



# VILLAGE OF **HOFFMAN ESTATES**

BARRINGTON ROAD I-90 SUB AREA PLAN

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FARR ASSOCIATES

PRODUCED FOR:



PRODUCED BY:



FARR ASSOCIATES

MARKET CONTRIBUTION  
BY:



TRANSPORTATION  
ENGINEERING BY:



## ACKNOWLEDGMENTS

### STEERING COMMITTEE

Director of Development Services  
Director of Economic Development  
Director of Planning & Transportation

Peter Gugliotta  
Kevin Kramer  
Jennifer Horn

# EXECUTIVE SUMMARY

Since its incorporation in 1959, Hoffman Estates has grown steadily in population by offering “The American Dream” of a single-family home on a larger lot, a popular choice for families seeking a respite from more intense urban living. Those residential “rooftops” attracted needed stores and services but not an employment base as the Village was a bedroom community for the downtown Chicago workforce. From the 1970’s through the 1990’s the Tollway attracted major retail and institutional investment, adding jobs and diversifying the Village’s economy. Owing to a strong real estate market and developer-friendly regulations made Hoffman Estates the welcoming community it is today. New placemaking-style developments are outcompeting older bedroom-suburbs for new residents and investment. Against this competitive backdrop, strategic vision and leadership are essential to the Village’s future success.

Fortunately, Hoffman Estates is an asset-rich community well-positioned to compete and “Grow to Greatness”. Its strong regional accessibility via the Tollway, stable neighborhoods and community institutions, and its impressive employment base are foundations on which to build for the future. This Barrington Road I-90 Sub Area Plan (“Plan”) recognizes these assets as the basis for planning a Transit Oriented Development (TOD) focused on the potential to transform the area surrounding the Barrington Road/I-90 Intersection, an opportunity made possible by the completion of the Pace Suburban Bus I-90 / Barrington Road station.

This plan identifies a decades-long strategic pathway to build on these assets. It makes the case that Hoffman Estates can justify a multi-year investment to implement this Plan, not solely to create a TOD but also to give the Village a much-needed central district. The key strategy to making this place a sought-after destination is to increase density—both living and working—to at least three times more people than are there now. It is important that the density be added in the form of unique places that will appeal to the more walkable, urban preferences of younger generations, a demographic that Hoffman Estates desires to attract. Even in the fog of the Covid-19 pandemic there is demand for the proposed land uses, especially highly-amenitized housing

development, creating a profit motive to drive the project forward. This report illustrates a plan to transform the southeast, southwest, and northeast quadrants into vital mixed-use developments.

Municipalities including Hoffman Estates play the leading role in setting the table and building momentum for redevelopment. The work of implementing this plan is organized in three levels of effort or involvement that the Village can pursue:

- 1. Regulating:** changing the rules and waiting for the market to respond,
- 2. Facilitating:** coaxing development through deal making and incentives, and
- 3. Participating:** being an active participant in the land use development process.

These three levels of effort happen to correspond directly to three of the greatest redevelopment barriers: 1) out-date-zoning, (regulate) 2) the MWRD stormwater regulations triggered by redevelopment, (facilitate) and 3) the inability of any single landowner to relocate inauspicious land uses (participate). The full potential of this plan can only be realized by Hoffman Estates committing to pursuing all three levels.

Currently, the Village is engaged in facilitating development in the study area. Hoffman Estates is actively seeking funding sources to make streetscape improvements along Hassell Road and installing a bike path along Central Road. Pedestrian, and bike networks provide alternative modes of transportation and accessibility to existing and new populations.

Hoffman Estates can build on its assets to create a highly-amenitized mixed-use place that builds on the Pace bus station. While this plan will be adopted while the country is still in the middle of a pandemic (which has wreaked havoc on municipal finances) the consultant team urges Hoffman Estates’ leadership to adopt a long term view and to keep working toward the vision until it is fully realized. Redeveloping the study area into a vibrant business cluster and an attractive, walkable, and bikeable mixed-use neighborhood will assure that the Village continues to be a great place for people to live, work and industries to grow to greatness long into the future.

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# INTRODUCTION



INTRODUCTION

# PROJECT OVERVIEW

This document is a sub area plan that will supplement the Hoffman Estates Comprehensive Plan. It provides solutions for land-use, development and connectivity surrounding the Barrington Road interchange and the Pace Barrington Road station.

The redesigned Barrington Road Interchange on the Jane Addams Memorial Tollway (I-90) provided new travel options within Hoffman Estates. Completed in 2018, the interchange provides full east and west-bound access to I-90 from Barrington Road. Designed in conjunction with the interchange, the Barrington Road station was the first in-line bus transit station in Illinois, providing faster, more convenient commutes along I-90. The station includes a pedestrian overpass over I-90 linking the north and south bus terminals that are served by a Park-n-Ride lot to

the north, Kiss-n-Ride drop off facility to the south, and extensive multi-purpose paths connecting the adjacent area.

The expanded transportation system has increased the scope of transportation options and fosters growth possibilities. Hoffman Estates is looking to build upon these opportunities and encourage more sustainable and economically productive development projects that will work synergistically with key existing land uses, as well as take advantage of connectivity with the new transportation assets.

In order to ensure the study area develops in a productive, desirable, and organized manner, this plan offers short and long-term plan recommendations and a guide on how to implement and achieve the desired outcome.

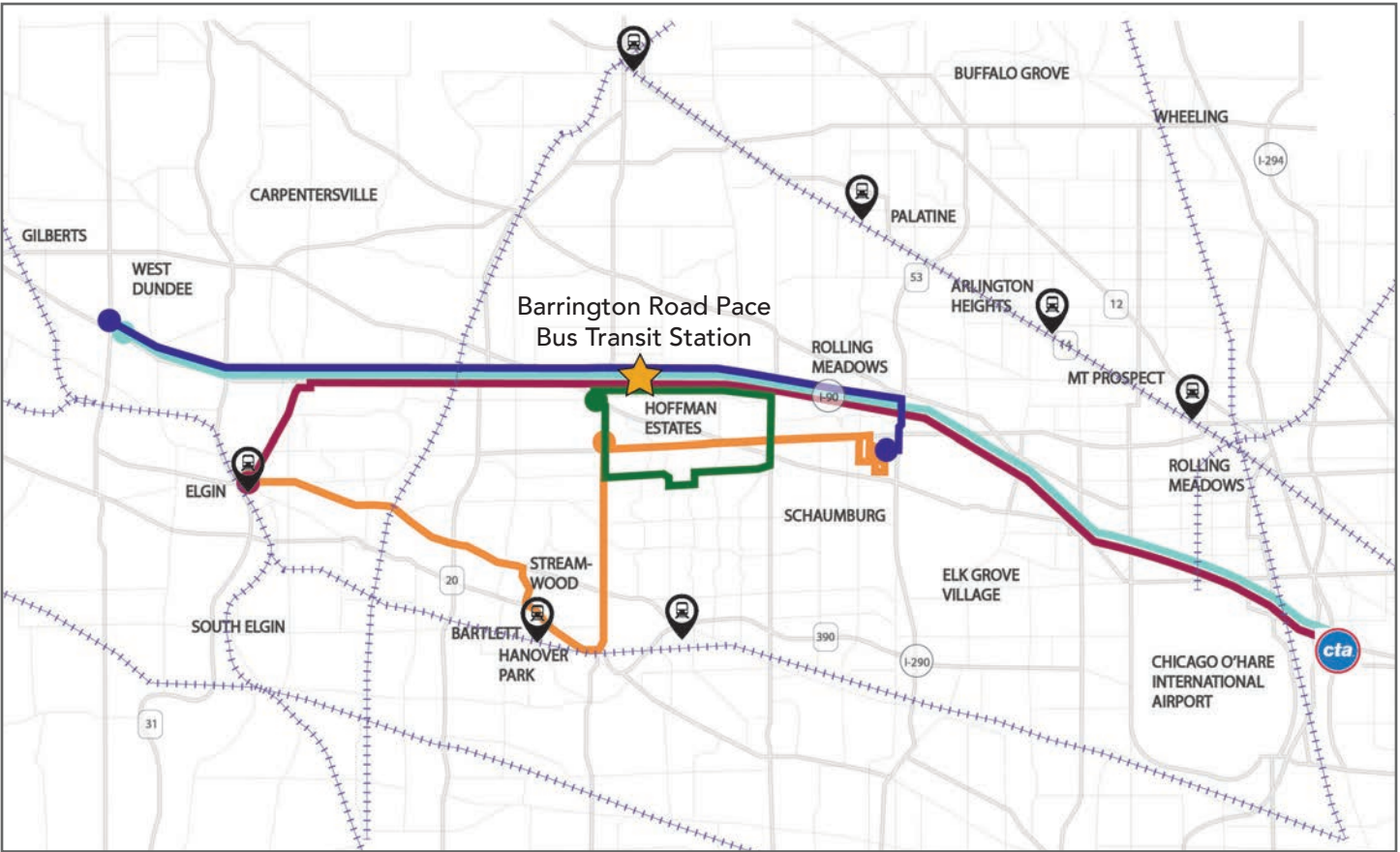


Figure 1: Diagram of bus routes through the Pace Barrington Road Station

INTRODUCTION

# TRANSIT ORIENTED DEVELOPMENT

TOD typically refers to compact, walkable development with a range of uses within half a mile of quality public transportation such as a light rail stop, commuter train stop, or bus rapid transit stop. Housing, office, retail, restaurants, and entertainment are a few of the uses appropriate for TOD.

There are a range of benefits to TOD such as:

- Walkability which accommodate healthier, active lifestyles.
- Potential for added value created through increased and/ or sustained property values where transit investments have occurred.
- Improved access to jobs and economic opportunities for low-income people.
- Expanded mobility choices that reduce dependence on the automobile and reduce transportation costs.
- Reduced household driving, which lowers regional congestion, air pollution, and greenhouse gas emissions.
- Increased transit ridership and fare revenue.

Hoffman Estates has an opportunity to capture many of these benefits. The development potential offers the ability to create compact walkability. Prioritizing residential density within the study area will attract more riders and activity to the area. With a bulk of the uses being non-residential, an increase in higher density housing types would complement the Pace Barrington Road station.

TOD is a sustainable way to redevelop communities. The option to commute to Chicago and other suburbs removes personal vehicles from the roads, alleviates the need for parking, and eliminates the negative environmental effects of people that would otherwise be driving. Additionally, these mobility options have proven to be attractive draws for retirees and millennials that have less desire to drive themselves and prefer a productive commute.

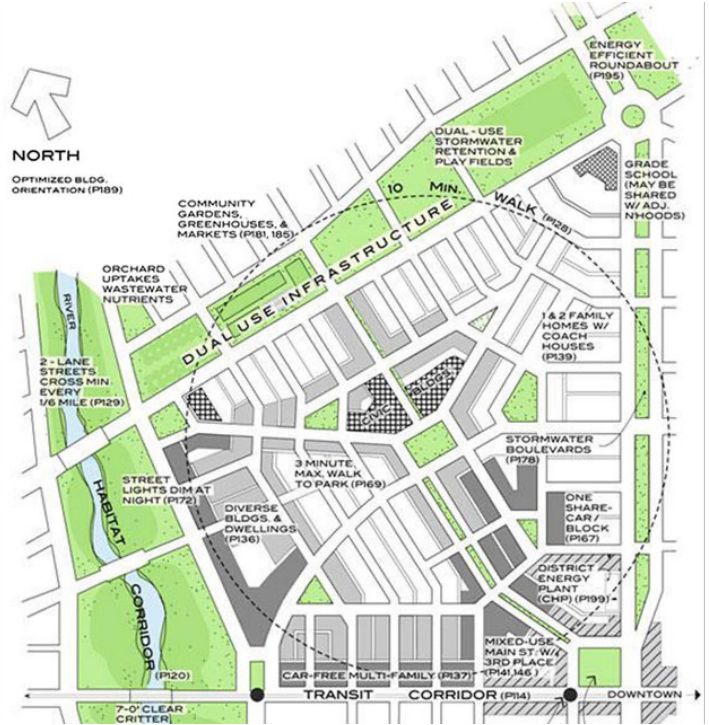


Figure 2: Sustainable Neighborhood Diagram (Farr Associates).



INTRODUCTION

STUDY AREA

The Village of Hoffman Estates is located in Cook and Kane Counties, Illinois. This suburb of Chicago neighbors Schaumburg to the east and south, Elgin to the west and Barrington to the north.

Interstate 90 (Jane Addams Memorial Tollway) runs east-west through the center of the study area, connecting Hoffman Estates to downtown Chicago. Barrington Road runs north-south. The Pace bus services connects Hoffman Estates to the CTA Blue Line Rosemont station. Giving passengers easy access to O'Hare International Airport and Chicago via the CTA Blue Line. (See figure 1 on page 8).

The study area is divided into three quadrants (see figure 3 on page 11):

**NORTHEAST QUADRANT**

This area includes the Pace Barrington Road Park-n-Ride facility and is characterized by several large parcels, including the Bell Works Chicagoland development (former AT&T), retail shopping center with remaining undeveloped commercial property, Microsoft Data Center, industrial buildings /corporate headquarters, and hotel. There is connectivity to the Paul Douglass Forest Preserve and a path network located immediately to the east of the quadrant. A TIF District, formed in 2019, encompasses most of the Bell Works property.

**SOUTHWEST QUADRANT**

This area contains the multi-lot Greenspoint Office Park, hotels, restaurants, the Hassell Road west privately maintained roadway, and connectivity to the Poplar Creek Trail System. Higgins Road (IL Rt. 72), a major state highway, runs along the southern border.

**SOUTHEAST QUADRANT**

This area includes the Pace Barrington Road Kiss-n-Ride drop-off facility and is characterized by a mixture of small and large parcels with many older one-story industrial and office buildings, public works maintenance facility, retail centers, hotels, restaurants, gas stations and other land uses. There is very little vacant land within this quadrant. TIF Districts cover the Barrington Square Town Center (2012) and a group of restaurants/conference center (1986) on Higgins Road. The AMITA St. Alexius Medical Center is located less than one mile south of I-90. Higgins Road bisects this node running east-west. Immediately to the east of this node is significant multi-family and attached housing as well as the Village Hall and another large corporate office. This residential area is not part of the scope for land use changes, but is critical to consider relative to connectivity to the new interchange transportation facilities.

INTRODUCTION

STUDY AREA MAP

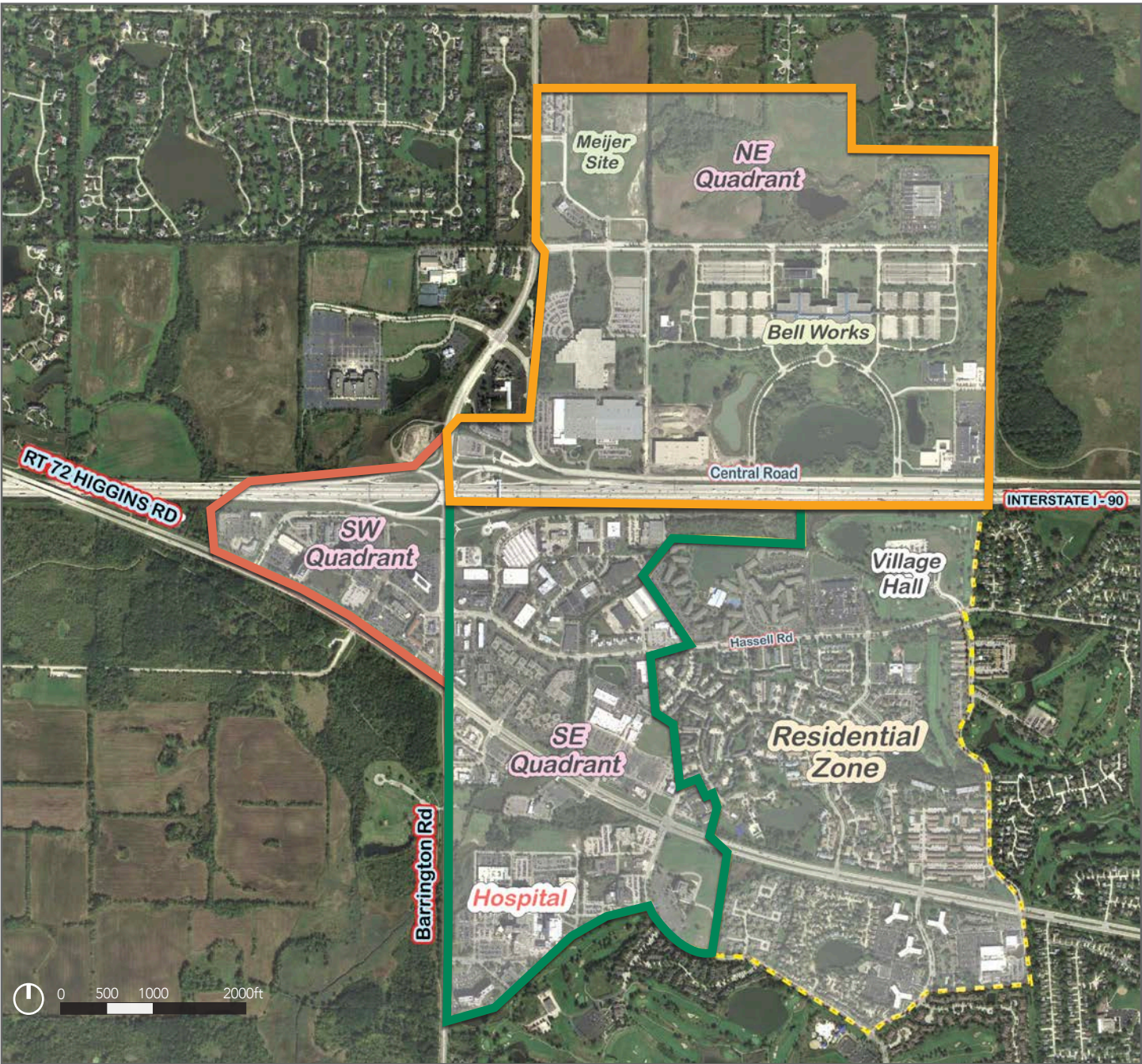


Figure 3: Map of study area



The team held a kickoff meeting in November 2019 to introduce the project, team, approach, and initial ideas for the project. The project was then put on hold for several months following the start of the Covid-19 pandemic and resumed in September 2020. The team held several meetings and interviews with local businesses and property owners (detailed in Appendix F) to gather critical information.

The initial phase of the project served to familiarize the consultant team with the study area, key planning documents, and existing zoning. The analysis of existing conditions is recorded through a series of analytical maps and diagrams, along with text and charts, to help inform later planning decisions.

The site analysis is summarized later in this chapter, the full analysis can be found in Appendix A. The analysis covered the following topics:

- Existing zoning
- Existing land-uses
- Parks, open spaces
- Amenities
- Pedestrian friendly infrastructure

A steering committee of Village staff was formed to help guide the design process between community engagement opportunities. The feedback and direction provided was critical to the creation of the plan. Their insight helped to identify potential concerns.

PRELIMINARY CONCEPTS

Based on the analysis of existing conditions, input from the steering committee, and interviews with key stakeholders, the team prepared conceptual approaches for the study area illustrating different redevelopment strategies (figure 5).

This conceptual approaches identified three levels of involvement, organized from least to most intensive, that Hoffman Estates can choose from to achieve the sought-after benefits of TOD. They are: regulate, facilitate, and participate.

- Regulate - adapting policy and regulations to guide development
- Facilitate - deal making and incentives
- Participate - assemble parcels for higher quality development

While all three schemes represent viable scenarios for walkable, bikeable, sustainable, urban development, it was expected that the schemes would test variations of the following planning elements: street networks, allocations of open space, allocation of land use, development density and urban design.

**RECOMMENDED PLAN**

Based on feedback received from the presentation of the three concept plans, the team drafted a single recommended Master Plan that incorporates and synthesizes the preferred strategies tested for each quadrant. The site plans and building footprints depicted in this plan illustrate one of many potential development scenarios that could result from the regulating plans proposed for each quadrant.

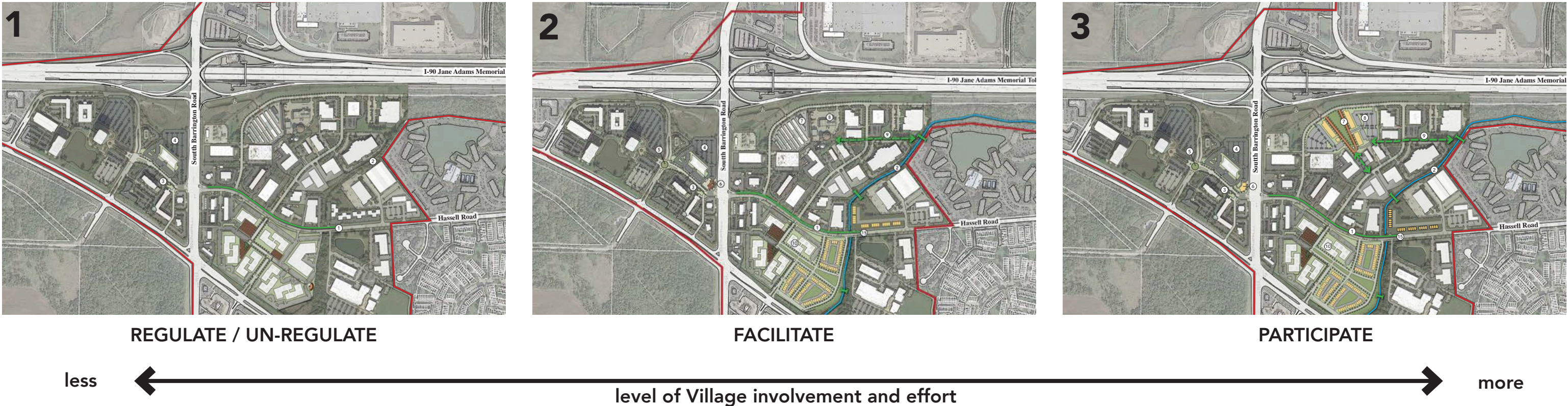


Figure 5: Preliminary Concepts



The consultant team conducted a 3-day “Charrette” to advance the preliminary conceptual plans (figure 5) for the study area. These plans, along with the input from key stakeholders, steering committee, and the public provided the foundations for the development of the preferred Master Plan.

Given the Covid-19 pandemic and public health guidelines, this charrette was based out of Village Hall with virtual and in-person attendance. Over the 3 days the consultant team held 2 open house events, a public presentation with a survey, interviews with key stakeholders, trustees, and regular check-ins with the steering committee. The charrette concluded with a public presentation before the Planning, Building and Zoning Committee on October 5, 2020.

The two open house events held by the consultant team were open for in person attendance. The public presentation, survey, and concluding presentation were open for both in person and virtual attendance. Where possible, interviews were conducted in person.

The consultant team uses the National Charrette Institute (NCI) Charrette model. The NCI is the national standard for a structured multiple feedback loop interactive process that helps arrive at a critical decision quickly and efficiently.

SURVEY

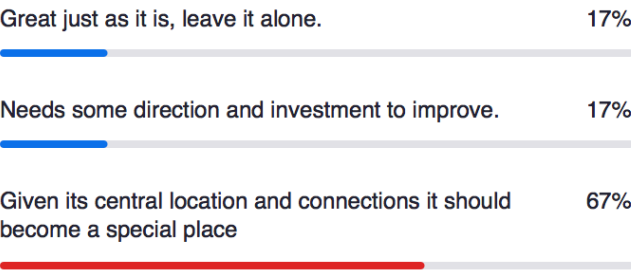
The charrette presentation included a survey asking the public a series of questions to gauge the level of involvement and change that was supported within the study area.

Overall, the survey concluded that people were eager to see the study area become a vibrant walkable place, with outdoor amenities. They welcomed the Village to contribute capital and resources to make this plan a reality and turn the study area into a special place.

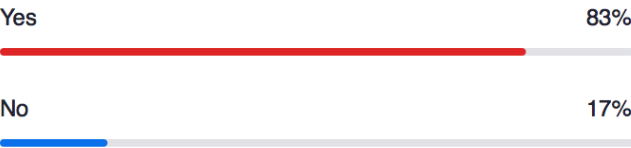
The following page provides a breakdown of responses for each question during the live survey.

Barrington Rd / I-90 Planning Study Charrette  
October 1, 2020 Public Presentation Survey Results

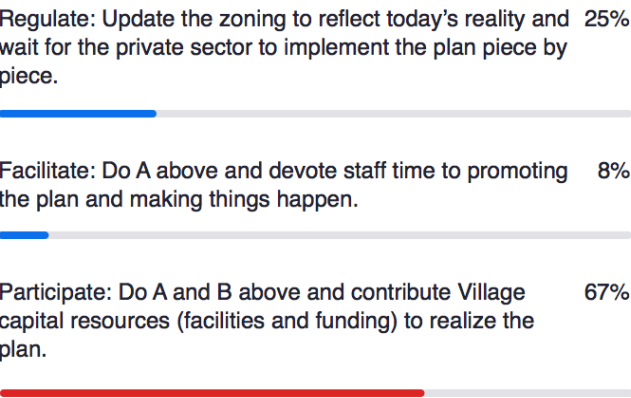
1. The study area is centrally-located next to the tollway and PACE transit. In its current condition is it?



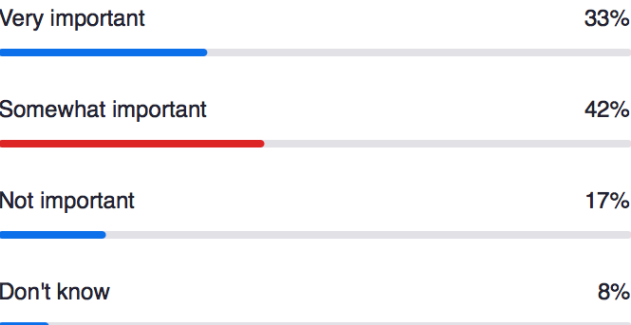
2. Do you support the idea of making the area a more vibrant and walkable place – Transit Oriented Development (TOD)?



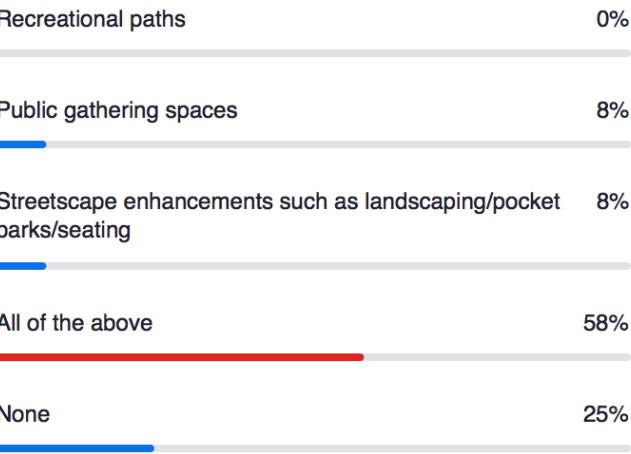
3. Over the next decade, what level of involvement should the Village of Hoffman Estates undertake to make this plan a reality?



4. The Southeast Quadrant contains many office and industrial uses. How important is it to redevelop these properties with different land uses such as apartments and townhomes?



5. The study area lacks usable park space. What amenities would you like to see incorporated into the study area?





INTRODUCTION

# EXISTING CONDITIONS SUMMARY

The consultant team completed a through site analysis of the study area (Appendix A). The key issues and themes most relevant for TODs, and in influencing the Master Plan are detailed in figures 6-9.

## CYCLE PATHS

The Village has access to great cycle amenities in the two Forest Preserves to the northeast and southwest of the study area. However, there is no direct cycle path through the site connecting the existing Forest Preserve path systems.

LEGEND

- Existing cycle paths
- Proposed cycle paths
- Access to existing trail
- Future access to existing trail

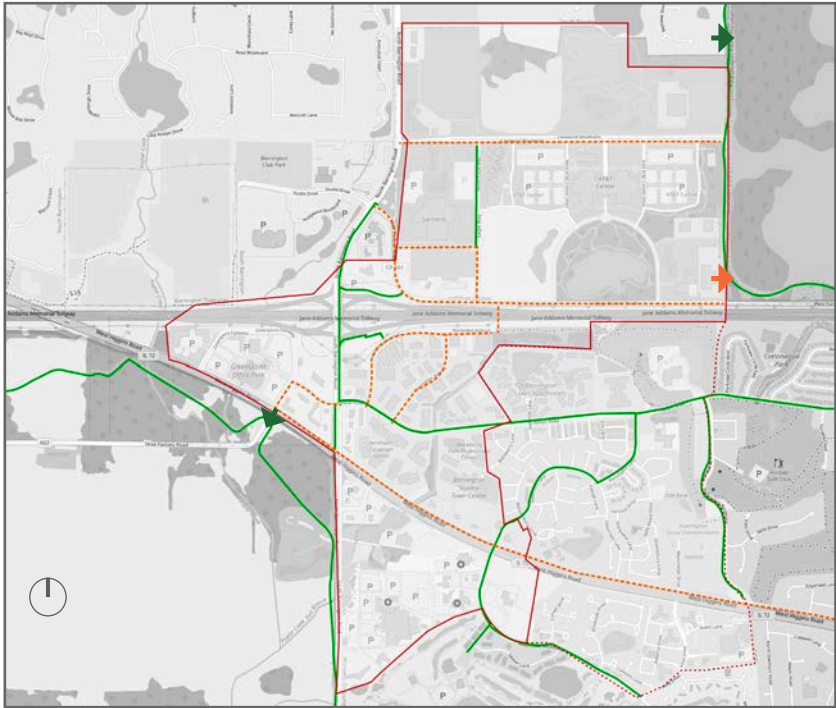


Figure 6: Map of Cycle Paths

## WALKING DISTANCES

The walking distances from the Pace Barrington Road station are longer than the average expected walk times and in some instances are unpleasant walks.

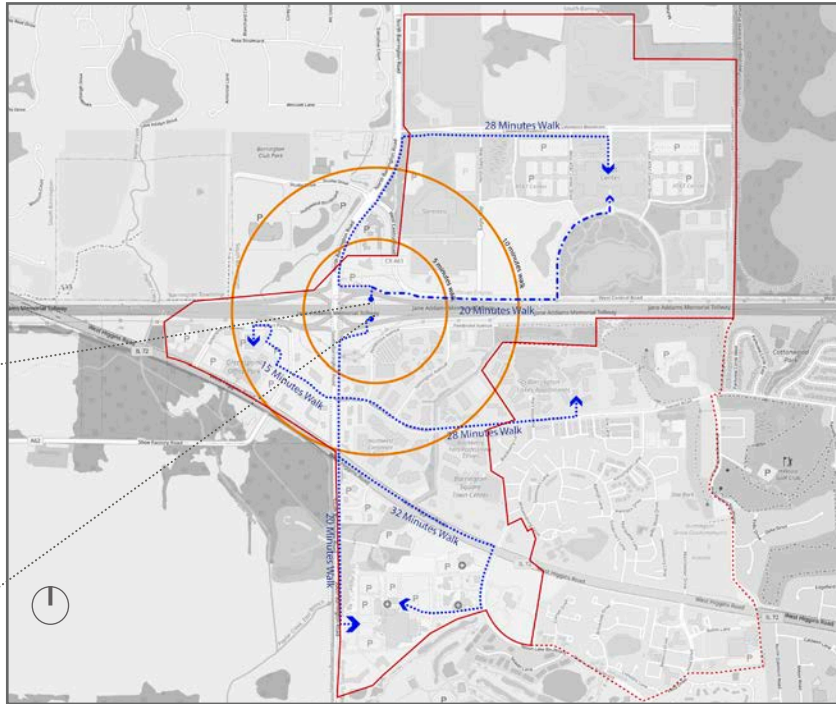


Figure 7: Map of Walking Distances

INTRODUCTION

# EXISTING CONDITIONS SUMMARY

## PEDESTRIAN CROSSING

The signalized intersections and crosswalks occur at intervals of 1/4 mile or greater within the study area, meaning that pedestrians must walk 5-7 minutes before having the opportunity to cross the road.

LEGEND

- Major vehicular routes (ADT)
- Walking distances
- Signalized intersection
- Crosswalk

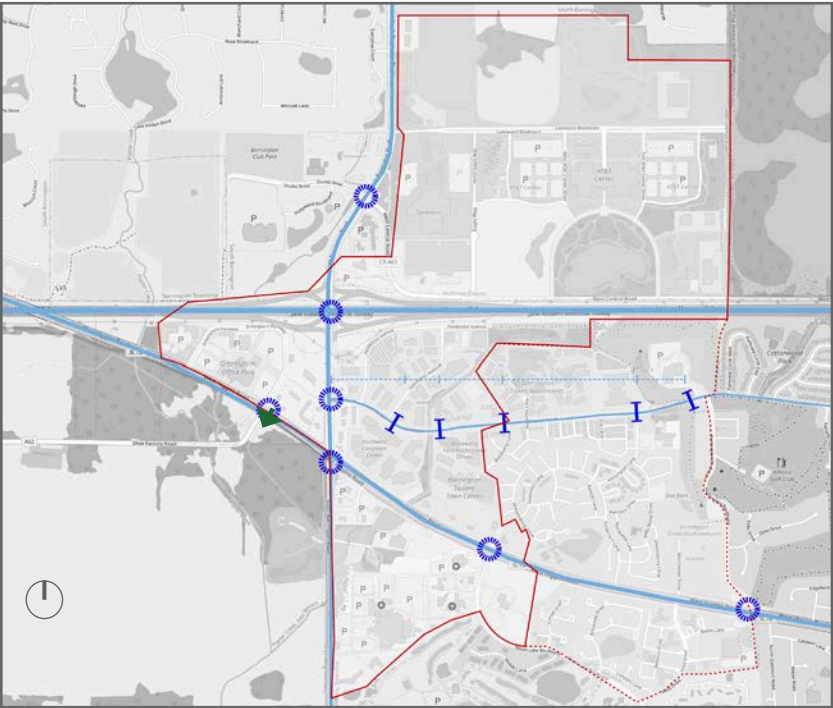


Figure 8: Map of Pedestrian Crossings

## BLOCK SIZES

The blocks within the study area are super blocks. The smallest of which is a 17 minute walk. They are very large, do not provide pedestrian accessibility and are not compatible with TOD.

