



A Planning Priorities Report for the Village of Hampshire

August 2017



Funding Acknowledgement

This project was supported through the Chicago Metropolitan Agency for Planning's (CMAP) Local Technical Assistance (LTA) program, which is funded by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Department of Housing and Urban Development (HUD), Illinois Department of Transportation (IDOT), and the Chicago Community Trust. The Metropolitan Mayors Caucus (MMC) and CMAP would like to thank these funders for their support for this project.

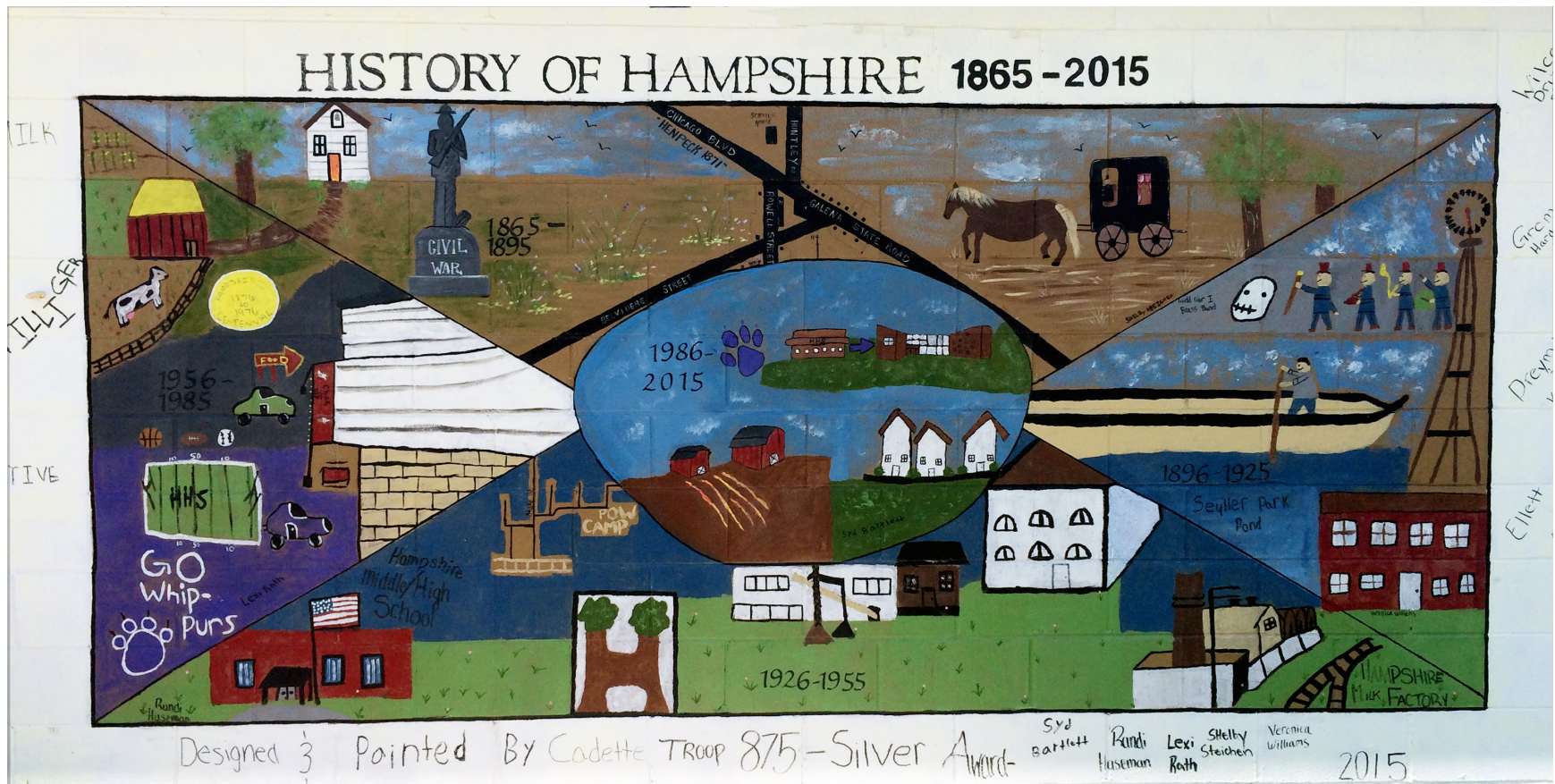


Table of contents

Community Profile	4
Planning Context	24
Recommendations for Future Planning Projects	30

