

Minutes of Meeting #1, February 27, 2003 Comprehensive Plan for the Village of Hampshire

The first meeting of the Planning Advisory Committee was held at the Hampshire Village Hall on Thursday, February 27, 2003 between 7:00 and 9:00 PM.

Purpose of the Meeting:

- Welcome and introduce the participants and consultants to the comprehensive planning process
- Review the work program and schedule
- Present seven planning factors maps including the Existing Land Use map
- Present demographics prepared by PRI
- Conduct visioning session to identify assets and strengths, problems and needs, and opportunities
- Identify possible community stakeholders to interview
- Discuss the March 12, 2003 Town Hall Meeting where the planning factors maps will be presented to the public and a visioning session with the public will be conducted

Participants:

Planning Advisory Committee (PAC), Village Board, Planning Commission and Zoning Board, Planning Resources (PRI), Engineering Enterprises (EEI), Fredi Schmutte (Schmutte & Associates)

Handouts:

- Agenda for Meeting #1, February 27, 2003
- Socio-Economic Profile of Hampshire
- Existing Land Use Table, Village of Hampshire
- Existing Land Use Classifications

Items Discussed:

1. **Introduction** – PRI began the meeting by welcoming everyone and introducing the members of this firm who will be working on the project as well as those members of the PAC, PC, Zoning Board and Village Trustees present at the meeting.
2. **Work Program and Schedule** – PRI described the planning process scheduled for this Comprehensive Plan. The process will include an inventory of existing conditions, preparation of goals and objectives, formulation of recommendations, implementation strategies and supporting maps and graphics.
3. **Planning Factors and Existing Land Use:**
 - **Boundary Agreements** – Two agreements exist between Hampshire and its surrounding communities. The Hampshire/Huntley agreement stretches 1.5 miles north of the McHenry county line, while the Hampshire/Burlington agreement is congruent with Laraway Road as it extends in a straight line running east to west. These boundaries will be respected in our

Planning Boundaries even though municipalities are able to plan within a mile and a half of their municipal boundaries.

- **Taxing District** – Although these boundaries are difficult to put into perspective they will become important when a future land use plan is developed.
- **Utilities** – The Utilities map shows the locations of possible constraint to development as well as an opportunity to control growth. Hampshire can use utilities to control the location and rate of growth.
- **Transportation** – An important component of this comprehensive plan will be influenced by the proposed Prairie Parkway. Another major transportation project located in the planning area includes a French/Harmony road connection. This road will serve as a major north – south connector. PRI will work with EEI to create proposed transportation routes that will sustain the Villages efficient transportation system as new development is constructed. The current access to I-90 provides convenience to those people who commute and economic development potential for the Village of Hampshire.
- **Potential Development** – The graphic that shows potential developments does not represent approved projects, but developments that have been submitted to the Village for consideration. The eight developments shown on the graphic represent 14.5% of the agricultural land outside of the municipal boundaries of Hampshire, but within the planning area.
- **Existing Land Use** – Existing land uses in Hampshire are largely single-family residential. The commercial and industrial land use distribution, which together make up about 14% of the Village’s land uses (within the incorporated boundaries), is typical of a community the size of Hampshire.
- **Environmental Resources/Parks** – Two parks and one forest preserve exist within our planning area.

4. **Demographics** – Some of the key points relayed at the meeting include:

- a) Hampshire is expected to grow to more than 5,000 people by 2020. The Northeastern Illinois Planning Commission (NIPC) responsible for these projections did not have access to current projects presented to the Village. It was noted that Crown West alone could add another 5,000 to 6,000 people to the community within the next seven to ten years.
- b) Nearly one-fourth of the population is “school age”. Demands on schools, parks and other community facilities will increase as the Village grows.
- c) The median age is 35, and the largest age cohort is 25 to 44. Adults in this category typically are moving to larger homes to accommodate growing families and choosing a community within which to raise their families.

- d) The number of individuals living in Hampshire that are from 45 to 64 years old is increasing. This group is likely to have the most discretionary income and may want to see restaurants, entertainment and other goods and services become available as Hampshire grows.
- e) The senior category (persons over 65) also is growing, consistent with national trends. The plan will address the needs of older adults, including maintenance-free living and congregate care.
- f) Hampshire has a lack of racial diversity with only 1.1% being non-white. Median income is on level with the county and other surrounding communities.
- g) More than 78% of the homes in Hampshire were built after 1989. Of these, 37% have been constructed over the past 10 years, reflecting pressures for growth and development
- h) Median household income (\$58,519) is comparable to Huntley (\$60,456) and Kane County (\$59,351), but higher than neighboring Marengo (\$50,214)
- i) Nearly 22% of the homes in Hampshire were built before 1939, which provides Hampshire with character not generally obtainable with new construction. Although the housing vacancy rate has more than doubled between 1990 and 2000, the reason is believed to be caused in part by spec. homes built by developers that had not been occupied at the time of the 2000 Census.
- j) More than 78% of the dwelling units in Hampshire are single-family detached homes. At the time of the census, only 7.5% was in townhomes or other multi-le-family dwellings. Duplexes appear to be an alternative for single-family dwellings, because they can be constructed on less land, but offer most of the benefits of single-family homes. The trend for such housing will be explored.
- k) Nearly 42% of the homes in Hampshire fall within the \$100,000 to \$149,000 bracket. Another 55.2% exceed \$150,000.
- l) The number of persons that have lived in the same house in Hampshire for more than five years is 51.5%. The 48% that have recently moved to Hampshire may have based their decision upon amenities Hampshire has to offer, including small town character; open space; access to I-90; and quality and price of housing stock.
- m) Nearly 50% of those living in Hampshire work in "white collar" jobs. Illinois Route 72, US 20 and I-90 provide convenient community routes for individuals working in the City of Chicago or its suburbs.
- n) Hampshire has fewer employment opportunities than neighboring Huntley and Marengo, although its location and access to transportation provides opportunities to increase this employment base.

- o) The average commute time for residents of Hampshire is 27.2 minutes. Of those residents who drive to work, 85% drive alone; this is consistent with American driving habits.
- 5. **Visioning Session** – The consultants led those attending the meeting in a 60-minute participatory exercise that addressed community assets and strengths; problems and needs; and opportunities. A summary of comments received during this session is attached and will be used to help develop proposals for the land use plan.
- 6. **Identifying Stakeholders to be interviewed** – PRI asked for suggestions towards identifying candidates for key person interviews. It was suggested names for candidates be forwarded to the Village president for consideration.
- 7. **Preparation for Town Hall Meeting on the 12th of March** – The next meeting will be on Wednesday, March 12th from 7 – 9 PM at one of the school district facilities, yet to be determined. At this meeting PRI will present Planning Factors maps along with the Existing Land Use map as well as conduct a visioning session with the public similar to the session conducted with the PAC.

Respectfully submitted,

Lucas Sivertsen
Project Planner

Minutes of Meeting #2, March 12, 2003

Comprehensive Plan for the Village of Hampshire

The first Hall Meeting was held at the Hampshire Elementary School on Wednesday, March 12, 2003 between 7:00 and 9:00 PM.

Purpose of the Meeting

- Welcome and introduce the consultants and the Planning Advisory Committee to the public
- Review the work program and schedule
- Present eight planning factors maps including the Existing Land Use map
- Conduct visioning session to identify assets and strengths, problems and needs, and opportunities

Participants

Planning Advisory Committee (PAC), Planning Resources (PRI), Fredi Schmutte (Schmutte & Associates) and approximately 25 members of the community.

Items Discussed

1. **Introduction** – PRI began the meeting by welcoming everyone and introducing the members of this firm who will be working on the project as well as those members of the Planning Advisory Committee who were present at the meeting.
2. **Work Program and Schedule** – PRI described the planning process scheduled for this Comprehensive Plan. The process will include an inventory of existing conditions, preparation of goals and objectives, formulation of recommendations, implementation strategies and supporting maps and graphics.
3. **Planning Factors and Existing Land Use**
 - **Location Map** – Shows the relationship between Hampshire and the surrounding communities, and presents the possible need for additional boundary agreements with communities to the east (see Boundary Agreements below).
 - **Existing Land Use** – Existing land uses in Hampshire are largely single-family residential in the village area and agriculture in the outlying areas. The downtown area has a good mix of residential, commercial and industrial land uses that are typical of a community the size and geographic location of Hampshire.
 - **Environmental Resources/Parks** – Two parks and one forest preserve exist within our planning area. There are a significant number of floodplains along the streams in the area that are environmental resources that could offer recreation opportunities/ corridors in some areas.
 - **Boundary Agreements** – Two agreements exist between Hampshire and its surrounding communities. The Hampshire/Huntley agreement stretches 1.5 miles north of the McHenry

county line, while the Hampshire/Burlington agreement is congruent with Lenschow Road as it extends in a straight line running east to west. These boundaries will be respected in our Planning Boundaries even though municipalities are able to plan within a mile and a half of their municipal boundaries. Pingree Grove and Gilberts may be two communities in which additional boundary agreements will be considered.

- **Taxing District** – The taxing district boundaries for school, park, fire and library districts vary somewhat throughout the planning area. They will become important when a future land use plan is developed.
 - **Utilities** – The utilities map shows the locations the existing infrastructure provided. Most of the existing sanitary sewer service is in the village area, with a force main connecting up to the I-90 commercial area. This illustrates that future growth will require significant expansion of the infrastructure. The expanded treatment plant will reach 80+% capacity with the addition of two new projects currently in the local review process. Any additional development will require further upgrade/expansion of the treatment facility. Three pipelines cross through Hampshire, each having constraints relative to development.
 - **Transportation** – The transportation map provides a standardized layout of collector roads that would be practical to adequately service future development in Hampshire. These are not proposed roads, but rather an outline of standard alignments. An important component of this comprehensive plan will be influenced by the proposed Prairie Parkway, which bisects the western half of the planning area. The re-alignment of this highway to the western edge of the planning area would reduce the physical planning barrier that would be created by its construction as proposed. The current access to I-90 provides convenience to those people who commute and economic development potential for the Village of Hampshire. Another interchange has been discussed at Brier Hill Road, but is not a formal proposal.
 - **Potential Development** – This graphic shows potential developments that are known to be in the planning stages, and two projects currently under local review. Six of the eight developments are residential in nature while the other two are commercial/ industrial.
4. **Visioning Session** – The consultants led those attending the meeting in a 60-minute participatory exercise that addressed community assets and strengths; problems and needs; and opportunities. A summary of comments received during this session is attached and will be used to help develop proposals for the land use plan.

Respectfully submitted,



Richard L. Twitchell, ASLA
Director of Planning

Minutes of Meeting #3, March 26, 2003

Comprehensive Plan for the Village of Hampshire

The third meeting of the Planning Advisory Committee was held at the Hampshire Village Hall on Wednesday, March 26, 2003 between 7:00 and 9:00 PM.