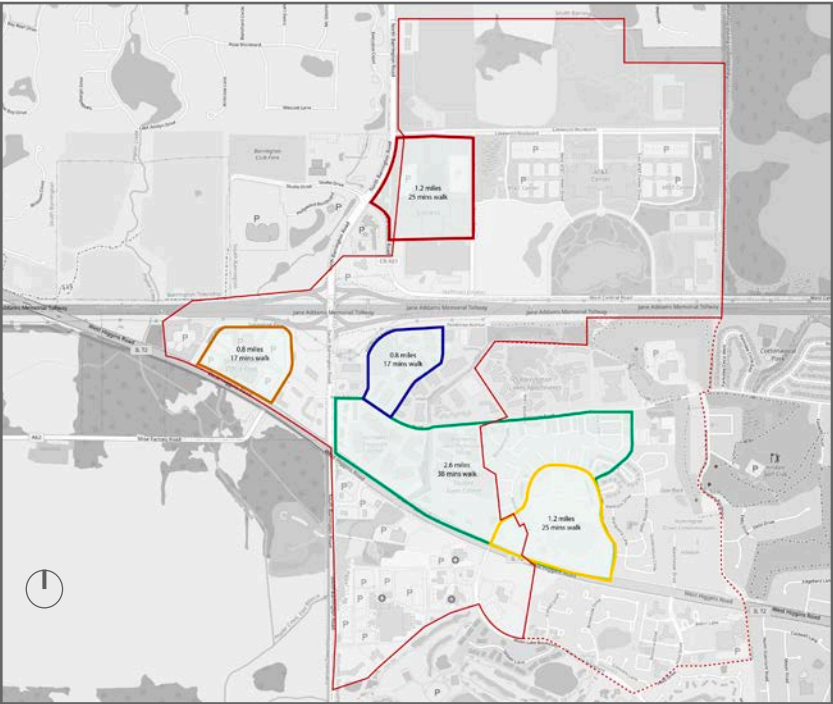


Figure 9: Map of Block Sizes

MARKET POSITION



MARKET ANALYSIS - AT THREE SCALES

This market analysis identifies what is currently known about the market conditions of the study area and the opportunities for future growth. Most important for the future of the area, this analysis directly addresses the challenges and uncertainties that will affect it as new behaviors emerge in response to the pandemic permanently changing how offices, restaurants, manufacturing, distribution, and services operate. The Covid-19 pandemic and Illinois’ mitigation orders presented a series of economic uncertainties. In early 2020, the economy was strong. Within a few months, businesses were closed, and many operated with significantly restricted hours and occupancy, leading to large levels of unemployment.

As the Village recovers from the Covid-19 Pandemic, an opportunity presents itself for the study area to emerge stronger and better as a transit oriented district. Barrington Road continues as a major commercial cluster with a variety of office and retail uses as well as a hospital, AMITA Health St. Alexius Medical Center. Businesses have and will again succeed in the study area, and nearby residents who stayed at home have a new appreciation for the possibilities to create a stronger pedestrian and bicycle-oriented district.

This analysis addresses both the study area’s current market conditions and the implications of broader market trends and market uncertainties.

The current market conditions of the study area present unique opportunities to attract customers that access the area by different modes and with different purposes. These following three markets describe those various types of customers:

PEDESTRIAN MARKET

- Pedestrian market, or ½ -mile radius. Whether residents or employees, these customers can walk to area businesses and typically are the most frequent visitors to the study area. Their appearance and behaviors create the image of the area. For example, many residents walking dogs and pushing strollers create a different image than office workers driving to work sites. Because missing amenities such as landscaped sidewalks and cross walks cause the population to feel unsafe when walking, this market can be hidden until that infrastructure and those amenities are added.

CONVENIENCE MARKET

- Convenience market, or 5-minute drive / 10-minute bike ride (figure 10). This geography presents residents and employees who should be routine users of the nearby businesses and provides the largest sales volume for enterprises. Businesses, such as convenience stores and quick service restaurants, often influence how well an area attracts this market. Bicycle infrastructure, such as racks and path marking as well as sufficient parking, are essential to maximizing this market.

DESTINATION MARKET

- Destination market, a 30-minute drive time (figure 11). This market is a reasonable delivery area for Internet purchases and a sensible travel distance for customers seeking medical, financial, and personal services. With the pandemic increasingly driving higher internet purchasing and especially Buy Online Pickup in Store (BOPIS), this market is the fastest growing source of customers for businesses. Short term parking and regional visibility are key to maximizing sales.

Table 1 that follows reports data on these markets:

HOW TO STRENGTHEN THE 1/2 MILE RADIUS MARKET

Table 1	Village	½ Mile Radii	5-minute Drive Time*	10-minute Drive Time*	30-Minute Drive Time*
Total Population	50,841	2,254	14,764	113,335	1,961,889
Average Household Income (\$)	\$109,634	\$97,625	\$87,496	\$119,201	\$113,954
Per Capital Income (\$)	\$39,107	\$37,164	\$33,597	\$43,251	\$42,071
% Rental Housing	23.8%	64.7%	41.9%	22.2%	23.4%
Jobs	43,812	3,520	13,926	73,836	1,182,222
Source: US Census, ACS 5-Yr, 2015 - 2019, 2010 US Census, Esri forecasts for 2020 ad 2025 Copyright 2020 Data Axle, Inc. All rights reserved. Esri Total Residential Population forecasts for 2020 *Drive time taken from the center of the southeast quadrant.					

A JOBS RICH AREA

Unlike many suburban transportation centers, the closest market, the pedestrian half mile geography, has significant employment and few residents. This is important because it means that there are daytime customers (employees) to support local restaurants, but evening/weekend customers (residents) are lacking. Table 2 below suggests the number of added residents necessary to create a market like the character of half mile pedestrian markets around nearby downtowns.

Table 2	Downtown West Dundee	Downtown Barrington	Downtown Arlington Heights
Total Population	2,970	2,906	5,665
Population Density per Square Mile	3,774	3,692	7,198
Average Household Income (\$)	\$97,970	\$151,095	\$116,459
Per Capital Income (\$)	\$40,078	\$65,432	\$61,069
% Rental Housing	36.5%	35.5%	49.4%
Jobs	2,866	2,867	3,352
Source: © 2010 US Census, All Rights Reserved, Alteryx, Inc., © 2017 Experian, Inc. All Rights Reserved, Alteryx, Inc.			

ADDING POPULATION AND PURCHASING POWER

The current residents nearest the study area have the high per capita income that typically provides customers who would spend at restaurants and services. The challenge is adding approximately 2,000 similar residents (at least 1,000 new units) so that the market becomes large enough to support a vibrant local offering. As it grows, this very desirable population only connects to a vibrant local offering if there are amenities such as attractive sidewalks that are protected from traffic and safe crosswalks, parks, and attractive building facades.

QUALITY DEVELOPMENT OFFERS COMPETITIVE ADVANTAGE

The Convenience, 5-Minute Drive and 10-Minute Bike, market for the study area adds support for local businesses of all types. As the map illustrating the geography of this market reveals (figure10), there is significant competition for the spending by these residents. For that reason, business quality is the key to maximizing sales to this market. Quality refers not only to the goods and services offered, but also to the appearance of the area and ease of access (parking and pick-up).



MARKET POSITION

# MARKET ANALYSIS FOR FUTURE GROWTH

The Destination Market (figure 11) traditionally identified the population that was willing to access unique items and services in a commercial district. With the growing importance of Internet sales, it now also provides a bonus market for businesses offering delivery or curbside pickup for internet orders. Given Barrington Road’s strong regional identity, the study area offers a natural fit for businesses using the internet to attract customers. Maximizing success in this market involves good access for delivery trucks and short-term parking for pick-up.

The Pace 605 Bus serves this market and offers access to more than 50,000 jobs within walking distance of its Rosemont stop. That service also means that residents and employees can commute to and from the destination connected by the CTA’s blue line. Local hotels become an easy overflow market for regional conventions and tourism.

SUMMARY

The market that the study area currently serves is focused on businesses, employees, and medical services. This is a strength because it provides the daytime population necessary for a vibrant business district, but there is a challenge to vibrancy caused by low residential population that depresses evening and weekend activity.

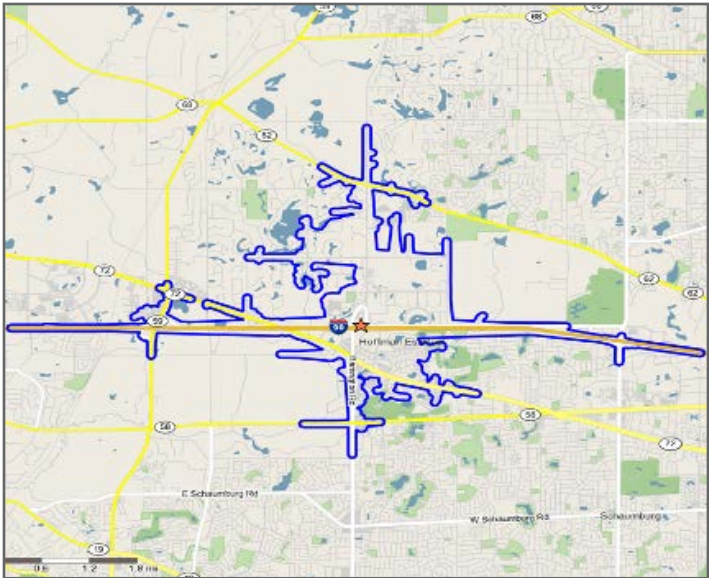


Figure 10: Map showing 5 minute drive time

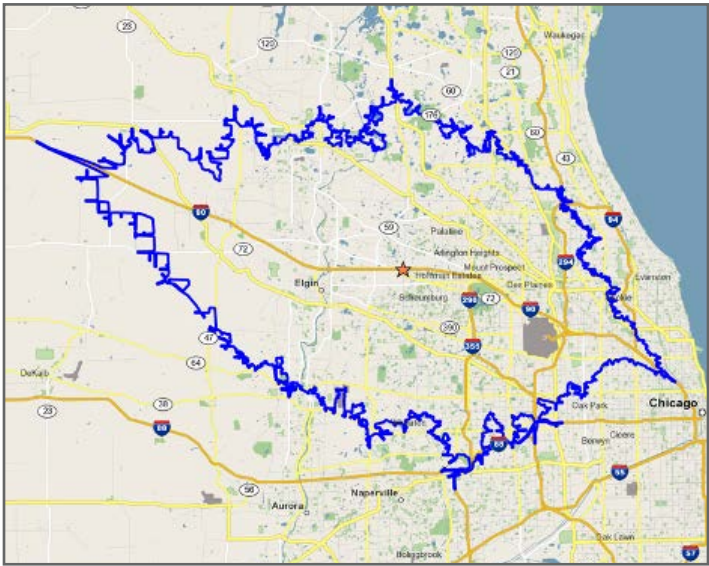


Figure 11: Map showing 30 minute drive time

MARKET POSITION

# REAL ESTATE MARKET TRENDS

MARKET TRENDS WITH A COVID CAVEAT

This study was developed during the Covid-19 pandemic and the uncertainty regarding its economic impacts. Trends can readily fluctuate and there should be additional checkpoints every six months as the project recommendations are implemented. The information that follows reflects current projections for the residential, retail, office, and other commercial markets.

RESIDENTIAL TRENDS

Housing is the strongest real estate market, as young families speed their move to the suburbs to find more space for home offices and private outdoor spaces. In general, Hoffman Estates can appeal to these new buyers with homes selling in the \$250,000 to \$400,000 price point, supported by its well-regarded public and private schools as well as parks. Trends that impact the character of residential development include:

- **Rental by choice:** Since the economic collapse in 2008, many former owners have chosen to rent rather than own. Some of these renters are empty nesters who finally realized a value increase in homes that went “underwater” during the market collapse. Other renters are young families that are waiting to make their first home purchase when job and economy uncertainty lessens. This trend has led to an increase in single family and townhome rentals.
- **Surban™ instead of urban:** Surban environments (communities that combine the services and density of urban locales with the safety and affordability of the suburbs) will continue to attract urban dwellers looking for more privacy and open space, but also desire the urban amenities to which they have become accustomed.
- **Health and wellness:** Healthy and sustainable living has been among the fastest-growing trends in home building and community design in recent years. Think: The rise of community gardens, the farm to table movement, and

fitness on demand. Expect the current pandemic to rapidly accelerate that trend, with a particular emphasis on the home.

- **Working from home:** One result of this pandemic will be more people working from home. Some homebuyers prefer a more generic office at the front of the home with optional doors for privacy, while others embrace space, quiet, and privacy wherever they can.
- **Living multi-generationally:** With family more important than ever, both parents and children will accept space in the middle generation’s home. This multigenerational trend will involve homes that include separate living areas, with kitchens and private entrances. It will also involve the concept of the multigenerational suite within the home (private living areas and kitchenette, but no private entrance). Full studios over the garage will be another popular option.

RESIDENTIAL IMPLICATIONS

Interviews associated with this study revealed that there is developer interest in constructing multi-family residential in the study area’s Moon Lake property. This type of development has the mixed-use character that builds on current office and retail uses to create the urban feeling suburban product that likely will attract residents leaving the denser urban areas. The presence of nearby parks, fitness centers, and healthy restaurants would also be appealing. Working from home and multigenerational living suggests more attached single-family products with individual entrances, open layouts, and purposeful home offices. Provision for “second units,” such as in-law suites, basement rental units, and 2nd story residential over garages, would add both density and investment income that expands market appeal. These trends all point toward a strong housing market demand in the study area that could emerge, resulting in pent up demand from the pandemic.



POST PANDEMIC FLEXIBLE OFFICE/RETAIL TRENDS

Commercial development post pandemic is likely to be particularly challenging for both office and retail. The pandemic required online ordering and curbside delivery, accelerating the pre-pandemic trend of replacing spaces built for stores with services in offices. These trends acknowledge that commercial space can flexibly accommodate office service and retail.

- As consumers seek safety in social distancing, there is a possibility that stores and services will demand more space to separate customers. Unfortunately, while social distancing requires more space, it does not bring more income to cover additional rent. The result likely will be downward pressure on rents per square foot.
- New experiences with telemedicine could further reduce demand for medical space, as routine visits to doctor's offices decline.
- Second story and multi-tenant office space face mixed demand changes in a post pandemic market. Instead of today's allotment of less than 200 SF per person, the newly reopened offices of the post-pandemic era may return to the 1990s-era standard of around 250 SF per person, enough space to allow for the recommended social distance.
- Parking demand for offices is likely to fall as employees continue to work at home. A Colliers report, released April 16, 2020, said 84% of 3,000 workers it surveyed around the world would like to keep working remotely at least one day a week when the pandemic fades. Of those who had not worked from home prior to the pandemic, 71% would like to work remotely at least once a week in the future.

- Independent retail stores and restaurants face the challenge of providing social distancing and retaining the customers who converted to online ordering and pick-up. Easy delivery options will require new store configurations, pickup windows, and drive thru lanes.
- The increasing use of apps, rather than menu boards, will change the configuration of restaurants with drive thru ordering.
- Gym members are finding online classes and creating home exercise spaces. This allows boutique exercise businesses to serve studio and home-based customers at the same time.
- Because the profits of stores, restaurants, and gyms come from marginal sales after fixed costs are covered, a 10% to 20% sales reduction has proportionally greater impact on profits. Multi-unit businesses make the decision to continue operating at a specific location based on its contribution to overall company profits. If the population continues shopping and exercising at home, it is expected that multi-unit businesses will respond by reducing the number of units.
- Experience using outdoor space for business purposes such as meetings, employee breaks and product demonstrations is likely to generate demand for landscaping that is organized to accommodate those uses.

OFFICE/RETAIL IMPLICATIONS

This plan must consider existing ground floor commercial uses as flexible components of the product mix. There are significant commercial vacancies today and it is likely that some ground floor businesses will reduce their space demand causing additional available space. It will be particularly important to watch changes in demand for medical space as the use of telemedicine matures. To succeed in attracting new stores and restaurants, spaces will need easy "grab and

MANUFACTURING IMPLICATIONS

The aging buildings along Pembroke and Stonington Avenues in the Southeast Quadrant offer opportunities for distribution and light manufacturing tenants and property owners. There also are new construction opportunities for distribution and light manufacturing in the Northeast Quadrant. Given the demand associated with low category vacancy, it is likely that there will be market driven proposals for adding distribution and light manufacturing in the study area. The challenge is encouraging these new businesses with very slim margins to invest in the property enhancements encouraged by this study.

go" access. With other communities competing for multi-unit stores and restaurants, the plan's ability to accommodate this new drive thru, socially distant normal will be critical to keeping existing tenants and attracting new tenants. The overall demand for parking is likely to decline as customers access businesses from home and visit stores to pick-up goods ordered online rather than shop. Although the weakest market is likely to be offices, businesses currently located in multi-tenant properties are seeing advantages to controlling their own entrance by owning the type of property present along Hassel Road, Pembroke Avenue, and Stonington Avenue. That move could further strengthen the daytime market by adding employees.

DISTRIBUTION AND LIGHT MANUFACTURING

Industrial real estate, the category that provides space for distribution and light manufacturing, has been quite strong during the pandemic as customers moved to internet purchasing which relies upon on warehouses rather than retail stores. Storage and truck parking are also uses included in this category and are growing uses. The study area competes for tenants in the Northwest Suburban Cook County submarket where CBRE reports that the first quarter 2021 vacancy rate for this category is only 1.4% compared to a regional rate of 3.3%. Net rents per square foot in this real estate classification are in the \$5 to \$6 range and therefore support very modest buildings and landscaping. It should also be noted that many outdated or obsolete industrial buildings are either being retrofitted for another use or demolished and rebuilt to accommodate the needs to the industrial tenant of today, usually with higher clear heights. The retrofitting for another use can take the form of anything from a small business owned manufacturer who also has a retail sales component to a church or even a fitness training facility. Nevertheless, despite a strong industrial market at the time of this report, the property taxes within Cook County remain a barrier to entry and growth for all sectors.

MASTER PLAN



# MASTER PLAN

## ILLUSTRATIVE MASTER PLAN

Figure 12 illustrates the general locations of the projects for the Master Plan as detailed in this chapter.

Given the significance of the mobility recommendations for all three quadrants and for creating successful TODs, a Mobility Master Plan is presented on page 30-31. This is followed by the projects for the Northeast Quadrant before the chapter delves into detailed solutions required for the Southeast and Southwest Quadrants. Appendix B provides an overview and analysis for each quadrant and complements the recommendations included in this chapter.

For each quadrant, the projects are categorized (where relevant) into:

- Plan Recommendations and
- Mobility Enhancements

Stormwater recommendations appear at the end of this chapter for 6 key locations:

- Hassell Road
- Stonington-Pembroke Circle
- Hassell Road North
- Northwest Corporate Centre
- Barrington Square Town Center
- Moon Lake Property

NORTHEAST QUADRANT

1

Reverse Frontages

2

Beautify Rear Facade

3

Continuous Sidewalk

4

Install Wayfinding

5

Multi-modal Transportation

6

Cycle Safety

7

Revitalize Existing Footpaths

SOUTHWEST QUADRANT

8

Expansion of Private Stretch of Hassell Road

9

Gateway Feature

SOUTHEAST QUADRANT

10

Re-calibrate Off-street Parking

11

Allow for a Greater Mix of Uses

12

Overall Regulating Plan

13

Reduce Pedestrian - Vehicle Conflict

14

Install Cut-Through Bridges

15

Create an "Art Walk"

16

Increase Residential Density

A

Hassell Road North

B

Northwest Corporate Centre

C

Barrington Square Town Center

D

Moon Lake Property

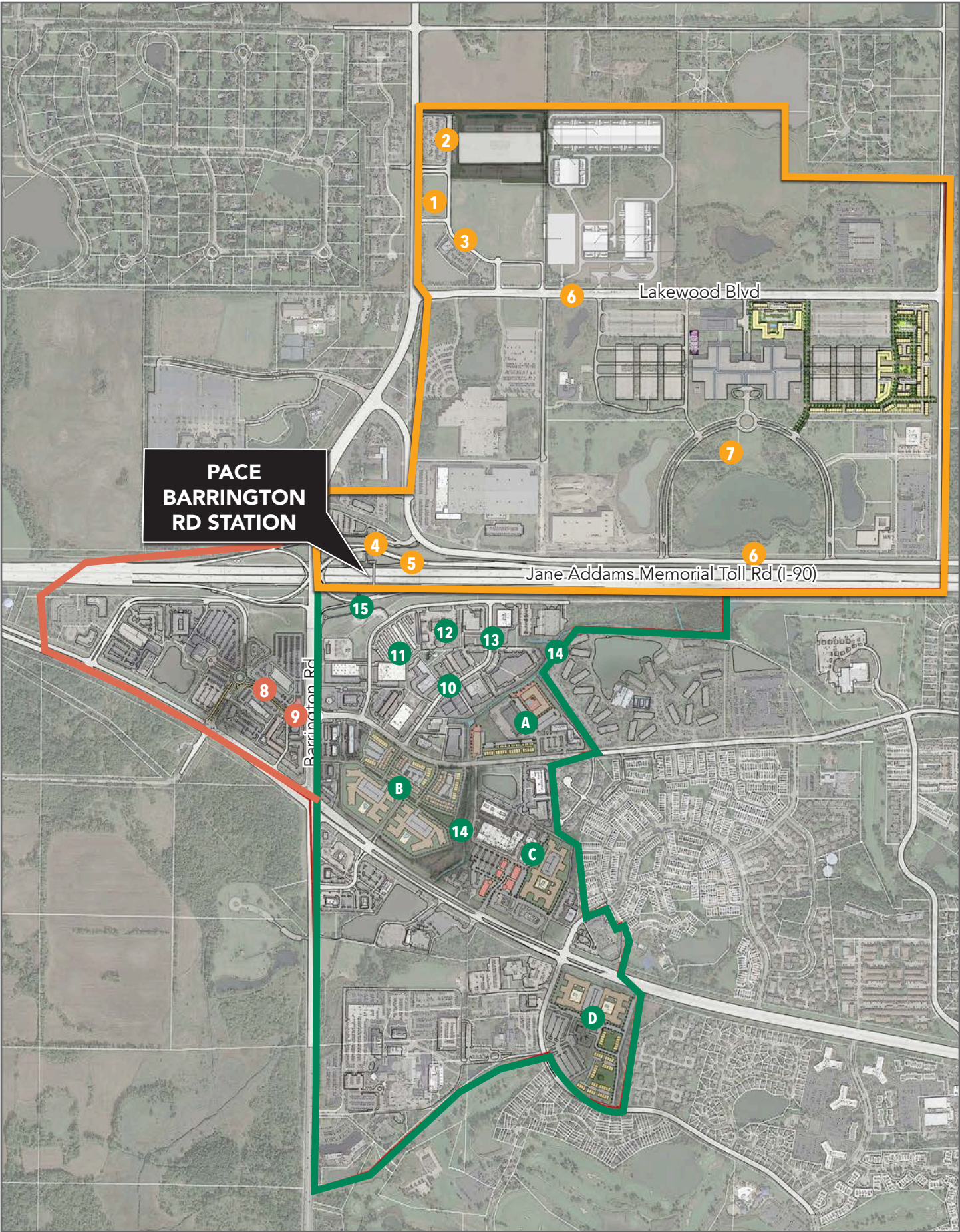


Figure 12: Master Plan



MASTER PLAN

# OVERALL MOBILITY MASTER PLAN

A successful TOD requires a pedestrian oriented approach to design and development. Figure 13 and the list below highlight areas of focus for the Village in order to achieve an improved pedestrian experience.

SIDEWALKS

Continuous sidewalk networks improve mobility for all pedestrians. Sidewalks should be part of all new and renovated road facility and every effort should be made to retrofit streets that currently do not have sidewalks. Where appropriate use multi-use paths in right of ways or easements to accommodate bikes/scooters and pedestrians.

When implementing streetscape improvements considering the pedestrian experience is important. The aim should be all existing and new streets provide a rewarding pedestrian experience. The Village of Hoffman Estates should prioritize the following key elements:

- **Lighting:** Street lighting plays a vital role in creating a safe, highly walkable environment. Low-glare, ambient lighting should be used on pedestrian-scale poles. Way finding signs, other signage, and destinations, such as the Pace Kiss-n-Ride underpass should be well lit. Well lit landmarks provide geographic orientation to pedestrians.
- **Street Furniture:** Consistent, simple, and easy-to-maintain furnishings can activate the pedestrian landscape and provide an opportunity for branding. Street furniture placement should take into account the flow of pedestrian traffic and not obstruct a clear walking path.
- **Landscape:** Street trees and other sidewalk landscaping features can contribute to a great number of community benefits including: cleaning pollutants out of the air, offsetting carbon emissions, providing shelter for pedestrians from extreme weather and a buffer from adjacent traffic. Wherever possible, the plantings should coordinate, both aesthetically as well as ecologically with the surrounding environment, including nearby street trees, the lighting, sidewalk drainage, and pedestrian furniture.

RECREATIONAL FOOTPATHS

The existing network of footpaths, particularly in the Northeast Quadrant, should be re-purposed and consideration given to connecting these recreational paths to external sidewalks.

CROSSWALKS

Safe and frequent crosswalks support a walkable urban environment. Crosswalks should be installed in strategic locations across the study area, have safe landings to adjacent sidewalks, and refuge islands are recommended for streets 50 feet or wider. The proposed crosswalks are taking into account both existing as well as projected crossing demands. Frequent crossings reinforce walkability and have the potential to fuel greater demand, particularly as higher density development occurs and traffic increases.

BIKE LANES

Bike accessibility to transit stations makes riding public transportation more convenient - thus focus on providing strong connections to the Pace Park-n-Ride and Kiss-n-Ride. Bike paths should be considered for all new roads and retrofit existing streets to safely accommodate bikes.

PEDESTRIAN - VEHICLE CONFLICT

Consolidate driveways to reduce pedestrian and vehicular conflict.

CUT-THROUGH BRIDGES

Cut-throughs enable pedestrians to travel the most direct route, or in some cases via alternate routes, to their destinations. There will also be fewer vehicular conflicts because pedestrians won't have to use arterials to get from one local street to another.

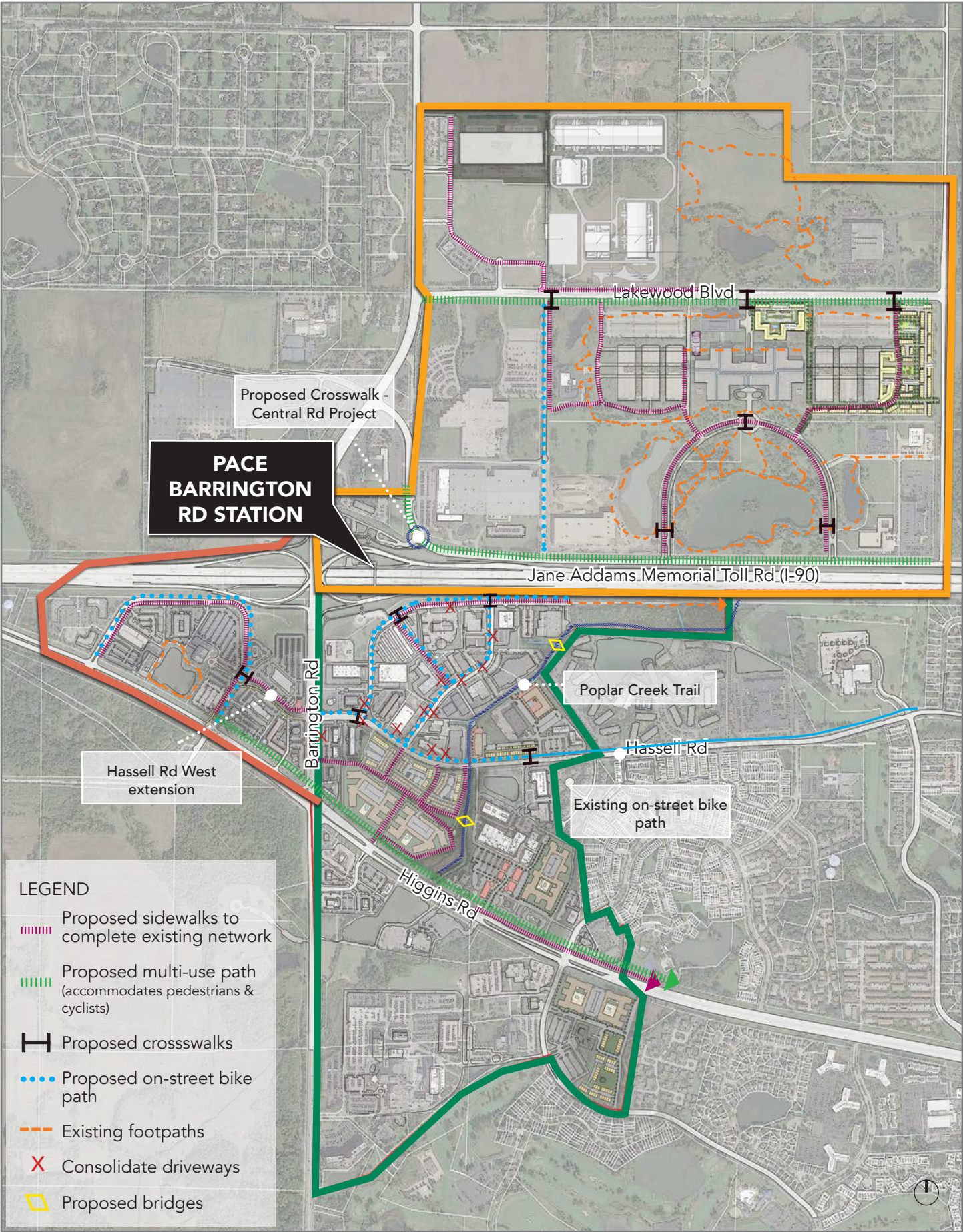


Figure 13 Mobility Master Plan



PLAN RECOMMENDATIONS

1 REVERSE FRONTAGES


It is unlikely Barrington Road will become a pleasant pedestrian experience, particularly within the Northeast Quadrant. There is no sidewalk along this section of Barrington Road. In addition, vehicular entrances to Fountain Crossing are via service entrances. (figure 14). This constraint identifies the parallel street at the rear of the buildings as an ideal place for a sidewalk and the potential to become a main pedestrian thoroughfare.


Development on the adjacent parcels to Fountain Crossing should be reversed and provide frontages to the unnamed street.

Conceptual regulations:


1. Work with the private POA which owns the ring road to name and designate it as the main pedestrian thoroughfare. Install continuous sidewalks and pedestrian crossings.
2. Complete a vehicular street network with small block sizes, ensuring permeability.
3. Buildings front façades should front onto the designated pedestrian thoroughfare.
4. Encourage buildings (particularly retail and commercial spaces) to provide rear entrances.
5. Encourage services alleys and entrances on sides of buildings and screen with generous landscaping.
6. Install large, visible signs towards Barrington Road.


LEGEND


 Proposed sidewalks

 Service alley/entrance

 Proposed vehicular routes

 Landscaping for screening

 Encourage rear entrances

 Landscaping for beautification

 Building frontage

 Signage for vehicular traffic



Figure 14: Entrance routes to Fountain Crossing, via service entrance.

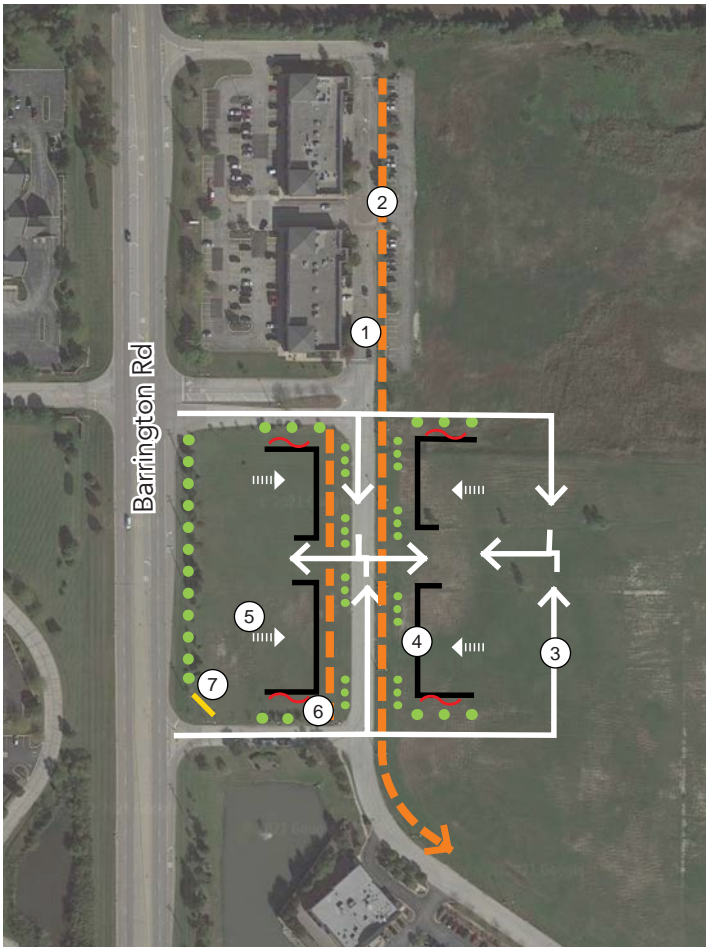


Figure 15: Conceptual regulation diagram.

2 BEAUTIFY REAR FACADE

The sidewalk at the rear of the existing buildings at Fountain Crossing should be retrofitted to provide a rewarding pedestrian experience. Efforts should be made to beautify this rear facade, the Village ought to adopt the following guidelines:

- Install adequate and ambient lighting to maintain visibility and ensure a rewarding pedestrian experience.
- Screen and beautify outdoor storage and loading areas with soft landscaping.
- Encourage rear store-front entrances, landscaping, and patio/outdoor seating where appropriate.
- Where expansive blank walls exist install landscaping and public art to mitigate the visual impact of blank façades.

MOBILITY ENHANCEMENTS

3 CONTINUOUS SIDEWALKS

To improve the effectiveness of TOD and the use of the Pace bus service, continuous and rewarding sidewalks should be provided, refer to Mobility Masterplan figure 13 on page 31.

4 INSTALL WAYFINDING SIGNS

Knowing how to reach a nearby destination on foot is a major step in encouraging pedestrians to walk. Install wayfinding signs with the required time to reach destinations via walking/cycling in strategic locations around the Pace Park-n-Ride.

5 MULTI-MODAL TRANSPORTATION

Efforts should be made to improve the ease and convenience of multi-modal trips.

BIKE/SCOOTER SHARE

Integrating bike/scooter share facilities within the Pace Park-n-Ride/Kiss-n-Ride gives transit riders a faster alternative than walking to their destination. Pedal assist bikes are particularly ideal for bike share because of their otherwise high upfront cost to users. The battery powered boost on these bikes can improve rider comfort by reducing fatigue, sweating, and decreasing journey times. Maximum speeds for pedal assist e-bikes are usually capped at 20 mph.



