

Virgil, Illinois

2020 Comprehensive Plan

community character

open space

sensible growth

mixed use

town center

rural atmosphere

agri-business



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Virgil Vision



The Village of Virgil is looking at controlled growth in a positive manner. The character of what the community is and what it should be when growth occurs has been defined, so that Virgil's fragile "sense of place" will not be overwhelmed by waves of conventional strip centers and cookie cutter subdivisions. Virgil wants to retain its valued rural/small-town character while allowing controlled growth contiguous to the existing town.

The future Virgil can be built with a sense of the past and a clear understanding of what makes people feel at home there. Nationwide, there is a growing public dissatisfaction with the typical suburban approach to growth. Therefore, Virgil's emphasis will be on an intimate, friendly scale within the central part of town. Between the core and the outer fringe, conservation design development will be allowed. On the outer fringes of town will be a buffer of natural beauty, horse farms and a conservation of valuable agricultural land.

New neighborhoods will consist of more than merely house lots and streets. Comfortable homes with front porches and smaller front yards, typical of those found in the core of small towns, will line the streets. Narrower streets will discourage speeding and make pedestrian crossings safer. The connected street system will permit more options for travel and less congestion. Garages will not be the dominant feature of residential structures, but will be secondary to the architecture of the house.

The sense of community, which has been lost over the decades in the sprawl of isolated housing tracts, strip shopping centers, and office parks, will remain

strong in the Village of Virgil, where quality of life will be emphasized in design. Land will be used efficiently by encouraging sensible growth. New residential development on smaller lots will permit much greater tracts of undeveloped green space to be enjoyed by all.

Neighborhoods will be close and interconnected with the Town Center, an area of historic focus. The streetscape within the Town Center will establish Virgil's identity. Cyclists from the Great Western Trail will be invited into a turn-of-the-century Town Center where one can find restaurants, small-scale specialty shopping, and public amenities such as the Village Hall, Police Station, Post Office and maybe even a branch library. Creating a pedestrian-friendly atmosphere for both residents and visitors is a priority. A Village Green or Square may become a focal point in the Town Center.

Retail business zoning outside the Town Center will be limited to strategic intersections and will be car-oriented in nature. As growth occurs along the Peplow and Route 64 Corridors, Virgil will want to capture potential business in various markets by offering goods and services at this intersection.

Limited light industrial operations will be accommodated in two locations, one adjacent to Sauber Manufacturing and the other near the Peplow-Route 64 intersection. Expansion will continue to be encouraged in order to provide more jobs and bring additional revenue to Virgil.

Improved utilities are an amenity that future residents and businesses will find necessary. Virgil will be able to offer appropriately-sized water mains, which meet today's standards for safety and health. The replacement of septic systems with a new sanitary sewer system will alleviate the current concerns of over-aged septic systems, and enable more efficient, condense development. It is crucial that the Village provide a wastewater treatment facility to fulfill its vision. Both a land application system and state-of-the-art mechanical treatment plants are now being assessed by the Village Engineer to see if one or both will best serve the town.

Both neighborhood parks (service area is a ¼-½ mile radius) and community parks will be interconnected with a greenbelt system located along the Virgil and Union ditches and local trails. Drainage ways will be preserved in their natural state as a greenbelt corridor. Some of the ditches will be naturalized into a meandering creek. Within these corridors, paths can be integrated that connect all parts of the Village together. A trail system connected into the Great Western Trail, a regional connector, can function as an alternative mode of transportation to travel to work. Mostly, the trails provide a recreational amenity that serves the residents and invites visitors to town. A north-south regional multi-purpose trail is in initial planning stages and could be located within Virgil's green belt. If this were to occur Virgil would be a hub for trail users.



Virgil could be a hub for outdoor trail riders and hikers. The existence of the Great Western Trail, combined with the potential of a new north-south regional trail and potential horse trails will attract a number of *nature lover* visitors. In turn, the visitors will help support some commercial growth in the Town Center.

In addition to the trail system, community parks might be located along Sauber Road, between Lees and I.C. Trail, as well as the undeveloped area directly east of the church and west of Virgil View. Other natural areas will be preserved as wetlands or mature woods where appropriate.

Horse farms, plant nurseries and other agriculture related business will be encouraged to stay and grow. Their very existence will provide much of the open space envisioned in the plan.

The transportation network of streets will adhere to the Kane County Department of Transportation 2030 Transportation Plan and IDOT plans for Route 64. The potential improvements of greatest importance are the Peplow-Meredith Connection, Route 64 improvements, and the extension of Sauber Road south to Route 64.

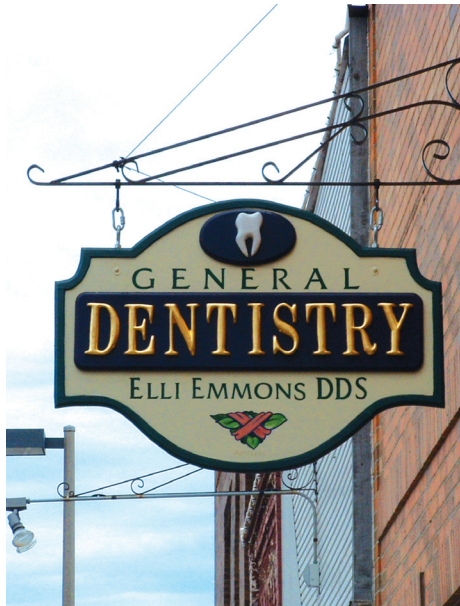
Design will play a major role in the future of Virgil. Architectural design standards will require quality architecture within the town. The flavor of the building architecture will be based on the surrounding characteristics: a rural, small town, outdoor recreation and equestrian area. Upon approaching the Village proper, both natural and man-made landmarks will serve as “gateways” that mark your arrival to Virgil.

In summary, the Village of Virgil will build upon its strengths as a small, quaint town with an equestrian attraction and cycling base, known for its agriculture setting in western Kane County. It will reinforce the real community that exists, where the quality life is good.

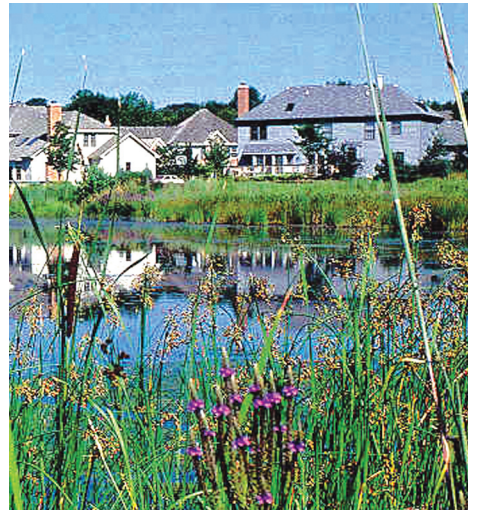
Main Street (I.C. Trail) - Conceptual Commercial Design Study



Virgil Vision Images





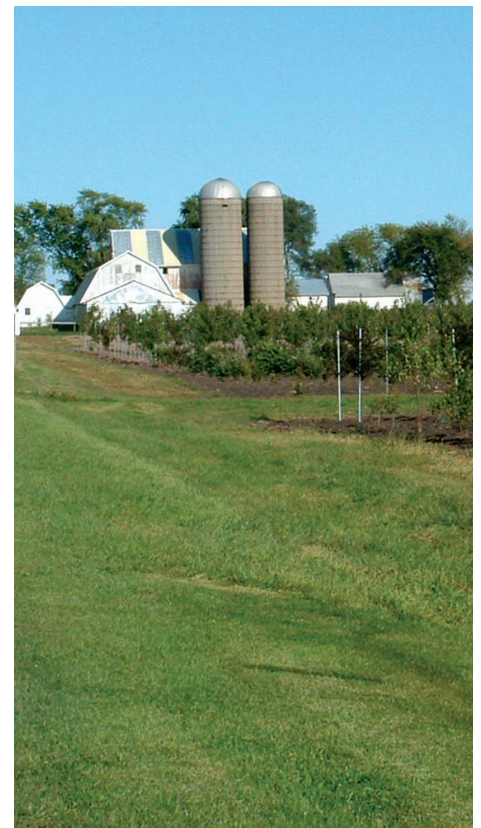


Purpose of the Plan

The purpose of this Village of Virgil 2020 Comprehensive Plan is to provide the necessary information to redefine, clarify and plan for Virgil's future. This Plan will enable the Village Board and Plan Commission to ensure the health, safety and welfare of the present as well as the future residents. Boundary agreements with neighboring Villages are in the works. In the near future, revisions to the zoning ordinance and subdivision ordinance will be necessary to implement many of the issues identified in this Comprehensive Plan.

Suitability of the land for the intended use, consistency with the residents' long-term vision, sensitivity to the environment and natural resources, as well as adverse impacts on adjacent land or planned uses, are some of the issues incorporated into the goals and objectives of the Plan. These goals are implemented through decisions made regarding new development proposals and land use changes within the Village's jurisdiction.

Virgil's plan is one part of a larger regional strategy as defined by the Kane County 2030 Land Resource Management Plan. The 2020 Plan designates the Village of Virgil as a new Town Center in the region, where sensible growth will take place, rather than sprawl. The sensible growth principles established in the Village Comprehensive Plan are intended to compliment those set forth in the County plan. This plan is intended to set the direction for the next 15 years and be reviewed again in 5-7 years to determine if an update is appropriate.



Village History

During the time that the eastern part of the United States was being settled, very few pioneers had been to the area to become Illinois; instead, the Native American tribes of the Sac, the Fox, the Illini and the Pottawottamie populated it. After the revolutionary War, the area was deemed public domain, allowing the advancement of settlement. In 1832, the native tribes banded together to fight the encroachment of the settlers upon their lands. The war, known as the Black Hawk war for its leader, ended with the forced removal of the tribes to the west of the Mississippi. Kane County, named for Elias Kent Kane, an early settler, was established as a county on January 16, 1836, by an act of the Illinois State Legislature. Townships in the new county were drawn and, though the names of Washington and Franklin were considered, the far western township formed on June 4, 1850 was given the classical Latin name of Virgil.



Virgil Township, with its prairie lands and bogs, was the last of the areas claimed when settlers arrived in Kane County. While the eastern portion of the county drained to the fast-moving Fox River, water in Virgil Township moved in a slow, westerly current to the sluggish Kishwaukee River. The land was swampy with stagnant waters providing a breeding ground for malaria, frogs and water snakes. It provided little in the way of farmable land. In 1836, Luther Merrill from New Hampshire claimed the entire township for his own. His land monopoly held only until incoming settlers either negotiated with him for the land or simply took possession of it without a “by your leave, Merrill”. Records do not mention Merrill after the settlers claimed the land he once held.

The township’s first settlers arrived from the New York and New England states, as well as Canada; many were of Irish descent. By 1850, the southwestern corner of Virgil Township was becoming well populated; Lodi incorporated as a town in 1854, later changing its name to Maple Park. It flourished with the building of the Chicago & Galena Railroad. It became the center for the Virgil Township Government. Those not living within the Maple Park area began to refer to themselves as being from Virgil.

The route of early cattle runs to the growing Chicago area became known as the Iowa Chicago Trail (I. C. Trail). In 1886, the Minnesota and Northwestern Railroad was built; it followed the route of the original I. C. Trail. Train access furthered growth around the stop at the corner of I.C. Trail and Meredith Road, known simply as Virgil, as it allowed mail,

milk, goods and passengers to be easily transported. The Virgil hamlet grew as German immigrants arrived, many coming from the same areas in Germany. A walk through the local cemetery reveals family names that continue with descendants living within Virgil. These intrepid people painstakingly built drainage ditches by hand to reclaim the swampy land. It was through their efforts that land once passed over for settlement became some of the richest farmland in the state.

As the population grew, they established a community church. The St. Peter and Paul Church was dedicated in 1879, with a school following in 1881. Initially, the parish was a joint one with Maple Park, built on land located two miles south of its present location, near the church cemetery. In 1909, St. Peter and Paul became a separate parish for the Virgil hamlet; the present building was constructed on property located closer to the train depot. The original school building was moved to this site where it served the community until the present structure was erected in 1953. The building has always been a gathering place for the residents of Virgil.

The town center served the people of Virgil with a general store and post office, an implement store, a bank, a milk factory and a granary. A public school, along with the Catholic school saw to the education of Virgil's students. With the advent of the automobile, travel was made easier with the building of Route 64 during the 1920s, which, as the train before it, paralleled original farm roads as it traveled west from Chicago. In 1932, a gas station with a diner found a burgeoning automobile business.

Many of the local farmers wishing to retire from their farms began to build homes along Meredith Road and I. C. Trail. The Virgil View Subdivision provided land for further residential development, beginning with a lone house moved from Lees Road in the 1960s; by the late 1980s, the subdivision was mostly completed. It was populated by people no longer connected to farms, who needed to travel for jobs and services to other cities.

As times changed, Virgil saw the shuttering of its local businesses, the loss of the post office, the closing of its schools and the change of the railroad to the recreational Great Western Trail. Yet the determined citizens of Virgil worked to incorporate as a Village in 1992 after coming together to oppose the siting of a landfill within its boundaries.

The Village of Virgil has flourished with the dedication of its citizens, from its earliest settlers to its present pioneers. Different challenges wait as Virgil enters a new century and new millennium. The citizens proud to be from the area known as Virgil are meeting these challenges.



Aerial photograph of the Village limits and surrounding area.

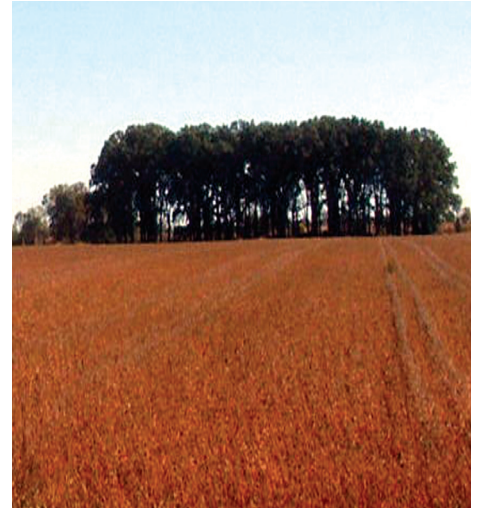


Report Part 1 - Existing Conditions

Geographic Setting

Virgil is in Kane County, approximately 63 miles west of Chicago's Loop. Thirteen miles west of St. Charles on Rte. 64, Virgil is located at the intersection of Meredith Road and Rte. 64 in Virgil Township, and is approximately the mid point between St. Charles and Sycamore. It is known as an agricultural and, more recently, an equestrian community. Virgil is served by many well-maintained County and Township roads that provide access to adjacent areas. The regional Great Western Trail parallels Rte. 64 and goes through the center of town.

Towns in all directions from the Village are planning to expand towards Virgil. Currently, boundary agreements exist between Virgil and Burlington, Maple Park, and Lily Lake. Agreements with Sycamore, Cortland and Elburn will be especially important to acquire. These boundary agreements will be especially helpful in slowing down the potential competition for land between communities.



