

Land Use and Development Policies

Introduction

Over the past few decades, the urban edge of Chicago has moved west into Kane and McHenry Counties. The rate of growth has been rapid and is expected to dramatically increase over the next 20 years. Hampshire wants to manage this growth in order to maintain and enhance quality of life within its designated 42 square-mile planning area. This means that Hampshire should evaluate the impact of new development on schools, public services, roads, open space, natural resources and the existing residential and business community.

This chapter presents growth management tools and strategies that are available to achieve Hampshire's goals. Each of the tools and techniques that follow are intended to:

- Provide an economic base that can support area schools and sustain the growing population as the demand for public services increases.
- Locate regional commercial, corporate office and business parks along I-90 where access to and from such uses, by those who work or shop in these areas, can occur from existing and potential future interchanges. This will reduce travel through other parts of the community.
- Decentralize commercial uses planned south of the I-90 corridor to disperse traffic and conveniently locate goods and services for residents. This will reduce dependence on the automobile and reduce traffic on Hampshire's arterial streets.
- Maintain rural character, where possible, by:
 - Avoiding the premature conversion of farmland and directing new development to those areas illustrated on the future land use map for such development.
 - Preserving mature trees, particularly the stands of oaks that line highways or occupy large portions of potentially developable land.
 - Establishing a system of greenways that include streams, floodplain, trees, wetlands and farm ponds. These greenways will preserve important natural resources and can be used by residents for hiking, bicycling and viewing wildlife.
 - Creating open space through subdivision design that sets aside 40% or more of the total project acres as permanent open space, for use and enjoyment by the general public.
 - Designing landscapes along key roadways that include increased building setbacks and heavily-vegetated buffers that screen views of new developments and buffer new homes from the sight and sound of traffic.
 - Foster place making by promoting:
 - ✓ Corporate office parks in campus settings.
 - ✓ Well-planned regional shopping and life-style centers.
 - ✓ Expansion of Hampshire's downtown.
 - ✓ A new municipal complex with Village Hall and Police Station, with library and post office nearby.

- ✓ Commuter rail stations and transit-oriented development west of the Village’s existing municipal boundaries.
- ✓ Preservation of open space.
- Introducing landscaped corridors that build upon Hampshire’s character as it exists today.
- Promoting authenticity in the architectural design of commercial and residential buildings.
- Creating commercial centers that place buildings, rather than parking along the street and incorporate plazas, pedestrian ways, landscaping and thematic architecture that fits within the historic context of Hampshire.

Residential Development

Calculating Residential Density:

The land use map includes residential land use classifications that are based upon density rather than product or type of dwelling unit. Development potential is determined by multiplying the number of allowable units per acre by the number of acres in a parcel of land that has been allocated for residential uses.

The densities identified within each residential land use classification provide an order-of-magnitude understanding of the number of units that can be accommodated on a development parcel. This density is not a “right” but instead is a measure that both a developer and the Village can use when determining the number of homes that a specific site can support. Other factors that will be considered include:

- Availability of sewer and water.
- The extent a parcel may be unbuildable due to the presence of environmental resources such as wetlands, streams, floodplain, poor soils, mature trees, etc.
- Requirements for parks and open space (at least 30% of the open space that is ultimately provided by a developer must be unencumbered by environmental resources such as wetlands that make them unusable for active recreation – see **Open Space**, below).
- Stormwater retention/detention requirements.
- Streets and rights-of-way.
- Amenities that are required by Hampshire (i.e., trails, recreational facilities, etc.).

Areas that are developed with residential land uses can include a range of lot sizes and type of dwelling as well as business, recreational and institutional uses. This will create a neighborhood rather than a subdivision. The diversification in lot size and product type also meets the needs of existing and future residents in all age categories and with differing incomes that are likely to change over time. However, the introduction of varied lot sizes, attached single-family (i.e., duplex) or a multiple-family product (such as a townhome, condominium or apartment) **may not** be used to increase the number of dwelling units recommended by this plan.

The future land use map (**Figure III-2**) identifies four residential land use classifications, and identifies density ranges within each. The number of allowable dwelling units within each of these classifications should be based on the **lowest density** in each range and allowed to

incrementally increase **only** when the developer proposes a plan that exceeds Hampshire's requirements and uses creative site planning techniques acceptable to the Village Board that further enhance the project. (See **Density Bonuses**, page 8). Under no circumstances will projects be allowed to exceed the upper limits specified within each of the density ranges. A subdivision may or may not reach the upper density limit identified in each land use classification due to site constraints. Also, the higher densities also may not be achievable if the Village Board determines that the proposed site design does not satisfy objectives or criteria included in this plan or the Zoning Ordinance, which may be amended as part of plan implementation.

Estate Residential:

Much of the planning area outside Hampshire's corporate limits consists of agricultural lands and homes on estate-sized lots that are five or more acres in area. These areas will continue to exist as they are today unless subdivided or purchased for non-residential development in the future. If that happens, then the land use classifications and intensity of development identified on the future land use map will be followed to keep the pattern of larger lots valued by area residents. Although estate lots are not "open space", they do contribute to the rural character of Hampshire by reducing the intensity of development as viewed from public roadways and as enjoyed by those who live in the planning area.

For these reasons, the 2004 Future Land Use Map identifies areas for estate residences as a future land use, primarily within or adjacent to those areas where such development already exists. Lots in these areas should not be less than 1¼ acre in area but preferably 2½ acres or larger if conventional land patterns are followed (i.e., no clustering of lots). This is because a 2½-acre lot can be served with septic and well without concerns for groundwater contamination. Lots in areas planned for estate residences that are less than 2½ acres that are not served by public sewer and water increase the intensity of development and potential for groundwater contamination. Residential lots larger than 2½ acres also can accommodate a new septic field in the event the first one fails. For these reasons, lots less than 2½ acres generally should be improved with sewer and water. Also, where estate residential is proposed to be located along existing or planned sewer and water lines, planned development will be required to tap into these utilities.