Purpose of the Meeting:

- Discuss Community input and ideas received at the previous open house
- View presentation of subdivision design concepts and discuss how they might be worked into plan
- Obtain consensus on the focus of the plan based on input received to date, planning concepts reviewed at meeting and the projects in process
- Identify questions to ask community stakeholders

Participants:

Planning Advisory Committee (PAC), Planning Resources (PRI), Engineering Enterprises (EEI), Fredi Schmutte (Schmutte & Associates), public (refer to attached sign-in sheet on page 5)

Handouts:

- Agenda for Meeting #3, March 26, 2003
- Meeting #1 Minutes, 2-27-03
- Visioning Session, 2-2-03
- Meeting #2 Minutes, 3-12-03
- Visioning Session, 2-12-03
- Land Capacity Analysis

Items Discussed:

1. **Introduction** – PRI began the meeting explaining the purpose of this meeting was to start building a foundation for the plan. During the introduction the following were agreed to:
 - In the minutes for 2-27-03 change Laraway Road to Lenchow Road
 - Add the names of non-committee members who attend the PAC meetings to the minutes
 - Distribute the Planning Factors Maps at the next PAC meeting
2. **Common Themes** – Common themes of the previous visioning sessions were recorded at the beginning of the meeting with more themes added through-out. The following were discussed:
 - **Maintain Open Space** – Conserve the existing open space and farmland as development encroaches around these resources
 - **Population** – Control the size of Hampshire's population and manage its density
 - **Maintain Rural Character** – Keep the small-town atmosphere, including the village's downtown, from deteriorating as development pressures grow

- **Quality of education** – Maintain the level of service that Hampshire’s school system provides its residents
- **Infrastructure** – Plan for water/sewer and transportation services in areas where future development is anticipated in order to sustain quality of life and as a way of controlling development
- **Commercial near interchange** – Provide commercial development needed for the Village’s tax base near the I-90 interchange so as not to disturb the local atmosphere
- **Diversity in Development Patterns** – Promote development that provides a diversity in housing type, market (e.g. senior, starter) and cost, and that does not resemble cookie cutter subdivisions
- **Public open space** – Provide public open space as opposed to open space located in autonomous subdivisions, that is unavailable to the rest of the community
- **Techniques that are environmentally friendly** – Utilize techniques that promote the conservation of natural resources such as shallow groundwater recharge areas that help build the potable water supply.

3. **Land Capacity Analysis** – In an effort to understand the current land use in Hampshire today and how Hampshire could develop in the future, a Land Capacity Analysis was developed. This analysis is based on current development trends within the Village municipal boundaries, and separately, within the 37 square mile planning area. The consultant emphasized that these numbers do not represent proposals for future land use or population. The large size of the planning area will likely require more than 50 years to build out. The following assumptions were made as part of this exercise:

Assumptions

- All residential subdivisions would include 40% open space
- All residential subdivisions would provide parkland in addition to the open space requirements
- Residential lots would average 18,000 square feet
- Land uses are based on percentages per existing land use and not percentages per future recommended land use
- The projection of acres devoted to roads is based directly on the percentage of existing roadways
- Hampshire has an average of 2.86 persons per dwelling unit

The analysis projects a potential for a population of 37,073 based on development trends within the current incorporated limits, and a population of 52,547 based on development trends within the entire planning boundary.

4. **Presentation of Subdivision Design Concepts** – A member of the PRI team gave a presentation showing several types of residential subdivisions, how they compared to one another, and gave examples of some local projects that have successfully implemented some of the concepts described. Subdivision design has progressed beyond the conventional design that typically divides 100% of the land into individual house lots. As developers offer alternative subdivision design types, home buyers are becoming more aware that choices exist. Conversely, as home buyers become more aware of their choices, developers are becoming more willing to offer choices beyond the traditional design. While there will likely always be a market for the

conventional subdivision, the alternatives offer opportunities to preserve natural resources, reduce infrastructure costs and provide open space for use by the community. These types of development which are summarized and compared below include Conventional, Coving, New Urbanism, and Urban Cluster subdivisions.

- **Conventional Subdivision** – are typically designed to use all available land as house lots. Depending on lot size, density and frontage requirements, conventional designs often require longer roadway and utility layouts and are usually designed as simple variations of a grid pattern. Larger individual house lots provide a greater degree of privacy than do smaller clustered lots, and provide the owner with the ability to develop their property as they may feel appropriate. Larger lot subdivisions lack a sense of neighborhood, especially if architectural diversity becomes too varied. The lack of common open space means that stormwater management is typically handled in underground systems that tie into larger community systems.
- **Coving Subdivision** – this design is, in many ways, simply a more creative and interesting way to approach the conventional subdivision. The setback of the houses varies from lot to lot, but in a smooth transition that creates sweeping front yards with a park-like feel. Roadway and utility infrastructure costs are typically lower than the conventional subdivision, and are looped systems due to the lack of cul-de-sacs. The lotting follows the natural contours of the land, thereby reducing grading costs as well. As with conventional subdivisions, larger lots provide privacy and greater ownership rights.
- **New Urbanism Subdivision** – this design is a play on the old traditional inner-city neighborhoods where alleys provided garage access, thus eliminating the garage-dominant front yards found in today's conventional subdivisions. The difference is that new urbanism designs are built around open space similar in style to the village greens in old New England villages. This 'built' open space then leads into more natural open space, providing varied opportunities for recreation, habitat and stormwater management. The new urbanism design promotes a sense of place through development of architecture, lighting, paving and other site amenities that work together to create a theme. This type of subdivision is best on flatter sites. Infrastructure costs are often high due to the added roadway lengths associated with alleys.
- **Urban Cluster Subdivision** – provides housing on small lots to maximize the availability of open space. In most urban cluster designs, all house lots are directly adjacent to open space, providing easy access to a network of corridors and spaces for use by everyone. The small lots allow owners to have some land for personal use, but with minimal maintenance required, thus appealing to empty-nesters. Each cluster of homes is often designed with a theme to provide neighborhood cohesiveness. Infrastructure costs are usually lower than conventional designs due to narrower roadways and use of open space for stormwater management.

Conventional subdivision design is the standard for which comparison was made between subdivision concepts. Assuming a common number of lots were set as a benchmark, several designs were developed with respect to their associated concepts. When compared with a Conventional subdivision each of the three other concepts produced a greater amount of open

space, more noticeably the New Urbanism and Urban Cluster subdivisions. The Coving design keeps roughly the same lot size and open space. However, greater open space is achievable by combining components of traditional and cluster design. In Hampshire, the current proportion of open space and lot size requirements may still be used in developing cluster-style development. This would allow areas of open space and linkages to be planned effectively for use by all of Hampshire's residents.

5. **Maintaining Rural Character** – PRI invited the PAC to bring up discuss what they felt made a place rural. Rural character was illustrated by the friendliness of the community, people walking, having places to gather, the buffer of agricultural land separating communities, minimal traffic, preserved structures, and people living, working, and playing in the same community.
6. **Preparation for PAC Meeting on the 9th of April** – The next meeting is scheduled for Wednesday, April 9th from 7 – 9 PM at the Village Hall. At this meeting a first draft of the goals and objectives will be presented for discussion with the PAC.

Respectfully submitted,

Lucas Sivertsen
Project Planner

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Committee	Residents
Paul Drenth Paul Kocumoglu Susan Shurt Kopel Studdick Pamela Bill Fuchs Eric Lindberg Jan Hyke Gary Wright Brian Herrmann Chuck Anderson	Steve B. B.
Marion F. Ebert	Hampshire Park Dist. School Dist. # 200 - Hampshire Elementary
Ken Swanson	Zoning
New-Comer	Planning
JAMES SPITZ	Resorts

Minutes of Meeting #4, April 9, 2003

Comprehensive Plan for the Village of Hampshire

The fourth meeting of the Planning Advisory Committee was held at the Hampshire Village Hall on Wednesday, April 9, 2003 between 7:00 and 9:00 PM.

Purpose of the Meeting:

- Discuss the draft goals and objectives with the PAC
- Confirm focus of the plan
- Identify times for group field trip
- Discuss steps in the planning process to be addressed at next PAC meeting

Participants:

Planning Advisory Committee (PAC), Planning Resources (PRI), Engineering Enterprises (EEI), public (refer to attached sign-in sheet on page 8)

Handouts:

- Agenda for Meeting #4, April 9, 2003
- Meeting #3 Minutes, 3-26-03
- Draft Goals and Objectives
- Schedule of Meetings for Hampshire Comprehensive Plan
- Planning Factors Maps

Items Discussed:

1. **General:**
 - a) **Planning Factors Maps** – PRI began the meeting by handing out 11” x 17” copies of the Planning Factors Maps and Existing Land Use Map.
 - b) **Meeting Schedule** – The schedule of meetings was distributed by PRI, who noted that it had been prepared for PAC and public use. This schedule will be transmitted to the local paper and placed on the Village web page.
 - c) **Minutes of March 26 Meeting** – The minutes were approved, with one minor correction requested. The reference to “I-80” should be changed to “I-90”.
 - d) **Stakeholder Interviews** – Stakeholder interviews and questions will be coordinated with Orris Ruth and Mayor Schmidt, and take place before the next Town Hall meeting.
2. **Goals & Objectives** – PRI explained that Goals and Objectives are statements that are intended to provide the framework for future planning in Hampshire. Goals are broad qualitative statements that project a long-term ideal situation. Objectives are more specifically defined statements that are meant to achieve the long-term goals. The draft goals and objectives for this

plan have been created using input received at visioning sessions and Planning Advisory Committee meetings. The categories below are followed first with a description of the goal, and then by a summary of key points and/or discussion with the PAC as objectives were reviewed together. Copies of the goals and objectives are on-file at the Village Hall, and available for public review:

Land Use – Achieve a balance between growth and development that sustains community character:

- Close to home employment opportunities proposed as part of the plan will provide a balance of people who live in the Village and employers looking to locate in the Village
- PRI will help the PAC address ways to avoid the pre-conversion of farmland through the use of a number of techniques, including farmland trusts and purchase of development rights
- PRI will identify areas where growth is desirable so as not to place undue burden on community services and keep traffic that is not destined for residential areas or the downtown along the outer edges of the community
- PRI will define open space, and find ways in which it can be used to the Village's advantage. Should large lots be considered open space? They give an "open feel" to Hampshire, but are not "public" open space
- Questions were raised regarding the viability of looking at farmland as "open space". What can be done, or should be done, to preserve farmland. All agreed that farmers were looking to find ways of obtaining an economic return from their land, rather than be "penalized" by land planning practices that recommended preservation
- PRI noted that there are 37 square miles of land in the planning area, and that it would be imprudent to show residential and commercial development throughout this entire area. It was noted that the plan will provide recommendations for the next 5 to 10 years, and that Hampshire will need to continually evaluate the applicability of land use recommendations in the plan document. Also, the benefits of compact growth were discussed as related to:
 - Providing services (i.e., school buses; road maintenance; police, fire and emergency services etc.)
 - Maintaining the community identity and rural character currently enjoyed by all
 - Finding ways to be stewards of resources; using only what is required to support the community and its desired pattern of growth
- PRI will also prepare and distribute a summary of techniques that can be used to obtain, protect and manage open space through regulations. This will include purchase and transfer of development rights (primarily for agricultural land); land trusts; conservation easements; etc.

- Several members questioned whether mixed-use neighborhoods with some commercial is worth the reduction in travel time, questioning whether it would really reduce traffic congestion
- All agreed that a project should be reviewed relative to potential benefits to the community rather than developer driven land use market

Growth Management – Direct new development to areas where development currently exists and to set aside large tracts of land for farmland and equestrian use.

- All agreed that the area around the existing toll-way interchange can provide commercial expansion and economic benefit without changing the character of the community
- Establishing an agreement with Kane County to direct development proposals to Hampshire's planning area is one way to avoid incremental, piece-meal development that does not fit within Hampshire's vision
- Hampshire needs to establish additional boundary agreements with surrounding communities to manage growth, avoid developer competition between communities and to work together to preserve those assets valued by each community
- PRI explained that there are many ways to ensure that development is environmental friendly. Examples for using native vegetation to enhance water quality, slow runoff and maintain rural character were discussed. PRI noted that these practices will be particularly important for Hampshire, the community depends upon its shallow aquifers for potable water
- PAC members asked whether Hampshire should establish a maximum growth rate. PRI noted that this was being considered for some of the potential developments illustrated on the planning factors maps. However, tying growth rates to a land use plan does not always portray a realistic picture of growth pressures and development. PRI will evaluate this concept, and address the "pros and cons" of this idea at future meetings.

