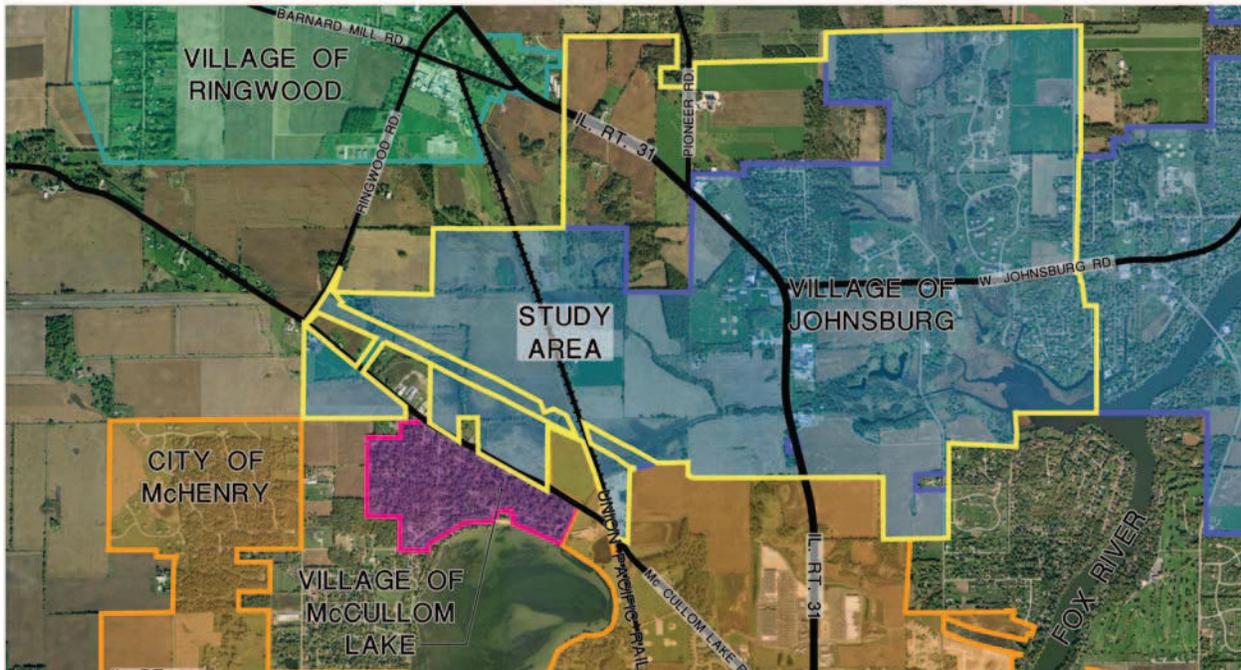


Village of Johnsburg



Route 31 Corridor Comprehensive Plan Update

July 6, 2006

**Route 31 Corridor
Comprehensive Plan Update**

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Prepared for:

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Village of Johnsburg

Comprehensive Land Use Plan Update
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Introduction

Purpose and Overview

The Comprehensive Land Use Plan drafted in June of 2004 by Teska Associates provided a strong vision for the Village of Johnsburg. This Comprehensive Land Use Plan Update has been created to more specifically evaluate the western portion of Johnsburg along the Route 31 corridor.

The update is intended not to replace the current Comprehensive Plan, but to supplement and update the document based on the current community vision for the orderly growth of the Route 31 corridor.



By utilizing the Comprehensive Land Use Plan Update, Village leaders will be able to guide growth and development along the Route 31 corridor in a consistent manner. By referencing this document, Village leaders will be able to evaluate development impacts for this study area; balancing growth with Village goals and objectives.



Comprehensive Land Use Plan Update ***Goals and Objectives***

To best assist the Village of Johnsburg in its endeavor to guide growth and development for the Route 31 Corridor area, the Comprehensive Land Use Plan Update is organized into the following sections:

- **Goals and Objectives** – Outlines the goals and objectives to maintain the unique character of the Village of Johnsburg.

- **Study Area Site Analysis** – Text description and exhibits demonstrating the site analysis process utilized throughout the planning process.

- **Future Land Use Classifications** – Defines and illustrates the future land uses proposed for the study area based on land use characteristics, infrastructure availability, future thoroughfares, market demands, and projected growth.