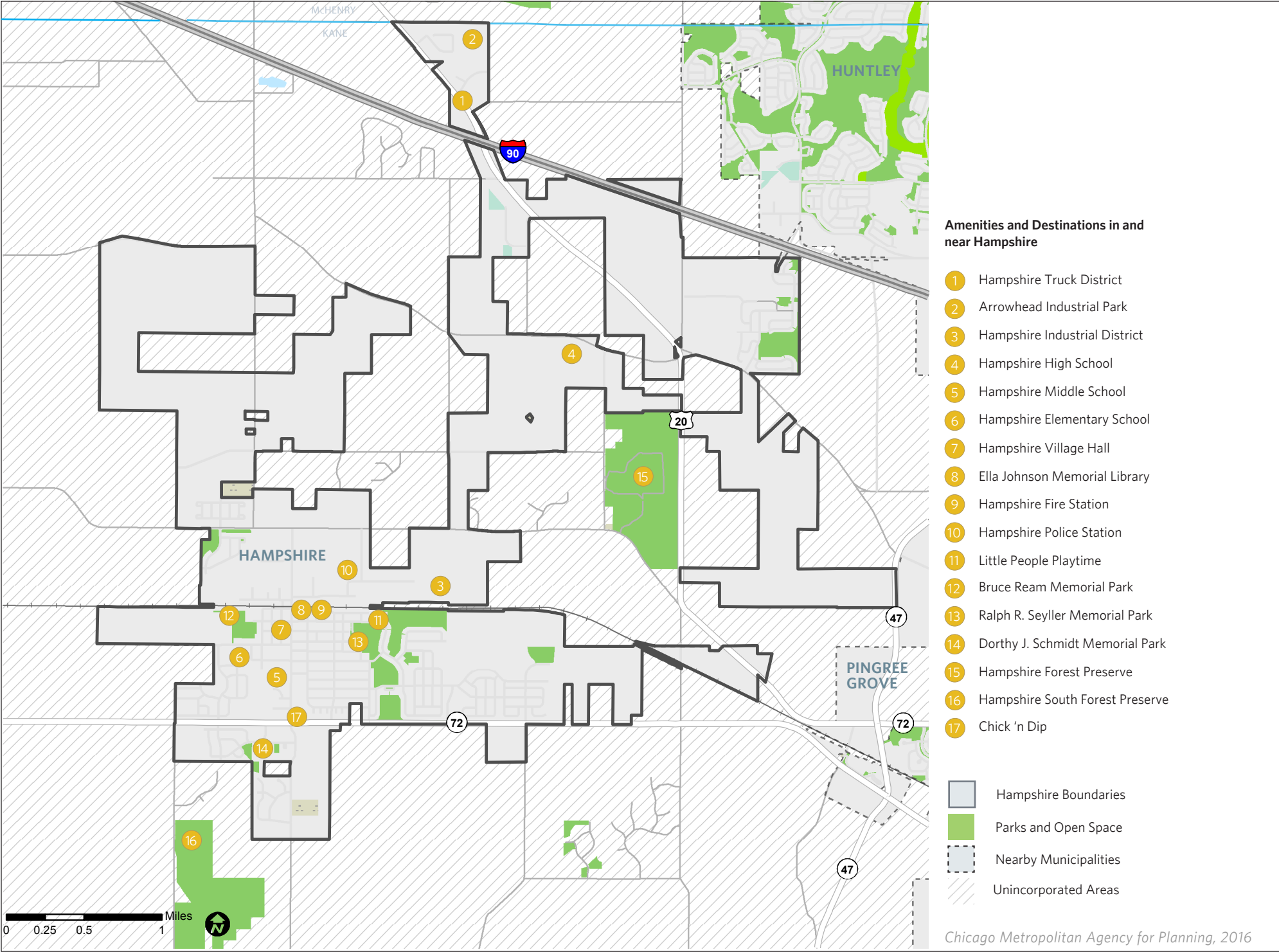
Chapter 1: COMMUNITY PROFILE



[illegible]

Having an accurate understanding of the existing conditions of the community is necessary to develop an effective plan. This Community Profile provides an overview of the current conditions in Hampshire and is designed to provide an agreed upon starting point from which to move forward to create a shared vision of future planning priorities. Crafted with assistance from Village staff, the planning process lasted approximately twelve months and was designed to include input from residents, businesses, and other stakeholders throughout.

Figure 1.2. Amenities and destinations in Hampshire



Regional Context and Governance

Originally settled in 1836 and incorporated in 1876, the Village of Hampshire is located in northwest Kane County approximately 55 miles northwest of downtown Chicago. Neighboring communities within the County include Huntley, Burlington and Pingree Grove. The Village is nine square miles in area and is surrounded primarily by agricultural land. The study area for the plan includes the Village of Hampshire as well as the unincorporated lands within the 1.5-mile planning boundary (Figure 1.1). The Village of Hampshire is not a home rule community.

Understanding the governmental structure within Hampshire will allow plan recommendations to be crafted with Village input and tailored to the appropriate partners and implementers. The Village is governed by a President and Board of Trustees, elected every four years by popular vote. The Village President, with consultation of the six Trustees, hires or appoints individuals with Village management responsibilities including a Finance Director, Village Clerk, Police Chief, and staff in the Department of Public Works. There is no Village Manager or Administrator currently, and the Village President and Trustees are engaged on a part-time basis.

A series of eight committees exist within Village government to explore and drive key long-range initiatives: Finance, Public Safety, Village Services, Economic Development, Public Works, Fields and Trails, Planning and Zoning, and the Liquor Commission. New Trustees are assigned to lead individual committees on the basis of tenure, with the newest Trustee assuming leadership of the most recently open committee. In addition, the Village, along with appointed residents, coordinates a Plan Commission, Zoning Board of Appeals, and a Historic Preservation Commission. Finally, there are also advisory committees helping to shape the Village's allocation of economic development incentive funds, including though the Village's Tax Increment Financing program and Revolving Loan Fund.

Kane County provides municipal services to the unincorporated areas surrounding the Village boundary, providing functions like law enforcement and building and zoning enforcement. In addition, Kane

County manages the Fire District, Library District, Forest Preserve, and township offices that serve the Village.

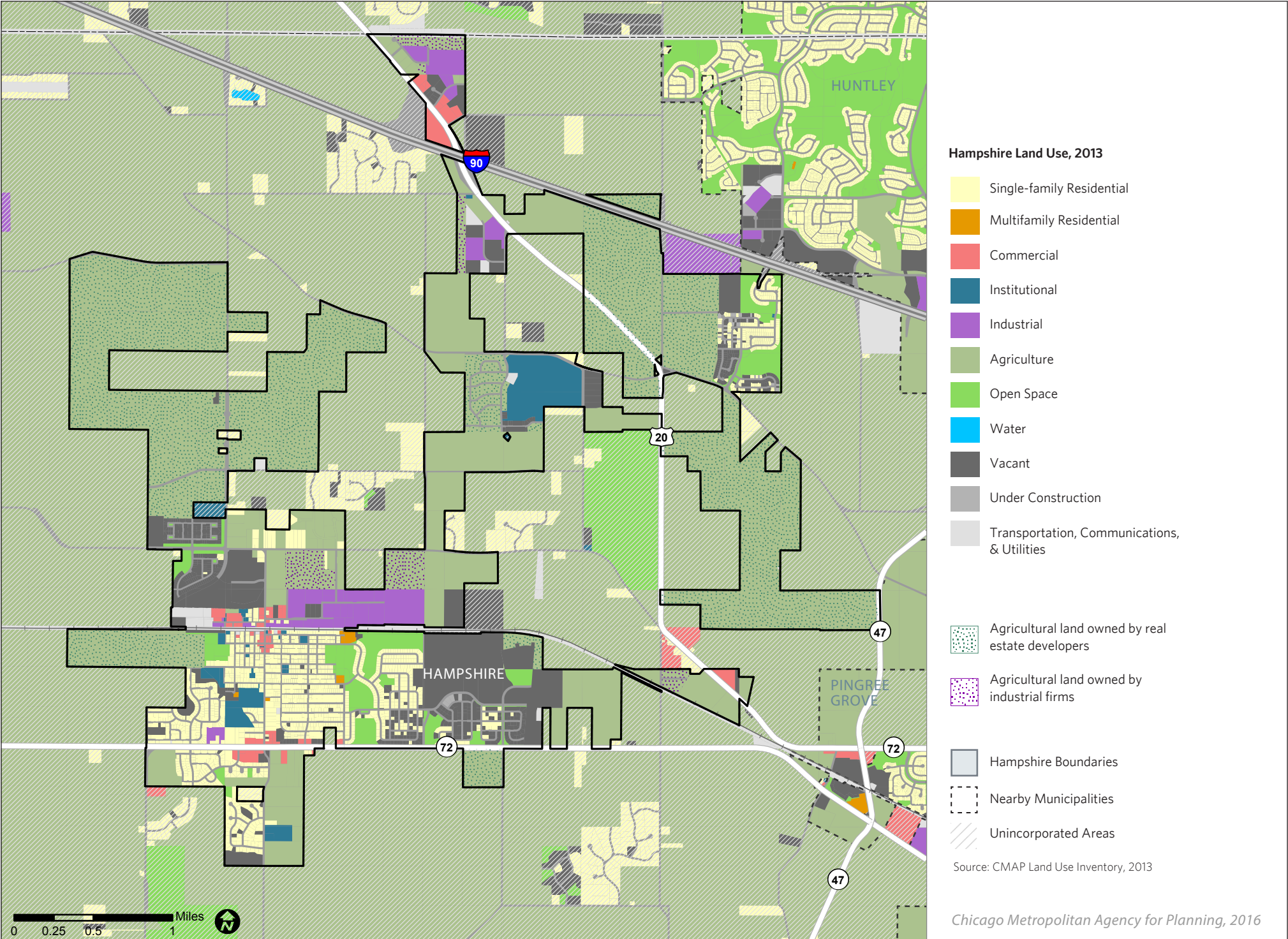
Residents in Hampshire have access to an array of amenities, including those provided by local park and library districts (Figure 1.2).