Jurisdictions

The Village corporate area totals approximately 1,367 acres. The 1-½ mile planning jurisdiction area of Virgil is where it is determined by state statute Virgil may plan. This jurisdictional area encompasses approximately 12.4 square miles of predominantly rural farmland and equestrian farms interspersed with a small amount of development at the village core and the Virgil View subdivision in the east portion of the Village.

The Virgil jurisdictional planning area contains portions of several governmental units. The area lies within Virgil Township, which is responsible for the maintenance of township roads and bridges. The township keeps its road equipment at a site in Maple Park. Private contractors, through agreements with the Village, maintain non-arterial streets in the Village. A small section, north of Ramm Road is served by Burlington Township. The County maintains all other roads except for Route 64, which is under the jurisdiction of IDOT.

Virgil's jurisdictional area is contained within the boundaries of either the Maple Park Fire Protection District, the Burlington Countryside Fire Protection District or the Elburn Town and Country Fire Protection District.

The Town and Country Public Library District has a facility in downtown Elburn and serves most of Virgil. There are currently 333 library cardholders in Virgil Township. Maple Park Library is accessible to residents west of Meredith Road.

The Burlington Township Park District serves a small portion of the Virgil

Jurisdictional Planning Area north of Read Road. The remainder of the area is not served by a park district and therefore no facilities are available to its residents.

The Kaneland School District serves all but a small portion of the Village of Virgil and most of its jurisdictional planning area. It also serves Maple Park, Cortland and unincorporated Virgil Township. The district is very large at 140 square miles in area. The administrative offices are housed in the Kaneland High School.

In 2005, Kaneland High School had an enrollment of 994 students. By 2009-11 the district anticipates building a second high school which is not expected to be located in Virgil. They desire 80 acres for a high school site.

Kaneland Middle School had an enrollment of 950 students in 2005. By the year 2006-7 the district will need to build another middle school. The current thinking is it would be built on the north end of the district, maybe north of Maple Park. The District desires a 35 acre site for a middle school.

Elementary schools are required when there is a population of 500 - 750 school-aged children. The District wants to get 12 - 15 acres for any new elementary school, which will include detention facilities.

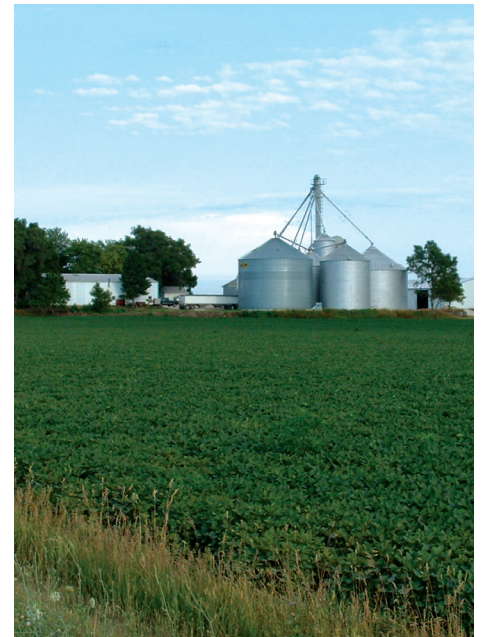
A land/cash contribution requirement of 10 acres of land per 1,000 populations or the cash equivalent is desired by the School District. The Village recently enacted a school transition fee in order to help the district in times of rapid residential growth.

Burlington Central School District 301 covers 87 square miles in mostly rural western Kane County. The District serves the Village of Burlington, a small part of Hampshire, the west end of Elgin, and the north part of Virgil. The graduation rate is 99.0%, and the average class size is 19.8. A Growth Impact Plan was completed in Spring 2005. The total student enrollment in 2005 was 2333. The following schools are within the district:

Central High School in Burlington serves approximately 730 students in grades 9 through 12, with a capacity of 950 students. If needed, a new high school would be built for 1,500 students.

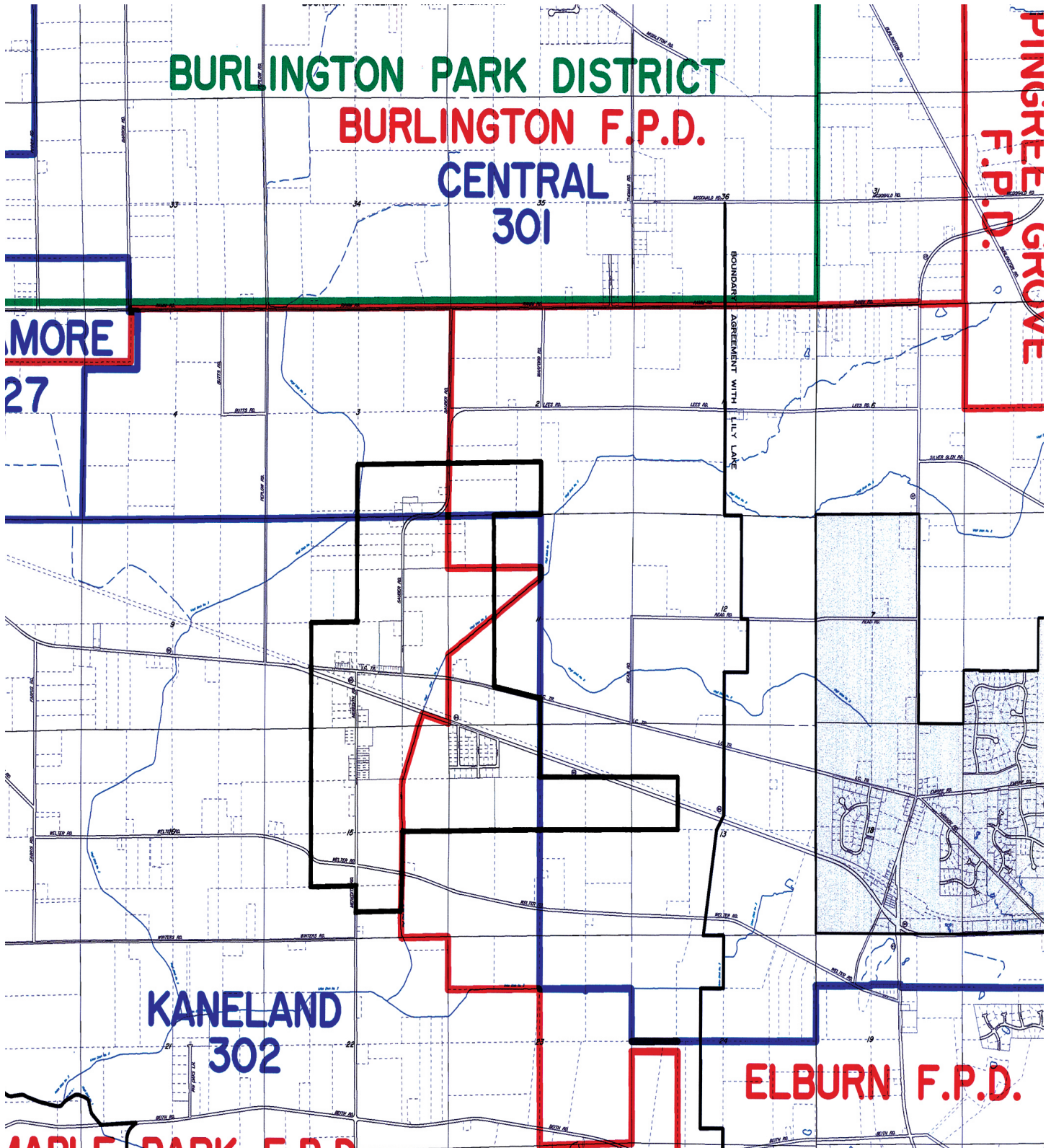
Central Middle School in Burlington serves 620 students in grades 6 through 8. Lily Lake Elementary School in Lily Lake serves approximately 232 students in grades K-5.

If growth were to occur in Virgil, it is possible that a school campus may be located in town to accommodate both a middle school and an elementary school on approximately 35 acres. The District usually builds 600 student elementary schools. However, the district seems to be willing to consider smaller neighborhood schools at Virgil's request.



Map: Village Jurisdictions

- Park District
- Fire District
- Village boundary
- School District



A land/cash contribution of 10 acres of land per 1,000 population or the cash equivalent is required by the Burlington Central School District. The Village recently enacted a school transition fee in order to help the district in times of rapid residential growth.

Soils

An important factor influencing future development and growth is soils. Suitable land use determination is affected by the biological, chemical, and physical properties of the soil. Slope, soil texture, permeability, water holding capability, soil depth, shrink-swell potential, and tolerance to erosion are factors which influence building capabilities, plant fertility and vitality, drainage conditions, erodibility, and septic system construction.

The Natural Resource Conservation Service (NRCS) published the Soil Survey of Kane County. The survey shows the soil types in the Virgil area, and makes predictions of soil behavior for selected land uses. It also highlights limitations or hazards to land uses that are inherent in the soil. Of particular interest in the Virgil area is the soils' ability to support agriculture and sustain septic systems.

Included on the following page of this plan is a map of hydric soils prepared by the Kishwaukee River Ecosystem Partnership (KREP). There are quite a few such hydric soil areas within the Virgil Jurisdictional Planning Area.

Suitability for Septic Systems

The glacial origin of the soils of this area is evident when the suitability for septic systems map is considered. While strips of suitable soils extend through all of the planning area, the majority of soils have moderate to high limitations. The reason can be found in an analysis of soil types. Large unsuitable areas are located all thru-out the Village are composed of many soil types. Chief among them, however, are 104A (Virgil), 149 (Brenton), 152 (Drummer), 198 (Elburn), 219 (Millbrook), 242 (Kendall) and 343 (Kane). All of these soils are deep, poorly drained (except 242 which is moderate).

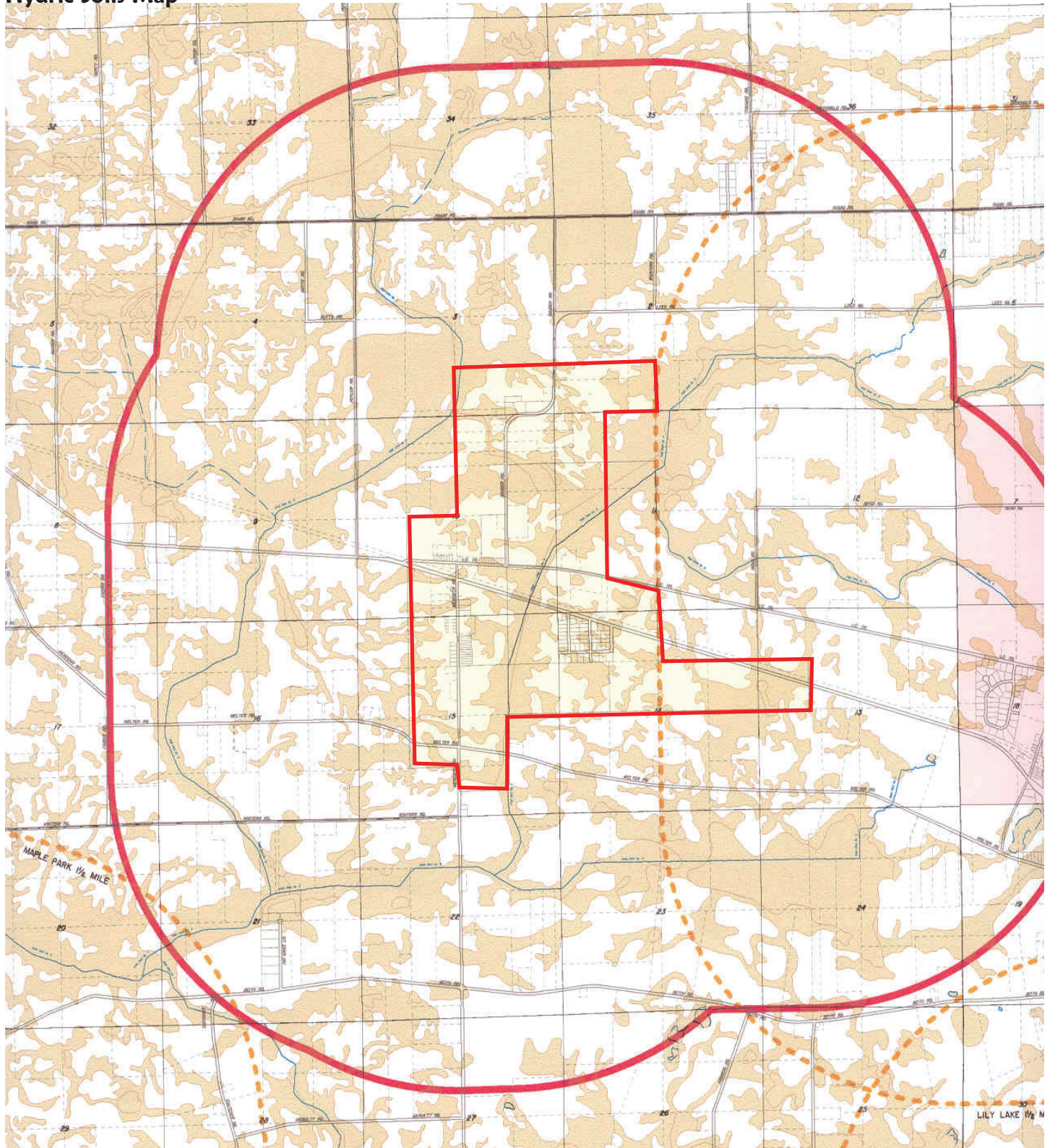
The soils groups considered to have moderate limitations for septic systems are composed mainly of 193 (Mayville), 656 (Octagon), 662 (Barony), 667 (Kaneville), 668 (Somonauk) and 696 (Zurich).

Those soils with slight limitations for septic systems are predominantly 134 (Camden), 290 (Warsaw) and 791 (Rush). These soils are all deep, well drained, and moderately permeable. They were formed on upland terraces, out wash plains, or end moraines from silty out wash or stratified sands and silts.

The Virgil area has a number of failing septic systems that need attention. As a result of the amount of poorly drained soils, new septic systems would require larger absorption fields which may prove to be unfeasible. A wastewater treatment plant would be a better option in terms of public health and feasibility.



Hydric Soils Map



Suitability for Agriculture

Nearly all of the land within Virgil's one-and-one-half-mile jurisdictional limit is classified by the Natural Resource Conservation Service (NRCS) as "prime agricultural land." Prime farmland as defined by the NRCS as is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oil seed crops. It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops. However it is also fair to say that many of the soils in Virgil do not obtain high yields because of the soil wetness.



These soils are not just productive when compared to other portions of the state, but are valued as some of the finest in the world. The average market value of products sold per farm in Kane County is \$187,487, considerably higher than the statewide average of \$105,115. County cropland annually contributes to the productivity and well being of the regional and state agricultural communities and helps to rank Illinois as first among all states in the production of soybeans, corn and swine. Agriculture is an important and necessary human endeavor, which needs to be given the same degree of protection from problems created by other activities as is given to other land use considerations. Kane County was also the largest dollar producer of nursery, greenhouse, floriculture and sod crops in the Illinois. These products will play an increasing role in the area's agriculture economy. Two of only four remaining dairy farms in Kane County are located in the Virgil area.