- **Gateway Corridors** – Outlines additional studies recommended for the Village of Johnsburg to ensure the goals and objectives outlined in the Comprehensive Plan are enforced and the desired character for the Village of Johnsburg is maintained as the Village continues to grow.

Goals and Objectives

Goals and objectives outlined in the current Village of Johnsburg Comprehensive Plan dated June of 2004 apply to the Route 31 Corridor Study. However, objectives outlined below are specifically focused on in the entire study area as defined by this document.

Objective 1: PHYSICAL ENVIRONMENT

Ensure that all reasonable efforts have been made to preserve and incorporate existing trees into future development plans.

Encourage developments which are sensitive to the natural forms of the land and attempt to maintain scenic vistas and natural drainage patterns. Avoid proposals for massive cut and fill alterations which modify the visual character of the area.



Plan for future development which is compatible with the Village of Johnsburg’s natural features, environmentally sensitive areas, and existing land uses.

Objective 2: PARK, OPEN SPACE, CONSERVATION AND BUFFERS

Ensure the local environmentally sensitive areas are documented so that any development in and around such areas can be carefully monitored.

Incorporate the Village of Johnsburg’s park and open space system into natural and existing recreational opportunities in the area.

Plan to incorporate open space and landscape buffers into all classifications of land uses.

Utilize floodplain areas within the park system for greenbelts and improved trails and/or public open space.



Objective 3: TRANSPORTATION

Promote coordinated site planning efforts between adjacent developments to reduce the number of access points and traffic signals along major corridors.

Provide alternatives to the automobile, such as bicycle trails, within new developments that are connected to existing and future trails. Explore options for linking the Village of Johnsburg’s trails into the regional trail system.



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Comprehensive Land Use Plan Update Goals and Objectives

Provide an efficient, safe, and connective transportation system that is coordinated with existing needs and with plans for future growth. Continue coordination with the Local Government in planning and construction of a major collector through the study area.



Provide for alternative modes of transportation, including pedestrian connectivity and bicycle accommodation, in order to ensure that transportation needs are met in ways other than the roadway system itself. Vehicular, bicycle and pedestrian connectivity to the future Metra Station, parks, schools, and non-commercial uses is strongly encouraged.

Objective 4: RESIDENTIAL LAND USE

Promote the availability of a variety of housing types within the Village of Johnsburg that will meet the needs of all segments of the population including age, family status, income and household size.



Protect the integrity of existing and future neighborhoods by ensuring that they are initially developed and maintained to a high standard.

Objective 5: NON-RESIDENTIAL

Explore non-residential economic development opportunities related to Route 31, McCullom Lake Road and Ringwood Road intersection, and the proposed Metra Station.



Ensure that the Comprehensive Land Use Plan provides for a significant amount of commercial and retail development throughout the Route 31 corridor so that future economic development opportunities provide a positive fiscal outlook. A Town Center with mixed uses of commercial, retail, office and high density residential is encouraged northwest of Route 31 and Johnsburg Road intersection (See Appendix-Town Center Sketch)

Objective 6: GATEWAY CORRIDORS

Define corridor overlay areas which are prominent “gateways” into The Village of Johnsburg and outline specific design and development criteria for these corridors. Create attractive, distinct corridors leading into the Village of Johnsburg to reinforce the community identity and unique character of the area.

Study Area Site Analysis *Village of Johnsburg*

Limits of Study Area

- The study area extends from Ringwood Road on the west, McCullom Lake Road on the south, Riverside Drive on the east, and immediately north of the Route 31/Pioneer Road intersection. Surrounding jurisdictions consist of the City of McHenry and Village of McCullom Lake (south), the Village of Ringwood (northwest), and the Village of Spring Grove (northeast). This area encompasses approximately 2,510 acres. (See Appendix-Study Area Exhibit)

Existing Natural Features

- Many natural features exist and are identified within the study area. Significant drainage ways, steep topography, mature trees, and floodplains need to be respected if development occurs adjacent to or within these sensitive areas. (See Appendix-Existing Natural Features Exhibit)

Wetlands Exhibit

- Significant wetland areas exist throughout the study area. Wetland delineations are approximate and the quality of the wetlands and boundaries will need to be identified in more detail as development occurs in these areas. Wetland setbacks need to be implemented throughout the study area to protect quality wetlands. (See Appendix-Wetlands Exhibit)

Useable Land Analysis

- The Useable Land Analysis was completed to identify significant areas for development and sensitive areas to be preserved or enhanced. Areas shown in red is land that is potentially unuseable due to potential floodplains, wetlands, poor soils and land dedicated to right of way. (See Appendix-Useable Land Analysis Exhibit)

