

# **Comprehensive Plan**

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**VILLAGE OF  
JOHNSBURG**

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## ◆ INTRODUCTION

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THE FIRST SETTLERS IN THE VILLAGE OF JOHNSBURG, IL WERE RECORDED IN 1841. HOWEVER, WITH THE EXCEPTION OF THE VILLAGE OF SUNNYSIDE, MOST OF THE DEVELOPMENT IN THE AREA DID NOT OCCUR WITHIN AN INCORPORATED MUNICIPAL JURISDICTION UNTIL 1992. IN THAT YEAR, THE AREAS WHICH FORM THE MAJORITY OF THE MODERN VILLAGE OF JOHNSBURG WERE ANNEXED INTO SUNNYSIDE, AND THE MUNICIPALITY WAS RENAMED THE VILLAGE OF JOHNSBURG. THIS ANNEXATION RESULTED FROM A DESIRE TO PRESERVE THE QUALITY OF LIFE IN THE AREA IN THE FACE OF STEADY GROWTH. RESIDENTS OF THE AREA FELT THAT GREATER CONTROL COULD BE EXERCISED IF THE AREA WAS FULLY INCORPORATED AND LOCALLY GOVERNED.

SHORTLY THEREAFTER, VILLAGE LEADERS BEGAN TO CREATE THE TOOLS NECESSARY TO OBTAIN THIS CONTROL. THE 2010 COMPREHENSIVE PLAN WAS ADOPTED IN FEBRUARY, 1994, AND WAS USED AS A GUIDE TO LAND USE AND DEVELOPMENT DECISIONS IN THE VILLAGE'S PLANNING AREA.

THE 2015 COMPREHENSIVE PLAN WAS PREPARED BY THE VILLAGE AS AN UPDATE TO THAT FIRST COMPREHENSIVE PLAN, BUT WAS NEVER ADOPTED. BY 1999, VILLAGE OFFICIALS WERE AWARE THAT THE FIRST 2010 PLAN WAS INCREASINGLY OUT OF DATE. AN UPDATED PLAN WAS NEEDED IN ORDER TO ENSURE THAT THE TEXT AND THE LAND USE PLAN REFLECTED VARIOUS LAND USE CHANGES, ANNEXATIONS, AND OTHER VILLAGE DEVELOPMENT THAT HAD EVOLVED SINCE 1994.

THE PLANNING COMMITTEE OF THE VILLAGE WAS CHARGED WITH THE TASK OF UPDATING THE COMPREHENSIVE PLAN. THROUGH THE INITIAL STAGES OF THE PROCESS, THE COMMITTEE WORKED WITH SOME ASSISTANCE FROM A PLANNING CONSULTANT.

THE PLANNING COMMITTEE BEGAN WITH A SERIES OF MEETINGS WITH THE VILLAGE TRUSTEES, TO DISCUSS SUGGESTED LAND USES FOR THE ENTIRE PLANNING AREA SURROUNDING THE VILLAGE OF JOHNSBURG. THE COMMITTEE RECOGNIZED A REMARKABLE CONSENSUS AMONG VILLAGE LEADERS REGARDING THE FUTURE VISION OF JOHNSBURG. BASED ON THIS CONSENSUS, THE PLANNING COMMITTEE COMPLETED A DRAFT FUTURE LAND USE PLAN, INCLUDING A MAP AND



Historic Downtown Johnsburg

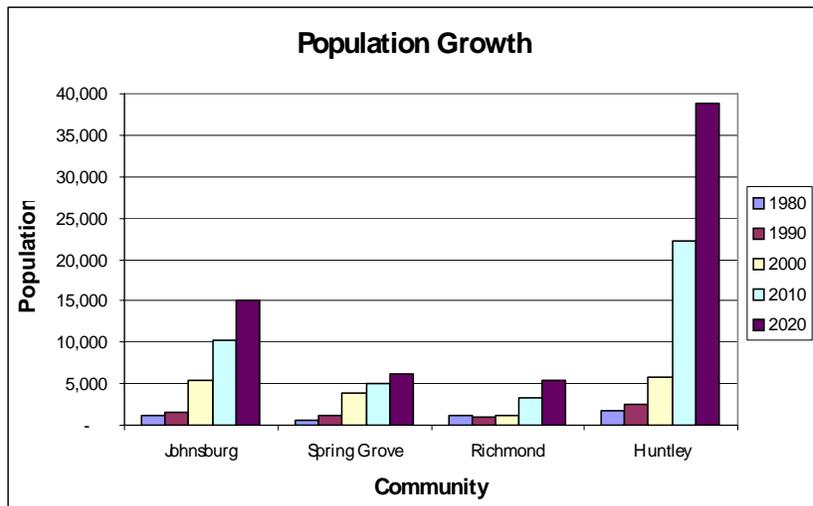
ACCOMPANYING TEXT. AT THAT POINT, VILLAGE LEADERS AGREED THAT PROFESSIONAL ASSISTANCE WAS DESIRABLE.

IN ORDER TO HAVE AN UPDATED FUTURE LAND USE PLAN IN PLACE AS SOON AS POSSIBLE, THE VILLAGE RETAINED TESKA ASSOCIATES, INC. TO PREPARE AN INTERIM COMPREHENSIVE PLAN. THE INTERIM PLAN PROVIDED AN UP-TO-DATE LAND USE GUIDE THAT WAS USED BY VILLAGE OFFICIALS WHILE THE EXTENSIVE PLANNING PROCESS FOR A THOROUGH COMPREHENSIVE PLAN WAS COMPLETED.

THIS COMPREHENSIVE PLAN BUILDS UPON THE SUBSTANTIAL TIME AND EFFORT THAT HAS ALREADY BEEN INVESTED BY THE PLANNING COMMITTEE, AND IS CONSISTENT WITH PREVIOUS PLANS. IT RECOMMENDS FUTURE LAND USES AND THE TRANSPORTATION NETWORK TO SERVE FUTURE GROWTH. FINALLY, A SET OF PLANNING AREAS DIVIDES THE PLANNING JURISDICTION OF THE VILLAGE INTO SMALLER UNITS WHICH ARE ANALYZED IN MORE DETAIL.

## ◆ COMMUNITY DEMOGRAPHICS ◆

JOHNSBURG IS A RELATIVELY SMALL HAMLET LOCATED IN THE NORTHEASTERN PORTION OF MCHENRY COUNTY. IT CONSISTS OF DISTINCTIVE RESIDENTIAL NEIGHBORHOODS WITH A LIMITED MIX OF COMMERCIAL BUSINESSES, INDUSTRIAL ESTABLISHMENTS, AND PUBLIC AND SEMI-PUBLIC FACILITIES. JOHNSBURG'S NEAREST NEIGHBORS ARE SPRING GROVE, MCHENRY AND LAKEMOOR. THESE MUNICIPALITIES ARE SEPARATED BY ABUNDANT OPEN SPACE. THE OPEN SPACE INCLUDES FARMLANDS, UNDEVELOPED PASTURES, WETLANDS AND WATER FEATURES.

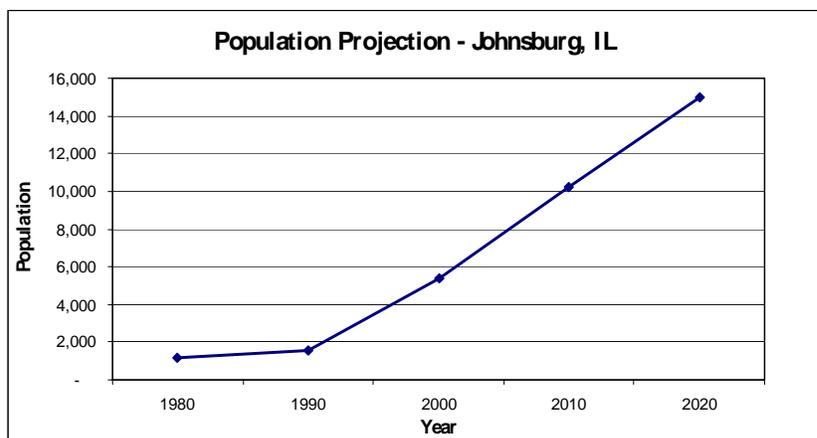


### POPULATION GROWTH

15,000 PEOPLE.

THE VILLAGE OF JOHNSBURG EXPERIENCED STEADY POPULATION GROWTH PRIOR TO 1990. SINCE 1990, JOHNSBURG EXPERIENCED EXTREMELY RAPID GROWTH. THE 2000 CENSUS INDICATED THAT THERE WERE 5,391 RESIDENTS. THIS REPRESENTS A 253% POPULATION INCREASE OVER THE DECADE, OR OVER 25% PER YEAR. HOWEVER, MUCH OF THE GROWTH IN POPULATION JOHNSBURG EXPERIENCED IN 1991 RESULTED FROM AN ANNEXATION AGREEMENT WITH THE NEIGHBORING VILLAGE OF SUNNYSIDE. PRIOR TO 1991, THE VILLAGE OF SUNNYSIDE WAS LOCATED IN WHAT TODAY IS THE NORTHEAST PORTION OF JOHNSBURG. SUNNYSIDE ANNEXED THE SURROUNDING UNINCORPORATED AREA AND THEN RENAMED IT THE VILLAGE OF JOHNSBURG. THIS ANNEXATION AGREEMENT CAUSED THE VILLAGE'S POPULATION TO SPIKE TO 4631 IN 1991. SINCE THAT TIME, POPULATION GROWTH IN JOHNSBURG HAS BEEN FUELED PRIMARILY BY NEW SINGLE-FAMILY RESIDENTIAL CONSTRUCTION AT THE PERIPHERY OF THE COMMUNITY. BASED ON THE PAST TRENDS OF GROWTH AND THE AVAILABILITY OF LAND FOR DEVELOPMENT, THE POPULATION OF JOHNSBURG SHOULD CONTINUE TO GROW. THE NORTHEASTERN ILLINOIS PLANNING COMMISSION (NIPC) PROJECTS THAT IN 2020 THE POPULATION OF JOHNSBURG WILL BE

WHILE THE HISTORIC GROWTH TRENDS IN JOHNSBURG ARE SIMILAR TO THOSE SEEN IN COMPARABLE COMMUNITIES, JOHNSBURG SHOWED AN INCREASE IN POPULATION GREATER THAN MANY OF THESE LOCALITIES. SPRING GROVE, HUNTLEY AND JOHNSBURG ALL EXHIBITED RAPID POPULATION GROWTH BETWEEN 1990 AND 2000. ALL OF THE COMPARABLE COMMUNITIES ARE PROJECTED BY NIPC TO GROW CONSIDERABLY DURING THE NEXT TWO DECADES AS DEVELOPMENT WITHIN THE CHICAGOLAND AREA CONTINUES TO MOVE NORTHWEST INTO MCHENRY COUNTY. HUNTLEY IS PROJECTED TO EXPERIENCE THE MOST RAPID GROWTH DUE TO THE AVAILABILITY OF OPEN LAND



FOR DEVELOPMENT, THE PRESENCE OF SUN CITY AND THE AGGRESSIVE DEVELOPMENT STRATEGY TAKEN BY THE COMMUNITY.

74 TO 84	116	2%
85+	44	1%

### FAMILIES AND HOUSEHOLDS

ONE OF THE MOST UNIQUE CHARACTERISTICS OF JOHNSBURG'S POPULATION IS ITS RELATIVELY LARGE FAMILY SIZE. IN 1990, THE AVERAGE HOUSEHOLD SIZE IN THE UNITED STATES WAS 2.63 PERSONS PER HOUSEHOLD. THE CHICAGOLAND AREA HAD A HOUSEHOLD SIZE OF 2.72 AND MCHENRY COUNTY HAD A HOUSEHOLD SIZE OF 2.89. JOHNSBURG'S AVERAGE HOUSEHOLD SIZE IN 1990 WAS 3.41. WHILE THE JOHNSBURG'S HOUSEHOLD SIZE DECLINED DURING THE LAST DECADE TO 3.06, IT REMAINS HIGHER THAN THE NATIONAL OR REGIONAL AVERAGES. JOHNSBURG'S UNIQUE POSITION IS LIKELY DUE TO THE LARGE LOT SIZES AND LARGE SINGLE-FAMILY HOMES FOUND IN THE COMMUNITY. THESE HOMES ARE ABLE TO ACCOMMODATE LARGER FAMILIES, DRIVING UP THE HOUSEHOLD SIZE. MOREOVER, JOHNSBURG HAS A LIMITED AMOUNT OF MULTIPLE-FAMILY HOUSING, WHICH FURTHER REDUCES THE NUMBER OF SMALL FAMILIES.

ANOTHER UNUSUAL ASPECT OF JOHNSBURG'S POPULATION PROFILE IS THE PERCENTAGE OF PERSONS UNDER 20 YEARS OF AGE. APPROXIMATELY 34% OF THE POPULATION OF JOHNSBURG IS UNDER 20. HIGH LEVELS OF PERSONS UNDER 20 YEARS OF AGE IS NOT UNCOMMON MANY OF THE FAST GROWING COMMUNITIES IN MCHENRY COUNTY. 34% OF THE POPULATION OF ALGONQUIN IS ALSO UNDER 20, WHILE THE PERCENTAGE IS 30% IN MCHENRY. HOWEVER, THIS PERCENTAGE IS CONSIDERABLY HIGHER THAN MANY COMMUNITIES IN THE CHICAGOLAND AREA.

### POPULATION BY AGE

AGE	PERSONS	PERCENT
0 TO 5	298	6%
5 TO 19	1500	28%
20 TO 24	230	4%
25 TO 34	483	9%
35 TO 44	1044	19%
44 TO 54	935	17%
55 TO 64	490	9%
65 TO 74	251	5%

THIS DEMOGRAPHIC SHIFT INDICATES THAT AN ADDED EMPHASIS SHOULD BE PLACED ON PROVIDING FACILITIES THAT SERVE THIS PORTION OF THE POPULATION INCLUDING SCHOOLS AND PARKS.

### INCOME

MEDIAN INCOME LEVELS WITHIN THE VILLAGE OF JOHNSBURG HAVE INCREASED OVER THE PAST 10 YEARS. YEAR 2000 MEDIAN INCOMES SHOWED A 42% INCREASE OVER 1990 MEDIAN INCOMES. AN INCREASE IN INCOME LEVELS MAY INDICATE THAT MORE HOUSEHOLDS HAVE A LARGER SPENDABLE INCOME TO SUPPORT NON-ESSENTIAL COMMERCIAL ESTABLISHMENTS SUCH AS RESTAURANTS, BOUTIQUE SHOPS, UPSCALE CLOTHING STORES, FURNITURE STORES, AND ART STORES.

### HOUSING STOCK

THE GREAT MAJORITY OF RESIDENTIAL UNITS WITHIN THE VILLAGE OF JOHNSBURG (97%) ARE SINGLE-FAMILY UNITS. WHILE THE NUMBER OF MULTIPLE-FAMILY UNITS HAS INCREASED SLIGHTLY SINCE 1990, THEY STILL REPRESENT LESS THAN 3% OF THE TOTAL NUMBER OF UNITS IN JOHNSBURG. THE MAJORITY OF EXISTING MULTIPLE FAMILY UNITS ARE APARTMENT RENTALS. THERE ARE VERY FEW CONDOMINIUMS IN JOHNSBURG. SINGLE FAMILY ATTACHED RESIDENCES DO NOT REPRESENT A SIGNIFICANT PERCENTAGE OF THE TOTAL NUMBER OF UNITS. THE LACK OF CONDOMINIUM AND ATTACHED RESIDENTIAL UNITS INDICATES A DEFICIENCY IN THE DIVERSITY OF THE HOUSING STOCK IN JOHNSBURG AND PRESENT AN OPPORTUNITY FOR THE VILLAGE TO INCREASE THE HOUSING OPTIONS AVAILABLE TO CURRENT AND POTENTIAL RESIDENTS.

JOHNSBURG EXPERIENCED A SUBSTANTIAL INCREASE IN MEDIAN HOME VALUES BETWEEN 1990 AND 2000. DURING THIS DECADE, THE MEDIAN HOME VALUE IN JOHNSBURG ROSE FROM \$121,200 TO \$190,900, AN INCREASE OF ABOUT 58%. AS NOTED PREVIOUSLY, MEDIAN INCOME GREW ONLY 42% BETWEEN 1990 AND 2000. THE RESULT OF THIS DISPARITY IS THAT HOUSING IN JOHNSBURG IS BECOMING LESS AFFORDABLE TO MODERATE INCOME FAMILIES. HOUSING VALUES IN JOHNSBURG ARE HIGHER THAN ADJACENT COMMUNITIES, WITH THE EXCEPTIONS OF SPRING GROVE AND RINGWOOD.

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**THE SUBSTANTIAL MAJORITY OF THE RESIDENTS OF THESE HOMES MOVED INTO JOHNSBURG DURING THE LAST TEN YEARS. CENSUS INFORMATION REVEALS THAT 57% OF ALL RESIDENTS MOVED INTO THE COMMUNITY SINCE 1990 AND 83% OF RESIDENTS HAVE MOVED INTO THE COMMUNITY SINCE 1980.**

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## ◆ GOALS AND OBJECTIVES

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THE GOAL OF THE VILLAGE OF JOHNSBURG IS TO MAINTAIN THE QUALITY OF LIFE THAT IS CURRENTLY ENJOYED. THE FRIENDLY SMALL TOWN ATMOSPHERE AND PROUD HERITAGE THAT DOMINATES THE CHARACTER AND SPIRIT OF THE VILLAGE SHOULD BE PRESERVED AND PROTECTED ABOVE ALL ELSE. THE VILLAGE WILL ACCEPT ADDITIONAL GROWTH IN THE COMMUNITY WHICH IS COMPATIBLE WITH THE EXISTING RURAL CHARACTER OF THE VILLAGE. EXISTING AND FUTURE LAND USES AND LAND USE POLICIES SHOULD BE CONSISTENT WITH THIS GENERAL GOAL AND THE SPECIFIC GOALS AND OBJECTIVES OUTLINED BELOW.

GOALS ARE PRESENTED IN BOLD TEXT FOR RESIDENTIAL NEIGHBORHOODS, ECONOMIC DEVELOPMENT, NATURAL RESOURCES, COMMUNITY FACILITIES, AND TRANSPORTATION. SPECIFIC OBJECTIVES FOR EACH GOAL ARE LISTED IN BULLET POINTS.

### RESIDENTIAL NEIGHBORHOODS

RESIDENTIAL NEIGHBORHOODS WITH A FRIENDLY AND HARMONIOUS AMBIANCE, INCLUDING THE PRESERVATION AND ENHANCEMENT OF EXISTING NEIGHBORHOODS AND CAREFUL DEVELOPMENT OF NEW NEIGHBORHOODS THAT ARE COMPATIBLE WITH THE CHARACTER OF THE VILLAGE PRESERVE EXISTING PRISTINE LAND RESOURCES AND ENVIRONMENTALLY UNIQUE FEATURES.

- ▶ INTEGRATE NEW NEIGHBORHOODS INTO THE COMMUNITY AT A RELATIVELY SLOW PACE TO ENSURE THAT NEW GROWTH DOES NOT OVERWHELM THE EXISTING QUALITY OF LIFE.
- ▶ IMPOSE CONTROLS ON DENSITY AND INTENSITY ON RESIDENTIAL DEVELOPMENTS TO ENSURE THAT NEW NEIGHBORHOODS ARE COMPATIBLE WITH NEARBY EXISTING DEVELOPMENTS.
- ▶ PROVIDE FOR A BALANCED RANGE OF HOUSING TYPES IN APPROPRIATE LOCATIONS THAT WILL BE COMPATIBLE WITH ADJACENT USES.
- ▶ MAINTAIN A RURAL CHARACTER, BOTH PHYSICALLY AND VISUALLY, PARTICULARLY ALONG MAJOR ARTERIAL ROADS.

### ECONOMIC DEVELOPMENT

A BALANCE OF LAND USES IN THE VILLAGE, INCLUDING NON-RESIDENTIAL USES THAT SERVE AND EMPLOY LOCAL RESIDENTS, AND PROVIDE A REVENUE AND PROPERTY TAX BASE FOR THE VILLAGE AND OTHER LOCAL JURISDICTIONS.

- ▶ REDEVELOP THE VILLAGE CENTER IN A HISTORICALLY SENSITIVE MANNER INTO A LOCAL RETAIL AND SERVICE AREA WITH COMPLEMENTARY OFFICE DEVELOPMENT.
- ▶ ENCOURAGE THE DEVELOPMENT OF COMMERCIAL NODES WITH RETAIL USES, FOLLOWED BY OFFICE, SERVICE AND INSTITUTIONAL USES, ALONG SPRING GROVE ROAD, JOHNSBURG ROAD, AND CHAPEL HILL ROAD.
- ▶ DEVELOP A REGIONAL COMMUNITY SHOPPING AREA AND INDUSTRIAL PARK ALONG THE ROUTE 31 CORRIDOR.

### NATURAL RESOURCES

A WELL-PRESERVED AND WIDELY ACCESSIBLE SYSTEM OF NATURAL RESOURCES, INCLUDING THE FOX RIVER AND ITS TRIBUTARIES, TO BE ENJOYED BY ALL RESIDENTS OF JOHNSBURG.

- ▶ ENCOURAGE THE IMPROVEMENT OF RIVER WATER QUALITY.
- ▶ ENCOURAGE THE PROTECTION OF GROUNDWATER RESOURCES.
- ▶ PROVIDE AND IMPROVE ACCESS TO THE RIVER FOR USE BY ALL RESIDENTS OF JOHNSBURG AS A RECREATIONAL AMENITY.
- ▶ PRESERVE ENVIRONMENTALLY SENSITIVE AREAS SUCH AS WOODED SITES, STREAM CORRIDORS, WILDLIFE HABITAT AND WATER FEATURES, UNDER PUBLIC OR PRIVATE OWNERSHIP.

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- ▶ ENSURE THAT NEW DEVELOPMENTS CONTRIBUTE PARKS, OPEN SPACE OR CONTRIBUTIONS IN LIEU TO SERVE NEW RESIDENTS.

#### COMMUNITY FACILITIES

A SYSTEM OF PUBLIC AND PRIVATE COMMUNITY FACILITIES, INCLUDING SCHOOLS, RECREATIONAL FACILITIES, AND UTILITIES, WHICH SUPPORT AND ENHANCE THE QUALITY OF LIFE CURRENTLY ENJOYED BY JOHNSBURG RESIDENTS.

- ▶ SUPPORT THE EXCELLENCE OF THE LOCAL EDUCATION SYSTEM WITH A CONTROLLED GROWTH PHILOSOPHY AND PLANNING FOR ADEQUATE SCHOOL SITES AND OTHER FACILITIES TO SERVE EXISTING RESIDENTS AND ACCOMMODATE NEW GROWTH.
- ▶ INCREASE THE OPPORTUNITIES FOR ACTIVE AND PASSIVE RECREATION IN THE VILLAGE BY PROVIDING SITES UNDER PUBLIC OR PRIVATE OWNERSHIP.
- ▶ SUPPORT CONTINUED VOLUNTARY SPONSORSHIP AND USER-PAY ORGANIZATION MODELS FOR YOUTH AND ADULT RECREATIONAL ACTIVITIES WITH MINIMAL VILLAGE FINANCIAL SUPPORT.
- ▶ SPONSOR ENTERTAINMENT AND CULTURAL ACTIVITIES TO BUILD COMMUNITY CHARACTER.
- ▶ ENCOURAGE IMPLEMENTATION OF INNOVATIVE PROGRAMS AND TECHNIQUES TO ENHANCE SEPTIC SYSTEMS IN COOPERATION WITH MCHENRY COUNTY HEALTH DEPARTMENT.
- ▶ PROVIDE SEWER SERVICE TO EXISTING MEDIUM AND HIGH DENSITY AREAS IN THE VILLAGE, PARTICULARLY ADJACENT TO BODIES OF WATER, FLOODPLAINS, OR WETLANDS.
- ▶ PREPARE AN OVERALL WATER SYSTEM PLAN TO ENSURE COMPATIBILITY OF THE EXISTING PRIVATE WATER SYSTEM, LIMITED PUBLIC WATER SYSTEM, AND PRIVATE WELLS.
- ▶ PURSUE THE ESTABLISHMENT OF INTERGOVERNMENTAL BOUNDARY AGREEMENTS WITH SURROUNDING COMMUNITIES WHERE AGREEMENTS HAVE NOT YET BEEN REACHED.

- ▶ COOPERATE WITH VARIOUS PUBLIC DISTRICTS SUCH AS THE TOWNSHIP, ROAD DISTRICT, FIRE PROTECTION DISTRICT, AND COUNTY UTILIZING INTERGOVERNMENTAL AGREEMENTS TO THEIR MAXIMUM BENEFIT.

#### TRANSPORTATION

A TRANSPORTATION NETWORK WHICH PROVIDES FOR RELIABLE, SAFE, AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS THROUGHOUT THE COMMUNITY AND REGION, AND WHICH ANTICIPATES THE DEMANDS OF GROWTH.