According to the Kane County 2030 Plan, 88% of the land in the western third of Kane County is agricultural. Kane County is committed to fund the Agricultural Conservation Easement and Farmland Protection Program in order to save some of this land from development.

Virgil Landscape

The soils of the Virgil area and their characteristics are a result of glacial activity during the Pleistocene Era. The glaciers, which developed from ice masses in the far north, advanced and retreated many times, each time scraping up debris and redepositing it elsewhere. These glacial deposits immediately underlie the modern soil throughout the area and are, therefore, an important planning consideration. The major surface features are depositional. Among them are moraines, out wash plains, valley trains, filled lake basins, and river floodplains.

The Virgil area till (Tiskilwa) is the oldest exposed till in the Country, deposited between 22,000 and 12,500 years ago during the Woodfordian Sub stage of glacial activity. Although older till exists, it is deeply buried and does not effect soil development.

Natural Amenities

The present Village is located in what was a vast prairie, probably a wet prairie that was seasonally flooded. Today, very little remains of this type of vegetation.

Woodlands, generally settled first, were cut and tilled. Usually only small woodlots were spared. In the lower areas, the wet prairie was eventually drained by the drainage districts and through the efforts of individual farmers.

The original prairie, wet prairie, and forest vegetation supported a diverse wildlife population. Early agricultural efforts increased the habitats or homes available to some species and probably increased the variety of wildlife. Today's method of crop production has eliminated most habitats and once numerous species have decreased in number or disappeared entirely. The presence of wildlife is not just an aesthetic benefit to the residents of the Virgil area, but an indication of the environmental health of the region.



Additionally, woodlands break the wind, check soil erosion, and provide visual relief. Wetlands may also function as recharge areas for shallow aquifers and filters, removing pollutants from surface waters. Therefore, for the wildlife and other reasons, it is important that these remnant stands of trees, wetlands, and greenbelts be protected as much as possible. By preserving woodland and wetland, not only does wildlife gain habitats, but people are also provided with places for recreational activity and hopefully, a sense of continuity and participation in the ecological chain.

Drainage and Floodplains

Virgil is at the headwaters of the Kishwaukee River. The Village's one-and-one-half-mile jurisdictional area is drained by Virgil Drainage Ditch #2 and #3, as well as Union Drainage Ditch #3, all of which are in the Kishwaukee River watershed. Thus, unlike most of Kane County, which drains east to the Fox River, the Virgil area generally drains north and west.

The floodplains in the Virgil area are relatively wide. This in part is due to the flat terrain, especially in the northern half of town. Historically, the floodplain of a stream or river has been both used and avoided. Agriculturally, the soil is often extremely fertile, as new material is deposited annually. Though some risk is involved in planting on floodplains, they often have been cultivated. Traditionally, transportation routes, such as Indian trails and later railroads and roads, have not been constructed on the floodplain. Likewise, few permanent structures have been built on floodplains, at least until recent times.

However, in the more recent past, both transportation routes and permanent structures have been built on floodplains. Often these areas are the only available land - for good reason - and the flat topography appears to some as ideal for building. Water that is displaced by permanent structures (a building or road) may cause flooding further downstream and additional property damage.

As Virgil develops and expands, care must be taken to protect drainage ways and floodplains. One good use for floodplains is as open space that provides recreational opportunities, protects wildlife habitats, and conserves the natural amenities for those living in the area. As new construction of buildings and roads occurs, drainage ways must be kept open so as not to increase whatever flood problems already exist.

Transportation

Transportation is an important element in any area and especially one that is growing and changing as Virgil is expected to do in the future. It is important that residents and visitors be able to travel safely and efficiently. This issue should be addressed concurrently with all other land use issues as new developments are planned.

Transportation land uses in Virgil include county highways, township roads, village streets and the Great Western Trail, a regional bike path connecting St. Charles to Sycamore.

Freight lines travel across Meredith Road on the southern edge of the Virgil area each day. The nearest commuter station is located to the southeast in Elburn. There will be parking for 400 cars. Metra has plans of using the Union Pacific line as another commuter route into Chicago. Traffic along Meredith is expected to increase after the train station opens.

Average Daily Traffic for a few of the roads or routes in or near Virgil.

Street	Location	2003 (by KDOT)
Ramm Rd.	Peplow to Rt. 47	240
Meredith Rd.	Rt. 64 to Beith Rd.	1400
Meredith Rd.	Rt. 64 to I.C. Trail	568
Peplow Rd.	Rt. 64 to Ramm	579
Lees Rd.	Rt. 47 to Sauber Rd.	240
Sauber Rd.	Lees Rd. to I.C. Trail	255

Meredith Road is the only one road in town that crosses Route 64. Other Route 64 crossings may be possible in the future, especially Peplow Road and maybe Sauber Road, extended south. Having a few crossings of the Route 64 Arterial is important for the traffic circulation within town.

KDOT has plans to locate a new North-South minor arterial road on the west side of the existing village. This bypass is being proposed to help alleviate truck traffic through town. Meredith Road and Peplow Road connection will provide regional access to Virgil from the north and south ends of Kane County. KDOT's 10 year Plan will focus on maintaining primary roads. There is no money in KDOT's budget to build the Peplow connection.



gateway



business



boundary of potential developable areas



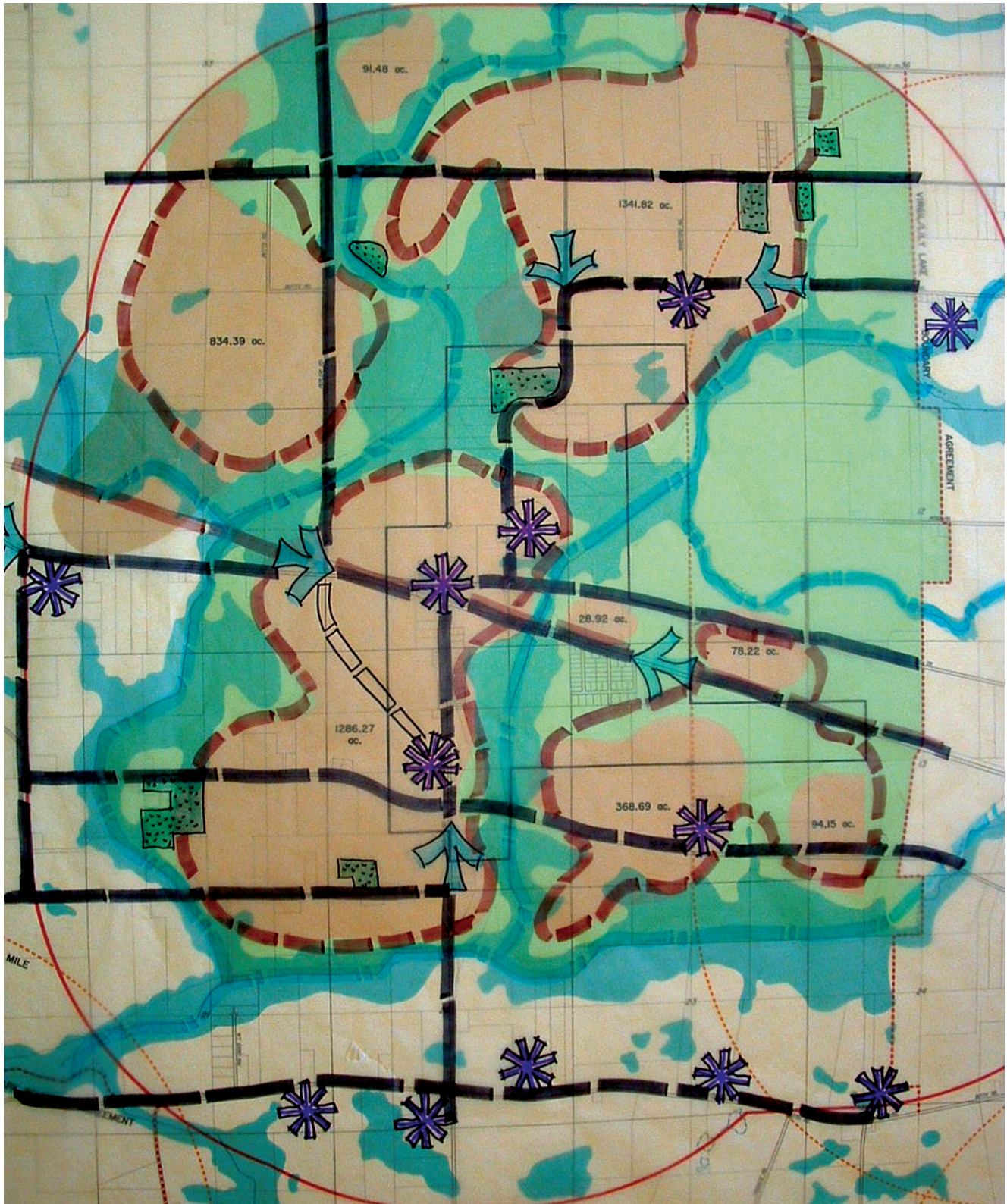
woodland



FEMA floodplain



proposed alignment of bypass



Land Use

The Village of Virgil has 1367 acres within its corporate boundaries as of 2005, and the predominant land use is agriculture. The majority of the housing stock in Virgil is in the Virgil View subdivision along Route 64. The other concentration of residential is along Meredith Road and along the I.C. Trail. In the future, newer residential developments are expected along Sauber Road, Meredith Road, Peplow Road, I.C. Trail and Winters Road.

Virgil has historically had a traditional town center area near the intersection of the I.C. Trail and Meredith Road with predominantly smaller commercial uses. This commerce district was in its heyday when the train still ran through town. The Village lost this commercial presence many years ago. The few businesses remaining in the town center include a veterinarian, an auto repair shop, a tavern and a professional engineering firm. The only light industrial business in town is the Sauber Manufacturing plant located on Sauber Road, just north of the I.C. Trail.

There are no public parks in town. Various vacant parcels remain within town, most of which are zoned agricultural.

Agriculture is the predominant land use activity within the 1½ mile jurisdictional boundary. As Virgil continues to grow, agricultural land uses will continue to exist on the fringe of development in all directions. With thoughtful planning of new development that establishes transitional areas and avoids leap-frog development, growth can be compatible with existing agriculture.

The following is a list and definitions of existing land uses in Virgil (see map)

- Single Family Residential - used for single-family residences.
- Multi-Family Residential - used for multi-family residences. Multi-family uses include condominiums, town homes and apartments.
- Commercial - primary activity is the sale of products and services.
- Institutional - used for government buildings, hospitals, schools, churches, etc.
- Transportation, Utilities, Communications - used for railroads, highways, and utility buildings.
- Parks and Open Space - used for public recreation.
- The ditches and floodplains

Outside the village limits, but within 1½ miles, is unincorporated Kane County. This area is 11,985 acres large. There are approximately 345 acres of land used for non-farm residences within this area. Approximately 58 scattered farm residences are distributed fairly evenly throughout the region.

Most of the remainder of the land within one and one half miles of the Village is



agricultural cropland. Approximately 11 acres are open water, plus wetlands and woods. Row crops, primarily corn and soybeans, are planted on a majority of the land outside of the Village, by far the greatest use of land in the Virgil region.

Within the Village, the most extensive land use is agriculture (1,367 acres or 2.14 square miles). Almost all of these acres are cropped. Also remaining nearby are a number of horse farms and two of the last remaining dairy farms in the County. Virgil has remained an agricultural village, where horse farms are becoming more prevalent in the area.

Residential uses are the next most prevalent. Single-family homes occupy 345 acres and multiple-family residences occupy only one-half an acre of land.

The third most common use of land in Virgil is one manufacturing plant covering 11 acres. Commercial businesses amount to 7.58 acres. Transportation, communication and utilities cover 4.37 acres.

Population

According to the Northeastern Illinois Planning Commission, Virgil's projected population by the year 2030 would be 1,270. However, it appears that the actual population will far exceed this forecast, if a wastewater treatment facility is provided.

Virgil's growth lags behind that of the County overall, for two reasons: the Village is not adjacent to any significant growth, and it lacks a wastewater treatment plant. The population has virtually remained the same for decades, however the population is expected to grow at a much quicker rate if a wastewater treatment plant is built.

Year 2000 population distribution for Virgil by age and gender

Age	Total	Male	Female	Percent (%)
0-4	18	10	8	7
5-9	33	18	15	12
10-17	43	21	22	16
18-24	13	5	8	5
25-44	89	41	48	32
45-64	69	34	26	26
65+	10	3	7	3

The above chart illustrates the 2000 population distribution for Virgil by age and gender. It indicates that 3 % of the Village population is 65 years or older. 37% of the people in Virgil are between the child bearing and rearing ages of 18 and 44. This would seem to indicate a substantial proportion of young families in Virgil. Additionally, 35% of the population, is at age 17 or younger.

- Virgil has a relatively young population, the median age group being 33 years.
- Virgil has approximately 120 households, averaging 3.1 persons per household.
- The median income for households in the Village was \$78,252, versus the state average of \$46,590.
- According to the Rural Economic Technical Assistance Center, RETAC, the Equalized Assessed Valuation of Virgil was \$4,767,513 in 2005, or a 10% increase from 1994.

Village Services

Water Supply

Virgil presently has no municipal water supply. Private water wells, almost all of which are shallow, are required for each individual lot. Little development would occur in Virgil if a central water supply of safe plentiful water was not provided. Furthermore, a water treatment facility is only feasible if a developer were to pay for the costs.

Sanitary Sewer

Although Virgil does not presently have a wastewater treatment system, it is the Village's desire that a wastewater treatment facility be built in or near town. The Village of Virgil is ready to prepare a Facility Planning Area (FPA) document to submit to Northeastern Illinois Planning Commission for the consideration of a treatment plant. Little development would occur in Virgil if a wastewater treatment facility were not built. Furthermore, the wastewater treatment facility is only feasible if a new developer were to pay for the costs.

Storm Sewer

There currently is not a storm water management system in the Village. Some drain curtain improvements have been made in the Virgil View subdivision to alleviate flooding. Most of the flooding occurs in the farm fields. In future planning, it appears that a series of smaller on-site detention basins will be preferred over regional basins.

Other Services

The Village presently has one part time staff person, the Village Clerk. The Village uses professional consultants as the Village Attorney, Village Engineer and the Village Planner. Building permits are processed through the Kane County Building Department. Police and fire protection are provided by Kane County and the various fire protection districts respectively.

Community Input

Resident Surveys

The Comprehensive Plan Task Force developed a survey of approximately 20 questions to be sent to all residents of the Virgil Planning Area, not just the Village residents. Surveys were mailed out in November of 2004. A full survey is attached as found in Appendix D. The results are summarized on the following page.

Bus Tour

On Sunday, February 27, 2005, the Comprehensive Plan Task Force members, Village Board members, Plan Commissioners and other interested individuals took a 6.5 hour long bus tour through Kane County. Many examples of residential development, commercial areas and open space and/or stormwater systems were pointed out as part of the tour. The purpose of the trip was to show Virgil community leaders what type of development is happening in the area. As a result of the tour, a number of ideas were generated and included in this plan.