Opportunities and Constraints

- Following the above analysis studies, opportunities and constraints were identified throughout the study area. Opportunities such as the Future Metra Station and a large Commercial area (potential Town Center) are shown. Additionally, constraints like the Future Metra Rail Yard and the sensitive natural areas are depicted. (See Appendix-Opportunities and Constraints Exhibit)

Future Land Use Classifications

One of the goals and objectives of the Comprehensive Land Use Plan Update is to provide a diverse range of housing choices and land uses well distributed throughout the planning area. The Comprehensive Land Use Plan designates locations and provides development design parameters to help provide quality residential neighborhoods and non-residential uses. To effectively guide appropriate development and densities that best fit the Route 31 corridor Comprehensive Plan Update's goals, this document defines the following Land Use classes: Single Family Estate, Single Family Residential, Multi-Family Residential, Business Park, Commercial, Town Center, Transit Oriented Development, and Park/Open Space.

- **Single Family Estate**
844.85 acres • 33.7%

The Single Family Estate land use is intended to provide areas for low-density detached single-family residences. The Single Family Estate land use is characterized by substantial open spaces along roadways and between properties. This "open" characteristic is often identified with the existing estate development east of Route 31 and north of Johnsburg Road. The Village of Johnsburg intends to protect and enhance the existing low density residential areas and therefore the plan reflects this goal. **Gross density in Single Family Estate areas should be 1.0 dwelling unit per acre or less.**

- **Single Family Residential**
806.15 acres • 32.2%

The Single Family Residential land use is intended to be a residential area primarily comprised of single-family detached residences. This land use seeks to create new lower-density environments characterized by intimate neighborhoods and residences of distinctive design. As with the Single Family Estate areas, integration of open spaces, particularly along major roadways and at the periphery of each development to transition to adjacent areas, is vital to both the character of the development and the identity of the Village of Johnsburg. **Gross density in this classification should be 3.0 dwelling units per acre or less.**

- **Multi-Family Residential**
245.78 acres • 9.8%

The Multi-Family Residential land use establishes a higher density residential setting that includes a mix of attached residential uses within the study area. High quality, multi-family developments would provide additional areas for young professionals and families moving into the Village of Johnsburg. In order to ensure that new apartment and town home complexes develop appropriately in The Village of Johnsburg, requirements related to aesthetics must be contained within related ordinances. **Gross density in this classification should be 6.0 dwelling units per acre.**



- **Business Park**
17.18 acres • 0.7%

The Business Park Land Use seeks to encourage development of office and light industrial uses in a business park-like setting. Primary uses are intended to be large office properties and facilities for research, testing and product development. Developments in this class should be designed to be non-obtrusive to adjoining properties and uses.



It is recommended that the businesses engaged in light-industrial type activities would be contained within a building (i.e. a minimal amount of open storage), such as high-tech services, medical services and software manufacturing. Due to the characteristics of the study area, only limited areas were deemed appropriate for this use (East of the existing business park land use on McCullom Lake Road).

- **Transit Oriented Development**
123.19 acres • 4.9%

The Transit Oriented Development land use is provided to take advantage of the opportunity of a commuter rail station adjacent to McCullom Lake Road. This mixed use community should allow for a mix of commercial, retail, office, public uses, and high density residential. Pedestrian circulation and a walkable environment are paramount through this land use to encourage alternative modes of transportation.



Gross density in this classification should be less than 12.0 dwelling units per acre.

- **Park/Open Space**
56.73 acres • 2.3%

The Park/Open Space Land Use classification is intended to preserve existing recreational and environmentally sensitive areas and to establish appropriate locations for new open spaces. Consistent with the goals and objectives of the Comprehensive Land Use Plan dated June of 2004, this update seeks to provide a connected open space and trail system linking developments and residents within the Village of Johnsburg. Parks should be provided throughout the study area as a central focus of each new development.



