

DRAFT
MARCH 2016

VILLAGE OF PALATINE

Downtown TOD Plan

EXISTING CONDITIONS SUMMARY
MEMORANDUM

VILLAGE OF
PALATINE



CONSULTANT TEAM:



GOODMAN WILLIAMS GROUP
— REAL ESTATE RESEARCH —

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Existing Conditions Summary

TOD PLAN STUDY AREA

The focus for the Palatine Downtown Transit Oriented Development Plan (TOD Plan) is the commercial, retail, and residential neighborhoods within a 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, but the study will also include additional gateway areas further east and west on Palatine Road, west on Colfax Street, and north on Smith Street. The core of Downtown Palatine is largely 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, and mixed-use developments as well as older light industrial, rental housing, and single-family uses.



OVERVIEW OF DATA COLLECTION

The initial phase of the TOD Plan process is focused on data collection and site analysis, as well as updates to demographic, market, and transportation base information. Quantitative information was gathered from the stakeholder agencies, Metra and the Village, while more qualitative information was collected from a series of stakeholder interviews. Business owners, residents, and community leaders were identified with the help of the Village staff, and invited to join informal discussions focused on the TOD planning themes of downtown businesses, events, walkability, transportation, and future development. The interviews resulted in an initial list of planning issues and opportunities, as outlined below:

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.

Existing Conditions Summary

OVERVIEW OF DATA COLLECTION

- 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.
- 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 streetcape, lighting, housing styles, and architecture often stops abruptly at boundary conditions. Downtown currently lacks fluid transitions to surrounding land uses and building densities.

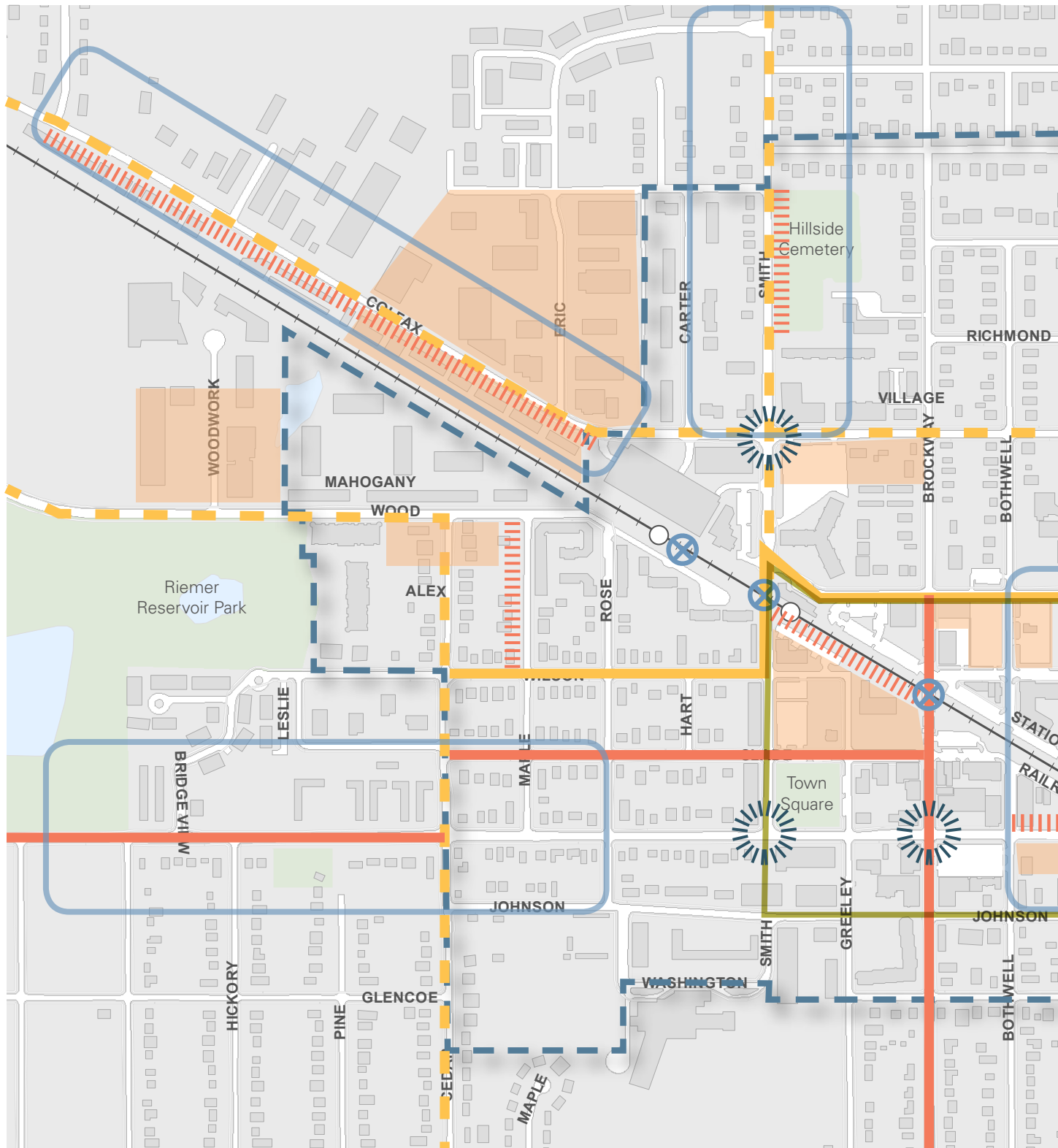
Opportunities

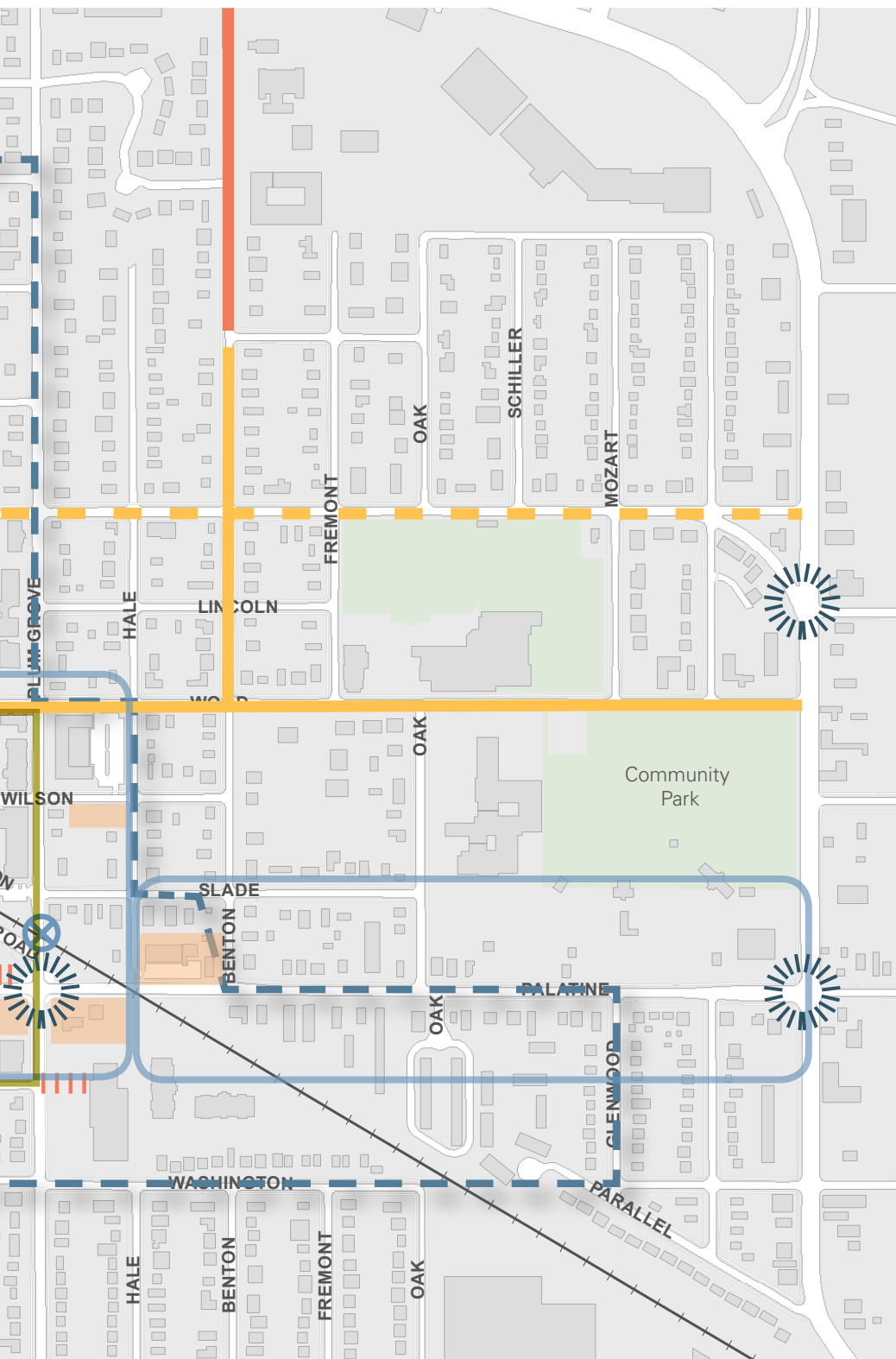
- Parcels at Palatine Road and Plum Grove Road, to the northwest and southwest of the intersection, are vacant and could become a "Gateway" development to provide a better sense of arrival and brand identity for Downtown.
- Redevelopment of the temporary Village Hall block and the parking lots to the 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 via the Metra is a major draw for recruiting potential younger 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.

EXISTING CONDITIONS OVERVIEW MAP





LEGEND

-  Study Area Boundary
-  B3 Central Business District Boundary
-  Potential Future Opportunity / Improvement Zones
-  Transition Zones
-  Sidewalk Gaps
-  Railroad Grade Crossings
-  Signalized Intersections
-  Existing Bike Route
-  Spring 2016 Planned Bike Improvements
-  Recommended Bikeways

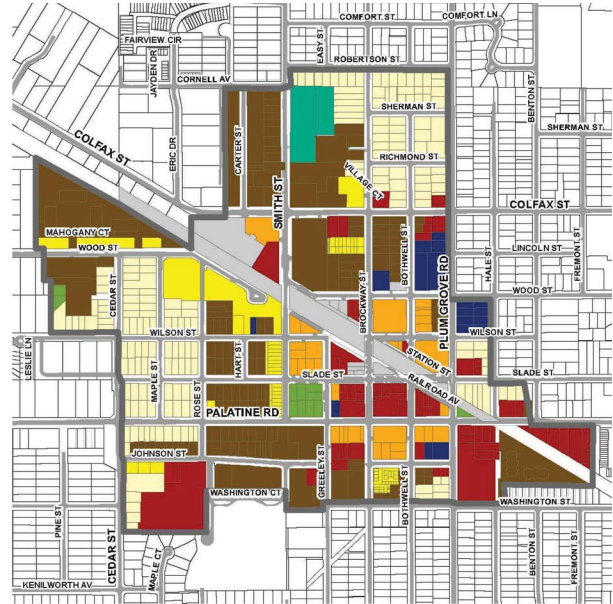
Existing Conditions Summary

RELEVANT PREVIOUS PLANS

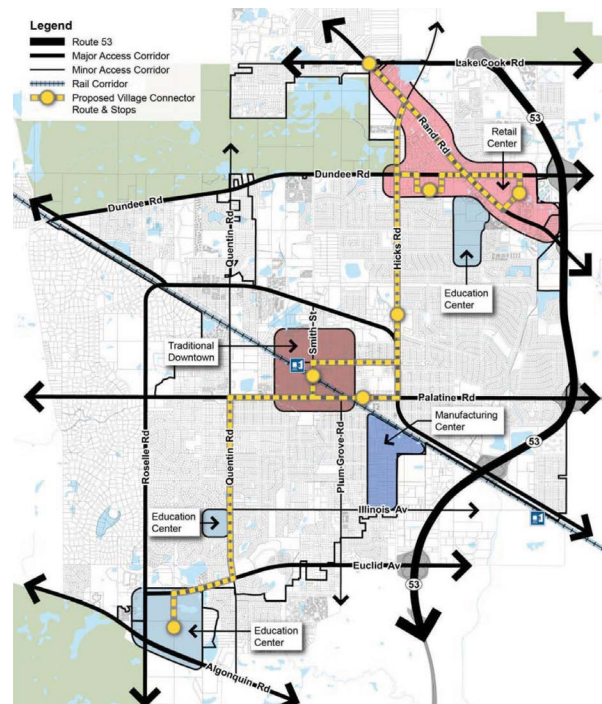
2011 Palatine Comprehensive Plan: Downtown Subarea Recommendations

In the previous decade, Palatine experienced extensive growth and transformation of its Downtown zone into a more urban, mixed-use, and transit oriented district. These major changes were considered positive, and had greatly altered the character of the community. The Plan policy recommendations echo these stakeholder sentiments by encouraging a continuation of Downtown mixed-use growth surrounding the train station. Transit Oriented Development was listed as method for accommodating future residential growth. The Downtown Subarea recommendations that are relevant to this planning process include:

- Evaluation and update of the Downtown Land Use Guide to continue to provide development guidance, better coordinate future development densities, and to provide a consistent land use pattern for Downtown.
- Expand the Downtown streetscape theme and wayfinding to surrounding arterials and highways to better attract visitors.
- Enhance bike and pedestrian infrastructure linkages to Downtown.
- Phase out surface parking lots to free up new development land in the core of Downtown.
- Consider expansion of the B3 Central Business District to provide additional Downtown development flexibility.



The Future Land Use Map from the 2011 Comprehensive Plan shows a focus on expanding mixed-use and multi-family developments throughout Downtown.



Other recommendations from the 2015 Comprehensive Plan include creating better connectivity to Downtown, with expanded public transportation options.

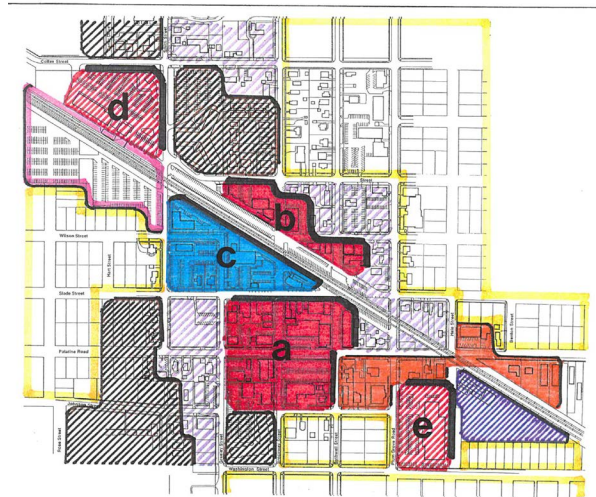
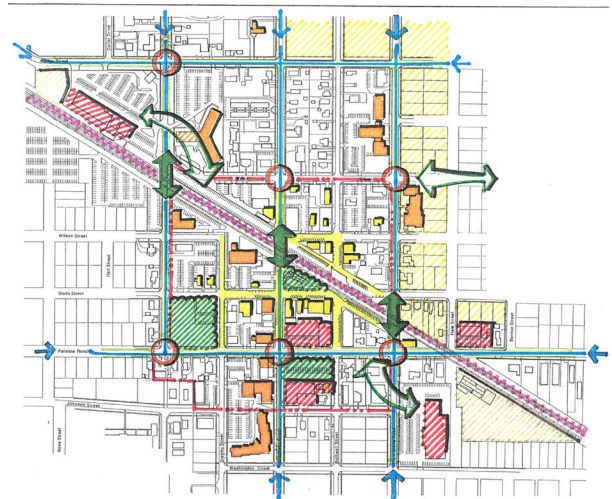
Existing Conditions Summary

RELEVANT PREVIOUS PLANS

1994 Downtown Palatine Revitalization Plan

An extensive planning study of Downtown Palatine was undertaken by the Village in 1993. This plan laid the foundation for the transformation of Downtown Palatine into a dense, walkable, mixed-use District. Many of the recommendations of the plan were implemented successfully, including the transformation of the train station area, development of more mixed-use and multi-family properties, the Railwalk, other streetscape projects, and creation of the Town Square Park. There are several elements of the 1994 Downtown Plan that are still relevant today and will be considered as part of the TOD Plan process including:

- The diagonal geometry of the rail corridor creates circulation problems for parking areas and streets. Future streetscape and pedestrian amenities should aim to create a better flow between north and south portions of Downtown.
- Downtown approach routes such as Colfax Street, Plum Grove Road, and Smith Street should provide motorists with a sense of direction to, distance from, and arrival at Downtown.
- Strengthening the commercial, retail, and office core of Downtown is critical. This can be achieved by further improvements and redevelopment.
- Preservation of historic buildings that add to the character and charm of Palatine is important.
- Density transitions between single-family and multi-family neighborhoods should be considered.
- Better coordination is needed between parking and other wayfinding signage systems.