Community Listening Session

Saturday, December 18, 2004 a community listening session was held in the church gymnasium. Approximately 45 persons were in attendance. A power point presentation covered all of the existing conditions in town, such as demographics, land uses, etc. In addition, the resident survey results were summarized and presented to the group. Notes and a collection of photos from the bus tour gave attendees an idea of what could become the "Village Vision of the Future". Planning concepts such as Conservation Design and Traditional Neighborhood Development (TND) were explained at the session. The public comments can be summarized as follows:

- concern about any amount of growth;
- want growth to be limited - stay away from the people with horse or working farms;
- the presentation showed slides from other places that portrayed a great small town, one that has character and special places;
- the Town Center should be at Meredith and I.C. Trail;
- want large-sized lots for estates;
- desire clustered smaller lots to save open areas

Workshops

Approximately 20 workshop planning sessions took place in the past year. All sessions were open to the public. Generally a group of 5-8 persons were on hand.

Preserve Virgil Growth Forum in the Spring of 2005

Over 100 persons were in attendance for this forum which invited three local men to speak on various aspects of growth. This session was hosted by members of the Preserve Virgil organization.

March Public Meeting

A meeting was held on March 8, 2005 to update the community on the plan status. There were 28 persons in attendance.

November Public Hearing

The Public Hearing was held on Tuesday, November 15, 2005 at 7p.m. in the School Gym. Approximately fifty people attended.

Virgil Comprehensive Plan Survey Summary

230 surveys were mailed. 117 total responses or a 51% return rate, which is very good for this type of survey. A little less than half of the responses being from those within the village limits and a little more than half within the planning area, outside the village limits. The timing of the survey could have been the reason that the responses were not as positive as they would have been later on in the planning process. It could be said that a little education on the different approaches of growth is necessary prior to taking a survey. The survey proceeded any educational opportunities that occurred later. Here are some common responses:

- Hardly anyone plans to move away from the Virgil area.
- Almost every respondent cited the rural, small town, peaceful life as the thing they like best about Virgil.
- Most residents indicated there is nothing they dislike about Virgil; others cited run-down properties.
- Residents outside of the village limits did not like the potential of development.
- Residents were split on this issue of having a Town Center. More than one-third of non-residents are in favor of it.
- If there were to be a Town Center, the first choice of both residents & non-residents would be to “save and reuse old structures” for other uses versus tear down the structures.
- Restaurants & Shopping were the 2nd and 3rd choices.
- Respondents want to see more youth activities, light industrial business and recreation areas.
- There is also consensus that the local services are good, especially police, fire and schools.

- Respondents were lukewarm about adding sidewalks and sanitary sewers in town. A large majority were unwilling to pay for these items themselves.
- 54% of residents thought that growth in Virgil would be good or were indifferent. 20% of those outside of town agreed that growth would be good.
- 83% of resident responses stated that a new north-south road would benefit the Village, but would have a negative impact on a Town Center if located on IC Trail at Meredith. 41% of non-resident responses stated the new road would be good.

When asked how much development should be allowed in order to pay for infrastructure costs, respondents replied:

	Village Residents (%)	Respondents Outside Village Limits (%)
No Development	29	46
Adequate Development	39	24
Minimal Development	32	30

Report Part 2 - Goals & Objectives

Goals, objectives, & specific recommendations have been formulated for the following elements of community development:

- Establish an open space/park system throughout the future Village limits that protects all natural drainage ways, tree groves and wetlands, and provides residents areas for recreation. Encourage more forest preserve land nearby.
- Recognize that growth is inevitable and that the Village must be in control to ensure maximum quality. Create a quality of life in Virgil that makes it a desirable community to live work and play, by retaining the rural character and preserving natural features in the area.
- Preserve the existing small town character in town. Allow new walkable residential neighborhoods that connect into the existing town, are diverse in housing size, cost and architecture and are compatible with the existing rural character.
- Encourage new elementary schools to be located in the neighborhoods.
- Provide affordable housing that totals at least 10% of all housing stock. Senior housing is a very important component in the housing mix. Ensure that a diverse mix of economic levels is able to purchase/rent in town.
- Provide adequate retail and service space to meet the commercial needs of the future population and the potential tourists. Allow mixed use buildings within the historic core of town.
- Retain existing manufacturing and attract other industrial businesses to town in strategic locations near existing and at future crossroads of Peplow and Route 64.
- Save agricultural land by retaining the existing Agri-business in the Virgil area and plan for Agri-tourism. Use conservation easements to protect agricultural land from development whenever possible.
- Provide an efficient and well-maintained system of roads that is as pedestrian friendly as possible.
- Maintain a balanced tax base that creates jobs in town and provides the Village the tax revenues necessary to create a high quality of living.
- Establish a Town Center in order to create a special place for residents to meet and tourists (cyclists and horse owners) to meander.
- Provide water, sanitary and stormwater systems as well as other infrastructure that will handle the desired growth. Recognize the existing septic system problems and address by providing a wastewater treatment facility.
- Provide residents and businesses the municipal services desired in appropriately sized facilities located to be efficient.
- Maintain a rural, small town character through good community design and maintenance programs.
- Instill in the residents an active interest in the future of the Village and its community functions.

How do communities balance the right intensity of development needed to create vibrant places to live, work, and play, and still maintain community character? The easiest way to achieve that delicate balance is to create a vision for the future by developing a community plan with broad public input. This community plan allows elected officials and residents to define community character, identify community assets and challenges, and determine collectively how and where to accommodate growth. Community plans address such important issues as the best location for open space, jobs, housing, retail, transit, schools, parks and entertainment. Through the planning process, communities can identify where density is most appropriately placed to attract and maintain the services residents need and want. Establishing design criteria is another means of ensuring that new developments fit into the existing community. Well-planned, well-designed, and strategically-placed development preserves and enhances community character and helps provide the population base to attract the amenities that communities desire.

Recreation & Open Space

Existing Open Space is 88.51 acres; FPD has 0 acres within Virgil. There are no parks.

Establish an open space/park system throughout the future Village limits that protects all natural resources such as: drainage ways, tree groves and wetlands; and provides residents areas for recreation

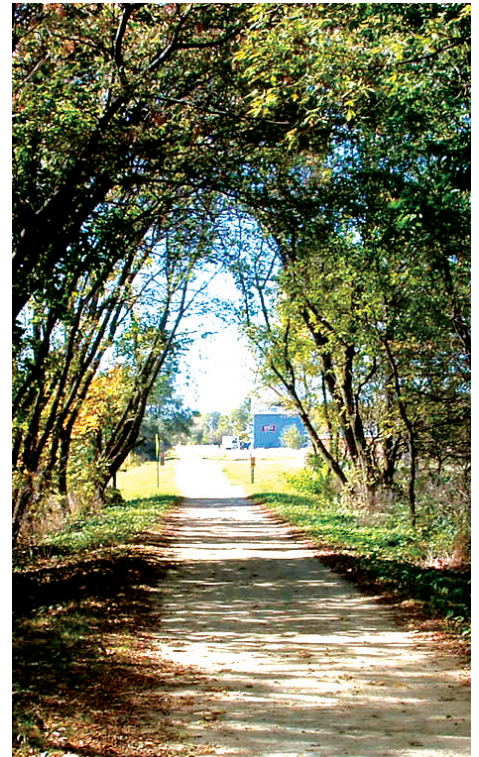
1. Establish a greenbelt system between neighborhoods and the town center.
2. Provide an appropriate amount of recreational activities for the future population.
3. Create native landscape corridors along entry roads into the area.
4. Meet with the Kane County Forest Preserve District annually to determine their future plans for open space in the area.
5. Create a multi-purpose trail system for hiking, biking, horses and snowmobiles, that connects all parts of the Village.
6. Determine how open space will be maintained. Discuss the issue with the Kane County Forest Preserve District. Maintenance by Homeowners Associations (HOA's) is not the preferred method.
7. Provide wide native landscape buffers in natural areas and passive open space as part of the system (100').
8. Determine if there will be a Park District established or a parks department, and if so work with them when discussing future development that will occur within their service area.
9. Consider approaching the Burlington Park District to discuss the possibility of them extending the service areas to include the Village.
10. Require neighborhood parks (3 acres minimum in size) for all new development. These would be located within $\frac{1}{4}$ - $\frac{1}{2}$ mile walking distance of the population it serves. Developers should donate the land and/or improve the park. These parks would have public accessibility from at least two street frontages
11. Determine a good location for a community park(s) at a size appropriate for the future population. Two potential community park sites have been identified on the map (pg 53); north of Sauber manufacturing (75 acres); an area between Meredith Road and Virgil View (78 acres). Additionally, a third site, southwest of the Peplow-Meredith intersection, is possible - a sports complex as part of an industrial park. Use a guideline of four acres minimum per 1,000 population. If the ultimate population might be 9,000 then a community park would be about 36 acres in size.
12. Establish a list of amenities expected for all types of parks.
13. Work with School Districts to provide shared sports playing fields and parking for both the students and the residents.
14. Work with the Kane County Forest Preserve District to pave the existing and future trails, if feasible. A paved trail will attract many more visitors.



Natural Resources

Achieve a sustainable landscape throughout the Village protecting, developing, and implementing natural resources, restoration plans, greenways and trails.

1. Develop a sustainable landscape that permits growth, change, and development while recognizing, protecting, enhancing, and maintaining natural resources. A sustainable landscape can be achieved through a commitment to restoring degraded ecosystems and promoting their health through long-term management and monitoring.
2. Prepare natural resource maps to guide future development and land management and protection. Identify and preserve natural features.
3. Prohibit development in floodplains. Preserve floodplain on both sides of all creeks and ditches that will determine where development should not be located.
4. Require a minimum of 100' building setback from any riparian waterway. In addition, a 50' building setback from a floodplain limit should be required.
5. Establish a greenway system. Greenways are linear tracts of land, sometimes known as environmental corridors that typically follow natural corridors such as streams, remnant prairie areas, forested lands, and wetlands.
6. Use green infrastructure to protect natural resources and provide wildlife habitat within natural communities such as wetlands, stream corridors, prairie remnants, and forest areas.
7. Enhance and create new wetlands. Also create meandering creeks from any straight drainage channels present today.
8. Adopt ordinances that guide the removal of riparian vegetation, provide the greatest soil erosion control requirements, and encourage native planting requirements.
9. Develop a short-term (up to five year) and long term (beyond five years) maintenance and management plan for each restoration project. Landscapes restored with native species (prairies in particular) take three to five years to become established.
10. Develop performance standards for quantifying progress toward restoration goals and objectives. Standards vary depending on planting zones and project objectives.
11. Use native plants when providing buffers.



KISHWAUKEE RIVER WATERSHED

The Virgil and Union ditches located in the area are located within the Kishwaukee River Watershed. In fact, these ditches are the headwaters of the River. Fifty-three miles of the Kishwaukee River main stem are considered a "Class A Stream" due to the presences of sensitive fish species (KREP et al. 2004). Several biologically significant tributaries contain high mussel and fish diversity (IDNR 1997). And, at least 44 threatened or endangered plant and animal species utilize the watershed (KREP et al. 2004).

Natural resources within the Virgil's planning area are predominately floodplains and hydric soils. Upstream, the river and its tributaries support a fair amount of biological resources including mussels, fish, birds, reptiles, and amphibians, some of which are listed as threatened or endangered. In the Virgil area, improvements to the existing ditches would create a friendly habitat to invite some of these resources into the watershed.

The primary natural resource issues for Virgil are urban development, habitat degradation or loss, and unprotected open space. Its location at the headwaters of the Kishwaukee River creates opportunities for improvement to the system. More specific natural resource concerns include:

- *Unprotected open space such as recharge zones;*
- *Degraded and/or channelized streams;*
- *Lack of wetland and stream buffers vegetated with native plants;*
- *Poorly managed and unprotected hydric soils;*
- *Habitat loss;*
- *Changing land uses favoring urban development and unmanaged agricultural land;*
- *Poor or unmanaged water quality;*
- *Invasive species in wetlands and floodplains.*

(information gathered from written reports generated by AES, Applied Ecological Services)

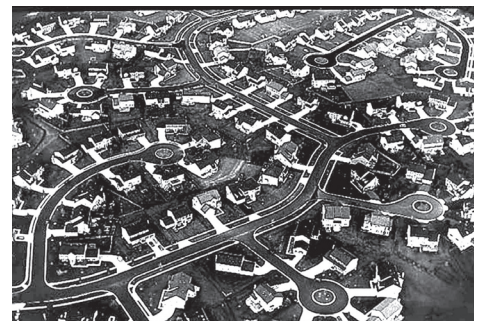
Transportation

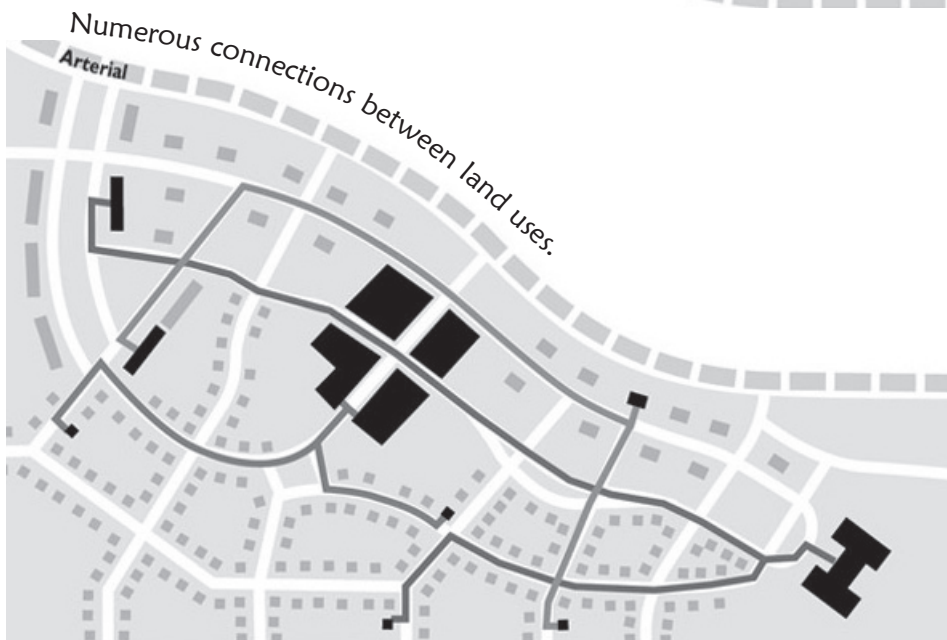
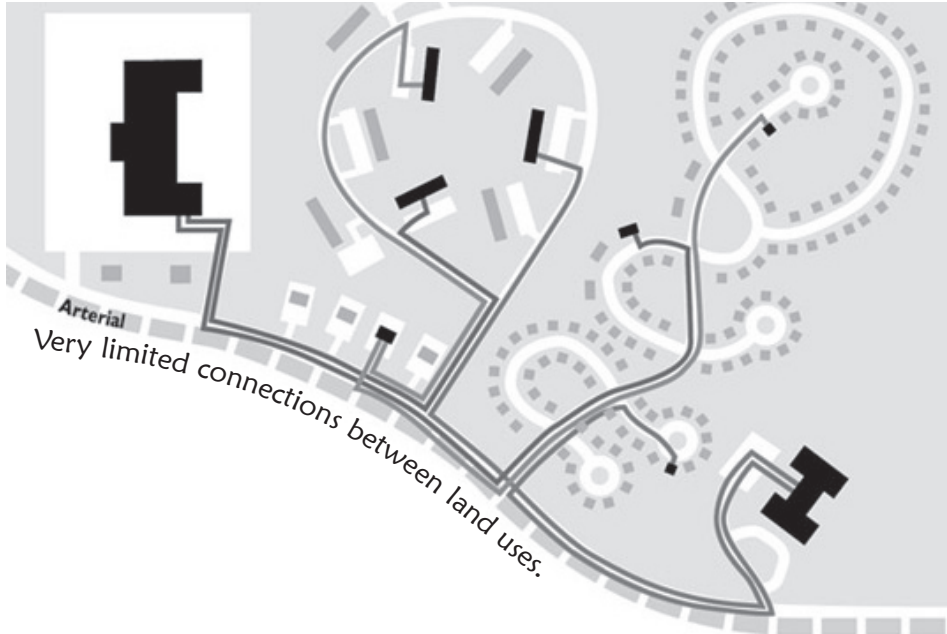
Provide an efficient and well-maintained system of roads and bike paths that are as pedestrian friendly as possible.

