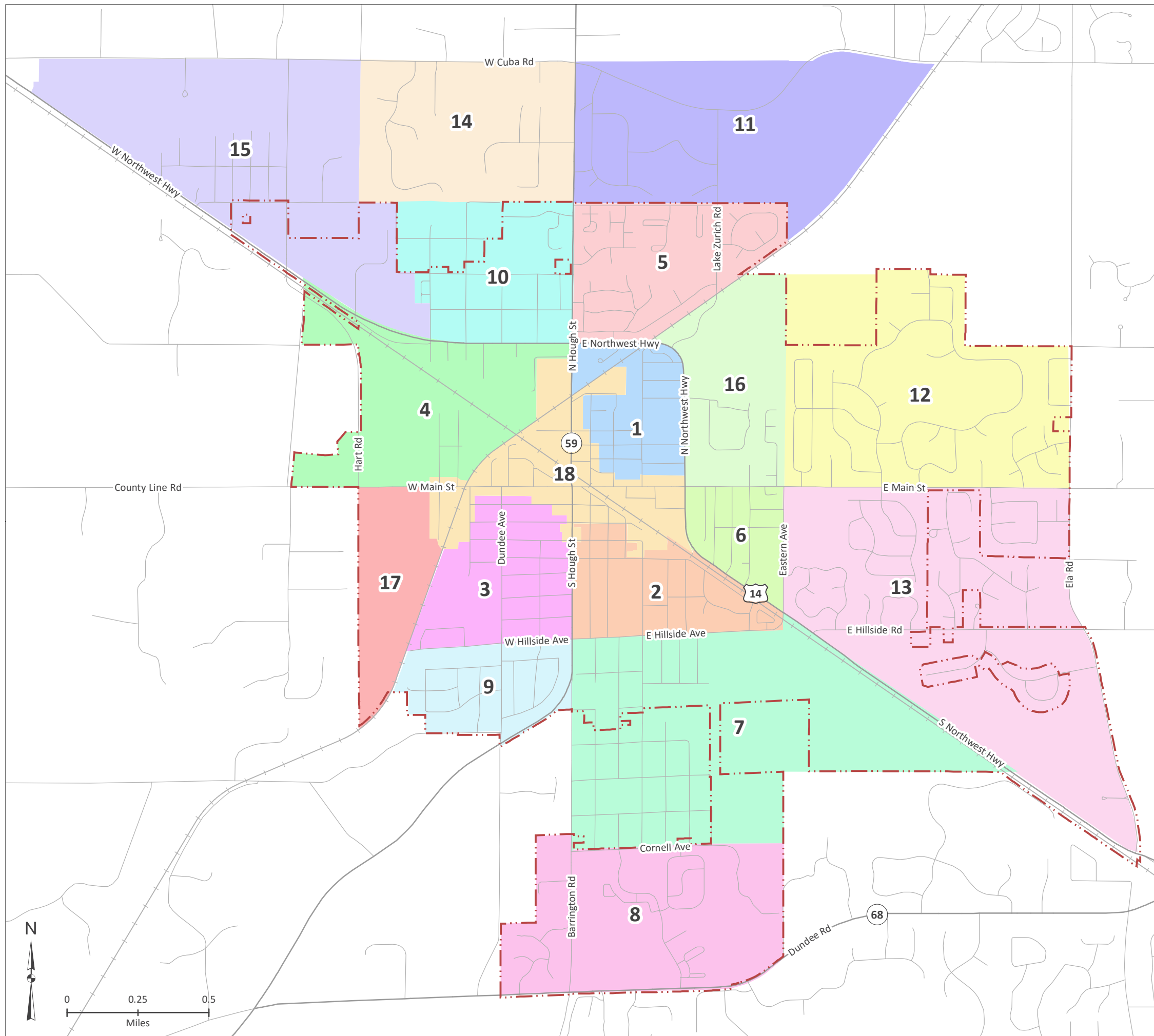


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MAP 7: NEIGHBORHOOD BOUNDARIES

Legend

- Railroads
- Roads
- Routes
- Village Boundary



Source: VoB GIS, IDOT, Cook Co., Lake Co.
Date : 2/9/2021

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APPENDICES

Appendix A: 2018 Historic District Survey Results

Appendix B: 2019 Resident Survey Results

Appendix C: 2019-2020 Neighborhood Meeting Summaries

APPENDIX A: 2018 HISTORIC DISTRICT SURVEY RESULTS



BARRINGTON

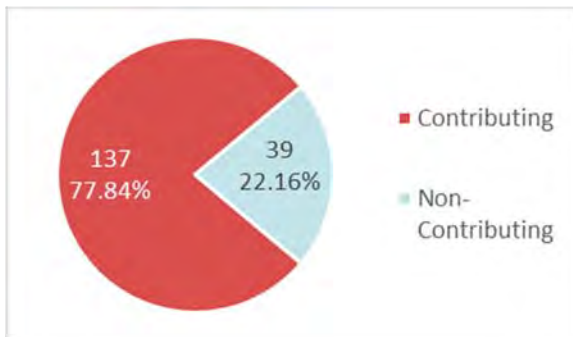
Be Inspired

Historic District Survey Results

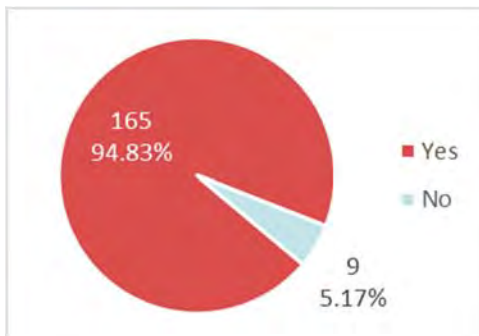
Total Number of Respondents: 176

Total Response Rate: 46.44%

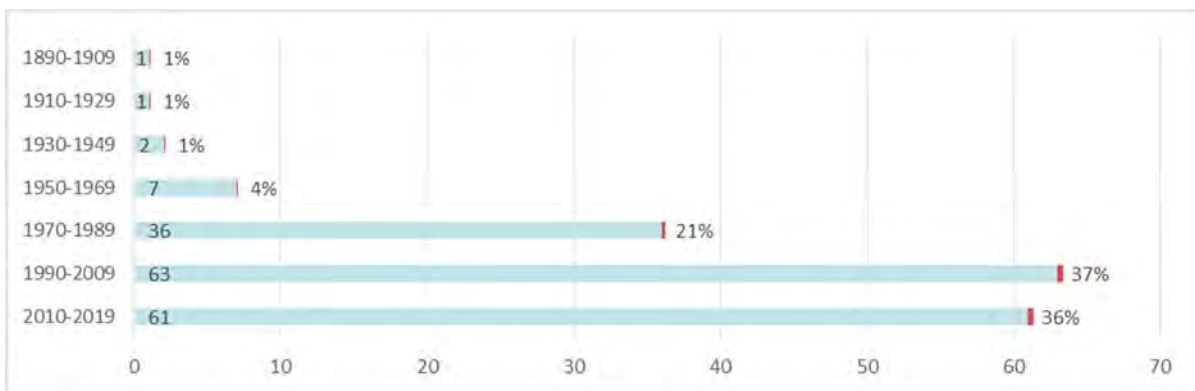
Responses from Contributing Properties vs. Non-Contributing Properties



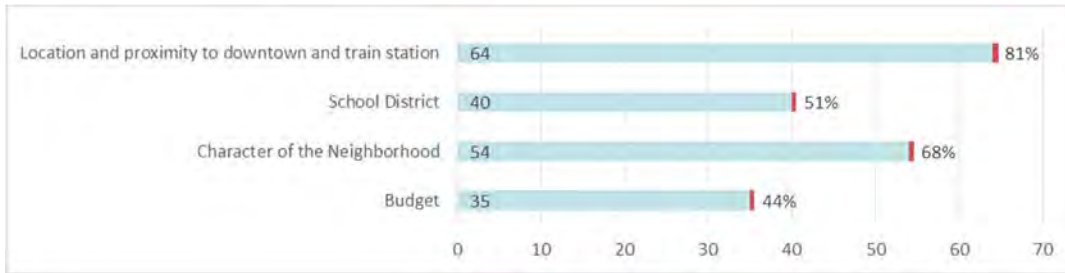
1. Are you aware that your property is located in the Historic Preservation Overlay District?



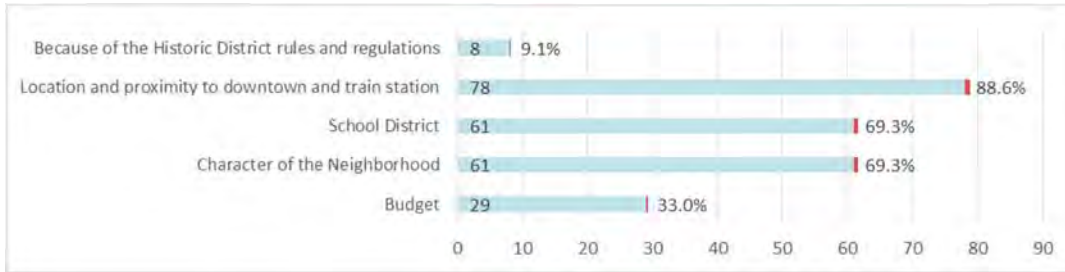
2. What year did you purchase this property?



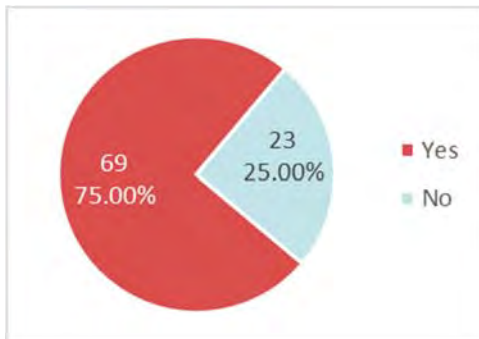
3. If you purchased your property **BEFORE** the Historic District was established in 2001, why did you purchase this particular property? Please select all that apply.



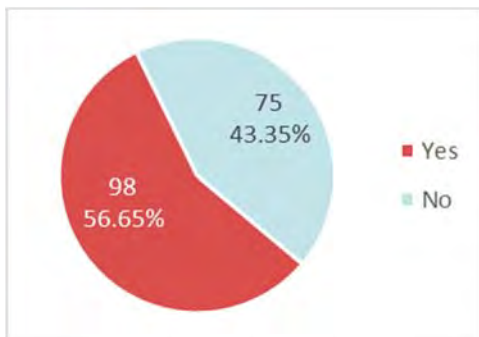
4. If you purchased your property **AFTER** the Historic District was established in 2001, why did you purchase this particular property? Please select all that apply.



