

## CHAPTER 6

### 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 [Figure 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 does the Union Pacific Railroad.

The Village Center contains a variety of retail and service functions, including specialty apparel, accessory and gift shops, a major food store (Jewel), and a multitude of jewelry, home furnishings stores, and restaurants. Two automobile dealerships operate in the Village Center and serve as destinations for shoppers. 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 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, the Catlow Theater, local government offices, the Barrington Area Historical Society, and the Ice House Mall retail center.

Large-scale retail centers with national tenants are developing in a pattern that effectively surrounds Barrington, in communities where large sites have become available and automobile access is more convenient. In addition to Woodfield and Spring Hill, which are older super-regional malls, new lifestyle centers have recently been developed in Deer Park, Algonquin and South Barrington. These new centers are attracting many of the national retailers in this market and will continue to cater to residents of the Barrington area.

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, while encouraging professional services on the edges. 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.

## **Village Center Recommendations**

In 2009, the Village partnered with Chicago Metropolitan Agency on Planning (CMAP) on a 2040 vision for the Village Center. The planning firm, Topografis, assisted in the development of Barrington's Community Design for CMAP's Go To 2040 Plan. This process involved members of the Plan Commission, Zoning Board of Appeals, Architectural Review Commission, Village Board and staff. Topografis examined the functionality of the Village Center in relationship to the Metra train station and identified six (6) very distinct subdistricts of the Village Center, which are split by major transportation corridors: Lake-Cook Road, Hough Street and the Union Pacific Northwest Rail line. Previously, the Village Center Master Plan identified only four (4) quadrants divided only by the two roadways.

Based upon the 2040 vision plan, current zoning, and future land uses, staff now recommends that the Village Center be divided into eleven (11) subareas (see [Figure 4, Village Center District Map](#)), all of which are located 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, James Street District, Miller Park District, Flint Creek Commercial District and Lageschulte Street District. With the addition of Lageschulte Street, James Street, Flint Creek Commercial District and the Miller Park District into the Village Center, the boundaries of the Village Center have expanded since the adoption of the 2000 Comprehensive Plan. The Tax Increment Financing (TIF) District (see [Figure 5, TIF District](#)) continues to be located entirely within the new boundary of the Village Center. A portion of the Historic Preservation Overlay Zoning District is also located in the Village Center.

### **General Recommendations**

- Incorporate the multiple business district concept as proposed in the 2040 Plan into the new Village Center plan.
- Implement the Village Center Streetscape Plan improvements as new areas are redeveloped.
- Encourage pedestrian connectivity between districts and explore safe options.
- Encourage internal traffic connections within commercial districts.
- Implement the wayfinding signage program to include kiosk directories, parking and directional signs, and district signs, to promote efficient connectivity and identity.
- Redevelopment plans in the Village Center should include unique public spaces that promote social interaction and a sense of community.
- Through an amendment to the Zoning Ordinance, change the name of the B-4 Village Center Zoning District to B-4 Downtown Business Zoning District.
- Building heights in the Village Center should be consistent with zoning and complimentary in scale and design to surrounding structures and uses.

### **Main Street District:**

- Implement a redevelopment plan for the southwest corner of Hough and Main Streets into a mixed-use development.
- Encourage the restoration and reuse of the Robertson House, 145 West Main Street, as a quasi-public/cultural center.
- Consider a pedestrian connection from the West Liberty Street District to the Ice House Mall, when the West Liberty Street area develops.
- Do not rule out, when appropriate, a southward extension of Applebee Street from Main Street to Station Street, with vehicular impacts on residential neighborhoods mitigated.

### **South Cook Street District:**

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

### **Train Station District:**

- Consider the redevelopment scenarios proposed in Barrington's Community Design for CMAP's Go To 2040 Plan as the area develops.
- Implement a traffic plan to connect the commuter lot to Route 14 at a signalized intersection.
- Provide opportunity for increasing parking with the implementation of parking structures, where feasible.

### **North Downtown District:**

- Consider the feasibility of opening up Railroad Street for connectivity purposes if the surrounding area redevelops to connect to Hough Street.
- Encourage the redevelopment of the northeast corner of Cook, Main and Chestnut Streets with a mixed-use development.
- Continue to explore shared parking concepts as new development occurs in this area.

### **West Liberty Street District:**

- Promote office/retail/residential mixed-use developments within the district.
- Develop an internal connectivity plan as the district develops.
- As redevelopment occurs along Liberty Street, pursue safe connectivity passages across Hough Street with the objective of, at minimum, securing a pedestrian crosswalk.
- Explore water features to support stormwater management as redevelopment occurs.
- Encourage road improvements to West Liberty Street and new infrastructure improvements with sensitivity to traffic impacts to the surrounding neighborhood.
- Consider a pedestrian connection from the West Liberty Street District to Langendorf Park, when the area develops.

### **Mixed Business/Residential District:**

- Extend Applebee Street west to Grant Street to link the three (3) blocks and open access to the properties west of the Ice House Mall.
- Encourage the restoration and reuse of B-R buildings for office/retail/residential.
- The rezoning of the residential properties on the north side of Main Street from 412 to 510 West Main Street should be encouraged to allow mixed uses, including low-impact commercial and residential.
- If the present industrial uses along South Hager Street are discontinued, artisan uses should be encouraged.
- 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.
- Encourage streetscape improvements along Grant and Harrison Streets if the area is commercially developed.

- Extend Village Center Streetscape Plan improvements westward along Main Street to Barrington High School as the area develops commercially.

**Lageschulte Street District:**

- Recognize the Lageschulte Street District as part of the Village Center.
- Develop an internal connectivity plan as the district develops west of the CN/EJ&E tracks with, at minimum, a grade-separated pedestrian crossing.
- Add streetscape improvements that are consistent with the Village Center Streetscape Plan.

**James Street District:**

- Recognize the James Street District as part of the Village Center.
- Add streetscape improvements along James Street that are consistent with the Village Center Streetscape Plan as the area redevelops.
- Promote retail and artesian developments within the district, with sensitivity to the impacts on the surrounding neighborhood.

**Flint Creek Commercial District**

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

**Civic District:**

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

**Miller Park District:**

- Preserve this district as a park and open space for stormwater management purposes.

**Transportation Corridors:**

- Maintain the width of Hough and Main Streets through the Village Center.
- Maintain parking restrictions on Main Street during peak hours.
- Encourage a grade separation at the CN/EJ&E and UP tracks, which would include grade separation at Hough Street and Main Street, in addition to the Route 14 grade separation.

**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.

The Tax Increment Financing Redevelopment Project and Plan is intended to guide improvement and activities within the designated project area in order to stimulate private investment. The goal of the Village, through the implementation of this redevelopment plan, is that the entire project area be revitalized on a comprehensive and planned basis, in order to ensure that private investment in rehabilitation and new development occurs in the following manner:

- On a coordinated rather than piecemeal basis, to ensure that the land use, access and circulation, parking, public services and urban design systems are functionally integrated and meet present-day principals and standards; and
- On a reasonable, comprehensive and integrated basis, to ensure that conservation area factors and the presence of blight are prevented or eliminated; and
- Within a reasonable and defined time period, so that the area may contribute productively to the economic vitality of the Village.

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 Figure 5, TIF District).