

Chapter II, Planning Factors

Introduction

One of the initial steps toward the preparation of this comprehensive plan update was to conduct an inventory of Hampshire and its planning area to assess needs, opportunities, assets and constraints. This was accomplished by:

- Carrying out a windshield survey of the 42-square mile planning area to evaluate existing land uses, trends of development and physical factors that affect the growth and development of Hampshire.
- Conducting a visioning session with the Planning Commission, Zoning Board of Appeals and the Village Board of Trustees to identify primary planning issues, development opportunities and visions for Hampshire.
- Conducting a second visioning session with the general public to obtain their input on primary planning issues and visions for Hampshire.
- Interviewing persons that the Village Board identified as having a stake in ensuring the continued success of the community. These individuals included developers, business owners and representatives of Community Unit School District #300.
- Holding four Town Hall meetings with the general public, designed to:
 - Obtain input on primary planning issues and visions for Hampshire.
 - Work through alternatives for the corridor along I-90, where the greatest economic development potential for Hampshire exists.
 - Obtain feedback from the general public on the draft land use alternatives for the entire community that was used to revise these alternatives.
 - Obtain feedback from the public on the recommended land use map and policies for Hampshire before they were presented to the Plan Commission at a public hearing.



These processes were key toward identifying the planning issues currently facing Hampshire. **Appendix A** provides a summary of the meetings, workshops and interviews held to help develop the focus of this plan. The top issues identified from these exercises in Hampshire include:

- Increase Hampshire's tax base, particularly with industrial and business park uses.
- Develop the I-90 corridor with tax generating uses where access to businesses can be from the interstate rather than from local streets in town.
- Create areas for recharging aquifers that provide Hampshire's potable water. Protect these areas from pollution and over consumption.

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- Maintain rural character and public open space, enjoyed by all.
- Value and protect natural resources as Hampshire develops.
- Develop a system of interconnecting pedestrian trails that lead to destination uses.
- Ensure traffic associated with new businesses does not affect the quality of life and businesses in the downtown.
- Create north/south collectors that can handle anticipated traffic increases.
- Promote a new Metra station in Hampshire's planning area to offer an alternative to driving to Chicago and other communities east of Hampshire.
- Construct a new municipal center (including Village Hall and Police Station) that serves Hampshire today and in the future.
- Develop a community center that serves all age groups.
- Provide new retail and restaurants, but avoid strip commercial (i.e., retail businesses on shallow lots with frequent curb cuts).
- Maintain large lots, but create developments that offer diversity in product and lot size.
- Avoid monotony by adopting anti-monotony codes.
- Adopt creative ways of land planning to avoid the "cookie cutter look" that is typical of most suburbs.
- Add housing for seniors (i.e., maintenance-free and affordable).
- Find ways to make development pay for itself and avoid creating additional burdens on Village services and the School District.
- Promote quality development, particularly for multiple-family housing that experiences greater "wear and tear" on its buildings, due to the larger number of people that reside in such housing.

Planning Factors Maps

As part of the data gathering process, a series of planning factors maps were created from the windshield survey, base maps received from the Village's consultant engineer, aerial photographs, soils maps, plat maps, utility maps, and plans proposed for new residential and non-residential developments. These maps are presented as Figures II-1 through II-6 and include:

Location:

Figure II-1, Boundary Agreements, presents the relationship of Hampshire to the Northwest Tollway (I-90), US 20, Illinois Route 72, Illinois Route 47 and other communities outside its planning area, including:

- Huntley, Marengo and Coral Township (north).
- Burlington, Sycamore and Lily Lake (south).
- Pingree Grove, Gilberts, Udina and Elgin (east).
- New Lebanon and Genoa (west).

Insert Figure II-1, Boundary Agreements

Boundary Agreements:

Hampshire has boundary agreements with Huntley, Burlington, Gilberts and the City of Elgin. (See Figure II-1.) Boundary agreements have been initiated, but not completed, with Pingree Grove. Hampshire recognizes the importance of identifying boundaries and land uses mutually acceptable to its neighbors so that the type, pattern and intensity of land uses fits within the context of each municipality's vision. Also, clarifying land uses and boundaries will avoid posturing by developers who might try to play one community off the other for new development.

Taxing District Boundaries:

Figure II-2, Taxing District Boundaries, page 5, identifies the taxing district boundaries for:

- Schools.
- Park District.
- Library.
- Fire Protection.

