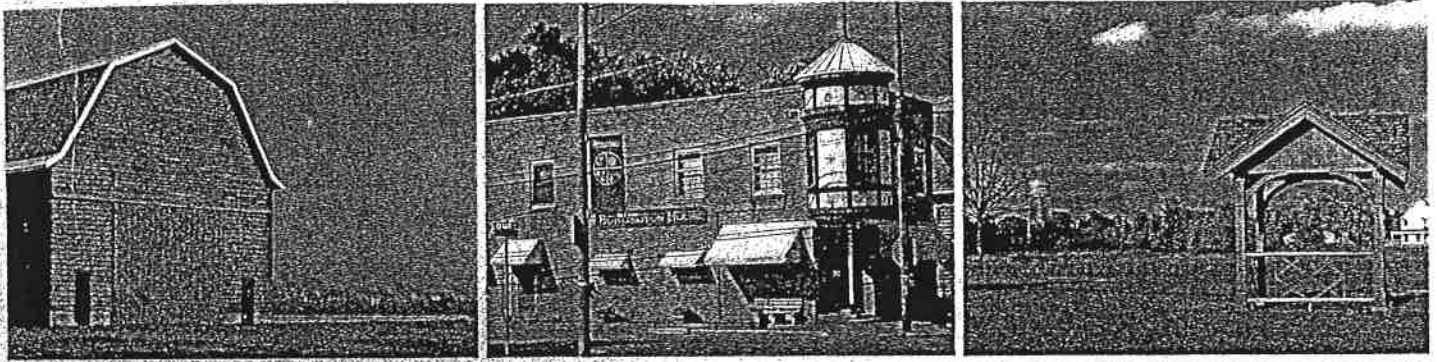
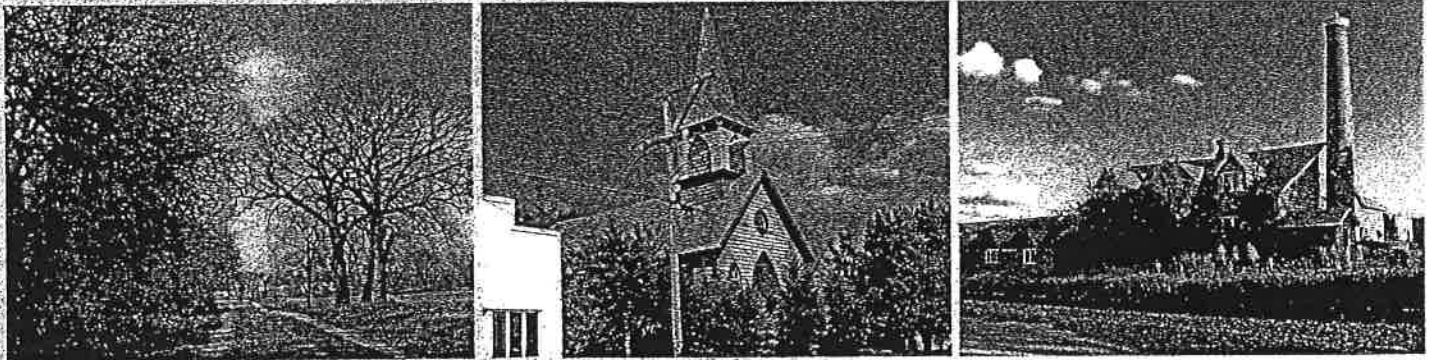




Burlington, Illinois



community character • rural atmosphere • "old town" mixed use
sensible growth • open space • preservation

2004 COMPREHENSIVE PLAN

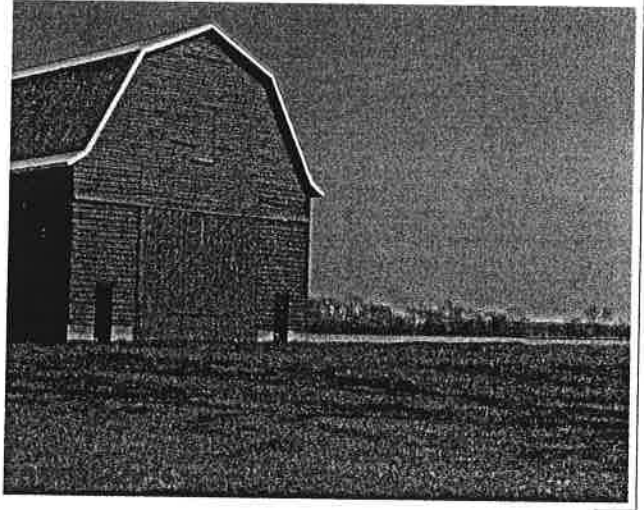
VILLAGE OF BURLINGTON, ILLINOIS
OCTOBER 2004



Paul Bednar Planning & Design, Ltd.

Village Vision

The Village of Burlington has defined a positive vision for growth in the Village. They have determined what the character of the community is and what it should be so that their fragile "sense of place" will not be overwhelmed by waves of conventional strip centers and cookie cutter subdivisions. Burlington feels they can retain their valued rural/small-town character while allowing some controlled growth, contiguous to the existing town.



The future Burlington can be built with a sense of the past and a clear understanding of what makes people feel at home. Nationwide, there is a growing public dissatisfaction with the typical suburban approach. Therefore Burlington's emphasis will be on an intimate, friendly scale within town. Just outside of town will be a buffer of natural beauty and a conservation of valuable agricultural land.

Neighborhoods should consist of more than merely house lots and streets. Comfortable homes with front porches and smaller front yards, typical of those found in the Village, 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 Burlington, where quality of life will be emphasized in design. Land will be used efficiently by encouragement of smart growth. New residential development may permit smaller lots, similar to the existing town's lot sizes. This will permit much greater tracts of undeveloped green space to be enjoyed by all.

Neighborhoods will be close and interconnected to the Old Town Center, an area of historic focus, where one can find small-scale specialty shopping and public amenities such as the Village Hall and Post Office. The streetscape within this Center will establish Burlington's identity. Business zoning outside the Old Town Center will be strictly limited. A Village Green or Square may be the focal point in the Old Town Center.

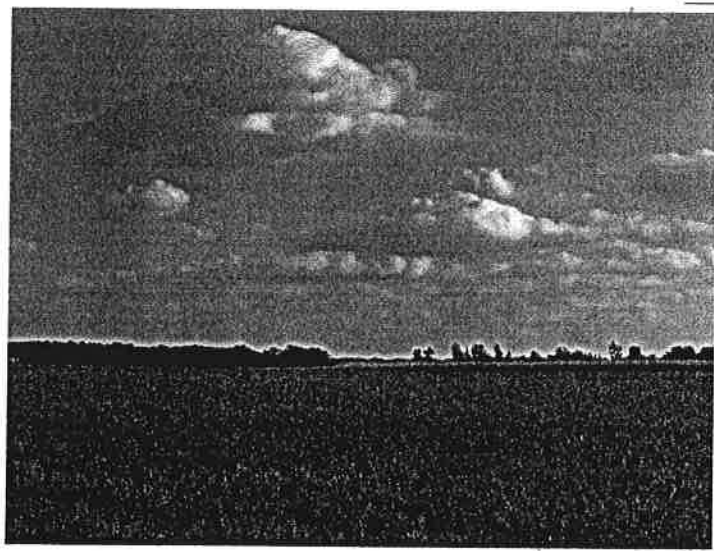
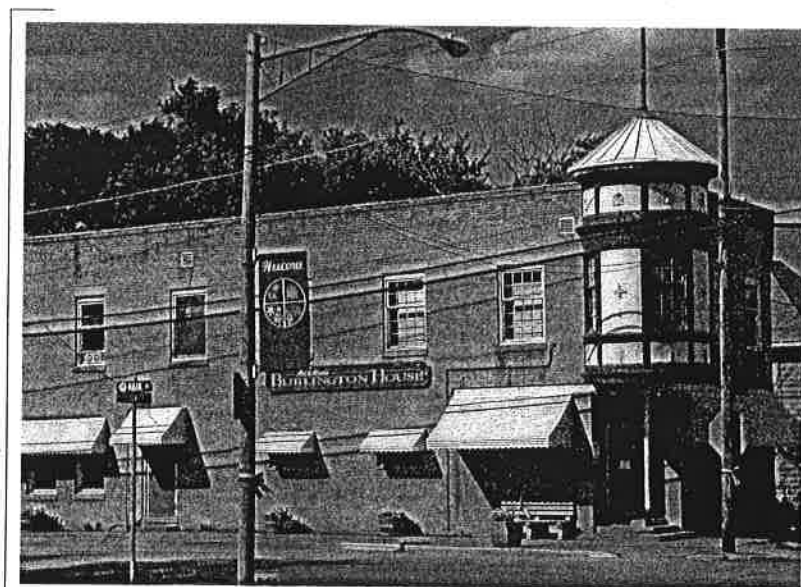
Improved utilities will be attractive amenities to future residents. Appropriately sized water mains will meet today's standards for safety and health. The replacement of septic systems with a sanitary sewer system will alleviate the current concerns of over-aged septic systems and enable more efficient, condense development. It is crucial that the Village provide a wastewater treatment facility to fulfill its vision.

Burlington Park will expand to the north and east and improve to fulfill a role as a community park. In addition to this facility, other natural areas will be preserved as wetlands or mature woods where appropriate. Natural surface drainage ways will be preserved in a natural state as a greenbelt corridor. Within these corridors, paths will be encouraged which will link into a system that connects all parts of the Village.

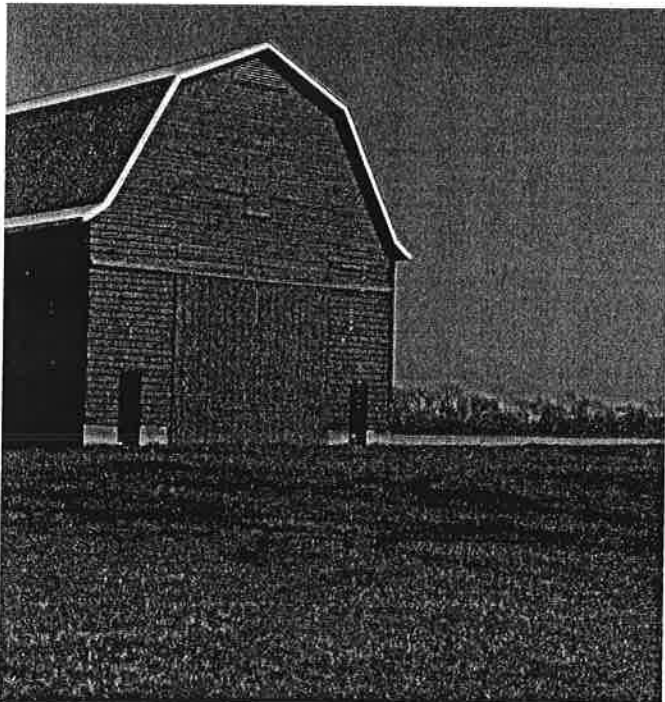
Various sections of roads within the planning area are worthy of scenic rural route designation and there will be an effort to conserve them as such. Upon approaching the Village proper, both natural and man-made landmarks will serve as "gateways" marking your arrival to Burlington.

The Kane County 2030 Land Resource Management Plan is now in the works. It encourages smart growth on a regional basis, which is a principle that Burlington also embraces.

