

ADOPTED NOV-14-2016



P VILLAGE OF **PALATINE** Downtown TOD Plan

VILLAGE OF
PALATINE



**Regional
Transportation
Authority**

CONSULTANT TEAM:



GOODMAN WILLIAMS GROUP
— REAL ESTATE RESEARCH —

ACKNOWLEDGEMENTS

The Village of Palatine Transit Oriented Development (TOD) Plan is the culmination of a 12 month process that included numerous opportunities for Village leadership, residents, and business owners to participate. Many stakeholders volunteered their time to attend community workshops, focus groups, and stakeholder interviews. We would especially like to recognize the involvement of the individuals and businesses listed below for their guidance throughout the process:

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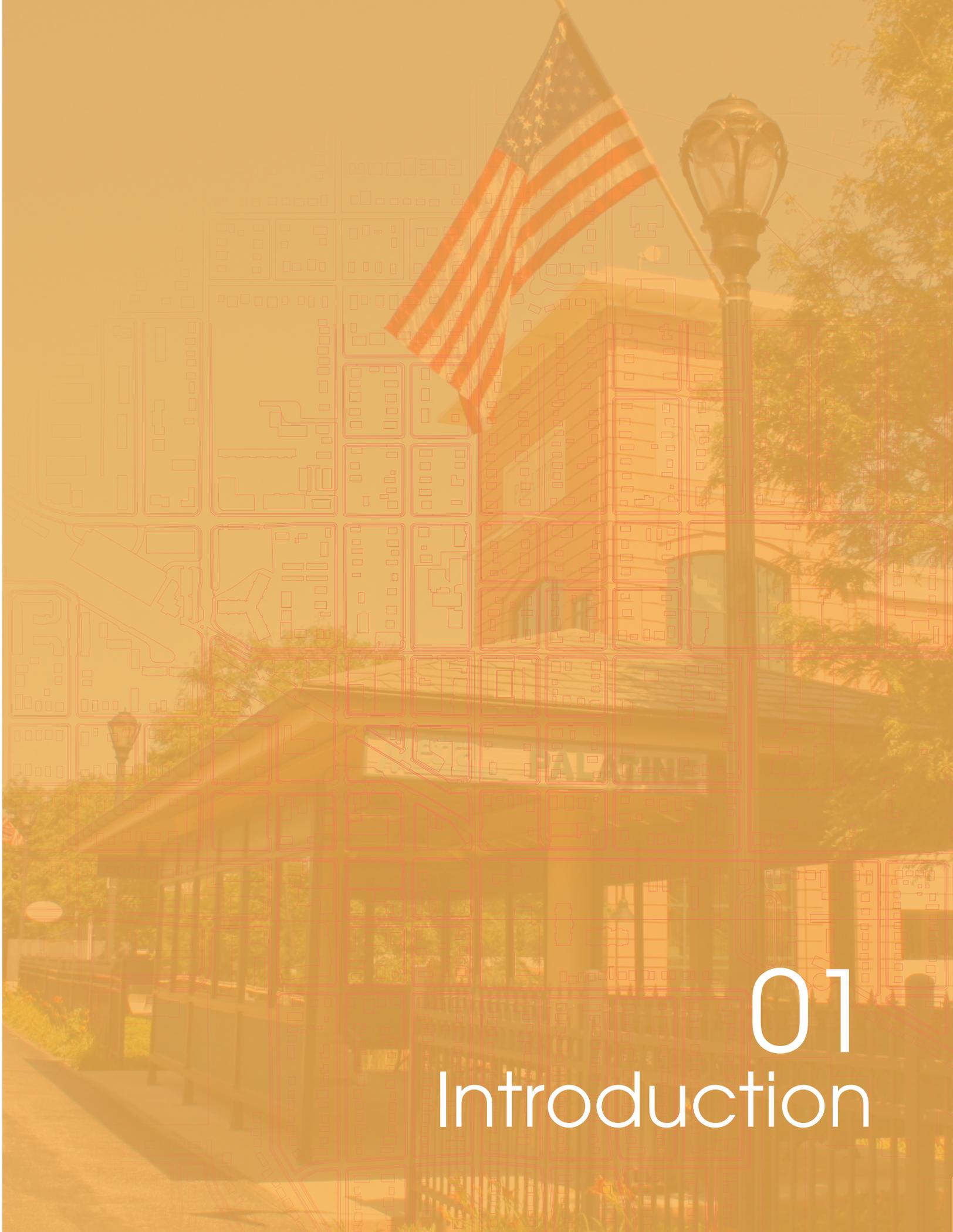
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01 Introduction

PROJECT OVERVIEW

Expanding Palatine's Downtown Transit Oriented Development (TOD)

Over the past several decades Palatine established itself as a regional leader in transit connected, mixed-use downtown development. Palatine is today a successful TOD community with a vibrant downtown, well attended community events, a broad mix of housing types, and successful local businesses that draw customers from throughout the northwest suburbs. Downtown Palatine is one of the busiest commuter train stations in the Metra system, with a growing population of traditional and non-traditional commuters. Residents, transit riders, and employees recognize the importance of continually supporting, and enriching the character of Downtown, and are dedicated to supporting local businesses. As Palatine looks to the future, strategies for accommodating population growth, while maintaining the many positive characteristics of the community are important. The ideas and recommendations of this Downtown Palatine Transit Oriented Development Plan (TOD Plan) include realistic development opportunities, supported by planning strategies to ensure that future Village growth is aligned with the real estate market, existing character, and long term goals of the community. The TOD Plan process provided the opportunity to expand on past Village planning efforts, re-evaluate past policies, and establish an updated vision for the future of Downtown.

What are the benefits of Transit Oriented Development?

The goal of creating developments in close proximity to public transit options is to use transit resources effectively, reduce congestion, and strengthen the local economy. TOD plans promote walking and active lifestyles, by encouraging quality streetscape and buildings with a compact and pedestrian oriented design. This consequently allows for more efficient use of land, and often requires less land area to be dedicated to the automobile due to the potential for sharing parking facilities between businesses.

Planning for new development around the Palatine Metra station will help increase rail ridership, attract new visitors, residents, businesses, and investment to Downtown. Making transit options and the Downtown more attractive will help to bring new customers to existing businesses, as well as attract new retail, restaurant, and employment options. Regionally, the increase in transit ridership helps to alleviate traffic congestion, reduce the need for new roadways, and reduce air pollution.

GOALS OF THE TOD PLAN



Commuters waiting to board at the Metra depot



Existing bike parking near the Metra depot

Goals of the TOD Plan

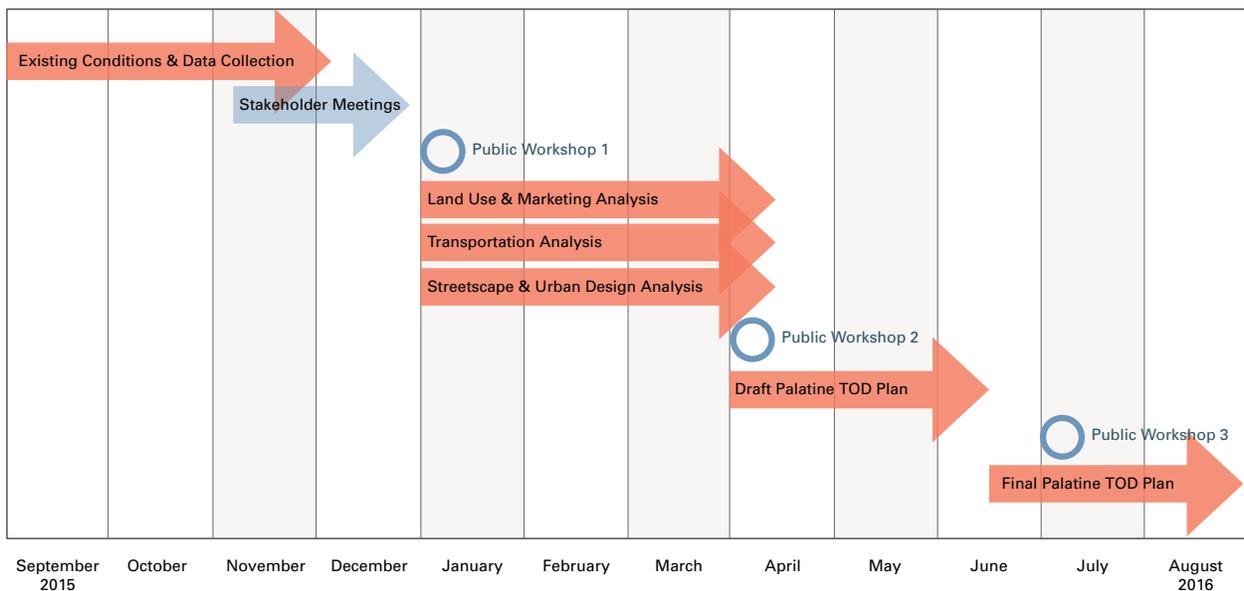
- Expand the visibility of Downtown to attract new visitors and investment to Palatine.
- Identify opportunities for future infill development in close proximity to the Metra station.
- Expand and diversify Downtown residential to provide more housing options for growing population sectors, while also protecting the character of adjacent lower density neighborhoods.
- Leverage the compact, walkable layout, and convenience of the Palatine's Metra station to attract new employers commercial businesses to Downtown.
- Encourage more commuters to walk and bike to the Metra station to reduce traffic congestion and parking needs in Downtown.
- Increase connectivity from Downtown to adjacent residential neighborhoods by improving pedestrian and bicyclist routes and strategic intersections.
- Identify opportunities to consolidate Downtown surface parking to allow for new development on sites in key locations.
- Continue to support a broad mix of Downtown restaurants, entertainment venues, and retail stores by encouraging new mixed-use developments as well as updates to older existing properties.

01 Introduction

PROCESS OVERVIEW

To facilitate this planning effort, the Village of Palatine received a Community Planning Program grant from the Regional Transportation Authority (RTA) in the summer of 2015. The grant funded the creation of a Downtown Transit Oriented Development (TOD) Plan for the area surrounding the Metra station.

The Village of Palatine Downtown TOD Plan process spanned one year and was guided by a Steering Committee comprised of Village leadership and transit agency representatives. At key milestones in the process, the community was invited to participate in stakeholder focus groups, and public workshops to discuss and comment on the TOD Plan components.

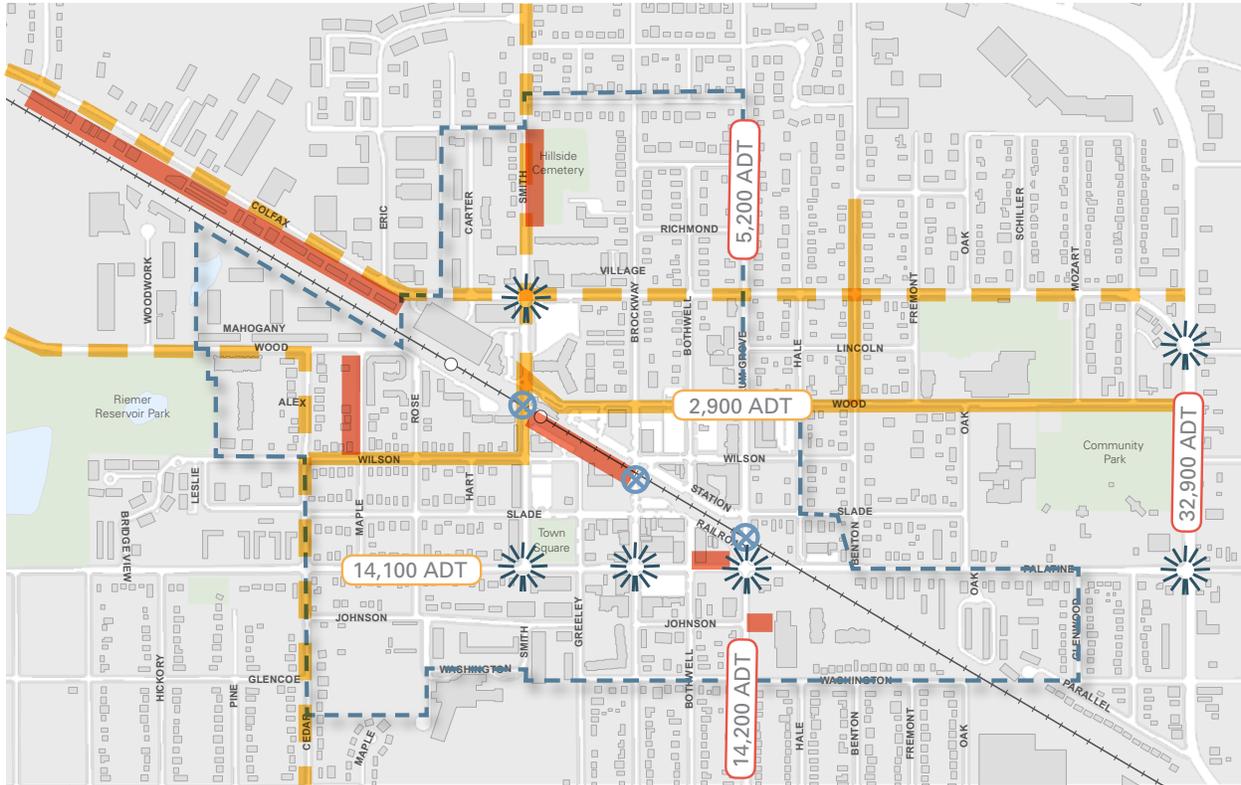


STUDY AREA OVERVIEW



The focus for the TOD Plan is the commercial, retail, and residential neighborhoods within a 1/2 mile walkable distance to the Downtown Palatine Metra station. The boundary for the Study Area is based on the Downtown Subarea, as defined by the 2011 Palatine Comprehensive Plan and 2004 Downtown Land Use Guide, but the study also includes additional gateway areas further east and west on Palatine Road, west on Colfax Street, and north on Smith Street. The core of Downtown Palatine will eventually become built out, therefore these transitional gateway zones are an important consideration when planning for future development. The Study Area encompasses roughly 250 acres of land including existing multi-family, townhome, commercial, and mixed-use developments as well as older light industrial, rental housing, and single-family uses.

STUDY AREA OVERVIEW



LEGEND

- Study Area Boundary
- Sidewalk Gaps
- Railroad Grade Crossings
- Signalized Intersections
- Existing Bike Route
- Spring 2016 Planned Bike Improvements
- Traffic Volumes (Average Daily Traffic)

Roadways and Traffic

The Village of Palatine benefits from convenient access to the regional transportation system, including regional roadway connections provided by Illinois Route 53 and I-90 and public transit via Metra’s Commuter Rail.

An important objective of the Village’s 2011 Comprehensive Plan is improving walkability, mobility, and transportation connections for all residents. The overall goal for the Village’s transportation system is to build upon existing multi-modal transportation resources to create an integrated system that provides users the greatest mobility, accessibility, and flexibility.

01 Introduction

STUDY AREA OVERVIEW

To address these goals, the Village adopted a Complete Streets (CS) Policy in April 2014. The goal of the CS Policy is to accommodate all users of the road network, including bicyclists, pedestrians, transit users, and the drivers of automobiles, transit vehicles, and freight vehicles, in roadway projects, so as to create a connected, comprehensive, integrated network.

Downtown Traffic & Parking Study

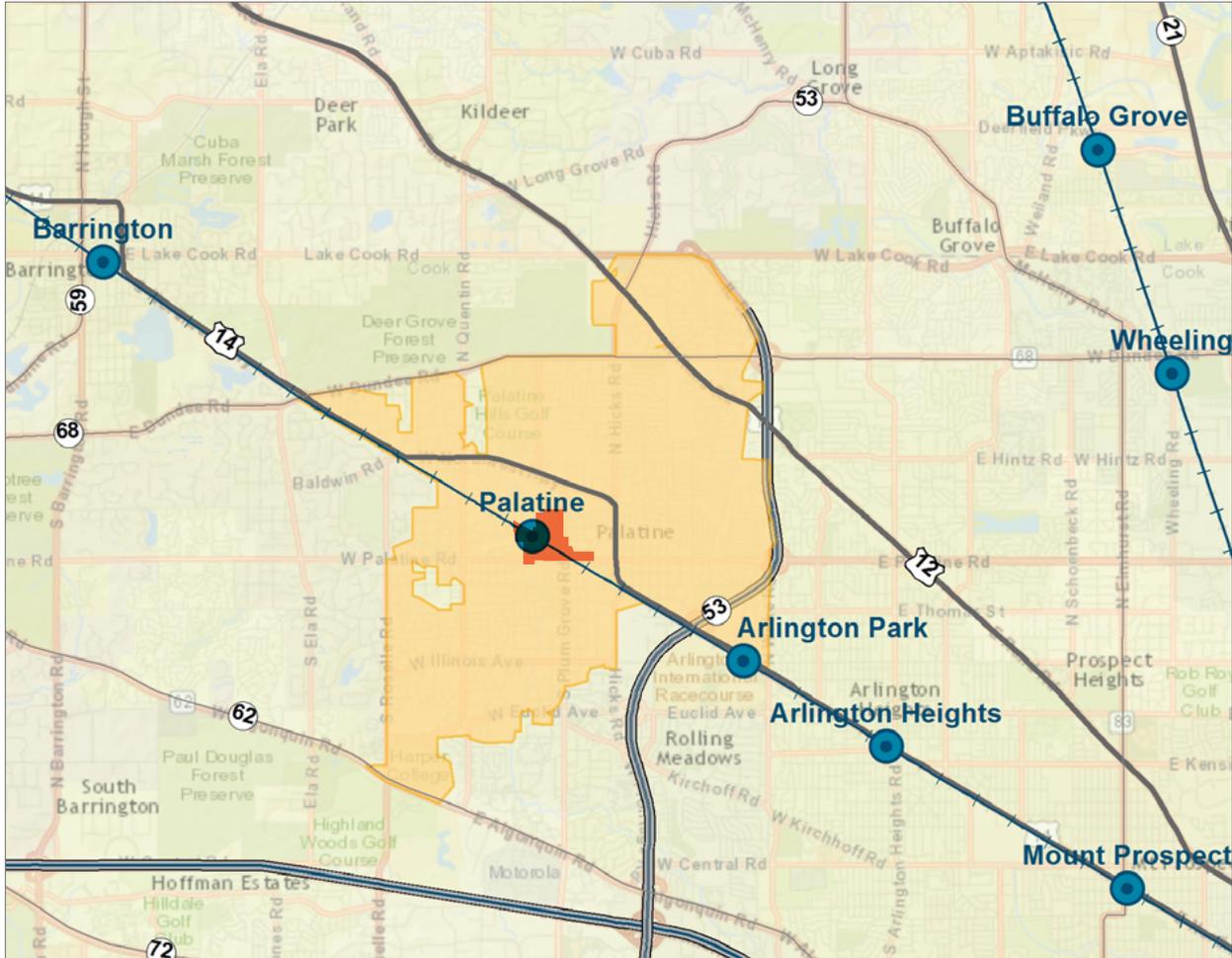
To identify traffic issues and opportunities in Downtown, the Village conducted a Downtown Traffic and Parking Study in 2006. Many of the outcomes of this study are still relevant to the TOD Plan analysis, including the following findings:

- In general, the 2005 traffic counts were less than traffic counts conducted in 2000. This is primarily due to the reconstruction and improvement of Northwest Highway since 2000.
- Traffic has increased on Colfax Street, Smith Street, and Wood Street as a result of new commuter parking in the Gateway Center parking garage.
- Downtown intersections operate at the same or better level of service since 2000 and operate at an acceptable level of service (LOS C or better).

Key Roadway Considerations for the TOD Plan:

- Circulation in Downtown is limited due to only two north-south streets that are continuous (Brockway Street and Plum Grove Road).
- Three railroad crossings exist between Smith Street to the west and Plum Grove Road to the east.
- There is no railroad crossing in Downtown west of Smith Street, which limits access and through-street circulation in this area.
- The Village has recently completed or is planning to complete a number of roadway, parking, and/or pedestrian improvements by changing travel orientation, adding angled parking, and improving access, particularly near the Union Pacific Railroad.
- Although traffic volumes are expected to increase in the future, based on the concepts in the Village's Land Use Guide, the existing roadway network can accommodate the increased volumes.

STUDY AREA OVERVIEW



Village of Palatine Context Map

Metra Union Pacific - North West Line (UP-NW)

The UP-NW Line provides weekday service from downtown Chicago – Ogilvie Transportation Center to Harvard in McHenry County, with 32 trains inbound to Chicago and 33 trains outbound. A total of 24 inbound and 27 outbound trains stop in Palatine daily. The station depot building is located in the center of Downtown, just east of Smith Street and just south of Wood Street. The Village of Palatine owns the land where the depot is located, while Metra owns the station depot building and other improvements. The station depot is well designed, and has become a gathering place for the community, with a successful coffee retailer and outdoor seating areas. The Village is responsible for maintenance of the depot building.

STUDY AREA OVERVIEW

Metra Ridership

The 2014 Metra Origin-Destination Survey provided data tabulations on boarding and alighting stations, including mode of access and egress for each station. According to this data, the UP-NW Line is Metra's second busiest line (behind the BNSF). Ridership on the UP-NW has the largest gain in passenger ridership since the previous system-wide survey in 2006. The Palatine station is the 6th highest ridership station among non-downtown Chicago Metra stations with 2,334 average daily boardings. The Arlington Heights station ranked just above the Palatine station at 5th place with 2,349 average daily boardings. Other than a small decline in 2002, ridership at the Palatine station has increased steadily overtime, as shown in the graph below.

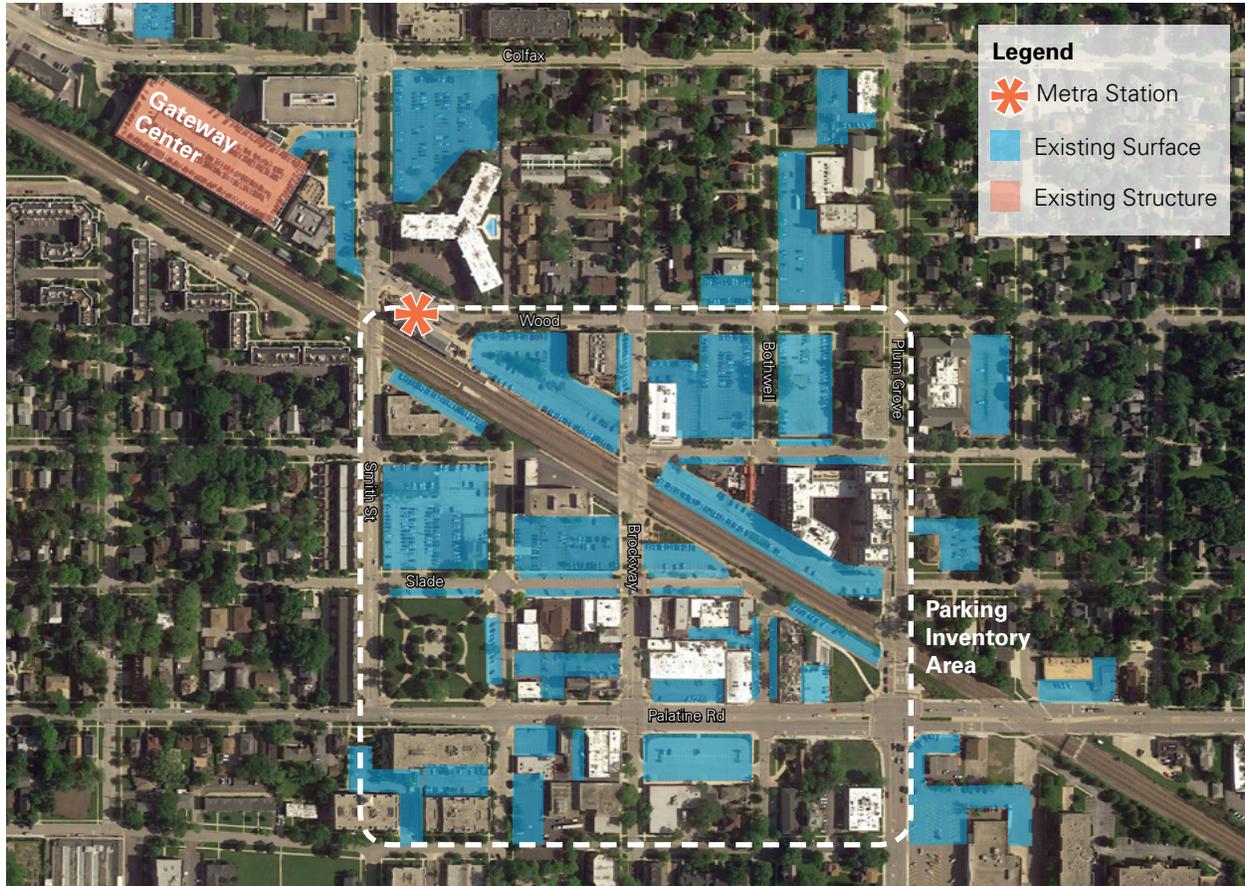
The mode with which people travel to the station is predominantly by driving alone and parking, followed by being dropped off. Overall, the Downtown Palatine station has a higher drive alone access to the station and a much lower number of riders who walk compared to both the UP-NW line and the Metra system as a whole. However, commuters traveling from about a quarter-mile around the station are more likely to walk.

The UP-NW Line has a fair number of non-traditional commuters – those commuters who are not traveling from suburban locations to downtown Chicago, but are traveling between suburban locations. Overall, about 7% of Metra's ridership is considered non-traditional commuters. The 2014 Metra Origin-Destination Survey found that most non-traditional commuters walked to destinations in Downtown Palatine and industrial/manufacturing areas along Colfax and Wood Streets, west of the Downtown. Private shuttles were also widely used to travel to destinations near Harper College/Trace Laboratories, Algonquin Road/Quentin Road, and Algonquin Road/Meacham Road.

Palatine Station Boardings Over Time

| Station | Fare Zone | Spring | Spring | Fall | Spring |
|-------------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | 1983 | 1985 | 1987 | 1989 | 1991 | 1993 | 1995 | 1997 | 1999 | 2002 | 2006 | 2014 |
| Barrington | G | 1,564 | 1,631 | 1,945 | 1,838 | 1,748 | 1,859 | 1,831 | 1,758 | 1,745 | 1,724 | 1,724 | 1,717 |
| Palatine | F | 1,632 | 1,586 | 1,919 | 2,104 | 2,010 | 2,092 | 1,957 | 2,092 | 2,091 | 1,894 | 2,105 | 2,334 |
| Arlington Park | E | 1,430 | 1,479 | 1,834 | 1,845 | 1,829 | 1,945 | 1,957 | 1,980 | 1,904 | 1,665 | 1,614 | 1,672 |
| Arlington Heights | E | 2,764 | 2,727 | 2,953 | 3,179 | 3,129 | 3,001 | 2,833 | 2,572 | 2,579 | 2,496 | 2,317 | 2,349 |
| Mount Prospect | D | 2,146 | 2,220 | 2,253 | 2,147 | 2,073 | 2,055 | 1,899 | 1,754 | 1,804 | 1,655 | 1,590 | 1,774 |

STUDY AREA OVERVIEW



Existing Downtown Parking

The parking resources available in Downtown Palatine today include public on- and off-street parking, private off-street lots, and Metra commuter parking. The Village of Palatine is responsible for all public parking, including maintenance and management of the Gateway Center parking garage and commuter parking lots throughout Downtown.

Parking Inventory Survey

Based on data provided by the Village and supplemented with field verification, the planning team estimates that there are about 2,960 public and private parking spaces in the area shown in the map above. Of this total number of parking spaces, 7% are on-street spaces, 19% are public off-street spaces, 46% are Metra commuter spaces, and 28% are private spaces. The majority of the spaces, 72%, are located on the north side of the Union Pacific Railroad, and the remaining 28%, is located south of the railroad tracks.

