

VILLAGE OF SOUTH BARRINGTON
COMPREHENSIVE LAND USE AND POLICIES PLAN OF 1985

VILLAGE OF SOUTH BARRINGTON

COMPREHENSIVE PLAN

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VILLAGE OF SOUTH BARRINGTON
COMPREHENSIVE LAND USE AND POLICIES PLAN OF 1985

PREFACE

Participating officials from Planning Commission

Chairman: Glenn Morgenroth

Secretary: Don Miller

Commissions Members: Gary Bell
Douglas Divelbiss
James Guzik
Bonnie Rapier
Francis Wapole
David White

The Planning Process

The Village of South Barrington adopted its first official Village Plan by Ordinance on October 28, 1974.

The Comprehensive Plan for South Barrington has been prepared in participatory tradition employing input from the Plan Commission, Board of Trustees, Barrington Area Council of Governments (BACOG), Northeastern Illinois Planning Commission, and numerous public meetings.

The commission has attempted to produce a document which encompasses economic and environmental needs of all residents. Recognizing that unknown factors may impact future planning, the commission purposely attempted to be flexible in its approach.

Planning Responsibility

The preparation of the Comprehensive Plan and its components and coordination of planning and development within South Barrington rests with the Planning Commission. The Planning Commission is established under authority granted by Article VII of the Illinois Constitution (concerning Home Rule, adopted 1970), and by Chapter 24, Division 12, of the Illinois Municipal Code which states:

The Planning Commission is authorized "(1) to prepare and recommend to the future development of redevelopment of the municipality. Such plan may be adopted in whole or in separate geographical or functional parts, each of which, when adopted, shall be the official comprehensive plan, or part thereof, of that municipality...The plan, as recommended by the

Planning Commission and as adopted in any municipality in this State, may be made applicable, by the terms thereof, to the land situated within the corporate limits and contiguous territory not more than one and one-half miles beyond the corporate limits and not included in any municipality. Such plan may be implemented by ordinances (a) establishing reasonable standards of design for subdivision and for resubdivisions of unimproved land and or areas subject to redevelopment in respect to public improvements...and (b) may designate land suitable for annexation to the municipality and the recommended zoning classification for such land upon annexation. (2) to recommend changes, from time to time, in the official comprehensive plan. (3) to prepare and recommend to the corporate authorities from time to time, plans for specific improvements in pursuance of the official comprehensive plan. (4) to give aid to municipal officials... for improvements embraced within the official plan... and to promote the realization of the official comprehensive plan.”

Purpose of the Plan

This Comprehensive Land Use and Policies Plan is a general guide for the future development of the Village and its contiguous unincorporated environs. The recommendations contained in the Plan are a guide to the day-to-day decisions that must be made by Village officials and local citizens. The Plan establishes a general framework within which decisions may be reached while outlining the objectives which conceptualize community development.

Introduction

The Barrington Area

The first recorded event of significance in the Barrington area was the construction of the initial Northwestern Railroad building in 1854. Since that time, Barrington residents have continued to avail themselves of the extensive and appealing natural resources, which encompass the eight area villages. There are approximately one hundred square miles of Barrington area countryside composed of river frontage along the Fox River, lakes, ponds, woodlands, wetlands and areas of rolling prairies.

In order to preserve these natural resources, South Barrington and six of its neighbor villages belong to the Barrington Area Council of Governments (BACOG), founded in 1970. BACOG was formed to (1) maintain a continuing land use information system, (2) promote intergovernmental cooperation, (3) formulate area wide goals and (4) undertake area wide comprehensive planning.

The Centex Project in South Barrington was one of the original events which unified BACOG as a decisive force. As proposed, this high density project was totally incompatible with the countryside atmosphere. Area opposition resulted in a successful demise of the original proposal and the resulting single family estate homes.

Open spaces are cherished in the Barrington area, and as such remain one of the highest priorities among member villages.

History of South Barrington

The Village of South Barrington has experienced many controversies since its origin in 1959. Its actual formation as a village virtually stemmed from such a controversy. Prior to its successful incorporation as the Village of South Barrington, a somewhat secretive petition was circulated to form a village to be known as Barrington Countryside.

The primary goal of the petitioners signing such a petition was to promote higher density zoning of one-quarter acre, versus the one and five acre zoning employed by the County. Awareness of this petition was made on a Wednesday evening. By the following Sunday evening, those landowners excluded by the petition, worked with total dedication to literally create the Village of South Barrington on paper with all of the necessary petitions, maps and legal descriptions required for filing on Monday morning.