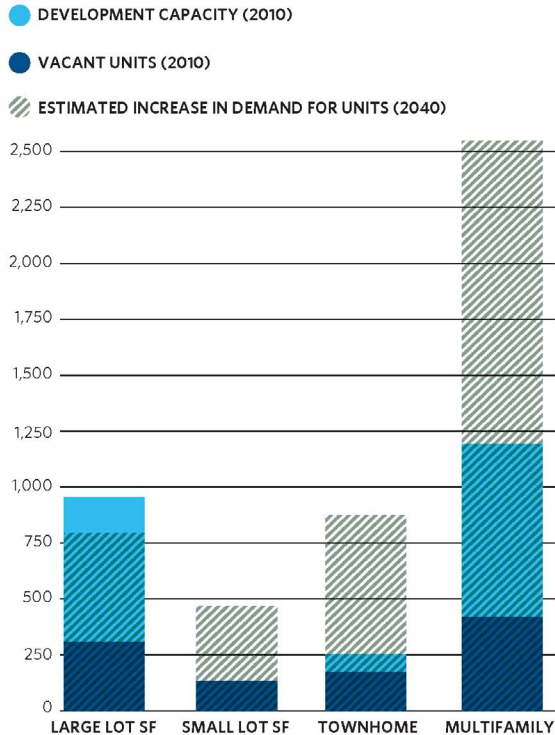


RELEVANT PREVIOUS PLANS

2013 Homes for a Changing Region

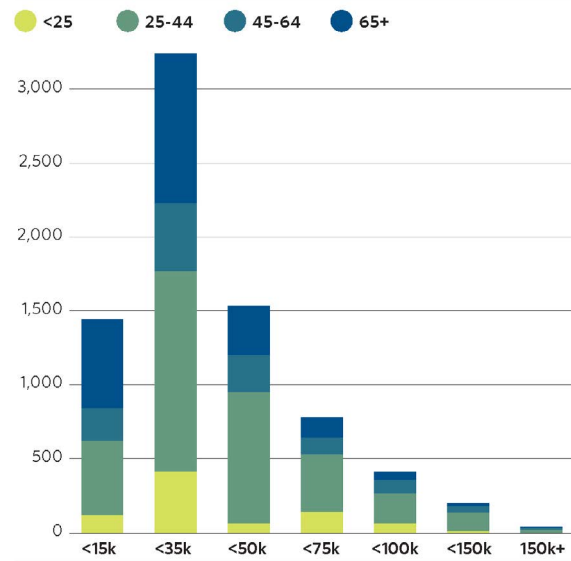
The Metropolitan Mayors Caucus in collaboration with Chicago Metropolitan Agency for Planning and Metropolitan Planning Council developed a housing analysis and future housing projections as part of the Homes for a Changing Region initiative in late 2013. The Plan's analysis notes that there was significant growth in Palatine's multi-family properties over the past 20 years, and projects that demand for residential uses will increase over the next 30 years. The plan estimates that the Village could expand by 9,600 residents by 2040, and will need to consider how best to accommodate this growth. Much of the projected population expansion is anticipated to be younger renters with lower incomes and higher-income seniors who wish to maintain an independent lifestyle. Based on this analysis, the plan recommends that the Village continue to protect older, lower priced multi-family properties, as well as look for new opportunities for new multi-family and senior housing development within and surrounding Downtown.

Palatine demand vs. vacancy and capacity by housing type, units 2010-40



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model, Cook County Property Assessor data, and U.S. Census Bureau inputs.

Palatine projected renter demand by age of household



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model using ACS 2006-10 and CMAP GO TO 2040 household forecast inputs.

RELEVANT PREVIOUS PLANS

Downtown Implementation Tools

The Village of Palatine has also established many tools to incentivize and guide development Downtown, including:

- **Downtown Palatine Design Guidelines:** The design guidelines were adopted in 2001 and contain guidance for open space, streetscape, signage, site planning, and building design.
- **Downtown Land Use Guide:** Last updated in 2004, the Land Use Guide helps to illustrate the potential build-out scenarios and development goals of the 1994 Downtown Plan. The recommendations in this guide will be re-evaluated as part of the TOD planning process.
- **Downtown TIF District:** The established TIF district has been successful in providing the needed incentives to help attract Downtown infrastructure improvements and development. Renewing the TIF in 2022 will ensure that Downtown continues to receive the necessary funding to support future growth.
- **B3-Central Business District Zoning:** The current Central Business District zoning area is bounded by Smith Street, Wood Street, Plum Grove Road, and Johnson Street. The Zoning Code allows businesses within this area to follow either the requirements of the underlying zoning, or those of the B3 Central Business District. The B3 Central Business District was established to allow for additional density, use, and parking requirement flexibility Downtown.
- **Downtown TIF District Façade Improvement Program:** Several Downtown property owners have taken advantage of this façade improvement funding opportunity that is provided by the Village. The program is considered very successful by Village staff.

Existing Conditions Summary

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
- Municipal parking signs



The signage system, however, does not provide a business directory or Downtown maps oriented towards the pedestrian, which would benefit Downtown businesses. Directories should be considered for key locations such as the train station. Additionally, 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 to find parking in the 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”, will be considered as part of the TOD Plan recommendations. These two additional signage types were also recommended in the 2011 Palatine Comprehensive Plan.

Recently, important Downtown gateways were improved including an electronic sign and landscape feature, installed by the Rotary Club, at Plum Grove Road and Palatine Road. Another landscape feature was added by the Village at Palatine Road and Northwest Highway. These gateways, however, lack clear directional signage to help direct visitors to Downtown Palatine from arterial roadways. Other gateways from the west and north, such as at Northwest Highway and Smith Street, Northwest Highway and Plum Grove Road, or Palatine Road and Quentin Road, do not have Downtown directional signage or gateway landscaping and should be considered for future signage expansion. Wayfinding from these key arterials will be investigated further throughout the TOD planning process.

Existing Conditions Summary

WAYFINDING SYSTEMS

Existing Signage Photos



Typical Downtown light standard with street sign



Typical Downtown light standard with banners



Railwalk signage with lighting



Private property wayfinding signage, coordinated with Village signage streetscape style



Municipal parking signs

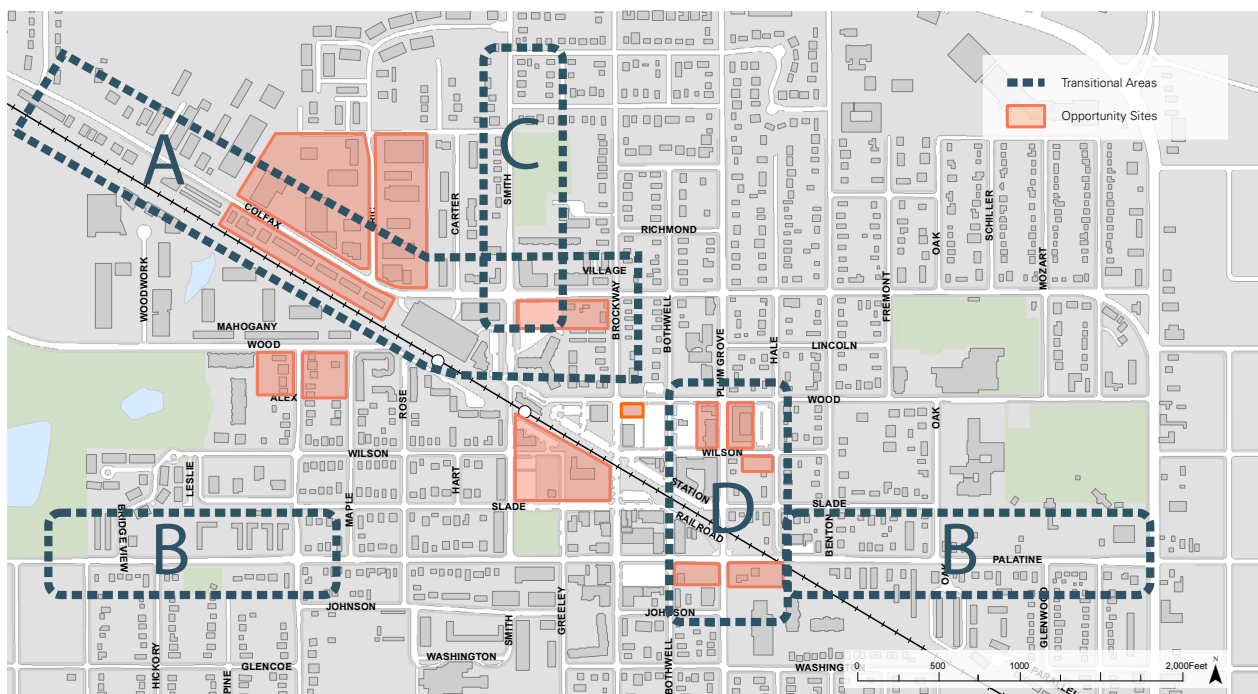


Electronic gateway signage at Plum Grove Road and Palatine Road intersection

Existing Conditions Summary

TRANSITION ZONES IDENTIFICATION

Based on site observations and discussions with Village staff, 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 and have a less urban layout. 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 for these areas to ensure that the future layout and character 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.



A. Colfax / Western Gateway:

Colfax Street connects between Northwest Highway and Quentin Road. This corridor west of Smith Street is an important gateway to Downtown and hosts a variety of stable and successful commercial, retail, and light industrial businesses. Although within an easy walking distance to the Palatine Metra station, the pedestrian environment of Colfax Street doesn’t encourage walking or bicycling. Older strip

TRANSITION ZONES IDENTIFICATION

retail properties have parking along the street, without sufficient landscape buffering or sidewalk width. The corridor also lacks street trees and other streetscape elements that can contribute to the character of Downtown. Recently, there have been pockets of reinvestment and redevelopment in this area, but some of the older properties continue to need façade, signage, lighting, and landscape improvements to improve the aesthetics of this significant Downtown gateway.

B. Palatine Road:

Palatine Road is a major through-street in the Village, and provides connectivity from Highway 53 to Downtown, and from Downtown to Quentin Road. This corridor is characterized by single-family homes with a few older multi-family developments, and sporadic commercial properties. Currently, it appears that many of the older, smaller, ranch-style homes are being renovated or demolished and replaced with larger single-family homes. The tree-lined streets and proximity to parks make this a desirable neighborhood. Multi-family properties in this corridor are designed with deep setbacks, extensive landscape, and surface parking. Potential infill redevelopment and multi-family modernization will be explored for this area.

C. Smith Street:

Smith Street, north of Colfax Street is a significant gateway to retail areas along Northwest Highway, with schools, and community facilities. Today, this corridor has a mix of older multi-family and single-family properties. Newer developments at the intersection of Smith Street and Colfax Street are taller, face directly on the street. The transition between newer and older properties is currently out of scale and inconsistent in character. With new development, a smoother transition between the Downtown character and residential areas to the north could be created to provide better continuity.

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 retail / restaurant properties to the west. The significant amount of vacant and underutilized parcels in this area provides the opportunity for new infill development in the future. New developments should strive to gradually mitigate the density shift from lower density neighborhoods to the Downtown buildings by providing an intermediate density and height. This area is best suited for future residential developments due to the adjacent uses and relatively low traffic volumes on north Plum Grove Road.

Existing Conditions Summary

EXISTING ZONING

Downtown Palatine already supports a significant amount of Transit Oriented Development surrounding the Metra station including a broad mix of residential housing types, mixed-use buildings, and traditional-style retail storefronts. Based on the current zoning map, many of these new residential and mixed-use developments were created using the PUD zoning classification which provides greater flexibility with more extensive Village review. Additionally, the Village has created the Central Business District special zoning area which allows for property within the boundary to either follow the underlying zoning requirements or the requirements for B3 Central Business District. This zoning area is bounded by Wood Street, Plum Grove Road, Johnson Street, and Smith Street (as shown on the existing zoning map on the facing page). Based on discussions with the Village, this strategy is considered very successful in promoting Downtown developments in an urban layout, with higher density, mixed-uses, and less parking than is typically required elsewhere in the community. Expansion of the opportunities provided by the Central Business District zoning area, and creation of a formal overlay district, are strategies that will be explored as part of the TOD Plan.

Palatine's existing zoning, after an initial review, has many elements that will support continued investment in the types of Downtown development that are appropriate for the density and character of the Village. Some minor elements, such as setback requirements and maximum lot coverages do not support the density and walkability goals of a TOD style development. Below is an overview of the existing zoning requirements relevant to the TOD Plan:

R3 – High Density Multi-Family District

TOD supportive requirements:

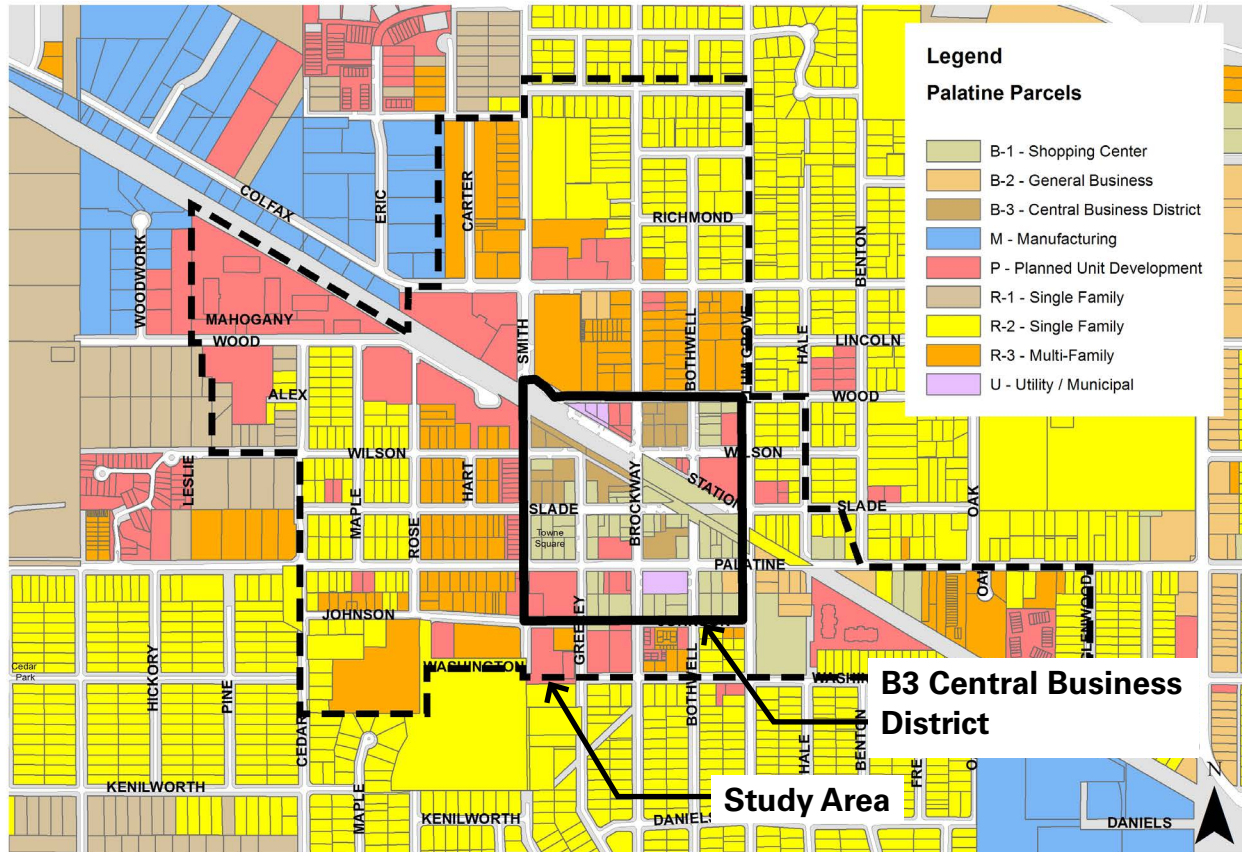
- Allows for multi-family developments of up to 4 stories of height.
- Provides the opportunity for site plan related setback reductions.