- ▶ SUPPORT THE ACQUISITION, DESIGN AND CONSTRUCTION OF THE RICHMOND WAUKEGAN CORRIDOR, AND PLAN FOR COMPATIBLE LAND USES IN THIS CORRIDOR.
- ▶ ENCOURAGE THE CONSTRUCTION OF THE MCHENRY BY-PASS CORRIDOR THROUGH THE JOHNSBURG AREA, AND CONTINUE TO PLAN FOR RIGHT-OF-WAY ACQUISITION AND COMPATIBLE LAND USES.
- ▶ ENCOURAGE SAFE AND EFFICIENT TRAFFIC CIRCULATION WITH LIMITED CONGESTION, BY UNDERTAKING ROAD IMPROVEMENTS, STREET EXTENSIONS, STREET WIDENING, AND IMPROVEMENTS TO THE PEDESTRIAN AND BICYCLE NETWORKS.
- ▶ ENSURE THAT IMPROVEMENTS TO ROUTE 31 (A STRATEGIC REGIONAL ARTERIAL) MEET THE DESIGN AND CONSTRUCTION STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR THE SRA CLASSIFICATION, AND THAT DEVELOPMENT ALONG THIS ROADWAY INCLUDES ADEQUATE SETBACKS, LIMITED CURB CUTS, AND OTHER FEATURES COMPATIBLE WITH AN SRA.
- ▶ ENCOURAGE THE FUTURE CONSIDERATION OF A COMMUTER RAIL STATION IN OR NEAR JOHNSBURG.



THE COMPREHENSIVE LAND USE PLAN IS BASED UPON EXISTING AND PROPOSED CONDITIONS, PREVIOUS COMPREHENSIVE PLANS (ADOPTED AND DRAFTED), AND THE RECENT VISIONING AND PLANNING UNDERTAKEN BY THE VILLAGE PLANNING COMMITTEE. IN ADDITION, THE LAND USES AND TRANSPORTATION NETWORK DEPICTED ON THIS PLAN ARE INTENDED TO IMPLEMENT THE GOALS AND OBJECTIVES IN THE PREVIOUS SECTION.

THE COMPREHENSIVE LAND USE PLAN IS A CULMINATION OF ENVIRONMENTAL PROTECTION STRATEGIES EXPRESSED ON THE FRAMEWORK PLAN. BASED ON THESE ELEMENTS, THE COMPREHENSIVE LAND USE PLAN PORTRAYS RECOMMENDATIONS FOR FUTURE LAND USES AND THE TRANSPORTATION NETWORK.

## ENVIRONMENT

THE ENVIRONMENT ANALYSIS SEEKS TO UNDERSTAND THE NATURAL CHARACTERISTICS OF THE LAND IN ORDER TO DETERMINE THE CAPACITY OF THE LAND TO SUPPORT NEW DEVELOPMENT (SEE ENVIRONMENTAL FEATURES MAP, IN THE APPENDIX). SIGNIFICANT NATURAL RESOURCES IN THE STUDY AREA ARE IDENTIFIED. THESE RESOURCES SHOULD BE PROTECTED IN WHOLE OR IN PART, INCLUDING WOODLANDS, WETLANDS, FLOODPLAINS, RIVERS, AND BODIES OF WATER. POOR SOILS THAT ARE UNSUITABLE FOR DEVELOPMENT ARE ALSO IDENTIFIED.

THE RECOGNITION OF THESE FEATURES HELPS TO IDENTIFY THE OPPORTUNITIES AND CONSTRAINTS TO DEVELOPMENT. FOR EXAMPLE, RIVERS AND CREEKS PROVIDE IMPORTANT RECREATIONAL AND AESTHETIC VALUE, ESPECIALLY FOR RESIDENTIAL USES. HOWEVER, DEVELOPMENT SHOULD GENERALLY NOT OCCUR WITHIN FLOODPLAINS, DUE TO THE INCREASED RISK OF PROPERTY AND PERSONAL DAMAGE FROM FLOODING. THE CURRENT VILLAGE PLANS FOR SEWER SERVICE, PARTICULARLY ALONG THE FOX RIVER AND PISTAKEE LAKE, RECOGNIZE THE IMPORTANCE OF PROTECTING WATER QUALITY IN THESE NATURAL ASSETS.

THE NATURAL AMENITIES AND DEVELOPMENT CONSTRAINTS IDENTIFIED AS PART OF THE ENVIRONMENT ANALYSIS GUIDE THE NATURE AND LOCATION OF LAND USES AND TRANSPORTATION FACILITIES.

## FRAMEWORK PLAN

BUILDING UPON THE ANALYSIS OF THE ENVIRONMENTAL RESOURCES, THE FRAMEWORK PLAN ILLUSTRATES THE KEY DEVELOPMENT STRATEGIES FOR THE JOHNSBURG PLANNING AREA (SEE FRAMEWORK PLAN, IN THE APPENDIX). THE MOST SIGNIFICANT CHANGE IN RELATION TO PREVIOUS PLANNING DOCUMENTS IS THE INTRODUCTION OF A GREENWAY CORRIDOR OVERLAID ON ENVIRONMENTAL RESOURCES. THESE AREAS SHOULD BE PRESERVED AND PROTECTED FROM DEVELOPMENT.

THE EXISTING AND FUTURE TRANSPORTATION ELEMENTS ARE INCLUDED ON THE FRAMEWORK PLAN. THE VILLAGE HAS A LIMITED OPPORTUNITY TO DEVELOP NON-RESIDENTIAL USES, WHICH HIGHLIGHTS THE IMPORTANCE OF IDENTIFYING FUTURE LOCATIONS NOW. EMPLOYMENT AND RETAIL USES ARE APPROPRIATE ALONG MAJOR STRATEGIC ROADWAYS AND AT INTERSECTIONS. IDENTIFYING SUCH LOCATIONS LEADS TO A HIERARCHY OF NON-RESIDENTIAL DEVELOPMENT OPPORTUNITIES.

FOUR LEVELS OF NON-RESIDENTIAL/COMMERCIAL AREAS OR "NODES," ARE GENERALLY LOCATED AT INTERSECTIONS OF IMPORTANT ROADWAYS AND ALONG HIGHLY ACCESSIBLE CORRIDORS. THESE DEVELOPMENT NODES ARE INTENDED TO PROVIDE GENERAL LOCATIONS TO WHICH THE VILLAGE CAN DIRECT ITS SHARE OF REGIONAL NON-RESIDENTIAL DEVELOPMENT. LEVEL #1 IDENTIFIES A REGIONAL COMMERCIAL CENTER, INCLUDING "MASS MERCHANDISER" RETAILERS, WHICH HAS ALREADY BEGUN TO DEVELOP IN MCHENRY. LEVEL #2 REPRESENTS A SUB-REGIONAL EMPLOYMENT CENTER, INCLUDING RETAIL, OFFICE, OR LIGHT INDUSTRIAL, WHICH CAPITALIZES ON THE ACCESSIBILITY OF ROUTE 31, JOHNSBURG ROAD, AND A POTENTIAL BY-PASS OF MCHENRY. LEVEL #3 IS INTENDED TO PROVIDE COMMUNITY LEVEL SHOPPING, WHICH MAY INCLUDE GROCERY STORES AND OTHER COMMUNITY SERVICES. FINALLY, SEVERAL LEVEL #4 CENTERS ARE INTENDED TO PROVIDE LOCAL CONVENIENCE RETAILING, SUCH AS GAS STATIONS, DRY CLEANERS, AND CONVENIENCE STORES.

OVERALL, THE FRAMEWORK PLAN IS THE EXPRESSION OF THE FUNDAMENTAL PRINCIPLES WHICH UNDERLIE THE COMPREHENSIVE LAND USE PLAN.

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## **FUTURE LAND USE**

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THE COMPREHENSIVE LAND USE PLAN PROVIDES A FRAMEWORK FOR PUBLIC AND PRIVATE DECISIONS ABOUT HOW PARTICULAR SITES SHOULD DEVELOP. IT ALSO FORMS THE BASIS FOR COMMUNITY FACILITIES AND UTILITIES PLANNING. THE COMPREHENSIVE LAND USE PLAN IS A LONG-RANGE GUIDE FOR DETERMINING THE USES TO WHICH THE LAND SHOULD ULTIMATELY BE PUT, RATHER THAN A DIRECT, IMMEDIATE INDICATION OF THE APPROPRIATE ZONING REGULATIONS TO APPLY TO A SPECIFIC PARCEL OF LAND. THE PURPOSE OF THE COMPREHENSIVE LAND USE PLAN IS TO PROVIDE GUIDELINES FOR CONTROLLING THE CHARACTER OF THE COMMUNITY, ENSURING THAT MUNICIPAL SERVICES AND FACILITIES WILL NOT BE OVERBURDENED, AND ESTABLISHING A SOUND TAX BASE.

THE PLAN OUTLINES LAND USE SUGGESTIONS FOR AREAS INSIDE THE VILLAGE LIMITS, ALONG WITH AREAS WHICH ARE WITHIN THE 1½ MILE PLANNING AREA. LAND WITHIN THIS PLANNING AREA IS SUBJECT TO MUNICIPAL SUBDIVISION REGULATIONS, AND INPUT FROM THE VILLAGE IS USED IN EVALUATION OF ANY ZONING CHANGE PROPOSED TO THE COUNTY. THESE AREAS MAY BE ANNEXED INTO THE VILLAGE OF JOHNSBURG WHEN THEY BECOME CONTIGUOUS TO THE VILLAGE LIMITS.

FUTURE LAND USE HAS NOT BEEN ILLUSTRATED ON SEVERAL AREAS WITHIN THE VILLAGE'S 1½ MILE PLANNING BOUNDARY. THE VILLAGE HAS REACHED A BOUNDARY AGREEMENT WITH THE CITY OF MCHENRY, THE VILLAGE OF SPRING GROVE, AND THE VILLAGE OF RINGWOOD. THEREFORE, THE PLAN DOES NOT REFLECT USES IN THOSE AREAS WHICH THE VILLAGE HAS AGREED ARE OR WILL BE PART OF THE JURISDICTION OF ANOTHER MUNICIPALITY.

WHEN REVIEWING THE PLAN, IT IS IMPORTANT TO UNDERSTAND THE GENERALIZED NATURE AND PURPOSE OF A LAND USE PLAN. GIVEN THE SCALE AT WHICH MUNICIPAL COMPREHENSIVE PLANNING OCCURS, ONLY BROAD AREAS OF LAND USE ARE INDICATED. WITHIN SUCH AREAS, CERTAIN EXCEPTIONS MAY BE APPROPRIATE.

THE VILLAGE'S ENTIRE PLANNING AREA INCLUDES OVER 8,100 ACRES. THE LAND USE CAPACITY TABLE (SEE APPENDIX), DETERMINES THE ULTIMATE RESIDENTIAL POPULATION AND NON-RESIDENTIAL SQUARE FEET OF DEVELOPMENT THAT CAN BE ACCOMMODATED IN THE PLANNING AREA AT FULL BUILD-OUT.

ALL RECOMMENDED RESIDENTIAL DENSITIES DESCRIBED BELOW ARE BASED UPON THE NET BUILDABLE ACREAGE OF A GIVEN PARCEL OF LAND. THE NET BUILDABLE AREA OF THE LAND IS DETERMINED BY SUBTRACTING THOSE PORTIONS OF THE PROPERTY THAT ARE NOT SUITABLE FOR DEVELOPMENT. THESE AREAS INCLUDE FLOOD PLAINS, WETLANDS, AND SLOPES GREATER THAN 20%.

"CLUSTER" AND "CONSERVATION" DESIGNS FOR SUBDIVISIONS ARE ENCOURAGED ON PARCELS WITH SIGNIFICANT NATURAL FEATURES, SUCH AS WETLANDS. IN CLUSTER OR CONSERVATION DEVELOPMENTS, INDIVIDUAL RESIDENTIAL LOTS ARE SMALLER THAN A CONVENTIONAL SUBDIVISION, SO THAT THE REMAINING LAND CAN BE HELD AS COMMON OPEN SPACE.

THE LAND USE CATEGORIES ON THE COMPREHENSIVE LAND USE PLAN ARE DESCRIBED BELOW.

### **ESTATE RESIDENTIAL**

THIS LAND USE CATEGORY PROVIDES FOR VERY LOW DENSITY RESIDENCES, NOT TO EXCEED 0.5 DWELLING UNITS PER NET BUILDABLE ACRE. THIS CATEGORY IS APPLIED TO THOSE AREAS LOCATED FURTHEST FROM THE OLDER PART OF JOHNSBURG, AND WHICH ARE NOT TO BE SERVED BY PUBLIC SEWER OR WATER. IN ADDITION TO SINGLE FAMILY DETACHED RESIDENCES, COMPATIBLE EDUCATIONAL, RELIGIOUS, AND RECREATION USES ALSO MAY BE PERMITTED IN THESE AREAS.

APPROPRIATE MINIMUM LOT SIZES IN THIS CATEGORY ARE TWO ACRES IN CONVENTIONAL SUBDIVISIONS, OR ONE ACRE IN CLUSTER OR CONSERVATION DEVELOPMENTS.

### **LOW DENSITY RESIDENTIAL**

THIS LAND USE CATEGORY PROVIDES FOR LOW DENSITY RESIDENCES, NOT TO EXCEED 1.0 DWELLING UNITS PER NET BUILDABLE ACRE. THESE AREAS ARE INTENDED TO PROVIDE A SENSE OF VISUAL SEPARATION FROM ROADWAYS AND NEARBY DEVELOPMENT. IN ADDITION TO SINGLE FAMILY DETACHED RESIDENCES, COMPATIBLE EDUCATIONAL, RELIGIOUS, AND RECREATION USES ALSO MAY BE PERMITTED IN THESE AREAS.

APPROPRIATE MINIMUM LOT SIZES IN THIS CATEGORY ARE ONE ACRE IN A CONVENTIONAL SUBDIVISION, OR ONE HALF ACRE IN CLUSTER OR CONSERVATION

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DEVELOPMENTS.

### MEDIUM DENSITY RESIDENTIAL

THIS CATEGORY PROVIDES FOR RESIDENTIAL DEVELOPMENT IN THE MIDDLE OF THE RANGE OF DENSITIES IN JOHNSBURG, NOT TO EXCEED 3.0 DWELLING UNITS PER NET BUILDABLE ACRE. AREAS PLANNED FOR THIS CLASSIFICATION INCLUDE EXISTING RESIDENTIAL NEIGHBORHOODS, AND AREAS THAT ARE LOCATED BETWEEN LOW DENSITY RESIDENTIAL AND HIGH DENSITY RESIDENTIAL OR COMMERCIAL AREAS. IN ADDITION TO SINGLE FAMILY DETACHED RESIDENCES, COMPATIBLE EDUCATIONAL, RELIGIOUS, AND RECREATION USES ALSO MAY BE PERMITTED IN THESE AREAS.

APPROPRIATE MINIMUM LOT SIZES IN THIS CATEGORY ARE 10,000 SQUARE FEET IN A CONVENTIONAL SUBDIVISION.

CERTAIN MEDIUM DENSITY RESIDENTIAL AREAS ARE ENCOURAGED TO BE DEVELOPED AS PLANNED UNIT DEVELOPMENTS, TO ENCOURAGE CREATIVE SITE DESIGN THAT PRESERVES SITE TOPOGRAPHY AND ENVIRONMENTAL FEATURES.

### HIGH DENSITY RESIDENTIAL

THIS CATEGORY PROVIDES FOR RELATIVELY HIGHER DENSITY RESIDENTIAL DEVELOPMENT, COMPATIBLE WITH THE CHARACTER OF ESTABLISHED NEIGHBORHOODS IN THE VILLAGE. DENSITIES SHALL NOT EXCEED 8.0 DWELLING UNITS PER NET BUILDABLE ACRE. THIS CATEGORY IS APPLIED TO ESTABLISHED RESIDENTIAL DEVELOPMENTS IN THE VILLAGE. THIS CATEGORY ALSO MAY ACT AS A TRANSITION BETWEEN LOW DENSITY RESIDENTIAL AND COMMERCIAL USES.

THIS CATEGORY IS INTENDED TO PERMIT ATTACHED HOUSING, TO ENSURE A BALANCED RANGE OF HOUSING TYPES IN JOHNSBURG. APPROPRIATE HOUSING TYPES MAY INCLUDE DUPLEXES, TOWNHOMES OR SENIOR LIVING FACILITIES.

### COMMERCIAL

THIS LAND USE CATEGORY PROVIDES FOR REGIONAL AND COMMUNITY RETAIL, SERVICE AND OFFICE USES. THE AREAS SHOWN ON THE COMPREHENSIVE LAND USE PLAN ARE FLEXIBLE, ALTHOUGH COMMERCIAL DEVELOPMENTS SHOULD BE LOCATED AT INTERSECTIONS OF ARTERIAL ROADS WITH OTHER ARTERIALS OR COLLECTOR ROADS. THE DEVELOPMENT OF A COMMERCIAL NODE SHOULD BE

FOLLOWED BY THE DEVELOPMENT OF ADJACENT AREAS IN COMPLEMENTARY USES (SUCH AS OFFICE, SERVICE, OR INSTITUTIONAL USES).

### OFFICE/RESEARCH

THIS LAND USE CATEGORY PROVIDES OPPORTUNITIES FOR NUISANCE-FREE OFFICE AND RESEARCH FIRMS, PREFERABLY IN WELL-DESIGNED, ATTRACTIVE BUILDINGS IN A HEAVILY LANDSCAPED CAMPUS-LIKE ATMOSPHERE. THESE USES SHOULD HAVE ACCESS TO ARTERIAL ROADS, TO AVOID INCREASING TRAFFIC IN RESIDENTIAL NEIGHBORHOODS. HIGH TECH, ENGINEERING, AND RESEARCH USES ARE PARTICULARLY APPROPRIATE FOR THIS CATEGORY.

### MIXED USE

THIS LAND USE CATEGORY IS DESIGNED TO PROVIDE OPPORTUNITIES FOR A VARIETY OF POTENTIAL USES, INCLUDING MIXTURES OF RETAIL, OFFICE, AND LIMITED INSTITUTIONAL DEVELOPMENT. WHERE APPROPRIATE AND WHERE PERMITTED BY THE TERMS OF THE ANNEXATION AGREEMENTS, SINGLE- AND MULTIPLE-FAMILY RESIDENTIAL MAY ALSO BE PROVIDED, PARTICULARLY NEAR EXISTING PUBLIC RESOURCES. ANY RESIDENTIAL NEIGHBORHOODS IN MIXED USE AREAS SHOULD BE SURROUNDED BY LANDSCAPED BUFFERS TO MINIMIZE IMPACTS FROM NON-RESIDENTIAL USE. PROJECTS WITHIN THIS CATEGORY WILL NEED TO BE EVALUATED ON AN INDIVIDUAL BASIS CONSISTENT WITH INFORMATION AVAILABLE AT THE TIME OF REVIEW, AND BASED ON POTENTIAL IMPACT TO SURROUNDING PROPERTIES.

### LIGHT INDUSTRIAL/BUSINESS PARK

THIS LAND USE CATEGORY PROVIDES FOR LIGHT INDUSTRIAL AND COMPATIBLE WAREHOUSE USES. THESE USES ARE PRIMARILY LOCATED NEAR ARTERIAL ROUTES. IT IS ENVISIONED THAT MOST NEW INDUSTRIAL DEVELOPMENT WILL OCCUR WITHIN PLANNED BUSINESS PARKS IN A CAMPUS SETTING.

### VILLAGE CENTER

THE VILLAGE CENTER CATEGORY IDENTIFIES THE ORIGINAL CORE OF THE VILLAGE OF JOHNSBURG. THIS AREA HAS HISTORICALLY SERVED AS THE PRIMARY CENTER FOR BUSINESS AND CIVIC ACTIVITY IN THE COMMUNITY. THIS LAND USE CATEGORY RECOGNIZES AND STRENGTHENS THE RETAIL AND CIVIC FUNCTION OF THE DOWNTOWN AS THE FOCAL POINT OF COMMUNITY LIFE. INFILL DEVELOPMENT AND REHABILITATION AND RE-USE OF EXISTING

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STRUCTURES WILL BE THE PRIMARY ACTIVITIES IN THIS AREA. IN ADDITION TO ITS PRIMARY CIVIC AND RETAIL FUNCTION, THIS CATEGORY ALSO INCLUDES MIXED USES, WHICH MAY INCLUDE MEDIUM TO HIGH DENSITY RESIDENTIAL USES WHICH HELP SUPPORT DOWNTOWN BUSINESSES. DEVELOPMENT IN AREAS DESIGNATED UNDER THIS CATEGORY SHOULD BE PEDESTRIAN ORIENTED.

#### **MUNICIPAL/PUBLIC**

THIS CATEGORY IDENTIFIES EXISTING VILLAGE FACILITIES, SCHOOLS, AND OTHER PUBLIC SITES IN THE VILLAGE.

#### **PUBLIC OPEN SPACE AND CONSERVATION**

THE PUBLIC OPEN SPACE AND CONSERVATION CATEGORY INCLUDES ALL PUBLIC OPEN SPACE AND RECREATION FACILITIES SUCH AS PARKS, PLAYGROUNDS, PUBLIC TENNIS COURTS, BIKE TRAILS, PICNIC AREAS AND OTHER RECREATION FACILITIES.

#### **PRIVATE OPEN SPACE**

THIS CATEGORY IDENTIFIES LANDS THAT ARE SENSITIVE TO DEVELOPMENT, WHICH CONTAIN UNIQUE ENVIRONMENTAL CHARACTERISTICS THAT SHOULD BE PRESERVED. THESE CHARACTERISTICS INCLUDE: WETLANDS, FLOOD PLAINS, SIGNIFICANT TREE COVERAGE, AND PRAIRIES. THESE AREAS ALSO PROVIDE THE VILLAGE WITH SUCH NATURAL FUNCTIONS AS FLOOD STORAGE AND CONVEYANCE, POLLUTION CONTROL, AND WILDLIFE HABITATS. CONSERVATION EASEMENTS, LAND TRUSTS AND OTHER PRESERVATION TECHNIQUES ARE ENCOURAGED TO PROTECT THESE VALUABLE ASSETS OF JOHNSBURG.

#### **TRANSPORTATION NETWORK**

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THE COMPREHENSIVE LAND USE PLAN ILLUSTRATES EXISTING AND PROPOSED COMPONENTS OF THE TRANSPORTATION SYSTEM. IN ADDITION TO SERVING THE FUNCTION OF MOVING TRAFFIC, ROADWAYS CAN ALSO BE USED TO DIVIDE LAND USES OF DIFFERING TYPE OR INTENSITY. THE TYPICAL TRANSITIONAL ROAD DESIGN (SEE APPENDIX) ILLUSTRATES LANDSCAPING AND BUFFERING TECHNIQUES THAT CAN PROVIDE A TRANSITION BETWEEN A VARIETY OF LAND USES IN THE UNDEVELOPED PORTIONS OF JOHNSBURG. WHERE POSSIBLE, INCOMPATIBLE LAND USES ON THE COMPREHENSIVE LAND USE PLAN ARE SEPARATED BY EXISTING OR PROPOSED ROADWAYS.

THE ROADWAY SYSTEM IN JOHNSBURG IS COMPRISED OF FIVE COMPONENTS: THE RICHMOND WAUKEGAN CORRIDOR, MAJOR ARTERIALS, MINOR ARTERIALS, COLLECTORS, AND LOCAL ACCESS STREETS.

THE RICHMOND WAUKEGAN CORRIDOR IS A PROPOSED HIGHWAY ALONG THE SOUTHERN EDGE OF THE VILLAGE PLANNING AREA. ALTHOUGH SOME OF THE ROUTE HAS NOT YET BEEN DECIDED DUE TO ENVIRONMENTAL CONCERNS, THE STATE HAS ACQUIRED SIGNIFICANT RIGHT-OF-WAY FOR THIS PLANNED HIGHWAY. THIS ROUTE WILL PROVIDE A LINK BETWEEN HIGHWAY 53 IN LAKE COUNTY AND WISCONSIN TO THE NORTH. THE COMPREHENSIVE LAND USE PLAN ILLUSTRATES THE POTENTIAL ROUTE FOR THE RICHMOND WAUKEGAN CORRIDOR, AS WELL AS POSSIBLE INTERCHANGE LOCATIONS WITH ROUTE 31 AND RINGWOOD ROAD. THE VILLAGE OF JOHNSBURG SUPPORTS CONTINUING EFFORTS TO ACQUIRE, DESIGN, AND CONSTRUCT THIS HIGHWAY, ANTICIPATING SIGNIFICANT IMPROVEMENTS TO ACCESSIBILITY AND INCREASED ATTRACTIVENESS OF THE VILLAGE FOR NON-RESIDENTIAL DEVELOPMENT. HOWEVER, THE REALIGNMENT OF THE INTERSECTION OF CHAPEL HILL ROAD AND JOHNSBURG ROAD WOULD HAVE DETRIMENTAL EFFECTS ON THE ECONOMIC DEVELOPMENT GOALS OF THE VILLAGE CENTER, AND THEREFORE IS DISCOURAGED.

MAJOR ARTERIALS ARE THE NEXT CLASSIFICATION LEVEL, PROVIDING PRIMARILY REGIONAL ACCESS AND SOME LOCAL ACCESS. ROUTE 31 IS THE MOST IMPORTANT MAJOR ARTERIAL IN THE COMMUNITY. THIS ROUTE HAS BEEN DESIGNATED A STRATEGIC REGIONAL ARTERIAL (SRA) BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, AND ALL DEVELOPMENT ALONG ROUTE 31 SHOULD BE CONSISTENT WITH THIS DESIGNATION. THE VILLAGE SUPPORTS THE A POTENTIAL BY-PASS AROUND THE CITY OF MCHENRY WOULD ALSO BE A MAJOR ARTERIAL, AS IS ROUTE 12, IN THE NORTHEAST CORNER OF THE PLANNING AREA.

