

**THE VILLAGE OF RIVERWOODS
COMPREHENSIVE PLAN**

**Adopted by the President and Board of Trustees
of the Village of Riverwoods by Ordinance 06-8-17, on August 15, 2006**

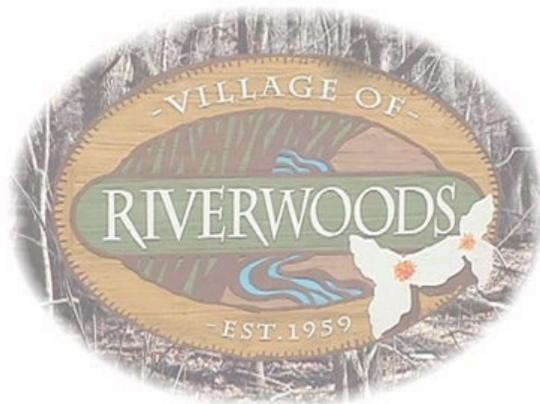


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INTRODUCTION

This Comprehensive Plan is intended to guide planning and development decisions in the Village of Riverwoods. It recognizes that only a few undeveloped parcels remain in the Village and that future growth will mostly be limited to residential re-development of existing areas and new commercial development in the corridor along Milwaukee Avenue.

This Comprehensive Plan provides recommendations concerning a range of topics to guide local government authorities and citizenry in their decision making on these issues as they arise in the future. It should also act as a guide for administering existing control of land use policy, such as the Zoning Ordinance, Subdivision Control Ordinance and the Woodland Protection Ordinance.

CHAPTER ONE

LAND USE HISTORY AND VILLAGE CHARACTERISTICS

Land Use History

The Village was incorporated in 1959. The Village has grown from 1,571 persons in 1970, to 2,804 persons in 1980 to 2,868 persons in 1990 and to 3,900 persons in 2005. It became a home rule community in 2006.

The land use policy of the Village has generally been concerned with the preservation of large lots with a semi-rural character. The earliest homes were zoned in a district calling for approximately two-acre lots. Barns and stables were abundant because horses were permitted on larger lots. There are still some residents who keep horses although their numbers have declined.

In most residential areas, reliance on septic systems and private wells was almost universal. Gravel streets and driveways were common, whereas today there is only one gravel street in the Village. Many of the streets have rural charm and are substandard in width. With the exception of a few public streets (such as Portwine Road, Deerfield Road, Riverwoods Road, Saunders Road, and Duffy Lane), the residential streets in the Village are privately owned and maintained. There are approximately thirty road or homeowners associations in the Village.

Office and commercial uses have always been located at the perimeter of the Village, leaving undisturbed the residential areas that form the bulk of the Village's land area.

One element of land use designation that sometimes causes confusion stems from the classification of zoning districts according to square footage. For example, residential

areas in the Village are divided according to the Village's Zoning Map among the following residential districts:

- I-R 42,000 square feet single-family (inclusive of road easements);
- R-1 42,000 square feet single-family;
- R-1A 60,000 square feet single-family;
- R-2 80,000 square feet single-family;
- R-3 200,000 square feet single-family; and
- R-4 golf course and country club.

In the Village, the R-2 district corresponds to two-acre zoning, and the R-1 district corresponds to one-acre zoning. Although one acre is actually 43,560 square feet, most streets are privately owned and the size of lots is therefore measured (except in the I-R District) by excluding the street easement.

In the early 1960's, the Country Club Estates Subdivision was annexed into the Village classified as the R-4 country club zoning district, which limited lot coverage to 25% of each lot. The lots were approved as one-acre lots (rather than the two-acre standard prevalent elsewhere) because the golf course use abutting the lots provided a total land area of two acres per house.

In 1980, the Meadowlake Subdivision was developed west of the Des Plaines River with its zoning district (I-R) establishing regulations that functioned as a type of planned development: this district is limited to contiguous developments of 50 acres or more where lot coverage is restricted to 15% of the lot area, and it prohibits detached, accessory buildings.

In 1993, to give the Village control over impending redevelopment of the Thorngate Country Club, the Board of Trustees voted to annex that property into the R-1 district, with a special use for a planned unit development. The planned development also contained restrictions intended to control lot coverage and to provide for conservancy areas and common area landscaping.

In 1994, to control development on its north border and to solve health concerns related to non-functioning septic systems, the Village annexed approximately 40 lots, lying in and around Duffy Lane, bordered on the north by the Village of Lincolnshire. This area contains a number of older homes on lots of less than one acre, now grandfathered into the R-1 district.

Whenever possible in residential zoning districts with lots of less than two acres, the Village's zoning has offset density by requiring open space, such as a golf course, regulated accessory structures, restricted building lot coverage and mandated highly intensive landscaping.