STUDY AREA OVERVIEW

Key Parking Considerations for the TOD Plan:

- Only about 7% of the parking spaces in the core of Downtown are on-street, which is fairly low for a downtown area. Over the past several years, the Village successfully added additional on-street spaces through the use of angled parking, particularly on the south side of the railroad tracks.
- Overall, parking in Downtown is currently about 70% occupied, and commuter spaces are fully occupied.
- Some blocks are more constrained due to the location and/or distribution of parking resources, particularly in the core Downtown area near Brockway and Wilson Streets.
- The Downtown area located south of the railroad tracks has a smaller percentage of overall parking, but more of the surface parking spaces. A majority of the restaurants and retail uses are located north of the railroad.



Gateway Center Parking structure



Existing angled parking area along Wilson Street

- The Village has reviewed the need for moving forward with either one or both of the parking structures proposed in the 2004 Land Use Guide, updated concepts for these sites are included in Chapter 4 of this TOD Plan.
- A significant amount of land in Downtown is dedicated to surface parking. Should additional parking resources be developed, these spaces could be relocated into a parking structure.
- Metra identified a future need for an additional 150 to 300 commuter parking spaces by 2040.
- Additional wayfinding signage would be required to direct Downtown visitors to various public parking locations.

STUDY AREA OVERVIEW



Downtown Palatine Event

Village of Palatine Demographic Overview :

- With an estimated population of more than 70,000, Palatine is one of the largest northwest suburban communities, second only to Arlington Heights.
- With the estimated median household income of just over \$75,000, Palatine residents have a lower median income than their neighboring communities. However, Palatine's median household income is nearly 25% higher than the Metropolitan Chicago median income of \$60,085.
- Palatine's annual retail sales tax is comparatively high at \$8.7 million. Mount Prospect and Arlington Heights are the only neighboring suburbs that generate higher amounts of retail sales tax.
- 118 Single Family and 58 multi-family units have been permitted in the past three years, which is higher than the surrounding suburban communities.

Housing Characteristics of the TOD Study Area

The TOD Plan Study Area contains 1,590 housing units, which equals roughly 5.7% of the housing stock within the Village. The Study Area is made up of a wide variety of housing types, including single family detached homes, lower density townhomes, and multi-family buildings. Much of Palatine's newest multi-family development was built within the Study Area, particularly in the of condominium market. However, a significant number of condominium units developed before the housing market crash and recession have now been placed onto the rental market. Ownership rates within the Study Area are roughly equivalent to the Village as a whole, with 69.5% owner-occupied homes and 30.5% renter-occupied homes. An estimated 145 housing units within the Study Area are vacant, yielding an overall vacancy rate of 9.1%. The median value of homes within the Study Area is \$270,686.



Downtown Palatine townhomes

STUDY AREA OVERVIEW



Existing mixed-use commercial office building

Downtown Palatine Employment

In addition to the households that reside in Downtown Palatine, the Study Area has a workforce estimated at 2,243, within 239 total businesses.

The majority of Downtown employees work in education and healthcare/social assistance related fields. There are a few schools and religious-affiliated institutions in Downtown Palatine that contribute to this demographic.

The retail sector employs 238 people, about 10% of the Downtown workforce. Bars and restaurants employ 8.4% of the total workforce.

Commercial Characteristics of the Village

Downtown Palatine, located in Cook County, is accessible from the Jane Addams Memorial Tollway via Illinois Route 53 and Palatine Road. It is also accessible via U.S. Route 14 (Northwest Highway) and Colfax Street or North Plum Grove Road. No major traffic artery, however, traverses directly

through the Downtown land area. While this may be a limiting factor for certain types of retailers or other businesses, it does help preserve the walkability and pedestrian environment of Downtown.

The UP-NW Metra commuter railroad line is a major asset to Downtown. These commuters, as well as a daytime population that is attracted by a number of banks and professional offices, support the local commercial market.

As reported by Melaniphy & Associates in its 2006 retail report prepared for the Village, Downtown Palatine contained approximately 275,000 square feet of restaurants, retail, and service-oriented businesses. In addition, Downtown has 210,000 square feet of professional office space, including the 100,000 square foot Gateway Center, completed in 2002.



Downtown restaurant along Station Street

01 Introduction

COMMUNITY ENGAGEMENT

The TOD planning process included many opportunities for residents, business owners, and other stakeholders to be involved in decision making discussions. Downtown businesses were invited to focus group discussions early in the process to help the planning team understand local challenges and opportunities. Additionally, three Village-wide public workshops were held at key project milestones to give the public the opportunity to view Plan components, and discuss comments with the planning team.



Image of discussion at Community Meeting 2

Project Website

A key element of the community outreach strategy for the TOD Plan was the creation of an interactive project website. The website contained general information about the planning process, helped educate the public about the goals and strategies of the Plan, and provided a continuously updated project announcements section. Formatted in a blog-like layout, website visitors were invited to download and review draft documents, learn about community meetings, ask questions, or provide comments. The website was linked to the Village of Palatine's webpage. The website received over 2,800 views, 57 followers, and 960 individual visitors.

Community Survey

A community wide survey was created by the project team to help reveal preferences and identify issues for the Plan. The survey was conducted using an online survey tool and was released to the public on December 4th, 2015 and closed roughly two months later on January 31st, 2016. A link to the survey was added to the TOD Plan website, as well as advertised at stakeholder meetings, through bulk email, posters, and handouts. Residents, employees, and business owners were invited to take the survey. 455 people completed the survey, which is an excellent response. The online survey tool ensures that only one survey can be completed per electronic device. The survey results represent an adequate sample of the community based on the 2015 projected population of 70,019 people (based on statistical standards, only 380 responses is required to provide a 95% confidence level and 5% margin of error).

01 Introduction

COMMUNITY ENGAGEMENT

The write-in responses to the survey were recorded and reviewed by the planning team. The issues and ideas provided by the survey participants were compiled with other existing conditions information and closely influenced the strategies and recommendations of Plan recommendations.

Community Survey Highlights

Demographics of Survey Participants:

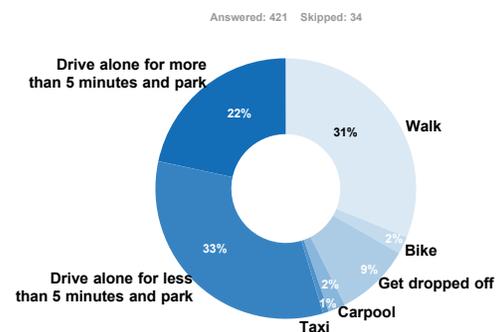
- 95% of the participants were residents of Palatine.
- 67% of survey participants have lived in the community for over 11 years.
- 50% of respondents live within a biking or walking distance of Downtown Palatine.
- 28% chose walking as the way they most often travel to Downtown locations.
- 27% of respondents have a household income of greater than \$100,000.

Metra Ridership:

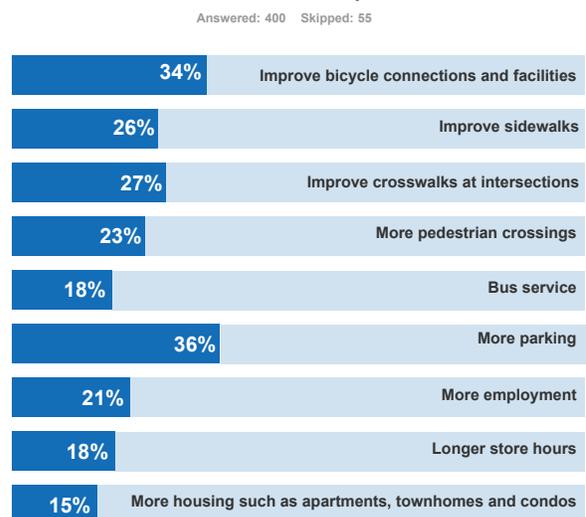
- 31% of commuters walk to the Metra station as their primary means of travel, which is considered substantial for a suburban community.
- Only 2% of respondents bike regularly to the Metra station.

- 33% of commuters drive less than 5 minutes to the station, which suggests that they could consider other modes of travel
- 34% of survey respondents would like to see improvements to Downtown bicycle facilities, many also noted that additional bicycle parking is needed Downtown

Q6 If you use Metra, how do you typically travel to the Metra station?



Q11 What changes would most improve Downtown Palatine? Choose up to 3



01 Introduction

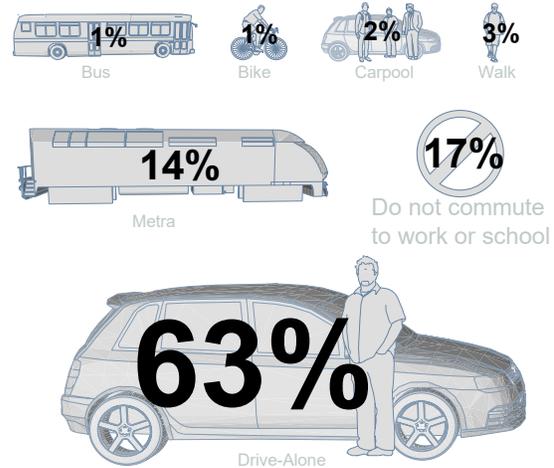
COMMUNITY ENGAGEMENT

Commuting Habits:

- 14% of respondents list Metra as the way they commute to work or school.
- A large portion of the survey participants (64%) stated they only use Metra a few times a year.
- 69% state that they use Metra mostly when going to Downtown Chicago for leisure activities and not for work.

Q4 How do you typically commute to work or school?

Answered: 448 Skipped: 7



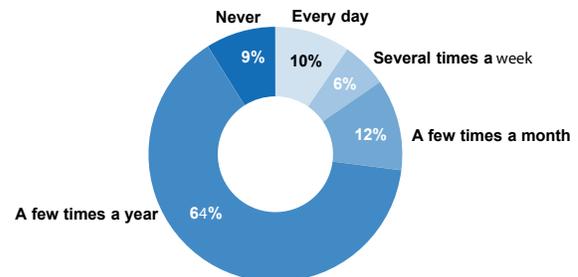
Q10 Please rate your overall satisfaction with the following transportation-related components in the downtown area. (1 being poor quality, 5 being excellent)

Answered: 418 Skipped: 37



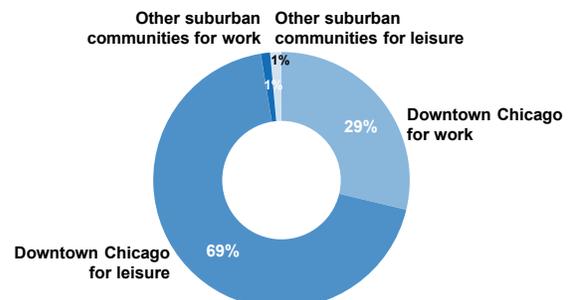
Q5 How often do you use Metra train service?

Answered: 448 Skipped: 7



Q7 If you use Metra from Palatine, where are you usually going?

Answered: 425 Skipped: 30



COMMUNITY ENGAGEMENT

Selected Survey Comments

I like the small town urban vibe that is developing in the Downtown area.

Palatine needs some more unique restaurants and shopping.

More bike accessibility on surrounding roads to get to Downtown.

We love the hometown feel of Palatine.

Freshen up the store fronts.

Additional bike routes and connections to schools and parks should be looked into.

I would bring my kids Downtown more if there was a playground.

More organized parking areas.

Would be nice to have more affordable, family restaurants.

One way streets make it difficult to maneuver.

Keep out the "big box" stores from Downtown Palatine, and keep the quality family, private owned small businesses in place.

It is hard for my children to walk to the downtown area for music lessons due to speed of the cars at peak times.

My family enjoys the summer concerts, farmers market, and the tree lighting.

I don't want to have high rise apartments like Arlington Heights.

Improve bike path access and bike lanes.

Every square inch of open space is parking lot.

COMMUNITY ENGAGEMENT



Initial Ideas Gathering Workshop

The first Village-wide open house for the TOD Plan was held on January 13th, 2016 at the American Legion, located directly south of the Metra station in Downtown Palatine. The goal of this initial meeting was to gather base information from the public, get feedback on issues heard from the stakeholder meetings, and help to spread the word about the TOD Plan.

The meeting was organized as an open house, with multiple facilitated table discussions arranged by topic. The table topics included surveys about transportation, parking, signage, development opportunities, streetscape, retail, biking, and walking. Over 35 people attended the meeting.



Photos from the Initial Recommendations Workshop

COMMUNITY ENGAGEMENT



Key Recommendations Workshop

The second community workshop was held on April 6th, 2016 at the Stuart R. Paddock School, located in the southern portion of the TOD Plan Study Area along Washington Court. The goal of the second workshop was to provide an opportunity for the public to view initial concepts, learn about draft recommendations, and provide feedback. The meeting began with a brief overview presentation, which introduced participants to the overall themes of the recommendations, and outlined the market research, and other findings that contributed to TOD Plan strategies. Following the presentation, participants were invited to discuss each recommendation in more detail at topic based small group discussion tables. Each table was facilitated by a planning team member

who could discuss in more detail each of the proposals, alternatives, and recommendations being considered. Table discussions covered the following topics:

- Community Meeting and Survey Results
- Real Estate Market Analysis Overview and Recommendations
- Future Opportunity Sites Overview
- Draft Site Concepts and Strategies
- Parking Efficiency Strategies
- Parking Management Options

OVERVIEW OF DATA COLLECTION

The following is an overview of the data collection phase of the of the TOD Plan process. Quantitative information was gathered from the stakeholder agencies, market and demographic data sources, Metra, and the Village, while more qualitative information was collected from stakeholder meetings, site visits, and workshops. This compilation of various issues and characteristics of Downtown provided the basis for the planning concepts and recommendations of the TOD Plan.

Strengths

- The Village has many successful restaurants, entertainment venues, and nightlife establishments that are unique, and that draw a repeat customer-base from a wide geographic area.
- Regularly held, popular, and well organized Downtown events throughout the year attract many visitors and new customers to local businesses.
- Downtown has high quality streetscape and landscape with consistent street signage, lighting, paving, and landscape.
- The Town Square Park is a key Downtown amenity and serves as a focal point for community events and activities.
- The community has a strong sense of civic pride and a commitment to supporting local businesses and events.

Challenges

- Certain areas of Downtown have pedestrian accessibility issues and lack sidewalk continuity.
- The availability of pedestrian crosswalks between major Downtown destinations is a concern for many people, especially along the Palatine Road corridor (an IDOT controlled roadway).
- There is often excess parking in the parking structure north of the tracks, while certain areas south of the tracks lack available parking for customers during peak times.
- There is a lack of a sense of arrival along major arterials, and a need for directional signage to Downtown from major highways and arterials roadways.

01 Introduction

OVERVIEW OF DATA COLLECTION

- Downtown would benefit from a more balanced mix of uses. Currently, there are many restaurants and taverns but few retail shops, offices, and other complementary uses.
- The character of Palatine's Downtown streetscape, lighting, housing styles, and architecture often stops abruptly at boundary conditions. Downtown currently lacks fluid transitions to surrounding land uses and building densities.

Opportunities

- Parcels at Palatine Road and Plum Grove Road, to the northwest and southwest of the intersection, are vacant and could become a "Gateway" development to provide a better sense of arrival and brand identity for Downtown.
- Redevelopment of the temporary Village Hall block and the parking lots to the south will have a significant impact on the character of Downtown.
- Local employers expressed a strong desire to stay in Downtown Palatine, and are seeking affordably-priced and appropriately sized office options in order to grow and expand in the future.
- Employers noted that the convenience of reverse commuting from Chicago to Palatine via the Metra is a major draw for recruiting younger potential employees.
- B3 Central Business District zoning allows the Village flexibility with parking and density requirements, but it currently is limited to the area of Downtown bounded by Wood Street, Johnson Street, Smith Street and Plum Grove Road.

Threats

- Vacancies in retail properties and the lack of diversity of stores fails to attract people (even those who wish to support local businesses) from shopping in Downtown.
- Parking and walkability issues along Palatine Road and other areas south of the tracks make it difficult for new businesses to attract customers.

OVERALL PLANNING STRATEGIES

Based on the data collection efforts, the planning team identified the following overall planning strategies to serve as the focus areas of the planning recommendations:

1 To address residential demand, develop new infill residential / mixed-use buildings on key sites in Downtown.

4 Revitalize the Palatine Road Gateway by creating new development that faces the intersection.

2 Improve bike and pedestrian connections to residential and retail neighborhoods surrounding Downtown.

5 Attract more frequent events, temporary displays, and family friendly activities to Town Square Park.

3 Rebrand the Colfax Street gateway corridor to attract new investment, visitors, and employers to Downtown.

6 Work with the development community and Metra to consolidate surface parking areas into a shared parking structure.



02

Real Estate Market Analysis Overview

MARKET ANALYSIS METHODOLOGY



Existing Downtown single family homes



Existing multi-family condominiums

The following is a summary of the Palatine TOD Market Analysis Report prepared by the Goodman Williams Group. Their analysis entails residential and commercial market data to substantiate development and public realm recommendations within the Village of Palatine's Downtown /TOD Study Area. The full report is located in the appendix of this Plan, which provides more detailed information regarding market conditions and development opportunities on select sites in the Downtown.

The Market Analysis included the following research and tasks:

- Analysis of demographic, household, and economic trends to better understand market fundamentals within the Village of Palatine.
- Assessment of current residential and commercial markets within the Village and the larger market area to identify current usage, market gaps, and longer-term market potentials.
- Participation in community workshops, Village meetings with the project team and Steering Committee.
- Conduct stakeholder interviews with civic leaders, representatives from the real estate industry, and other stakeholders to learn about their plans and ideas for improving the Village.

The team also reviewed past community planning studies, including:

- 2011 Palatine Comprehensive Plan
- 1994 Downtown Palatine Revitalization Plan
- 2013 Homes for a Changing Region
- 2004 Downtown Palatine Land Use Guide and Design Guidelines
- 2006 Market Potential Report, Melaniphy & Associates, Inc.

02 Real Estate Market Analysis Overview

HOUSING MARKET

Population Trends

The population of Palatine in 2015 is estimated to be 70,019, an increase of 6.9% from 2000. Since 2010, the population has grown by 1,462 persons, and the community is expected to grow by another 1,322 between 2015 and 2020. The median age of residents in the community has increased 10.8% since the 2000 Census, from 34.3 to 38.0 years. The population of children (0-19) remains stable, while the number of young adults is decreasing. The following segments of the population in Palatine increased during the past 15 years:

- Those aged 45 – 54, who are typically in their peak earning years
- Seniors, both those age 55 -74 and those 75+

As the population continues to age, the municipality will have to plan accordingly for these growing sectors.

Introduction to Housing in Downtown Palatine

Typical of many second-ring suburban communities, the Village of Palatine experienced rapid growth in the latter half of the 20th century, growing from just 11,504 residents in 1960 to 65,479 residents by 2000. During this time, thousands of new housing units were built – primarily in single family subdivisions and conventional style rental apartment communities – to accommodate the Village’s new residents. More than 50% of the Village’s housing units were built between 1970 and 1989 and as land available for development grew more scarce, the Village growth slowed. However, an uptick in residential construction occurred when Downtown redevelopment and revitalization efforts spurred the construction of hundreds of new multi-family units and townhomes in the late 1990s and early 2000s prior to the collapse of the housing market in 2007 and 2008.

The Downtown Palatine Study Area offers a wide variety of housing types. Owner-occupied units include condominiums built in the 1960s and 1970s, and older single family homes, with newer condominium and townhome units introduced in conjunction with the Village’s Downtown redevelopment and revitalization efforts beginning in the late 1990s. In total, 16 developments have been built Downtown since the late 1990’s, encompassing 1,009 units. The majority of the new developments are clustered around the Metra station and aligning the railway. A majority of the Downtown developments were built between 2002 and 2006, during the housing market bubble. No new significant development activity has occurred within the Study Area since 2010.

02 Real Estate Market Analysis Overview

HOUSING MARKET

Homes for a Changing Region Report

The Homes for a Changing Region report (authored by the Chicago Metropolitan Agency for Planning and Metropolitan Mayors Caucus) issued in 2013, notes that Palatine could experience the addition of 9,600 households between 2010 and 2040 and concludes that, in planning to accommodate this growth, the Village will need to address the needs of lower income renters as well as seniors. It further found that gaps in housing supply currently exist for both the lower and higher ends of the household income spectrum.

The report provided several recommendations, including working to maintain high quality rental housing, expanding viable housing options for low and moderate-income households, and continuing the redevelopment of the Downtown area with new high density housing options for all income groups.

Residential Market Findings

New Transit Oriented Development in Downtown Palatine will be led by demand for residential units, including both multi-family rental and for-sale products. Proximity to the Metra station, the high quality of existing residential developments, and convenience retail and dining options make this an attractive residential location. The Village of Palatine's Downtown redevelopment and revitalization initiatives – together with the availability of Tax Increment Financing (TIF) – fostered the development of more than 1,000 condominium units and townhomes beginning in the late 1990s until 2007, increasing vitality and desirability of Downtown. The housing market collapse and ensuing recession brought an abrupt end to this period of robust development. Beginning in 2007, the Village experienced rapid devaluation of its Downtown condominium units, and foreclosure rates spiked throughout the Village.

Today, the market metrics are returning to more normalized levels, with sales volumes at or above 2007 levels, foreclosure rates falling, and home values moving slowly upward. Downtown Palatine is now positioned to build on the successes of the past, while implementing lessons learned in the wake of the housing market crisis.

Downtown Palatine offers many key assets that will provide strength to the localized housing market over the long term. These include a walkable TOD environment with proximity to mass transit, access to major employment concentrations, an enhanced level of commercial amenities, and highly acclaimed schools.

Population growth and changing demographics Village-wide will drive demand for new homes in Downtown Palatine over the next five years. In addition, there is a need to replace units facing obsolescence

02 Real Estate Market Analysis Overview

HOUSING MARKET



Older Downtown multi-family properties along Smith St



Town Square Park, a major amenity for residents

and to increase rental options that will target market opportunities. Over the next five years, opportunities for Downtown housing development will exist in both the for-sale and rental sectors. Given the evolving demographic profile within the Village, new residential demand will be driven primarily by 65-74 year old householders, with 35-44 year old householders serving as a secondary source of demand.

The analysis of housing market conditions within Palatine and its environs suggest that over the near term (1-3 years) sufficient market support will exist for the development of up to 100 new rental apartments within the Downtown District. These new units will help to create a balance within the Study Area, where many older apartments face obsolescence and newer rental options consist exclusively of condominium and townhome units that were placed onto the rental market in the wake of the housing market crisis.

Over a longer term planning timeframe (i.e., five years and beyond), with the continued strengthening of the regional housing market, demand for new condominium units – driven primarily by significant growth in the number of downsizing empty-nester and retiree households – is expected to emerge. Condominium market potentials within Downtown Palatine will be quite limited initially – amounting to just 25-35 units annually – but are expected to grow over time.

Finally, well-conceived townhome programs at a scale of 15-30 units will always have a place in Downtown Palatine, appealing primarily to young families who desire ample living space in a walkable TOD environment. The most marketable townhomes will be those priced, on average, 25-30% below comparable newly constructed detached homes within the greater Palatine market area.

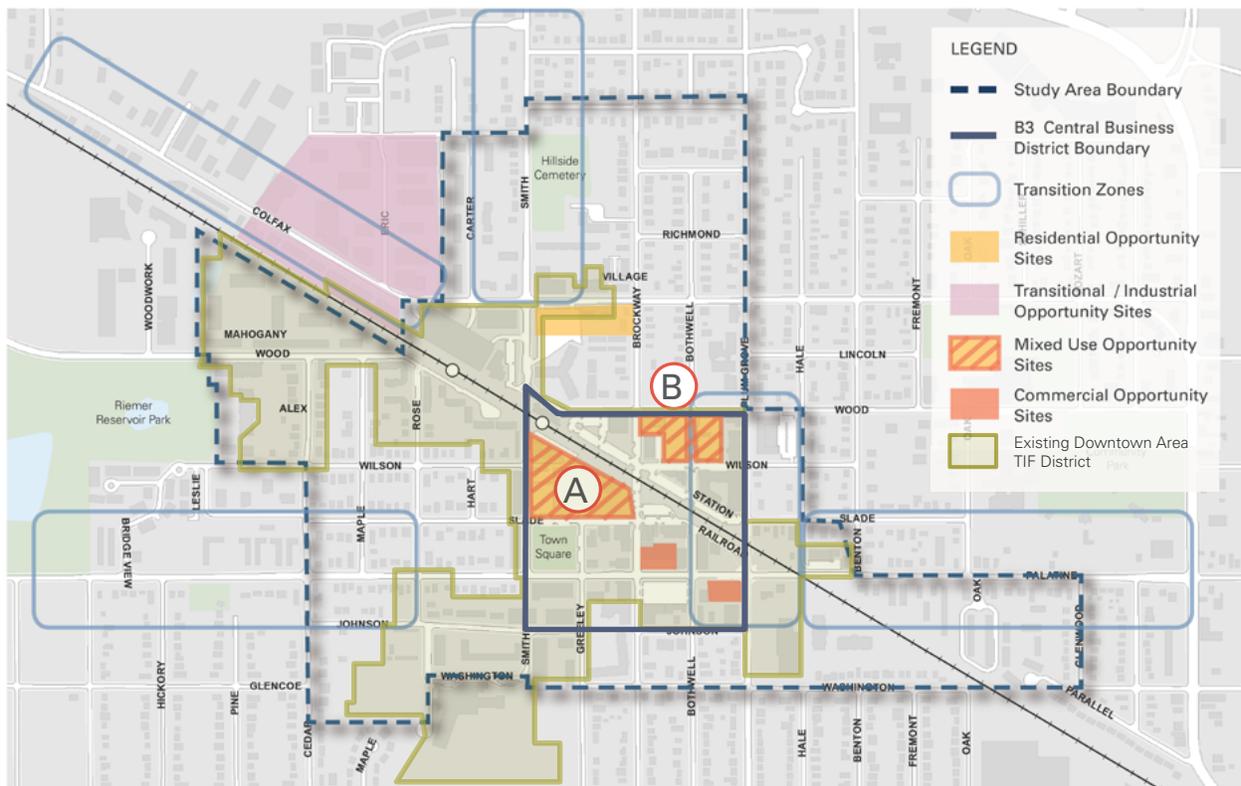
02 Real Estate Market Analysis Overview

COMMERCIAL MARKET

Retail Market Findings

Downtown Palatine has a comparatively vibrant commercial core located proximate to the Metra station. The blocks to the north of the railroad tracks are more densely developed with newer residential and commercial projects, and have several noteworthy restaurants and entertainment destinations. The commercial node south of the tracks consists primarily of older storefronts that line the south side of Slade Street and older strip shopping centers located along both sides of Palatine Road. The recently renovated Jewel-Osco located on Plum Grove Road south of Palatine Road is an important amenity for Downtown residents.

In the 2006 commercial market study, prepared by Melaniphy & Associates, Downtown Palatine contained approximately 275,000 square feet of restaurants, retail, and service-oriented businesses. In addition, the Downtown has 210,000 square feet of professional office space, including the 100,000 square feet within the Gateway Center, completed in 2003. The inventory of Downtown business establishments completed for this assignment includes a total of 127 commercial spaces, 20 of which are restaurants and bars, and 16 are retail stores.



02 Real Estate Market Analysis Overview

COMMERCIAL MARKET

An assessment of supply and demand fundamentals suggests that there is demand for a limited amount of new retail and service uses that would occupy the ground floor of new mixed-use buildings. Rents will need to be competitive with existing space in order to attract tenants. Sites within the following Downtown opportunity zones would be most desirable (shown on map on the facing page):

- A: The current site of the temporary Village Hall and associated surface parking north and south of Wilson Street immediately east of Smith Street. If the adjacent BMO bank site is redeveloped, future commercial uses should be oriented to Slade Street.
- B: The north side of Wilson on both sides of Bothwell, east of the Tap House Grill. New commercial space at this location would further activate and connect the retail along Wilson Street leading to the Metra station.