MINOR ARTERIALS PROVIDE ACCESS TO THE LARGER REGIONAL THOROUGHFARE SYSTEM, WITH MORE EMPHASIS ON LAND ACCESS AND DISTRIBUTION OF TRAFFIC TO A SMALLER GEOGRAPHIC AREA. EXAMPLES IN THE VILLAGE OF JOHNSBURG INCLUDE JOHNSBURG ROAD, CHAPEL HILL ROAD, BAY ROAD, RINGWOOD ROAD, MILLER ROAD, SPRING GROVE ROAD, S. SOLON ROAD, AND HART'S/SUNSET ROAD. THE VILLAGE RECOMMENDS THAT MILLER ROAD IS EXTENDED WEST TO ROUTE 31 AND EAST TO ROUTE 12.

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COLLECTORS COLLECT TRAFFIC FROM LOCAL STREETS AND CHANNEL IT ON TO THE ARTERIAL STREET SYSTEM. IN JOHNSBURG AND PIONEER ROAD SERVE COLLECTOR FUNCTIONS. THERE ARE NUMEROUS RECOMMENDED COLLECTORS IN THE PLANNING AREA. COLLECTOR STREETS PROVIDE ADDITIONAL ROUTE CHOICES, PARTICULARLY FOR LOCAL TRAFFIC, TO EASE THE BURDEN ON MAJOR ARTERIAL ROADS AND DISTRIBUTE TRAFFIC THROUGHOUT THE VILLAGE.

FINALLY, LOCAL ACCESS STREETS ARE DESIGNED TO HANDLE LOW VOLUMES OF TRAFFIC, AND PROVIDE ACCESS TO INDIVIDUAL HOMES AND BUSINESSES. IN GENERAL, NEW SUBDIVISIONS SHALL INCLUDE INTERCONNECTIONS WITH EXISTING LOCAL STREETS IN DEVELOPED AREAS, AND PROVIDE FOR FUTURE INTERCONNECTIONS TO ADJACENT UNDEVELOPED AREAS.

THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE LAND USE PLAN ALSO INCLUDES A PROPOSED BIKE PATH SYSTEM. THIS WILL PROVIDE AN ALTERNATIVE MEANS OF TRANSPORTATION AS WELL AS RECREATION OPPORTUNITIES. WHEREVER POSSIBLE, LOCAL TRAILS SHOULD LINK TO KEY COMMUNITY FACILITIES (SUCH AS SCHOOLS AND PARKS) AND REGIONAL TRAILS, INCLUDING THE MCHENRY COUNTY TRAIL ALONG THE RAILROAD TRACKS SOUTHWEST OF ROUTE 31. TRAILS SHOULD BE INCORPORATED INTO NEW DEVELOPMENTS AND SUBDIVISIONS DURING THE DEVELOPMENT PROCESS, AND SHOULD GENERALLY FOLLOW THE RECOMMENDATIONS OF THE PROPOSED BIKE PATH SYSTEM. PREFERENCE SHOULD BE GIVEN TO ESTABLISHING, IF FEASIBLE, AN ON-ROAD/OFF-ROAD BIKE PATH ALONG JOHNSBURG ROAD. ADDITIONALLY, A PATH ALONG RIVERSIDE DRIVE SHOULD CONNECT WITH MCHENRY.

REGIONAL TRANSPORTATION PLAN, GENERATED BY THE CHICAGO AREA TRANSPORTATION STUDY, DOES NOT CONTEMPLATE AN EXTENSION OF THIS LINE AS OF YET. AS A RESULT, SUCH AN EXTENSION IS UNLIKELY IN THE NEXT TWENTY YEARS.

FINALLY, A CONCEPTUAL COMMUTER RAIL STATION LOCATION IS ILLUSTRATED AS PART OF THE TRANSPORTATION NETWORK. A BRANCH OF METRA'S UNION PACIFIC NORTHWEST LINE CURRENTLY TERMINATES IN MCHENRY, AND AN EXTENSION OF THIS LINE MAY OCCUR. HOWEVER, THE 2020

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**INSERT COMPREHENSIVE LAND USE PLAN HERE**



COMMUNITY FACILITIES INCLUDE BOTH PUBLIC AND SEMI-PUBLIC USES. FACILITIES SUCH AS VILLAGE HALL, THE PROPOSED SEWAGE TREATMENT PLANT, JOHNSBURG HIGH SCHOOL AND THE MCHENRY TOWNSHIP COMMUNITY CENTER AND ADAMS' PARK ARE EXAMPLES OF COMMUNITY FACILITIES. THE TYPE OF GROWTH EXPECTED TO OCCUR WITHIN THE NEXT TWENTY YEARS IN AND AROUND JOHNSBURG MAY OVERBURDEN COMMUNITY FACILITIES WITHOUT LONG RANGE PLANNING AND POLICY ANALYSIS. PLANNING FOR THESE FUNCTIONS IS AN IMPORTANT PURPOSE OF THE COMPREHENSIVE PLAN. THIS SECTION UNDERTAKES SUCH PLANNING FOR PARKS, OPEN SPACE, AND ENVIRONMENT; SCHOOLS; MUNICIPAL BUILDINGS; PUBLIC WORKS; PUBLIC SAFETY; LIBRARIES; AND ARCHEOLOGICAL AND HISTORIC SITES.

### PARKS, OPEN SPACE AND ENVIRONMENT

TO ADDRESS PARK AND OPEN SPACE NEEDS IN JOHNSBURG, A FOUR-STEP FRAMEWORK HAS BEEN DEVELOPED. FIRST, GOALS AND OBJECTIVES ARE CREATED TO GUIDE PARK AND OPEN SPACE PLANNING EFFORTS. THESE ARE DETAILED IN THE GOALS AND OBJECTIVES SECTION OF THE COMPREHENSIVE PLAN, PARTICULARLY UNDER THE HEADINGS OF NATURAL RESOURCES AND COMMUNITY FACILITIES. NEXT, A SERIES OF PARK TYPES IS DEFINED. EACH TYPE OF PARK SERVES A UNIQUE FUNCTION, FROM PROVISION OF NEIGHBORHOOD FACILITIES TO SPECIALIZED PARKS FOR A PARTICULAR SPORT. BASED ON THESE PARK TYPES, A NEEDS ANALYSIS HAS BEEN DEVELOPED. THIS ANALYSIS COMPARES JOHNSBURG'S CURRENT AND PROJECTED POPULATION WITH ACCEPTED NATIONAL PARK ACREAGE STANDARDS. THE FOURTH STEP EVALUATES ALTERNATIVE MANAGEMENT APPROACHES TO PROVIDING THESE NEEDED PARK PROGRAMS AND FACILITIES.

TO PROVIDE PEDESTRIAN AND BICYCLE ACCESS TO EXISTING AND FUTURE PARKS, A SYSTEM OF COMMUNITY TRAILS IS OUTLINED. THIS TRAIL SYSTEM WILL ALSO PROVIDE A LINKAGE BETWEEN PARKS, AND PROMOTE BICYCLING AS AN ALTERNATIVE MODE OF TRAVEL TO WORK, SCHOOL AND RECREATION.

### **PARK TYPES**

BEFORE ACQUISITION AND DEVELOPMENT OF SPECIFIC PARK SITES AND FACILITIES, IT IS IMPORTANT TO ESTABLISH A FRAMEWORK FOR PARK DEVELOPMENT.

DIFFERENT TYPES OF PARKS FILL DIFFERENT COMMUNITY NEEDS. TO MEET THE GROWING RECREATIONAL AND OPEN SPACE NEEDS OF RESIDENTS OF JOHNSBURG, THREE GENERAL TYPES OF PARKS ARE IDENTIFIED BELOW. A GENERAL DESCRIPTION OF THE PURPOSE AND USE OF EACH PARK TYPE IS PROVIDED, ALONG WITH A LISTING OF KEY LOCATION CONSIDERATIONS, IDENTIFICATION OF TYPICAL FACILITIES, AND DESIGN ISSUES.

WHEN REVIEWING THE TYPICAL FACILITIES LIST, IT IS IMPORTANT TO NOTE THAT ALL PARKS WILL NOT HAVE ALL FACILITIES LISTED. FOR EXAMPLE, ALL COMMUNITY PARKS WILL NOT HAVE BALL DIAMONDS, TRAILS OR A WATER FEATURE. FACILITIES IN A PARTICULAR PARK SHOULD BE BASED ON THE APPROPRIATENESS OF A FACILITY TO A PARTICULAR SITE, AND THE NEED FOR FACILITIES IN A PARTICULAR LOCATION.

### NEIGHBORHOOD PARKS

#### *DESCRIPTION:*

NEIGHBORHOOD PARKS PROVIDE RESIDENTS WITH "CLOSE-TO-HOME" OPEN SPACE AND RECREATIONAL FACILITIES. IDEALLY, ALL RESIDENTS WOULD HAVE A NEIGHBORHOOD PARK WITHIN A HALF MILE OF THEIR HOME. HOWEVER, GIVEN JOHNSBURG'S RELATIVELY LOW DENSITY OF DEVELOPMENT, A NEIGHBORHOOD PARK WITHIN 3/4 OF A MILE OF EVERY RESIDENT IS PROBABLY A MORE REALISTIC GOAL.

THE SIZE OF EACH NEIGHBORHOOD PARK WILL VARY WITH THE SIZE AND POPULATION OF THE NEIGHBORHOOD SERVED, BUT SHOULD GENERALLY BE BETWEEN 3 AND 12 ACRES. THE DUTCH CREEK WOODLANDS PARK IS A GOOD EXAMPLE OF A NEIGHBORHOOD PARK IN JOHNSBURG. THE FOLLOWING ARE CHARACTERISTICS OF AN EFFECTIVE NEIGHBORHOOD PARK:

#### *LOCATION:*

- ▶ EASILY ACCESSIBLE TO NEIGHBORHOOD RESIDENTS, INCLUDING CHILDREN
- ▶ IN RESIDENTIAL AREAS FOR EASY PEDESTRIAN ACCESS
- ▶ FOR SAFETY PURPOSES, NEIGHBORHOOD PARKS SHOULD NOT BE LOCATED ON AN ARTERIAL

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**ROADWAY**

- ▶ **GENERALLY WITHIN A 1/2 TO 3/4 MILE RADIUS FROM ALL RESIDENTS SERVED BY THE PARK, AND CENTRALLY LOCATED WITHIN THE NEIGHBORHOOD AREA**
- ▶ **SHOULD HAVE PHYSICAL AND VISUAL ACCESS FROM A RESIDENTIAL STREET ON AT LEAST ONE SIDE OF THE PARK**
- ▶ **THE MAJORITY OF EACH PARK SHOULD BE LOCATED OUT OF THE FLOOD PLAIN**

*TYPICAL FACILITIES:*

- ▶ **PLAYGROUND**
- ▶ **INFORMAL SPORTS FIELDS WHERE CONDITIONS PERMIT**
- ▶ **MULTI-PURPOSE COURT (BASKETBALL/VOLLEYBALL, ETC.)**
- ▶ **PICNIC TABLES AND/OR SHELTERS**
- ▶ **LANDSCAPE IMPROVEMENTS AS DETAILED BELOW**

*DESIGN ISSUES:*

- ▶ **FACILITIES SHOULD NOT BE LIGHTED IN A NEIGHBORHOOD PARK TO PRESERVE THE RESIDENTIAL NATURE OF THE AREA SURROUNDING THE PARK. HOWEVER, SECURITY LIGHTING SHOULD BE INCLUDED AS APPROPRIATE FOR SAFETY AND TO REDUCE VANDALISM**
- ▶ **PLAYGROUND AREAS SHOULD BE LOCATED AWAY FROM ROADWAYS FOR CHILD SAFETY**
- ▶ **LANDSCAPING SHOULD DELINEATE USE AREAS AND PROVIDE SHADE NEAR PLAYGROUND AND PICNIC AREAS**
- ▶ **EXISTING TREES SHOULD BE PRESERVED AND ENHANCED**
- ▶ **OFF-STREET PARKING SHOULD BE PROVIDED IN LOCATIONS WHERE ON-STREET PARKING WOULD BE UNSAFE, OR WHERE SPORTS FIELDS WILL BE ACTIVELY USED FOR PRACTICE OF TEAM SPORTS**

*COMMUNITY PARKS*

*DESCRIPTION:*

AS THE NAME IMPLIES, A COMMUNITY PARK PROVIDES FACILITIES AND OPEN SPACE FOR THE ENTIRE MUNICIPALITY. THIS TYPE OF PARK SERVES AS A COMMUNITY FOCAL POINT, PROVIDING A SITE FOR SPECIAL EVENTS, SPORTS TOURNAMENTS, AND DAILY RECREATIONAL ENJOYMENT OF JOHNSBURG RESIDENTS. COMMUNITY PARKS ARE TYPICALLY BETWEEN 30 AND 50 ACRES, ALTHOUGH LARGER SITES ARE COMMON WHEN ASSOCIATED WITH A NATURE PRESERVE. SMALLER PARKS ARE ALSO CLASSIFIED AS COMMUNITY PARKS WHEN THEIR FUNCTION IS TO PROVIDE FACILITIES TO THE ENTIRE COMMUNITY - NOT JUST TO A SPECIFIC NEIGHBORHOOD OR ACTIVITY. ADAMS PARK, OPERATED BY THE MCHENRY TOWNSHIP PARKS DEPARTMENT, IS AN EXAMPLE OF A COMMUNITY PARK.

*LOCATION:*

- ▶ **EASILY ACCESSIBLE FROM ALL PARTS OF THE COMMUNITY, PREFERABLY ON A COLLECTOR STREET, AND CAN BE ADJACENT TO AN ARTERIAL ROADWAY**
- ▶ **THE SITE SHOULD BE APPROPRIATE FOR THE FACILITIES OUTLINED BELOW WITHOUT THE NEED FOR MAJOR EARTHWORK**
- ▶ **SOME FLOODPLAIN AREA MAY BE ASSOCIATED WITH THE PARK, BUT MOST OF THE SITE SHOULD BE LOCATED OUTSIDE THE FLOODPLAIN**

*TYPICAL FACILITIES:*

- ▶ **LIGHTED SPORTS FIELDS/COMPLEX (SOFTBALL, BASEBALL, SOCCER, FOOTBALL)**
- ▶ **OPEN SPACE FOR CASUAL ACTIVE PLAY (SOFTBALL, FOOTBALL, FRISBEE, ETC.)**
- ▶ **PICNIC TABLES AND GROUP PICNIC SHELTERS**
- ▶ **HIKE/BIKE TRAILS**
- ▶ **LANDSCAPE IMPROVEMENTS AS DETAILED BELOW. SPECIAL BOTANICAL DISPLAYS AND/OR GARDENS WOULD BE APPROPRIATE**
- ▶ **AREA FOR STAGING OF SPECIAL EVENTS (OPEN AREA AND POSSIBLE AMPHITHEATER)**
- ▶ **PLAYGROUND AREA**

- ▶ OFF-STREET PARKING
- ▶ TENNIS COURTS
- ▶ TOBOGGAN/SLEDDING HILLS
- ▶ SWIMMING POOL/AQUATIC FACILITY
- ▶ PASSIVE OPEN SPACE AND WOODED AREAS
- ▶ PUBLIC RESTROOMS IN HIGH ACTIVITY AREAS
- ▶ MULTI-PURPOSE COURTS FOR BASKETBALL AND OTHER ACTIVITIES REQUIRING A PAVED SURFACE
- ▶ WATER FEATURES AND/OR LAKE

*DESIGN ISSUES:*

- ▶ PLAYGROUND AREAS SHOULD BE LOCATED AWAY FROM ROADWAYS FOR CHILD SAFETY
- ▶ LANDSCAPING SHOULD DELINEATE USE AREAS AND PROVIDE SHADE NEAR PLAYGROUND AND PICNIC AREAS
- ▶ SITE LAYOUT SHOULD TAKE ADVANTAGE OF NATURAL SITE CHARACTERISTICS TO REDUCE CONSTRUCTION COSTS AND TO PRESERVE EXISTING VEGETATION WHENEVER POSSIBLE

**OPEN SPACE/SPECIAL USE PARKS**

*DESCRIPTION:*

CERTAIN FACILITIES, SUCH AS OPEN SPACE, SPECIAL USE PARKS, AND WETLANDS CANNOT BE PROPERLY CLASSIFIED AS NEIGHBORHOOD OR COMMUNITY PARKS.

OPEN SPACE AREAS, WHILE NOT SPECIFICALLY PARKS, DO PLAY AN IMPORTANT ROLE IN FULFILLING THE GOAL OF PROMOTING A HEALTHY RELATIONSHIP BETWEEN PEOPLE, OPEN SPACE AND THE ENVIRONMENT.

OPEN SPACE AREAS SHOWN ON THE COMMUNITY FACILITIES PLAN REPRESENT LAND THAT IS CURRENTLY USED FOR OPEN RECREATIONAL USE (I.E. A GOLF COURSE), LAND THAT IS IN A DESIGNATED 100-YEAR FLOOD PLAIN, OR LAND WHICH POSSESSES SOME UNIQUE NATURAL CHARACTERISTIC. AREAS OF SIGNIFICANT TREE COVER, OR AREAS OF STEEP SLOPE WOULD FALL INTO THIS CATEGORY. OPEN SPACE

AREAS ARE INTENDED FOR PRESERVATION AND PASSIVE RECREATIONAL USES SUCH AS PICNICKING AND TRAILS. THESE AREAS COULD BE UNDER PRIVATE OR PUBLIC OWNERSHIP.

A PROMINENT EXAMPLE IN THE JOHNSBURG AREA IS THE MCHENRY COUNTY CONSERVATION DISTRICT (MCCD) PROPERTY, NEAR BALD KNOB MARINA. IN ADDITION, A SMALLER SITE SOUTH OF WINDY PRAIRIE ACRES HAS RECENTLY BEEN DEDICATED TO THE MCCD. BOTH THESE SITES WILL PROVIDE SIGNIFICANT OPEN SPACE AND NATURAL AREAS FOR THE ENJOYMENT OF RESIDENTS IN JOHNSBURG AND THE REGION. WHILE THE MCCD'S PLANS FOR THE NEWLY ACQUIRED PROPERTY ARE NOT YET FINALIZED, FEATURES COULD INCLUDE PRAIRIE RESTORATION AND A BICYCLE/PEDESTRIAN TRAIL LINK ALONG THE CREEK.

FINALLY, SPECIAL USE PARKS PROVIDE EMPLOYEES AND RESIDENTS WITH A RECREATIONAL OUTLET, BUT ARE NOT APPROPRIATELY CLASSIFIED AS NEIGHBORHOOD OR COMMUNITY PARKS. GREENBELT PARKS AND GOLF COURSES ARE BOTH EXAMPLES OF OTHER SPECIAL USE PARKS. CHAPEL HILL COUNTRY CLUB IS AN EXISTING SPECIAL USE PARK JUST SOUTH OF THE VILLAGE LIMITS.

WETLANDS ARE A SPECIAL OPEN SPACE FEATURE THAT HAVE RECEIVED A GREAT DEAL OF ATTENTION IN RECENT YEARS. WETLANDS PERFORM MANY VALUABLE FUNCTIONS, INCLUDING STORM WATER MANAGEMENT, GROUND WATER RECHARGE, AND THE PROVISION OF HABITATS FOR MANY TYPES OF FLORA AND FAUNA. GIVEN THESE ENVIRONMENTAL BENEFITS, IT IS DESIRABLE TO PLAN FOR THE PRESERVATION OF EXISTING IDENTIFIED WETLANDS.

THE WETLANDS SHOWN ON THE COMMUNITY FACILITIES PLAN ARE GENERALIZED LOCATIONS FROM THE NATIONAL WETLANDS INVENTORY. THESE AREAS SHOULD BE PROTECTED TO THE FULLEST PRACTICAL EXTENT DURING THE DEVELOPMENT PROCESS TO PRESERVE THEIR MANY ENVIRONMENTAL BENEFITS. PRESERVATION OF WETLANDS WILL ALSO PROVIDE VISUAL OPEN SPACES WITHIN DEVELOPING AREAS OF THE COMMUNITY.

*LOCATION:*

- ▶ CONVENIENT TO RESIDENTS SERVED
- ▶ ON SITE WITH UNUSUAL NATURAL AMENITIES, REGARDLESS OF LOCATION

- 
- ▶ WHERE PROPERTY PROVIDES A CONNECTION OR LINK BETWEEN OPEN SPACES, PARKS, OR OTHER PUBLIC FACILITIES
  - ▶ WHEREVER WETLANDS LARGER THAN ONE ACRE EXIST

*POSSIBLE FACILITIES:*

- ▶ NATURE TRAILS
- ▶ JOGGING/BICYCLE TRAILS
- ▶ NATURE CENTER OR NATURE PRESERVE
- ▶ VIEWING AREA WITH INTERPRETIVE SIGNAGE
- ▶ PICNIC AREA
- ▶ MAJOR SPORTS COMPLEX (SOFTBALL, SOCCER, ETC.)
- ▶ PUBLIC PLAZA
- ▶ FARMERS' MARKET
- ▶ GOLF COURSE AND/OR DRIVING RANGE
- ▶ AQUATIC FACILITY
- ▶ TOBOGGAN/SLEDDING HILLS
- ▶ OTHER DESIRED PUBLIC RECREATIONAL FACILITIES
- ▶ WETLANDS TYPICALLY HAVE NO FACILITIES, ALTHOUGH NATURE TRAILS OR INTERPRETIVE FACILITIES MAY BE PROVIDED IN CERTAIN LOCATIONS ASSOCIATED WITH OTHER USABLE PARKS AND FACILITIES

*DESIGN ISSUES:*

- ▶ SITE DESIGN SHOULD BE SENSITIVE TO THE NATURAL ENVIRONMENT, LIMITING ACCESS AS NEEDED TO PRESERVE FRAGILE AREAS
- ▶ ANY MANIPULATION OF AN EXISTING JURISDICTIONAL WETLAND, INCLUDING MITIGATION AND USE FOR STORM WATER DETENTION, SHOULD BE APPROVED BY THE ARMY CORPS OF ENGINEERS PER THEIR 404 PERMIT REGULATIONS

NEEDS ASSESSMENT

CURRENT AND PROJECTED PARK AND OPEN SPACE NEEDS WITHIN JOHNSBURG ARE EVALUATED IN THE FOLLOWING TABLES. TABLE 1 OUTLINES EXISTING PARK AND OPEN SPACE AREAS WITHIN JOHNSBURG. RETENTION OR DETENTION PONDS IN SUBDIVISIONS ARE GENERALLY NOT USABLE PARK SPACE AND HAVE NOT BEEN INCLUDED IN THE AMOUNTS SHOWN IN TABLE 1.

PROJECTIONS OF NEED ARE BASED ON STANDARDS ESTABLISHED BY THE NATIONAL PARK AND RECREATION ASSOCIATION AND ARE STATED IN TERMS OF THE NUMBER OF ACRES PER 1,000 PEOPLE. AS NOTED IN THE FOLLOWING TABLES, THE NATIONAL PARK AND RECREATION ASSOCIATION HAS NOT ESTABLISHED SET STANDARDS FOR OPEN SPACE OR SPECIAL USE PARKS. THESE TYPES OF PARK FACILITIES ARE HIGHLY DEPENDENT ON THE LOCAL POPULATION AND THE PHYSICAL CHARACTERISTICS OF A PARTICULAR COMMUNITY. HOWEVER, SUCH FACILITIES ARE CONSIDERED IMPORTANT TO THE OVERALL RECREATIONAL SYSTEM, AND SHOULD BE PROVIDED BY THE LOCAL MUNICIPALITY OR PARK DISTRICT.