Estate residences also may be developed in clusters, provided lots do not fall below 1¼ acres; sewer and water is accessible or planned as part of the subdivision; and the balance of the subdivision is maintained as permanent, open space (see **Conservation Subdivision Design** and **Rural Cluster Residential Subdivision, below**). The use of a 1¼-acre lot in an area planned for estate residences generally should occur only when 40% or more of the development consists of open space.

Where possible, homes on estate lots should be developed as part of a larger project so that access to adjacent streets can be controlled. Homes with individual curb cuts onto existing local, county and state highways should not be allowed, because frequent drives will ultimately affect the safety and efficiency of these roadways.

Conservation Subdivision Design:

Conservation subdivision design is a flexible planning tool that allows a community to meet both its development and conservation goals. It enables land conservation and preservation of natural resources primarily in those areas planned for estate residential, while accommodating the full development potential of a parcel. With conservation subdivision design:

- Critical resources, such as aquifer recharge areas, wetlands, streams, floodplain and trees are protected, thereby minimizing the environmental impacts of development.



Sample Conservation Subdivision Design
Fox Mill, St. Charles, IL

- A **minimum** 50% of the total development is preserved as open space.
- Development takes place at the same density otherwise allowed, thereby ensuring property rights are protected.
- A high quality subdivision with open space is created.

Conservation subdivision design (CSD) offers what many home buyers consider as the best of both worlds – modern suburban homes surrounded by woods, wetlands and other undisturbed green spaces. The development is planned around the natural features of a parcel, rather than destroying them by dividing a parcel of land equally among homeowners.

CSD lots will be smaller than those which would be allowed without this development technique, because the number of lots that can be developed on a parcel remain the same, even though 50% of the site is not developed. However, lots developed with detached single-family homes should not be less than 10,000 square feet. Some duplex and townhome development can be used where necessary to achieve densities identified in the plan. This achieves Hampshire’s goal of diversifying housing, but avoids large concentrations of multiple-family development.

CSD is particularly applicable in areas outside incorporated Hampshire that are away from the Village center, where they will preserve open space and maintain rural character currently enjoyed by all who live in the area. Also, CSD subdivisions should be used on properties that have been identified as having a potential for yielding high amounts of groundwater from the shallow aquifers, as well on properties that include other environmentally sensitive areas, such as wetlands, streams, floodplains and tree stands. Maintaining open land for this purpose is critical so that water can infiltrate into the ground during storm events, rather than be routed into catch basins and drained to other locations. Because water is a valuable resource, CSD should be encouraged where deemed appropriate.

Generally, open space that is part of a conservation subdivision design should be used to:

- Protect environmentally important resources.

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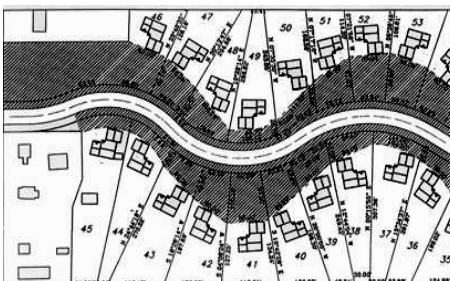
- Promote infiltration of stormwater.
- Maintain rural character.
- Provide meaningful recreational opportunities for residents of the subdivision and greater community.
- Visually enhance the development by locating open space systems in areas that are visible and accessible to residents of the subdivision and all of Hampshire.



Conservation subdivision design offers lower development-related expenses with a high-quality, highly marketable product. Having homes clustered on smaller lots (i.e., less than the minimum required by conventional zoning) reduces development costs because there is less land to grade and less road, water and sewer infrastructure required to serve the development. Also, consumers have shown a willingness to pay a premium for the environmental amenities and quality of life that conservation subdivision design offers.

Hampshire also can benefit from conservation subdivision design because CSD can address local concerns regarding the loss of environmental resources and community character. Hampshire can use CSD for creating planned greenways and open space networks, reducing the need to purchase and maintain new tracts of land. Establishing open space networks and reducing impervious surface-water cover will benefit the community by providing new recreation opportunities, protecting wildlife habitat, maintaining the ecological and water filtration functions of wetlands and riparian areas and reducing stormwater runoff and flooding.

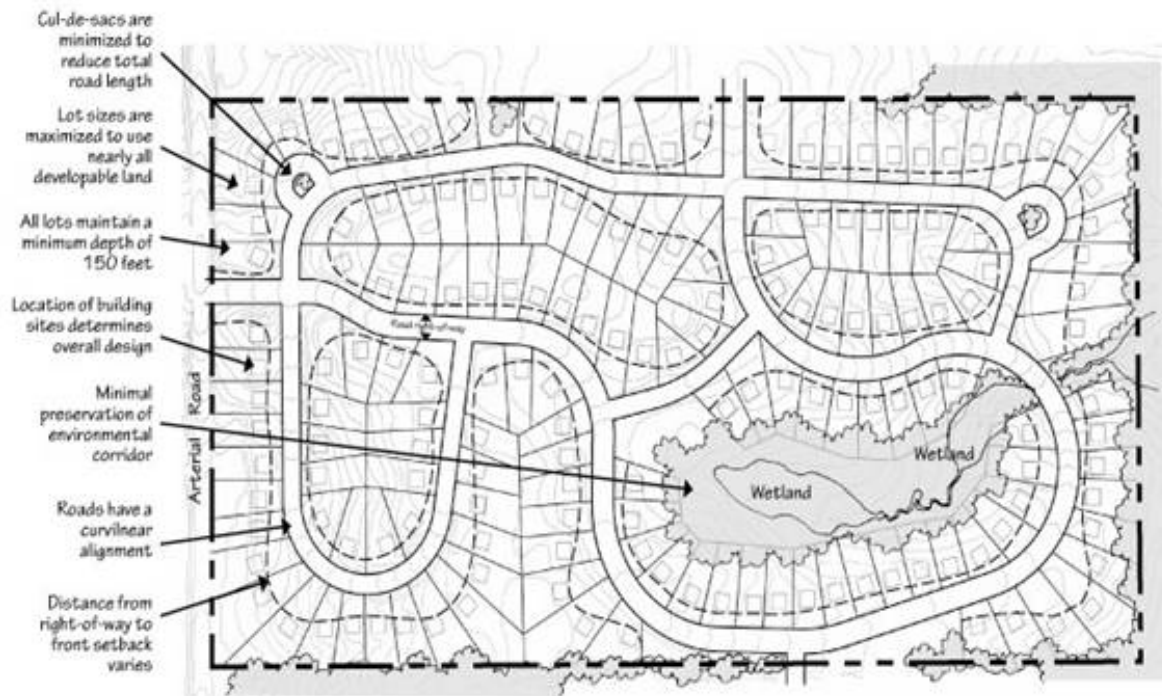
Conservation subdivisions are unique and, as such, should be processed as a special use. This would ensure that the objectives of the development, as agreed to by the Village and the developer can be met. Conservation subdivisions could be required for tracts of land that are 500 acres or larger to ensure that creative land planning and open space objectives of Hampshire are met.