- Park and Forest Preserve Districts: Hampshire Park District and the Kane County Forest Preserve maintain more than 500 acres of parks and open space in the Village and immediately surrounding areas.
- Library District: The Ella Johnson Memorial Public Library District serves over 16,000 people in a larger district encompassing Hampshire Township, as well as portions of nearby Burlington, Plato, and Rutland Townships. Located in Hampshire, the Ella Johnson Memorial Public Library provides an array of services, with community space and classes for residents. It is also home to the Hampshire Historical Collection. Today, the library is seeking a new facility, the future location of which may cause it to relocate somewhere within its district but outside of Hampshire borders.



Zion United Methodist Church, Hampshire, IL
Photo credit: CMAP

Figure 1.3. Existing land uses in Hampshire, 2013



Land Use

Livable communities depend on a mix of land uses that provide the homes, businesses, civic institutions, and open space that are essential for daily living. An assessment of the existing land use pattern in Hampshire provides a foundational understanding of the current use of land in the community and insights into how those land uses could change in the future (Figure 1.3; Table 1.1).

More than half of the incorporated land in Hampshire is devoted to agricultural use. However, at least 72 percent of the Village's incorporated agricultural land is owned by real estate developers or industrial firms. The majority of this land is once-planned subdivisions that were never built. For this reason, the future agricultural use of these parcels is uncertain. The primary residential use in the Village is single-family detached housing. The majority of attached housing in the Village consists of townhomes located in two subdivisions along Route 72: Hampshire Highlands and Tuscany Woods.

Table 1.1. Existing land uses in Hampshire, 2013.

LAND USE	ACRES	PERCENT
Agricultural	3,355.9	64.2%
Vacant	638.8	12.2%
Single-family Residential	523.9	10.0%
Open Space	220.6	4.2%
Industrial	186.0	3.6%
Institutional	158.2	3.0%
Commercial	84.4	1.6%
Transportation/Utilities/Communication/Other	44.1	0.8%
Under Construction	8.8	0.2%
Multifamily	7.0	0.1%
Total	5,227.7	100.0%

Source: CMAP 2013 Land Use Inventory.

Commercial development in Hampshire is concentrated along State Street at Allen Road and at Route 72, as well as in the northern portion of the Village around a concentration of trucking services on Route 20 just north of the I-90 interchange. State Street, at the historic heart of Hampshire, has been continually used as commercial space since the 19th century. Subsequently, many of the commercial buildings in downtown are historic one- or two-story structures with minimal front setbacks and access to angled on-street parking. Businesses that line this street are primarily smaller sized, including Fenzel Motors, municipal offices, banks, restaurants, and business services. The truck stop district, located along Route 20 just north of the I-90 interchange, is a major economic hub for the Village as this area has many fast food restaurants, gas stations, and truck stop facilities. The Village plans to incorporate more land near the truck stop in the near future, including the location of a new Love's truck stop facility planned for 2017 west of Route 20.

Open space makes up 4.2 percent of Hampshire's total incorporated land area, mostly in the form of neighborhood parks and Park District land. Vacant land, however, makes up 12 percent of the land area in the Village. In Hampshire, vacant land is primarily within undeveloped subdivisions that stalled during the housing market downturn. While development has been restarted in Tuscany Woods and Hampshire Highlands, the Prairie Ridge subdivision is served with roads and utilities and lies waiting for development to reoccur.

Industrial uses are mainly located along Allen Road near State Street just north of the Downtown area and include storage/warehouse facilities, manufacturing, construction equipment, and auto uses. Additionally, the U.S. Post Office and Hampshire Police Department are located in this area.

Zoning and other development regulations play an important role in determining the form and character of existing and future development. Updating development regulations to be consistent with a community's land use vision is often a critical step in implementing land use goals.

Population and Housing

Understanding the demographic composition of the community helps Hampshire respond to the needs of existing residents as well as prepare for potential changes. This is especially important considering that Hampshire grew dramatically between 2000 and 2010, nearly doubling the residential population and housing supply. Hampshire's 92 percent population growth during this period far exceeds that of Kane County (28 percent growth) and the region as a whole (3.5 percent). Today, Hampshire has 6,053 residents within Village boundaries with roughly 1,700 more people living in the surrounding unincorporated areas.

Hampshire is a primarily white community, although it is becoming more diverse. 14 percent of the Village is non-white today, compared with 3 percent in 2000. The expansion of the Latino population in Hampshire accounts for the majority of the Village's increase in minority residents, mirroring larger trends across the Chicago region. 10 percent of residents today are Latino, as compared with 2 percent in 2000 (Figure 1.4).

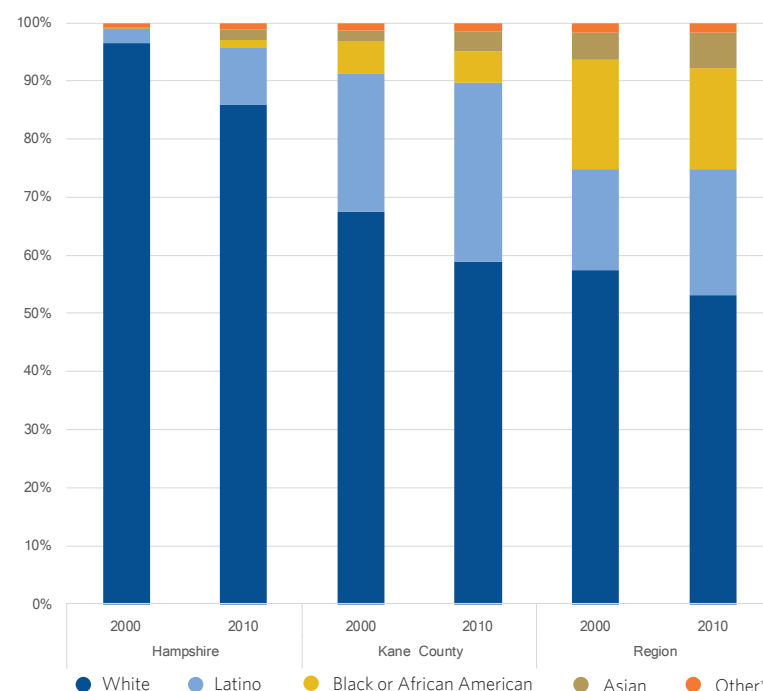
A balanced housing supply helps to ensure that each household has access to the assets in Hampshire and the larger Chicago region. A mix of housing types is needed to allow residents to stay in the Village as they age, as well as to provide affordable options for the whole range of community members. Understanding the current supply as well as potential future demand will help Hampshire develop a balanced mix of housing that serve current and future populations and enhances livability.

Table 1.2. Population and households, 2014

	HAMPSHIRE	KANE COUNTY	REGION
Population, 2014	6,053	527,306	8,487,546
Population change, 2000-10	91.8 %	27.5%	3.5%
Average Household Size, 2014	3.1	3.0	2.7
Median Income, 2010	\$81,837	\$70,514	\$62,903

Source: 2014 American Community Survey five-year estimates, 2000 and 2010 U.S. Census.

Figure 1.4. Change in race and ethnicity in Hampshire and Chicago Region, 2000 - 2010



*Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races

Source: 2000 and 2010 U.S. Census.