On October 26, 1959, the soon to be elected Village President, Fred Kramer, along with counsel arrived exceptionally early to gain access to the County Recorder's Office. The petition for South Barrington and Barrington Countryside were both stamped at 9:01 a.m. that Monday morning. The petition by South Barrington, however, was issued number one, with Barrington Countryside issued number two.

A subsequent general election resulted in the election of the first village officials on December 12, 1959.

Defeat of a 4,000 acre walled retirement community, extensive multi-family zoning planned by Centex, and a proposed atomic accelerator are only three of the challenges which South Barrington has overcome.

South Barrington adopted the motto "Thoughtful Progress" and has maintained this philosophy in the persistent challenges to its countryside atmosphere and low density zoning.

Since its inception, significant dollars have been exhausted on legal and engineering expertise. More meaningful however, are the immeasurable hours and buckets of emotion donated by the founding fathers, village officials and concerned resident in this perpetual process.

COMPREHENSIVE PLANNING POLICIES

The Comprehensive Plan of South Barrington reflects four broad community goals:

1. Ecology. The goal is to achieve a balanced and healthful relationship between people and nature.
2. Character. The goal is to maintain and promote a countryside atmosphere.
3. Services. The goal is to provide essential services for the health, safety, and general welfare of the residents.
4. Finances. The goal is to guide development and local government in accordance with sound fiscal responsibility.

The following policies are recommended to complement each of these four general community goals.

ECOLOGY

1. Respect the natural topography
2. Protect lakes, streams, and wetlands
3. Provide for adequate storm water drainage
4. Conserve underground aquifers
5. Protect wildlife
6. Mitigate adverse impacts of air pollutants, fertilizers, odors, sound and lights

CHARACTER

1. Encourage natural character for lakes and shorelines
2. Developments to be compatible with a countryside development
3. Give attention to design of roads, utility right-of-ways relative to function, safety and countryside image
4. The desired quality of the community should be reflected in the design, maintenance and use if all community owned property

5. Encourage lakeside development to enhance the overall appearance of the lakes and shorelines

SERVICES

1. Pursue annexation of specific properties consistent with the Village's ability to adequately serve the property and blend with existing character of the community
2. Coordinate planning with planning decision-making bodies; i.e., BACOG, Northeastern Illinois Planning Commission, School District, Park District
3. Provide adequate recreational facilities.
4. Encourage safe and attractive roads, right-of-ways, etc.
5. Provide for high quality law enforcement
6. Limit support services by the Village to essential needs only
7. Provide responsive and efficient administrative services
8. Enter into intergovernmental agreements with adjacent municipalities to enhance the provision of services

FINANCES

1. While constantly emphasizing the rural nature, coordinate Village growth with public service which can be provided at reasonable cost
2. Maintain sound standards and procedures of fiscal management
3. Avoid deficit spending
4. Consider potential cost saving from shared services with other municipalities and units of government

OVERALL STRATEGY

The overall strategy for achieving these goals is to preserve open areas and accept new residential development consistent and harmonious within the existing and predominant low density lifestyle.

Development Trends

Since 1959, South Barrington has enjoyed growth which has resulted from properly enforced zoning, building and subdivision controls. As future growth continues, the planning process must provide direction and creativity in meeting the challenge of modern developments.

In 1959, the Village consisted of 100 persons. An unofficial census completed in October, 1983 reflects a total of 1,463 residents living in some 395 single family dwellings.

As in other portions of the Barrington area, the population continues to grow in South Barrington with a projected growth rate of over 100 percent by the year 2000.

South Barrington's non-residential development currently comprises approximately _____ acres consisting of the following:

- | | | |
|--------------------|-----------|--------------|
| 1. Special Use | 8 acres | |
| 2. Manufacturing | 17 acres | (% of total) |
| 3. Office Research | 170 acres | |
| 4. Business | 11 acres | |

Areas of Attention

There are three areas which deserve special consideration in the near future, which are hereafter referred to as Planning Units One, Two and Three.

Planning Unit One – Landfill Proximity

This area is bounded by Barrington Road on the west, Freeman Road on the east, the Village of Hoffman Estates on the south, and the Village of Hoffman Estates on the north. It is very much a transitional zone with Industrial to the south in Hoffman Estates and Residential to the north in South Barrington and again in Hoffman Estates north of a sanitary landfill. To the east of Freeman Road is forest preserve. The territory along the western edge of Barrington Road is zoned single family residential.