Figure 16: Bike Share - Divvy Bikes



CIRCULATOR SHUTTLE BUS

Introduce a circulator shuttle bus to link the Pace Park-n-Ride with destinations within the quadrant or an on-demand bus service similar to the service available in the Southeast and Southwest Quadrants. This may be particularly popular with transit riders during the winter months. The Park-n-Ride provides sufficient space for passenger loading without interfering with traffic, it is also within a few minutes' walk from the Pace bus station (figure 17). The short term recommendation is to use the existing Park-n-Ride facility to accommodate a shuttle bus/on-demand service. The long term recommendation; as the quadrant continues to develop, the number of destinations increase, and demand grows, there is potential to extend the Park-n-Ride facility and install a dedicated shelter for the shuttle bus service. Bus shelters are required to be erect over a paved surface and connect to a paved walkway, conditions which already exist at this location. When installing the shelter the Village should use transparent material for maximum visibility and security, illuminate the shelter and surrounding area, and ensure it does not block pedestrian through traffic. Include visible signage, bus schedule and fare information.

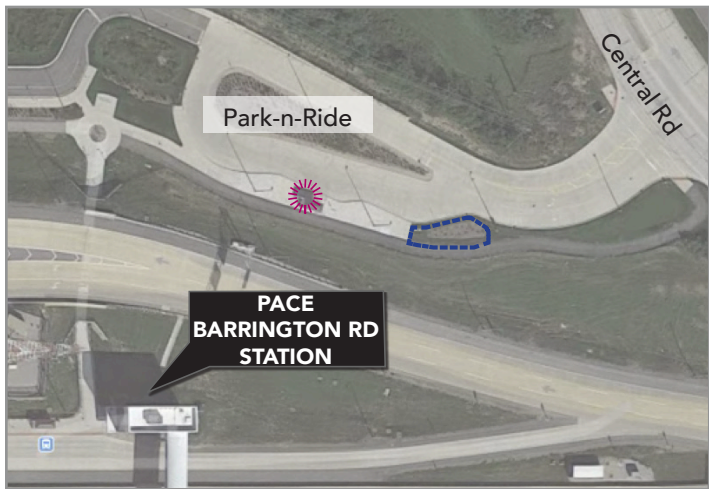




Figure 17: Potential location for shuttle bus/on-demand service.

Legend

-  Use existing Park-n-Ride facilities to accommodate a shuttle bus/on-demand service.
-  Potential area to expand Park-n-Ride to accommodate a dedicated bus shelter.

6 CYCLE SAFETY

Ensuring cycling safety directly correlates to the success of bike share systems. In addition to providing dedicated bike lanes, it is also recommended that branded and brightly colored bikes are used for bike shares, making them easy to spot and contributing to increased pedestrian and driver awareness of the presence of bikes on the road.

7 REVITALIZING EXISTING FOOTPATHS

Revitalizing the existing pedestrian footpaths (see Mobility Masterplan, figure 13 on page 31) and providing additional connections to the Paul Douglas Forest Preserve trail, as well as the sidewalk network, not only provides a recreational amenity, but also makes the quadrant permeable. The Village should facilitate the organization and promotion of walking events such as 5k fun runs and walks to encourage people to walk and highlight the recreational amenity.

PLAN RECOMMENDATIONS

8 EXPANSION OF THE PRIVATE STRETCH OF HASSELL ROAD

Currently there are no pedestrian or bicycle accommodations on the private stretch of Hassell Road between Barrington Road and Greenspoint Parkway. Therefore, this plan recommends transferring this stretch of Hassell Road to the Village's jurisdiction and reconstructing it to meet or be closer to the Village's development standards. Beyond the standard specifications which call for a 5' minimum sidewalk, accommodations for bicycles should be made here as well.



Figure 18: No sidewalks on private stretch of Hassell Rd



Figure 19: Existing electrical equipment constrains potential to expand right of way on north side of Hassell Rd.

WEST EXTENSION OF HASSELL ROAD: EXISTING CONDITION

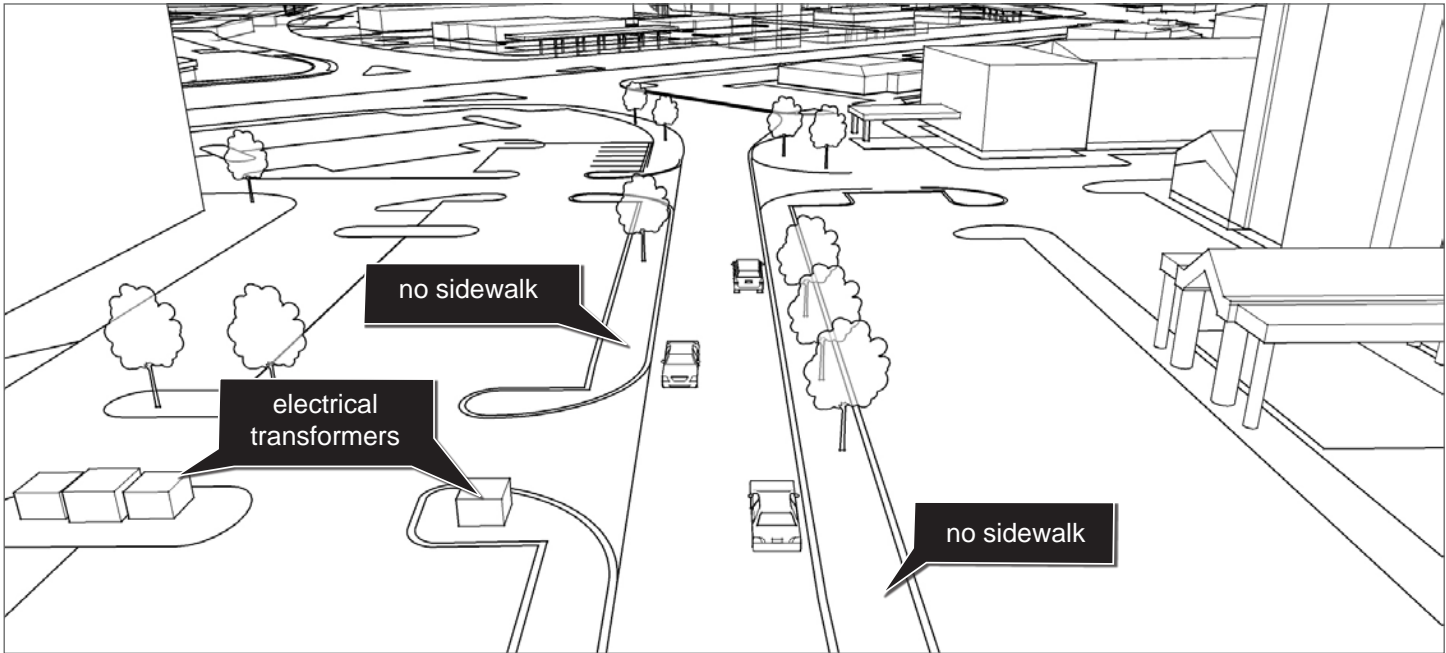


Figure 20: Hassell Road looking east



MASTER PLAN

SOUTHWEST QUADRANT

The following recommendation would impact the off-street parking spaces for the Barrington Pointe (where Vistex is located) and Hyatt Place properties. While the Barrington Pointe building appears to be over-parked by roughly 75 spaces relative to Village regulations, at the time of this report its owners were adamant that they needed all of the spaces and would, in fact, prefer to increase the number of spaces. Therefore, the scenarios depicted here are careful not to decrease the number of parking spaces for these properties.

The design of this area, as depicted in figure 21, eliminates 10 parking spaces, but that loss is offset by additional parking created by the expansion of the parking lot to the north into the land formerly used as an I-90 cloverleaf interchange.

The proposed design is preliminary and for planning purposes only. The development of the roadway design to be carried forward should begin with a traffic study, and should be developed based on a review of the crash history and on topographical survey data. To reduce the impacts to the adjacent properties, the proposed design does not fully meet the Village’s minimum standards, as noted below:

- Centerline radius is designed to 25 mph (not 30 mph per policy).
- Auxiliary turn lane storage and taper lengths are less than the policy value.



Figure 21: Recommended Improvements to West Extension of Hassell Road

DESIGN CRITERIA PER DEVELOPMENT STANDARDS

- Functional Classification: Collector<sup>1</sup> Posted/regulatory speed: 25 mph
- Design Speed: 30 mph
- Minimum Cross Section: 27’ from back-of-curb to back-of- curb with 5’ sidewalk located 1’ from the ROW<sup>3</sup>Curb and gutter: B-6.12
- Auxiliary turn lane storage length: 100’
- Auxiliary turn lane taper length: 135’
- Minimum centerline radius with normal crown: 300’

MASTER PLAN

SOUTHWEST QUADRANT

9

GATEWAY FEATURE

The acute geometry of the Barrington Pointe property’s southeast corner, with its high visibility, presents a natural opportunity to create a gateway feature that would serve as an amenity to the adjacent properties and improve the crosswalk termination (figure 24). A “lean” version of this could be a landscaped plaza with garden walls to screen the space from the sights and sounds of Barrington Road car traffic (figure 25). One could imagine employees from the nearby businesses and guests at the hotels using this space on a break, perhaps even attracting a food truck.

If the scenario described above is pursued, the parking lot reconfiguration and footprint of the landscaped amenity space should be designed in anticipation of a future out-lot commercial building and associated underground infrastructure. The design depicted in figure 26 shows a 6,000 SF building with drive-thru.



Figure 22: Crossing at the Hassell Road / Barrington Road intersection. View from Hassell Road looking northeast.

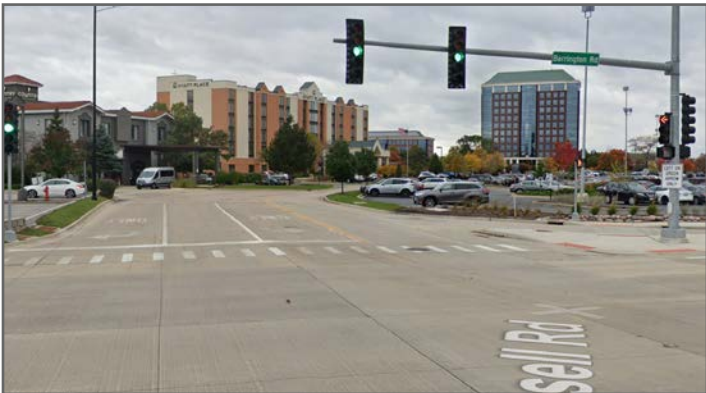


Figure 23: Hassell Road west. View from Hassell Road / Barrington Road intersection looking west.

WEST EXTENSION OF HASSELL ROAD: EXISTING CONDITION

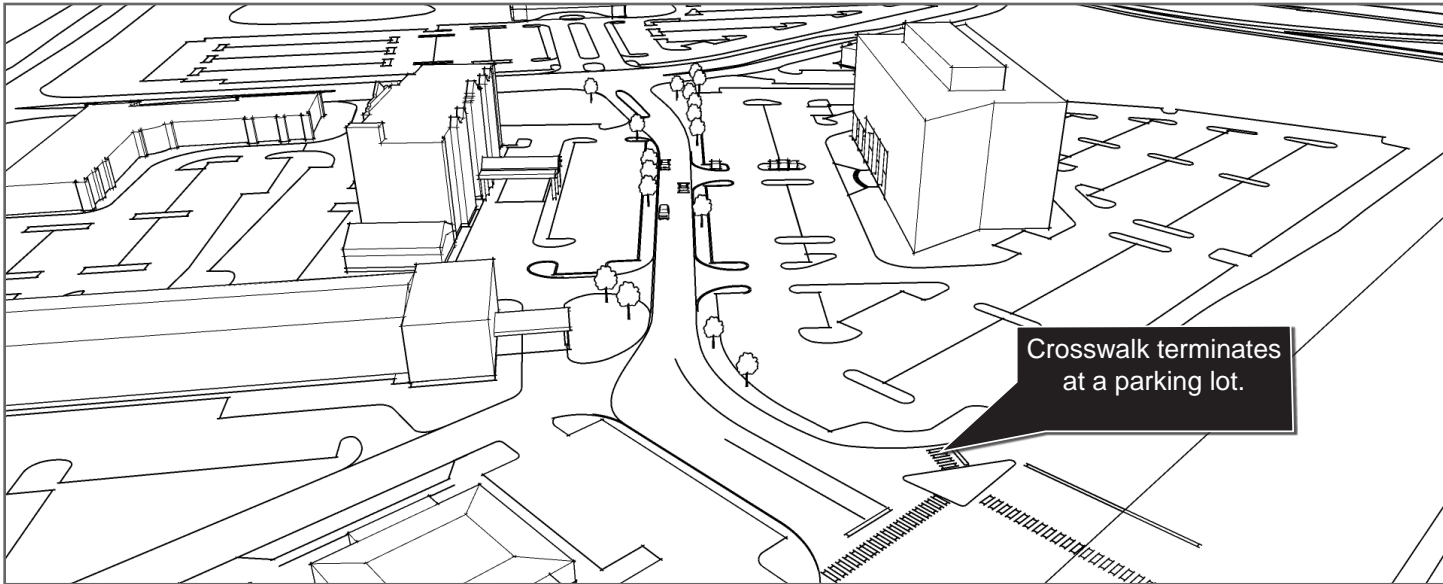


Figure 24: Hassell Road looking west

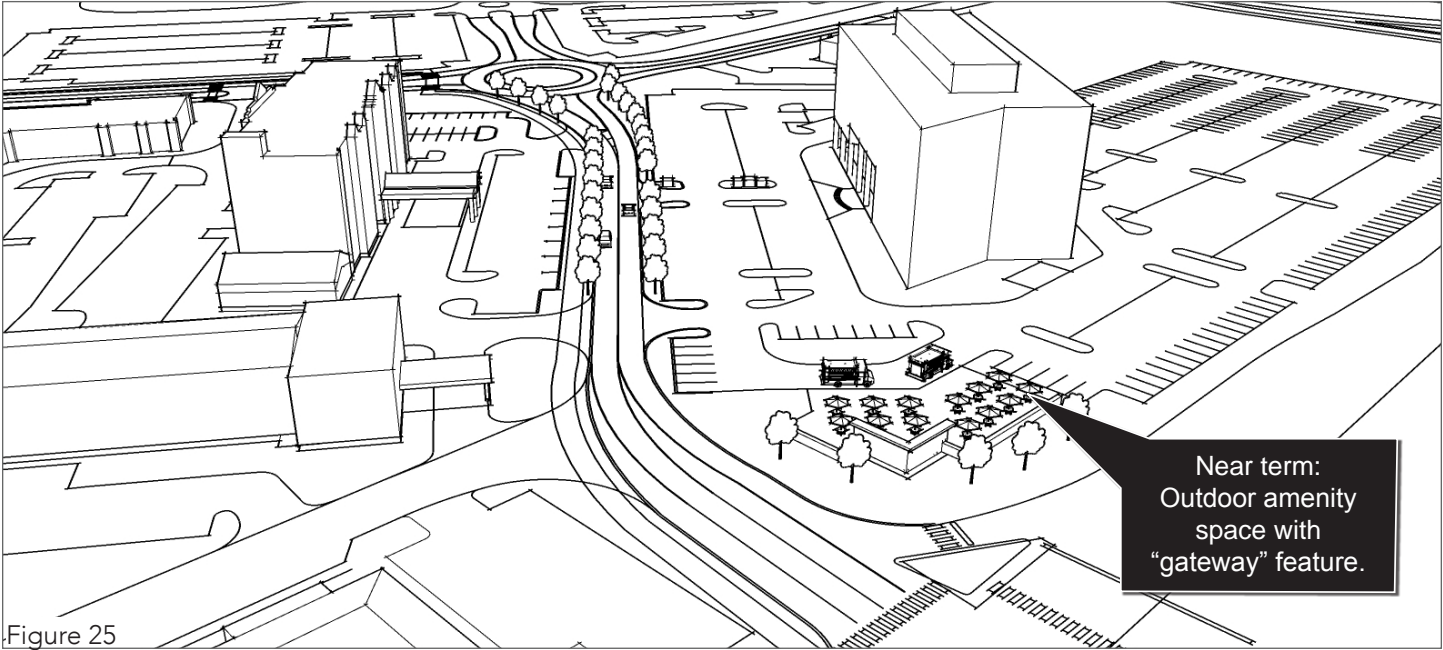


MASTER PLAN

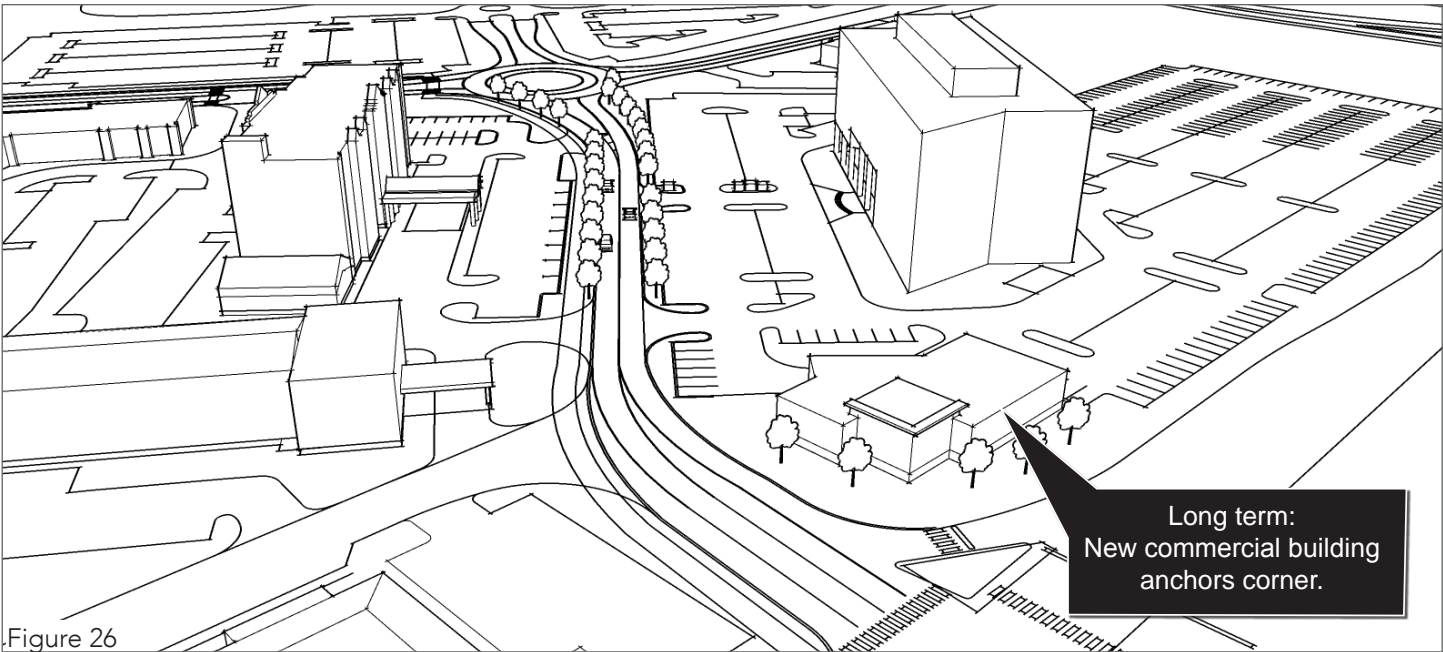
**SOUTHWEST QUADRANT**

The reconfiguration of the parking lots as shown in both scenarios results in a loss of approximately 10 parking spaces from the Barrington Pointe property and a net gain of 4 spaces at the Hyatt Place property. Assuming that the 6,000 SF building shown in the “Long Term” scenario is a sit-down restaurant with a bar, the ITE Parking Generation tables indicate a need of about 104 parking spaces. With the expansion of its parking lot to the north, this exhibit shows an additional 110 spaces overall on the Barrington Pointe property and the land formerly used as an I-90 cloverleaf interchange.

**RECOMMENDED IMPROVEMENTS: SHORT TERM**



**RECOMMENDED IMPROVEMENTS: LONG TERM**



MASTER PLAN

**SOUTHEAST QUADRANT**

**PLAN RECOMMENDATIONS**

Projects 10-15 occur within “Stonington-Pembroke Circle” as identified in figure 27.

**10 RECALIBRATE OFF-STREET PARKING**

As a TOD, off-street parking requirements should be recalibrated to allow for higher density. In other words, potential redevelopments and / or changes in the use of buildings should not be limited by strict adherence to parking standards. Pembroke and Stonington Avenues can accommodate street parking on both sides, which adds up to approximately 200 potential spaces. These should be taken into account / credited toward the parking for individual properties.

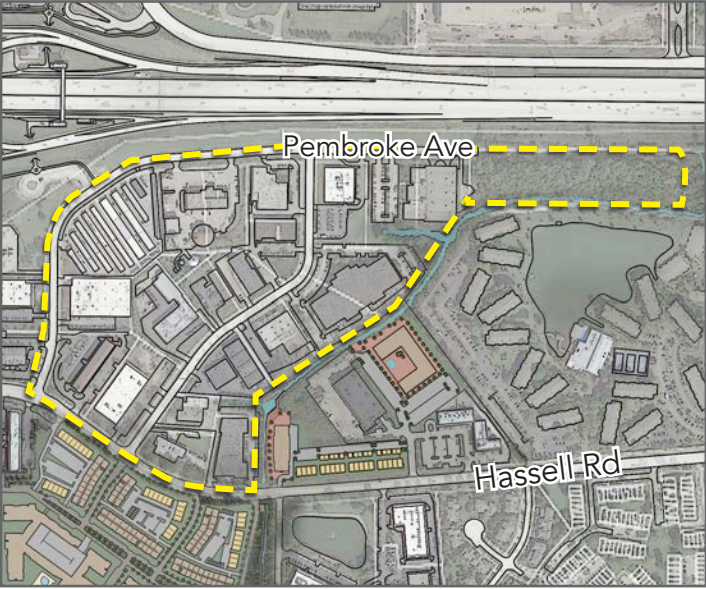


Figure 27: Stonington-Pembroke Key Plan

**11 ALLOW FOR A GREATER MIX OF USES**

Zoning should not restrict or in any way challenge the kinds of uses that are currently operating in the area. However, it should be expanded to allow a greater mix of uses, including commercial (retail sales currently restricted to accessory uses at 15% of building area) and residential.

**12 OVERALL REGULATING PLAN**

The fact that this area contains many separate and relatively small properties may limit the scale of development that is possible without assembling parcels. As individual properties redevelop, they should be coordinated with an overall regulating plan whose ultimate vision includes a network of public paths (either pedestrian or auto) and public space(s).

The conceptual regulating plan (figure 28) envisions that the superblock is broken into smaller blocks with an interconnected network of streets (could be pedestrian-only, shared/slow or “woonerf”/living streets).

The existing water tower anchors a new public open space at the top of the hill, acting as a wayfinding landmark and as an icon on which to build a brand for the district. In the short-term, one could imagine a pedestrian connection through the U-haul property, flanked by storage units converted into artist galleries. If possible, the U-haul property should be redeveloped as mixed-use project with TOD- oriented programming. The conveyance of stormwater from the hilltop to these basins could be featured in artful ways.

The sites development potential is further explored through the case study of Poundbury, England on page 94-95 Appendix C.



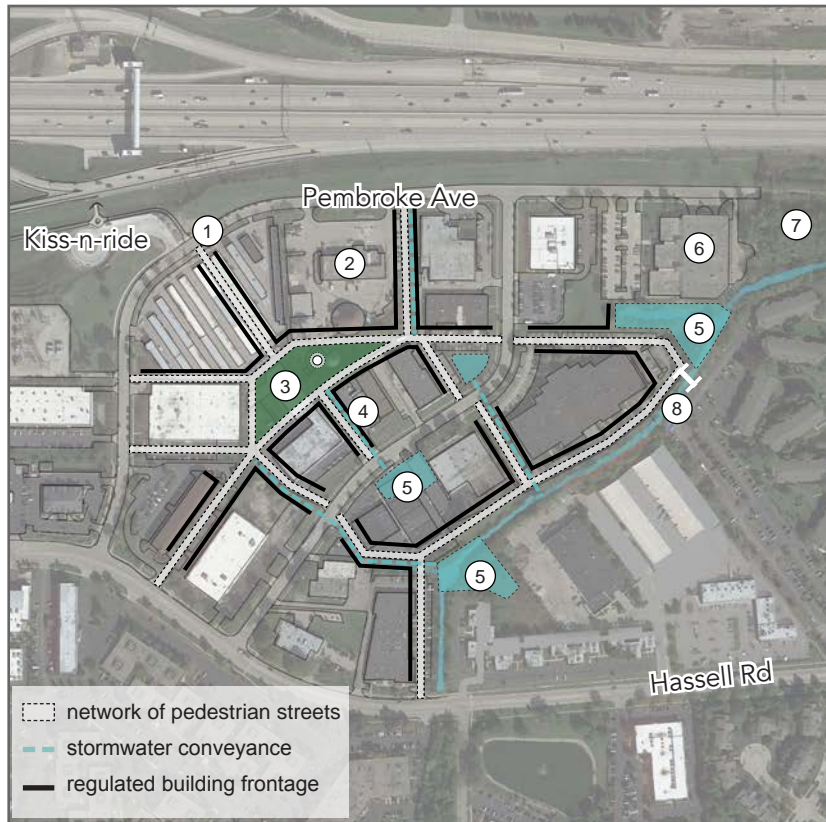


Figure 28: Conceptual regulating plan

MOBILITY ENHANCEMENTS

13 REDUCE PEDESTRIAN - VEHICLE CONFLICT

Consolidate driveways to reduce pedestrian and vehicular conflict, refer to Mobility Masterplan, figure 13 on page 31. A full pedestrian analysis can be found in Appendix A on page 82-83

14 INSTALL CUT-THROUGH BRIDGES

Install pedestrian bridges over Poplar Creek, connecting Barrington Lakes Apartments to "Stonington-Pembroke Circle". This cut-through enables pedestrians to travel the most direct route, or in some cases via alternate routes, to their destinations in the Study Area, in particular a more direct route to the Pace Barrington Road station. There will also be fewer vehicular conflicts because pedestrians won't be forced to arterials to get from one local street to another.

1. Connection from Pembroke Ave. Kiss-n-Ride to public open space at top of hill
2. Village Vehicle Maintenance Facility relocated to make property 1 for TOD opportunity.
3. "Water Tower Hill" public open space.
4. Stormwater conveyed artfully from hilltop to centralized detention basins.
5. Centralized stormwater detention basins part of district-wide system.
6. Village Public Works Center relocated to make property available for TOD opportunity (refer to Chapter 4, Section 3.1)
7. Developable land with high visibility from I-90
8. Bridge over Poplar Creek, connecting Barrington Lake Apartments to "Stonington-Pembroke Circle"

15 CREATE AN "ART WALK"

TODs tend to consider the area within a five minute walk (approximately 1/4 mile) to be the service area for bus transit and the area within a 10 minute walk (1/2 mile) to be the service area for fixed rail transit. The Pace station, can be considered somewhere between the two. Beyond the physical distance, which can be measured in feet or time, it is important to consider the psychological distance- that is, the experiential quality of the space between a transit station and its catchment area.

In the case of the Pace Barrington Road station, one must traverse 600 feet (the length of an entire Chicago block or a 2 1/2 minute walk) through the tunnel and the Kiss-n-Ride lot before reaching the nearest development on the south side of the interstate (the U-HAUL property). A full minute is added to that distance if one is coming from the north side of the station. To overcome this, the experience should be made as appealing as possible, cutting down the psychological distance for a pedestrian. In addition to providing quality pedestrian facilities like sidewalks, trees, and basic lighting, the introduction of public art can be an effective way to enhance the pedestrian experience. The Village and Pace should consider engaging the local artist community to develop a plan that links the Pace station to Stonington-Pembroke Circle with an "art walk" that includes lighting installations and sculpture. This is a low-hanging-fruit initiative that could set the stage for a broader application of public art as a tool for placemaking. One could imagine the Stonington-Pembroke Circle eventually developing into a cohesive "district" where the theme of local artwork gives it a cool-factor, similar to the case study examples included in Appendix D, Gateway Arts Districts on page 96-97.

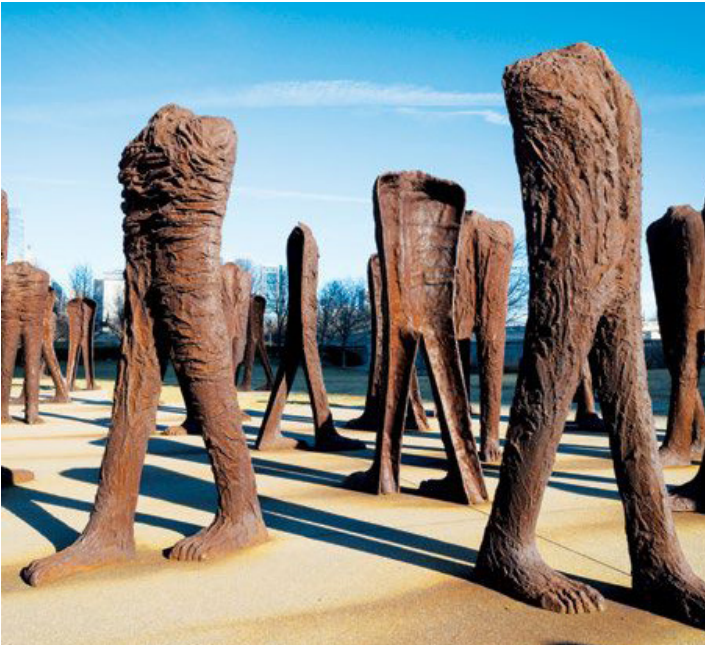


Figure 29: Examples of lighting installations and sculpture that enhance the pedestrian experience in public spaces.



PLAN RECOMMENDATIONS

Project number 16 has 4 different potential locations. These are identified by the key plans for each location respectively.

16 INCREASE RESIDENTIAL DENSITY

A HASSELL ROAD NORTH

The conceptual designs illustrated in Figures 30-31 depict a scenario where both the commercial buildings and the Grand Sports Arena north of Hassell Road are replaced by residential developments. Ideally, these redevelopments would be coordinated with improvements to Poplar Creek, such as landscaped amenity spaces and segments of pathways that could eventually link together to create a continuous trail network running through the Southeast Quadrant.

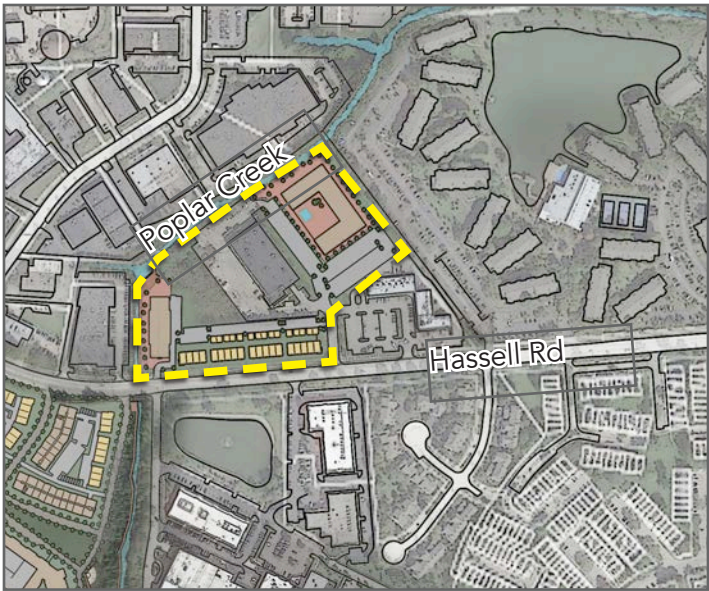


Figure 30: Hassell Road North Key Plan



Figure 31: Conceptual redevelopment of subject properties



Figure 32: Apartment type example



Figure 33: Apartment type example

1 4-STORY APARTMENT BUILDING	
4 residential floors w/ tuck-under parking along back side	
apartment units	49
2 4-STORY APARTMENT BUILDING	
4 residential floors w/ surface parking	
apartment units	120
3 TOWNHOMES	
townhouse units	19



Figure 34: Example of amenity space and public trail at Poplar Creek

B NORTHWEST CORPORATE CENTRE

The owners of the Northwest Corporate Centre are considering further improvements to the buildings' exteriors, focused on signage and landscaping. In the long term, the owners appear open to considering redeveloping the property including changes to the land use type.

The property may have a higher value as residential use. The increase in population that would be brought to the area from a medium density residential development scenario like the one depicted in Figure 35 would benefit the overall TOD vision by adding as many as 875 units of housing. Ideally, redevelopment of the Northwest Corporate Centre property would be coordinated, from a physical and financial perspective, with improvements to Poplar Creek. The following pages outline a phased approach to a residential redevelopment scenario. Not all of the phases would need to occur to create a successful redevelopment site.