1. Route 64 will be more traveled as growth occurs west of Virgil. The State of Illinois will repave the road in 2006 with no plans to widen it. Leaving it a two lane road will be consistent with Virgil's goals.
2. Eliminate dangerous traffic conflicts caused by poorly placed and designed intersections.
3. Identify where new collector roads are needed to serve projected growth. Reserve corridors for these future roads.
4. Prepare design guidelines for primary roadways to complement community character & identity.
5. Require new developments to pay for necessary improvements to adjacent roads.
6. Encourage bike lanes on some new streets.
7. Require adequate off-street parking. Encourage shared parking facilities for commercial and manufacturing uses.
8. Encourage a modified grid pattern for the street network. Consider alleys as a way of providing parking at the rear of lots.
9. Minimize cul-de-sacs in new development. Require future street connections to adjacent property for better circulation in town.
10. Connect all neighborhoods and commercial districts with streets and trails. Provide recreational trails that connect all parts of the village to the Great Western trail.
11. Work with KDOT and IDOT asap to assess the two proposed roadway improvements; the Meredith/Peplow Connection and the Prairie Parkway. Currently there are no feasibility studies underway.
12. Establish an Intergovernmental Agreement with Kane County as it relates to transportation improvements.
13. Minimize truck traffic in residential areas.
14. Require traffic studies for significant development proposals.
15. Schedule roadway improvements when other infrastructure improvements are planned.
16. Determine if there may be another good road connection (besides Meredith Rd. to Route 38) from the south end of Virgil to the Elburn commuter station. If so, consider this link when reviewing any development proposals in this area.
17. Consider establishing a van shuttle service from the Elburn train station to Virgil if there are enough interested commuters.
18. Plan for a bike path to be built along the entire stretch of Peplow Road, as per the Kane County Bike Trail plan.
19. Require new development to pay a road impact fee for local improvements.

Although rural areas are as auto-dependent as contemporary suburbs, it doesn't always seem that way because cars are less obtrusive there. But as small towns grow in populations, the cars and their support system become more visible. They look more and more like suburbs and less like rural towns. It is clear that communities as well as individuals have a choice in how their town will grow. Their attitude toward the car - the extent to which they accommodate it and depend on it - will have a profound effect on the future of the rural areas.

-excerpt from Above and Beyond: Visualizing Change in Small Towns and Rural Areas





The faster a vehicle moves, the more space it needs to maneuver and the bigger its impact on its immediate surroundings. At higher speeds, motorists take in a scene on a more superficial level, missing the details of a place that are important to the pedestrian. Consider the differences between a place where traffic moves at 20 miles per hour and one in which it moves at 40. At 20 mph, roads can be narrow and signs can be small. When traffic moves slowly, a driver has more time to take in his surroundings, to see pedestrians or other obstacles. But at 40 mph, he has less time to see and to stop. Highway signs must be larger. Turns are broader and more sweeping, and lanes are wider. There can be no buildings or trees infringing on a motorist's view of approaching traffic. Places designed for fast-moving cars are often sterile environments that allocate vast spaces to a single use.

-excerpt from Above and Beyond: Visualizing Change in Small Towns and Rural Areas

"Every new house generates 10 vehicle trips per day."

- KDOT Engineer

Future Growth

Existing Village is 1,367 acres

Recognize that growth is inevitable and that the Village must be in control to ensure maximum quality. Create a quality of life in Virgil that makes it a desirable community to live, work and play, by retaining the rural character and preserving natural features in the area

1. Determine the amount of undeveloped land (floodplains, wetlands, tree groves) in the Village planning area.
2. Prevent residential encroachment on prime agricultural soils that surround the Village growth area by limiting residential development to the areas designated on the Plan.
3. Identify areas within the planning jurisdiction that will be designated as agriculture land.
4. Determine the potential area of growth based upon the criteria in establishing an FPA.
5. Develop a compact growth pattern radiating out from the center of existing town. Attempt to approve development adjacent to the existing town first and then allow growth outward.
6. Suburban sprawl (inefficient growth patterns) will not be tolerated.
7. Determine the potential Village population within 15 years, to the year 2020.
8. Balance residential growth with jobs and commercial tax generators in town.
9. Provide appropriate amounts of retail/services and light industrial.
10. Preserve agricultural land. Use conservation easements when possible.
11. Encourage additional horse farms within the agricultural areas and Conservation Design developments, as hybrid equestrian communities.

George Gounares, founder of Tannin, a traditional neighborhood development in Orange Beach, Ala., says, "When you live in a typical subdivision the only thing you may have in common with your neighbors is that you could afford to live there." Gounares, whose kids are grown, exchanged his 2-acre beach home -- where the people milling around in the area were tourists -- to live in Tannin where "the old-fashioned idea of community really happens with all income brackets getting along." He says that in Tannin the private home and public space are interdependent.

Jonathon McLelland, a new land owner in Tannin, agrees. "Good design fosters relationships," he says. McLelland says that typical suburban developments don't allow for what used to be second nature -- the enjoyment of sidewalks, streets, retail, restaurants, parks and the natural mixing of kids and adults. "We've forgotten how to live this way," reflects McLelland, father of two.

notes from article by Kathleen Streeter

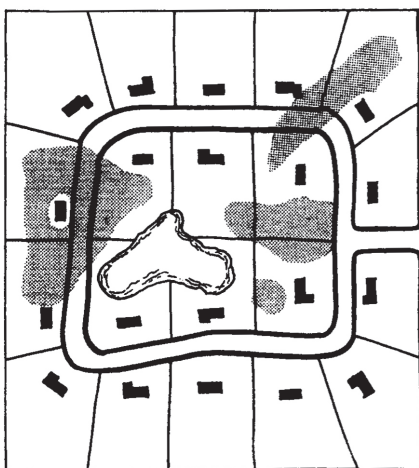


Figure A (rated by 25% as "rural")

44 acre parcel
20 lots (2 acres each)
No open space
No pond access except from four lots

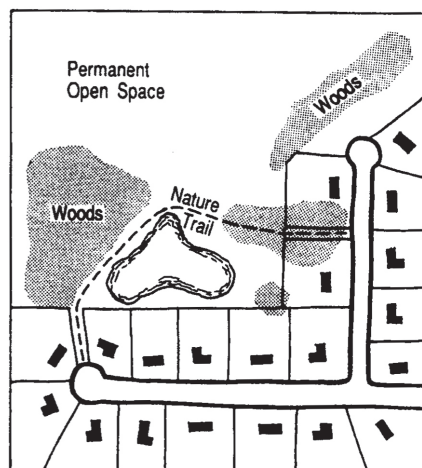


Figure B (rated by 75% as "rural")

44 acre parcel
20 lots (3/4 acre each)
25 acres of open space
Pond access for all residents

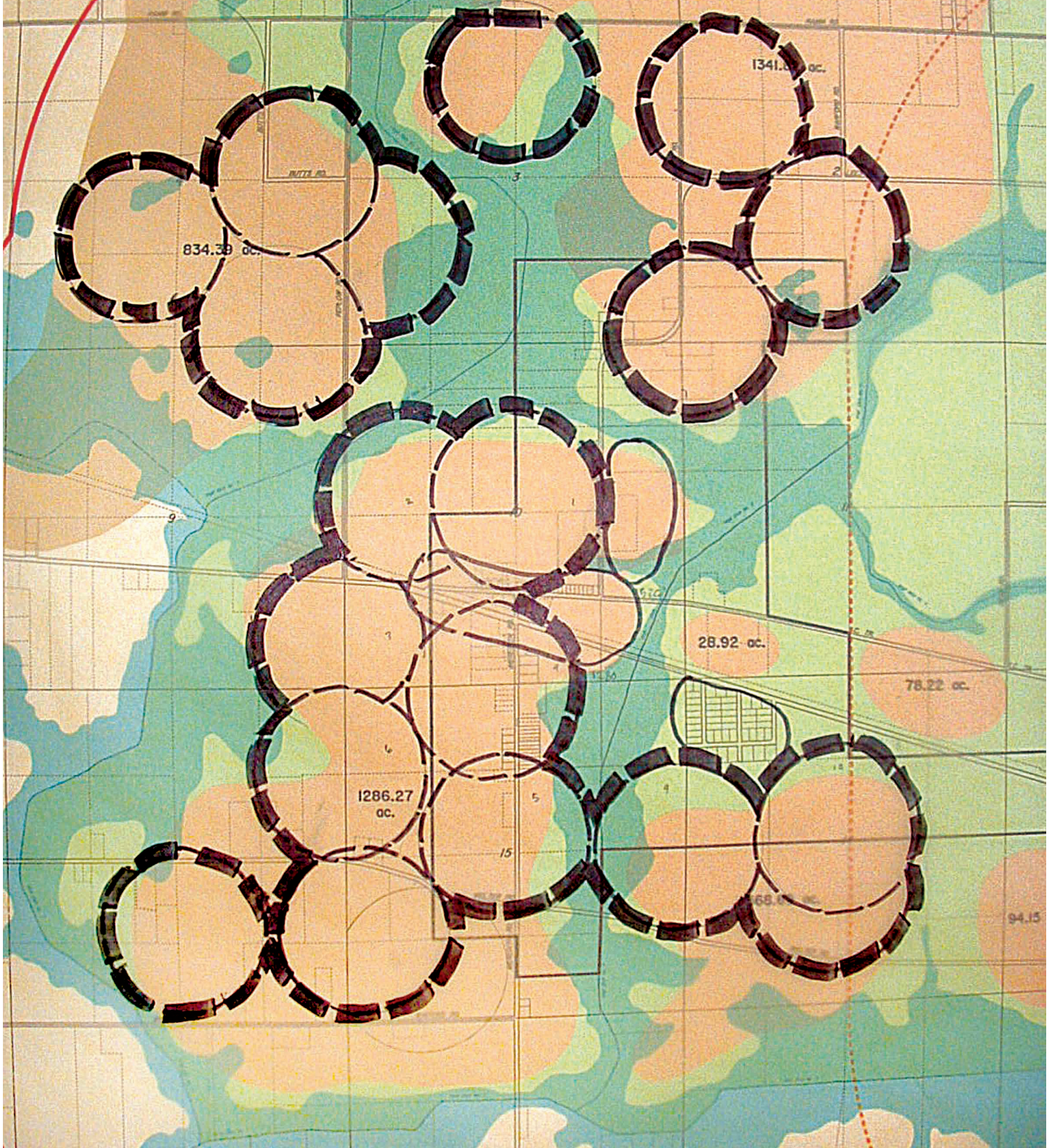
12. Determine potential water resources available, with Kane County assistance.
13. Determine what type of growth is desired (more light industrial, limited or moderate amount or residential).
14. Establish Boundary Agreements with each surrounding municipality.
15. Assess the growth plans for other surrounding communities as listed in #16-20 below.
16. Burlington's Comprehensive Plan shows residential growth from the Burlington village core, south to Elliothorpe Rd. They have committed to leaving an open space/agriculture land buffer of one-half mile along the north side of Middleton Rd.
17. Lily Lake's Comprehensive Plan shows large-lot residential development stopping one-half mile east of the boundary agreement line. They have committed to leaving an open space/agriculture land buffer of one-half mile along the Virgil border.
18. The Village of Maple Park intends to limit their growth to their side of the boundary agreement line. They plan on an agriculture buffer of one-half mile wide along this boundary line.
19. Sycamore seems to be agreeable to establishing a boundary line along the county line.
20. Initial discussions have taken place with Elburn, a neighboring community to the southeast of Virgil regarding a boundary agreement. At this time it is difficult to guess where such a line would be located.
21. Of all the communities mentioned above, only Lily Lake is anticipating slow and small growth. The others are anticipating moderate to large amounts of growth, altogether a possible 60,000 to 85,000 within 20 years.
22. Enforce the implementation of the Future Land Use Plan by not annexing land into the Village limits prematurely.
23. Work with both the Kaneland School District and Burlington Central School District to establish new schools within the Village. Stress the importance of neighborhood schools as a quality of life factor.
24. Work with the Kane County Forest Preserve District to relocate a small section of the Great Western Trail away from the Route 64 frontage. Direct the bike traffic into the Town Center, away from the Route 64 frontage.
25. Work with all taxing bodies regarding their needs as growth occurs.
26. Ensure that impact fees are kept current. Impact fees were recently adopted for the Kaneland School District and both the Maple Park Fire Protection District as well as the Burlington Countryside Fire Protection District.
27. Process development proposals as Planned Unit Development's, per requirements in the Zoning Code.

Steps to estimating future population.

- *Identify potential residential growth areas.*
- *Define the Conservation Design Development (CD) areas separately from the Traditional Neighborhood Development (TND) areas*
- *Calculate the total acres for each residential type*
- *Assume that CD will generate 1.0 dwelling unit per gross acre (over 60% open space). TND will generate approximately 2.5 dwelling units per gross acre.*
- *Calculate the approximate number of dwelling units that may be generated if the plan is followed.*
- *Multiply the number of dwelling units by 3.0 persons per household to arrive at an estimated population of the village in final build out.*

Future Land Use - Residential Growth Scenario

Each circle represents a walkable neighborhood (quarter mile radius or 5 minute walk). This concept plan was developed early in the planning stages.



Future Residential Growth

Existing Single Family use covers 78.61 acres of land, while Multiple Family amounts to one building on 0.5 acre

Preserve the existing small town character in town. Allow new walkable residential neighborhoods that connect into the existing town, are diverse in housing size, cost and architecture and are compatible with the existing rural character.