Table 1.3. Age cohorts and median age, 2014

	HAMPSHIRE		KANE COUNTY	REGION
	Count	Percent	Percent	Percent
Youth (under 19 years)	2,017	33.3%	30.7%	27.1%
Adults (20 to 64 years)	3,492	57.7%	58.6%	61.1%
Older Adults (65 years and over)	544	9.0%	10.7%	12.0%
Median Age	34.8		36.5	36.2

Source: 2014 American Community Survey five-year estimates.

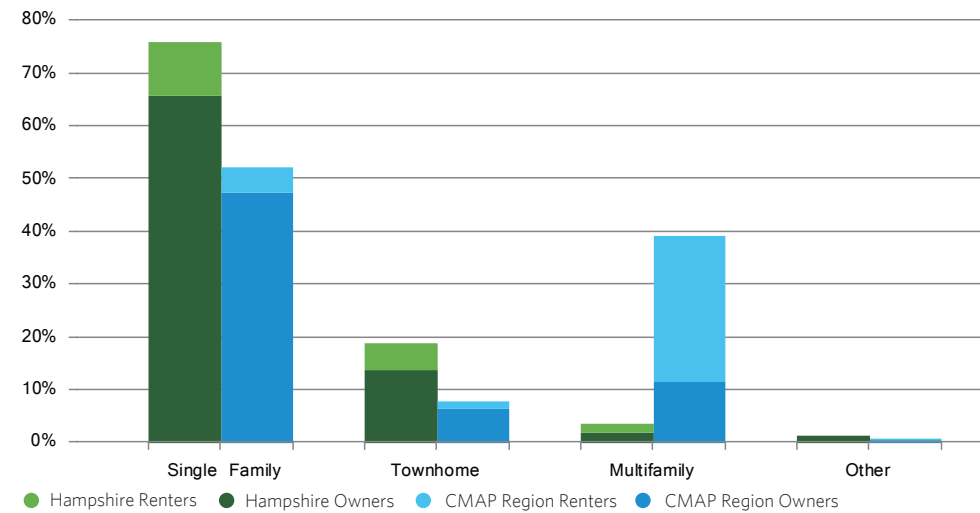
The majority of homes in Hampshire (83 percent) are owner-occupied. Four out of five of these owners live in detached single-family homes, with most of the remainder living in townhomes. The 17 percent of households in Hampshire that rent also live primarily in single-family homes (61 percent) and townhomes (19 percent). There are only 95 multifamily or manufactured housing units in Hampshire, most of which are owner occupied. Taken together, 95 percent of households in Hampshire live in single-family homes or townhomes, compared with only 60 percent in the broader Chicago region (Figure 1.5).

Hampshire is a relatively affluent community, with a median household income of \$81,837 in 2014 -- more income per household than in either broader Kane County (\$70,514) or the Chicago region (\$62,903) in that year. On top of higher median income, Hampshire also has a greater share of owners and renters at income levels above \$35,000 than the Chicago region (Figure 1.6). Notably, more than 100 households in Hampshire that rent -- 31 percent of all renters -- have household income between \$100,000 and \$150,000 per year. This suggests that many households may be renting new single-family homes in stalled subdivision developments as an alternative to purchase.



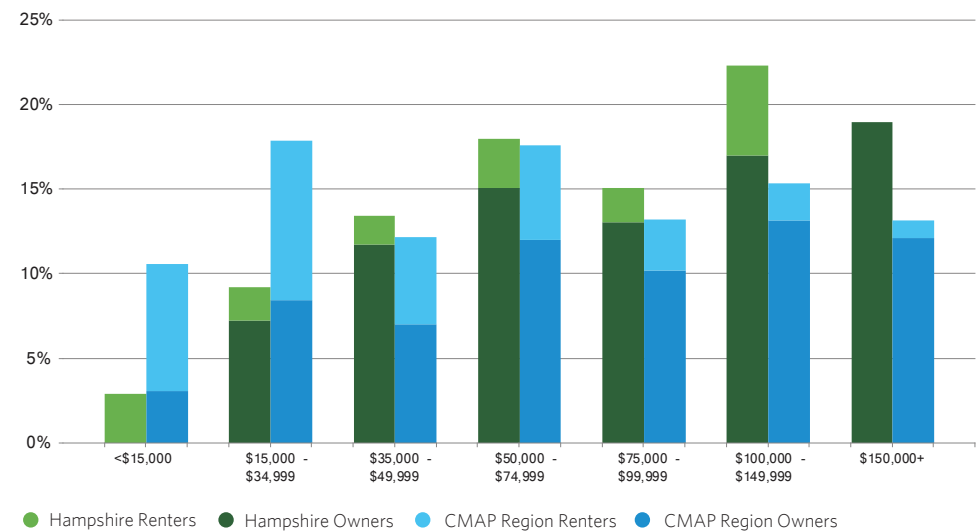
Route 72 farm house, Hampshire
Photo credit: Google

Figure 1.5. Occupancy characteristics by tenure in Hampshire and the Chicago region



Source: American Community Survey, 2010-2014.

Figure 1.6. Owners and renters by household income in Hampshire and the Chicago region



Source: American Community Survey, 2010-2014.

Economic Development

In order to prosper economically and sustain a high quality of life, Hampshire and the Chicago region need to maintain a diversity of business types, a skilled workforce, and modern infrastructure. Industrial, retail, and residential markets are influenced by trends within the community, but also the larger subregional and regional markets for each sector. Understanding this larger context will help Hampshire move forward with plans that reflects market realities.

Employment

As of 2014, 1,733 workers were employed in Hampshire (Table 1.4). With multiple firms located along the I-90 corridor with access to the Canadian Pacific Freight Railway, U.S. Route 20, and Illinois Routes 47 and 72, Hampshire has a high concentration of employment in manufacturing, which accounts for about one out of every three jobs in the Village. An industrial corridor along the Canadian Pacific Freight Railway south of Allen Road is home to several major employers, including Seigle's Component Center, Western Slate Company, and W.R. Meadows. Two of the other top employers in the Village, Elgioly Specialty Metals and Poli-Film America, are located in a secondary manufacturing center forming in the Arrowhead Business Park near the I-90 interchange.

Unemployment in Hampshire is extremely low at 2.4 percent, compared with 8.9 percent in Kane County, and 10.5 percent in the broader region. Most of the 2,222 workers who live in Hampshire are employed outside the Village, primarily in nearby Elgin, Schaumburg, and Huntley. However, 214 workers (9.6 percent) do commute into the city of Chicago to work. Community residents are employed predominantly in manufacturing (11.7 percent), health care and social assistance (11.0 percent), retail (10.5 percent), and educational services (9.7 percent).

Industrial and Commercial Property

In Hampshire, most of the existing commercial square footage is industrial (84 percent) with a vacancy rate (1.4 percent) that is considerably lower than the submarket and region. This low vacancy rate indicates that demand for industrial square footage is strong, underscoring the important role of manufacturing in the Village's economy (Table 1.6).

While retail and office square footage is limited in Hampshire, the vacancy rate for both is higher than in either nearby submarkets or the broader region. Stakeholders suggested that higher vacancy may be the result of unrealistic pricing of some commercial space in the Village.