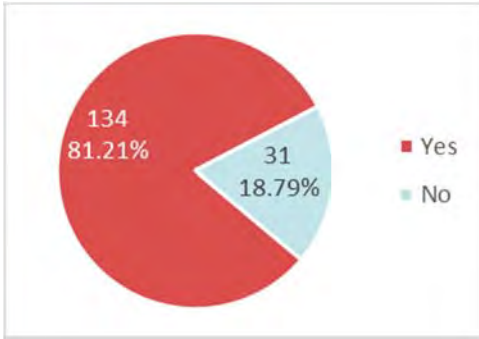
5. If you were not a property owner within the Historic District in 2001, were you aware that your property was located in the Historic District when you purchased it?



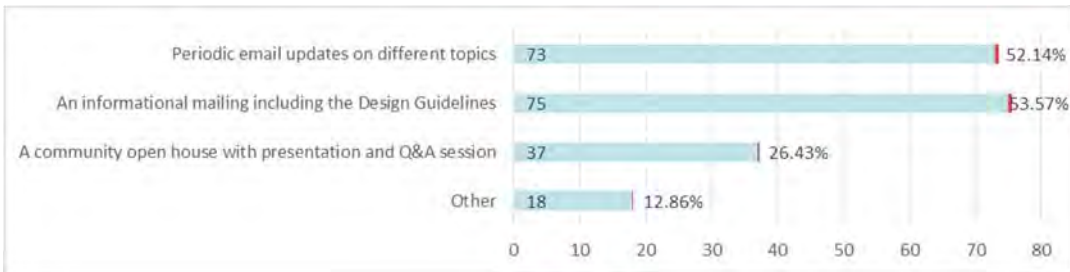
6. As a property owner in the Historic District, do you feel that you have a good understanding of the Historic District regulations governing your property?



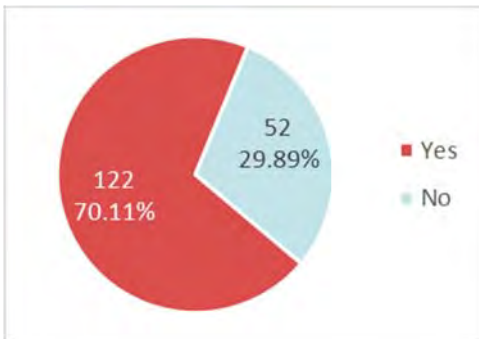
7. Are you interested in learning more about the Historic District?



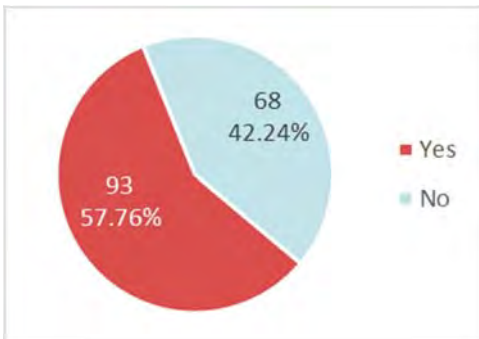
7a. If yes, in what format?



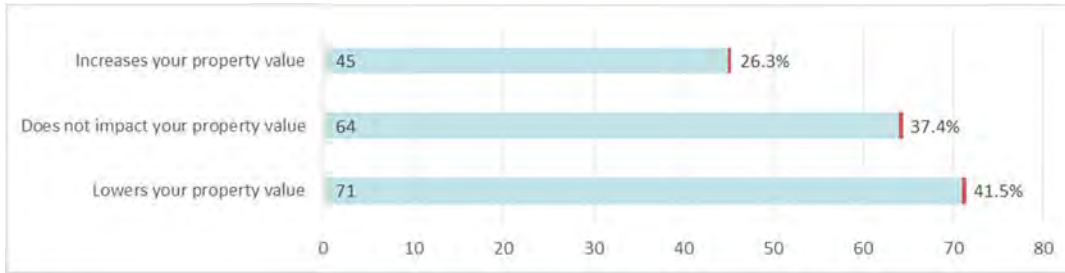
8. Do you know the general boundaries of the Historic District?



9. Should the Village visibly delineate the boundaries of the Historic District by adding Historic District designation to the existing street signage?

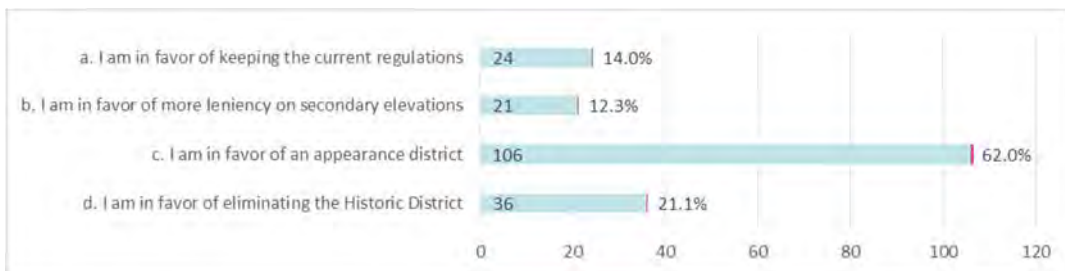


10. How do you believe that the Historic District affects your property values?



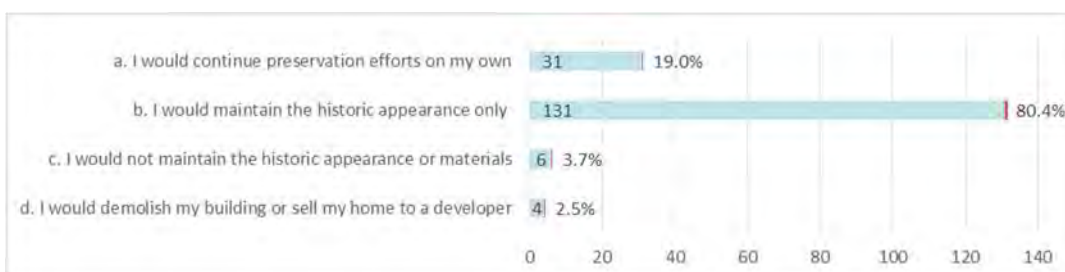
11. Which of the following statements represents your thoughts regarding the Historic Preservation Overlay District:

- a. The Village of Barrington Historic Preservation Overlay District is considered a preservation district. This means that all original materials and features (windows, siding, trim, etc.) must be retained and restored. Appearance, architectural design and new/replacement materials are also regulated. **I am in favor of keeping the current Historic District regulations in place.**
- b. Certain elements of historic preservation are relaxed at the State level to allow more lenient standards on secondary elevations (side and rear) while still requiring that original materials and features be retained and restored on primary elevations (front and corner side). **I am in favor of changing the Historic District regulations to be more lenient on secondary elevations.**
- c. Some other historic districts are considered to be an appearance district rather than a preservation district. This means that appearance, architectural style and building materials are regulated but original materials can be replaced with new materials provided that an in-kind replacement is used (same material, shape and size as original). **I am in favor of changing the Historic District regulations to become an appearance district.**
- d. **I am in favor of eliminating the Historic Preservation Overlay District.** This would allow the same type of residential re-development currently occurring in other areas of the Village without any aesthetic oversight, including permitting the demolition of historic structures.



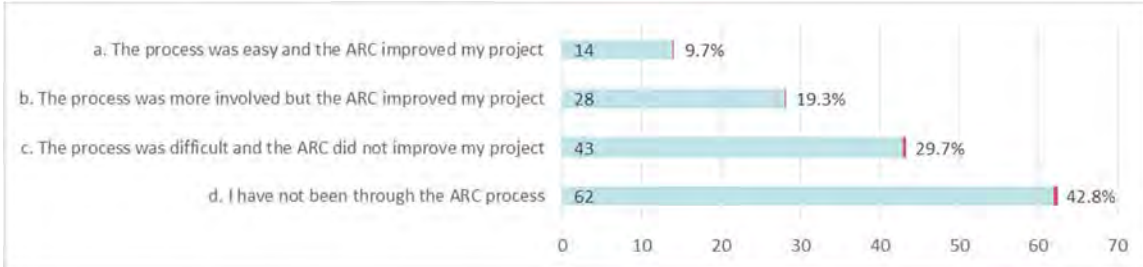
12. If the Historic District was eliminated, how would you elect to maintain your historic property:

- a. I would continue historic preservation efforts on my own by retaining and restoring original materials and utilizing proper historic architectural design for all exterior modifications and additions.
- b. I would maintain the historic appearance and use proper historic architectural design for all exterior modifications and additions but I would not continue preservation efforts such as retaining and restoring original windows and/or siding.
- c. I would not maintain the historic appearance or retain original materials.
- d. I would likely demolish my building and rebuild or sell my home to a developer for demolition and re-development.



13. If you have been through the Architectural Review Commission (ARC) approval process, please indicate which statement most closely represents your experience:

- a. The process was easy and the ARC had good suggestions which improved my project.
- b. The process was more involved than I anticipated but in general the ARC had good suggestions which improved my project.
- c. The process was very difficult and the ARC's input did not improve my project.
- d. I have not been through the ARC process.



APPENDIX B: 2019 RESIDENT SURVEY RESULTS



BARRINGTON

Be Inspired.