1. Maintain the rural character of the Village.
2. Provide traditional, walkable neighborhoods that connect to the existing town, rather than allowing isolated subdivisions.
3. Promote Conservation Design Development where appropriate to preserve open space. Attempt to locate the concentration of homes nearest to the village and the resulting public open space on the outside edges of a development. Allow hybrid equestrian communities to develop within a CD development, as long as the CD principles are met. Clustered houses, common stables, pasture and arenas would meet the intent of a CD development.
4. Consider limiting the number of building permits issued annually (100 - 150) to control the pace of growth at a moderate rate.
5. Residential growth must pay its share towards growth expenses. Ensure that all new developments pay impact fees to cover the costs of schools, park development, public facilities, utility expansion, police, fire, roads, etc.
6. The rate of growth allowed by the Village will determine what amenities the Village can expect to get from developers. For instance, a wastewater treatment plant, water wells and towers are all expensive improvements. In order for developers to justify building these amenities for the Village, they



Wide roads, big signs, huge parking lots - many of the emblems of sprawl - are an attempt to make life easier for the driver in each of us. But on foot we want something quite different. We need a diverse, comfortable and beautiful environment to sustain us as pedestrians.

-excerpt from Above and Beyond: Visualizing Change in Small Towns and Rural Areas

have to be able to build enough homes in a certain time frame to make the budget work.

7. Maintain the rural, small town character of the village in the new residential architecture. Find builders that share this vision.
8. Require that new developments do not have garages that dominate the streetscape. Put text in the zoning code to address this.
9. Encourage front porches and rear garages to add to pedestrian-friendly streetscape design. Allow smaller building setbacks in front yards.
10. Create design guidelines that present the Village's Vision.
11. Provide a diversity of housing styles, lots sizes, prices and architecture. Diversity within a neighborhood will provide more stable neighborhoods
12. Connect new residential neighborhoods to existing neighborhoods both visually and physically with walks and paths.
13. Use the greenbelt and park system to provide open space for residential developments.
14. Create large public open spaces by directing development to condense neighborhoods that allow smaller lots sizes.
15. Encourage senior housing that is located within walking distance of some of the desired amenities, i.e. church, restaurants, grocer, drug store.
16. Encourage developers to educate home buyers about the realities of living adjacent to some of the existing uses such as manufacturing and agriculture. Require a "right to farm" or "a right to do business as is currently done" clause on the plat of subdivision. This applies to both farms and industry.
17. Create landscape buffers between residential development and agricultural areas.
18. Use conservation easements in residential neighborhoods as warranted.
19. Set a maximum residential building height to two stories, including multi-family dwellings.
20. "Trade a little space for a lot of Place". Smaller lots = better public places.



Future Commercial Growth / Town Center

Existing commercial uses cover 7.58 acres of land

Provide adequate retail and service space to meet the commercial needs of the future population and the potential tourists. Allow mixed use buildings within the historic core of town

1. Allow mixed uses: commercial at street level and residential or office above.
2. Maintain the rural small-town character in the design of commercial buildings. Establish design guidelines that address placement of buildings on the lot, appropriate architecture, parking location, landscaping, curb cuts, signs, etc.
3. Clearly define the commercial district with streetscape elements, especially at entry points.
4. Determine the retail needs for the Village population by looking at what other small town commercial districts provide. It is a good guideline to provide between 20-60 square feet (30 sq.ft. was used in Virgil) of commercial floor space per person in town.
5. Reestablish the downtown as the place to do business, by limiting the amount of commercial space located outside of the downtown.
6. Establish auto oriented businesses at important intersections, outside of downtown.
7. Stay clear of strip mall developments.
8. Work with commercial developers to build space in town for a small café, small grocer, restaurants and specialty shops geared to cyclists and horse owners. Note: the Chicagoland chain grocery stores usually build stores over 50,000 square feet in size and require a population of 40,000 within 3 miles.
9. Establish a Town Center in order to create a special place for residents to meet and tourists (cyclists and horse owners) to meander.
10. Determine market for potential uses.
11. Combine a commercial area with a future municipal complex.
12. Provide mixed uses in the town center. Encourage residential dwellings.
13. Design the Town Center to be pedestrian friendly with neighborhood access.
14. Establish Town Center Design Standards. Prepare guidelines for future development that addresses signs, streetscape, building character, stormwater basins and landscaping.
15. Create a "Village Green" in this area.
16. Provide public parking lots, or require shared lots to reflect the new vision for the Town Center.
17. Encourage adaptive re-use of old buildings.
18. Promote historic importance of downtown district.
19. Pursue the idea of establishing a recognized Historic District in downtown.
There certainly are eligible structures.
20. Establish a façade improvement program for commercial structures.



21. Develop and implement short and long-term streetscape enhancement programs. Focus on: signage, lighting, sidewalks, street trees, and landscaping.
22. Identify and prioritize Town Center redevelopment projects.
23. Talk to the US Postal Service about reestablishing a Virgil Post Office or postal sub station that can be located in the Town Center.
24. Encourage special shops and restaurants to locate in the Town Center to serve the expected increase in tourists from the bike and horse trails. A hotel, a Bed and Breakfast Inn and gas station should be encouraged to locate in town because of the tourism market.
25. Actively recruit a smaller grocer, hardware, drug store and restaurants to the Town Center. Encourage small businesses to remain or settle here.
26. Promote the equestrian, bicyclist, nature loving, quaint downtown atmosphere.
27. Allow Town Center zoning, compatible with the area shown on the Comprehensive plan, to establish a mixed-use district. Enable residents within this district to convert their homes to Town Center businesses, if desired.
28. Develop an incentive package exclusively for the Town Center (TC) district. This might be the establishment of a Tax Increment Financing district, an SSA and/or sales tax rebates. Developer (of new development) donations could be funneled into the TC to make necessary improvements.



How one small town created auto-oriented sprawl by making the wrong decisions.

The first decision was about location. The developer of the retail buildings, together with the national retail chains planning to occupy them, chose to locate at a major new intersection bypassing town rather than close to existing population centers.

A second decision was to build large stores. This ratcheted up the number of spaces per building. And rather than share parking lots, each building was provided with its own lot, increasing the distance between stores.

The final decision that destined this town to remain auto-dependent was the design and arrangement of buildings. The developer built sidewalks and crosswalks, but the layout of the site prevents the place from attracting many people on foot. The scale of the site, the distance between buildings, the vast parking lots to cross, and circuitous connections eliminate any incentive for people to travel from store to store on foot.

-excerpt from Above and Beyond: Visualizing Change in Small Towns and Rural Areas



Future Office / Manufacturing Growth

Existing Industrial uses cover 11 acres

Retain existing manufacturing and attract other industrial businesses to town.

1. Provide truck access with heavy duty roads. Steer resulting truck traffic away from the Town Center and residential areas.
2. Establish an Economic Development Commission to retain and attract such industrial users.
3. Maintain the rural small-town character in the design of industrial buildings wherever possible. Establish design guidelines that address placement of buildings on the lot, appropriate architecture, parking location, landscaping, curb cuts, signs, etc.
4. Provide wastewater treatment and municipal water to attract these types of users.
5. Direct new manufacturing growth to the area southwest of the intersection of Peplow and Route 64. Anticipating the construction of a new road to the south of Route 64 (Peplow extended), this location would serve manufacturing users well.
6. Allow new manufacturing growth adjacent to the existing Sauber Manufacturing plant.
7. Set a goal that at least 20% of the population can work in town.
8. Encourage home-based businesses.
9. Buffer any manufacturing businesses from surrounding residential neighborhoods



Agri-Business & Tourism

Existing agricultural land in the Village totals 1176.4 acres.

Save agricultural land by retaining the existing Agri-business in the Virgil area and plan for Agri-tourism.

1. Educate local landowners of the agri-tourism opportunities on smaller tracts of agricultural land.
2. Educate the farming community of the potential of organic farming and how to establish a business.
3. Assess the current situation with horse farms and determine if there is interest in developing an equestrian event center. Host equestrian events if there is interest.
4. Work with Kane County and the NI Tourism Board to identify possibilities.
5. Develop a plan to welcome cyclists to stop in Virgil. Offer amenities for cyclists such as a parking lot, a visitors kiosk, shelter and picnic tables, rest rooms and businesses.
6. Create a nature lovers community. Multi-purpose trails running through the open spaces and greenbelts will attract visitors from the east that want to escape to nature.
7. Educate residents of the potential tourism if the old area of town was restored as a historic district.
8. Start discussions with various agri-businesses surrounding the town. Determine ways to help these businesses flourish and also benefit the village as well.
9. Attract unique businesses to Virgil such as a winery, pumpkin farm, etc.
10. Support a biking event in and around town to bring in visitors.



Agricultural land preservation by way of agri-business and agri-tourism.

The Virgil area is mostly agricultural land. The Plan shows a large part of the Village's planning area remaining as rural for at least the next 15 years. In areas where rural land has been protected, various types of agricultural businesses or agricultural tourism may thrive. The potential for such operations would most logically happen in agriculture areas, however it is also possible within the conservation design development areas as indicated on the Plan.

Economic Development

Maintain a balanced tax base that creates jobs in town and provides the Village the tax revenues necessary to create a high quality of living.

A separate document, the "Virgil Economic Development Plan" has been developed at the same time of this Comprehensive Plan. Please refer to the full document for detailed information. Included here are some major economic development objectives

1. Establish an Economic Development Commission.
2. Recruit industrial users to locate in town.
3. Plan for the needs of the industrial users with adequate public infrastructure.
4. Maintain a good transportation network to serve these businesses.
5. Maintain the existing agri-businesses in the area and seek others to start such businesses in Virgil.
6. Promote the area for agri-tourism. Create a trail system that connects into the Great Western trail and any other regional trail in the future.
7. Provide amenities for an equestrian community.
8. Promote the large amount of open space and trails to "nature lovers."
9. Create a Town Center that appeals to visitors.
10. Recruit a gas station owner to build a facility at Peplow and Route 64 if the site and building are designed to compliment a small town character.
11. Encourage home-based business by providing internet and broadband service.
12. Review all Planned Unit Development submissions by a financial consultant to assess the complete financial impact on the Village.



"Sales tax revenue is not as important to economic development as creating jobs."

There are both benefits and costs to a village when allowing growth. In the cost-of-growth debate, keep these three principles in mind:

1. *Freedom of choice. People should be able to choose where they live and do business, as long as they pay the identifiable costs of those choices and do not impose unaccounted-for costs on other people or nature, now or in the future.*
2. *Responsibility for choice. People should pay the fullest identifiable costs of their choices. For the market to work efficiently, the price of anything should reflect what it costs to produce it, including land, labor and capital (including the depreciation of natural capital).*
3. *Design within community values. The design of a new development and how it fits a community's goals and values are as important as its location and cost. Part of a community's economic base and overall appeal is the way it looks and feels. What a development may add to or subtract from a community's appeal is part of its cost, and a community needs to evaluate this.*

Community Character & Aesthetics

Maintain a rural, small town character through good community design and maintenance programs

1. Establish a downtown character for buildings and amenities and help implement it with public investment in streetscape elements.
2. Establish a character for any public equestrian facilities.
3. Create "Gateways into Virgil" where either a natural or man-made landmark is present and seems to define an edge of town. Gateway views should be treated with care to preserve and beautify. This may include signs, landscaping, lighting, etc. Native landscaping and elements related to a farming community are appropriate for the design of the gateways. Appropriate locations would be along Route 64; Meredith Rd.; Lees Road; Peplow Road; and I.C. Trail.
4. Promote farming, agri-business and agri-tourism as a meaningful land use, especially at the fringes of town.
5. Encourage adaptive re-use of old buildings.
6. Promote historic importance of downtown district. Explore the possibility of designating a Historic District for the old downtown.
7. Require some compatibility of fences along visible corridors including height, type, materials and colors.
8. Create public spaces along the bike path that are inviting for visitors.
9. Establish a façade improvement program for commercial structures.
10. Use native planting buffers along roads and greenbelts to emphasize the importance of the natural environment. Maintain a rural, small town character through good community design and maintenance programs.
11. Encourage reusing agricultural structures in areas of new development. Some potential reuses are a community center, museum, offices and agricultural related businesses.
12. Promote the historic importance of the downtown district. Encourage the preservation of existing structures that have historic or architectural significance.
13. Explore the possibility of getting landmark status for historic buildings in downtown. This status could help finance improvements.
14. Require high standards of development by preparing guidelines for future development that address signs, streetscape, building character, stormwater basins and landscaping.
15. Require that new developments do not have garages that dominate the



streetscape. Put text in the zoning code to address this.

- 16. Design communities so that kids can walk to school.
- 17. Bury utility lines for all new development.
- 18. Place large planted flower pots at visible locations along Route 64, or I.C. Trail for immediate impact.
- 19. Allow only communication towers that are designed to fit into surroundings.
- 20. Keep the amount and intensity of outdoor lighting to a minimum so as to preserve a rural character. The Zoning Ordinance must be revised in order to address allowed lighting levels.

"Challenge anyone to name his or her favorite place and then ask why. Many of the reasons that attractive places are attractive have to do with design. Without these design elements, a specific place becomes just anywhere. Design of a village communicates what it is. It is as much of a frill as your face is."

*- Mayor John Bullard,
New Bedford, Massachusetts*

Small towns can create a different settlement pattern, one in which the automobile is just one of several ways to get around. The places where people want to go are close together. They can be reached easily and conveniently on foot. With this alternative approach, the automobile doesn't dictate the form of a place but is a guest in an environment designed for the scale and pace of the human body. The 20 mph places have more shops, offices, schools, and homes than could fit in places designed solely for the car.

-excerpt from Above and Beyond: Visualizing Change in Small Towns and Rural Areas

"Garagescape" vs. "Porchescape"



Village Infrastructure

Provide water, sanitary and stormwater systems as well as other infrastructure that will handle the desired growth

1. Undertake a Stormwater Master Plan and a Water Master Plan in preparation of growth.
2. Adopt and enforce the Illinois Environmental Protection Agency's recommendation that municipalities protect shallow wells by requiring a setback of 1,000 feet from potential sources of contamination, mostly non-residential uses.
3. Design and provide adequate facilities to accommodate future growth.
4. Determine options for water supply. It is expected that the Village will have 4-6 water wells and two water towers in order to accommodate the anticipated population.
5. Locate any sanitary facility adjacent to open space or industrial land, rather than residential. Little development would occur in Virgil if a wastewater treatment facility were not built. Furthermore, the wastewater treatment facility is only feasible if a new developer were to pay for the costs.
6. Provide missing links in the sidewalk system in town. Require sidewalks/paths in all new development.
7. Call a meeting with all utility providers; such as NiCor; ComEd; phone company; cable service and any fiber optic provider to coordinate routes and plans.
8. Work up an agreement between all parties involved to get natural gas into the town of Virgil.
9. Require Best Management Practices in the design of stormwater systems. BMP's would protect open space adjacent to a waterway by requiring buffer strips. Some advantages are: minimizes pollutants and pesticides from new development and agricultural use, controls nutrient loading, protects native plants and stabilizes stream banks with vegetative or structural means.
10. Use developer fees to improve the existing water system in the existing town.
11. Encourage sensible development by limiting the length that all utility lines are extended from the Village core.
12. Locate new water towers on higher ground, as the engineering documents indicate.
13. Require utilities to bury electric, gas, telephone, cable TV and any other transmission lines in the ground. As infill parcels are redeveloped along I.C. Trail and Meredith Rd., it is important to be prepared to bury utility lines.

Initial studies have indicated that the best location for a wastewater treatment facility might be along the Virgil Ditch #3, at either the Route 64 crossing or near the "S" curve in Sauber Road. A 5 to 10 acre site for a conventional plant will be required. In addition, land will be required for lagoons.