W. R. Meadows Corporate Headquarters, Hampshire
Photo credit: wrmeadows.com

Table 1.4. Employment, 2004-2014

	HAMPSHIRE	KANE COUNTY	REGION
Employment, 2004	1,681	190,458	3,409,568
Employment, 2014	2,222	237,495	3,461,583
Change, 2004-2014	541	47,037	52,015
Percent Change, 2004-2014	32.2%	24.7%	1.5%

Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.

Table 1.5. Employment in the Community and of Residents, 2014

HAMPSHIRE RESIDENTS					
Top Five Industries	Count	Percent	Top Five Employment Destinations	Count	Percent
Manufacturing	261	11.7%	Elgin, IL	244	11.0%
Health Care and Social Assistance	245	11.0%	Chicago, IL	214	9.6%
Retail Trade	234	10.5%	Schaumburg, IL	93	4.2%
Educational Services	215	9.7%	Hampshire, IL	90	4.1%
Wholesale Trade	168	7.6%	Huntley village, IL	86	3.9%

WORKERS EMPLOYED IN HAMPSHIRE					
Top Five Industries	Count	Percent	Top Five Home Areas	Count	Percent
Manufacturing	543	31.3%	Huntley, IL	171	9.9%
Retail Trade	183	10.6%	Elgin, IL	121	7.0%
Accommodation and Food Services	179	10.3%	Hampshire, IL	92	5.3%
Construction	133	7.7%	Belvidere, IL	64	3.7%
Other Services*	105	6.1%	Lake in the Hills, IL	55	3.2%

*"Other Services" employees are primarily engaged in activities such as equipment and machinery repairing, providing dry cleaning and laundry services, personal care services, death care services, pet care services, photo finishing services, temporary parking services, and dating services.

Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.

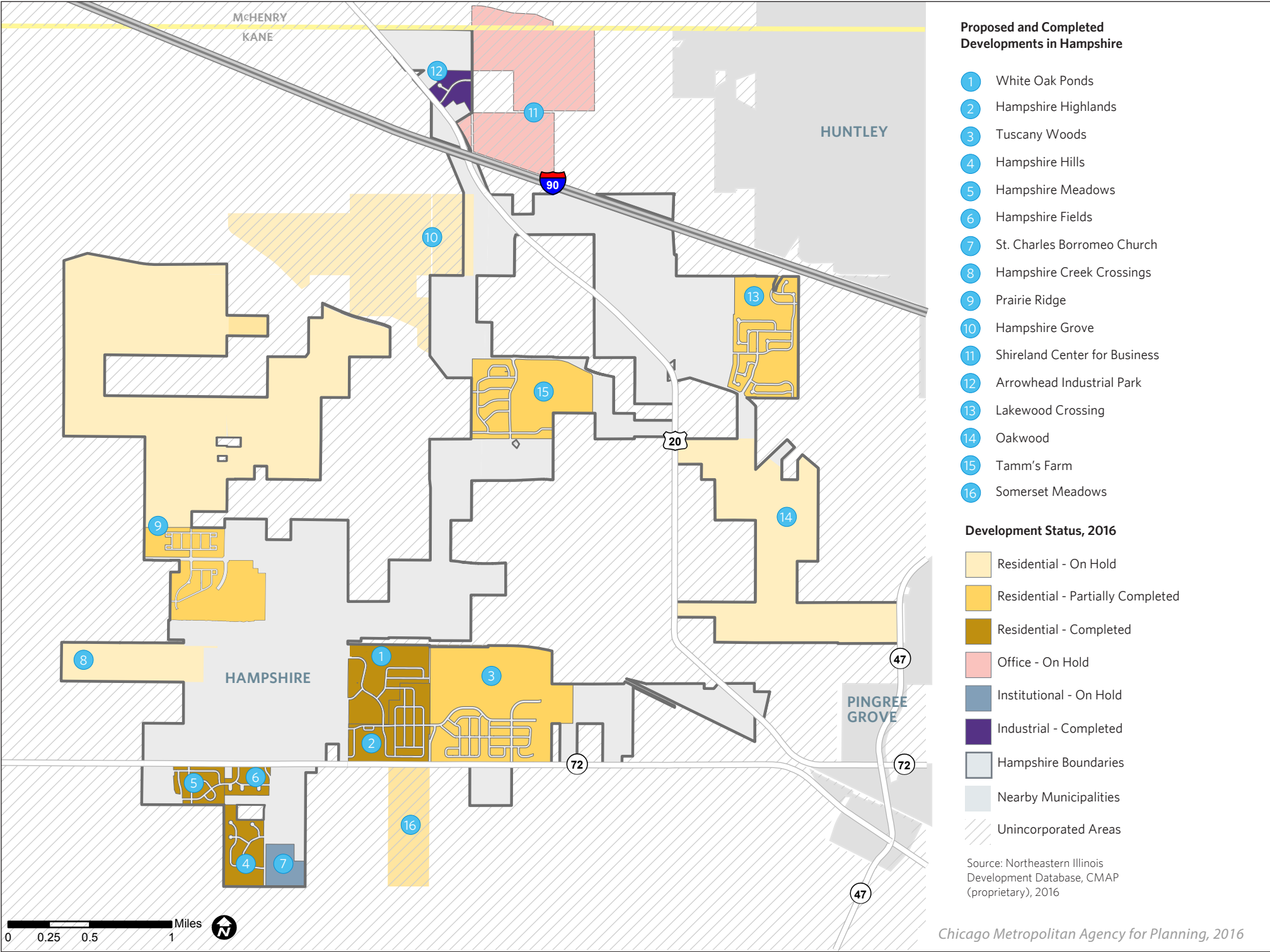
Table 1.6. Industrial and Commercial Building Area (in Square Feet) and Vacancy, End of Second Quarter, 2016

	HAMPSHIRE			SUB MARKET**			REGION		
	Rentable Building Area	Percent	Vacancy	Rentable Building Area	Percent	Vacancy	Rentable Building Area	Percent	Vacancy
Industrial & Flex	924,910	84.4%	1.4 %	34,898,926	38.5%	8.5%	1,073,773,213	53.9%	7.1%
Retail	136,604	12.5%	12.5%	43,876,386	48.5%	9.5%	472,174,141	23.7%	7.9%
Office	34,471	3.1%	29.4%	11,774,012	13.0%	20.5%	446,957,215	22.4%	13.0%
Total	1,095,985	100.0%		90,549,324	100.0%		1,992,904,569	100.0%	

* *Submarkets are made up of properties that are in competition based on geography and comparable marketability. For the Chicago region, CoStar has defined industrial and office submarkets, which for Hampshire are surrounding communities in Northern Kane County along the I-90 corridor and the larger northwestern portion of the region, respectively. For this analysis, CMAP defined the retail submarket as a 20-minute drivetime from Hampshire.

Source: CMAP Analysis of CoStar data.

Figure 1.7. Recent Development in Hampshire



Recent Developments

In the early 2000s, Kane County experienced high rates of population growth. Many real estate developers planned greenfield developments to accommodate the growing demand for properties in communities across the County, including Hampshire. To facilitate development, Hampshire worked with developers to annex the sites of many planned subdivisions. To prepare for the services these new neighborhoods would need, the Village increased the capacity of its water system, and District 300 built a new high school in Hampshire that can accommodate 2,500 students. However, the 2008 financial crisis changed the trajectory of many of these projects, leaving them on hold for the foreseeable future. Some stalled subdivisions -- such as sections of Prairie Ridge in the western portion of the Village -- have infrastructure in place that the Village must maintain while waiting for development to reoccur.