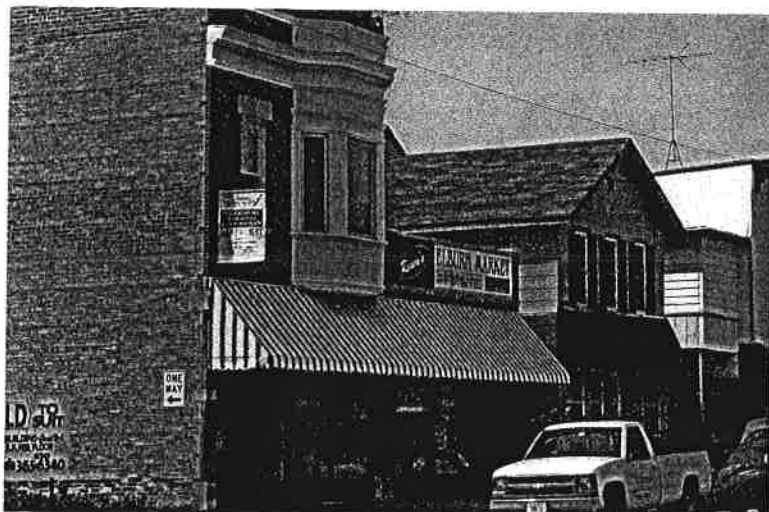
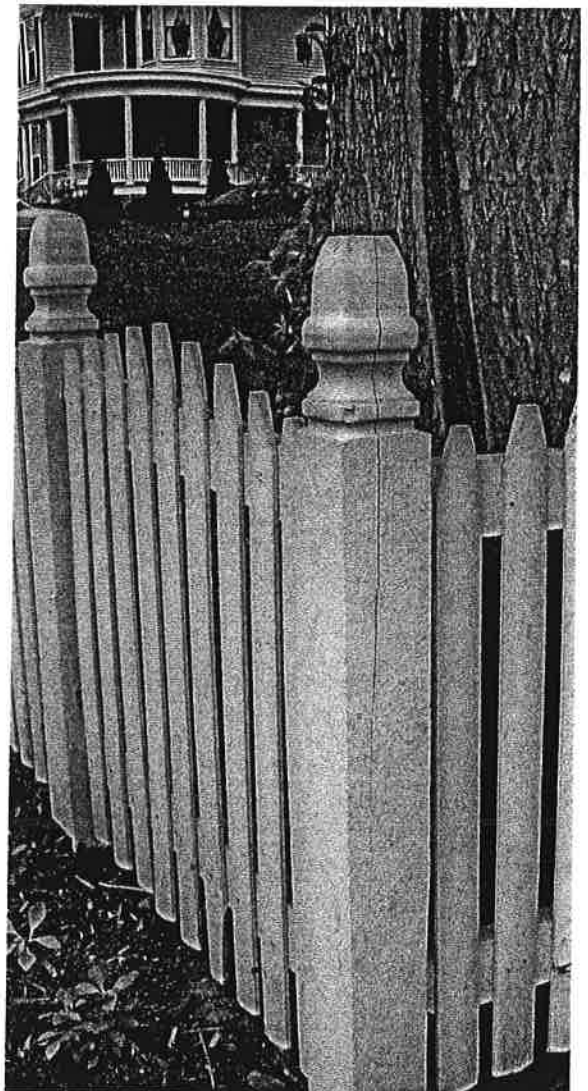
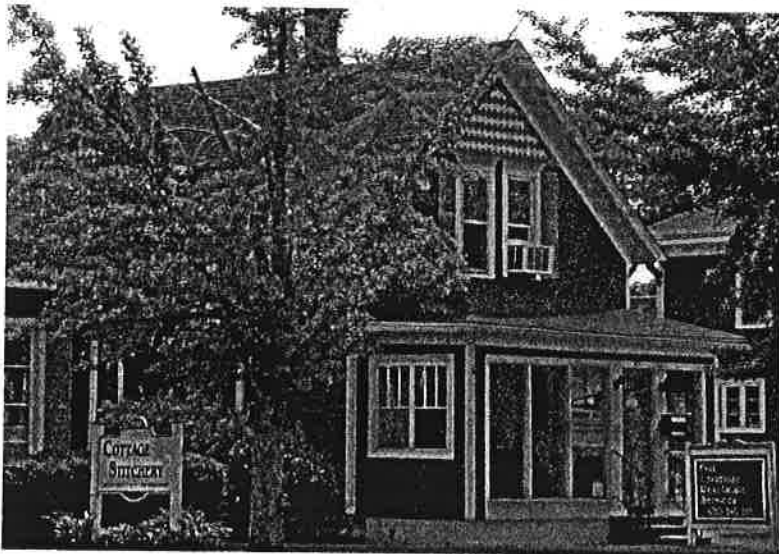
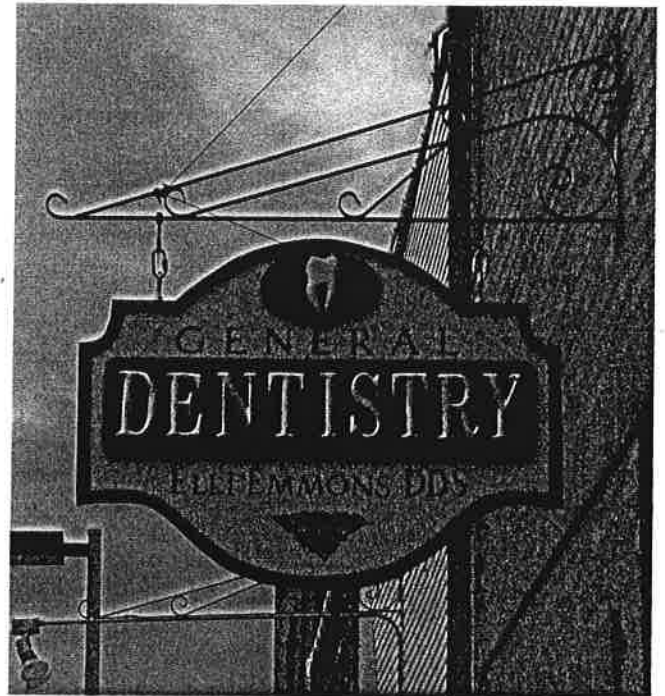
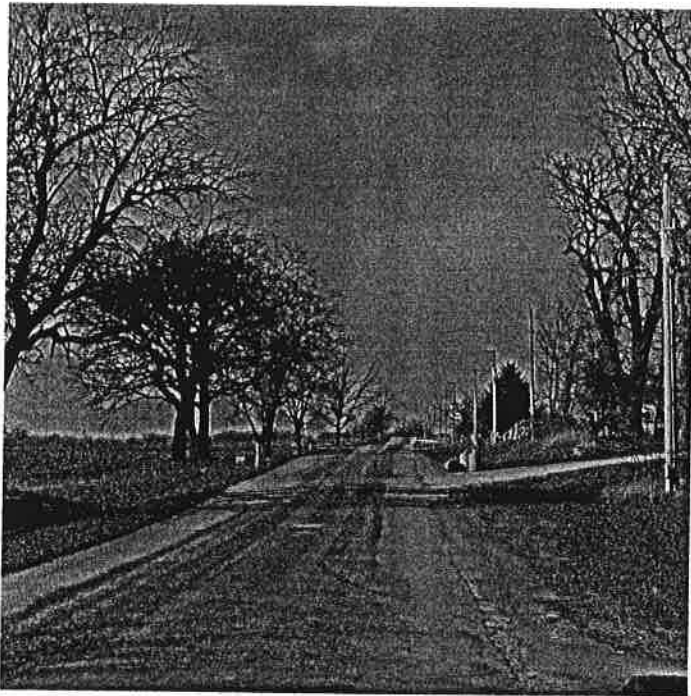
In summary, the Village of Burlington will steer away from typical suburban sprawl in growth, and reinforce the real community that exists, where life is of good quality.

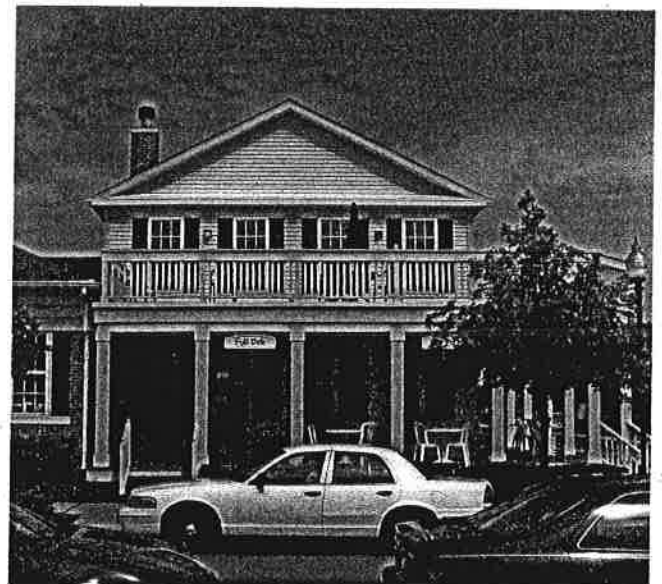
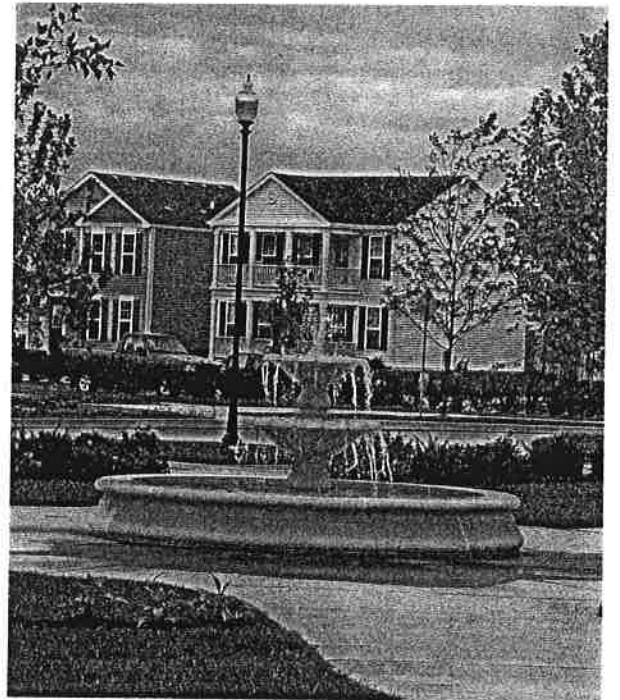
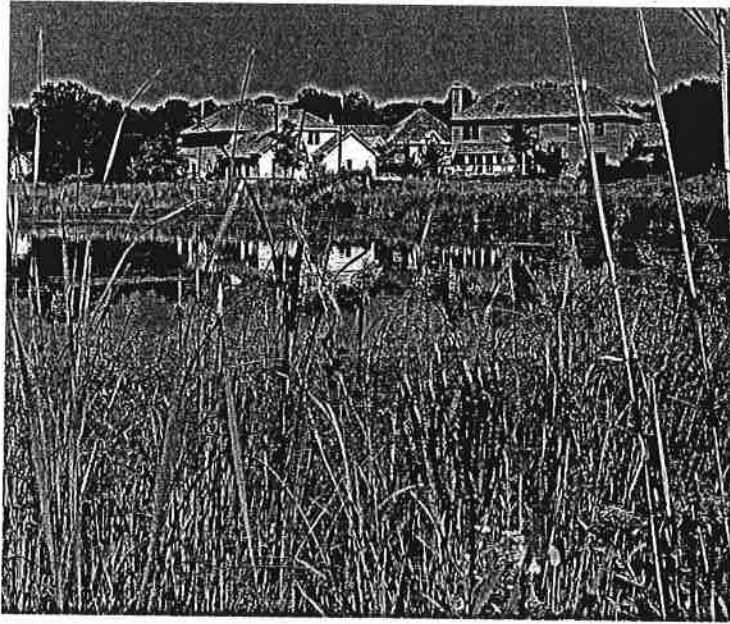


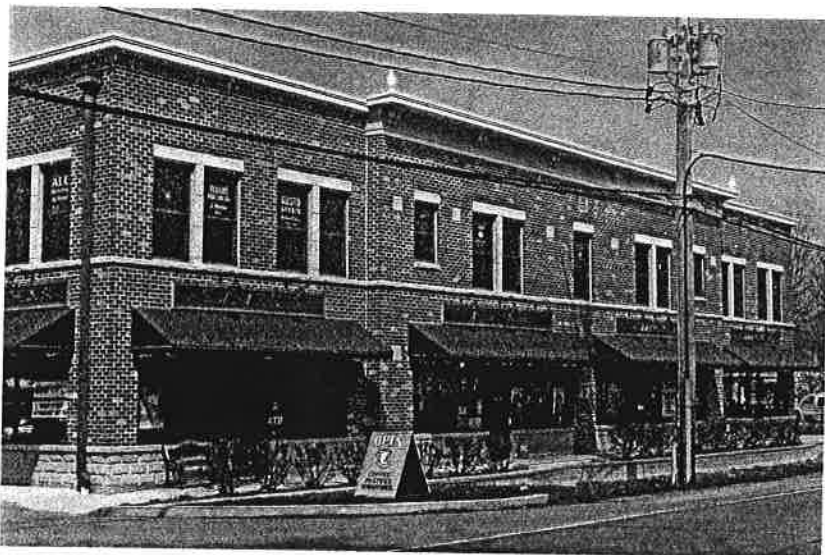
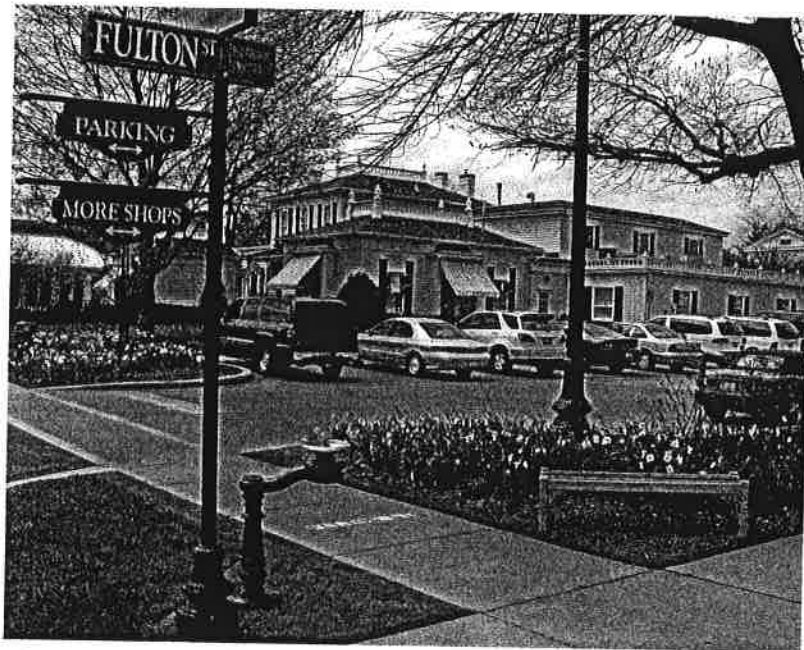
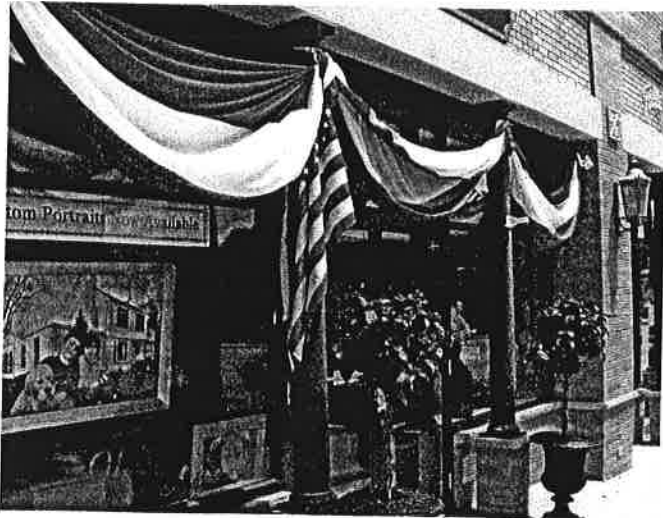
Village Vision Images











Acknowledgments

*This Plan was prepared with the assistance
of the following groups and individuals:*

BURLINGTON PLAN COMMISSION

Sharon Thompson, Chairperson
Jay Stockbridge
Mike Austin
Bill French
Chuck Engel
Mike Ackmann
Rock Walsh

BURLINGTON VILLAGE PRESIDENT

Pat Mueller

BURLINGTON VILLAGE CLERK

Mary Ann Wilkison

VILLAGE OF BURLINGTON TRUSTEES

Mike Block
Jim Daffron
Deb Walsh
Bob Walsh
Bruce Hanson
Shawn Finley

KANE COUNTY DEVELOPMENT DEPARTMENT

Frank Sampey
Karen Miller
Sam Santell
Tim Mescher
Janice Hill

VILLAGE CONSULTANTS

Gary Vanek, *Village Attorney*
John Whitehouse, *Village Engineer, EEI*
Paul Bednar, *Village Planner*

Many thanks . . .

. . . to the Economic Development Task Force for preparing the Village Economic Development Plan, and

. . . to Kane County for providing CDBG funds in order to complete this plan.

Purpose of the Plan

The purpose of this Comprehensive Plan update is to provide the necessary information to redefine, clarify and plan for Burlington's future. This plan, which includes goals and objectives, will enable the Village Board and Plan Commission to ensure the health, safety and welfare of the present as well as the future residents. The recent adoption of an updated subdivision ordinance, a new zoning ordinance, updated impact fees and an Economic Development Plan are all additional tools necessary to implement many of the issues identified in this Comprehensive Plan.

Suitability of the land for the intended use, consistency with long-term goals, and adverse impact on adjacent land or planned uses are three aspects the plan addresses. These aspects are implemented in decision-making regarding new development proposals and land use changes within the Village's jurisdiction.

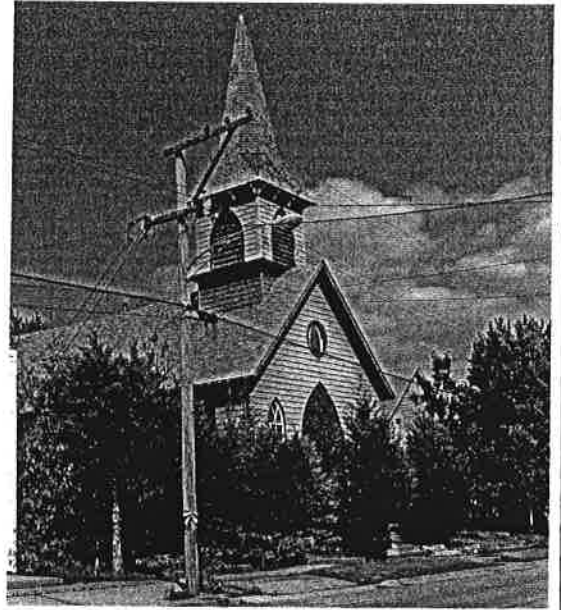
Burlington's plan is one part of a larger regional strategy as defined by the Kane County 2020 Land Resource Management Plan and the new 2030 Plan. The principles established in the Village Comprehensive Plan are intended to parallel those set forth in the County plan. Also, this plan is intended to update the 1999 Comprehensive Plan and be further revised as an on-going process.



