THE COMPREHENSIVE PLAN FOR THE VILLAGE OF Barrington Hills

Adopted by the Village of Barrington Hills, Illinois Board of Trustees on August 28, 1978 following recommendations by Robert B. Teska Associates dated June 1, 1978 and approval by the Plan Commission on July 10, 1978

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PREFACE

This document shall be known as "The Official Comprehensive Plan" of the Village of Barrington Hills. It was adopted by the Board of Trustees on August 28, 1978 pursuant to the authority conferred by Section 11-12-5 of Chapter 24 of the Illinois Revised Statutes.

There is a recurring recognition in recent judicial decisions that land use regulations must be linked to, and implement, well-considered goals and objectives for the future development and growth of the community. This process of forethought about future use and development of land in a community is called "comprehensive planning", and it is provided for in Illinois statutes as indicated above. Without it there can be no rational allocation of land uses, and local government would have no guidance for the growth and development of the community. Similarly, residents and landowners in the community would have no assurance that ad hoc decisions with respect to their land, or their neighbor's land, would not materially alter the character of an area and impair the value and use of land. Thus, land use decisions should follow a calm and deliberate consideration of the goals and objectives of the community.

In this "Comprehensive Plan" the Village of Barrington Hills articulates its goals and objectives and its plans for the future. At the same time the Village recognizes that planning must be an ongoing process and that reducing goals, objectives, and plans to writing in an adopted document does not terminate the obligation of the Village to plan for its future. The Plan does, however, give the officials of the Village a set of policies and principles to be implemented by regulations, such as the zoning and subdivision ordinances. The Plan also gives Village officials a touchstone by which later specific proposals for land use changes or development may be tested and measured.

Comprehensive planning for Barrington Hills has been coordinated with planning for the Barrington Area Council of Governments (BACOG). For this reason the Comprehensive Plan of the Barrington Area Council of Governments, adopted by BACOG on July 29, 1975, was adopted by reference by the Village of Barrington Hills in Ordinance No. 76-5 approved on May 24, 1976. The BACOG Plan is made a part of this official Comprehensive Plan, except in case of conflict between the two plans. In such a case the official Comprehensive Plan of the Village of Barrington Hills shall be controlling.

INTRODUCTION

Nest: a place of rest, retreat or lodging
Nestle: to lie in an inconspicious or sheltered manner

Barrington Hills is a nesting place for its 3,251 residents, for the Potawatomi and Macoutin Indians before them, and for a myriad of wildlife before them. Each species and each community nestled here amidst the beauty and abundance of nature's morainic resources created by Wisconsin glaciation. So it is today, as evidenced by a special relationship between man and nature. This comprehensive plan is intended to perpetuate this fragile balance.

THE ORIGIN OF BARRINGTON HILLS

In 1833 the Indian Treaty with Chief Blackhawk was signed, and the Indians agreed to move across the Mississippi River. The first settlers came to this area bearing the familiar names of Miller, Otis, Bucklin, Waterman and Jencks. Barrington Center, first called Miller's Grove, was established where Sutton Road crosses Route 68. It was one of three small settlements which inspired what we know today as the Barrington area.[1]

Rich soils and ample water were the attractions to early migrants who settled this area for farming at the same time that closer-in suburbs such as Oak Park and Evanston were being settled for commuter residences. Since most settlers were from Vermont and Massachusetts, the familiar New England name of Barrington was chosen when it came time to organize a town government in 1850. The first school house was built at Barrington Center, followed by nearby churches in the 1850's.

The Chicago and North Western Railroad was built in 1854 and the station was located in the Village of Barrington. From this time on there were many changes in the Barrington area, but the countryside environment remained paramount.

Early residents assumed the responsibility for stewardship in this portion of the area by forming the Countryside Property Owners Association in 1938. It was this group, presently known as the Barrington Countryside Association, which later provided the nucleus for the eventual incorporation of the Village of Barrington Hills in 1957. The neighboring Village of Middlebury (incorporated in 1953) was annexed to Barrington Hills in December, 1962.[2]

Today, the Village covers approximately 27 square miles in Cook, Lake, Kane and McHenry Counties.[3]

EXISTING CONDITIONS

As of November, 1977 the population of Barrington Hills was 3,251,[4] compared with 2,712 in 1970 and 1,726 in 1960.[5] Dwellings range in type from new, attached single family units to historic homesteads on farms of several hundred acres. Most residences are located on individual lots of five or more acres.

A 1975 land use inventory identified the following allocation of land in the community as a percent of total area:[6]

Residences—large lot (over 1 acre)	45%
Residences—small lot (1 acre or less)	5%
Agriculture	25%
Public Forest Preserve	20%
Other Permanent Open Space	5%
	100%

The largest single owner of land in the Village is the Cook County Forest Preserve District (3,500 acres). Virtually all of this area is set aside for conservation of wildlife and other natural resources, rather than for active recreation. Currently, the District is expanding these holdings by acquisition of an additional 500 acres between Palatine and Algonquin Roads. The concern of this countywide agency is indicative of the importance of natural resources in the Barrington area to much of the region.

Approximately 4,000 acres in the Village are still devoted to agriculture, despite the conversion of almost 500 acres to residential subdivision since 1975. These farms are primarily located along Spring Creek Road, Sutton Road and Bateman Road. Many of the larger farms are operated by a limited number of farm managers — virtually all of whom wish to remain in the business as long as it is feasible for the property owners. However, as owners retire or pass away, these farms are vulnerable to subdivision.

Portions of the Village east of Sutton Road were among the first to be developed residential, because of accessibility and scenic qualities, and because their soils were not among the best for agriculture. However, recent subdivision activity has concentrated in the northwest portion of the Village.

Building permits issued since 1960 have fluctuated widely from year to year, the least being 16 in 1974 and the highest being 59 in 1977. Increased construction activity is likely to continue, based on six preliminary subdivision applications formally submitted in 1976 and 1977. These applications provided for 137 future lots.[7]

Historic features within the Village are significant and enhance its character. Among these are the Civil War Union Cemetery, Barrington Center Church and Cemetery, the Haeger's School and Cemetery, the Cooke site (originally owned by the Helm family) which continues to yield numerous Indian artifacts, and several residences of architectural value — some of which were on the "underground railroad" during the Civil War.

Outside the Village, but within its planning jurisdiction, most unincorporated lands are undeveloped or in transitional use. For example, land to the southeast is occupied by commercial nurseries, land to the south is occupied by gravel quarries, and land to the west is occupied by farms and more gravel quarries. Much of this property is currently the subject of development planning by its owners.

Also of importance to the Village is the Max McGraw Wildlife Foundation devoted to research and propagation of fish and fowl. This 1,400 acre parcel is located on Illinois 25 southwest of Barrington Hills.

AREA-WIDE TRENDS AND RELATIONSHIPS

The Village of Barrington Hills, once well removed from the mainstream of suburban development, is now surrounded by actively growing areas. For example, in the seven townships surrounding Barrington Township population has increased from 113,000 in 1960 to 305,000 in 1975, and it is expected to exceed 450,000 by the year 2000.[8] The result of such growth has been an exceptionally diverse housing supply and population profile within a radius of ten miles from the original Barrington Center.

Most nearby development activity is located east of Barrington Hills between Dundee Road and Algonquin Road. Projects totaling 1,500 units are in the advanced stages of construction, and new projects entering the construction phase may double this figure. Most of these are in Hoffman Estates, with the remainder being in Inverness.

In South Barrington, the 440-acre Centex property is being developed for 220 single-family homes. On Plum Tree Road in the Village of Fox River Grove, the Hemphill Development is under construction for 551 residential units (single-family homes, townhouses and condominiums). At the intersection of Barrington and Dundee Roads, the Village of Barrington has approved the Cloisters, an 80-unit planned development.

West of the Fox River, the Village of Cary has approved and annexed the Fox Trails development which is under construction. It will include 1,664 housing units and commercial activities. Growth in this area has prompted a proposal for a new bridge across the Fox River at Haeger's Bend.

In response to such trends, and pursuant to the goal of conserving countryside resources, the Barrington Area Council of Governments was formed in 1970. The Village of Barrington Hills was a charter member, and the Village President was Chairman of BACOG during the period from 1976-1978. This seven village body has provided a forum in which heterogeneous growth can be accomodated in the 90 square-mile area in harmony with natural resources. Each village provides a uniquely different environment. For example, the Village of Barrington is designated as the service, employment, transportation and multi-family residence center of the area, and the Village of Barrington Hills is designated as the most rural of countryside environments. This intergovernmental process has been endorsed by the Northeastern Illinois Planning Commission and has been acknowledged nationwide.[9]

Thus, the natural resources and residential character of Barrington Hills are of both metropolitan and area-wide importance, providing a desirable relationship to other areas and other communities.

THE PLANNING PROCESS

The Village of Barrington Hills adopted its first official Village Plan by Ordinance on August 27, 1973, as reflected in Section 6 of the Village Code. Furthermore, on May 23, 1976, the Village adopted the "BACOG Area Land-Use Policies Map" and the "BACOG Area Environmental Analyses and Policies Map" except to the extent that the maps differ from the Barrington Hills Official Map or the Barrington Hills Road Network Map, both dated August 27, 1973. Whenever the

BACOG maps and the Barrington Hills maps differ, the Barrington Hills Official Map or Barrington Hills Road Network Map remains in full force and is controlling.

Concurrently, Village representatives contributed input to county-wide planning processes in Lake, Cook, Kane and McHenry Counties and to the regional planning process of the Northeastern Illinois Planning Commission.

The Comprehensive Plan for Barrington Hills has been prepared in the same participatory tradition, involving a special Comprehensive Plan Committee of the Plan Commission and Board of Trustees, assistance and review from the staff of BACOG and other units of government (including the U.S. Soil Conservation Service), numerous public meetings, and extensive coverage by local newspapers.

It is intended that this revision of the Comprehensive Plan will endure for the forseeable future, subject to minor amendments in response to community objectives.

GOALS AND OBJECTIVES

The Comprehensive Plan of Barrington Hills incorporates and reflects the following community goals and implementing objectives.