Unlike many communities, these districts generally coincide with one another and cover most of Hampshire's planning area. This avoids concerns related to balancing the impacts of residential growth against the benefits of tax generating uses in the school, park, library and fire protection districts that could result if there were multiple districts in the planning area.



Hampshire is part of Community Unit School District #300, which is headquartered in Carpentersville, Illinois. District #300 is 118 square miles in size. The District serves the Villages of Algonquin, Carpentersville, East Dundee, Gilberts, Hampshire, Lake in the Hills, Pingree Grove, Sleepy Hollow, and West Dundee. Also, a small portion of the City of Elgin, an annexed portion of the Village of Hoffman Estates, and portions of Barrington Hills, Cary, and Fox River Grove are served by Community Unit School District #300.

Two schools are located in Hampshire. They include: Hampshire Elementary on Terwilliger Avenue (see above photograph) and Hampshire Middle School and High School on South State Street. The area around Hampshire is growing faster than it can be served by District #300. Meeting school needs was, therefore, one of the top priorities identified as part of the visioning session held with public officials and citizens within Hampshire's planning area. Community Unit School District #300 has identified a need for a new high school within the eastern portion of Hampshire's planning area. Needs for additional elementary and middle schools will be identified as plans for development in Hampshire and neighboring communities in the District are reviewed by District #300 staff.

Parks, Recreation and Open Space:

Hampshire's natural resources provide both opportunities and constraints to development.

Figure II-3, Parks, Recreation and Open Space, shows:

- Floodplain.
- Poor soils (muck) which are not suitable for development.
- Mature stands of trees and woodlots.

Figure II-2, Taxing District Boundaries

Figure II-3, Parks, Recreation and Open Space

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- Farm ponds.
- Wetlands likely to be regulated by agencies due to their size or type.
- Existing parks and the Hampshire Forest Preserve.
- Areas that have the potential for groundwater recharge.



Many of these resources will be protected from development by local, county or federal regulations. Areas with potential for groundwater recharge should be protected from the adverse impacts of development (i.e., pollution and large expanses of impervious surfaces that do not allow water to reenter the ground). This is because Hampshire's potable water supply depends upon the recharge of aquifers.

The value of Hampshire's open space, which largely consists of agricultural fields, was identified as one of the more important planning concerns. Therefore, policies for

natural resource protection, preservation of open space and site design that maintain some of Hampshire's rural character through setbacks, landscaping and vistas were explored and developed. (See **Chapter IV, Land Use and Development Policies.**)

Most of the undeveloped land in Hampshire's area is farmland. Nearly all of these soils in these parcels are prime farmland. Although agricultural lands in Hampshire's planning area are valued for the benefits they bring with respect to farming, open space and wildlife habitat, it is recognized that they are experiencing increasing pressure as properties in Hampshire's planning area are sold for residential and non-residential developments. While the 2004 Plan does not include agricultural preservation as a means to protect this resource, it also does not promote the conversion of farms to non-farm uses. Instead, it seeks to set aside a significant number of acres for continued agricultural practices and to work with developments under consideration by Hampshire at the time of this plan update to minimize the intrusion of residences and businesses on farm operations.

Transportation Map:

Figure II-4, Transportation, shows the existing roadway network and a proposed future road pattern based on anticipated need in order to provide a system of north/south and east/west collector and arterial streets through Hampshire as it develops. The location of roadways and points of intersection are based on standards for distances between collectors, making connections to the existing roadways at appropriate locations. Figure II-4 is **not** a transportation plan, but shows the early work carried out by the Village's consultant engineer as part of planning initiated to address the effects of anticipated development. Transportation routes and linkages were modified as land use alternatives were developed. (See **Chapter IV, Transportation.**)

This map also shows the proposed location of the Outerbelt Freeway as recently conceived by the Illinois Department of Transportation (1997 study). Studies that would more precisely evaluate the location and design of this facility are not expected to occur for another 20 or 30 years. However, it is a factor in planning for the future, because its location influences land uses and other transportation networks in Hampshire's planning area.

Another important component of this map is the identification of potential bicycle routes. Although conceptual, routes proposed by the County along Harmony and French Roads and Brier Hill Crossing and Hennig Roads will help provide a framework for trails that can be integrated into a more holistic plan developed by Hampshire in the future.