Slade Street retailers

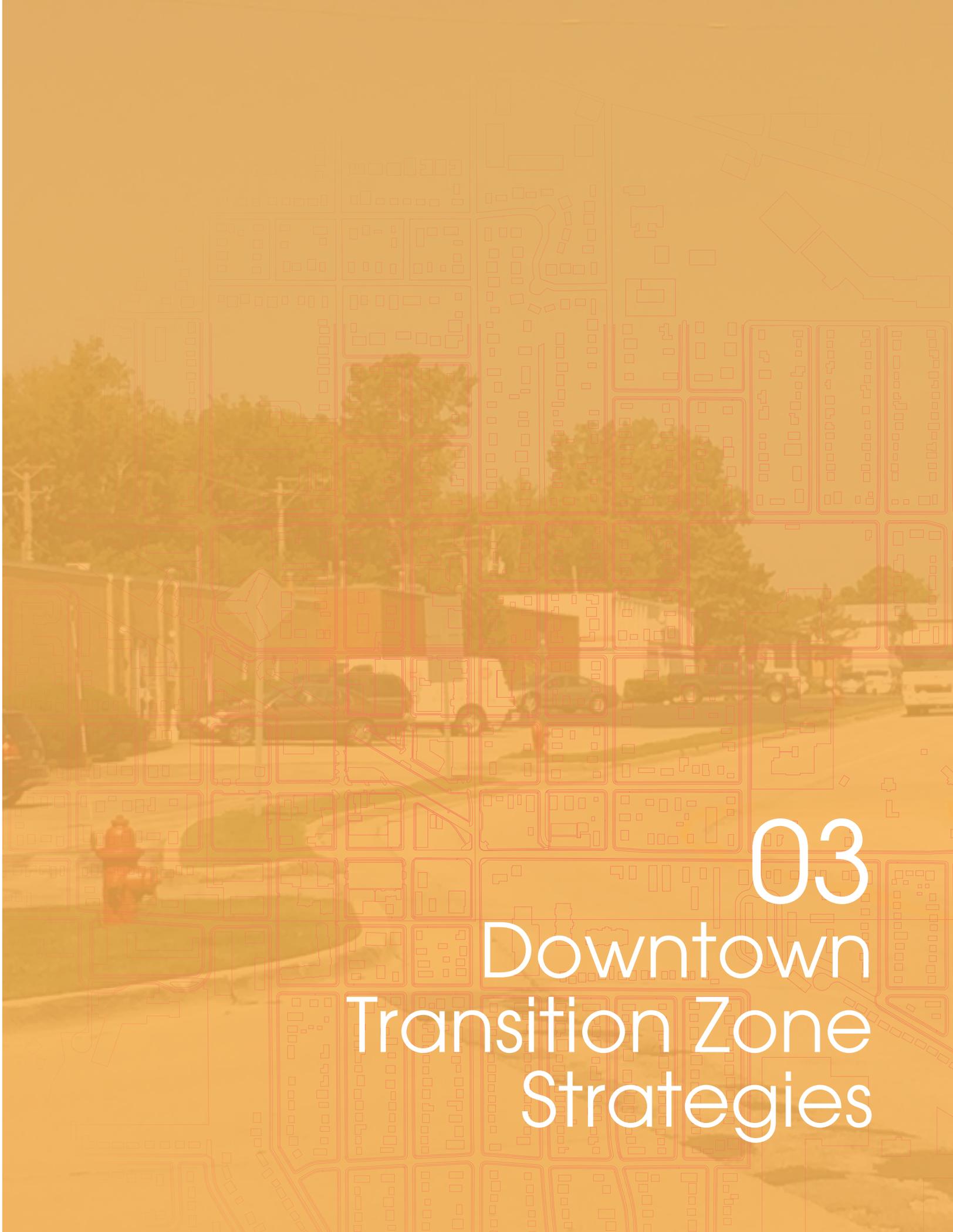


Wilson Street restaurants and residential

Office Market Findings

Given there exists 24,000 square feet of vacant office space at The Gateway Center at Smith and Colfax Streets, additional speculative multistory office development is not supportable in the near term in Downtown Palatine. Medical, educational, and other non-retail service uses are best accommodated in existing ground floor spaces and new mixed-use developments.

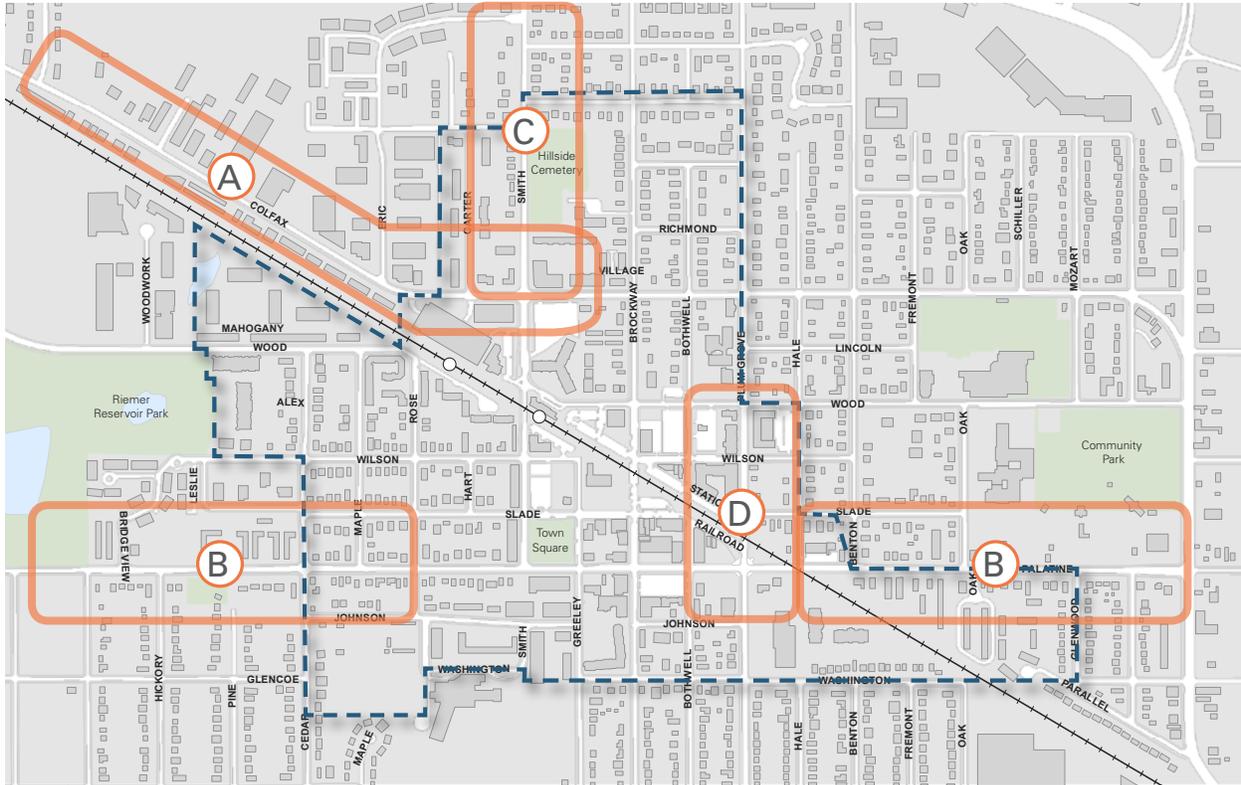
The Downtown Palatine TIF expires in 2022. TIF funds have been used extensively to support both residential and commercial developments. Extending the TIF will ensure that Palatine has the resources going forward to continue to enhance and support the Downtown as a desirable residential neighborhood, business location, and dining and entertainment destination.



03

Downtown
Transition Zone
Strategies

IDENTIFIED TRANSITION ZONES



Transition Zone Map

Based on site observations and discussions with Village staff and stakeholders, the following areas were identified as “Transition Zones” surrounding Downtown Palatine. These Transition Zones are located outside of the area typically identified as Downtown and act as gateways to the district. The future character of these corridors will need to be considered carefully as development Downtown continues. Currently, these corridors contain a mix of older single-family, multi-family, industrial, and commercial properties that are primarily lower density than Downtown. Due to relatively high Downtown home values, some of these areas are already experiencing development pressure with proposed demolitions and replacement with new housing. It will be important to plan ahead to ensure that the future layout and character of new development complements the existing mix of Downtown uses, and provides a carefully designed density transition from Downtown’s multi-story mixed-use buildings to surrounding historic single-family neighborhoods.

OVERALL RECOMMENDATIONS

A Colfax / Western Gateway:

Although within an easy walking distance to the Palatine Metra station, the streetscape environment of Colfax Street does not provide an attractive entrance for Downtown. Some recent redevelopments in this area, and the proximity to the Metra station suggest that this district has development potential in the near future. Strategic zoning changes and streetscape improvements will help revitalize this area.

Strategies:

- Encourage continued transformation of under utilized industrial properties into active small businesses.
- Expand the mix of uses in the corridor by supporting unique light manufacturing, breweries, food production, small business offices, and restaurants.
- Implement public realm improvements to better connect pedestrians and bicyclists in the corridor to Downtown and the Metra station.

B & C Palatine Road &

Smith Street:

These corridors are characterized primarily by single-family homes with a few older multi-family developments, and sporadic

commercial properties. Both corridors serve as major through connections from Downtown to surrounding highways. These corridors are within an easy walking distance to Downtown destinations, and will therefore continue to be desirable residential neighborhoods.

Strategies:

- Enhance pedestrian crossings, and bike connections to Downtown destinations by closing sidewalk gaps, adding high visibility crosswalk striping, and expanding the bike route network.
- Encourage maintenance of older affordable multi-family properties to ensure continued availability of affordable housing in the Downtown area.
- As older single family homes and multi-family properties become obsolete, encourage replacement with a balanced mix of housing densities such as townhomes and small-scaled multi-family flats to increase the Downtown housing supply.
- Improve the transitions between newer multi-family properties and older housing by encouraging an intermediate density of townhomes or flats.

OVERALL RECOMMENDATIONS

D Plum Grove Road:

The corridor of Plum Grove Road, north of Palatine Road, changed significantly with the development of a multi-story retail and residential condominium called The Providence. This project is the tallest building in Downtown Palatine and neighbors lower scale residential neighborhoods to the east and north, and retail / restaurant properties to the west. The significant amount of vacant and under utilized parcels in this area provides the opportunity for new infill development in the future.

Strategies:

- Transition the character from lower density neighborhoods to mixed-use buildings Downtown by encouraging lower scaled multi-family and townhome

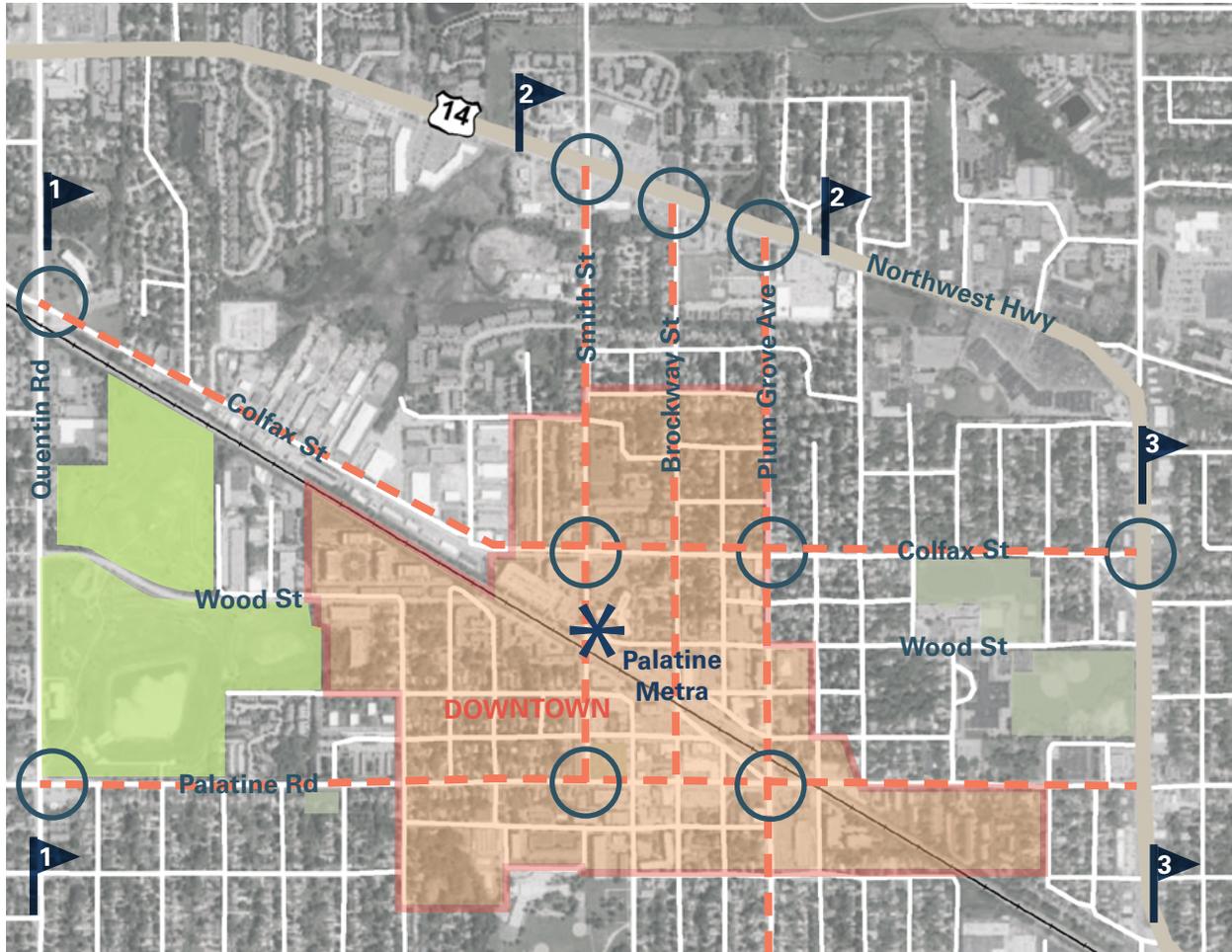
developments in an intermediate density and height.

- Vacant retail persists in this area despite successful nearby businesses and proximity to the Metra station. It is recommended that mixed-use development takes place within this zone to reinforce Wilson Street as a retail / restaurant corridor.
- Improve the sidewalk continuity to create a direct link from Plum Grove to the Metra station area.
- Continue investments at the Plum Grove Road and Palatine Road intersection including encouraging development of the vacant parcels surrounding the intersection.

Concept for revitalized Palatine Road gateway



GATEWAYS & SIGNAGE



-  Gateway Intersections
-  Highway Signage Opportunity
-  Gateway Corridor

Concept for highway signage:



Locating Downtown

Community workshop participants identified the need to improve access and wayfinding to Downtown in order to attract new visitors from surrounding neighborhoods and communities. Recent signage and landscape improvements to the Northwest Highway and Palatine Road intersection provided a stronger sense of arrival from the east. Signage expansion efforts should be continued to address other strategic intersections along arterials and highways surrounding Downtown (as shown in the map above). Possible locations for new signage include:

1. Quentin Road near the Palatine Road and Colfax Street intersections.
2. Along retail areas on Northwest Highway, especially at the intersections of Smith Street and Plum Grove.
3. Along Northwest Highway, south of the Palatine Road intersection and north of Wood Street.

03 Downtown Transition Zone Strategies

WAYFINDING SYSTEMS

Palatine's Downtown core and train station area have a consistent and aesthetically pleasing palette of street signage and lighting including:

- Decorative street signs
- Branded Railwalk signs and lighting
- Street lights with seasonal banners
- Open space identification signage
- Bikeway signs
- Decorative wayfinding signage



Typical Downtown light standard with street sign

Based on feedback from local business owners, there are a few signage regulations that are highly restrictive for the Downtown's more urban character. The current signage ordinance regulates the entire Village, and has broad requirements to maintain consistency in the public realm, and the Downtown Design Guidelines provide only general guidance for signage design. It would be beneficial to consider a broader range of signage options for Downtown, to help support the unique businesses and add to the district character. There are four major types of signage currently prohibited by the Village:

- Off-Premise Signs.
- Roof mounted signs
- Wall-painted signs
- Signs facing side or rear yards, unless the front of the building faces that yard.
- Signs that flash, scroll or have other intermittent illumination.

The examples on the following pages illustrate circumstances where these signage types might be useful for less visible Downtown businesses, as well as examples of new signage types to be considered for Downtown.

03 Downtown Transition Zone Strategies

WAYFINDING SYSTEMS

Off-Premise Signage

The geometry and layout of Palatine's retail streets creates conditions where small storefront businesses on side streets (such as Bothwell Street, north of Palatine Road) lack presence along the major corridors. Based on discussions with stakeholders, these businesses can be difficult to find. Off premise signs, if designed to fit within the existing signage system, and that are shared between several businesses, could be beneficial for attracting new customers to these less visible properties. An example of a combined off-premise sign is shown to the right.



Concept for business wayfinding signage:

Business signage along Palatine Road, may be helpful for directing motorists to the retail areas along Slade Street and Bothwell Street. The example to the left shows many businesses incorporated into one sign.

Side-yard Signage

In several cases throughout Downtown, there are adjacent retail buildings with differing setback conditions. Some retail properties have parking along the front of the parcel, while others have rear or side parking areas. Based on business owner feedback, this condition creates confusion for retail customers. Having side-yard signs to direct visitors can be very beneficial for marketing businesses, and helping visitors find entrances from parking areas. One example of this condition is shown to the right, with Cook, Cork, Fork along Palatine Road. Signage placed on the west wall of the property would provide more visibility for the business, as well as help to activate a blank building facade.



Retail Signage Opportunity Concept - Before



Retail Signage Opportunity Concept - After

03 Downtown Transition Zone Strategies

WAYFINDING SYSTEMS

Wall Painted Signs and Other Unique Signage Types

Many business owners and other stakeholders expressed a desire to reinforce the uniqueness of Downtown Palatine, by encouraging small businesses that draw customers from adjacent communities. To create a Downtown that welcomes creative new small businesses, unique signage types should be encouraged, and was supported by stakeholder meeting discussions. The example to the right shows a wall painted sign that adds significantly to the character of the street. This signage type is currently not allowed in Downtown Palatine. Other retail signage ideas that stakeholders liked are shown below.

Public Parking Signs

Public parking can be confusing to find in Palatine due to the layout and geometry of the rail right-of-way. Although municipal parking signage exists, it is more focused on providing rules and regulations for parking areas and does not help visitors find parking in Downtown. Directional signage for parking that is clear, bold, and that consistently marks public parking areas is needed to improve the visitor experience. Signage with a simplified graphic parking symbol, such as a green “P”, is recommended. This signage type was also recommended in the 2011 Palatine Comprehensive Plan.



Wall Painted Signage Example



Retail Signage Examples

03 Downtown Transition Zone Strategies

WAYFINDING SYSTEMS

Business Directory Signs

Another signage type recommended by the 2011 Comprehensive Plan, that has not yet been implemented, is Downtown business directory kiosks. Business directories would be a positive addition to the Metra station area. The original concept for this type of sign, from the Comprehensive Plan, is shown to the right. Signage kiosks often include a business district map, list of local businesses, and other Downtown destinations. These signs offer a good advertising opportunity for local businesses. Other examples for this type of signage are shown in the images below. Because businesses change often, a system for continuously updating this signage should be considered in the design.



Downtown wayfinding signage recommended in 2011 Comprehensive Plan for the Village of Palatine

Business Directory Signage Examples



Retail street business directory example

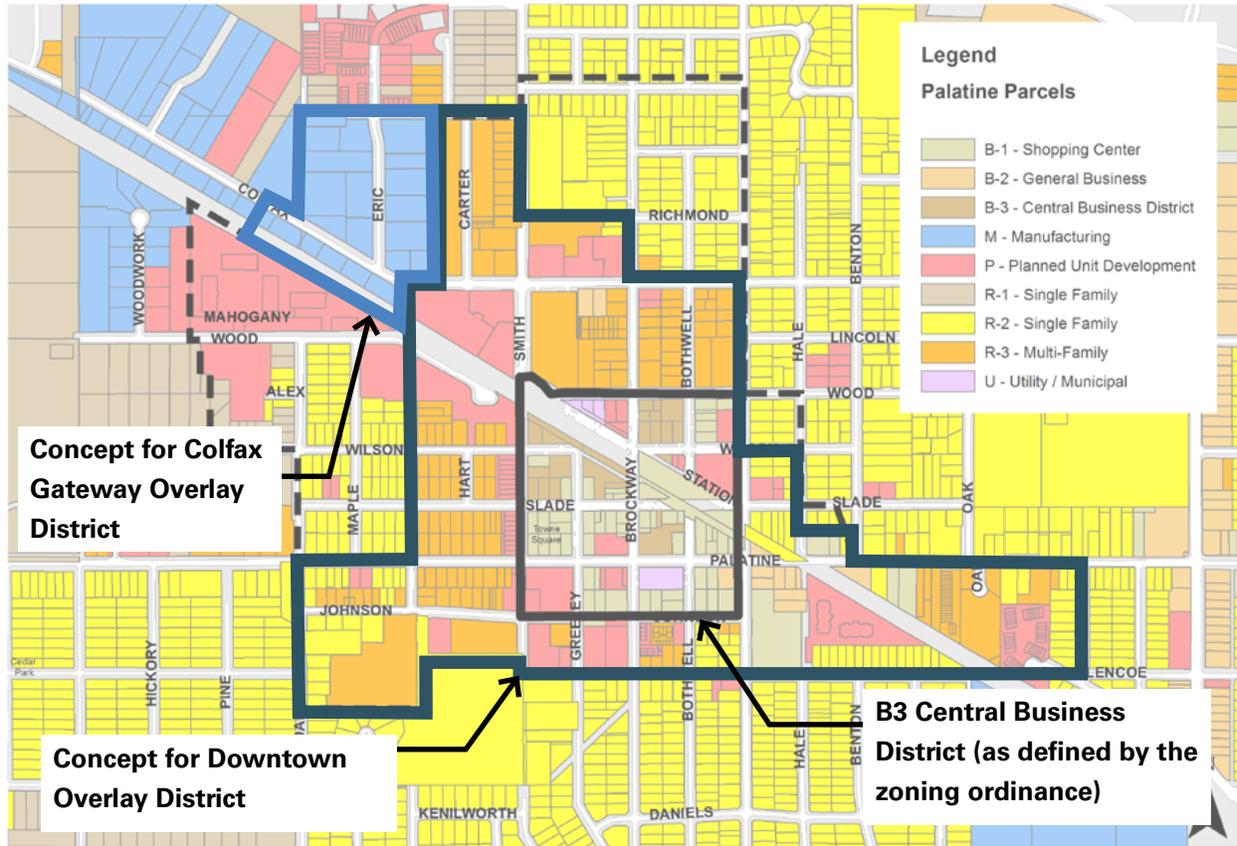


Downtown map on a street light



Directory Signage in Lakeview Neighborhood (Chicago, IL)

LAND USE & ZONING STRATEGIES



Source: Village of Palatine GIS

Benefits of Creating an Overlay District

An overlay district is an area identified within the zoning code that has specific requirements beyond the underlying zoning designation. Palatine’s existing B3 Central Business District zoning, bounded by Wood Street, Plum Grove Road, Johnson Street, and Smith Street, encourages a walkable shopping district character in the center of the Village. Downtown Palatine has a strong demand for additional housing today, and should be prepared to encourage new residential development within the core of Village. Expanding the success of the B3 Central Business District zoning, and transforming it into a downtown mixed-use overlay district will help ensure that future developments are aligned with the Village’s goals and design guidelines. Creating an overlay district would also provide opportunities to add special incentives, design requirements, and other regulations specific to expanding the character of Downtown. These components are often included in the overlay district requirements to guide development decisions within key areas of unique character. Many communities in the region utilize specialized zoning overlays for downtown uses, examples include St Charles, Naperville, and Glenview, IL.