ECOLOGY

The goal is to retain a balanced and healthful relationship between people and nature's life support systems. Objectives are:

1. Respect the natural topography, soils and geology.
2. Protect lakes, rivers, streams and wetlands from pollution and degradation.
3. Maintain adequate stormwater drainage capacities of drainage basins, floodplains and waterways.
4. Conserve groundwater supplies and protect underground aquifers from contamination, overuse and misuse.
5. Encourage groundwater recharge and protect recharge areas.
6. Conserve and enhance native trees and plants, and other compatible vegetative cover, especially woodlands and prairies.
7. Nurture desirable and endangered wildlife and aquatic species, especially waterfowl, and enhance their habitats.
8. Mitigate adverse impacts of air pollutants, pesticides and fertilizers, odors, sounds, and artificial lights.
9. Encourage the conservation of energy in site planning and building design.

CHARACTER

The goal is to retain the unique qualities of a semi-rural, residential community. Objectives are:

1. Encourage the continuation of argicultural land uses.

2. Assure that the predominant scale, arrangement and appearance of development will be compatible with a semi-rural countryside environment.

3. Encourage a natural character for lakes and shorelines.

4. Respect and protect the heritage of cultural, architectural, and archeological landmarks.

5. Encourage reclamation of gravel quarries and restoration to desirable aesthetic standards.

6. Give special attention to the design of all roads, highways, and utility rights-of-way consistent with the desired countryside environment, level of safety, and function.

7. Route high-speed, long-distance traffic (especially heavy trucks) on major, area-wide highways and arterials.

8. Locate and design utilities so as not to disrupt land uses, create a hazard, or adversely impact the environment.

9. Encourage the private contribution of lands, development rights, or conservation easements to appropriate public or quasi-public organizations, such as Citizens for Conservation.

SERVICES

The goal is to provide essential services for the health, safety, and general welfare of the residents. Objectives are:

1. Pursue annexation and disconnection of specific properties consistent with the Village's ability to serve such properties adequately and with the desired character of the community.

2. Coordinate planning and decision-making with the Barrington Countryside Association, The Riding Club of Barrington Hills, and Barrington Countryside Park District; School District 220, Barrington Area Council of Governments, and adjacent villages; the Counties of Cook, Lake, McHenry and Kane; and the Northeastern Illinois Planning Commission.

3. Limit the number and extent of support services to be provided by the Village to those which are essential to a semi-rural community, and emphasize private initiative and responsibility for most support services.

4. Encourage individual on-site water supply and wastewater systems consistent with sound health standards.

5. Encourage safe and attractive systems of pathways for walking, biking, horseback riding, and cross-country skiing.

6. Encourage safe and attractive maintenance of roads, utility rights-of-way, and other public properties.

7. Provide for law enforcement of high quality.

8. Encourage effective fire protection through fire protection districts servicing the community.

9. Provide responsive and efficient administrative services.

10. Enter into intergovernmental agreements with adjacent municipalities to enhance the provision of services.

FINANCES

The goal is to maintain sound and equitable village finances. Objectives are:

1. Coordinate growth of the Village with the level of public services that can be provided at reasonable cost.

2. Maintain sound standards and procedures of fiscal management.

3. Avoid deficit spending.

4. Consider means to share costs for essential services with other municipalities and units of government.

OVERALL STRATEGY

The overall strategy for achieving these goals and objectives is to preserve critical natural resources and operating farms, and to accept new residential development consistent with the Village's own population forecast which has been approved by the Northeastern Illinois Planning Commission, i.e. 7,000 or less residents in the year 2010. This represents an average increase of 3.5 per cent per year, similar to past experience.

A large part of the effectiveness of this plan will depend on the private initiative of Village residents and upon coordination with other communities in the Barrington area. In this way implementation of the plan will internalize many costs often passed on to the metropolitan community, state and nation.

DEVELOPMENT FACTORS

The process of comprehensive planning for Barrington Hills has taken into consideration those factors which influence the amount, type and location of development to be accommodated by the Village in accordance with its goals and objectives. These factors fit four basic categories — land suitability, accessibility, life style, and community services.

A wealth of information related to the Barrington area has been assembled and analyzed by BACOG and other governmental agencies. This information is generally well documented or is represented by the expertise of those individuals from various disciplines who devote all or major portions of their time to serving this area. Every reasonable effort has been made to incorporate such information and expertise into the analysis of development factors. Of particular interest was the high degree of consistency of information from various sources.

This chapter summarizes these factors as they apply to the Village and its 1½ mile extraterritorial planning jurisdiction, as provided in Illinois Statutes, Chapter 24.

LAND SUITABILITY

The suitability of land for conservation or development is influenced by topography, geology and soils; surface water and ground water resources; wildlife and its habitat; flood hazards; and air quality. One is not unrelated to the other — hence, this village's stress on its fragile ecological balance.

The Village is located amidst the attractive natural morainic system created by Wisconsin glaciation.[10] The rolling topography is characterized by glacial lakes and wetlands, upland forests and prairie remnants, and a broad outwash plain adjacent to the Fox River. Bedrock exists from 100 to 200 feet below the unconsolidated glacial drifts.

The *vegetative ecology*[11] of this area is the result of millions of years of evolution, recently modified by man's intervention. It can be divided into three basic communities: marsh, forest, and prairie.

Perhaps the most significant element is the marshes, most of which are located along Flint and Spring Creeks. These marshes are where cattails, wild iris, and water hemlock line the water's edge. Muskrat, mink, raccoon, Canada geese, mallard duck, and redwinged blackbirds live amid this rich resource. Water retained by marshes seeps back into the surrounding land and air during dry seasons, replenishing water resources upon which much of the region depends.

Of special interest to this area is the nesting of Canada geese at the Crabtree Nature Center and the Max McGraw Wildlife Foundation, resulting from the release of captive birds here in the 1930's by A.L. Eustice. The stock has been identified as the largest specie of geese, and all of the geese are wild and free-flying. More than 50 pairs nest in the Barrington Hills area. This is the largest concentration in northeastern Illinois. This flock migrates from water body to water body within the Barrington Hills area.

The upland forests throughout the Village are dominated by a variety of oaks and hickory. Bur Oak is the dominant example of that species, joined by the White and Red Oaks. The Shagbark Hickory is the primary member of its species. One also finds smaller numbers of Maple, Black Walnut, Hackberry, American Elm, Black Cherry, Willow, and White Ash. Of these trees, the oak family is most susceptible to injury and elimination by urban development. The root structure of this tree lies close to the surface and is easily damaged by ground leveling and compaction by heavy construction equipment. Dense-growing lawn grasses also impact the well-being of these trees by competing for and receiving precipitation and soil nutrients first.

The secondary layer, or understory, in the upland forest consists of younger trees and shrubs which rarely reach much stature. They include examples of some of the less dominant trees mentioned above, plus Wild Grape, Virginia Creeper, Gray Dogwood, Elderberry, Honeysuckle, and Buckthorn. Each tree is a valuable resource of nest sites, food, shade, and protection from the elements for wildlife — including white-tailed deer, red and gray fox, squirrels, great horned owls, and a wide variety of song birds.

Common wildflowers of this forest community include the Trout Lily, Shooting Star, Prairie Trillium, Wild Geranium, Solomon's Seal, and in mesic (moderately moist) areas, the Great White Trillium.

The prairie community of Barrington Hills, in its primeval state, was dominated by tall grasses which are said to have grown at least to shoulder height. The vast majority of this community has been destroyed by urban development, agricultural cultivation, grazing and mining. What remains of virgin prairie is exemplified by two types: the hill prairies, appearing on the west side of glacial moraines and kames along the east ridge of the valley, and the alkaline fen prairies.

A typical hill prairie would support such plants as the Little Bluestem Grass, Side-oats Grama Grass, Silky Aster, Stiff Aster, and the Cylindrical Blazing Star. An alkaline fen would support the Ohio Goldenrod, Grass-of-Parnassus, Turtlehead, White Lady's Slipper, and Small Fringed Gentian. Typical wildlife include hawks, pheasants, prairie mice, woodchucks and wrens.

Of the few prairie examples which do exist today, two examples are under the protection of the Cook County Forest Preserve. Other existing dry hill prairies on private property are endangered by gravel extraction and construction.

Maintenance of existing prairies is mainly by controlled burning, replacing natural fire burn-off of years past. Fire serves to destroy encroaching shrubs and trees and also clears away matted grasses and flora which die back each year. The procedure thus creates more space and enriches the soil. Under an EPA permit, controlled burning is performed by the Cook County Forest Preserve District upon one-quarter of its prairie lands yearly.

The prairie marshlands of Barrington Hills have resulted from grasslands having poor drainage. These may hold water permanently or only in spring. The characteristic vegetation of the area is Cattail, Blue-Joint Grass, Swamp Milkweed, Prairie Cord Grass, and a variety of sedges.

Steep slopes of over 12 percent are especially sensitive to erosion, and tend to be found in the northern half of Barrington Hills. Often coinciding with woodlands, these areas are among the most attractive natural settings.

Finally, the lake waters of the Village also provide a habitable environment for wildlife. In addition to providing feeding and breeding grounds for a myriad of amphibians and insects, local water bodies, most notably Spring Lake, support many fish, including Brook Silversides (90% of the Spring Lake fish population), Black Bullhead, White Crappie, Largemouth Bass, Yellow Perch, Pumpkinseed Sunfish, Orange-Spotted Sunfish, Northern Pike and Black Crappie.

Soil Characteristics[12] in Barrington Hills are the result of glacial activity during the Pleistocene Period 13,500 years ago. During that period the land was repeatedly covered by continental ice sheets which scraped and deposited as much as 300 feet of glacial drift composed of till and outwash soils. Till is an unsorted, ice-deposited sediment composed of silt, clay and sand. Outwash refers to poorly-sorted to well-sorted sand and gravel deposited by glacial meltwater taking on a variety of forms: conical hills (kames); elongated ridges (eskers) formed by streams in, on, or under the ice; sheet-like deposits (outwash plains) formed by meltwater running off the front of the glacier; deposits in valleys (valley trains) formed by debris-laden meltwater.