Village History

The first settlers who arrived from Burlington, Vermont, named Burlington Township and the Village of Burlington for that area of New England. Farms back east were decreasing in size as the sons of landowners each claimed a portion of the land. The lure of the west was large unclaimed tracts of land waiting to be put to the plow. In Illinois, settlers found groves of trees waiting to be turned to timber for houses, situated amidst thick sod plains well drained by creeks and small streams. The roots of the sod formed such a thick mat that eight pairs of oxen per team were often required to "break" the sod for farming.

The Blackhawk Indian War had delayed settlement in Northern Illinois. In 1832, General Winfield Scott had been sent from the east to quell the Indian disturbances. His army had taken ill with dysentery and cholera on the way and was forced to rest and recuperate at a camp near Riverside, since Fort Dearborn at that time was too small. The fort was situated in Chicago, a town of 500 inhabitants on the low-lying land adjacent to the Chicago River. Chicago had become a new port, used by New Englanders on their way west. General Scott left Riverside with a small staff of officers to blaze a trail to Galena, heading west on what was to become the first state road to Galena.

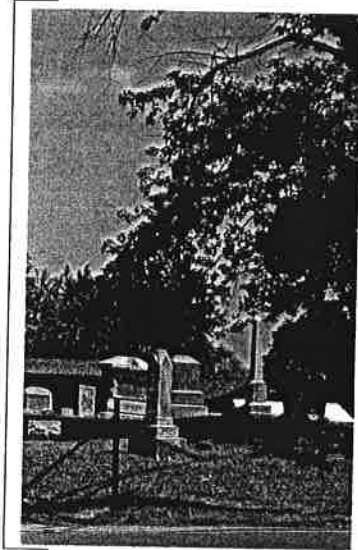


As soon as the army had sufficiently recovered, it too left for Galena, but followed a well-blazed Winnebago Indian trail. The army marched, accompanied by fifty heavily laden wagons, crossing the Fox River near Five Islands between Elgin and St. Charles. They then headed northwest through what is now Burlington, on through Genoa and Belvidere, and eventually to Galena. Traces of their route, which became the second state road to Galena, are still visible.

The fifty wagons cut such a heavy path that it immediately became a "highway" for the settlers waiting in Chicago and for new arrivals in the port. The newly developing Village of Burlington became an important stop on the road. There were continual teams of horses and mules hauling settlers west and their produce east. Regular stage service began in 1837 from St. Charles through to Galena and west.

The first settler in the township, Stephen Van Velzer, arrived in 1835 and laid claim to all the land he could, which included nearly the entire township. Many settlers purchased land from him and many tried to "claim jump" as was common in other areas at the time. This, of course, led to numerous confrontations.

A tavern, opened in 1840 by Ezra Hanson, served as a convenient stopping place for travel-



ers, drovers, and their teams, to rest and eat their meals. A post office was established in 1846 with J. W. Ellithorpe as the first postmaster. The first general store opened in 1847, and a sawmill in 1850.

In 1853, the Congregationalists began building a church in the Village, completing it in 1858. Other denominations used this building, including the Free Will Baptists and the Methodists. The Free Methodists constructed a church of their own to the south of town.

In 1839, Catherine Ellithorpe opened the first school for children in the area in her own house. A log schoolhouse was built in 1840 about a mile south of town on the St. Charles State Road.

The first agriculturally related business opened in 1871 when a cheese factory was built. Kraft and Parks built a second cheese factory in 1872, and a third was built in 1873. The proliferation of cheese factories reflects the numerous dairy herds that were raised in the area.

In 1889, the Illinois Central Railroad came through Burlington. The railroad brought additional business and service opportunities. A siding was constructed for the loading of meat and dairy products, as well as grain from the rich farmland. Burlington was incorporated on July 16, 1906, and has slowly increased in population. Through traffic to Galena has shifted to other, more modern highways. Although the Village fulfilled the needs of the surrounding community, originally by serving as an agricultural service center, the range of services has gradually decreased, necessitating a redefinition of Burlington's function.

Planning Considerations

Geographic Setting

Burlington is located in Kane County, approximately fifty-five miles northwest of Chicago's Loop. Slightly north and west of Elgin, Burlington is at the intersection of Plank and Burlington Roads. U.S. Route 47, about four miles east of Burlington, provides access to 1-90 to the north. While the Village is bisected by the CN Railroad, commuters must go to Elgin for passenger service to Chicago. Burlington is served by many well-maintained County and Township roads that provide access to adjacent areas.

The towns east, west and north of the Village are expanding towards Burlington. The purpose of some recently adopted boundary agreements between Burlington and Hampshire, Elgin, and Sycamore, recognize the growth in the area. These boundary agreements define the lines where outside growth will stop.

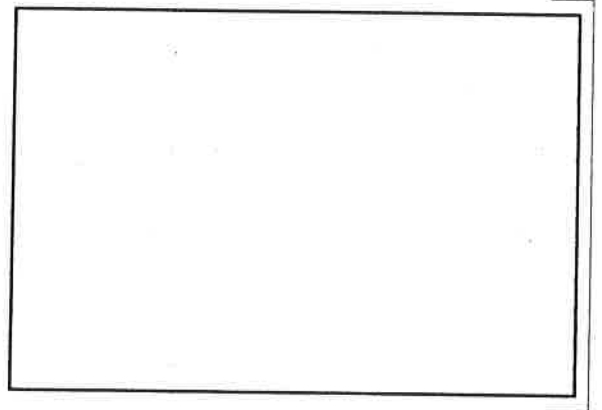
Jurisdictions

The Village corporate area totals approximately 229 acres or 0.3678 square miles. The 1-½ mile extra-territorial jurisdiction of Burlington extends from Romke Road on the east, nearly to Godfrey Road on the south, past Engel Road on the west, and along Lenschow Road on the north. The latter line reflects the recorded jurisdictional boundary agreement between Burlington and Hampshire. This jurisdictional area encompasses approximately 8-¾ square miles of predominantly rural farmland interspersed with occasional low-density residential subdivisions.

The Burlington jurisdictional area overlaps the boundaries of several governmental units. The area lies wholly within Burlington Township, which is responsible for the maintenance of township roads and bridges. Burlington's jurisdictional area is likewise wholly contained within the boundaries of the Burlington Fire Protection District. Headquartered in the Village, the Fire Protection district serves nearly all of Burlington Township as well as portions of Hampshire, Virgil, and Plato Townships in Kane County, and Sycamore Township in DeKalb County. The Ella Johnson Memorial Library District also serves all of Burlington.

The Burlington School District 301 serves nearly all of the Township as well as portions of Virgil, Campton, Plato, Elgin, Hampshire, and Genoa Townships. The district operates three elementary schools, none of which are within the Village boundaries: Prairie View on Nesler Road with 529 students (K-5), Lily Lake with 169 students (K-3), and Howard B. Thomas with 526 (K-5). The district also operates Central Middle

School with 503 students (grades 6-8) and Central High School with 642. Both of these facilities are located just southeast of the Village on Plato Road. The administrative offices along



with a day care center are housed in the old Burlington School on South Street in the Village. At this point in time, it appears unlikely that the old Burlington School will reopen for students even if the Village population increases. However, it is still possible.

Overall enrollment in the Burlington School District 301 has typically increased 5% or more annually. The 2003-2004 enrollment was approximately 2369. It is expected that a 5% increase will continue in the next few years. If new residential development does occur as anticipated in 2002, then the rate of growth of school enrollment will be more than 5%.

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 U.S. Department of Agriculture Soil Conservation Service (SCS) published the Soil Survey of Kane County in 1979. The survey shows the soil types in the Burlington 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 Burlington area is the soils' ability to support agriculture and sustain septic systems.

Included in this plan is a map of wet, low-lying soils prepared by the Kane County Development Department. There are quite a few such areas within the Burlington 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 unsuitable soils extend through all of the planning area, the central portion occupied by the Village and extending northwest and southeast from it generally have only moderate to slight limitations. The reason can be found in an analysis of soil types. The large unsuitable areas to the northeast and to lesser extents the southwest and southeast are composed of many soil types. Chief among them, however, are 103 (Houghton), 62 (Herbert), 125 (Selma), 149 (Brenton), 152 (Drummer), 198 (Elburn), 219 (Millbrook), and 330 (Peotone). All of these soils are deep poorly drained, and with the exception of Houghton, moderately permeable.

Peotone and Houghton are less extensive than the others, but more visible. Both are very poorly drained and both formed in depressions. The numerous bogs south of the Village are largely Houghton. All of the other poorly drained soils are in the drainage ways or on the flats of glacial outwash plains such as the broad, flat area northeast of the Village.

The soils groups considered to have moderate limitations for septic systems are composed mainly of 27 (Miami) and 344 (Harvard). The former is found on end moraines and the latter on loess covered outwash plains. Both are deep and well drained. The Miami soil on which most of the Village is situated serves is located on an arm of the Marengo Moraine, a pile of debris left behind by a major retreat of the Michigan Lobe of the Wisconsin Glaciation, 12,500 years ago.

Those soils with slight limitations for septics are predominantly 24 (Dodge), 134 (Camden), 325 (Dresen), and 570 (Martinsville). These soils are all deep, well drained, and moderately permeable. They were formed on upland terraces, outwash plains, or end moraines from silty outwash or, in the case of Martinsville, stratified sands and silts.

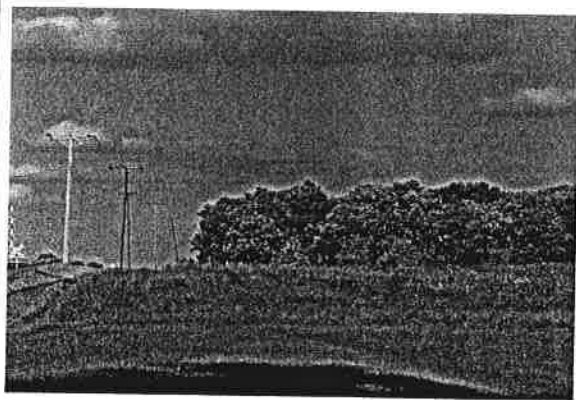
Suitability for Agriculture

Nearly all of the land within Burlington's one-and-one-half-mile jurisdictional limit is classified by the Soil Conservation Service (SCS) as "prime agricultural land." Prime farmland as defined by the SCS is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses. It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops.

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. Agriculture in Kane County in 1981 produced principal crops with a value of over 60 million dollars, produced animal products valued at more than 30 million dollars, employed over 4,000 farm workers, and supported a multi-million dollar agribusiness community. County cropland annually contributes to the productivity and well being of the regional and state agricultural communities and helps to rank Illinois as first and second among all states in the production of soybeans and corn respectively. 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.

Farm land of statewide importance, still very productive but less so than prime land, is found immediately west, northwest, and southwest of Burlington. These soils are mainly the productive Dodge and Miami found on moraines. These areas are steeply sloping (5% or more), however, and are somewhat eroded. The analysis of soils suggests that new development should occur to the west where soils are less suited to agriculture.

Burlington Landscape



The soils of the Burlington 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, outwash plains, valley trains, filled lake basins, and river floodplains.



The Burlington 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. Tiskilwa Till covers the top of the Marengo Moraine, the ridge of glacial debris on which Burlington sits.

The Marengo Moraine is the oldest moraine in the area and one of the most prominent in the state. The plain to the east of the Village is covered by silts, sands, and clays, which were deposited on the bottom of a glacial lake.

Natural Amenities

When Burlington Township was surveyed in 1842 for the first time, Silas Reed, the government surveyor, recorded the extent of prairie and woodland. The present Village is located at the edge of what was a large woods that covered the slopes of the upland in the central part of the township. The site overlooked a vast prairie, probably a wet prairie that was seasonally flooded.

Today, very little remains of either 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 had 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 methods of crop production have 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 Burlington 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. Burlington is fortunate to have one of the County's more significant concentrations of woodland within its jurisdictional area.

Drainage and Floodplains

The Village of Burlington's one-and-one-half-mile jurisdictional area is drained almost entirely by the east and west branches of Burlington Creek. This creek, as well as the other streams in the planning area, is tributary to the Kishwaukee River. Thus, unlike most of Kane County, which drains south and east to the Fox River, the Burlington area drains generally north and west.

The floodplains in the Burlington area are relatively narrow. This in part is due to the channelization that has occurred in many places. The straightened watercourses in the farm



fields deliver water downstream faster, permitting less ponding and flooding upstream. Mostly, however, the narrow floodplains are probably due to the fact that the Village sits nearly astride the juncture of several drainage divides. As a result, streams in the area are simply draining only very small basins and, therefore, contain little water.

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 recently.

In the more recent past, however, 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 Burlington develops and expands, care must be taken to protect drainageways 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, drainageways 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 Burlington is expected to 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 Burlington include county highways, township roads, village streets and a railroad.

The table on the following page indicates the average daily traffic for a few of the roads or routes in or near Burlington:

Street	Location	2000	2001	2002
Burlington	W. of Rte. 47	2590	-0-	2722
Burlington	N. of Plato	2832	-0-	-0-
Burlington	N. of French	3377	-0-	-0-
Burlington	S. of French	4761	-0-	-0-
Burlington	S. of W. Leg of Plank	7995	-0-	-0-
Burlington	S. of E. Leg of Plank	4333	-0-	-0-
Burlington	N. of Ellithorpe	-0-	2847	-0-
Burlington	S. of Ellithorpe	-0-	2818	-0-
Burlington	N. of Peplow	-0-	-0-	4593
Chapman	E. of Peplow	-0-	-0-	1339
Ellithorpe	E. of Burlington	-0-	412	-0-
Ellithorpe	W. of Burlington	-0-	697	-0-
Ellithorpe	E. of Peplow	-0-	430	-0-
Ellithorpe	W. of Peplow	-0-	1271	-0-
Engel	S. of Lenschow	-0-	-0-	183
French	S. of Lenschow	2273	-0-	-0-
French	S. of Rte. 72	2185	-0-	-0-
McGough	N. of Rte. 64	1148	-0-	-0-
McGough	N. of Ramm	428	-0-	-0-
McGough	N. of Ellithorpe	-0-	252	-0-
McGough	S. of Ellithorpe	-0-	419	-0-
McGough	W. of Peplow	-0-	283	-0-
Peplow	N. of Rte. 64	530	-0-	-0-
Peplow	N. of Ramm	632	-0-	-0-
Peplow	S. of Ramm	523	-0-	-0-
Peplow	N. of Ellithorpe	697	675	-0-
Peplow	S. of Burlington	1406	-0-	-0-
Peplow	S. of Ellithorpe	-0-	719	-0-
Plank	W. of Rte. 20	8478	-0-	-0-
Plank	W. of Russell	5512	-0-	-0-
Plank	W. of Muirhead	5449	-0-	-0-
Plank	W. of Rte. 47	6304	-0-	-0-
Plank	W. of Burlington	5375	-0-	5535
Plank	E. of Burlington	-0-	5029	-0-
Plank	W. of Marshall	-0-	-0-	8052
Walker	N. of Rte. 72	774	-0-	-0-
Walker	S. of Rte. 72	1382	-0-	813

The intersection of Plank and Main Street is by far the busiest location in town.