Non-TOD supportive requirements:

- Maximum FAR of 0.5 is limiting for creating multi-family developments.
- A maximum lot coverage of 30% for multi-family properties doesn't support the creation of buildings in an urban layout, as needed for walkable Downtown neighborhoods. A text amendment should be considered to replace the requirements for lot coverage with a more applicable "building coverage" requirement.
- Setback requirements are extensive and may need to be revised for a Downtown development.

Existing Conditions Summary

EXISTING ZONING



source: Village of Palatine GIS

Business Zoning Districts:

TOD supportive requirements:

- Provides the opportunity for outdoor cafes in the Right of Way, but only in the B3 Central Business District
- Provides opportunity for residential uses mixed with commercial uses

B3 – Central Business District:

TOD supportive requirements:

- Permits a wide variety of retail, service, and community uses as well as allows mixed-use development by right.
- Discourages (through special use classification) uses that would not support the desired character of Downtown, such as drive-throughs.

Non-TOD supportive requirements:

- Maximum FAR of 1.5 and maximum height of 3 stories is low for Downtown mixed-use developments.

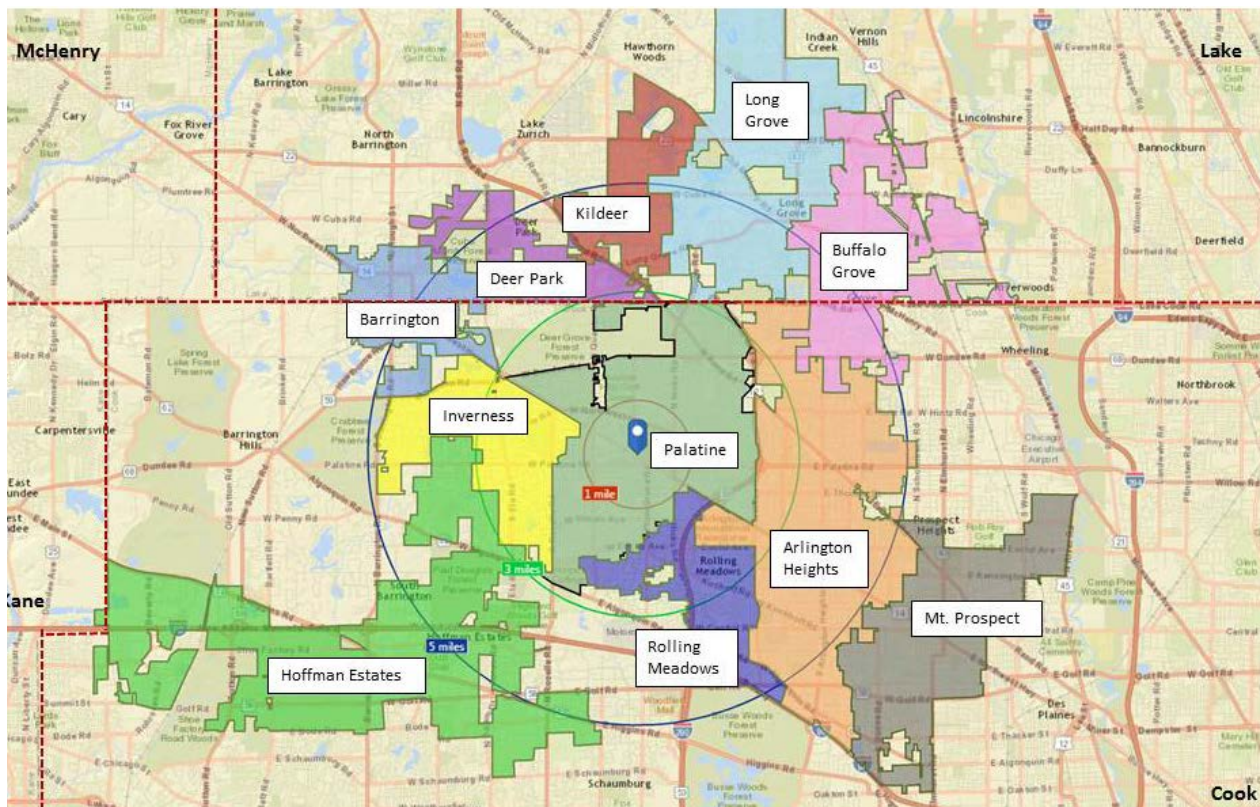
Existing Conditions Summary

MARKET & DEMOGRAPHICS

The Village and Surrounding Communities

Goodman Williams Group gathered basic socioeconomic and real estate data on Palatine and ten nearby communities, shown on the map below. The information on the following table provides a starting point for understanding Palatine and assessing the commercial and residential market opportunities within the Downtown Palatine Study Area.

Palatine & Surrounding Communities Map



Source: Esri Business Analyst

Existing Conditions Summary

MARKET & DEMOGRAPHICS

Comparative Metrics on Palatine and Surrounding Communities							
Community	2015 Population Estimate	2015 Household Estimate	2015 Median Age Estimate	2015 Median HH Income	2014 Annual Retail Sales Tax	SF Units Permitted (2012-2014)	MF units permitted (2012-2014)
Arlington Heights	75,311	31,248	43.8	\$76,386	\$11,934,596	187	4
Palatine	70,019	27,608	38.0	\$75,070	\$8,761,622	118	58
Mount Prospect	54,307	20,746	40.9	\$66,353	\$13,285,441	15	143
Hoffman Estates	52,388	18,452	38.1	\$77,368	\$8,047,456	4	0
Buffalo Grove	41,506	16,377	44.3	\$94,573	\$5,602,290	29	0
Rolling Meadows	24,613	9,147	38.4	\$60,952	\$3,318,967	12	0
Barrington	10,439	3,981	45.2	\$112,073	\$4,619,406	31	0
Long Grove	8,182	2,557	45.6	\$176,350	\$974,474	54	0
Inverness	7,436	2,751	48.8	\$127,116	\$69,312	45	0
Kildeer	4,115	1,320	45.9	\$142,932	\$1,427,051	49	0
Deer Park	3,189	1,106	43.9	\$137,030	\$1,808,795	11	188

Sources: Esri Business Analyst (2015 estimates), IL Dept. of Revenue, Censtats

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REAL ESTATE RESEARCH

Key highlights of this initial research include the following:

- With an estimated population of more than 70,000, Palatine is one of the largest of the northwest sub-urban communities, second only to Arlington Heights.
- The estimated median household income of just over \$75,000 is lower than the median in most of these communities. Only Mount Prospect and Rolling Meadows have lower household median incomes. However, Palatine median household income is nearly 25% higher than that of Metropolitan Chicago as a whole, at \$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 multifamily units have been permitted in the past three years. This is higher than most of the surrounding suburbs.

Existing Conditions Summary

MARKET & DEMOGRAPHICS

Demographic Characteristics

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.

An estimated 75.4% of the population in Palatine identifies as White. Asians comprise 11.0% of the population. The Hispanic population (a Census category separate from race) has increased significantly since 2000 and is now estimated at 20.1% of the population.

The table below presents 2000 and 2010 Census findings for select demographic characteristics for the Village of Palatine, 2015 estimates from Esri Business Analyst, and Esri's 2020 projections. Calculations show the percent change over the past fifteen years.

Palatine Demographics Trends							
Summary		2000	2010	2015 Estimates	2020 Projections	% Change 2000-2015	
	Total Population	65,479	68,557	70,019	71,341	6.9%	
	Total Households	25,518	26,876	27,608	28,212	8.2%	
	Average Household Size	2.56	2.54	2.53	2.52		
Household Characteristics							
	Family HHs	16,592	17,646	17,988	18,291	8.4%	
	Median Age	34.3	36.8	38.0	38.9	10.8%	
						% Change 2000-2015	% of 2015 Total
Population by Race							
	Population Reporting One Race						
	White	54,381	52,736	52,775	52,637	-3.0%	75.4%
	Black	1,407	1,869	1,678	1,519	19.3%	2.4%
	American Indian	147	190	198	210	34.7%	0.3%
	Asian/Pacific Islander	4,980	7,100	7,736	8,771	55.3%	11.0%
	Some Other Race	3,327	5,082	5,857	6,287	76.0%	8.4%
	Population Reporting Two or More Races	1,237	1,580	1,774	1,917	43.4%	2.5%
	Total Hispanic Population	9,247	12,347	14,043	15,302	51.9%	20.1%

Source: 2000/2010 data from U.S. Census Bureau. Where Census Data are not available, estimates and projections are from Esri Business Analyst

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— REAL ESTATE RESEARCH —

Existing Conditions Summary

MARKET & DEMOGRAPHICS

Age Distribution

The median age of residents in the community has increased 10.8% since the 2000 Census, from 34.3 to 38.0 years. CMAP estimates the median age in the 7-county region to be 36.0 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 are increasing:

- 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 population sectors.

Palatine Age Distribution						
Age Range	2000	2010	2015	Change from 2000-2015	% Change from 2000-2015	% of 2015 Total
0-19	17,628	17,751	17,633	5	0.0%	25.2%
20-24	4,219	3,871	4,049	-170	-4.0%	5.8%
25-34	11,759	10,863	10,263	-1,496	-12.7%	14.7%
35-44	11,679	10,186	10,024	-1,655	-14.2%	14.3%
45-54	8,968	10,803	10,078	1,110	12.4%	14.4%
55-74	8,728	11,906	14,351	5,623	64.4%	20.5%
75+	2,498	3,177	3,623	1,125	45.0%	5.2%
Median Age	34.3	36.8	38.0		10.8%	

Source: ESRI Business Analyst

GOODMAN WILLIAMS GROUP
— REAL ESTATE RESEARCH —

Existing Conditions Summary

MARKET & DEMOGRAPHICS

Employment

Esri Business Analyst estimates that there are 2,563 businesses in Palatine with a total of 24,729 employees. Palatine does not have a concentration of large private businesses. Educational services and public administration make up almost 20% of the Village's employment. The highest percent of businesses (13.7%) are associated with the retail trade industry. This sector also employs 16.8% of Palatine's workers, second only to educational services. In combination, Retail and Restaurants/Bars employ 23.0% of the total Village employees. These industries tend to have lower-paying jobs.

2015 Palatine Employment Summary				
Total Businesses:				2,562
Total Employees:				24,729
Total Residential Population:				70,019
Industry	Businesses	Businesses	Employees	Employees
Educational Services	60	2.3%	4,233	17.1%
Retail Trade	350	13.7%	4,152	16.8%
Other Services (except Public Administration)	309	12.1%	2,048	8.3%
Construction	253	9.9%	1,899	7.7%
Health Care & Social Assistance	152	5.9%	1,674	6.8%
Professional, Scientific & Tech Services	318	12.4%	1,620	6.6%
Food Services & Drinking Places	126	4.9%	1,521	6.2%
Manufacturing	80	3.1%	1,461	5.9%
Finance & Insurance	250	9.8%	1,100	4.4%
Administrative & Support & Waste Management & Remediation Services	152	5.9%	884	3.6%
Real Estate, Rental & Leasing	139	5.4%	852	3.4%
Arts, Entertainment & Recreation	54	2.1%	808	3.3%
Transportation & Warehousing	68	2.7%	660	2.7%
Wholesale Trade	89	3.5%	590	2.4%
Public Administration	14	0.5%	477	1.9%
Information	50	2.0%	314	1.3%
Unclassified Establishments	80	3.1%	262	1.1%
Accommodation	10	0.4%	86	0.3%
Agriculture & Mining	4	0.1%	56	0.3%
Management of Companies & Enterprises	3	0.1%	26	0.1%
Utilities	1	0.0%	6	0.0%
Total	2,562		24,729	
Source: Esri Business Analyst				

Existing Conditions Summary

MARKET & DEMOGRAPHICS

According to the Village's Comprehensive Annual Financial Report, three of the top five largest employers in Palatine are related to educational services. UPS is the largest private employer, and USPS is the largest public sector employer due to the location of the USPS Processing and Distribution Center at 1300 Northwest Highway.