Generally speaking, Barrington Hills can be divided into two large districts defined by soil characteristics. The eastern one-half of the Village can be described as broad, rolling uplands and plains created by bulldozing effects and sedimentary deposits of glacial activity. The basic soil type of this sector is silty-clay till (such as Markham and Morley silt loams) which provides good load-bearing capacities, but is relatively impermeable to water. As a result, the lowlands of this sector, being at or near the water table, hold water and sedimentary runoff, creating peat and muck soil conditions. These soils, because of their structure and high organic content, are highly compressible, have a high shrink-swell potential, and have a poor load-bearing capacity. Such soils are scattered throughout the eastern one-half of the Village and are identified by standing water and marshlike vegetation.

On the other hand, the western one-half of Barrington Hills is underlain by sandy till and extensive deposits of glacial outwash. This difference in soil character can be attributed to glacial streams and rivers that deposited these sand and gravel materials. These soils are relatively permeable and provide a good load-bearing capacity for the construction of low buildings. These same features make them valuable as construction material for road beds and aggregate for asphalt and concrete.

Other western sector soils, dominated by those of the Drummer, Pella, and Ashkune series, provide the proper combination of slope, moisture, and nutrient levels to merit the U.S. Soil Conservation Service's prime agricultural rating.

The soils of both sectors present problems when asked to accept the demands placed upon them by urban development. For example, the till soils of eastern Barrington Hills present problems when used for septic filter fields, due to soil impermeability, low percolation, and proximity to open surface water drainage systems. Fortunately, the present five-acre residential zoning which exists in Barrington Hills is adequate for septic filter fields in these critical areas. The use of septic systems at densities greater than what presently exist would warrant close study to establish whether a particular proposed use or density would unduly burden the soil and endanger the well-being of the community. Wet peat and muck soils present further complications. They do not handle septic effluent well. When built upon, these compressible, non-stable soils often shift, causing cracks in foundations and walls.

Problems also exist in the drier soils of the western portion of the Village. Local sands and gravels, while offering good building platforms with appropriate drainage, have the disadvantage of proximity and accessibility to shallow and deep water aquifers. These water resources are vulnerable to pollutants which might quickly percolate down to contaminate water supplies not only in Barrington Hills, but in other nearby suburbs as well.

Water quality[13] has been the subject of extensive research in 1976-77 by the Northeastern Illinois Planning Commission in response to the Federal Water Pollution Control Act Amendments of 1972, Section 208. Spring Creek, the mean average flow of which is 24.6 cubic feet per second, is considered "good". Pollution is insignificant relative to ammonia, nitrate, and lack of dissolved oxygen. However, phosphate is a potential problem, especially if water along the stream is to be empounded.

A primary reason for good water quality in Spring Creek, in addition to the absence of major wastewater dischargers, is the very low imperviousness of the ground cover. Natural lowlands, vegetation, and shade over the creek help cleanse runoff and curtail algae growth.

Flint Creek, the mean average flow of which is 41.3 cfs near its mouth at the Fox River, is less clean and is considered only "fair" in quality. One principal discharger of pollutants has been the Barrington Sewage Treatment Plant. However, normal discharges are transported by pipe to Flint Creek at its intersection with Northwest Highway, thereby bypassing the Village of Barrington Hills. Only during periods when waste waters exceed sewer system capacity have untreated and partially treated effluents been discharged directly into Flint Creek above Hart Road.

Currently, the Barrington Sewage Treatment Plant is undergoing major expansion in level of treatment and capacity to meet all required Federal and State standards. Furthermore, the Villages of Barrington Hills and Barrington have entered into an intergovernmental agreement dated June 26, 1978 which provides for substantial protection of Flint Creek in Barrington Hills. However, phosphates and sediments entering the creek from properties within the Village also require attention.

Water supply in the Barrington Hills area is obtained by private wells from shallow and deep water aquifers of high quality. These sources are vulnerable to overuse or misuse, at least to the extent that they can be relied on by individual property owners as an economically feasible water supply for lower density areas.

A recent study for the Village of Inverness concluded, "There is no imminent water supply shortage for Inverness and there is no evidence of contaminated wells in the area, but sound stewardship of the land and the groundwater resources will be required to prevent serious problems in the future."[14] The report recommends that groundwater recharge areas and open space be preserved and that development densities not be increased.

This report also noted that the Spring Creek Valley in Barrington Hills is the primary recharge area for Inverness, because of its pervious characteristics and the slope of underlying rock formations. This is evidence that the future of Barrington Hills is critical to its neighbors.

Other studies indicate that localized well water problems may occur around the periphery of Barrington Hills adjacent to higher urban densities, even though total demand in the area is not likely to exceed the groundwater supply during the next three decades.[15] Well drillers servicing Barrington Hills residents claim that the water table may be dropping 1-3 feet per year due to increased demand in the greater Barrington area.

A similar case can be made for *air quality*. Prevailing westerly winds and breezes in northeastern Illinois are such that the water and vegetative cover of Barrington Hills act as a natural filter and air conditioner for a large segment of the metropolitan area.

ACCESSIBILITY

The Village of Barrington Hills 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 North Western 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 Barrington Hills are dependent on the automobile and on the supporting services of the Village of Barrington and other 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 Barrington Hills by automobile, as is O'Hare International Airport.

Many residents work in Chicago's Loop and utilize the Chicago and North Western commuter stations in Barrington and Fox River Grove. 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 Barrington Hills ranges from low (for general purposes) to moderate (for specific trip purposes). The BACOG Comprehensive Plan and the 1995 Chicago Area Transportation Study Plan[16] envision no change in this assessment.

RESIDENTIAL OPPORTUNITY

Living with nature and adjusting to a relatively low level of accessibility are conscious choices for those who reside in Barrington Hills. Residents have selected alternatives to more intense urban life and more remote rural life.

The BACOG plan, the plans of Cook, Lake, McHenry and Kane Counties, and the NIPC plan all provide for this alternative as being integral to the full range of opportunities available to residents of metropolitan Chicago.

This Comprehensive Plan recognizes the desirable heterogeneity of residential opportunities within Barrington Hills and nearby communities. Through cooperative planning and inter-governmental agreements, the Village and its neighbors are actively pursuing a pluralistic composite of living environments. Responsibility for stewardship of natural resources is an obligation which residents willingly accept in return for this quality of individualism.

COMMUNITY SERVICES

The Village of Barrington Hills is a municipal, general purpose unit of local government. Its new Village Hall, located on Algonquin Road, was occupied in 1975. However, the needs for Village

services are limited, as are the financial resources of a predominantly residential community.

The three principal activities of the Village are law enforcement, road maintenance, and land use guidance (planning, zoning, subdivision and building administration). The first two activities account for over two-thirds of the annual budget. Regarding the third, the Village contributes annually to the Barrington Area Council of Governments in addition to funding its own efforts.

The residents of Barrington Hills have chosen to assume many responsibilities and costs themselves. For example, water supply, waste water disposal, and solid waste collection are all provided privately, as are many recreational facilities.

With minor exceptions the Countryside Park District is similar in area to the Village. It maintains tennis facilities at Lake-Cook and Brinker Roads on land leased from the school district, and it owns land on Bateman Road, the site of a large horse stable and indoor riding arena known as the Riding Center. This property and building were developed and later donated by the Riding Club of Barrington Hills, with the Fox Valley Hunt Club and the Fox River Valley Pony Club.

Fire protection is provided by five special districts: Barrington Countryside, Algonquin, Carpentersville, East Dundee Countryside, and Fox River Grove.

Finally, the Village is almost wholly served by the Barrington Library District and Barrington Unit School District 220. However, the far northwest portion of the Village is served by the School District 300.

This array of community service organizations echoes the independence of the residents themselves and the limitations on Village government.

LAND USE CONCEPT

Based on the foregoing development factors, the goals and objectives for Barrington Hills can be achieved by a concept of land use which has three fundamental components: (1) protecting critical environmental resources, most of which are located in corridors adjacent to waterways; (2) perpetuating agriculture as a viable element of the community, a substantial challenge in view of decreasing economic feasibility and increasing development pressure, and (3) maintaining a lifestyle which balances opportunity for individualism with corporate responsibility.

This concept is the basis for recommendations that follow.

ENVIRONMENTAL CORRIDORS

In many planning processes a dominant element or character can be identified to serve as a framework from which a plan can emanate. Whereas Chicago focuses on the Loop and the lakefront, it is appropriate for the Village of Barrington Hills to focus on its own dominant characteristics, i.e., its waterways and related ecosystems.

An "environmental corridor" is a linear geographic area of interdependent natural features. These features include waterways, soils, geology, topography, hydrology, vegetation and wildlife. The key to the natural balance of these elements is the non-intervention of man and his activities. But where man-made impacts are unavoidable, it is wise to identify how and where the corridor's natural balance might be threatened and to mitigate adverse impacts where feasible.

Three environmental corridors exist within the planning jurisdiction of the Village. They focus on Spring Creek, Flint Creek, and Poplar Creek. The natural features and man-made elements of each corridor have been inventoried and divided into segments, or "reaches".