In 1983, the Office and Research One (O & R1) district was approved for the commercial areas fronting Lake Cook Road and Saunders Road to give the Village control over impending office development at its periphery. The purpose of the O&R1 district is to permit low-intensity office and research uses “in such a way as to enhance and protect the woodland character of the village”. In subsequent annexations, the minimum-size tract for development was set at 50 acres for the CCH, Inc. parcel and 75 acres for the Morgan Stanley parcel. Both of these parcels have been developed as headquarters office buildings rather than as multi-tenant office parks. The extensive building setbacks from Lake Cook Road, landscaping and open areas were intended to create an “office campus” concept.

In the late 1990’s, the remaining smaller tracts located along Saunders and Lake Cook Roads, at the edge of the office campus, came under development pressure. Recognizing that applying setbacks and other standards that were appropriate to a 50- or 75-acre office campus tract would not prove practical with a 5-acre parcel, the Board of Trustees approved the creation of a new zoning district, called the Office Compatible District. Its purpose was to allow for the development of hotels and small office buildings that would complement the office campus.

The northeast corner of Milwaukee Avenue and Deerfield Road has been developed with retail shopping centers: the Colonial Court Shopping Center, constructed in 1979, and the Shoppes of Riverwoods, which was completed in 2004. The Federal Life Office Building and Brentwood Skilled Care Facility Deerfield Road are located on Deerfield Road, west of the Des Plaines River.

Village and Public Services

The Village has maintained a semi-rural character and largely avoided having sidewalks, street lights, park districts or extensive municipal operations.

The majority of streets in the Village remain privately owned and maintained, and the Village does not maintain a public works department. The Village contracts with outside contractors or Lake County for repairs to the sewer system, water system and the Village-owned streets.

At one time the Village contracted with the Lake County Sheriff’s Office for police protection, and in 1986 approved by referendum a property tax levy (the Village’s only property tax) which is dedicated solely to police protection. In October, 2001, however, the Village formed its own police department to respond to the need for more community-oriented policing and to obtain higher service levels at a more affordable cost.

Village services are concentrated in the areas of enforcement of zoning and building regulations, police services, operation of the municipal sanitary sewer and water supply systems, and maintenance and upkeep of public streets.

The Village does not have municipal departments for parks, library services or fire prevention, but parts of the Village are located within the overlapping territories of special districts that do provide such services. Residents living in such districts support their operation through property taxes levied by those districts, which are independent governmental bodies under Illinois law.

The Village is located partly in the Lincolnshire-Riverwoods Fire Protection District and partly in the Deerfield-Bannockburn Fire Protection District. Under an intergovernmental agreement, the two districts have agreed to coordinate their responses for emergency calls originating in the Village.

Parts of the Village are located within the boundaries of the Vernon Area Public Library District, so that residents in this district pay taxes to support the library and are entitled to use the library system. Village residents living outside the district are required to purchase library cards as non-residents (from either the Vernon Public Library or the Deerfield Library) to use the library system.

The Country Club Estates Subdivision and some smaller areas of the Village are located within the boundaries of the Deerfield Park District, which maintains its golf course east of Saunders Road, but the balance of the Village is not located within any park district. Accordingly, many residents participate in programs by paying non-resident fees to the Deerfield Park District to enroll in its programs.

Parts of the Village are divided among three elementary school districts and two high school districts.

The Village is a member community of the North Suburban Special Recreation Association (NSSRA), which offers programs for individuals with special needs.

Population and Development Trends

As a mature, fully-built community, the Village has approximately 1,200 single family homes with a current population of approximately 3,900 persons. Vacant land has become quite rare in the community. It is not anticipated that other opportunities for large-scale residential development will occur.

Current trends suggest that approximately 80 to 90 homes are sold in a given year, with most of the buyers being younger than the sellers and often having children. The recent trend has been for about 7-10 homes to be demolished each year, to be replaced by new, larger homes. The “tear-down” activity appears to generate limited population growth, with a gradual shift in housing occupancy to families with younger children who are taking advantage of the new construction.

Given the anticipated redevelopment activity, it is estimated that the population of the Village may gradually increase, with younger residents and more children making up a larger share of the mix. But there will also continue to be a contingent of residents who, having raised families or lived for many years in the Village, will prefer to remain in the Village, although there are no options at this time for living in an adult, maintenance-free development or other forms of senior housing.

CHAPTER TWO

GOALS AND OBJECTIVES

The scarcity of vacant land and the fact that the community is almost fully developed means that the Village possesses a character already defined by past comprehensive plans and development. With the exception of major commercial development along Milwaukee Avenue, any new development, rehabilitation or expansion will likely occur on previously developed sites. The goals and objectives that follow have been established to guide that change in a consistent manner that is reflective of community desires and community character.

Character

The goal is retention of the qualities of a semi-rural, low density land-use, single-family residential community. To the greatest extent possible, objectives are to:

1. Assure that the scale, arrangement and appearance of development will be compatible with a semi-rural residential environment.
2. Provide, retain, encourage and enhance open spaces such as forest preserves, parks, conservation areas, and golf courses.
3. Permit a limited number of low-density headquarters, office buildings and other compatible commercial development at selected locations on the periphery of the community.
4. Give special attention to the desired semi-rural character of all public and private roadways and utility rights of way, consistent with their intended function, desired levels of safety, and a reduced environmental impact.
5. Encourage building design and site landscaping compatible with the natural setting of the area.
6. Encourage the dedication or contribution of environmentally sensitive lands, development rights, or conservation easements, to responsible public or quasi-public organizations.