Residential – Maintain housing stock that provides diversity in dwelling type, size and design, that is attractive to new residents and that creates a high-quality residential environment.

- It was noted that the minimum lot sizes jumped from 18,000 to 1.25 acres, suggesting that the Village might not be seeking to develop ½ acre to 1 acre lots. Minimum lot size per residential land use classification will be expanded on at next PAC meeting
- A description of land use classifications will be provided at the next meeting to help define residential land uses and lot sizes.
- A description of "coving", a technique that can be used to preserve rural character by varying building setbacks, as well as a diagram showing how the design looks when applied to a subdivision will be provided to the PAC for their use and reference.

- The PAC agreed that placing buildings too close to collector and arterial streets, as well as allowing reverse frontage (rear yards and fences along the street) would detract from the overall character desired for Hampshire. PRI will explore setbacks to determine whether the current 20-foot setback requirement should be increased
- PRI will develop and submit definition for open space that will be used for the comprehensive planning process, particularly as it relates to residential subdivisions. At present, it appears that detention/retention ponds can be counted toward the 40% open space requirement, despite the current definition that excludes them from this calculation.

Economic Development – Expand Hampshire’s economic base through annexation and the development of major road corridors.

- All agreed that promoting large corporate office complexes along the interstate corridor, which has good access and visibility, will help promote the area and build an identity for Hampshire as a major employer
- PRI noted that there are places in the 37 square-mile planning area where “big box” retailers can locate without harming the character of the community and detract from the potential viability of the historic downtown
- The PAC was amendable to evaluating development patterns that contribute to identity building, such as orienting buildings along collector and arterial streets as opposed to more typical patterns that place parking in front of buildings, promote deep setbacks, minimum landscaping and distance/separation from retailers
- The PAC is willing to explore benefits of small-scale neighborhood commercial development that is oriented towards neighborhoods and pedestrians, noting that traveling toward established centers maintains rural character today, and acknowledging that this will change as the community grows and traffic increases
- PRI noted that there are ways to establish architectural and site design requirements that reflect the heritage of Hampshire rather than allow prototypical buildings associated with franchises dictate the future of Hampshire

Institutional – Provide for the expansion of civic needs by supporting the construction of new municipal/governmental buildings, schools, houses of worship and medical facilities.

- Several members questioned whether locating a new Village Hall north of the downtown would detract from the downtown district. PRI responded by noting that the geographical area of the downtown may need to change to meet future resident needs, and provide a critical mass of mixed uses (retail, institutional, service and recreational) to attract residents.
- Members noted that District #300 should not only maintain, but work to improve the quality of educational programming as Hampshire grows

- It was noted that there may be better ways to fund schools than property taxes, and that the PAC should consider supporting current legislation that would reduce the burden on Hampshire's residents
- All agreed that the community should update its land/cash ordinance to reflect changing demands and land values

Transportation – Ensure that the flow of traffic is not decreased by new development and to locate the most intensive uses on the outer edges of Hampshire's planning area.

- PRI noted the importance of requiring developers to set land aside for future right-of-way expansion along roadways to accommodate widening
- It was agreed that PRI would work with EEI to explore the opportunity of a Metra Station along the Soo Line Railroad near Hampshire's downtown
- The benefits of coordinating the location of access points along roadways to ensure they are aligned with one another and kept to a minimum was discussed
- PRI noted that the draft transportation plan was likely to be reworked to reflect future land uses as the planning process progresses. This will include the definition of minor, collector and arterial streets already initiated by EEI
- All agreed that subdivision design should reduce "cut-trough" traffic
- PRI will explore the potential for establishing 100- to 200-foot corridors between homes and public rights-of-way to promote rural character and avoid visually crowding streets

Natural Resources – Preserve and enhance open space and sensitive environmental resources that contribute to the character of the planning area.

- The PAC is willing to evaluate the use of Conservation Subdivision Design as a way to conserve large areas of open space that can be included in a much larger corridor of open space
- All agreed that wetlands should be recognized as resources that serve valuable functions such as groundwater recharge, water quality enhancement and wildlife habitat
- There are resources in Hampshire that should be identified and protected from impacts related to development. These include streams, floodplain, trees and shallow aquifers in addition to wetlands
- All agreed that the plan should include an "environmental" component that addresses:
 - Preservation of important resources
 - Landscapes that are environmentally friendly minimize maintenance, and improve water quality and wildlife habitat

- The PAC agreed to work with PRI to develop recommendations that result in open space corridors and systems rather than in isolated pockets. These systems will provide opportunities for recreational trails and movement of wildlife in addition to contributing to rural character

Parks and Recreation – Cost-effectively enhance existing parks, and develop new parks, recreational facilities and trails.

- Promote the construction of a Village-wide community center that takes into consideration both existing and future residents
- Discourage the private ownership of parks that exclude community-wide use and separates the community into subdivisions
- All agreed that the National Recreation and Parks Association standards should be the basis for open space and parks as developers approach Hampshire for consideration of residential developments

Community Identity – Create an identity that sets Hampshire apart from surrounding communities as they develop and grow, and use that identity to market and attract new development.

- All agreed that providing collectors and arterial streets on the edge of the community that prevents traffic congestion in the downtown is critical towards the future success of Hampshire's business district, where uses will depend upon pedestrian, rather than automobile, activity
- It was agreed that Hampshire could include well-defined entrances as a part of "place making" and community identity
- All agreed that the plan should promote the preservation of buildings that have architectural and historical value, and that the majority of these would be located in the community's historic core

Municipal Facilities – Provide a strong and responsive Village Government that can expand with the growth of Hampshire.

- All agreed that Hampshire provides quality services that are responsive to community need (i.e., fire, police, emergency services, public works)
- It was agreed that intergovernmental cooperation between Village Board, School District, Park District and township could be enhanced, which would benefit the overall community

3. **Field Trip** – After asking the PAC committee what would be the best date and time for a field trip it was agreed upon that Thursday, May 22nd would work out the best for everyone's schedule. Dan Hypke from the Park District offered to drive some of the members in one of the Park

District's vans. Future coordination will be made with Mr. Hypke regarding the van availability and an exact time for the field trip.

4. **Preparation for PAC Meeting on the 23rd of April** – The next meeting is scheduled for Wednesday, April 23rd from 7 – 9 PM at the Village Hall. At this meeting the PAC will start looking at the I-90/Allen's Corners Subarea.

Respectfully submitted,

Lucas Sivertsen
Project Planner

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Sign-In Sheet, April 9, 2003 Meeting
 2003 Comprehensive Plan, Village of Hampshire

Name	Address	Affiliation	Phone	Email Address
Tom Kichart	402 W. Liberty Dr. Westfield, IL	Planning Resources	630.668.3788	tkichart@plnrc.com
Denora White		Northwest Head		
Brian Herrmann	233 Hillcrest, Hampshire	Zoning Board	847.683.3982	
BILL SWANEY	1245 Mount St. Hampshire	Village Board	847-683-4639	william.swanell.cwa@plnrc.com
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BRAD SANDERSON	52 WILBIE ROAD SWANSEA	EEC	630-466-4300	
BERBARA BRUST	303 CEDARKEY DRIVE	RESIDENT	847.683-7785	
Kent Swanson	124179 KENWAY AVE - Hampshire	Park Commission	847.683.4434	swansonk5@mc.com
DMARC RUST	152 South Ave	Village Board	623.220P	
Wendy Haccies	102 E Jefferson	resident	683.2465	whaccies@firstabank
Erk Lindberg	454420 Penstemon	resident	1082.2350	
Gary Wright	321 Terrilliga Ave - Hampshire	Hampshire Elementary School	847-683-2471	
DEAN AYER	950 S. AVE. N.	Hampshire Public Dist	847-683-2610	ayd@plnrc.com
Paul Ayer	471 W 076 Niagara		847-971-6014	
Paul Ayer	44 W 897 W.			

Minutes of Meeting #5, April 23, 2003 Comprehensive Plan for the Village of Hampshire

The fifth meeting of the Planning Advisory Committee was held at the Hampshire Village Hall on Wednesday, April 23, 2003 between 7:00 and 9:00 PM.

Purpose of the Meeting:

- Create a definition for open space
- Identify ways of managing open space
- Review land use classifications
- Discuss and conceptualize a draft Sub-area land use map

Participants:

Planning Advisory Committee (PAC), Planning Resources (PRI), Engineering Enterprises (EEI), public (refer to attached sign-in sheet on page 6)

Handouts:

- Agenda for Meeting #5, April 23, 2003
- Meeting #4 Minutes, April 9, 2003
- Proposed Land Use Classifications
- Open Space Preservation and Management
- Open Space Preservation
- PCJ Article Open Space Zoning by Randall Arendt
- Draft Objectives for Open Space Planning

Items Discussed:

1. **Review of Previous Meeting** – The minutes of the April 9th PAC meeting were reviewed without questions or concerns. PRI briefly reviewed the categories of goals and objectives that were addressed at the previous meeting.
2. **Definition of Open Space** – The committee was sent reading materials regarding open space as well as a list of draft objectives for open space planning. These resources were intended to encourage committee members to start thinking about open space and how they might want to define it. The general idea that came from discussion was to keep the definition simple. One PAC member not present wanted to note that the percentage of required open space should be changed in the Draft Objectives for Open Space from 40% to 50%. The following represent major points of discussion.
 - **Roadway Buffer** – Areas along roadways extending from the ROW that provide a landscaped buffer between the roadway and adjacent land use were presented by PRI. The PAC agreed that these areas ranging from 100 to 300 feet can be considered open space.

- **Detention Basins** – These areas are dry bottom stormwater management facilities that are usually planted with grasses and have sloping sides for the detention of stormwater. If large enough they can be used as informal recreational fields although are not practical as a formal recreational use. The Park District Director and the rest of the PAC considered these areas as open space, provided they were properly engineered and landscaped.
 - **Retention Basins** – These areas are similar to detention basins, but instead of having a dry bottom they retain water. They can be seen as an aesthetic asset if designed and landscaped properly. The committee was in favor of including retention basins in their definition of open space. However, it was also expressed that because retention ponds are not useable that they should not be allowed to fulfill the entire amount of open space requirements.
 - **Wetlands** – Wetlands created a lot of discussion and will require more time to debate before a decision can be made as to whether or not to include them as open space. Proponents of including wetlands argued that the County recognizes wetlands as open space and that they are natural areas that should be left open for the public's benefit. By not including wetlands as public open space they are likely to become a private part of a subdivision. If homeowners associations were then given the responsibility of maintaining wetlands the possibility for degradation of those wetlands would be increased, due to the relative lack of experience that homeowners associations possess. Opponents of including wetlands argued that they are not usable open space the same way for example that a grassed area would be. By allowing a development to use wetlands as open space it is possible to end up with little to no useable open space.
 - **Conclusion** – Progress was made towards specifically defining open space; however, more time needs to be spent before a final definition is created that the entire PAC will feel comfortable using. It was suggested that definitions from other governing bodies be reviewed and a hybrid definition created, using ideas gained from those definitions along with discussion from past PAC meetings. One concern that arose out of the open space discussion regarded the role of density in determining open space requirements. It was agreed that density considerations would help influence open space requirements. Discussion centered on the understanding that a percentage of open space needs to be usable. This percentage will have to be discussed further before it can be quantified and agreed upon.
3. **Management of Open Space** – A summary of open space management options was provided to the PAC prior to the meeting. These options were presented and comments were solicited as to the desire of each management option. The major points of discussion are listed below.
- **Purchase of Development Rights** – The purchase of development rights is a technique that allows for the purchase of farmland in jeopardy of being developed in order to preserve the existing agricultural use. It works by paying the property owner the difference of what their property is worth as developed land and what their property is worth as agricultural land. Kane County is currently using this technique and was the first county in the state to begin implementing a purchase of development rights program. For this reason, the purchase

of development rights is a viable means for Hampshire to preserve open space. The possibility of further exploration of this technique is encouraged.