Coving Subdivision Design:

Coving is 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 in a conventional subdivision and are looped systems due to the lack of cul-de-sacs.

With coving, the lotting follows the natural contours of the land, which reduces grading costs. As with conventional subdivisions, larger lots provide privacy and greater ownership rights. Coving subdivision design can be used anywhere in Hampshire’s planning area, but is less appropriate for developments next to the existing community’s core, where a traditional grid pattern exists.



Sample Coving Design



Rural Cluster Subdivisions:

Like conservation subdivisions, rural cluster subdivisions can maximize the availability of open space, ensuring that a fabric of open space is created in Hampshire. In rural cluster designs, all homes are sited next to open space, providing easy access to a network of corridors for use by everyone. This development pattern can be used anywhere, but is particularly important around greenways proposed as part of this land use plan to protect natural resources and to provide access to planned trails and other open space areas. Rural cluster subdivisions also should be encouraged in those areas where groundwater recharge is possible.

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Where proposed, 40% or more of the parcel should be set aside as permanent open space that links existing environmental resources.¹ Trails should be provided through open space areas and made accessible to residents of the development and the general public.

Lots associated with a rural cluster subdivision should typically be 1¼ or larger. Where lots are 1¼ acre in size, garages should either be set back or even with the front façade so that they do not visually dominate the street.



Traditional Urban Development:

The development of much of Hampshire's existing center is more traditional than that envisioned for newer subdivisions. Homes are sited along tree-lined streets, and the variety of architecture that exists is due to the fact that homes were built over time and by individual homeowners or builders, rather than developers. This creates a sense of place that most residents think of when describing Hampshire. Also, the varied setback and lack of garage-dominated streets adds to the attractiveness of the community's core.

¹ Recommendations throughout this document include modifying the existing open space ordinance to require new subdivisions to set aside 40% or more of a development parcel as open space, unless the project is a conservation subdivision, in which case 50% of the development parcel must be retained as permanent open space.

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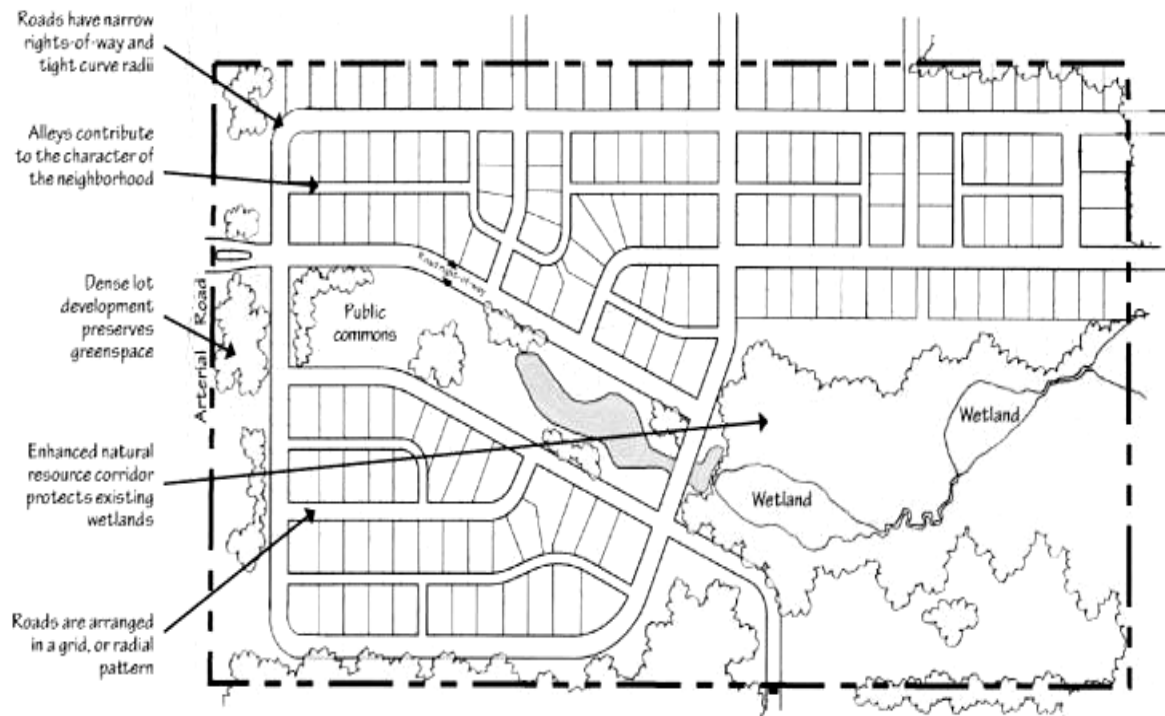


Land near the historic community's center could be developed with similar patterns so that new development relates to the established core, which would maintain community character. This style development also could be used as part of a larger project, where diversity in housing is proposed. Where possible, homes should be sited so that they front on parks (i.e., parks that are surrounded by public streets and as large as a city block). Trails and other open space linkages can lead the pedestrian toward other open space areas through trails, providing opportunities for recreation.