Figure II-4, Transportation

Utilities:

Figure II-5, Utilities, provides an overview of existing utilities, including Hampshire's:

- Water towers.
- Wells.
- Sewage treatment plant.
- Sanitary sewer system.
- Storm sewer system.
- Force mains.
- Lift stations.

An expansion of Hampshire's existing wastewater treatment plant is underway. Even with this expansion, the Hampshire Highlands and Hampshire Meadows projects are expected to bring the plant up to 80% to 90% of its capacity. Other projects will require additional expansion.

The Village is working with developers to develop water and wastewater systems that serve the needs of existing and future residents and businesses, including business planned along the I-90 corridor. This includes the following:

- Expansion of the capacity of the existing waste water treatment plant to 3.5 million gallons per day.
- Construction of interceptor sewers to serve future development to the north and east of incorporated Hampshire.
- Construction of a water system that includes:
 - Deep wells.
 - Water treatment facilities.
 - Storage tank and pumping station.

Multiple pipelines run through Hampshire's planning area, carrying different fuels. These are:

- West Shore Pipeline, which carries Turbine Fuel.
- ANR Pipeline, which carries natural gas.
- Enbridge Pipeline, which carries crude oil.
- Nicor Pipeline, which carries natural gas.

Each of these pipelines has guidelines that protect them from development. They include regulations on building placement and landscaping that will affect new development proposed in the vicinity of each pipeline.

This map also shows the facilities planning area boundary proposed by Hampshire at the time of this plan update. Public sewer provided to properties in this area would serve Hampshire's existing and future residential and business communities, including developments that were under consideration in 2003 and 2004 (See **Potential Developments**, below and **Figure III-2, Future Land Use Map**).

Potential Developments:

Table II-1, Estimated Number of Dwelling Units and Population Projections and Developments under Consideration and **Figure II-6, Potential Developments**, identify residential developments that have recently been approved or are under consideration. The expected increase in dwellings that would result if all of these proposals were built as planned is 4,402 homes. This would add another 13,206 (estimated) people to Hampshire, assuming an average of 3.0 persons per dwelling.

Some of these projects, such as Prairie Ridge, Oakstead, Tamms Farm and Brier Hill Crossings, include non-residential development land uses. Prairie Ridge includes plans for a

Figure II-5, Utilities

Figure II-6, Potential Developments

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municipal complex and commercial center north of the existing downtown, and a 19-acre school site east of Harmony Road at the north end of the development. Oakstead includes a site for a house of worship. The Tamms Farm includes a 100-acre school site, a need that has been identified by School District #300. And the Brier Hill Crossings project is predominantly business park and retail commercial, with a residential component that will provide workforce housing.

Figure II-7, Developing the Planning Area, shows how these future development proposals relate to the 42-square mile planning boundary. At the onset of the planning process, Hampshire's officials decided that the community's planning area should include projects that were currently under consideration at the time the plan update was initiated. Therefore, the planning boundary is located 1½ miles from both the existing municipal boundaries and the seven development proposals described in this chapter. This decision allows the comprehensive plan to weave existing and planned development into a pattern of future land uses that relate to and reinforce one another. This decision by the Village ensures transitions between differing land uses will be provided as Hampshire grows; allows transportation improvements to be recommended that serve burgeoning growth; and sets aside land for schools, open space, goods and services at locations that reduce travel by car¹.

During the time this comprehensive plan was being updated, all but the Tamms Farm proposal received some form of plan approval from the Village Board. Plans for Prairie Ridge (Crown West), Oakstead (Crown East), and the Tamms Farm entered the plan review process in late summer and early fall of 2003 after 2½ years of negotiation with the Village Board and Plan Commission. Because these residential projects will have an enormous impact on Hampshire and its surrounding planning area, they were factored into land use considerations for the future.

During their review of these development proposals, the Planning Commission and Village Board began to apply the land use and development policies prepared as part of this plan update to help improve site and landscape plans. Examples include:

- Controlling vehicular access onto arterial and collector roadways to maintain traffic flow.
- Clustering housing to create large expanse of public open space.
- Locating large lots and open space next to the existing roadway network.
- Increasing building setbacks beyond those currently required by zoning.
- Preservation of high quality natural resources.
- Establishing landscaped setbacks and policies for landscaping within these setbacks that help new developments blend in with the established landscape.