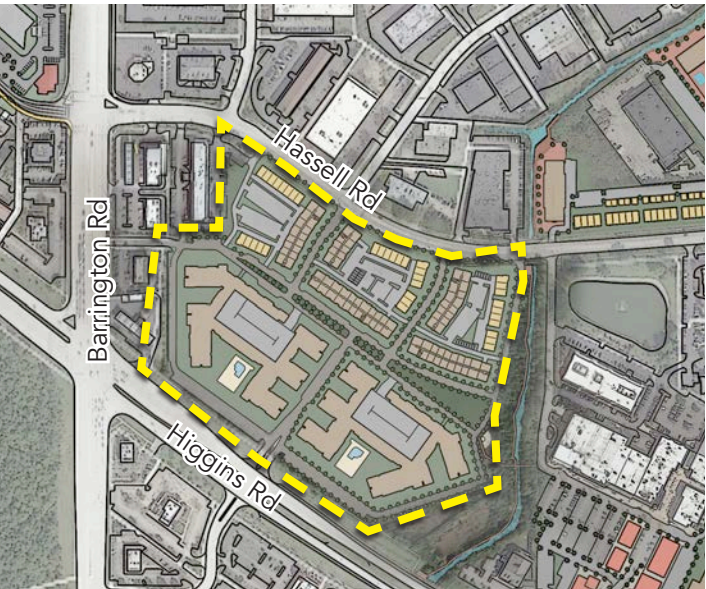


Figure 35: North West Corporate Centre Key Plan



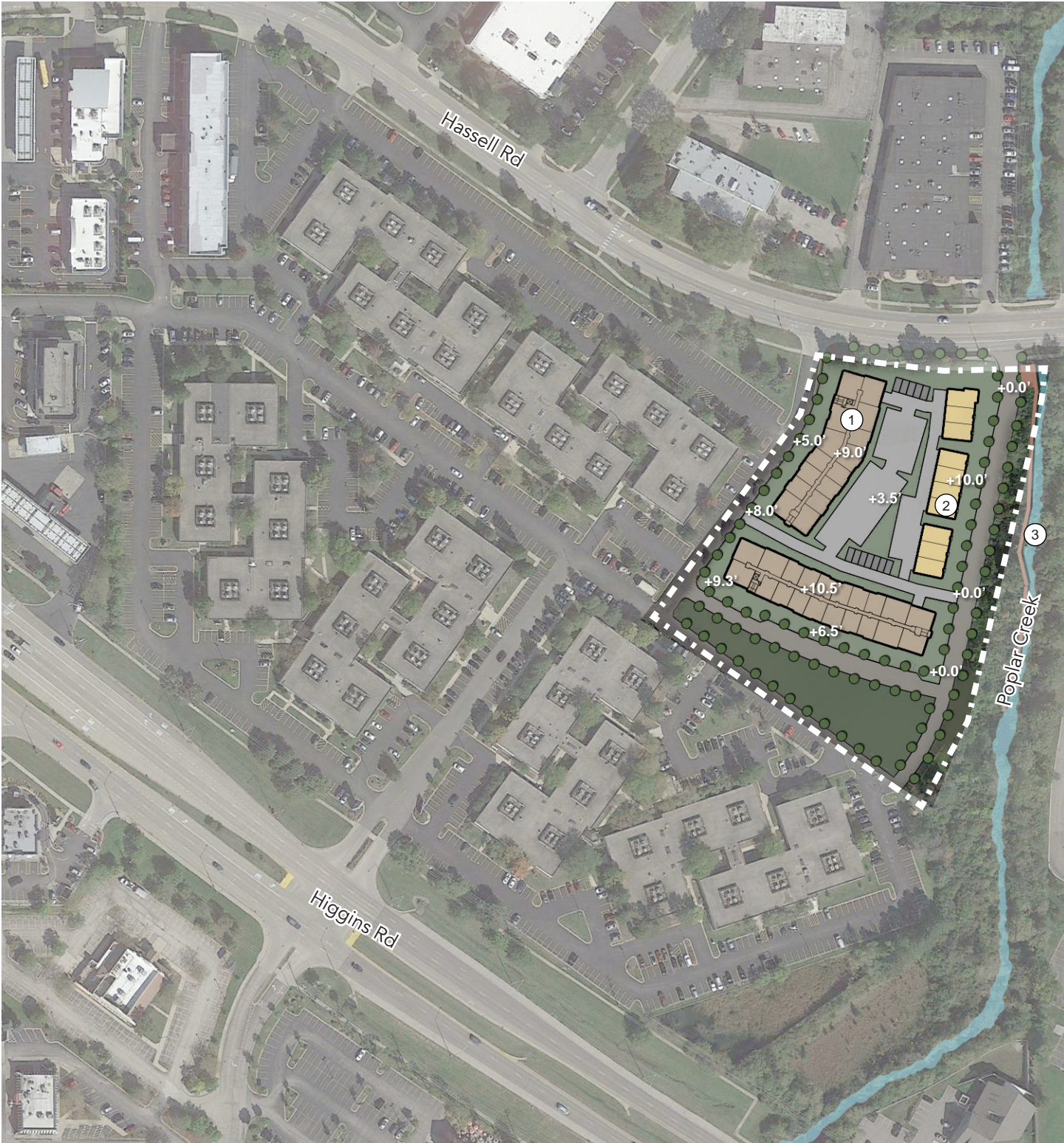


Figure 36: Phase 1 Master Plan

PHASE 1 MASTER PLAN

The design depicted in Phase 1 replaces the building with two new apartment buildings and ten new townhomes. Kept at under 5 stories, the apartment buildings can be wood frame construction with underground parking under the apartment buildings that takes advantage of the sloping terrain to minimize excavation. This scenario also envisions a green amenity space to the south that can serve as a stormwater function and access to Poplar Creek.

① 4-STORY APARTMENT BUILDINGS			
3 residential floors over 1 level partially-underground parking Type V (wood frame construction)			
Gross building area (Residential floors)	101,425 SF	Underground parking spaces	93
1 BR units (715 SF)	60	Covered surface spaces	12
2 BR units (1,000 SF)	45	Surface spaces	53
<b>Total apartment units</b>	<b>105</b>	Total parking spaces	158
② 3-STORY TUCK-UNDER TOWNHOMES			
<b>Total TH units</b>	<b>10</b>		



Figure 37: Townhouse type example

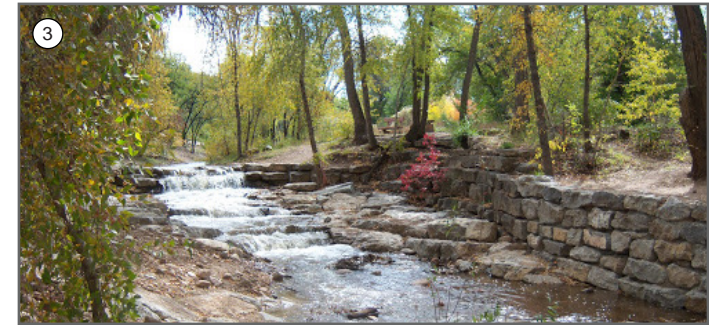


Figure 38: Improved creek access



Figure 39: View from northwest



Figure 40: View from southwest



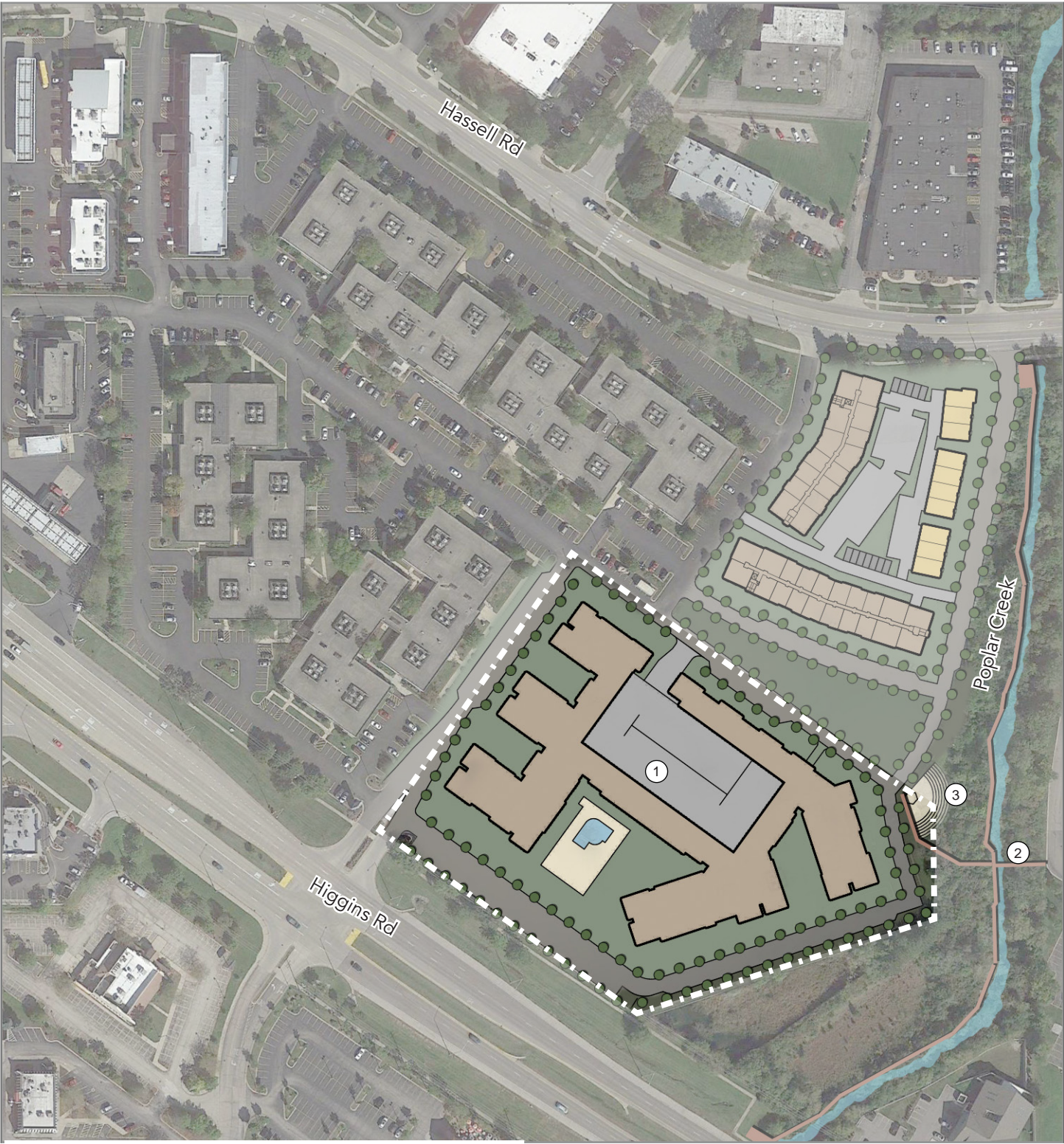


Figure 41: Phase 2 Master Plan

PHASE 2 MASTER PLAN

Whereas the property lines of the existing subdivision constrained the first phase of development to what could fit without a structured parking deck, the second phase of development happens to perfectly fit a “texas donut” style apartment building. The building illustrated here is based on a nearby development: the Tapestry Glenview apartments (figure 45). Like the buildings shown in the first phase, wood frame construction would allow for a relatively low construction cost, making the development more feasible.

Along with the private amenities that typically come with a residential development of this size, this plan envisions further improvements to Poplar Creek, including a bridge connection to Barrington Square Town Center (figure 46).

1 4-STORY APARTMENT BUILDING			
4 residential floors wrapping structured parking deck Type V (wood frame construction) + concrete parking deck			
gross building area (residential floors)	341,500 SF	structured parking spaces	435
total apartment units	290	total parking spaces	435



Figure 42: Building Type Example (“Tapestry Glenview” Apartments)

Figure 43: Pedestrian bridge & amenity space at Poplar Creek



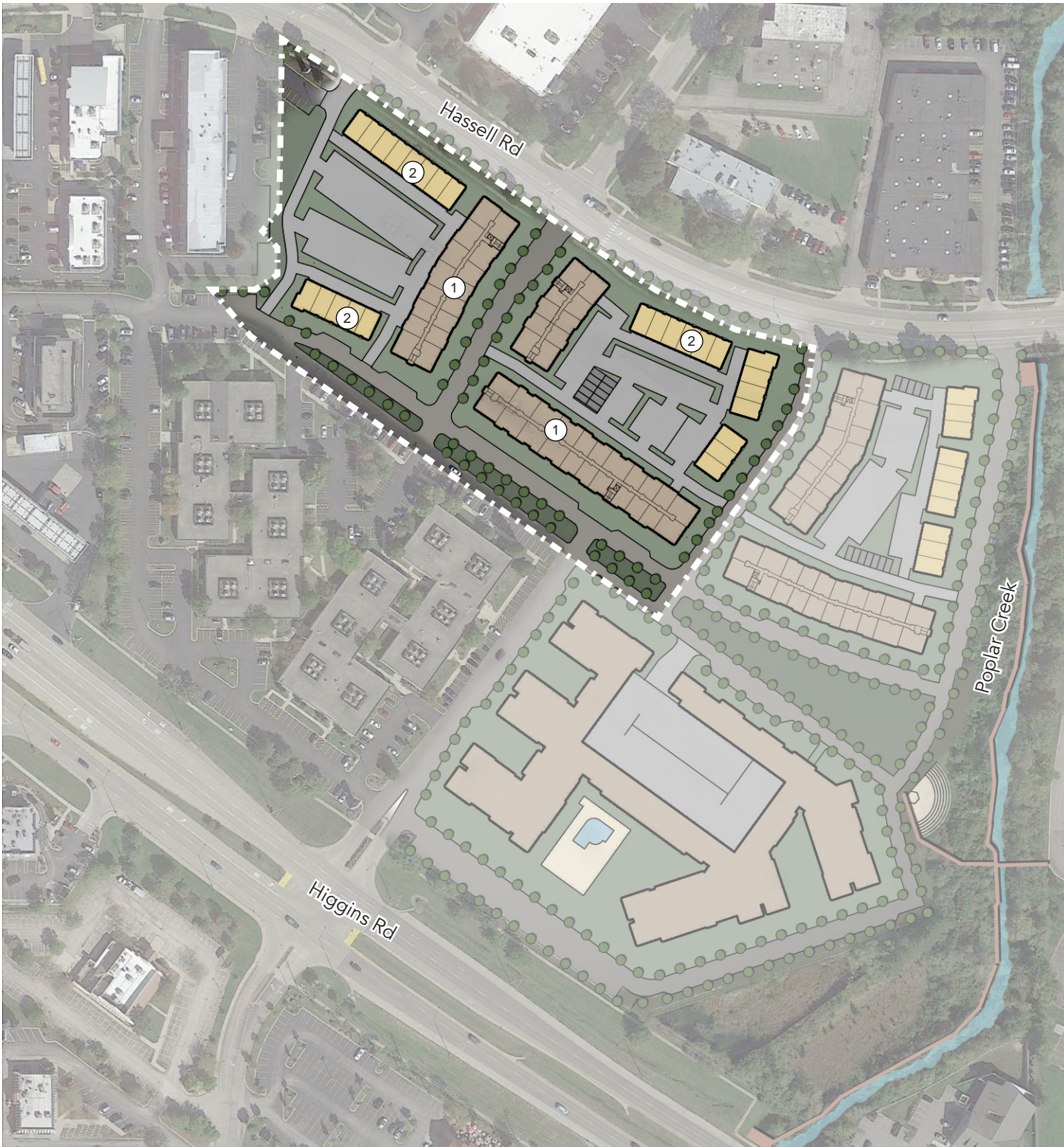


Figure 44: Phase 3 master plan

PHASE 3 MASTER PLAN

The third phase of development shown here would be similar to the first: several low rise apartment buildings which take advantage of the sloping terrain, along with “tuck-under” style townhomes (figure 45). The “Midway” green space is completed in this phase, making a strong east-west connection from Poplar Creek all the way to the west side of the property. Most importantly, a new street aligning with Stonington Ave. creates a public connection from Hassell Road to W. Higgins Road.



Figure 45: Townhouse Type Example

① 4-STORY APARTMENT BUILDINGS			
3 residential floors over 1 level partially-underground parking Type V (wood frame construction)			
gross building area (residential floors)	101,425 SF	underground parking spaces	103
1 BR units (715 SF)	82	covered surface spaces	10
2 BR units (1,000 SF)	72	surface spaces	118
total apartment units	154	total parking spaces	231
② 3-STORY TUCK-UNDER TOWNHOMES			
total TH units	26		

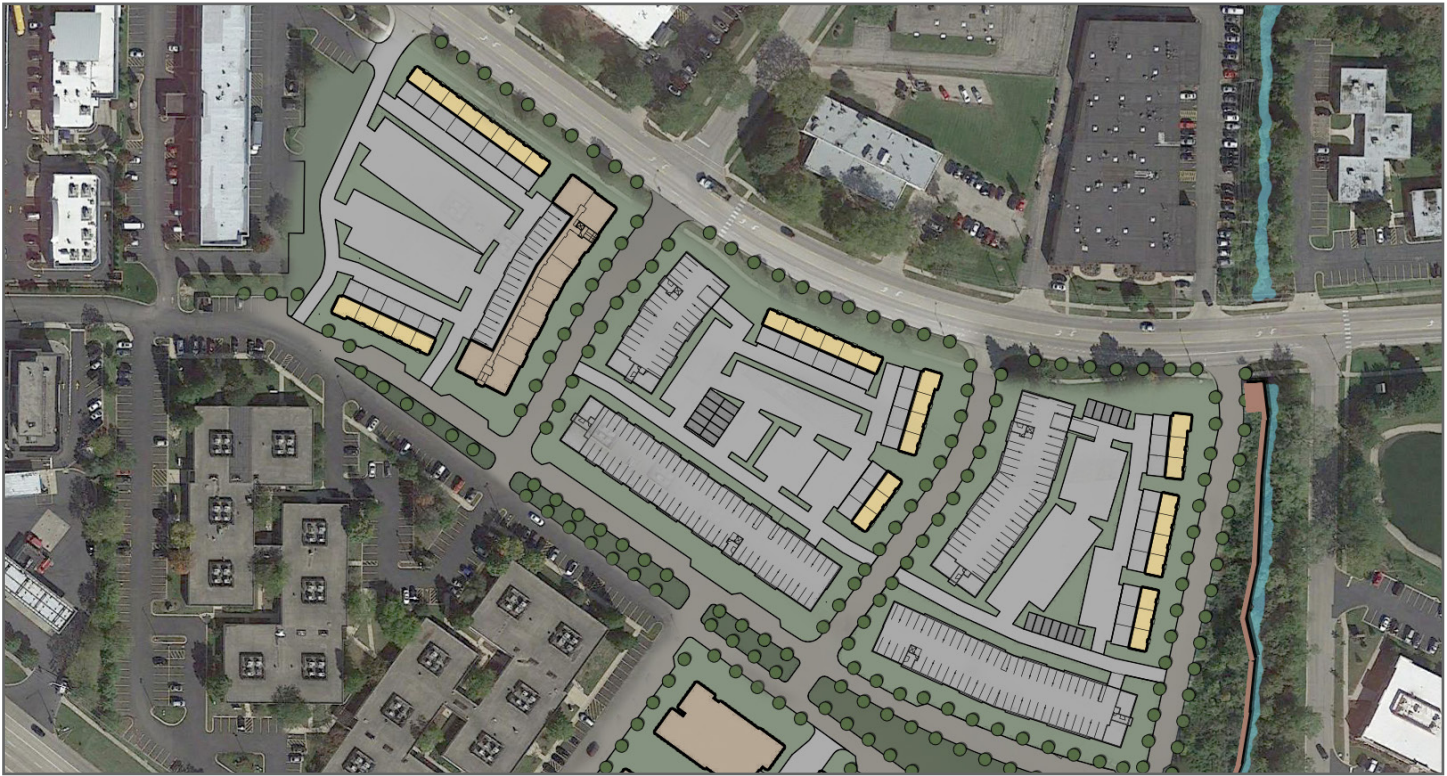


Figure 46: Parking Level Plan



MASTER PLAN

SOUTHEAST QUADRANT

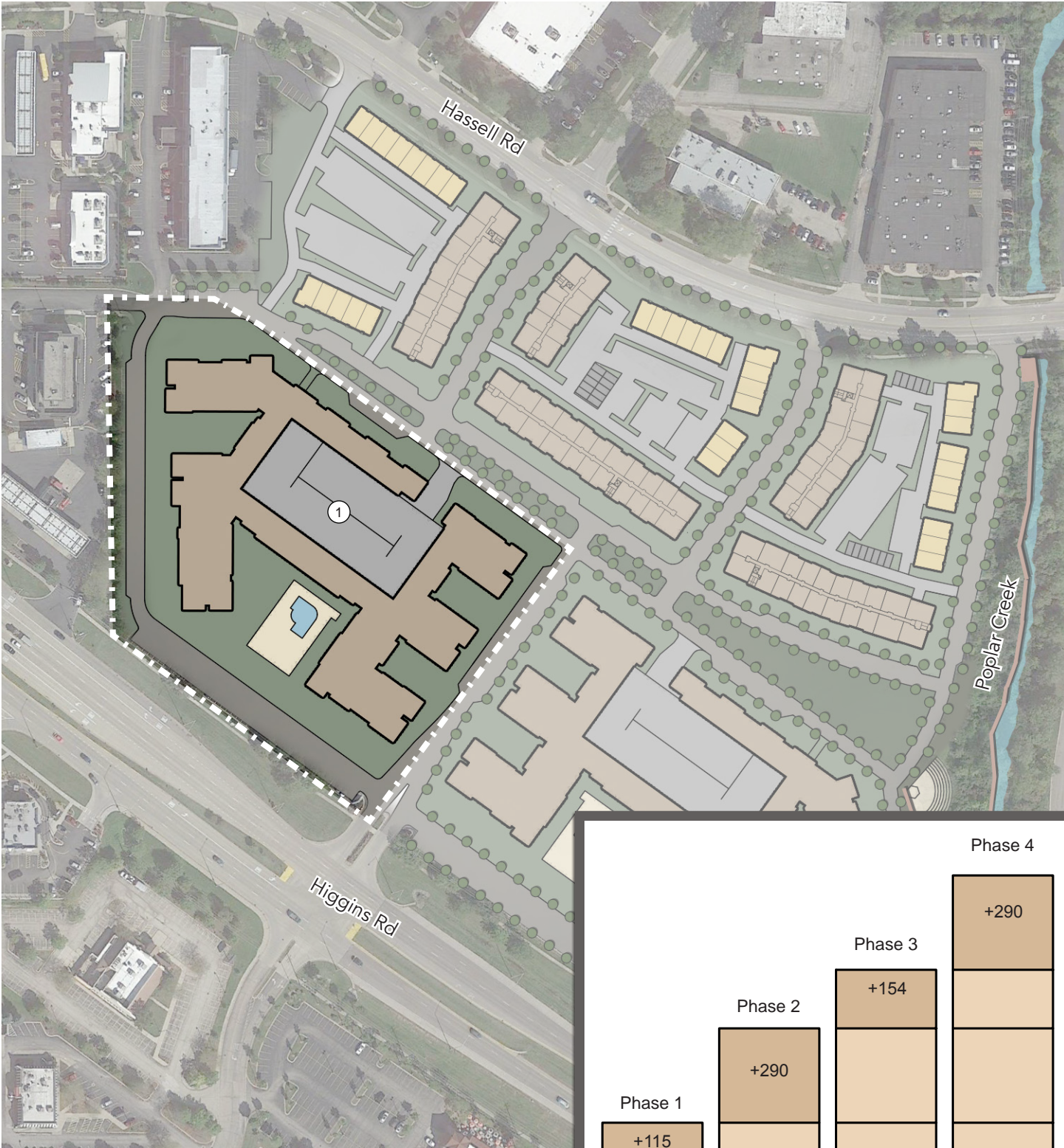


Figure 47: Phase 3 master plan (complete build out)

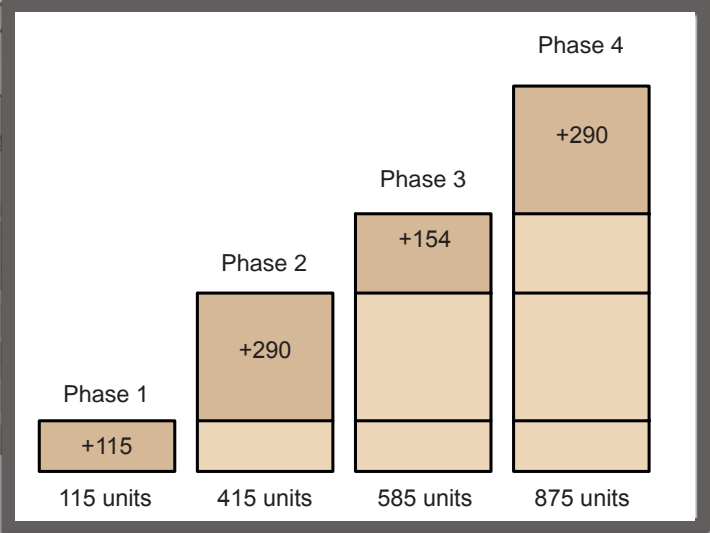


Figure 48: Number of housing units added in Phases 1-4

MASTER PLAN

SOUTHEAST QUADRANT

PHASE 4 MASTER PLAN

The final phase of development could essentially mirror the second phase, adding around 300 additional units of housing. The full build-out scenario shown here includes 875 units of housing (see Figure 48).

1 4-STORY APARTMENT BUILDINGS			
4 residential floors wrapping structured parking deck Type V (wood frame construction) + concrete parking deck			
gross building area (residential floors)	341,500 SF	structured parking spaces	435
<b>total apartment units</b>	<b>290</b>	total parking spaces	435



Figure 49: Birds Eye View From South



Figure 50: Building Type Example ("Tapestry Glenview" Apartments)



C BARRINGTON SQUARE TOWN CENTER

The undeveloped parcel at Barrington Square Town Center has the potential to provide additional residential units to help support the existing retail.

Given the challenging conditions for retail / commercial business and the strong market for residential real estate, a better use of the 6.6 acres of land on the east side of the sub-area may be a low rise apartment development. Figure 53 shows how a building like the recently built example from Melody Farms in Vernon Hills could perfectly fit in the available undeveloped land.

More outlot style commercial buildings could then be added along either side of the entry drive where they would benefit from greater visibility and help create the kind of “Town Center” feel that is often found in contemporary lifestyle center developments.

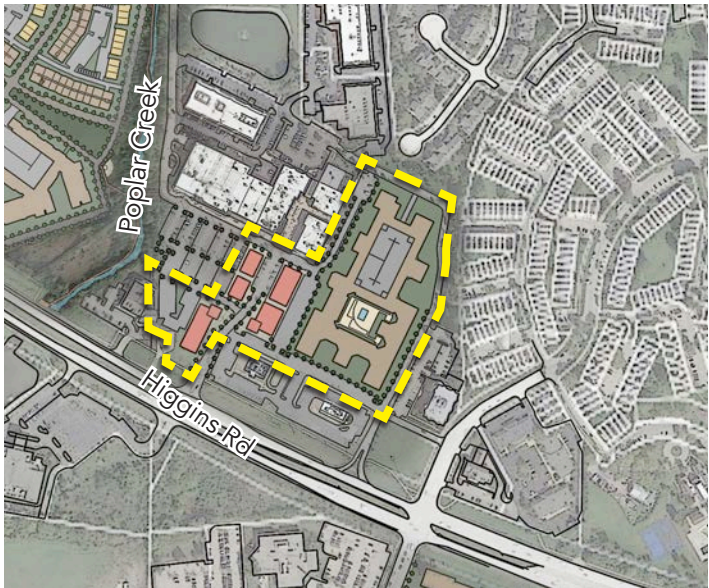


Figure 51: Barrington Square Town Center Key Plan



Figure 52: Conceptual redevelopment plan

1 3-STORY APARTMENT BUILDING W/ STRUCTURED PARKING	
apartment units	300

2 COMMERCIAL SPACE	
	35,000 SF



Figure 53: Apartment Type Example (Atworth at Melody Farms, Vernon Hills)



D MOON LAKE PROPERTY

A development scenario for the 13-acre property which was recently purchased and has the potential for 250 apartments and 79 townhomes, according to recent conceptual site plans.

This plan presents two potential scenarios for the development of this area. In one scenario, the north part of the site would contain a large 4 story apartment building with structured parking. The building could be built with wood construction and in two distinct phases. In the second scenario, the north part of the site would instead become a new campus for the Village’s Public Works facilities, allowing the existing buildings in the Stonington-Pembroke Circle to be moved and open those properties up for uses more conducive to TOD. In both scenarios, the south part of the property accommodates approximately 50 townhomes designed around open amenity spaces.

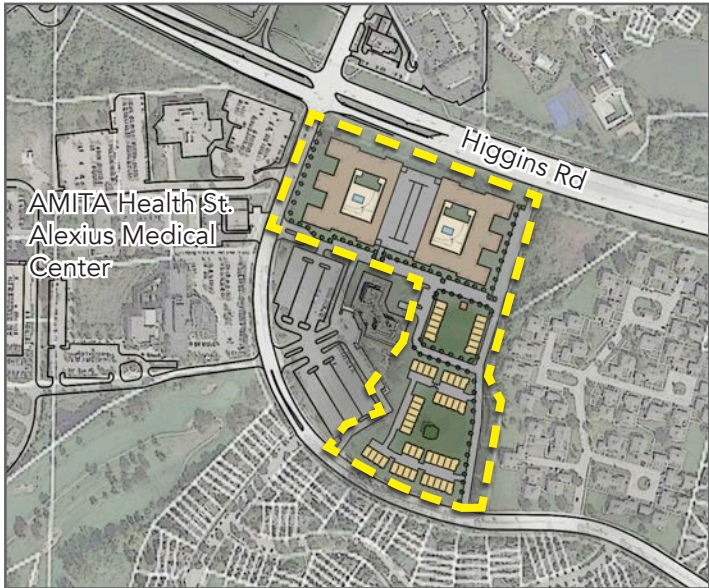


Figure 54: 13-Acre Property off Higgins Road Key Plan

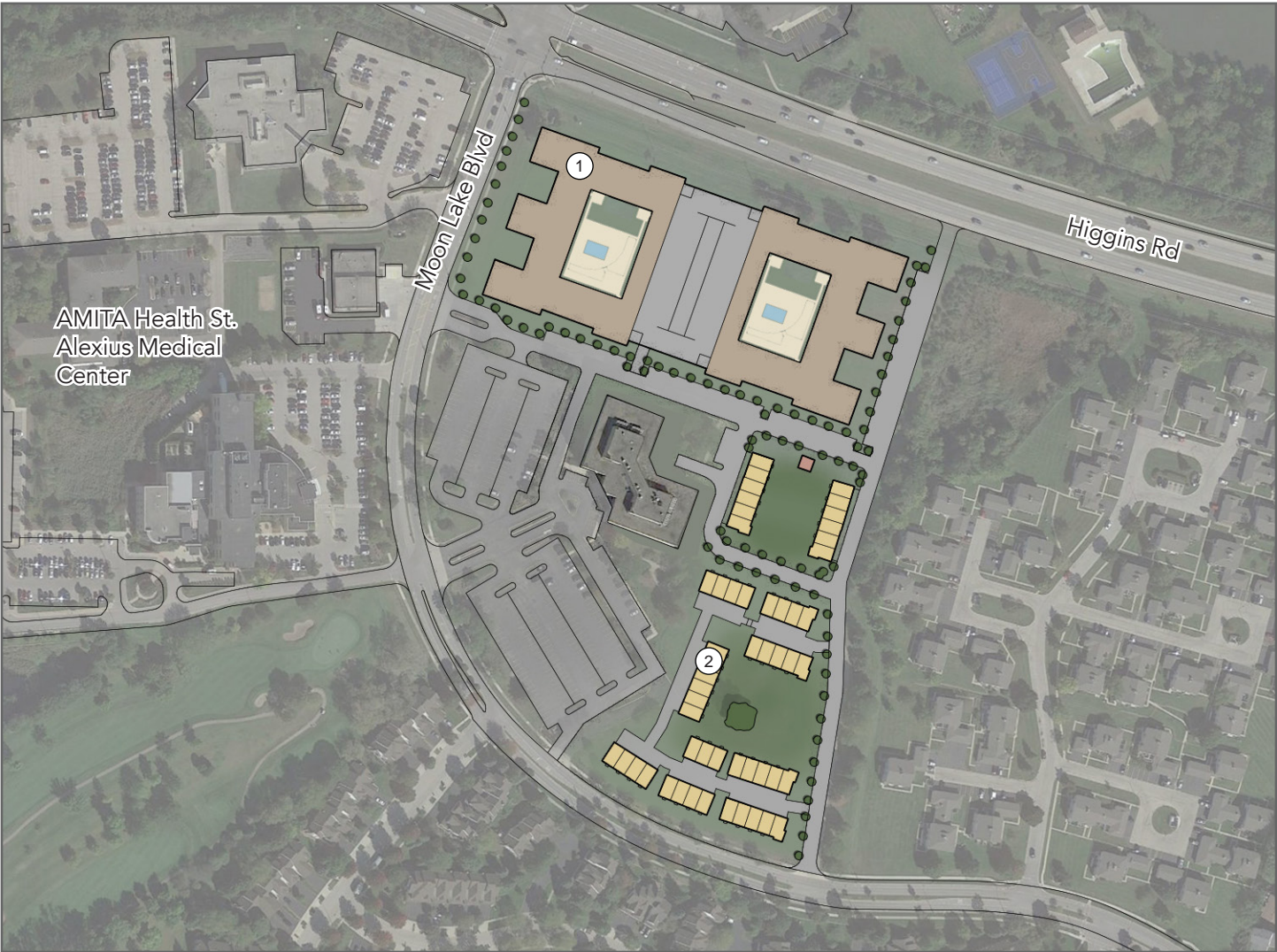


Figure 55: Scenario A: Apartment Building



Figure 56: Apartment type example

① 4 -STORY APARTMENT BUILDING	
4 residential floors w/ structured parking deck	
apartment units	400
② TOWNHOMES	
townhouse units	52



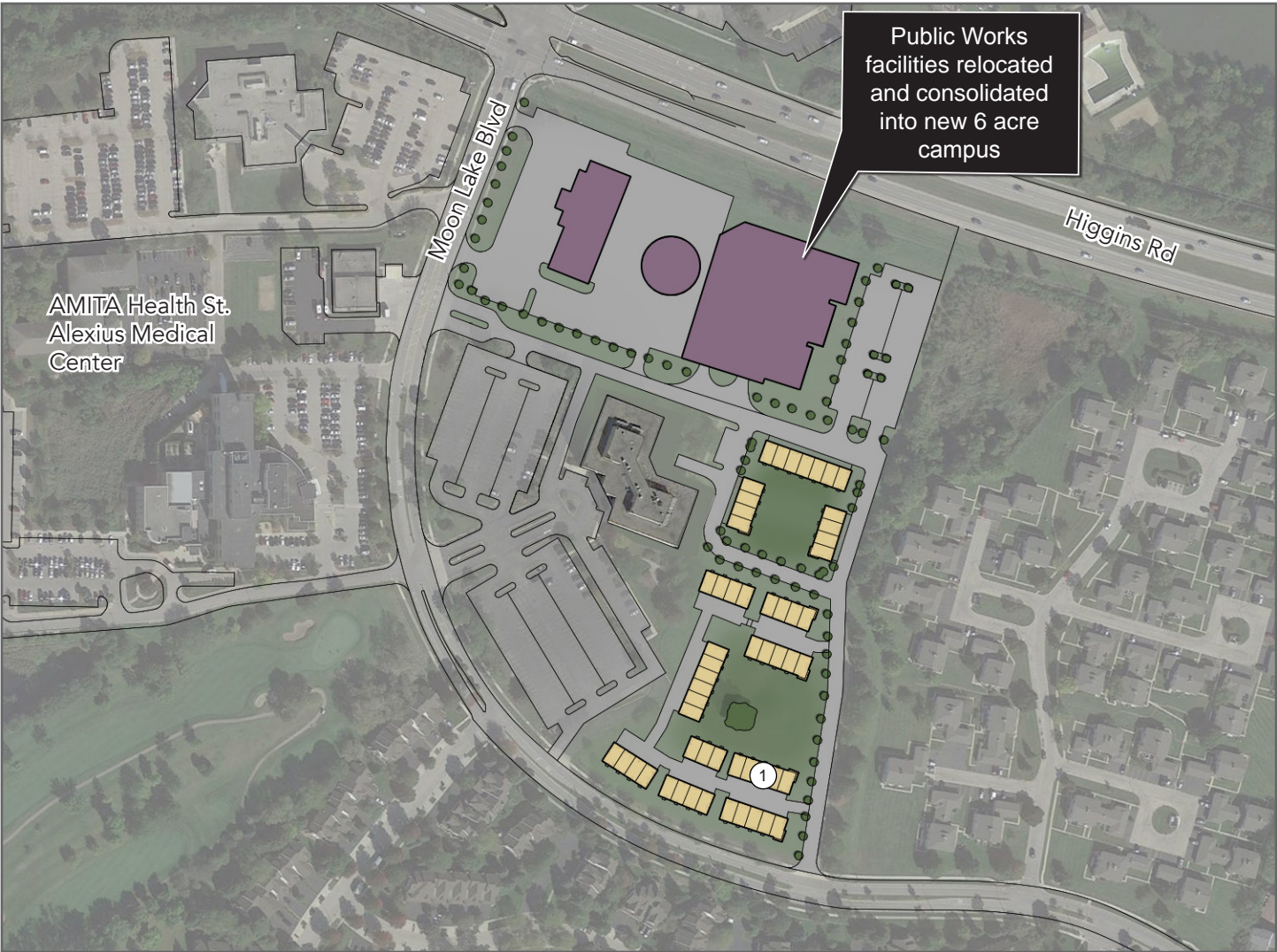


Figure 57: Scenario B: Relocation & Consolidation of Public Works Campus



Figure 58: Existing public works facility at Pembroke Ave.