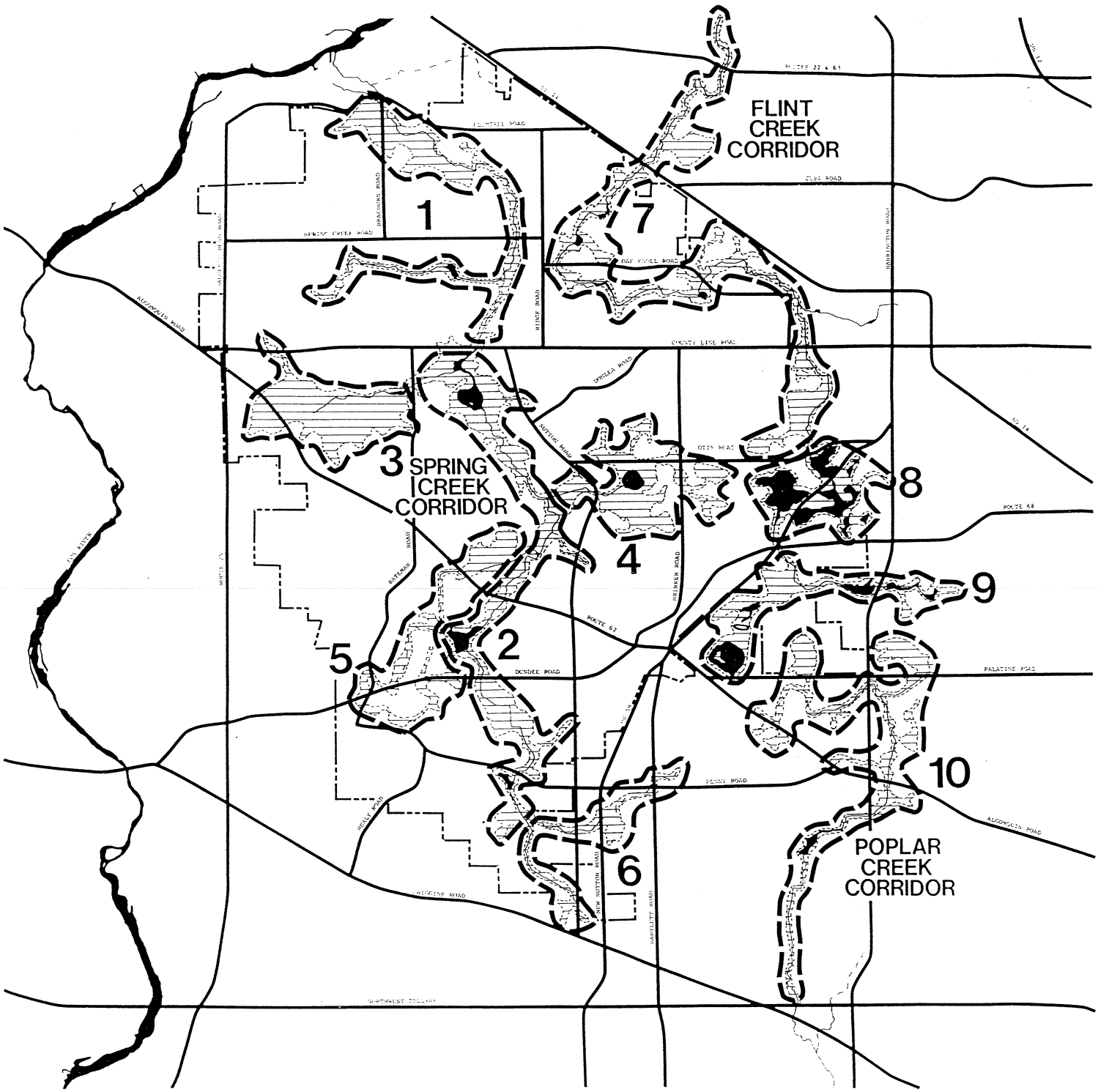
COMMON RECOMMENDATIONS

Because of the proximity and similarity of the three environmental corridors, conditions exist which would generate common planning recommendations.

These overall recommendations are:

1. Protect and maintain the natural character of stream channels;
2. Control the erosion of stream banks;
3. Control stormwater runoff and associated pollutants;
4. Regulate development in flood plains, in sensitive woodlands, and on steep slopes.

More specific recommendations relating to particular reaches of each corridor are included in the following pages.



REACH BOUNDARIES

STREAMS, LAKES & PONDS

MAJOR AREAS OF CRITICAL ENVIRONMENTAL CONCERN

ENVIRONMENTAL CORRIDORS

SPRING CREEK CORRIDOR

The Spring Creek corridor is the major environmental element in the Village of Barrington Hills. The creek extends the length of the Village, from its headwaters near Higgins Road at the southern limits to the most northern boundary at Plum Tree Road. Although water volume in the creek is not substantial, the ecosystem it supports is.

The Spring Creek corridor is comprised of woodlands, marshes, prairies, streams and lakes of such quality as to include the Spring Creek Nature Reserve and the Spring Creek Valley Forest Preserve. These two preserves, controlled by the Illinois Nature Preserves Commission and the Cook County Forest Preserve District, respectively, occupy approximately 15% of the total area of the Village. They are protected in perpetuity.

Reach One (R1). R1 extends from the northern-most portion of the corridor near Plum Tree Road through the Hill 'n Dale Farm to Lake-Cook Road, and it includes the western tributary south of Spring Creek Road. The natural features of R1 consist of a narrow flood plain, a mixture of steep slopes (12% and more), forested lands and open fields and pastures. Land use is predominately agricultural, although residential impacts are increasing. Scenic pasture land exists in the northern-most portion, while cultivated fields exist to the south.

The 221-acre Hemphill development just north of Plum Tree Road presents the greatest single threat to water quality, because of its relatively high density of 2.6 dwelling units per acre. New subdivisions in Barrington Hills are also of concern, because they include areas of flood plains and steep slopes. Residential development along the western tributary is mature in character and nestles well with the surrounding natural features.

Potential problems associated with residential development in this reach include road debris carried into the creek by storm water run-off, soil erosion from steep slopes, sedimentation from exposed soils during the construction process, and changes in wildlife habitat as a result of encroachment by development.

Agricultural areas also pose threats to water quality. Where soil conserving tillage practices are not implemented, storm water run-off can erode topsoil, decreasing the productivity of farmland. Such erosion can also pollute creek waters, not only with sediments, but with chemicals used as fertilizers, pesticides and herbicides. Where agricultural land is used for the raising of animals, waste by-products may be washed off the land into the creek. In addition to the common recommendations expressed at the beginning of this chapter, the following specific recommendations are made in order to preserve and enhance environmental quality in R1.

1. Control adverse impacts of storm water run-off during new construction.

2. Protect wildlife habitat.

3. Preserve scenic open spaces.

4. Regulate development in the flood plain and on steep slopes.

5. Prohibit stream channel modification and encourage bank stabilization with vegetative cover.

Reach Two (R2). R2 is the largest and best protected reach in the Village. It consists of the Spring Creek Nature Preserve south of Lake-Cook Road, between Sutton Road and Bateman Road, and the entire Spring Creek Valley Preserve which extends from Donlea Road to Higgins Road. The outstanding natural features include prime examples of glacial lakes, marshes, fens, prairies,

woodlands and undulating topography. All of these natural features combine to support a wide variety of plants and animals.

Potential man-made threats are non-existent from within the northern portion of R2. According to the Illinois Nature Preserves Commission rules, "No measures shall be taken to alter the natural growth or features for the purpose of enhancing the beauty, neatness, or amenities of the preserve."[17] Specific objectives for the Nature Preserve are delineated in the list of objectives included in its master plan.[18] They include the following:

1. Preserve and enhance the natural quality of the vegetation, wildlife, and other natural features of the nature preserve.

2. Assure perpetuation of the nature preserve in as nearly a natural condition as possible.

3. Facilitate observation and study for education and pleasure in such a manner and to such a degree as will not modify natural conditions or adversely affect use of the preserve as a wildlife refuge.

4. Provide perpetual protection of the nature preserve against intrusions and incompatible uses.

For those natural features of R2 which are located south of Donlea Road, protection is provided by Cook County Forest Preserve District policy aimed at "protecting and preserving the flora, fauna, and scenic beauty within (the preserve) and to restore, restock, protect, and preserve the natural forests and said land together with their flora and fauna, as nearly as may be, in their natural state and condition, for the purpose of the education, pleasure and recreation of the public....."[19] Management techniques being utilized to achieve these objectives include reforestation, prairie restoration and management, and various methods of agricultural soil conservation.

Reach Three (R3). R3 extends west from the Spring Creek Nature Preserve between Lake-Cook Road to the north and Algonquin Road to the southwest. Among this area's unique features is its stream which flows directly into Mud Lake in the Spring Creek Nature Preserve. This places an added emphasis on protection of the reach's water quality. The combination of the natural features of R3 makes it one of the most scenic reaches of the corridor. Numerous homes are nestled among the wooded, steep slopes overlooking the marshes and flood plain of the tributary. The possibility of pollution from animal wastes exists related to horses which are stabled in the lower portion of the reach.

Recommendations for R3 include the following:

1. Protect and maintain scenic vistas overlooking the lowland and creek valley.

2. Maintain marshes in their natural conditions.

3. Regulate further residential development in areas which have historically exhibited water drainage problems.

4. Control pollution from animal wastes.

Reach Four (R4). R4 is located east of the Spring Creek Valley Forest Preserve and consists of the natural features bounded by Donlea Road to the north, the Elgin-Joliet and Eastern Railroad

tracks to the east and Sutton Road to the west. Land uses in R4 include residential development north of Otis Road and agriculture to the south. Environmentally, R4 is one of the most sensitive reaches in the corridor. Its dominant natural feature is Goose Lake located south of Otis Road. The lake and its surrounding marshes serve as a significant wildlife habitat for aquatic life as well as for small fur-bearing animals and birds. Goose Lake provides a daytime feeding area for the Giant Canada Geese which visit it from the Crabtree Nature Center. Throughout the remainder of R4 are scattered steep slopes and large areas of flat forested land.

The presence of Goose Lake introduces a special set of concerns. Whereas soil erosion and stream sedimentation present problems in other reaches, they are particularly acute where water enters a lake, because soil particles settle out and begin to fill up the lake bed. This infilling process is often accompanied by an increase in algae blooms and eventual eutrophication of the lake's life support system.

To ensure against the occurrence of these and other problems, the following objectives are recommended:

1. Preserve and maintain the shoreland and wetlands associated with Goose Lake so as to protect wildlife habitats, minimize erosion, and control lake sedimentation.

2. Protect and maintain woodlands and associated wildlife habitat.

3. Preserve vistas of the creek valley from Sutton Road.

Reach Five (R5). R5 is located east of Bateman Road; it crosses Algonquin Road to the north and extends to Penny Road on the south. The dominant feature of R5 is a Spring Creek tributary and marshland, most of which lies within the Spring Creek Forest Preserve.