¹ Illinois State Statutes allow a community to exercise its subdivision regulations in unincorporated areas within 1 ½ miles of its municipal boundaries. This law recognizes that municipalities may annex unincorporated lands near their corporate boundaries as they grow, and ensures that development in unincorporated areas will match the municipality's standards when annexed. Hampshire's planning boundary included projects under consideration that are likely to be annexed, which will extend its extra-territorial control in the near future.

Insert Figure II-7 Here

Table II-1
Estimated Number of Dwelling Units and Population Projections
Developments Under Consideration by Hampshire

Development	Residential Acres	Gross Density (Units/Acre)	Estimated Units	Estimated Population
Prairie Ridge (Crown))	1046.9	1.76	1,838	5,514
Tamms Farm (K-B Homes)	100.5	1.76	177	531
Brier Hill Crossings (Van Vlissingen)	259.8	2.16	560	1,680
Oakstead (Crown)	588.4	1.50	811	2,433
Tuscany Woods (Pasquinelli)	400.1	1.59	638	1,914
Hampshire Highlands (Burklow)	112.3	2.00	225	675
Hampshire Meadows	76.3	2.01	153	459
TOTALS	2690.3		4,402	13,206

Notes:

1. Projected population is based on an estimated 3.0 persons per dwelling unit.
2. Where actual units/densities are known they have been incorporated into this table.
3. A 100-acre school donation has been proposed as part of the Tamms Farm development.

Goals and Objectives

This comprehensive plan is intended to guide local decision making and action for the next five to ten years.² The goals and objectives that follow are statements of intent that provide the frame-work for future planning and land use recommendations in Hampshire. The goals and objectives that are presented in this Chapter have been created with the input from the Planning Advisory Committee and the general public. They represent priority topics discussed during the update of the land use plan and comprehensively address the areas of land use, Village identity and administration.

- Goals are long-term, qualitative statements of desirable conditions at ultimate development. They represent ideal situations that are not constrained by timelines. Goals reflect the needs and values identified by Hampshire during this plan update and have been developed to give meaning, purpose and direction to everyday planning and development decisions.
- Objectives are more specific steps that can be scheduled, budgeted and accomplished as a means of trying to achieve the long-term goals. Unlike goals, they are quantifiable statements, measured by time and action.

Once adopted, these goals and objectives become policies that will be used in making present and future decisions regarding the type, intensity and pattern of land use in Hampshire’s approximately 42 square-mile planning area. Hampshire will realize the vision created by this plan by carrying out these policy statements in concert with developers, the business community, and other political jurisdictions.

² Land use recommendations provide a snapshot of Hampshire at ultimate buildout, which is not expected to occur for more than 30 years.

Land Use:

Goal – Promote the type, pattern and intensity of land uses that expand Hampshire’s economic and employment base, while preserving some of the character of the existing community that is valued by residents.

Objectives:

1. Build a strong and diverse economy by setting aside land for non-residential development that:
 - Provides goods and services for residents.
 - Reduces the tax burden on residents.
 - Creates jobs and reduces commuting distance and time.
2. Maintain farming as the dominant land use in agricultural areas presented on the future land use map until it can be shown that Hampshire needs to expand into these areas to serve its growing population.
3. Recognize agriculture as a viable land use and ensure that new residential development includes landscaped buffers and setbacks from existing farms to minimize potential conflicts between homes and agricultural practices.
4. Use open space to create identity. Promote and maintain open space through:
 - Continued farming.
 - Open space in all new subdivisions.
 - Greenways along streams.
 - Tree preservation.

 - Open space corridors along roads.
 - Conservation easements and land trusts.
5. Create mixed-use residential neighborhoods that promote interaction among residents, reduce travel time and meet daily needs, such as:
 - Convenience goods and personal services.
 - Parks and recreation areas.
 - Institutional uses (i.e., schools and houses of worship).
6. Make good planning decisions. Consider how a proposed project follows the adopted plan and:
 - Contributes to the desired land use mix.
 - Increases the tax base.
 - Increases employment opportunities.
 - Provides goods and services.
 - Addresses traffic concerns.
 - Includes planned roadway improvements.
 - Protects agriculture and other important natural resources.
 - Protects groundwater recharge areas.
 - Contributes to rural character.
 - Promotes community identity.
 - Reinforces the downtown.
 - Diversifies housing.
 - Buffers homes from traffic.
 - Meets recreational needs.
 - Ensures compatibility between land uses.
 - Controls stormwater.
 - Addresses capacity of existing utilities.