① TOWNHOMES	
townhouse units	49

STORMWATER INFRASTRUCTURE

1 HASSELL ROAD WEST

SCENARIO 1

- Hassell Road west (between Barrington Road and Greenspoin Parkway) is expanded toward the south and parking spaces on the north side of the Hyatt Place building are relocated to the west.

STORMWATER RECOMMENDATIONS

Total land disturbance area on Hyatt Place property is estimated around 0.7 acres. Per MWRD WMO, stormwater volume control storage of about 2,500 cubic feet is required which can be constructed in a form of rain garden or bioswale on the remaining portion of the green area west of the Hyatt Place property. Further investigation is required to identify if there are recorded and permitted stormwater management areas on the Hyatt Place property, specifically at the existing green area west of the Hyatt Place building or at the parking area being impacted. If the proposed expansion impacts any existing permitted/recorded stormwater detention areas on this property, additional stormwater detention storage must be provided in the form of rain garden, bioswale, permeable pavers, or underground stormwater detention vault to balance the change.

SCENARIO 2

- Hassell Road west is expanded toward the north, to include the creation of a commercial outlot at the southeast corner of the Barrington Pointe parcel.
- Expansion of the existing commercial parking lot to the north into the area previously containing the interstate cloverleaf ramp.

STORMWATER RECOMMENDATIONS

Total land disturbance for the redevelopment of the commercial outlot is estimated around 3 acres. Stormwater detention storage of about 1.5 acre-ft is required per MWRD WMO. This storage can be constructed in a combination of surface storage (rain garden or bioswale within parking lot islands) and underground detention vault. Some level of surface storage in the form of rain garden, bioswale, or permeable pavers must be provided to meet specific requirements of the ordinance.

In addition, the expansion of the existing commercial parking lot further north is altering a portion of the existing stormwater detention pond currently located at the interstate cloverleaf ramp. Therefore, additional grading must be performed on the north side of the parking expansion to provide additional stormwater detention storage to meet the IDOT drainage requirements.



2 STONINGTON-PEMBROKE CIRCLE

Strategy to meet stormwater management requirements of MWRD WMO for the “Stonington-Pembroke Circle” development in the southeast quadrant largely depends on the real estate development strategy.

SCENARIO 1

- In a full build-out scenario, where the entire Stonington-Pembroke Circle is developed in a single phase – which could happen in a span of 5-10 years.

STORMWATER RECOMMENDATIONS

In this instance, stormwater recommendation is to designate one or two parcels, closest to Poplar Creek, as centralized stormwater detention basins. This is the most cost-effective approach to save budget on earthwork and piping infrastructure, and provides the highest level of flood protection for the entire development. This would also facilitate development and sales of the other parcels, as this method significantly reduces the parcel by parcel impacts from design, permitting, and construction of on-site stormwater facilities. In this scenario, it is expected that between 12-15 acre-ft of stormwater detention storage should be constructed as surface stormwater detention basins at the southeast corner of this area, close to Poplar Creek.

For the centralized detention basin scenario, it is possible to design streets with green infrastructure (such as bioswales and rain gardens) which can be designed in roadside parkways or at corners of intersections and make them neighborhood amenities for resting/seating (especially if they are within the commute path to the Station). This is to achieve part of the required stormwater detention storage within those features throughout the site and to reduce the size of centralized detention basins, to ultimately optimize the buildable area for the southeast quadrant.

SCENARIO 2

- Each parcel is developed individually.

STORMWATER RECOMMENDATION

Each parcel can provide its own stormwater management infrastructure to meet the ordinance. Local stormwater management infrastructure could be in a form of surface detention basins, green infrastructure (bioswales, rain gardens, vegetated swales, permeable pavers etc.), or underground detention tanks. In any case, this would be a decentralized stormwater management, and each owner/investor must apply for MWRD WMO permit and construct its own stormwater detention infrastructure to meet the ordinance. We anticipate the same volume storage of 12-15 acre-ft is required to meet the ordinance, however it would be distributed throughout the southeast quadrant on each of the parcels.

3 HASSELL ROAD NORTH

Disturbed land is estimated around 6 acres. Based on this, about 3 acre-ft of stormwater detention storage is required to meet MWRD WMO requirements. The storage can be constructed as surface detention basin in the open space area on the west side of the property, next to Poplar Creek.

4 NORTHWEST CORPORATE CENTRE

Approximately 10-12 acre-ft of stormwater detention storage is required for the 23 acre property. In a redevelopment scenario, it would be most cost-effective to provide centralized stormwater detention basins in 2-3 green open space areas in combination with one or two underground detention tanks. The alternative would be to provide several stormwater detention areas in various forms of surface detention basins, green infrastructure (bioswales, rain gardens, vegetated swales, permeable pavers etc.), or underground detention tanks throughout the development. Underground detention tanks can also be provided under the buildings as part of the foundation plan to save the buildable areas, maximizing the value of the real estate.

5 BARRINGTON SQUARE TOWN CENTER

Approximately 4 acre-ft of stormwater detention storage is required per MWRD WMO for the redevelopment scenario depicted for the Barrington Square Town Center. To take advantage of the entire buildable area for the commercial and residential development, stormwater management infrastructure can be provided primarily in underground detention vaults under the buildings and, to some extent, in the remaining open space portion of the site as surface detention basins. If there is an existing stormwater storage in the parcel, it can be incorporated in the design to reduce the detention storage required.

6 MOON LAKE PROPERTY

Total disturbance area is about 11 acres, therefore about 5.5 acre-ft of stormwater detention storage is required per MWRD WMO. The existing detention basin to the east may be available and have adequate capacity for this development. Otherwise, it would be most cost-effective to provide centralized stormwater detention basins in 2-3 underground detention tanks underneath the buildings along with surface detention basins in green open spaces in the form of rain gardens or bioswales.



REALIZING  
THE PLAN





REALIZING THE PLAN

HIGH PRIORITY PROJECTS

Master plans do not implement themselves. Plans become real when the public and private sector implement individual projects in a coordinated fashion to achieve a larger vision. While most urban projects are interrelated and overlapping, the consultant team has tried to isolate each project to offer a concise guide on how to achieve the desired outcome. These pages outline that specific physical and policy projects to implement the plan, with an emphasis on the role of the Village of Hoffman Estates.

The Master Plan projects have been organized into three escalating levels of effort that the Village of Hoffman Estates can undertake to maximize the plan’s value to the community.

The projects in a given category are described in detail in the pages to follow.

STEP 1

REGULATE

What plans, rules, and policies can the Village adopt to guide private development?

STEP 2

FACILITATE

What projects or investments can the Village undertake to accelerate and/or improve the quality of private development?

STEP 3

PARTICIPATE

How can the Village reallocate or redirect its municipal assets and investments to enable the highest quality development and highest return on investment?

REALIZING THE PLAN

STEP 1 : REGULATE

Government alone has the authority to plan and regulate the development of public and private lands. While this level of effort is called regulate it also addresses the staff time and communication necessary to make the people it affects familiar with it.

1.1 FORMALLY ADOPT THIS PLAN

The most important step in implementing a plan is to have it formally adopted by the appropriate municipal entities. This plan will require approval by:

- Planning and Zoning Commission
- Village Board

In addition to adopting the plan as official policy it is important to adopt this Master Plan as an addendum to the Village’s Comprehensive Plan. This means that the land uses recommended in this document will commence to govern development activities in the study area.

Whenever a consensus plan exists, property owners considering redevelopment that aligns with that plan, realize cost savings from lower entitlement expenses and faster approval. This is an incentive with high value to investors and low additional cost to the community.

1.2 COMMIT STAFF TIME TO ADVANCE THE MASTER PLAN

Commit staff time and resources at a moderate level to advancing the plan. Their focus may include promoting the plan, overseeing consultants, establishing capital budgets for the projects listed herein, the consolidation and relocation of public facilities, and strategic land acquisition.

1.3 DISTRIBUTE AND PUBLICIZE THE MASTER PLAN

It is important that adopted plans be broadly understood by the constituencies that they affect. Master plans need to be publicized. To achieve this goal, the Village should:

- Add the report to the Village’s website, giving it the exposure it needs to drum up interest and built excitement for the community.
- Distribute the Master Plan digitally to landowners in the study area. Showing landowners the potential for the site will start the conversation to implementation.
- Promote the plan on social media and at trade shows when seeking private investors.

1.4 COMMUNICATE FREQUENTLY WITH PROPERTY OWNERS

Much of the property in the study area is held in portfolios with holdings throughout the Chicago region and sometimes the whole country or internationally. Continuing Hoffman Estates excellent property owner communication programs will encourage those owners to consider study area investments that otherwise might not compete as well for limited funds.

1.5 ENFORCE REGULATIONS

Research associated with this project revealed some poorly maintained buildings and properties. New investment is encouraged, when applying Hoffman Estates’ high appearance and maintenance standards make it a better investment to redevelop than correct violations.



REALIZING THE PLAN

STEP 1 : REGULATE

1.6 BE PATIENT AND FLEXIBLE

The pandemic has created great market uncertainty. This plan provides the flexibility to respond to that uncertainty by stressing the need to control the form of development rather than specifying uses. Over time, as the post pandemic economy grows, a market responsive mix of study area uses will be revealed. With much of the study area already developed and a strong partner for the Bell Woks property, property owners are achieving a return on their investment that allows for patience to maximized future return on investment from redevelopment. An important component to deciding on future development will be the recovery of Pace’s bus rapid transit.

\*Any code amendments that upzone property (allow additional development intensity) need to be adopted in parallel with a framework for creating common amenities such as Poplar Creek. See 2.6 on page 67.

1.7 PREPARE AND ADOPT A FORM-BASED CODE\*

Once the plan is formally adopted there will be a misalignment between the adopted land use map and the zoning rules that govern development. Such misalignments cause confusion and slow down or deter development activity. Both to minimize disruption and to improve the quality of development, the Village should allocate funds to engage a professional consulting firm to prepare:

- a form-based zoning overlay or
- a form-based code.

Form-based zoning is a thirty-year old approach to zoning that emphasizes the form of development over the land uses and relies on visual diagrams more than text to regulate development activity.

REALIZING THE PLAN

STEP 2: FACILITATE

The next level of effort for the Village to implement this plan is to facilitate. The goal of this step is to speed up and improve the quality of development. Because this plan governs dozens of individual land and building owners the focus should be on projects that individual landowners lack the ability to do for themselves such as infrastructure, finance, and placemaking. The Village is proactive in this regard, having a number of coordination projects in the pipeline.

2.1 ALLOCATE ADDITIONAL STAFF TIME TO THE MASTER PLAN

Commit enhanced staff time and resources to advancing the plan. Beyond the level of support in 1.2 above this work includes grant writing and administration, consultant management, and enhanced face-to-face engagement with land and building owners as needed to coordinate the Master Plan.

2.2 ENGAGE A PLACEMAKING BRAND STRATEGIST

Successful districts are known for their distinct features that help them stand out from other places and compete in the marketplace. The branding for many districts— Wrigleyville and the Naperville Riverwalk for example—emerge with

little effort. That is not true here. At approximately 950 acres, the area does not have a cohesive district identity, and establishing one would be challenging given the range of uses present, the fluidity of future developments, and the lack of a downtown.

A branding strategy offers a framework for competitively positioning the study area as a TOD with a distinct character and identity. The scope of this master planning study did not include branding this redevelopment. Nonetheless, during the charrette some initial branding ideas were generated. This report recommends using the existing water tower as a structural canvas to build the brand around. The location of the water tower is ideal for two reasons. Firstly, the water tower is iconic and visible from the busy I-90, thus advertising Hoffman Estates to thousands of drivers. Secondly, it will be the predominant area Pace bus riders are greeted with when emerging from the south under-pass.

This report also suggests outsourcing the branding strategy and that the brand roll-out should coincide with having momentum to share. A strong brand strategy and its timely rollout will enable Hoffman Estates to achieve the full potential of this plan faster.



Figure 59: Intersection of Barrington Road & I-90



REALIZING THE PLAN

STEP 2: FACILITATE

2.3 DESIGN & BUDGET FOR A COMPLETE STREET NETWORK

This Master Plan identifies the lack of rewarding pedestrian networks, biking facilities, and accessibility to the Pace Barrington Road station as among the biggest barriers to transforming the study area into a pedestrian friendly TOD. This recommendation applies to the entire study area except Hassell Road, which is addressed in detail on page 69.

Where called for in the plan on pages 30-31, the Village should ensure biking provisions are provided. Particular focus should be placed on providing strong links to the Pace Barrington Road station, Forest Preserves, and integrating existing/proposed bike paths to a wider network. Sidewalks should be continuous and with as few curb-cuts as possible. Consider complete street sections that address stormwater storage and filtration.

This task has a three-step implementation strategy:

- Direct engineering staff to conceptually engineer the proposed improvements.
- Establish preliminary budgets for each segment.
- Work to identify funding for each segment.

2.4 SEEK CMAP FUNDS TO DEVELOP A DISTRICT-WIDE STORMWATER STRATEGY

Metropolitan Water Reclamation District (MWRD) requires redevelopment projects to accommodate stormwater on-site. There are two high-level stormwater management strategies to consider in order to meet the requirements of MWRD, Watershed Management Ordinance (WMO), and Stormwater Infrastructure Requirements: centralized and decentralized solutions. The most appropriate solution for each development depends on a number of factors; however, the most important factor to consider is the real estate development and investment strategy in terms of whether it is phased or fully built-out at once. This plan has studied a few district and clustered strategies to meet this standard. Pages 57-59 provide details on the best stormwater strategy. The Village can apply to CMAP for funds to study district-wide stormwater strategies.

Require Stormwater Best Management Practices

It is possible to achieve part of the required stormwater detention storage within features distributed throughout the study area. This will reduce the size of centralized detention basins and optimize the buildable area. Local stormwater management infrastructure could be in a form of surface detention basins, green infrastructure (bioswales, rain gardens, vegetated swales, permeable pavers etc.), or underground detention tanks.

The Conventional Approach: Parcel by Parcel Stormwater Basins

In this scenario, where each parcel is developed individually, each parcel can provide its own stormwater management infrastructure to meet MWRD WMO requirements. In any case, this would be a decentralized stormwater detention, and each owner/investor must apply for MWRD WMO permit separately and construct its own stormwater detention infrastructure to meet the ordinance. No maintenance agreements between the owners are required as each owner maintains its own facility. Although more detailed calculations are required to confirm this, there is a high possibility that when each parcel is considered individually for permitting, less stormwater detention is required overall when looking at the entire development combined.

2.5 SUPPORT/REQUIRE STORMWATER UNDER PARKING LOTS

Private sector developments are increasingly meeting their MWRD stormwater requirements by providing underground detention tanks under parking lots. While this option is more expensive than surface stormwater basins, it increases the buildable areas of parcels. The Village should consider the possibility of stormwater storage under parking lots where appropriate. If the Village encounters resistance, consider providing partial funding from TIF funds.

Or

DEVELOP CENTRALIZED STORMWATER FACILITIES

In a full build-out scenario, where the

REALIZING THE PLAN

STEP 2: FACILITATE

entire study area is developed in a single phase – which could even happen in a span of 5-10 years – the most cost-effective strategy is to designate one or two parcels as centralized stormwater detention basins. This saves budget on earthwork and piping infrastructure and provides the highest level of flood protection for the entire development. As owners and investors start developing the parcels, the stormwater detention storage provided in the centralized basin can be sold to them through StormStoreTM, Cook County's stormwater credit trading program, which is part of MWRD WMO.

2.6 AMENITIZE POPLAR CREEK

Poplar Creek is currently an underutilized asset for the Village of Hoffman Estates. This report recommends the waterway be developed into a creek side trail, providing visitors and residents with an outdoor amenity. In addition, construction of pedestrian bridges over the creek will provide immediate access to the Pace Barrington Road station for the residents of Barrington Lakes Apartments, reducing their journey by ½ a mile.

To implement this project the Village should:

- Plan a linear park and exercise facility (ideally in partnership with the Park District)
- Economic Development staff to meet with abutting property owners to explore parcel by parcel opportunities, for redevelopment and creek-edge easements.
- Seek funding for a more detailed study of the creek side trail and storm drainage.



REALIZING THE PLAN

STEP 2: FACILITATE

2.7 USE ART TO ENLIVEN THE WALK TO AND FROM THE PACE STATION

When exiting the Pace Barrington Road station, travelers pass through a long, concrete tube. With this first impression of Hoffman Estates, the Village could enhance the experience through community art projects.

This project should be implemented by the Arts Commission and Transit Improvement Task Force. In addition:

- Commission local artists to prepare experiential artworks.
- Seek funding to support the project.

This project can initially install tactical artwork and encourage DIY projects; the permanent replacement should coincide with the branding strategy.

2.8 CONSIDER FUNDING MUTUALLY BENEFICIAL PUBLIC PRIVATE PARTNERSHIPS

Improvements such as sidewalks, trails, and bicycle amenities, benefit both property owners and the community. They are ideal opportunities for joint funding or private property owner contributions of easements and parking. Tax Increment Financing often funds implementation partnerships by reinvesting new district property tax revenue into local improvements. Major residential development may require a Tax Increment Financing partnership to add amenities that benefit the whole community.

REALIZING THE PLAN

STEP 3: PARTICIPATE

3.3 HASSELL ROAD EAST - COMPLETE STREET PROJECT

An initiative to improve Hassell Road east of Barrington Road was underway independent of and prior to this study. This stretch of Hassel Road is in bad need of right-of-way improvements to make it a complete street with an enhanced pedestrian experience (see ITEP Grant application exhibit in Appendix E). The consultant team helped prepare exhibits in support of an IDOT grant. Should the grant be funded the Village should implement the project as envisioned.

3.4 HASSELL ROAD WEST - COMPLETE STREET PROJECT

Hassell Road, west of Barrington Road, was identified in this report as an area of concern. This private block-long street lacks sidewalks and a bike path. In keeping with complete street policy and creating a walkable district, this report recommends the Village work with the adjacent landowners to make improvements as detailed page 35, project 8, including transferring jurisdiction to the Village. Consider complete street sections that address stormwater storage and filtration.

This task has a multi-step implementation strategy:

- Meet with landowners to gain support.
- Coordinate with private ownership to design engineering plans.
- Acquire excess property from the Illinois Toll Highway Authority to accommodate parking replacement.
- Allocate/seek funding to perform the work.

Some of the land uses in the Southeast Quadrant are at odds with focus on creating a walkable district. In implementing many TOD master plans, the municipality will participate by acquiring private land, relocating public facilities to increase developable land, and/or participating in land swaps to enable the relocation of incompatible land uses.

3.1 ASSESS FACILITY CONSOLIDATION/RELOCATION

The Southeast Quadrant plays a crucial role in creating a walkable district with access to the Pace bus station. This report recommends considering relocating and consolidating Village facilities to accommodate higher and better uses.

Those facilities include:

- Vehicle Maintenance Facility (2405 Pembroke Ave.
- Public Works Center (2305 Pembroke Ave.)

Implementing this project has three steps:

- Assess condition of existing facility
- Identify location for consolidation/relocation.
- Prepare budget and critical path in support of relocation.

3.2 FACILITATE LAND SWAP WITH SELF STORAGE FACILITY

The Village should consider a land swap to free up other centrally-located parcels. This report recommends a lands swap with the U-HAUL property, one possible scenario for this is detailed on pages 70-71.



# REALIZING THE PLAN

## RELOCATING SELF STORAGE FACILITY

These diagrams illustrate one possible scenario for relocating the self storage facility property at 2475 Pembroke Ave. to a nearby location that benefits from higher visibility to the 149,500 vehicles passing by on I-90, thereby opening the site up for uses that better support TOD.

It appears that the Hoffman Estates Public Works building and the land around it might present a fitting opportunity for self-storage with, perhaps, some benefits over the current U-HAUL location.



**U-HAUL Moving & Storage of Hoffman Estates**  
2475 Pembroke Ave, Hoffman Estates, IL 60195

**Hoffman Estates Public Works**  
2305 Pembroke Ave, Hoffman Estates, IL 60169



Figure 61: Location of U-HAUL and Hoffman Estates Public Works

# REALIZING THE PLAN

## RELOCATING SELF STORAGE FACILITY

**Visibility of U-HAUL Site from I-90 west-bound**  
Pole sign somewhat visible, but no visibility to facility itself.

**Visibility of U-HAUL Site from I-90 east-bound**  
Off-ramp berm completely obscures visibility of facility and signage.



Figure 62: Visibility of U-HAUL Site from I-90

**Visibility of Public Works Building from I-90 west-bound**  
Public Works building is highly visible from I-90

**Visibility of Public Works Building from I-90 east-bound**  
Public Works building is highly visible from I-90

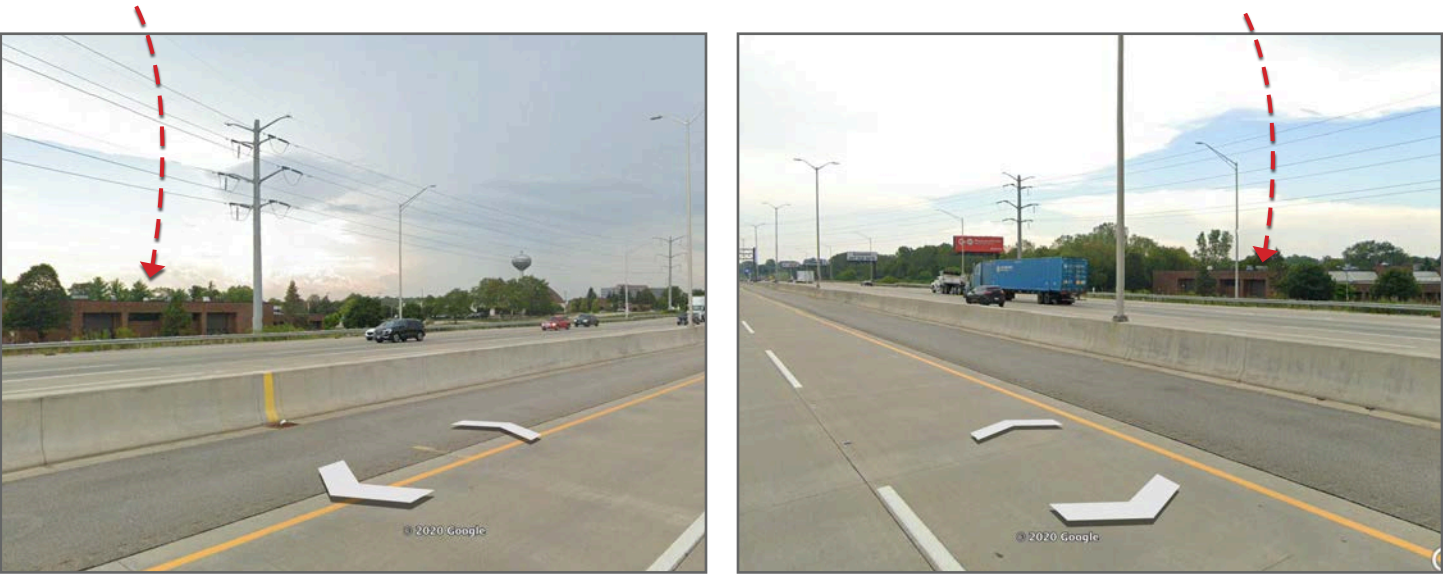


Figure 63: Visibility of Public Works Building from I-90



# APPENDIX

5



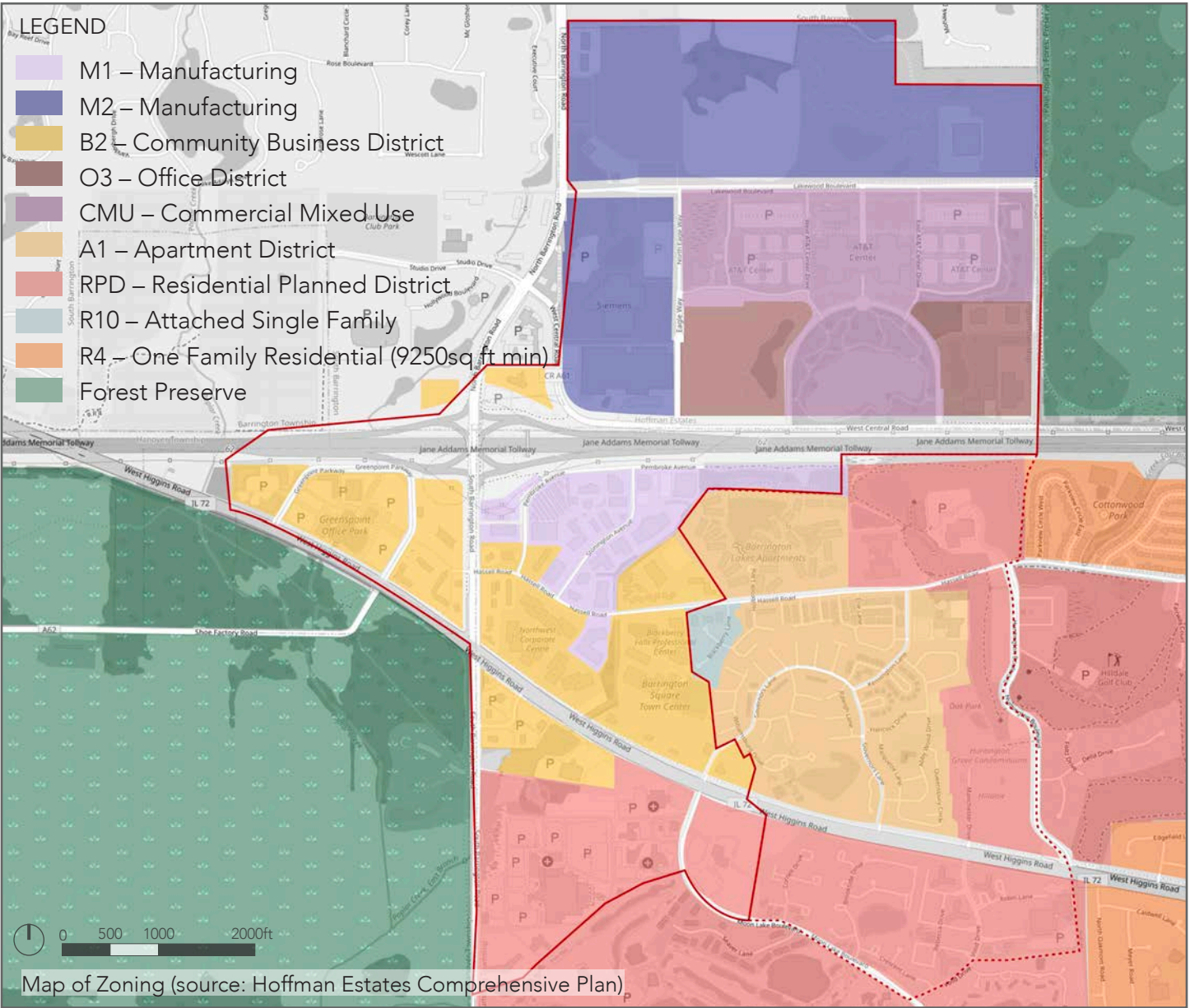
IMPORTANCE

Zoning allows local authorities to regulate and control land and property markets to ensure complementary uses.

ASSESSMENT

The study area is dominated by zoning dedicated to manufacturing and business. Although these

are complementary uses, the introduction of the Pace Barrington Road station on Barrington Road and I-90 brings about the need to reconsider the zoning within the study area to maximize the use of the Pace bus service. TODs benefit from a walkable/bikeable urban fabric, which are bought about by mixed use development. The current zoning configuration does not support TODs as it restricts the ability to create mixed use developments.

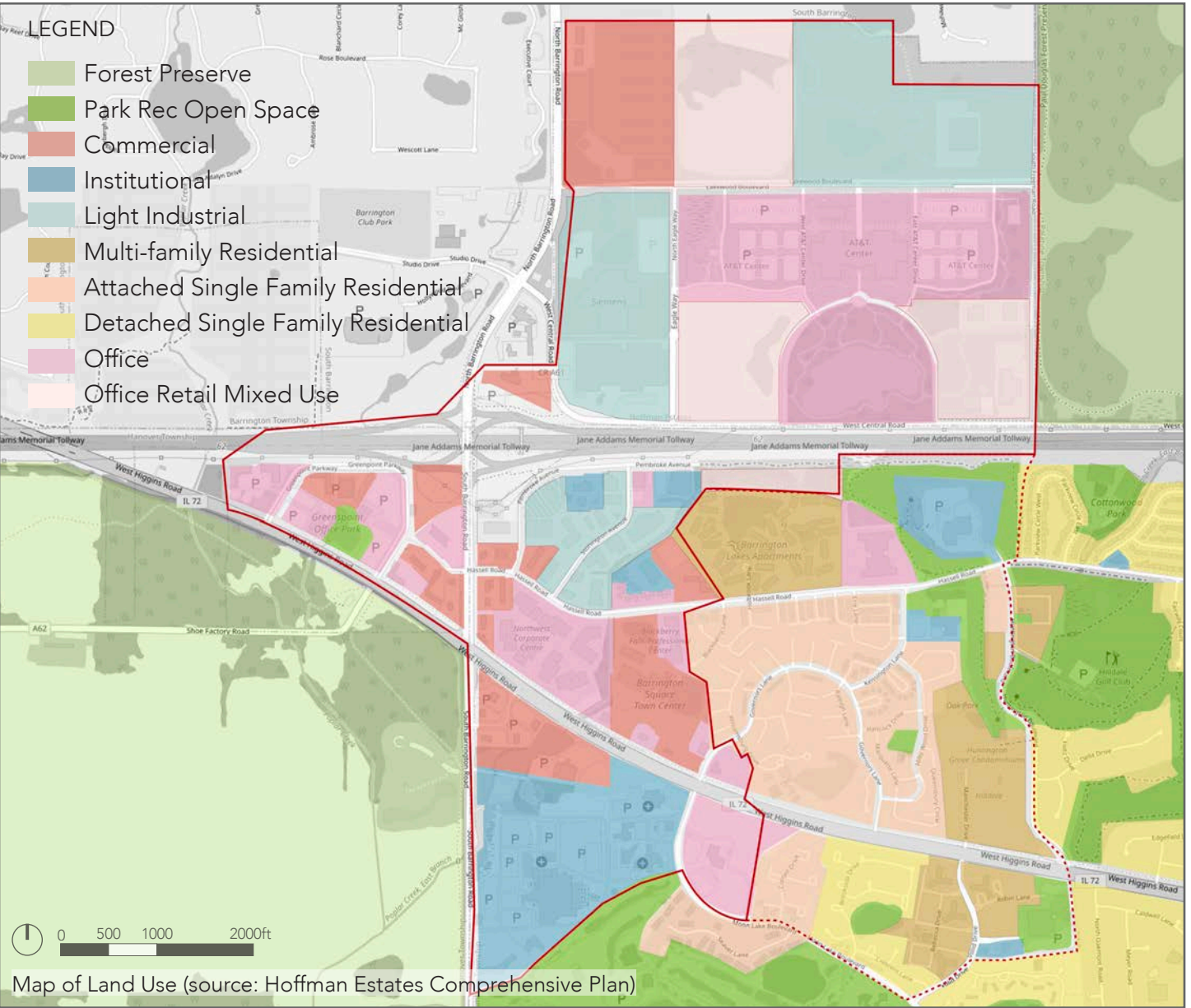


IMPORTANCE

The land uses indicate the range of activities that occur in the study area. A diverse use of ranges adds to the vibrancy of the area.

ASSESSMENT

The study area is predominantly light industrial, office, and commercial uses. This combination of uses although compatible do not benefit the study area’s need to encourage TODs. A successful TOD requires vibrancy and range of uses close together to encourage a walkable/bikeable urban fabric.





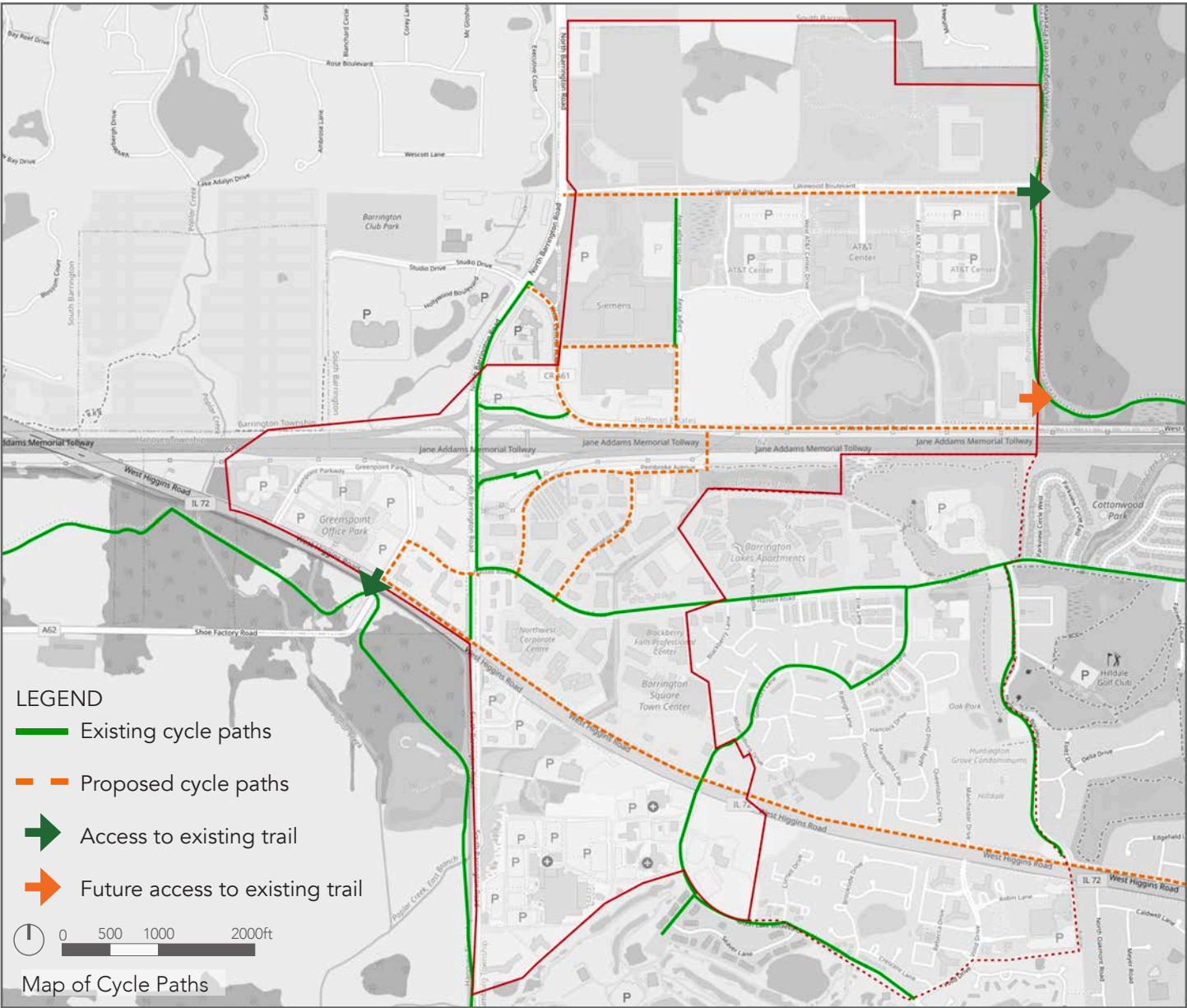
APPENDIX A  
CYCLE PATHS

IMPORTANCE

Cycle paths are not only recreational but also provide an important mode of transportation. The option to safely cycle to your destination is an environmental and health benefit and pivotal in healthy placemaking.