Ecology

The goal is a balanced and healthful relationship between people and nature's life support systems. To the greatest extent possible, objectives are to:

1. Respect the natural topography, soils and geology.
2. Protect the Des Plaines River and streams and wetlands from pollution and degradation.
3. Retain adequate stormwater drainage capacities of drainage basins, floodplains and waterways.
4. Conserve groundwater supplies and protect underground aquifers from contamination, overuse and misuse.
5. Encourage and promote groundwater recharge and protect recharge areas.
6. Conserve and enhance native trees and plants and other compatible vegetative cover, especially the woodlands.
7. Achieve a favorable balance between improved areas and woodland areas.
8. Nurture desirable and endangered wildlife and aquatic species, and enhance their habitats.
9. Mitigate adverse impacts of air pollutants, pesticides and fertilizers, odors, sounds and artificial lights.
10. Encourage and promote the conservation of energy in site planning and building design.

Services

The goal is the provision of essential services for the health, safety and general welfare of the residents. To the greatest extent possible, objectives are to:

1. Coordinate planning and decision-making with various planning bodies which have overlapping jurisdiction on Riverwoods and its planning area.
2. Establish and maintain intergovernmental agreements with adjacent municipalities regarding municipal boundaries, land uses, water purchase agreements, and public services.

3. Expand municipal services only to areas or neighborhoods where there is a majority expression of citizen desire and willingness to pay for the proposed expanded municipal services.
4. Provide effective public water supply and sanitary sewer systems serving those parts of the Village where use of individual on-site systems is contrary to public health standards or undesirable to a majority of residents.
5. Provide a system of safe roadways which route traffic around the community, rather than through the community. To the extent that non-local traffic must use roadways within the Village, such traffic should respect the residential character of the area at all times.
6. Emphasize private ownership and maintenance of minor streets and lanes.
7. Encourage cul-de-sacs and curvilinear streets or lanes in new subdivisions.
8. Pursue the annexation of contiguous properties to protect the Village from and better regulate development that would otherwise detract from the desired character of the community, provided such annexation can be pursued consistent with the Village's ability to serve such properties adequately and with the desired character of the community.
9. Coordinate the conservation and improvement of the Des Plaines River and adjacent forest preserves with the Lake County Forest Preserve District.
10. Cause to be provided an adequate system of police, fire, and emergency medical care.
11. Provide access to the most efficient methods of telecommunications to the Village, while limiting the location of any unsightly wireless communication facility only to municipal property or non-residential areas whenever feasible.
12. Encourage cooperative efforts among municipalities affected by any expansion of Palwaukee Airport and its attendant noise pollution.

Finances

The goal is a financially sound and equitable municipality. To the greatest extent possible, objectives are to:

1. Coordinate growth of the Village with the level of public services that can be provided at reasonable cost.
2. Consider utilizing financial and legislative incentives to attract and implement

desired forms of commercial development along Milwaukee Avenue as a means of expanding and diversifying revenue sources for the Village.

3. Consider ways to share costs with other municipalities and units of government.

CHAPTER THREE POLICIES for PLANNING TOPICS

The Goals and Objectives of this Plan provide a general set of guidelines for realizing the vision of the community. A set of planning topics is provided below as a means of identifying particular areas of concern where there will likely be some challenge in realizing general goals as change occurs:

Woodlands and Drainage
Gateway Streets and Paths
Residential Areas
Water System Expansion
Office Campus Area
Milwaukee Avenue Corridor
Village Property

Woodlands and Drainage

This topic comes first because it is the bedrock of all other planning decisions. The Village takes its identity from the presence of its native woodlands. The Des Plaines River runs through the Village. The floodplains of the river and its tributaries and presence of abundant wetlands complicate many construction decisions. The presence of significant herds of deer, smaller animals, birds, and predators such as coyotes are important attributes of living in the Village. The river and floodplains have to be respected. The capacity of the soil to absorb runoff and reduce the danger of flooding is essential to residents. The Village, with its adoption of the Woodland Protection Ordinance, has sought to protect woodlands. Even with these efforts, the maintenance and enhancement of the Village's ecosystem will require ongoing efforts. The following policies are specific recommendations for advancing the goals of the Village, especially with respect to the character and ecology of the Village:

- Develop a consolidated review process under all applicable ordinances with the objective of retaining woodlands, preventing unnecessary loss of trees, protecting wetlands and drainage channels, preventing flood damage to properties, and protecting the capacity of floodplains to accommodate 100-year storm waters in the Des Plaines River watershed and the West Fork of the North Branch of the Chicago River watershed. Enforce code requirements that the lowest level of new construction be

located not less than two (2) feet above the base flood elevation established by FEMA.