Because some of Hampshire's neighborhoods include alleys, new subdivisions could be developed with alleys as a way to eliminate the garage-dominant front yards found in conventional subdivisions. Because alleys increase infrastructure costs due to the added pavement, they should not be required.

With this development alternative, garages should either be:

- Detached
- Located even with or behind the front façade
- Side loaded.
- Accessible from an alley.



Sample Traditional Neighborhood Design

Architecture in traditional urban neighborhoods should, where possible, be traditional in its design and the pitch of the roofs, proportions of windows and doors and other detailing true to the authentic architectural style. Authentic architecture is an essential component of traditional urban developments. Otherwise, the neighborhood may appear “Disney-like” in its approach to traditional development, rather than an extension of what exists today. Unless otherwise approved by the Village Board, lots should be 12,000 square feet or larger.

Density Bonuses:

Many communities regularly find themselves negotiating with developers who assume that they are “entitled” to the highest density range identified as part of a residential land use classification. For example, the large lot residential land use classification adopted by Hampshire includes a residential density that ranges from 0.80 to 1.25 units per gross acre. Developers are likely to seek annexation and zoning based on the higher 1.25 units per gross acre density classification. Community officials can require new projects to be brought into Hampshire at the lowest end of the density range. They can also develop and adopt a system of density bonuses that incrementally will allow a developer to add units to approach the higher density included in a residential land use classification, **but only when** development proposed is above and beyond the minimum required. For example, developments that provide more open space than is required, include increased landscaped setbacks along key roadways, or provide dollars for municipal facilities that exceed cash contributions required by other ordinances might be granted a density bonus according to a prescribed formula that limits the number of additional homes that might be allowed.

Density bonuses also could be granted to encourage land development patterns desired by Hampshire (such as coving), or using frontage roads or open space to site front or side elevations of homes so that they face (rather than back up to) streets that form the perimeter of the development. Implementation of this concept would involve the creation of a list of density bonuses along with an assigned percentage that relates to the increase in units allowed. In that way, the concept can be objective, allowing developers to choose from a list of options that would allow them to increase the number of units allowed in a residential classification from the low end to something that works toward the upper end in those instances where both the Village and the developer agree that the contributions provided by the developer (in excess of those required) are deemed desirable and appropriate.

Medium-Density Residential Development:

Hampshire’s 2004 Comprehensive Land Use Plan proposes to maintain the single-family character of the community. However, it also proposes to add medium-density housing to further diversify Hampshire’s housing stock and ensure that a variety of housing products are available to accommodate singles, young professionals, families, executives and seniors, all of whom have different income levels and needs.



The proposed medium-density residential land use classifications included on the future land use map are intended to represent density, not product. For example, a residential subdivision that is proposed in an area planned for medium-density development can include single-family homes, duplexes and townhomes. It also may include condominiums and apartments in those areas where the density ranges from 4.0 to 7.0 units per gross acre.

The type and mix of housing proposed will depend upon a variety of factors, including location, site

constraints, market and yield. All medium density residential projects should set aside at least 40% open space that is improved with amenities such as parks and trails.

Townhomes, condominium and apartment buildings need to be carefully designed so that they are able to withstand the wear-and tear associated with the increased number of people who reside in them. For this reason, Hampshire will require townhomes, condominiums and apartments to include brick. As with single-family homes, attached garages proposed as part of a duplex or townhome should not protrude beyond the front elevation. Side- rather than front-loaded garages should be provided to ensure that garages do not create visual and social barriers.

While townhomes, duplexes, apartments and condominiums can be introduced into any residential land use classification, there are several locations proposed for medium-density development that are intended to locate higher densities near employment centers and shopping. (See **Future Land Use Map, Figure III-2**). Often, individuals who choose to live in attached single-family or multiple-family housing have more discretionary income than families. Hampshire can capture retail sales tax dollars by ensuring that such housing is located next to restaurants and retail stores that cater to the life-styles of young professionals and empty nesters. Also, locating higher-density housing near employment centers reduces the commute time to work and provides workforce housing for the corporate office and corporate business parks planned along the I-90 corridor.

Senior Housing:

Huntley's Del Webb provides housing for the active adult. However, seniors often have special needs as they age that are not met in an active adult community. Many of Hampshire's seniors will want to remain in town, next to family and friends and familiar surroundings, rather than move away. Most prefer maintenance-free housing and one-story living, rather than large yards and two-story homes. Some seniors choose to live in complexes that offer activities, classes, community gathering spaces and recreation. For these reasons, senior housing is encouraged in Hampshire.

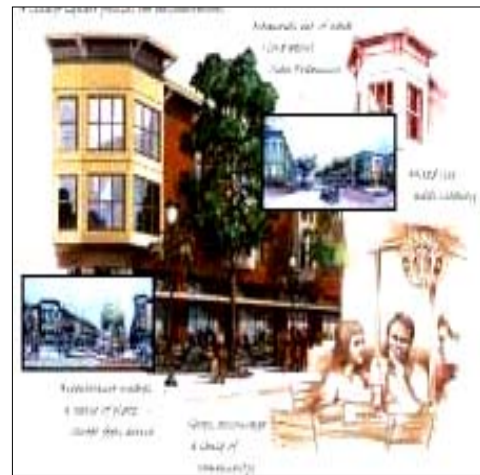


Senior housing can take a variety of forms, including single-family detached dwellings, duplexes, townhomes, condominiums, apartments or assisted care facilities that are either located "in town" or in large complexes planned as part of a new residential development. Although specific areas have not been proposed for senior housing, Village officials should encourage developers to meet the needs of its residents by introducing housing specifically targeted for the elderly in its development plans and proposals. Ideally, senior housing will be located in areas that are accessible to public transportation, retail shopping, health care facilities and parks and recreation areas.