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**TABLE 1 - EXISTING JOHNSBURG PARKS AND OPEN SPACE**

	<u>TOTAL ACRES</u>
<b>NEIGHBORHOOD PARKS</b>	
SUNNYSIDE MEMORIAL PARK	12.0
OAKCREEK CIRCLE PARK	7.4
RIVERVIEW DRIVE PARKS	0.4
<b>SUBTOTAL</b>	<b>19.8</b>
<b>COMMUNITY PARKS</b>	
ADAMS PARK	52.5
HILLER PARK	18.0
<b>SUBTOTAL</b>	<b>70.5</b>
<b>PUBLIC OPEN SPACE/SPECIAL USE PARKS</b>	
WHISPERING HILLS COMMUNITY CENTER	0.1
BOAT LAUNCH	0.4
SECONDARY BOAT LAUNCH	0.3
RIVERVIEW DRIVE OPEN SPACES/BEACH	0.3
SHILOH RIDGE OPEN SPACES	7.8
DUTCH CREEK ESTATES OPEN SPACE	64.0
CHEROKEE RIDGE OPEN SPACE	20.0
HICKORY WAY OPEN SPACE	3.3
GREENWAY PATH	9.9
KILDOR LANE OPEN SPACE	1.9
DAKOTA RIDGE OPEN SPACES	10.5
MCCD PRESERVE (NEAR BALD KNOB)	51.4
MCCD PRESERVE (SOUTH OF WINDY PRAIRIE)	19.1
<b>SUBTOTAL</b>	<b>189.0</b>
<b>PRIVATE OPEN SPACE/SPECIAL USE PARKS</b>	
HUNT CLUB	47.0
<b>SUBTOTAL</b>	<b>47.0</b>
<b>TOTAL SYSTEM</b>	<b>326.3</b>

**TABLE 2 - COMPARISON OF STANDARDS TO DEVELOPED PARK LAND - CURRENT**

PARK TYPE	STANDARD (ACRES PER 1,000 POPULATION)	STANDARD REQUIREMENT (ACRES)	2001 EXISTING (ACRES)	SURPLUS/ (DEFICIT)
NEIGHBORHOOD PARKS	3.5	18.9	19.8	0.9
COMMUNITY PARKS	6.5	35.0	70.5	35.5
PUBLIC OPEN SPACE /SPECIAL USE PARKS	N/A	N/A	189.0	189.0
PRIVATE OPEN SPACE /SPECIAL USE PARKS	N/A	N/A	47.0	47.0
<b>TOTAL</b>	<b>10.0</b>	<b>53.9</b>	<b>326.3</b>	<b>272.4</b>

**TABLE 3 - COMPARISON OF STANDARDS TO DEVELOPED PARK LAND - VILLAGE BUILD-OUT**

PARK TYPE	STANDARD PER 1,000 POPULATION	STANDARD (ACRES PER 1,000 POPULATION)	2001 EXISTING (ACRES)	SURPLUS/ (DEFICIT)
NEIGHBORHOOD PARKS	3.5	29.8	19.8	(10.1)
COMMUNITY PARKS	6.5	55.4	70.5	15.1
PUBLIC OPEN SPACE /SPECIAL USE PARKS	N/A	N/A	189.0	189.0
PRIVATE OPEN SPACE /SPECIAL USE PARKS	N/A	N/A	47.0	47.0
<b>TOTAL</b>	<b>10.0</b>	<b>166.1</b>	<b>326.3</b>	<b>160.2</b>

TABLE 2 SHOWS THAT JOHNSBURG CURRENTLY MEETS NATIONAL STANDARDS FOR COMMUNITY AND NEIGHBORHOOD PARK USE, BASED ON THE 2000 POPULATION OF 5,391. IN ADDITION, MANY SUBDIVISIONS HAVE OPEN SPACE AND SPECIAL USE PARKS TO FURTHER PROVIDE OPEN SPACE AND RECREATIONAL AMENITIES TO JOHNSBURG RESIDENTS.

TABLE 3 ILLUSTRATES THAT EVEN MORE PARKLAND WILL BE REQUIRED AS THE VILLAGE GROWS. IN THIS TABLE, AN ESTIMATE OF ADDITIONAL PARK LAND REQUIREMENTS WAS DETERMINED BY COMPARING PARK STANDARDS TO AN ESTIMATED FUTURE POPULATION OF 8,525 RESIDENTS. THIS POPULATION ESTIMATE ASSUMES ULTIMATE BUILD-OUT IN ACCORDANCE WITH THE FUTURE LAND USE PLAN AND DENSITIES AT THE LOW RANGE.

AS TABLE 3 INDICATES, IN TIME THE VILLAGE WILL FACE A DEFICIT IN NEIGHBORHOOD PARKS. JOHNSBURG SHOULD RESERVE NEIGHBORHOOD PARKS LAND IN ALL NEW SUBDIVISIONS, THROUGH THE APPLICATION OF PARK DEDICATION REQUIREMENTS IN THE SUBDIVISION PROCESS AND CAREFUL REVIEW OF PROPOSED NEW RESIDENTIAL DEVELOPMENTS. SUCH PARK SITES MAY FUNCTION AS UNDEVELOPED OPEN SPACE UNTIL FUNDS BECOME AVAILABLE TO DEVELOP THEM AS PARK SITES WITH SPECIFIC RECREATIONAL FACILITIES. THE IDENTIFICATION OF PARK SITES WITHIN EACH SUBDIVISION SHOULD BE BASED UPON THE LOCATION CRITERIA ON PAGE 11.

ALTHOUGH NEIGHBORHOOD PARKS CAN ALSO BE ACCOMPLISHED THROUGH THE CASH DEDICATION PROCESS, THIS WILL REQUIRE ADDITIONAL EFFORT ON THE PART OF THE VILLAGE TO IDENTIFY AND ACQUIRE

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APPROPRIATE PARCELS FOR DEVELOPMENT AS PARKS. TO ENSURE A FAIR PRICE FOR PROPERTY, NEGOTIATIONS FOR PROPERTY ACQUISITION WILL NEED TO BE KEPT PRIVATE UNTIL A PRICE AGREEMENT IS REACHED WITH A WILLING SELLER. IF A NEGOTIATED PRICE CANNOT BE REACHED, THE VILLAGE DOES HAVE THE AUTHORITY TO ACQUIRE PROPERTY THROUGH CONDEMNATION. HOWEVER, THE ADDED LEGAL COST OF THIS APPROACH SUGGESTS THAT CONDEMNATION SHOULD ONLY BE USED AS A LAST RESORT ON PROPERTY IDEALLY LOCATED AND CONFIGURED FOR PARK PURPOSES.

IN THE FUTURE, THE DEMAND FOR COMMUNITY PARK LAND WILL ALSO GROW. ONE OF THE MOST LOGICAL WAYS TO ADDRESS THIS SITUATION WOULD BE TO IMPROVE THE FACILITIES AT HILLER PARK. IN ADDITION, *IF RESIDENTIAL DENSITIES ARE IN THE MID TO HIGH RANGE* AS CONTEMPLATED BY THIS PLAN, POTENTIAL EXPANSION OF HILLER PARK WOULD BE REASONABLE. THIS WILL PROVIDE A CONTIGUOUS SITE THAT CAN ACCOMMODATE A VARIETY OF RECREATIONAL PROGRAMS AND NEEDS OF JOHNSBURG RESIDENTS IN A SINGLE LOCATION. IN ADDITION, HILLER PARK IS LOCATED ADJACENT TO THE HIGH SCHOOL, WHICH SUGGESTS THE POSSIBILITY OF SHARED FACILITIES.

IF EXPANSION OF HILLER PARK IS EITHER NOT POSSIBLE OR INSUFFICIENT, THEN OTHER OPTIONS FOR PARK SPACE SHOULD BE EXPLORED. THE COMMUNITY FACILITIES PLAN INDICATES A CONCEPTUAL LOCATION FOR A FUTURE TOWNSHIP OR COMMUNITY PARK. THIS POTENTIAL LOCATION CAN TAKE ADVANTAGE OF PROXIMITY TO THE NEW MCHENRY COUNTY CONSERVATION DISTRICT ACQUISITION AND THE NEARBY FLOODPLAIN/OPEN SPACE CORRIDOR. IN ADDITION, THIS AREA IS RELATIVELY CENTRAL IN THE PLANNING AREA, MAKING IT ACCESSIBLE TO ALL RESIDENTS (PARTICULARLY IF THE TRAIL NETWORK IS FULLY DEVELOPED AS RECOMMENDED HEREIN). THE ACTUAL LOCATION OF A NEW COMMUNITY PARK WILL DEPEND UPON THE CHARACTERISTICS OF THE SITE (INCLUDING THE LOCATION CRITERIA ON PAGE 11) AND NEGOTIATIONS WITH PROPERTY OWNERS.

THE VILLAGE SHOULD SEEK THE EXPANSION OF MCHENRY TOWNSHIP'S ADAMS PARK. IF THIS IS NOT FEASIBLE, THE VILLAGE SHOULD ADD A NEW COMMUNITY PARK ADJACENT TO ADAMS PARK.

#### **PARK AND RECREATION MANAGEMENT**

CURRENTLY, THE MCHENRY TOWNSHIP PARK DEPARTMENT OPERATES TWO FACILITIES IN THE JOHNSBURG PLANNING AREA: ADAMS' PARK AND THE MCHENRY TOWNSHIP RECREATION CENTER; AND THE

WHISPERING HILLS COMMUNITY CENTER. THE VILLAGE OF JOHNSBURG HAS RECENTLY BEGUN OPERATING A VERY LIMITED RECREATION PROGRAM, WHICH IS FULLY SUPPORTED BY USER FEES. OTHER RECREATION PROGRAMS ARE OPERATED BY VOLUNTEER BASED ORGANIZATIONS SUCH AS LITTLE LEAGUE. VILLAGE PARKS ARE MAINTAINED BY THE VILLAGE PUBLIC WORKS DEPARTMENT.

AS THE POPULATION OF JOHNSBURG CONTINUES TO GROW, DEMAND FOR PARK FACILITIES AND PROGRAMS WILL ALSO INCREASE. IN ADDITION, THE VILLAGE MAY ALSO BEGIN TO EXPERIENCE MORE DEMAND FOR PROGRAMS BASED ON THE TYPES OF RESIDENTS. FOR EXAMPLE, MORE FAMILIES WITH CHILDREN MAY BEGIN TO OCCUPY NEW MULTI-FAMILY HOUSING OR OLDER, STARTER-SIZE HOMES (AS OLDER RESIDENTS SELL). REGIONAL TRENDS SUGGEST THAT NEW RESIDENTS OFTEN DEMAND A HIGHER LEVEL OF SERVICE THAN THEIR PRECURSORS, AS THEY HAVE MOVED FROM CLOSER SUBURBAN AREAS WHERE SERVICES ARE MORE PREVALENT.

THEREFORE, ALTHOUGH THE STATUS QUO CAN FUNCTION EFFECTIVELY IN THE SHORT RUN, LONG RANGE PLANNING IS NECESSARY TO ENSURE EFFECTIVE ON-GOING PROVISION OF DESIRED SERVICES. FOUR ALTERNATIVES CAN PROVIDE FOR FUTURE MANAGEMENT OF PARKS AND RECREATION IN JOHNSBURG.

FIRST, THE VILLAGE COULD CREATE A LIMITED PARKS DEPARTMENT, WHICH COULD CONTINUE TO BE FUNDED BY USER FEES TO THE GREATEST EXTENT POSSIBLE. IN ADDITION TO THE LIMITED RECREATION PROGRAMS NOW OFFERED BY THE VILLAGE, THIS DEPARTMENT MAY TAKE OVER PARK MAINTENANCE FROM THE PUBLIC WORKS DEPARTMENT. SUCH A DEPARTMENT MIGHT BE A TEMPORARY STEPPING STONE TO A PARK DISTRICT OR LARGER PARK AND RECREATION DEPARTMENT.

SECOND, THE VILLAGE COULD ESTABLISH A PERMANENT PARKS AND RECREATION DEPARTMENT, INCLUDING ESTABLISHMENT OF A FULL TIME STAFF AND CONSTRUCTION OF RECREATIONAL FACILITIES. IN THIS CASE, OVERLAP WITH THE FACILITIES OF THE MCHENRY TOWNSHIP PARK DEPARTMENT SHOULD BE AVOIDED, TO ENSURE THAT RESIDENTS ARE NOT TAXED TWICE FOR SIMILAR SERVICES.

THIRD, ASSUMING FULL BUILD OUT IN JOHNSBURG AT MAXIMUM DENSITIES, THE TOTAL POPULATION COULD SUPPORT AN ENTIRELY NEW PARK DISTRICT. A JOHNSBURG PARK DISTRICT WOULD HAVE A FOCUSED OBJECTIVE OF PROVIDING QUALITY FACILITIES AND RECREATIONAL PROGRAMS, WITHOUT HAVING TO

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BALANCE DEMANDS FOR OTHER MUNICIPAL SERVICES AGAINST A VERY LIMITED VILLAGE TAX LEVY. TO CREATE A NEW PARK DISTRICT, VOTER APPROVAL IS REQUIRED UNDER STATE STATUTES. THIS DEMANDS STRONG COMMUNITY SUPPORT AND A CITIZEN-INITIATED PETITION FOR A REFERENDUM. THE VILLAGE ITSELF WOULD NOT BE INVOLVED IN THE CREATION OF A PARK DISTRICT.

FINALLY, WITHOUT SUPPORT TO CREATE A NEW PARK DISTRICT, THE VILLAGE WOULD CONTINUE TO BE THE PROVIDER OF PARK AND RECREATIONAL OPPORTUNITIES IN JOHNSBURG. THIS OPTION INVOLVES ENCOURAGING PRIVATE ENTERPRISE, SUCH AS LOCAL HORSE FARMS AND HEALTH CLUBS, TO PROVIDE SERVICES, POSSIBLY IN PARTNERSHIP WITH THE VILLAGE. COOPERATIVE AGREEMENTS WITH THE LOCAL SCHOOL DISTRICT AND MCHENRY TOWNSHIP COULD PROMOTE JOINT USE OF FACILITIES AND PROVIDE INCREASED ACCESS TO RECREATIONAL PROGRAMS. THE PROVISION OF PRIVATE RECREATIONAL FACILITIES OR THE ESTABLISHMENT OF SPECIAL SERVICE AREAS SHOULD ALSO BE EXPLORED TO HELP DEVELOP, PROGRAM, AND MAINTAIN NEEDED PARK AND RECREATIONAL FACILITIES WITHIN THE COMMUNITY.

SEVERAL STATE AND FEDERAL GRANT PROGRAMS ARE AVAILABLE TO ASSIST COMMUNITIES SUCH AS JOHNSBURG IN THE DEVELOPMENT OF A LOCAL PARK AND OPEN SPACE SYSTEM. JOHNSBURG SHOULD TAKE ADVANTAGE OF THESE PROGRAMS TO STRETCH LIMITED LOCAL FINANCIAL RESOURCES WHILE PROVIDING RESIDENTS WITH NEEDED RECREATIONAL FACILITIES.

## TRAILS

### *DESCRIPTION:*

THE OPEN SPACE PLAN OUTLINES AN EXTENSIVE NEW TRAIL SYSTEM. THIS SYSTEM PROVIDES OPPORTUNITIES FOR RECREATION AND FOR TRANSPORTATION TO KEY EMPLOYMENT CENTERS AND KEY COMMUNITY FACILITIES, SUCH AS PARKS AND SCHOOLS. THROUGH DEVELOPMENT OF THE TRAIL SYSTEM, JOHNSBURG CAN PROVIDE RESIDENTS WITH SAFE PEDESTRIAN AND BICYCLE ACCESS TO COMMUNITY FACILITIES WHILE REDUCING DEPENDENCY ON THE AUTOMOBILE AS THE ONLY VIABLE TRANSPORTATION OPTION.

THE EXISTING TRAIL OPPORTUNITY IN JOHNSBURG IS FOUND ALONG THE METRA RIGHT-OF-WAY IN THE SOUTHWESTERN PORTION OF THE PLANNING AREA. THIS TRAIL FORMS PART OF THE MCHENRY COUNTY PRAIRIE TRAIL AND THE GRAND ILLINOIS TRAIL, A 475-MILE LOOP THROUGH NORTHERN ILLINOIS.

THE OPEN SPACE PLAN SHOWS NUMEROUS RECOMMENDATIONS FOR ADDITIONAL TRAIL ALIGNMENTS. HIGHLIGHTS OF THE PROPOSED NETWORK OF TRAILS IN JOHNSBURG INCLUDE:

- ▶ MAJOR CONNECTIONS IN FLOODPLAIN/GREENWAYS AND ALONG THE NORTH SIDE OF THE FOX RIVER.
- ▶ CONSTRUCTION OF PATHS ALONG PROPOSED COLLECTORS THROUGHOUT THE VILLAGE.
- ▶ LINKS TO THE PRAIRIE TRAIL/GRAND ILLINOIS TRAIL.

### *LOCATION:*

- ▶ CONVENIENT TO RESIDENTS SERVED
- ▶ COORDINATED WITH EXISTING OR PROPOSED TRAILS IN NEIGHBORING MUNICIPALITIES AND THROUGHOUT MCHENRY COUNTY

### *POSSIBLE FACILITIES:*

- ▶ JOGGING/BICYCLE TRAILS
- ▶ SUPPORT FACILITIES SUCH AS PARKING, BENCHES, DRINKING FOUNTAINS, AND TRAIL SIGNS

### *DESIGN ISSUES:*

- ▶ SITE DESIGN SHOULD BE SENSITIVE TO THE NATURAL ENVIRONMENT, ROUTING TRAILS TO AVOID EXISTING TREES AND TO MAXIMIZE VIEWS OF ADJACENT NATURAL LANDSCAPES
- ▶ COORDINATION OF TRAIL PLANNING AND DESIGN WITH OTHER MUNICIPALITIES, PARK DISTRICTS, MCCD, AND THE COUNTY IS NECESSARY TO PREVENT CONFLICTING PLANS AND TO ACHIEVE CONSISTENT STANDARDS

## SCHOOLS

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CURRENTLY, THE VILLAGE OF JOHNSBURG AND THE VILLAGE OF RINGWOOD ARE SERVED BY THE JOHNSBURG COMMUNITY SCHOOL DISTRICT 12. DISTRICT 12 OPERATES FOUR SCHOOLS: RINGWOOD SCHOOL PRIMARY CENTER (IN RINGWOOD), JAMES C. BUSH ELEMENTARY, JOHNSBURG JUNIOR HIGH, AND JOHNSBURG HIGH SCHOOL (ALL IN JOHNSBURG). ST. JOHN THE BAPTIST CATHOLIC SCHOOL IS ALSO LOCATED IN JOHNSBURG, AND PROVIDES PAROCHIAL EDUCATION IN KINDERGARTEN THROUGH EIGHTH GRADE.

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DISTRICT 12 CURRENTLY OPERATES CONSOLIDATED SCHOOLS. THAT IS, ALL STUDENTS IN THE DISTRICT IN GRADES KINDERGARTEN THROUGH 2 ARE HOUSED AT RINGWOOD SCHOOL PRIMARY CENTER, AND ALL STUDENTS IN GRADES 3 AND 4 ARE TAUGHT AT BUSH ELEMENTARY. IN ADDITION, THE DISTRICT PREFERS A CAMPUS APPROACH, EXEMPLIFIED BY THE ADJACENT SITES OF BUSH ELEMENTARY AND JOHNSBURG JUNIOR HIGH (IN JOHNSBURG'S VILLAGE CENTER).

DUE TO A RECENT RESTRUCTURING, THE DISTRICT FACILITIES CAN ACCOMMODATE MODEST GROWTH IN STUDENTS OVER THE NEXT FIVE YEARS WITHOUT NEW CONSTRUCTION. FURTHER, PORTABLE CLASSROOMS ARE LIKELY TO BE USED PRIOR TO ANY ADDITIONAL CONSTRUCTION. IF NEW CONSTRUCTION IS NECESSARY IN THE FUTURE, DISTRICT 12 PREFERS TO EXPAND EXISTING FACILITIES RATHER THAN BUILDING AT COMPLETELY NEW SITES (FOR EXAMPLE, THE DISTRICT HAS RECENTLY PURCHASED 8 ACRES ADJACENT TO JOHNSBURG HIGH SCHOOL FOR FUTURE EXPANSION).

STUDENT POPULATION IS FORECAST FOR THE ULTIMATE BUILD-OUT BASED ON LAND USES ON THE FUTURE LAND USE PLAN. EVEN ASSUMING DENSITIES AT THE LOW RANGE, NEW DEVELOPMENT MAY INCREASE THE STUDENT POPULATION IN JOHNSBURG CONSIDERABLY, FROM 2,412 PUPILS (IN THE 2000-2001 SCHOOL YEAR), TO 5,211 STUDENTS. OF THESE, 1,666 WILL BE ELEMENTARY SCHOOL AGED, 1,007 WILL BE JUNIOR HIGH SCHOOL AGED, AND 2,538 WILL BE HIGH SCHOOL AGED. THE ADDITION OF THESE NEW STUDENTS WILL REQUIRE DISTRICT 12 TO CONSTRUCT NEW CAPITAL FACILITIES.

IT IS SCHOOL DISTRICT RESPONSIBILITY TO DO CAPITAL FACILITY PLANNING. SPECIFIC DECISIONS WITH REGARD TO ACTUAL SITES AND FACILITIES TO BE ACQUIRED FOR NEW SCHOOLS SHOULD BE BASED ON A MORE DETAILED EVALUATION BY THE SCHOOL DISTRICT. THE VILLAGE SHOULD WORK CLOSELY WITH ALL THE LOCAL SCHOOL DISTRICTS IN REVIEW OF DEVELOPMENT PROPOSALS TO DETERMINE WHEN AND WHERE NEW SCHOOL SITES WILL BE NEEDED. SUCH PLANNING SHOULD CONTINUE THE ESTABLISHED COOPERATION BETWEEN DISTRICT 12 AND THE VILLAGE. NEW SCHOOL SITES SHOULD BE LOCATED ADJACENT TO NEIGHBORHOOD PARK SITES TO THE GREATEST EXTENT POSSIBLE.

ALL JOHNSBURG RESIDENTS ARE SERVED BY MCHENRY COUNTY COMMUNITY COLLEGE DISTRICT #528.

#### MUNICIPAL BUILDINGS

THE VILLAGE HALL IS CURRENTLY LOCATED IN THE

EASTERN PORTION OF THE VILLAGE, ADJACENT TO SUNNYSIDE MEMORIAL PARK. THIS BUILDING IS CURRENTLY OPERATING AT FULL CAPACITY, WITH NO ROOM TO ACCOMMODATE FUTURE GROWTH. AS THE NEED FOR ADDITIONAL STAFF, PUBLIC MEETING SPACE, AND RECORDS STORAGE GROWS WITH THE POPULATION, ADDITIONAL SPACE WILL BECOME NECESSARY.

THE MUNICIPAL SITE IS LOCATED IN A HIGHLY ACCESSIBLE LOCATION ALONG ROUTE 31, ADJACENT TO THE PLANNED WASTEWATER TREATMENT FACILITY. THE PUBLIC WORKS DEPARTMENT IS CURRENTLY HEADQUARTERED IN A BUILDING ON THIS SITE. FUTURE PLANS CALL FOR THIS SITE TO BE OCCUPIED BY EXISTING PUBLIC WORKS AS WELL AS FUTURE STAFF ASSIGNED TO SEWER AND WATER FUNCTIONS. THIS SITE IS HIGHLY ACCESSIBLE AND OF AMPLE SIZE TO ACCOMMODATE GROWTH OF THESE FUNCTIONS.

#### PUBLIC WORKS

##### WATER SYSTEMS

THE VAST MAJORITY OF THE VILLAGE AND THE PLANNING AREA ARE SERVED BY INDIVIDUAL PRIVATE WELLS OR PRIVATE WATER SYSTEM. A PRIVATE WATER SYSTEM, CENTERED IN THE OLDER AREA OF JOHNSBURG, IS OPERATED AND MAINTAINED BY A PRIVATE WATER/WASTEWATER UTILITY COMPANY. THE VILLAGE IS NOT INVOLVED IN THE FUNDING OR OPERATION OF THIS SYSTEM AT THE PRESENT TIME. PRIVATE EXPANSION OF THE SYSTEM TO SERVE ADJACENT AREAS IS POSSIBLE, ALTHOUGH THE VILLAGE DOES NOT INTEND FOR THE AREAS AROUND SPRING GROVE ROAD TO BE SERVED WITH PRIVATE OR PUBLIC WATER SYSTEMS.

THERE IS ALSO A SMALL MUNICIPAL WATER SYSTEM IN JOHNSBURG, IN THE SHILOH RIDGE AND CLAREMONT HILLS NEIGHBORHOODS. THIS MUNICIPAL WATER SYSTEM WILL BE EXPANDED TO PROVIDE A 100 GPM SHALLOW WELL WITH TWO 10,000 GALLONS AT GRADE STORAGE TANKS AND 6"-8" WATER MAINS TO SERVE RECENTLY ANNEXED PROPERTIES LYING SOUTHWEST OF ROUTE 31. MOST OTHER NEW RESIDENTIAL DEVELOPMENT IN THE PLANNING AREA SHOULD BE SERVED BY PRIVATE WELLS OR PRIVATE WATER SYSTEMS WITHIN EACH SUBDIVISION.