LAND USE & ZONING STRATEGIES

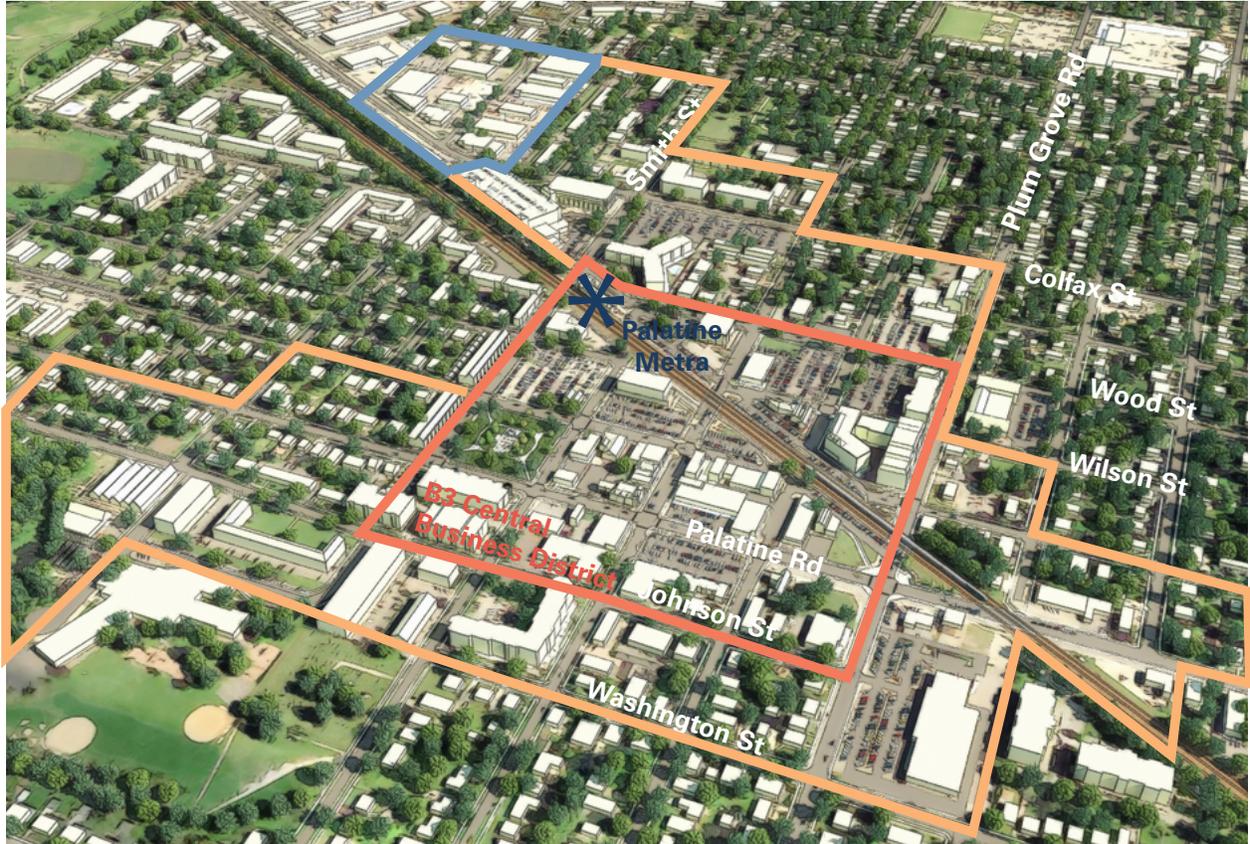


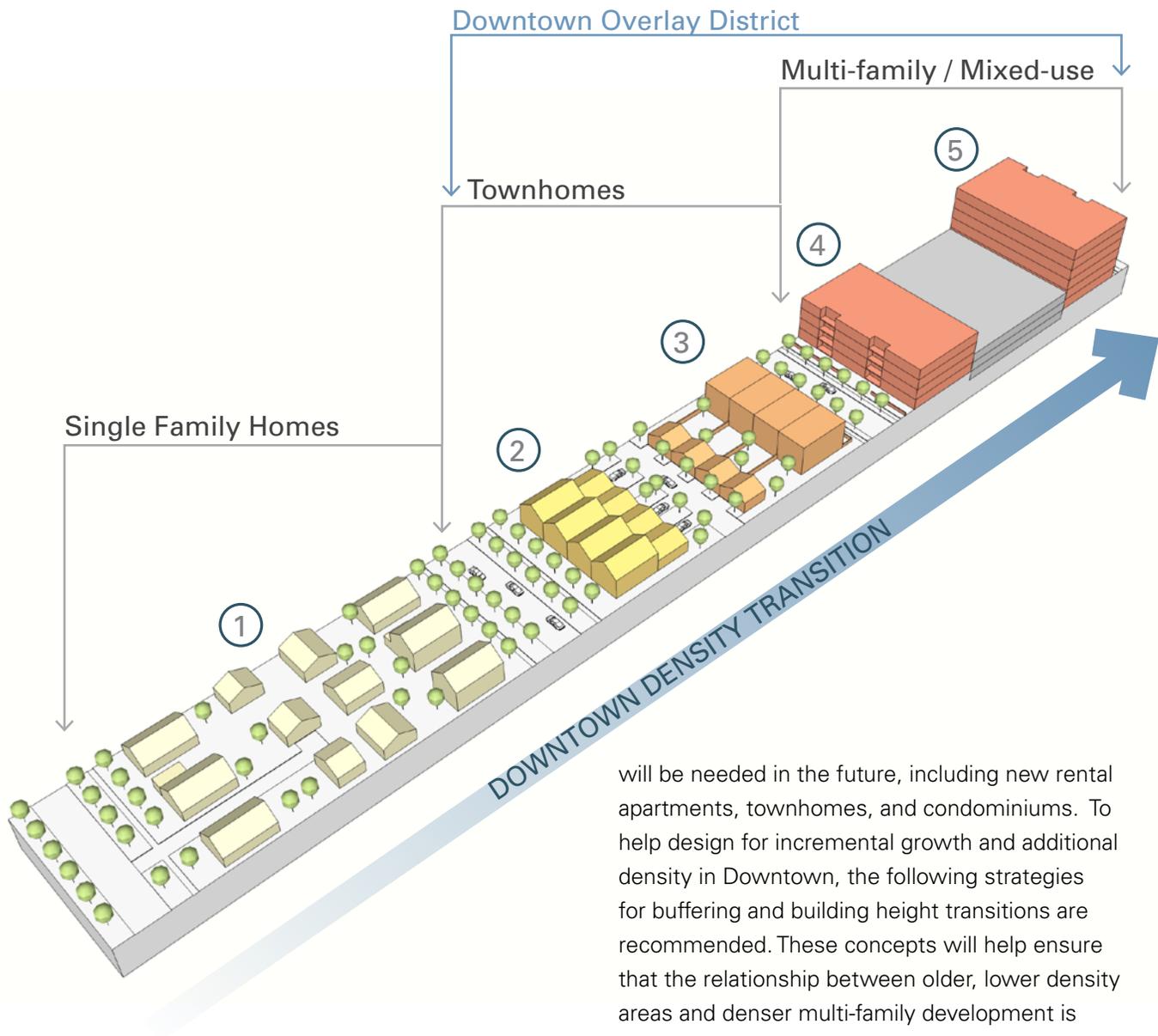
Illustration of proposed Downtown Overlay District Boundary

Elements of a Downtown Overlay District

The proposed larger B3 Central Business District zoning area, and transformed into a mixed-use Downtown Overlay District, is illustrated in the above map. The expanded area includes many of the key gateways, opportunity sites, and transitional areas surrounding the core of Downtown. Many of these areas are already zoned appropriately for Downtown uses, such as multi-family, mixed-use, or planned developments. Creation of an Overlay District would, however, provide the opportunity to update existing Design Guidelines, and better implement recommendations to ensure that future development is aligned with the character goals of Downtown Palatine. Examples of types of requirements that might be part of an Overlay District include:

- Coordinated parking and access requirements
- Building form setback, massing, and design requirements
- Streetscape, public space, and landscape requirements
- Density bonuses and other incentives
- Required activation of ground floor facades
- Encouragement of mixed-use development
- Building height restrictions / requirements

DENSITY TRANSITIONS



Approach to Density Transitions

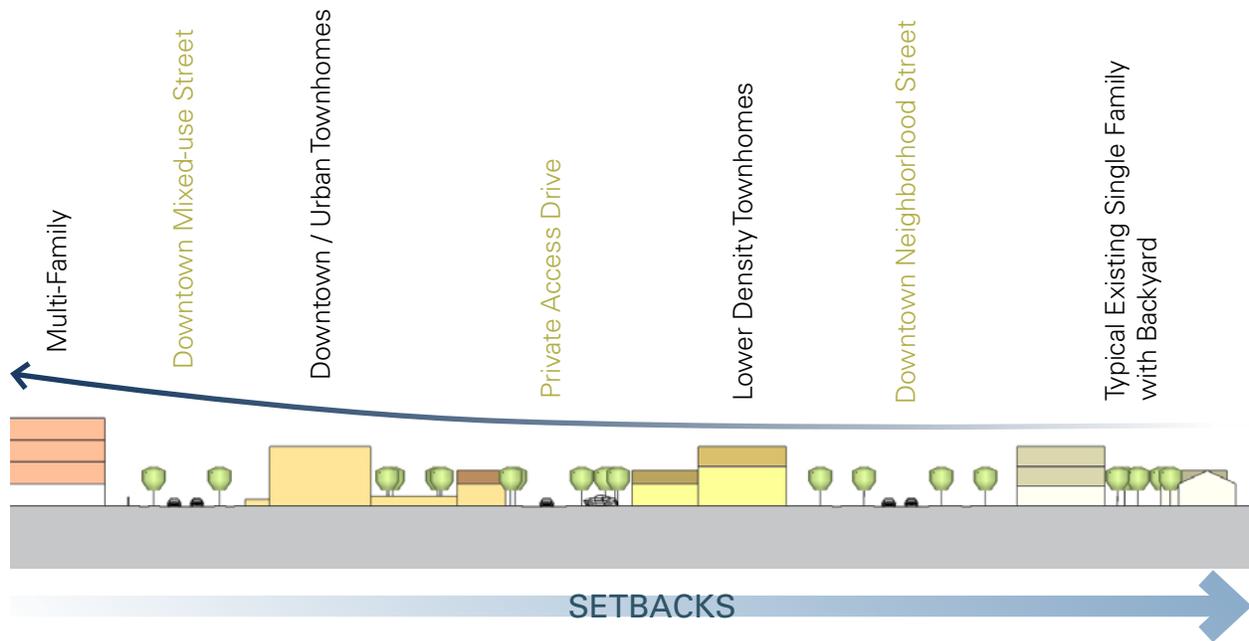
Based on the recommendations of the recent housing study by the Chicago Metropolitan Agency for Planning (CMAP), and the market analysis completed as part of the TOD Plan, it is recommended that a balanced mix of densities and building layouts be planned to accommodate the growing demand for housing in Downtown Palatine. A diverse array of residential options

will be needed in the future, including new rental apartments, townhomes, and condominiums. To help design for incremental growth and additional density in Downtown, the following strategies for buffering and building height transitions are recommended. These concepts will help ensure that the relationship between older, lower density areas and denser multi-family development is compatible, and maintains the charming historic character of the community.

The conceptual density transition prototype shown above, builds off the designs of many of the recent developments in Palatine, and uses an intermediate block of townhomes, of varying scales, to transition between the high density apartment or condominium developments and single family homes.

03 Downtown Transition Zone Strategies

DENSITY TRANSITIONS



Adjustments in the streetscape characteristics, strategically placed building setbacks, appropriate landscaping, and parkway tree distribution are also key components of creating successful transitions between adjacent uses. Shown in the section above, existing Palatine residential streets have large front yards, provided by a setback, and often have driveways connecting directly onto the street. Townhome developments located adjacent to single family homes should maintain the front yard setback to provide consistency along the street face, but might be better served by having a rear drive access to allow for parking in the back of buildings. In contrast, townhomes located closer to the core of Downtown and adjacent to multi-family buildings should have a smaller front private courtyards, with low wrought iron fencing to help define the public and private zones of the street. These townhomes could be taller, and establish a visual transition in height to larger multi-level apartment buildings. Smaller setbacks, and a more defined front yard would be appropriate for streets with a mix of commercial and residential uses.



Example of multi-family on a residential street



Mixed commercial and residential street (Colfax Street)

03 Downtown Transition Zone Strategies

DENSITY TRANSITIONS



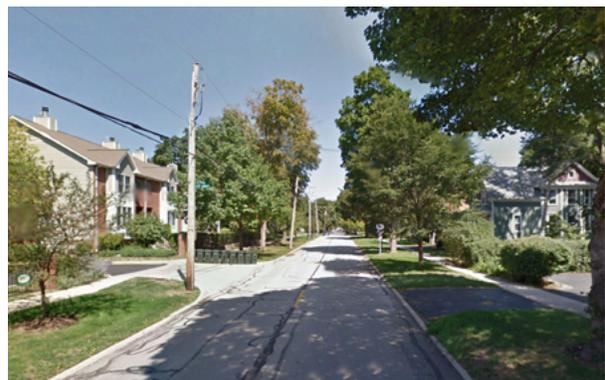
Typical existing single family residential street in Downtown Palatine, Wilson Street

- ① **Existing Single Family Streets:** Many older, desirable, residential neighborhoods with detached single family homes surround Downtown Palatine. These homes consistently maintain high property values and are an important element of the Downtown housing market.

Existing detached single family homes are typically designed set back from the sidewalk, with driveways connecting directly to the front of the parcel. Recently however, single family developments in a denser arrangement have been proposed for Downtown Palatine. These concepts include narrower front setbacks and a rear service drive with parking access. As the Downtown population expands, the private service drive layout for single family homes should be encouraged, and will help to create a smoother transition between multi-family, townhomes, and single family homes as well as support active, walkable streets.



Example of a urban townhomes adjacent to multi-family



Good example of townhomes, on a single family street

DENSITY TRANSITIONS



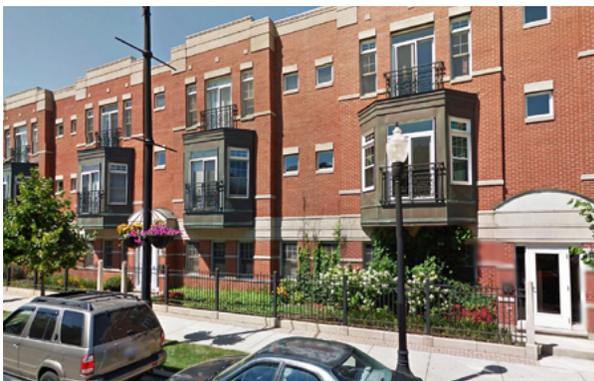
② Townhomes on Residential Streets:

Where new townhomes are proposed adjacent to single family homes Downtown, the building heights, setbacks, and architecture should compliment the surrounding uses. The example above shows a townhome development, with landscaped front setbacks, and lower heights that are appropriate for lower density streets.



④ Multi-Family on Residential Streets:

Where multi-family developments are to be built adjacent to townhomes, the height range should not exceed 4 stories. The example above has stepped building heights, that reduce the overall impact of the building's appearance on the street.



③ Townhomes on Downtown Mixed-use Streets:

Townhomes located along Downtown mixed-use streets should have smaller setbacks, to help better define the pedestrian realm of the street. Low perimeter fencing, or landscaping can be used to provide additional definition of the front yard setback.



⑤ Multi-Family on Retail Streets:

On streets where there are two mixed-use buildings facing each other there should be more height flexibility. Buildings in the 4-8 floor height would be appropriate for some areas of Downtown. Active ground floor uses should be required in residential buildings on retail streets, and could consist of either retail, lobbies, or residential amenities.

COLFAX GATEWAY REVITALIZATION



Revitalization of the Colfax Street Gateway

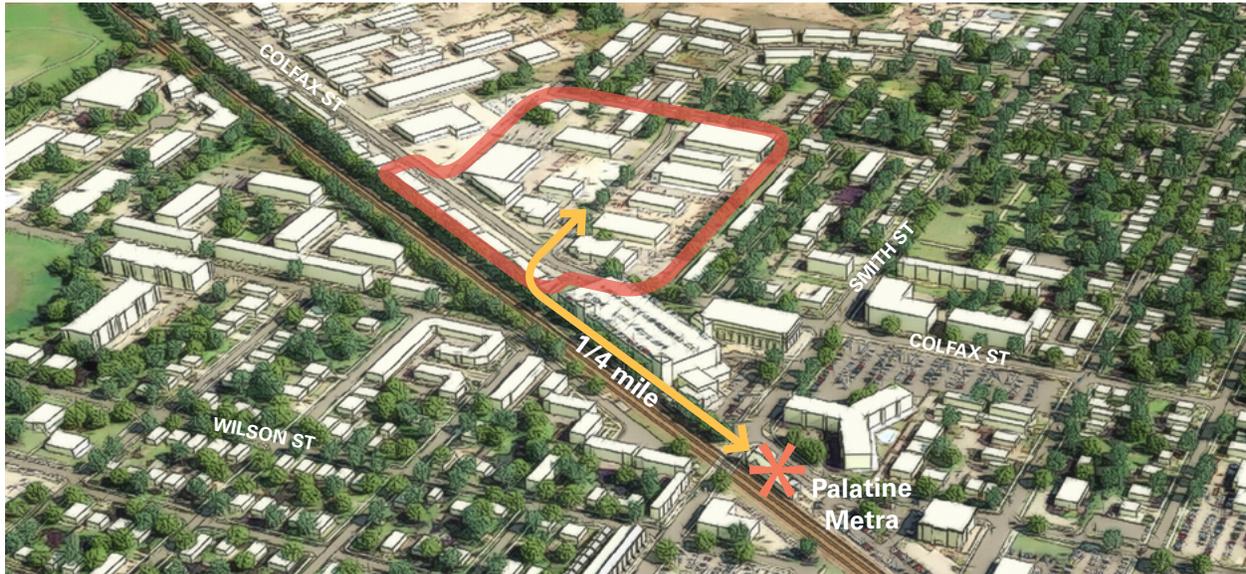
Colfax Street is a major through-street in Downtown, connecting between Northwest Highway and Quentin Road. The Colfax Street corridor, west of Smith Street, is also an important gateway to Downtown and hosts a variety of existing commercial, retail, automotive, and light industrial businesses.

This gateway area is within an easy walking distance to the Palatine Metra station, however, the current condition of Colfax Street doesn't support pedestrian activity. Older strip retail properties have parking along the street, without sufficient landscape buffering or sidewalk width. The corridor also lacks street trees and other basic streetscape elements.

Due to the proximity of this area to the Metra station, the Market Analysis identified a great potential to incorporate new uses to this area in the future. The area identified in the map above is located less than a quarter mile from the station depot, and would be an excellent new location for small business expansion. Currently the site contains light industrial uses, with some vacant properties, and overall low land utilization.

COLFAX GATEWAY REVITALIZATION

Colfax Street Today



Colfax Street looking west from the Eric Drive intersection



Existing small business on Colfax Street

In the future, this area could be easily re-branded to attract small business offices, specialized small-scale production facilities, start-up companies, maker spaces, or micro breweries. Expanded allowable uses, improvements to the streetscape, and signage would help to re-position these sites for new investment.

The location of this proposed redevelopment district, conceptualized as the “Palatine Innovation District” would also be attractive to a growing number of reverse commuters in the region, who travel from Chicago to suburban employment centers daily. The opportunity to attract talent from Chicago is an excellent draw for new businesses looking to locate in Palatine.

COLFAX GATEWAY REVITALIZATION



COLFAX GATEWAY REVITALIZATION

Palatine Innovation District Concept Sketch

The concept plan, shown on the facing page, illustrates a potential improvements redevelopment ideas for the Colfax Street gateway industrial area. The plan conceptualizes an incremental transformation of this district into a more mixed-use, commercial, Innovation District. Opportunities for an improved public realm with artistic signage, landscaping, and adaptive reuse of the existing

buildings should build off the existing industrial character. The Palatine Innovation District would provide a unique backdrop for attracting new employers, and small business to Downtown. A mix of complimentary use such as bike shops, cafes, and micro breweries should be encouraged to support the office uses, and would help to activate the District throughout the day.

Strategies:

- 1 Reduce curb cuts on the south side of Colfax Street by consolidating access points to businesses.
- 2 Improve appearance, and landscaping around existing businesses.
- 3 Brand the district with unique gateway signage or landscape features.
- 4 As businesses become vacant, gradually adapt existing automotive businesses into breweries, restaurants or cafes at the gateway to the District.
- 5 Revitalized existing buildings for light production or commercial uses.
- 6 Larger warehouse buildings can be used to house multiple small business offices, or small-scale production facilities.
- 7 The existing width of Eric Drive would accommodate a bio-swale to capture stormwater from the street and other paved areas.
- 8 Arranging small businesses around small gathering plazas would help create opportunities for social interaction and activate the street.
- 9 Parking is shown consolidated into shared parking lots, to reduce overall space dedicated to surface parking areas, as well as reduce the amount of needed curb cuts.

03 Downtown Transition Zone Strategies

COLFAX GATEWAY REVITALIZATION

Character Examples from Other Communities



Adaptive reuse of low-scale industrial properties into small business offices / productions space



Sustainable stormwater infiltration system, located in a setback area



Adaptive reuse of industrial warehouse into retail / food production facility, design maintains elements of industrial character



Office courtyard created within a former industrial site with sidewalk cafe



Warehouse reused as a micro-brewery / restaurant



Industrial structure used to define a front courtyard space for a small business

COLFAX GATEWAY REVITALIZATION

Innovation District Strategies

As facilities become obsolete, transformation of older industrial properties into new small-scale office and production facilities should be encouraged by:

- Marketing / branding area to attract new small businesses and small scale industries
- Leveraging the unique former industrial character of the sites to create a unique atmosphere for new types of businesses
- Identifying the area as ideal for attracting non-traditional commuters, riding from downtown Chicago to the Palatine.
- Maximizing use of the locations within walking distance of station by improving bike trail / lane connections, providing bike parking areas, and increasing crossing safety with signage.
- Improving aesthetics with innovative streetscape, signage, and landscape design.
- Exploring urban sustainability opportunities, such as integrated stormwater control systems, native landscaping, grey water reclamation, and energy efficient outdoor lighting.

Concept for Eric Drive Revitalization (See 05 Transportation & Connectivity Strategies)





04 Development Recommendations

OPPORTUNITY SITES OVERVIEW



Land Use Guide Update

A core goal of the TOD Plan is to re-evaluate and update the urban design and site specific development concepts found in the Village's existing 2004 Land Use Guide. The Land Use Guide is used by Village leadership to help influence future development decisions, and to provide a resource for discussions with Downtown developers. The Planning Team worked closely with the Steering Committee to identify which site specific concepts needed to be updated. New concepts were then created, and are closely based on the recommendations of the TOD Plan Market Analysis prepared by Goodman Williams Group, community feedback, and current development standards. This chapter provides development and planning concepts for each identified opportunity site as well as other district-wide urban design strategies.

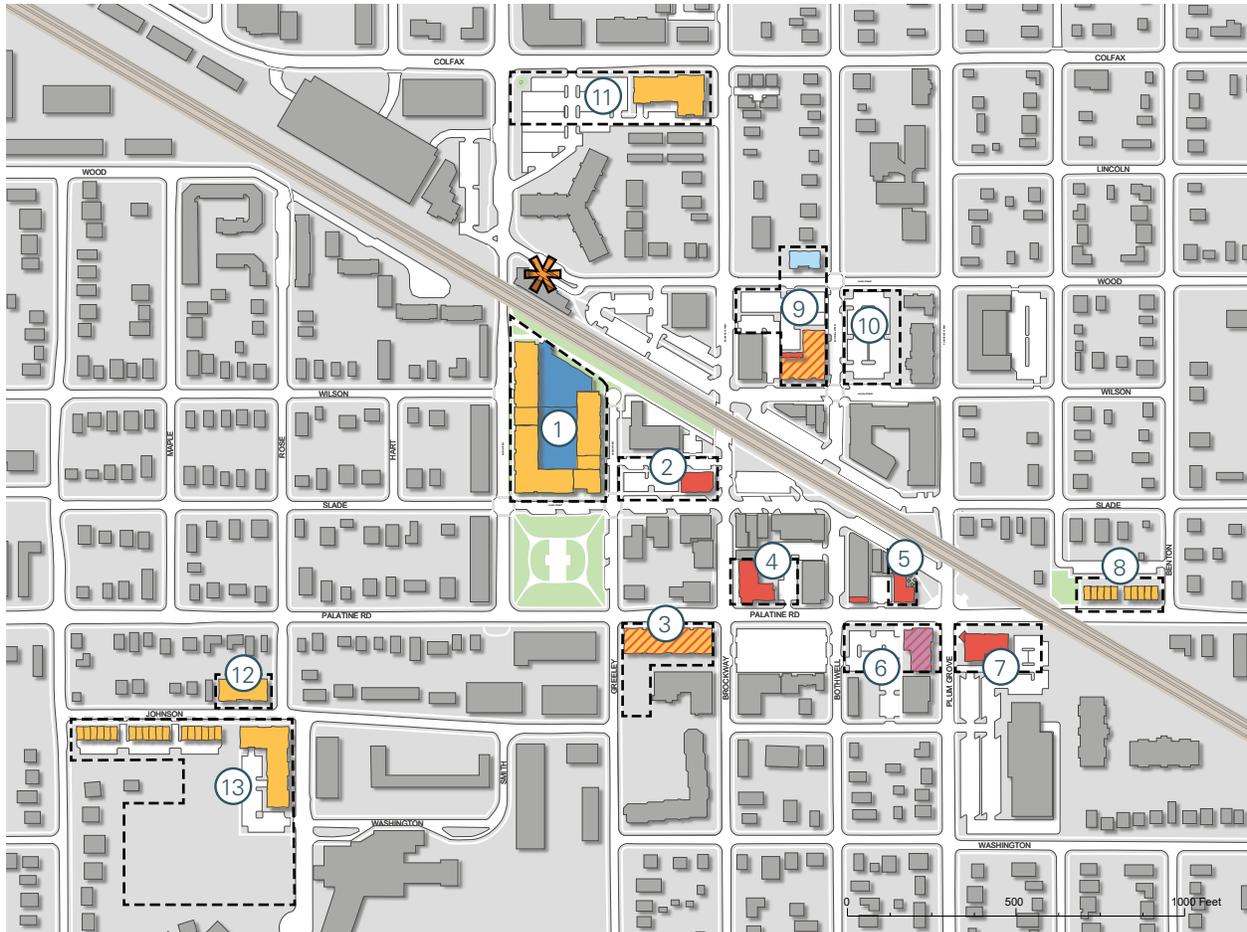
OPPORTUNITY SITES OVERVIEW



Opportunity Site Identification

The illustration of existing Downtown Palatine above identifies the sites selected through the planning process as the focus for the updated TOD Plan urban design and development concepts. Each site in the 2004 Land Use Guide was evaluated during the planning process for inclusion. Many developments have been implemented since the creation of the Land Use Guide, and therefore those sites were eliminated from the discussion. The boundaries of some of the sites were also adjusted to take into account changes in the market realities, ownership, and new developments. Thirteen sites were identified to serve as example development concepts for the future. The remainder of this chapter provides detailed strategies for each site identified with numbers in the map above.

DEVELOPMENT CONCEPTS OVERVIEW

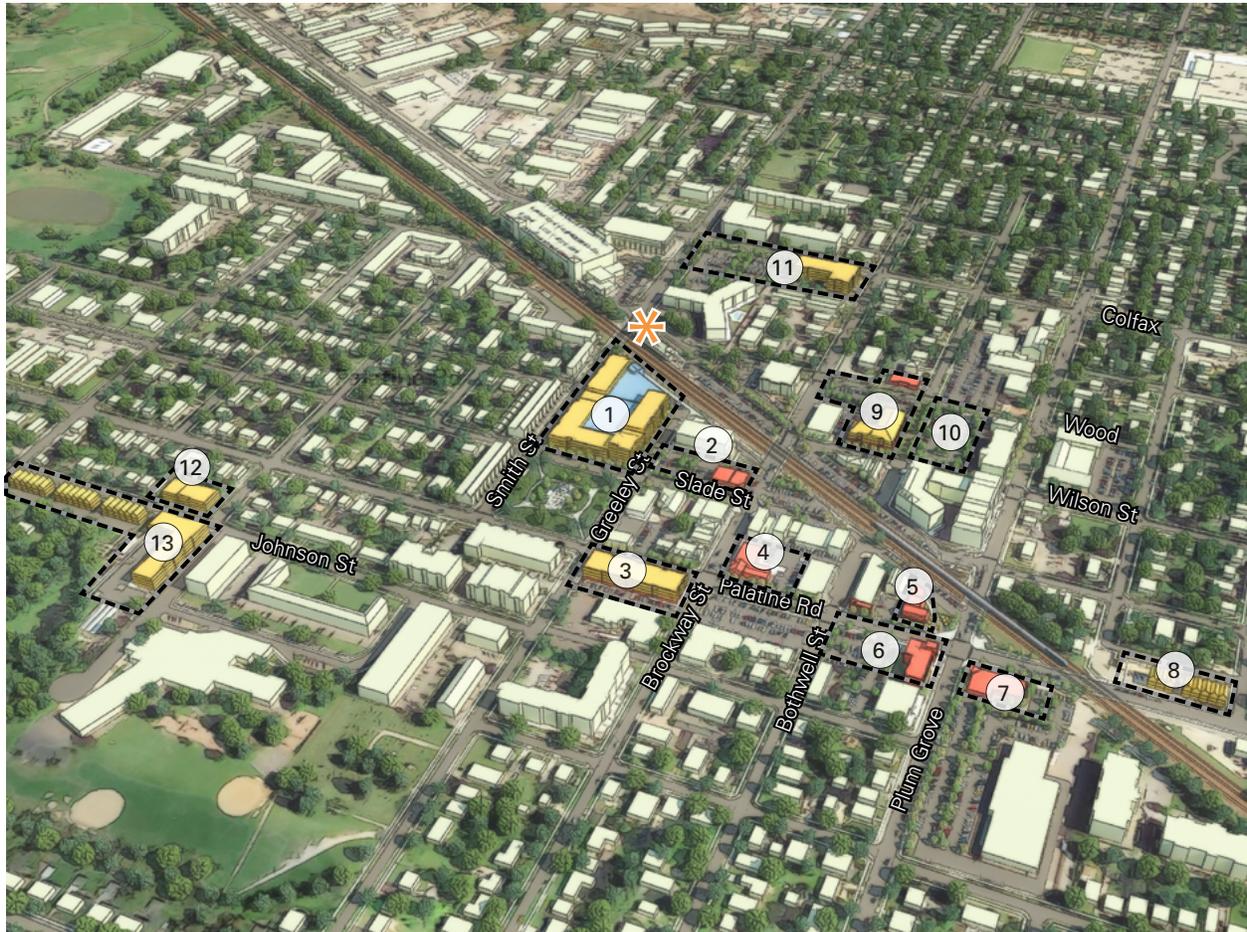


Site Development Concepts

The concepts illustrated above, show a broad mix of uses that could be developed based on existing market needs in Downtown. Certain elements of the concept may have a longer implementation timeline, but the demand for new development in Palatine will continue to grow. Based on the character goals of the Village, outlined in the Comprehensive Plan and Downtown Plan, the concepts aim to support a vibrant, walkable environment, with a mix of housing types, and active streets.

-  Residential Building
-  Mixed-Use Building
-  Commercial Building
-  Office Building
-  Parking Garage
-  School Facility/ Donation Center
-  Existing Metra Station

DEVELOPMENT CONCEPTS OVERVIEW



Concepts Illustration

The density and building heights envisioned for the future build upon the existing character of Downtown as a model and identify strategic opportunities for larger-scale, more financially feasible multi-family developments. Implementation of development that relates well in height, density, use, and form to neighboring properties is a key goal of the TOD Plan, and a variety of housing types are envisioned. Creating incremental density transitions between neighborhoods is important to protecting property values, protecting historic neighborhood character, and establishing high quality, attractive streets. The site specific concepts on the following pages explore possible development scenarios to serve as a guide for future development discussions Downtown. Although other configurations are possible, these concepts identify strategies to create development that supports the overall aspirations of a transit oriented development district.