ASSESSMENT

The Village has access to great cycle amenities in the two Forest Preserves to the northeast and southwest of the site. However, there is no direct cycle path through the site connecting the two parks.



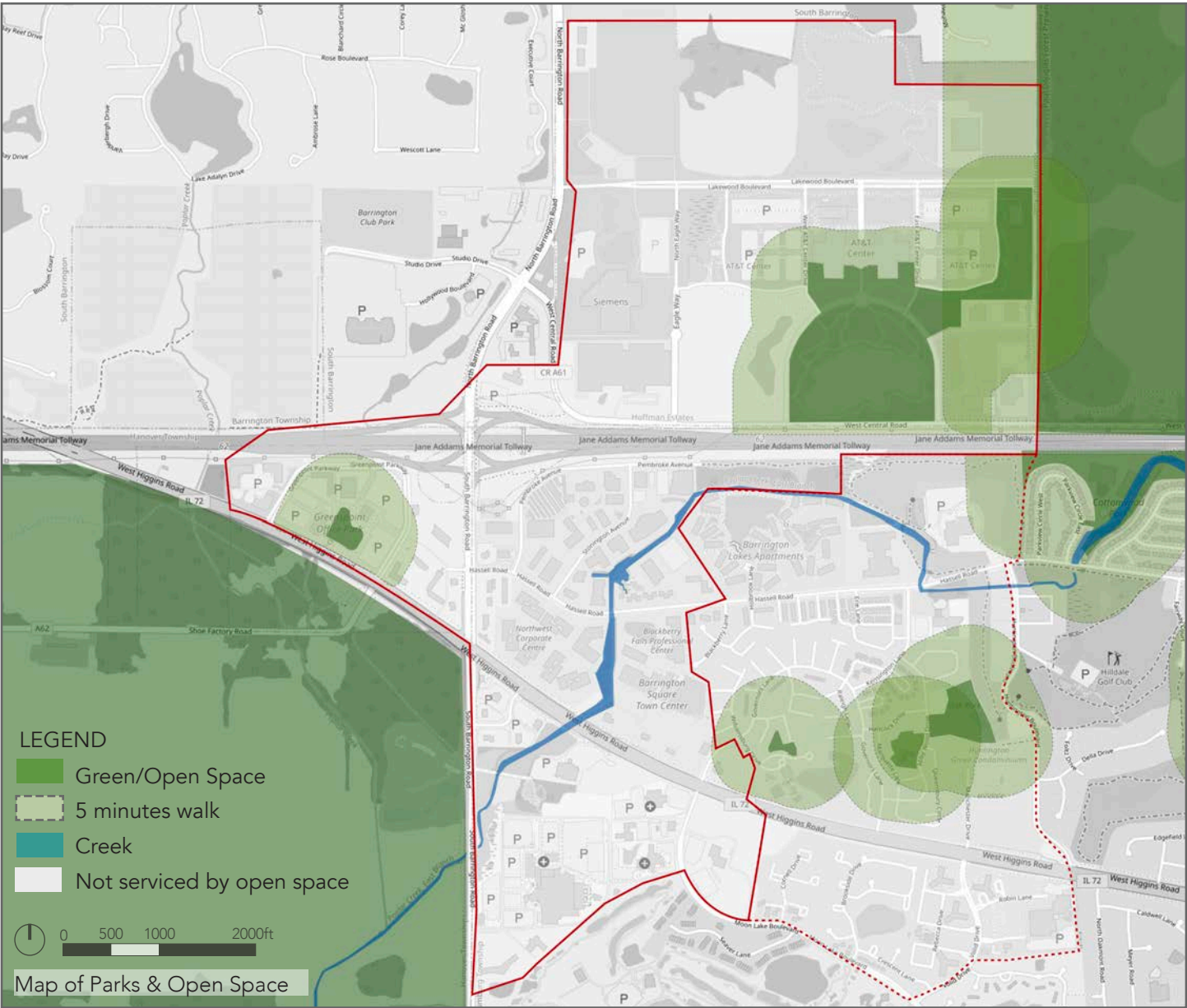
APPENDIX A  
PARKS & OPEN SPACE

IMPORTANCE

Having ready access to public parks and open space improves both property values and quality of life. Local parks in office/industrial areas are important for people’s mental and physical health, improving local air quality, and provides outdoor social spaces.

ASSESSMENT

The diagram below indicates the southeast quadrant lacks access to nearby public open space. The adjacent neighborhoods have pocket parks serving local residents.



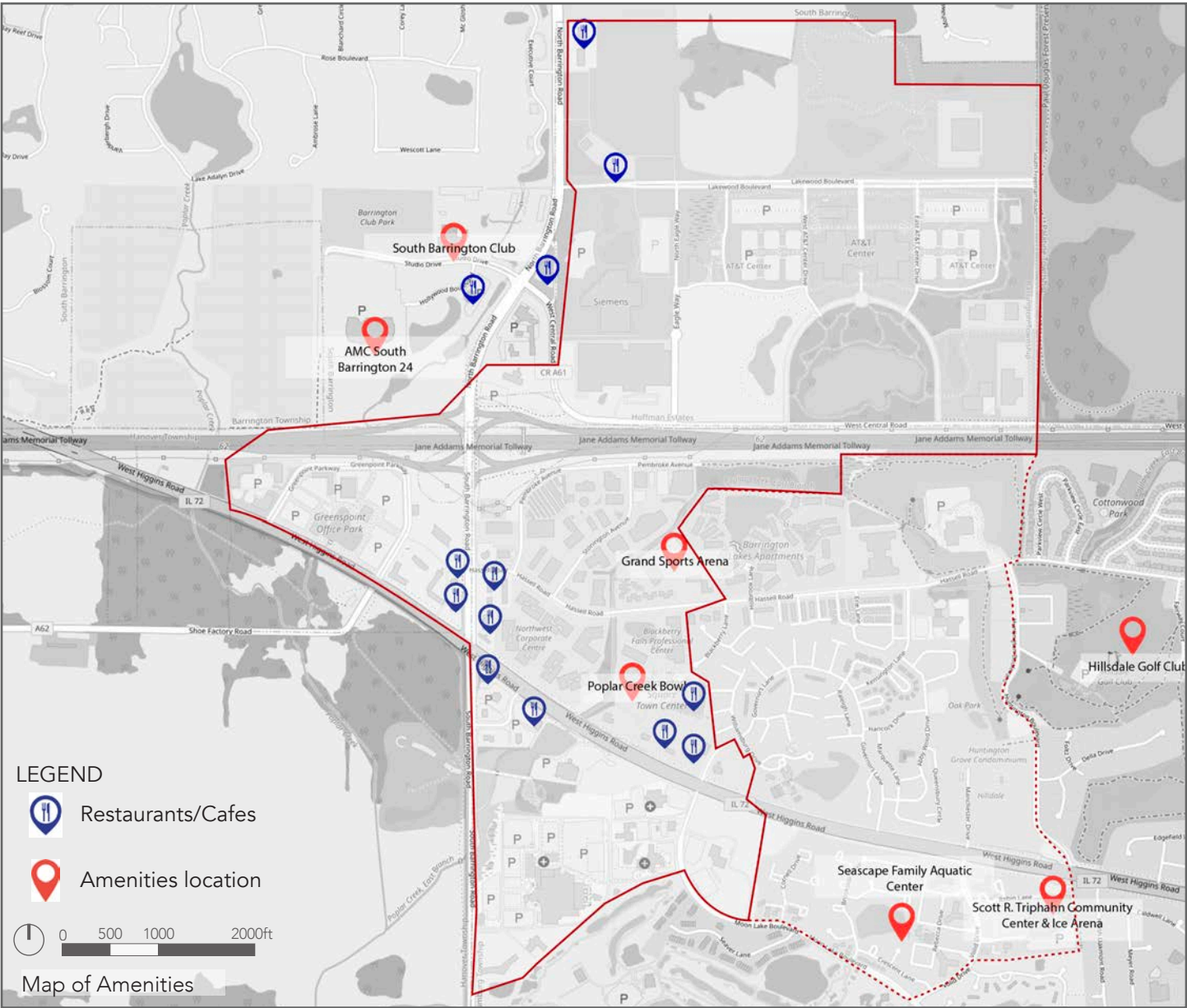


IMPORTANCE

Amenities are land uses and institutions that serve the public and add to quality of life.

ASSESSMENT

Barrington Road features most of the restaurants/café’s within the study area. These are located to service people in cars and are not pedestrian friendly. Along West Higgins Road are sports facilities and a few other eateries. However, very few of the amenities sit within the study area and are walkable.

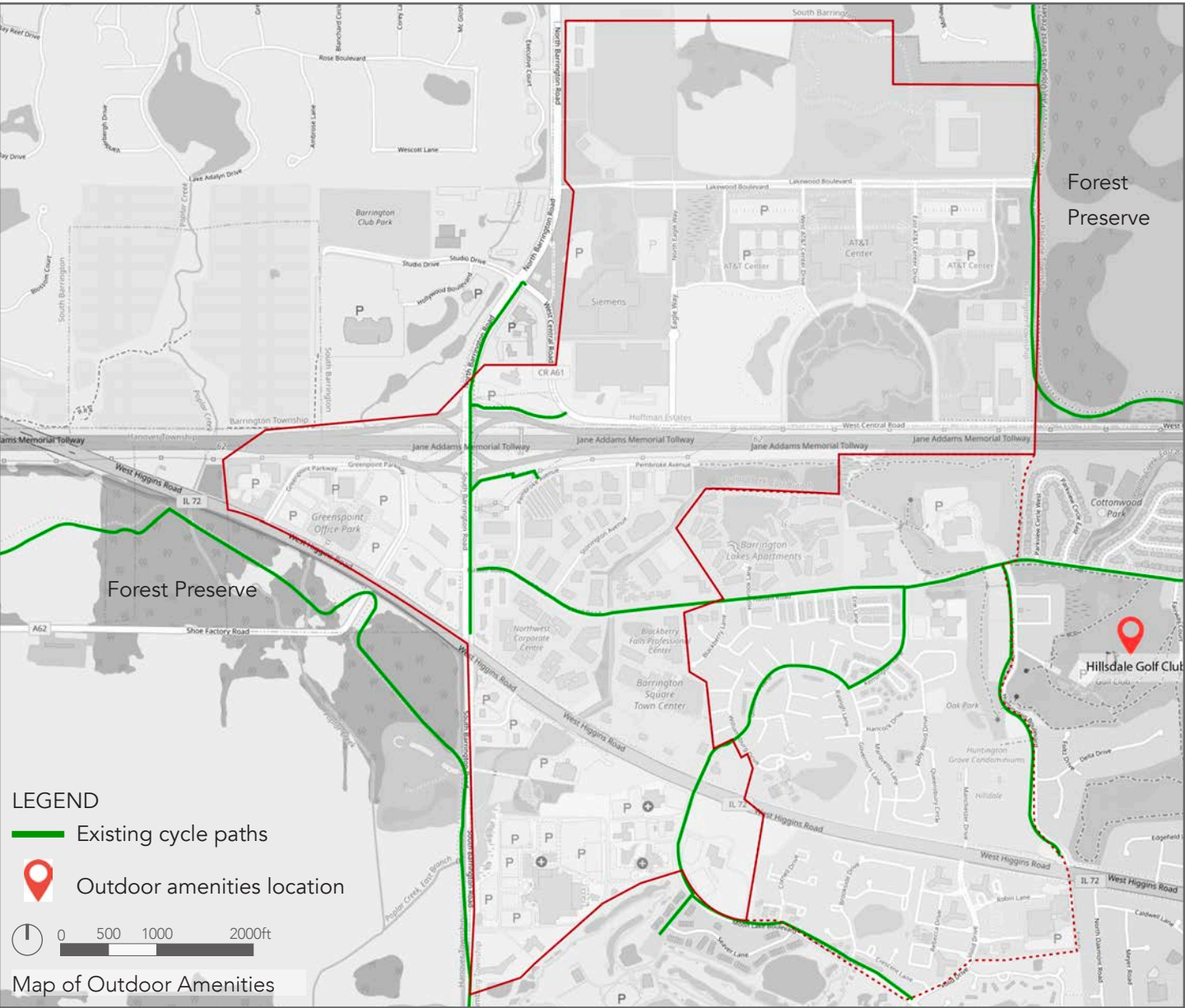


IMPORTANCE

Our society is in the midst of a pandemic that has set in motion a demand for outdoor amenities more than ever. Not only do they improve quality of life, but outdoor amenities are beneficial during public health crises.

ASSESSMENT

Besides the few disjointed bike paths, the study area provides no outdoor amenities for residents, visitors or employees in the area.





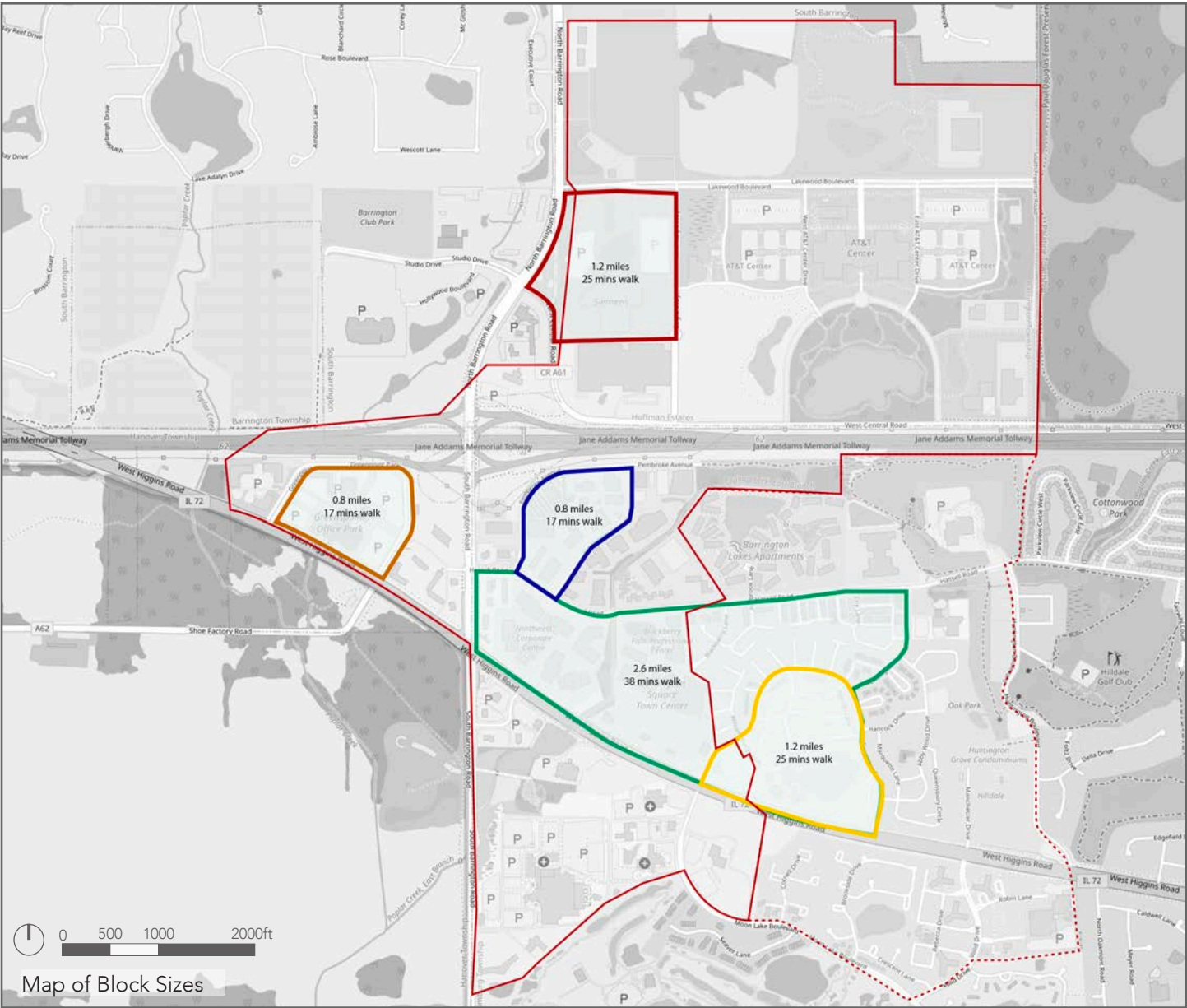
APPENDIX A  
BLOCK SIZES

IMPORTANCE

A ‘walk around the block’ in Chicago is considered to be a five minutes walk. Average blocks are 330 ft by 660 ft. Smaller block sizes make the space more permeable and are optimal for pedestrian accessibility.

ASSESSMENT

The blocks within the study area are super blocks. The smallest of which is a 17 minute walk. They are very large, do not provide pedestrian accessibility, and are not compatible with transit oriented development.



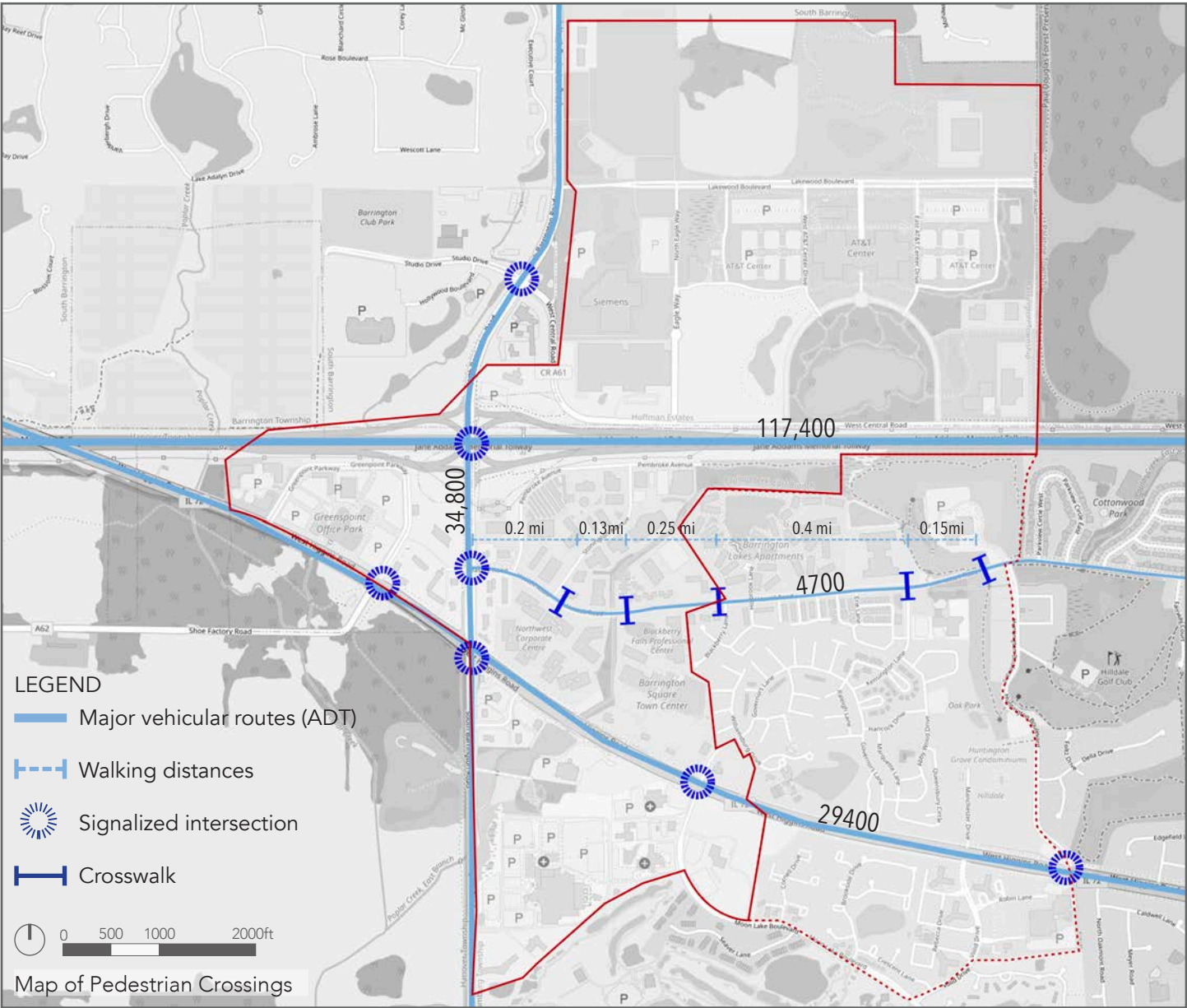
APPENDIX A  
PEDESTRIAN CROSSING

IMPORTANCE

The Village of Hoffman Estates is divided into quadrants by its major road network. The steady and constant flow of traffic means pedestrian crossings can only occur safely at signalized intersections and designated crosswalks.

ASSESSMENT

The signalized intersections and crosswalks occur at intervals of 1/4 mile or greater within the study area, meaning that pedestrians must walk 5-7 minutes before having the opportunity to cross the road.





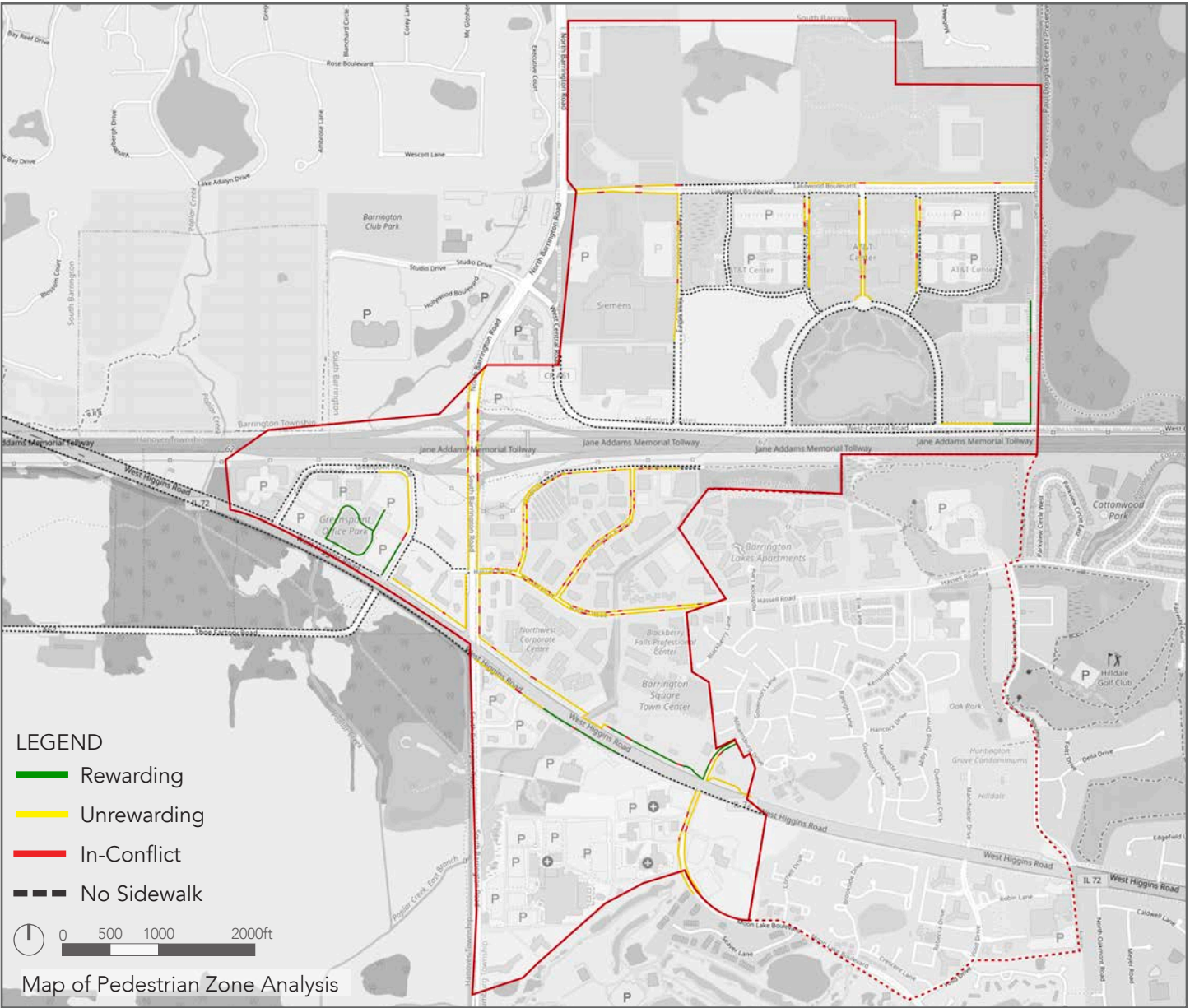
The main goal of TODs is to stimulate active travel through transit. Creating a pleasant, walkable, pedestrian-oriented environment is an incentive to use the Pace bus service.

Providing a sidewalk is a minimum to achieve walkability. Redevelopment plans for Hoffman Estates should prioritize creating an environment in which people not only can walk but also want to walk. "Ped-zone" analysis examines and categorizes streets into three categories of

walkability.

The diagram below only analyses street conditions as they exist at the time of writing this report. The proposed sidewalk for Central Road and adjacent to the Bystronic building have not been categorised.

According to this analysis, the study area provides a predominantly unrewarding experience, with a lack of sidewalks in the northeast quadrant.



REWARDING EXPERIENCE

Rewarding streets entice pedestrians, sheltering them from cars and offering an engaging experience by either the built or natural environment.

- Buildings are set close to the sidewalk.
- Buildings have a sidewalk-facing entrance/ store front.
- Pedestrian connection from sidewalk to entrances.
- Engaging landscapes.
- Well lit streets.



UNREWARDING EXPERIENCE

In unrewarding street experiences, pedestrians have little to no engagement with the built or natural environment and/or are unsheltered from traffic.

- Little or no separation from traffic or parking lots.
- Buildings are set back from the sidewalk and/or include blank walls or tall fences.
- No pedestrian connection to entrances.



IN-CONFLICT

Conflict zones show areas where pedestrians and vehicle infrastructure overlap through curb-cuts in the sidewalk. Conflict zones interfere with the flow of pedestrian travel and could lead to interactions between pedestrians and vehicles.

	Total Distance (ft)	%
Rewarding	5,822	14
Unrewarding	31,276	76
In-Conflict	4,038	10

The table summarizes the ped-zone analysis for the study area.





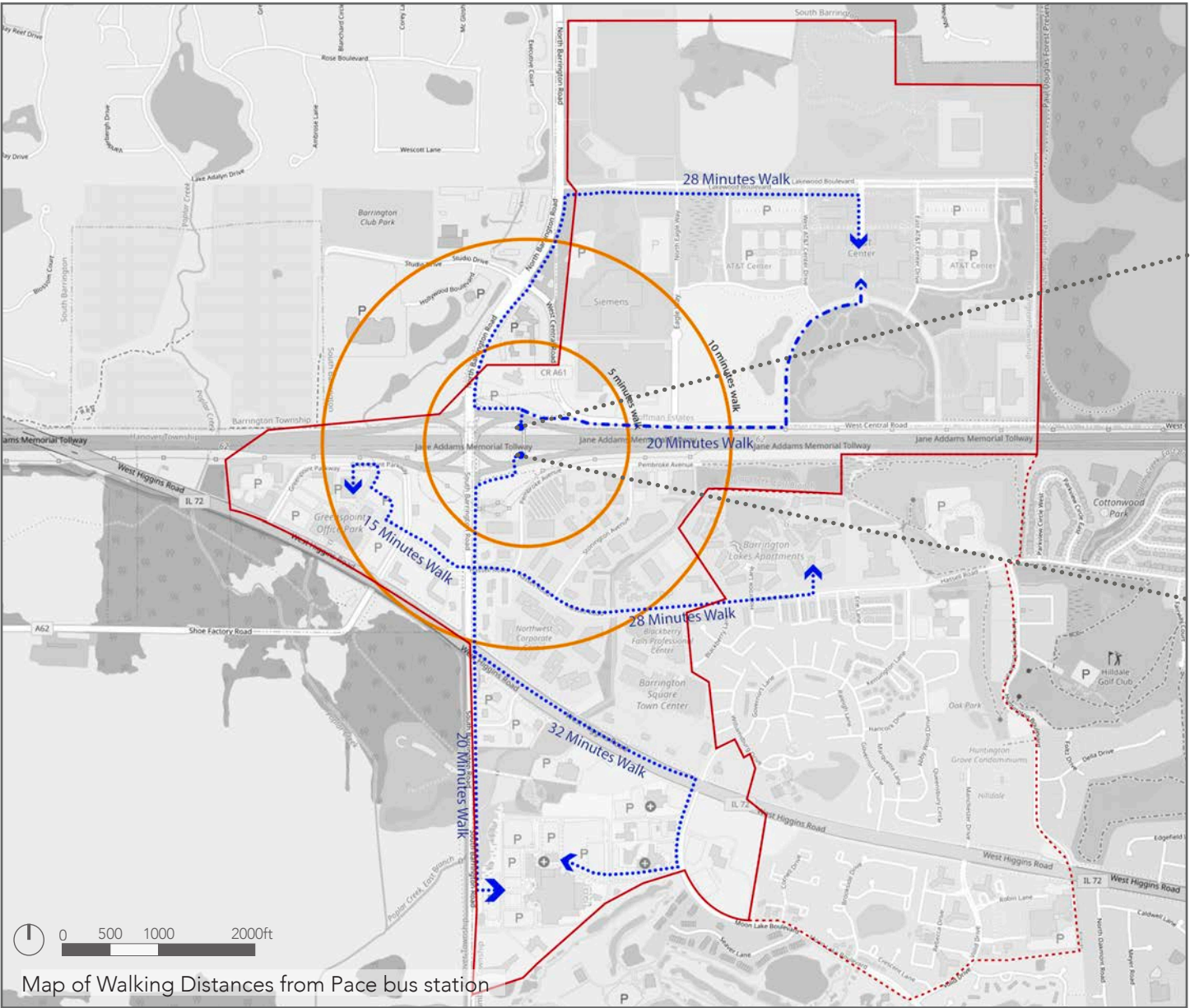
APPENDIX A  
WALKING DISTANCES

The diagram below highlights the time taken to walk from the Pace bus station to areas of key interest within the study area.

The orange rings indicate a 1/4 mile (5-minutes walk) and 1/2 mile (10-minutes walk) radius as 'the crow flies' or as a linear route. However, pedestrians utilize sidewalks and the 1/4 mile and

1/2 mile radius cannot represent this. Therefore, the diagram includes the route with sidewalks it is assumed a pedestrian would take to each of the respective destinations.

It is worth noting the Pace Barrington Road station bridge over the busy I-90 adds an additional 5 minutes to the journey times.



APPENDIX A  
WALKING DISTANCES

IMPORTANCE

Walking distances to a destination play an important role in influencing people's decision to take public transit. On average people are willing to walk 5-10 minutes from a transit stop.

ASSESSMENT

The walking distances from the Pace Barrington Road station are longer than the average expected walk times and in some instances are unpleasant walks. Thought and consideration is given to improve these journeys and the travel times in chapter 3.





OVERVIEW

The northeast quadrant is experiencing significant parcel by parcel development, most notably the Bell Works Chicagoland development, which will introduce residential units into the quadrant. As the number of destinations in this quadrant continues to grow, consideration needs to be given to ensure a cohesive and TOD compatible outcome.

The lack of continuous sidewalks within this quadrant does little to support a TOD and pedestrian activity. In addition, the existing sidewalks are predominantly unrewarding. However, the site has a series of neglected pedestrian paths that prove to be a great asset and provide the opportunity to connect with the wider sidewalk network.