As with prior recommendations made for multiple-family housing, senior housing that takes the form of townhomes, condominiums or apartments should be designed primarily of brick. This will ensure that the larger-scale buildings blend with the surrounding residential neighborhood, and provide a quality product that can hold up over time. Also, covered parking in the form of attached or detached garages should be provided to minimize surface lot parking and provide protection for parked cars. Garages provided for condominium or apartment living should be designed to blend with the architecture of the principal building and include brick in order to withstand the wear and tear associated with their use.

Transit-Oriented Development:

Kane County Department of Transportation (DOT) supports higher-density housing in those areas where commuter rail is provided. Kane County DOT's 2030 Plan shows a commuter rail station in Hampshire's planning area. This concept is reinforced by the Chicago Area Transportation Study (CATS) 2030 plan. A commuter rail station west of the present municipal boundaries would offer the opportunity to create a transit-oriented development around the rail station that consists residential, office, retail, civic and entertainment uses. Such uses should be within a five to 10-minute walk from one another and, where possible, from the commuter rail station. This mix of uses, combined with thoughtfully designed community spaces and plazas, will form vibrant neighborhoods where people can live, work and recreate or from which they can commute to areas served by the rail line between Hampshire and Chicago's Loop.



Transit-oriented development (TOD) in Hampshire would include the highest residential densities possible within the entire planning area. The TOD would be compact in size, pedestrian-friendly in design, and customized to offer a variety of housing options with access to services, jobs and plenty of ways to get around without being dependent upon the automobile.

When planned correctly, the mix of uses also reduces dependence on the automobile, thereby lessening air pollution and traffic. If one can live, work and shop within a 5-minute walk, then driving tends to be reserved for larger distances.

Components of a successful TOD generally include:

- Neighborhoods designed for cycling and walking, but still able to accommodate the automobile.
- Streets with calming features, such as narrower rights-of-way, textured pavement or landscaped medians to control vehicle traffic speeds.
- Restaurants, retail stores, schools, houses of worship and other public services.
- A variety of housing types and prices within each neighborhood.
- Shared parking to reduce the land devoted to parking when compared to conventional development and to take advantage of the cost savings associated with reduced automobile use. For example, residential parking needs peak in the evening when office demand has dropped, allowing residents to use parking occupied by office employees during the day.

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Transit-oriented developments can create neighborhoods that are physically and socially desirable places to live, offering an alternative to the traditional single-family detached subdivisions. These benefits are reflected in higher property values and increased commercial activity and tax revenues. As recommended for other forms of multiple-family housing, higher density housing in a TOD should include brick; covered parking that is not visible to the public; and garages for single-family dwellings, duplexes and townhomes designed so that they are “flush” with, or behind the front façade of the building.



Mixed Use Developments:

Conventional suburban-style development mandates a separation of land uses. While this separation originally was intended to protect communities from business and industries that were incompatible with residential neighborhoods, it has led to a pattern of development where housing, schools and stores only can be reached by car. This contributes to traffic congestion in areas that are already heavily traveled by individuals commuting to and from work. Also, the separation of land uses requires people to spend a large part of their day traveling between home, work, shopping and school.



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Hampshire’s 2004 plan supports the integration of mixed land uses as a critical component of creating a better place to live. That is why commercial land uses have been proposed at key intersections, so that the distance from new subdivisions to planned commercial is walkable or a short drive for those who choose to drive. As Hampshire grows, schools, parks, houses of worship and other amenities should be worked into development plans to create mixed communities where alternatives to driving (such as walking and biking) are possible, encouraging interaction among those who live and work in Hampshire. Also, businesses flourish when enough people to support them.

To create diverse, vibrant mixed use developments that are attractive to those who live and work in Hampshire, the following is proposed:

- Design comprehensive, mixed-use neighborhoods instead of isolated pods, subdivisions and developments. Include commercial, institutional (i.e., schools and houses of worship) and parks and open space in new residential developments that are accessible by bike or foot.
- Provide workforce housing within walking distance from major employment centers such as those planned near the existing and potential future I-90 interchanges.
- Require a mix of lot sizes, product types and densities in new subdivisions. Allow development to occur at the higher densities only when development above and beyond that required, as described in **Density Bonuses**, is provided.
- Make neighborhoods as pedestrian-friendly as possible by requiring sidewalks, and recreational paths that lead to and/or extend through greenways.
- Use innovative zoning tools, such as mixed use zoning to achieve mixed use development and good site design. (see **Chapter VI, Implementation**).

Economic Development:

The 2004 Comprehensive Land Use Plan builds from the 1999 sub area plan prepared for the Northwest Tollway (I-90) Corridor and Stark planning areas. Although the focus of economic development is along I-90, there are sizeable areas for new commercial development planned at key intersections throughout the planning area. (See **Figure III-2, Future Land Use Map**.)

The economic development potential of this 42-square mile planning area is characterized as follows:

	Acres	Square Feet
Commercial (all types)	1,048	7,418,480
Office (all types)	428	4,856,304
Business Park	1,966	19,486,431
Industrial/Warehouse Distribution	297	2,950,078
Totals:	3,739	34,711,293

Office and business parks should be developed as corporate campuses with unified architecture, landscaping, signs and lighting. Parking lots and loading zones should be screened from public view, and buildings that are developed next to I-90 should be set back 200 or more feet from the right-of-way, and designed with front facades facing the tollway.