Another of the unique features in this reach is one of the few remaining examples of virgin prairie which once dominated northeastern Illinois. This prairie remnant is located approximately one mile west of the point where Spring Creek flows under Dundee Road. Fortunately, the northerly portion of this natural feature is under the jurisdiction of the Cook County Forest Preserve District. Periodically, the District burns this parcel of land as a part of a maintenance program intended to simulate the periodic natural fires which repeatedly swept across much of the Midwest, serving to eliminate priairie-choked shrubs and allowing prairie vegetation to enjoy early growing seasons. The southerly portion of the prairie remnant is on privately owned property and is subject to development pressures. The loss of such a unique natural resource and important link to the history of northeastern Illinois would be unfortunate.

The following recommendations are made for R5:

1. Protect prairie remnants from development or other adverse impacts.

2. Establish continuity between forest preserves along Spring Creek.

Reach Six (R6). R6 consists of the tributary areas east of Sutton Road near the intersection of Bartlett and Penny Roads. It contains the headwater areas for the Spring Creek corridor, so that activities here impact the entire downstream corridor. Accordingly, land use in R6 becomes critical.

Development pressure is encroaching upon the reach from the southeast, mostly within the Villages of Hoffman Estates and South Barrington. The large Centex development in South Barrington promises to consume the majority of the R6 flood plain, and with it are introduced a host of potential hazards to the quality of the corridor. For example, long-term exposure of disturbed earth on the development site might overpower the drainage way with silt, and the sedimentation of the creek downstream would be a serious problem.

Other land uses in R6 are dominated by agriculture which, if not preserved, will succumb to development market pressure.

Therefore, it is recommended the following objectives be considered and applied whenever feasible:

1. Protect Spring Creek headwaters from the degrading impacts of development and construction, by intergovernmental agreement with South Barrington.

2. Encourage the use of soil-conserving agricultural practices.

3. Encourage the retention of open space surrounding the headwaters of Spring Creek.

FLINT CREEK CORRIDOR

The Flint Creek corridor traverses the northeastern portion of the Village. A second branch of Flint Creek drains Baker Lake and then traverses the eastern and northern portions of the Village of Barrington. The Barrington sewage treatment plant is located on this branch. Both branches meet near Hart Road and Oak Knoll Road.

The corridor includes the Crabtree Nature Center at the intersection of Palatine and Algonquin Roads. Following the corridor to the north, the creek fills a series of glacial depressions in the vicinity of Otis and Dundee Roads which have become Hawley, Keene and Hawthorne Lakes. Further north, the creek meanders back and forth across the Barrington Hills/Barrington municipal boundary between the Elgin-Joliet and Eastern Railroad tracks and Hart Road. The corridor turns west in the vicinity of Hart and Oak Knoll Roads and flows through areas of residential development, agriculture, and the Barrington Hills Country Club. The corridor bends sharply northeast near the intersection of Oak Knoll and Ridge Roads and flows underneath the Chicago and Northwestern Railroad tracks and Route 14, between Cuba and Kelsey Roads.

Reach Seven (R7). R7 extends from the southern edge of the marsh on Cuba Road, across Route 14 and the Chicago and Northwestern Railroad tracks, through the northeast sector of the Village, and southerly along the common boundary of Barrington and Barrington Hills to a point just north of Hawthorne Lake.

Potential threats to the environment include the Barrington Sewerage Treatment Plant. Although the expansion of the plant promises to improve downstream water quality, it must be monitored closely as population increases. The proper operation of the private sewage disposal system in the industrial park located north of Routh 14 in the Village of Lake Barrington is also of concern with respect to water quality.

In the eastern portion of the reach, along the common municipal boundary, the quality of

stormwater run-off from urban Barrington presents a hazard. Potential problems relating to the remainder of R7 include soil erosion, sedimentation and chemical pollution of the creek. These detriments could be introduced into the stream by stormwater running off residential and agricultural land and fertilized open space.

Recommendations for R7 include the following:

1. Ensure the cleanliness of Barrington Sewage Treatment Plant effluent by frequent and rigorous water quality monitoring.

2. Protect creek waters from any industrial septage which might be escaping treatment.

3. Encourage the use of stormwater detention and irrigation techniques to minimize the impacts of chemical pollutants entering creek water.

Reach Eight (R8). R8 includes Hawley, Keene and Hawthorne Lakes and the tributary which extends from Keene Lake to the east across Barrington Road. R8 marks the highest concentration of open bodies of water within the Village and focuses attention upon problems peculiar to lakes as opposed to streams.

Potential lake-oriented problems include possible septic infiltration, sedimentation from incoming streams and the growth of undesirable aquatic plants which tend to visibly change the appearance of a lake. Algae blooms also tend to appear in lake waters as biological balances change. Ultimately, the process of eutrophication could end recreational use of lake waters prematurely unless it is controlled.

In order to prevent such an occurrence, the following objectives are recommended:

1. Maintain flow of fresh water through the lake system and maintain shade near the shoreline.

2. Encourage the practice of soil conservation and shoreline stabilization to minimize the amount of sediments which enter the water bodies.

3. Protect and enhance the shoreline of the lakes in order to maintain their visual quality.

4. Closely monitor the operation of septic systems in close proximity to lake shores.

5. Monitor water quality in lakes and encourage appropriate lake management programs.

Reach Nine (R9). R9 includes the Crabtree Nature Center and the area to its east. The reach is bounded by Route 68 on the north, the eastern extent of the Village's planning jurisdiction, Bradwell and Palatine Roads to the south, and Dundee Road to the west.

Being an element of the Cook County Forest Preserve District, the Nature Center offers the same protection to the natural environment as mentioned in the District's policy statement in the narrative concerning R3. The Center emphasizes the educational aspect of that directive through environmental research made available to the public. The Center's principal feature is Crabtree Lake, home of the Giant Canada Geese and many other species of waterfowl which inhabit the area permanently and during migration. The lake is a critical link in the flyway and is worthy of extraordinary

protection. Upland oak-hickory forest, marsh and wetlands, restored prairie, and associated wildlife are also open to observation by the general public. The area to the east of the Center is characterized by the narrow flood plain of Flint Creek and one small lake. Surrounding land use is mainly agricultural, but encroaching residential development from the east promises to have significant impact upon the area in the near future.

Given the value of the Nature Center and vulnerability of R9's eastern sector, the following objectives are recommended:

1. Whenever feasible, and to the greatest extent, minimize development encroachment and environmental threats against the vulnerable natural resources of the Crabtree Nature Center.

2. Encourage the implementation of soil conserving site preparation techniques throughout the development process.

3. Support Cook County Forest Preserve District efforts of environmental enhancement via vegetational sampling, prairie restoration, and reforestation in the Nature Center.

POPLAR CREEK CORRIDOR

Located in the southeast corner of the Village's planning jurisdiction, the Poplar Creek corridor consists of only a portion of Poplar Creek and its associated natural features. However, this portion is very significant.

Two large marshes along Palatine Road on either side of Barrington Road mark the headwaters of Poplar Creek, and opposing land use philosophies are being applied to them. The western marsh is located in the southern portion of the Crabtree Nature Center and in the area south of Palatine Road that is designated for acquisition by the Cook County Forest Preserve in the near future. This marsh has been identified by the U.S. Department of the Interior, Fish and Wildlife Service, as an inland, shallow freshwater marsh. Its size measures approximately 30 acres. The surrounding land use is devoted to experimental and feed grain agriculture and enjoys the protection and enhancement of the policies established by the Cook County Forest Preserve District.[20]

The second marsh to the east of Barrington Road is called the Palatine Marsh. It is designated as an inland, freshwater, deep marsh. The Palatine Marsh is one of the last important wetlands to remain unprotected from development encroachment. It is a mature marsh and it supports a diverse plant population and abundant wildlife. Residential development which is occurring throughout the surrounding area poses an immediate threat to the environmental quality of the marsh and the corridor in general. Permanent changes have already occurred in its ecosystem as a result of the filling of the marsh's east end.

Throughout the remainder of the Poplar Creek corridor, as it extends south to the Northwest Tollway near Higgins Road, the major natural feature is the creek itself and its narrow flood plain. The creek is bordered by willow and cottonwood trees providing good habitat for a variety of small mammals, songbirds, and waterfowl. The corridor exists among residential, agricultural, and idle land, interspersed with small wetlands and lakes. As in the northern portion of the corridor, the greatest threat to the environment is residential development of the land.

The following objectives are offered to help insure continued environmental quality in this reach:

1. Encourage the acquisition of the Palatine Marsh as recommended in the *Poplar Creek Watershed Environmental Assessment and Floodwater Management Plan* prepared under the authority of the Watershed Protection and Flood Prevention Act.

2. Protect existing mature vegetation along creek banks so as to perpetuate an adequate wildlife habitat for local animal populations.

3. Maintain continuous stream flow and partial shade over the stream to control undesirable levels of aquatic plants.

4. Require adequate soil conservation practices during the construction process.

5. Pursue intergovernmental agreements with Inverness and South Barrington to protect headwaters of Poplar Creek.

PLANNING UNITS

Planning units are a convenient way of referring to portions of the community which exhibit somewhat similar characteristics within them, but which are also somewhat distinctive from other units. They are not neighborhoods — such do not exist in the traditional sense in a countryside environment.

For purposes of this comprehensive plan there are eleven planning units. Their boundaries are not meant to be precise. Rather, they tend to blend together and overlap to some extent.

PLANNING UNIT ONE

This area is generally bounded by U.S. 14 (Northwest Highway) on the south and west, and by the limits of Barrington Hills' 1½ mile extraterritorial jurisdiction over unincorporated land on the north and east. It is characterized by existing residences on lots of five or more acres, small farms, wetlands, and vacant property. The unincorporated area is currently zoned E (Estate) by the County of Lake, permitting residences on lots of 200,000 or more square feet, except for a small area south of Taylor Road which is zoned SE (Suburban Estate), permitting residences on lots of 80,000 or more feet.