Growth Management:

Goal – Recognize that land is a resource that is to be wisely used. Focus new subdivisions and non-residential growth toward areas where development has already occurred, recognizing that large tracts of land outside Hampshire’s municipal boundaries will continue to be in agriculture or equestrian use.

Objectives:

1. Establish an ongoing relationship with Kane County to ensure that all proposed development in Hampshire’s planning area is directed to Hampshire for consideration.
2. Direct utility extensions that facilitate planned and orderly growth consistent with the goals and objectives of this adopted Comprehensive Land Use Plan.
3. Coordinate the funding and construction of sanitary sewer plant expansion with future development.
4. Coordinate the expansion of Hampshire’s facilities planning area with development policies in this adopted plan.
5. Maintain and respect existing boundary agreements with the Villages of Huntley, Burlington, Gilberts and Elgin. Work with Pingree Grove and Marengo to establish boundary agreements and avoid future land use conflicts.
6. Encourage new growth to be contiguous to existing development to foster land patterns that can be efficiently served by utilities, schools, public works, and emergency services.
7. Promote mixed-use developments rather than large-scale residential subdivisions that include a healthy mix of residential, institutional and business uses so that schools, houses of worship, employment, goods and services are readily accessible to residents.
8. Work with developers to ensure that new construction is phased, consistent with current staff capabilities for processing plans and issuing permits.
9. Collaborate with developers to ensure that best management practices are used for environmental protection in areas that are sensitive to development, such as the groundwater recharge areas, major stands of trees, wetlands, floodplain and greenways illustrated on the planning factors maps.

Residential:

Goal – Work to maintain housing that is diversified in dwelling unit type, size and design that supports the local population, is attractive to new residents, and creates a high-quality residential environment.

Objectives:

1. Maintain Hampshire’s single-family character, but diversify housing with respect to:
 - Site design.
 - Product type and size.
 - Architectural design.
 - Amenities.
2. Adopt the following residential land use classifications (these are gross densities):
 - Estate (0.24 to 0.80 units/acre; 1.25-acre min., 2.00-acre average).
 - Large-Lot (0.80 to 1.25 units/acre; 18,000 sq. ft. min., 25,000 sq. ft. average).

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- Low-Density (1.25 to 2.0 units/acre; 12,000 sq. ft. min., 16,750 sq. ft. average).
 - Medium-Density (2.0 to 4.0 units/acre; 6,300 sq. ft. min., two-family dwellings).
 - Medium-Density (4.0 to 7.0 units/acre; 5,000 sq. ft. min, attached dwellings).
3. Maintain estate and large-lot residential densities in areas outside Hampshire's corporate boundaries, as presented on the land use map, to:
- Diversify residential land uses.
 - Minimize impact on natural resources.
 - Accommodate existing equestrian uses.
 - Minimize encroachment into farmed areas, by using estate residential as a transitional land use.
4. Use Conservation Subdivision Design, Rural Cluster Subdivisions and Coving (see **Land Use and Development Policies, Chapter V**) as a planning tool to:
- Maximize open space/rural character.
 - Link open space with adjacent developments.
 - Incorporate topography and other natural features into plans.
 - Protect environmental resources, such as tree stands, wetlands, streams, floodplains and shallow aquifers.
5. Encourage residential neighborhoods that offer:
- Mixed housing types (product/size), but avoid large tracts of multiple-family housing.
 - A range of prices so that those have grown up in Hampshire can stay in town.
 - Quality construction, architectural styling and anti-monotony codes.
 - Variety in lot size.
 - Streetscapes that are not garage dominant.
 - Neighborhood and community-scale parks.
 - Open space connected to parks and public trails.
 - Tree preservation.
 - Protection of environmental resources.
 - Landscaped corridors along arterial and collector roadways.
 - Views of open space, parks and environmental features.
 - Walkable commercial.
 - Schools and houses of worship.
6. Require new subdivisions that are 20 acres or larger to set aside at least 40% of the total acres as open space (see definition of open space in **Chapter V, Land Use and Development Policies**). Where Conservation Subdivision Design techniques are used, then 50% or more of the total site should be set aside as open space.
7. Adopt standards for building orientation and setback from collector and arterial streets that promote rural character by:
- Orienting the front or corner side of homes toward the major roadway, where possible.
 - Providing a minimum 100- to 300-foot wide corridor of open space between dwellings and the right-of-way of an adjacent collector or arterial street in areas planned for estate or large lot residential, and 50 to 100 foot-wide corridors in areas planned for low-density and medium-density development.
8. Provide opportunities for senior housing next to:
- Existing and planned commercial.
 - The downtown.