Parkway trees and landscaped parking setbacks that are at least 30 feet wide should be required to enhance the appearance of streets that pass through these developments.

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Buildings should be constructed of brick, pre-cast panels or other quality masonry material and include architectural treatments at entryways. Also, those building façades that exceed 250 feet in length need to incorporate a change in plane for visual relief. This change in the façade should create a wall that is “staggered” by 10 feet or more. This distance is enough to create shadows and to provide the desired “break” in long facades.



Commercial developments should generally follow guidelines included in **Community Identity/Place Making** below. These guidelines address landscaping, building orientation and architectural design. Interchange commercial should be well-lit and include frontage roads and signs that lead the motorist to his or her destination without confusion or conflicts between truck and automobile traffic.



Industrial parks should be enhanced by street tree plantings and landscaped so that parking is buffered by landscaping and loading docks are screened. Buildings should include architectural enhancements at entryways not only to add to the appearance of the industrial park, but also to provide an attractive workplace for employees and visitors. Property maintenance regulations should be enforced to keep industrial parks free of debris and attractive.

Hampshire needs to increase its economic base to provide close-to-home job opportunities and taxes to support the growing residential population. The Village can work to increase the pace of economic development by:

- Working with developers to extend utilities to these areas that are sized appropriately for planned development.
- Identifying roadway improvements required to serve the type and intensity of development envisioned along I-90.
- Changing its codes and ordinances to reflect the goals of this plan (i.e., setbacks, architecture landscaping, lighting, preservation of open space and environmental resources, etc.) so that developers know what is expected and how that relates to development potential.

- Streamlining the building permit review process to ensure that individual projects can be processed without delay.
- Preparing a developer’s prospectus that addresses:
 - Marketability of Hampshire (i.e., location along I-90).
 - Population (existing and projected, both in Hampshire and surrounding communities).
 - Existing and planned zoning.
 - Availability of utilities.
 - Summary of housing.
 - Summary of development incentives (if any).
 - Summary of zoning process and time lines.

Open Space/Environmental:

Preservation of Open Space — The preservation of rural character through open space conservation was identified as one of the goals of the 2004 plan. This is because Hampshire’s officials believe that preserving open space contributes to place making and makes the community an appealing place to live. Creating and maintaining open space also provides economic benefits by enhancing the value of individual properties. Open space conservation is critical to the long-term protection of the area’s visual character and sensitive ecological systems (including aquifer recharge areas). The preservation of large areas and corridors and will maintain habitat for plants and animals that otherwise would be lost by urbanization.



The 2004 plan sets aside a system of greenways along the creeks and drainage ways that extend through Hampshire’s planning area (see **Figure III-2, Future Land Use Map**), often providing transitions between differing land uses. These corridors include floodplain, wetlands, farm ponds and major stands of mature trees (often predominantly oak). They are intended to be set aside as greenways when development is proposed, and may be counted toward the open space requirements of a development parcel.

Greenways should be at least 200 to 250 feet wide so that they create habitat and corridors for wildlife and also can be used as trails. They should be linked to one another and to recreational and other destination-oriented resources, such as the forest preserve and Hampshire’s downtown. This will provide an alternative mode of travel to the automobile, as well as to provide recreational opportunities for residents.

The 2004 plan also recommends that Hampshire require new subdivisions that are 20 or more acres in size to set aside **at least 40%** of the total acreage as permanent open space. This open space requirement is intended to be used to:

- Conserve and protect natural resources.
- Provide for physical and aesthetic enjoyment of the out-of-doors.
- Shape the pattern of growth and development in Hampshire.



Defining Open Space — For the purpose of this plan, the following resources and facilities are defined as open space. Where possible, they should be linked to existing resources and located in areas that are visible and accessible not only to residents of a subdivision, but also to residents of Hampshire. Open space should be public, rather than private. For the purpose of this plan, open space can include:

- Public parks and recreational facilities.
- Greenways consisting of streams, floodplains, floodways, creeks and wetlands provided at least 30% of the total open space dedication consists of land that is not encumbered by these resources. This may require land donations above 40%.
- Stormwater detention and retention facilities provided such facilities are improved with trails, landscaping and other features that transform basins into recreational amenities.
- Mature stands of trees (i.e., woodlots, savannas, and other trees that provide wildlife habitat and contribute to the visual character of Hampshire).
- Non-motorized multi-purpose, recreational trails (pedestrian, bicycle, etc.).
- Conservation easements.
- Utility rights-of-way that are used for trails or other recreational amenities.
- Landscaped corridors along roadways, provided such corridors are 50 feet wide or wider.

Protecting and Enhancing Natural Resources — Changing lands uses from open space and agriculture to urban uses potentially can introduce contaminants into Hampshire's aquifers. These aquifers are the primary source of the area's drinking water, serving residents in incorporated and unincorporated Hampshire alike. Also, the introduction of pervious surfaces from streets, residential driveways and parking lots causes water to run off, rather than percolate into the ground.