2019 Resident Survey Results

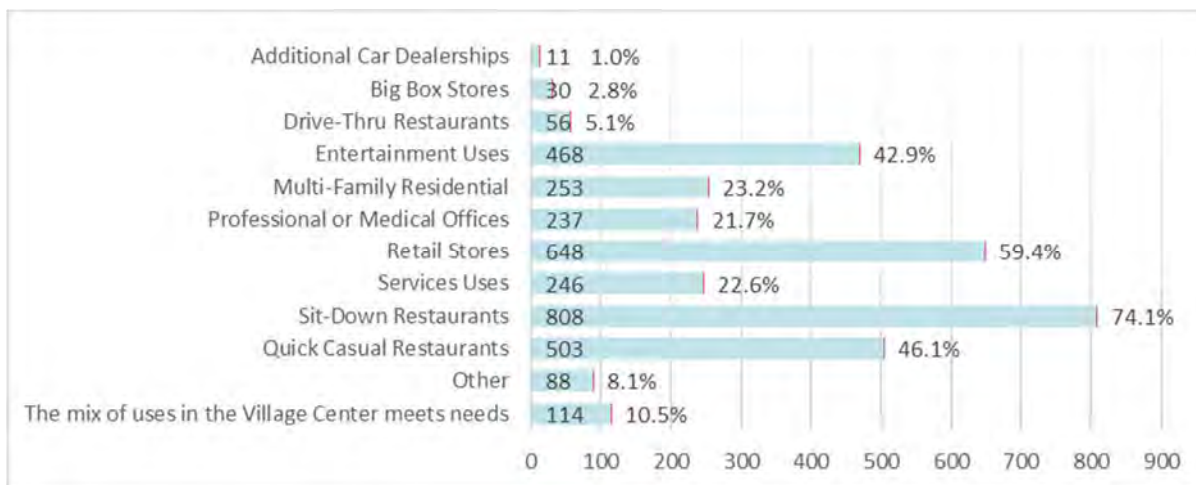
Total Number of Respondents: 1,111

Total Response Rate: 24.66%

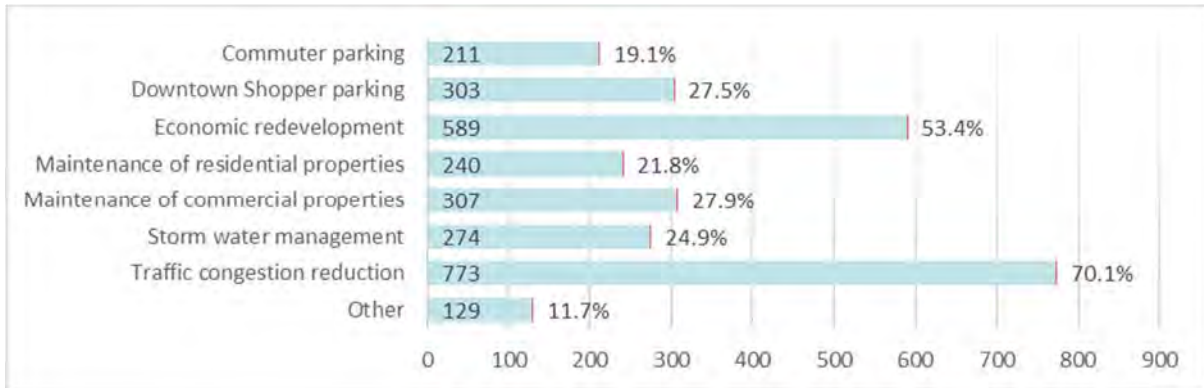
1.) What type of uses should the Village encourage for the Northwest Highway Corridor? Please select all that apply.



2.) What type of uses should the Village encourage for the Village Center area? Please select all that apply.



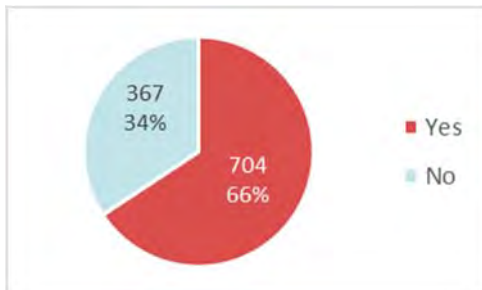
3.) In which of the following areas should the Village place the most emphasis moving forward? Please select all that apply.



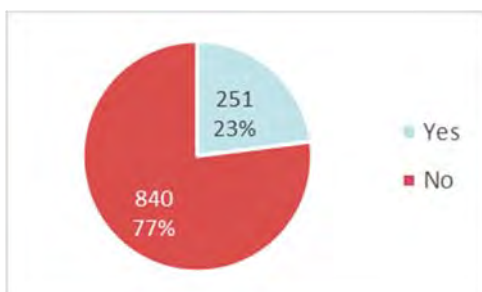
4.) Which capital improvements should the Village prioritize moving forward? Please select all that apply.



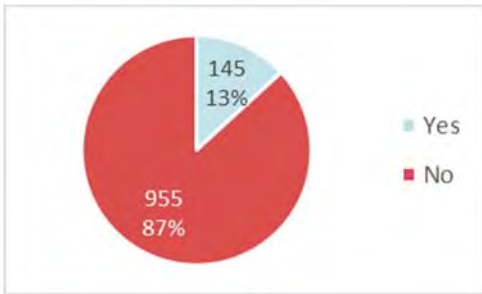
5.) Would you consider rounding up to the next whole dollar amount on your monthly water bill to assist in funding Village beautification projects? (Village Center streetscape, flower baskets, Historic District designation signage, etc.)



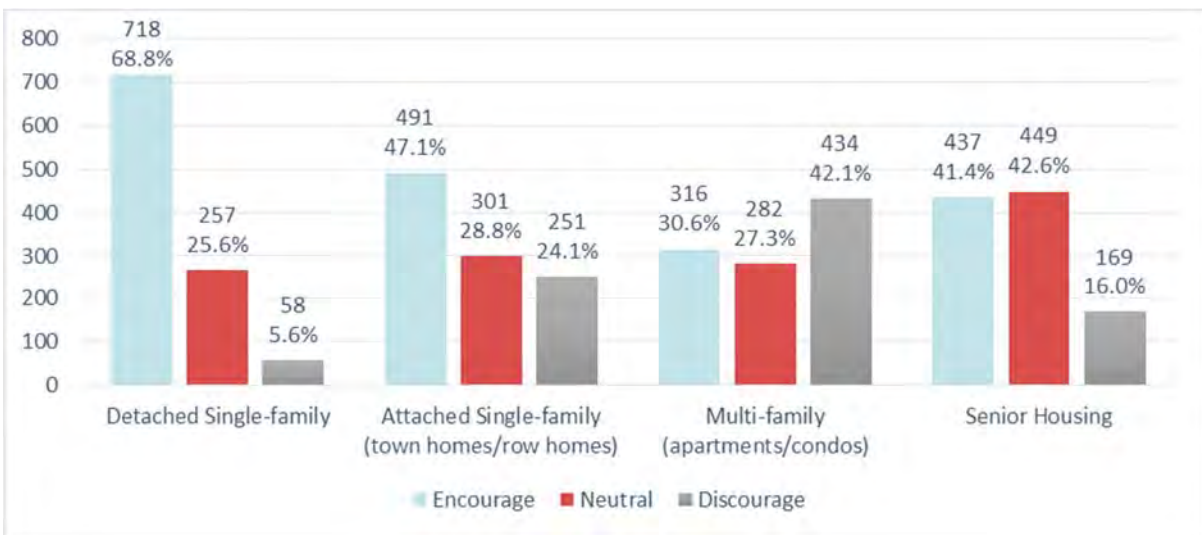
6.) Currently, LED/electronic message signs may be approved by Special Use Permit for public agencies (School District, Park District, Library and Village) to provide public information. Should the Village expand the use of LED/electronic message signage to commercial businesses?



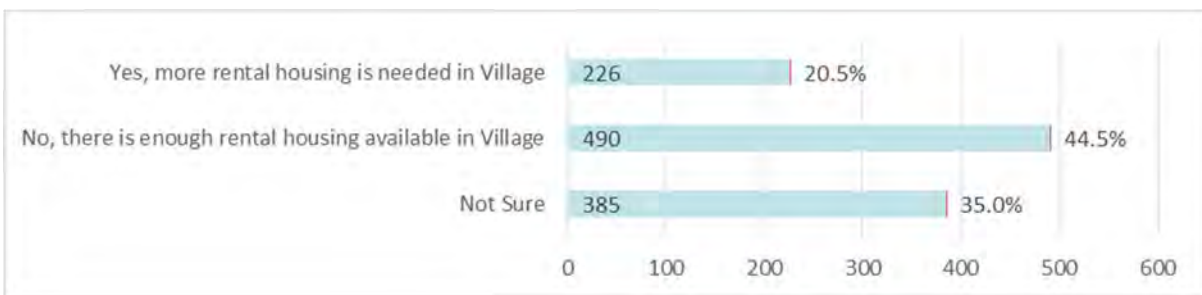
7.) Video gaming/gambling machines are not currently permitted in the Village. Should the Village consider allowing video gaming/gambling machines?



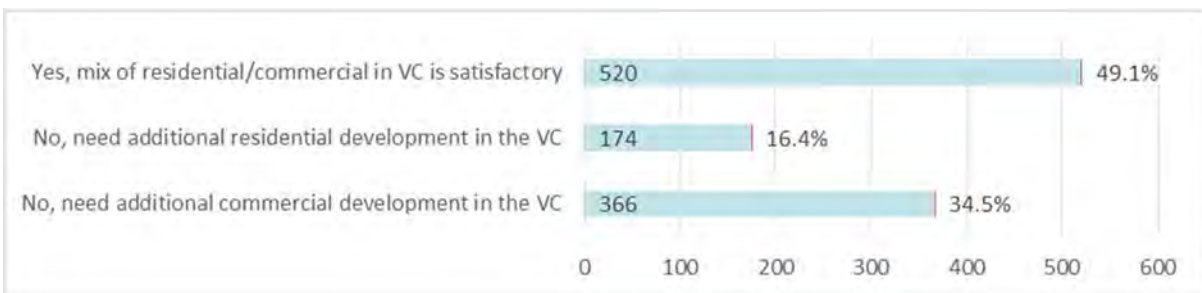
8.) Indicate whether the Village should encourage or discourage the development of the following residential housing types in the future (detached single-family, attached single-family, multi-family, senior housing):



9.) Should additional rental housing units be encouraged in the Village?



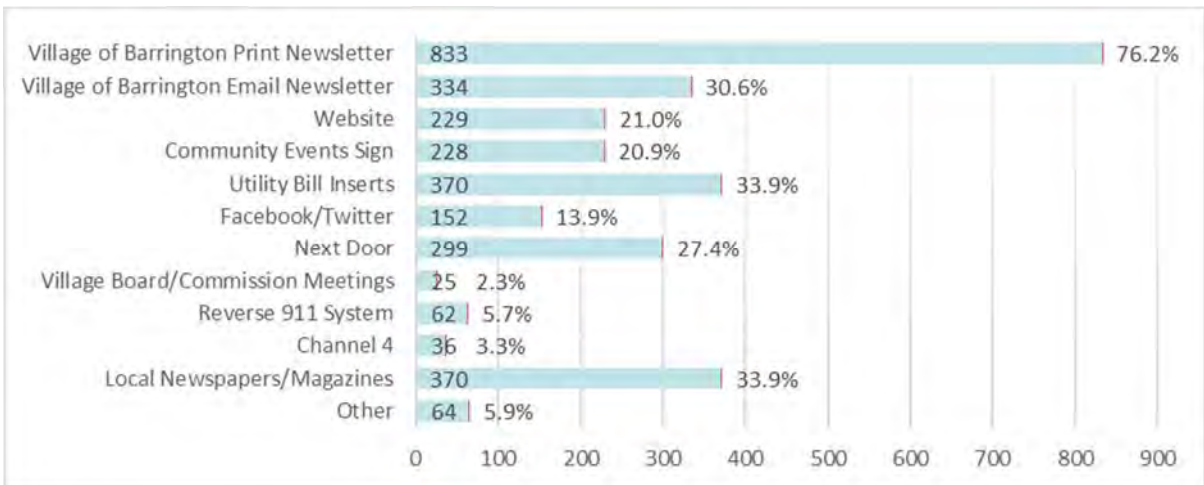
10.) Is the current mix of residential and commercial in the Village Center (VC) satisfactory?