- **Transfer of Development Rights** – The transfer of development rights concept is used for areas that are wished to be preserved as open space, farmland, wetland, etc. It protects open space by transferring development rights to areas where development can be safely absorbed at densities higher than that which is allowed by zoning.
 - **Homeowners' Associations** – Homeowners' associations are commonly associated with residential subdivisions where each property owner shares a portion of the costs for maintenance of parks, recreation centers, open space, detention ponds, etc. These areas are typically private and restricted to those who pay for the facilities and maintenance costs. The PAC would like to see all open space made available to the entire community. For this reason, homeowner's associations are not desired for the maintenance of open space.
 - **Special Service Areas** – Special service areas are taxing districts set-up and administered by a governing body where area property owners decide to tax themselves in order to provide funds for maintenance and improvement costs. This open space management technique would provide funds for example a bufferyard separating a residential development from a major road. The funds would then be used for the maintenance of the bufferyard. It was expressed by an attendee that stormwater management areas were already required to have SSA's. The PAC was in favor of using SSA's in areas similar to bufferyards where property owners immediately adjacent to open space are the sole beneficiaries. In addition, an SSA is great to have in place just incase a homeowner's association was to fail.
4. **Land Use Classifications** – Proposed land use classifications were developed by PRI using comments collected from previous meetings with the Village, PAC, and residents. They include more specific uses within the general categories of residential, agricultural, commercial, office, parks/open space, institutional and industrial. It was noted that these land uses are meant as a guide and that they can be changed as the planning process moves ahead. These categories were presented briefly, concentrating mainly on the residential land uses. Rural residential lots are not typically used in subdivisions due to their large size and difficulty in providing utilities. In addition, rural residential lots are not foreseen as having the same open space requirements as higher density land uses. Estate residential lots are between 2.5 and 4 acres and provide a country like setting. Large lot low-density residential areas have lots that range from 18,000 s.f. to 1 acre. Low density and medium density represent the other types of primarily single-family residential land uses. Although some multi-family housing is included in medium density residential land uses, the majority is included in high density residential. High density residential housing was envisioned by the PAC as best serving the senior and downtown housing markets as well as residential land uses located near the interchange. PRI is conscious of the fact that the land uses presented do not provide for lot sizes between 1 and 2.5 acres. This shortcoming will be addressed at the next meeting.
5. **I-90/Allen's Corners Subarea Planning** – The major component of the meeting was to create a rough draft land use plan for the I-90/Allen's Corners Subarea based on the wishes of the PAC.

Planning Resources will take this plan and develop several alternatives for the Subarea. These alternatives will then be reviewed at the next PAC meeting.

- **Environmental Corridors** – The first objective was to identify environmental corridors. It was the general consensus of the PAC that it was important to protect the corridors. The environmental corridor consists of floodplain, wide areas of wetlands and large stands of trees that when integrated create an interconnected corridor.
- **Commercial/Office** – For the purposes of this exercise the PAC wished to keep things simple and group commercial, office, and corporate office park into one classification called “commercial.”
 - **Interchange:** Some discussion came up as to whether or not the Brier Hill interchange should be planned for. It was eventually decided that it should be included since it was believed that Huntley recognized the interchange in their newly adopted comprehensive plan. Within the subarea the PAC proposed “commercial” north of U.S. 20 all the way to the toll way. A strip of “commercial” was also proposed south of U.S. 20 from Ketchum Road to the interchange. This “commercial” area accounts for approximately 700 acres of the subarea.
 - **Brier Hill:** PAC members proposed a strip of “commercial” on both sides of Brier Hill Road (excluding the existing Forest preserve) all the way south until it reached Allen road. Opponents to the strip of “commercial” argued that it wasn’t consistent with the goals and objectives set forth. The goals & objectives promote alternative design to strip commercial. Possible alternatives will be developed for the next PAC meeting where they will be presented and then discussed. More “commercial” was proposed north of U.S. 20 at the south end of the subarea.
- **Residential** – Residential land uses were proposed in the areas not taken up by either the environmental corridor or “commercial”. Multi-family residential should not be used as a buffer between intense uses such as commercial/industrial and single-family residential.
- **IL Route 47 Corridor** – Although not in the I-90/Allen’s Corners Subarea, this corridor is directly associated with the subarea and more specifically its potential for commercial development. It was expressed by many attendees that the IL Route 47 corridor is expected to become Hampshire’s largest commercial prospect. Efforts are already being made to look at the feasibility of purchasing land along the corridor for the purpose of constructing commercial development.

6. **Preparation for Next PAC Meeting** – The next meeting is scheduled for Wednesday, May 14th from 7 – 9 PM at the Village Hall. At this meeting the PAC will be reviewing options for a hybrid plan of the subarea.

Respectfully submitted,

Lucas Sivertsen
Project Planner

LES/lis

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1. Wesley J. Brazas
2. Chris H. Zwickert
3. Walter C. Curran
4. Rich + John Milne
5. Frank Sappes
6. Wendy Harris
7. Keith Hyske
8. Susan Sinst
9. MARTIN F. EBERT
10. Roger R. Padback
11. Bill Schmitt
12. William SWALWELL
13. Wes BRAZAS, Jr.

AUDIENCE

Chuck Miller
Greg Korda
Brian Herrmann

Minutes of Meeting #6, May 14, 2003

Comprehensive Plan for the Village of Hampshire

The sixth meeting of the Planning Advisory Committee was held at the Hampshire Elementary School on Wednesday, May 14, 2003 starting at 7:00 PM.

Purpose of the Meeting:

- Gain consensus on open space definition
- Present Subarea plan alternatives and their characteristics
- Discuss logistics for field review of notable developments
- Finalize Town Hall Meeting

Participants:

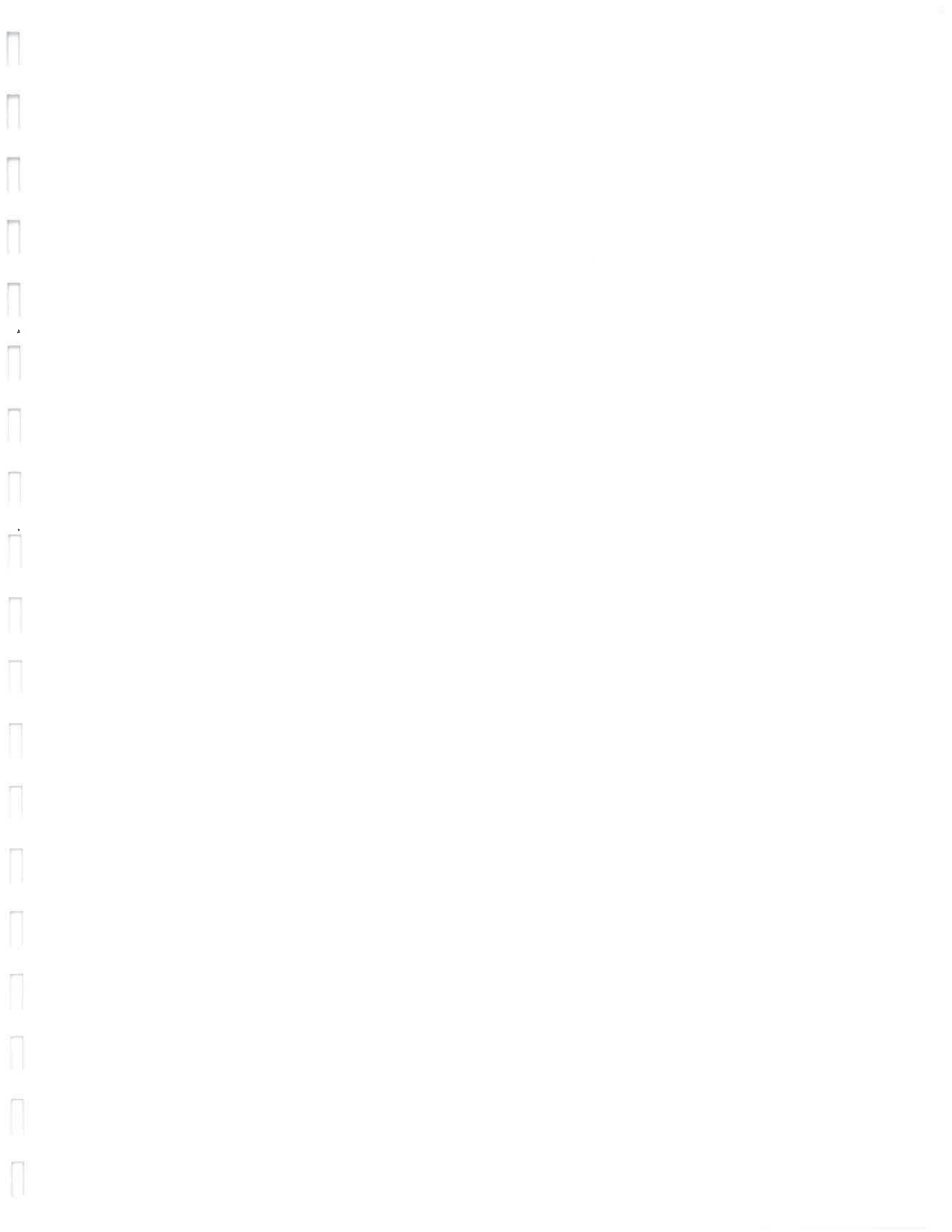
Planning Advisory Committee (PAC), Planning Resources (PRI), Engineering Enterprises (EEI), public

Handouts:

- Meeting Agenda
- Meeting #5 Minutes, April 23, 2003
- Proposed Definition of Open Space
- Open Space/Definition, May 13, 2002
- Subarea #1, Land Use Data Tables 1-5
- Characteristics of Shopping Centers (table)
- Population Growth Trends and Projections (table)
- Estimated # of Dwelling Units and Population (table)

Items Discussed:

1. **Review of Previous Meeting** – The minutes of the April 23rd PAC meeting were presented by PRI. A member of the PAC expressed that the definition of open space as discussed at the previous meeting is separate from that which the Village is forming.
2. **Open Space Definition** – Open space was presented as public and private land that is acquired or preserved (in perpetuity) in the public interest in order to provide for the protection of natural resources, enjoyment of the out-of-doors and a means to shape growth and development. The definition presented was intended to allow for further fine tuning. Potential sources of open space were discussed to determine their suitability as being considered open space. Options that were discussed in greater detail include:
 - **Agricultural Lands** – By including agricultural land as open space developers are given an incentive to preserve farm land. This presents a feasible way of retaining the agricultural heritage of Hampshire. It was agreed that farming was not likely to be a permanent use. However, all agreed that agriculture could be looked at as a transitional use from farming to another form of open space. This was considered to be one way to keep the natural character



of Hampshire since agricultural lands could be used for recreational purposes or open space in the future, but never developed.