- Develop tools for measuring the quality and/or deterioration of native woodlands and assessing the conditions of the ecological assets of the Village. Intervene to reduce the spread of disease and pests by annual monitoring of Dutch Elm Disease and evaluating the need to control for pests or infestations, such as the gypsy moth and emerald ash borer.
- Consider requiring, as a condition for permitting new construction, that invasive plants such as buckthorn and garlic mustard must be removed from the affected lots.
- Develop educational materials for residents to help develop an awareness of the assistance available for removing non-native, invasive species, and re-planting trees and desirable native plants.
- Maintain the low density land use, single-family residential and open-space character of the area.
- Require land planning design for the platting and development of vacant parcels which is compatible with the character of the Village.
- Encourage the Army Corps of Engineers to make adjustments as recommended by the Village Engineer to the operation of Reservoir 27 to prevent flooding of areas near the West Fork of the North Branch of the Chicago River watershed.

Gateway Streets and Paths

Deerfield Road

The Village has historically sought to maintain the two-lane rural, wooded character of Deerfield Road and Portwine Road. Deerfield Road is the primary east-west thoroughfare in the Village – with entry signs announcing the boundary of the Village located at the east and west boundaries of the Village. Portwine Road and Riverwoods Road are north-south streets that also provide entry to the Village.

Rapid development outside of the borders of the Village has, however, spurred an enormous growth in vehicular traffic, and Deerfield Road is largely at a standstill in the direction of rush hour traffic, first in the morning traveling eastbound, and then in afternoon traveling westbound.

Deerfield Road carries approximately 35,000 cars per day. Most of the traffic is through-traffic by non-residents. Yet, residents have no choice but to access Deerfield Road to

reach other destinations and are therefore forced to make dangerous turns onto Deerfield Road or merge into heavy traffic.

The on-going and potential development of the Milwaukee Avenue commercial corridor, including particularly the 37 acre parcel to be annexed, will also prompt changes. Design plans presented to the Village have shown approximately 300,000 square feet of commercial development can be located on this tract. The size and scale of this potential development, while beneficial to the Village's finances, will necessitate the widening of Deerfield Road between Milwaukee Avenue and the bridge over the Des Plaines River. Extensive traffic improvements will also be needed at the intersection of Deerfield Road and Milwaukee Avenue and further south on Milwaukee Avenue. A new traffic signal will be needed on Deerfield Road at a location approximately opposite the entrance into the Federal Life office building. This new signal should create "gaps" in flowing traffic that would allow residents better opportunities for entering and exiting Deerfield Road.

The Village should undertake the design of a detailed Deerfield Road corridor plan. If the Village can present a unified and thought-out plan for this corridor, then the Village may be in the best position to influence the ultimate design for any widening. The principles of what is now called "context-sensitive design" have been developed for the U.S. Department of Transportation and are available to the Lake County Division of Transportation. Context-sensitive design focuses on ensuring that the project is in harmony with the community and that it preserves the environmental, scenic, aesthetic and natural resource values of the area. The Village should remain vigilant that these practices are employed to the highest degree possible in connection with the Deerfield Road corridor.

Multi-Use Paths

In 2004, the Village commissioned Schreiber/Anderson Associates to prepare a master plan for a shared use path and bike system which became the Village of Riverwoods Multi-Use Path Plan. The Village of Riverwoods Multi-Use Path Plan is attached as Exhibit B.

The Deerfield Road corridor should serve as the main east-west linkage in the Village for pedestrians and cyclists and is assigned the highest priority for path extension under the plan. The path recommendations also include Riverwoods Road, Saunders, Portwine Road and Duffy Lane. The following policies are recommended for advancing the goals related to this planning topic:

- Work to develop context-sensitive design guidelines for any eventual widening of Deerfield Road.
- Continue to seek funding for and improvement of paths as indicated in the Master Multi-Use Path Plan. Promote the construction of bike lanes on

Deerfield Road and Riverwoods Road by Lake County in connection with street resurfacing programs.

- Encourage the placement of bike racks in convenient, well-lighted locations in existing and new shopping areas and continue to promote the linkage of paths and shopping areas to better utilize paths and lessen dependence on automobiles.
- Promote signage and traffic street warnings for marking paths in order to improve safety.
- Sponsor bicycle safety and education programs.
- Establish a continuing intergovernmental program with neighboring villages to coordinate land uses, transit and traffic and roadway improvements throughout the Deerfield Road corridor.

Residential Areas

An ongoing challenge is the spillover effect resulting from the demolition of older housing stock and construction of newer, larger homes. The impact is felt as a change in the character of the community as well as a direct contributor to the decline of native woodlands. Other concerns deal with the problems associated with maintaining private streets, collecting dues from neighbors to fund associations, and controlling excessive speeding on private streets.

In 2004 and early 2005, the Village examined through a series of extensive meetings and public hearings the question of how to prevent damage to the native woodlands. The Village answered the question by adopting the Woodland Protection Ordinance. Other attempts at regulating the floor area or size of new homes were rejected as being impractical given the large size of lots in the Village – impractical and not relevant to the more precise issue of restraining the wholesale removal of the ground (herbaceous) and understory layers of the woodland canopy. The Woodland Protection Ordinance, it is hoped, will be a more effective means of protecting the native woodlands.