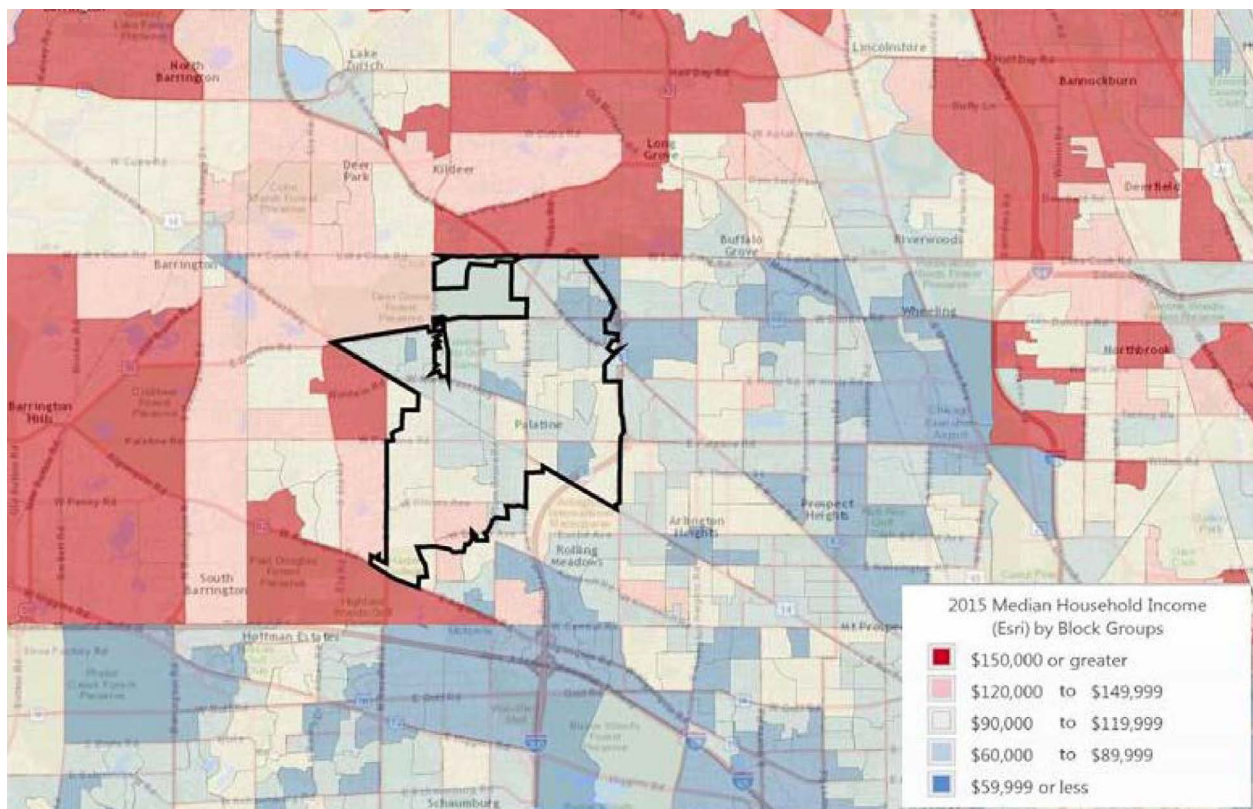
Largest Employers in Palatine (2014)		
Employer		Number of Employees
Community Unit School District 15		2,200
Township High School District 211		2,057
United Parcel Service (UPS)		1,000
United States Postal Service (USPS)		1,000
Community College District 512		980
Intec Group, Inc.		425
Schneider Electric - Square D		355
Village of Palatine		355
Weber-Stephen Products		200
Arlington Plating		110

Source: Village of Palatine 2014 Comprehensive Annual Financial Report

Household Incomes

The 2015 median household income in Palatine as estimated by Esri Business Analyst, is \$75,070, lower than the median in many of the surrounding communities. The following map illustrates median household incomes by Census block groups for Palatine (outlined in black) and surrounding areas. Most of the block groups in Palatine in the \$60,000-\$120,000 range of median incomes, shown in white and light blue on the map.

2015 Median Household Income by Block Group



Source: Esri Business Analyst

Existing Conditions Summary

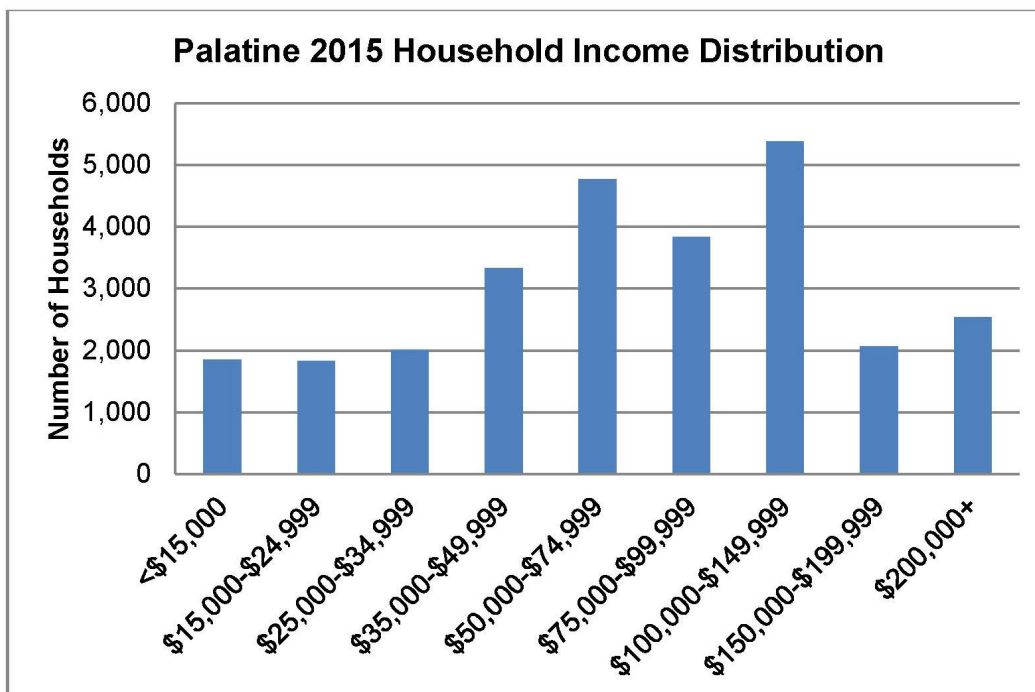
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The table and graph below provides further data on income distribution for the estimated 27,607 households in Palatine.

Palatine 2015 Household Income Distribution		
Total Households	27,607	100.0%
<\$15,000	1,854	6.7%
\$15,000-\$24,999	1,827	6.6%
\$25,000-\$34,999	2,008	7.3%
\$35,000-\$49,999	3,329	12.1%
\$50,000-\$74,999	4,771	17.3%
\$75,000-\$99,999	3,840	13.9%
\$100,000-\$149,999	5,379	19.5%
\$150,000-\$199,999	2,064	7.5%
\$200,000+	2,535	9.2%
Median Household Income		75,070
Average Household Income		98,314
Per Capita Income		38,823

Source: Esri Business Analyst

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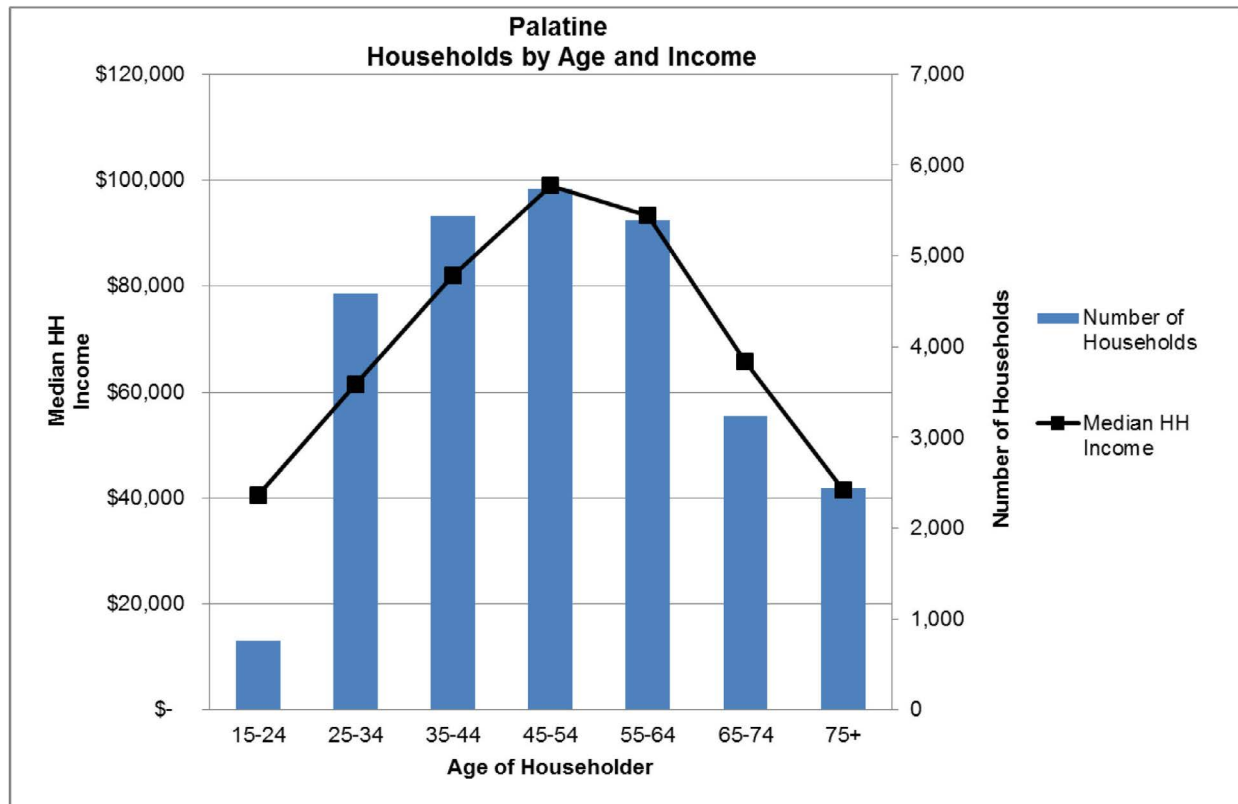


Source: Esri Business Analyst

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Households by Age and Income

The estimated 27,605 households in Palatine can further be broken down by the income and age of the householder. The majority of the households are in the 45-54 age range when the median household income peaks at \$99,015. Households in the 65+ category make up a smaller percentage of the total and have noticeably lower incomes. The 75+ households have a median income of only \$41,574, reflecting the fact that the elderly population in Palatine has lower incomes than the other households in the Village. (However, senior households often have access to other, non-income financial reserves, such as savings and home equity.)



Source: Esri Business Analyst

MARKET & DEMOGRAPHICS

Housing Units in Palatine

The U.S. Census Bureau's most recent American Community Survey (ACS) estimates that there are 28,044 housing units within the Village of Palatine. Among those that are occupied, 68.5% are owner-occupied and 31.5% are renter-occupied. Renter-occupancy within the Village is lower than that of Cook County as a whole, at 42.4%, but comparable to that of the State of Illinois, at 33.1%.

Additionally, an estimated 1,881 housing units within the Village are vacant, including 362 ownership units and 640 rental units. The resulting ownership vacancy rate of 2.0% is considered

somewhat high, while that of 7.2% for rental units seen as balanced. (For comparison, research shows that normal vacancy rates within most balanced markets nationwide average 1.5% for ownership units and 7.4% for rental units over the long term.)

Typical of many suburban communities, single-family detached homes represent the most prevalent housing type within Palatine, encompassing 42.0% of the Village's housing stock. Another 15.5% is made up of single-family attached homes (inclusive of townhomes, rowhomes, duplexes, and other lower density "single address" attached forms). A significant amount of the Village's multifamily housing is found in buildings of five to 19 units (many of these smaller-scale condominium buildings). However, nearly 15% of multifamily units are located in larger scale buildings of 20 or more units, with many of these located within the Downtown area.

Housing Occupancy Characteristics Village of Palatine, IL

	Count	Percent
Total Housing Units	28,044	100.0%
Occupied Housing Units	26,163	93.3%
Owner-Occupied	17,933	68.5%
Renter-Occupied	8,230	31.5%
Vacant Housing Units	1,881	6.7%
Ownership Units	362	2.0%
Rental Vacancy Rate (%)	640	7.2%
Other Vacant ⁽¹⁾	879	--

⁽¹⁾ Includes units rented or sold but not occupied, seasonal/recreational homes, and those vacant for other reasons.

Source: 2010-2014 American Community Survey
5 year estimates

Existing Conditions Summary

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As evidenced by an analysis of housing unit vintage, Palatine experienced a period of particularly rapid growth during the 1970s and 1980s. During these two decades, the Village added more than 14,000 housing units, equating to nearly 50% of the current Village housing stock. Growth slowed considerably after this; however, more than 5,300 units were built in the 1990s and 2000s, equating to 19% of the current stock.

As measured by the issuance of residential building permits during the last two decades, annual new home construction volumes in the Village reached a cyclical peak in 2004 during a period of relatively rapid multi-family construction – then fell quickly with the onset of the housing and financial market crises and subsequent recession. While construction volumes within the Village have recovered modestly since the cyclical low was reached in 2009, they remain well below more normalized levels experienced in the pre-housing bubble years of the late 1990s and early 2000s.

Selected Housing Characteristics Village of Palatine, IL

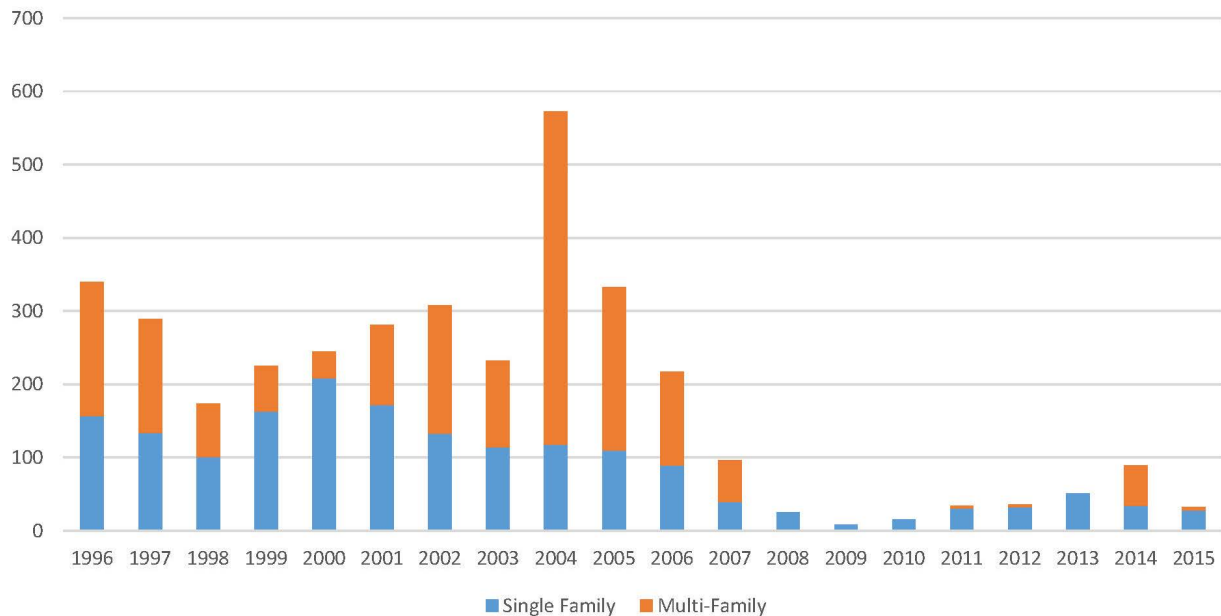
	<u>Count</u>	<u>Percent</u>
Total housing units	28,044	100.0%
Units in Structure		
1-unit, detached	11,773	42.0%
1-unit, attached	4,360	15.5%
2 units	382	1.4%
3 or 4 units	1,547	5.5%
5 to 9 units	3,939	14.0%
10 to 19 units	1,831	6.5%
20 or more units	4,181	14.9%
Mobile home	16	0.1%
Boat, RV, van, etc.	15	0.1%
Year Structure Built		
2000 or Later	2,463	8.8%
1990-1999	2,874	10.2%
1980-1989	6,014	21.4%
1970-1979	8,229	29.3%
1960-1969	4,488	16.0%
1950-1959	2,593	9.2%
1940-1949	454	1.6%
1939 or earlier	929	3.3%

*Source: 2010-2014 American Community Survey
5 year estimates*

Existing Conditions Summary

MARKET & DEMOGRAPHICS

Trends in Residential Building Permit Issuances



Downtown Palatine – TOD Study Area

According to estimates by Esri, Inc., the defined Downtown Palatine Study Area contains 1,590 housing units, equating to roughly 5.7% of the housing stock within the Village as a whole. Tenure rates within the Study Area are roughly equivalent to the Village as a whole, at 69.5% for owner-occupied homes and 30.5% for renter-occupied homes. Meanwhile, an estimated 145 housing units within the Study Area are vacant, yielding an overall vacancy rate of 9.1% – somewhat higher than the Village as a whole.