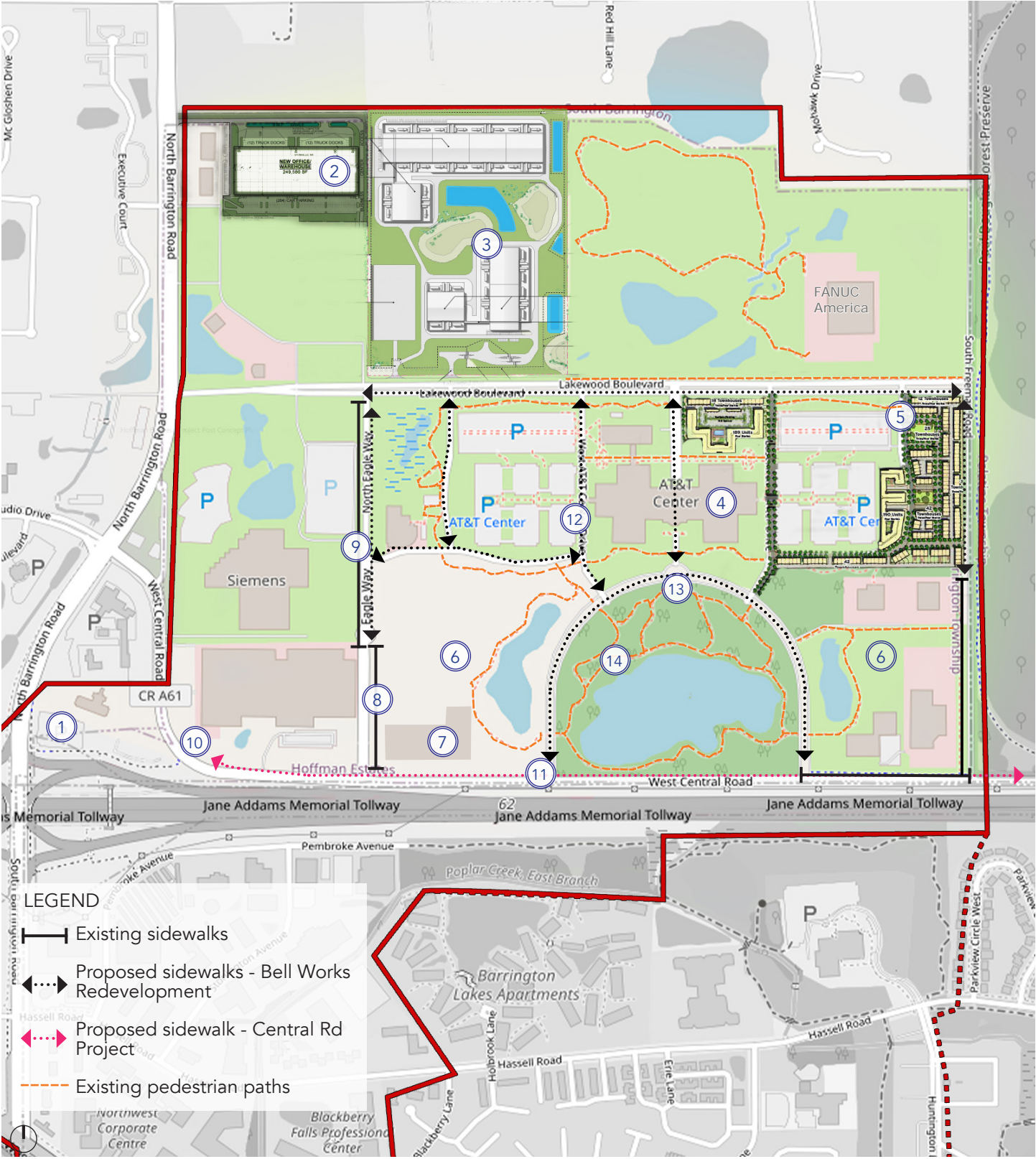
Another key issue within this quadrant; the entrance to the retail strip at Fountain Crossing is via the service alley. Although the frontage and ample parking spaces are visible from the busy Barrington Road, the configuration of the entrance requires drivers to endure views of dumpsters and the blank rear of the buildings as they make their way into the parking lot. As there are vacant lots adjacent to the strip mall, chapter 3 provide guidance on conceptual regulations to consider.

ZONING ISSUES

This quadrant is zoned for commercial mixed use, manufacturing and office districts. The mixed use zoning will encourage the diversity required to create a thriving TOD.

- 1 Park-n-Ride facility - the parking lot provides 170 free spaces plus bicycle parking.
- 2 New Office/Warehouse - 249,550 SF. Access from North Barrington Road and Lakewood.
- 3 Data Center - A proposed data center with two buildings totaling approximately 400,000 SF and access of Lakewood Boulevard.

- 4 Bell Works Chicagoland - Final build out to provide: 1.2 million square feet of office space, 60,000 square feet of conference facilities, storage and amenities, and 60,000 square feet of restaurant and retail space.
- 5 Residential - Conceptual plans for 550 multi-family residential units and 120 unit hotel is planned for the land adjacent to the main Bell Works commercial building.
- 6 Huntington 90 - a 70.15 acre, multi-building office and industrial business park. Flexible built-to-suit sites are able to accommodate 50,000 to 500,000 sq ft facilities.
- 7 Bystronic Inc. - the newest addition to the Huntington 90 industrial business park. The 163,350 sq ft high-tech manufacturing facility includes: 30,400 sq ft of office space, 67,750 sq ft of production space 35,000 sq ft of warehouse space, and a 30,200 sq ft showroom.
- 8 Extension of Eagle Way - Bystronic site development includes an on-street bike lane and sidewalk on the east side of Eagle Way, connecting Eagle Way and Central Road.
- 9 Existing sidewalk - Sidewalk installed on the west side of Eagle way from Lakewood Boulevard to the Siemens/Claire's driveway.
- 10 Pedestrian Crossing - of Central Road near the curve where the Park-n-Ride entrance is located is part of the Central Road Bike Trail project.
- 11 Central Road Bicycle Trail Project - a bicycle trail on the north side of central road will connect the Paul Douglas Trail to the Pace Park-n-ride, currently moving into phase II, engineering design.
- 12 Bell Works Pedestrian and Bike Network - the residential redevelopment will create a comprehensive network of bike and pedestrian provisions throughout the Bell Works property.
- 13 Roundabout Improvements - to be updated to a modern design which meets design and safety standards and will provide complete pedestrian and bike provisions.
- 14 Existing Pedestrian Paths - an old network of chip footpaths exist throughout the Bell Works property.



Map of Northeast Quadrant



APPENDIX B

SOUTHWEST QUADRANT

The adjacent analysis identifies the key components that make up the southwest quadrant.

OVERVIEW

The stretch of Hassell Road west of Barrington Road, to Greenspoint Parkway is a private road. As such, it was not constructed to the Village’s specifications. The curb to curb width of 27 feet is adequate but the right of way lacks sidewalks– a particularly significant deficiency given the goal of improving pedestrian connectivity in this area.

The corners at Barrington Road and Hassell Road are connected with crosswalks. However, the crosswalks terminate at parking lots on the west side. There may be opportunities to take advantage of their high visibility from a real estate value perspective in conjunction with improving the pedestrian experience.

At the time of this report, there were ongoing discussions between Village Staff and property owners to dedicate the 800 feet of road to the Village. if the roadway was first improved to meet current roadway development standards before it received the dedication.

ZONING ISSUES

Barrington Road is under IDOT jurisdiction. Any proposed modification to the intersection of Hassell Road and Barrington Road will need to be coordinated with IDOT for approval via their Intersection Design Study process.



- 1 Private Section of Roadway - an incomplete street, that could be an extension of Hassell Road.
- 2 Parking Expansion - Underutilized space which has the potential to be developed into further parking.
- 3 Gateway to Private Road - pedestrian crossing with limited landing space and no sidewalk along Hassell Road (see images below).
- 4 Greenspoint Office Park - comprises of 3 buildings, providing a total of 207,450 sq ft of office space.
- 5 Hotels - Hampton Inn & Suites Hoffman Estates, Hyatt Place Hoffman Estates, and Hawthorn Suites by Wyndham are all located within this quadrant.
- 6 Medical Campus - doctor and other facilities.



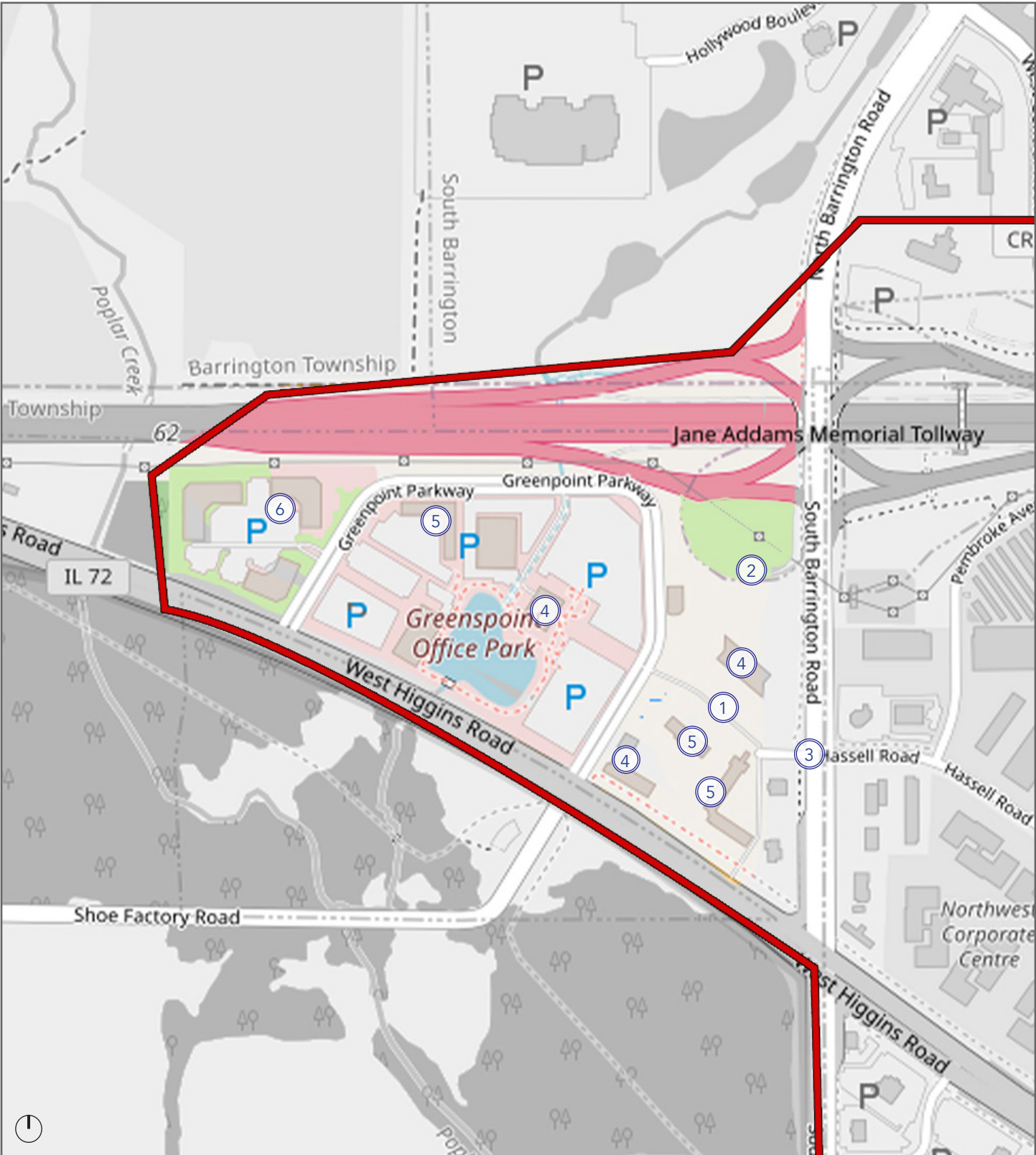
Crossing at the junction of Hassell Road and Barrington Road. View from Hassell Road looking east.



Hassell Road west. View from junction at Barrington Road.

APPENDIX B

SOUTHWEST QUADRANT



Map of Southeast Quadrant



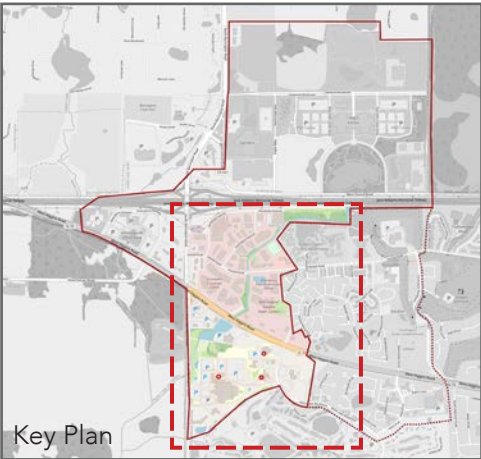
APPENDIX B

SOUTHEAST QUADRANT

Most of the opportunities for TOD development in this planning study are to be found in the southeast quadrant. The cluster of properties around the new Pace station could transform over time into uses with higher density and which better support walkability. A particular feature of interest is the Poplar Creek waterway.

The adjacent analysis identifies the key components that make up the southeast quadrant.

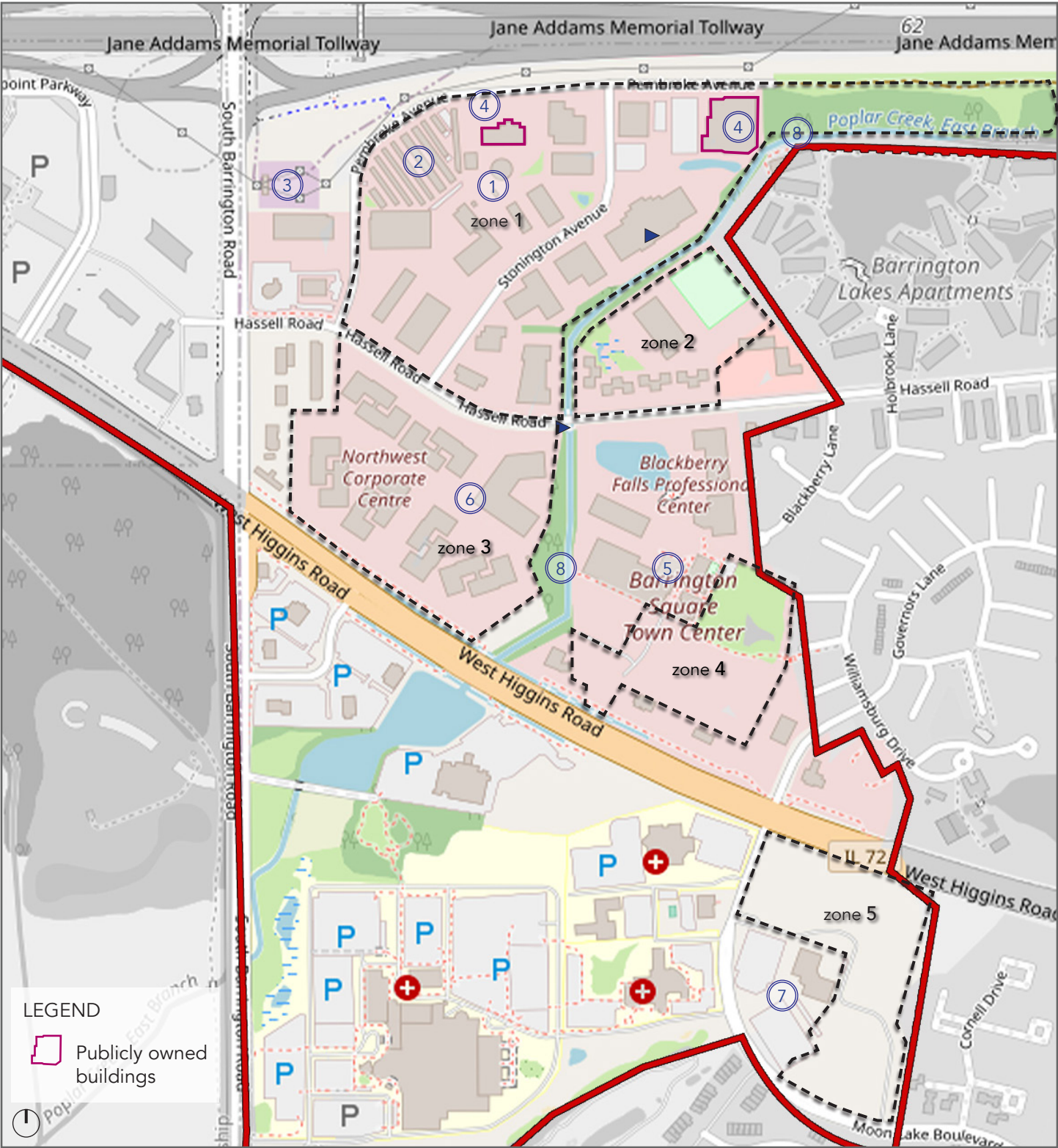
Given the size and significance of this quadrant, it has been divided into zones for detailed analysis and understanding. The zones are identified on the adjacent map with analysis for each described on the following pages.



- 1 Water Tower - landmark feature with wayfinding and placemaking potential.
- 2 U-Haul -a property that could assist in the creation of a successful TOD is currently surrounded by chain link fencing and does little to support pedestrian activity.
- 3 ComEd Substation - considered a permanent feature in terms of future land plans.
- 4 Public Buildings - as Village-owned properties, these parcels should be considered “in-play” in terms of redevelopment of the sub-area.
- 5 Barrington Square Town Center - master plan remains incomplete, with a 3.25 acre pad, 1 acre pad and 3.75 acre surface parking lot representing an opportunity for future development.
- 6 Northwest Corporate Centre - 30,000 sq ft of single story offices.
- 7 Poplar Creek Office Plaza - multi tenant 132,000 sq ft office building.
- 8 Poplar Creek - a waterway feature which could be enhanced to create an outdoor amenity.

APPENDIX B

SOUTHEAST QUADRANT



Map of Northwest Quadrant



APPENDIX B

# SOUTHEAST QUADRANT

**ZONE 1: OVERVIEW**

The area encompassed by Stonington and Pembroke Avenues, referred to here as “Stonington-Pembroke Circle,” is the heart of the Barrington Rd / I-90 Study Area in terms of TOD potential. However, the area currently lacks the population density, mix of uses, and connectivity that are required to support successful TOD.

The development pattern within and surrounding Stonington-Pembroke Circle is fundamentally auto-oriented. Despite having sidewalks in good condition, there are frequent curb cuts for driveways and building frontages are mostly pulled back from the sidewalk, negating the opportunity for a “rewarding pedestrian experience” (see page 82). Along with its physical development pattern, the area’s walkability suffers from its current land use types. Although the buildings are mostly occupied, and by successful businesses at that, they tend to be low-density and do not generate the kind of potential foot traffic that one would hope for in a TOD.

The new Kiss-n-Ride lot, the gateway to the Pace station on the south side, sits across from a fenced, sprawling single-story public storage facility. One could hardly imagine a worse land use to locate at the heart of a TOD. Only slightly less conducive to successful TOD are the Village’s public works facilities which occupy most the remaining north frontage of Pembroke Ave.

On the other hand, there are aspects of Stonington-Pembroke Circle that offer unique opportunities. The aforementioned public works facilities, by virtue of being owned by the Village, makes the concept of transforming those properties far more feasible. Scenarios describing the relocation of those facilities is described in chapter 3 and chapter 4 of this report.

Another feature of Pembroke-Stonington Circle that emerged from this planning study as a potential asset is the existing water tower. There are countless examples across the country of iconic architectural features / relics such as water towers to anchor revitalization plans, both literally and figuratively. Its height is an asset that can be used beyond its functional purpose of providing water pressure. Visible from the Interstate and from most anywhere within walking-distance, the

water tower is a natural way-finding monument. Moreover, its hilltop placement adds further monumentality and place-making potential.

**ZONE 1: ZONING ISSUES**

The M1 (Manufacturing) zoning designation does not allow for the mix of uses that would facilitate successful TOD. Even in cases where special-use allowances can be made, off-street parking requirements tend to prohibit many customer-oriented businesses.



Sub-area 3. Chain-link fence at Pace station gateway.

**ZONE 2: OVERVIEW**

Six single story buildings totalling 30,000 SF of commercial space set back from Hassell Road behind an uninterrupted 600 feet of asphalt parking lot (the length of a typical Chicago block). The Grand Sports Arena is home to an existing business; however, the property is in deteriorated condition and suffers from inadequate parking. The property in between the offices and the Arena belongs to the Hoffman Estates Park District and is used to store maintenance equipment and material.

**ZONE 2: ZONING ISSUES**

The subject properties in this area are identified as Office and Commercial in the Village’s Land Use Plan, and are zoned as B2 (Community Business District). In order to accommodate the required residential developments to support a TOD, zoning would need to be changed.

**ZONE 3: OVERVIEW**

The owners of the Northwest Corporate Centre have made strategic investments in the property over the last several years, including exterior repairs / maintenance, refurbishment of select tenant spaces, and new mechanical equipment. At the time of this report the buildings were approximately 60% occupied. In the near term the owners are considering further improvements to the buildings’ exteriors, focused on signage and landscaping. In the long term, the owners appear open to considering redeveloping the property including changes to the land use type.

**ZONE 3: ZONING ISSUES**

The Northwest Corporate Centre buildings were designed in a ‘brutalist’ architectural style that, while popular in the 1960’s and 70’s, gives the property a dated look which detracts from its market appeal. Besides the question of the development’s aesthetic / stylistic character, two aspects of the design stand out as challenges: first, the building entrances are difficult to identify. Second, the landscape design utilizes “berms,” an approach that was stylistically compatible with brutalist architecture but is now difficult to reconcile with the Village’s current landscape ordinances.



Sub-area 5: Typical Building Entrance

**ZONE 4: OVERVIEW**

The property known as Barrington Square Town Center includes an undeveloped 3 acre parcel that is intended for commercial development. The parking associated with the future development of that parcel is already constructed; as a result,

APPENDIX B

# SOUTHEAST QUADRANT

there is currently 3.6 acres of underutilized surface parking (approximately 460 spaces).

**ZONE 4: ZONING ISSUES**

The subject property is identified as Commercial in the Village’s Land Use Plan and zoned as B2 (Community Business District). In order to accommodate the residential development required for a TOD, the zoning would need to be changed.



Sub-area 6: Existing 3.6 acre unutilized parking lot

**ZONE 5: OVERVIEW**

The 13 acre property, (referred to as Moon Lake property in this report) is currently for sale and has the potential to provide residential units within the study area.

**ZONE 5: ZONING ISSUES**

Although the subject property is identified as Office in the Village’s Land Use Plan, it is zoned as RPD- Residential Planned District, which would allow development scenarios presented in chapter 3.



Sub-area 7: Property viewed from Moon Lake Blvd.





Stonington-Pembroke Circle - existing condition



Poundbury, United Kingdom - existing condition

CASE STUDY: POUNDBURY

An effective way to understand and envision a site’s development potential is to look to comparable real-world examples. The example shown here, Poundbury, is a relatively new development in the United Kingdom. The Poundbury master plan offers lessons in achieving high density with simple, low-scale buildings that can be constructed incrementally. Contained within roughly the same land area as Stonington-Pembroke Circle are over 4,000 residents and 2,000 jobs— figures that may be hard to believe considering the scale of buildings (2-3 stories), absence of parking structures, and open green space. Its mix of uses includes 200 shops, cafés, offices and factories, along with a wide range of housing types.

A useful metric of walkability is intersection density, which corresponds to block size; the smaller the blocks, the higher the number of intersections in

a given area. Within Stonington-Pembroke Circle, public rights of way intersect in only 3 places, creating a “superblock.” By contrast, Poundbury contains over 30 intersections within the same land area— tens times as many. This example, with its small block sizes, demonstrates how Sub-Area 2 might reimagine incrementally over time individual property by individual property.



Poundbury, United Kingdom - typical street view



Poundbury, United Kingdom - aerial view



# CASE STUDY: GATEWAY ARTS DISTRICT

## CASE STUDY: GATEWAY ARTS DISTRICT

The Gateway Arts and Entertainment District is a dynamic innovative arts area shared between the four municipalities of Brentwood, North Brentwood, Hyattsville and Mount Rainier in Prince Georges County, Maryland. The project was launched in 2001 to stimulate economic development along the Route One/Rhode Island Ave corridor. The area is now home to a vibrant community of artist studios, galleries, theatres, home, cafés and restaurants. Currently there are hundreds of artists living and working in the district, with daily events and annual art festivals showcasing their work.

One of the more interesting stories from the Gateway Arts District example is the ezStorage building, which is being used for more than just

storage. These alternative uses include band practice/music studios, actual small businesses such as bike shops, personal gyms, or artist studios. This business, like a growing number of other self-storage buildings, is converting many of its storage units to attract musicians and artists by installing electricity, insulation, sky lights, glass doors, and plumbing.

Other examples include the Store Express in Pittsburgh, which recently opened a facility that has 338 studio artist workspaces with a variety of workspace sizes, a community lounge, and kitchenette. One of the first storage facilities to convert storage units to be used as a studio is Bridge Storage and Arts Center in Richmond, California. This storage and arts community offers artist studios as well as having monthly art shows and exhibits for its tenants.



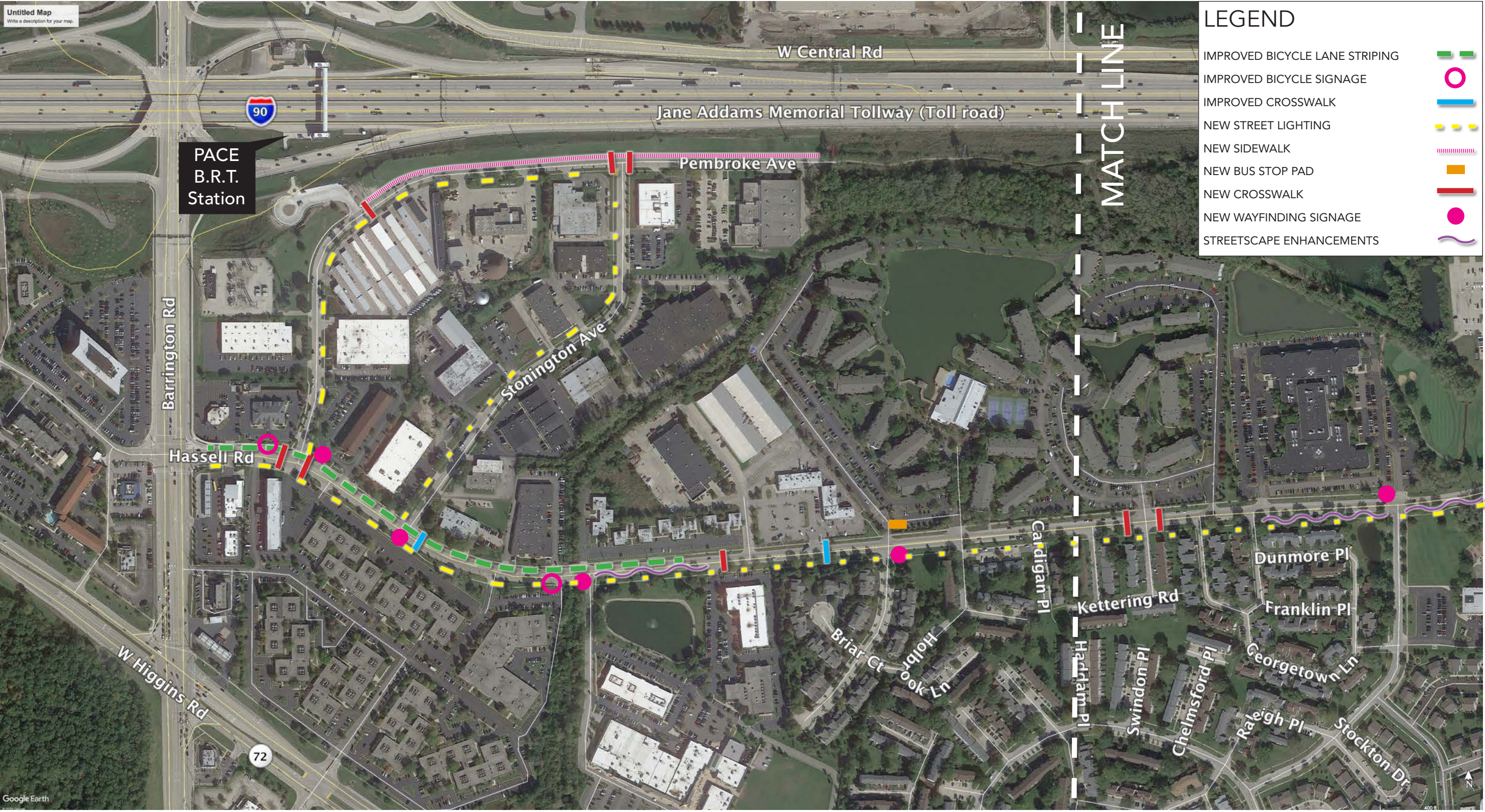
# CASE STUDY: GATEWAY ARTS DISTRICT

The synergy between industrial / light manufacturing areas and artists can result in “arts districts,” with coordinated business branding and event programming.

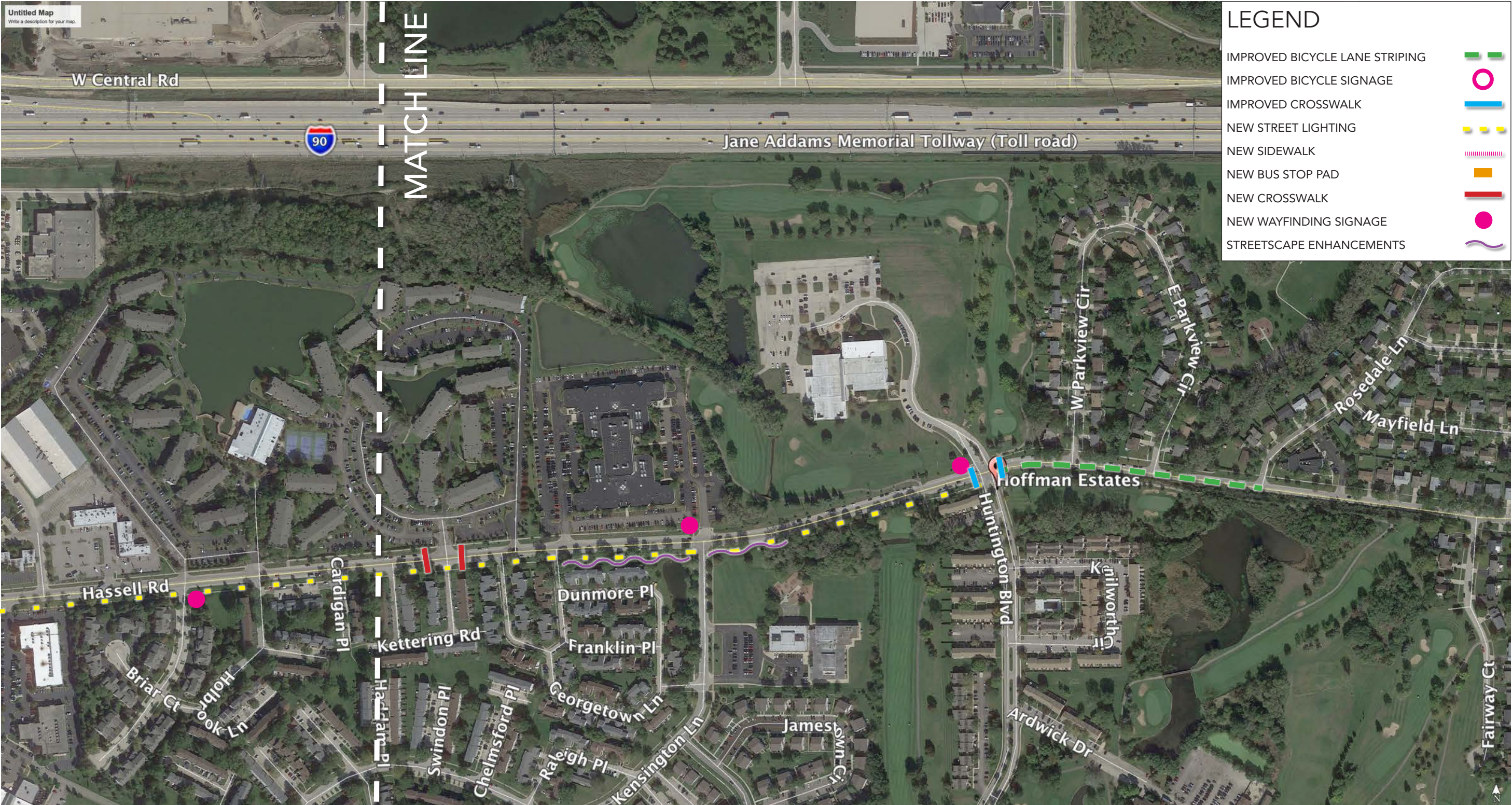


Examples of older building facades transformed by artwork.











APPENDIX F

COMMUNITY ENGAGEMENT PROCESS

The consultant team worked with the Village of Hoffman Estates to make this plan and the master plan design an inclusive process.

The stakeholders were organized into groups and the identified key stakeholders were invited for independent interviews in addition to the charrette. These independent interviews and the charrette feedback provide the consultant

team with fundamental local knowledge, an understanding of opportunities and constraints, and gives the local community the option to shape the growth and development of their neighborhood.

The table highlights key stakeholders invited to the charrette and the independent meetings that took place are highlighted.

Key #	Owner/Tenant	Address	Group
NORTHEAST QUADRANT			
NE-1	Pace Park-n-ride	Central Rd.	Independent meeting
NE-2	Hilton Garden Inn	2425 Barrington Rd.	Hotel Group
NE-10	Bell Works (Sommerset Development)	2000 Center Dr.	Independent Meeting
SOUTHEAST QUADRANT			
SE-1	The Assembly American Bar & Cafe	2570 Hassell Rd.	SE General Group
SE-5	Red Roof PLUS+	2500 Hassell Rd.	SE General Group
SE-6	Level 10	2495 Hassell Rd.	SE General Group
SE-7 SE-8	U-Haul Moving & Storage of Hoffman Estates	2475 Pembroke Ave.	Independent Meeting
SE-11 SE-12	Richard Nassitar (owner) -multi tenant	2200 Stonington Ave.	Independent Meeting
SE-13	Plum Grove Printers Inc.	2160 Stonington Ave.	SE General Group
SE-14	Jim - Heritage Plumbing (owner) - multi tenant	2100-2124 Stonington Av.	SE General Group
SE-15	Bright Hope (Social Services)	2060 Stonington Ave.	SE General Group
SE-22	High Voltage Software	2345 Pembroke Ave.	SE General Group
SE-25	Richard Nassitar (owner) - multi-tenant	2400 Hassell Rd.	Same as SE-11 & SE-12
SE-27	H.E. Park District	2095 Stonington Ave.	Independent Meeting
SE-28	Grand Sports Arena -owner	2350 Hassell Rd.	SE General Group

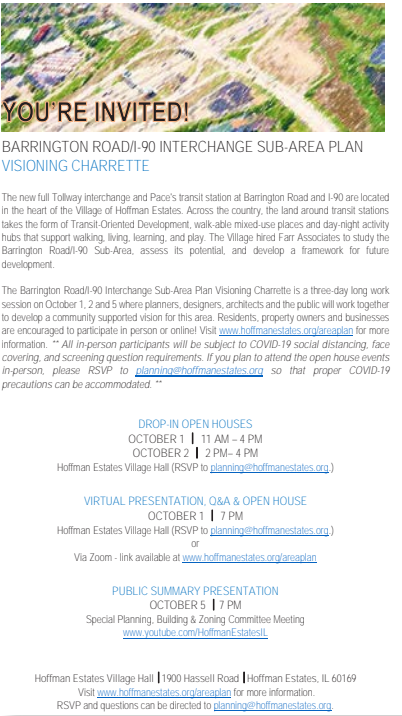
APPENDIX F

COMMUNITY ENGAGEMENT PROCESS

SE-29	Windy City Real Estate (owner) - multi tenant	2306-2336 Hassell Rd.	SE General Group
SE-31	Quality Inn	2075 Hassell Rd.	Hotel Group
SE-35 SE-36 SE-37 SE-38	Northwest Corporate Centre - multi tenant	2401 Hassell Rd. 2500 W. Higgins Rd.	Independent Meeting
SE-45	Barrington Square Town Centre multi-tenant retail	2302 W. Higgins Rd.	SE General Group
SE-53 SE-54 SE-55	A la Carte owner (Vacant 5,426 sf restaurant) A la Carte owner (Moretti's Banquets) A la Carte owner (Moretti's Ristorante)	1795 Barrington Rd. 2525 W. Higgins Rd. 1745 Barrington Rd.	SE General Group
SE-66	Poplar Office Creek Plaza - multi tenant	1721 Moon Lake Dr.	SE General Group
SE-0	RTA	Non-property owner stakeholder	Independent Meeting
SOUTHWEST QUADRANT			
SW-1 SW-10 SW-13	Lincoln Properties (multi-tenant) Tenants: Vistex, Obix, Omron	2300 Barrington Rd. 2800 Higgins Rd. 2895 Greenspoint Pkwy.	Independent Meeting
SW-4	Country Inn & Suites	2280 N Barrington Rd.	Hotel Group
SW-5	Hyatt Place	2750 Greenspoint Pkwy.	Hotel Group
SW-6	Clover Technologies	2700 Higgins Rd.	SW General Group
SW-11	Hampton Inn Suites	2825 Greenspoint Pkwy.	Hotel Group
SW-12	Hawthorn Suites	2895 Greenspoint Pkwy.	Hotel Group
OUTSIDE MAIN STUDY AREA			
1	Barrington Lakes Apartments	2200 Hassell Rd.	Invite
2	Barrington Square Apartments		Invite



Charrette invitation flyer  
Posted on Hoffman Estates website and emailed to stakeholders individually.