- **Detention/Retention Facilities** – Detention and retention facilities can be considered open space provided that they are improved with trails, landscaping and other amenities to be used for public enjoyment. In addition, strict guidelines need to be set to assure that safe, well maintained facilities are constructed.
 - **Landscaped Corridors** – Corridors along roadways that provide vegetated screening were agreed to be considered open space provided they are of a minimum width. More discussion will need to take place before a minimum width can be established.
3. **Subarea Plan Alternatives** – The plan developed by the PAC at the previous meeting was presented along with a plan developed by PRI and Alternatives “A” and “B”. Tables accompanying the plans identified acres per land use, density, projected square feet of non-residential development, and projected number of units and population associated with residential development. These numbers were based only on land within the subarea. All four plans take into account the existing and future interchanges and assume that the greatest economic development opportunity in the planning area is present in or near the subarea. A comparison of all four alternatives is shown in a table at the end of the minutes on page 5 (Table 1, Comparison of Subarea Alternatives). Please refer to this table as land use comparisons are made in the followings text.
- **PAC Plan** – This plan was drafted at the April 23rd PAC meeting. The plan maximized the commercial potential for the land by proposing a strip of commercial along nearly the entire length of U.S. Route 20. Land use data was prepared for the area to allow comparison to be made with three other plans prepared by PRI.
 - **PRI Plan** – This plan was developed by Planning Resources to show the extent of development possibilities for the subarea. Although the commercial is clustered into three areas (Near U.S. Route 20 and Brier Hill, Allens Corner, and Starks Corner) the PRI plan was able to better maximize economic development potential and has more commercial land than the PAC plan. It was able to create more acres of commercial land by clustering the commercial as opposed to creating strips of commercial, which were viewed as being undesirable in community visioning sessions. The plan also has more Office and Business Park land. Where industrial is the largest percentage of land use in the PAC plan, commercial makes up the largest percentage of land use in the PRI plan.
 - **Alternative Plans “A” & “B”** – These plans were developed by PRI and present alternatives to commercial densities found in the original PRI plan. This has been done by substituting a large regional commercial component for more local commercial and interchange commercial uses. Both alternative “A” and “B” have nearly the same commercial, office and industrial components but are different with respect to residential and business park. Alternative “A” includes more residential and alternative “B” converts some of that residential into business park, thereby creating a more intensely developed subarea.

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This intensely developed area was preferred over the less intense alternative "A" and will be one of the plans of focus at the Town Hall Meeting. In many occasions, the separation of land uses has been provided by open space corridors, providing a convenient buffer between incompatible uses. The alternative plans seemed to promote a higher population than the PAC plan. This is because the population projections for the PAC plan did not take into consideration medium and high density housing, whereas the alternative plans were broken down into different densities of land use including higher density residential housing. This higher density residential land results in higher populations. In reality the PAC plan and alternative "B" have nearly the same amount of acres designated for residential land uses.

- **Regional Commercial** – The regional commercial component of the three PRI plans is centered on Brier Hill Road from U.S. Route 20 to the Northwest Tollway. The area has enough regional commercial area to support a regional mall and its typical surrounding commercial development. The Brier Hill interchange is located approximately 9 to 10 miles away from the nearest regional mall. This distance is typical of the metro area for defining market area. The potential for a regional mall is dependent on the construction of an interchange at Brier Hill Road and substantial growth of the surrounding population. Based on year 2020 projections provided by the Northeastern Illinois Planning Commission the surrounding population needed to support a regional mall would nearly be reached by year 2020. However, the NIPC population projections for Hampshire are thought to be far less than what the Village expects. If this is true, a sufficient population would certainly exist in the year 2020 to support a regional mall. The location of the proposed regional mall in the PRI plan and alternatives "A" and "B" is situated just off the tollway to allow for minimal traffic impacts on the Village of Hampshire. Some traffic will be generated from the south and southwest, but a large majority of the people traveling to the mall will be traveling by way of the Northwest Tollway. This is in contrast to the traffic impacts created by strip commercial.
4. **Town Hall Meeting** – A Town Hall meeting will be held to give local residents an opportunity to view the status of the Comprehensive Planning process, to learn about planning concepts that have been discussed as part of the PAC meetings and to give feedback regarding the process and, more specifically, the subarea plan.
- **Summary** – The summary will review what has been achieved to date:
 - Visioning
 - Demographics and socio-economic analysis
 - Planning factors
 - Goals and objectives
 - Alternative residential development scenarios
 - Definition of open space
 - Creation of draft subarea plan
 - PAC field review

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- **Presentation of Concepts** – A brief presentation will be given regarding planning concepts discussed at PAC meetings as well as the draft subarea plans. Residential design concepts will include Conservation Subdivision Design and Coving. An overview of the subarea plan will focus on topics such as economic development potential, open space and greenways, and residential densities.
 - **Group Discussion of Subarea Plan** – PAC members will facilitate discussion amongst residents in groups of approximately ten people per table. Notes will be taken, planning factors will be identified and feedback from each table will be presented to the whole. Prior to the Town Hall meeting PRI will provide committee members with a bulleted list of key information and discussion procedure.
5. **PAC Comments Regarding Subarea Plans** – Each PAC member had a chance to voice their opinion on the subarea plans that were presented. The following are the comments/questions that were raised:
- The commercial component found in the plans is needed to provide a tax base
 - Population in Alternative “A” and “B” is higher than PAC plan (a result of different assumptions used for the alternative plans and the PAC plan, both plans have nearly the same amount of residential land use)
 - Whether or not Land/Cash ordinance requirements should be included as part of open space requirements needs to be decided
 - Keep non-residential uses near the Tollway, as shown
 - Clustering of commercial uses is positive
 - More commercial around Starks Corner is desired, however environmental concerns are a limiting factor
 - Neighboring communities wish to have part of the Starks Corners area annexed into their community because of its economic potential
 - Alternative “B” provides a better chance at retaining Starks Corner as part of Hampshire because the proposed non-residential land use for the area is desired by developers.
6. **Field Review** – On Thursday, May 22nd the PAC will be visiting two mixed use subdivisions, Fox Mill and Mill Creek, for a field review that will provide a first hand experience of design concepts presented at past PAC meetings. Transportation for committee members will leave at 4 PM from the Park District Office on South Avenue.

Respectfully submitted,

Lucas Sivertsen
Project Planner

LES/ls

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Table 1
Comparison of SubArea Alternatives
Village of Hampshire Comprehensive Land Use Plan

	PAC 4-23 Draft	PRI 4-23 Option	Alternative "A"	Alternative "B"
Number of Dwellings Units	1,074	1,489	1,908	1,493
Estimated Population	3,223	4,466	5,725	4,478
Commercial sq. ft. (all types)	5,389,134	6,233,981	6,133,664	6,133,684
Office sq. ft.	-	2,131,826	745,747	745,747
Business Park	8,254	3,914,715	3,023,892	7,360,311
Industrial	6,350,316	1,759,846	1,592,292	1,592,292
Total Office, BP and Industrial:	6,358,570	7,806,387	5,361,931	9,698,350

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Minutes of Meeting #8, June 11, 2003 Comprehensive Plan for the Village of Hampshire

The eighth meeting of the Planning Advisory Committee was held at the Hampshire Park District office on Wednesday, June 11, 2003 starting at 7:00 PM.

Purpose of the Meeting:

- Build consensus on Subarea #1 Plan
- Begin discussions on Community-Wide Plan
- Discuss possible growth area boundaries

Participants:

Planning Advisory Committee (PAC), Planning Resources (PRI), Engineering Enterprises (EEI), public

Handouts:

- Meeting Agenda
- Summary of Responses, Town Hall Meeting, May 29, 2003
- Summary of June 5, 2003 Subarea Plan
- Table 1, Land Use Data for June 5, 2003 Subarea Plan
- Table 2, Comparison of Subarea Alternatives

Items Discussed:

1. **Review of Previous Meetings** – The minutes of the May 14th PAC meeting and the Summary of Responses from the May 29th Town Hall Meeting were presented by PRI. No questions or comments were raised regarding the reviews.
2. **Subarea #1 Consensus Building** – Taking into consideration comments gathered at the May 29th Town Hall Meeting, PRI developed a hybrid Subarea Plan. This plan incorporates qualities from the four previous subarea alternatives as well as qualities favored by area residents. A representative from PRI presented the hybrid plan and then invited members of the PAC to voice their comments and discuss the plan in an attempt to build consensus throughout the committee.
 - **Presentation of Subarea Plan** – Using Alternative Plan “B” as a foundation, an attempt was made to address concerns voiced at the Town Hall meeting. The largest change was made to the reduction of residential densities and amount of population generated. In large part, residential areas have remained residential with some density reductions as follows:
 - South of the existing interchange densities have been reduced from Medium Density to Estate Residential
 - South of the Forest Preserve from Low Density to Large Lot Residential.

Commercial development has remained essentially the same as in Alternative Plan "B". Commercial uses were clustered rather than spread out in a linear arrangement so as not to produce longer more frequent trips. High frequency trip generating uses (e.g. grocery, convenience) have been placed in multiple areas so that frequent vehicle trips will be kept to a minimum distance. High traffic generating uses (e.g. regional mall) are located close to the Tollway to allow for better traffic flow and access. These uses produce high volumes of traffic although they generate a relatively low frequency of trips, and have been located in areas that compliment their traffic needs. Consideration of locating a new High School northwest of Starks Corners was voiced at the Town Hall Meeting. The proposed site will have to be further researched with the School District and the Village to determine its feasibility. The plan is flexible in identifying an appropriate location for a new high school.

- **PAC Discussion** – After presenting the Subarea Plan, the PAC was invited to give feedback on the plan. The committee felt comfortable advancing with the plan and offered the following comments:

Residential

- Reduction in densities from Plan "B" has a positive impact on population generation
- Estate should be the only residential land use due to the Subarea's distance from existing Hampshire village
- Higher density is needed due to the lack of marketability of Estate Residential next to Regional Commercial

Commercial

- Positive commercial diversification
- Mall seems like a long shot and is dependent on the economy
- Regional Mall's best possible location is south of the Brier Hill interchange
- Indicating a Regional Mall location on the comprehensive plan protects the Village from a mall locating in an undesirable location
- Concentrating commercial at the Tollway and Starks Corners is desirable
- Commercial is preferred at Starks Corners as opposed to Allens Corners due to existing traffic safety issues at Allens Corners
- Regulating the type/intensity of commercial at Allens Corners can alleviate safety issues

Industrial

- Expanses of industrial need to be located in varying geographical locations
- Concentrating industrial at the Tollway reduces traffic impacts

General

- Park District could feasibly purchase land around Forest Preserve if the Forest Preserve District is not willing to do so.
- School should be located as close to Hampshire village as possible

- The Forest Preserve and surrounding open space provides a nice separation between commercial to the south and north
3. **Community-Wide Plan** – The next step in the planning process is to prepare a land use plan for the entire planning area.
- **Future Land Use Map** – To prepare the PAC for this task, PRI prepared a Future Land Use map that included existing development, future known development, and environmental corridors. The known development included Crown West, Pasquinelli, Burklow and Hampshire Meadows. The environmental corridors have been development in much the same was as they were for the Subarea, by linking floodplain, wetlands, ponds and major stands of trees into logical corridors.
 - **Development Area Boundaries** – The question, where should planned development cease? was posed by PRI. Section lines as well as environmental corridors are logical areas for such a boundary. The PAC stated they would like to see development extend to Walker Road and that development to the south would likely extend to Lenchow Road.
 - **Discussion of Future Land Uses** – Using the Future Land Use map as a base, the PAC gave suggestions as to what they thought land uses should be throughout the planning area. The commercial added to the Future Land Use map at the intersections of Big Timber & Harmony and Big Timber & IL Route 47 is not where commercial exists, but where it is logical that commercial will someday exist. The commercial around Big Timber & Harmony will likely be surrounded by Estate Residential or other low density uses, considering its location within the Shallow Groundwater Recharge area. Other low-density residential types including Conservation Subdivision Design would be well suited for the recharge area.

Respectfully submitted,

Lucas Sivertsen
Project Planner

LES/lS

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Minutes of Meeting #9, June 25, 2003 Comprehensive Plan for the Village of Hampshire

The ninth meeting of the Planning Advisory Committee was held at the Hampshire Park District office on Wednesday, June 25, 2003 starting at 7:00 PM.