The Study Area contains a wide variety of housing types, including single-family detached homes,

Housing Occupancy Characteristics Downtown Palatine Study Area

	Count	Percent
Total Housing Units	1,590	100.0%
Occupied Housing Units	1,446	90.9%
Owner-Occupied	1,005	69.5%
Renter-Occupied	441	30.5%
Vacant Housing Units	145	9.1%

Source: Esri, Inc. (2015 estimates)

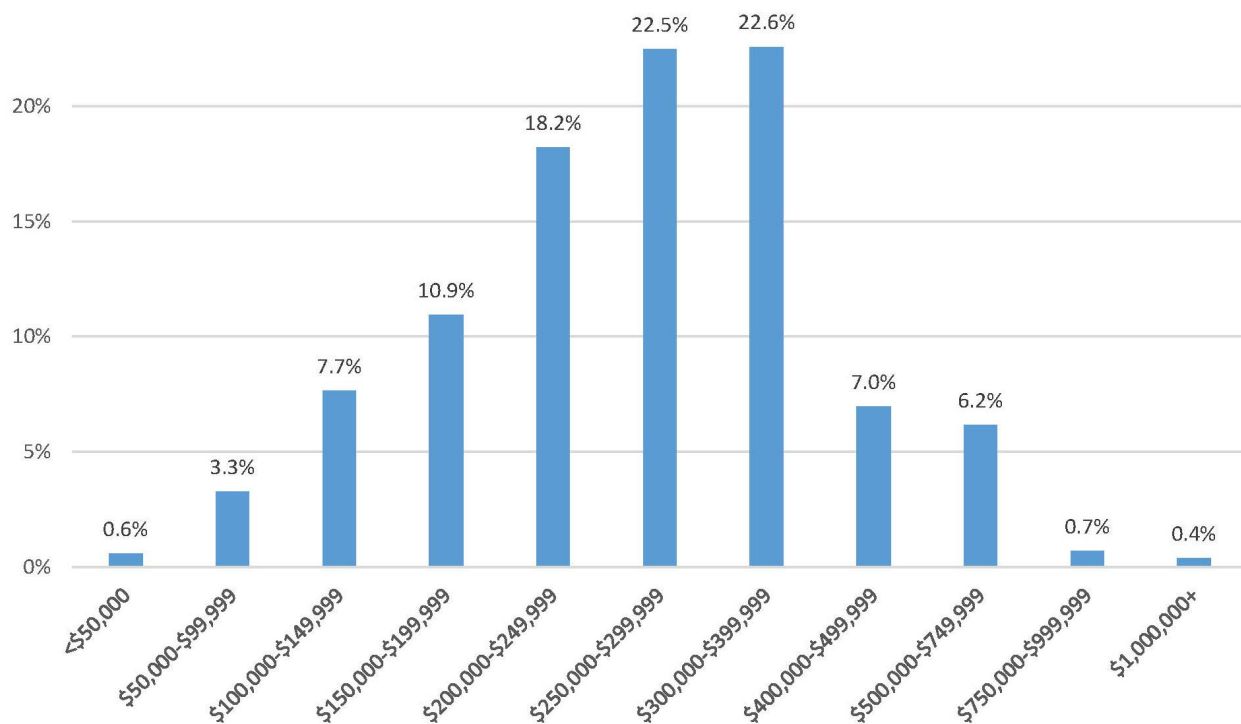
Existing Conditions Summary

MARKET & DEMOGRAPHICS

lower density attached forms (i.e., townhomes), and medium and higher density multifamily buildings. Much of Palatine's newest multifamily development has taken place within the Study Area, particularly in the form of medium and high density condominiums. However, a significant number of condominium units developed before the housing market crash and recession have now been placed onto the rental market.

As estimated by Esri, the value of owner-occupied homes within the Downtown Study Area forms a relatively tight distribution, with nearly half of homes valued between \$250,000 and \$400,000 and two thirds valued between \$200,000 and \$400,000. The median value of homes within the Study Area stands at \$270,686. Relatively few homes valued above \$750,000 or below \$100,000 exist within the Study Area.

Owner Occupied Homes by Value - Downtown TOD Study Area



MARKET & DEMOGRAPHICS

Commercial Overview

The Village of Palatine is located in Cook County, approximately 30 miles northwest of Chicago. Downtown Palatine is accessible from the Jane Addams Memorial Tollway via State Route 53 and Palatine Road. It is also accessible via U.S. Route 14 (Northwest Highway), Colfax Street, and Plum Grove Road.

No major traffic artery traverses directly through the Downtown area. Northwest Highway, which bypasses Downtown, averages 30,000 vehicles daily. Palatine Road has an average daily traffic count of 14,000 vehicles near the downtown. While this may be a limiting factor for certain types of retailers or other businesses, it does help preserve the walkability and pedestrian environment around the Railwalk Downtown.

The UP-NW Metra line is the major asset that runs through Downtown Palatine. Palatine has the sixth highest ridership of all Metra stations outside Downtown Chicago, bringing 2,300 daily passengers to and from Palatine. These commuters, as well as a number of banks and professional offices, attract a day-time population that supports 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.

MARKET & DEMOGRAPHICS

Downtown Palatine Industries with Greater Than 50 Employees		
Total Businesses:		239
Total Employees:		2,243
Total Residential Population:		2,715
Industry	Employees	% of Total Employees
Educational Services	315	14.0%
Health Care & Social Assistance	265	11.8%
Retail Trade	238	10.6%
Professional, Scientific & Tech Services	232	10.3%
Other Services (except Public Administration)	203	9.1%
Food Services & Drinking Places	189	8.4%
Finance & Insurance	177	7.9%
Construction	169	7.5%
Manufacturing	139	6.2%
Administrative & Support & Waste Management & Remediation	72	3.2%
Transportation & Warehousing	71	3.2%
<i>Source: Esri Business Analyst</i>		
<div> <div></div> <div>GOODMAN WILLIAMS GROUP</div> <div>REAL ESTATE RESEARCH</div> </div>		

Existing Conditions Summary

MARKET & DEMOGRAPHICS

Downtown Palatine Employment

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

Esri estimates that the majority of Downtown employees work in education and healthcare/social assistance related fields. There are a number of schools and religious-affiliated institutions in Downtown Palatine that contribute to this total. The retail sector employs 238, about 10% of the Downtown workforce. Bars and restaurants employ 189 or 8.4% of the total.

Downtown Business Inventory

Palatine's main Downtown commercial streets all converge around the train line and include Palatine Road, Colfax Street, Smith Street, and Plum Grove Road.

An inventory of all business establishments shows a total of 127 in the Downtown Study Area. Each individual business or vacancy is counted as one entry regardless of the size (square footage) of the business.

Professional offices have the largest presence Downtown with 37.0%. This total includes all the businesses in Gateway Center, the 4-story building with ground floor retail space and three floors of office tenants. Palatine has 20 restaurants and bars, as well as 16 retail stores. Together, these two categories comprise 28.3% of total establishments. The churches located Downtown are included in the Government/Institutional category.

A total of 14 ground floor storefronts (11.0% of the inventory) are vacant, including a number of prominent larger spaces in the Providence of Palatine, a mixed-use building with 112 residential units and 18,000 square feet of ground floor retail.

Downtown Palatine Business Inventory		
Category	Number of Establishments	Percentage
Professional Office	47	37.0%
Food Service/ Drinking Places	20	15.7%
Personal/ Household Service	20	15.7%
Retail	16	12.6%
Vacant	14	11.0%
Government/Institutional	9	7.1%
Auto-Related Business	1	0.8%
Total	127	

Source: Goodman Williams Group field work December 2015 and Village of Palatine

Existing Conditions Summary

TRANSPORTATION

Transportation Overview

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; public transit via Metra's Commuter Rail and O'Hare International Airport. Downtown Palatine is anchored by Metra's Union Pacific – North West Line (UP-NW) station, which is one of the busiest stations along the line.

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 with the greatest mobility, accessibility, and flexibility.

Because many of Palatine's community facilities and amenities are not concentrated in a central location, access is an important issue for the Village. Vehicular traffic can make it difficult to access these facilities on foot or by bicycle, particularly for the younger and older populations. While Metra service is a valued amenity, the limited bus service linking key destinations limits mobility for many residents.

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. Circulation within and between commercial centers and adjacent residential neighborhoods needs to be improved to create a more cohesive urban form. Some specific plan recommendations include:

- Enhance bike/pedestrian infrastructure to improve mobility from other parts of the Village.
- Limit curb cuts from the primary access streets and encourage shared curb cuts and/or vehicular site access from side streets.
- Maximize bicycle and pedestrian infrastructure.
- Manage parking through on-street capacity or structured parking rather than surface lots.

Existing Conditions Summary

TRANSPORTATION

Roadway Network

Primary access into the Downtown is provided by a number of roadways, including Plum Grove Road, Palatine Road, Smith Street, Colfax Street, Wood Street, and Brockway Street, as described below.

Palatine Road is an east-west road under the jurisdiction of the Illinois Department of Transportation (IDOT) but is maintained by the Village between Cedar Street and IL RT 53. Within Downtown, Palatine Road has a varying two/three lane cross-section with commercial uses on either side. 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.

Plum Grove Road is a north-south arterial road south of Palatine Road and is a collector road north of Palatine Road. It serves regional traffic going to and from the south to the Schaumburg/Woodfield area. On-street parking is prohibited, except on Sundays where parking is permitted on the east side between Wilson and Colfax. Traffic signals are located at Palatine Road and north of Downtown at Northwest Highway. Plum Grove Road carries about 14,200 vehicles per day south of Palatine Road and about 5,200 vehicles per day north of Palatine Road.

Colfax Street is an east-west collector on the north side that serves the industrial area to the west and provides two travel lanes plus left-turn lanes at Smith Street. A traffic signal is located at Smith Street and Colfax Street intersection. Colfax carries about 2,900 vehicles per day.

Smith Street is a two-lane north-south collector roadway. An at-grade crossing is located at Smith Street and is adjacent to the Metra station. Traffic signals are located at Palatine Road and at Colfax Street. On-street parking is prohibited. Smith Street carries about 5,700 vehicles per day.

Brockway Street is a two-lane north-south collector roadway. An at-grade crossing is located at Brockway Street. On-street parking is allowed with a variety of 2-hour, 4-hour, and permit parking. The intersection of Brockway Street and Palatine Road is signalized. Brockway Street carries about 2,100 vehicles per day.

Wood Street is an east-west collector roadway on the north side of Downtown, north of the railroad tracks, terminating at Smith Street.

The remaining streets in and around Downtown are local streets, generally with two travel lanes, under stop sign control, and varying amounts of on-street parking.

Existing Conditions Summary

TRANSPORTATION

Downtown Traffic & Parking Study

A Downtown Traffic and Parking Study was completed in 2006. Findings of this study that relates to the Downtown TOD Plan include:

- 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).
- Traffic volumes will increase in the future based on future land uses in the Village's Land Use Guide. The existing roadway network can accommodate the increased volumes.

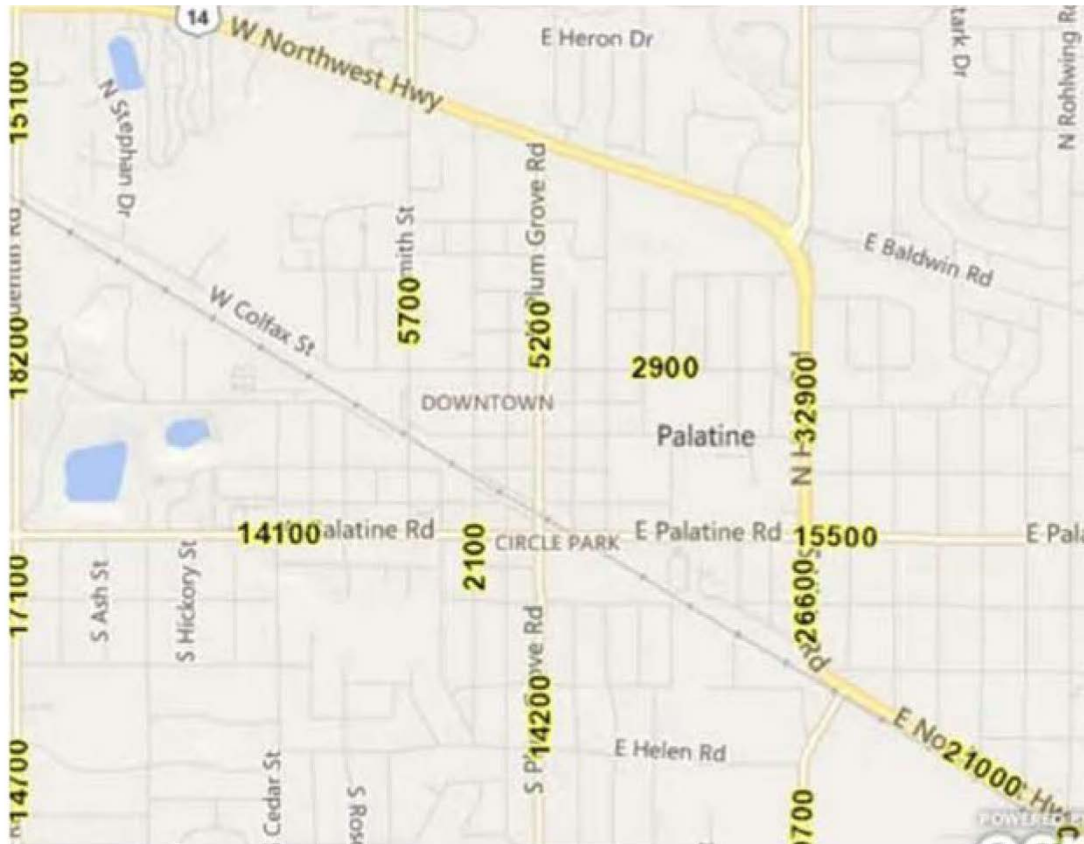
The Village adopted a Complete Streets (CS) Policy in April 2014. The goal of the CS Policy is to strive to accommodate all users of the road network, including bicyclists, pedestrians, transit users, and the drivers of automobiles, transit vehicles, and freight vehicles, in roadway projects, so as to create a connected, comprehensive, integrated network for all roadway users. The following procedures are required as part of the CS Policy:

- The CS goals shall be evaluated and, if warranted, applied to new construction and reconstruction roadway improvement projects and all phases of roadway projects including scoping, programming, planning, design, construction, maintenance, and operations.
- A CS project checklist shall be developed for each project type and used to assist with and to document the CS review.
- For Village of Palatine projects: During the planning/design phase of any public transportation improvement project or project that impacts the public right of way, the Traffic Engineering Committee (TEC) shall conduct a review relating to the incorporation of complete streets elements. The review shall be made with reference to current best practices, as detailed in the reference materials and design guidelines.
- Review for Complete Streets consistency will be added to the existing private development review process. This includes consideration of the CS elements of each development at the Village's staff and administrative level. The CS project checklist shall be used to assist with and document the CS review.

Existing Conditions Summary

TRANSPORTATION

Existing Traffic Volumes Map



source: IDOT "Getting Around Illinois"

Roadway Findings/Issues

- 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.
- Traffic volumes will increase in the future based on future land uses in the Village's Land Use Guide. The existing roadway network can accommodate the increased volumes.