The following policies are recommended for advancing the goals related to this planning topic:

- Maintain an application process for new construction that incorporates early design review by the Village Engineer and Village Forester to promote compliance with the environmental ordinances of the Village.
- Require land planning design for the platting and development of vacant parcels which is compatible with the character of the Village.
- Promote the voluntary granting of conservation easements to encourage the preservation of native woodlands.

- Promote traffic enforcement agreements with road associations to allow police enforcement of speeding limits.
- Encourage road associations to maintain private streets under their jurisdiction and assist such associations in the formulation of updated covenants and restrictions when so requested.
- Encourage residents to provide proper street address signage identifying their homes to improve provision of emergency services by first responders.
- Maintain the low density land use, single-family residential and open-space character of the area, including residential densities of one acre or more per unit and in some areas two acres or more per unit.

Water System Expansion

The Village has gradually been supplanting private water wells with its Lake Michigan water supply system by extending water mains, largely through the creation of special service areas. Since 1999, the Village has extended water mains and made Lake Michigan water available to over 300 homes. Most of the Village lying south of Deerfield Road (other than Thorngate) and many areas north of Deerfield Road are not serviced by municipal water. In the summer of 2005, as persistent drought took hold, some private wells came close to failure and there was a concern that others might fail.

The policy of the State of Illinois is to encourage conversion to Lake Michigan water because of the overtaxing of the principal water aquifers that supply ground water in the region. Additionally, private water wells do not support a system of fire hydrants, thus increasing the fire risk where hydrants are unavailable. In the Village, the ability of the aquifer to recharge is a key component in maintaining water tables and the health of the woodlands. The Board of Trustees has similarly sought to encourage residents to band together in sufficient numbers to approve special service areas that pay for the water main extensions.

The following policies are recommended for advancing the goals related to this planning topic:

- Seek out sources of federal or state grants or loans that could assist in paying for the extension of the water system.
- Consider increasing the participation formula by which the Village advances a portion of the cost of water expansion to residents in a special service area or who are otherwise agreeing to pay for water service.

- Continue to monitor and adjust if necessary the rates for connection charges so that the costs of the extension are recovered in the water fund.

Office Campus

Since the 1999 Comprehensive Plan, Lake Cook Road on the Village's southern boundary, has been widened to six lanes, and the Morgan Stanley corporate campus has more than doubled in size with the Phase II office expansion project in 2003. Located on approximately 80 acres, this complex now includes multiple buildings containing approximately 900,000 square feet. The design for an eventual Phase III expansion, which would add approximately 350,000 square feet, was also approved, but the company has indicated that it has no need for further expansion at this time.

Since the 1999 Comprehensive Plan, the Village gained a new hotel (Holiday Inn Express) and is in the process of gaining a new office building (approximately 40,000 square feet) located adjacent to the hotel, on a tract located on Lake Cook Road in the office compatible district, between Morgan Stanley and CCH. On the south border of Thorngate, the Saunders-Woods Corporate Center was developed, containing three condominium office buildings located in the office compatible district.

As a result of this activity, there are no vacant parcels presently remaining in the office campus area or around its periphery.

The development of Phase II of the Morgan Stanley corporate campus embodied many of the principles that have guided the development of the office campus. Faced with the need to construct a parking structure on its north boundary adjacent to Thorngate, the company was asked to create an extensively landscaped berm. The company was also asked to conceal the scale and mass of its new structures by placing landscaping around the entire periphery of the site in a natural style that evokes the woodland character of the Village.

CCH or a subsequent owner may seek to complete development of the CCH parcel. In that case, the Village should require the owner to accomplish the landscape buffering with the same sensitivity that was displayed in the Morgan Stanley expansion.

The office campus in the Village is next to significant office complexes that are headquarters buildings for Baxter International Inc. and Takeda Pharmaceuticals North America, Inc.. These offices are opposite the Morgan Stanley campus on the east side of Saunders Road but are not located within Village boundaries.

Traffic on Lake Cook Road has been an abiding concern, and the recent addition of the 1.2 million square feet for the Takeda campus will only add to the problem. The Village, CCH, Morgan Stanley, Baxter and others have long participated in the Lake-Cook

Corridor Association which is working to manage vehicular traffic in this developing corridor.

The following policies are recommended for advancing the goals related to this planning topic:

- Limit office-research and office-compatible development to low density campus settings at the periphery of the Village along Lake-Cook and Saunders Roads, with extensive setbacks, low profile buildings, and naturally-landscaped sites.
- Establish a continuing intergovernmental program with neighboring villages to coordinate land uses, transit and traffic and roadway improvements throughout the Lake-Cook corridor and the Saunders Road corridor.
- Encourage corporate citizens in the office campus area to consider alternatives for reducing vehicular trips and conflicts, including coordination of access points, staggered working hours, van pooling, bus transit and use of priority lanes.
- Promote cooperation with state, county and local units of government and property owners on Lake-Cook Road for solutions designed to reduce the excessive congestion and safety hazards which exist currently and may be exacerbated in the future.