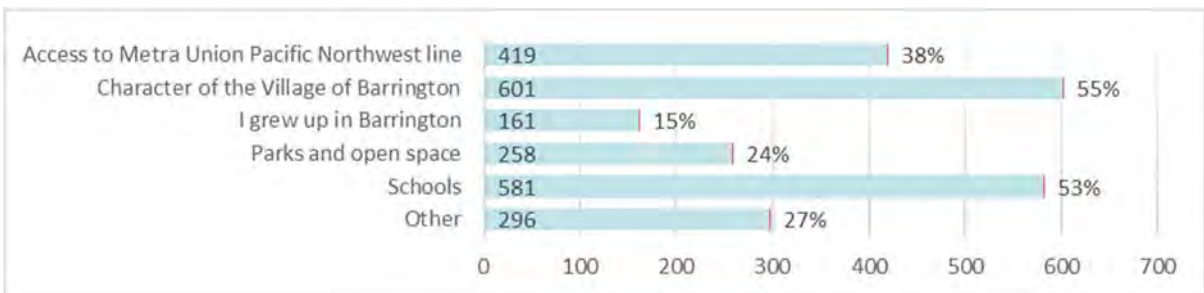
11.) The Village currently has a three (3) story height limit in the Village Center. Should the Village maintain the height limitation in this area?



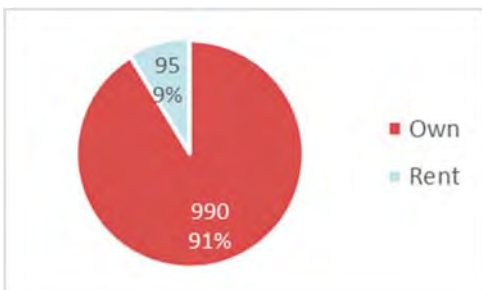
12.) Select your top three (3) sources of information about Village news and activities?



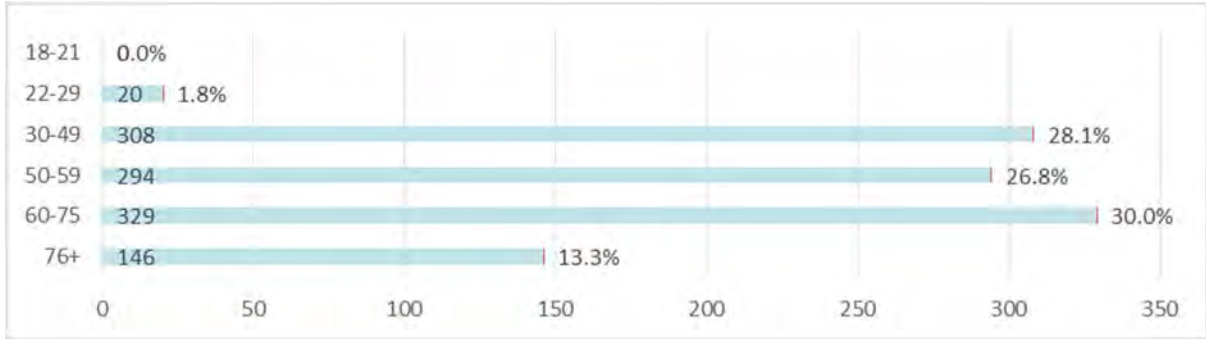
13.) Why did you move to the Village of Barrington? Please select all that apply.



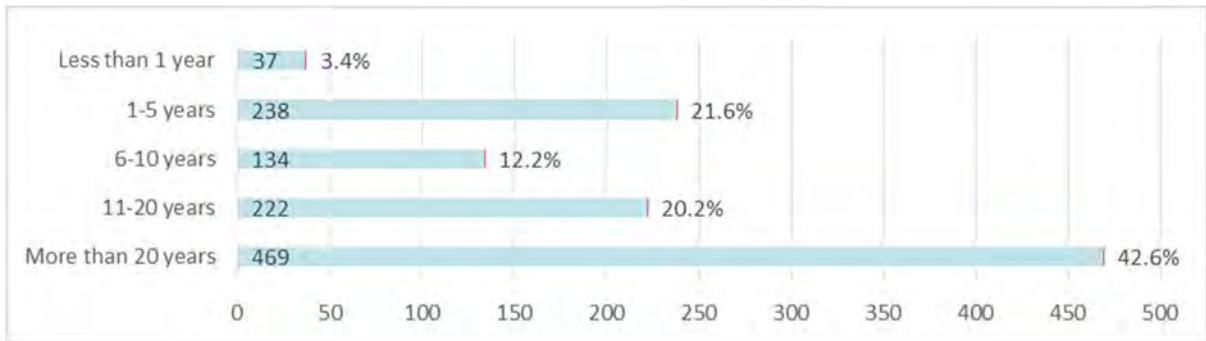
14.) Do you own or rent your home?



15.) Age of Respondent.

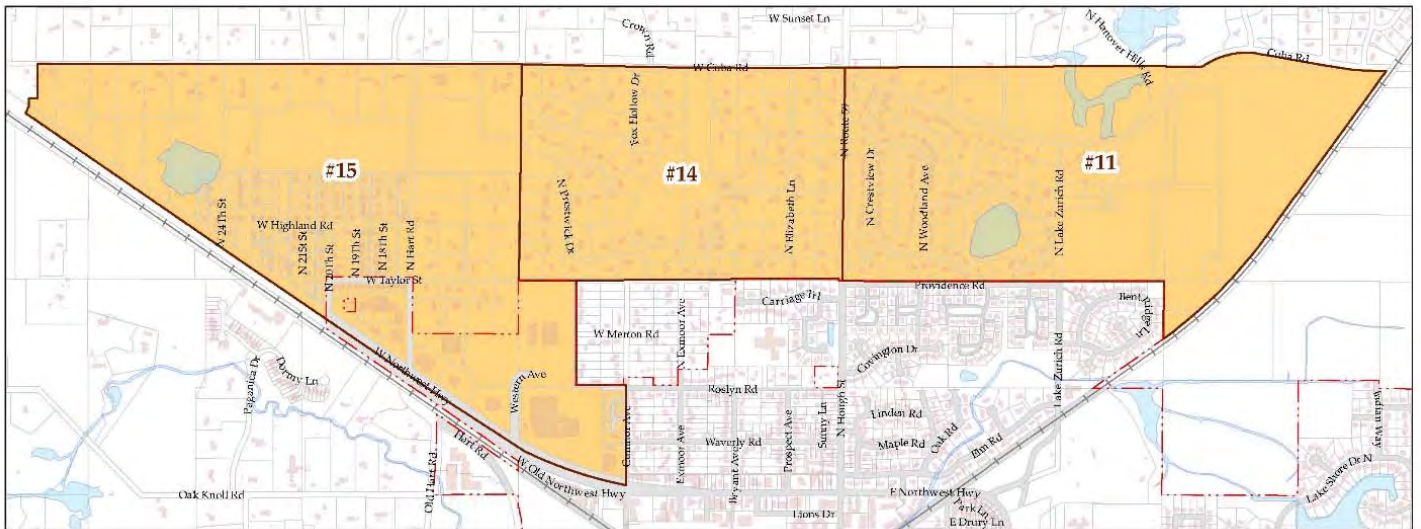


16.) How long have you lived in the Village of Barrington?



APPENDIX C: 2019-2020 NEIGHBORHOOD MEETING SUMMARIES

Neighborhood Meeting Summary Notes
October 30, 2019
Neighborhoods 11, 14 & 15



Public Attendance	Plan Commission	Village Board	Village Staff
Sign-In Sheet: 37 Official Count: 39	Dan Hogan Joann Lee Dick Ehrle	Karen Darch Mike Moran Emily Young Jennifer Wondrasek	Scott Anderson, Village Manager Marie Hansen, Director of DS Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator

- **Annexation**
 - Many questions and comments about annexation from unincorporated area residents.
 - A polling of all attendees present indicated that 2/39 people were interested in being annexed into the Village.
 - Has the Village developed a cost estimate for the extension of water and sewer to unincorporated areas?
 - Fairhaven subdivision is in the process of completing an upgrade to their water system.
 - Request for unincorporated areas in Neighborhoods 11, 14 and 15 to be removed from the Village's Comprehensive Plan.
- **Transportation/Traffic/Parking**
 - Many questions on the upcoming Rt. 14 & Hart Road project relating primarily to scope, pedestrian connectivity and general construction timeline.
 - Many questions on the upcoming Rt. 14 underpass project primarily relating to funding, scope, timeline and traffic during construction.
 - The Village needs a two or three story parking structure at the train station.
 - Is there a restriction on how long trains can block an intersection? Does the Village have any enforcement authority?
 - The truck detour on Rt. 14 is not working.
- **Bike & Pedestrian:**
 - Bike and pedestrian connectivity from Neighborhood 15 to Roslyn Road School (outside of Village)
 - Better bike and pedestrian safety at the intersection of Rt. 14 & Rt. 59.
 - Bike path on Cuba Road (outside of Village)

- The planned sidewalk extension on Rt. 14 to Cumnor Ave. will make the intersection of Rt. 14 & Cumnor Ave. dangerous.
- **Commercial Development**
 - Neighborhood 15 wants to remain residential and is not in favor of any commercial development west of The Foundry. Neighbors want to be informed of any proposed development.
 - There should be no commercial development at Rt. 14 & Cuba Road. No access to any commercial development of off Cuba Road.
 - What is planned for the “golden triangle”?
- **Other/Misc. Comments:**
 - There should be a senior center in Barrington.
 - Request for a map of electric charging stations in Barrington.
 - Village Board meetings should be broadcast on other cable providers.
 - Unincorporated residents want to be included on Village survey which was sent only to Village residents. Specially, the residents want to be asked their opinions about SPA #1 (area west of The Foundry).
 - Northwest Highway beautification should be a priority.
 - Unincorporated residents would like more involvement in the planning process including the opportunity to suggest the exact language used in the Comp. Plan update.
 - Concern about the rezoning of GE/Bourns properties to residential. If rezoned, should be single-family.
 - The new Roslyn Meadows subdivision should be moved from Neighborhood 15 to Neighborhood 10.

Note: meeting summary also includes written comments submitted at the 10/30 meeting.