Existing Conditions Summary

TRANSPORTATION

Metra UP-NW

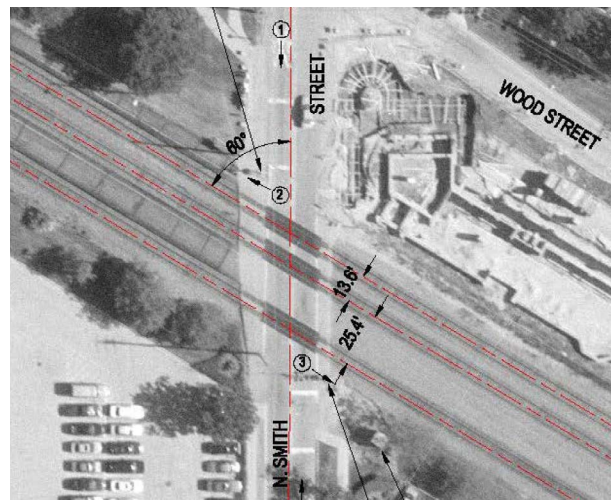
The Metra Union Pacific –North West Line (UP-NW) provides weekday service from downtown Chicago – Ogilvie Transportation Center to Harvard in McHenry County, with 32 trains inbound to Chicago and 33 trains outbound from Chicago, with 24 inbound and 27 outbound trains stopping in Palatine. The station depot building is located just east of Smith Street and just south of Wood Street. According to Metra, the Village of Palatine owns the land where the depot is located, while Metra owns the station depot building and other improvements. The Village maintains the depot building.

There are three at-grade railroad crossings with warning devices crossing three tracks in the Downtown study area:

- Smith Street – Crossing Number 176941H)
- Brockway Street – Crossing Number 176940B
- Plum Grove Road – Crossing Number 176939G

According to the Illinois Commerce Commission (ICC), there are approximately 70 trains per day through Downtown Palatine. Of this number, 65 are Metra commuter trains (weekday trains). The Union Pacific RA owns the railroad. Based on ICC reports, there have been four accidents over the last 10 years at these crossings:

- Smith Street – no accidents
- Brockway Street – one accident (fatal) in 2011 involving a turning vehicle
- Plum Grove Road – two accidents (non-fatal): one in 2009 involving a pedestrian and one in 2014 involving a turning vehicle
- Palatine Road – one accident (non-fatal) in 2004 involving a turning vehicle

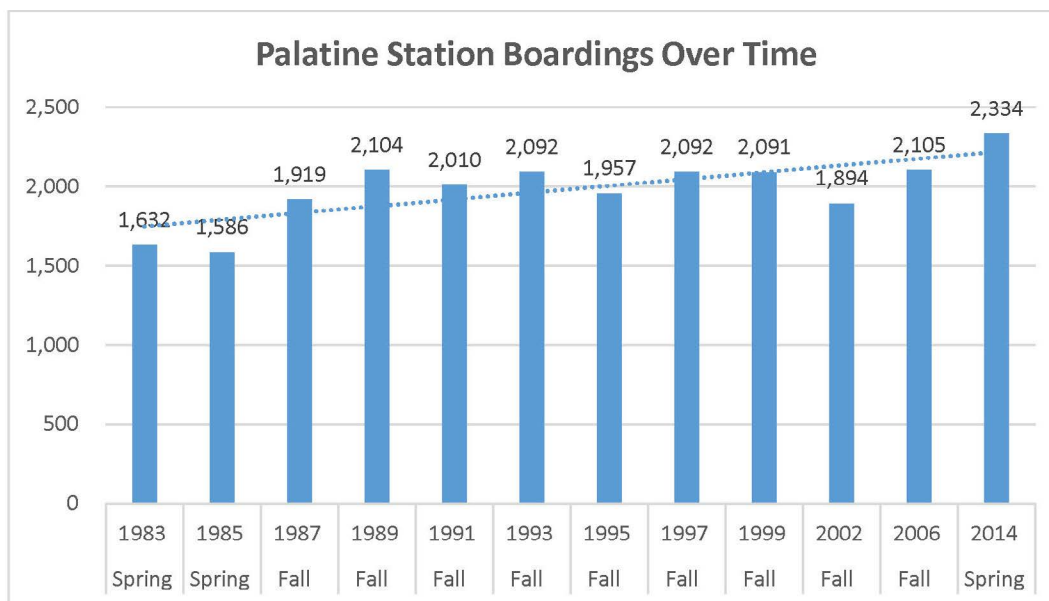


Existing Conditions Summary

TRANSPORTATION

Metra Ridership

Based on Metra's most recent ridership count (2014), 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 from the previous system-wide survey in 2006 to 2014. The Palatine station is the 6th highest ridership station among non-downtown 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 grown overtime, as shown below.



Union Pacific– North West Line Historical Ridership

Station	Fare Zone	Spring	Spring	Fall	Fall	Fall	Fall	Fall	Fall	Fall	Fall	Fall	Spring
		1983	1985	1987	1989	1991	1993	1995	1997	1999	2002	2006	2014
Barrington	G	1564	1631	1945	1838	1748	1859	1831	1758	1745	1724	1724	1717
Palatine	F	1632	1586	1919	2104	2010	2092	1957	2092	2091	1894	2105	2334
Arlington Park	E	1430	1479	1834	1845	1829	1945	1957	1980	1904	1665	1614	1672
Arlington Heights	E	2764	2727	2953	3179	3129	3001	2833	2572	2579	2496	2317	2349
Mount Prospect	D	2146	2220	2253	2147	2073	2055	1899	1754	1804	1655	1590	1774

Source: Metra, Systemwide Boarding & Alighting Counts, Spring 2014

Existing Conditions Summary

TRANSPORTATION

The UP-NW Line also has a fair number of “non-traditional” commuters – those commuters who are not traveling from suburban locations to downtown Chicago, but are traveling outbound from Chicago during the weekday AM peak period. Overall, about 7% of Metra’s riders make non-traditional commute trips. The highest number of these commuters tends to be in the northern suburbs, primarily served by the UP – North Line and the Milwaukee District – North Line (MD-N). Just behind the northern suburbs, communities along the UP – NW Line also have opportunities for non-traditional commuting. The 2014 Metra Origin-Destination Survey provided data tabulations on boarding and alighting stations, including mode of access and egress for each station, which was utilized to identify the number of non-traditional commuters and how they access their final destination.

As shown in the table and map below, commuters who alight at the Palatine station during the AM peak period primarily walked from the station to their destination. Other modes between the station and the final destinations included driving, being picked up, and private shuttles. Common destinations for those commuters who walked from the station included the Downtown core and industrial/manufacturing areas along Colfax and Wood Streets, west of the Downtown. Private shuttles were used to travel to destinations near Harper College/Trace Laboratories, Algonquin Road/Quentin Road, and Algonquin Road/Meacham Road.

Existing Conditions Summary

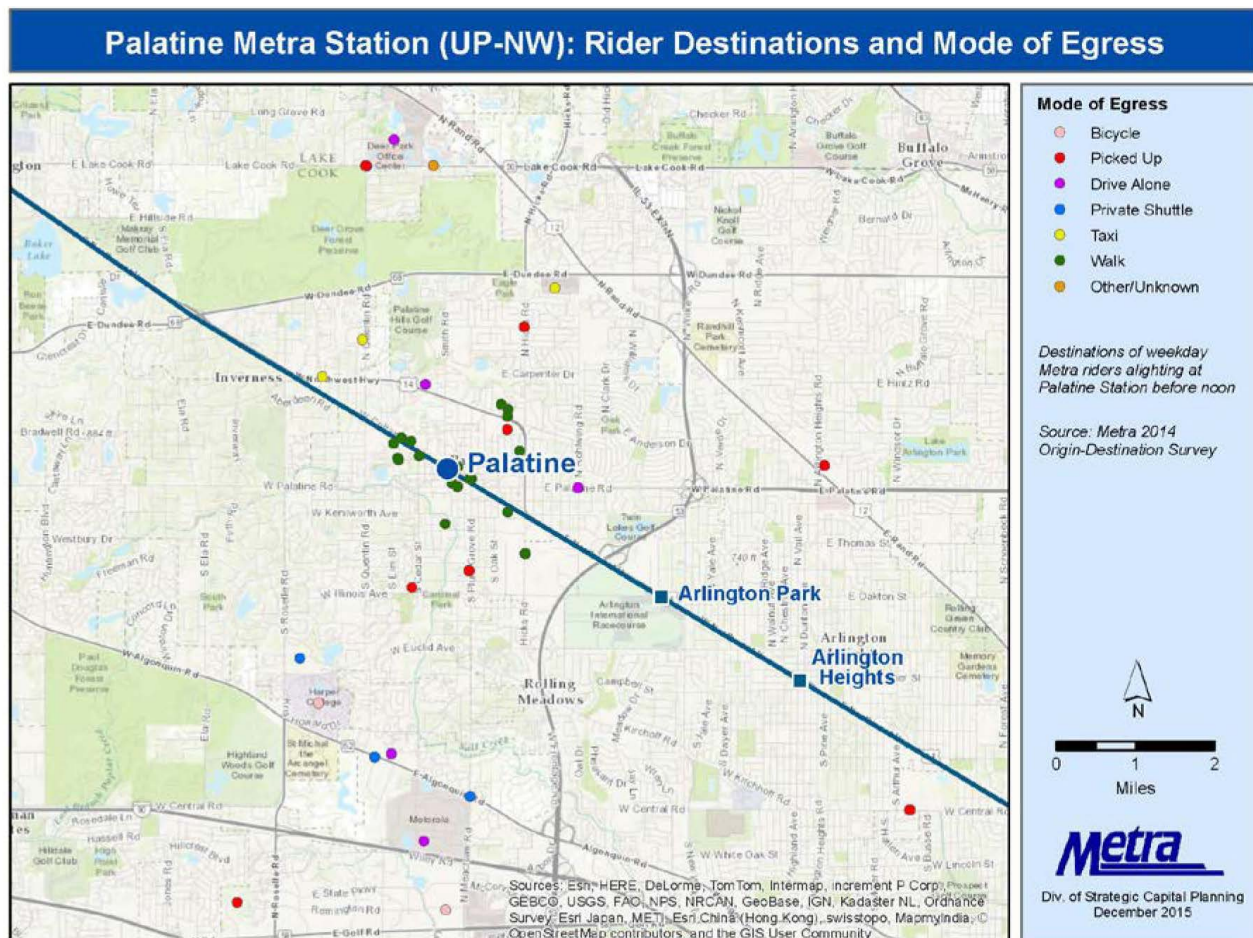
TRANSPORTATION

Top Suburban Reverse Commute Destinations and Mode of Egress– UP NW LINE

Station	AM Alight.	MODE OF EGRESS FROM STATION TO DESTINATION (%)									
		Walk	Bike	Drive Alone	Carpool	Picked Up	Taxi	Rapid Transit	Public Bus	Priv. Bus	Other
Des Plaines	249	32	5	6	3	10	3	0	34	6	3
Mt. Prospect	152	30	8	10	3	3	5	0	38	2	0
Arlington Hts.	247	56	5	13	1	11	4	1	4	4	0
Arlington Park	176	24	4	13	6	13	7	0	3	28	3
Palatine	222	30	3	25	1	16	6	0	1	13	4
Barrington	188	34	6	11	5	15	6	0	2	19	2

Source: Metra, System-wide Origin-Destination Survey, Spring 2014

Note: AM time period for this analysis was start of service day until noon, based on times that trains arrive or depart downtown station.

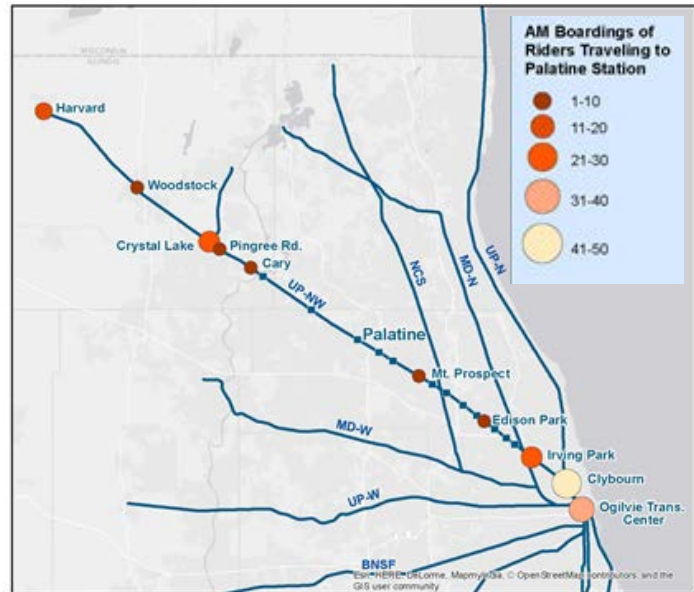


Existing Conditions Summary

TRANSPORTATION

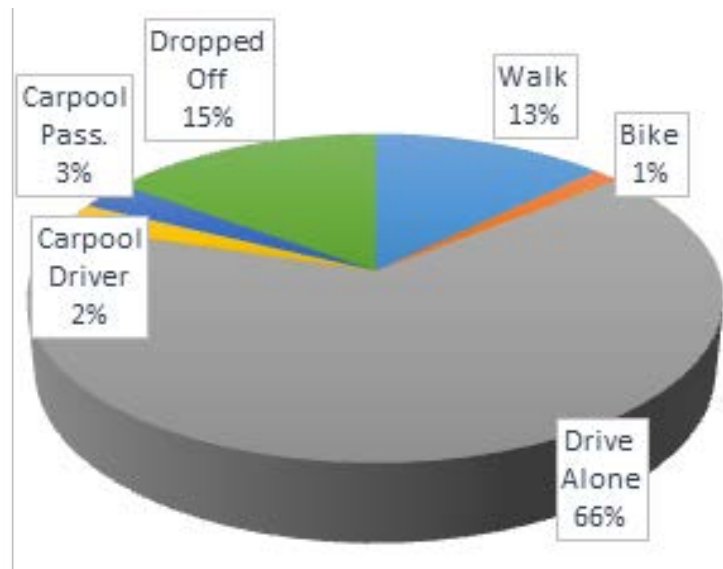
As presented in the following map, commuters who alight at the Palatine station during the AM peak period primarily traveled from:

- Clybourn (City of Chicago)
- Ogilvie Transportation Center
- Crystal Lake
- Irving Park (City of Chicago)