ANOTHER MUNICIPAL WATER SYSTEM IS CURRENTLY PLANNED TO PROVIDE SERVICE TO THE AREA AROUND ROUTE 31. THE FIRST PHASE OF THE ROUTE 31 WATER SYSTEM WILL BE SERVED BY A 400 GPM DEEP WELL WITH A 12" WATER MAIN EXTENDING FROM THE CLAREMONT HILLS WATER SYSTEM SOUTH TO THE

**BLAKE PROPERTY TO SERVE THE BUSINESS/COMMERCIAL CORRIDOR ALONG ROUTE 31. A SECOND PHASE WILL EXPAND THE SYSTEM FOR FIRE PROTECTION PURPOSES BY PROVIDING A 700-10,000 GPM DEEP WELL WITH A 500,000 GALLON ELEVATED WATER STORAGE TANK.**

**THE SERVICE AREA LOCATED WEST OF THE RAILROAD RIGHT-OF-WAY TO THE VILLAGE LIMITS IS CURRENTLY PLANNED TO PROVIDE A WATER SYSTEM SERVICED BY TWO 400-500 GPM WELLS WITH A 400,000 GALLON ELEVATED WATER STORAGE TANK. THE SYSTEM WILL ALSO BE SERVICED BY A 8" AND 12" LOOPED DISTRIBUTION SYSTEM FOR DOMESTIC FLOW/FIRE PROTECTION. AS DEVELOPMENT OCCURS, THE SYSTEM WILL BE ENHANCED WITH ADDITIONAL STORAGE, WELLS, AND LOOPING.**

### **SEWER SYSTEM**

**AT THE PRESENT TIME, ALL PROPERTIES IN THE VILLAGE ARE SERVED BY PRIVATE SEPTIC FIELDS. HOWEVER, TO ACCOMMODATE FUTURE GROWTH IN THE SOUTHWEST SECTOR OF THE PLANNING AREA, AND TO PROTECT WATER QUALITY IN LIGHT OF THE MANY WATERFRONT HOMES IN THE VILLAGE, A SANITARY SYSTEM HAS BECOME NECESSARY.**

**AS A RESULT, THE VILLAGE HAS COMPLETED FINAL ENGINEERING PLANS FOR A SANITARY SEWER SYSTEM AND WASTEWATER TREATMENT PLANT. AS FUNDING BECOMES AVAILABLE, THE VILLAGE WILL EXTEND SEWER LINES IN A PHASED APPROACH OVER 7 TO 10 YEARS. THE FIRST PHASE OF CONSTRUCTION OF THE WASTE WATER TREATMENT FACILITY WILL BE COMPLETED BY JULY 2003. THE AREAS TO BE SERVICED ARE THE HIGHER DENSITY LOTS ALONG THE FOX RIVER AND THE ADJACENT DOWNTOWN AREAS (I.E. SCHOOLS, LIBRARY, BUSINESSES, CHURCHES, ETC.). THE LOTS THAT ARE 3/4-ACRES AND LARGER WILL NOT BE SERVICED BY THE COLLECTION SYSTEM. THE HIGH SCHOOL, SUBDIVISIONS NORTH OF THE DOWNTOWN AREA, AND PISTAKEE HIGHLANDS COULD BE SERVICED AFTER THE PREVIOUSLY MENTIONED AREAS BETWEEN YEARS 10-20. TO MAINTAIN RELATIVELY LOW DENSITIES AND A RURAL CHARACTER, THE UNDEVELOPED LANDS IN THE NORTH AND WEST PORTIONS OF THE PLANNING AREA ARE NOT INTENDED TO RECEIVE SEWER SERVICE (SEE SEWER SERVICE PHASING PLAN).**

**THE WASTEWATER TREATMENT FACILITY IS LOCATED ON THE MUNICIPAL SITE ON THE EAST SIDE OF ROUTE 31, SOUTH OF JOHNSBURG ROAD. THIS FACILITY WILL BE SIZED TO ACCOMMODATE WASTE WATER FROM ALL AREAS WHERE SERVICE IS CURRENTLY PLANNED.**



**New Sewer Plant Groundbreaking**

### **PUBLIC WORKS ACTIVITIES**

**THE PUBLIC WORKS DEPARTMENT IS CURRENTLY RESPONSIBLE FOR MAINTENANCE OF STREETS AND RIGHTS-OF-WAY, MUNICIPAL BUILDINGS AND GROUNDS, AND SOME LIMITED UTILITIES MAINTENANCE. EXAMPLES OF STREETS AND RIGHTS-OF-WAY MAINTENANCE INCLUDE SNOW PLOWING; STREET CLEANING; DITCH, CULVERT, AND OTHER STORMWATER CONVEYANCE REPAIR; TREE TRIMMING IN PARKWAYS, MEDIANS, AND RIGHTS-OF-WAY; DITCH MOWING; PAVEMENT PATCHING; STREET SIGN AND REGULATORY SIGN UPKEEP; AND SIMILAR FUNCTIONS. MAJOR STREET RESURFACING AND REHABILITATION ARE PERFORMED BY OUTSIDE CONTRACTORS AT THE VILLAGE'S DIRECTION.**

**EXAMPLES OF BUILDINGS AND GROUNDS MAINTENANCE INCLUDE MOWING; LANDSCAPING AND TRIMMING; BUILDING MAINTENANCE AND REPAIR TASKS; PARKING LOT AND SIDEWALK SNOW REMOVAL; EQUIPMENT AND SUPPLY PROCUREMENT AND MANAGEMENT; AND SIMILAR FUNCTIONS.**

**EXAMPLES OF CURRENT UTILITIES MAINTENANCE INCLUDE THE CARE OF THE MUNICIPAL WATER SYSTEM, WHICH CONSISTS OF WATER SUPPLY PRODUCTION, TREATMENT, STORAGE, TESTING, AND DISTRIBUTION; STORMWATER SYSTEMS, WHICH MAY CONSIST OF DETENTION/RETENTION PONDS (IF MAINTENANCE IS ACCEPTED BY OR PROPERTY DEEDED TO THE VILLAGE), PIPING, DRAINAGE DITCHES, AND OTHER FACILITIES; AND PERHAPS FEATURES SUCH AS WETLANDS OR WATERWAYS ASSOCIATED WITH STORMWATER MANAGEMENT. VIRTUALLY ALL ENGINEERING ACTIVITIES FOR STREETS AND UTILITY SYSTEMS ARE PERFORMED BY OUTSIDE CONSULTANTS AT THE VILLAGE'S DIRECTION.**

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REFUSE, RECYCLING, AND YARD WASTE COLLECTION IN THE COMMUNITY IS PERFORMED BY A REFUSE HAULER UNDER CONTRACT TO THE VILLAGE.

FUTURE GROWTH AND DEVELOPMENT, AND THE CONSTRUCTION OF THE SANITARY SEWER SYSTEM, WILL EXPAND THE SCOPE AND SOPHISTICATION OF WORK FOR THE PUBLIC WORKS DEPARTMENT. ALTHOUGH INITIAL OPERATION AND MAINTENANCE OF THE SEWER SYSTEM WILL BE UNDERTAKEN BY OUTSIDE CONTRACTORS, THE VILLAGE MAY EVENTUALLY HIRE A PUBLIC WORKS DIRECTOR WITH A SEWER AND WATER LICENSE, BRINGING SUCH FUNCTIONS IN-HOUSE.

THE DEMANDS OF ADDITIONAL PUBLIC WORKS FUNCTIONS WILL REQUIRE ADDITIONAL EMPLOYEES, EQUIPMENT, AND RESOURCES TO CONTINUE TO PROVIDE ADEQUATE AND EXPANDED SERVICES TO THE COMMUNITY. PLANNING FOR GROWTH AS IT RELATES TO PUBLIC WORKS FUNCTIONS WILL TAKE MANY FORMS. ENGINEERING STUDIES OF THE WATER AND SEWER SYSTEMS SHOULD BE ON-GOING, TO PROJECT AND PLAN FOR CAPACITY, IMPROVEMENTS, LOCATIONS OF FACILITIES, CAPITAL COSTS, AND OTHER RELATED ISSUES. PAVEMENT MANAGEMENT STUDIES ALONG WITH PLANNING AND IMPLEMENTATION OF AN ONGOING MULTI-YEAR STREET REPAIR PROGRAM ARE ALL NECESSARY IN ORDER TO PROTECT THE VILLAGE'S INVESTMENT IN PUBLIC ROADWAYS. OTHER SERVICES AND FACILITIES, SUCH AS BUILDINGS AND GROUNDS MAINTENANCE AS WELL AS EQUIPMENT AND VEHICLE ACQUISITION, MUST BE ADDRESSED THROUGH A COMPREHENSIVE AND ONGOING CAPITAL IMPROVEMENTS PROGRAM AND BUDGET.

#### PUBLIC SAFETY

FIRE PROTECTION IN JOHNSBURG AND ITS PLANNING AREA IS PROVIDED BY THE MCHENRY TOWNSHIP FIRE PROTECTION DISTRICT. THE DEPARTMENT HAS THREE EXISTING FIRE STATIONS, ONE OF WHICH IS LOCATED IN JOHNSBURG NEAR THE VILLAGE HALL. AMBULANCE SERVICE IS ALSO PROVIDED BY THE MCHENRY TOWNSHIP FIRE PROTECTION DISTRICT FROM THE SAME FACILITIES.

THE JOHNSBURG FIRE STATION IS APPROXIMATELY 11 YEARS OLD, AND IS CURRENTLY STAFFED BY THREE STAFF MEMBERS AT A TIME, ON A 24-HOURS/DAY BASIS. THE FPD DOES NOT ANTICIPATE ANY FUTURE STATIONS IN THE JOHNSBURG AREA, OR EXPANSION OF THE EXISTING STATIONS.

AT THE PRESENT TIME, THE FIRE PROTECTION DISTRICT IS STAFFED ON A PAID ON-CALL SYSTEM. HOWEVER,

GROWTH AND DEVELOPMENT WITHIN THE ENTIRE SERVICE AREA MAY EVENTUALLY REQUIRE THE CHANGE TO A SYSTEM OF FULL-TIME EMPLOYMENT.

THE POLICE DEPARTMENT CURRENTLY RESIDES IN THE FORMER JOHNSBURG RESCUE SQUAD BUILDING ON CHAPEL HILL ROAD. THIS CENTRAL, DOWNTOWN LOCATION SERVES THE DEPARTMENT WELL. NOT ONLY IS THIS LOCATION ACCESSIBLE AND CONVENIENT, BUT IT CONTRIBUTES TO THE SENSE OF PLACE AND COMMUNITY FOCUS IN THE DOWNTOWN.

HOWEVER, THE BUILDING ITSELF CURRENTLY REQUIRES MAINTENANCE AND REMODELING. A MORE EFFICIENT LAYOUT IS NEEDED, PARTICULARLY THROUGH THE CREATION OF A CENTRAL, SECURE AREA TO RECEIVE PRISONERS. FURTHER, AS THE VILLAGE GROWS, THE BUILDING WILL BECOME INADEQUATE TO SERVE THE CORRESPONDING GROWTH IN THE POLICE FORCE.

IN THE FUTURE, ADDITIONAL SPACE COULD BE CREATED BY ADDING A SECOND FLOOR TO THE EXISTING RESCUE SQUAD BUILDING. HOWEVER, IN THE LONG RUN, IT IS LIKELY THAT THE CURRENT BUILDING WILL NOT BE LARGE ENOUGH TO ACCOMMODATE THE NECESSARY GROWTH IN PERSONNEL AND EQUIPMENT. A NEW FACILITY MAY THEREFORE BE NECESSARY. A DOWNTOWN LOCATION IS LIKELY TO CONTINUE TO BE PREFERRED, GIVEN THE ADVANTAGES OF ACCESSIBILITY AND COMMUNITY IDENTITY.

#### LIBRARY

RESIDENTS OF THE VILLAGE OF JOHNSBURG PLANNING AREA ARE SERVED BY THE JOHNSBURG PUBLIC LIBRARY DISTRICT, WHICH OPERATES WITHIN THE SAME BOUNDARIES AS THE JOHNSBURG SCHOOL DISTRICT.

THE JOHNSBURG LIBRARY IS LOCATED ON JOHNSBURG ROAD AND IS APPROXIMATELY FIVE YEARS OF AGE. THE BUILDING WAS DESIGNED AND CONSTRUCTED TO ALLOW FOR FUTURE EXPANSION. ALREADY, THE CURRENT FACILITIES ARE REACHING CAPACITY, PARTICULARLY IN THE ADULT BOOK SECTION. AS A RESULT, THE LIBRARY BOARD IS ANTICIPATING EXPANSION OF THE LIBRARY BUILDING WITHIN THE NEXT FIVE YEARS. EXPANSION CAN BE ACCOMMODATED ON THE EXISTING SITE, AND NEW FACILITIES OR BRANCH LIBRARIES ARE NOT ANTICIPATED.

#### ARCHEOLOGICAL AND HISTORIC SITES

ALTHOUGH NO ARCHEOLOGICAL SITES HAVE BEEN IDENTIFIED IN JOHNSBURG TO DATE, THE CHARACTERISTICS OF THE AREA WOULD HAVE BEEN

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CONDUCTIVE TO EARLY HUNTING AND GATHERING ACTIVITIES, AND SUCH SITES MAY EXIST. VOLUNTEER EFFORTS MAY LOCATE SUCH SITES, PREFERABLY PRIOR TO DEVELOPMENT APPLICATIONS. THE SAUK TRAIL CHAPTER OF THE ILLINOIS ASSOCIATION FOR THE ADVANCEMENT OF ARCHEOLOGY CAN PROVIDE ASSISTANCE TO LANDOWNERS WHO DESIRE IT. SITES CAN BE PRESERVED THROUGH PRIVATE EASEMENTS, OR BY LOCATING PRIVATE OR PUBLIC OPEN SPACES AROUND SUCH SITES.

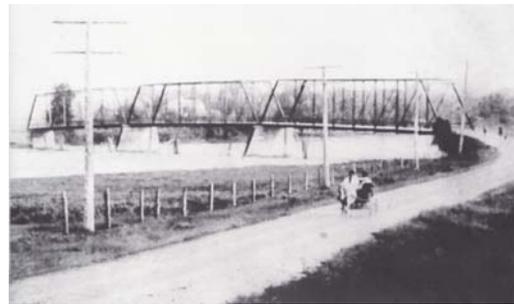
JOHNSBURG DOES NOT YET HAVE A LOCAL AGENCY RESPONSIBLE FOR SURVEYING OR DESIGNATION OF LOCAL HISTORIC RESOURCES. THEREFORE, THE VILLAGE ITSELF HOLDS THE POWER TO DESIGNATE HISTORIC RESOURCES WHICH SATISFY ONE OR MORE OF THE FOLLOWING CRITERIA:

- ▶ THE SITE IS ASSOCIATED WITH AN ACTIVITY OR EVENT UNIQUELY ASSOCIATED WITH JOHNSBURG, OR THE AREA IN GENERAL IF THE ACTIVITY OR EVENT OCCURRED PRIOR TO JOHNSBURG'S INCORPORATION;
- ▶ THE SITE IS ASSOCIATED WITH A PERSON OF NOTEWORTHY ACCOMPLISHMENT;
- ▶ THE SITE PRESENTS A PRIOR CULTURE OR ACTIVITY WHICH SIGNIFICANTLY INFLUENCED THE LANDSCAPE OR PEOPLE OF THE JOHNSBURG AREA.

AT PRESENT, THE CHURCH AT THE INTERSECTION OF JOHNSBURG ROAD AND RINGWOOD ROAD HAS BEEN IDENTIFIED AS A HISTORIC SITE WITHIN THE VILLAGE OF JOHNSBURG. ADDITIONAL HISTORIC CHURCHES INCLUDE ST. JOHN THE BAPTIST CATHOLIC CHURCH AND THE SCHMITT CHAPEL LOCATED ON THE GROUNDS OF THE CHAPEL HILL COUNTRY CLUB.



St. John's Church



Early photograph of Johnsburg

INSERT COMMUNITY FACILITIES MAP

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**INSERT SEWER SERVICE PHASING PLAN**



COVERING OVER 8,100 ACRES, JOHNSBURG'S PLANNING AREA AND COMPREHENSIVE LAND USE PLAN PROVIDES ONLY A GENERALIZED PICTURE OF DESIRED DEVELOPMENT PATTERNS. TO PROVIDE A MORE DETAILED EVALUATION, THE COMMUNITY IS DIVIDED INTO 10 PLANNING AREAS. THESE SMALLER PLANNING AREAS SHARE CHARACTERISTICS THAT MAKE THEM UNIQUE AND DISTINGUISH THEM FROM OTHER AREAS. IN GENERAL, MAJOR ROADWAYS AND NATURAL FEATURES DETERMINE PLANNING AREA BOUNDARIES.

FOR EACH PLANNING AREA ISSUES OF CRITICAL CONCERN ARE ADDRESSED AND DEVELOPMENT OPPORTUNITIES ARE IDENTIFIED. THE ISSUES ADDRESSED IN EACH PLANNING AREA INCLUDE THE FOLLOWING:

### EXISTING LAND USE

DESCRIPTION OF EXISTING CONDITIONS AND CHARACTERISTICS OF THE NATURAL AND BUILT ENVIRONMENT.

### TRANSPORTATION

DESCRIPTION OF EXISTING ROADWAY NETWORK AND RECOMMENDATIONS FOR FUTURE VEHICULAR, BICYCLE AND PEDESTRIAN IMPROVEMENTS.

### OPEN SPACE AND ENVIRONMENT

DESCRIPTION OF EXISTING ENVIRONMENTAL AND OPEN SPACE AMENITIES, AND RECOMMENDATIONS FOR FUTURE PUBLIC OPEN SPACE OPPORTUNITIES AND THE CONSERVATION OF ENVIRONMENTALLY SENSITIVE FEATURES.

### PUBLIC FACILITIES

WHERE INFORMATION IS AVAILABLE, A DESCRIPTION OF THE EXISTING UTILITIES AND PUBLIC FACILITIES AVAILABLE TO THE AREA AND RECOMMENDATIONS FOR FUTURE IMPROVEMENTS THAT MAY BE REQUIRED TO SUPPORT FUTURE DEVELOPMENT. A COMPLETE ANALYSIS OF PUBLIC FACILITIES HAS NOT YET BEEN UNDERTAKEN, AND SO THIS DESCRIPTION MAY NOT BE AVAILABLE FOR ALL PLANNING AREAS AT THIS TIME.

### FUTURE LAND USE

IDENTIFICATION OF APPROPRIATE FUTURE LAND USES

AND DEVELOPMENT PATTERNS.

### FOCUS

RECOMMENDATION FOR THE FOCUS OF SHORT-TERM PLANNING EFFORTS.

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**INSERT PLANNING AREAS MAP HERE**

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**PLANNING AREA 1**

**PLANNING AREA 1 CONTAINS MOSTLY DEVELOPED  
RESIDENTIAL AREAS, WITH SOME COMMERCIAL USES**

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ON THE EASTERN SHORE AND ALONG CHAPEL HILL ROAD. THE PLANNING AREA CONTAINS APPROXIMATELY 870 ACRES.

#### BOUNDARIES

NORTH: FOX RIVER  
EAST: PISTAKEE LAKE  
SOUTH: MCHENRY BORDER AGREEMENT LINE  
WEST: FOX RIVER

#### EXISTING LAND USE

THIS PLANNING AREA FORMS THE PRESENT SOUTHEAST EXTENT OF THE VILLAGE. THE MAJORITY OF THIS AREA IS DEVOTED TO SINGLE FAMILY HOMES, INCLUDING THE ONE-ACRE ESTATE SUBDIVISION CHAPEL HILL ESTATES. MANY HOMES IN THIS PLANNING AREA FRONT ON EITHER THE FOX RIVER OR PISTAKEE BAY. OVER THE PAST 25 YEARS, MANY OF THESE HOMES HAVE TRANSFORMED FROM SUMMER COTTAGES TO YEAR ROUND FULL TIME RESIDENCES. AS THESE HOMES HAVE BEEN REMODELED, INCREASED PROPERTY VALUES HAVE RESULTED.

IN ADDITION TO HOMES ALONG THE SHORELINES, THERE ARE A SMALL NUMBER OF COMMERCIAL USES THAT CATER TO RECREATIONAL NEEDS, SUCH AS A YACHT CLUB, A MARINA, AND RESTAURANTS.

IN THE NORTHEASTERN PORTION OF THIS PLANNING AREA, THERE REMAINS A LARGELY UNDEVELOPED AREA. THE MCHENRY COUNTY CONSERVATION DISTRICT OWNS A LARGE PORTION OF THIS OPEN TRACT, AND THE REMAINDER IS OWNED BY A SPORTS CLUB.

CHAPEL HILL ROAD RUNS THROUGH THE WESTERN PORTION OF THIS PLANNING AREA, AND IS FRONTED BY LARGELY COMMERCIAL USES AND VACANT LOTS. NORTH OF BAY ROAD ARE RESTAURANTS, A BOWLING ALLEY, A MOTEL, OTHER COMMERCIAL USES, AND A NUMBER OF UNDEVELOPED COMMERCIAL PARCELS.

SOUTH OF BAY ROAD, THE PLANNING AREA IS LARGELY AGRICULTURAL, EXCEPT FOR A COMMUNICATION EQUIPMENT SALES AND SERVICE FACILITY AND A GOLF DRIVING RANGE AT THE SOUTHWEST CORNER.

#### TRANSPORTATION

CURRENTLY, CHAPEL HILL ROAD AND BAY ROAD REPRESENT THE PRIMARY POINTS OF INGRESS AND EGRESS TO AND FROM THE VILLAGE OF JOHNSBURG.

WITH THE EXCEPTION OF THE CROSSINGS IN MCHENRY, CHAPEL HILL ROAD IS THE ONLY ROAD TO CROSS THE FOX RIVER IN THE NORTHERN PART OF THE COUNTY. RECENT IMPROVEMENTS HAVE BEEN MADE TO BAY ROAD, AND THE EAST MCHENRY BY-PASS, WHICH CONNECTS TO CHAPEL HILL ROAD, WAS ALSO RECENTLY OPENED.

DUE TO THESE IMPROVEMENTS AND AS DEVELOPMENT PROGRESSES IN THE AREA, SIGNIFICANT INCREASES IN TRAFFIC ARE ANTICIPATED (PARTICULARLY ALONG CHAPEL HILL ROAD). TO PROVIDE A NORTH-SOUTH ALTERNATIVE FOR LOCAL TRAFFIC, A NEW COLLECTOR IS RECOMMENDED FOR THIS PLANNING AREA. THIS PROPOSED COLLECTOR IS LOCATED EAST OF CHAPEL HILL ROAD, CONNECTING RAMSGATE LANE TO LONG STREET.

SOUTH OF THE BRIDGE, DIRECT ACCESS FROM PROPERTIES TO CHAPEL HILL ROAD SHOULD BE LIMITED, AND EASEMENTS FOR CROSS ACCESS ESTABLISHED.

#### OPEN SPACE AND ENVIRONMENT

AS DESCRIBED ABOVE, THIS PLANNING AREA INCLUDES A SPORTS CLUB AND AN AREA OWNED BY THE MCHENRY COUNTY CONSERVATION DISTRICT. THESE FACILITIES BOTH PROVIDE VALUABLE RECREATIONAL OPPORTUNITIES AND ENVIRONMENTAL AMENITIES AND SHOULD BE PRESERVED.

THIS PLANNING AREA IS BOUNDED ON THREE SIDES BY THE FOX RIVER AND PISTAKEE BAY, AND MANY HOMES ARE BUILT WITHIN THE FLOODPLAIN AREAS OF THESE WATERWAYS. ANY NEW OR EXPANDED CONSTRUCTION IN THIS AREA SHOULD BE CAREFULLY SCRUTINIZED TO MINIMIZE THE RISK OF FLOODING.

SOUTH OF BAY ROAD, A LARGE WETLAND IS INCLUDED IN THE UNDEVELOPED SOUTHEAST CORNER OF THE PLANNING AREA. TO ENSURE THE PRESERVATION OF THIS RESOURCE, CONSERVATION DESIGN TECHNIQUES ARE ENCOURAGED FOR ANY RESIDENTIAL DEVELOPMENT OF THIS SITE. IN A CONSERVATION SUBDIVISION, THE SAME NUMBER OF HOME SITES AS A CONVENTIONAL SUBDIVISION ARE CREATED. HOWEVER, EACH HOME LOT MAY BE SMALLER THAN THE NORMAL REQUIREMENTS, AND THE EXCESS LAND, INCLUDING NATURAL AMENITIES SUCH AS WETLANDS, IS PRESERVED AS COMMON OPEN SPACE.

#### PUBLIC FACILITIES

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THE VILLAGE IS CURRENTLY PLANNING A NEW SEWER SYSTEM TO SERVE EXISTING HIGH DENSITY AREAS OF THE VILLAGE. MEDIUM DENSITY RESIDENTIAL NEIGHBORHOODS IN THIS PLANNING AREA FALL WITHIN THE INITIAL SEWER SERVICE AREA. PROPERTIES ALONG THE FOX RIVER AND PISTAKEE LAKE ARE PARTICULARLY IMPORTANT, TO PREVENT WASTEWATER RUN-OFF INTO THESE BODIES OF WATER.

#### FUTURE LAND USE

##### LOW DENSITY RESIDENTIAL

THE CENTER OF THIS PLANNING AREA CONTAINS THE LOW DENSITY CHAPEL HILL ESTATES SUBDIVISION. THERE ARE ALSO LOW DENSITY RESIDENCES ALONG THE SOUTHEAST EDGE OF THIS PLANNING AREA. THIS DENSITY IS ALSO RECOMMENDED FOR FUTURE DEVELOPMENT OF THE EAST HALF OF THE UNDEVELOPED PARCEL ON THE SOUTH SIDE OF BAY ROAD. LOW DENSITY DEVELOPMENT IN THIS LOCATION WILL BE COMPATIBLE WITH THE ADJACENT PROPERTIES TO THE SOUTH AND EAST. AS DESCRIBED UNDER THE OPEN SPACE AND ENVIRONMENT DISCUSSION ABOVE, CLUSTER OR CONSERVATION DESIGN SUBDIVISIONS ARE ENCOURAGED.