Neighborhood Meeting Summary Notes
November 20, 2019
Neighborhoods 12 & 13

Public Attendance	Plan Commission	Village Board	Village Staff
Sign-In Sheet: 40 Official Count: 45	Anna Bush Dan Hogan	Mike Moran	Scott Anderson, Village Manager Marie Hansen, Director of DS Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator Jeremie Lukowicz, Director of PW Patty Dowd-Schmitz, Director of E/M/C

• **Transportation/Traffic/Parking**

- Traffic mitigation should be a priority.
- Funds need to go to infrastructure such as roads and sidewalk.
- Hillcrest Road is in poor condition.
- Roads in the unincorporated areas near Makray have been upgraded and maintained when Village roads in the area have not been upgraded or maintained.
- Consideration should be given to widening Lake-Cook Road to reduce traffic.
- Consider safety on Ela Road by either reducing the speed limit or limiting semi-truck traffic.
- Consider a Village-wide traffic study to determine where traffic is coming from/where it is going.
- Consider a light at Eastern Avenue.
- Reduce traffic at intersection of Hart Road & Lake-Cook Road.
- What can the Village do to prevent trains from blocking intersections?
- The intersection of Cook Street and Main Street (diagonal train crossing) is dangerous for vehicles and pedestrians
- The Village should do everything in its power to ensure that the LCDOT project at Ela Road and Long Grove Road is done properly.

• **Bike & Pedestrian:**

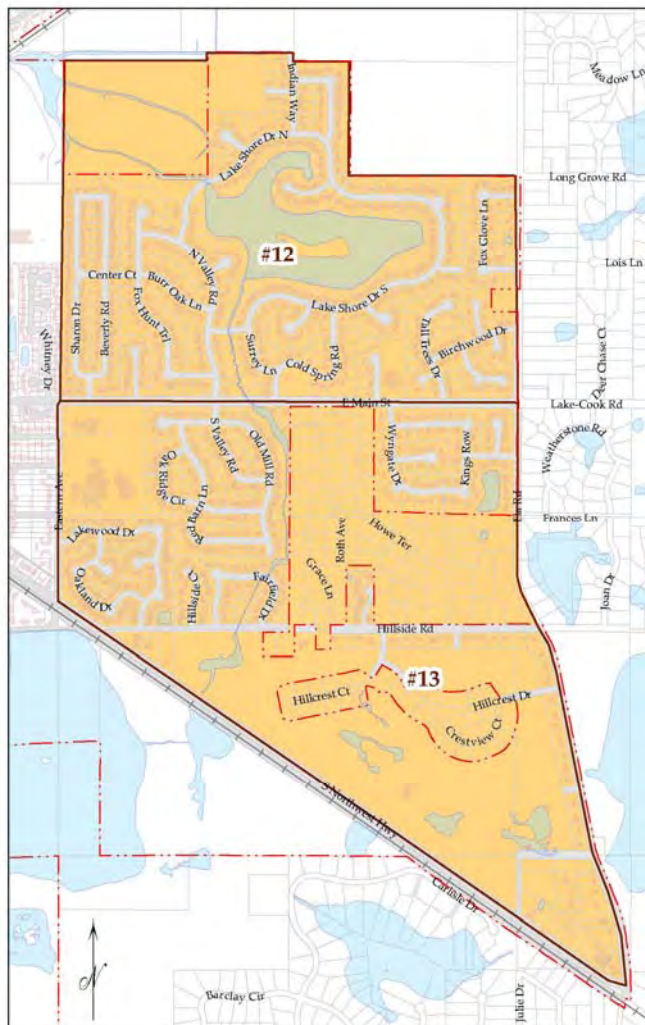
- The majority of attendees that provided comments spoke about bike and pedestrian related needs/issues in some capacity.
- Additional bike racks are needed throughout town.
- Bike path is needed on Ela Road south of Lake Cook Road.
- Connect to Algonquin bike path.
- Connect to Deer Grove Forest Preserve.
- Connect to Cuba Marsh to the north.
- Bike and pedestrian connections are needed on the north and south ends of the Village.
- Need more bike paths throughout entire Village in order to get more kids to ride/walk and to reduce vehicle traffic throughout the Village.
- The BPAC has accomplished a lot. The majority of Village roads are too narrow to allow for the addition of bike lanes.
- The Dreamway project should be expanded through the School District property with the cooperation of the School District.
- Need regional bike trail along Northwest Highway or Metra right-of-way, similar to what has been done on the north shore.
- Improvements to bike and pedestrian safety should be a priority.

• **Commercial Development**

- Many people have moved to Barrington from Chicago and they are looking for better amenities found in more urban areas.

- Developers cannot make money with the current height limitations. The Village should allow four (4) stories especially on South Northwest Highway.
- There are too many hurdles to development in Barrington.
- **Environmental/Sustainability Comments**
 - Provide recycling containers at all public events
 - More information should be provided to the public about what can and cannot be recycled.
 - What type of sustainable practices can the Village implement/encourage to impact storm water issues? Consider coordinated approaches with large property owners.
 - Need to educate residents on the negative impacts of phosphorus use especially as it relates to the algae issue in Lake Louise.
 - Storm water issues on Hilltop Avenue are causing water icing issues on the street.
 - Is there opportunity for more citizen involvement in local watershed groups?
- **Other/Misc. Comments:**
 - There should be a senior center in Barrington.
 - The Village should explore the possibility of connecting to Lake Michigan water. The Village should conduct a survey to determine interest Village-wide.
 - Concerned about viability of the Village for younger people.
 - Relocate bus storage facility out of the Village Center.
 - The Village should consider offering leaf removal service.

Note: meeting summary also includes written comments submitted at the 11/20 meeting.



Neighborhood Meeting Summary Notes
January 8, 2020
Neighborhoods 4 & 17

Public Attendance	Plan Commission	Village Board	Village Staff
Sign-In Sheet: 12 Official Count: 15	Anna Bush Dan Hogan	Karen Darch Emily Young Kate Duncan	Scott Anderson, Village Manager Marie Hansen, Director of DS Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator Jeremie Lukowicz, Director of PW Patty Dowd-Schmitz, Director of E/M/C Officer Oberkircher , Barrington PD

- **Transportation/Traffic/Parking**
 - None.
- **Bike & Pedestrian:**
 - Consider the addition of lighting/security measures on the dream way bike path (path between Langendorf Park & BHS).
 - Dog waste receptacles and trash cans are needed throughout the dream way bike path.
 - Install benches along the dream way bike path.
 - Consider general path condition and grading/maintenance of the dream way bike path.
 - Consider a bike path along West Main Street.
 - Additional bike racks are needed throughout town, specifically at the Ice House Mall.
- **Commercial Development**
 - None.
- **Environmental/Sustainability Comments**
 - Water resilience for the community should be a top priority.
 - The Village should consider enhanced cooperation/coordination with residents on innovative storm water solutions. Consider installing curb cuts in the parkway to allow the installation of rain gardens in the parkway or in front yards to address storm water run-off with green infrastructure rather than hard infrastructure which is expensive and costly for the Village to maintain.
 - Consider a creek restoration project for the straight section of the creek on the BHS property. The creek should meander which would consequently add capacity.
- **Other/Misc. Comments:**
 - There should be a dog park in Barrington.
 - Work with the High School to allow the gates off of Hager Avenue opened on parade days to allow neighborhood residents to exit the area during the parade road closures.
 - Consider the impacts of the proposed redevelopment of the former 5/3 Bank. Specifically, the impact of the size of the building and fencing and possible storm water issues caused by the parking lot.
 - Several comments relating to the 2019 resident survey methodology. Why paper rather than electronic or both? Where results tracked by geographic area?
 - Village streetscape, specifically flower baskets and holiday decorations, should continue on Main Street west of the railroad tracks.
 - Better enforcement of snow/ice clearing on sidewalks.
 - Additional police presence is needed on Hager/Raymond at the end of the school day to enforce speeding.

Note: meeting summary also includes written comments submitted at the 1/8/2020 meeting.

Neighborhood Meeting Summary Notes
January 21, 2020
Bike & Pedestrian Advisory Committee

Public Attendance	BPAC	Village Board	Village Staff
Sign-In Sheet: 11 Official Count: 12	Abby Bellgrau Charlie Cheek John Clark Dick Ehrle David Holtermann	Karen Darch Emily Young Kate Duncan Jennifer Wondrasek	Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator Jeremie Lukowicz, Director of PW

- **General Comments:**

- Several questions were asked regarding the impending 2020 Hart Road/Rt. 14 intersection improvements which include a multi-use path on Rt. 14, Hart Road and eventually Main Street.
- Prioritize bike and pedestrian improvements on Hillside Avenue going east towards Station Middle School.
- Easier access to the High School from the Fox Point subdivision is needed.
- The Village should increase enforcement of snow removal on sidewalks throughout the Village.
- Consider general path condition and grading/maintenance of the dream way bike path.
- Bike and pedestrian enhancements should be planned for the intersection of Hough Street & Main Street.
- Connection to Crabtree Forest Preserve.
- Better connection to the entrance of Deer Grove Forest Preserve.
- The pavement on Hillside Avenue is in poor condition.
- Consider a bike and pedestrian overpass over the train tracks from the dream way bike path to Grant Street or Ice House Mall.
- The SW corner of Hough Street & Main Street is difficult to navigate with a stroller, bike, bike w/trailer or wheelchair.
- The SE corner of Hough Street & Main Street is too narrow and difficult to navigate with a stroller, bike, bike w/trailer or wheelchair.
- There are too many obstructions on the sidewalk going north between Main Street & Franklin Street.
- The accommodations at Barrington Village Center are great for pedestrians (not as much for cyclists) and similar accommodation should be made at all future developments.
- The accommodations at Barrington Village Center, especially at Neoteca, do not take into account pedestrians, cyclists and wheelchairs. The ramps provided are too far from the entrance of this business.
- Lighting throughout the Village is inconsistent. It is difficult to feel safe walking/biking at night when the streets are not well lit.
- It is very difficult to cross Dundee Avenue between Main Street & Hillside Avenue during morning rush hour. Speeding and the failure of vehicles to stop properly at intersections contributes to this problem.
- The Village should invest financially in the projects outline by the Bike & Pedestrian Plan.

- **Pedestrian Focused Comments**

- All existing crosswalks should be repainted and maintained.
- Consider decorative crosswalks imprints that are heat pressed into the asphalt (photo example provided from Elmhurst).
- Consider the installation of crosswalks at commonly used crossing points that do not currently have crosswalks.
- There are no crosswalks on Rt. 59 between Main Street and Rt. 14. Consider the addition of a crosswalk at Rt. 59 & Liberty Street and at the entrance to Shops of Flint Creek.