Municipal Revenue and Tax Base

The Village of Hampshire relies on a diverse revenue stream, primarily consisting of local property and utility tax revenue, and state disbursements of sales and income tax revenue. Property tax revenues totaling more than \$900,000 accounted for approximately a quarter of revenues in 2014. However, property owners in many parts of the Village are also part of Special Service Areas, and were assessed \$1.4 million in the aggregate for various public improvements and services, as well as to pay off bonds secured with SSA levies on property owners.

In 2014, state sales tax disbursements accounted for 19.1 percent of revenues, and the Village does not impose a non-home rule sales tax. Hampshire's level of reliance falls in the middle among the rest of the municipalities in the CMAP region, as does the Village's per capita sales tax base. While the Village has a typical level of retail activity for its size, retail activity also occurs outside of the Village's borders.

Table 1.7. Equalized Assessed Value (EAV) by Property Type, 2011

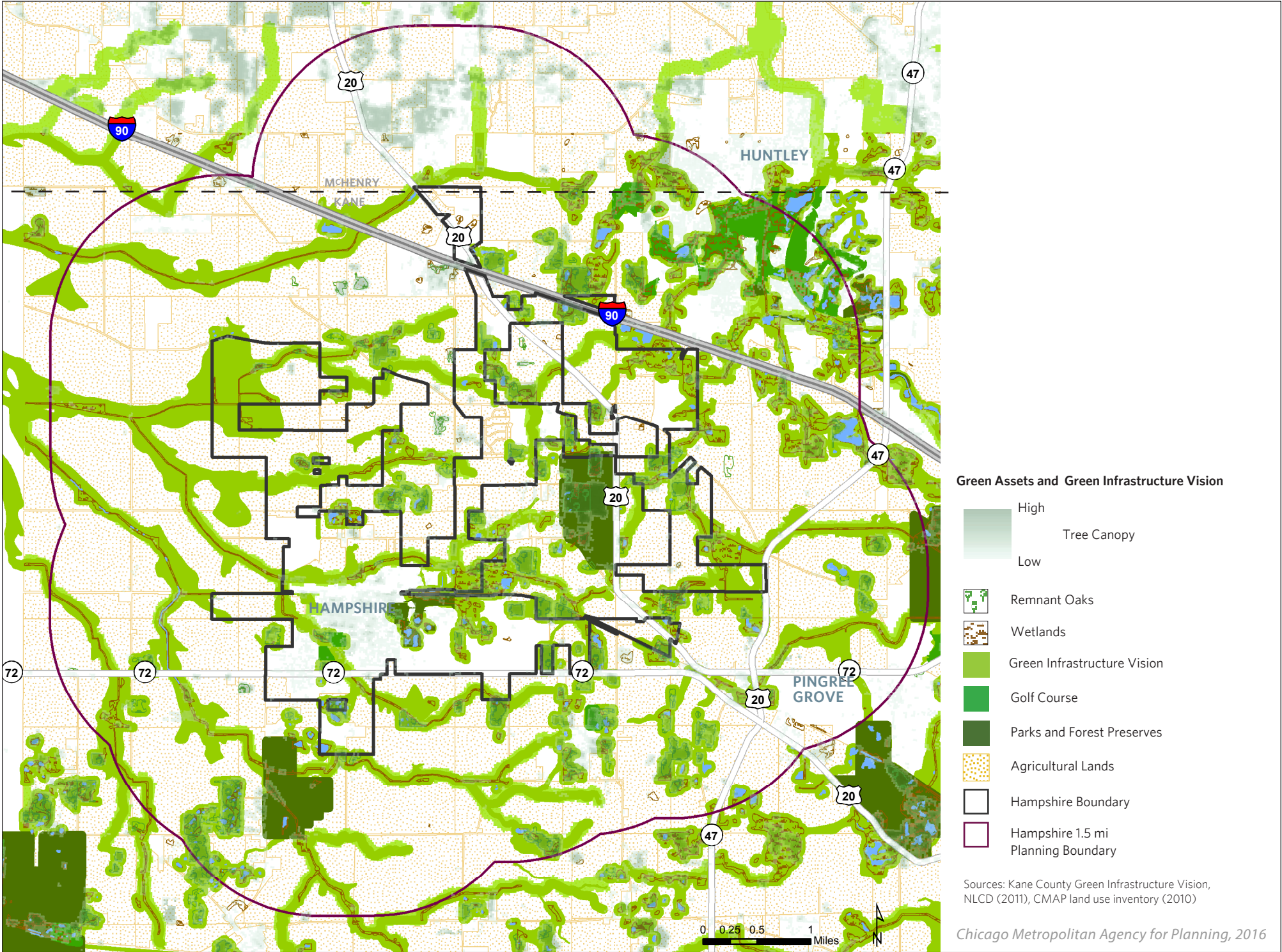
Property Type	HAMPSHIRE		KANE COUNTY
	Estimated EAV	Percent	Percent
Residential EAV	\$134,733,017	80.0%	77.4%
Industrial EAV	\$19,394,909	11.5%	7.2%
Commercial EAV	\$12,742,170	7.6%	13.4%
Farm EAV	\$1,585,206	0.9%	1.9%
Railroad EAV	\$64,054	0.0%	0.1%
Total EAV	\$168,519,356	100.0 %	100.0 %
Retail sales per capita	\$9,311		\$9,462

Source: Illinois Department of Revenue.



Existing infrastructure at Prairie Ridge subdivision
Photo credit: CMAP

Figure 1.8. Green Infrastructure Vision, local open space, and tree canopy in Hampshire



Natural Environment

Natural resources are some of the greatest assets in Hampshire as well as the Chicago region. These resources provide a number of ecosystem services, such as clean air and water, habitat and biodiversity, flood control, and climate regulation, among others. In addition, the natural environment contributes to community character and enhances quality of life. Hampshire's natural resources exist within a larger network of water and land resources; the community's plans, policies, and development decisions should work in concert with these assets to achieve a sustainable and livable future.

Green Infrastructure Vision and Local Open Space

The regional Green Infrastructure Vision (GIV) is a large-scale, multistate vision of interconnected land and water resources. Figure 1.8 illustrates these resources identified at the regional scale for the Village of Hampshire and its extended planning area. To date, most of the GIV land preserved in Hampshire is under the stewardship of the Kane County Forest Preserve. Estimates suggest that natural lands within the Hampshire boundary deliver over \$13.6 million in ecosystem services annually, by naturally providing flood control, groundwater recharge, water purification, and carbon storage. In addition, the local environment provides other services that are not easily valued in a dollar amount.

With the Hampshire Park District and Forest Preserve District of Kane County, Hampshire residents have access to a large amount of open space, approximately 36 acres of parkland per 1,000 residents. This ratio is significantly higher than the GO TO 2040 recommendations of 10 acres per 1,000 people; however, parkland may not be easily accessible from all residential areas of the Village. In addition to open space, the Village has some urban forest, which includes all trees that contribute to tree canopies, parkways, and all other local green space. This urban forest is well established in the older portions of the Village, but noticeably absent in partially developed subdivisions like Tuscany Woods and Prairie Ridge.