##### MEDIUM DENSITY RESIDENTIAL

THIS CATEGORY IS APPLIED TO THE EXISTING HOMES ALONG THE FOX RIVER AND PISTAKEE BAY AND THE OLDER NEIGHBORHOOD IN THE CENTER OF THIS PLANNING AREA. THE CHARACTER OF THESE AREAS, WHICH ORIGINALLY CONSISTED LARGELY OF SUMMER COTTAGES, SHOULD BE PRESERVED AS A HISTORICAL RESOURCE OF THE VILLAGE. DUE TO RISING PROPERTY VALUES OF LOTS ALONG THE SHORELINE, AS WELL AS NUMEROUS SMALL AND FUNCTIONALLY OBSOLETE HOMES, THERE MAY BE INCREASING NUMBERS OF TEAR-DOWNS OR SUBSTANTIAL ADDITIONS/REMODELINGS. THE VILLAGE SHOULD CONSIDER ADOPTION OF SOME FORM OF FLOOR-AREA AND/OR GROUND-COVERAGE RATIOS IN ORDER TO GENERALLY PRESERVE THE SCALE AND ESTABLISHED CHARACTER OF THE NEIGHBORHOOD. IN ADDITION, MANY OF THE HOMES IN THIS CATEGORY ARE LOCATED WITHIN FLOODPLAIN AREAS, AND PRECAUTIONS SHOULD BE TAKEN IF NEW OR EXPANDED DEVELOPMENT IS CONTEMPLATED.

##### COMMERCIAL

EXISTING COMMERCIAL USES ON OAKGROVE ROAD AND ALONG BALD KNOB ROAD, IN THE MOST EASTERLY PART OF THE PLANNING AREA, ARE DESIGNATED FOR CONTINUING COMMERCIAL USE. ALTHOUGH SPECIFIC LOCATIONS ARE NOT SHOWN ON THE COMPREHENSIVE LAND USE PLAN, THE VILLAGE MAY ALSO CONSIDER APPROPRIATE NEW OR EXPANDED COMMERCIAL USES ALONG THE WATERFRONT. SMALL SCALE AND/OR SEASONAL COMMERCIAL USES WOULD BE CONSIDERED ON A CASE-BY-CASE BASIS AND MUST DEMONSTRATE COMPATIBILITY WITH SURROUNDING RESIDENTIAL USES.

COMMERCIAL USES ARE ALSO ANTICIPATED TO BE MAINTAINED AND FURTHER DEVELOPED ON EITHER SIDE OF CHAPEL HILL ROAD, NORTH OF BAY ROAD. NEW DEVELOPMENTS SHOULD BE SUBJECT TO THE FOLLOWING DESIGN GUIDELINES:

1. ALL STRUCTURES SHOULD BE INTERNALLY ORIENTED WITH DELIVERY ACCESS AT THE REAR.
2. ALL STRUCTURES SHOULD BE DESIGNED ACCORDING TO A CONSISTENT ARCHITECTURAL THEME.
3. PARKING AREAS SHOULD INCLUDE LANDSCAPED ISLANDS.
4. LANDSCAPING SHALL BE USED TO SCREEN THE BUILDINGS AND ACTIVITIES FROM ADJACENT USES AND ROADWAYS.
5. SITE LIGHTING SHOULD BE OF LOW LUMINESCENCE SO AS TO HAVE NO ADVERSE AFFECT ON ADJACENT USES.
6. EACH USE SHOULD HAVE NO MORE THAN ONE POINT OF INGRESS/EGRESS TO CHAPEL HILL ROAD, AND ONLY ONE SUCH POINT TO BAY ROAD, WHERE APPLICABLE. WHERE FEASIBLE, INTERCONNECTIONS BETWEEN ADJACENT USES SHOULD BE ENCOURAGED.
7. DEVELOPMENT SHOULD INCLUDE RIGHT-OF-WAY DEDICATIONS OF ADEQUATE WIDTH TO ACCOMMODATE THE FUTURE WIDENING OF BOTH CHAPEL HILL ROAD AND BAY ROAD. IN ADDITION, ADEQUATE ROADWAY IMPROVEMENTS AT PROPERTY ENTRANCES MUST BE CONSTRUCTED BY DEVELOPERS.

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8. NO ROOF SIGNAGE SHOULD BE ALLOWED.
  9. ALL REFUSE DISPOSAL CONTAINERS SHOULD BE HOUSED WITHIN THE STRUCTURES OR COMPLETELY SCREENED FROM VIEW FROM PUBLIC RIGHTS-OF-WAY.

**FOCUS**

PLANNING EFFORTS FOR THIS AREA SHOULD FOCUS ON CAREFUL DEVELOPMENT ALONG CHAPEL HILL ROAD, THAT MINIMIZES TRAFFIC CONFLICTS AND ESTABLISHES A HIGH QUALITY IMAGE ALONG THIS PRIMARY GATEWAY INTO JOHNSBURG.

COMMERCIAL DEVELOPMENT SHOULD GENERALLY BE OF THE SAME QUALITY OF SITE AND ARCHITECTURAL DESIGN AS THE MOST RECENT COMMERCIAL DEVELOPMENT IN THIS PLANNING AREA.

**OFFICE/RESEARCH**

THIS CATEGORY IS APPLIED TO THE PROPERTIES ON EITHER SIDE OF CHAPEL HILL ROAD, SOUTH OF BAY ROAD. THESE USES CAN INCLUDE LOW INTENSITY OFFICE AND RESEARCH FACILITIES IN AN ATTRACTIVE SETTING. IN ADDITION TO THE SITE DESIGN GUIDELINES DESCRIBED IN THE COMMERCIAL CATEGORY, NEW OFFICE/RESEARCH DEVELOPMENTS SHOULD BE SUBJECT TO THE FOLLOWING:

1. ALL STRUCTURES SHOULD BE NO TALLER THAN TWO STORIES TO MINIMIZE THE IMPACT ON EXISTING RESIDENTIAL NEIGHBORHOODS.
2. LANDSCAPED EARTHEN BERMS SHOULD BE USED TO SCREEN THE BUILDINGS AND ACTIVITIES FROM ADJACENT USES AND ROADWAYS.
3. ALL EXTERIOR PERIMETER SITE SIGNAGE SHOULD BE LIMITED TO DIRECTORY SIGNS AT EACH POINT OF ENTRY.

**OPEN SPACE AND CONSERVATION**

THIS DESIGNATION IS APPLIED TO THE PROPERTIES CURRENTLY OWNED BY THE MCHENRY COUNTY CONSERVATION DISTRICT AND A LOCAL SPORTS CLUB. DUE TO THE ENVIRONMENTAL SENSITIVITY OF THESE PROPERTIES AND THEIR AMENITY VALUE FOR LOCAL RESIDENTS, THE CURRENT OPEN SPACE AND CONSERVATION USES SHOULD BE MAINTAINED.

PRIVATE OPEN SPACE AND CONSERVATION IS ALSO RECOMMENDED FOR THE WETLAND AREA IN THE UNDEVELOPED SOUTHEAST CORNER OF THE PLANNING AREA. THIS WETLAND SHOULD BE INCORPORATED INTO COMMON OPEN SPACE OR DEDICATED TO A CONSERVATION ORGANIZATION, FOR PERMANENT PRESERVATION.

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## PLANNING AREA 2

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PLANNING AREA 2 CONTAINS MOSTLY OLDER, DEVELOPED RESIDENTIAL NEIGHBORHOODS OF MEDIUM DENSITY. MOST OF THESE NEIGHBORHOODS ARE NOT CURRENTLY INCORPORATED WITHIN VILLAGE BOUNDARIES. THE PLANNING AREA CONTAINS APPROXIMATELY 1,190 ACRES.

### BOUNDARIES

NORTH: MILLER ROAD AND ROUTE 12  
EAST: FOX RIVER, PISTAKEE LAKE, AND THE VILLAGE PLANNING AREA BOUNDARY  
SOUTH: FOX RIVER AND PISTAKEE BAY  
WEST: FAIRVIEW AVENUE AND JOHNSBURG ROAD

### EXISTING LAND USE

THIS PLANNING AREA, LYING NORTHWESTERLY OF THE FOX RIVER, IS LARGELY COMPOSED OF DEVELOPED RESIDENTIAL NEIGHBORHOODS. FOR THE MOST PART, THESE NEIGHBORHOODS HAVE BEEN DEVELOPED AT A MEDIUM DENSITY (IN PARTICULAR, TO MCHENRY COUNTY STANDARDS). THERE ARE ALSO A SMALL NUMBER OF VARIED COMMERCIAL USES ALONG JOHNSBURG ROAD, ALONG WITH THE CURRENT VILLAGE HALL AND PARK.

EAST OF JOHNSBURG ROAD AND NORTH OF MAY AVENUE, THE MAJORITY OF THE PLANNING AREA IS NOT INCORPORATED WITHIN THE BOUNDARIES OF THE VILLAGE OF JOHNSBURG. HOWEVER, RESIDENTS OF THIS AREA STRONGLY IDENTIFY WITH JOHNSBURG, AND IT IS CONCEIVABLE THAT THESE AREAS COULD BE ANNEXED INTO JOHNSBURG.

### TRANSPORTATION

THIS PLANNING AREA IS SERVED BY SEVERAL NEARBY MAJOR AND MINOR ARTERIALS. JOHNSBURG ROAD FORMS THE WESTERN BOUNDARY OF THE PLANNING AREA. RINGWOOD ROAD TRAVERSES THROUGH THE PLANNING AREA IN AN SOUTHWESTERLY-NORTHEASTERLY DIRECTION, THROUGH DEVELOPED NEIGHBORHOODS. ROUTE 12, ONE OF ONLY TWO MAJOR ARTERIALS IN THE JOHNSBURG AREA, IS LOCATED JUST NORTHEAST OF THIS PLANNING AREA.

RECOMMENDED IMPROVEMENTS TO THE TRANSPORTATION NETWORK IN THIS PLANNING AREA INCLUDE THE EXTENSION OF MILLER ROAD EAST TO ROUTE 12. THE FUNCTION AND VISIBILITY OF

RINGWOOD ROAD AS A MINOR ARTERIAL SHOULD BE STRENGTHENED. FINALLY, NEW SUBDIVISIONS IN UNDEVELOPED PORTIONS OF THIS PLANNING AREA SHOULD EXTEND THE EXISTING STREET NETWORK OF ADJACENT SUBDIVISIONS.

THE FUTURE LAND USE SECTION OF THIS PLANNING AREA DESCRIPTION INCLUDES DESIGN GUIDELINES APPLICABLE TO COMMERCIAL DEVELOPMENT. MANY OF THESE GUIDELINES ARE CONCERNED WITH THE EFFICIENT FLOW OF TRAFFIC, PARTICULARLY IN MAINTAINING THE ARTERIAL FUNCTION OF JOHNSBURG ROAD AND THE OTHER ARTERIALS IN THE PLANNING AREA.

### OPEN SPACE AND ENVIRONMENT

THE UNDEVELOPED LAND AT THE NORTHWEST CORNER OF THIS PLANNING AREA CONTAINS SIGNIFICANT WETLANDS. RESIDENTIAL DEVELOPMENT IN THIS AREA SHOULD PRESERVE AND ENHANCE THESE WETLANDS, PREFERABLY THROUGH CONSERVATION SUBDIVISIONS (AS DESCRIBED IN PLANNING AREA 1).

### PUBLIC FACILITIES

THE VILLAGE IS CURRENTLY PLANNING A NEW SEWER SYSTEM TO SERVE EXISTING HIGH DENSITY AREAS OF THE VILLAGE. COMMERCIAL AREAS AND MEDIUM DENSITY RESIDENTIAL NEIGHBORHOODS, WITHIN THE CURRENT JOHNSBURG BOUNDARIES, FALL WITHIN THE INITIAL SEWER SERVICE AREA. PROPERTIES ALONG THE FOX RIVER AND PISTAKEE BAY ARE PARTICULARLY IMPORTANT, TO PREVENT WASTEWATER RUN-OFF INTO THESE BODIES OF WATER.

### FUTURE LAND USE

#### LOW DENSITY RESIDENTIAL

THIS CATEGORY IS APPLIED TO EXISTING NEIGHBORHOODS AS WELL AS MOST OF THE UNDEVELOPED LAND IN THIS PLANNING AREA, LYING EAST OF JOHNSBURG ROAD AND SOUTH OF MILLER ROAD. DUE TO THE LARGE WETLAND AREA IN THE NORTHWEST CORNER OF THIS PLANNING AREA, CONSERVATION SUBDIVISION DESIGNED (DESCRIBED IN PLANNING AREA 1) IS RECOMMENDED.

#### MEDIUM DENSITY RESIDENTIAL

THIS CATEGORY DESCRIBES MANY OF THE DEVELOPED

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NEIGHBORHOODS IN THIS PLANNING AREA, INCLUDING AREAS WITHIN VILLAGE BOUNDARIES AND UNINCORPORATED AREAS. NEW MEDIUM DENSITY DEVELOPMENT IS ANTICIPATED ONLY ON INFILL SITES.

**HIGH DENSITY RESIDENTIAL**

THIS CATEGORY IS APPLIED TO AN EXISTING DEVELOPMENT OF TWO-FAMILY ATTACHED HOMES. ADDITIONAL HIGH DENSITY DEVELOPMENT IS NOT ANTICIPATED IN THIS PLANNING AREA.

**COMMERCIAL**

THIS CATEGORY IS APPLIED TO PROPERTIES WHICH ARE APPROPRIATE FOR DEVELOPMENT OF NEW COMMERCIAL VENTURES OR THE REDEVELOPMENT OF EXISTING USES ALONG JOHNSBURG ROAD. SITES FOR CONVENIENCE COMMERCIAL ARE ALSO DESIGNATED AT THE INTERSECTION OF JOHNSBURG ROAD AND RINGWOOD ROAD. THIS LOCATION WILL BE ONE OF THE PRIMARY INTERSECTIONS IN THE VILLAGE AND SHOULD BE DEVELOPED TO A HIGH STANDARD.

DUE TO THE VISIBILITY AND IMPORTANCE OF THE JOHNSBURG ROAD CORRIDOR, CREATIVITY IN BOTH SITE PLANNING AND ARCHITECTURE IS ENCOURAGED. THE LIBRARY OR THE FIRST MIDWEST BANK BUILDING CAN SERVE AS BENCHMARKS FOR BOTH NEW CONSTRUCTION AND THE REMODELING OF EXISTING STRUCTURES. IN ADDITION, EFFICIENT TRAFFIC MOVEMENT IS OF PARAMOUNT IMPORTANCE. THE FOLLOWING GUIDELINES SHOULD BE APPLIED TO COMMERCIAL DEVELOPMENT ALONG JOHNSBURG ROAD:

1. " L " OR " U " SHAPED STRUCTURES ARE PREFERABLE TO STRAIGHT LINE BUILDINGS THAT PARALLEL THE MAIN ROADWAY.
2. LANDSCAPE AREAS THAT SHIELD THE PARKING LOTS FROM THE ROAD SHOULD BE REQUIRED.
3. SIGNAGE, SITE LIGHTING, REFUSE STORAGE, LOADING AREAS, AND SITE LANDSCAPING SHOULD ESTABLISH A HIGH QUALITY IMAGE ALONG THIS CORRIDOR, CONSISTENT WITH THE LIBRARY OR THE FIRST MIDWEST BANK BUILDING.
4. ADDITIONAL ACCESS POINTS OFF JOHNSBURG ROAD SHOULD BE MINIMIZED.
5. CIRCULATION BETWEEN PARKING AREAS OF ADJACENT PROPERTIES SHOULD BE ENCOURAGED.

6. ALL NEW BUSINESSES SHOULD BE REQUIRED TO DEDICATE RIGHT-OF-WAY AREAS SUFFICIENT TO ACCOMMODATE THE WIDENING OF JOHNSBURG ROAD TO AT LEAST 3 LANES.

7. WHERE DEEMED NECESSARY BY A TRAFFIC STUDY, ACCELERATION AND DECELERATION LANES SHOULD BE REQUIRED FOR NEW DEVELOPMENT OF REDEVELOPMENT OF EXISTING SITES.

8. TRAFFIC STUDIES MAY ALSO BE REQUIRED TO DETERMINE THE NEED FOR 4 WAY STOP INTERSECTIONS ALONG THIS ROUTE.

**OPEN SPACE AND CONSERVATION**

THE PRIVATE OPEN SPACE CATEGORY IS APPLIED TO ENVIRONMENTALLY SENSITIVE AREAS IN THE NORTHERN END OF THIS PLANNING AREA. THESE NATURAL RESOURCES SHOULD BE MAINTAINED AS AMENITIES FOR JOHNSBURG RESIDENTS AND FOR THEIR HABITAT AND DRAINAGE CHARACTERISTICS. IN ADDITION, THE EXISTING PARKS SHOULD BE MAINTAINED AS RECREATIONAL OPPORTUNITIES FOR NEARBY RESIDENTS. IF THE VILLAGE HALL IS RELOCATED TO THE NEW SITE OFF ROUTE 31, THE CURRENT SITE COULD BE USED FOR ADDITIONAL RECREATIONAL USES.

**FOCUS**

PLANNING EFFORTS FOR THIS AREA SHOULD FOCUS ON SENSITIVE REDEVELOPMENT OF COMMERCIAL PROPERTIES ALONG JOHNSBURG ROAD, AND NEW DEVELOPMENT THAT MAINTAINS THE CHARACTER OF THE AREA AND THE FUNCTIONALITY OF JOHNSBURG ROAD.

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### **PLANNING AREA 3 (VILLAGE CENTER)**

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PLANNING AREA 3, THE HEART OF JOHNSBURG'S HISTORIC DOWNTOWN, IS GENERALLY LOCATED ALONG JOHNSBURG ROAD BETWEEN SPRING GROVE ROAD AND CHURCH STREET, AND ALONG CHAPEL HILL ROAD BETWEEN THE FOX RIVER AND JOHNSBURG ROAD (SEE ATTACHED MAP). THE PLANNING AREA CONTAINS APPROXIMATELY 55 ACRES.

#### **BOUNDARIES**

**NORTH:** NORTH BOUNDARY OF PROPERTIES FACING JOHNSBURG ROAD  
**EAST:** FAIRVIEW AVENUE  
**SOUTH:** FOX RIVER AND SOUTH AND WEST BOUNDARIES OF PROPERTIES FACING JOHNSBURG ROAD AND CHAPEL HILL ROAD  
**WEST:** SPRING GROVE ROAD

#### **EXISTING LAND USE**

THIS PLANNING AREA CONTAINS THE MAIN INTERSECTION IN JOHNSBURG, AT JOHNSBURG ROAD AND CHAPEL HILL ROAD, AND THE MOST IMPORTANT HISTORIC AREA, COMMONLY REFERRED TO AS THE DOWNTOWN TRIANGLE. THE TRIANGLE IS CURRENTLY BEING STUDIED AS A POTENTIAL HISTORICALLY SENSITIVE DISTRICT.

#### **VILLAGE CENTER PLAN**

A SPECIFIC VILLAGE CENTER PLAN FOLLOWS THE PLANNING AREA DISCUSSIONS.

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## PLANNING AREA 4

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PLANNING AREA 4 CONTAINS DEVELOPED MEDIUM DENSITY RESIDENTIAL SUBDIVISIONS, SUBSTANTIAL VACANT PARCELS, AND SIGNIFICANT WETLAND AND FLOODPLAIN AREAS. THE PLANNING AREA CONTAINS APPROXIMATELY 540 ACRES.

### BOUNDARIES

NORTH: JOHNSBURG ROAD

EAST: WEST BOUNDARY OF PROPERTIES FRONTING ON CHAPEL HILL ROAD

SOUTH: MCHENRY BORDER AGREEMENT LINE

WEST: ROUTE 31

### EXISTING LAND USE

THE MAJORITY OF THIS PLANNING AREA IS CURRENTLY AGRICULTURAL LAND, MUCH OF WHICH IS CHARACTERIZED BY WETLAND AND FLOODPLAIN AREAS. ADJACENT TO THE DOWNTOWN IS THE MEDIUM DENSITY DUTCH CREEK WOODLANDS SUBDIVISION, INCLUDING A PARK BOUNDED BY ASPEN DRIVE, REED AVENUE, AND COUNTRYSIDE DRIVE. THERE ARE ALSO EXISTING BUSINESSES AT THE INTERSECTION OF JOHNSBURG ROAD AND RIVERSIDE DRIVE. THE SITE OF THE PROPOSED VILLAGE WASTE WATER TREATMENT PLANT AND POTABLE WATER PRODUCTION FACILITY IS ALSO LOCATED WITHIN THE PLANNING AREA.

### TRANSPORTATION

THIS PLANNING AREA IS BOUNDED BY THE MINOR ARTERIAL JOHNSBURG ROAD, AND THE MAJOR ARTERIAL ROUTE 31. TO ALLEVIATE CONGESTION FROM LOCAL TRAFFIC ON JOHNSBURG ROAD, TWO ADDITIONAL EAST-WEST COLLECTORS ARE PROPOSED FOR THE PLANNING AREA. THESE NEW COLLECTORS ARE INTENDED TO CONNECT RIVERSIDE DRIVE TO ROUTE 31, AND SHOULD BE INTEGRATED INTO NEW RESIDENTIAL SUBDIVISIONS. SUCH SUBDIVISIONS SHOULD ALSO BE CHARACTERIZED BY INTERCONNECTED ROAD NETWORKS BUT WELL-SPACED ENTRANCES ONTO JOHNSBURG ROAD.

JUST SOUTH OF THE PLANNING AREA, A PROPOSED INTERCHANGE IS SHOWN BETWEEN ROUTE 31 AND THE RICHMOND WAUKEGAN CORRIDOR. ALTHOUGH THIS SITE IS NOT WITHIN THE PLANNING AREA PER SE, AND THE RICHMOND WAUKEGAN CORRIDOR IS UNLIKELY TO BE CONSTRUCTED WITHIN THE TIME HORIZON OF THIS COMPREHENSIVE PLAN, THE POTENTIAL OF THIS INTERCHANGE SHOULD BE

CONSIDERED. THE VILLAGE DOES NOT DESIRE AN INTERCHANGE OF THE PROPOSED RICHMOND WAUKEGAN CORRIDOR AT CHAPEL HILL ROAD, GIVEN THAT CHAPEL HILL ROAD DOES NOT HAVE THE ABILITY TO ACCOMMODATE A SUBSTANTIAL INCREASE IN VEHICULAR TRAFFIC. AN INTERCHANGE AT ROUTE 31 WOULD VASTLY INCREASE THE AMOUNT OF TRAFFIC IN THE AREA, REINFORCING THE NEED FOR COMMERCIAL DEVELOPMENTS WITH EFFICIENT AND SAFE TRAFFIC CIRCULATION.

### OPEN SPACE AND ENVIRONMENT

THIS PLANNING AREA INCLUDES SUBSTANTIAL WETLAND AND FLOODPLAIN AREAS. IF AND WHEN RESIDENTIAL DEVELOPMENT PROCEEDS IN THESE AREAS, NEW DEVELOPMENT MUST BE ENCOURAGED TO MAINTAIN AND ENHANCE THESE ENVIRONMENTAL RESOURCES. CONVENTIONAL DEVELOPMENT PATTERNS MAY NEGATIVELY AFFECT THE ENVIRONMENTAL INTEGRITY OF THE AREA, INCLUDING DRAINAGE CAPACITY AND HABITAT PROVISION. CLUSTER OR CONSERVATION DESIGN IS RECOMMENDED FOR SUBDIVISIONS IN THIS AREA (AS DESCRIBED IN PLANNING AREA 1).

### PUBLIC FACILITIES

THE VILLAGE IS CURRENTLY PLANNING A NEW SEWER SYSTEM TO SERVE EXISTING HIGH DENSITY AREAS OF THE VILLAGE. MEDIUM DENSITY RESIDENTIAL NEIGHBORHOODS IN THIS PLANNING AREA FALL WITHIN THE INITIAL SEWER SERVICE AREA. PROPERTIES ALONG THE FOX RIVER ARE PARTICULARLY IMPORTANT, TO PREVENT WASTEWATER RUN-OFF INTO THESE BODIES OF WATER. IN ADDITION, THIS PLANNING AREA CONTAINS THE PROPOSED SITE OF THE PLANNED WASTEWATER TREATMENT PLANT.

### FUTURE LAND USE

#### LOW DENSITY RESIDENTIAL

DUE TO THE TOPOGRAPHY OF THE LAND ADJACENT TO JOHNSBURG ROAD, AND THE CHARACTER OF THE SURROUNDINGS, LOW DENSITY RESIDENTIAL IS APPLIED TO THE UNDEVELOPED AREAS SOUTH OF JOHNSBURG ROAD AND EAST OF RIVERSIDE DRIVE. AS DETAILED IN THE OPEN SPACE AND ENVIRONMENT SECTION, THIS AREA INCLUDES LARGE WETLAND AND FLOODPLAIN AREAS WHICH SHOULD BE MAINTAINED.

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**MEDIUM DENSITY RESIDENTIAL**

THIS CATEGORY IS APPLIED TO THE EXISTING SUBDIVISIONS WEST OF THE DOWNTOWN, AS WELL AS TO THE UNDEVELOPED AREAS BETWEEN ROUTE 31 AND RIVERSIDE DRIVE. DUE TO TOPOGRAPHY AND SAFETY CONSTRAINTS, NEW SUBDIVISIONS SHOULD NOT DIRECTLY ACCESS JOHNSBURG ROAD.

THE PROPERTY LOCATED BETWEEN ROUTE 31 AND RIVERSIDE DRIVE IS CHARACTERIZED BY ROLLING TOPOGRAPHY AND ENVIRONMENTAL RESOURCES. AS A RESULT, DEVELOPMENT SHOULD BE ADMINISTERED AS A PLANNED UNIT DEVELOPMENT. THE VILLAGE MAY CONSIDER HIGH DENSITY DEVELOPMENT, SUCH AS TOWNHOMES OR SENIOR HOUSING, ON THE WEST PORTION OF THE PROPERTY. SUCH DEVELOPMENT MUST MAINTAIN AND ENHANCE THE TERRAIN AND ENVIRONMENTAL FEATURES OF THIS PROPERTY.