The CN/IC Railroad travels through the center of town. Also, freight lines travel through town each day. The nearest commuter stations are located to the east and southeast in Elgin and Elburn, respectively. Metra did a preliminary study of using this line as another commuter route into Chicago. Because of opposition from some inner suburbs, this opportunity now appears very unlikely to occur.

Land Use

The Village of Burlington has 229 acres within its corporate boundaries as of March 2004, and the predominant land use is residential. A majority of the housing stock in Burlington is south of Plank Road. In the future, newer residential developments are expected north of Plank and west of Burlington Road.



Burlington has a traditional downtown area along Main Street with predominantly smaller commercial and institutional uses, along with a mix of single-family residential homes.

The only park is located between Burlington Road and South Street, north of Deutsch Street and south of the railroad. Forest Preserve land is found along Engel Road, just west of town.

Vacant areas are found primarily outside of the village limits; however, there are infill sites within town.

Agriculture is the predominant land use activity within the 1½-mile jurisdictional boundary. As Burlington continues to grow, agricultural land uses will continue to exist on the fringe of development, mainly to the east, south, and west within the jurisdictional area. 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 Burlington (see map)

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

Outside the village limits, but within 1½ miles is unincorporated Kane County. There are approximately 287 acres of land used for non-farm residences within this area. Nearly all of this land can be found in three clusters. The first of these, to the south of Burlington, includes the Walden IV and Whispering Oaks subdivisions, as well as some scattered large-lot housing, particularly along Peplow Road. The second area is a large-lot subdivision on Engel Road that accounts for very few residences.



To the north of the Village is a third triangular-shaped residential area bounded by French, Burlington, & Lenschow Roads. Scattered farm residences occupying a total of about 168 acres are distributed fairly evenly throughout the region. Other urban uses within the planning area include 52 acres of railroad, 2 acres of commercial, 3 acres used for the cemetery, and 70 acres of vacant residential.

Most of the remainder of the land within one and one half miles of the Village is agricultural cropland, but not all. Approximately 225 acres are covered by woods; 19 acres by wetlands; 39 acres by open water; 21 acres by open fields. Row crops, primarily corn and soybeans, are planted on about 4,727 acres of land, by far the greatest use of land in the Burlington region.

Within the Village, the most extensive land use is also agriculture. Not all of these acres are cropped, however. These include grazed woodland, a pond, and some areas that are lying fallow. Residential uses are the next most prevalent. Single-family homes occupy 38.7 acres and multiple-family residences occupy 3.86 acres of land.

The third most common use of land in Burlington, 22.97 acres, is for streets and roads. Fourth is open space at 15.6 acres, which includes the cemetery, park, and school district land to the east and south of the school. The Park District maintains a park on the south side of the Village, north of Deutsch Road. Park facilities include two baseball diamonds and two tennis courts, and an enclosed, heated pavilion used for meetings, picnics, and equipment storage. The school district maintains an 8.27-acre parcel adjacent to the park.

Fifth is transportation, communication and utilities, which include the wells, water tower and trucking companies. The CN/IC Railroad contributes an additional 6.83 acres to this category. Other uses are trade and personal services or commercial land (4.51 acres), vacant land (4.58 acres), and industrial (.78 acres).

Population

The Village of Burlington marked its beginnings with a tavern in 1840, a post office in 1846, a general store in 1847, and finally incorporation in 1906. Four years later, in 1910, the Village was already home to 282 persons. While the population of the County grew by 61 % between 1910 and 1950, Burlington's population was very nearly stable. There was a decline between 1970 and 1996, from 456 to 395. Since that time, the population has increased to 450 in 2004. The Northeastern Illinois Planning Commission projects the number of Burlington households could increase to 4300 by the year 2030. This may equate to 12,000 - 15,000 total population.

Burlington's growth lags behind that of the County overall, largely because of the rapid increase in population in the Fox River Valley and lack of a sanitary treatment plant. As a result of the population decline between 1970 and 1990, Burlington has had below-average growth for rural communities in the area. Growth, however, is now expected to increase.

The following graph illustrates the 2000 population distribution for Burlington by age and gender. The graph indicates that 13.3% of the Village population is 60 years or older. Thirty-eight percent of the people in Burlington are between the child bearing and rearing ages of 20 and 44. This would seem to indicate a substantial proportion of young families in Burlington.

Additionally, 25% of the population, one-fourth, is below 15 years of age.

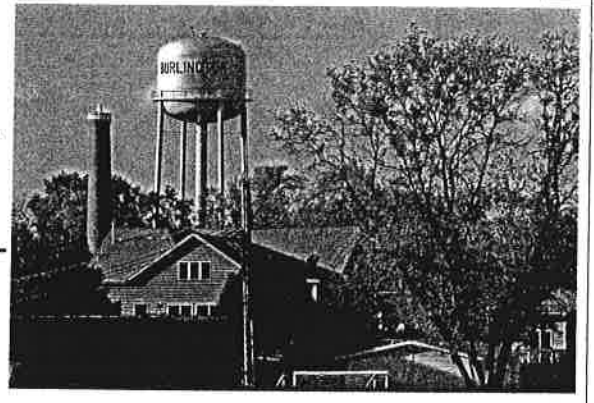
- Burlington has a relatively young population, the median age group being 34 years
- Burlington has 171 households, averaging 2.73 persons per household.
- The median income for households in the village is \$53,438.
- The median housing value for Burlington in 2000 was \$145,400.

AGE	TOTAL	MALE	FEMALE	PERCENT
0-4	38			8.4
5-9	38			8.4
10-19	70			15.4
18+	321	148	173	71.0
25-44	141			21.2
45-64	93	40	46	20.6
65+	45	16	29	10.0

Community Facilities

Water Supply

Burlington has maintained a good municipal water supply system since 1943. Following is a brief description of the current status of the Burlington water system. With regard to groundwater availability, the Bloomington Aquifer, which is 20-50 feet deep, is located on the east end of town. This system presently serves approximately 475 residents as well as local business and industry.



Well #2, a deep sandstone well (installed in 1960) (1105' well depth, 343' casing depth, 40 hp, 240 gpm) is used as the Village's primary source, but which requires blending with shallow wells to keep below the maximum allowable barium concentrations.

Well #3, a deep sandstone well (installed in 1981) (1140' well depth, 320' casing depth, 60 hp, 300 gpm) is presently used only as a backup for fire protection purposes and pumps directly to the elevated tank.

Well #4, a shallow sand and gravel well (installed in 1989) (106' well depth, 96' casing depth, 75 hp, 140 gpm) is the only shallow source remaining and which is used to blend with Well #2 as the Village's primary source. This well experienced a severe drawdown during the summer of 2001 as a result of demand but has since recovered due to an immediate outdoor use ban last summer. A recently adopted water conservation ordinance, has so far maintained adequate pumping levels in this well.

The water tower, with a capacity of 150,000 gallons, is kept nearly filled. In addition there is a ground storage reservoir that holds 50,000 gallons. Since the Village currently uses about 50,000 gallons per day, this represents a four-day reserve.

Storm Sewer

Surface water is drained by a system of storm sewers ranging from 8 to 30 inches in diameter. Three main lines carry storm runoff in a northeasterly direction discharging into a tributary of Burlington Creek. A 2000 addition of a detention basin along the railroad and in other areas, have helped alleviate drainage concerns in the Old Town area.

Sanitary Sewer

The Village of Burlington is encompassed within a Facilities Planning Area (FPA) as mandated by the Clean Water Act (PL 92-500). The Village has prepared engineering documents, in order to request an expansion of the current FPA. Although Burlington does not presently have

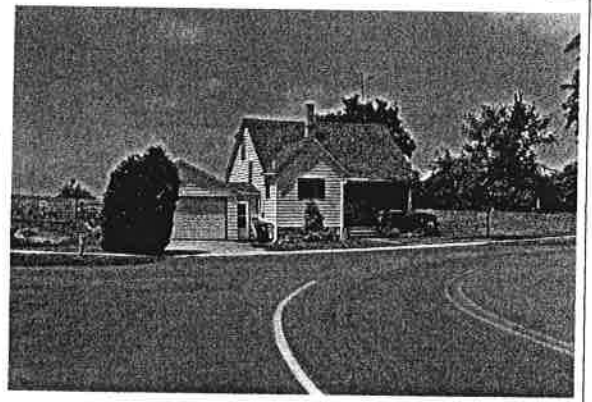
a treatment system, it is the Village's desire that a new wastewater treatment facility be built in Burlington. Engineering studies have indicated the best location for the new facility to be along the Burlington Creek, northeast of the existing village limits. The studies also show how sanitary lines would be laid out in order to include the existing town. See map in appendix for further information.

Very little development would occur in Burlington if a treatment facility were not built. Furthermore, the wastewater treatment facility is only feasible if constructed utilizing impact fees from new development, or other funding sources.

Other Services

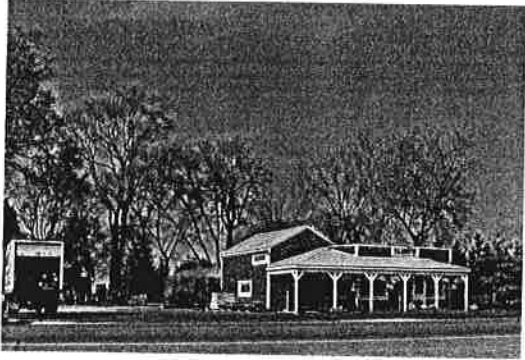
Burlington is served by the Burlington Fire Protection District, a volunteer fire department located in the Village, at Center and South Streets.

Most of the roads in the Village are county roads and therefore are repaired and maintained by KCDOT. Burlington Township maintains many roads just outside of the Village limits. The township keeps its road equipment at its two sites on Main Street and Railroad Street. Private contractors, through agreements with the Village, maintain non-arterial streets in the Village. Burlington has its own snowplow, which is kept at the Village Garage, adjacent to the Village Hall.



The Village has one full time staff person, the Director of Public Works. His responsibilities include snow plowing, water operations, and maintenance of Village property.

Goals & Objectives



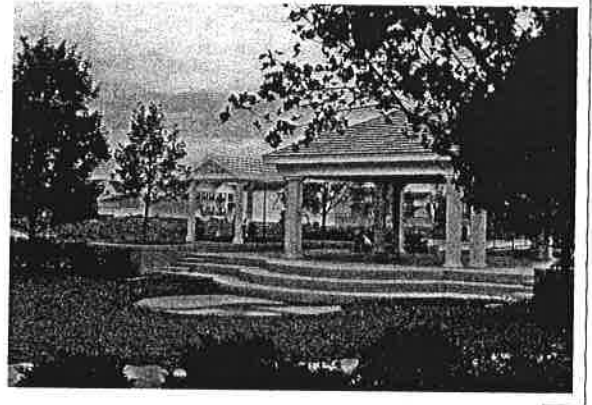
Planning goals and objectives represent the community's vision. Goals are generally broad value statements that represent the end desires of the community. Objectives are the means by which such goals can be achieved and are preferably tangible or measurable.

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

- ✓ Recreation & Open Space
- ✓ Transportation
- ✓ Future Growth
- ✓ Future Residential Growth
- ✓ Future Commercial Growth
- ✓ Future Office / Manufacturing Growth
- ✓ Public Facilities and Utilities
- ✓ Town Center
- ✓ Public Awareness
- ✓ Community Character

Recreation & Open Space

Easy access to parks and open space has become a new measure of community wealth - an important way to attract businesses and residents by guaranteeing both quality of life and economic health. Both American cities and small towns are creating parks as focal points for economic development and neighborhood renewal. The Village and the County should partner to preserve open space.



Goals

- Provide and maintain a community park for the existing town
- Require any new residential development to provide neighborhood parks
- Protect natural sites through conservation
- Consider a new Village Green in the Old Town area
- Develop linear corridors to connect parks and other areas of interest

Objectives

- To identify and develop recreational facilities and greenway corridors in the Village and surrounding areas;
- To require developers to provide parks and open spaces in their developments that connect to existing trails and open space corridors;
- To acquire additional land in the Village that can be developed into a Village park that provides local recreational opportunities;
- To work with the school districts to develop parks and recreational facilities adjacent to existing and future school sites
- To encourage the preservation of existing topography, vegetation and other natural features through the use of innovative site planning that respects the character of the landscape;
- To establish a system of greenbelts that protects stream corridors, wetlands, floodplains, stands of mature trees, and other significant natural areas;
- To protect stream corridors, providing for water recharge areas and proper stream drainage; and
- To work with government agencies, private organizations and public trusts to secure permanent open space throughout the Village.
- To establish a pedestrian/bicycle/snowmobile trail system connecting all parts of the Village together

Specific Recommendations

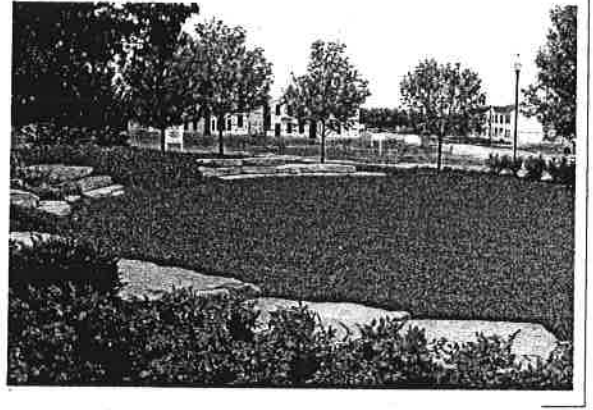
- Coordinate efforts with the Park District and the School District to enlarge Burlington Park as a community park facility. The largely vacant school parcel should become part of the park development either by acquisition or granted ease-

ments. The park could expand north to the railroad and east to Burlington Road. Improvements to this new parcel will be necessary to fulfill its role as a community park.