Milwaukee Avenue Commercial Corridor

What distinguishes this area is the fact that it contains a large amount of undeveloped land with the potential for redevelopment. The planning area encompasses mostly unincorporated land within one and half miles of the Village's boundary. It takes in territory located on the both sides of Milwaukee Avenue, beginning as far north as Aptakisic Road, continuing south across Deerfield Road, and then ending at a point north of Lake Cook Road where certain parcels have already been annexed to the Village of Buffalo Grove.

Within this planning area, certain parcels are already in the Village of Riverwoods, such as the Shoppes of Riverwoods, the Colonial Court Shopping Center, the former Riverwood Inn restaurant parcel (5 acres) and a portion of the 37 acre former landfill site located south of the former Riverwood Inn parcel.

Plans have been presented for the redevelopment of the 5 acre site at the southeast corner of Deerfield Road and Milwaukee Avenue for an automobile service station and convenience store with possibly a small office building or restaurant in a subsequent

phase. Discussions under pending for the annexation of the balance of the 37 acre parcel and its development as a mixed-use shopping center. Discussions have been ongoing to create a tax increment finance district to assist in the redevelopment of the landfill site as a shopping area.

The following policies are recommended for advancing the goals related to this planning topic:

- Encourage the annexation of the balance of the 37-acre parcel and support the necessary environmental mitigation and related site development costs with tax increment financing when appropriate.
- Prepare and adopt the Redevelopment Plan required under the Tax Increment Allocation Redevelopment Act to establish the general mix of uses, desirable tenants and uses, and an overall strategy for redevelopment of the redevelopment project area.
- Encourage the annexation of other commercial parcels on both sides of Milwaukee Avenue and promote more unified planning for traffic movements, appearance and landscaping, and regulation of uses for the entire commercial corridor.
- Ensure a unified approach to the development of the Milwaukee Avenue corridor, whereby a mix of uses, public and civic spaces, site amenities and creative site planning is required in return for zoning flexibility.
- Establish a “village green” or central open space as a focal point and a gathering place for residents and event programming.
- Promote the provision of an adequate supply of conveniently located parking to serve all commercial and retail areas.
- Provide opportunities for pedestrian and bicycle movement and access to open spaces, and other parts of the Village, capitalize on the high quality open space provided by the Lake County Forest Preserve.
- Enhance the appearance of the shopping areas by creating coordinated gateway features and signage.
- Ensure high standards in the building, site design and construction of new structures and landscape features in the Milwaukee Avenue corridor.
- Require extensive landscape buffering and screening between residential uses and any commercial development.
- Promote cooperation with state, county and local units of government

and existing and potential developers on Milwaukee Avenue for solutions designed to reduce the excessive congestion and safety hazards which exist currently and may be exacerbated in the future.

- Execute intergovernmental agreements with the Villages of Buffalo Grove, Wheeling, and Lincolnshire regarding annexation, land-use development standards, and traffic in the Milwaukee Avenue corridor.

Village Property

The Village owns the 5 acre Village Hall property, but it has other real estate as well. The most significant parcels are: a parcel of 4.5 acres next to the fire station at the northeast corner of Deerfield and Saunders Roads; a parcel of 5 acres on Portwine across the street from the Village Hall; and a parcel of 10 acres on Riverwoods Road that is reserved as wilderness preserve. The police department occupies a small building located behind the Village Hall.

Obtaining municipal land for public use is often costly and contentious. The Village is fortunate in that the Board of Trustees moved to acquire land when the opportunity presented. The fire station, built by the Lincolnshire-Riverwoods Fire Protection District at the northeast corner of Deerfield and Saunders Roads, would not have been possible except that the Village had land-banked this site and was able to convey a portion of it to the fire protection district.

Future possible uses mentioned for the 4.5 acre parcel have included a public works building, a new Village Hall (conceivably allowing the existing Village Hall to be used for other public purposes), a library, a community center, and a park.

When the 5 acre parcel opposite the Village Hall was acquired, it was thought that the Village would sell off most of the parcel and retain approximately one acre for a future municipal building. However, the Board of Trustees reconsidered after further study and at present it has no active plans for development. The proximity of the site to the Village Hall and the availability of parking may invite consideration of how the use of such property could be maximized for residents, whether it be maintained for additional open space or improved with a small community center or in tandem with senior housing. The following policies are recommended for advancing the goals related to this planning topic:

- Systematically evaluate Village property and buildings in terms of serving the community in accordance with the goals and objectives of this Comprehensive Plan, prioritize maintenance and renovation planning accordingly.

- Conduct hearings and workshops to solicit citizen involvement and discussion whenever competing needs for Village property are being resolved.
- Seek funding through the State of Illinois Competitive Community Initiative or other sources of federal or state funding to promote new uses not fully supported by user-pay charges (such as a community center).
- Endeavor to renew the maintenance agreement with Lake County Department of Public Works to avoid the necessity of having a separate public works department.
- Seek land donations in the Milwaukee Avenue corridor for public uses.