Agriculture and Farmland

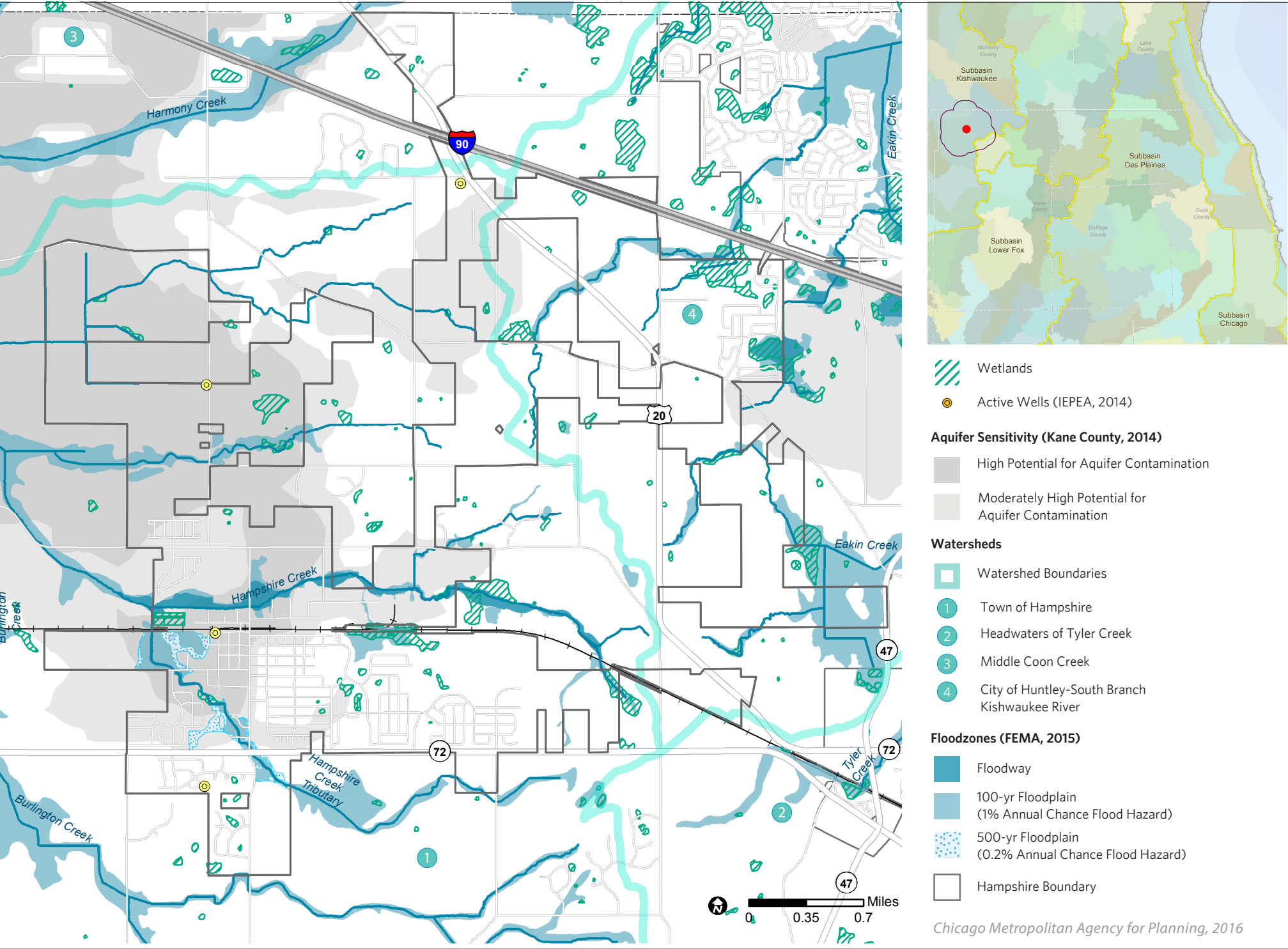
Kane County is home to some of the most productive farmland in the world, including lands in and near Hampshire. Both Kane County's 2040 Conceptual Land Use Strategy and the Village's 2004 Future Land Use Strategy emphasize the need to preserve prime agricultural lands, which play a major role in the local economy and contribute to rural character. Based on analyses of soil conditions, 23 percent of the total lands within Hampshire's 1.5 mile planning boundary are prime farmlands, and 13 percent are lands that could be prime if drained or otherwise modified. Protecting these lands and ensuring local development regulations mediate the sometime-conflicting needs of farmers and residents will help support the economic viability of agriculture activities while also allowing the Village to achieve other development goals.

Water Source and Supply

Water availability has been a central ingredient to the region's economic prosperity and may play an even larger role in years to come. In anticipation of future development, Hampshire expanded its water facilities in the early 2000s by adding elevated storage tanks and increasing water treatment capacity to 5 million gallons per day. Hampshire's average water use is currently 600,000 gallons per day, 12 percent of available capacity. Nonetheless, on a per capita basis, Hampshire ranks among communities consuming the most water in the region at an average of approximately 94 gallons per person per day (GPCD). A typical family household uses 72.6 GPCD, and a household using conservation measures uses approximately half that at 49.6 GPCD.

Hampshire's water comes from four wells that access the deep sandstone aquifer beneath the Village. This aquifer is part of the Cambrian-Ordovician aquifer system, a series of connected aquifers that stretch across multiple Midwestern states. The Village's high level of water use and dependence on this aquifer may be an issue of long-term concern

Figure 1.10. Water resources in Hampshire



because the amount of water users are withdrawing exceeds the extremely slow rate at which the aquifer recharges. CMAP estimates that the portion of the deep sandstone aquifer relied upon by Hampshire is facing partial desaturation by 2050. Updating municipal water supply infrastructure to account for desaturation effects could be costly and disruptive.

In order to ensure the availability of ground water resources in the future, Hampshire may wish to take steps to both reduce overall consumption and protect alternative ground water sources. Between the deep aquifer and the Village lies another aquifer, which Hampshire previously used and is still relied upon by nearby communities like Burlington and Genoa for drinking water. This shallow aquifer recharges more quickly, but is more susceptible to the effects of pollution in its recharge area. Not only is Hampshire in this shallow aquifer's recharge area, but also contains some of the areas where the aquifer is most vulnerable to pollution (Figure 1.10). To preserve this shallow aquifer as a backup water supply and support neighbors reliant on it, Hampshire should take steps to limit land uses and practices, such as winter road salting, which may lead to contamination of shallow groundwater sources, especially in areas with high potential for aquifer contamination.

Storm and Sanitary Sewer System

Maintaining adequate public wastewater sewer infrastructure is vital to public health and clean water. To this end, the Village maintains separate sanitary and storm sewers. Hampshire also recently expanded municipal wastewater treatment capacity, adding a new plant capable of treating a max flow of 6.9 million gallons a day. Average daily flow to this facility is currently only 1 million gallons, or 15 percent of sewage treatment capacity.