- Gather input from the park district at the initial stages of any development plans submitted to the Village.
- The Village Trail System Concept Plan (see attached) should be further developed. A path system, whether paved or not, should link all parts of the Village together. Kane County has designated a regional path that stretches along the CN&IC railroad tracks through Burlington. This potential path should be viewed as a spine, which links all other path branches and connects to various sections of the Village. Destinations such as Burlington Park should be connected to Main Street. Natural areas near town such as the KFPD Burlington Prairie should be accessible with paths from town.
- Funding sources may include many of the IDNR grants, if they are still available in the upcoming years. Snowmobile Path grants, available from the IDNR are not well known and may have the best chance to be procured if requested. The trails would be for multi-purpose use, hiking and biking in good weather months. The idea of the community wanting to allow snowmobiles to travel through the area will have to be explored further.
- Existing woods and wetlands in various parts of town should be preserved. Please see attached plans for locations of natural features. The Village should look for partnerships with the Park District, Forest Preserve District, property owners, future developers and conservation agencies in order to acquire or preserve parcels with valuable natural features present.
- Conservation easements are a good way to preserve natural features of a property without the owner of the land relinquishing the ownership. This possibility should be explained to the area property owners so they are educated about their options.
- Natural drainage ways should be preserved in a natural state and incorporated into the design of any new development. Altered drainage ways should be restored to a natural state. For instance, some of the Burlington Creek has been channelized. If development occurs in this area, then restoring the creek should be an objective.
- Wetlands, floodplains and steep slopes are currently protected under regulations. Other types of open space, such as upland woodlands, meadows and fields, plus historic, cultural or scenic features in Burlington should also be protected through design approaches.
- Required park land/cash donations for new development should be continually updated with input from the Park District.
- Any new residential development should incorporate Neo-Traditional ideas in the design. Primarily in this respect, neighborhood commons or parks should be located

as a central focus in each neighborhood (see attached TND guidelines).

- The Village and the County should work together to preserve more open land in this area. The booming development east of Route 47 is what has caused the growth to venture into the rural lands. Such development should pay for the open lands that are important to the whole County. The burden of financing land acquisition for open space should not rest solely on the western third of the County, which includes Burlington.
- A Village Green would best service the community if located in the Old Town District. There are a number of possibilities; however, it should be related to any new municipal campus that may evolve from this plan. At this time, there are potential sites along Plank Road near Main Street and near the railroad tracks. This would give the Old Town District a strong identity and a prominent open space.



Transportation

Goals

- To provide an efficient and well-maintained system of roads both in the Village and the surrounding area.
- To make the transportation system as "pedestrian-friendly" as possible
- To design transportation facilities complementing and supporting community character and identity.
- To include other modes of transportation, such as walking, train commuting, and bike riding.



Objectives

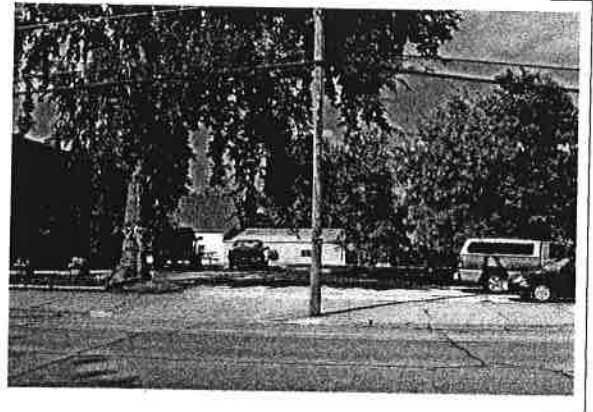
- To provide up-to-date maintenance to the present road system, extending the lifespan of the roads and ensuring the safety of those who travel them;
- To encourage the proper design of interchanges, ingress and egress lanes and rights-of-way, eliminating dangerous traffic conflicts caused by poorly placed and designed intersections and curb cuts;
- To identify where new collector roads are needed to serve projected growth, so that rights-of-way can be reserved as development occurs;
- To encourage the expansion of the present road system to keep pace with the needs of the community
- To prepare design guidelines for primary roadways regarding factors such as landscaping, building and parking setbacks, signage, pedestrian walks or paths and consolidated access points;
- To require new developments to pay for necessary improvements attributed to the development's traffic if necessary;
- To encourage the use of the rights-of-way for bike lanes and recreational trails, and focus in on pedestrian/cyclist needs;
- To require adequate off-street parking facilities for home, business and industry;
- To encourage design of new streets in some type of grid pattern, where the use of cul-de-sacs is minimized.
- To address the engineering design of any future north-south bypass corridor on the east side of town. KDOT is proposing a north-south highway corridor for the entire length of the County. The proposed alignment bypasses downtown Burlington on the east with the intent of allowing traffic to travel at 45mph through the area.

Specific Recommendations

- Plank Road, east of Main Street should be realigned north of its current location and create a 4-way intersection. The County has this improvement included in their 2020 plan; however, it is not included in the Kane County Transportation five-year

budget, as the Village had expected. Continued lobbying efforts by the Village must be made to ensure that this improvement is completed within the next few years when new development is expected to occur.

- Deutsch Road should perhaps be extended east to either Burlington Road or a future north-south County route, if approved. As development occurs in this area, the proposed connection could help the traffic circulation. The design of the road should discourage cut-through traffic, however because of other nearby options, drivers won't see this new route as a logical cut thru.
- New growth will require new streets, which should incorporate Neo-Traditional design elements such as: connected streets rather than cul-de-sacs, alleys to conceal parking, more pedestrian-friendly streetscapes, and/or narrower-width streets.
- On-street parking is very important in the Old Town area. Existing spaces should be kept. A new streetscape design for Main Street and the area can address adding additional spaces on street. When new improvements are considered on Village or County roads every effort should be made to provide on-street parking.
- Always prioritize the pedestrian/bicyclist's interests when reviewing development plans. New developments should connect into the existing town street grid as well as connect into any existing and proposed sidewalk and path system.
- Develop a pedestrian master plan. When provided with access to sidewalks, trails, or other walkable features, residents are 28-55 percent more likely to choose walking over other modes of transportation.
- Develop a 5-year street and sidewalk maintenance program.



Recommendations specific to the proposed North South County Road

- The Comprehensive Plan puts a lot of emphasis on making Main Street the commercial corridor. A major objective of the Plan is to create a pedestrian-friendly downtown. Another objective is to ensure that all new development ties into the existing town and street network. In a developing town, multiple vehicle connections should be offered. Furthermore, the new Zoning Code has zoned much of the Main Street property as commercial in order to attract business into the core rather than all along the existing corridors into town. Keeping these thoughts in mind, the bypass should function as another pedestrian-friendly "Main Street" and not a true thoroughfare. The proposed bypass could severely hurt the downtown area if done the wrong way. On the other hand, the bypass could strengthen the downtown area only if it is compatible with the existing system and is built to be pedestrian-friendly. This is a very important issue for the Village to closely monitor. The following items should be addressed:

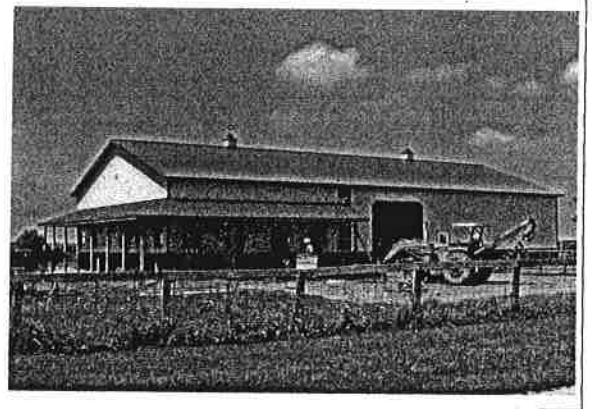
- Currently, at the Village's insistence to reduce the ROW width, the County has agreed to reduced it to 100-feet; however, this still appears to be excessive for a 2-3 lane cross section. The Village should only allow an 80-foot ROW maximum through the Village center (this section only).
- The County will consider a boulevard treatment on the bypass if the Village wants to pay for the extra cost. A boulevard with a planted median such as you see on Randall Road through Geneva would help soften the aesthetics that a bypass would normally have. The County is not willing to be responsible for the maintenance of this median, so Burlington should consider how to fund the maintenance costs. The Village should also find funding sources in order to create this boulevard look, complete with trees, shrubs, and native grasses in the median, ornamental streetlights on both sides, a sidewalk and/or bike path, and well-defined crosswalks.
- If built, the bypass should have a speed limit of 35 mph for the entire length through Burlington. The County now proposes that it be 45 mph.
- Currently, proposed side streets that intersect with the proposed bypass are 750 feet apart. This is twice the length of a normal small town street system. The Village should require smaller separations than the 750 feet proposed (a normal block length would be 300' +/-).

The case could be made that a proposed bypass would be good for Old Town Burlington's Main Street. Reducing future truck traffic on Main Street will allow it to become a protected destination for unique businesses. Taking traffic away from a downtown is always a concern when focusing on a downtown revitalization. However, the new traffic on the bypass may not be taken from the existing Main Street traffic, because of the other circulation options available.

Future Growth

The purpose of the Future Land Use Plan of Burlington is to provide a public policy basis for making decisions regarding growth and development in the Village (See Future Land Use Map). Burlington is currently experiencing pressure to grow, especially on the east, west and south side of town. Indications from population forecasts prepared by the various regional planning bodies indicate this pressure will continue into the future. Burlington's Future Land Use Plan provides public officials with guidance in making decisions on development proposals and coordination of growth throughout the Village.

The Future Land Use Plan identifies and describes the land use categories anticipated and encouraged in the future. It outlines how development should occur in a manner consistent with Burlington's stated goals, objectives and policies. The Future Land Use Plan should be reviewed every five years in light of changing demographics, changes in state or federal policies, major infrastructure improvements, major shifts in the employment base, public policy decisions, and economic and employment activities.



Future Land Use Maps reflect the goals, objectives and policies expressed in this Comprehensive Plan, while taking into consideration population forecasts and natural resources.

A variety of uses - residential, commercial, open space, and institutional - is a critical component of any vibrant community. It provides opportunity and convenience, and accommodates many household types and needs. A mixed-use community enables a resident to walk from the house to the corner store to pick up some bread, grab a cup of coffee, or rent a movie, all while heading home from a play date with Fido in the dog park. This ease of walking to several distinct yet interrelated businesses and public places is the norm in a mixed-use community.

Ensure that any new development is in harmony with the community and that it preserves environmental, scenic, aesthetic, historic and natural resource values of the area. It must add lasting value to the community.

Goals

- Suburban sprawl development will not be tolerated
- Growth will come to Burlington, and the Village will be prepared by directing it to certain areas, managing it and allowing it, only if it is designed to be compatible with the small rural village character and if it is a contiguous extension to the existing town. Growth should take shape around natural and cultural features found in Burlington.

- Growth principles will parallel those set forth in the Kane County 2030 Land Resource Management Plan, allowing smart growth contiguous to established rural villages.

Objectives

- Allowing new residential development is one way to help finance the costs of necessary infrastructure improvements. The expense of building a new sewer plant or connecting into another sanitary sewer system is prohibitive for the existing residents. But a developer can justify the costs to build such improvements if allowed to build a certain amount of homes within the Village.

Specific Recommendations

- Establish boundary agreements with the following surrounding towns: Hampshire (done), Elgin (done), Genoa, Sycamore and Virgil.

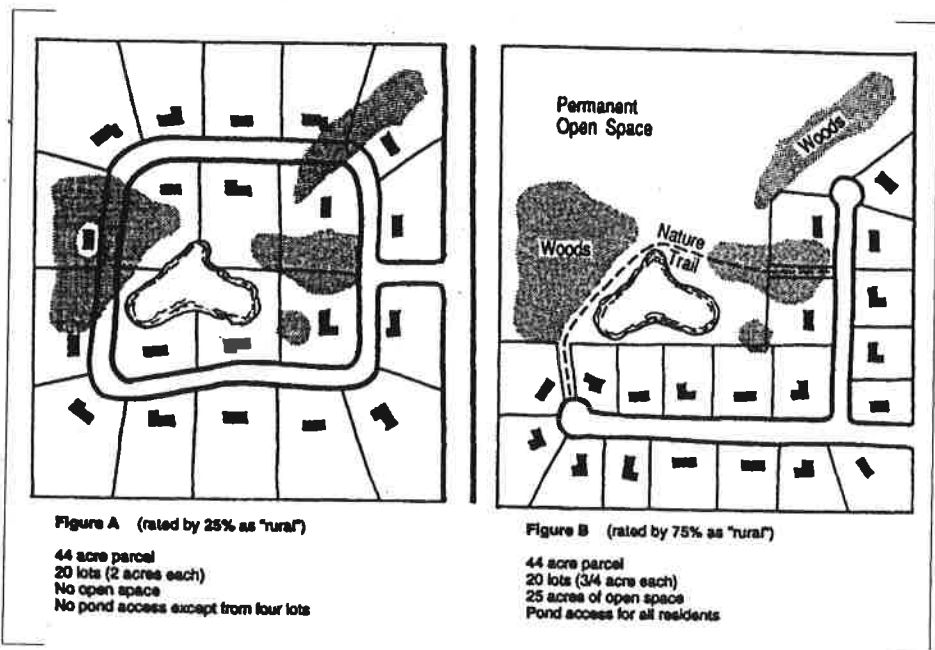
Future Residential Growth

Residential growth in Burlington is essential to support economic opportunities and to ensure the Village's survival. When faced with traffic, loss of open space, or rising demands on public services from new development, many communities seek to fix the problem by increasing minimum lot sizes.

This thinking is straightforward. Larger lots mean more expensive houses and thus more tax revenues. Spreading out development

will spread out traffic and reduce congestion. Put the same house on a larger piece of land and leave more open space. There is an intuitive appeal to this thinking. However, many communities have had counterintuitive results, with larger lot sizes actually exacerbating the very problems they were meant to avoid.

The extra tax revenues from big lots will be offset by other factors. Longer distances between houses means extra infrastructure and higher capital costs. Larger lots mean a development consumes more land than it would otherwise. When this land is farmland or other "working land," the locality loses a valuable taxpayer. Unlike houses, working lands almost always pay more in taxes than they demand in services. Finally, zoning exclusively for large lots and houses may mean that more incoming households will be families with school-age chil-



dren. Schools are often the largest cost for local government. Zoning that provides for families, retirees, young couples just starting off, and singles can diversify the household base and thereby reduce school costs.

Smaller lots sizes can actually reduce market pressure on undeveloped land, providing communities with time to preserve important open space. A 1995 study in South Carolina found that conventional low density residential consumes much more (8 times) more open space, 43% more stormwater runoff, 4 times more sediment, and 4 times more nitrogen run off than smart growth density. Burlington must be creative in providing housing in order to retain its character.

The Future Land Use Plan shows a total of 1,383.05 acres designated medium density residential. There are also 1,275.17 acres of low density residential identified on the plan.

Goals

- Allow new residential neighborhoods that are planned to tie into the town fabric. Traditional architectural design elements that are compatible with the small rural town character of Burlington. Strong physical and visual connections into the existing town are required.