THE COMPREHENSIVE PLAN MAP

The general land use categories of the Village are shown in the 2006 Comprehensive Plan Map, which is hereby adopted by this Comprehensive Plan. The general categories are: single family residential; open space; office campus; institutional and governmental; business; and office compatible.

The 2006 Comprehensive Plan Map is a general map that serves as a blueprint for future development by indicating where major categories of land use in the Village should be located. The 2006 Comprehensive Plan Map, unlike the Zoning Map, does not show individual zoning districts within each major category.

CONCLUSION

Long-range planning has been an on-going function of the Village since its incorporation. The first Comprehensive Plan was adopted by the Village Board in 1961; major revisions were adopted in 1975, 1980, 1987, 1994 and 1999. These plans were prepared consistent with authority granted to municipalities by Illinois Municipal Code and have served the Village well. They have responded to the goals of Village residents, and to changing conditions and trends.

In keeping with this tradition, the Village board and Plan Commission have caused this latest revision of the Comprehensive Plan to be prepared.

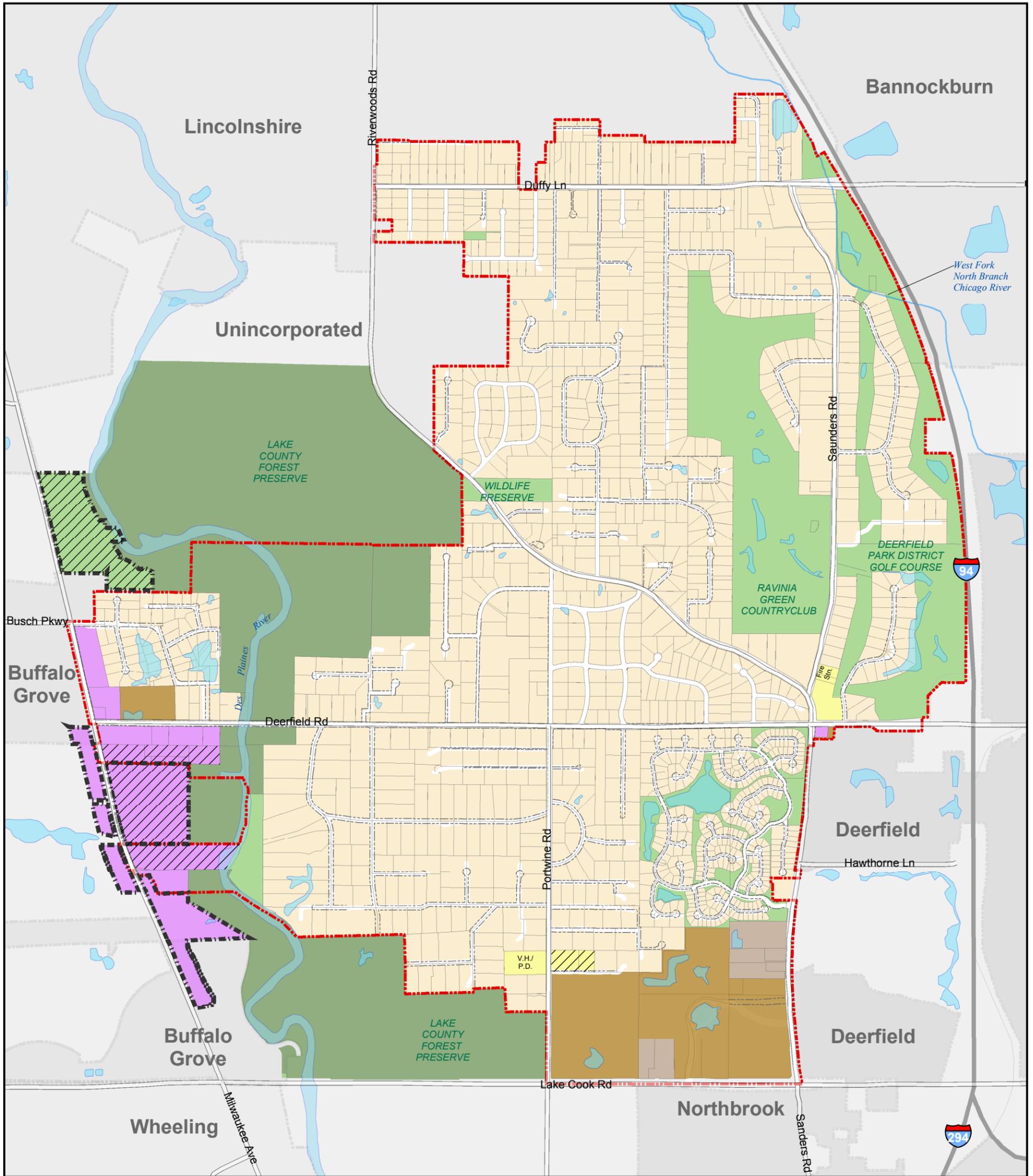
This Comprehensive Plan text and map were recommended by the Plan Commission on March 2, 2006. Both were adopted by the Village Board by Ordinance 06-8-17 on August 15, 2006.