Recommended objectives for this area are:

1. Protect natural wetlands in the vicinity of Flint Creek and Cuba Road, and control stormwater run-off.

2. Permit predominantly residential development in conformance with existing Lake County zoning, or in conformance with the BACOG Comprehensive Plan.

3. Limited commercial or industrial activities may be considered abutting U.S. 14, provided that

they are well designed and landscaped and provided that they are set back from the highway to mitigate the impact of noise from heavy traffic.

4. Reject annexation by Barrington Hills of any property north of U.S. 14.

5. Encourage annexation of all or portions of this area by the Village of Barrington.

PLANNING UNIT TWO

This area is generally bounded by U.S. 14 (Northwest Highway) on the north, the Village of Barrington on the east, Lake-Cook Road on the south, and Ridge Road on the west. It also includes a small area west of Ridge Road and north of Plum Tree Road. This area is characterized by the Flint Creek environmental corridor and Barrington Hills Country Club; low density residences and small farms; and by irregular municipal boundaries.

Existing zoning in unincorporated Lake County is E (Estate) for residences on lots of 200,000 s.f. or larger, except for a 25-acre tract north of Barrington Hills Country Club which is zoned OR (Office and Research). Village of Barrington Hills zoning permits residences on lots of five or more acres, except in two areas at the periphery. The first of these is Paganica, zoned Residential Planned Development. The second area, served by Surrey Lane, is zoned for residences on two-acre lots (R2) and one-acre lots (R3). This area was platted and partially developed at the time that the Village of Middlebury was annexed to the Village of Barrington Hills.

Early in 1978 the Villages of Barrington Hills and Barrington executed a boundary agreement to provide for the closure of Hart Road to through traffic, the disconnection of the Hart Estate property from Barrington Hills and its annexation to Barrington, and the provision of a perpetual, landscaped scenic easement over the western 100 feet of this property.

Recommended objectives for this area are:

1. Protect and enhance the Flint Creek environmental corridor;

2. Encourage continued farming, and permit new residences at densities of one unit per five or more acres;

3. Annex all unincorporated property south of U.S. 14;

4. Encourage environmentally sensitive design treatments, including setbacks, responsive to the relationship between the highway, railroad and abutting land uses.

5. Oppose any action of the Regional Transit Authority to study the feasibility of constructing a commuter railroad station south of U.S. 14 near Kelsey Road.

6. Maintain the special secenic qualities of all roads in this area.

PLANNING UNIT THREE

Lakes and established residential subdivisions are the predominant characteristics of this area. The area is also noted for the scenic quality of its roads. Soils are severely limited for agricultural

purposes and for septic systems on small lots. The Elgin-Joliet and Eastern Railroad penetrates the area from southwest to northeast.

This planning unit is bounded generally by Lake-Cook Road on the north, Sutton, Otis and Brinker Roads on the west, Illinois 68 on the south, and the Village of Barrington on the east. It enjoys proximity to the many services offered by the Village of Barrington, including a commuter railroad terminal. Existing zoning within the Village of Barrington Hills is R1 which permits residences on five acre or larger lots. The area is also noted for the scenic character of the roads.

A small unincorporated area lies between Barrington Road and Dundee Lane. It is currently zoned by Cook County for residences on lots of one acre or larger, although existing parcels generally range in size from two to five acres. A few are already occupied by single family residences with septic systems. Discussions are currently underway between the Villages of Barrington Hills and Barrington regarding the future of this area.

Recommended objectives for this planning unit are:

1. Protect and enhance the waters and shorelands of all lakes and waterways.

2. Permit new residences within the Village compatible with existing densities of one unit per five or more acres.

3. Execute a boundary agreement with the Village of Barrington, providing for Barrington Hills to annex unincorporated properties between Barrington Road and Dundee Lane for residential use with septic systems at a density of one unit per two or more acres.

4. Encourage environmentally sensitive design treatments responsive to the relationship between land use, the Elgin-Joliet and Eastern Railroad, and traffic on Illinois 59, and Lake-Cook Road.

5. Maintain the scenic qualities of Otis, Brinker, and Donlea Roads.

PLANNING UNIT FOUR

This area is bounded generally by Illinois 68 and 62, and by the Villages of Inverness and South Barrington. Its predominant existing use is the Cook County Forest Preserve District Crabtree Nature Center, which includes the headwaters of the Flint Creek and Poplar Creek environmental corridors. East of Barrington Road is the 246-acre, unincorporated Di Mucci property, currently zoned one acre residential by Cook County, and the Palatine marsh. This area is part of the groundwater recharge area for private wells in Inverness.

Recommended objectives for this area are:

1. Protect the wildlife habitat and ecology of the Crabtree Nature Center, and expand the forest preserve to include the 500-acre tract of land bounded by Palatine Road, Barrington Road, and Illinois 68 as designated by the Cook County Forest Preserve District.

2. Restrict impervious surfaces so as not to interfere with groundwater recharge.

3. Execute an intergovernmental agreement with the Villages of Barrington and Inverness to

permit annexation of all property north of Palatine Road and west of Barrington Road by Barrington Hills, and to control the future use of the unincorporated property east of Barrington Road. Such use should be for a public open space or for residences at a density of one unit per two or more acres, designed to minimize adverse impacts on Flint Creek and the nature center. Preferably, this property shall be annexed to Barrington or Inverness.

4. Execute an intergovernmental agreement with the Village of Inverness and the Village of South Barrington to permit the annexation of property south of Palatine Road and east of Route 59 by the Village of South Barrington for residences at a density of one unit per two to five acres, and to protect and enhance the Palatine marsh.

PLANNING UNIT FIVE

Agriculture and commercial nurseries are the predominant land uses in this area which is generally bounded by the Cook County Forest Preserve on the west, Otis Road on the north, Brinker and Bartlett Roads on the east, and Higgins Road on the south. The area is characterized by prime agricultural soils west of Sutton Road and average soils east of Sutton. The area also includes some residences on parcels of five or more acres, and the new Village Hall. The Elgin-Joliet and Eastern Railroad traverses the area from southwest to northeast.

Historic Barrington Center, including a church and cemetery, is located on Sutton Road at Dundee Road. Also in this vicinity is the former site of a Potawatomi Indian Village and Northway School — the area's first.

Existing zoning in Barrington Hills is R1 for residences on lots of five acres or larger. Unincorporated land is zoned by Cook County for residences on lots of two acres or more.

In mid-1978 the Village entered into an intergovernmental agreement with the Village of South Barrington establishing Illinois 59 as the limit of future annexation and land use control by both villages.

Recommended objectives for this area are:

1. Preserve Goose Lake and its adjacent wetlands as a nature preserve for Canada Geese and other waterfowl, and as an integral element of the Spring Creek Environmental Corridor.

2. Encourage the long-term continuation of agriculture and commercial nurseries throughout this planning unit, and permit other compatible uses incidental thereto.

3. Permit residences at densities of one unit per five or more acres within Barrington Hills.

4. Expand and connect the Forest Preserve system along Spring Creek and tributaries through acquisition by Cook County.

5. Designate and enhance Barrington Center and its vicinity as a historic landmark of the Village.

6. Encourage environmentally sensitive design treatments responsive to the relationship between land use, the Elgin-Joliet and Eastern Railroad, and traffic on Illinois 59, 62, and 68.

PLANNING UNIT SIX

This area lies between Higgins Road and the Northwest Tollway (I-90), and between Bartlett Road and Illinois 25. It is largely unincorporated and is utilized for agriculture, because of its prime soils, and for gravel extraction, because of its glacial deposits. Much of the land in Kane County is owned by the Max McGraw Wildlife Foundation. At the county line in a major utility corridor traversing the area north to south. There are no wetlands or woodlands of major significance, except for mining areas being reclaimed by the Max McGraw Wildlife Foundation as waterfowl habitat.

This area is proposed for residences by the Barrington Area Council of Governments, for office and research by Cook County, and for industry by Hoffman Estates. It lies within the Barrington Waste Treatment Facilities Planning Area and is not designated for public sewer service.

Early in 1978 a subdivision plat was approved for the Klehm property south of Higgins Road and west of the EJ & E Railroad. The plat provided for ten lots of approximately five acres each. More recently, developers have proposed an open-air music arena on 212 acres south of Higgins Road and east of the EJ & E Railroad. The facility would accommodate more than 16,000 persons. Negotiations are underway regarding annexation to Hoffman Estates.

Recommended objectives for this area are:

1. Land in Cook County south of Higgins Road should be reserved for residences at a density of one unit per two to five acres, with the exception that land in the westerly portion of this planning unit may also be suitable for high performance office-research activities. Such activities, or other non-residential activities should be permitted only if they achieve the objectives of environmental protection and preservation of the countryside character, if wastewater treatment can be provided consistent with the Barrington Area Facilities Plan, and if traffic generation will not adversely affect area roads and the Village of Barrington Hills.

2. Planned reclamation and landscaping of all gravel pits should be encouraged.

3. The Max McGraw Wildlife Foundation property should be maintained for agriculture and wildlife management.

4. The Village of Barrington Hills and the Village of Hoffman Estates should work toward an intergovermental agreement relative to municipal boundaries, land uses and community services.

PLANNING UNIT SEVEN

This area, characterized by large operating farms and prime agricultural soils, is generally bounded by Higgins Road on the south, the Villages of East Dundee and Carpentersville on the west, Helm Road on the north, and Bateman and Healy Roads on the east. The area includes extensive wooded areas, residences on parcels of five acres or larger, a twenty acre park and playfield owned by the Dundee Township Park District, a Civil War (Union) Cemetery, and the historic Helm Farm on which many Indian artifacts have been uncovered. The area is traversed from north to south along the Kane-Cook County boundary by a major utility corridor, including high voltage power lines and their towers. In the north portion of this area a tract of approximately 250 acres remains unincorporated.

The Kane County Environmental Division has identified two wooded areas, Hazard Road Woods (30 acres) and Helm Road Woods (14 acres), which rank very high in the county's natural area rating index. Both woods have also been listed in the State of Illinois Department of Conservation natural areas inventory. This is the only place in the county that certain plant species are found.