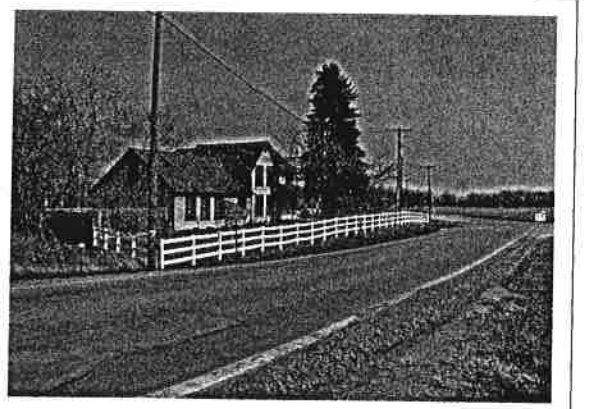
Objectives

- Strongly encourage developments that incorporate conservation measures and Neo-Traditional elements in the plan. A diversity of housing styles, lot sizes and a mix of detached and attached types will provide more stable neighborhoods.
- Design issues such as front porches, garages located to the rear of the house face, and pedestrian-friendly streets are just a few of the elements to address (see attached TND guidelines).
- Stick to an approximately 300-acre pod when laying out neighborhoods.



Specific Recommendations

- As new development occurs, it is important to consider the continuation of existing and the creation of new neighborhoods, rather than isolated subdivisions.
- Reduce minimum lot size requirements.
- Both the Village and the County should include a "right-to-farm" statement on all plats of subdivision in their respective jurisdiction. This will be especially important in the Burlington area.



Future Commercial Growth

Goals

- An Economic Development Plan has been completed in 2004. The planning process was done in conjunction with the Comprehensive Plan process. Therefore both plans contain the same goals, objectives and recommendations when it comes to economic development issues. Please refer to the Economic Development Plan for more specific information. Only general information regarding commercial growth will be discussed in this Comprehensive Plan.



Objectives

- Based on results from the survey and Listening Session, residents generally desire additional commercial/industrial growth if it generates additional tax revenue. However, the Village must strictly limit the extent of business zoning outside the Town Center. The Town Center and future extensions can be described as follows: the existing Main Street Corridor; Main, south to the proposed County N-S road, the east side of Main Street extended north to French Road; Plank Road from the Main Street intersection west 1300 ft. and east 210 ft., and on both sides of the proposed County N-S road, 200' north of the Plank Road intersection, south to the railroad tracks. This commercial growth ideally should start within the Town Center and include infill construction, rehabilitation, and adaptive reuse of the existing single-family homes.
- Light industrial/office growth areas are indicated on the Future Land Use Plan. Generally this growth should be directed to the area between Plank Road and the railroad tracks, east of the proposed bypass to the Burlington Creek. In addition, a small amount of growth could occur surrounding the D and M plant.

Specific Recommendations

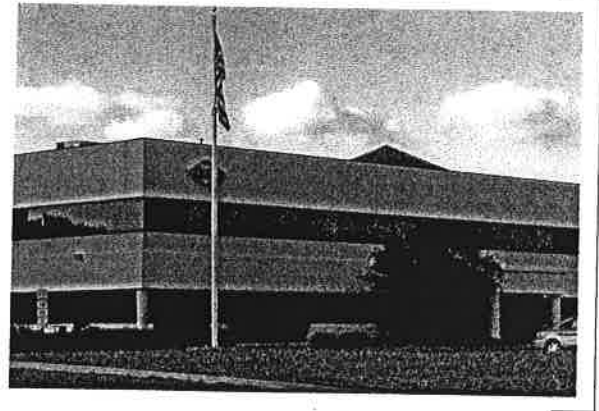
- Please refer to the ED Plan for all the specific recommendations.

Future Office / Manufacturing Growth

In many areas, office parks are isolated pods of commercial or industrial development surrounded by grass or trees and parking lots that are linked to other office buildings by a winding service road. Disconnected from any community fabric, these places require that workers drive to get lunch or run errands.

Goals

- As stated above, an Economic Development Plan has been completed in 2004. Therefore both plans contain the same goals, objectives, and recommendations when it comes to economic development issues. Please refer to the ED Plan for more specific information. Only general information regarding office/manufacturing growth will be discussed in this section.



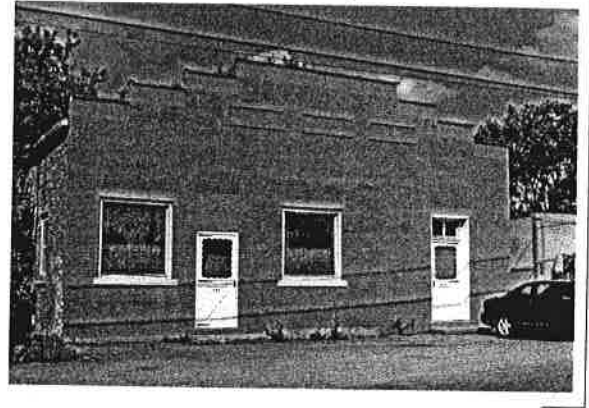
Objectives

- Based on results from the survey and Listening Session, residents generally desire office/manufacturing growth if it generates additional tax revenue. Additionally, the creation of jobs will hopefully follow this office/manufacturing growth if employees desire the Burlington Quality of Life. It is important that the types of office or manufacturing uses meet these criteria, as many such uses do not.
- Create compact office parks and corporate campuses.
- Allow mixed-use development in such parks.

Specific Recommendations

- Steer office/manufacturing/light industrial growth in the area east of the future collector, south of Plank Road and north of the Railroad. There are approximately 200 acres in this area. Research has indicated that the Village has very tough competition from nearby communities for office/manufacturing/light industrial growth. Realistically, the Village might attract business that doesn't require frontage on a major transportation corridor such as I-90. And any business attraction to the Village will depend heavily on competitive land costs and the great quality of life Burlington will have to offer.
- Within the area mentioned above, encourage office development to locate in more visible locations along Plank Road. Light industrial/manufacturing uses could be located further out of view along the railroad tracks.

- Allow mixed-use within an office/industrial development. A good mix may include a restaurant, park, health facilities and entertainment. Multi-family housing located on the edges might also be acceptable.
- Allow expansion of such uses in the area surrounding the existing D&M Plastics plant.
- Since Northern Illinois University is establishing a research college, Burlington may attract other research labs within the area described above.



Public Facilities and Utilities

Goals

- Provide Burlington residents with improved utility services for their health, safety and well-being, and guide future development so that new public facilities are efficient to maintain.

Objectives

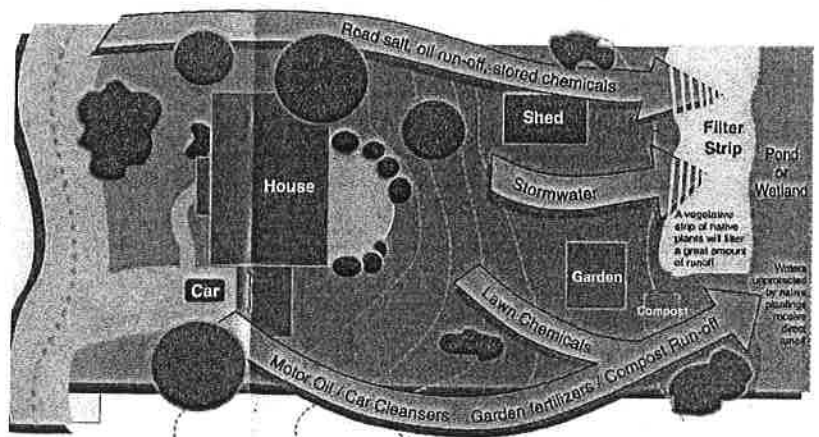
- To maintain drainage facilities that provide storm drainage and flood controls within the Village and its environs;
- To provide adequate design and maintenance of existing and future septic systems where appropriate, and eliminate failing systems;
- To provide adequate wastewater treatment within the Facility Planning Area;
- To continue to improve the water distribution system, maintaining and expanding it as the Village expands;
- To improve the condition and appearance of neighborhood streets and sidewalks;
- To increase fire protection, police presence and enforcement capabilities.

Specific Recommendations

The existing utility infrastructure needs updating. Although a number of improvements have been completed within the last five years there are still many to go. Storm sewer improvements made recently have helped alleviate some drainage problems; however, additional improvements may be necessary.

Burlington's population may increase to 15,000 persons by the year 2030. Since the average person uses 100 gallons of water per day, the average domestic use per day can be expected to increase by 1.44 million gallons. If all commercial uses proposed by the plan are taken advantage of, an additional 30,000 gallons are likely to be used. The average daily use would then rise to 1.52 million gallons. Since the existing capacity of the treated supply and distribution systems is now only planned for about 400,000 gallons per day, significant upgrades will be required to the supply, treatment and storage systems of the Village.

The existing wells may require new and larger capacity pumps and new water sources will need to be identified to ensure adequate water supplies into the future. Ever-changing drinking water standards will also undoubtedly require a state of the art water treatment facility in conjunction with new development. As with the proposed wastewater treatment facility, impact fees from new development, or other funding sources will fund the new water facilities.



A water study is being prepared which will identify the costs and timing of these improvements as well as the continuing upgrade of the deteriorating old town distribution system.

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.

- Aging septic systems are causing health concerns. Based on resident comments within the past five years, most of the current residents would rather have a sanitary system in place of the septic, depending on the cost of this change.
- New development may be a good way to help finance the costs of necessary utility improvements.
- Forty percent of the village's old water distribution system was replaced in 2001. Replacement of the remaining 60% has been engineered, but a source for the required \$600,000 to accomplish the work has not been identified.
- The natural drainage through town is generally directed northeasterly towards Burlington Creek. A large diameter outfall storm sewer will be required to drain the railroad underpass along the proposed County N-S Road Corridor. This storm sewer will be funded by adjacent development, which will also use it as the outfall from their stormwater detention basins. Where possible, storm water management facilities will be located adjacent to other planned open space or greenbelts to increase the aesthetic effect of the open space.
- Best Management Practices ("BMP") for stormwater drainage, should be utilized both in existing runoff channels and new developments. BMP would protect open space

adjacent to the 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.

- The addition of storm detention facilities in various parts of town will help to alleviate flooding. As growth occurs, the addition of combined detention basins will be required. The recent addition of a basin just south of the railroad and downtown has helped.
- Continue to require utilities to bury electric, gas, telephone, cable TV and any other transmission lines in the ground. Burying existing overhead lines on Main Street would be desirable. The Village should discuss this possibility with the State Department of Commerce for funding possibilities. As infill parcels are redeveloped along Main Street it is important to be prepared to bury the lines.
- Ensure that adequate emergency services like police and fire are provided. The existence of a sub station for the Kane County Sheriff department in the District 301 Admin Building helps to comfort the existing residents; however, the recent survey results indicated a concern for the police presence in town. What is now just a concern for better police presence will become a requirement in the near future when growth occurs. Once the population of the Village exceeds 1,500, a Village Police Department starts making sense. If a department were to be established, then a facility to house it will be required. A location in the downtown, as part of a future municipal complex would be desirable.



The residents are very satisfied with the fire protection afforded them. As the Village expands there will be additional equipment, facilities and/or personnel required to continue the excellent rural protection-rating offered now. In the review of any significant development proposal the FPD must be contacted for their comment.

Town Center, or "Old Town"

Goal

- Create a "sense of place" where residents most identify with the rural small town charm.

Objective

- The establishment of a "Town Center" is a priority, following Neo-Traditional planning principles.

- Improvement and/or expansion of “Old Town” as defined on the land-use map, should be a priority. Streetscape improvements, such as streetlights, street trees, shrubs, banners, pavements and a public green space are all elements to consider. This area would be subject to certain regulations regarding signs, building massing, architectural features, setbacks, parking, etc.



- Encourage residential dwellings (both owned and rented) to be located above commercial first-floor spaces. This effort can help meet the objective of providing affordable housing within the Village.
- A Village Green would best serve the community if located in “Old Town.” This would give this center a strong identity.
- Municipal facilities, such as the post office and village hall should be encouraged to stay within the town center. New facilities such as a police station/municipal building, library, recreation center, senior or community center and commuter train station should be directed to the Town Center. It appears doubtful that there will be commuter service on the tracks in Burlington, but there is still a slight chance and therefore should be in the plan for now.
- Some of the existing uses along Main Street could use more “curb appeal” with façade improvements and redevelopment.
- Some areas along the RR tracks that are visible in downtown are a visual blight and need to be addressed.
- Town center standards should be established for the core of the town. These standards may include an appropriate streetscape plan, including landscaping, sign, and architectural guidelines.

Public Awareness

Goal

- To instill in the residents of Burlington an active interest in the future of the Village and its community functions.

Objectives

- To develop and maintain a free flow of communication between the municipal government and residents;

- To keep the citizens informed of events, actions, and problems that affect them, the Village, and its environs;
 - To encourage the formation of civic improvement organizations that will actively strive for the betterment of the Village;
 - To cooperate with and support local associations interested in the promotion of a better community, and;
 - To enhance the use of existing public gathering spaces and create new ones to serve as forums for public involvement.
- 
- A commitment to the process from top agency official and local leaders is secured. The public involvement process, which includes informal meetings, is tailored to the project. The landscape, the community and valued resources are understood before engineering design is started.
 - A full range of tools for communication about project alternatives is used (e.g., visualization).

Specific Recommendations

- As outlined in the Burlington Economic Development Plan of 2004, it is important that an Economic Development Committee remain functioning after the adoption of the Economic Development Plan. Their duty should be to implement the plan, including the scheduling of regular meetings with the business community in order to be apprised of their needs.
- As the Village population increases, the Village should consider developing a website for online communication.
- The Comprehensive Plan Future Land Use Map indicates a preferred location for a future municipal complex that will serve the needs of the residents. The VB should determine whether this location is available for purchase and negotiate with the property owner ASAP.
- Educate elected leaders and public officials about smart and sensible growth. Many communities are now discovering the benefits of smart growth. Prospects for smarter development are greatly enhanced when public leaders can clearly articulate a strong vision about how and where growth should occur.
- Use a “kick the tires” trip to take local government officials and residents to visit smart growth communities. Often, local officials and neighborhood activists have little experience or previous exposure to smart, sensible growth. While graphics and architectural renderings can give a rough picture of what projects look like, a better way to demonstrate smart growth's potential is to actually walk through a traditional neighborhood development or complete smart growth project.
- Make zoning codes and other land development regulations simple to use and easy to read.

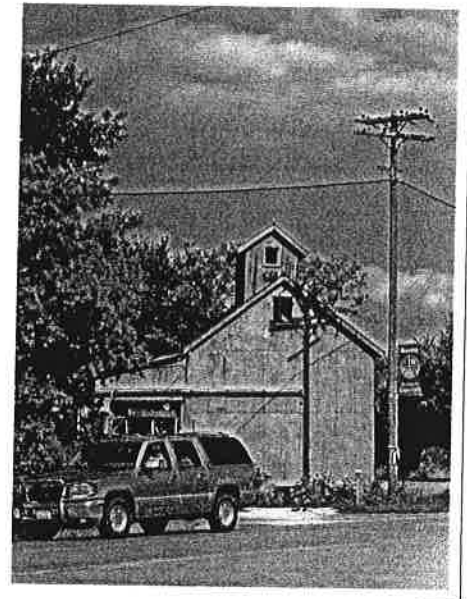
Community Character

Goals

- Maintain the rural small town character of Burlington through good community design.