**COMMERCIAL**

THE COMMERCIAL LAND USE DESIGNATION IS APPLIED IN THE VICINITY OF THE INTERSECTION OF JOHNSBURG ROAD WITH ROUTE 31. THIS IS A HIGHLY VISIBLE INTERSECTION IN THE COMMUNITY, ON WHICH COMMERCIAL DEVELOPMENT WILL BENEFIT FROM EXCELLENT ACCESSIBILITY.

**MIXED USE**

THE MIXED USE CATEGORY IS APPLIED TO THE PROPERTY THAT STRADDLES ROUTE 31 AT THE SOUTH EXTENT OF JOHNSBURG'S JURISDICTION. AS PROVIDED BY THE ANNEXATION AGREEMENT GOVERNING THIS PROPERTY, A WIDE RANGE OF USES ARE PERMITTED, INCLUDING RESIDENTIAL AND NON-RESIDENTIAL. HOWEVER, ANY USES IN THIS AREA MUST BE COMPATIBLE WITH A FUTURE FREEWAY INTERCHANGE AT ROUTE 31 AND THE RICHMOND WAUKEGAN CORRIDOR, JUST TO THE SOUTH.

**MUNICIPAL/PUBLIC**

THIS DESIGNATION IS APPLIED TO THE WASTE WATER TREATMENT PLANT.

**OPEN SPACE AND CONSERVATION**

PRIVATE OPEN SPACE IS APPLIED TO ENVIRONMENTALLY SENSITIVE AREAS. THESE NATURAL RESOURCES SHOULD BE MAINTAINED AS AMENITIES FOR JOHNSBURG RESIDENTS AND FOR THEIR HABITAT AND DRAINAGE CHARACTERISTICS. THE EXISTING OPEN SPACE JUST SOUTHWEST OF

CHAPEL HILL ROAD IS PRIVATE OPEN SPACE THAT SHOULD BE RETAINED FOR THE ENJOYMENT OF LOCAL RESIDENTS.

**FOCUS**

PLANNING EFFORTS FOR THIS AREA SHOULD FOCUS ON THE DEVELOPMENT OF RESIDENTIAL NEIGHBORHOODS WHICH CONSERVE WETLAND AREAS, AND WHICH CONTAIN A HIGHLY FUNCTIONAL NETWORK OF COLLECTORS TO PREVENT CONGESTION POINTS ON ARTERIAL ROADS.

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## PLANNING AREA 5

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PLANNING AREA 5 IS LARGELY UNDEVELOPED AT THE CURRENT TIME. THE PLANNING AREA CONTAINS APPROXIMATELY 1,065 ACRES.

### BOUNDARIES

NORTH: ROUTE 31  
EAST: ROUTE 31  
SOUTH: McHENRY BORDER AGREEMENT LINE  
WEST: McHENRY BORDER AGREEMENT LINE

### EXISTING LAND USE

THIS PLANNING AREA CONSTITUTES THE SOUTHWEST EXTENT OF THE JOHNSBURG PLANNING JURISDICTION. WITH THE EXCEPTION OF SOME SMALL PARCELS ALONG McCULLOM LAKE ROAD, MUCH OF THE LAND IN THIS PLANNING AREA HAS RECENTLY BEEN ANNEXED INTO THE VILLAGE AND IS CURRENTLY IN AGRICULTURAL USE. THE McHENRY TOWNSHIP CENTER PARKLAND IS ALSO LOCATED IN THIS PLANNING AREA.

### TRANSPORTATION

THIS PLANNING AREA CONTAINS SEVERAL IMPORTANT RECOMMENDED ROAD IMPROVEMENTS. THE PROPOSAL WITH THE GREATEST IMPACT IS THE RICHMOND WAUKEGAN CORRIDOR. THIS PROPOSED LIMITED ACCESS FREEWAY WOULD TRAVERSE THE SOUTHWESTERN PORTION OF THIS PLANNING AREA, AND WOULD SUBSTANTIALLY ALTER THE CHARACTER AND TRAFFIC FLOW OF THE REGION. THE STATE OF ILLINOIS HAS ALREADY ACQUIRED SIGNIFICANT PORTIONS OF THE RIGHT-OF-WAY NECESSARY TO CONSTRUCT THIS ROADWAY. HOWEVER, NUMEROUS ENVIRONMENTAL AND POLITICAL CONCERNS AFFECT OTHER PORTIONS OF THE PROPOSED ALIGNMENT. THESE CONCERNS COULD DELAY CONSTRUCTION UNTIL LONG AFTER THE TIME FRAME OF THIS COMPREHENSIVE PLAN, OR PREVENT CONSTRUCTION ALTOGETHER. IN THIS LIGHT, LAND USE RECOMMENDATIONS FOR THIS AREA MUST BE SENSIBLE FOR A LOCATION ADJACENT TO A FREEWAY, BUT USES SHOULD NOT DEPEND UPON THE FREEWAY TO BE VIABLE.

THE COUNTY IS ALSO CONSIDERING A BY-PASS OF ROUTE 31 AROUND McHENRY. THE VILLAGE OF JOHNSBURG, IN COOPERATION WITH McHENRY COUNTY, HAS ESTABLISHED A PROPOSED ALIGNMENT OF THIS BY-PASS WHICH WILL BE DEDICATED TO THE COUNTY UPON ANNEXATION.

THIS PLANNING AREA ALSO INCLUDES THE RECOMMENDED EXTENSION OF SEVERAL MINOR ARTERIAL AND COLLECTOR ROADS, TO RELIEVE THE TRAFFIC PRESSURE AND CONGESTION ON ANY ONE ROAD. A SYSTEM OF FRONTAGE ROADS IS PROPOSED, PARTICULARLY IF THE RICHMOND WAUKEGAN CORRIDOR IS BUILT, TO PROVIDE A LOCAL ALTERNATIVE TO USING THE FREEWAY OR ARTERIAL ROADS.

THE EXTENSION OF COMMUTER RAIL THROUGH THIS PLANNING AREA IS A LONG-RANGE POSSIBILITY. A BRANCH OF METRA'S UNION PACIFIC NORTHWEST LINE CURRENTLY TERMINATES IN McHENRY, AND AN EXTENSION OF THIS LINE MAY OCCUR. TO CAPTURE THE BENEFITS OF LOCAL COMMUTER RAIL ACCESS IN JOHNSBURG, A CONCEPTUAL COMMUTER RAIL STATION IS LOCATED IN THIS PLANNING AREA. HOWEVER, THE 2020 REGIONAL TRANSPORTATION PLAN, GENERATED BY THE CHICAGO AREA TRANSPORTATION STUDY, DOES NOT CONTEMPLATE AN EXTENSION OF THIS LINE AS OF YET. AS A RESULT, SUCH AN EXTENSION IS UNLIKELY IN THE NEAR FUTURE.

HOWEVER, WHEN A COMMITMENT IS SECURED TO BUILD A COMMUTER RAIL STATION, TRANSIT-ORIENTED DEVELOPMENT (TOD) SHOULD BE CONSIDERED. TOD IS BROADLY DEFINED AS A MIXED USE COMMUNITY WITHIN AN AVERAGE 2,000 FOOT WALKING DISTANCE OF A TRANSIT STOP AND CORE COMMERCIAL AREA. TODS MIX RESIDENTIAL, RETAIL, OFFICE, AND PUBLIC USES, IN A WALKABLE ENVIRONMENT, MAKING IT CONVENIENT FOR RESIDENTS AND EMPLOYEES TO TRAVEL BY TRANSIT, BICYCLE, FOOT, OR CAR. THE VILLAGE SHOULD ENCOURAGE TRANSIT-ORIENTED DEVELOPMENT IN THIS AREA AS IT GROWS.

### OPEN SPACE AND ENVIRONMENT

THIS PLANNING AREA INCLUDES SIGNIFICANT WETLAND AND FLOODPLAIN FEATURES. THESE FEATURES SHOULD BE MAINTAINED AND ENHANCED AS THE VILLAGE GROWS. PARTICULARLY IF EITHER THE McHENRY BY-PASS OR THE RICHMOND WAUKEGAN CORRIDOR ARE BUILT, THIS PLANNING AREA COULD BECOME ONE OF THE MOST HEAVILY TRAVELED AND HIGHLY DEVELOPED AREAS OF JOHNSBURG, AND SO THE PROVISION OF ADEQUATE OPEN SPACE WILL BE CRUCIAL TO MAINTAIN THE QUALITY OF LIFE. IN ADDITION, THE VILLAGE SHOULD SUPPORT McHENRY TOWNSHIP IN THEIR EFFORTS TO MAINTAIN THE EXISTING PARK FACILITIES. McHENRY TOWNSHIP'S ADAMS PARK SHOULD BE EXPANDED, OR, IF THIS IS NOT FEASIBLE, A NEW COMMUNITY PARK SHOULD BE

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ADDED ADJACENT TO ADAMS PARK.

**PUBLIC FACILITIES**

AS PART OF A REGIONAL TRAIL SYSTEM, THE MCHENRY COUNTY CONSERVATION DISTRICT BIKE PATH EASEMENT IS PROVIDED ALONG THE RAILROAD LINE THAT CUTS THROUGH THIS PLANNING AREA. AS PROVIDED BY ANNEXATION AGREEMENTS GOVERNING THE PARCELS IN THIS AREA, LOCAL PROPERTY OWNERS WILL DEDICATE LAND FOR LOCAL LINKS TO THIS BIKEWAY.

AS A CONDITION OF THE RECENT ANNEXATIONS IN THIS PARCEL, THE VILLAGE HAS AGREED TO SERVE THESE AREAS WITH PUBLIC SEWER AND WATER LINES. INDIVIDUAL PROPERTY OWNERS WILL BE RESPONSIBLE FOR THE CONSTRUCTION OF NECESSARY SEWER AND WATER MAINS WITHIN THEIR OWN PROPERTY, AND WILL PAY REQUIRED WASTEWATER TREATMENT FEES.

**FUTURE LAND USE**

LARGE PORTIONS OF THIS PLANNING AREA HAVE RECENTLY BEEN ANNEXED INTO THE VILLAGE. THE ANNEXATION AGREEMENTS ALLOW FOR LARGELY COMMERCIAL AND INDUSTRIAL USE, BUT DO PROVIDE THE OPTION FOR A MODERATE AMOUNT OF RESIDENTIAL USE IF THE NON-RESIDENTIAL USES ARE NOT MARKETABLE.

MANY OF THE SUBJECT PROPERTIES HAVE NOT YET BEEN SUBDIVIDED. WHEN SUBDIVISION IS UNDERTAKEN, THE FOLLOWING GUIDELINES SHOULD BE APPLIED:

1. A DETAILED SET OF COVENANT, CONDITIONS AND RESTRICTIONS SHOULD BE MADE PART OF THE FINAL APPROVED DOCUMENTS FOR EACH SUBDIVIDED PARCEL OR PORTION THEREOF.
2. EACH SET OF CCRs SHOULD CLEARLY DEFINE THE STANDARDS FOR HIGH QUALITY ARCHITECTURE, LANDSCAPING, STRUCTURE SITING, PARKING, LIGHTING, REFUSE STORAGE AND SIGNAGE.
3. THE DESIGN OF COLLECTOR STREETS SHOULD BE VIEWED AS PART OF A VILLAGE-WIDE SYSTEM. SPECIFICALLY:
  - A. INTERNAL ROAD CIRCULATION SHOULD BE PROVIDED, SO THAT TRAFFIC IS CONTAINED WITHIN THE AREA AND NOT FORCED OUT

ONTO ARTERIAL ROADS.

- B. ADEQUATE ROUTES MUST BE PROVIDED FOR EMERGENCY SERVICE VEHICLES, INCLUDING FIRE AND POLICE.

CONCEPTUAL LAND USE PLANS FOR THIS PLANNING AREA HAVE BEEN DEVELOPED AND ARE CURRENTLY UNDER REVIEW. THE FUTURE LAND USE DESIGNATIONS DEPICTED ON THE LAND USE PLAN AND LISTED BELOW REFLECT THE CONCEPTS FROM THE MOST RECENT PLAN FOR THE AREA.

**MEDIUM DENSITY RESIDENTIAL**

THIS LAND USE CATEGORY IS APPLIED TO THE PROPERTIES LOCATED EAST OF THE RAILROAD AND WEST OF THE COMMERCIAL PROPERTIES FRONTING ROUTE 31. IT IS IMPORTANT TO NOTE THAT THE FLOODPLAIN TRAVERSES THROUGH THESE PROPERTIES.

**HIGH DENSITY RESIDENTIAL**

THIS LAND USE CATEGORY IS APPLIED TO THE PROPERTIES LOCATED WEST OF THE RAILROAD (EXCLUDING A SET OF PROPERTIES LOCATED AT THE INTERSECTION OF McCULLOM LAKE ROAD AND THE PROPOSED MCHENRY BY-PASS).

**COMMERCIAL**

THIS LAND USE CATEGORY IS APPLIED TO THOSE PROPERTIES FRONTING ALONG ROUTE 31. COMMERCIAL USES WILL BENEFIT FROM THE ACCESSIBILITY AND VISIBILITY OF THESE SITES, AND CAN SERVE NEARBY RESIDENTIAL NEIGHBORHOODS AS WELL AS A LARGER MARKET AREA VIA ROUTE 31. THE PROPERTIES LOCATED AT THE INTERSECTION OF McCULLOM LAKE ROAD AND THE PROPOSED MCHENRY BY-PASS ARE PARTICULARLY SUITABLE FOR COMMERCIAL USE.

IN ADDITION, THE PROPERTY LOCATED EAST OF THE RAILROAD AND BETWEEN THE RICHMOND WAUKEGAN CORRIDOR AND McCULLOM LAKE ROAD IS ANOTHER POTENTIAL LOCATION FOR COMMERCIAL USE. THIS PARTICULAR LOCATION ADJACENT TO THE CONCEPTUAL COMMUTER RAIL STATION. AS SUCH, THE COMMERCIAL USES FOR THIS LOCATION MAY BE ORIENTED TOWARDS A POTENTIAL TOD DEVELOPMENT AROUND THE COMMUTER STATION.

**OPEN SPACE AND CONSERVATION**

THIS LAND USE DESIGNATION IS APPLIED TO

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ENVIRONMENTALLY SENSITIVE AREAS. THESE NATURAL RESOURCES SHOULD BE MAINTAINED AS AMENITIES FOR JOHNSBURG RESIDENTS AND FOR THEIR HABITAT AND DRAINAGE CHARACTERISTICS. IN PARTICULAR, THE FLOODPLAIN IS THE MOST SIGNIFICANT ENVIRONMENTAL FEATURE IN THE PLANNING AREA AND IS APPROPRIATELY DESIGNATED AS A PRIVATE OPEN SPACE.

THE TOWNSHIP PARK SHOULD BE MAINTAINED AS PUBLIC OPEN SPACE. ANOTHER OPEN SPACE IS PROPOSED FOR THE PROPERTY LOCATED EAST OF THE RAILROAD AND JUST NORTHWEST OF THE TOWNSHIP PARK.

#### **FOCUS**

PLANNING EFFORTS FOR THIS AREA SHOULD FOCUS ON DETERMINING THE VIABILITY AND ALIGNMENT OF THE MAJOR TRANSPORTATION CORRIDORS. MAJOR ROAD ALIGNMENTS AND TIME-FRAMES WILL HAVE A DRAMATIC IMPACT UPON THE CHARACTER OF DEVELOPMENT IN THIS PLANNING AREA. IN TURN, PROPOSED LAND USE DESIGNATIONS FOR THE AREA WILL HELP DETERMINE SMALLER SEGMENTS OF THE OVERALL TRANSPORTATION SYSTEM THAT FIT WITH THE MAJOR TRANSPORTATION CORRIDORS.

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## PLANNING AREA 6

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APPROXIMATELY ONE THIRD OF PLANNING AREA 6 IS DEVELOPED WITH LOW AND MEDIUM DENSITY RESIDENTIAL DEVELOPMENT. THERE IS ALSO A SMALL COMMERCIAL DEVELOPMENT, BUT MOST OF THIS PLANNING AREA IS VACANT AGRICULTURAL LAND. THE PLANNING AREA CONTAINS APPROXIMATELY 1,030 ACRES.

### BOUNDARIES

NORTH: SOUTH BOUNDARY OF MILLER OAKS ESTATES  
EAST: SPRING GROVE ROAD  
SOUTH: JOHNSBURG ROAD  
WEST: ROUTE 31 AND PROPOSED RINGWOOD BORDER AGREEMENT LINE

### EXISTING LAND USE

ADJACENT TO JOHNSBURG ROAD, THIS PLANNING AREA IS DEVELOPED WITH RESIDENTIAL SUBDIVISIONS OF BOTH LOW AND MEDIUM DENSITY (INCLUDING DUTCH CREEK ESTATES AND CLAREMONT HILL). THIS PLANNING AREA ALSO CONTAINS A SMALL STRIP COMMERCIAL CENTER ALONG ROUTE 31. THE REMAINDER OF THE PLANNING AREA CONTAINS VACANT AGRICULTURAL LAND.

THE WESTERN BOUNDARY OF THIS PLANNING AREA IS FORMED BY A PROPOSED BORDER AGREEMENT WITH THE VILLAGE OF RINGWOOD.

### TRANSPORTATION

THIS PLANNING AREA IS BOUNDED ON THE SOUTHWEST BY THE MAJOR ARTERIAL, ROUTE 31. JOHNSBURG ROAD AND SPRING GROVE ROAD, MINOR ARTERIALS, FORM THE SOUTHERN AND EASTERN BOUNDARIES, RESPECTIVELY, OF THE PLANNING AREA. THE EXTENSION OF S. SOLON ROAD IS RECOMMENDED THROUGH THIS PLANNING AREA AS A MINOR ARTERIAL, TO CONNECT WITH THE MCHENRY BY-PASS.

A NUMBER OF IMPROVEMENTS ARE RECOMMENDED FOR THIS PLANNING AREA, PARTICULARLY TO IMPROVE UPON THE NETWORK OF COLLECTOR ROADS. IN THE EAST-WEST DIRECTION, AN EXTENSION OF LAKEWOOD AVENUE (EXCEPT THROUGH FLOODPLAIN AREAS) IS RECOMMENDED. THIS ROAD COULD RELIEVE SOME OF THE TRAFFIC WHICH MIGHT OTHERWISE BE FORCED ONTO JOHNSBURG ROAD. THIS ROAD COULD EVENTUALLY TURN NORTHWARDS TO HARTS ROAD,

JUST WEST OF THE PLANNING JURISDICTION.

SEVERAL NEW COLLECTORS ARE ANTICIPATED IN THE NORTH-SOUTH DIRECTION, INCLUDING EXTENSIONS OF HAMLIN DRIVE, RIVERSIDE DRIVE, FARMINGTON LANE, AND DUTCH CREEK LANE. WHERE FEASIBLE GIVEN CONSTRAINTS OF TOPOGRAPHY AND NATURAL FEATURES, EACH OF THESE ROADS SHOULD BE EXTENDED AT LEAST AS FAR AS RINGWOOD ROAD. THESE EXTENSIONS ARE CRITICAL TO PROVIDE ALTERNATIVE ROUTES TO THE MAJOR AND MINOR ARTERIALS IN THE AREA, AND TO AVOID CONGESTION AT THE EXISTING SINGLE ACCESS POINTS TO DEVELOPED SUBDIVISIONS.

FINALLY, STREET EXTENSIONS ARE ALSO RECOMMENDED FOR LOCAL STREETS SUCH AS BUCHANAN AND FILLMORE ROADS. SIMILAR TO THE COLLECTOR EXTENSIONS, THESE ROADS WILL ALLEVIATE CONGESTIONS ON MAJOR ROADS BY PROVIDING ALTERNATE ROUTES.

### OPEN SPACE AND ENVIRONMENT

LIKE MANY OTHERS IN JOHNSBURG, THIS PLANNING AREA CONTAINS SIGNIFICANT WETLAND AND FLOODPLAIN AREAS. WHERE RESIDENTIAL DEVELOPMENT IS CONTEMPLATED IN PROXIMITY TO THESE RESOURCES, CONSERVATION AND CLUSTER DESIGN IS RECOMMENDED (SEE PLANNING AREA 1).

### PUBLIC FACILITIES

THE VILLAGE IS CURRENTLY PLANNING A NEW SEWER SYSTEM TO SERVE EXISTING HIGH DENSITY AREAS OF THE VILLAGE. MEDIUM DENSITY RESIDENTIAL NEIGHBORHOODS IN THIS PLANNING AREA FALL WITHIN THE INITIAL SEWER SERVICE AREA.

### FUTURE LAND USE

#### LOW DENSITY RESIDENTIAL

THIS CATEGORY IS APPLIED TO THE MAJORITY OF THE LAND IN THIS PLANNING AREA, INCLUDING EXISTING SUBDIVISIONS AT THIS DENSITY. LOW DENSITY RESIDENTIAL DEVELOPMENT WILL BE COMPATIBLE WITH EXISTING SUBDIVISIONS AND THE RURAL CHARACTER OF THE JOHNSBURG AREA.

#### MEDIUM DENSITY RESIDENTIAL

THIS CATEGORY IS APPLIED TO THE EXISTING CLAREMONT HILL SUBDIVISION, WHICH IS DEVELOPED AT A MEDIUM DENSITY. MEDIUM DENSITY RESIDENTIAL

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DEVELOPMENT IS ALSO RECOMMENDED WEST OF PIONEER ROAD/S. SOLON ROAD AND NORTH OF THE COMMERCIAL NODE ALONG ROUTE 31.

**COMMERCIAL**

COMMERCIAL LAND USE IS PLANNED FOR THOSE PARCELS ALONG ROUTE 31 NORTHWEST OF THE INTERSECTION WITH JOHNSBURG ROAD. THERE IS ALREADY A SMALL STRIP COMMERCIAL CENTER IN THIS AREA, AND ADDITIONAL COMMUNITY AND REGIONAL RETAIL USES WOULD BE APPROPRIATE ALONG THIS HIGHLY VISIBLE AND ACCESSIBLE CORRIDOR. ANY DEVELOPMENT SHOULD BE CONSISTENT WITH THE DESIGNATION OF ROUTE 31 AS A STRATEGIC REGIONAL ARTERIAL BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, PARTICULARLY WITH REGARD TO INGRESS AND EGRESS.

**OFFICE/RESEARCH**

THIS CATEGORY APPLIES TO THE AREA LYING WEST OF THE CLAREMONT HILL SUBDIVISION. THIS AREA IS NOT CURRENTLY ANNEXED INTO THE VILLAGE OF JOHNSBURG. OFFICE AND RESEARCH USES CAN ACT AS A TRANSITION BETWEEN THE COMMERCIAL USES ON ROUTE 31 AND THE RESIDENTIAL USES TO THE NORTHWEST AND EAST.

**PRIVATE OPEN SPACE**

THIS LAND USE DESIGNATION IS APPLIED TO ENVIRONMENTALLY SENSITIVE AREAS. THESE NATURAL RESOURCES SHOULD BE MAINTAINED AS AMENITIES FOR JOHNSBURG RESIDENTS AND FOR THEIR HABITAT AND DRAINAGE CHARACTERISTICS.

**FOCUS**

PLANNING EFFORTS FOR THIS AREA SHOULD FOCUS ON THE DEVELOPMENT OF NON-RESIDENTIAL PROPERTIES ALONG ROUTE 31, IN A MANNER THAT DOES NOT NEGATIVELY IMPACT THE TRAFFIC FLOW OF THIS MAJOR ARTERIAL WHILE SERVING NEARBY RESIDENTIAL NEIGHBORHOODS.

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## PLANNING AREA 7

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THE MAJORITY OF PLANNING AREA 7 CONTAINS AGRICULTURAL LAND. THERE ARE ALSO EXISTING LOW DENSITY RESIDENTIAL SUBDIVISIONS, AND A PROPERTY WHICH WAS RECENTLY PURCHASED BY THE MCHENRY COUNTY CONSERVATION DISTRICT. THE PLANNING AREA CONTAINS APPROXIMATELY 790 ACRES.

### BOUNDARIES

**NORTH:** RINGWOOD ROAD  
**EAST:** SPRING GROVE ROAD  
**SOUTH:** SOUTH BOUNDARY OF MILLER OAKS ESTATES  
**WEST:** PROPOSED RINGWOOD BORDER AGREEMENT LINE

### EXISTING LAND USE

THIS PLANNING AREA CONTAINS EXISTING LOW DENSITY RESIDENTIAL DEVELOPMENT, INCLUDING MILLER OAKS ESTATES, WINDY PRAIRIE ACRES, AND HUNTINGTON WOODS. MOST OF THE REMAINING LAND IS AGRICULTURAL, INCLUDING LARGE AREAS CHARACTERIZED BY FLOODPLAIN AND WETLAND CONDITIONS.

### TRANSPORTATION

THIS PLANNING AREA IS BOUNDED BY TWO MINOR ARTERIAL ROADS, SPRING GROVE ROAD AND RINGWOOD ROAD. PIONEER ROAD, A COLLECTOR, RUNS IN A NORTHWESTERLY DIRECTION THROUGH THE WEST PORTION OF THE PLANNING AREA. THE TRANSPORTATION PLAN RECOMMENDS THAT PIONEER ROAD BE REALIGNED, TO INTERSECT WITH THE FUTURE EXTENSION OF THE MINOR ARTERIAL S. SOLON ROAD.