Land west of the Village of Barrington Hills in the vicinity of Dundee and Higgins Roads has been extensively mined for gravel.

Recommended objectives for this area are:

1. Encourage the long-term continuation of agriculture, and permit residential development consistent with existing densities of one unit per five or more acres;

2. Encourage the Kane County Forest Preserve District or the Dundee Township Park District to preserve the Hazard Road Woods and Helm Road Woods;

3. Annex unincorporated properties west of Bateman Road;

4. Execute an intergovernmental agreement with the Village of Carpentersville and the Dundee Township Park District to permit the expansion of the existing twenty-acre park and its annexation to the Village of Carpentersville for more effective access and law enforcement;

5. Work with the Village of East Dundee for the managed reclamation of existing gravel pits abutting the Village of Barrington Hills;

6. Encourage environmental site design practices responsive to the relationship between land use, the utility corridor, and traffic on Illinois 62 and 68;

7. Encourage the continued exploration and preservation of the Indian remains and historical farm residences on the Helm farm, and encourage proper maintenance of the Union Cemetery;

8. Maintain the scenic qualities of Healy, Bateman, Penny and Helm Roads.

PLANNING UNIT EIGHT

West of Bateman Road, between Helm Road and Lake-Cook Road lies an area of exceptional scenic beauty and complex land use issues. The area is characterized by the steepest topography in the Village and by the Spring Creek environmental corridor. Residential development has already taken advantage of this setting in the northeast portion of the area, and farms occupy the flatter land in the northwest and southeast portions.

The Kane County Environmental Division has identified a forty-five acre site on both sides of Algonquin Road in the middle of Section 1 as representing the kettles and kames unique in the county. They contribute largely to the Village's undulating countryside character.

South of Algonquin Road land use includes small farms, a recently approved subdivision of thirteen lots, other residences on lots of more than five acres, and the former Middlebury Village Hall. Along the east side of Illinois 25 are a gasoline service station, a vacant residential lot and three residences on lots of two to three acres (all previously existing in the Village of Middlebury), a 60-acre nature center owned by the Unit School District 220, and Tralee Farm restaurant which is zoned

business. The east 4½ acres of the Tralee Farm property are zoned residential and are subdivided into three 1½ acre lots. North of the Hickory Hill Elementary School is a 20-acre unimproved parcel owned by the Dundee Township Park District.

West of Illinois 25 is a large unincorporated area, where highway frontage is occupied by residences, business and open parcels, and interior areas are being mined for gravel. This is one source of heavy truck traffic on Lake-Cook and Algonquin Roads. This area does not yet have public sewer service and is not scheduled for such service in the Carpentersville 201 Wastewater Facilities Plan.

Recommended objectives for this area are:

1. Steep slopes, wetlands and wooded areas should be protected from unwise development practices.

2. Within the Village of Barrington Hills, the predominant land use should be residential with a density of one unit per five or more acres.

3. The 60-acre school district property should be preserved and enhanced as a nature center for instructional purposes.

4. The 20-acre Dundee Township Park District site should be disconnected from Barrington Hills and annexed to Carpentersville.

5. An intergovernmental agreement should be executed with the Village of Carpentersville or the County of Kane to control commercial development, reclaim gravel pits, and permit residences at densities of one unit per one or more acres west of Illinois 25.

6. Encourage environmental site design practices responsive to the relationship between land use, the major utility corridor and traffic on Illinois 62 and Lake-Cook Road.

7. Preserve the historic Middlebury Village Hall.

PLANNING UNIT NINE

Rolling topography, prime agricultural soils, and scattered woods characterize this area lying north of Lake-Cook Road. The northern boundary of this area in the Village of Fox River Grove, the western boundary is the Village of Algonquin, and the eastern boundary is Ridge Road. The existing village limits of Barrington Hills are irregular, leaving large, unincorporated areas on the east and west.

For several decades this area has been devoted primarily to agriculture. However, in the past few years a number of residential subdivisions have been approved within the Village; others are currently being considered. Each is designed with lots of five or more acres. Two small subdivisions existing on Lake-Cook Road at the time the area was annexed to Barrington Hills remain zoned R4 for one acre lots.

The unincorporated area west and north of the Village limits is also agricultural. It is not scheduled to receive public sewer service at any time during the planning period ending in the year 2000, according to the Algonquin 201 Waste Water Facilities Plan.

A major utility coridor, including high voltage lines and their towers, traverses the area north to south.

Recommended objectives for this area are:

1. Encourage the long-term continuation of agriculture within the Village of Barrington Hills, and permit residential development at densities of one unit per five or more acres.

2. Protect and enhance the Spring Creek Environmental Corridor;

3. Encourage the long-term continuation of agriculture on unincorporated properties north and west of the Village, and permit residences with a density of one unit per two to five acres depending upon the actual location and its characteristics.

4. Execute an intergovernmental agreement with the Villages of Algonquin and Fox River Grove providing for Barrington Hills to annex unincorporated properties north and west of the village.

5. Encourage environmental site design practices responsive to the relationship between land use and the major utility corridor.

6. Maintain the scenic qualities of all roads in this area.

PLANNING UNIT TEN

This hilly, scenic area focuses on the Fox River. It is unincorporated and is located between the Villages of Fox River Grove, Algonquin and Cary. This area is currently being planned by the Southeastern McHenry County Intercommunity Planning Council representing the three municipalities.

Land use on the east side of the river is characterized by single family residences with private wells and septic systems on lots of one-half to one acre. Many residences were originally constructed as summer cottages on soils now considered unsuitable for septic systems at such densities.

West of the Fox River are the Cary Country Club and residential areas (including Trout Valley) east of Algonquin Road, and open areas west of Algonquin Road — some of which are utilized for gravel mining. The 350-acre planned unit development for 3,500 persons on the west bank, called Fox Trails, has been annexed to Cary.

In 1977 the Transportation Committee of the McHenry County Board entered into a study of a proposed new highway and bridge across the Fox River between Cary and Algonquin to connect Illinois 31 and Haeger's Bend Road. This route would penetrate portions of the Village of Barrington Hills and other contiguous areas recommended for annexation. In addition to increasing total traffic volumes on village roads, the route as proposed would carry large numbers of gravel trucks, aggravating an already difficult problem in the Village. The Village of Barrington Hills and BACOG have opposed this proposal. The bridge is also in conflict with the planning policy of the Southeastern McHenry County Inter-Community Planning Council.

Recommended objectives for this area are:

1. Restrict new residential development to densities which meet contemporary health and water

pollution control standards;

2. Encourage annexation of developed areas to Fox River Grove, Algonquin or Cary, and provide them with public sewers where appropriate to meet current health and water pollution standards;

3. Encourage regulation of further development within the flood plain of the Fox River to eliminate hazards to life and property;

4. Support the Southeastern McHenry County Inter-Community Planning Council proposal for a nature preserve on the west side of the Fox River at Haeger's Bend;

5. Oppose any new highway and bridge across the Fox River that would adversely affect traffic and land use in the Village of Barrington Hills;

6. Plan for and implement the reclamation of gravel mines west of Cary-Algonquin Road;

7. Coordinate planning with the Southeastern McHenry County Inter-Community Council, and consider intergovernmental agreements with the McHenry County and the Villages of Fox River Grove, Algonquin, and Cary for the management of growth and change in this area.

PLANNING UNIT ELEVEN

The principal characteristic of this area lying along Spring Creek between Lake-Cook Road and Higgins Road is the series of Cook County Forest Preserves. A limited number of farmland parcels and residences on lots of five or more acres may be found in this area. Recommended objectives are covered under the chapter on "Environmental Corridors."

Recommended objectives for this area are:

1. All unincorporated land north of Higgins Road should be reserved for residences at a density of one unit per five or more acres and annexed to the Village of Barrington Hills.

ROADS AND TRAILS

The roads and trails of Barrington Hills are an integral part of daily life and of the countryside environment. They serve four basic functions:

1. They accommodate the employment, shopping and other travel needs of local residents;

2. They accommodate travel between origins and destinations outside the community; in fact the majority of traffic in the village is non-local traffic;

3. They accommodate recreational activity, i.e., bicycling, hiking, horseback riding, and cross-country skiing;

4. They contribute visually to the countryside setting.

EXISTING TRAVEL PATTERNS

Local traffic generation is light in relationship to the capacity of roadways in the village. The direction of travel to employment, shopping and other activities is generally east to southeast. Residents are comfortable with the two lane, undulating roads of Barrington Hills. They are accustomed to the discontinuity of many local roads and the additional time required to travel to distant places.

Most traffic utilizing highways and roads in Barrington Hills is non-local, and is increasing as nearby suburbs grow and change. It is using highways which penetrate Barrington Hills, because a system of peripheral by-pass highways has not been adequately completed.

In 1970 it was determined that approximately 20,000 vehicles per day passed through the community in a northwest-southeast travel corridor; 17,000 vehicles per day in an east-west corridor;

and 17,000 vehicles per day in a north-south corridor. By 1990 these figures may grow to 69,000 40,000 and 56,000 vehicles per day, respectively.[21]

Problems resulting from such trends are already evident. Increased traffic volumes in the Barrington Hills area over the past eight years have been dramatic. The three greatest increases were experienced on Barrington Road (126%), Lake-Cook Road (122%), and Algonquin Road (105%).[22]

Problems are also evident in traffic safety records. Traffic accidents have increased from 136 in 1974 to 386 in 1976 and 459 for 1977. Most of these are located along Algonquin Road. Secondary clusters of accidents have occurred along Route 25, Helm Road, Lake-Cook Road, and Ridge Road. Accidents are distributed throughout the day and night, but they tend to occur more often in the late afternoon and early evening. The primary cause is speeding. Normal hazards are complicated by an estimated 1,500 gravel truck-trips on Route 62 daily.[23]

ROADWAY FUNCTIONS AND IMPROVEMENTS

A system of roadways capable of accommodating traffic needs in the Barrington Hills area should reflect these basic principles:

1. Through traffic should be routed around the community on improved highways, including Route 53 and Quentin Road on the east, Route 22 on the north, Higgins Road on the south, and a similar route west of the Fox River.