Mode of Access and Rider Origins

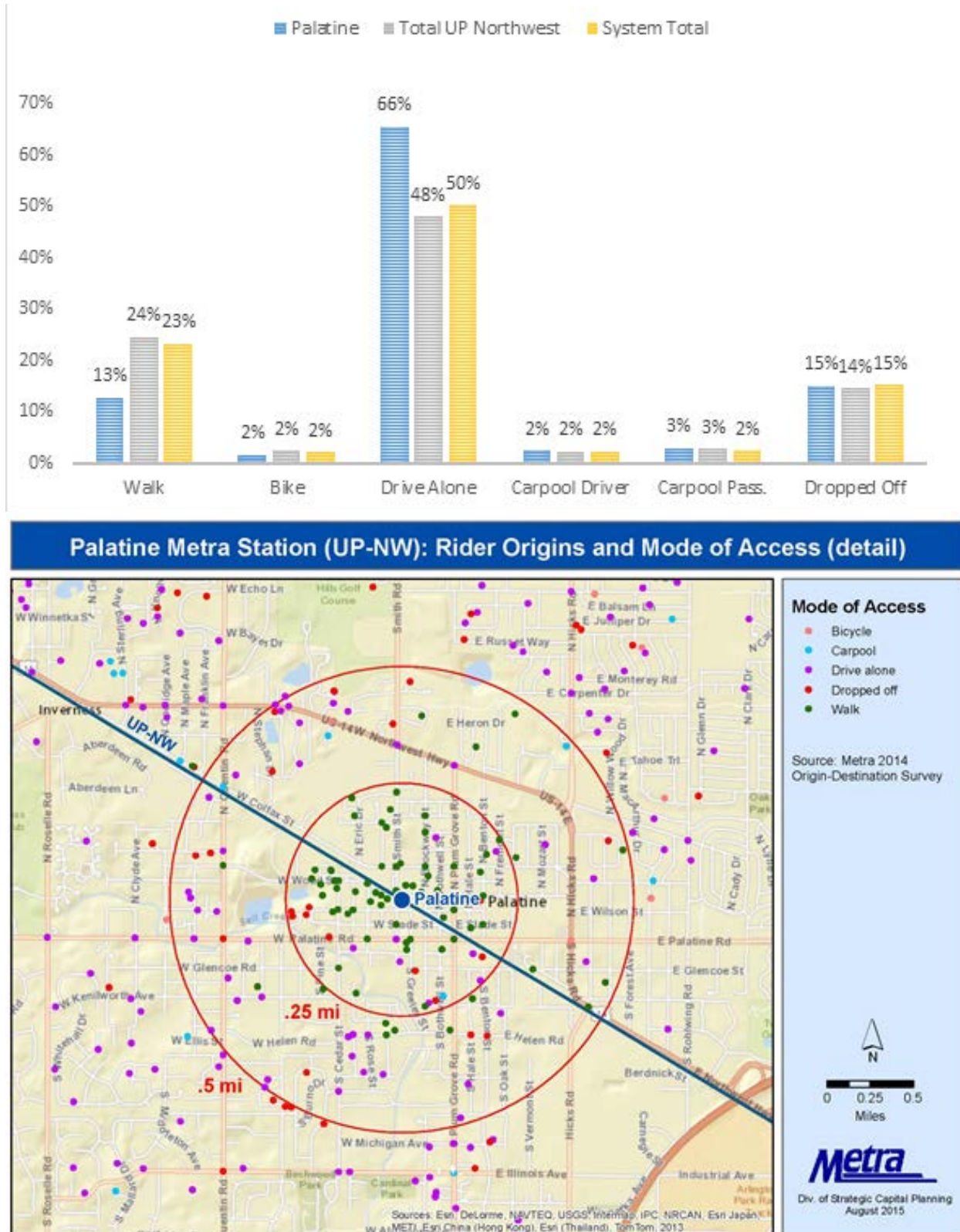
Mode of access to the station is predominantly by driving alone/parking, followed by being dropped off as shown to the right. Overall, the Downtown Palatine station has a higher drive alone access to the station and a much lower number of riders who walk compared to both the UP-NW line and the Metra system as a whole. However, commuters traveling from about a quarter-mile around the station are more likely to walk, as shown in Rider Origins and Mode of Access map.



Existing Conditions Summary

TRANSPORTATION

Mode of Access Comparison



Existing Conditions Summary

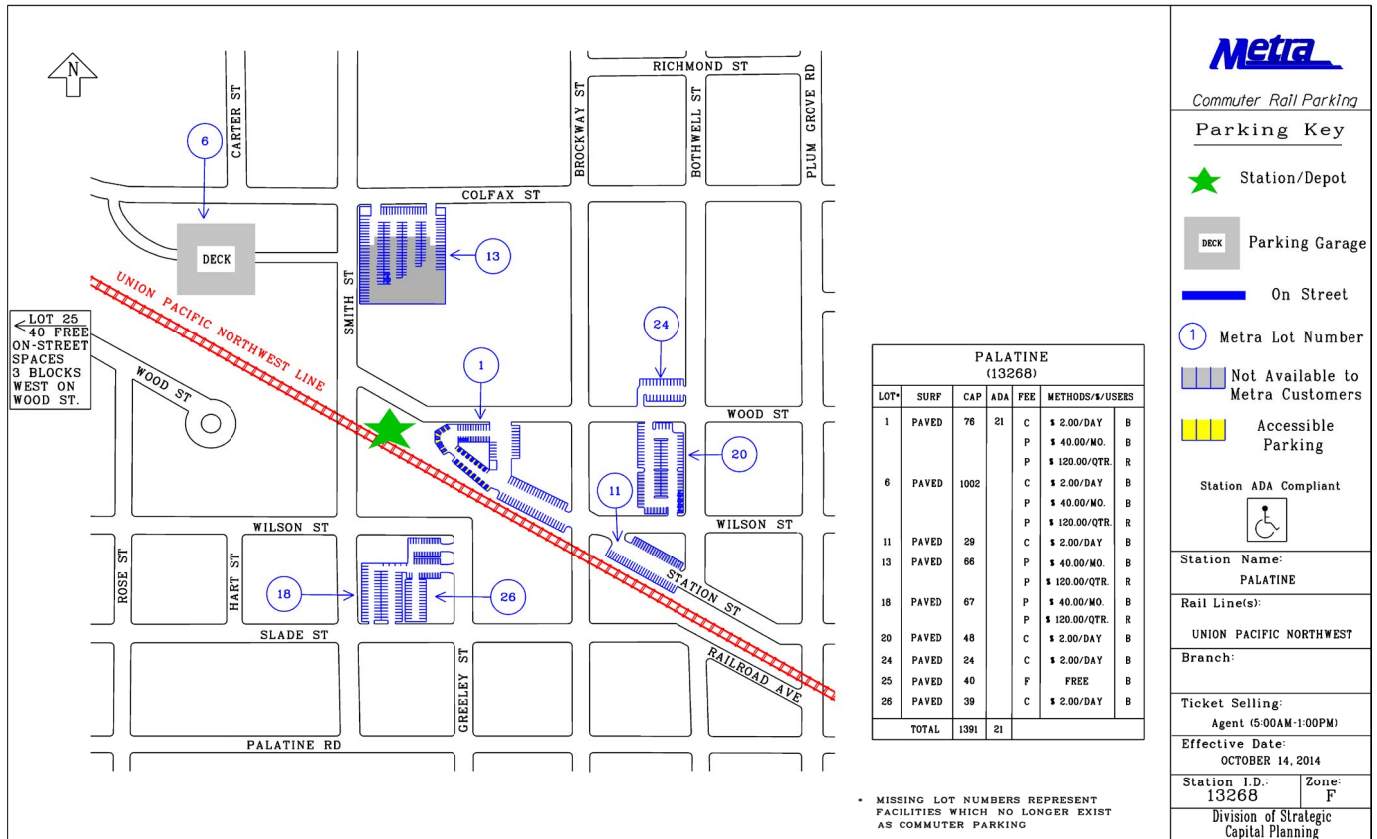
TRANSPORTATION

Commuter Parking

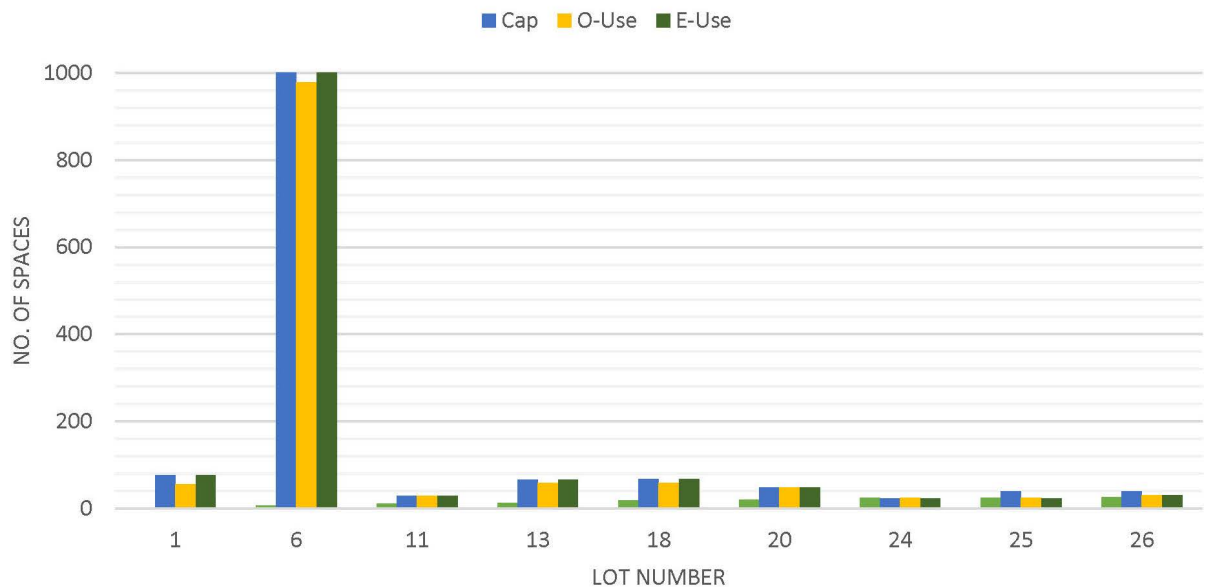
Parking spaces for Metra commuters is provided in nine parking facilities as listed in the following table and map. Metra has a 2001 agreement with Palatine obligating the Village to maintain 200 commuter parking spaces (representing Metra's contribution to the parking garage). The Village owns all other commuter parking. Commuter lots, except for Lot #11, are open after 5pm and all times on weekends for public parking. Overall, commuter parking is essentially full with 98% occupancy (assuming all permit spaces are occupied). Given the ridership growth at the Palatine station, Metra has identified a need for an additional 150 to 300 commuter parking spaces by 2040.

Existing Conditions Summary

TRANSPORTATION



COMMUTER PARKING CAPACITY and USAGE



Existing Conditions Summary

TRANSPORTATION

Metra Findings/Issues

- The Palatine station is the 6th highest ridership station Systemwide with 2,334 daily boardings.
- Palatine has the 3rd highest number of commuters alighting at the station during the AM peak period at UP-NW stations outside of downtown Chicago with 222.
- Mode of access to the station is predominantly by driving alone/parking, although commuters traveling from about a quarter-mile around the station are more likely to walk. Improved bicycle and pedestrian access routes to the station could reduce future demand for additional commuter parking.
- Commuter parking is essentially full with 98% occupancy. Metra estimates a need for an additional 150 to 400 spaces by 2040.
- Lack of bus service limits access to and from the Palatine station by those traveling to or from locations further away from the station.

Bus Service

Pace Bus Service was discontinued in the Downtown area in 2008 due to low levels of ridership. The Comprehensive Plan proposes a Village Circulator to connect Downtown to Harper College to the south and the Rand Road retail corridor to the north, potentially traveling along Hicks Road, Palatine Road, and Quentin Road. Paratransit services available through Palatine Township, offer the following transportation services:

- Service for Seniors (age 60+) and residents with disabilities: Fare is \$2.50 per one-way trips. Service is available Monday through Friday, 8AM – 4PM. Service available for anywhere within the Township, but not beyond. The Township should collaborate with adjacent municipalities to establish a system that serves areas beyond Township boundaries.
- Subsidized Taxi Service: Subsidy is \$4.00 off of metered fare. Available to all Township residents as long as the trip starts or ends in Palatine Township.
- Township Riders Initiative Program (TRIP): Service for seniors and residents with disabilities to medical appointments beyond Palatine Township borders. Fare is \$5.00 for every township border crossed to a maximum of \$10.00 per one-way trip. Service provided Monday through Friday, 5AM – 9PM.

Bus Service Findings/Issues: The Village should continue to work with Pace and local businesses on future transit opportunities to serve the Downtown area and the Metra station.

Existing Conditions Summary

TRANSPORTATION

Pedestrian and Bicycle Infrastructure

The Village adopted a Comprehensive Bicycle Transportation Plan in 2011. The plan recommended a mixture of on-road bikeways and off-road side 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. A Bicycle Level of Service Analysis (BLOS) was used in the Palatine Bicycle Transportation Plan to measure existing and future conditions, to set standards for the bikeway network, and to justify recommendations. BLOS quantifies the “bike-friendliness” of a roadway, to help indicate adult bicyclist comfort level for specific roadway geometries and traffic conditions.

The Village’s Recommended Bikeways and High-Priority Sidewalks (see map) shows on-road and off-road bike facilities, existing off-road trails, and recommended type of the suggested project priority, from high to low.

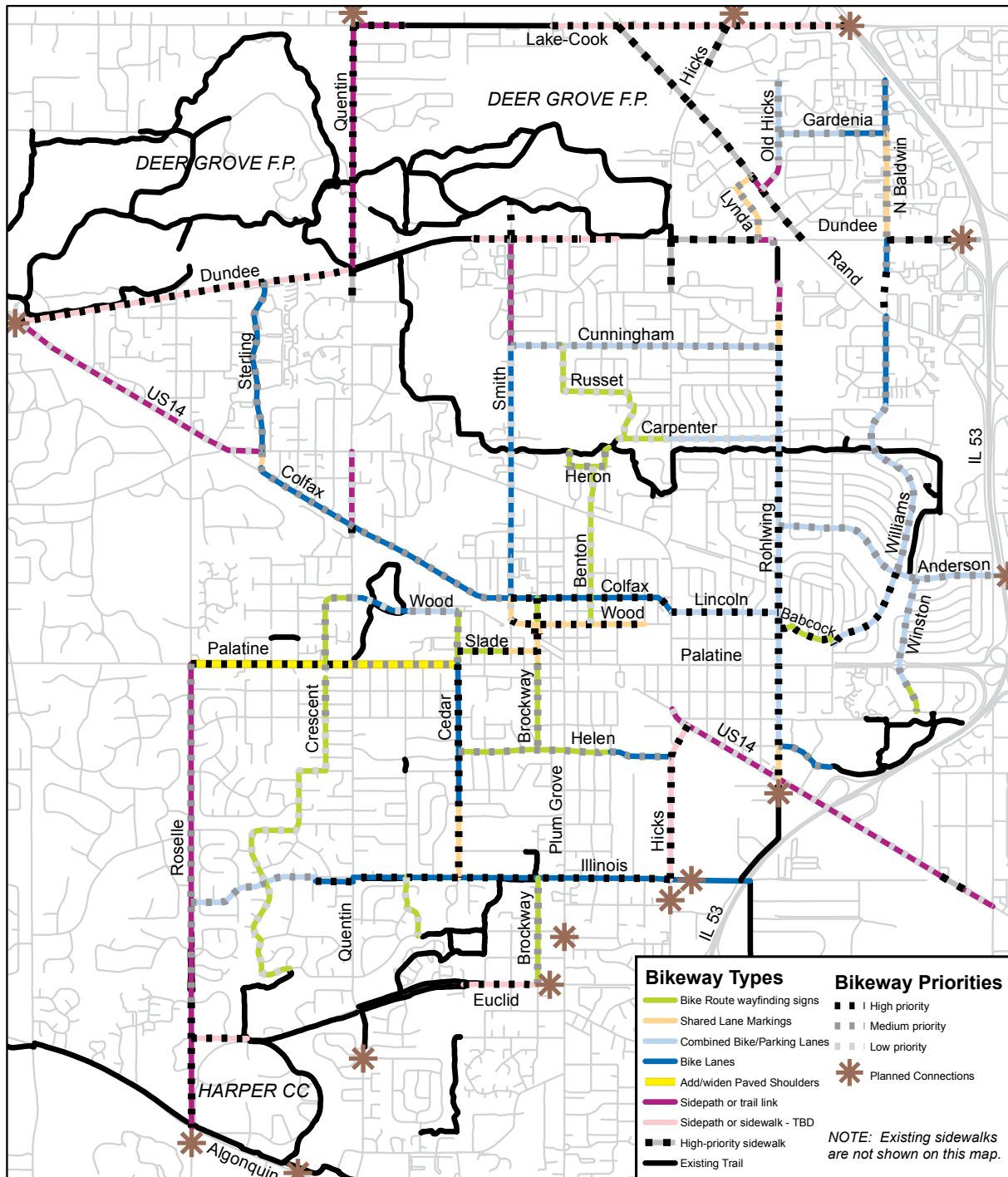
In the spring of 2015, The Village solicited proposals to design and construct bicycle projects representing a large portion of the Village’s overall bike plan. Specifically, the project involves a combination of way-finding signage, shared lane markings, bike lanes, and marked parking lanes. These projects are anticipated for construction in the Spring of 2016. Projects located within the Downtown area include:

- Colfax Street – bike lane
- Smith Street – bike lane
- Wood Street, west of Cedar Street– combined bike lane/parking lane
- Wood Street, between Smith Street and Hicks Place – marked shared lane
- Cedar Street – 1) Wood to Palatine Road – signed route 2) South of Palatine Road – bike lane
- Slade Street – combination of signed route and marked shared lane
- Brockway Street – signed route
- Palatine Road west of Cedar Street – add/widen paved shoulders

Existing Conditions Summary

TRANSPORTATION

Palatine Bicycle Transportation Plan Recommended Bikeways and High-Priority Sidewalks



Existing Conditions Summary

TRANSPORTATION

Overall, Downtown Palatine is very walkable with consistently provided sidewalks, ADA accessibility, streetscape elements, and lighting. The intersection of Palatine and Brockway Roads is a key Downtown intersection, providing a signalized, protected pedestrian crossing from the public parking lot south of Palatine Road to the Downtown core and Metra station. This intersection has been recently improved with ADA ramps and streetscape elements. A sidewalk/on-street parking improvement along Railroad Ave. west of Plum Grove Road is underway to add a more direct sidewalk connection to Plum Grove Road. The UP Railroad grade crossing at this location has also been improved to better delineate the pedestrian and vehicular zones along with an improved pedestrian path across the railroad.