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9. Respect multiple-family dwellings as a residential land use when using medium density land uses to transition the intensity of development (i.e., from commercial to low-density residential).
10. Encourage multiple-family housing at locations illustrated on the land use map to:
 - Diversify the housing stock.
 - Support planned retail, restaurant and entertainment uses.
 - Provide workforce housing for planned office and industrial uses.
11. Preserve and enhance existing neighborhoods by:
 - Encouraging property maintenance and code compliance.
 - Promoting street connections between new and planned developments.
 - Building sidewalks and recreational paths to connect neighborhoods.
12. Avoid reverse frontage (homes that back up to streets), but protect collector roadways from continuous curb cuts required to serve individual homes by good site planning (frontage roads, courts off of collector roads, or garages that have access to minor residential streets instead of collector roadways).

Economic Development:

Goal – Expand Hampshire’s economic base through annexation and continued development of the I-90 corridor and along US 20 and IL Route 47, consistent with the type, intensity and pattern of land uses illustrated on the future land use map.

Objectives:

1. Locate office, industrial and major commercial centers along the outer edges of the planning area to minimize traffic impacts associated with non-residential development in those areas developed or planned primarily for residential land uses.
2. Promote the development of large, corporate office complexes and regional retail centers near I-90, where visibility and access from the existing interchange is important for the viability of such uses.
3. Encourage the infill of vacant properties within existing industrial developments.
4. Encourage updating and enhancement of older industrial properties through:
 - Maintenance and repair of buildings.
 - Façade improvements.
 - Conforming signs.
 - Property maintenance.
 - New landscaping.
5. Enhance Hampshire’s economic base through the annexation and continued development of the Starks area for commercial uses, consistent with the adopted land use map.
6. Use annexation and zoning as a tool to ensure open space, natural resources, site amenities and creative site planning in return for zoning flexibility.
7. Require non-residential buildings to be constructed predominantly with brick or pre-cast concrete to ensure a quality, long-lasting and relatively maintenance-free product.
8. Promote niche retail and offices in the downtown that expand the geographic area of the downtown and provide a critical mass of uses that draw residents and neighbors to shop, dine and gather.

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9. Enhance the appearance and function of the downtown through:
 - Diversity of uses.
 - Gathering spaces (plazas, outdoor dining).
 - Façade improvements for existing buildings.
 - Traditional architecture for new structures.
 - Streetscape enhancements (i.e., landscaping, decorative pavers, benches, etc.)
 - Regular maintenance and repair of buildings.
 - Ornamental lighting.
 - Pedestrian and bicycle linkages.
10. Disperse community-scale centers throughout the community in order to:
 - Serve residents and neighbors.
 - Reduce travel distance and time.
 - Lessen traffic impacts that would result if such uses were concentrated at one location.
11. Avoid strip commercial along US 20, Ketchum Road and Illinois Routes 47 and 72 that consists of one-lot deep development with individual curb cuts and parking in front of the building. Instead, promote:
 - Centers that are three or more acres in size.
 - Limited access from collector arterial streets to maintain the safety and operational efficiency of these roadways.
 - Vehicular cross access between developments so that motorists do not need to use collector and arterial streets to access adjacent commercial uses.
 - Pedestrian and bicycle access and linkages.
 - Centers that place outlot buildings at the front setback line and locate parking at the side or rear of the building.
 - Unified architecture, signage and lighting.
 - Materials, design, building orientation, landscaping and signs that help the non-residential land use blend into the residential neighborhood
 - Parking setbacks of 30 feet or more that are landscaped with native trees and shrubs to:
 - Screen parking and provide a landscape with seasonal color and interest.
 - Create a design that sets Hampshire apart from adjacent communities.
 - Minimize maintenance of landscapes.
 - Detention ponds that are landscaped with native vegetation to slow runoff, seasonally assimilate nutrients and other pollutants, and help recharge groundwater.
12. Develop a design theme for existing and planned commercial along Ketchum Road; Illinois Routes 47 and 72; and US 20 through:
 - Site and architectural design.
 - Landscaping.
 - Signs.
13. Promote site planning and design that address the needs of the disabled.