2. All roadways within and adjacent to Barrington Hills should provide designated functions as a part of a coordinated network.

3. Internal roadways should be improved for traffic safety purposes, but not for the purpose of increased speed and capacity; such improvements will normally occur at hilltops and intersections.

4. Law enforcement will need to be intensified.

Roadway functions shall be similar to those contained in the BACOG Comprehensive Plan. They are:

Freeways — to divert long-distance, high-speed traffic around the BACOG area; examples:

- Northwest Tollway (I-90)
- Illinois 53

Regional Highways — to divert medium-distance through traffic around individual villages; examples:

- Illinois 22
- U.S. 14
- Illinois 25
- Illinois 72 (Higgins Road)
- Quentin Road

Area Service Roads — to accommodate relatively high volumes of local and non-local traffic over short to medium distances at slower speeds; examples:

- Lake-Cook Road
- Illinois 62 (Algonquin Road)
- Illinois 68 (Dundee Road)
- Palatine Road
- Illinois 59
- Barrington Road
- Ela Road
- New Hart Road

Collector Roads — to accommodate local traffic between minor access roads and area service roads; examples:

- Plum Tree Road
- Spring Creek Road
- Donlea Road
- Otis Road
- Penny Road
- Haeger's Bend Road
- Braeburn Road
- Healy Road
- Bateman Road
- Ridge Road
- Sutton Road
- Brinker Road
- Bartlett Road

Continued transportation planning and traffic engineering is essential. To the extent feasible, it will be effective for the Village of Barrington Hills to carry out such activities in coordination with BACOG.

SCENIC ROADWAYS

In Barrington Hills the environmental character of public roadways is as critical as their traffic carrying capability. In certain areas the scenic roadside character may be of first priority.

It has often been said that Barrington Hills owes much of its beauty to what lies within 100 feet of the roadway's pavement; this is true. It is essential, therefore, that care and attention be given to these assets.

In 1971, as background for the BACOG Comprehensive Plan, a detailed inventory of roadway visual characteristics was conducted. Each segment of roadway was classified in accordance with its "response to the environment" and its "adaptability to improvement". An update of that analysis was conducted for the Village of Barrington Hills in 1977.

As a result, it is recommended that the Village consider roadway environment in the planning and execution of all roadway and subdivision improvements and maintenance. Furthermore, it is recommended that the Village enter into agreements with the Illinois Department of Transportation,

and the various county and township highway departments, regarding environmentally sensitive design standards for highways and roads. These standards would deal with grades and curves, pavement widths, landscaping, vistas, noise control, drainage, signs, lighting, maintenance, etc.

Finally, the Village itself should formulate and implement a roadway maintenance and beautification program involving the planting of native trees and plant materials.

NOISE CONTROL

Noise generated by vehicular traffic intrudes on the countryside. This problem is recognized by the Illinois Department of Transportation which prepares a noise impact analysis for all roadway improvement projects. More importantly, IDOT will refine the design of roadway improvement to include noise control features, such as landscaped berms, in those situations where local municipalities have carried out their responsibility to control land use in relation to roadways, usually by setback regulations.

Therefore, it is recommended that the Village establish noise control setback lines along all state highways in coordination with IDOT noise impact data.

TRAILS AND PATHWAYS

Non-motorized circulation is once again becoming one of America's favorite pastimes, and it is integral to the character of Barrington Hills. Bicycling, hiking, horseback riding, and cross-country skiing are enjoyed by many residents over the course of the year, taking advantage of the scenic qualities and existing trail systems throughout the community.

Earlier in 1978 the Barrington Area Council of Government released its Proposed Bikeway System report for the area, recommending bikeways linking Barrington Hills with activity centers in Barrington and Palatine, and with the Crabtree Nature Center. Such bikeways would offer a pleasant alternative to the automobile, especially if they are designed and constructed to avoid the hazards of vehicular traffic. It is suggested that Barrington Hills consider the designation and improvement of these bikeways.[24]

An even more extensive and popular system of trails is that which currently exists for horseback riding and hiking. In recent years they have been utilized in the winter by increasing numbers of cross-country skiers. This system radiates from the Riding Center, located on Bateman Road, and includes about 70 miles of trails through public forest preserve and over private property. These trails are mapped and maintained by the Riding Club of Barrington Hills, and they are designated by license, easement or other form of agreement from the property owner.

It is recommended that this system be preserved and enhanced, and that it remain a permanent asset of the community. The Village itself should participate in this process by requiring that all subdivision developers consider existing and potential trails relative to their property, and by encouraging private and public efforts to expand the system in a safe and sensitive manner.

LAND USE GUIDANCE

The Comprehensive Plan is a declaration of intent. It is advisory and does not itself constitute a regulation. The exercise of legislative discretion regarding specific land use decisions and specific properties is reserved for such proceedings as are authorized by State Statutes governing zoning, subdivision, building, acquisition and other similar techniques.

The Comprehensive Plan is the means by which these several decision making activities and techniques can be coordinated as one unified land use guidance system for the Village of Barrington Hills. Through participation in the Barrington Area Council of Governments, this concept of land use guidance will also be applied to the entire 90 square-mile Barrington area. Therefore, the Village will continue to pursue those improvements in the land use guidance system that will enhance its ability to achieve the intent of the Comprehensive Plan.

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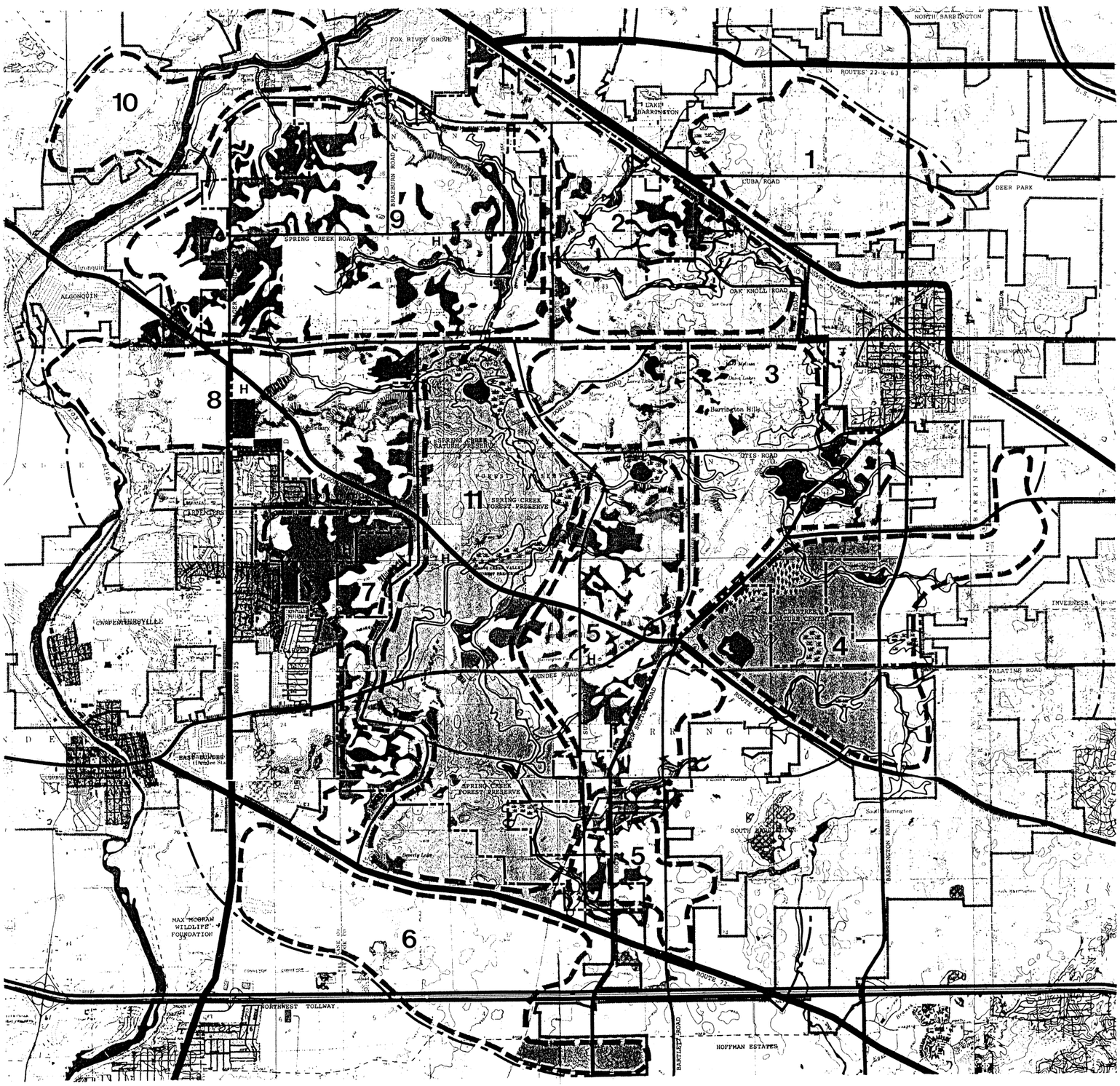

LAKES, RIVERS & STREAMS
WETLANDS
FLOOD PLAIN
PRAIRIE
PRIME AGRICULTURAL SOILS
STEEP SLOPES

FOREST PRESERVE
OTHER OPEN SPACE
PLANNING UNIT BOUNDARIES
VILLAGE LIMITS
JURISDICTIONAL LIMITS
OTHER MUNICIPAL BOUNDARIES

FREEWAY
REGIONAL HIGHWAY
ARTERIAL HIGHWAY
AREA SERVICE ROAD
COLLECTOR ROAD
HISTORIC SITE H

640 ACRES
160 AC.
40 AC.
0 1/2 1 MILES

COMPREHENSIVE PLAN MAP
VILLAGE OF BARRINGTON HILLS, ILLINOIS

ROBERT B. TESKA ASSOCIATES
ADOPTED AUGUST 28, 1978