Identified open space areas on the Parks and Open Space Plan include privately held properties and properties under jurisdiction of the Township and Village of Johnsburg owned parks. Significant opportunities such as the McHenry County Prairie Trail allow for local trail connections to the regional area. It is the intent of the Village of Johnsburg to interconnect the entire area with a well-planned trail system shown on the plan. (See Appendix-Parks and Open Space Plan)



Regional parks, neighborhood parks, and pocket parks of various sizes and uses are needed throughout the the Village of Johnsburg within walking distance of most residences. (See Appendix - Park Classification Exhibit)



- **Commercial**
258.19 acres • 10.2%

The Commercial Land Use classification includes uses such as retail, service, restaurant, entertainment, and professional offices. This land use classification intends to promote market-sensitive development of commercial uses within strategically located areas to efficiently, effectively, and conveniently serve the growing local population.

Offices can be developed, within the commercial land use designation, between residential and higher intensity non-residential uses (i.e. commercial, light industrial) as a transitional use. When adjacent to residential uses, offices should be designed in a manner that is compatible with residential uses. Neighborhood commercial and small scale offices are encouraged in the southwest section of the study area at the McCullom Lake Road and Ringwood Road intersection.

As the Comprehensive Land Use Plan Update map demonstrates, it is recommended that significant commercial uses locate along the Route 31 corridor.

- **Town Center**
87.20 acres • 3.5%

The purpose for the Town Center land use is to provide Johnsburg with a large mixed use center for the Village along the Route 31 corridor. The area identified on the plan has tremendous visibility from Route 31 and more importantly significant transportation routes surrounding the area.

Clustered Multi-Family land uses should be encouraged where significant topography does not allow for commercial and retail uses. This situation occurs primarily in the west half of the area designated as a Town Center. In these locations environmentally sensitive design solutions should occur in order to mend with the natural topography.

Within the core of the Town Center, buildings are relatively flexible in uses. Retail shops and businesses can occur on the first floor with small offices or residential units on the second floor. Village greens, focal points and public plazas are strongly encouraged within the Town Center area. Streets within this land use should be pedestrian friendly and well defined pedestrian spaces should be provided. Overall, the Town Center area should be designed to a high level and uses should be mixed to create a vibrant lifestyle center. (See Appendix -Town Center Concept)

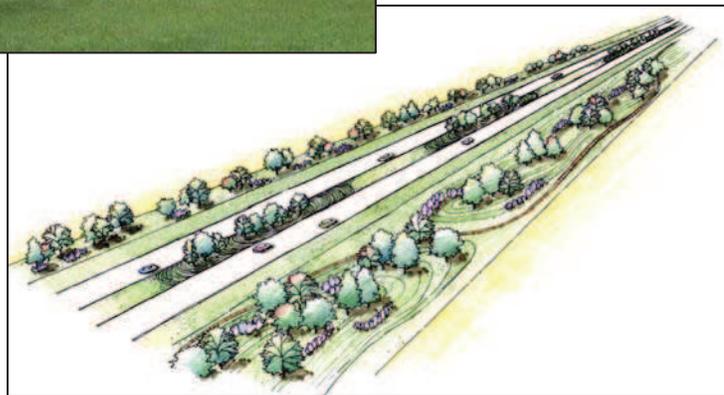


- **Municipal/Public**
66.95 acres • 2.7%

The Municipal/Public Land Use classification includes uses such as the McHenry Township facility, McHenry Township Park and the Village of Johnsburg public infrastructure facilities.

Gateway Corridors

Gateway Corridors and Gateway Entries have been depicted on the Comprehensive Land Use Plan as key visual “gateways” leading into the Village of Johnsburg. (See Appendix -Gateway Corridor Exhibit) The visual quality of these entrances and throughout the corridors are critical to the perception of the Village of Johnsburg. By analyzing the signage, landscape buffers, land uses, views, and environmental features along the roadways design guidelines can be implemented to guide development along these crucial corridors. The “Design and Development Guidelines for the Route 31 Corridor” within the current Comprehensive Plan, dated June of 2004, should be implemented to achieve this goal. Through the enforcement of sensible guidelines, the Village will obtain a strong sense of place through uniform community signage, site furnishings, landscaping, and gateway features. This would ensure that development that occurs along these corridors is consistent with the character and image that the Village of Johnsburg desires. (See Appendix -Gateway Overlay Study)



Add exhibit #1 Study Area

Add exhibit #2 Existing Natural Features

Add exhibit #3 Wetlands

Add exhibit #4 Useable Land Analysis

Add exhibit #5 Opportunities and Constraints

Add Exhibit #6 Parks and Open space plan

Add Exhibit #7 Parks Classification

Add Exhibit #8 Town Center Concept

Add Exhibit #9 Gateway Corridor

Add exhibit #10 Gateway overlay