BOARD OF TRUSTEES

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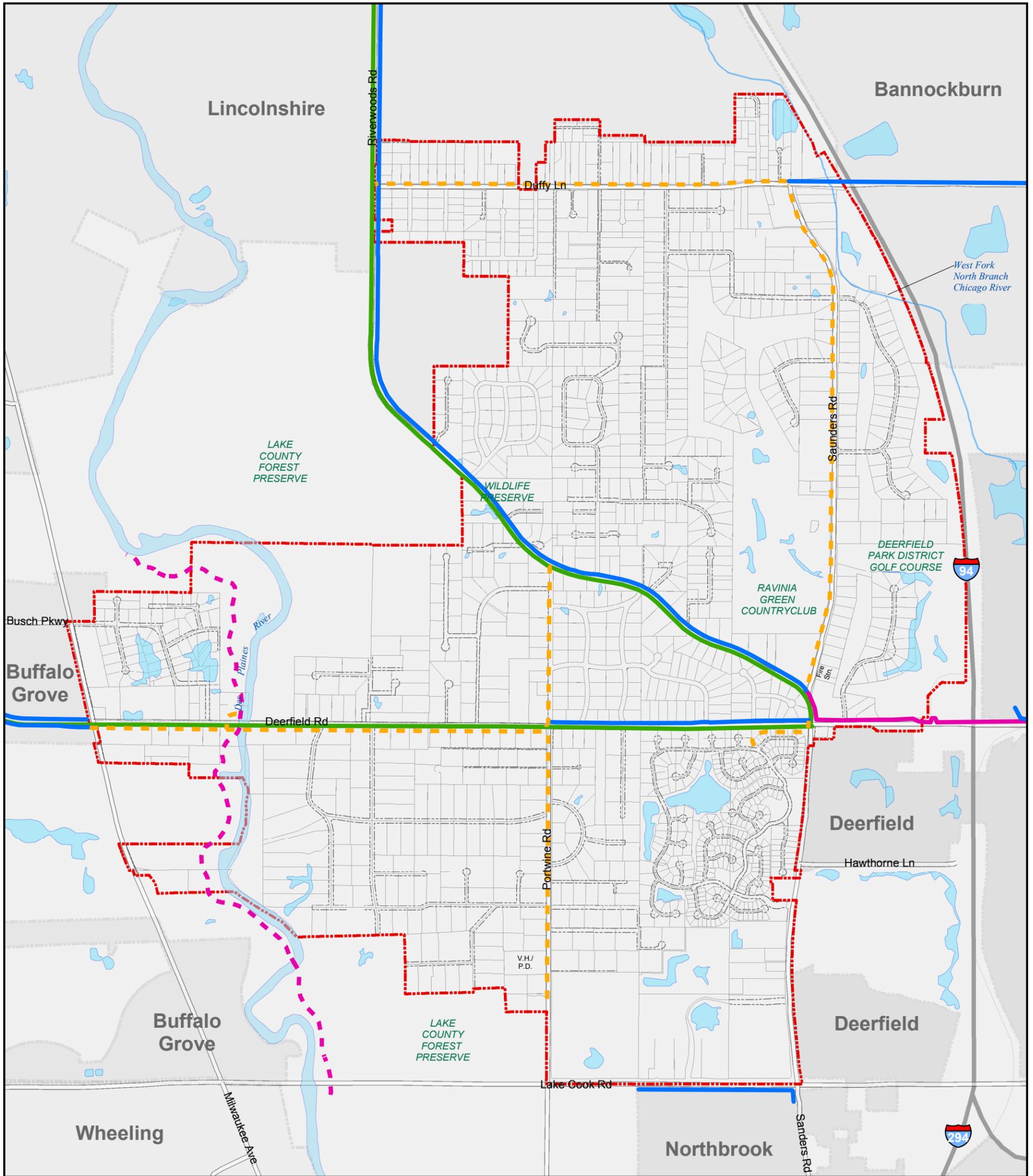
- Legend**
- Single Family Residential
 - Business
 - Institutional and Governmental
 - Office Campus
 - Office Compatible
 - Open Space
 - Forest Preserve
 - Areas Suitable for Annexation
 - Change from Current Use

Village of Riverwoods Comprehensive Plan



Exhibit A Comprehensive Plan Map

**GEWALT HAMILTON
ASSOCIATES, INC.**
 850 Forest Edge Drive Vernon Hills, IL 60061
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Village of Riverwoods Comprehensive Plan

1 inch equals 1,500 feet
 0 750 1,500 3,000 Feet

RECOMMENDATIONS LEGEND

- Existing Path
- Proposed Improved Lake County DOT 8' Path
- Proposed Improved Riverwoods 8' Path
- Proposed Lake County DOT Bike Lanes
- Proposed New Riverwoods 8' Path
- Existing Des Plaines River Trail



Exhibit B Multi-Use Path Plan

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Sources: Lake County; Cook County; NIPC