04 Development Recommendations

SITE 1 & 2 CONCEPT

Site ① & ②



Existing image of Site 1, along Wilson Street



Existing image of Site 1, along Slade Street

Existing Conditions

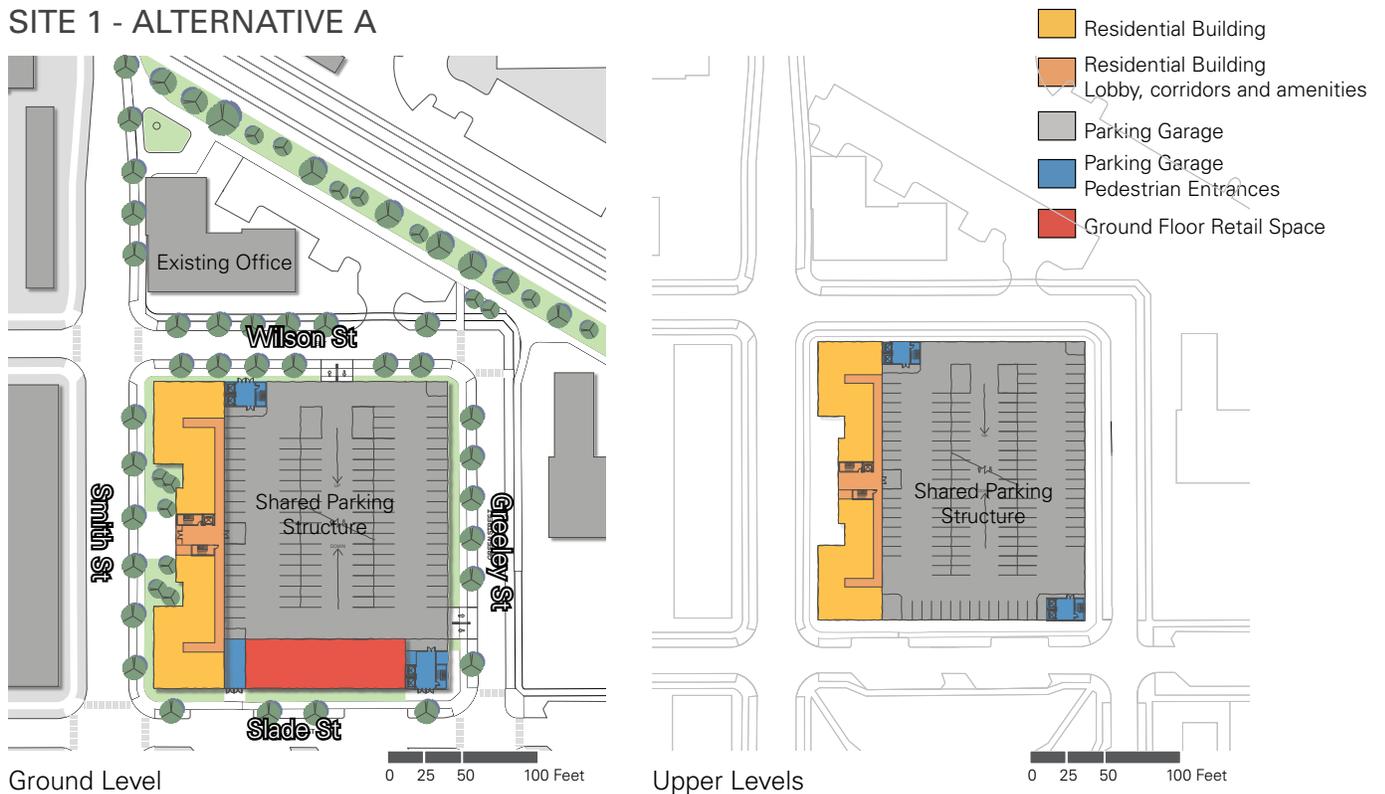
Sites 1 and 2 are well-located parcels in the core of Downtown Palatine, within an easy walking distance of shopping, parks, the train station, and entertainment. Together, Sites 1 and 2 represent the largest development opportunity within Downtown, totalling over 3.25 acres of underutilized land. The following development alternatives for these sites illustrate possible layouts for future mixed development, but are just a few of the many layout options possible. The Village should continue to work closely with property owners, developers, Metra, and the community to establish the best layout for these prime Downtown development sites.

Development Concepts Overview

The dimensions of Site 1 would easily accommodate new and replacement Metra commuter spaces, expanded parking for BMO Harris Bank, public parking for Downtown retailers, and parking for new development. Several options for the location of a parking structure were explored throughout the TOD Plan process including, at the center, along the eastern edge, and the northern edge of the site. Each of these schemes has pros and cons, which are summarized on the following pages. Creating a new parking structure would allow for the existing BMO Harris Bank parking (Site 2) to be partially developed as a new retail development, and would enhance the streetscape character and connect the Slade Street retailers to the Town Square area.

SITE 1: CONCEPT ALTERNATIVES

SITE 1 - ALTERNATIVE A



| Site Area (SF) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces Provided |
|----------------|---|----------|--------------------------------|----------------------|-----------------|-----------------------------------|
| 68,200 | Residential - Multifamily | 1 | 4 | 41,700 | 39 | - |
| | Ground Floor Retail | | 1 | 5,745 | 0 | - |
| Parking | | | | | | |
| | Shared Parking Structure | | 4* | 190,420 | - | |
| | - Total Dedicated Parking** (residential, BMO Harris Bank, retail, replacement Metra) | | | | | 303 |
| | - Total Potential Additional Metra/ Public Parking | | | | | 177 |
| | Total | | | 237,865 | | 480 |

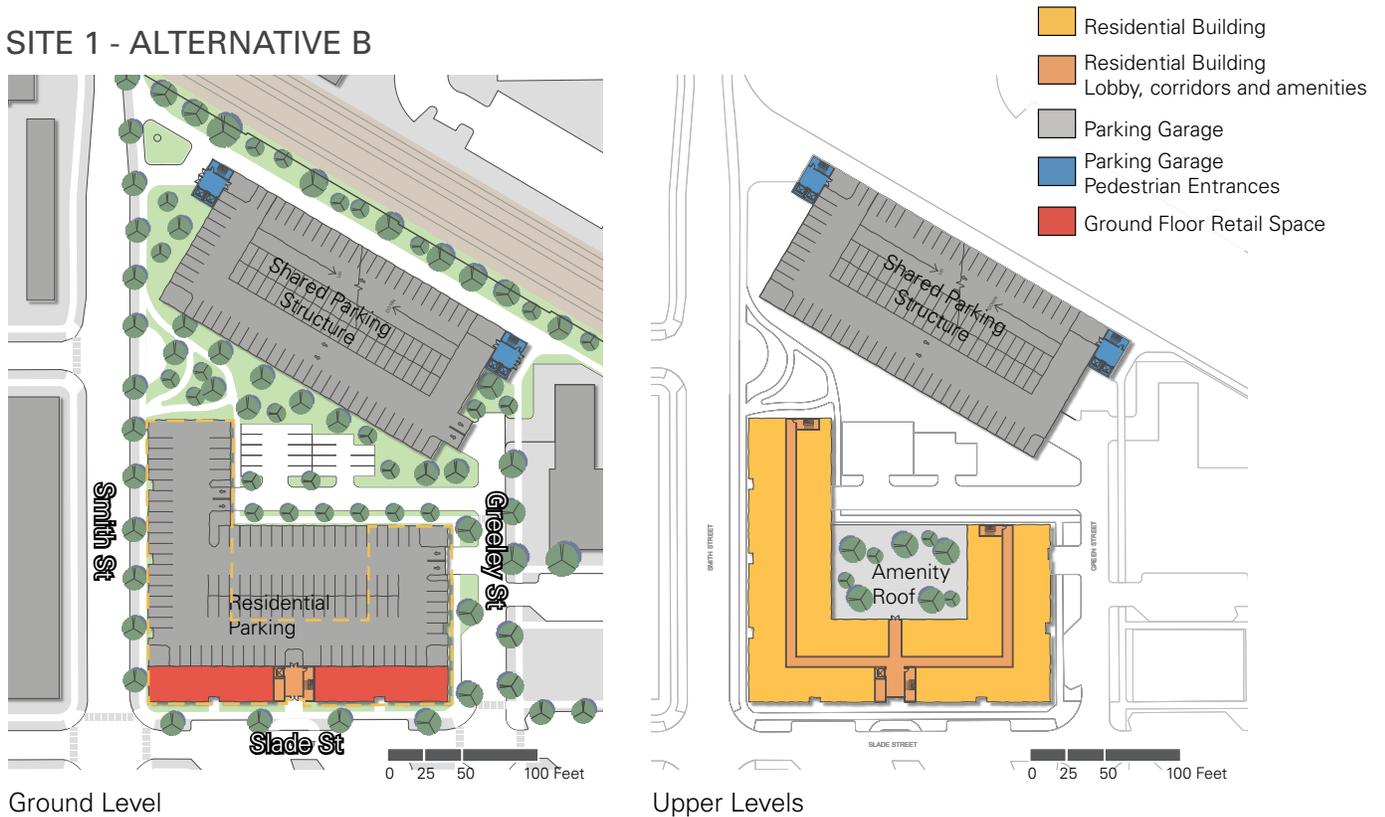
* (3 Parking levels above grade and 1 below)

** (The existing downtown parking ratio of 1.7 was used to estimate the parking need for residential uses)

| Pros | Cons |
|--|--|
| <ul style="list-style-type: none"> Allows for north and south properties to be developed independently. Existing office building on the northern site can remain as long as needed. Larger parking structure footprint requires less floors to satisfy the anticipated parking needs. | <ul style="list-style-type: none"> Remaining northern parcel geometry is not well suited for future redevelopment, and is not an ideal location for residential uses. Parking garage is located further from the Metra station. Several frontages of the parking structure would not have active ground floor uses to be efficient. Site layout has a limited amount of residential development. |

SITE 1: CONCEPT ALTERNATIVES

SITE 1 - ALTERNATIVE B



| Site Area (SF) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces Provided |
|---|---------------------------|----------|--------------------------------|----------------------|-----------------|-----------------------------------|
| 126,600 | Residential - Multifamily | 1 | 5 | 177,700 | 97 | |
| | Ground Floor Retail | | 1 | 6,500 | | |
| Parking | | | | | | |
| Residential Parking | | | | | | 125 |
| Shared Parking Structure | | | 6* | 215,070 | - | |
| - Total Dedicated Parking** (residential, BMO Harris Bank, retail, replacement Metra) | | | | | | 317 |
| - Total Potential Additional Metra/ Public Parking | | | | | | 229 |
| Total | | | | 399,270 | | 671 |

* (5 Parking levels above grade and 1 below)

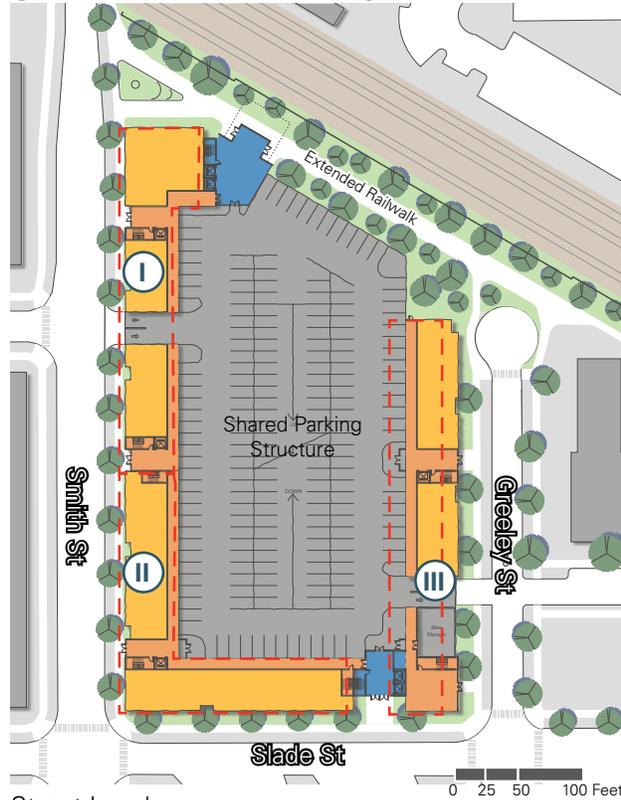
** (The existing downtown parking ratio of 1.7 was used to estimate the parking need for residential uses)

| Pros | Cons |
|---|--|
| <ul style="list-style-type: none"> • Parking structure location is close to the Metra station, and acts as a sound buffer from the rail tracks for uses to the south and could provide direct access to the platform. • Allows for development to be phased, and developed by multiple development teams. • Existing office building on the northern site could remain in the initial phase, or could be demolished to provide Metra parking in the first phase. | <ul style="list-style-type: none"> • Since the southern structure would provide residential parking only, if the southern site is built first, Metra parking would need to be relocated elsewhere until the parking garage on the northern site is built. • Parking garage facades would not be able to incorporate active ground floor uses. • Dimensions of the parking structure would require a taller building to accommodate parking needs. |

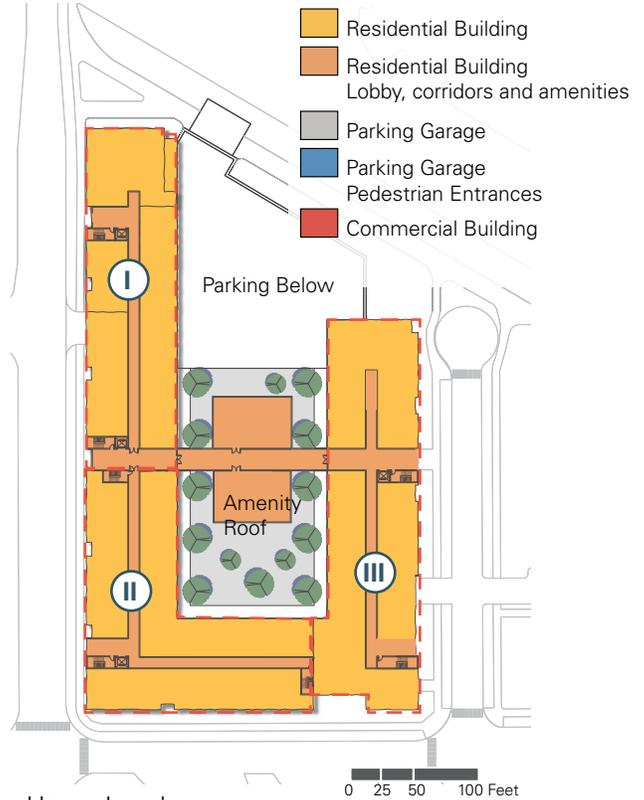
04 Development Recommendations

SITE 1: CONCEPT ALTERNATIVES

SITE 1 - ALTERNATIVE C



Street Level



Upper Level

| Site Area (SF) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces Provided |
|----------------|---|----------|--------------------------------|----------------------|-----------------|-----------------------------------|
| 103,250 | Residential - Multifamily | I | 4 | 57,750 | 40 | - |
| | Residential - Multifamily | II | 4 | 58,000 | 40 | - |
| | Residential - Multifamily | III | 5 | 75,000 | 50 | - |
| Parking | | | | | | |
| | Shared Parking Structure | | 4* | 220,255 | - | |
| | - Total Dedicated Parking** (residential, BMO Harris Bank, retail, replacement Metra) | | | | | 507 |
| | - Total Potential Additional Metra/ Public Parking | | | | | 175 |
| Total | | | | 411,005 | | 682 |

* (3 Parking levels above grade and 1 below)

** (The existing downtown parking ratio of 1.7 was used to estimate the parking need for residential uses)

| Pros | Cons |
|---|---|
| <ul style="list-style-type: none"> Allows for maximum amount of residential development on the site and adds to the streetscape character of Downtown. Parking structure would be hidden behind active uses on all sides of the block. Provides direct parking access for Metra users, as well for Downtown retailers. Large parking footprint allows for a lower overall height to the building. | <ul style="list-style-type: none"> Large-scale development would require single development team to manage the whole site. During the phased construction of the residential buildings, there would be exposed parking structure facades. Creating residential buildings that are attached to a garage structure is typically more costly to construct, but will also be a more valuable high quality real estate product. |

SITE 1: CONCEPT ALTERNATIVES

Alternative C - Massing View



Site 1 Urban Design Strategy

Alternative C creates a shared parking structure at the center of the site, with active residential uses on all sides to hide the parking from view. Smith Street, south of the Metra tracks, already has residential uses along the western frontage and therefore is a good opportunity for residential expansion. All three alternatives would complete both sides of the street, as well as better define the northern edge of Town Square Park. If the market will support additional retail in this area, some ground floor retail areas could also be incorporated into the design. The corner of Slade Street and Greeley Street, as well as the area just south of the Metra Station would be good locations for ground floor retail. Although the Village would lose

some space for Downtown events by developing Site 1, street closures, and more extensive use of Town Square Park would provide a good atmosphere for community activities.

Slade Street Strategy

Slade Street is already a successful Downtown retail street with a mix of restaurants, services, and retailers. Continuing this activity to the west, would help to activate Town Square and complete the retail district of Downtown. Stand-alone retail with possible second level commercial or residential uses, built in a complimentary style to other Downtown buildings is envisioned for Site 2.

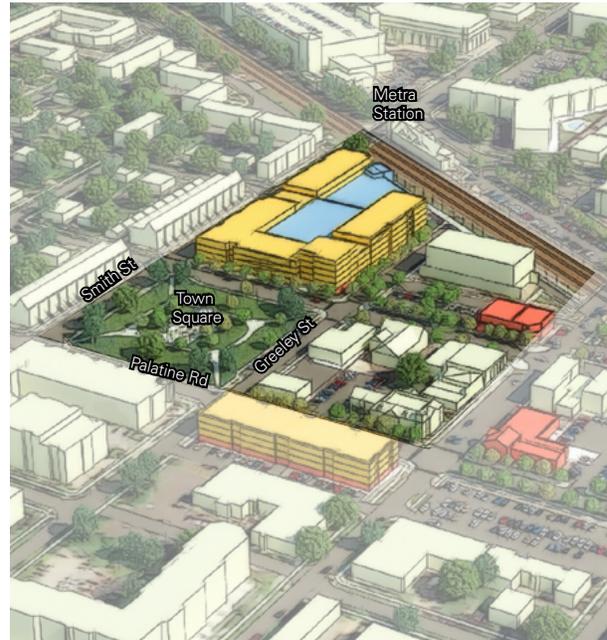
04 Development Recommendations

SITE 2 CONCEPT

Development Strategy



Concept Massing Overview



| Site # | Site Area (sqf) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces |
|--------|-----------------|---------------------------|----------|--------------------------------|----------------------|-----------------|--------------------------|
| 1 | 112,000 | Residential - Multifamily | I | 4 | 57,750 | 40 | 68 |
| | | Residential - Multifamily | II | 4 | 58,000 | 40 | 68 |
| | | Residential - Multifamily | III | 5 | 75,000 | 50 | 85 |
| | | Parking Garage | 1 | 4* | 220,255 | - | 461 |
| 2 | 30,325 | Commercial | 1 | 2 | 12,500 | - | 12 |
| | | Surface Parking | - | - | - | - | 41 |

* (3 Parking levels above grade and 1 below)

Character Examples from other Communities



Stand Alone Corner Retail
Example for Site 1,
Naperville, IL



Stand Alone Corner Retail
Example for Site 1,
Glenview, IL



Parking Garage with Residential
Building Front, Wheaton, IL

04 Development Recommendations

SITE 3 & 4 CONCEPT

Site 3 & 4



Existing Conditions

Sites 3 and 4 currently house several active businesses, and therefore any plans for future redevelopment would need to include close collaboration with property owners. However, as new infill development in Downtown occurs in Palatine, these sites will be attractive opportunities for denser multi-family, mixed-use development.

Site 3 Urban Design Strategy

Site 3 is a good opportunity to create a denser layout of commercial on the ground floor, and 3-4 floors of multi-family residential above. Located along Palatine Road, this parcel should be designed in a similar scale to the multi-family residential property directly to the west, and would help to complete the character of the street.



Existing image of Site 4, along Brockway Street



Existing image of Site 4, along Palatine Rd

Parking for any new uses could be accommodated on-site in the rear of the parcel. Additional parking for commercial should explore reusing underutilized surface parking to the south of the site.

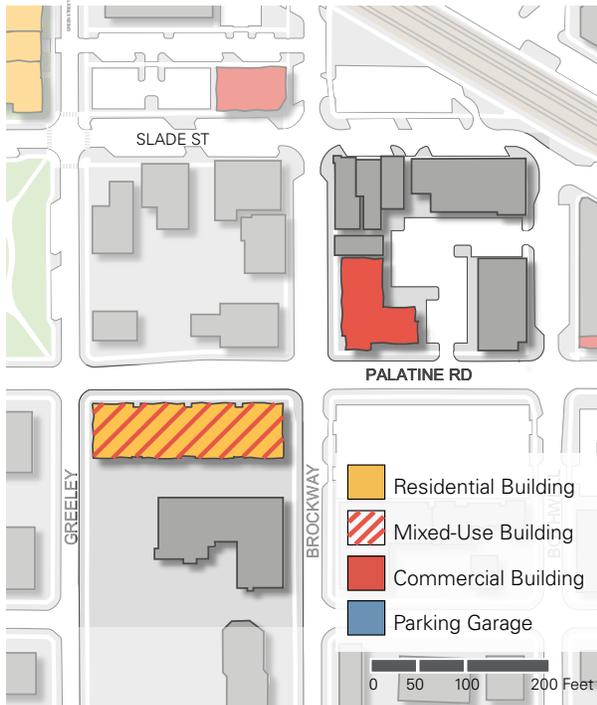
Site 4 Urban Design Strategy

Site 4 currently houses and older strip retail center, with significant vacancies. The center is well located, but doesn't compliment the Village's desired Downtown character goals. Redevelopment of this site into a new commercial property, in a more urban layout would improve this key gateway to Downtown. Concurrent with any new development on this block, the existing rear parking areas should be redesigned into a more efficient shared layout, which would add capacity for the multiple businesses in this area.

04 Development Recommendations

SITE 3 & 4 CONCEPT

Development Strategy



Concept Massing Overview



| Site # | Site Area (sqf) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces |
|--------|-----------------|-------------------------|----------|--------------------------------|----------------------|-----------------|--------------------------|
| 3 | 34,880 | Mixed - Use Residential | 1 | 4 | 77,200 | 40 | 68 |
| 4 | 25,400 | Commercial | 1 | 2 | 18,400 | - | 18 |

Character Examples from other Communities



Mixed-use Building, Glenview, IL



Downtown Mixed-use, Sun Prairie, WI



Mixed-use Building, Whitefish Bay, WI

04 Development Recommendations

5 & 6 CONCEPT

Site 5 & 6



Existing image of Site 6



Existing image of Site 5

Existing Conditions

One of the primary gateways to Downtown, the intersection of Plum Grove and Palatine Road has three corners that are vacant. A coordinated approach between the four corners of the intersections is needed.

Site 5 Urban Design Strategy

Site 5 is located north of the gateway intersection, and currently is an underutilized open space. The primary view is of the back of retail buildings that face Slade and Bothwell Streets. This condition doesn't create an inviting first impression for visitors. The concept on the facing page illustrates the development of the parcel into a cafe or other retail use. A new development that faces the intersection would help give purpose to the landscaped area, and create a better entrance to the

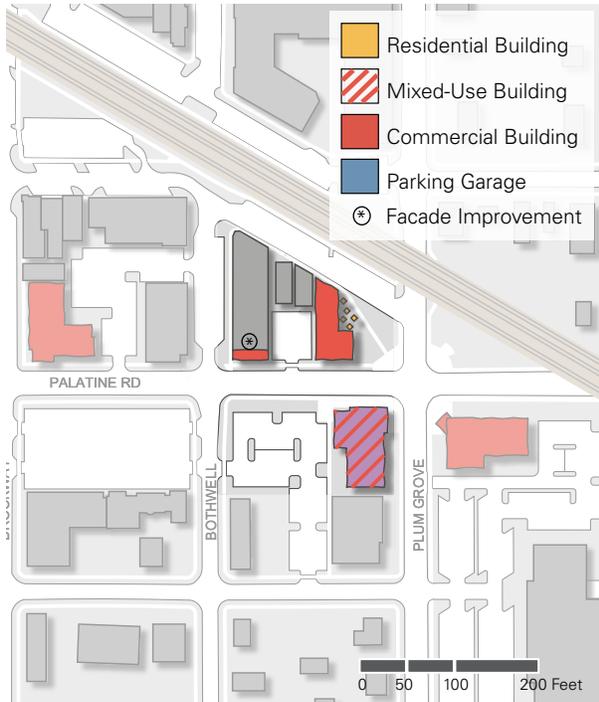
Railwalk. If multiple parcels could be assembled in this zone, a larger scale redevelopment for the entire block could also be considered. Additionally, opportunities to better activate the facade / enhance the Palatine Road facade of Bothwell Street buildings should be explored and will help attract new visitors to this area.

Site 6 Urban Design Strategy

Site 6 is a larger parcel located south of the gateway intersection. The dimensions of this site could accommodate a building with active retail on the first floor and 2 floors of office uses above, and parking to the west of the building. Depending upon the timing of the redevelopment of these sites it may be necessary to further review these recommendations to ensure that adequate parking for these sites is accomplished.

04 Development Recommendations 5 & 6 CONCEPT

Development Strategy



Character Examples from other Communities



Mixed-use Office Building, Glenview, IL



Gateway Cafe, Glenview, IL

Plum Grove Gateway Vision



| Site # | Site Area (sqf) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces |
|--------|-----------------|--------------------|----------|--------------------------------|----------------------|-----------------|--------------------------|
| 5 | 8,275 | Commercial | 1 | 2 | 9,000 | - | 9 |
| 6 | 34,265 | Mixed - Use Office | 1 | 3 | 27,150 | - | 68 |

04 Development Recommendations

SITE 7 & 8 CONCEPT

Site 7 & 8



Existing image of Site 7



Existing image of Site 8

Existing Conditions

The southeast corner of the Plum Grove Road and Palatine Road intersection is a highly visible site, that is currently occupied by an automotive service station. The current layout of the site constricts pedestrian flow, and lacks landscape and signage character that is aligned with the rest of Downtown. Similarly, Site 8 is occupied by an older strip retail center, with parking along the Palatine Road frontage, and minimal landscape.

Site 7 Urban Design Strategy

If the existing uses on the site were to be replaced, then a more attractive gateway retail development could be implemented on Site 7. Because the site is located on a highly visible corner, it would be attractive for a small-scale restaurant,

convenience store, or coffee shop use. Regardless of the type of retail, the building should be designed to address the corner and provide gateway intersection landscape.

Site 8 Urban Design Strategy

Located at the edge of Downtown, adjacent to many residential uses, this site acts as a transition between the characters of Palatine's neighborhoods. Consistent with the Transition Zone Strategies, the 2004 Downtown Land Use Guide, and the Market Analysis within this document, development of townhome residential uses in this area is recommended. Townhomes should be designed to face Palatine Road, with parking and service in the rear provided by a realignment of Hale Street.