- Install a crosswalk on the south side of the intersection of Rt. 59 & Hillside Avenue (one exists on the north side of the intersection only).
- Improve the safety of the crossing at Rt. 59 & Station Street.
- Improve the safety of all crossing on West Main Street (@ Cook Street, Ela Street, North Avenue & Wool Street)
- Prioritize the completion of the sidewalk gap on the north side of East Hillside Avenue (approx. 650 ft.). Concerns were raised about the safety of crossing Hillside Avenue twice to access the existing sidewalk on the south side of Hillside Avenue.
- Prioritize the completion of the sidewalk gaps on Summit Street south of Hillside Avenue.
- The new sidewalk on Roslyn Road has icing issues.
- Installing and repairing sidewalks on routes to schools should be a top priority. Grove Avenue School, Lines/Station Middle School Campus and the High School were discussed multiple times.
- Consider a sidewalk extension at the intersection of Rt. 14 & Hillside Avenue.
- It is very difficult to cross Rt. 14 as a pedestrian.
- **Bike Focused Comments**
 - It needs to be easier to ride bikes on Main Street.
 - The Hillside Avenue bike lane from the 2012 plan should be installed.
 - Additional bike racks are needed throughout town.
 - Consider the addition of a cost share program with businesses for bike rack installation. The Village should target larger businesses with space to accommodate bicycle parking.
 - Contact the Barrington Breakfast Rotary for possible funding source for bike racks.
 - There is no space to ride bikes safely on Rt. 59 north to Rt. 14.
 - All bike routes should be reviewed for coordination with crosswalks to encourage the safest route for riding and crossing intersections.
 - Improvements for bicyclists are needed at the intersections of Rt. 14 & Hillside Avenue and Hart Road and Main Street.
 - What is the Village doing to accommodate large cycling groups? Road condition is very important to cycling groups.

Note: the meeting summary notes also include written comments submitted at the meeting, comments made as part of the interactive map exercise, via the website or via email following the meeting. Several residents submitted lengthy comments via email following the meeting which have been incorporated.

Neighborhood Meeting Summary Notes
January 22, 2020
Neighborhoods 1, 2 & 3

Public Attendance	Plan Commission	Village Board	Village Staff
Sign-In Sheet: 62 Official Count: 89	Anna Bush Dan Hogan Joann Lee Susan Ferry	Karen Darch Emily Young Kate Duncan Jennifer Wondrasek Mike Moran	Scott Anderson, Village Manager Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator Jeremie Lukowicz, Director of PW Patty Dowd-Schmitz, Director of E/M/C

- **Transportation/Traffic/Parking:**

- Speeding is an issue on main cut through streets. Some residents indicated that they would like to see speed bumps and some residents indicated that speed bumps are not the best solution.
- Traffic is an issue on Dundee Avenue during morning and afternoon rush hours.
- The timing of the Rt. 14 & Berry Rd. signal should be extended to allow additional time for people to cross Rt. 14 safely.
- The timing of the Main St. & Dundee Ave. light is too long and should be shortened.
- Grove Avenue is in poor condition, specifically between Hillside Rd. & Russell Street.
- Lageschulte Street is in poor condition.
- Lake-Cook Road needs improvement and widening.
- Consider the construction of a one-way road on the railroad right-of-way going southwest connecting Rt. 59 to Main Street.
- CN crossing on Main Street is very rough and should be smoothed.
- Consideration of drop-off and pick-up locations in preparation for autonomous vehicles in the future as well as off-site parking areas for empty vehicles.

- **Bike & Pedestrian:**

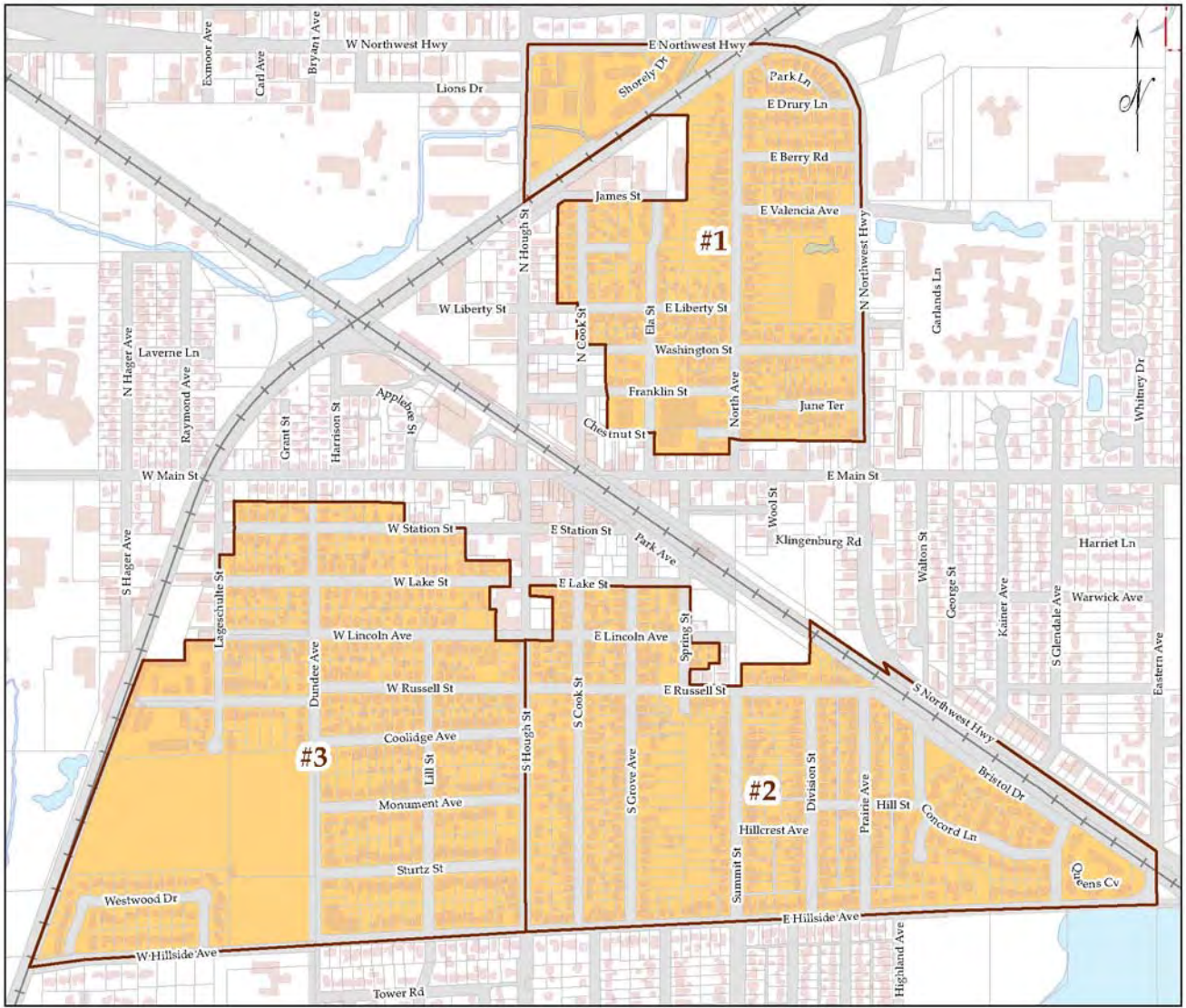
- The Village should commission a walkability study.
- Prioritize the completion of the sidewalk gap on the north side of East Hillside Avenue (approx. 650 ft.). Concerns were raised about the safety of crossing Hillside Avenue twice to access the existing sidewalk on the south side of Hillside Avenue.
- Prioritize the completion of the sidewalk gaps, specifically south of Hillside Avenue leading to Grove Avenue School.
- Installing and repairing sidewalks on routes to schools should be a top priority.
- Staff should continue to investigate grant funding for connecting and repairing sides on routes to schools.
- Some neighbors do not want sidewalks installed on their streets, specifically mentioned was Sturtz Street.
- There are no crosswalks on Rt. 59 between Main Street and Rt. 14. Consider the addition of a crosswalk at Rt. 59 & Liberty Street.
- Additional bike racks are needed throughout town.
- A pedestrian overpass over the CN tracks on Main Street is needed.
- The sidewalks and pavers in downtown need maintenance.
- Consider a lighted cross-walk connecting Lageschulte Street to Raymond Avenue across Lake-Cook Road.
- The addition of sidewalks or connection to existing sidewalks for all new developments.

- **Economic Development/Redevelopment:**

- The Village should prioritize maintaining the downtown retail core and improve retail presence. Some business owners feel that the BVC development harmed them.

- There is concern about what is going to happen with the Catlow. This is a valuable historic property.
- There is concern about the reuse of the GE property regarding attracting a viable tenant.
- All projects should be considered on their merits and what they would bring to the community rather than based on a building height restriction.
- “Think big” when it comes to development of the larger properties in town. Consider purchasing the properties or offering incentives.
- **Environmental/Sustainability:**
 - Install electric car charging stations for public use in public parking lots. However, some find that there is not a need for these in town.
 - Investigate group tree purchasing opportunities and encourage property owners to plant more trees.
 - Historic District regulations do not support environmental sustainability.
- **Historic District:**
 - Historic District restrictions should not apply to noncontributing structures.
 - No expansion of the Historic District boundaries as stated in the 2010 Comp. Plan.
 - Historic District regulations do not support environmental sustainability. Garage restrictions create additional impervious surface, solar panels only allowed on the rear elevation.
 - The Historic District regulations should be modified to lessen cost to property owners.
 - Consider a referendum question as to whether the Historic District regulations should be mandatory or used as a reference only. At a minimum, consider an annual review of the regulations and their impact on residents.
- **Other/Miscellaneous:**
 - Two-family zoning along Hough Street should be maintained to help the marketability of these properties.
 - Better enforcement of snow/ice clearing on sidewalks.
 - Height restrictions can create a barrier to affordable housing.
 - Height and rental products will help make Barrington more affordable for others.
 - The building height restrictions should be maintained.
 - Lack of storm sewers on Grove Avenue are causing water accumulation and drainage issues.
 - The Village should explore the possibility of connecting to Lake Michigan water. The Village should conduct a survey to determine interest Village-wide.
 - More overhead utility lines should be buried.
 - The Village needs to look to the future and not to the past.
 - There were several questions and concerns raised about the underpass project.
 - The Village should prepare a plan to halt track expansion and provide educational resources to residents so they can write to their elected officials, form neighborhood coalitions and inform CN of the damage additional tracking would cause to their homes.
 - Consider regulations limiting times for future drone package delivery to protect our quiet neighborhoods.
 - Need more trees and landscaping in business districts.
 - The Village should maintain the prohibition of recreational marijuana dispensaries.
 - Enhance police presence to address speeding issues.