Institutional:

Goal – Provide for the expansion of civic needs by providing new facilities for existing municipal/governmental uses and schools, houses of worship, medical and educational facilities that meet local and regional needs.

Objectives:

1. Plan for a new Village Hall and Police Station that is large enough to serve existing and future needs.
2. Work with Community Unit School District #300 to:
 - Locate a new high school in Hampshire.
 - Find new sites for elementary and middle schools in Hampshire.
 - Increase tax revenues through new non-residential developments.
 - Maintain the quality of education and extra-curricular programming.
 - Maintain neighborhood schools so students can walk rather than travel by bus or car.
3. Coordinate all new development proposals with the School and Park Districts to make sure that their needs are met through land and/or cash contributions.
4. Review and update the existing land/cash ordinance as necessary to reflect:
 - Current land values (i.e., cost per acre of land).
 - Current population projections by dwelling unit type and number of bedrooms.
 - Acres required per 1,000 population by the School and Park Districts.
5. Incorporate houses of workshop into newly planned residential developments.
6. Adopt annexation and impact fees that will help Hampshire process new development and provide services that serve its growing workforce and population, providing income for Village Administration and Police.
7. Attract medical uses, including a hospital and urgent care facility, near the downtown and in the vicinity of I-90 to meet community need.

Transportation:

Goal – Ensure that the flow of traffic on existing streets is not compromised by new development by constructing new north/south and east/west streets, roadway and intersection improvements, and locating the most intensive uses on the outer edges of Hampshire's planning area.

Objectives:

1. Work with the Illinois Department of Transportation and Kane County to ensure that plans for the Outerbelt Freeway take Hampshire into account with respect to preventing impacts (i.e., bisecting the community, noise, impacts to natural resources, displacement, etc.).
2. Adopt a transportation plan that shows new north/south and east/west collector and arterial streets based upon projected need and improvements under consideration by Kane County and the Illinois Department of Transportation.
3. Promote improved access to and from I-90 to serve planned commercial, office, business park and residential development.
4. Require developers to set aside land for future right-of-way along roadways designated for widening that are identified in this comprehensive plan.

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5. Ensure that developers pay their fare share for roadway improvements that are required to serve new development.
6. Investigate the potential for a commuter rail along the I & M Railroad (Soo Line) west of Hampshire's current municipal boundaries to provide alternatives to traveling by car to Chicago's Loop and other regional employment centers.
7. Create an integrated system of pedestrian and bicycle linkages between existing and planned developments and destination uses such as schools, parks, library, the Hampshire Forest Preserve and the downtown to:
 - Provide alternatives to automobile travel.
 - Lessen congestion on major streets.
 - Provide recreational opportunities.
8. Coordinate future access points with existing and planned developments in order to:
 - Ensure curb cuts are aligned with one another.
 - Minimize the number of access points in order to maintain traffic flow, lessen congestion and reduce points of potential conflict that might result in accidents.
9. Work with the County Department of Transportation to coordinate regional transportation improvements such as roadway widening, resurfacing and maintenance.
10. Require sidewalks along all streets to provide a safe place for pedestrians to walk.
11. Create access and circulation patterns within new developments that:
 - Include a hierarchy of streets.
 - Are logical and provide connections to minor, collector and arterial streets.
12. Ensure that new roads are a logical extension of the existing road pattern and that new subdivisions located next to vacant properties allow for future street connections.
13. Avoid the negative impacts of "cut-through" traffic in residential neighborhoods through good site design.

Natural Resources:

Goal – Preserve and enhance open space and natural resources such as topography, aquifer recharge areas, tree stands, streams, floodplains, and wetlands by limiting development in sensitive areas.

Objectives:

1. Maintain the desired rural character of the community by setting aside open space as part of new subdivisions through techniques such as:
 - Special service areas (SSA's).
 - Public (i.e., Park or Forest Preserve District).
 - Land trusts.
 - Conservation easements
 - Transfer of development rights.
 - Purchase of development rights.
 - Grants.
 - Tax revenues, bonds and referenda.