There are a number of steps that can be taken to reduce the environmental impacts associated with new development. These include:

- Preserving wetlands, rather than filling and mitigating elsewhere. Wetlands are located within established drainage ways and provide flood control by storing water. Also, they serve as groundwater recharge areas and provide valuable wildlife habitat.
- Protecting the quality of existing streams by preserving riparian habitat (vegetation adjacent to the waterway) that provides habitat for wildlife that depend upon the stream, bank stabilization, enhanced runoff infiltration and temperature modulation within the stream for fish.
- Minimizing impervious surfaces by:



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- Encouraging conservation subdivisions and rural cluster subdivisions (particularly in areas where groundwater recharge is important) that cluster development, reduce impervious surfaces associated with streets and sidewalks, and maximize open space.
- Reducing pavement width for streets in areas that are identified as environmentally sensitive, or where groundwater recharge is greatest.
- Encouraging shared parking in commercial developments to reduce pavement associated with parking and drive aisles and maximize open space and landscaping.
- Incorporating techniques that reduce stormwater runoff and allow stormwater to infiltrate into the ground. Examples of such techniques include:
 - Landscaping detention basins with native plants to:
 - ✓ Reduce stormwater runoff.
 - ✓ Assimilate nutrients and intercept pollutants from stormwater runoff.
 - ✓ Stabilize slopes, therefore preventing erosion.
 - ✓ Reduce the use of herbicides and fertilizers that degrade the environment.
 - Installing permeable pavements to allow surface water infiltration and reduce runoff. Permeable pavements can be used for residential driveways, parking lots and commercial drives. This is a paving system that includes concrete pavers with space between pavers that includes gravel and other substrate that improves water quality as it infiltrates into the ground. Permeable pavers are aesthetically pleasing and structurally sound enough to support trucks in commercial and industrial areas.
 - Encouraging the use of bioswales in parking lots and in rear yards of residential lots. Such swales planted with deep-rooted vegetation that will assimilate pollutants and reduce stormwater runoff. Such swales can detain and convey stormwater and allow infiltration of stormwater into the ground.
- Applying de-icing agents to parking lots that are less harmful to the environment than sodium chloride (salt). Also, focus the location and rate of application of de-icing products to those areas that are critical for safety (i.e., heavily-used parking lots and sidewalks).



These techniques can be used to create landscapes that are diverse in texture and color and contribute to rural character. Also, they reduce costs associated with maintenance once they are established, since native plants can be burned annually, rather than mowed once or twice a week and there is no need to apply fertilizers.

Management of Open Space — Several techniques are available to Hampshire to provide for the ongoing preservation and management of open space, whether such open space is part of a residential subdivision, along an environmentally-sensitive resource, or at the outer edges of Hampshire to visually and physically separate it from neighboring communities. The application of such techniques varies, depending upon the size, purpose of the open space, and entity responsible for maintenance of the land that is preserved. These techniques include:

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- **Private homeowners** - Owners of some private lots have a legal responsibility to maintain open space. Usually created at the time of subdivision, some platted lots have permanent open space easements, deed restrictions, covenants or conservation areas that cover a portion of their lot. This open space area may include stormwater management facilities, buffers or specially recognized open spaces such as entry areas, wetlands or tree lines. In many zoning ordinances, the area that is not developed is referred to as “natural area open space.” It cannot be developed or disturbed other than management necessary to maintain the property in a natural state in perpetuity. While the homeowner has the open space restriction on their land his/her neighbors, a non-profit or public entity may have the power to enforce the open space limitation to assure the ongoing management of the property.
- **Special Service Areas (SSAs)** – An SSA is a special, geographically-defined taxing district, where the property owners tax themselves at a higher rate to receive a special benefit. Administered by local governments, SSAs collect an additional tax commensurate with the unique maintenance costs and responsibilities of maintaining and managing the open space. The local government may either contract for or conduct ongoing maintenance of open space areas. This is the preferred technique for maintaining open space and common areas in Hampshire’s new neighborhoods.
- **Homeowner’s Associations** – Homeowners’ Associations are non-profit organizations operating under recorded land agreements through which each owner automatically is a member and is subject to a proportionate share of the expenses such as the management of open space. Homeowners Associations commonly maintain entry features, medians, private parks, ponds and wetlands.
- **Public Ownership and Management** – Probably the most common form of open space management is the ongoing management of public lands at the national, state and local level. Locally, the County Forest Preserve District, local Park District and local municipality owns and manages open space.
- **Land Trusts** – A land trust is a private, non-profit organization formed to protect natural resources. Land trusts purchase and accept donations of conservation easements and fee simple land as well as manage their landholdings. The Nature Conservancy, the nation’s largest land trust, owns and manages thousands of acres of land in almost every state in the union.
- **Special Associations** – Some special interests groups like athletic associations, garden clubs, Friends of the Parks, historic groups etc. take a special interest in a particular property and assume the maintenance of the open space.
- **Conservation Easements** –This technique removes the development potential from property in order to protect it. An agreement is prepared whereby private property owners voluntarily restrict their land from specific activities in exchange for money or donation tax credits. Landowners can manage the easement themselves or they may convey management rights to another organization. Land is kept in private ownership and on local tax rolls. Such easements can take many forms including:
 - **Agricultural Conservation Easement** – This is a deed restriction that landowners voluntarily place on their property to protect important resources such as productive farmland, groundwater, surface water, wildlife habitat, historic sites or scenic views. They are used by land-owners to authorize a qualified conservation organization or public agency to monitor and enforce the restrictions set forth in the agreement. They are flexible documents, tailored to the specific property, and may cover a portion or portions of a property. Most agricultural easements are permanent. They may be

modified or terminated by a court of law if the land or the neighborhood changes, and the objectives of the easement become impossible to achieve. They also may be terminated by eminent domain proceedings.