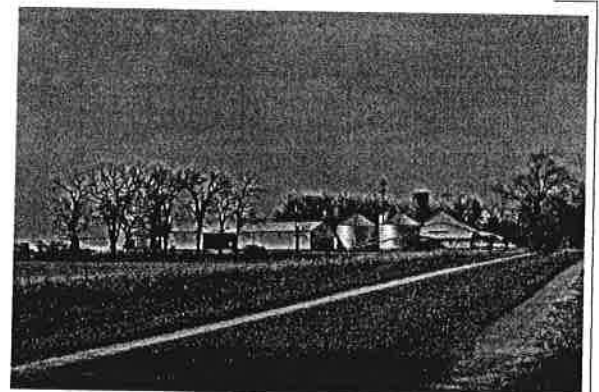
Objectives

- To create distinctive and attractive gateways into the Village;
- To promote farming as an important and meaningful land use;
- To encourage civic, cultural and church organizations to be a strong part of the community;
- To promote the integrity, economic value and historical importance of the downtown district;
- To encourage the adaptive reuse and redevelopment of buildings in the downtown district;
- To establish design guidelines as part of the site plan review process to ensure that new development is attractive and compatible with the character of the Village; and
- To require landscaping of new development that accentuates the country character of Burlington.
- To recognize the importance of Burlington's past and how it impacts the present and future;
- To identify historically significant sites and structures;
- To promote the preservation of historically significant sites and structures.
- Design communities so that kids can walk to school.



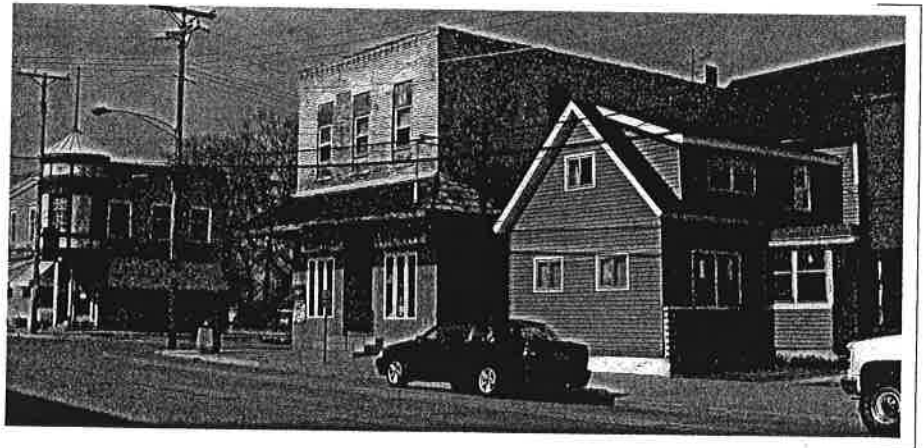
Specific Recommendations

- Bury utility lines for all new development.
- Work with the State of Illinois in order to bury existing lines in the Old Town area.
- Encourage the preservation of existing structures within the existing core that have historic or architectural significance. Also encourage reusing agricultural structures in areas of new development. Some potential reuses are a community center, museum, offices and ag related businesses.
- Gateways have been identified on the plan where either a natural or man-made landmark is present and seems to define an edge



of town. These gateway views should be treated with care to preserve and beautify. This may include signs, landscaping, lighting, etc.

- The use of Best Management Practices, or BMPs is important. See preceding pages, Utilities and Infrastructure Section for further information.
- Various sections of roads within the planning area seem to be worthy of a Rustic Roads route designation. Kane County now has a Rustic Roads Program that Burlington may want to investigate. Along such routes, controls should protect trees, stone walls, fences, and have strict sign rules. Sections of Lawrence, McGough and Waughn are possibilities.
- Explore the addition of a historic marker along Plank Road, near the old Town area, that recalls the history of Plank Road.
- Explore the possibility of getting landmark status for historic buildings in downtown. The old grain bin in disrepair and/or the cemetery on Water Street may also be possibilities for such designation. This status could help finance improvements.
- Create community greens.



Summary of the Future Land Use Plan

The purpose of a land use plan is to provide village officials with a framework or guide that they can use when considering future development proposals. The goals and objectives of this plan have been interpreted in graphic form on pages 23-41. These two plan maps, one for the current unincorporated area and the other for the jurisdictional area, reflect those general goals that can be summarized as:

- 1) To promote controlled, balanced growth regulated by zoning and coordinated with municipal facilities and services;
- 2) Promote Neo-traditional and/or conservation design residential development with a mix of price levels in such a way so as to maintain the character of the Village, take advantage of municipal services, and protect natural features and hazards;
- 3) To preserve prime agricultural land by discouraging isolated developments, buffering agricultural land from other uses when necessary, and promoting agribusiness.
- 4) Encourage the development of additional light industry and set aside areas with unique industrial development potential;
- 5) Strengthen the existing commercial "town center";
- 6) To expand the open space system, as appropriate, to meet the needs of the citizens, connecting parks and conserving natural, historic, and scenic sites;
- 7) To coordinate transportation and land use planning.

Each category of land-use on the plan map is described below:

Commercial

The plan maps reflect the goal of strengthening the historic commercial center of the Village. A primary benefit is to create an economic district that is stronger than the sum of its component parts.

The Plan shows an existing commercial area extending north on Main Street to French Road. Main Street commercial also extends south, past the railroad tracks to the proposed County N-S Road. Village commercial is also indicated along Plank Road, west of Main and also east on three corners of the proposed intersection of Plank and the proposed County N-S Road. The County N-S Road, if it comes to fruition, could accommodate some additional commercial growth. This would make even more sense if the area were a mix of some retail, services, office and upper story residential uses

An expansion of the business district is anticipated through an in-fill strategy. New businesses are to be encouraged between and adjacent to existing businesses on Center, Water and Main Streets. The potential east bypass

Industrial

A small expansion of light industrial/manufacturing is possible for the area surrounding D&M Plastics on French Road. A larger more prevalent area for this type of use is located on the east side of town, between Plank Road and the railroad. Potentially there are 200 acres avail-

able for this type of growth. Realistically, a smaller size office/industrial park will probably be the extent of this type of growth. Please see the 2004 ED Plan for more information.

Institutional

Existing institutional facilities (including utilities) are reflected on the Village plan map, including one church on Center Street, the post office, the wells and water tower on South Street, the fire station, school district administration office on South Street, the Village Hall on Water Street, and the township garage and land on Main Street. The one and one half mile plan map illustrates the location of a Commonwealth Edison easement in the Institutional and Utility category. This easement, which runs through the center of town like the railroad, is the right-of-way for a power line from the nuclear power plant at Byron to the Chicago metropolitan area.

Open Space

The existing open space areas include: Burlington Park expanded, north of Deutsch Road and west of Burlington Road; the school district land on South Street, and the cemetery at South and Water Streets. Proposed open space takes three forms on the maps. First, intended as buffers between conflicting land uses, are narrow strips of open space. These strips which may be grassy berms or planted in bushes or trees, are shown on either side of the planned east side light industrial area, and between the new development on French Road and the agricultural land to the north.

A greenbelt is shown on the plan and represents the second type of open space. This green band is found in various locations on the plan. Creeks, drainageways, mature tree clusters or connecting links protect drainage, vegetation and wildlife. The greenbelt can also be used for the construction of trails to connect schools and parks with residential areas. It is the intent of the plan to protect these areas and others like it from development through acquisition, conservation easements, land donations to the park district or homeowners associations.

Thirdly, large areas planned for open space acquisition are shown adjacent to the school district building on South Street and as an extension of the present park south of the tracks and Main Street. Also, the woods and ponds south and west of the Village are unique assets that should be preserved.

Agriculture

Agriculture is by far the most extensive of the planned uses. Since it is the plan's intent to promote agribusiness, the plan must also preserve as much of the farmland that supports it as possible. This farmland is considered to be a resource that requires protection and planning like the other land uses.

Most of the planning area is considered by the Soil Conservation Service to be prime agricultural land.

In the Burlington Future Land-Use Plan proposed growth areas are found in all four directions from the center of town. However there are limits to this development. The limit of development is the beginning of rural agricultural settings.

Although the Plan does not extend as far east as Route 47, it is the intent of the Village to preserve agriculture land and agribusiness from the east side of the Burlington Creek to Route 47 (note a boundary agreement with the City of Elgin has identified Route 47 and also Brier Hill Road as a boundary between Burlington and Elgin. The Village has no intentions of growth in this area).

A boundary line agreement between Hampshire and the Village of Burlington identifies Lenschow Road as the border. There is virtually no agricultural land to be preserved from the center of town north to Lenschow Road. On the west side of town, it is the Village's intent to preserve ag land or forest preserve holdings and agribusiness from Engel Road west to the DeKalb County line. Finally on the south end of town the agricultural lands and agribusiness will extend from Chapman Road south to Virgil, with some exceptions just north of Chapman.

By protecting agricultural land from development, it is hoped that land will be continually maintained and improved to ensure that future use, as farmland is feasible. This is in keeping with both state and national policies dealing with agricultural land preservation.

Where new development comes into contact with agricultural land, both uses are buffered as much as possible.

Residential

The plan map reflects new residential neighborhood growth as Neo-Traditional development. Though the plan shows some existing residential on larger size lots in order to accommodate septic systems, this approach is no longer advocated for the future. In general, lot sizes for new development on the fringes of the core of town should reflect the typical size found in town, approximately 8,500 sq. ft.

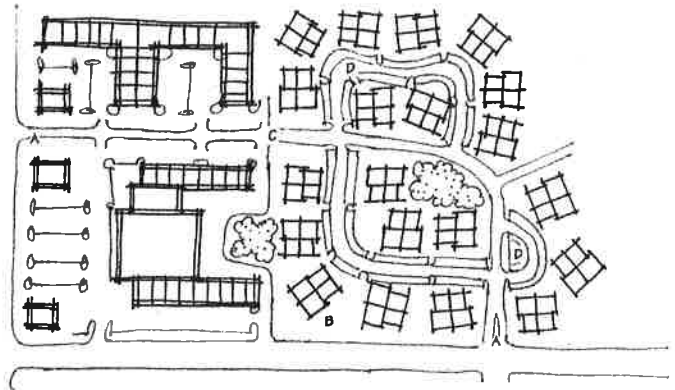
Appendix

Neo-Traditional / Town Center TND Principles

The Village of Burlington has borrowed a number of principles advocated by various leaders in the New-Urbanism movement. Listed below are principles that should be used as guidelines for any new development:

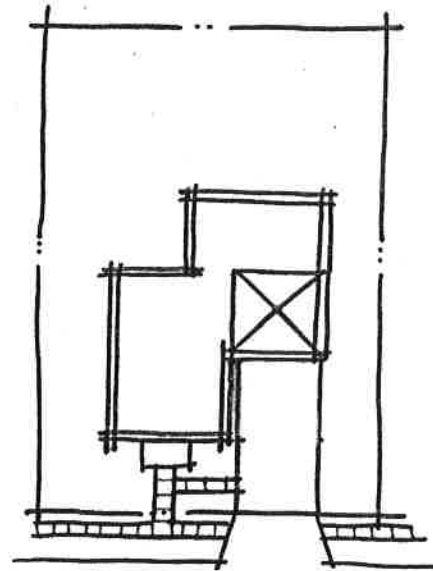
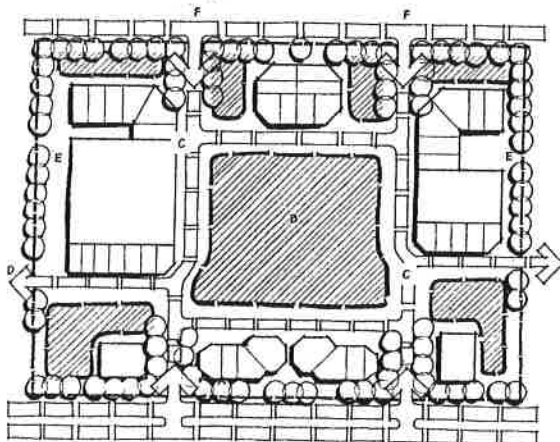
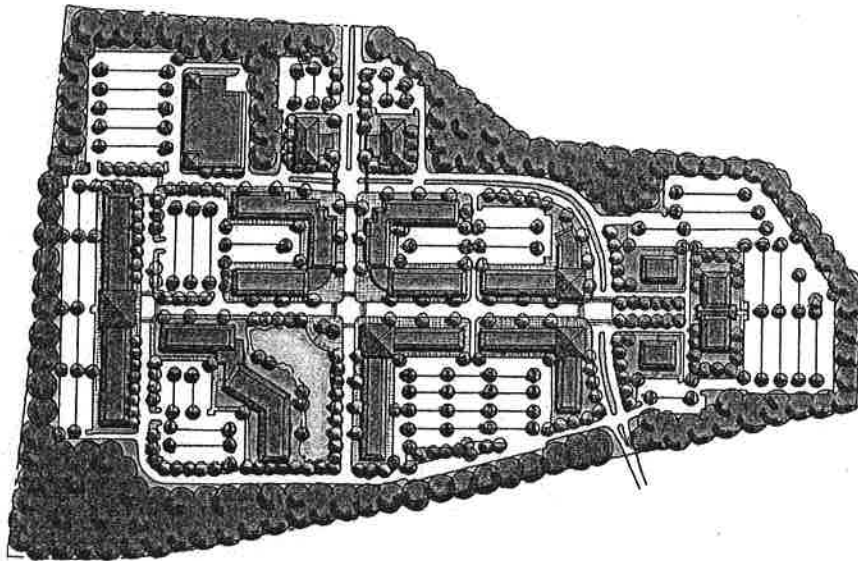
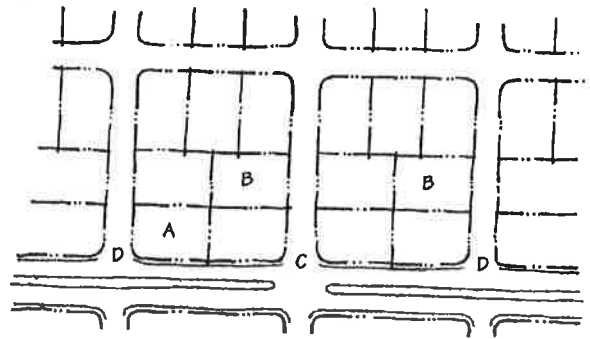
General Characteristics of a Neo-Traditional Town

1. Define public space clearly and with a purpose. Whether developed or natural these spaces must be treated as focal points. A Town Common 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 should 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 should be modest sized
11. The streetscape should include 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.



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, if any, are 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.