04 Development Recommendations

SITE 7 & 8 CONCEPT

Development Strategy



Concept Massing Overview

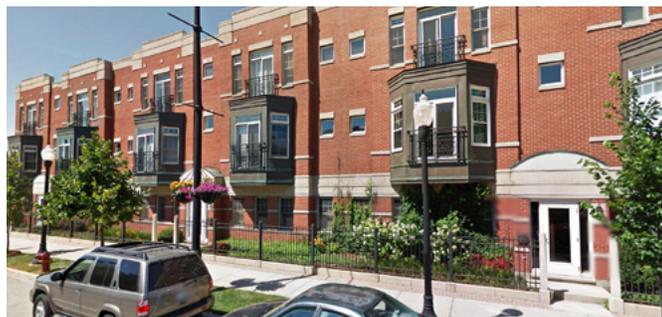


| Site # | Site Area (sqf) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces |
|--------|-----------------|-------------------------|----------|--------------------------------|----------------------|-----------------|--------------------------|
| 7 | 42,920 | Commercial | 1 | 1 | 9,000 | - | 42 |
| 8 | 34,790 | Residential - Townhomes | 10 | 3 | 24,000 | 10 | 20 |

Character Examples from other Communities



Corner retailer with pedestrian friendly design, Bayshore, WI



Townhome development, Chicago, IL

04 Development Recommendations

SITE 9 & 10 CONCEPT

Site 9 & 10



Existing image of Site 9



Existing image of Site 10

Existing Conditions

These two sites located in the northeastern area of Downtown are currently used as surface parking, for businesses and commuters. Parking in this area is limited, and therefore public parking will continue to be important. Site 10 is owned by the adjacent Immanuel Lutheran School, and houses a small community outreach facility, loading area, and over-flow parking for the church and school. The strategies proposed for these sites include consolidation and reorganization of the parking uses into a shared lot and a new mixed use development.

Site 9 Urban Design Strategy

Site 9 occupies the entire corner frontage of Wood Street, Bothwell Street, and Wilson Street. This

corner layout could accommodate a new multi-family residential building, in the 3-6 story range. Development of this site would help to create a better transition between the height of the existing Providence residential building, and single family homes to the north. Active ground floor uses would help to reinforce the identity of Wilson Street as a retail corridor in Downtown.

Site 10 Urban Design Strategy

Site 10 is envisioned as a new shared parking lot for use by various businesses and commuters. The existing Immanuel Lutheran community outreach, and donation center could be relocated to an existing municipal parking facility north of Wood Street to allow for a more efficient parking layout.

04 Development Recommendations

SITE 9 & 10 CONCEPT

Development Strategy



Concept Massing Overview



| Site # | Site Area (sqf) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces |
|--------|-----------------|-------------------------|----------|--------------------------------|----------------------|-----------------|--------------------------|
| 9 | 43,300 | Mixed - Use Residential | 1 | 4 | 56,030 | 29 | 72 |
| | | School Facility | 1 | 1 | 4,400 | - | - |
| 10 | | Shared Surface Parking | - | - | - | - | 88 |

Character Examples from other Communities



4 Story Mixed-use Building, Chicago, IL



3 Story Mixed-use Building, Arlington Heights, IL

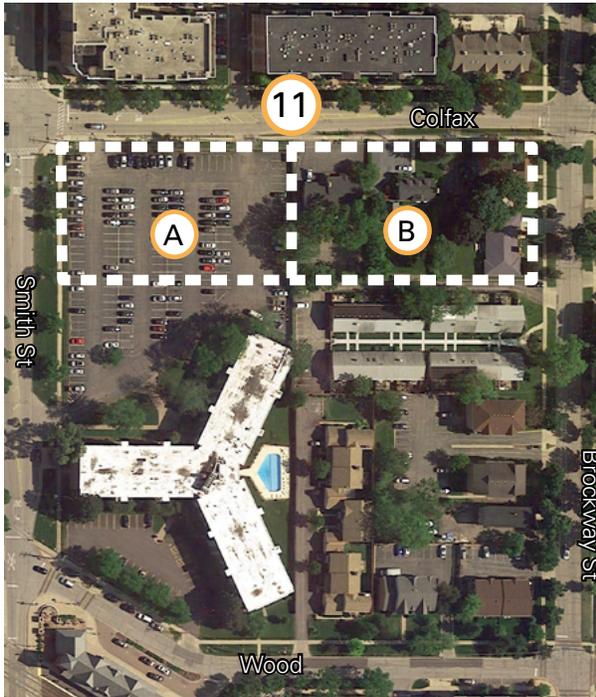


Example of lower density retail street with high quality landscape

04 Development Recommendations

SITE 11 CONCEPT

Site 11



Existing image of Site 11, along Colfax St



Existing image of Site 11, along Smith St

Existing Conditions

Located along Colfax Street, just east of Smith Street, Site 11A currently contains commuter parking, while Site 11B contains several active businesses and other commercial uses. The Market Analysis prepared as part of this process identified a possible future need for condominiums in Downtown Palatine. Site 11B is a good location for a new condominium development if the market demand for condos increases. Furthermore, existing condominiums, and other multi-family properties already adjacent to neighbor the site to the north, east, and west, making the proposed new multi-family uses appropriate. Due to the stormwater management issues associated with Site 11A, it will likely remain as surface parking in the near term.

Site 11 Urban Design Strategy

The concepts shown on the facing page illustrates a condominium development similar in scale and dimensions to the existing neighboring properties. The intersection of Colfax and Smith Street is a key gateway to Downtown, and therefore should be enhanced with a corner landscape feature to provide better sense of arrival for visitors approaching from the west. Parking for the new housing would occur within the first floor of the building, augmented by surface parking located at the rear of the property. A building in the 4-5 story height range is illustrated, which would be similar to other multi-family properties in this area.

04 Development Recommendations

SITE 11 CONCEPT

Development Strategy



Concept Massing Overview



| Site # | Site Area (sqf) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces |
|--------|-----------------|---|----------|--------------------------------|----------------------|-----------------|--------------------------|
| 11 | 88,820 | Residential - Multifamily Shared Surface Parking | I - | 4 - | 78,800 - | 55 - | 93 86 |

Character Examples from other Communities



Condominium in Mt. Prospect, IL



Condominium Building, 235 Colfax St, Palatine, IL



Gateway feature park example

04 Development Recommendations

SITE 12 & 13 CONCEPT

Site 12 & 13



Existing image of Site 12 & 13, looking west



Existing image of Site 12 & 13, looking east

Existing Conditions

Directly southwest of Downtown, adjacent to Stuart R. Paddock Elementary School, are Sites 12 and 13. Site 13 encompasses a large land area, currently occupied by a landscape / greenhouse business. Due to the terrain of the site and the location of a stream at the rear of the property, only the northern and eastern portions of the site appear to be buildable. If the landscape business were to close or relocate in the future, these sites would be a good location for a mix of new housing.

Site 12 & 13 Urban Design Strategy

Based on the adjacent uses, a mix of housing types ranging from single family, to townhomes, and small-scale multi-family apartments would be appropriate on these sites. Multi-family development should be located at the intersection of Rose Street and Johnson Streets and designed at a similar scale to neighboring buildings. Townhomes, with a north-south orientation similar to other areas of Downtown, constructed along Johnson Street would help create a gradual density transition to the single family neighborhoods further west. Because the nearby community facilities and walkability to Downtown, this area would be a desirable location for young families.

04 Development Recommendations

SITE 12 & 13 CONCEPT

Development Strategy



Concept Massing Overview



| Site # | Site Area (sqf) | Proposed Uses | Building | Proposed Heights (# of Floors) | Gross Square Footage | Estimated Units | Estimated Parking Spaces |
|--------|-----------------|---------------------------|----------|--------------------------------|----------------------|-----------------|--------------------------|
| 12 | 16,800 | Residential - Multifamily | I | 3 | 27,300 | 19 | 32 |
| 13 | 271,000 | Residential - Multifamily | I | 4 | 80,000 | 56 | 94 |
| | | Residential - Townhomes | 18 | 3 | 43,200 | 18 | 36 |

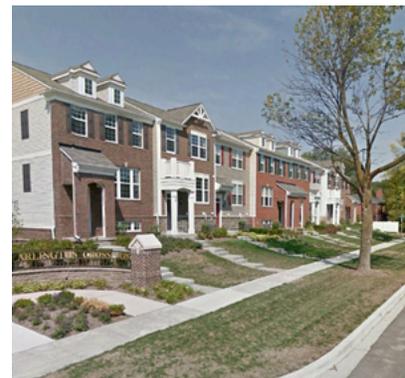
Character Examples from other Communities



Residential Building, Bartlett, IL



Low density townhomes example

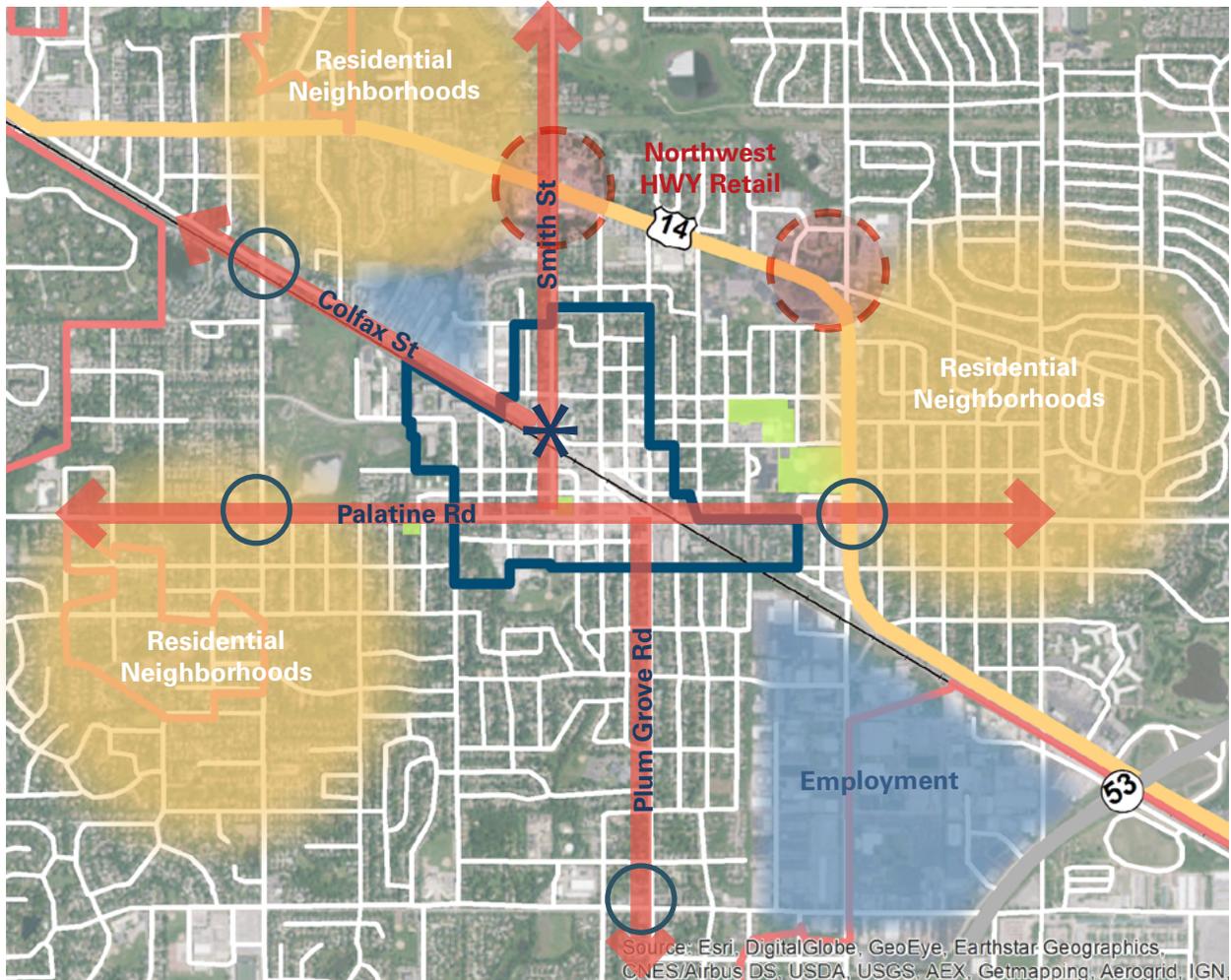


Townhomes, Arlington Heights, IL



05 Transportation & Connectivity Strategies

CONNECTIVITY OVERVIEW



Connectivity & Visibility of Downtown

Over the past decades, the construction of a new Metra Commuter Rail station, creation of the Gateway Center parking garage, new commercial and residential development, as well as changes in the circulation and parking patterns Downtown have transformed Palatine into an urban, mixed-use, transit-oriented community. The emphasis of future improvements should be able to expand the Palatine’s walkable character beyond the immediate Downtown district, to create connections between commercial areas, community facilities, and surrounding residential neighborhoods. During the TOD Plan process, several stakeholders discussed a need to better connect across major arterials such as Northwest Highway, to surrounding residential neighborhoods. As shown in the diagram above, these neighborhoods are within a walkable distance to Downtown, but are isolated due to inadequate pedestrian crossings along these major arterials.

05 Transportation & Connectivity Strategies

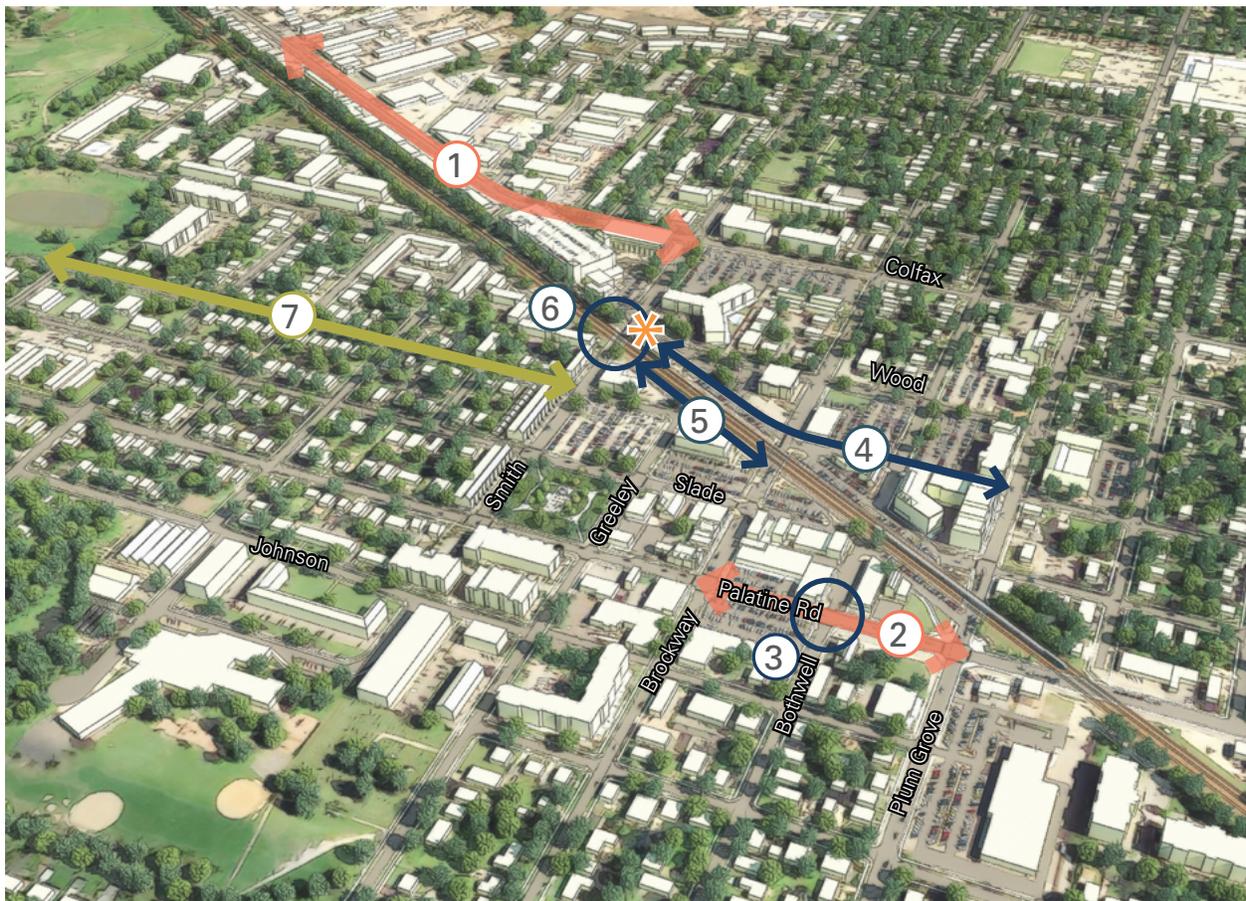
CONNECTIVITY OVERVIEW

Key Recommendations

The map below provides an overview of the over-all transportation recommendations to expand connectivity in Downtown Palatine:

- 1 Improve the Colfax / Western Gateway.
- 2 Improve walkability / bikability of Palatine Road.
- 3 Create safe pedestrian crossing at Bothwell Street and Palatine Road.

- 4 Enhance connectivity from Wilson Street retail to the Metra station.
- 5 Expand the Railwalk west, to Smith Street.
- 6 Improve safety of pedestrian crossings near Metra station.
- 7 Enhance / expand connections to nearby parks and community facilities, such as Riemer Reservoir Park, and Community Park.



05 Transportation & Connectivity Strategies

COLFAX STREET



Background

Colfax Street is an east-west collector that serves as a northern gateway to Downtown and connection to industrial areas to the west. The roadway is under the jurisdiction of the Village.

Downtown Parking & Traffic Study

In 2006, the Village contracted with Metro Transportation Group to prepare the Downtown Palatine Parking and Traffic Study. Findings and recommendations from this study, specific to Colfax Street, include the following:

- Colfax Street is one of the primary east-west routes into Downtown.
- A consistent three-lane cross-section from Benton Street on the east to Quentin Road on the west was recommended.
- Recommended working with Cook County to adjust signal timings at Colfax Street and Quentin Road to reduce eastbound delays.

Existing Roadways Characteristics

One travel lane per direction is provided between Quentin Road and Smith Street. A continuous center turn lane is provided between east of Wanda Lane and Carter Street. A traffic signal is located at the intersection of Smith Street and Colfax Streets. Average daily traffic volumes (ADT) on Colfax Street have declined since 2002 and currently carries about 5,050 vehicles per day, according to IDOT.

- Currently there is a sidewalk on the north side of Colfax Street, connecting Quentin Road to Smith Street.
- No sidewalk exists on the south side of Colfax, generally due to limited right-of-way width.
- There are numerous driveway curb cuts along the roadway.
- No traffic control exists along Colfax Street between Quentin Road and Smith Street.

05 Transportation & Connectivity Strategies

COLFAX STREET

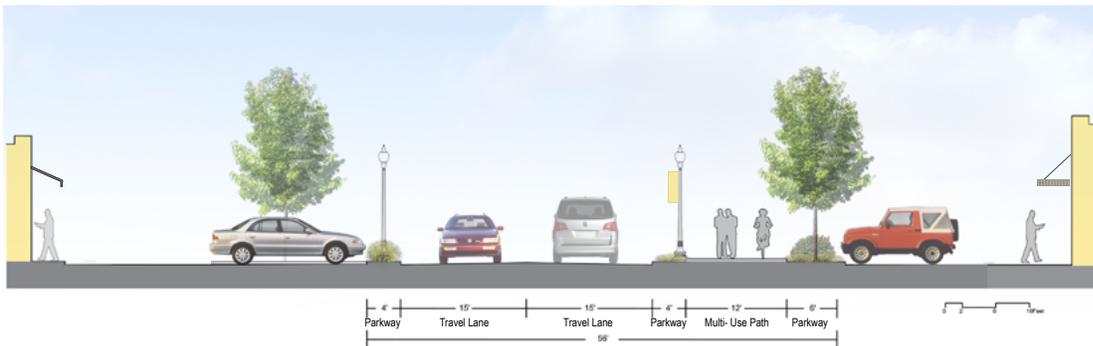
Current Colfax Street Improvement Projects

Resurfacing and re-marking of Colfax Street was completed in 2016 as part of the Village’s routine maintenance plans. The previously completed Bicycle Plan identifies a need for bike lanes on Colfax Street in the near term. The lanes were marked in conjunction with the resurfacing project and will be a significant and immediate improvement for the corridor. However, a more extensive transformation of the Colfax corridor should be explored in the future, as further redevelopment occurs in this area and traffic increases. The following recommendations provide strategies and concepts for longer term pedestrian and cyclist safety improvements along the Colfax gateway.

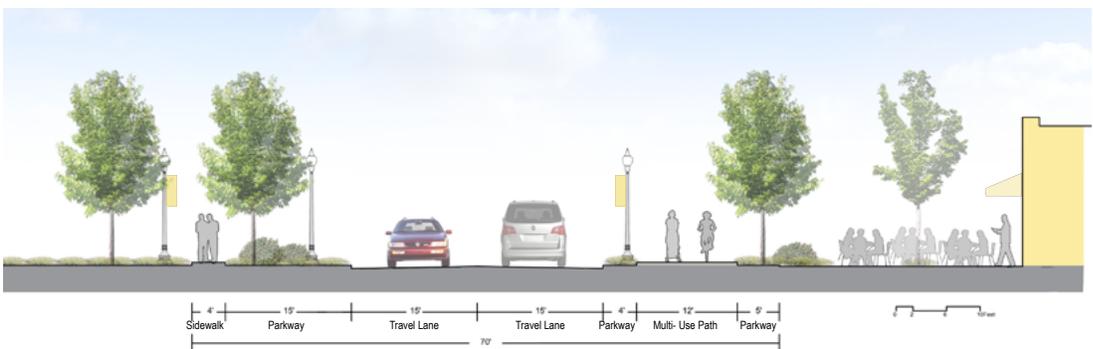
Colfax Street Long Term Vision

Multi-use Path Concept: As Colfax travels eastward from Quentin Road to Downtown, the roadway becomes too narrow to provide a safe on-street bike route. Given the right-of-way constraints on the south side of the road and the existence of a continuous sidewalk and parkway along the north side of the road, the creation of a multi-use path for both pedestrians and bicycles to travel along the north side may be a safer long term solution.

Conceptual Section for Post Office to Eric Drive (Long term)



Conceptual Section for Eric Drive to Gateway Center (Long term)



05 Transportation & Connectivity Strategies

COLFAX STREET

Colfax Street Long Term Vision

Multi-Use Path Concept Details:

Between Quentin Road and east of Wanda Lane there is adequate right-of-way on the north side of Colfax Street that is currently used for sidewalk and parkway. This could be transformed to a 10-12 foot multi-use path with 2-3 foot parkway buffer. Between east of Wanda Lane and the Gateway Center there is not enough off-road right-of-way to add a multi-use path. For this segment the continuous center turn lane would be eliminated and this space would be re-allocated to a new multi-use path on the north side. Two fifteen-foot travel lanes would remain for vehicular travel. At two locations - the entrance to the Post Office and at Eric Street - the travel lanes would be reduced to 10 feet each and a left turn lane installed.

Adjacent to the Gateway Center garage, a side path currently exists on the south side of Colfax Street. The multi-use path would cross Colfax Street at this point and connect to the existing path on the south side. A signed and highly visible crosswalk should be installed to designate and highlight the crossing. Signed on-street bike routes would also continue along Smith Street into Downtown.

Other Colfax Considerations

- Reduction of roadway speed limit from 35 miles per hour (mph) to 30 mph from Quentin Road to Stephen Drive, and 25 mph from Stephen Drive to Smith Street.
- Providing highly visible and signed crosswalks at the unsignalized intersections along Colfax Street:
 - Stephen Drive
 - Wanda Lane
 - Eric Drive
 - Carter Street
- Narrowing of driveway widths. Overall policy should be to limit private drives to one 28 foot driveway or two 14 foot driveways, and ensure that there is a 5 foot parkway separating the roadway from the private drive/parking area.



Example of high visibility crosswalk markings

05 Transportation & Connectivity Strategies

COLFAX STREET

Colfax Street Long Term Vision

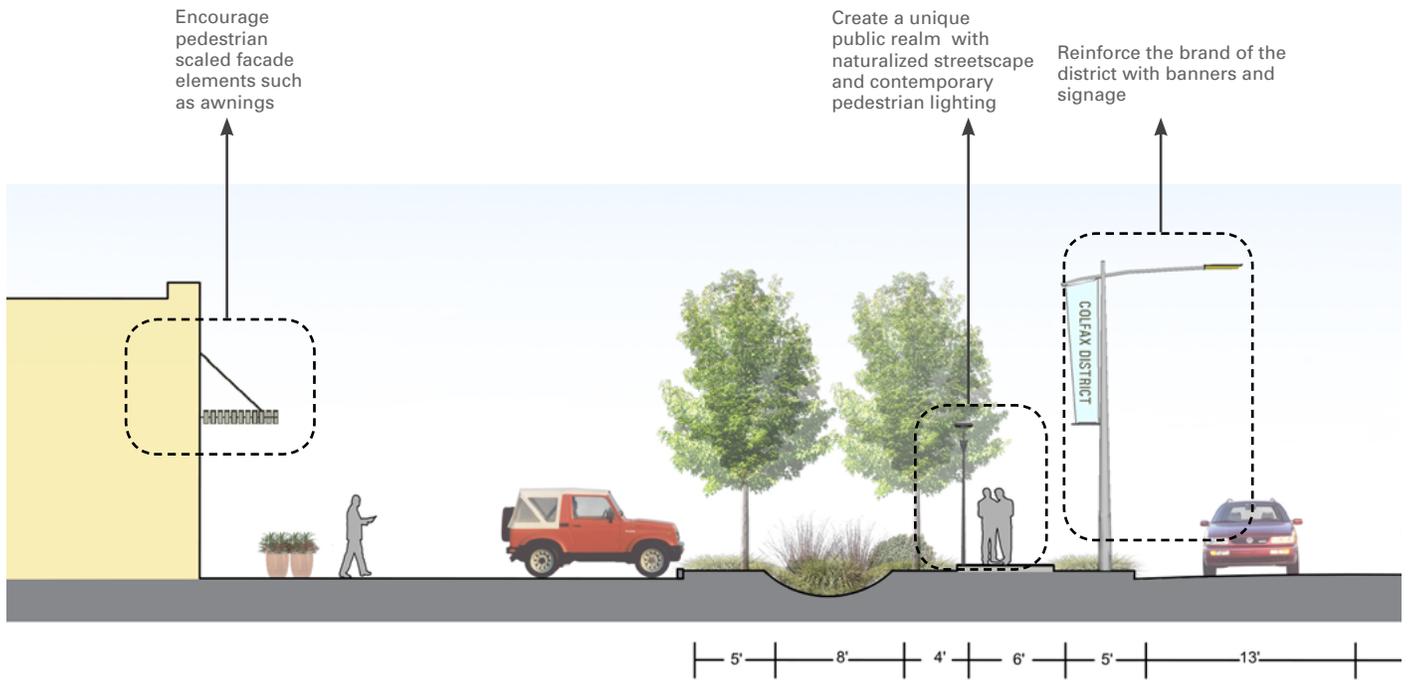


-  Concept for Colfax Multi-Use Path
-  Potential Signed Crosswalk
-  Existing Access to Metra Platform
-  Village Planned Bike Lanes
-  Future Opportunity for Bike Route Connection
-  Street Enhancement Zones

03 Downtown Transition Zone Strategies

ERIC DRIVE CONCEPTS

Streetscape Concept for Eric Drive Revitalization



Sustainable Streetscape Examples



Bioswale with native landscaping and trees built along a street

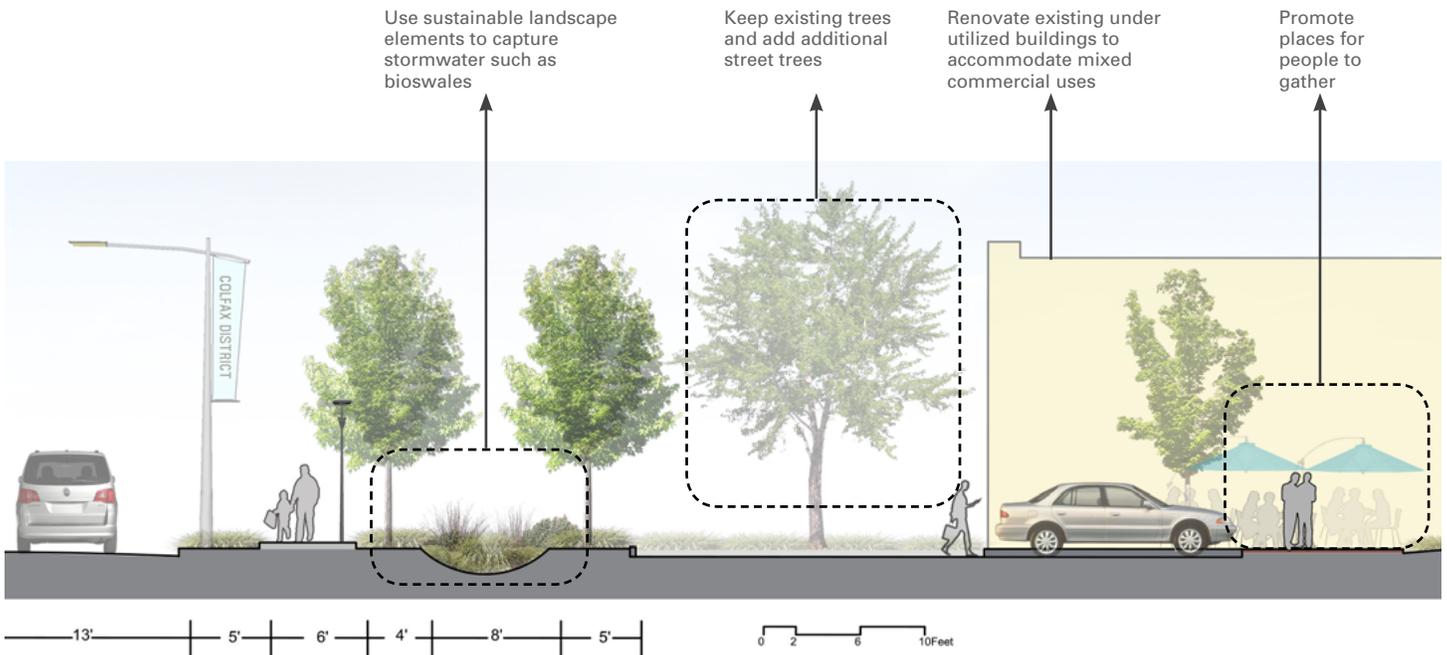


Parking lot landscaping that captures and filters stormwater runoff

03 Downtown Transition Zone Strategies

ERIC DRIVE CONCEPTS

Streetscape Concept for Eric Drive Revitalization



Sustainable Streetscape Examples



Signage with an industrial character, located in the Pearl District in San Antonio, TX



Sidewalk and parking areas with extensive landscape buffering

05 Transportation & Connectivity Strategies

PALATINE ROAD



Background

Palatine Road is an east-west road under the jurisdiction of the Illinois Department of Transportation (IDOT) but is maintained by the Village of Palatine between Cedar Street and IL RT 53. Between Plum Grove Road and Smith Street, Palatine Road consists primarily of a five lane cross-section, with two travel lanes in each direction and left turn lanes at the intersections, which essentially creates a continuous left turn lane. At the intersection of Plum Grove Road and Palatine Road, there are two lanes in each direction, left turn lanes, and a dedicated right turn lane (accommodating the eastbound to southbound movement). Commercial uses are located along both sides of the road. Traffic signals are located at Plum Grove Road, Brockway Street, and Smith Street. On-street parking is prohibited. Palatine Road carries about 14,100 vehicles per day (IDOT, 2014), which has not increased since 2002, and declined in 2006.