A land application wastewater treatment system is another option being studied by the Engineer. Such a plant should be located adjacent to open space, parks, ag-business and/or industrial users. The amount of land required for a 1 MPG treatment plant is 250 acres, mostly for irrigation fields. A smaller plant would require proportionally less land. In either scenario, new technologies, such as a filter membrane will help efficiency in the plant operation. A regional treatment plant located between Maple Park and Virgil is also a possibility.

14. Develop a mechanism to pay for the removal of aging septic systems that are causing health concerns.
15. Bring high speed internet/broadband service to town.

Community Facilities

Currently there are no Community Facilities

Provide residents and businesses the municipal services desired in appropriately sized facilities located to be efficient.

1. Work with the School Districts to determine appropriate impact and transition fees, as well as plan for future growth.
2. Encourage smaller sized schools in neighborhoods where students are within walking distance. Work with developers to locate new schools within neighborhoods, near a collector street.
3. Incorporate a community center into the design of either a new elementary or middle school.
4. Establish a municipal complex, located in the Town Center area. Establish a capital improvement program for community facilities.
5. Strive to design public structures with good civic architecture so that they are the most prominent and important buildings in the Village.
6. Locate community facilities away from prime commercial space.
7. Perform a Public Facility Needs Assessment Study to determine staff requirements/size of facilities for future population, especially a Village hall, public works, fire and/or police station in town.
8. Maintain the rural small-town character in the design of municipal buildings
9. Encourage a branch library in the downtown area, maybe as part of a municipal complex.
10. Design community facilities as "green buildings", environmentally friendly to the environment. Using recycled building materials and being energy efficient are just two of a number things that determine whether it is a green building.
11. Update the Village Zoning Code in order to reflect the principles set forth in this Comprehensive Plan.
12. Establish design guidelines that address placement of buildings on the lot, appropriate architecture, parking location, landscaping, curb cuts, signs, etc.
13. Maintain and update all ordinances and plans associated with development so that they are consistent with this Comprehensive Plan.
14. Encourage smart development by limiting the length that all utility lines are extended from the core.
15. Locate a public works facility near an industrial area, away from residents.
16. Contact the Burlington Countryside Fire Protection District for their review comments of any significant development proposal. As the Village expands, there will be additional equipment, facilities and/or personnel required to continue the excellent Fire Protection District rural protection-rating offered now.
17. Engage a part time Village Administrator when necessary within 2-3 years.



Public Awareness

Instill in the residents an active interest in the future of the Village and its community functions

1. Develop and maintain a free flow of communication between municipal government and residents.
2. Keep citizens informed of events, actions, problems, etc.
3. Educate elected leaders and public officials about sensible growth. Prospects for better development are greatly enhanced when public leaders can clearly articulate a strong vision about how and where growth should occur.
4. Use a "kick the tires" trip to take local government officials and residents to visit sensible growth communities. Often, local officials and neighborhood activists have little experience or previous exposure to sensible growth. While graphics and architectural renderings can give a rough picture of what projects look like, a better way to demonstrate sensible growth's potential is to actually walk through a traditional neighborhood development or a conservation design development.
5. Make zoning codes and other land development regulations simple to use and easy to read.
6. Establish a Village website that informs citizens of meetings and upcoming projects. Post important information regarding development, growth and public meetings on the village website.
7. Encourage the formation of civic, cultural and church organizations so that they will be a strong part of the community.
8. Cooperate with and support local associations interested in the promotion of a better community.
9. Meet with the two School Districts on an annual basis to determine their needs.

Summary of Land Use Plan

The future land use plan indicates where the important land-use components are best suited within the planning area. The principles of this plan should provide the foundation on which the Village will grow. This Plan represents a potential build-out population of 9,000 persons (approximately 5,700 by the year 2020). The total acres within Virgil's mile and a half jurisdictional planning area (west of Lily Lake boundary line) is 10,979.85. In the future, conditions and circumstances may require the recommended land-uses to be changed.

Greenbelt Corridor

This corridor of green open space is a major land-use as indicated on the Future Land-Use Plan. It was established prior to any other land-use being considered. Not only does this corridor include the drainage ditches and their floodplain but it also shows greenway connections to new parks. Potentially the Kane County Forest Preserve District may own some of this land. Total floodplain within the planning area amounts to 2.755 acres.

Agricultural Land

Agricultural land, combined with open space, amounts to 5,953 acres as indicated on the below map. Agricultural business is intended for any agriculture area shown on the plan, however, there are 356 acres indicated as agricultural business. Buffer zones are desired between residential uses and agri-business. Buffers are necessary to keep the odors, noise, pesticides, etc. away from the residential developments. In addition the Plan shows a one-half mile wide REQUIRED restricted agriculture buffer between Middleton Road and the north growth limit of Virgil. On the east side of the Village, the agriculture buffer is one-quarter mile wide from the Virgil/Lily Lake boundary line to the growth limit. On the south, the area south of Winters Road, west of Meredith and south of Welter, east of Meredith is all designated as agriculture. On the west side of the Village, the growth limit line is generally the drainage ditch. All land west of the ditch is designated as agriculture.

Residential -Traditional Neighborhood Design (TND)

TND creates pedestrian-friendly neighborhoods, much like the type of neighborhoods found in the core of small towns. TND is characterized by mixed uses, diverse housing types and styles, connected streets, a moderate density, smaller building setbacks from streets, front porches and garages that are secondary to the home. The plan indicates TND residential areas nearest to the core of the existing town. The area is defined as follows: Lees Road extended on the north, Welter Road on the south, Peplow Road extended on the west and Warford Road extended on the east. The approximate total area identified on the Plan for TND is 785 acres



According to a Center for Disease Control Health Styles survey, less than 20 percent of kids currently walk to school. Communities can make it easier to walk to and from school by building or rehabilitating smaller schools one mile or less from surrounding neighborhoods. More efficient land use and closer walking proximity for students, will ultimately translate into improved interaction among students, school, parents, and other citizens. The surrounding community can benefit from joint use of theaters, sports fields, gyms, computer centers, libraries, and other resources during non-school hours.

Residential - Conservation Design (CD)

CD is single-family residential development that integrates existing open space and conserves natural corridors. Homes are clustered on lots that are less than one-half acre in size. The intention is to locate the clustered lots nearest to the Village and the resulting open space on the fringe. Narrower streets that interconnect with each other, best management practices used for storm drainage and native landscapes are all incorporated into the design. Large parcels of natural features or open spaces are created for public enjoyment as a result. Equestrian communities with shared boarding facilities and pastures would be a great addition to a CD development. This area is defined as follows: 1/4 mile north of Ramm Road on the north, Winters road extended on the south, Read Road on the east and Fabrius Road on the west. Hybrid equestrian communities are encouraged. There are approximately 696 acres indicated on the Plan as CD.

Residential - Acreages Within One Mile Radius

Existing Residential Cluster - 76.29 acres
Traditional Neighborhood Development - 713.54 acres
Conservation Design Development - 198.26 acres

Commercial - Town Center (TC)

The focus of commercial in Virgil will be in the Town Center. A unique atmosphere will fill a need that both residents and visitors can enjoy. This area is defined as the triangle formed by the I.C. Trail, Meredith Road and Route 64; the area along the south side of route 64 from I.C. Trail to Meredith Road; and the area in between I.C. Trial and Route 64, east of Meredith Road and west of Sauber Road, as extended south to connect with Route 64. This area amounts to a potential of 75 acres.

Commercial - Auto Oriented

A primary location for auto oriented commercial could be located at the new intersection of Peplow and Meredith. A gas station and a few drive thru facilities might be located here. The acres shown on the Plan are approximately 10.

Light Industrial - Job Centers

The existing Sauber Manufacturing plant could possibly expand north and east of the current facility occupying a total of 45 acres. Also the primary location for industrial/manufacturing is slated for the area south of the new intersection of Peplow and Meredith. The Plan shows an additional 43 acres along Route 64 and Peplow. A total of 88 acres is shown on the plan.

Potential Meredith/Peplow Road Connection

This potential North-South Kane County Route would require a connection from Meredith to Peplow. This would create opportunities for industrial, manufacturing and commercial near the intersection of Route 64.

Public Facilities



1985
Golf Course
Shopping Mall
Large Lots
Club House
Active Recreation

2005
Green Belts
Main Street
Large Public Parks
Coffee house
Passive Recreation

There has been a market transformation in villages over the last 20 years.

Approximately 10 acres would be required for a public works facility. The plan would encourage that it be located near an industrial complex. Wastewater treatment plants might be located at either of two sites. A site near the "S" curve on Sauber Road is being investigated. A preferred location would be on Virgil ditch #3 near the Route 64 crossing. In addition, water tower parcels of 1/2 - 1 acres in size would be located on the high points with the Village.

Municipal Center

A site of 10 - 15 acres would provide room for a village hall, police station and possibly a branch library. It is intended to be located within the Town Center

Potential School Sites

Elementary schools will be necessary for each increment of 1,000 - 1,500 population. The Future Land Use Plan shows four potential school sites to be located within the Village boundaries. Two sites are located within the Kaneland School District, near the center of the existing town. Locating schools in neighborhoods that are adjacent to the center of town will be in the best interests of both the students and the Village.

The potential site, south of Route 64 might be adjacent to a community park, as well as the Town Center. The other site, north of Route 64 is adjacent to the Town Center and a neighborhood park. By designing schools as "community centers" that offer public auditorium space and gym space for recreation programs, the costs for such shared facilities would be borne by two entities rather than one. Locating such school facilities close to the Town Center will be a great community asset and help the Town Center become "the place to be".

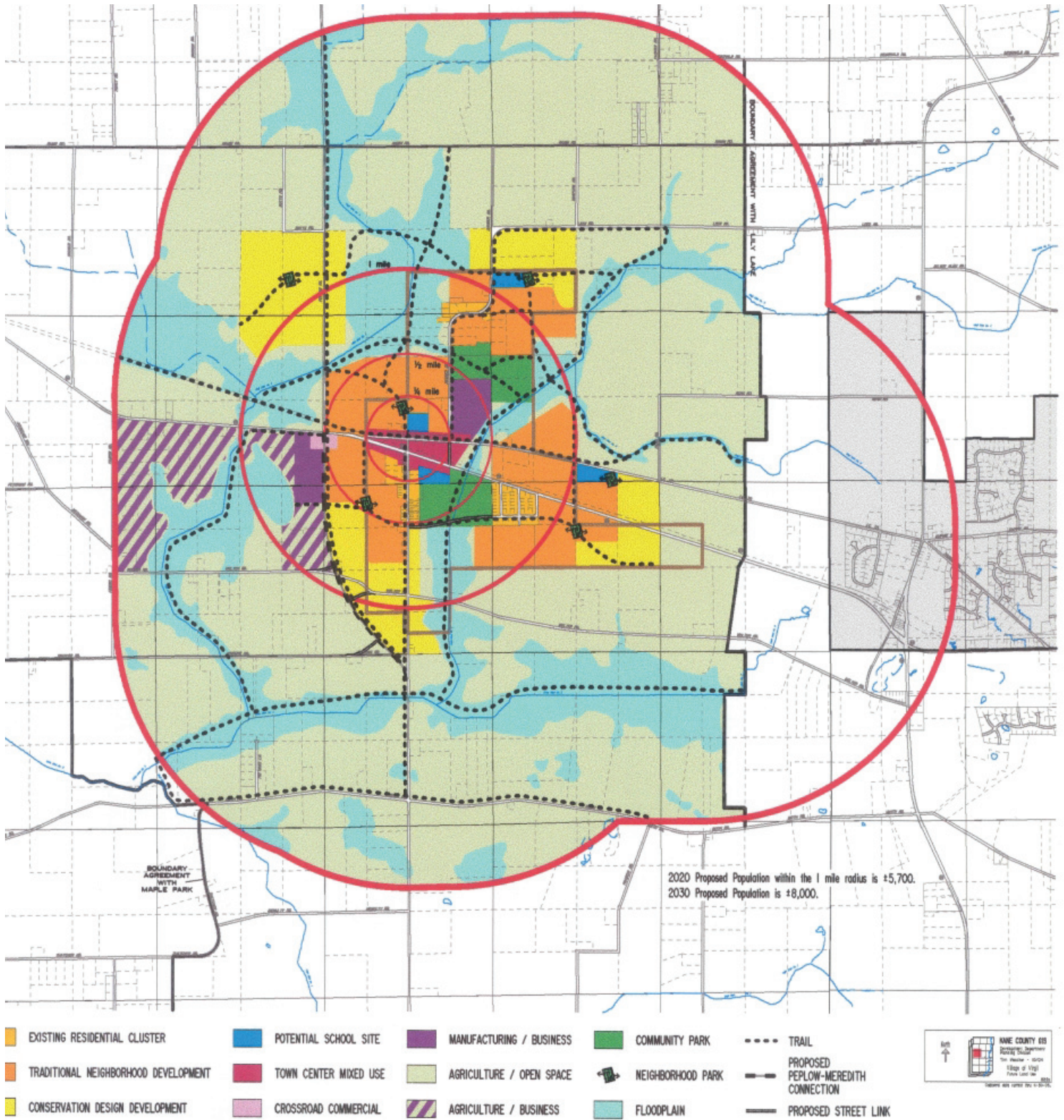
Two other potential school sites are shown within the Central School District 301 boundaries. These sites were selected since they will be centered within the neighborhoods they serve and off the main road, yet very accessible. The total acreage shown for all potential school sites is 44.

Potential Park Sites

Two potential community park sites are shown on the Plan. Each site is shown at approximately 75 acres. Whether one or both sites are used as park space, the community will be served well with the intended acreage. Per park planning standards, the future population may require anywhere from 30-40 acres total for community parks. The acreage shown on the plan is more than what would generally be required. Indicating such large areas allows flexible siting of the actual parks. It is expected that a portion of the 75 acres for each site will be devoted to detention basins in order to serve the immediate area.

Either one of these community park sites will be easily accessible to the public. Being near another user that provides parking might be a good match for shared parking facilities. Such is the case for both sites, with the parking lot of Sauber manufacturing adjacent the north site and the future town center and church parking are adjacent to the south site. One other possible community park site is located near the Peplow/Rt. 64 intersection, within the area designated as Ag-Business. If industrial growth occurs in that area, then its parking could be shared

Map: 2020 Future Land Use Plan



Appendix A

Quality Planning in Your Hometown In the Neighborhoods . . .

Quality communities start with great neighborhoods. Great neighborhoods are built with a mixture of involved residents, desirable and varied housing, and public amenities. Great neighborhoods provide residents with a sense of identity and connection, which encourages renewal and reinvestment.

- Quality neighborhoods offer a diversity of housing types and sizes to meet the needs of various social and economic groups.
- Quality neighborhoods have an identity that helps to positively define their boundaries. When residents show pride in their neighborhood and have a sense of belonging, this fosters reinvestment.
- Another great amenity is a pedestrian friendly neighborhood.
- This adds to the idea that your neighborhood is linked to surrounding areas, such as commercial spaces, schools, and parks.
- It's important to have green space. Residents of great neighborhoods enjoy access to a variety of open spaces, such as nearby nature areas, city parks, or public squares.
- Quality neighborhoods often have residents who live and work in the neighborhood in businesses that fit the scale and character of the area.