Future pedestrian improvements should be focused on the few interrupted or narrow sidewalk, along with wayfinding signage. Additionally, there are vehicular and pedestrian/bicycle conflict locations as a result of driveways or lack of signed/marked crossings. With an emphasis on improving the ability to bike and walk in the Downtown and as important modes of access to Metra, driveways should be narrowed or consolidated as possible and intersections/mid-block crossings should be highly visible and signed as appropriate.

Pedestrian/Bicycle Findings/Issues

- Downtown Palatine is very walkable, urban environment.
- Future pedestrian improvements should be focused on the few interrupted or narrow sidewalk, including the limited/lack of sidewalk along north side of Palatine Road, west of Plum Grove Road.
- Driveways present conflict points between pedestrians and vehicles. Driveways should be eliminated or reduced in width as possible.
- Crosswalks should be marked at every intersection with high visibility paint.
- Additional bike parking facilities should be added at the Metra station and throughout the downtown.
- Additional wayfinding signage is needed to direct visitors to commuter and public parking facilities

Existing Conditions Summary

TRANSPORTATION

PARKING

Parking resources in Downtown Palatine 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 Downtown area.

Public parking spaces maintained by the Village are shown in the following Downtown Parking Map. Additionally, public on-street spaces are available as signed throughout Downtown. All of the spaces within the commuter lots (except for Lot 11) are open to the general public after 5:00 PM on weekdays and all times on weekends.



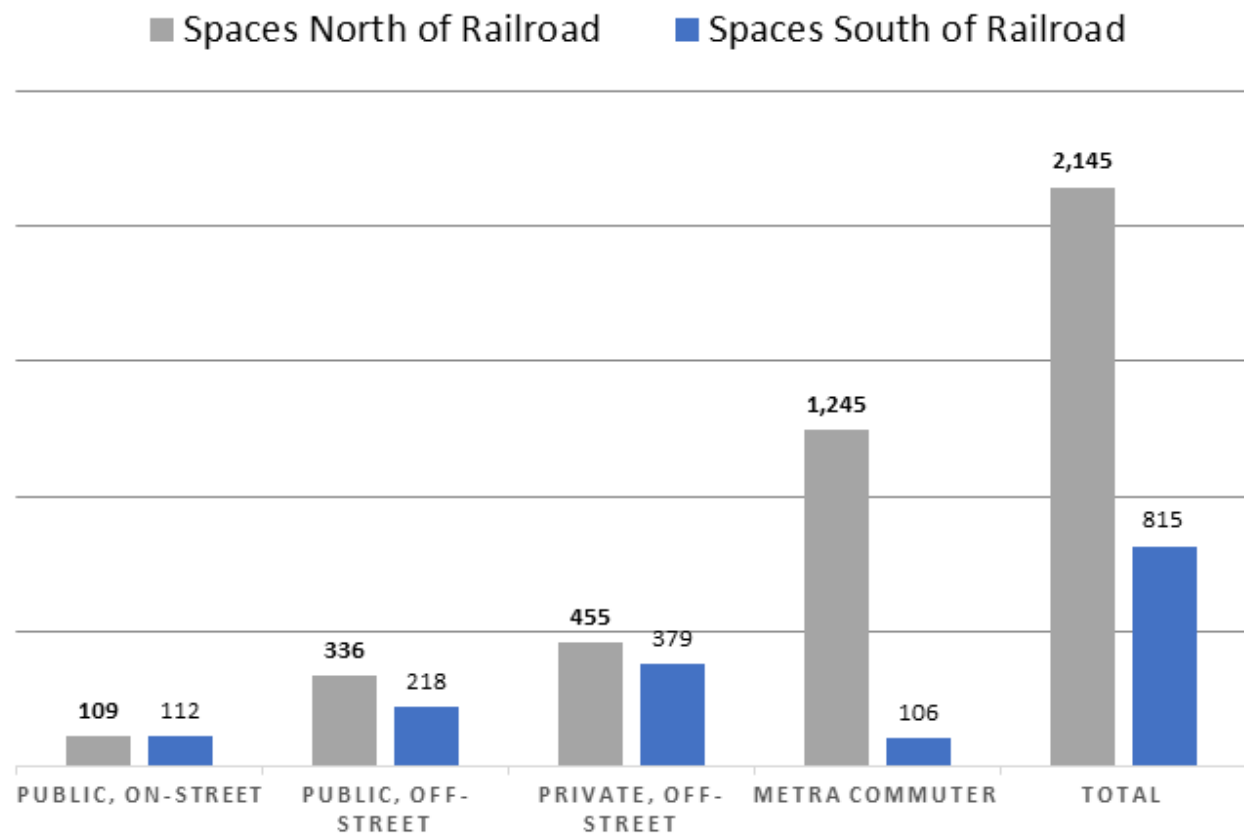
Existing Conditions Summary

TRANSPORTATION

Commuter parking options (previously described in the Metra commuter rail section) include:

- Daily parking is available to anyone in Commuter/Metra parking lots 1, 2, 3, 4, 9, 12, 13 and the Gateway Center parking deck at the rate of \$2.00 per day.
- Monthly parking permits are available for residents and non-residents in the Gateway Center parking deck, as well as Lots 11 & 14 for \$40 per month.
- Quarterly parking permits are available for Palatine residents in the Gateway Center Parking Deck, as well as Lots 11 & 14, for \$120.
- Annual parking permits are available for Palatine residents in the Gateway Center parking deck for \$480.

Parking Spaces By Location

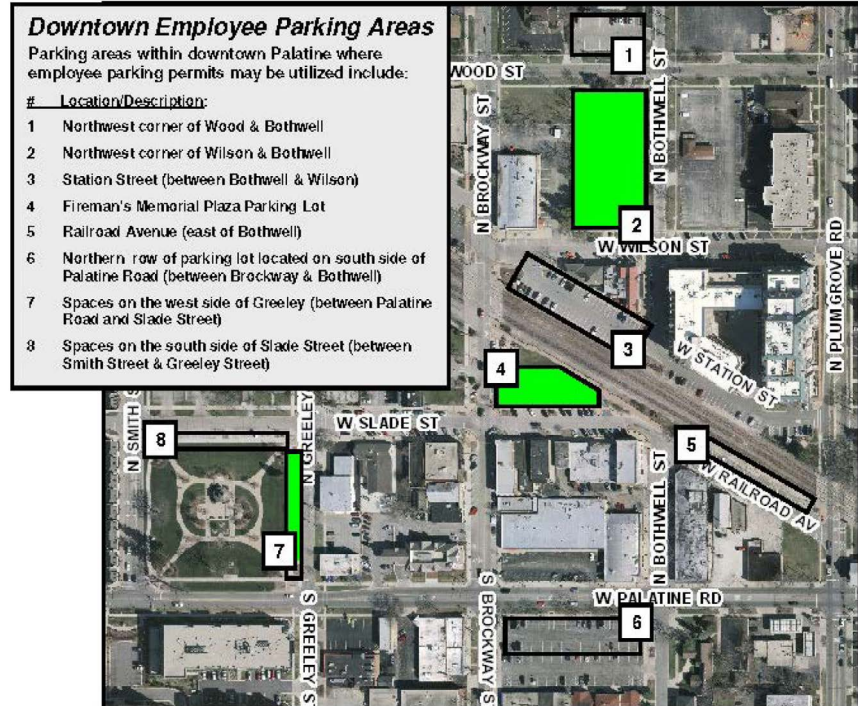


Existing Conditions Summary

TRANSPORTATION

Employee Parking Areas

The Village has designated specific locations for Downtown employees to park, as presented in the following Employee Parking Map.



Existing Conditions Summary

TRANSPORTATION

Parking Inventory

Based on data provided by the Village and supplemented with field reviews, there are about 2,960 public and private parking spaces in the focused downtown area, generally bordered by Wood Street on the north, Johnson Street on the south, Plum Grove Road on the east, and Smith Street on the west (See Parking Zone Map on the following page). 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 spaces, 72%, are located on the north side of the Union Pacific Railroad, with 28% located south of the railroad. A detailed breakdown of the parking inventory by block and type of parking spaces is presented in the following table and charts.



Existing Conditions Summary

TRANSPORTATION

Downtown Palatine - Parking Inventory

BLOCK	ON-STREET	PUBLIC LOT	PRIVATE LOT	METRA LOT	TOTAL	% OF TOTAL
1	12	26	25	0	63	2.1%
2A	0	65	10	0	75	2.5%
2B	8	0	34	0	42	1.4%
3A	16	0	32	0	48	1.6%
3B	0	60	0	0	60	2.0%
4A	30	0	47	0	77	2.6%
4B	23	0	0	0	23	0.8%
5A	0	25	40	106	171	5.8%
5B	0	35	0	0	35	1.2%
6	23	0	75	0	98	3.3%
7	17	21	0	76	114	3.9%
8A	25	44	48	48	165	5.6%
8B	0	0	0	24	24	0.8%
9	15	21	0	29	65	2.2%
10	34	23	0	0	57	1.9%
11	12	0	85	0	85	2.9%
12	0	0	92	0	92	3.1%
13	6	112	30	66	214	7.3%
14	0	115	158	1002	1317	44.7%
15	0	0	38	0	38	1.3%
16	0	0	78	0	78	2.6%
TOTAL	224	707	676	1,351	2,946	100%
% OF TOTAL	8%	24%	23%	46%	100%	
SOUTH OF RAILROAD	115	207	379	106	807	27%
% SOUTH OF RAILROAD	51%	29%	56%	8%		
NORTH OF RAILROAD	109	500	297	1,245	2,139	73%
% NORTH OF RAILROAD	49%	71%	44%	8%		

Existing Conditions Summary

TRANSPORTATION

Previous Parking Studies

Two previous Downtown parking studies were completed in 2000 and 2006. The 2000 parking analysis was completed to identify parking-related problems, deficiencies, and concerns. Data used for this analysis was inventory and occupancy counts collected by the Village in 1993, along with discussions with Village staff and Downtown businesses. This analysis concluded:

- Total parking usage ranged from 66.7% to 69.6% during midday on a weekday.
- Several blocks located in the northwest corner of the downtown exceeded 85% occupancy.
- Commuter parking lots were near capacity.
- Future development could require additional parking resources, along with a need for additional commuter parking.

The result of the 2000 study was the proposal for a new parking garage to be located at Colfax Street and Smith Street. This garage was constructed.

The 2006 study was completed to update the 2000 study due to new developments:

- Construction of the new parking structure at Colfax Street and Smith Street. (Gateway Center)
- Updated Metra ridership forecasts and related commuter parking needs.
- Accommodate 2004 Downtown Land Use Guide Update.

For this study, Village staff completed a parking inventory and conducted occupancy counts for Downtown off-street residential and commercial lots. This study concluded:

- Of the off-street residential and commercial lots counted, midday occupancy was 45%.
- The new Gateway Center Garage and new train station lot provided over 70% of the commuter parking needs.
- A total of 1,500 and 1,600 future commuter parking spaces will be needed, an increase of 100 to 200 new spaces.
- The area of Downtown north of the railroad (Smith Street - Plum Grove Road-Wood Street-railroad) does not have sufficient parking to accommodate future development.

Existing Conditions Summary

TRANSPORTATION

- Additional parking is needed for the area bounded by Wood Street, Wilson Street, Plum Grove Road and Brockway Street.
- A more detailed parking study should be completed.

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 be mixed-use facilities, including commuter parking spaces.

Parking Utilization

Based on the two previous parking studies, along with field observations and discussions with staff, parking in the downtown area is about 70% occupied, with commuter spaces at capacity. While the total amount of parking overall appears to be appropriate, there are some blocks/areas that are more constrained due to location and/or distribution of parking resources. Primarily, the location of the Gateway Center parking garage is located further west of many Downtown restaurant and business destinations. The area south of the UP Railroad has a smaller percentage of overall parking, but contains more centrally located surface parking spaces to restaurants and retail uses located north of the railroad. The larger percentage of parking on the north side of the Downtown is due to the location of the parking structure north of the railroad.

Parking Issues

- Downtown has nearly 3,000 parking spaces, of which 26% are public, 46% are Metra commuter spaces and 28% are private spaces. Only about 7% of the parking spaces are on-street, which is fairly low for a downtown area.
- Overall, parking in the downtown area is currently about 70% occupied, with commuter spaces at capacity.
- Some blocks are more constrained due to the location and/or distribution of parking resources, particularly the core Downtown area near Brockway Street and Wilson Streets.
- Over the past several years, the Village has successfully added additional on-street spaces through the use of angled parking, particularly on the south side of the UP railroad.

Existing Conditions Summary

TRANSPORTATION

- The Downtown area located south of the UP Railroad has a smaller percentage of overall parking, but more of the surface parking spaces. Many restaurants and retail uses are located north of the railroad. However the surface lots south of the railroad are more conveniently located than the Gateway Center parking garage.
- The Village has discussed the potential need for moving forward with either one or both of the proposed parking structures.
- A significant amount of land in Downtown is dedicated to surface parking. Should additional parking resources should be developed, these spaces should be located in a parking structure.
- Metra has identified a future need for an additional 150 to 300 commuter parking spaces by 2040.
- Additional wayfinding signage would be helpful to direct Downtown visitors to various parking locations.

Of the two proposed locations for new parking structures, a facility located in the area bounded by Wilson Street, Slade Street, Greeley Street, and Smith Street would be preferred. Advantages of this site:

- Would replace existing surface parking lots;
- Site has a larger footprint, so this site could accommodate a greater number of public and commuter parking spaces;
- Access could be via Smith Street, which is a continuous north-south street through Downtown and its intersection with Palatine Road is signalized;
- Site would be convenient to both areas north and south of the railroad, as well as to the Metra station;
- There are currently opportunities for shared parking for the western area of Downtown where the second proposed structure would be located.



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