Purpose of the Meeting:

- Present Alternatives for Future Land Uses
- Build Consensus for Hybrid Alternative Plan
- Discuss outline/content of Plan

Participants:

Planning Advisory Committee (PAC), Planning Resources (PRI), Engineering Enterprises (EEI), Schmutte & Associates, public (20 people); see sign-in sheet at Village Hall.

Handouts:

- Meeting Agenda
- PAC Meeting #8 Minutes
- 2003 Comprehensive Plan Draft Outline
- Land Use Tables

Items Discussed:

1. **Review of Previous Meetings** – The minutes of the June 11th PAC meeting were presented by PRI. No questions or concerns were raised by the PAC.
2. **Presentation of Future Land Use Alternatives** – Planning Resources presented two Future Land Use maps for the entire 41 square mile planning area. The following summarizes items discussed:
 - **Land Use Descriptions** – For the benefit of audience members new to the process, PRI identified land use classifications developed for the comprehensive planning process.
 - Five different residential land uses were represented in the land use maps. These represented the density in residential land uses and not necessarily housing product (i.e. single family, townhome, condo).
 - Institutional uses consist of schools, libraries, churches and other areas of public use and benefit.
 - Like residential uses, commercial uses are broken down into several categories. The five types of commercial represent not only size, but also intensity and location.

- Office represents large-scale office parks that are more than 10 acres in size. It includes separate office buildings of multiple stories along with accessory and supporting uses.
- Business Park includes office, research development uses as well as light industry and warehouse distribution. It generally has a larger office component than industrial development and is developed in a campus setting with unified architecture and landscaping.
- Industrial and Warehouse Distribution includes manufacturing, warehousing, wholesale trade, construction, and utilities.
- Municipal/Governmental uses are closely associated with Village Halls, public works, police stations and other locations where the functions of government take place.
- Parks/Recreation is associated with parks, trails and other facilities maintained by the Township Park District.
- Forest Preserves/Open Space is associated with large areas of undisturbed and undeveloped land intended for preservation of the natural environment.
- Agriculture represents farmland and Agribusiness includes the nursery as well as business uses that support agriculture business (i.e. heavy equipment).
- **Potential Transit-Oriented Development (TOD):**
 - The area on the north side of the SOO Line Rail Road at Starks Corners could possibly support a Metra Station and rail yard.
 - The County is promoting land around this station as a multi-modal facility transportation hub for commuter rail, bus, cyclists, etc.
 - TOD is a mix of uses designed to create a residential/commercial environment around transit to reduce reliance upon the automobile, thereby reducing air pollution and traffic.
 - It offers an alternative to traditional detached single family subdivision by including a mix of higher density residential and commercial land uses that serve commuters and residents of TOD.
 - The PAC liked the concept and asked PRI to provide further description of Transit-Oriented Development.
 - TOD concepts can be found in LaGrange, Arlington Heights, Evanston, and Glenview.
- **Outer Belt Freeway** – One of the main differences between the two alternatives is the location of the Outer Belt Freeway. In Alternative 1 the freeway is positioned to match the path shown in the presentation of the 1997 Outer Belt Transportation Corridor Feasibility

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Study. In Alternative 2 the freeway is positioned further west to allow Hampshire to grow out west more before being divided by the freeway. By being proactive, Hampshire can influence the location of the freeway. The Village can use this planning process to begin shaping the freeway's path to its advantage. It was agreed that PRI would work with EEI to develop a location for the future roadway that reflected appropriate geometries to reduce impacts on natural systems, and that results in a logical connection to the alignment proposed for the connection between I-88 and I-80.

▪ **Residential Densities:**

- Densities on both Plan Alternatives have been reduced in general as the distance from the Village center has increased. Exceptions are at the Subarea, the Freeway and where intense surrounding land uses suggest higher density residential. It was the view of the PAC to provide a transition between developed areas and rural areas.
- Land uses near the Shallow Groundwater Recharge area have intentionally been left less dense to reduce impervious surfaces and allow area for groundwater recharge. Having too low a residential density necessitates the use of septic tanks as opposed to sewer. Septic tanks are undesired in the Shallow Groundwater Resource Area, due to the potential for contamination of the shallow aquifers. For this reason residential densities in the recharge area will be changed from Estate Residential to Large Lot Residential.
- It was expressed that higher residential densities were needed in order for the amount of commercial shown in the plan to be supported. The PAC supported higher densities near commercial and employment centers.
- One member of the PAC asked PRI to explore better integration of Estate Residential into the central and northern portions of the Planning Area.

▪ **Commercial:**

- Much of the plans' commercial land use has been allocated to the Subarea. However, some additional commercial has been located along Big Timber where it intersects Harmony and IL Route 47, around the intersection of State Street and Allen Road, and around the Outerbelt interchange at IL Route 72.
- PRI noted that one of the challenges of this planning process related to the fact that Hampshire prefers to show future land uses with in its 41 square mile planning jurisdiction rather than looking at a 3 – 10 year time frame. The committee illustrated that commercial at IL Route 72 and the Freeway interchange is not expected to take place until such time as the freeway interchange is constructed, at least 20 – 30 years from now.
- Both plans also show commercial at Starks corners, but in Alternative 2 the commercial is part of the Transit Oriented Development. It is assumed that nearly a third of the TOD would be commercial/office.

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- **General** – Other aspects of the plan were discussed in less depth.
 - A transportation network was mentioned, but only in the capacity that road networks will be planned for once land uses are laid out. Transportation is always important, but only after future land uses are proposed can future transportation improvements be planned.
 - The Business Park use proposed in Alternative 1 located north of the existing industrial at the rail road in Hampshire was preferred over the Office proposed in Alternative 2. This was due to the unfeasibility of locating office that far from the interstate. However, locating Business Park uses in that location does not allow for a transition from the Estate Residential directly to the north.
 - In general Alternative 2 was preferred over Alternative 1. It was agreed by the PAC to work from Alternative 2 that included the Outerbelt further west, the TOD near Starks Corner, but with the substitution of Business Park along Allen instead of Office.
 - **Presentation of Land Use Tables** – The tables prepared for the meeting included Existing Land uses and Future Land uses of both alternatives to allow for comparison between plans. A list of assumptions were reviewed which are consistent with numbers found in Urban Land Institute standards. Comparisons made between the two alternatives were shown in Table 3, Comparison of Future Land Use Alternatives. Alternative 1 has less developed land due to the location of the proposed freeway, although it has slightly more Business Park and Industrial/Warehouse. Alternative 2 is the more heavily developed plan and includes greater amounts of Residential to the west and slightly more Office north of the existing interchange and north of the village center. The amount of Open Space found in the tables is less than would be realized if the planning area was built out as shown. This is because the greenway corridors have not been included in the Open Space calculations. Once property is annexed containing portions of greenway corridor land will then be set aside as Open Space. The calculations also do not include park land that will be dedicated to the Village as part of the Land/Cash ordinance.
3. **Comprehensive Plan Draft Outline** – A draft outline of the Comprehensive Plan was presented to the PAC to show the type of components that can be expected. Main components of the plan include Community Assessment, Plan Focus, Land Use and Development Policies, Future Land Uses, Transportation, and Implementation.
 4. **Key Person Interviews** – PRI emphasized the importance of conducting the key person interviews to obtain feedback from key property owners (i.e. Van Vlissingen, Crown, District 300) and stakeholders prior to the Town Hall Meeting.
 5. **School Site** – One of the groups that attended the Town Hall Meeting suggested locating the high school near Starks Corners. A high school is not shown on the plans because talks with the School District have not yet taken place.

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6. **Town Hall Meeting** – The next Town Hall Meeting will be held on July 23rd to solicit comments from residents regarding the entire planning area hybrid plan. A location for the meeting will be announced as soon as the location is confirmed.

Respectfully submitted,

Lucas Sivertsen
Project Planner

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Minutes of Meeting #10, July 9, 2003

Comprehensive Plan for the Village of Hampshire

The tenth meeting of the Planning Advisory Committee was held at the Hampshire Park District office on Wednesday, July 9, 2003 starting at 7:00 PM.

Purpose of the Meeting:

- Build Consensus on Hybrid Future Land Use Plan
- Present detailed description of TOD and discuss
- Plan for July 23rd Town Hall Meeting

Participants:

Planning Advisory Committee (PAC), Planning Resources (PRI), Engineering Enterprises (EEI), Courier News, Hampshire Register

Handouts:

- Meeting Agenda
- PAC Meeting #9 Minutes
- What is Transit Oriented Development?
- Land Use Tables

Items Discussed:

1. **Review of Previous Meeting** – The minutes of the June 25th PAC meeting were presented by PRI. No questions or concerns were raised by the PAC. However, land use classifications, Corporate Office and Business Park were more clearly defined. Corporate Office was described as large scale office parks of 10 or more acres in size that include free-standing multiple story buildings as well as supporting uses. Business Park was described as a cross between office and industrial parks, with more office than industrial uses but still capable of generating truck traffic. Developments have unified architecture and landscaping in a campus-like setting. Buildings located in Business Parks are typically one story and span acres of land. Business Parks support office, research and development, light assembly and warehouse distribution.
2. **Transit-Oriented Development (TOD) Presentation** – Planning Resources gave some insight into Transit-Oriented Development and gave some evidence for the potential of a TOD being developed within Hampshire's planning area. In addition to the TOD discussed earlier near Starks Corners, PRI presented the potential for a second TOD to be located within the Village Center.
 - **TOD Description** – Transit Oriented Development provides a mix of uses including higher density residential, office, commercial/retail and civic uses all within walking distance to transit facilities. The compact design of TOD creates a vibrant village atmosphere that promotes alternative modes of transit while still accommodating automobiles. The following benefits of TOD were discussed:

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- Reduces the need for automobiles
 - Lessens air pollution from automobile traffic
 - Provides close proximity to transit, shopping and recreation
 - Generates economic benefit from residents of other communities
 - Opportunity for a mix of housing types and prices including multi-family housing
 - Residents of higher density housing generally have more disposable income
 - Presents alternative means of transportation to shopping, work and recreation
- **County Support for TOD** – PRI presented information obtained from a conversation with Heidi Files of the Kane County Division of Transportation regarding the county's support of TOD. The county has identified Hampshire as a Rural Village Transit Community in its Transit Opportunity Assessment Study. This study promotes Transit Oriented Design Guidelines in Rural Village Transit Communities as well as encourages all communities to incorporate TOD methods into their comprehensive plans. It was also noted that the county is planning to perform a transportation study focusing on Hampshire in the next two months. There seems to be solid support for a Hampshire TOD, although a specific site has not been selected by the county for this purpose.
- **Comments from PAC Discussion:**
- Fits well into the overall plan
 - The concept is good for Hampshire, but a location is uncertain
 - Realization of Metra station is years away
 - Good idea to plan and provide for a future TOD
 - A TOD needs to be planned before the area is built-up
 - Downtown TOD presents the best chance to save and enhance the downtown
 - Most like the idea of a downtown TOD to support businesses
 - Six of eight PAC members voting would support higher density residential associated with TOD
 - Traffic generation from adjacent communities is a concern
 - Downtown commuter parking is a concern (i.e. could enough parking be provided)
 - Parking garages allow for dense development while accommodating automobiles
 - A train station would allow alternative ways to travel to Chicago
 - A commuter station in Hampshire's downtown may create undesirable traffic congestion
 - TOD located outside of the Village center is preferred due to traffic congestion

3. Draft Future Land Use Plan:

- **Presentation of Hybrid Plan** – Using Future Land Use Alternative 2 as a base, Planning Resources developed a hybrid plan to address concerns raised by the PAC at the June 25th Meeting. This plan, called Draft Future Land Use, changed five key areas of the Alternative 2 Plan. The following key areas are described below:

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- **Business Park** – The Office located south of Allen Road was changed to Business Park. The transition from Business Park to the Estate Residential across Allen Road is minimal, however design standards can be written into the Comprehensive Plan that require sufficient screening along the transition.
- **Transportation Oriented Development** – The TOD area has been reduced in size from the TOD area represented in Alternative 2. The areas to the north of US Route 20 and west of IL Route 72 have been converted into Commercial and Business Park in place of the TOD. The commercial located adjacent to the TOD will serve as supporting uses.
- **Medium-Density Residential** – Medium-Density Residential located east of the Regional Commercial area has been increased by approximately 60 acres to the north to better reflect the likely development as proposed by the property owner.
- **Estate Residential** – Estate Residential was reduced near the interchange to Large Lot and Low-Density Residential to provide better transition with adjacent intense land uses. Estate was added north of Kelley Road from the Forest Preserve, to just past Widmayer Road to the west. This additional Estate Residential was intended to allow greater opportunity for access to the Forest Preserve.
- **Large-Lot Residential** – Large-lot Residential has been added directly south of the interchange to better reflect the existing land use density. In addition, Large-lot has been added northwest of Big Timber and Widmayer Roads and near the intersection of Harmony and Melms Roads.
- **Land Use Tables** – PRI presented three tables which showed breakdowns in the acres of land use classifications for the Draft Future Land Use Plan and the Existing Land Use of Hampshire as well as a table that showed the potential impact of development on schools. One of the three land use tables provided a comparison between the Existing Land Use of Hampshire and the Draft Future Land Use Plan for Hampshire. All of the tables are on file at Hampshire Village Hall. The Draft Future Land Use Plan is broken down into the following percentage of land use classifications:

- Open Space and Institutional/Governmental	29.55%
- Low-Density Residential	51.72%
- Medium-Density Residential	2.89%
- Commercial (all types)	4.62%
- Office (all types)	2.29%
- Business Park	4.80%
- Industrial/Warehouse Distribution	1.18%
- Major Roads	2.96%
- **Possible School Sites** – A possible site for a new high school again came up for discussion. Two factors play a large role in determining where the future high school can be located. One, who is willing to sell their property and two, where are residential developments that could feasibly give the School District a large land donation? No residential developments

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are currently planned near the previously suggested Starks Corners school site. However, 100 acres of the Zale property is being discussed as a possible land donation.

- **Proposed Changes to Plan** – The PAC agreed to present the Draft Future Land Use Plan at the next Town Hall Meeting with the understanding that the following changes are made before then:
 - Remove the commercial located at intersection of Kelley and Widmayer Roads
 - Extend the Large-Lot Residential south of IL Route 72 near the two pipelines, west to Romke Road

- 4. **Town Hall Meeting** – The July 23rd Town Hall Meeting will be held at the Hampshire Elementary School from 7 – 9 PM. The purpose of the meeting is to solicit comments from residents regarding the Draft Future Land Use Plan. The meetings format will be similar to the previous Town Hall Meeting, but with a more concise description of the plan. The Draft Future Land Use Plan along with a bulleted list of key points of the plan will be made available before the meeting at the Village Hall.

Respectfully submitted,

Lucas Sivertsen
Project Planner

LES/lis

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Minutes of Meeting #12, August 13, 2003

Comprehensive Plan for the Village of Hampshire

The twelfth meeting of the Planning Advisory Committee was held at the Hampshire Elementary School on Wednesday, August 13, 2003 starting at 7:00 PM.

Purpose of the Meeting:

- Discuss comments received at Town Hall Meeting
- Obtain a consensus on the draft Future Land Use Map
- Address comments and concerns raised at the July 23, 2003 Town Hall Meeting
- Review draft policies and proposals for implementation

Participants:

Planning Advisory Committee (PAC), Planning Resources (PRI), Engineering Enterprises (EEI), public (6 people).

Handouts:

- Meeting Agenda
- Town Hall Meeting, Summary of Responses
- Developments under consideration
- Draft Policies and Proposals for Implementation
- Land Use Tables
- Commercial Characteristics Tables

Items Discussed:

1. **Discussion of Town Hall Meeting Comments** – Planning Resources asked for each member of the PAC to give a summary of comments voiced at their tables during the Town Hall Meeting. The following describes what members thought characterized resident responses to the draft plan:
 - Don't do anything that will raise taxes
 - Create enough commercial to support municipal services and schools
 - Reduce densities of residential land uses throughout the community, but particularly in the vicinity of Kelly and Allen Roads west of Ketchum
 - Annexation will cause a change in land use not necessarily consistent with the property owner's desire for the land
 - Horses and riders will be separated from the forest preserve, a destination use, by increased traffic on Ketchum and Kelly Roads
 - Residents want commercial, but not the associated traffic
 - Locations of TOD and Outerbelt Freeway seem sensible
 - Densities of land uses between and Tollway and Historic Village Center are controversial
 - Residents west of Ketchum Road will be cut off from the Forest Preserve
 - Proposed development will forever change the character of Hampshire.
 - Existing roadways will not support proposed development.

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2. **Development Pressures:**

- b) Planning Resources explained that development pressures are increasing in Hampshire and in neighboring communities. For example:
 - Hampshire's projects under consideration would increase the Village's population from 3,000 to nearly 17,000.
 - Huntley expects to grow to 40,000.
 - Pingree Grove, currently at a population of 124, is considering projects that will add 10,000 people to their community.
 - Also, Gilberts and Marengo are working with developments that would increase their population to 30,000 or more.
- b) The area will continue to grow because little vacant land is left to the east causing people to move farther west (also a lifestyle and economic choice). To accommodate projected growth, developers are looking for land near major transportation corridors like I-90, US 20, and IL 47.
- c) The developer consortium believes that the pressures for development in this part of Kane County reflect real demand for new housing. Crown, for example, indicated that their projects could be completely built-out within seven years if the Village doesn't limit permits.
- d) Because of this development pressure, Hampshire needs to think about how it can accommodate growth while trying to achieve the goals stated at the community visioning sessions.

3. **Support for Commercial:**

- b) The PAC discussed commercial potential in Hampshire's planning area. The projected number of square feet of commercial that Hampshire could feasibly support is based on population projections, and characteristics of shopping centers, and projections on the number of square feet of retail an individual can support.
- c) On average, approximately 21 square feet of retail can be supported per person, although that number may be higher according to the US Council of Shopping Centers. Based on that, if Hampshire grows to 52,000 people, then its residents alone could support 1,092,000 square feet of retail.
- d) Orland Park on Chicago's southwest side supports closer to 80 square feet of retail per person with its two malls and regional shopping centers. Assuming this factor was applied to Hampshire with a projected population of 50,000 the community could support 4,025,000 square feet of retail. The plan shows twice that much commercial. It was acknowledged that not all of this area was for retail commercial. Some of the planned commercial includes personal and business services, automobile services, hotels, etc.

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Also, the regional commercial uses proposed within Van Vlissingen may be developed with business park uses, rather than retail commercial, depending on market demand.

- e) To help understand how many people are needed to support commercial uses, the consultant distributed tables that showed typical size (acres and floor area) for retail stores and shopping centers. According to the Urban Land Institute, a neighborhood supermarket requires 3,000 people as a minimum support population, a Community Shopping Center of 150,000 square feet requires 40,000 people, and a Regional Shopping Center of 450,000 square feet needs 150,000 people. It was acknowledged, however, that these numbers include a population base from surrounding communities as well. Hampshire is particularly well-suited to a strong retail market in the north end of its planning area because of its access from I-90.

4. **Presentation of Future Land Use Map:**

- b) An updated Future Land Use Map was presented by PRI. This map takes into consideration the comments expressed at the July 23, 2003 Town Hall Meeting. Additional planning area has been added north of Getty Road to expand the planning area from 41 to 49 square miles. The additional area extends the planning area to the north edge of the Hampshire/Huntley boundary agreement.
- c) Developers that have met with Planning Resources as part of the key person interview process said they generally agree with the type, pattern and intensity of land uses shown on the draft Future Land Use Map, but think it's a little heavy on commercial.
- d) The following changes were made to the plan to respond to comments received at the last Town Hall Meeting:
- Eight square miles of planning area was added north of Getty Road.
 - Residential densities near Van Vlissingen were reduced to better reflect densities proposed by the developer.
 - Residential densities near Big Timber and Reinking Road were reduced.
 - Medium density residential land uses proposed at the Outerbelt Freeway were changed to low-density residential.
 - Residential densities in Crown West were reduced to reflect a drop in proposed densities by the developer.
 - Medium density residential in Crown West has been separated into clusters to comply with the Villages wishes to break-up multi-family housing into small clusters throughout the development.
 - Open space was added at the eastern edge of Crown East where muck soils exist.

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- The municipal complex north of the downtown was expanded (i.e., Village Hall, possible community center, library, post office, etc.
 - A 100-acre high school site was added to represent of possible location for a school site, but more importantly to make a step to keep the High School located in Hampshire.
- b) Reduction in residential densities of entire planning area are a result of approximately 8 square miles of planning area being added North of Getty Road

5. **Transportation:**

- a) Before a transportation component can be developed for a Comprehensive Plan, future land uses need to be determined. Now that this planning process is far enough along, EEI will work with PRI to show planned improvements to existing streets and new linkages based on the proposed future growth scenario. This will included recommended right-of-way widths for key roadways such as Harmony Road, Brier Hill Road, Allen Road, etc. to ensure that sufficient area exists to expand the pavement and potentially the number of lanes to serve planned growth as development progresses.
- b) The type, pattern and intensity of land uses will require major transportation improvements to the existing roadway system. PRI and EEI emphasized that the developer should be required to pay for required roadway improvements due to planned development by means of impact fees. Hampshire already is evaluating such fees in anticipation of future development.
- c) PRI also noted that Kane County has placed a high priority on a transportation study for Hampshire. The County recognizes that the explosive growth in this region will require road improvements and upgrades. EEI indicated that this study is likely to take place within the next 12 months.

6. **Soils and Development Patterns:**

- a) The area generally north of Kelley road from Widmayer Road west to a point approximately one mile west of Harmony Road has soil characteristics that make it suitable for groundwater recharge. Most of this area has been planned for residential development a densities generally 1.5 to 2.5 units per gross acre or less. One of the plans recommendations will be to cluster residences in this area as a way to provide large tracts of open space that can be used for infiltration and aquifer recharge. This is important since Hampshire's potable water is from shallow aquifers, and without recharge opportunities such as this, groundwater sources rapidly could be depleted.
- b) In addition, the area along the west side of IL 47 and south of Big Timber is made up of Houghton muck soils and is very poorly suited for most types of development. This is why a large tract of open space has been proposed west of Illinois Route 47, which is currently owned by Crown.

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7. **Discussion of Future Land Use Map** – The Planning Advisory Committee was then asked to comment on the plan. The following represents several minor comments that were expressed:
- Leave commercial as is
 - Make sure downtown has room to grow
 - Reduction in Crown’s densities is good
 - Traffic congestion is a concern
 - Designate estate residential on east side of Forest Preserve in place of large lot residential
8. **Draft Policies and Proposals for Implementation:**
- a) **Presentation** – Planning Resources distributed bulleted points for draft policies and proposals for implementation, which are attached and also are on file at Village Hall. The policies and proposals have been developed for:
- Residential Development
 - Economic Development
 - Environmental Resources
 - Open Space
 - Collector/Arterial Road design and character
 - Transportation-Oriented Design
 - Ordinance changes
 - Transportation
 - Update of Annexation Fees
- b) **Feedback** – The Planning Advisory Committee was asked to give feedback to the draft policies and proposals for implementation. One comment regarding design standards of residential subdivisions was expressed. Developing standards for lighting, mailboxes, landscaping and fencing adds to the character of neighborhoods and helps build a sense of place. In addition, it was acknowledged that urban and rural areas require different design standards.
9. **Public Comments** – After the formal PAC meeting, residents were invited to ask questions and provide comments. These questions/comments are listed below:
- a) Road widening along Harmony Road will place the roadway “in the living room” of the owner of a dwelling that is set back no more than 25 feet from the road. This individual did not expect the type and intensity of development proposed as part of the plan, and expressed concerns over the change in character that will result from plan implementation.
- b) The owners of property north of Dietrich Road did not like the change from non-residential to residential and asked that the prior land use designation (office) replace the current residential land use classification.
- c) Wildlife habitat will be destroyed with planned development.