Charrette invitation post  
Details posted on local Facebook group



Charrette schedule

DAY			DAY 1	DAY 2	DAY 3
TIME	Monday, September 28, 2020	Tuesday, September 29, 2020	Thursday, October 1, 2020	Friday, October 2, 2020	Monday, October 5, 2020
9AM	Record presentation	Add presentation to Village website and send to focus group participants	Steering Committee alternative concepts review	Design team meeting with key representatives from Hoffman Estates	Design Team concepts merging and preferred alternative development (2 concepts to 1)
9.30AM					
11AM			Focus group meetings / Open House		
11.45AM					
5.30PM			Steering Committee Pin Up		
6PM					
7PM		Virtual Presentation w/ survey	Design Team concepts merging and preferred alternative development (2 concepts to 1)	Public Presentation at Village Board Meeting	

The next few pages showcase the slides from the presentation which took place on 1st October 2020 as part of the 3 day charrette.

HOFFMAN ESTATES  
Barrington Road I-90 Sub Area Plan

AGENDA

- Project Overview
- Transit Oriented Development
- Current Conditions Analysis
- Placemaking 101
- Market Position
- Relevant TOD Case Studies
- Three Initial Plan Alternatives
- Next Steps

PROJECT OVERVIEW

- Background
- Team
- Goals
- Study Area

PROJECT TEAM

- Farr Associates (Prime Consultant)
- BDI (Market)
- Terra (Traffic)
- PACE Transit
- Village of Hoffman Estates

PROJECT GOALS

- Recommendations for future land uses
- Multi-modal and connectivity enhancements (TOD)
- Tools/approaches to achieve desired outcomes

STUDY AREA



TRANSIT ORIENTED DEVELOPMENT

What is a TOD?  
Benefits of a TOD  
Case Studies  
What are the challenges/opportunities at Hoffman Estates?

WHAT IS TRANSIT ORIENTED DEVELOPMENT

- Also known as TOD, it's the creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high-quality transit systems.
- Amenities should be within a short walking distance of a train station or bus stop (generally within a half-mile radius or ten-minute walk).

Definition taken from RTA

BENEFITS OF TOD's

- Complete Neighbourhoods
- Connectivity & Walkability
- Higher value economic development
- New face/image for the future



PROPOSE: mixed use zoning



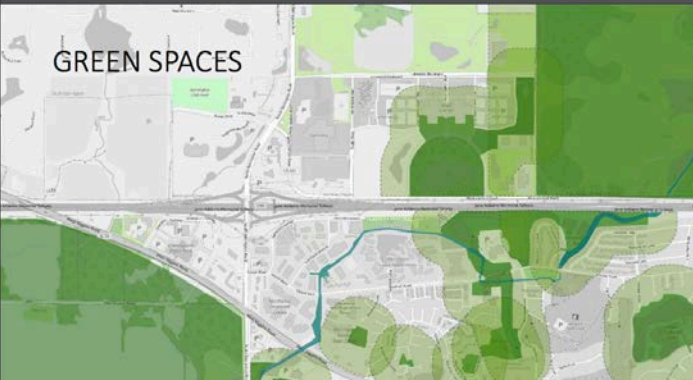
PROPOSE: mixed use zoning

CURRENT CONDITIONS ANALYSIS

CURRENT CONDITIONS



- CURRENT CONDITIONS (additional images)
- Illustrate the walk distance from bus to land
  - Pedestrian view of “lightings’ and “crossings”
  - Existing land uses

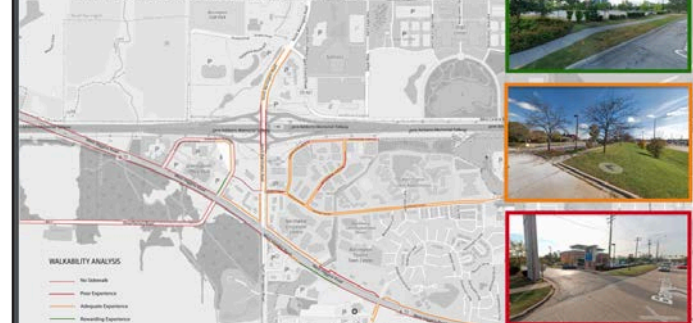


GREEN SPACES

PACE BUS ROUTES



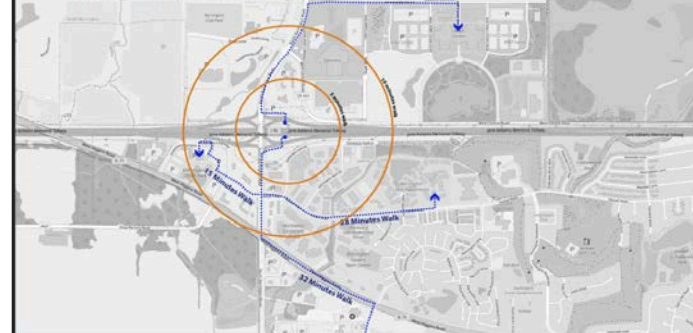
WALKABILITY ANALYSIS



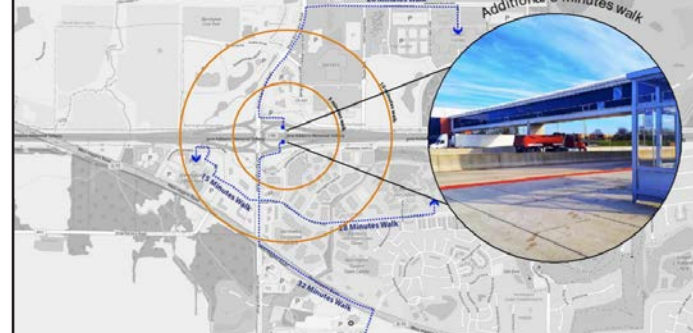
WALKING DISTANCES



WALKING DISTANCES



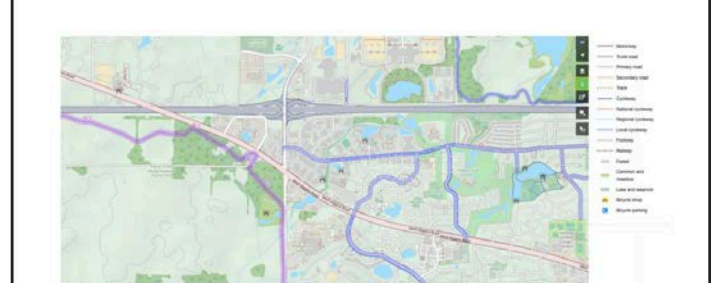
WALKING DISTANCES



WALKING DISTANCES



CYCLE ROUTES



ZONING



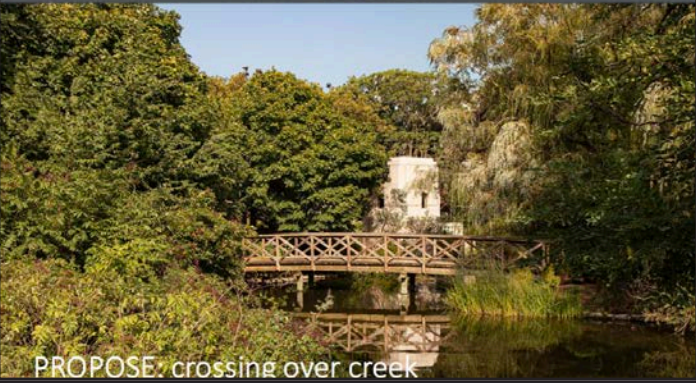
PLACEMAKING 101



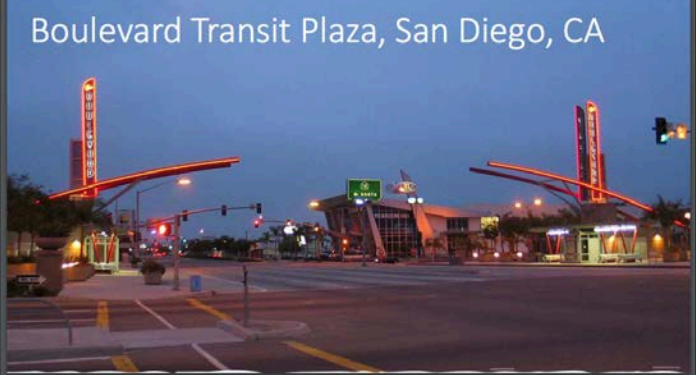




PROPOSE: smaller block sizes & more crossings



PROPOSE: crossing over creek



Boulevard Transit Plaza, San Diego, CA



AMERICAN TOBACCO



MIAMI BEACH

MARKET POSITION

The Pace Station Market Impact (Potential)

- Origin
  - O'Hare
  - 50,000 jobs at Rosemont and many more in the Loop
  - Parking cost savings
  - Entertainment access for Rosemont and the City
- Destination (Reverse Commute)
  - 130,000 jobs within a 10-minute Shuttle ride
  - Alternative for one car/no car households
  - Hotels can serve O'Hare/Rosemont Convention market

Development that Impacts the Station

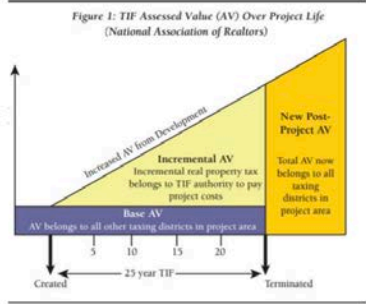
- Origin
  - Residential
    - 135,000 residents within a 10-minute drive
    - 1,700 residents within a ½ mile walk
    - Vibrant stations have 3,500 to 5,000 residents within a ½ mile
    - Shuttles to extend access
  - Convenience Parking
    - Commuters
    - Airport Employees
    - Travelers
- Destination
  - Office
    - 130,000 jobs within a 10-minute shuttle ride
    - 4,000 jobs with-in a ½ mile walk
  - Training location access

Development that Impacts the Station

- Origin
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TIF 101

- EAV increases come from new improvements/developments that would not happen "but for" the TIF
- Existing properties only increase in EAV if they become more profitable
- Rather than entering other revenue pools, TIF money is spent in the district

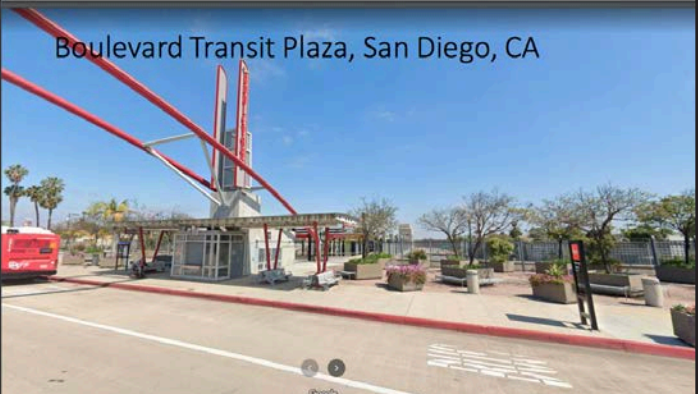


RELEVANT TOD CASE STUDIES

CASE STUDIES

- Boulevard Transit Plaza, San Diego, CA
- Maple Grove Transit Station, MN

HOFFMAN ESTATES HAS THE POTENTIAL TO BE AN ICONIC BUS TOD



Boulevard Transit Plaza, San Diego, CA



Maple Grove Transit Station



Maple Grove Transit Station, MN

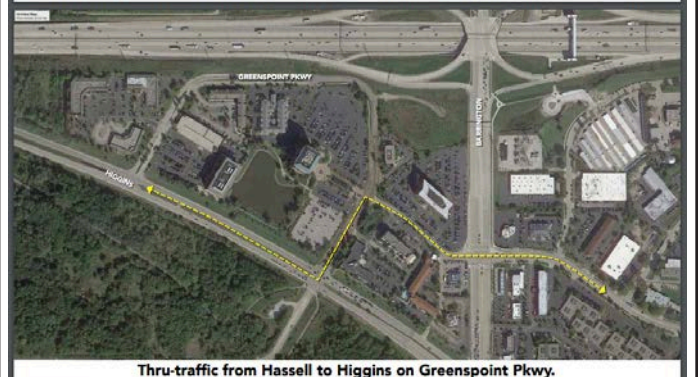


Maple Grove Transit Station, MN

THREE INITIAL PLAN ALTERNATIVES

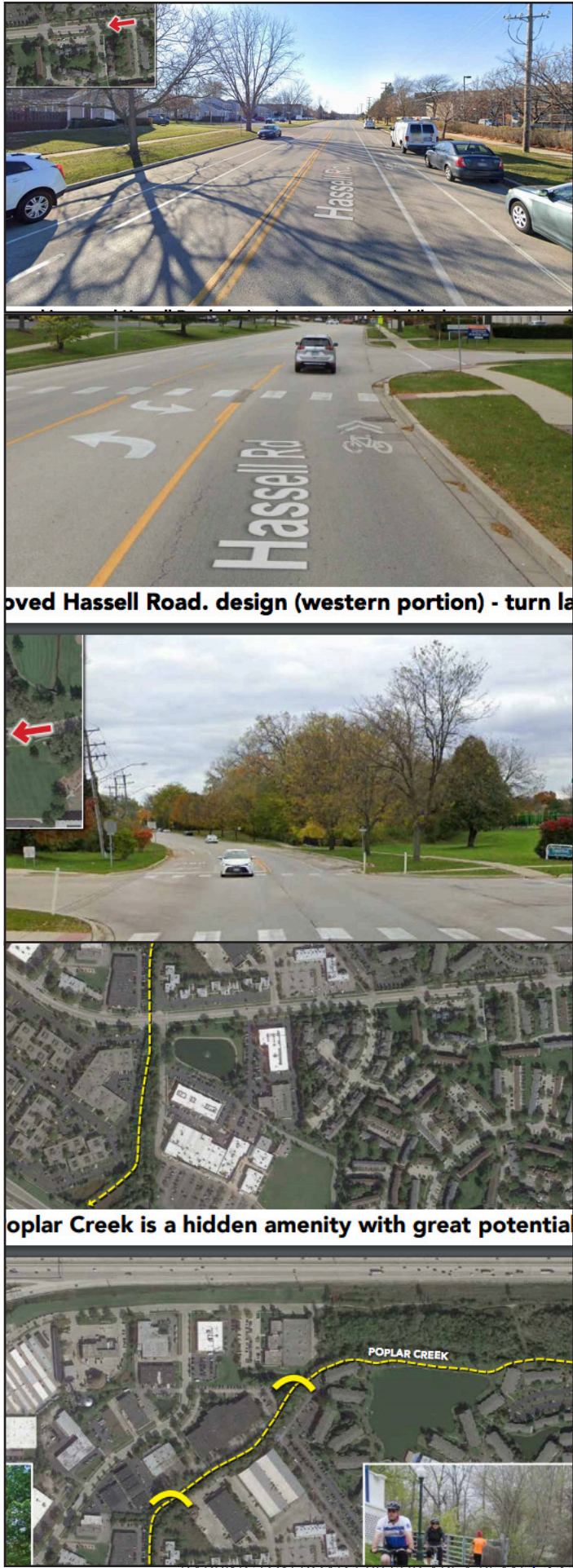
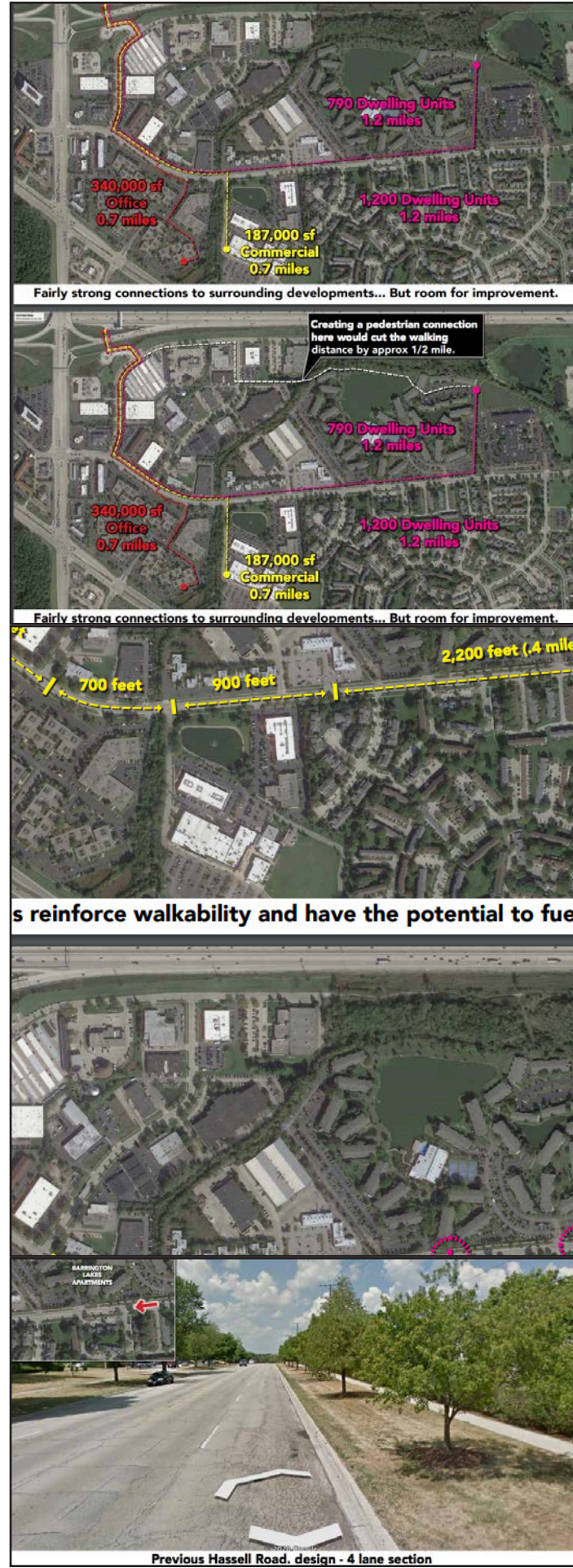
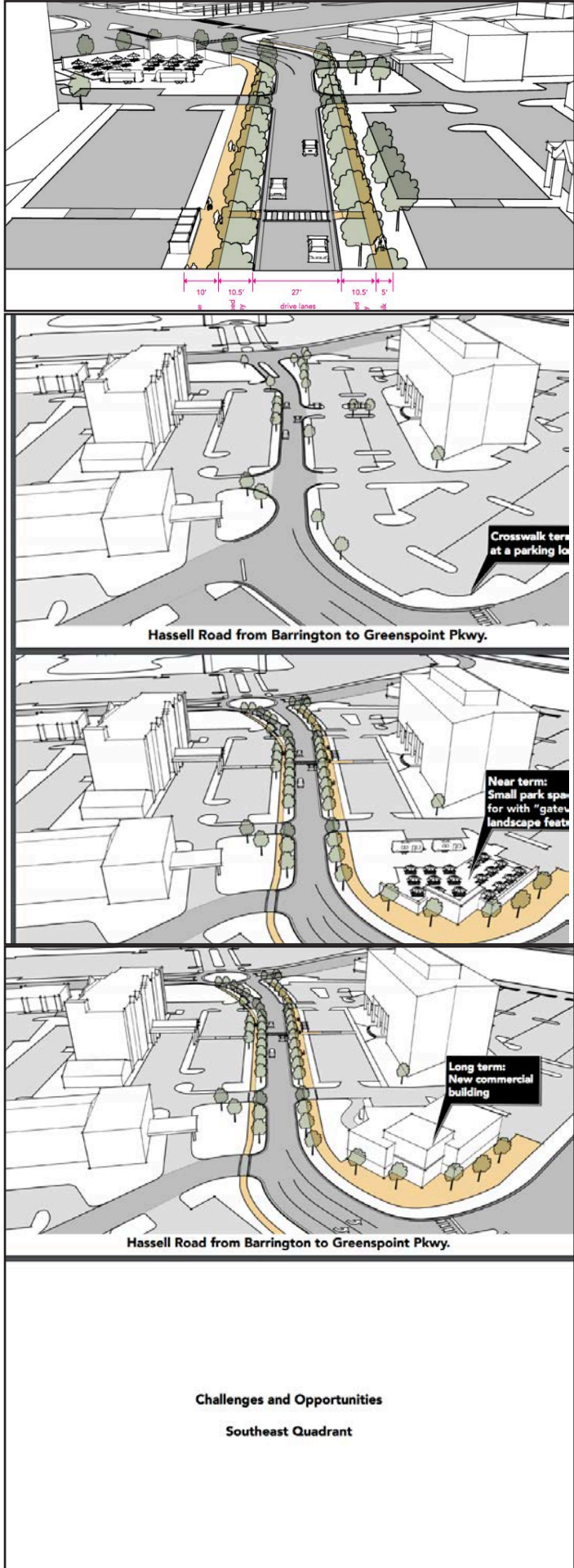
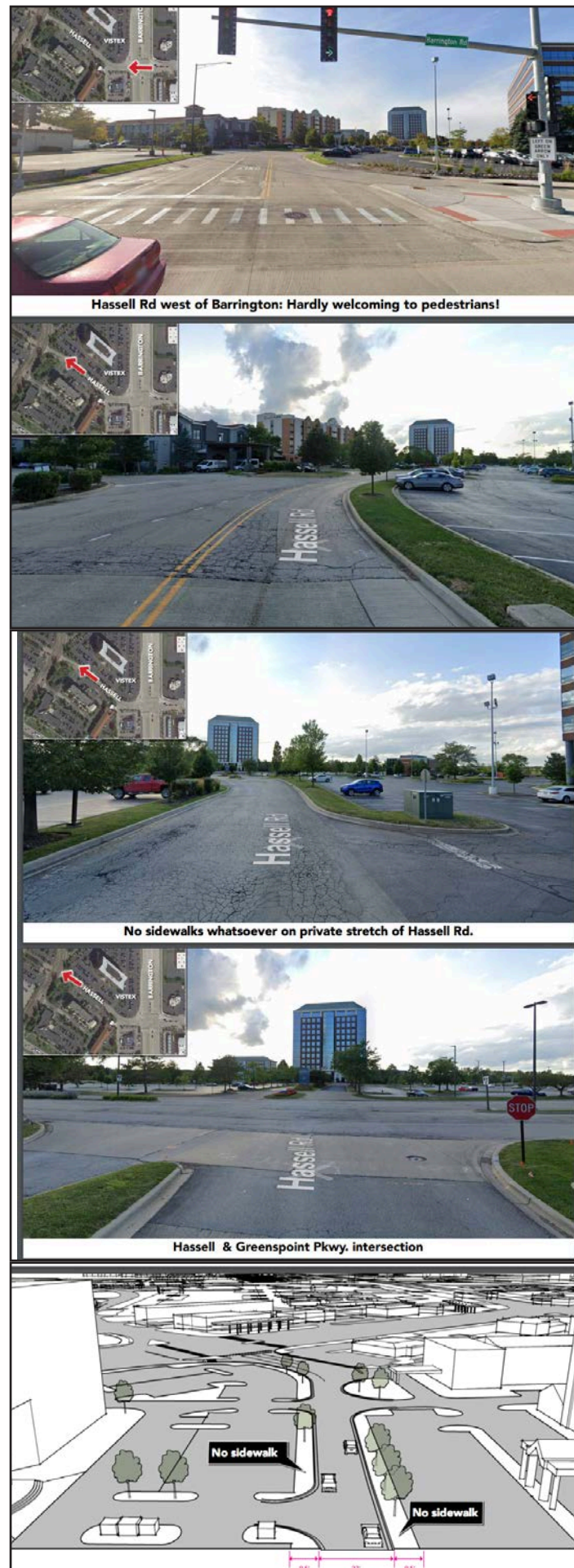


Properties west of Barrington have NO pedestrian connection to the PACE station.



Thru-traffic from Hassell to Higgins on Greenspoint Pkwy.

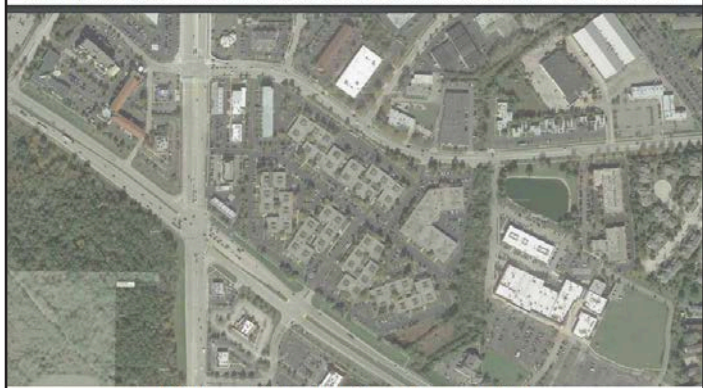








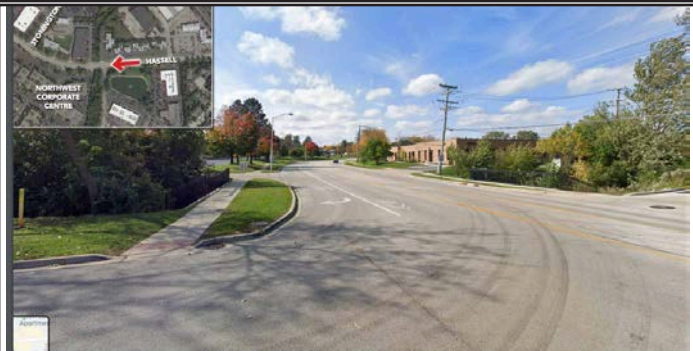
Nearby example of an urban creek-side trail: Rochester River Walk (Paint Creek Trail)



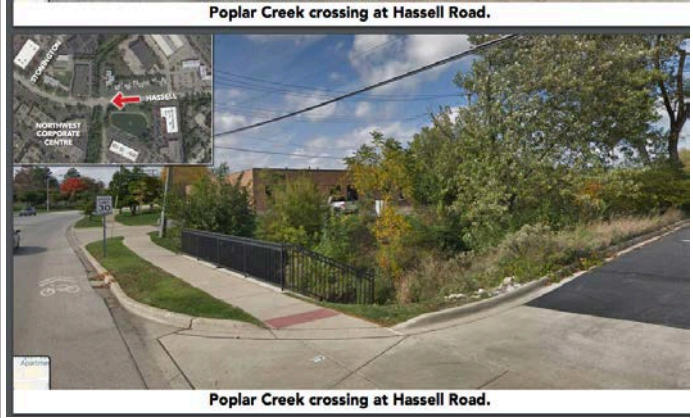
Opportunity for enhanced connection to nature (Poplar Creek)



Potential urban design enhancements of Northwest Corporate Center



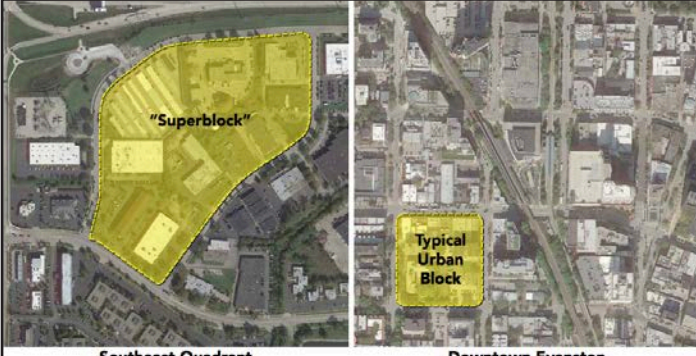
Poplar Creek crossing at Hassell Road.



Poplar Creek crossing at Hassell Road.



Potential redevelopment of Northwest Corporate Center into residential neighborhood



Southeast Quadrant

Downtown Evanston



Opportunities for enhanced connectivity



Opportunity for new connection?



Opportunity for new connection?



Opportunity for new connection?



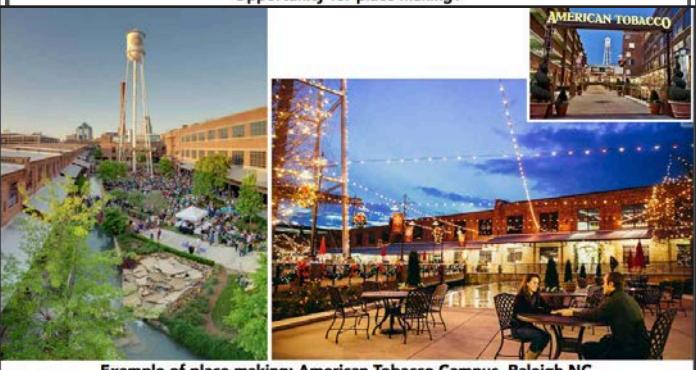
Consolidate driveways to reduce conflicts with pedestrians (increase walkability).



Where is Hoffman Estates' "postcard" moment?



Opportunity for place-making?



Example of place-making: American Tobacco Campus, Raleigh NC



Example of place-making: Vandalia Tower, St Paul MN





Existing condition of PACE Kiss & Ride area



"TLC" APPROACH



**Challenges and Opportunities**  
**Northeast Quadrant**



Northeast Quadrant



Bell Works "Metro-Burb" project



Bell Works "Metro-Burb" project



Bell Works "Metro-Burb" project

1	2	3
<b>REGULATE / UN-REGULATE</b>	<b>(1+2)</b>	<b>(1+2+3)</b>
<b>ELIMINATE BARRIERS / EXPAND PERMITTED USES</b>	<b>FACILITATE</b>	<b>PARTICIPATE</b>
Eliminate barriers / expand permitted uses	Promote and market the plan (w/ brokers)	Real estate transactions
Increase development potential	Privately-funded park-focused projects	Publicly-funded parks
Set quality standards	Promote shared access easements & other cooperative efforts between land owners	Tax Increment Financing (TIF)
Form-based code	Inter-governmental agreements	

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Over the next few pages are slides from the presentation that was presented during day 3 of the charrette. The presentation took place on Monday 5th October 2020 at the Planning, Building and Zoning Committee meeting of the Village Board.

HOFFMAN ESTATES

Barrington Road I-90 Sub Area Plan

Village Board Presentation  
October 5th, 2020

What Makes the Market?

- Current Experience
  - Existing Return on Investment
  - I-90 improvements extended access
  - Pace BRT extended access
  - Significant competition
  - Residential market strong
- Trends
  - Growth of internet purchasing
  - Young family shift to the suburbs
  - Rent by choice residential
  - Interest in outdoor amenities
- Vision
  - Public (This Plan)
  - Private

The Cloudy Crystal Ball

- Residential sales are strong
- Young families are moving to the suburbs
- Employers are seeking suburban space
  - Single entrance
  - Flexible employee space
  - Training and meeting rooms
- Parking is uncertain
  - Varying work from home days can reduce parking
  - More space per worker reduces parking demand

Current Experience

Population

- 2 million residents within a 30-minute drive
- 135,000 residents within a 10-minute drive
- 1,700 residents within a 1/2 mile walk
  - Vibrant stations have 3,500 to 5,000 residents within a 1/2 mile

Employment

- Destination
  - 130,000 jobs within a 10-minute shuttle ride
  - 4,000 jobs within a 1/2 mile walk
- Origin
  - 50,000 jobs at Rosemont
  - Loop
  - Elgin

Development

- Most buildings are 20 to 50 years old
- Many single use, owner occupied properties
- Buildings sell significantly below replacement value

Return on Investment

- Depressed by vacancies
- Acceptable based on low purchase price
- New residential could offer market rate return

How does the market implement the vision?

Private Investment

Amenities

Higher Rent

Public Leverage

- Private Investment
  - Initial construction
  - Future Property and Sales Taxes
- Public Leverage
  - A Plan
  - Investment in infrastructure and development partner
  - Speed to market
  - Marketing
- Amenities
  - Infrastructure
  - Parks
  - Events
  - Image
- Higher Rent
  - Increases return on investment
  - Causes higher property tax through assessed value increase

THE PACE BRT STATION FOCUSES US ON TOD

Route 607	I-90 → Woodfield Mall	11 mins
	I-90 → Randall Road Park and Ride	18 mins
Route 605	I-90 → Rosemont	25 mins
	I-90 → Randall Road Park and Ride	18 mins
Route 603	I-90 → Rosemont	18 mins
	I-90 → Elgin Transportation Centre	25 mins
Route 554	Hoffman Estates → Woodfield Mall	23 mins
Route 559	Hoffman Estates → Elgin	42 mins

On Demand service

CTA Bike line to Downtown Chicago 40 mins

TOD'S ARE OFTEN THE HEART OF THEIR COMMUNITY

WHERE IS HOFFMAN ESTATE'S POSTCARD MOMENT?

HOW TO MAKE A SPECIAL PLACE?

Example of place-making: American Tobacco Campus, Raleigh NC

THE WALKING DISTANCES POSE A CHALLENGE

TRANSIT ADJACENT DEVELOPMENT

THE STUDY AREA LACKS GREEN SPACES/AMENITIES

MAKING CONNECTIONS to SHORTEN WALKS

290,000 sf Office 0.7 miles

187,000 sf Commercial 0.7 miles

600 Residents 1.2 miles

Creating a pedestrian connection here would take approx. 1/2 mile off of the distance.

MAKING POPLAR CREEK AS A MULTI-USE TRAIL

PLANNING FOR SMALLER, MORE WALKABLE, BLOCKS