Downtown Parking & Traffic Study

In 2006, the Village contracted with Metro Transportation Group to prepare the Downtown Palatine Parking and Traffic Study. Findings/Recommendations from this study, specific to Palatine Road:

- Traffic volumes in 2005/2006 have declined from previous levels. This could be a result of improvements to Northwest Highway.
- Recommended a consistent three-lane cross-section (one through travel lane in each direction and a center turn lane) from Benton Street on the east to Quentin Road on the west.
- Supported a right-turn lane at Palatine/Plum Grove Road intersection, as previously identified in an earlier Village Traffic Study.
- Referenced the 2004 Land Use Guide Update which proposed widening of Palatine Road to two through lanes plus left turn lanes from Benton Street to Greeley Street as a means to increase capacity and reduce cut-through traffic.

05 Transportation & Connectivity Strategies

PALATINE ROAD

Palatine Road Expansion

In the fall of 2010 through 2011, Palatine Road was expanded from one travel lane in each direction and a center turn lane to two lanes in each direction plus left turn lanes at intersections (essentially provided a continuous center turn lane), between Plum Grove Road and Smith Street. A consequence of this widening was the elimination of the north sidewalk between Plum Grove Road and Bothwell Street. The new configuration widened the distance for pedestrians crossing between the neighborhoods to the south and the Downtown. As the five lane cross-section transitions to a two lane roadway just west of Smith Street, motorists in the outside curb lane speed up to pass the vehicles on the inside lane. Aerials from 2010 (before widening) and 2015 (after widening) are shown below for the block between Greeley Street and Brockway Street.



Palatine Road, 2010
Between Brockway & Bothwell



Palatine Road, 2015
Between Brockway & Bothwell

05 Transportation & Connectivity Strategies

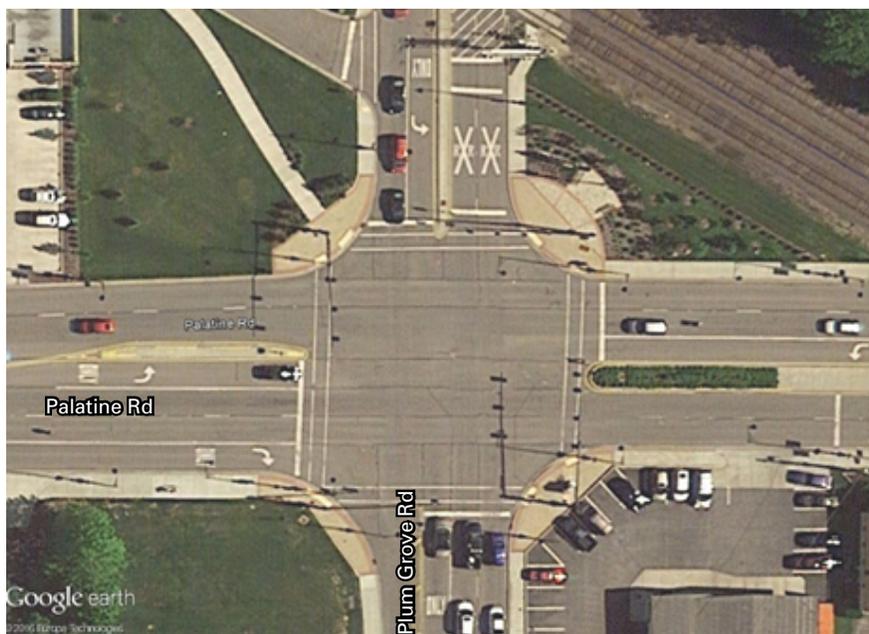
PALATINE ROAD

Palatine Road and Plum Grove Intersection

The intersection of Palatine Road and Plum Grove was expanded to include two through lanes, left turn lanes, and a right turn lane from eastbound Palatine Road to southbound Plum Grove Road. This project was completed to increase intersection capacity and reduce traffic queues caused by railroad operations.



2010
Intersection at Palatine Road &
Plum Grove Road



2015
Palatine Road & Plum Grove
Road

05 Transportation & Connectivity Strategies

PALATINE ROAD

Complete Street Policy

The Village adopted a Complete Streets (CS) Policy in April 2014. The goal of the CS Policy is to accommodate all users within the road network, including bicyclists, pedestrians, transit users, and the drivers of automobiles, transit vehicles, and freight vehicles to create a connected, comprehensive, integrated network for all roadway users. Pedestrian and bicycle improvements to Palatine Road would be supported as part of a Complete Street project.

Recommendations

As part of the Downtown TOD Plan, public input was received from an on-line project survey and two public open house events that highlighted the issues along Palatine Road including:

- It is difficult to cross Palatine Road without having to travel out of the way to cross at signalized intersections.
- Smith Street is a signalized intersection, but does not continue south of Palatine Road. This requires those traveling from the neighborhoods south of Palatine Road to cross at Greeley Street, which is difficult to cross due to the five lane cross-section.
- Vehicles speeding to pass other vehicles at the transition between the five lane cross-section and two-lane segments is a safety concern.

- Cannot walk along the north side of Palatine Road between Plum Grove Road and Bothwell due to the removal of the sidewalk to accommodate the roadway widening.

- Palatine Road is a preferred bikeway entrance to the Downtown, because it is a through-street that connects to the western area of the Village.

Short Term Improvements

It is understood that Palatine Road was widened in 2010 and that any new improvements requiring construction (curb, gutter, expanded sidewalks, physical bike lane buffering) would most likely be a long-term solution. In the short term, there are improvements that could be implemented to strengthen the pedestrian and bicycle environment, particularly for pedestrians crossing Palatine Road.

- All intersections can be striped with high visibility paint and signage to alert motorists of the presence of pedestrians. In addition, it is important to ensure that the pedestrian signals function correctly.
- Left turn lanes at the unsignalized intersections could be striped to include a pedestrian refuge space, which could include bollards and signage. Pedestrian refuge islands should be considered for locations where the roadway crossing is longer than 60 feet (typical width), includes high level of pedestrian activity, the location provides a direct

05 Transportation & Connectivity Strategies

PALATINE ROAD

link to major destinations (downtowns, transit, schools, etc.), and the intersection is unsignalized.

Long Term Vision

In the long term, as Palatine Road requires maintenance and routine upgrades, a new vision for this important Downtown arterial should be discussed. Stakeholders identify the street as a major barrier today, and it will continue to be an issue in the future as Downtown expands. The desire for increased pedestrian safety, more livable streets, expanded bicycle facilities, and easy to access transit options will continue to grow with new Downtown development.

Funding for the Palatine Road improvements completed in 2010 was provided through a combination of federal and state funds, which could impact the timing requirements for future improvements. However, with the time needed to complete required studies and the State's commitment

to Complete Streets, it is important to receive design approval and have the project ready to proceed when the opportunity arises. The Village is currently in the design phase for Palatine Road improvements from Smith Street through Quentin Road. These improvements will include the reconstruction of Palatine Road, bike lane improvements, pursuant to the 2011 Village of Palatine Bike Plan, and associated sidewalk and pedestrian enhancements. These improvements will not only further solidify this section of Palatine Road as a western gateway into Downtown, but also greatly enhance the pedestrian and bicycle connectivity to Downtown Palatine. Future improvements along Palatine Road through Roselle Road are also possible.

The Village's 2014 Complete Streets Policy and 2011 Bike Plan will provide longer range opportunities to review and complete incremental improvements during the review of both project specific development proposals and all planned infrastructure improvements for addition pedestrian/bicycle improvements along this corridor. For the eastern section of Palatine Road, the 2011 Bike Plan envisioned bicycle gateway improvements along both Wood Street and Colfax Street, as the preferred routes into Downtown Palatine. The Wood Street improvements are complete and the Colfax Street resurfacing and bike lane installation will be completed in 2016.



Example of high visibility crosswalk

BIKE IMPROVEMENT STRATEGIES

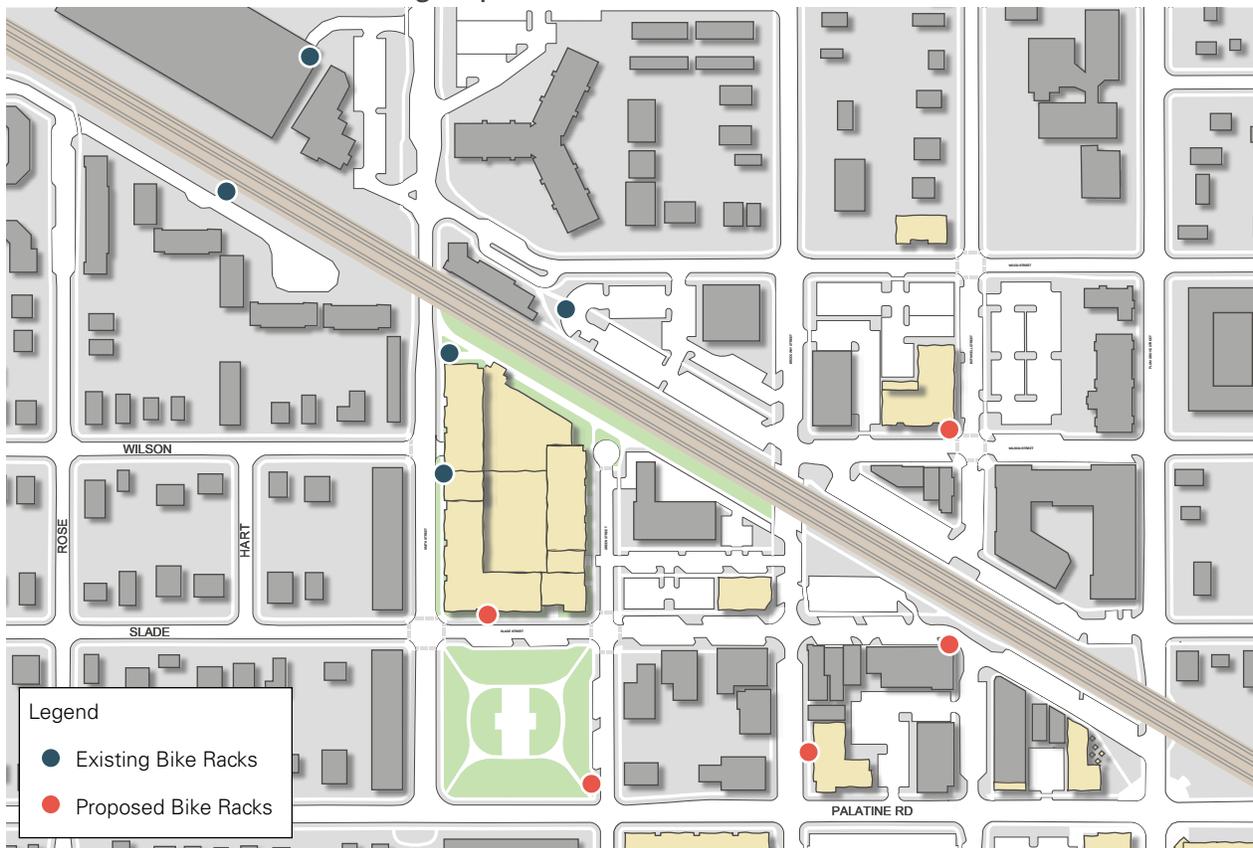
Background

The Village adopted a Comprehensive Bicycle Transportation Plan in 2011 that recommended a mixture of on-road bikeways, off-road paths, and trails to provide a network of bicycle routes linking the various areas in and around Palatine. This plan also addressed roadway and development design standards, bike parking, non-infrastructure efforts (Education, Encouragement, and Enforcement), implementation methods, and funding sources.

Implementation

In 2013, the Village received Phase I engineering approval from the Illinois Department of Transportation (IDOT) and subsequently received approval for an Illinois Transportation Enhancement Program Grant (ITEP) to implement portions of the Village's Bike Plan. In the Spring of 2015 the Village contracted with an engineering consulting firm to complete Phase II engineering design to construct a portion of the

Recommended Bike Parking Expansion



05 Transportation & Connectivity Strategies

BIKE IMPROVEMENT STRATEGIES

Village's overall bike plan. Specifically, the projects involve a combination of wayfinding signage, shared lane markings, bike lanes, and marked parking lanes. The projects are anticipated for construction in the spring of 2016. Projects located within or near the Downtown include:

- Colfax Street, from Plum Grove Road to Hicks Road – 5 foot bike lanes
- Smith Street, Cunningham to US 14 – Shared Roadway / Signed Bike Route
- Wood Street, Quentin to Merrill – Shared Roadway / Marked Parallel Curb Parking
- Cedar Street, Wood Street to Palatine Road - Shared Roadway / Signed Bike Route

These roadway segments are indicated in ORANGE on the Village Bike Plan Map. The Village's Bicycle Task Force working with the Palatine Bike Club proposed additional locations for bike racks, as shown in the map on page 105.

Additional Recommendations

In addition to the roadway segments moving forward into Phase II Engineering Design and construction, several other roadways are recommended for bicycle improvements as part of the TOD Plan:

1. Colfax Street – from Quentin Road to west of Smith Street. Multi-use path for both pedestrians and bicycles, traveling along the north side of Colfax Street from Quentin Road to Gateway Center, where the path would transition to a signed bike route. The signed bike routes would extend to Plum Grove Road, connecting with the planned bike lanes on Colfax Street from Plum Grove Road to Hicks Road.
2. Palatine Road – from Plum Grove Road to Smith Street. Buffered bike lanes on both sides of the roadway as part of a road diet. A marked shared lane would be marked for the segment where Palatine Road narrows past Smith Street to connect to Cedar Street.
3. Plum Grove Road – from Helen Street to Colfax Street – marked shared lanes to connect proposed bike lanes on Palatine Road and Colfax Street.

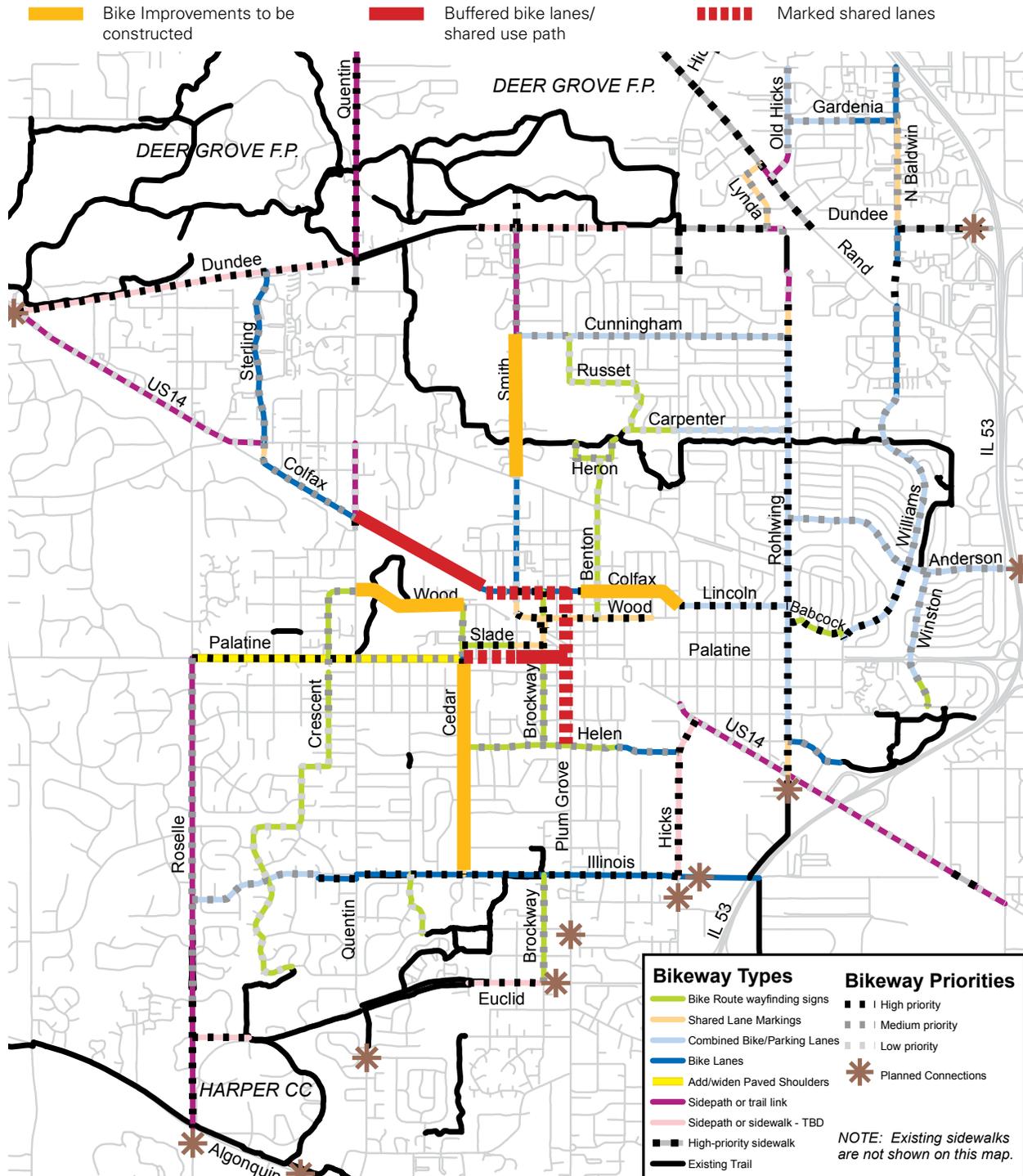


These additional roadway segments are indicated in RED (buffered bike lanes/shared use path) and DASHED RED (marked shared lanes) on the Village Bike Plan Map on adjacent page.

BIKE IMPROVEMENT STRATEGIES

PALATINE BICYCLE TRANSPORTATION PLAN

Recommended Bikeways and High-Priority Sidewalks



05 Transportation & Connectivity Strategies

PARKING STRATEGIES

Previous Parking Studies

Two previous Downtown parking studies were completed in 2000 and 2006. The 2000 parking analysis identified parking-related problems, deficiencies, and concerns and resulted in the proposal and subsequent construction of a new parking garage to be located at Colfax Street and Smith Street. The 2006 study was completed to update the 2000 study due to new developments, including the construction of the Gateway Center garage. The 2006 study concluded with proposals for two new parking structures to be located at:

- 1) The block between Smith Street and Greeley Street, just south of the railroad.
- 2) The east side of Bothwell Street between Wood and Wilson Streets.

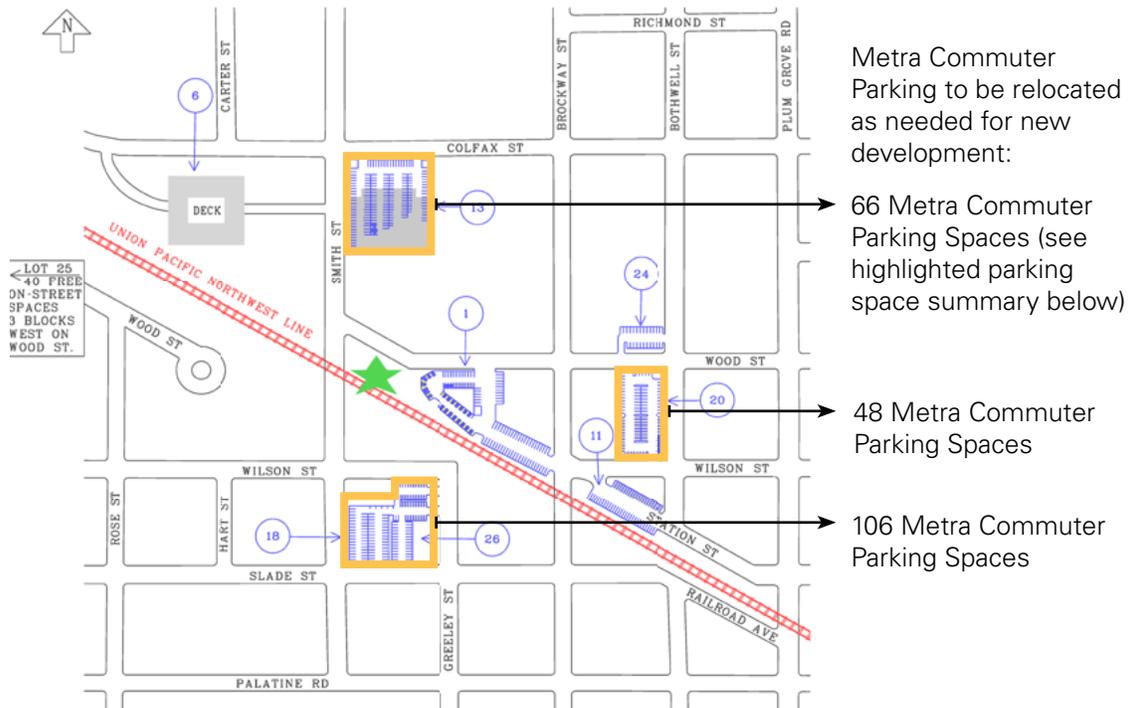
These new parking structures would have accommodated a mix of land uses, including commuter parking spaces.

Future Parking Needs

As development continues in Downtown, additional parking resources will be required. Metra identified a future need for an additional 150 to 300 commuter parking spaces to support anticipated rail ridership growth by 2040. As is evident from the map on page 6 showing land consumed by parking facilities, a significant amount of land in the Downtown is dedicated to surface parking. Therefore, any additional parking needs should be located in a parking structure. The two previously proposed parking structures noted above are included in the TOD Plan as opportunities to enhance and expand parking on both sides of the railroad, as described below.

05 Transportation & Connectivity Strategies

PARKING STRATEGIES



Palatine Metra Station Parking Counts - 2014

| Lot # | Daily | | Permit | | Employee | | ADA | | Total (non-restricted) | | | %Occ | |
|--------------|------------|------------|------------|------------|----------|----------|-----------|-----------|------------------------|--------------|--------------|------------|------------|
| | Cap | Use | Cap | Use | Cap | Use | Cap | Use | Cap | O-Use | E-Use | O-Use | E-Use |
| 1 | 38 | 38 | 38 | 17 | 4 | 1 | 21 | 13 | 76 | 55 | 76 | 72% | 100% |
| 6 | 709 | 709 | 293 | 270 | - | - | - | - | 1,002 | 979 | 1,002 | 98% | 100% |
| 11 | 29 | 29 | 0 | 0 | - | - | - | - | 29 | 29 | 29 | 100% | 100% |
| 13 | 0 | 0 | 66 | 59 | - | - | - | - | 66 | 59 | 66 | 89% | 100% |
| 18 | 0 | 0 | 67 | 58 | - | - | - | - | 67 | 58 | 67 | 87% | 100% |
| 20 | 48 | 48 | - | - | - | - | - | - | 48 | 48 | 48 | 100% | 100% |
| 24 | 24 | 24 | - | - | - | - | - | - | 24 | 24 | 24 | 100% | 100% |
| 25 | 40 | 24 | - | - | - | - | - | - | 40 | 24 | 24 | 60% | 60% |
| 26 | 39 | 30 | - | - | - | - | - | - | 39 | 30 | 30 | 77% | 77% |
| Total | 927 | 902 | 464 | 404 | 4 | 1 | 21 | 13 | 1,391 | 1,306 | 1,366 | 94% | 98% |

Source: Metra Division of Capital & Strategic Planning, 2014

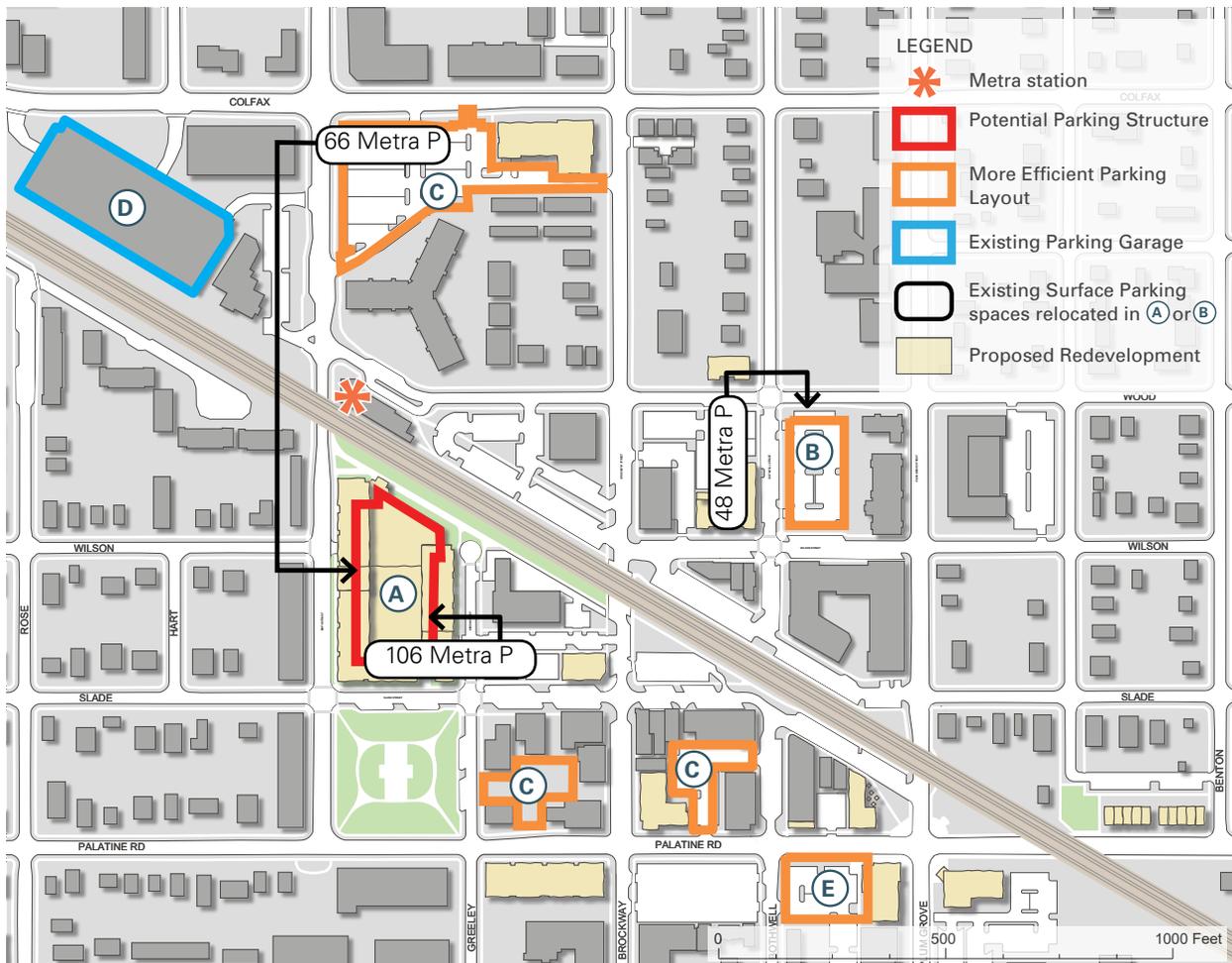
E-Use (Effective Use): The parking utilization assuming that all permit spaces are full or unavailable to a commuter without a permit. Metra prefers to rely on effective use as a barometer of parking utilization.