The operations at the sanitary landfill located one quarter mile west of Freeman Road on Mundhank Road have been terminated. This landfill area and its immediate environs should be inspected by Village authorities to:

1. Ensure the cleanliness of the property surrounding the landfill, including the condition of the road surface on Mundhank Road.
2. Verify the storm water detention to control the possibility of pollutants leaving the landfill site.
3. Continue to monitor the test results for well water and methane gas on the site.

4. Encourage the planting of more trees and shrubbery to mask the steep, bare slopes of the berms and overburden.

The landfill site, although zoned single family, will likely be dormant for a considerable period of time.

Because the property south of Mundhank Road borders on Hoffman Estates, certain flexibility in its design will be necessary. Subject to proper water and septic layouts, this area may be properly used for low density office/research development. Proper consideration of existing marsh lands and topography conditions will be a primary requisite.

Planning Unit Two – Higgins Road Corridor

This parcel represents the Higgins Road corridor west of Barrington Road and north of the Northwest Tollway. It consists of two parcels divided to the north and south by Higgins Road.

The area within Planning Unit Two is generally suitable for office research development although specific parcels within the area may more properly be developed with single family residences. Consideration must be given to provide adequate buffering for the existing and future single family developments which are or will be located in and close to the area within this Planning Unit.

Planning Unit Three – Barrington Road

Barrington Road north of Tennis Club Drive should not be considered for further business or commercial development unless future development outside the Village renders areas within this Planning Unit unsuitable for single family development. Barrington Road is an “environment corridor” which represents the very essence of the Barrington area.

Adverse traffic conditions and high accident rates warrant reduction, rather than increased traffic flow in this area. (Additional commercial construction would have a further negative impact, and thus should be avoided.)

Development Factors

Water Resources

The flow of water both above and below ground in South Barrington represents a highly critical ecological and planning issue. Many of the lakes and ponds are man-made thus necessitating adequate monitoring and shoreline maintenance. Homeowners should strive to maintain a proper balance between aesthetics and function. Lakes and ponds are used for swimming, fishing and sailing in the summer with skating and cross country skiing prevalent in

the winter. Improper altering of any water course, be it Poplar Creek, Spring Creek or even a man-made ditch can have a negative impact.

The residents of South Barrington obtain their water supply from a shallow aquifer made of sand, gravel and fractured and soled rock located down to a depth of 400 feet. Although there is a second deeper aquifer of primarily sandstone rock between the 800 and 2,000 foot level, it is only utilized by two entities within the Village boundaries -- one being the Rose Packing Company complex which has a well to a depth of approximately 790 feet, and the other being the Allstate complex which had a well to a depth of approximately 1,200 feet. An excerpt from a neighboring village's comprehensive plan (1) states "preservation of open space and natural areas such as golf courses, forest preserves, wetlands and flood plains is important to preserve the charge capacity of the soils. High density developments use large quantities of water and thus could contribute significantly to long term water level decline. Any new development in an area dependent on shallow aquifer should be compatible with the overall balance of local recharge to water withdrawn." The report further states that there is not an eminent water supply shortage at this time, however sound management of the resources will be required to prevent serious problems in the future.

A representative of the Illinois State Water Department recently indicated that there should not be a major concern over the next few decades, regarding major losses in the aquifer capacity. There can, however, be individual losses depending on how deep individual wells are set. The balance is very fragile between use, capacity and recharge and any drastic change either in use or limiting of the recharge area can be detrimental to the users. Abnormal weather in the form of an extended drought would also have obvious effects on well capacity.

Wildlife

Following water, wildlife is the second most important ecological consideration. The abundance of water and our proximity to the Crab Tree Nature Preserve on our northern boundary attracts extensive water fowl and related wildlife.

The nursery acreage and farmland along Bartlett Road, Barrington Road and Route 72 as well as the slough at Routes 59 and 72 provide an unbroken chain of land for wildlife to thrive.

These yet to be developed parcels represent our last hopes of maintaining an environment capable of supporting the current wildlife. The use of low density zoning should be considered in these areas.

In years to come, residents of South Barrington will have the opportunity to help preserve the rural character of the countryside.

Plans are currently being made to establish a unique Audubon Park on Penny Road, east of Bartlett Road on the Alexander Stillman Estate.

Mr. Stillman's love of nature, especially the local bird life, has encouraged him to donate his estate to the Audubon Society, which upon his demise, will become a nature center. The Alexander Stillman Nature Center will consist of two sections; 80 acres on the south side of Penny Road including his home, and 20 acres on the north side of the road.