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2. Encourage the use of Conservation Subdivision Design and Rural Cluster Subdivisions to preserve the topographical character, wetlands, streams, and mature stands of trees which are enjoyed by residents of the planning area and to protect groundwater recharge areas.
3. Prevent development in floodplains and encourage the use of flood prone land for open space, consistent with the adopted Comprehensive Land Use Plan. Where possible, use floodplains for:
 - Passive recreation
 - Wildlife habitat.
 - Pedestrian/bikeways.
4. Recognize wetlands as resources that serve valuable functions such as groundwater recharge, water quality enhancement and wildlife habitat and prevent both direct and indirect impacts to these resources (i.e., wetland fill, changing the hydrology, or directing pollutants into these resources).
5. Protect streams/wetlands and other resources that might be located next to an existing or planned commercial, office or industrial from pollutants associated with parking lot runoff by:
 - Installing landscaped buffer strips.
 - Planting deep-rooted vegetation to slow runoff and take up pollutants.
6. Require developers to locate open space planned as part of a subdivision next to existing open space areas or systems to provide connectivity for wildlife and trails.
7. Continue to implement Hampshire's tree preservation ordinance in order to protect mature trees from development.
8. Create guidelines for naturalizing retention ponds, detention basins and open space corridors through the use of native vegetation to:
 - Enhance rural character.
 - Create wildlife habitat.
 - Improve water quality.
 - Minimize maintenance otherwise required for traditional landscapes.
 - Eliminate the need for fertilizers, pesticides which can pollute ground and surface waters.

Parks and Recreation:

Goal – Work with the Park District to cost-effectively enhance existing parks and develop new parks, recreational facilities and trails that serve all age groups.

Objectives:

1. Require developers to follow the National Parks and Recreation Association standard for the number location and size of parks.
2. Amend Hampshire's land/cash ordinance as necessary to ensure park and recreation needs are met as the community grows.
3. Pro-actively work with the Park District to identify areas for regional park facilities and find ways to acquire land.
4. Encourage the Park District to add facilities to existing and planned parks that serve all age groups.

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5. Encourage joint school/park agreements that result in the school use of park land.
6. Support the County's proposals for bikeways and prepare and adopt an Equestrian and Bicycle/Pedestrian Facilities Master Plan that:
 - Traverses environmental and utility corridors.
 - Links existing and future open space systems and recreation areas together.
 - Provides access to the Hampshire Forest Preserve.
7. Promote the construction of a Village-wide community center, owned and maintained by the Park District that includes:
 - Active (and possibly lighted) recreational fields (softball, football, baseball and soccer).
 - Community gathering spaces/meeting rooms.
 - Classrooms for park district programming.
 - Daycare facilities for children and seniors.
 - Concessions.
 - Fitness facilities.
8. Avoid private ownership of parks and recreation areas that limit use by the general public.

Community Identity:

Goal – Create an identity that sets Hampshire apart from surrounding communities as Hampshire develops and grows and use that identity to market and attract new development, consistent with this adopted plan.

Objectives:

1. Prepare and distribute a developer's prospectus that markets the downtown for niche retail and restaurants.
2. Maintain the pedestrian scale and character of the downtown as it grows and develops through sensible site design, building orientation and traffic patterns so that businesses continue to attract and serve residents and neighbors.
3. Enhance and upgrade the appearance of older commercial properties in the community, particularly in the downtown and along Illinois Route 72, through landscaping and, where appropriate, façade improvements.
4. Establish design standards for buildings in the downtown to ensure quality, maintain character and create harmony between new construction and existing buildings.
5. Develop well-defined entrances into Hampshire that include attractive signs and landscaping. Encourage civic groups to participate in the beautification of these gateway features and other public spaces.
6. Develop and implement a plan to preserve, replace and plant trees and other vegetation in public spaces, including street rights-of-way.
6. Preserve buildings that have architectural and historic value, protecting them from demolition.
7. Maintain rural residential land uses that give Hampshire its identity as a rural community, and encourage the expansion of such uses according to the adopted Comprehensive Land Use Plan.
8. Consider ways to provide identity for Hampshire as a rural community by establishing standards for building setbacks and orientation, landscaping and fencing along major roadways in the planning area.

Municipal/Governmental Facilities:

Goal – Provide a strong and responsive Village Government with services and staff that meet the challenges of the growing community.

Objectives:

1. Continue to support and work to enhance:
 - Police.
 - Fire and Emergency Services.
 - Public works.
2. Promote intergovernmental cooperation between the School District, Park District and Village Board and with adjacent communities.
3. Promote the relocation of existing overhead utilities along collector and arterial streets underground to:
 - Eliminate conflicts between utility lines and existing or proposed trees.
 - Enhance the appearance of Village, County and state highways.
 - Improve the reliability of power.