O-Use (Observed Use): The parking utilization observed for all types of parking.

(1) Lot 25 is an overflow lot located to the west of downtown.

05 Transportation & Connectivity Strategies

PARKING STRATEGIES



Many of the sites in the core of Downtown Palatine are currently occupied by surface parking and therefore will require a phased approach towards parking relocation to allow for new development. Furthermore, the need for parking Downtown will continue to increase with growth in commuter ridership, retail, and residential development. One new parking structure is currently envisioned as part of the TOD Plan recommendations, to be located south of the tracks. The diagram above illustrates a conceptual strategy for relocating the existing parking locations into consolidated shared parking areas.

PROPOSED FUTURE PARKING SYSTEM COMPONENTS

- (A)** Parking Garage Concept
4 levels (3 levels above and 1 below grade) = 682
- (B)** Shared Surface Parking Lot
88 parking spaces total
- (C)** More efficient shared parking layout
- (D)** The Gateway Center Garage
Existing parking garage = 1,200 parking spaces
- (E)** Shared Surface Parking Lot
68 parking spaces total

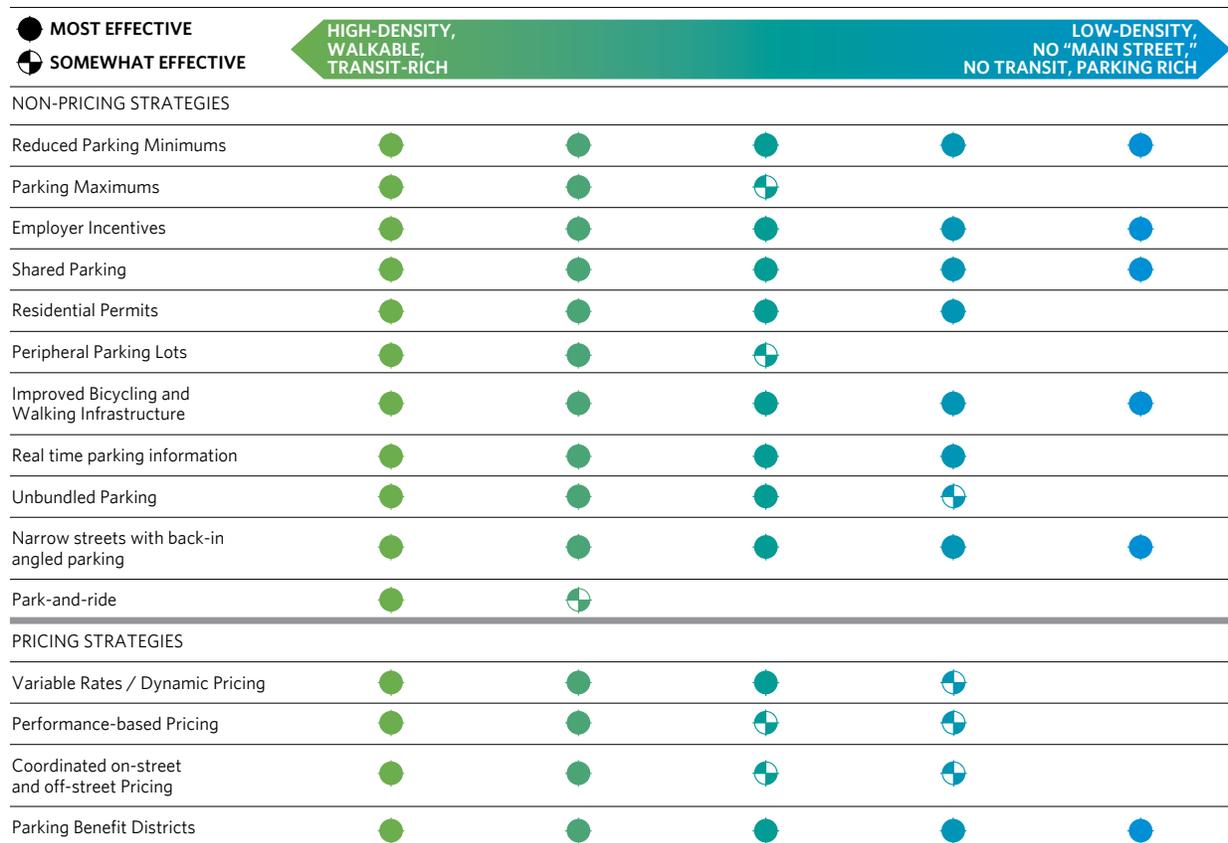
05 Transportation & Connectivity Strategies

PARKING STRATEGIES

Parking Management

In addition to developing new parking resources, the Village should consider parking management and pricing strategies. Important community factors to be considered when determining appropriate parking strategies can include the presence of a Metra commuter station, availability of bus service, population and employment density, available and continuous pedestrian and bicycle network, and parking “hot spots” in the downtown.

The Chicago Metropolitan Agency for Planning (CMAP) produced the Parking Strategies to Support Livable Communities which identified a range of parking strategies for municipalities to consider based on unique characteristics and their vision for the future, as shown below. The figure below from this document includes potential strategies that could be appropriate for Palatine. Opportunities for Palatine could include shared parking (for public and commuter parking), improving pedestrian and bicycle infrastructure (bike parking, bike sharing, improved pedestrian routes/crossings), designated employee parking, opportunities for car sharing, wayfinding signage, and pricing strategies.





06
Implementation
Strategies

06 Implementation Strategies

SUMMARY OF TOD PLAN RECOMMENDATIONS

- Identify Metra, municipal and private surface parking spaces that could be relocated into a new parking structure, to encourage and strategically position new development on key sites Downtown.
- Improve the character of the Plum Grove Road and Palatine Road intersection by encouraging small scale commercial / retail developments that face the intersection and will create an identifiable gateway into the Downtown.
- In the near term, focus on attraction of new multi-family rental developments on easily developable sites, such as the area just south of the Metra station.
- Create density and design guidelines to better define and enforce the transitions between larger scale Downtown developments and surrounding historic single family home neighborhoods.
- Continue to improve Downtown gateways along Northwest Highway and Quentin Road, by implementing a system of wayfinding signage directing motorists to Downtown, along with streetscape, bike and pedestrian crossings, and landscape improvements.
- Expand the boundary of the existing B3 Central Business District to include more of the areas zoned for mixed-use or multi-family development Downtown. Transform the existing zoning designation into an official Downtown Overlay District with updated design guidelines to ensure that future Downtown developments align with the Village character goals.
- Incrementally revitalize the Colfax Street gateway by implementing an overlay district that encourages a broader mix of uses that will benefit from proximity to the Metra station, and attract businesses that can leverage the potential for reverse commuting from Chicago.
- Create additional public and commuter parking opportunities through the development of new shared parking structures Downtown, at strategic locations.
- Improve walkability within and adjacent to the Downtown by connecting gaps in the sidewalks, and improving the Railwalk to provide stronger pedestrian connections in the Metra station area.
- Ensure that pedestrian and bicyclist connections to residential neighborhoods just beyond Downtown are well marked, safe and provide a continuous network.
- Improve the walkability of major corridors such as Colfax Street and Palatine Road, by improving crosswalk locations, signalization and signage.
- Better manage parking in the Downtown to ensure that parking regulations are coordinated, and that they provide public parking access for visitors and designated employee parking throughout the day.

06 Implementation Strategies

PHASING STRATEGY



Underutilized sites that are located in close proximity to the Metra station, restaurants, and entertainment venues are key sites for redevelopment and offer the highest demand and potential return on investment. The large site south of the Metra station that currently contains a mix of surface parking and the temporary Village Hall is a well located and an ideally sized site for redevelopment. Other sites along the periphery of Downtown will most likely develop later than the prime sites in the central Downtown area.

- ① Phase 1: Short Term
- ② Phase 2: Mid Term
- ③ Phase 3: Long Term

ACTION LIST MATRIX

| Parking Management & Relocation | | |
|--|--------------------------------------|------------|
| Implementation Task Description | Organizations to Lead Effort | Timeframe |
| <p>1.1 Explore conducting a detailed Downtown parking inventory and shared parking analysis study:</p> <p>Hire a professional traffic and parking engineer to conduct the Parking Analysis of the entire Downtown to provide a basis for future shared parking decisions</p> | Multiple Village Departments | Short Term |
| <p>1.2 Form a Downtown Parking Task Force to discuss future parking consolidation options. Review the recommended Downtown parking analysis study, and discuss alternatives.</p> <p>Task Force should include representatives from the business community, residents, and professionals.</p> | Village Dept. of Planning and Zoning | Long Term |
| <p>1.3 Create a parking sharing agreement between future possible parking structure users, to encourage business owners to participate in the funding and development of a shared facility.</p> | Village Dept. of Planning and Zoning | Long Term |
| <p>1.4 Market Site 1(south of the Metra station) as a key development opportunity in Downtown Palatine:</p> <ul style="list-style-type: none"> • Work with property owners to identify opportunities for parcel consolidation in preparation for future development. • Coordinate with Metra and other possible future parking users to establish the best possible solution for a potential shared parking facility. • Partner with the private developer to design this complex, multi-user site. | Multiple Village Departments | Short Term |

ACTION LIST MATRIX

| Downtown Zoning & Ordinances | | |
|--|--|------------|
| Implementation Task Description | Organizations to Lead Effort | Timeframe |
| <p>2.1 Expand the B3 Central Business District zone, and transform it into a formal Downtown Overlay District.</p> | Village Dept. of Planning and Zoning | Short Term |
| <p>2.2 Review existing Village Design Guidelines to update and amend to modern standards. Focus on expanding a unique downtown environment that will continue to attracts visitors.</p> <p>New design guidelines should complement the Overlay District, to align future developments with the Village’s goals for Downtown.</p> | Village Dept. of Planning and Zoning | Long Term |
| <p>2.3 Analyze existing uses, and strategize ways to attract new employers and business to the Colfax Street Gateway:</p> <ul style="list-style-type: none"> • Define the Colfax Street Gateway area as a special planning area, or consider an Overlay District designation. • Expand allowable uses to encourage small scale offices, small businesses, and restaurant uses. • Implement infrastructure and public realm improvements to attract new investment to this area. | Village Dept. of Planning and Zoning, Public Works Departments | Short Term |
| <p>2.4 Modernize signage ordinances to provide the opportunity for better wayfinding for businesses and to encourage unique and creative retail character.</p> <p>Provide opportunities for side-wall signage, aesthetically designed signage painted onto the building, and strategic off-site signage.</p> | Multiple Village Departments | Long Term |
| <p>2.5 Review and consider expanding Downtown TIF District to include all areas within the recommended Downtown Overlay District, and renew the TIF District to continue it beyond 2022.</p> | Multiple Village Departments | Long Term |

ACTION LIST MATRIX

| Development Site Readiness | | |
|--|---|------------|
| Implementation Task Description | Organizations to Lead Effort | Timeframe |
| 3.1 Gather initial site information about key Downtown opportunity sites to help developers understand the constraints associated with each property. (see page 124) | Village Dept. of Planning and Zoning | Short Term |
| 3.2 Meet with property owners for potential development sites to maintain the collaborative relationship with the Village, provide assistance, and help to ensure that future development plans will be aligned with the TOD Plan goals. | Village Dept. of Planning and Zoning, Chamber of Commerce | Short Term |
| 3.3 Make proactive infrastructure improvements to development sites to improve their attractiveness to the development community. | Multiple Village Departments | Long Term |
| 3.4 Investigate the opportunity for public private partnerships to create a new multi-user parking structure on Site 1 | Multiple Village Departments | Short Term |
| 3.5 Audit the development review process to make sure that all stages are clear and consistent. | Multiple Village Departments | Short Term |
| 3.6 Create a list of possible financial incentives, and opportunities for development assistance provided by the Village of Palatine. | Multiple Village Departments | Long Term |

06 Implementation Strategies

ACTION LIST MATRIX

| Transportation & Public Realm Improvements | | |
|--|--|------------|
| Implementation Task Description | Organizations to Lead Effort | Timeframe |
| 4.1 Look for funding sources with local corporations, and other funding options to complete the Railwalk west of Greeley Street. | Multiple Village Departments, Local Businesses | Short Term |
| 4.2 Work with IDOT to determine if any additional pedestrian or connectivity improvements are planned along Palatine Road between Brockway Street and Plum Grove Road. | Department of Public Works | Short Term |
| 4.3 Seek grant and other funding options for public realm improvements envisioned for the Colfax Corridor. | Village Dept. of Planning and Zoning, Public Works Departments | Long Term |
| 4.4 Amend Downtown Design Guidelines to include requirements for commercial bicycle parking, as well as identify opportunities for new, grant-funded, bicycle racks near existing retail businesses. | Village Dept. of Planning and Zoning | Short Term |
| 4.5 Create a streetscape improvement plan to better connect Wilson Street retailers to the station area. | Multiple Village Departments | Long Term |
| 4.6 Discuss opportunities to better direct visitors to Downtown from surrounding arterials and highways. | Multiple Village Departments | Short Term |

06 Implementation Strategies

NEXT STEPS

To achieve the transit oriented development vision proposed in this TOD Plan, a collaborative effort between Village leadership, stakeholders, and the local business and development community is required. The Village of Palatine has implemented a proactive planning approach for Downtown development, by continuously updating an array of planning studies, design guidelines, implementation of new zoning regulations, and development review tools. The TOD planning process has continued those efforts, by providing strategies, goals, and recommendations for the next phase of mixed-use Downtown development. These comprehensive TOD Plan policies and concepts build off the goals of past planning efforts, while taking into account the changing real estate market, evolving planning best practices, and contemporary development norms.

Financing Strategies

To initiate and encourage the implementation of the TOD Plan goals, the Village will need to continue to actively engage in and support the Downtown development process. A multi-faceted implementation approach that balances the needs of the community with the realities of development financing and market demand will be needed.

As the Village experienced in the past, developers may typically request financial incentives to make development proposals financially feasible. There are many reasons that developers might seek financing support, including:

- Extensive initial development or infrastructure costs may create a burden on the project, which cannot be overcome.
- Environmental clean-up costs are needed to prepare a site for development.
- Costs associated with unique site conditions, innovative design elements, historic preservation features, shared parking facilities, or significant infrastructure improvements.
- The timelines in which the developer can assume to receive a return on the development investment may be longer than usual, due to market or local financing factors.

06 Implementation Strategies

NEXT STEPS

There are several common types of incentives that are possible to assist developer's financial needs, and some have been used by the Village in the past:

- Tax Increment Finance (TIF)
- Property tax rebates / abatements
- Municipal paid infrastructure improvements
- Grants or rebates
- Waving of fees or other costs
- Municipal support for projects seeking tax credits
- Village provided development land

Municipal Role in Development Implementation

Downtown TOD style infill development and redevelopment can be more complicated than typical suburban greenfield projects, and therefore requires a larger leadership role on the part of the municipality. The Village should proactively participate in marketing Downtown opportunities to attract the high quality and unique development that is desired. The role of the municipality in this process may include:

- Meet regularly with Downtown property owners to discuss investment potential, property goals, and to provide guidance for decision making.
- Help prepare development sites by proactively making infrastructure improvements.
- Attend regional real estate and development industry events to reach out to new partners.
- Ensure that the development review process occurs in a clear, timely, and efficient manner.
- Continuously look for opportunities for public private partnerships, as well as partnerships with other regional agencies.
- Understand contemporary development processes, funding techniques, and financial institutional standards to be able to negotiate development relationships more effectively.
- Foster good working relationships between all levels of Village leadership, to help provide a consistency, clarity, and confidence during the review process.

06 Implementation Strategies

NEXT STEPS

Evaluating Sites for Development Readiness

Many steps can be taken by a municipality to identify which opportunities are the most feasible in Downtown, and which sites should be prioritized for new development attraction efforts. By doing an initial pre-development assessment, the municipality can be better prepared to negotiate with a developer for the type of land uses that best fit the character goals of the Village.

Some initial pre-development issues that the municipality should investigate about a potential redevelopment site can include:

- Parcel ownership structure, property owner's status, and potential land acquisition costs
- Potential anchor tenants and strength of the market for those land uses
- Site layout, access, and infrastructure needs
- Potential development costs and impacts
- Identification of potential financial support mechanisms
- Potential traffic impacts and transportation coordination
- Impact on neighboring properties
- Site contamination status, Phase 1 Environmental Assessment
- Confirm that existing zoning is consistent with development goals

FINANCIAL SUPPORT & INCENTIVES

Financial Support Sources and Incentives

To assist in the processes and activities described above, many financing opportunities are available today both locally and nationally. An outline of some of the funding sources is provided in the following matrix:

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|---|--|---|
| Federal Incentives | | |
| US Department of Housing and Urban Development (HUD) | Community Development Block Grant (CDBG) | Provides communities with resources to address a wide range of unique community development needs. Provides annual grants on a formula basis. It includes several program areas (some included below). |
| | State Administered CDBG / Small Cities CDBG Programs | States award grants to smaller units of general local government that carry out community development activities. |
| | Section 108 Loan Guarantee Program | CDBG entitlement communities are eligible to apply for assistance. CDBG non-entitlement communities may also apply, provided their State agrees to pledge the CDBG funds necessary to secure the loan. Applicants may receive a loan guarantee directly or designate another public entity, such as an industrial development authority, to carry out their Section 108 assisted project. |
| | Brownfields Economic Development Initiative (BEDI) | Competitive grant program used to spur the return of brownfields to productive economic reuse. BEDI grants must be used in conjunction with a new Section 108 guaranteed loan. |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|--|---|---|
| <p>HUD's Office of Sustainable Housing and Communities (OSHC)</p> | <p>Sustainable Communities Regional Planning Grants</p> | <p>This program provides grants to help improve regional planning efforts that integrate housing and transportation decisions, and increase state, regional, and local capacity to incorporate livability, sustainability, and social equity values into land use plans and zoning. The program supports metropolitan and multi-jurisdictional planning efforts through a consortium-based model that brings together numerous groups to inform the planning process.</p> |
| | <p>Community Challenge Grants</p> | <p>The program provides grants to enable communities in fostering reform and reducing barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level.</p> |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|---|--------------------------------------|---|
| U.S. Department of Transportation Federal Highway Administration | Livability Initiative | Provides a variety of programs that support livability initiatives tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. |
| U.S. Environmental Protection Agency (EPA) | Area-Wide Planning Pilot Program | Provides funding to conduct research, technical assistance and training that will result in an area-wide plan and implementation strategy for key brownfield sites, which will help inform the assessment, cleanup and reuse of brownfields properties and promote area-wide revitalization. Funding is directed to specific areas, such as a neighborhood, downtown district, local commercial corridor, or city block, affected by a single large or multiple brownfield sites. |
| | Revolving Loan Fund Grants | Low interest loans to carryout cleanup activities at brownfields properties. |
| | Assessment Grants | Provide funding to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites. |
| | Cleanup Grants | Provide funding for a grant recipient to carry out cleanup activities at brownfield sites. |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|---|--------------------------------------|---|
| | Multi-Purpose Pilot Grants | Single grant to an eligible entity for both assessment and cleanup work at a specific brownfield site owned by the applicant. |
| | Brownfields Sustainability Pilots | Technical assistance to achieve greener assessment, cleanup, and redevelopment at brownfield sites. Assistance will support activities such as the reuse and recycling of construction and demolition materials, green building and infrastructure design, energy efficiency, water conservation, renewable energy development, and native landscaping. Pilots will also demonstrate best practices that can be used by other communities across the country. |
| U.S Small Business Administration (SBA) | SBA Loans and Venture Capital | Assistance with economic development, including direct support to new businesses through low-interest financing and technical and workforce training assistance |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|--|---|---|
| State/Regional Incentives | | |
| Illinois Department of Commerce and Economic Opportunity (DCEO) | Community Development Assistance Program (CDAP) | Financing of economic development projects, public facilities and housing rehabilitation. The program is targeted to assist low-to-moderate income persons by creating job opportunities and improving the quality of their living environment. |
| | Green Industry Business Development Program | Supports domestic renewable energy and energy efficiency adoption through the development of renewable energy and energy efficiency businesses and component manufacturers, producers of dedicated biomass crops, and the manufacturers of recycled content products. The Program targets projects that develop and expand these manufacturing sectors and corresponding supply chains while improving the economy of the State through new business development. |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|--|--|---|
| <p>Illinois Department of Transportation (IDOT)</p> | <p>Transportation Enhancement Program (ITEP)</p> | <p>Provides funding for projects that provide and support alternate modes of transportation, enhance the transportation system, and improve quality of life. ITEP requires communities to coordinate efforts to develop and build safe, valuable and functional projects in a timely manner. Can be used for planning, engineering, construction, and land acquisition. Requires 20% local match.</p> |
| | <p>Illinois Motor Fuel Tax</p> | <p>Funds appropriated to municipalities that can be used for infrastructure projects. Only available to municipalities based on population. Can be used for construction, maintenance, and land acquisition.</p> |
| | <p>Safe Routes to School</p> | <p>Federal funding administered through IDOT to fund projects that improve the ability of school-aged children to walk and bike to school. Can be used for capital or educational expenses.</p> |
| | <p>Illinois Bicycle Path Grant Program</p> | <p>Provides funding for bike trail construction and renovation. Funds available to local units of government with statutory authority to provide lands for public bicycle purposes.</p> |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|---|--|---|
| Regional Council of Mayors | Surface Transportation Program (STP) | Provides funding for projects that improve public transportation or bicycle and pedestrian facilities. Administered locally by CMAP, IDOT, and Council of Mayors. Applications are submitted to local Council of Mayors, with competition for funds only among the other members of that council. Can be used for planning, engineering, construction, and maintenance. Requires 20% local match. |
| Chicago Metropolitan Agency for Planning (CMAP) | Congestion Mitigation Air Quality (CMAQ) | Provides funding for projects that improve air quality, such as pedestrian and bicycle facilities or projects promoting greater transit ridership. Administered locally by CMAP. Phase I Engineering not eligible. Project must be completed within 2 yrs. Requires 20% local match. |
| | Local Technical Assistance Program | Staff assistance and grant for a wide range of planning-related services. |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|---|--|---|
| <p>Regional Transportation Authority (RTA)</p> | <p>Access to Transit Improvement Program</p> | <p>Capital funding for small-scale projects that increase pedestrian and bicycle access to the transit system. Funds intended to leverage local and RTA funds with federal CMAQ Program funding to help implement recommendations contained in RTA-funded Community Planning studies or CMAP'S Local Technical Assistance (LTA) program. Eligible project budgets must not exceed \$500,000. The CMAQ program requires a 20% local match. The RTA will fund up to 15% of the project cost (up to \$75,000).</p> |
| | <p>Community Planning Program</p> | <p>The Community Planning program provides funding and planning assistance to applicants for implementation and planning projects that benefit the community and the regional transit system. Funding and technical assistance is provided for TOD zoning code updates, developer discussion panels, site-specific plans to improve pedestrian access to transit.</p> |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|-------------------------|--------------------------------------|--|
| Local Incentives | | |
| Cook County | General Fund Sources | General sources of revenue can be applied to a project that benefits the community as a whole. These can include property, state, gas, utility and lodging taxes as well as other fees and fines. |
| | Bonds | Municipal bonds could be utilized for special projects needing long-term financing. Special assessment bonds would be used to finance improvements of assessed properties. |
| | Business Improvement District (BID) | Authorized by Division 74.3 of the Municipal Code of the State of Illinois. BIDs may be designated after a public hearing and have the following rights - 1) property acquisition; 2) ability to obtain grants and loans; 3) put forth redevelopment plans and improvements; 4) review and approve redevelopment proposals; 5) contracting with public or private entities; 6)conduct real estate transactions for redevelopment within the BID; 6) accessibility to public funds; 7) and develop ordinances or resolutions for planning and implementation of business district plans |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|----------------------|--------------------------------------|--|
| | Special Service Area (SSA) | Finance tool that utilizes real estate property tax levy to fund special services in a targeted area where property owners voluntarily tax themselves for these services. Commercial and industrial areas are typically the subject of an SSA tax but it can be extended to residential properties. SSA services and improvements are funded entirely through the tax revenues generated by the special service tax. The revenue is derived from a computation using the Equalized Assessed Valuation (EAV) of the taxable parcels within the special service area boundaries. |
| | Tax Increment Financing | TIF districts can assist with business development or leverage future growth through tax credits, exemptions and deductions. Subject to eligibility of underlying areas. |
| | Transportation Enhancement District | Created by groups of municipalities to manage parking and transportation resources. Fees/dues collected can potentially fund local transportation improvements. |

FINANCIAL SUPPORT & INCENTIVES

| ADMINISTERING AGENCY | NAME OF FINANCIAL INCENTIVE / SOURCE | INCENTIVE SUMMARY |
|---|--------------------------------------|---|
| <p>Private Incentives</p> | <p>Varies</p> | <p>Private sources of funding can often be secured for specific projects or initiatives, in particular those with a cultural, historical or beautification emphasis. These sources could include grants or loans from philanthropic organizations, foundations or private investors, or loans from local financial institutions. The Village could partner with non-governmental organizations (NGO's) and on potential funding applications for specific initiatives. Endowments and gifts could also provide funding.</p> |
| <p>Public-Private Partnerships</p> | <p>Varies</p> | <p>Collaborative investment between public and private sectors, subject to eligibility per state statutes. Deal structure varies from joint development to operations/leasing/maint of public assets.</p> |



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