Some limited soil movement is proposed to form islands in the prairie landscape of the main 80 acre portion. These islands would be planted with shrubbery and trees providing various types of sanctuaries for wildlife. Likewise, the initial plans for the 20 acre site would include the planting of wild grasses and flowers that were once native to these soils.

Forest Preserves

The Cook County forest preserves which border our Village offer a natural buffer to the east and north. These preserves are essentially wildlife sanctuaries and should be guarded against misuse. Although some of this property is farmed, the majority of it remains in its natural state.

Open communication which county and state authorities are encouraged to retain this character.

Accessibility

The Village of South Barrington is located 35 miles from Chicago's Loop in the low density wedge between high accessibility development corridors described by the Northeastern Illinois Planning Commission. Although reasonably accessible to high capacity transportation facilities (I-90, U.S. 12, and the Chicago and Northwestern Railroad commuter service), these and other major transportation facilities are located at or beyond the periphery of the community. Most areas of the Village are accessible only by highways and countryside roads of limited capacity and continuity.

Residents of South Barrington are dependent on the automobile and on the supporting services of nearby communities. For a broader variety of goods and services, they may frequent the Woodfield commercial complex 20 minutes southeast at the intersection of Routes 53, 58, and 72. The industrial employment centers of the northwest suburbs are also accessible to South Barrington by automobile, as is O'Hare International Airport.

Many residents work in Chicago's Loop and utilize the Chicago and Northwestern commuter stations in Barrington. Peak hour service is frequent and dependable, and travel time approximates 50 minutes, not including driving time to and from the station.

By comparison with other northwest suburbs, the level of accessibility to and from South Barrington ranges from low (for general purposes) to moderate (for specific trip purposes). The

BACOG comprehensive Plan and the 1995 Chicago Area Transportation Study Plan envision no change in this assessment.

Community Services

The Village of South Barrington is a home rule, general purpose unit of local government. Its new Village Hall is located on 12 acres at 30 South Barrington Road with operations at this facility commencing September, 1983.

Since South Barrington is predominately a residential community its services and financial resources are limited. Water supply, waste water disposal and solid waste collection are all functions of the individual homeowners. Fire protection is provided by the Countryside Fire District and the Hoffman Estates Fire District.

The remaining three functions of the Village are law enforcements, road maintenance and land use guidance. The South Barrington operates its own police department from the Village Hall with backup assistance provided by the Cook County Sheriff's department.

Road maintenance, including snow removal, is sublet to independent contractors on an annual basis.

The third function of land use guidance entails input from the Zoning and Planning Commission as well as the paid services of the Village Engineer and Building Inspector. Annual contributions are also made to the Barrington Area Council of Governments. Village officials serve with no or nominal compensation.

Barrington Unit School District 220 serves those village residents west of Freeman Road with Palatine School District 15 utilized by residents in Windemere.

South Barrington is almost wholly served by the Barrington Library District.

Park District

The Park District of South Barrington is an independent taxing body controlled by the Board of Park Commissioners. The Park Board consists of elected officials who currently manage one park site and associated facilities which are dedicated to recreation. This site is located at the southeast corner of Witt and Penny roads.

The Park Board is constructing major facilities improvements which will greatly enhance the use of the current park site. In the future, there may also be an opportunity to increase the size of the existing park site. Recreational activities are provided under an ever expanding

program for children and adults of all ages. Formalized sports programs are also being developed and amplified. Reciprocal agreements to share facilities and programs with surrounding Park Districts are being reviewed.

Village Roads

Current Village engineering standards for road installations have evolved over a 23 year period. The quality of the roads being installed today, are of substantially higher standards than in previous years. No roads are accepted for dedication until approved and inspected by the Village Engineer.

The current road maintenance program that exists in South Barrington allows for repair of potholes, snow plowing and other work that is considered maintenance oriented. Whenever major repairs, such as the replacement of a road surface are required, the Village has followed a course of action which matches the actual cost to the particular geographical area and those residents directly affected.

A village program should be developed so as to avoid ad hoc solutions to road problems. Total replacement of roads is possible without raising tax rates or employing other financing methods such as levying of special assessments.

Proper communication to homeowners and residents is warranted to place this program in proper perspective.

Summary

Some of the recommendations, as outlined in this plan, are outside of the Village scope and jurisdiction. Legal, monetary, and ecological considerations must all be weighed to determine the reality of implementing the various courses of action described herein. Many of the recommendations found in this plan require action not only by the Village and its officials, but by homeowner associations and individual residents.