

UPDATE SUMMARY

This 2010 Comprehensive Plan for the Village of Barrington is an update of the previous comprehensive plan, adopted in 2000. It is substantially similar in format, and addresses many of the same issues. Data regarding land use, demographics and so forth have been revised to reflect more recent information, and the findings of several planning studies undertaken in recent years have been incorporated where appropriate.

One of the most important tasks of municipal planning is to present a vision of the community of the future. While there are varying opinions regarding the future use of specific parcels in Barrington, there is a consistent theme in the statements of citizens, public officials and even the news media about the desired overall character of the Village. It is the existing Village's character which attracts people to Barrington and which the majority of the people wish to preserve, enhance and perpetuate. The impacts of growth, its resultant congestion and density pressures have affected the Village, but much of its character has been maintained. Barrington's character results from efforts to maintain low density, its historic architecture and its landscape. As the Village attempts to meet residents' needs and realize new opportunities for its citizens, it must find ways to do so while protecting and enhancing the essential character.

The following is a summary of notable changes from 2000 to 2010, listed by chapter:

- **Municipal Boundaries:** No major changes to this chapter. The map, Figure 1, Municipal Boundaries, has been revised.
- **Interagency Cooperation:** The title of this chapter has changed from "Intergovernmental" to "Interagency" Cooperation. The 2000 Intergovernmental Cooperation chapter focuses mostly on mutual cooperation among BACOG communities. The 2010 Interagency Cooperation chapter demonstrates and encourages continued cooperation with additional agencies, such as IDOT, IEMA, NWMC, CMAP, SWANCC, Barrington Park District, Cook County Forest Preserve District, and Lake County Forest Preserves. The 2010 chapter highlights current Village-BACOG partnerships, such as BAGIS, impact fees, and the Water Resources Initiative. The 2010 chapter also continues to demonstrate interdepartmental cooperation, such as the central dispatch for police and fire and emergency management training.
- **Land Use:** The greatest change to the land use chapter is the creation of the Artisan land use classification, which encourages an environment where low-impact, small scale artisan operations may manufacture products and also offer the products for retail sale. The artisan use demonstrates the current and foreseeable market conditions in certain locations that were previously classified as Industrial. The land use chapter now also addresses the siting of telecommunication towers. The map, Figure 3, Land Use Plan, has been revised.
- **Village Center:** While the 2000 Comprehensive Plan divided the Village Center into four quadrants, the 2010 Comprehensive Plan recognizes eleven subdistricts in the Village Center. Moreover, the boundaries of the Village Center have been expanded to include Lageschulte Street, South Hager Avenue, 412-510 West Main Street, Miller Park, and the Metra train station and commuter lots. A new map, Figure 4, Village Center District, has been created. Each district within the Village Center is located within walking distance of each other and is in close proximity to the Metra train station. Recommendations for each of the Village Center districts have been provided. The Tax Increment Financing (TIF) District continues to be located entirely within the new boundary of the Village Center. While the map, Figure 5, TIF District has been updated, the boundaries of the district have not changed.

- **Housing:** In 2010, opportunities for green/sustainable building technology and housing development practices are encouraged. Specific housing density figures (units per acre) were eliminated from the 2010 Comprehensive Plan. Housing density will therefore be determined by zoning regulations, such as minimum lot size, setbacks, building height, and lot coverage.
- **Transportation:** To visualize the recommended major transportation improvements in the Village, Figure 6, Transportation Plan, was revised. Due to the acquisition of the EJ&E railroad by Canadian National (CN), this chapter now addresses rail freight traffic. It is recommended that the CN and Surface Transportation Board address the Village's concerns regarding the CN's local impacts on public safety, traffic congestion, the environment, and the local economy. A Route 14 underpass of the CN is recommended. To properly address the bikeway issues of the community, a Bikeway Addendum and map (see Figure 7, Bikeways Planning Map), has been created. To encourage pedestrian linkages, Figure 8, Master Sidewalk Plan, has also been created.
- **Environmental Design Control:** This chapter, which existed in the 2000 Comprehensive Plan, has been eliminated from the 2010 Plan. However, the recommendations of the 2000 environmental design control chapter have been divided into two new chapters in the 2010 Plan: Environmental Sustainability and Community Design & Character.
- **Environmental Sustainability:** In 2010, sustainable building and development practices, such as those required by LEED certified projects, are encouraged. Improvements to the pedestrian and bikeway network are encouraged. This chapter also addresses the Village's Stormwater Management Regulations. An updated map, Figure 2, Wetlands and Floodplains, is also provided.
- **Community Design & Character:** This new chapter encourages the continuation of the use of the design guidelines and the Historic District, each which were established after the approval of the 2000 Comprehensive Plan, in order to protect the historical and architectural significance of the Village. In addition, this chapter encourages the creation of unique public spaces that help promote social interaction and a sense of community.
- **Neighborhood Developments:** The map, Figure 9, Neighborhood Boundaries, has been revised to reflect the boundary changes of the newly defined Village Center.
- **Special Planning Areas:** In 2000, there were twenty-nine Special Planning Areas (SPAs). Many of those critical sites have since been redeveloped including: Carton Craft (Shops at Flint Creek), Jewel Tea (Citizens Park), Hospice of Northeastern Illinois, Salem United Methodist Church, Memorial Park, and UARCO (Flint Creek Crossing). As such, those SPAs have been eliminated in 2011. Several other SPAs have been removed to eliminate overlapping and conflicting SPA recommendations. A total of nineteen SPAs have been eliminated. An updated map, Figure 10, Special Planning Areas, has been created. The following nine SPAs are established in 2010:
 1. The unincorporated properties fronting on Route 14 that are located north and west of the Foundry Shopping Center.
 2. Former Champion Dodge site
 3. Northwest corner of Russell and Summit Streets
 4. Northeast corner of Dundee Road and Grove Avenue
 5. Makray Memorial Golf Club
 6. Lageschulte Street
 7. The undeveloped portion of the Pepsico site
 8. Southeast corner of Hillside Avenue and Route 14
 9. The TIF District