Note: the meeting summary notes also include written comments submitted at the 1/22/2020 meeting, comments made as part of the interactive map exercise, via the website or via email following the meeting. Several residents submitted lengthy comments via email following the meeting which have been incorporated.



Neighborhood Meeting Summary Notes
February 5, 2020
Neighborhood 18

Public Attendance	Plan Commission	Village Board	Village Staff
Sign-In Sheet: 19 Official Count: 21	Anna Bush Dan Hogan Joann Lee Susan Ferry Robert Windon	Karen Darch Kate Duncan Jennifer Wondrasek Mike Moran	Scott Anderson, Village Manager Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator Jeremie Lukowicz, Director of PW Patty Dowd-Schmitz, Director of E/M/C

- **Transportation/Traffic/Parking:**
 - Traffic mitigation should be a top priority.
 - The Village should consider parking structures in the downtown.
 - Hough Street is too busy, other communities have considered a by-pass.
- **Bike & Pedestrian:**
 - There are no crosswalks on Rt. 59 near Main Street. Consider the addition of a crosswalk at some point in the 4 blocks north and/or south of Main Street.
 - Kenosha and Milwaukee have good examples of rails and trails programs.
- **Economic Development/Redevelopment:**
 - Consider taller building heights to increase rental and condo occupancies to increase tax base and enhance downtown businesses.
 - The height limitation is holding the Village back. The Village should consider increasing height limitations.
 - Consider the rezoning of the residential properties on Main Street between Raymond Avenue and Hager Avenue from R-6 Single Family Residential District to B-R Mixed Business Residential District and consider what the best use for this property might be in the future: commercial or low density multi-family (rowhomes).
 - The Village needs a plan for economic development. Rents are too high for small businesses.
 - Sustaining businesses in the community is a group effort. Businesses need to offer something for everyone and the community needs to support businesses and businesses need to draw people into town.
 - Small businesses are a labor of love and need community support.
 - What can the Village do to help the Catlow?
 - Consider incentives for developers and builders.
 - The Village should consider regulations that can make condo projects possible. Luxury residential under 5 stories does not make sense financially.
 - Additional people/residents are needed to feed retail development.
 - The Village should consider a strict retail only ordinance downtown and expand the boundaries of the B-4 District to encompass the B-R District.
 - The Village should work on attracting groups to Barrington and give people a reason to come to Barrington. We need to keep the Village vibrant and active.
 - The Village should encourage more public spaces downtown.
- **Environmental/Sustainability:**
 - Require trash service to collect composted material to reduce environmental footprint.
 - Environmental sustainability should be a component of every project.
- **Other/Miscellaneous:**
 - The Village needs additional foot traffic.
 - The sound mitigation grant offered to residents several years ago was very successful. The Village should continue to seek similar grant opportunities for residents.

Neighborhood Meeting Summary Notes
February 19, 2020
Neighborhoods 7, 8 7 9

Public Attendance	Plan Commission	Village Board	Village Staff
Sign-In Sheet: 40 Official Count: 43	Anna Bush Dan Hogan Dick Ehrle	Karen Darch Emily Young Kate Duncan Jennifer Wondrasek Mike Moran	Marie Hansen, Director of DS Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator Jeremie Lukowicz, Director of PW Patty Dowd-Schmitz, Director of E/M/C

- **Transportation/Traffic/Parking:**

- Traffic mitigation should be a top priority.
- A turn signal is needed at the traffic signal at Hough Street & Hillside Avenue.
- Suburb to suburb transportation options are needed.
- No Stopping/No Standing signs are needed on Grove Avenue to deter vehicle transporters from unloading vehicles on Grove Avenue.
- Several residents mentioned the poor condition of the roads throughout this neighborhood. Specifically mentioned were Prairie Avenue, Highland Avenue/South Street area and George Street.
- The Village should work with the Township to install stop signs at intersections of Prairie Avenue & Cornell Avenue and Division Street & Cornell Avenue.
- Consider a parking structure in the Metra parking lot.
- Additional downtown parking is needed.
- Increased safety of Dundee Avenue & Rt. 59 intersection.
- Speeding in an issue on Dundee Avenue. Consider installation of permanent sign that shows driver's their speed rather than occasional use of the speed trailer.
- Additional attention should be paid to Summit Street since it is a main through street in the Village.

- **Bike & Pedestrian:**

- Installation of sidewalks on routes leading to Grove Avenue School should be a top priority.
- Increased safety at the CN tracks on Main Street is needed. This is a dangerous area for students going to the High School.
- Increased safety and/or traffic enforcement is needed at the crosswalk at Main Street and Hager Avenue.
- Additional bike paths, bike parking and sidewalks are needed.
- Bike path along the Metra tracks to allow suburb to suburb biking.

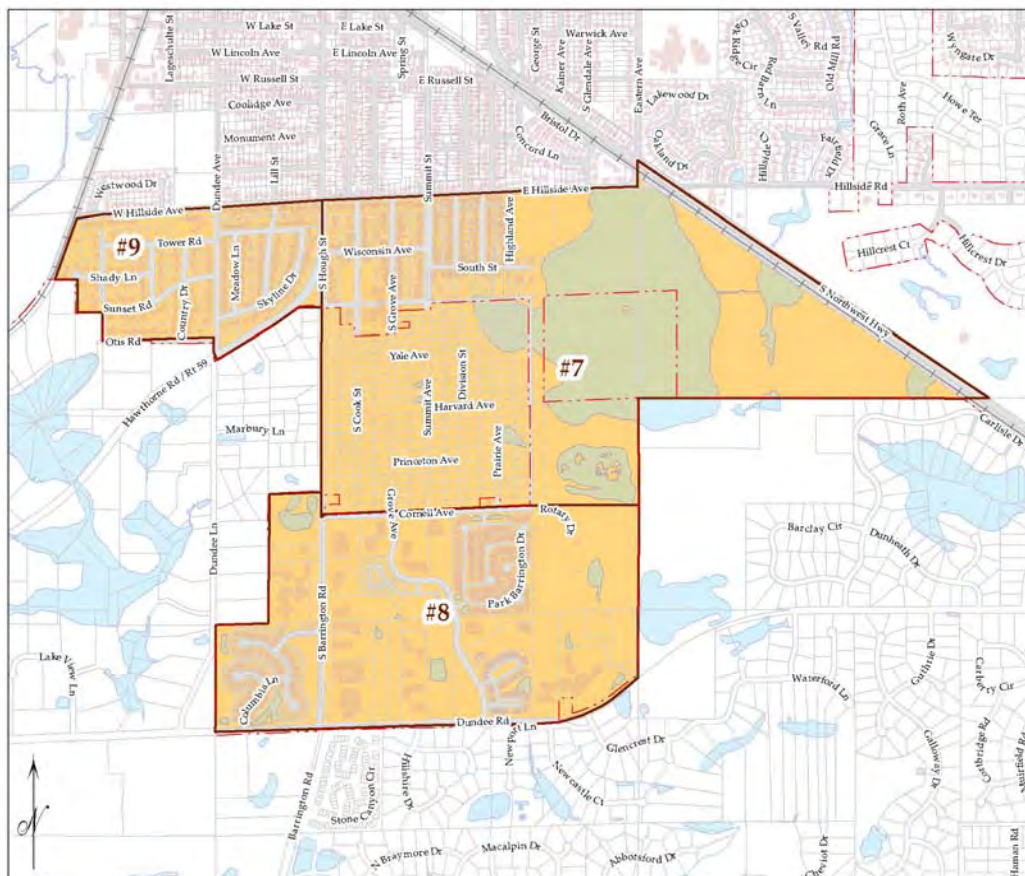
- **Economic Development/Redevelopment:**

- Consider a partnership with the Catlow to make it a multi-purpose venue.
- The height limitation in the Village should be maintained to preserve the charm and character of the Village.
- A mix of housing types is important and adds value to the community through diversity.
- Consider affordable housing options and cohousing options.
- Health oriented food uses and farm-to-table restaurants.
- Increased signage, accessibility and inclusion for Barrington Commons.
- More emphasis on artsy businesses such as art galleries.
- Combination book store/music store/coffee shop.
- Less fast food and less car dealers.

- **Environmental/Sustainability:**

- Is the Village considering an alternative to salt usage on road? What is the impact of salt runoff on Baker's Lake?
- Encourage rain barrels.
- More green space.
- Ban single use plastics, water bottles, straws and plastic bags.
- All Village owned buildings should utilize 100% renewal energy within 5 years.
- Encourage the use of renewable energy throughout the Village.
- **Other/Miscellaneous:**
 - A dog park is needed in the Village.
 - Consider obtaining "Age Friendly Community" status.
 - The Village should explore the possibility of connecting to Lake Michigan water.
 - The Farmer's Market should be upgraded with better vendors.
 - Better enforcement of snow/ice clearing on sidewalks.
 - Improvements are needed to the skate park at Langendorf Park.
 - The land use designation for a portion of the "college streets" area should be amended from single-family to open space.
 - Additional opportunities for neighbors to interact with each other should be created by the Village.
 - There are a lot of vacant and/or abandoned houses in this neighborhood. Increased property maintenance enforcement is needed.
 - Additional and/or enhanced community gardens.

Note: the meeting summary notes also include written comments submitted at the 2/19/20 meeting, comments made as part of the interactive map exercise, via the website or via email following the meeting.



Neighborhood Meeting Summary Notes
March 4, 2020
Neighborhoods 6 & 16

Public Attendance	Plan Commission	Village Board	Village Staff
Sign-In Sheet: 25 Official Count: 26	Dan Hogan Dick Ehrle	Karen Darch Kate Duncan Jennifer Wondrasek Jason Lohmeyer	Scott Anderson, Village Manager Marie Hansen, Director of DS Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator Jeremie Lukowicz, Director of PW Patty Dowd-Schmitz, Director of E/M/C

• **Transportation/Traffic/Parking:**

- Several questions/concerns about the configuration and impact of the Rt. 14 CN underpass on this neighborhood.
- Traffic mitigation efforts should be a top priority. Focus should not be on Rt. 14 traffic only, it should be focused on mitigation throughout the whole Village.
- Traffic is an issue at the schools on Eastern Avenue.
- Concern about the safety at the entrance to The Garlands at Garlands Lane & Rt. 14
- The traffic signals at the Library and Lake-Cook Rd. should be better timed so there is an opportunity for safety ingress/egress in and out of The Garlands.
- There was previously discussion of a road between the Library and The Garlands.
- It would be great to see the Village, Library and Garlands coordination for a traffic signal.
- There is not a safe pedestrian crossing on South Northwest Hwy. near the curve (near Barrington Animal Hospital).
- Traffic enforcement of speeding through neighborhoods is needed. No through traffic signs in cut through neighborhoods are needed.
- It is difficult to get downtown on weekdays during rush hour from this area of the Village.
- The Village should study/determine what causes all the traffic in Barrington.
- Additional downtown parking is needed especially at Barrington Village Center/White House.
- Trains coming in from the city cause the gates to go up/down twice. Extended platforms could stop trains sooner, alleviate this problem and have less impact on traffic.
- There are a lot of good projects coming up, specifically mentioned was the Ela Rd. & Long Grove Rd. intersection improvements.