THERE ARE SEVERAL ADDITIONAL COLLECTORS PROPOSED FOR THE AREA, WITH THE INTENTION OF DISTRIBUTING TRAFFIC THROUGHOUT THE JOHNSBURG REGION. IN THE EAST-WEST DIRECTION, A LINK BETWEEN MILLER OAKS DRIVE AND THE SOUTHERNMOST STREET IN WINDY PRAIRIE ACRES IS PROPOSED.

IN THE NORTH-SOUTH DIRECTION, NEW AND EXTENDED COLLECTORS ARE RECOMMENDED AT CREEK LANE, AND BETWEEN RIVERSIDE DRIVE AND WINDY PRAIRIE ACRES. THE EXTENSION OF RIVERSIDE DRIVE PASSES ADJACENT TO THE PROPERTY RECENTLY ACQUIRED BY THE MCHENRY COUNTY

## CONSERVATION DISTRICT.

IN ADDITION, ANY NEW SUBDIVISIONS SHOULD PROVIDE INTERCONNECTIONS TO EXISTING AND FUTURE DEVELOPMENT. EXISTING LOCAL STREETS SHOULD BE EXTENDED INTO ADJACENT PARCELS WHENEVER TOPOGRAPHY AND ENVIRONMENTAL CONDITIONS ALLOW.

### OPEN SPACE AND ENVIRONMENT

THIS PLANNING AREA INCLUDES A 115 ACRE PARCEL WHICH WAS RECENTLY PURCHASED BY THE MCHENRY COUNTY CONSERVATION DISTRICT.

### FUTURE LAND USE

#### ESTATE RESIDENTIAL

THIS CATEGORY IS APPLIED TO THE MOST WESTERN PORTIONS OF THIS PLANNING AREA, WHERE SUBDIVISIONS WITH LOTS OF UP TO FIVE ACRES MAY BE APPROPRIATE. NEW RESIDENTIAL DEVELOPMENT SHOULD MAINTAIN THE RURAL CHARACTER OF THE JOHNSBURG AREA, BY PROVIDING SIGNIFICANT BUFFERS ALONG ARTERIAL AND COLLECTOR ROADS. LANDSCAPING AND BERMS ARE RECOMMENDED TO MAINTAIN THE RURAL CHARACTER OF MAJOR ROADS. AS MENTIONED ABOVE, INTERCONNECTIONS SHOULD BE PROVIDED AMONG SUBDIVISIONS TO ALLOW FOR AN EFFICIENT DISTRIBUTION OF TRAFFIC. CONSERVATION AND CLUSTER SUBDIVISION DESIGN (SEE PLANNING AREA 1) IS STRONGLY ENCOURAGED, PARTICULARLY IN THE VICINITY OF CONSERVATION AREAS.

#### LOW DENSITY RESIDENTIAL

THIS LAND USE CATEGORY IS APPLIED TO THE MAJORITY OF THIS PLANNING AREA. DEVELOPMENT SHOULD BE SUBJECT TO THE SAME GUIDELINES AS FOR ESTATE RESIDENTIAL ABOVE.

#### COMMERCIAL

COMMERCIAL DEVELOPMENT IS ANTICIPATED SURROUNDING THE INTERSECTION OF RINGWOOD ROAD AND SPRING GROVE ROAD. THIS LOCATION IS INTENDED TO BE A COMMUNITY LEVEL RETAIL CENTER, WHICH MAY INCLUDE A GROCERY STORE AS A MAJOR ANCHOR. SITE DESIGN SHOULD BE CAREFULLY EXAMINED TO ENSURE ATTRACTIVE DEVELOPMENT WITH INTERCONNECTIONS BETWEEN USES.

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**OPEN SPACE AND CONSERVATION**

THIS LAND USE DESIGNATION IS APPROPRIATE FOR THE PROPERTY RECENTLY ACQUIRED BY THE MCHENRY COUNTY CONSERVATION DISTRICT, AS WELL AS FOR ENVIRONMENTALLY SENSITIVE AREAS. THESE NATURAL RESOURCES SHOULD BE MAINTAINED AS AMENITIES FOR JOHNSBURG RESIDENTS AND FOR THEIR HABITAT AND DRAINAGE CHARACTERISTICS.

**FOCUS**

PLANNING EFFORTS FOR THIS AREA SHOULD FOCUS ON THE MAINTENANCE AND ENHANCEMENT OF NATURAL FEATURES. SUCH FEATURES ENRICH THE QUALITY OF LIFE FOR LOCAL RESIDENTS AND PERPETUATE THE COUNTRYSIDE CHARACTER OF JOHNSBURG.

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## PLANNING AREA 8

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PLANNING AREA 8 CONSISTS LARGELY OF DEVELOPED RESIDENTIAL NEIGHBORHOODS WITHIN THE MUNICIPAL BOUNDARIES, AS WELL AS UNDEVELOPED AGRICULTURAL LAND. THIS PLANNING AREA CONTAINS APPROXIMATELY 870 ACRES.

### BOUNDARIES

NORTH: RINGWOOD ROAD  
EAST: JOHNSBURG ROAD  
SOUTH: JOHNSBURG ROAD  
WEST: SPRING GROVE ROAD

### EXISTING LAND USE

THE EAST AND SOUTH PORTIONS OF THIS PLANNING AREA CONSIST OF RESIDENTIAL NEIGHBORHOODS, MOST OF WHICH HAVE BEEN ANNEXED INTO THE VILLAGE OF JOHNSBURG. GENERALLY, THESE NEIGHBORHOODS ARE DEVELOPED AT A MEDIUM DENSITY. IN ADDITION, THIS PLANNING AREA ALSO CONTAINS THE HISTORIC JOHNSBURG COMMUNITY CENTER, JAMES C. BUSH ELEMENTARY SCHOOL, JOHNSBURG JUNIOR HIGH, AND ST. JOHN THE BAPTIST CATHOLIC CHURCH AND SCHOOL. THE REMAINDER OF THE PLANNING AREA, IN THE NORTHWESTERN SECTIONS, IS UNDEVELOPED AGRICULTURAL LAND.

### TRANSPORTATION

THIS PLANNING AREA IS BOUNDED BY THREE MAJOR ARTERIAL ROADS: RINGWOOD ROAD, JOHNSBURG ROAD, AND SPRING GROVE ROAD. THE REMAINDER OF THE ROADWAYS IN THIS AREA ARE NEIGHBORHOOD STREETS. CURRENTLY, THE PLANNING AREA LACKS CONTINUOUS NORTH-SOUTH AND EAST-WEST COLLECTORS.

THE PROPOSED ROAD NETWORK INCLUDES NEW COLLECTORS IN THE NORTH-SOUTH DIRECTION AND IN THE EAST-WEST DIRECTION. THESE COLLECTORS WILL PROVIDE A LOCAL ALTERNATIVE TO THE MAJOR ARTERIALS, RESERVING THOSE ROADS FOR LONGER TRIPS. THE PROPOSED COLLECTORS ARE GENERALLY EXTENSIONS OF EXISTING ROADS AND SHOULD BE CONTINUED INTO ADJACENT PLANNING AREAS.

LOCAL STREETS SHOULD ALSO PROVIDE CONNECTIVITY BETWEEN ADJACENT SUBDIVISIONS. ARROWS SHOW POTENTIAL POINTS OF CONNECTIONS, WHERE EXISTING ROAD STUBS SHOULD BE CONTINUED INTO NEIGHBORING DEVELOPMENT. ADDITIONAL

ACCESS FOR THE SCHOOL IS DESIRABLE.

### OPEN SPACE AND ENVIRONMENT

THIS PLANNING AREA INCLUDES SMALL AREAS OF WETLAND, FLOODPLAIN, OR POOR SOIL. THESE FEATURES POSE CONSTRAINTS TO DEVELOPMENT AND SHOULD BE CONSERVED.

### FUTURE LAND USE

#### LOW DENSITY RESIDENTIAL

THIS CATEGORY IS APPLIED TO MOSTLY UNDEVELOPED AREAS IN THE PLANNING AREA. DEVELOPMENT IN THIS AREA SHOULD STRIVE TO MAINTAIN THE RURAL CHARACTER ALONG SPRING GROVE ROAD AND RINGWOOD ROAD. RECOMMENDED MEASURES TO ACHIEVE THIS GOAL INCLUDE LANDSCAPED BUFFERS AND UNDULATING BERMS.

#### MEDIUM DENSITY RESIDENTIAL

THIS CATEGORY DESIGNATES EXISTING DEVELOPED RESIDENTIAL NEIGHBORHOODS IN THIS PLANNING AREA.

#### COMMERCIAL

COMMERCIAL DEVELOPMENT IS ANTICIPATED SURROUNDING THE INTERSECTION OF RINGWOOD ROAD AND SPRING GROVE ROAD. THIS LOCATION IS INTENDED TO BE A COMMUNITY LEVEL RETAIL CENTER, WHICH MAY INCLUDE A GROCERY STORE AS A MAJOR ANCHOR. SITE DESIGN SHOULD BE CAREFULLY EXAMINED TO ENSURE ATTRACTIVE DEVELOPMENT WITH INTERCONNECTIONS BETWEEN USES.

#### MUNICIPAL/PUBLIC

THIS CATEGORY IS APPLIED TO THE SCHOOL SITES, WHICH SHOULD BE MAINTAINED AND IMPROVED IN TERMS OF ACCESSIBILITY.

#### OPEN SPACE AND CONSERVATION

THIS LAND USE DESIGNATION IS APPLIED TO ENVIRONMENTALLY SENSITIVE AREAS. THESE NATURAL RESOURCES SHOULD BE MAINTAINED AS AMENITIES FOR JOHNSBURG RESIDENTS AND FOR THEIR HABITAT AND DRAINAGE CHARACTERISTICS. IN ADDITION, THE SCHOOL YARDS CONTAIN RECREATIONAL FIELDS FOR STUDENTS AND LOCAL RESIDENTS, WHICH SHOULD BE MAINTAINED AND

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ENHANCED.

## FOCUS

PLANNING EFFORTS FOR THIS AREA SHOULD FOCUS ON THE DEVELOPMENT OF LOW DENSITY RESIDENTIAL NEIGHBORHOODS THAT MAINTAIN THE RURAL VISTAS ALONG SPRING GROVE ROAD AND RINGWOOD ROAD.

## PLANNING AREA 9

THE MAJORITY OF PLANNING AREA 9 IS UNDEVELOPED, WITH THE EXCEPTION OF A SMALL NUMBER OF EXISTING COMMERCIAL AND INSTITUTIONAL SITES. THE PLANNING AREA CONTAINS APPROXIMATELY 785 ACRES.

## BOUNDARIES

NORTH: MILLER ROAD  
EAST: JOHNSBURG ROAD  
SOUTH: RINGWOOD ROAD  
WEST: SPRING GROVE ROAD

## EXISTING LAND USE

IN THE NORTHEAST PORTION OF THIS PLANNING AREA ALONG JOHNSBURG ROAD, ARE SEVERAL EXISTING INTENSE COMMERCIAL USES ON LOTS OF AT LEAST TWO ACRES. THERE IS ALSO A SMALL CHAPEL AT THE INTERSECTION OF JOHNSBURG ROAD WITH RINGWOOD ROAD, AND THE HIGH SCHOOL IS LOCATED ALONG RINGWOOD ROAD MIDWAY BETWEEN JOHNSBURG ROAD AND SPRING GROVE ROAD. TWO PARCELS ALONG SPRING GROVE ROAD, JUST SOUTH OF THE CENTERLINE OF SECTION 6 IN TOWNSHIP 45, RANGE 8, ARE ZONED FOR COMMERCIAL AND MEDIUM DENSITY RESIDENTIAL, AND A NEW RESIDENTIAL SUBDIVISION HAS BEEN PLATTED MIDWAY BETWEEN MILLER ROAD AND RINGWOOD ROAD. THE REMAINDER OF THE PLANNING AREA IS UNDEVELOPED.

## TRANSPORTATION

THIS PLANNING AREA IS BOUNDED ON THREE OF FOUR SIDES BY IMPORTANT MINOR ARTERIALS IN JOHNSBURG: JOHNSBURG ROAD, RINGWOOD ROAD, AND SPRING GROVE ROAD. MILLER ROAD, A COLLECTOR, ALSO CONNECTS THIS PLANNING AREA WITH ROUTE 12 TO THE NORTHEAST.

TO IMPROVE INTERNAL CONNECTIVITY IN THIS PLANNING AREA, THREE NEW COLLECTOR ROUTES ARE PROPOSED, ALTHOUGH THEY DO NOT FOLLOW

SECTION LINES DUE TO EXISTING PLATTED SUBDIVISIONS. IN THE EAST-WEST DIRECTION, BROADWAY ROAD SHOULD BE EXTENDED FROM THE EAST TO EXISTING EAST-WEST ROADWAYS. TWO NORTH-SOUTH COLLECTORS BETWEEN RINGWOOD ROAD AND MILLER ROAD SHOULD ALSO BE PROVIDED WHERE POSSIBLE, PREFERABLY IN ALIGNMENTS THAT WILL ALSO CONNECT TO COLLECTORS SOUTH OF RINGWOOD ROAD.

## OPEN SPACE AND ENVIRONMENT

THIS PLANNING AREA CONTAINS THE COMMUNITY HIGH SCHOOL, WHICH CONTAINS FIELDS AND OPEN SPACE FOR RECREATIONAL OPPORTUNITIES. THE VILLAGE CAN WORK WITH THE JOHNSBURG COMMUNITY SCHOOL DISTRICT TO ENSURE THAT THESE FACILITIES ARE WELL-MAINTAINED AND PROVIDE AN ASSET TO THE COMMUNITY. HILLER PARK IS ALSO LOCATED IN THIS PLANNING AREA.

## FUTURE LAND USE

### LOW DENSITY RESIDENTIAL

THIS CATEGORY IS APPLIED TO THE MAJORITY OF THE PLANNING AREA. FOR THE MOST PART, LOW DENSITY RESIDENTIAL IS APPROPRIATE FOR THOSE PROPERTIES WHICH WOULD NOT PARTICULARLY BENEFIT FROM THE ACCESSIBILITY AND VISIBILITY AFFORDED BY SPRING GROVE ROAD AND JOHNSBURG ROAD. CLUSTER OR CONSERVATION DESIGN (AS DESCRIBED IN PLANNING AREA 1) ARE APPROPRIATE FOR RESIDENTIAL DEVELOPMENT IN THIS PLANNING AREA, PARTICULARLY IN THE VICINITY OF ENVIRONMENTAL RESOURCES SUCH AS WETLANDS.

### MEDIUM DENSITY RESIDENTIAL

THIS CATEGORY IS APPLIED TO THE PARCELS ADJACENT TO EXISTING MEDIUM DENSITY RESIDENTIAL NEIGHBORHOODS AND NON-RESIDENTIAL USES. THIS CATEGORY ALSO INCLUDES THE SMALL CHAPEL AT THE INTERSECTION OF JOHNSBURG ROAD WITH RINGWOOD ROAD, WHICH SHOULD BE PRESERVED AS A HISTORIC LANDMARK

### COMMERCIAL

THIS CATEGORY IS APPLIED TO THOSE PROPERTIES ALREADY ZONED OR DEVELOPED FOR COMMERCIAL USE, AND TO THE AREAS SURROUNDING THE INTERSECTIONS OF SPRING GROVE ROAD WITH RINGWOOD ROAD AND MILLER ROAD. GENERALLY, COMMERCIAL BUSINESSES ARE MORE APPROPRIATE

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ALONG MAJOR ARTERIALS SUCH AS SPRING GROVE ROAD.

OFFICE/RESEARCH

THIS CATEGORY IS APPLIED TO AN EXISTING OFFICE/LIGHT INDUSTRIAL. ROADWAYS SHOULD ACT AS A TRANSITION BETWEEN OFFICE/RESEARCH USES AND RESIDENTIAL DEVELOPMENTS TO THE EAST.

ALL DEVELOPMENTS IN THIS AREA SHOULD BE SUBJECT TO THE DESIGN GUIDELINES DESCRIBED IN PLANNING AREA 1 FOR COMMERCIAL AND OFFICE/RESEARCH USES.

LIGHT INDUSTRIAL/BUSINESS PARK

THIS CATEGORY IS APPLIED TO THE PROPERTIES ALONG JOHNSBURG ROAD WHICH ARE CURRENTLY ZONED OR USED FOR WAREHOUSING AND SIMILAR USES.

MUNICIPAL/PUBLIC

THE HIGH SCHOOL IS AN MAJOR COMMUNITY FACILITY IN THIS PLANNING AREA, AND SERVES THE ENTIRE VILLAGE. THE VILLAGE SHOULD SUPPORT THE ENHANCEMENT OF THE AMENITIES ASSOCIATED WITH THE HIGH SCHOOL (SUCH AS RECREATIONAL FIELDS). A CONNECTION TO THE HIGH SCHOOL SHOULD BE A HIGH PRIORITY IN THE IMPLEMENTATION OF THE COMMUNITY BIKE PATH SYSTEM.

CONSERVATION AND OPEN SPACE

THIS LAND USE DESIGNATION IS APPLIED TO ENVIRONMENTALLY SENSITIVE AREAS. THESE NATURAL RESOURCES SHOULD BE MAINTAINED AS AMENITIES FOR JOHNSBURG RESIDENTS AND FOR THEIR HABITAT AND DRAINAGE CHARACTERISTICS. HILLER PARK, NORTH OF THE HIGH SCHOOL, IS PUBLIC OPEN SPACE.

**FOCUS**

PLANNING EFFORTS FOR THIS AREA SHOULD FOCUS ON THE CREATION OF AN ATTRACTIVE OFFICE PARK, TO DIVERSIFY EMPLOYMENT OPPORTUNITIES AND THE TAX BASE OF JOHNSBURG, WHILE MAINTAINING A HIGH QUALITY IMAGE.

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## PLANNING AREA 10

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PLANNING AREA 10, WHICH FORMS THE NORTHWEST EXTENT OF JOHNSBURG'S PLANNING JURISDICTION, IS LARGELY UNDEVELOPED AGRICULTURAL LAND. THE PLANNING AREA CONTAINS APPROXIMATELY 945 ACRES.

### BOUNDARIES

**NORTH: MILLER ROAD (EXTENDED WEST)**

**EAST: SPRING GROVE ROAD**

**SOUTH: RINGWOOD ROAD**

**WEST: PIONEER ROAD**

### EXISTING LAND USE

CURRENTLY, THIS PLANNING AREA IS COMPLETELY UNDEVELOPED, WITH THE EXCEPTION OF A SMALL NUMBER OF RESIDENCES ON LARGE PARCELS.

### TRANSPORTATION

THIS PLANNING AREA IS BOUNDED ON THE SOUTH AND EAST BY MAJOR ARTERIALS (RINGWOOD ROAD AND SPRING GROVE ROAD, RESPECTIVELY). SOUTH SOLON ROAD IS RECOMMENDED AS A NEW NORTH-SOUTH MINOR ARTERIAL, TO EVENTUALLY CONNECT TO THE MCHENRY BY-PASS.

THERE ARE ALSO SEVERAL COLLECTORS IN THIS PLANNING AREA TO SERVE FUTURE GROWTH. PIONEER ROAD FORMS THE WESTERN BOUNDARY. MILLER ROAD FORMS THE NORTHERN BOUNDARY OF THE PLANNING AREA BETWEEN SPRING GROVE ROAD AND S. SOLON ROAD. IT IS RECOMMENDED THAT MILLER ROAD BE EXTENDED TO PIONEER ROAD.

OTHER RECOMMENDED COLLECTORS FOR THIS PLANNING AREA INCLUDE AN EAST-WEST COLLECTOR ALONG THE BROADWAY ROAD ALIGNMENT; AND NORTH-SOUTH COLLECTORS BETWEEN MILLER ROAD AND RINGWOOD ROAD. THESE NEW NORTH-SOUTH COLLECTORS SHOULD BE ALIGNED WITH COLLECTORS IN ADJACENT PLANNING AREAS, TO ENSURE A CONTINUOUS NETWORK OF ROADWAYS. SIMILARLY, LOCAL STREETS SHOULD ALSO BE CONNECTED BETWEEN SUBDIVISIONS AND ALIGNED ACROSS ARTERIALS.

## OPEN SPACE AND ENVIRONMENT

A FLOODPLAIN CORRIDOR RUNS THROUGH THE CENTER OF THIS PLANNING AREA IN A NORTH-SOUTH DIRECTION. THIS CORRIDOR SHOULD BE MAINTAINED AND ENHANCED.

### FUTURE LAND USE

#### ESTATE RESIDENTIAL

THIS CATEGORY IS APPLIED TO THE MAJORITY OF THE PLANNING AREA. DEVELOPMENT IN THIS AREA SHOULD STRIVE TO MAINTAIN THE RURAL CHARACTER ALONG RINGWOOD ROAD, PIONEER ROAD, S. SOLON ROAD, AND MILLER ROAD. RECOMMENDED MEASURES TO ACHIEVE THIS GOAL INCLUDE LANDSCAPED BUFFERS AND ROLLING BERMS. CLUSTER OR CONSERVATION DESIGN (AS DESCRIBED IN PLANNING AREA 1) ARE APPROPRIATE FOR RESIDENTIAL DEVELOPMENT IN THIS PLANNING AREA, PARTICULARLY IN THE VICINITY OF ENVIRONMENTAL RESOURCES SUCH AS WETLANDS.

#### LOW DENSITY RESIDENTIAL

THIS CATEGORY IS APPLIED TO THOSE AREAS LYING NORTH OF RINGWOOD ROAD. DEVELOPMENT IN THIS AREA SHOULD STRIVE TO MAINTAIN THE RURAL CHARACTER ALONG RINGWOOD ROAD AND S. SOLON ROAD. RECOMMENDED MEASURES TO ACHIEVE THIS GOAL INCLUDE LANDSCAPED BUFFERS AND ROLLING BERMS. CLUSTER OR CONSERVATION DESIGN (AS DESCRIBED IN PLANNING AREA 1) ARE APPROPRIATE FOR RESIDENTIAL DEVELOPMENT IN THIS PLANNING AREA, PARTICULARLY IN THE VICINITY OF ENVIRONMENTAL RESOURCES SUCH AS WETLANDS.

#### OFFICE/RESEARCH

THIS CATEGORY IS APPLIED TO THE MAJORITY OF THE AREAS BETWEEN SPRING GROVE ROAD AND THE PROPOSED NEW NORTH-SOUTH COLLECTOR TO THE WEST. THE COLLECTOR WILL ACT AS A TRANSITION BETWEEN OFFICE/RESEARCH USES AND RESIDENTIAL DEVELOPMENTS FURTHER WEST.

THIS CATEGORY IS INTENDED TO PROVIDE A LOCATION FOR HIGH-QUALITY CAMPUS-LIKE DEVELOPMENT IN THE VILLAGE. ALL DEVELOPMENTS IN THIS AREA SHOULD BE SUBJECT TO THE DESIGN GUIDELINES DESCRIBED IN PLANNING AREA 1 FOR COMMERCIAL AND OFFICE/RESEARCH USES.

#### COMMERCIAL

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COMMERCIAL DEVELOPMENT IS ANTICIPATED SURROUNDING THE INTERSECTIONS OF SPRING GROVE ROAD WITH RINGWOOD AND MILLER ROADS. THIS LOCATION IS INTENDED TO BE A COMMUNITY LEVEL RETAIL CENTER, WHICH MAY INCLUDE A GROCERY STORE AS A MAJOR ANCHOR. SITE DESIGN SHOULD BE CAREFULLY EXAMINED TO ENSURE ATTRACTIVE DEVELOPMENT WITH INTERCONNECTIONS BETWEEN USES.

**PRIVATE OPEN SPACE**

THIS LAND USE DESIGNATION IS APPLIED TO ENVIRONMENTALLY SENSITIVE AREAS. THESE NATURAL RESOURCES SHOULD BE MAINTAINED AS AMENITIES FOR JOHNSBURG RESIDENTS AND FOR THEIR HABITAT AND DRAINAGE CHARACTERISTICS.

**FOCUS**

PLANNING EFFORTS FOR THIS AREA SHOULD FOCUS ON THE CREATION OF THE OFFICE PARK, AS DESCRIBED IN PLANNING AREA 9, AND DEVELOPMENT OF RESIDENTIAL NEIGHBORHOODS WHEN SUCH PROPERTIES BECOME CONTIGUOUS TO EXISTING DEVELOPMENT.

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**INSERT VILLAGE CENTER PLAN HERE**

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**INSERT DESIGN AND DEVELOPMENT GUIDELINES HERE**

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❖ **APPENDICES**

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**ENVIRONMENTAL FEATURES MAP**

**FRAMEWORK PLAN**

**LAND USE CAPACITY TABLE**

**POPULATION/DEVELOPMENT ANALYSIS TABLE**

**TRANSITIONAL ROAD DESIGN**

*INSERT ENVIRONMENTAL FEATURES MAP HERE*

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*INSERT FRAMEWORK PLAN HERE*

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*INSERT LAND USE CAPACITY TABLE HERE*

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*INSERT POPULATION/DEVELOPMENT ANALYSIS TABLE HERE*

*INSERT TRANSITIONAL ROAD DESIGN HERE*