- **Natural Resources or Habitat Protection Easements** – These easements are essentially the same as other conservation easements, except that their focus is on the preservation of plant and animal communities that are threatened by human activities. The landowner retains ownership and control of the property, subject to limitations on use and conservation including development restrictions, removal of flora and fauna, and grading or the disruption of soils.
- **Transfer of Development Rights** – The transfer of development rights, or TDRs, is the conveyance of development rights to another parcel of land. Usually this involves relocating potential development from areas where proposed land uses or environmental impacts are considered undesirable to areas that can better accommodate development beyond that for which it is zoned. For example, development potential may be transferred out of a wetland to neighboring non-wetland areas under the same ownership without increasing the overall development potential of the entire parcel. This mechanism is often used to protect environmentally sensitive resources or prime agricultural land.
- **Purchase of Development Rights** – This technique includes the purchase of development rights and allows the landowner continue farming or to use it for recreation. The price of the development rights is the difference between the value of the land in its agricultural land use and that which the owner could realize by selling it to a developer. This purchase costs less than purchasing the land outright and may provide a tax benefit.
- **Tax Revenues, Bond Measures and Referenda** – A community can allocate tax revenues for the protection or acquisition of land. They also can raise money with bond measures, in which a government can issue a certificate of debt, guaranteeing payment of the original investment plus interest by a specified future date. Referenda, the submission of a public proposal to a direct popular vote, can be used to pass a tax increase or bond measure to raise dollars for land acquisition programs.
- **Grants** – There are many funding and acquisition grants available to help communities achieve their objectives with respect to open space preservation. They include:
 - Open Space Lands Acquisition and Development Program (OSLAD).
 - Natural Areas Acquisition and Development Program (NAAF).
 - Open Land Trust (OLT).
 - SAFETEA (Formerly Tea-21)
 - Bicycle Path Grants Program.

Community Identity/Place Making:

One of the goals of this plan is to maintain Hampshire's identity as a rural Village. The proposed greenways and open space requirements for residential development will help achieve this goal. The following presents other ideas that, if developed and implemented, would ensure that Hampshire's landscape differs from conventional suburban development as it grows:

Landscaped Setbacks – Many communities choose to use landscaping to create or enhance their identity. Hampshire currently requires landscaped yards along major streets to protect residents of new subdivisions. Often, this landscaping consists of berms planted with ornamental, evergreen and deciduous trees and shrubs that create a landscape more typical

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of a Chicago suburb, rather than rural community. Instead, landscaped setbacks generally should:

- Range from 100 to 300 feet where subdivisions abut roadways that pass through areas planned for large lot and estate residential development. Setbacks along roadways that abut low-density or medium density residential areas may be 50 to 100 feet deep.
- Be designed to include a mix of shade and evergreen trees and deciduous shrubs planted in naturalistic groupings. The intensity of planting should be enough to buffer views of new developments from the roadway.
- Include fencing and lighting styles that characterize Hampshire or that are designed to promote an identity that Hampshire wants to adopt. Materials, placement, color, landscaping and design of these items needs to be carefully planned and considered, so that the frequency of their use and placement does not dominate the landscape, but instead blends with and enhances the rural landscape that exists today. Design themes should differ between the rural landscapes and the more urbanized landscapes that exist in the vicinity of the downtown or those that are planned in the vicinity of I-90.

Parkway Trees – Hampshire’s tree lined streets are attractive and contribute to community character. All new developments should be required to provide parkway trees along both sides of interior streets in a subdivision. Parkway trees also should be planted along collector and arterial streets in subdivisions that are within or next to the community’s historic center or core. Whether or not they are appropriate for all other collector and arterial streets in rural areas will depend upon the landscape design that is adopted for use along these streets (see **Landscaped Setbacks**, above).

Architecture – Authentic architectural styles for residential, commercial, institutional and municipal/governmental uses that use proportions, colors and materials that are appropriate to the design of the building will substantially contribute to place making. Too often this is overlooked. Although commercial franchise architecture or model homes that are designed without thought to authenticity in design create identity, that identity is one that can be found most anywhere in the Chicago-metropolitan area.



Development Patterns in New Shopping Centers – Much of today’s Midwestern urban landscape includes shallow commercial development, where buildings are set back from the roadway and parking is placed between the road and the shopping center. Instead, commercial buildings (rather than parking) should be located along much of the street, and wide pedestrian walks constructed to lead pedestrians from one business to another. This development pattern is readily accepted by most developers and offers an alternative to the streetscape that is dominated by parked cars rather than businesses. Development parcels need to be large enough to locate parking along the sides or rear of commercial buildings, or between buildings. The façades of commercial structures that face parking lots should include storefront glass, quality architecture and doorways where customer access is possible.

Street Lighting – Adopting a style for street lighting that can distinguish Hampshire from its neighbors is one way to foster place making. The style of light that is selected for key arterials such as Illinois Routes 72, 47 and US 20 can be modified and used along collector roadways to tie the community together. The spacing and height of lights will depend upon the hierarchy of the street as well as its right-of-way width. Some funding for street lighting and corridor enhancements can be obtained from state grants. Often, these grants are “matching”, requiring the community to pay for 50% of the cost of the improvements.

Parking Lot Lighting – The same (or similar) style light should be used in all new commercial developments. This will visually tie commercial properties together, thereby unifying commercial corridors. Standards should be created that address:

- Height (maximum 25 feet, recommended).
- Color (dark bronze, recommended).
- Average footcandles (1.0 to 3.0 footcandles, recommended).
- Maximum wattage (250 maximum watts, recommended).
- Spillage (maximum 0.5 footcandles at property lines is recommended).
- Elimination of glare through the use of flush lens, angle of the light and addition of shields, as appropriate.

Signs – The type of signs that are used for commercial projects can disrupt or enhance the appearance of a shopping center. Guidelines for signs that address the type, number, size, color, placement and type need to be developed. For example, Hampshire may want to regulate the number of signs that can be located on a sign that identifies the shopping center, or develop sign guidelines for businesses in the community’s historic business district that help define and unify this commercial area (e.g. require sign copy to be externally illuminated).

Downtown – Hampshire’s historic downtown has great potential to draw residents from the community or from neighboring communities. The economic viability of the downtown would be enhanced with nearby commuter rail. Streetscape enhancements underway should be extended and completed and a market study carried out to identify niche markets for the downtown area.

The scale of new buildings should be consistent with those that exist today. The upper floor(s) of new commercial uses or buildings could include residential apartments or condominiums as a way to diversify housing in Hampshire and to locate people in the downtown who will shop, dine and take advantage of the business and professional services that may locate in this historic center, particularly in the north end of town where new development is feasible on vacant parcels.