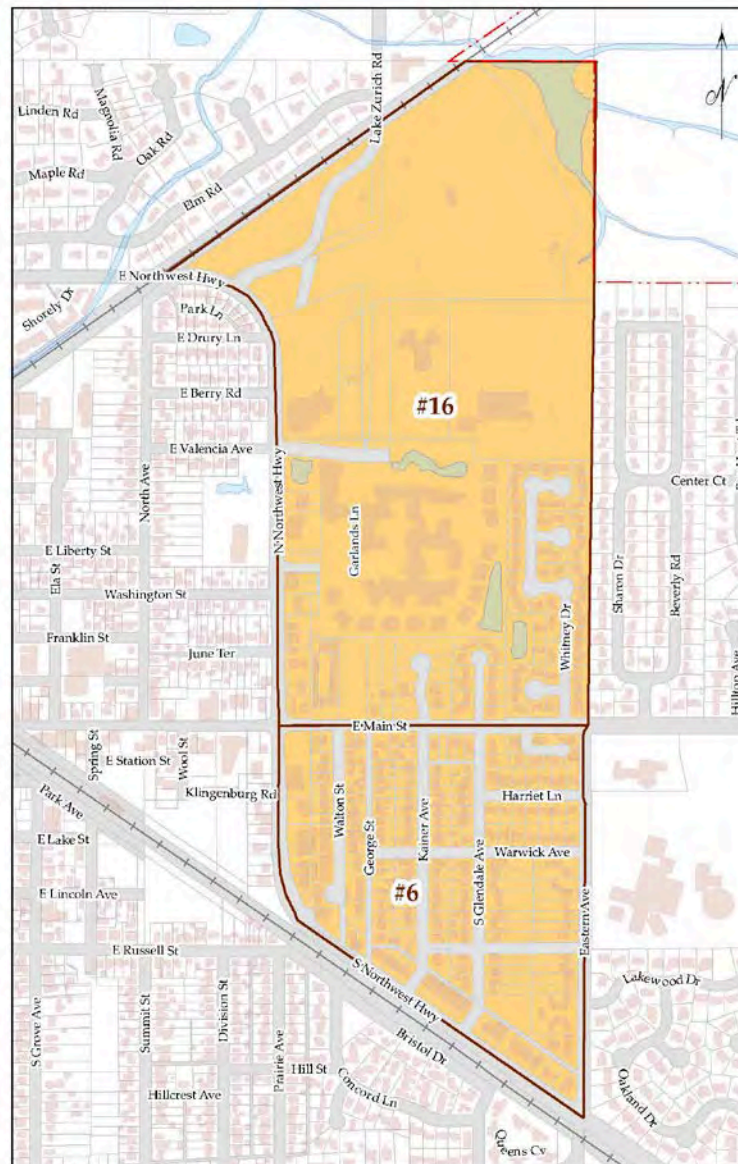
• **Bike & Pedestrian:**

- Sidewalks throughout the area are deteriorating and maintenance is needed.
- It is difficult for children to get around the area on bikes due to poor sidewalk condition.
- The intersection of Hough St. and Main St. is dangerous.
- Enforcement of snow removal on sidewalks would encourage more biking and walking.
- Sidewalks are needed in the Roslyn Road neighborhood.
- Regional connectivity is needed on the southeast side of the Village and better connectivity from this area into town.

• **Economic Development/Redevelopment:**

- Economic development in the Village should be a top priority. Specific concerns are the GE vacancy and vacant storefronts downtown.
- The Village should make it enticing for businesses to locate in Barrington.
- The Village needs gift shops, clothing stores and specialty stores. There are enough restaurants.
- Does the Village know why businesses close or relocate out of Barrington?
- There is not enough parking which impacts business.
- The Village should attempt to be considered as a cultural destination

- Concerns about the status of the Catlow.
- Businesses report they need more people, does the Village survey rental rates?
- The Village should be an incubator for young retail and encourage housing to support that goal.
- Parking should be adequately considered as a part of all developments.
- **Environmental/Sustainability:**
 - There have been advancements in concrete to reduce the impact on the environment and elongate the life of the concrete.
 - Consider the restoration of some of the “meanders” along the creek during restoration as part of the underpass project.
- **Other/Miscellaneous:**
 - The community character of Barrington is not well reflected with poor maintenance.
 - There is no planning similar to communities like Palatine and Arlington Heights.
 - Better enforcement of snow/ice clearing on sidewalks.



Neighborhood Meeting Summary Notes
July 29, 2020
Neighborhoods 5 & 10

Public Attendance	Plan Commission	Village Board	Village Staff
Zoom Count: 40	Anna Bush Robert Windon Joann Lee Anna Kessler David Holtermann	Karen Darch Kate Duncan Jennifer Wondrasek Jason Lohmeyer Todd Sholeen Emily Young	Scott Anderson, Village Manager Marie Hansen, Director of DS Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator Phil Freund, Utility Division Supervisor

● **Transportation/Traffic/Parking:**

- Sound mitigation efforts should be a top priority. Several residents mentioned sound mitigation specifically as it relates to the railroads.
- Additional stop signs are need throughout the Roslyn Road neighborhood (Waverly/Bryant & Bryant/Roslyn)
- The asphalt path on the east side of N. Hough Street (adjacent to Jewel Park) should be straightened as the blind spots are unsafe.
- The asphalt path on the east side of N. Hough Street is in poor condition and should be upgraded.
- Concerns that Providence will become a cut-through during underpass construction.
- Concerns about continued cut-through traffic in the Roslyn Rd. neighborhood.
- The roads are in poor condition throughout the neighborhood and the Village.
- CN rail mitigation efforts are needed relating to speed, sound and safety so the railroad does not become a barrier between these neighborhoods (5 & 10) and the rest of the Village.
- Concerns about the impact CN double tracking will have on rail traffic on Main Street.
- Enforcement of speeding in the alley behind W. NW Hwy is needed.
- It is difficult to get downtown on weekdays during rush hour from this area of the Village.

● **Bike & Pedestrian:**

- General pedestrian safety and connectivity should be a priority.
- Sidewalk connectivity on the north end of town should be a priority (north of Rt. 14).
- Consider a pedestrian overpass at Rt. 14 & Rt. 59.
- A safe crossing at Rt. 14 is needed.
- Consider alternate locations for a pedestrian crossing on Rt. 14 other than Rt. 14 & Rt. 59 intersection such as at the Rt. 14 Langendorf Park entrance.
- Consider a tree buffer between pedestrians and traffic along Rt. 59/Hough Street.
- Enhance pedestrian crossing across Rt. 59 north of Rt. 14 at current school crossing. Consider some type of light controlled system.
- The addition of new sidewalks over the past few years in Roslyn Rd. neighborhood is very positive and they are widely utilized.
- Improvements to the existing sidewalk/intersection of Waverly & Sunny Lane are needed
- Improvements to the ADA ramps at the SW corner of Hough St. & Main St. are needed to make it easier to navigate for those with all types of accessibility issues.
- Sidewalk extension on Rt. 59 from Chippendale to Fairhaven is needed.
- Construct a bike path over Rt. 14 at the same time as the underpass is constructed, possibly on North Ave. Because Lake Zurich Road realignment was not approved, the community is left with limited options for pedestrians and cyclists to access primary destinations in the Village.
- Extend sidewalk on Lake Zurich Rd. north

● **Environmental/Sustainability:**

Neighborhood Meeting Summary Notes
August 26, 2020
Environmental Advisory Committee

Public Attendance	BPAC	Village Board	Village Staff
Zoom Count: 8	Faye Sinnott Janet Agnoletti Renee Blue Susan Lenz Matt Hokanson Dan Goitein Jennifer Lucas	Karen Darch Emily Young Kate Duncan Jen Wondrasek Mike Moran	Marie Hansen, Director of DS Jennifer Tennant, Asst. Director of DS Andrew Binder, P&Z Coordinator Jeremie Lukowicz, Director of PW

• **General Comments:**

- The Comprehensive Plan should include more focus on bike and pedestrian improvements.
- Barrington Breakfast Rotary has a bike rack program.
- Incorporate electric charging stations.
- Encourage the use of solar panels and other forms of renewable energy.
- Several commenters indicated that the Village needs to adopt a single-use plastics ordinance and completely phase out the use of single-use plastics in the Village within 10 years.
- Additional tree planting is needed throughout the Village. What is the Village’s goal relating to new trees in the Village?
- Concern about what is being done to limit the transmission of illness among the wildlife population.
- Consider the addition of rain gardens along Lake Cook Road, especially along the Fox Point subdivision.
- Coordination of efforts between local environmental based community groups is needed. Encourage collaboration between these groups.
- Provide additional information about what the plan means by “sustainable turf management”. This is important because it can affect water quality and minimize lawn pollutants. The Village should promote more sustainable lawn education by reaching out to lawn maintenance companies, corporate campuses and the School District.
- Include how the EAC gets direction for what the Committee is supposed to work on.
- Include a request for the EAC to be upgraded to Sustainability and Environment Commission and be allowed to work on a long term sustainability plan without specific direction from the Board to include actions and target dates to be reviewed with the Village Board and updated annually.
- The Village signed the Greenest Region Compact (GRC) in April 2016. The 2020 plan must include the GRC with specific actions the Village is taking to implement it.
- The Committee must benchmark surrounding communities as to the actions these communities have taken for environmental sustainability. (South Barrington, Palatine, Hoffman Estates, Schaumburg).
- The EAC must take an active role in the Village EAC website to assure the information posted is up to date.
- Include year-round compost pick up and recycling and compost pick up at commercial and multi-tenant buildings.
- Include a plan to coordinate with the Chamber of Commerce to develop a program to recognize local businesses that maintain sustainable practices as defined by the EAC using the GRC as a guide and develop a window sticker for display by the business.
- EAC to provide coordination among the various Barrington volunteer groups such as Citizens for Conservation, Barrington Area Conservation Trust, GoGreen Barrington and Mindful Waste for input to the GRC Compact and the Comp. Plan

- Develop a plan to participate in a community solar program or plan to install solar panels on public works and the sewage treatment facility.
- Promote the Village's environmental and sustainability actions and accomplishments on the Village website to market Barrington as a community that supports green objectives.

Note: the meeting summary notes also include written comments submitted via the website or via email following the meeting.