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- d) The area where the schools site proposed east of Harmony Road is prone to flooding

The meeting adjourned at 9:00 p.m. The next meeting of the PAC will take place on Wednesday, August 27. This meeting will focus on development policies and implementation measures that will be presented to the public with the draft future land use map at the next Town Hall Meeting, tentatively scheduled for September 10, 2003.

Respectfully submitted,

Lucas Sivertsen
Project Planner

Pamela J. Richart, AICP
Senior Executive

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Minutes of Meeting #13, August 27, 2003

Comprehensive Plan for the Village of Hampshire

The thirteenth meeting of the Planning Advisory Committee was held at Hampshire Park District Offices on Wednesday, August 27, 2003 starting at 7:00 PM.

Purpose of the Meeting

- Discuss proposed Comprehensive Plan text

Participants

Planning Advisory Committee (PAC), Planning Resources (PRI), Engineering Enterprises (EEI), Schmutte and Associates, public (3 people).

Handouts

- Chapter IV, Land Use and Development Policies
- Chapter V, Implementation

Items Discussed

1. **Rescheduling of Comprehensive Plan Meetings** – Due to time constraints, the Town Hall Meeting originally scheduled for September 10, 2003 has been rescheduled to September 24, 2003 to allow more time to prepare the transportation improvement section of the Comprehensive Plan. As a result, a PAC meeting will take place on September 10, 2003 in place of the Town Hall Meeting, and a final PAC meeting will take place on October 1, 2003.
2. **Proposed Comprehensive Plan Text** – Planning Resources presented written text proposed for Chapter IV, Land Use and Development Policies, and Chapter V, Implementation, of the Comprehensive Plan. The Planning Advisory Committee was asked to provide comments regarding the proposed text after each subject or section was covered. Time allowed for only a portion of Chapter V, Implementation, to be reviewed and discussed. Work will continue on Chapter V at the September 10th PAC meeting. The following presents requested changes to the text or comments that committee members expressed during the presentation.
 - a) **Land Use and Development Policies:**
 - Land set aside in subdivisions for permanent open space was reduced from 50% to 40% of the total project area, except in the case of Conservation Subdivision Design where 50% would be required
 - Open space was urged by the PAC to remain visible as open space to the public and not be hidden behind housing as is the case of developments currently in review by the Village.
 - Environmental concerns relating to septic and well on estate and large-lot residential land uses was discussed. Contamination to shallow ground water and available well water are

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the potential concerns in developing lots with individual well and septic facilities. EEI explained that lot size is not as much a concern as is the spacing of septic fields and wells. One acre lots are considered too small, two acres lots are better and five acre lots are best for locating well and septic. Soil types may limit the configuration of septic fields in which case lots of at least five acres provide the best solution.

- Alternative subdivision designs described in the plan text sparked concern. It was thought that the designs might discourage developers from building in Hampshire if they were required to develop a subdivision in accordance with one of the alternatives presented. It was explained that these alternatives will not be mandatory, but rather a suggestion of ways to conform to lots size, density and open space requirements.
- Alternative subdivision designs have not been proposed by developers in the past, possibly because developers are not willing to build to those particular trends. It was suggested that current subdivision and zoning codes might be restrictive to these types of development designs. Implementation of this plan will suggest code updates to better realize goals laid out in the Comprehensive Plan's Visioning Sessions. Examples of subdivision design alternatives were suggested to be included with development packets given to developers when beginning the process of development approval.
- Urban Cluster Subdivision design was considered by some an unlikely alternative because of the cul-de-sacs that are closely associated with that design. Hampshire does not allow cul-de-sacs at this time, with snow removal and turnaround constrains for emergency vehicles cited as reasons. Other PAC members felt that cul-de-sacs have benefits including their feeling of security and ability to better provide open space.
- Density bonus clarification was discussed. It was explained that the lower end of a density range was set as standard for a residential land use classification. Only in the case where a developer provided special amenities beyond that required by ordinance will they be allowed to build at the higher end of the density range for any residential land use classification. Density bonuses do not allow densities beyond that which is allowed for any given land use classification.
- The requirement of quality durable materials in multi-family housing was seen as a good way to ensure that multi-family housing is made to look attractive and be able to withstand wear and tear associated with the increased number of people residing in them.
- Senior housing was seen as an important part of the residential spectrum and provides diversification. Families moving into the area might have parents and grandparents who want to stay close to their children and grandchildren. It is understood that senior housing has many forms, and that it can attract residents from outside the community as well as current residents.
- Economic development was urged to be proactively pursued given the large amount of commercial and other non-residential land uses proposed for the Plan. Other communities that have been successful in their economic development efforts have

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created ways to streamline the development process and provide incentives while at the same time staying true to their goals.

- Open space definitions from the PAC and Plan Commission were asked to stay consistent with one another.
- Municipal and governmental sites, as well as school sites, should not be credited as open space.
- Landscape setbacks that reach from the edge of ROW to the edge of a lot were urged to be expanded beyond the proposed 40 to 50 feet in low-density and medium density residential areas. Members of the PAC thought the proposed setback width should be increased to account for future ROW expansion associated with road improvements.
- Parkway trees required along both sides of the street in new developments were thought to take away from Hampshire's rural character if located along existing rural roads. Language should address natural configuration of tree plantings.

b) **Implementation**

- School funding was stated as not being a responsibility of the Village according to IL State Statutes. Reference should be made in the Comprehensive Plan to accommodate that fact.
 - The addition of a Planned Unit Development Ordinance was discussed, with some PAC members believing that the same goals can be accomplished with the current Zoning Ordinance through rezoning. The dialogue was concluded with the understanding that further discussion would need to take place on this subject.
 - Multiple family housing was identified as being limited to 30% of a single family residential development in the current zoning ordinance. Text proposed for the comprehensive plan limits multi family housing to only 10%. Further discussion should take place to conclude whether or not an adjustment should be made to the proposed 10%, thus allowing more multi family housing in future single-family residential developments.
3. **Public Comments** – After the formal PAC meeting, residents were invited to provide comments. A resident was concerned that the open space proposed will be vandalized and become unsuitable for recreational enjoyment.

Respectfully submitted,

Lucas Sivertsen
Project Planner

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Minutes of Meeting #16, October 1, 2003

Comprehensive Plan for the Village of Hampshire

The sixteenth meeting of the Planning Advisory Committee was held at the Hampshire Park District Office on Wednesday, October 1, 2003 starting at 7:00 PM.

Purpose of the Meeting

- Discuss Town Hall Meeting held on September 24th
- Present Key Person Interviews
- Present Alternative Large-Lot Residential Classification
- Listen to PAC comments regarding Draft Comprehensive Plan
- Discuss next steps in plan progress

Participants

Planning Advisory Committee (PAC), Planning Resources (PRI), Schmutte and Associates, public (7 people).

Handouts

- Summary of Responses from Town Hall Meeting
- Stakeholder Interviews
- Density Analysis worksheet
- Comprehensive Plan Draft Text

Items Discussed

1. **Review of Town Hall Meeting** – The town hall meeting held on Wednesday, September 24, 2003, was intended to give the public another chance to learn about Hampshire's 2003 Comprehensive Plan. Nearly 130 people attended the open house, a stark comparison to what was experienced in the past three open houses.
 - (a) **Meeting Purpose** – Many comments were centered on the Crown Developments, most notably Crown West (Prairie Ridge). Some of the residents misunderstood the purpose of the meeting as well as who was presenting. Based on comments and questions heard at the meeting, some attendees were under the impression that the meeting was about Crown development. This may have been misconstrued as a Crown meeting due to the fact that Crown meetings were scheduled closely around the time of the open house.
 - (b) **Feedback** – Residents stated they disliked the high densities and amount of public input the Plan presented. However, some people who had been attending the PAC meetings and other open houses took issue with some of the negative comments heard at the meeting. In general, negative comments could be divided into three topics, the loss of rural character, the density of housing and amount of public input taken into consideration. The first two topics have been voiced throughout the planning process regardless of improvements made to the plan.

2. **FPA Amendment** – I was stated that Hampshire has chosen to update their comprehensive plan for two reasons. The first being that the Trustees have long discussed an update and the second reason is that NIPC has requested a plan is developed to assist them in their review of FPA amendment applications. NIPC is pushing communities to apply for amendments in larger expanses of land as opposed to smaller areas of land on a project by project basis. The regional planning authority is using precedent set in Lake County to have all FPA amendments reviewed and processed together. Hampshire, Pingree Grove, Elgin, and other surrounding communities are all having their FPA boundaries reviewed and amended concurrently.

3. **Key Person Interviews** – Key person interviews were formally presented to the PAC during the meeting; however, findings from the key person interviews have been presented throughout the planning process. Three key person interviews were held in total (Harry Siegel, President of Siegel’s Building Components Center; Representatives from Community School District #300; and local developers from Van Vlissingen, Lakewood Homes and Crown). Concerns were voiced regarding who was and who wasn’t interviewed. PAC members pointed out that no township residents were interviewed and that they would be the ones most affected by the plan. It was stated by PRI that even though residents were not included as part of the key person interviews, many of their thoughts were heard through phone conversations, public meetings and workshops. In addition, comments given to PAC members by neighbors and friends indirectly shaped the plan. Significant comments from the interviews are listed below.
 - (a) Harry Siegel
 - Hampshire should decide what it wants and be very clear about that when working with developers
 - Don’t string developers along and don’t be shy about asking for what you need
 - Infrastructure along with lighting, signs, etc. are great ways to create identity

 - (b) Community School District #300
 - Meet with developers “early on”
 - Impact fees have been increased
 - No school district master plan currently exists
 - Difficult to plan for new schools when growth can’t be pinpointed
 - Hampshire has never passed a school district referendum for other communities
 - No TIF districts or other tax incentives
 - \$400,000 home is the break even point

 - (c) Developers (Van Vlissingen, Lakewood Homes, Crown)
 - Residential portion of Brier Hill Crossing could expect a 2 ½ year buildout
 - Plan’s Commercial exceeds probable demand
 - Poor soils along US 47
 - Buyers want more house than lot

4. **Housing Density** – An alternative Large Lot Residential classification was presented to the PAC. Instead of basing lot sizes on 18,000 sq. ft. the alternative bases lot size on 21,780 sq. ft. This allows for a net density of 2 units per acre instead of 2.42 units per acre. The PAC agreed to this alternative as opposed to the previous Large Lot Residential classification.

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5. **Resolving Issues:**

- (a) Townhomes – It was decided that a percentage should not be used when discussing the amount of townhomes that are allowed. Instead, phrases like, “density increase”, “provide housing alternatives” and “not centrally located” can be used. Townhomes were also discussed as being great ways for the Village to provide senior housing.
- (b) Lot Width – The PAC decided to stay with the 100’ rather than 80’ minimum lot width citing building footprint and privacy issues.
- (c) Young Property – A majority of the PAC expressed their favor of reducing Future Land Use densities located at the Young property. Depending on the status of the Young Property’s approval process this change might not be reasonable and could compromise the Village’s credibility. It was agreed that further investigation would have to be done before a change was made.

Respectfully submitted,

Lucas Sivertsen
Project Planner

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