In the Commercial Corridor . . .

A well-planned commercial corridor shows a variety of design, provides mixed use space, attention to scale, and most important, accommodates pedestrians, cyclists, drivers and transit users in a creative and sensible way.

- Quality commercial areas offer a variety of uses for activity both within neighborhoods and the larger community beyond.
- A quality commercial place is in scale with its surroundings, yet integrates design with density, mixed uses, and market demands.
- A quality commercial space is built with quality materials and has durability. The design adapts well to future changes in use.
- Well-planned commercial spaces are designed around the comfort of the pedestrian.
- Quality commercial places provide a variety of parking choices consistent with the scale and character of the development, and the location and types of stores.

In Public Places . . .

A well-planned community creatively weaves accessibility in to public spaces. When this is done, there is choice in travel mode, reduced congestion, and environmental protection.

Appendix A

- When local streets are interconnected, it makes the small trips easier for residents. It also keeps local traffic off the main arterials, and reduces congestion.
- Well-designed street connections provide bicycle and pedestrian access to the commercial corridor and other local destinations.
- Public Spaces create an identity for the area and foster a sense of community. They are memorable places that encourage social interaction and are used creatively throughout the year to attract residents and visitors alike.

About Environmental Quality . . .

Three elements to keep in balance when striving for a clean, healthy environment in your town: environmental, economic and social considerations.

- When planning a healthy environment, attention must be given to air and water quality; including minimizing the environmental impacts on water quality caused by storm water runoff and erosion, and on air quality caused by motor vehicle traffic and other emissions.
- When communities maximize the efficient use of environmental and economic resources by minimizing energy, water and material use, they practice smart resource efficiency.
- A well-planned community preserves and promotes significant natural features and systems.

Appendix B

Neo-Traditional & Town Center TND Principles

The Village of Virgil has borrowed a number of principles advocated by various leaders in the Traditional Neighborhood Development movement. Listed below are principles that should be used as guidelines for any new development:

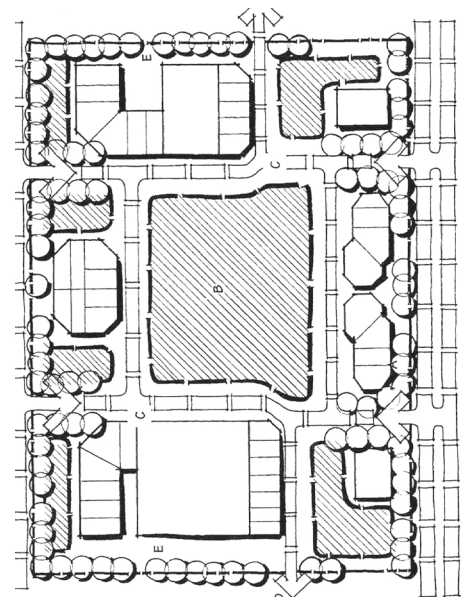
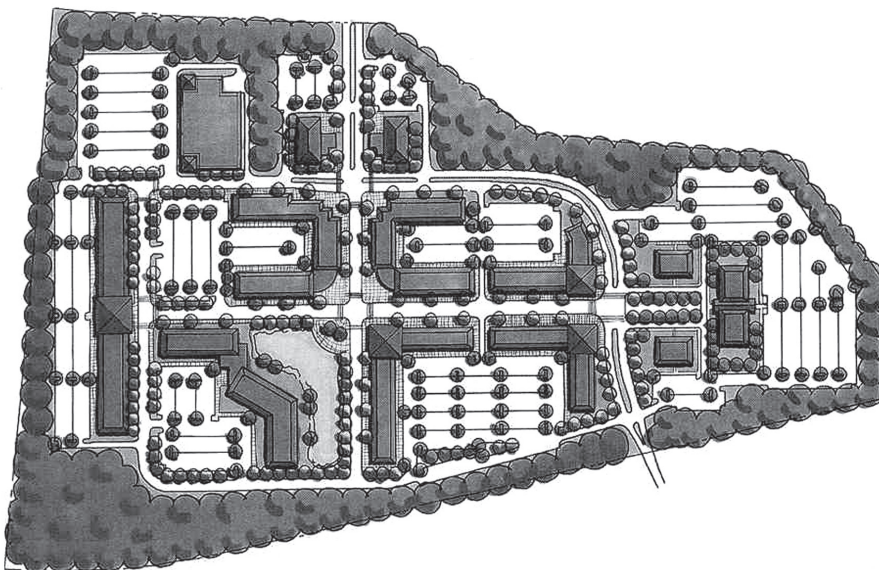
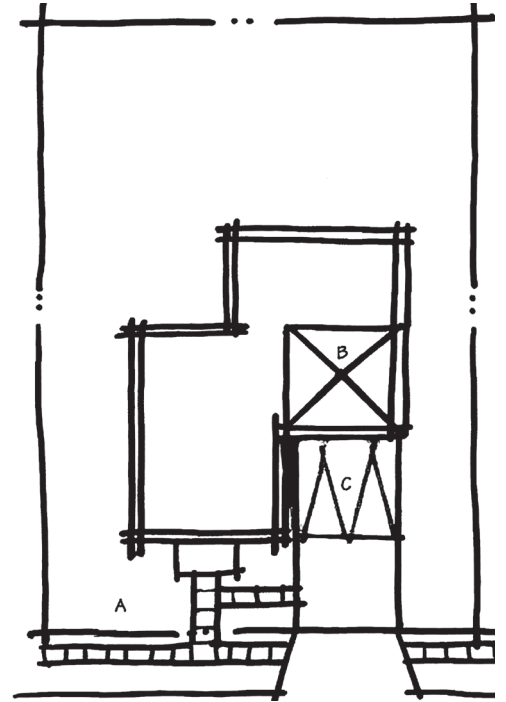
General Characteristics of a Neo-Traditional Town

1. Define public space clearly and with a purpose. Whether developed or natural, these spaces must be treated as focal points. A Town Common/Village Square is typically one - two acres.
2. Focus on the core rather than on the Village boundary. Convenient opportunities for resident interaction should be designed into the core.
3. Neat orderliness of townscape elements creates a sense of cohesion even when the individual elements are far from identical.
4. Design in human proportion. It is important to design at a scale comfortable for people to be in and to use.
5. Always emphasize pedestrians over vehicles, making it easy to walk anywhere in town. Sidewalks should be an adequate width with texture and pattern.
6. Encourage diversity in housing sizes and types. This will allow people to remain in the Village even as housing needs change.
7. The architecture is to reflect the historical small town look, not a new spreading suburb. Exteriors of brick, stone or clapboard look most appropriate.
8. Encourage more than just residential uses within the Center.
9. Consider the environmental setting and work within it, not over it
10. Stores are to be modestly sized.
11. The streetscape includes pedestrian scale streetlights, shade trees on both sides of the street, banners, flowers etc.
12. Provide curbside parallel parking and rear parking.
13. Building signage should be discreet.
14. Village Streets should be designed to have low traffic volume and speed. It is desirable to have only 2 travel lanes with curbside parallel parking and mature trees planted at regular intervals.

Appendix B

Residential Areas

1. Small front yard setbacks of 15'-20'
2. Define front yard with small fence or hedge.
3. Parkways provided.
4. Houses face the street.
5. Porches are present on most front facades.
6. Windows are tall and narrow.
7. Garages are located behind the front house elevation, preferably at the rear of lot.
8. The main floor is above grade at least 2'.
9. A minimum 8:12 roof pitch.
10. Traditional building materials should be used.



Appendix C

Economics of Conservation Development

Construction costs for a conventional development can be far higher than the construction costs for a conservation development. Typically, cost savings occur from the reduced infrastructure costs of a more clustered development, for example road lengths and widths are often reduced. The economics cost savings of a conservation development occur at a number of scales, ranging from the homeowner to the municipality. For example, a homeowner in a conservation development may not spend as much money on lawn maintenance, because the size of their lawn is much smaller. Additional cost savings are less readily measured and may include the reduced life cycle cost of an ecologically based stormwater system compared to a traditionally engineered stormwater system. The life cycle cost of a traditionally engineered stormwater system will be greater due to the need to replace stormwater pipes and drains.

Conventional Versus Conservation Development:

Typical conservation development savings based on Laurel Springs subdivision in Jackson, WI.



Development Expense	Low-Impact Cost	Conventional Cost
Grading	\$358,500	\$441,500
Paving	\$255,760	\$335,665
Concrete (sidewalks, curbs)	\$259,995	\$271,800
Storm sewer	\$204,100	\$444,300
Sanitary sewer	\$385,280	\$415,600
Main water line	\$384,240	\$405,940
Landscaping costs	\$120,000	\$65,000
Total site development costs	\$1,967,875	\$2,379,915
Total savings	\$412,040	

Appendix C

Other development benefits:

- Higher Absorption rates (lots sell faster).
- Greater "Site Appeal": Lot premiums - Lots sell for as high as 25-30% more than conventional development lots.
- Dedication of conservation areas can yield tax benefits & monetary assistance.
- Developer can receive density bonus, resulting in more lots to sell than in a conventional development.
- Municipality
- Less Roadway Maintenance Cost due to shorter runs/narrower roads.
- Trails/Amenities for all citizens, providing critical pedestrian links.
- Improvement in Water Quality and Volume.
- Less Utility maintenance via shorter utility runs.
- Reduced cost of Community Services (trash, police, etc.) due to compact design.

Appendix D

<p>Village of Virgil Comprehensive Plan Survey ★ 5</p> <p>17. Do you see a need for road improvements? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, please identify: _____ _____ _____</p> <p>18. Kane County Dept. of Transportation is exploring the idea of providing a North-South route that will bypass the downtowns of several communities, including Virgil. This route would extend from one end of the county to the other. With this in mind, please answer Yes or No to the following: <input type="checkbox"/> Do you think this will be a benefit to the village with regards to traffic? <input type="checkbox"/> Do you think it will have a positive impact on a future town center? <input type="checkbox"/> Do you think it will have a negative impact on a future town center?</p> <p>19. What do you think about growth coming to Virgil? _____ _____ _____</p> <p>20. What places/villages can you name that you would like Virgil to model itself after, if any? _____ _____ _____</p>	<p>Village of Virgil Comprehensive Plan Survey ★ 6</p> <div style="text-align: center;">  <p>Thank you for participating in this survey. If you have any questions, please contact a member of our Virgil Comprehensive Plan Task Force</p> <p>Collette Pettit630-365-9383 Mark Marion630-365-5912 Jim Sauber630-365-6600 Joy Seyller.....630-365-9503 Ronnie Strzpek.....630-365-9503 Dale _____ or Paul Bednar, Planning Consultant (847) 741-7969</p> </div> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p style="text-align: center;">PLACE POSTAGE HERE</p> </div> <p style="text-align: center;">Feel free to use the space below for any additional comments you may have: _____ _____ _____ _____ _____ _____ _____ _____ _____ _____</p>	<div style="border: 1px solid black; padding: 10px;"> <h2 style="margin: 0;">COMPREHENSIVE PLAN SURVEY</h2> <div style="margin: 20px 0;">  </div> <h2 style="margin: 0;">VILLAGE of VIRGIL</h2> </div> <p style="text-align: center; margin-top: 20px;"> VILLAGE OF VIRGIL P.O. BOX XXX VIRGIL, IL 60XXX </p> <p style="text-align: center; margin-top: 20px;"> PLEASE RETURN BY ? (DATE) </p>
<p style="text-align: center;">Comprehensive Plan Survey</p> <p>The Village Comprehensive Plan Task Force is conducting a survey in preparation of updating the Village Comprehensive Plan. Your participation is important to this process and your individual responses will be kept completely confidential. No identification of individuals can or will be made.</p> <p>Please complete this short survey, fold it accordingly, tape it closed, and mail it or deliver it to the _____ (place) by ? (date).</p> <p>If you have any questions, please contact: Collette Pettit at (630) 365-9383 or Paul Bednar at (847) 741-7969.</p> <p style="text-align: center;">SURVEY</p> <p>1. Do you reside within the village limits of Virgil? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>2. If yes, for how long now? <input type="checkbox"/> Less than 2 years <input type="checkbox"/> Between 2 and 10 years <input type="checkbox"/> More than 10 years</p> <p>3. What reason(s) best explain why you moved to the Virgil area: (check as many as apply) <input type="checkbox"/> Job <input type="checkbox"/> Rural atmosphere <input type="checkbox"/> Schools <input type="checkbox"/> Family lives here <input type="checkbox"/> Sense of community <input type="checkbox"/> Large home lots <input type="checkbox"/> House prices <input type="checkbox"/> Other (please explain) _____</p>	<p>4. Do you intend to move from the Virgil area within: <input type="checkbox"/> 1 year <input type="checkbox"/> 1-5 years <input type="checkbox"/> 6-10 years <input type="checkbox"/> 11-15 years <input type="checkbox"/> I am not planning on moving <input type="checkbox"/> I will retire here</p> <p>5. What do you like about Virgil? _____ _____ _____</p> <p>6. What do you dislike about Virgil? _____ _____ _____</p> <p>Please read the following scenario and then answer the pertaining questions: The Village may address the lack of utilities and services, such as staff, road improvements and water. We want to know how residents feel about the choices to cover these costs. Additional services, such as a new sanitary system, could be paid for by a tax increase or by developers' fees, or a combination of both.</p> <p>7. Please select the statements below which describe your opinion regarding the above scenario: <input type="checkbox"/> No additional development, I'd rather stay with the septic system that I have and pay for any other services through a village tax. <input type="checkbox"/> Allow minimal development; I'm willing to pay my share through a tax increase. <input type="checkbox"/> Allow as much large scale residential development as necessary so that developer impact fees will absorb the cost of the improvements.</p>	<p>8. A property owner residential developer has 100 acres of buildable land. Some of the land is wooded with nice oak trees. He has a choice of how he develops the land. One choice is to have 100 homes on 1-acre lots (on septic; sanitary system is economically infeasible), with few trees saved and large backyards rather than public parks. A second choice would be 100 homes on smaller-sized lots (10,000 s.f.), along with a 50-acre public park (school site?), and the preservation of trees.</p> <p>Please select the statement below which best describes your opinion: <input type="checkbox"/> No additional residential needed <input type="checkbox"/> Large lot single-family subdivision <input type="checkbox"/> Residential neighborhoods w/smaller lots, clustered homes, & public open spaces (this would include a mix of single- & multiple-family homes).</p> <p>NOTE: Use the following scale when applicable: 1 = not important, 10 = important</p> <p>9. On a scale of 1-10, how important is it to preserve the rural character of Virgil? _____ If important to you, what elements of Virgil's small-town, rural identity do you want to keep? _____ _____</p> <p>10. A "town center" is a mix of shops, restaurants, village green and residential. Do you envision developing a town center in or near the historic downtown area? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, rate the following items you would like to see, on a scale of 1-10: <input type="checkbox"/> Restaurants <input type="checkbox"/> Shopping <input type="checkbox"/> Old structures renovated and reused</p>