Resident Survey Results

1. There were 49 respondents (all reside within Burlington village limits)
2. 9 respondents have been living here less than 2 years
12 respondents have been living here between 2 and 10 years
27 respondents have been living here for 10 years or more
3. Reason for moving to Burlington area:

Rural atmosphere	33
Schools	13
House prices	11
Sense of community	9
Family lives here	7
Job	5
Large home lots	5
Other (born here)	2
4. Intending to move within:

1 year	2
1-5 years	7
6-10 years	4
11-15 years	2
I am not planning on moving	28
I will retire here	8
5. Perceptions of Burlington:
 - Great (5x) • Small town (3x) • Nice small town (2x)
 - Quaint rural type community (3x)
 - Quiet small town (2x) • Comfortable, quiet, safe, peaceful (2x)
 - Quiet town needing a move forward (2x)
 - Caring community, safe
 - Down on its luck, in need of boost
 - Dilapidated
 - Small town on verge of growing quickly
 - Currently a nice place to live
 - Good place to live as is
 - We love the area and have both lived around here our entire life, but without city sewer, we may move to another community
 - Small town just in the middle of everything else
 - Small rural community with family values, good schools, little congestion
 - Needs waste system
 - Growing; needs to update
 - Small town; poor leadership and financial plans
 - James Street is still a family-oriented, happy street
 - Very good small community to live in, especially when we moved here
 - It's going to get run over. It's a small rural town that limps along. Leave it alone. Built around us.
 - If you put in houses, use 5-acre lots
 - Growing town that is playing catch-up from past
 - Needs some economic development to help keep taxes low
 - Small town where people know each other and care
 - Nice little town; hope it stays that way
 - A place that used to be nice; put it back like it was 20 years ago
 - Nice small town, not too many rules. No cops.
 - Great schools, no traffic. Not too far from anything
 - Nice peaceful town; could be more developed
 - Quaint, pleasant, sense of community, but in danger of disappearing
 - Doing best to survive

Resident Survey Summaries (cont.)

6. Covering the cost of a multi-million dollar sewer system for the village:

Okay to add add'l retail services consistent with small downtown; keep historic character	20
Allow large-scale residential development; use impact fees to absorb cost of sewer improvement	16
Okay to add retail and light industry without regard to historic character of the area	9
Change Burlington's downtown business area with modern retail, office complexes & light industry	7
No additional development, I'd rather absorb the cost of the sanitary system through taxes	4

7. How available land should be developed for residential use:

Single-family subdivisions with one home per acre and above	22
Single-family neighborhoods with small lots, clustered homes, and public open spaces	14
No additional residential.....	8
Single family with a retail area.....	8
A mix of single and multiple family homes (town homes / condominiums).....	4

8. What do you like about Burlington?

- Large lots / small town
- Small town atmosphere (2x)
- Quiet and laid back
- How well people work together
- Great place
- Size and location
- Parks and churches
- Small town, everyone knows who's next-door; kids can run around
- Clean, safe, small rural town
- You know everyone
- Small
- Friendly, needs to grow, otherwise will die
- Small town living
- Proximity to Elgin, DeKalb and Chicago
- People take an active role in being concerned
- Good people
- Rural feel, not a busy downtown. Location is just off the beaten path yet close enough to everything.
- Potential for controlled growth; small old-town feeling.
- Character of the town
- Small-town aspect
- Quiet, lack of big residential
- Not much anymore; thanks to the yahoos that run the place and want more ordinances
- It is small
- It's close enough to Chicago but far enough away
- Friendly, small town appeal
- A good reliable bank; good post office, and people-friendly neighbors
- People (2x)
- Small-town atmosphere, but realize growth is important
- Small-town feel
- Strong sense of community
- We like location
- The fact that it is small. There's not much here as far as shopping goes, but any shop you can think of is not far away. Keep Burlington small with light growth.
- It's comfortable, quiet, safe and peaceful
- Safe and quiet, a good school system

Resident Survey Summaries (cont.)

9. How residents want to keep Burlington's rural small town identity as growth occurs:

- Please Council Members, keep out more homes. We need a grocery store, not more people. Less school kids moving here.
- Don't let future developers get the upper hand and dictate to the village. I think the village has done a good job so far keeping them in check
- Controlled growth
- Expand sidewalks and streets to maintain village inclusion of new development. Downtown businesses with apartments above. No strip malls.
- Keep it old-fashioned.
- Put burden of town improvements on developers. Expand feel of downtown (across the tracks and at Main / Plank intersection)
- That's your job
- Hard to do, hope you can
- Planning discipline. Not to allow anything not in plan. Proper, up-to-date zoning.
- Keep a leash on it.
- It will be impossible. All surrounding towns will close in around Burlington
- No new homes
- Keep out large developers
- Slowly add small, good-quality subdivisions
- Un-incorporate
- Give farmers incentives not to sell out
- I like the way it is. Agreements with other towns are needed.
- Maintain large lots
- By smart growth
- Large houses, 5-acre lots bring in money, not scum. Raise taxes - people will pay for open space. You will reap what you sow.
- All towns have to eventually grow. Downtown would still be the same and stay cozy.
- Doubt that it is possible
- Do not develop multi-family: brings in trash i.e., Lake in the Hills, Huntley. What are the projections for growth for schools? In Huntley and LITH, schools will be in trouble in about 15 years. What are we going to do with all the schools and vacant?
- Don't sell off surrounding property
- Need to develop the downtown with small shops, restaurants in order to keep downtown alive.
- Keep old-fashioned style housing
- Must make small progress or be run over by other townships
- Let the town grow. Get all boundaries intact so everyone will know how big it could get. Good to use county lines as boundaries.
- Limit restriction on developments
- Industrial parks bring in dollars. Residential sites should have huge impact fees. Let the developers pay to build in Burlington.
- Secure surrounding borders

10. Total points for what residents want to see more of in Burlington:

Light industrial businesses	249
Shopping areas to generate tax revenue	240
Recreation areas	223
Youth activities	181
Variety of housing	177
Office jobs	173
Senior apartments or living center	123

Resident Survey Summaries (cont.)

11. Do you envision the Village's Main Street evolving into the commercial core, with additional services offered?

Yes: 25

No: 25

If yes, rate the following items you would like to see, on a scale of 1-10*

More shops	153
Restaurants	133
Professional offices	97
Old structures demolished to make way for new franchise businesses.....	46

12. Total / Average points given for village services:

Fire	338 / 8.5
Water	329 / 8
Township Services	256 / 6.5
Police	240 / 6.6

13. Importance of sanitary sewer service over septic:

No. of Respondents: 43

Average score (10 being highest): 5.3

Willing to pay for this improvement:

Yes: 12

No: 33

14. Importance of sidewalks in the existing town:

No. of Respondents: 44

Average score: 5.6

15. Importance of preserving agricultural open space surrounding the Village:

No. of Respondents: 45

Average: 8

16. Importance of preserving rural character of Burlington:

No. of Respondents: 47

Average score: 8.3

Comments on how residents would do this:

- Large estate lots (2x)
- Good planning
- Keep out large developers
- Wouldn't change anything
- Whole town should be forest preserve
- Tax land as residential, not farm
- Don't cave in to [pressure for] strip malls, franchises
- No building
- Bypass the town, bring in large houses w/5-acre lots; people will pay higher taxes for some rural space. Where else can you go to get it or build on it?
- We should expand but do not get too carried away
- Build to somewhat of the land; try to save forestry; build around; create nature zone. People like peace & nature
- Keeping the downtown
- Smart controlled growth
- Require big open spaces as part of any development
- Allow small scale building at locations close to existing downtown
- The town will still be small compared to neighboring towns. We will still have cornfields
- Expand the Village and streets to incorporate new development; do NOT have subdivisions
- Encourage small shops and business in downtown

Resident Survey Summaries (cont.)

17. Total/Average points given for opinion of:

School system	351 / 8.4
Local park system	313 / 7.5
Library system	193 / 5

18. Importance of saving open space:

No. of Respondents: 44 Average: 9.1

19. Do you see the need for roadwork improvements to repair existing roads?

Yes: 16

No: 28

If Yes, please identify:

- Main / Plank Intersection
- If growth is coming, all roads need repair and widening
- Burlington Road at railroad
- When needed
- All streets getting in need of repair
- Re-routing off of Plank Road
- Rotate wear - in certain places
- Change Plank intersection
- 17,000 homes between Hampshire & Elgin. The traffic got to fit roads to get around Burlington (bypass)
- Main Street
- Plank, although state-owned. Stay up with downtown.
- Burlington & railroad tracks (3x)

20. Regarding the proposed By-Pass :

- 56% think this will be a benefit to the village with regards to traffic.
- 27% think it will have a positive impact on the downtown.
- 52% think it will have a negative impact on the downtown.

21. What places/villages would like Burlington to model itself after, if any?

Barrington, Illinois • Cherry Valley, Illinois • Dundee (w/o mall or big box)
Elburn, Illinois • Geneva, Illinois • Genoa, Illinois (3x) • NOT like Gilberts
Hampshire, Illinois (2x) • Kirkland, Illinois • Itself (4x) • Lily Lake, Illinois
Long Grove, Illinois (2x) • NOT LIKE Lake in the Hills • New Lebanon, Illinois
Richardson (?) • Sugar Grove, Illinois • Stillman Valley, Illinois
Sycamore, Illinois • Woodstock, Illinois • Wasco, Illinois

Additional Comments:

- Burlington must get sanitary sewer system
- Park District should take on additional land
- Create and enforce property maintenance
- There is not any historic value in Burlington as far as downtown buildings are concerned
- Over 55 years we raised 6 kids and all our children were happy in this little town
- Excellent survey
- If Bypass goes in, we will strongly consider moving
- If Burlington allows residential, then they have to be prepared to provide full time police. No need to pay county cops to set up speed traps in town
- People need to park on correct side of street
- No need for library and park system
- Allow large lots with large homes, no tract homes
- I sincerely hope this survey does some good. It would be nice to see Burlington take some positive action instead of just talking about it
- Hypothetically speaking, a developer purchases 100 acres for 100 homes on 1-acre lots. The land may sit for 5-10 years before it develops and is taxed as farm land, when it should be taxed as residential.

Non-Resident Survey Results

1. There were 15 respondents (none reside within Burlington village limits)
2. 0 respondents have been living in the area less than 2 years
 1 respondent has been living in the area between 2 and 10 years
 7 respondents have been living in the area for 10 years or more
3. Reason for moving to Burlington area:

Rural atmosphere	11
Schools	2
House prices	1
Sense of community	2
Family lives here	2
Job	1
Large home lots	1
Other	0
4. Intending to move within:

1 year	0
1-5 years	4
6-10 years	2
11-15 years	1
I am not planning on moving	5
I will retire here	7
5. Perceptions of Burlington:
 - Dilapidated town
 - It is dying
 - Community that cares because we know each other
 - It is a small resident town
 - Small stagnant town that has been trying to hold back development
 - Town has a good sense of community. It looks tired and shabby. Can't buy basic goods & services
 - Rural; open; no congestion
 - Some people act suspicious and aren't friendly
 - Nice place to live. Shop elsewhere and let them have the traffic
 - Friendly town; helpful people
 - Nice small community (2x)
6. Covering the cost of a multi-million dollar sewer system for the village:

Okay to add add'l retail services consistent with small downtown; keep historic character	10
Allow large-scale residential development; use impact fees to absorb cost of sewer improvement	4
Okay to add retail and light industry without regard to historic character of the area	1
Change Burlington's downtown business area with modern retail, office complexes & light industry	0
No additional development, I'd rather absorb the cost of the sanitary system through taxes	4
7. How available land should be developed for residential use:

Single-family subdivisions with one home per acre and above	6
Single-family neighborhoods with small lots, clustered homes, and public open spaces	6
No additional residential	3
Single family with a retail area	2
A mix of single and multiple family homes (town homes / condominiums)	4
8. Comments on what respondents like about Burlington:
 - Small town attitude that residents have
 - Quiet and less auto traffic
 - Friendly, small town, in rural setting
 - Rural atmosphere, quiet, no Wal-Mart or bright light
 - Rural, open farmland, no congested residential
 - Small town atmosphere
 - Open spaces and farmers fields

Non-Resident Survey Summaries (cont.)

- Seeing the sunset
- Small community
- Nice friendly community
- Quiet, no traffic, can go to other towns for needs

9. How residents want to keep Burlington's rural small town identity as growth occurs:

- Not possible
- Specialty shops to downtown, industry on outskirts. Do something on [Rte] 47 to increase tax revenue
- Keep it an oasis in desert of metropolis
- Many cities had the same growth pressure and it lead to all residential. The town officials have been able to confront investors.
- Keep larger estate-type lots that are upper income costs. Don't allow density
- Plan for development
- 1-5 acres lots. Limited small industrial
- Limit the major building project
- No super malls
- Careful planning
- Don't allow growth - keep rural atmosphere
- Single family with green acres
- Specialty shops wide open space and agricultural base

10. Total points for what residents want to see more of in Burlington:

Light industrial businesses	61
Shopping areas to generate tax revenue	53
Variety of housing	45
Recreation areas	42
Office jobs	40
Youth activities	31
Senior apartments or living center	28
Other: More farms (2x); meeting place cafe	

11. Do you envision the Village's Main Street evolving into the commercial core, with additional services offered?

Yes: 7 No: 3

If yes, rate the following items you would like to see, on a scale of 1-10:

Restaurants	39
More shops	40
Old structures demolished to make way for new franchise businesses	16
Professional offices	17

Note: One person checked all of the above, rather than give a numerical value

12. Total points given for village services:

Fire	82
Township Services	58
Police	54
Water	19

13. Importance of sanitary sewer service over septic:

No. of respondents: 12 Average score (10 being the highest): 2.6

Willing to pay for this improvement:

Yes: 2 No: 9

14. Importance of sidewalks in the existing town:

No. of respondents: 14 Average score: 6

Non-Resident Survey Summaries (cont.)

15. Importance of preserving agricultural open space surrounding the Village:

No. of respondents: 15

Average score: 7.6

16. Importance of preserving rural character of Burlington:

No. of respondents: 14

Average score: 9

Comments on how residents would do this:

- Don't allow growth
- Large estate-type homes
- Say no to investors
- Promote agriculture
- Don't allow multi-family. Use cluster homes.
- Have a master plan. Carefully identify uses and stick to it.
- Re-use existing buildings - give them a facial

17. Total/Average points given for opinion of:

Local park system.....102 / 7.8

Library system61 / 6.1

School system119 / 8.5

18. Importance of saving open space:

No. of respondents: 14

Average score: 8.2

19. Do you see the need for roadwork improvements to repair existing roads?

Yes: 7

No: 7

If Yes, please identify:

- Burlington Road
- Main / Plank Intersection (x2)
- Peplow & McGough
- Main Street near railroad
- Railroad Street

20. Regarding the proposed By-Pass :

- 50% think this will be a benefit to the village with regards to traffic.
- 30% think it will have a positive impact on the downtown.
- 75% think it will have a negative impact on the downtown.

21. What places/villages would like Burlington to model itself after, if any?

- Celebration, Florida • Oak Park, Illinois • Greenwich, Connecticut • Geneva, Illinois (2x)
- Genoa, Illinois (2x) • Kirkland, Illinois • Mill Creek Subdivision (Geneva, Illinois) • Elburn, Illinois
- Woodstock, Illinois • Sugar Grove, Illinois • Hampshire, Illinois • NOT Hampshire

Additional Comments:

- Don't be tempted by false promise
- School site should not be considered open space
- Strongly favor downtown revitalization
- Consider a lighting ordinance
- Beautify downtown
- No fast food
- Town is being bought by developers and Board is selling out
- Work with School District to reconfigure boundary long township line
- Like hominess of bank