Watersheds, Streams, and Floodplains

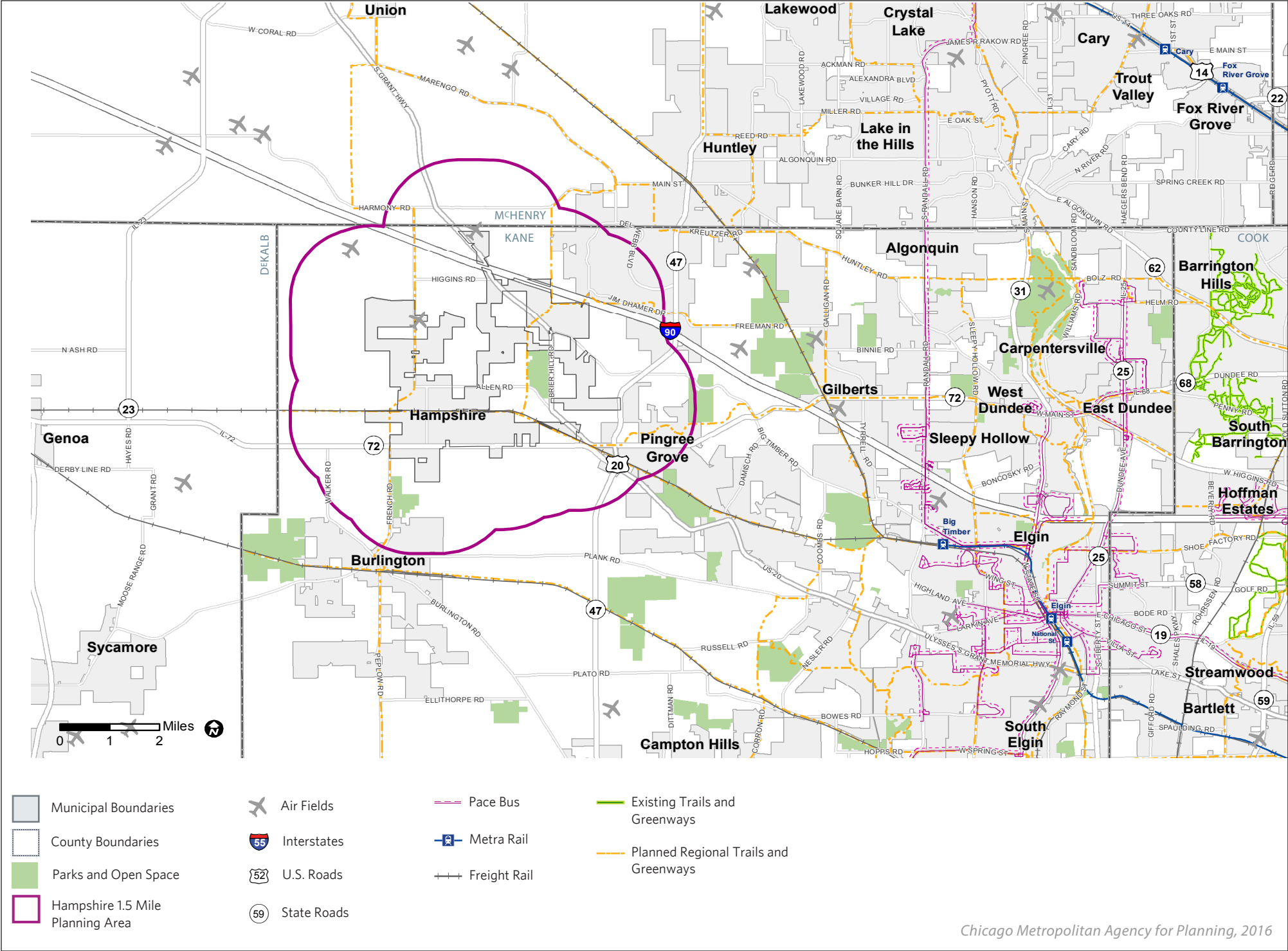
Hampshire is located within the Kishwaukee River Basin. The Village is situated across four watersheds: the Town of Hampshire Watershed to the west, the Middle Coon Creek Watershed to the north, the City of Huntley-South Branch of the Kishwaukee River Watershed to the east, and the Headwaters Tyler Creek Watershed to the southeast (Figure 1.10).

Watersheds are areas of land that drain surface water to a specific point in the landscape, such as a stream or a lake. Approximately 78 miles of intermittent streams and tributaries located within these watersheds flow through or within 1.5 miles of Hampshire's municipal boundaries.

Development and management that take place in one section of a watershed can affect the water quality, hydrology, and health of the entire watershed. Based on Hampshire's high rate of agricultural and residential land use, over three million pounds of nonpoint source pollution -- generated as precipitation or snowmelt picks up contaminants while flowing across the landscape -- are estimated to enter the nearby surface waters on an annual basis. In 2016, Illinois Environmental Protection Agency (IEPA) designated a 3.5-mile tributary of Hampshire Creek as an impaired stream because pollutant loads exceeded the established thresholds. Based on analysis of water sampled from each creek, the probable sources of impairments are municipal point source discharges and runoff from agricultural, developed, and open space areas.

The extent of impervious surface across a watershed is also a good indicator of stream health. Impervious surfaces are those paved or covered with nonporous material which prevents infiltration of rain and snowmelt, and thus, generates nonpoint source pollution in the form of runoff. Hampshire's rural character and low level of urbanization has helped to keep the level of impervious surfaces within the Village's primary watershed at a healthy level: 3.8 percent. However, hardened surfaces within Hampshire's municipal boundary make up more than 50 percent of the impervious cover affecting the Town of Hampshire watershed -- highlighting the impact of the Village's development decisions and policies on that watershed and by extension nearby streams and rivers. Managing the location and intensity of changes in land use, particularly future residential development, could help Hampshire ensure groundwater and stream health in years to come.

Figure 1.11. Subregional transportation system



Transportation

A modern transportation system is indispensable; residents must be able to travel quickly, easily, and safely around Hampshire as well as the larger Chicago region to sustain our economy and quality of life. In addition, businesses must be able to count on the timely delivery of their goods. With an aging and congested transportation system and limited funding, strategic maintenance and modernization are necessary to respond to mobility needs and trends. While there is no transit service in Hampshire, the Village has excellent access to the regional transportation network including the I-90 tollway and major truck routes (Routes 47, 20, and 72). An east-west Canadian Pacific freight rail line runs through the middle of the Village (Figure 1.11).

The closest Metra station to Hampshire is in Elgin at the end of the Milwaukee District West Line (Milw-W) at Big Timber, a 20-minute drive from the Village. Although there is ample parking at Big Timber, it is under-utilized, suggesting that there may be limited demand for this transit option within easy drive time of the station. Since 2006, ridership has remained steady with near 800 boardings a day (Table 1.8). Nonetheless, Hampshire still has a significant share of commuters who take public transportation to work compared with the Kane County average, indicating that -- although somewhat far -- the Metra is an attractive commuting option for some Village residents (Table 1.10).

Table 1.8. Metra Boardings, Alightings, Access and Parking near Hampshire, 2014

STATION	RAIL LINE	BOARDINGS	ALIGHTINGS	PARKING CAPACITY	OBSERVED PARKING UTILIZATION
Big Timber	Milw-W	782	737	720	75%

Source: RTAMS/ Metra 2014 Station Boarding/Alighting Counts: Train-by-Train Detail.

Table 1.9. Metra Mode of Access Near Hampshire, 2014

STATION	WALKED	DROVE ALONE	DROPPED OFF	CAR-POOL	BUS	BIKE	OTHER
Big Timber	2%	75%	15%	6%	0%	0%	1%

Source: Metra 2014 Origin-Destination Survey.



Big Timber Station

Photo credit: RTA

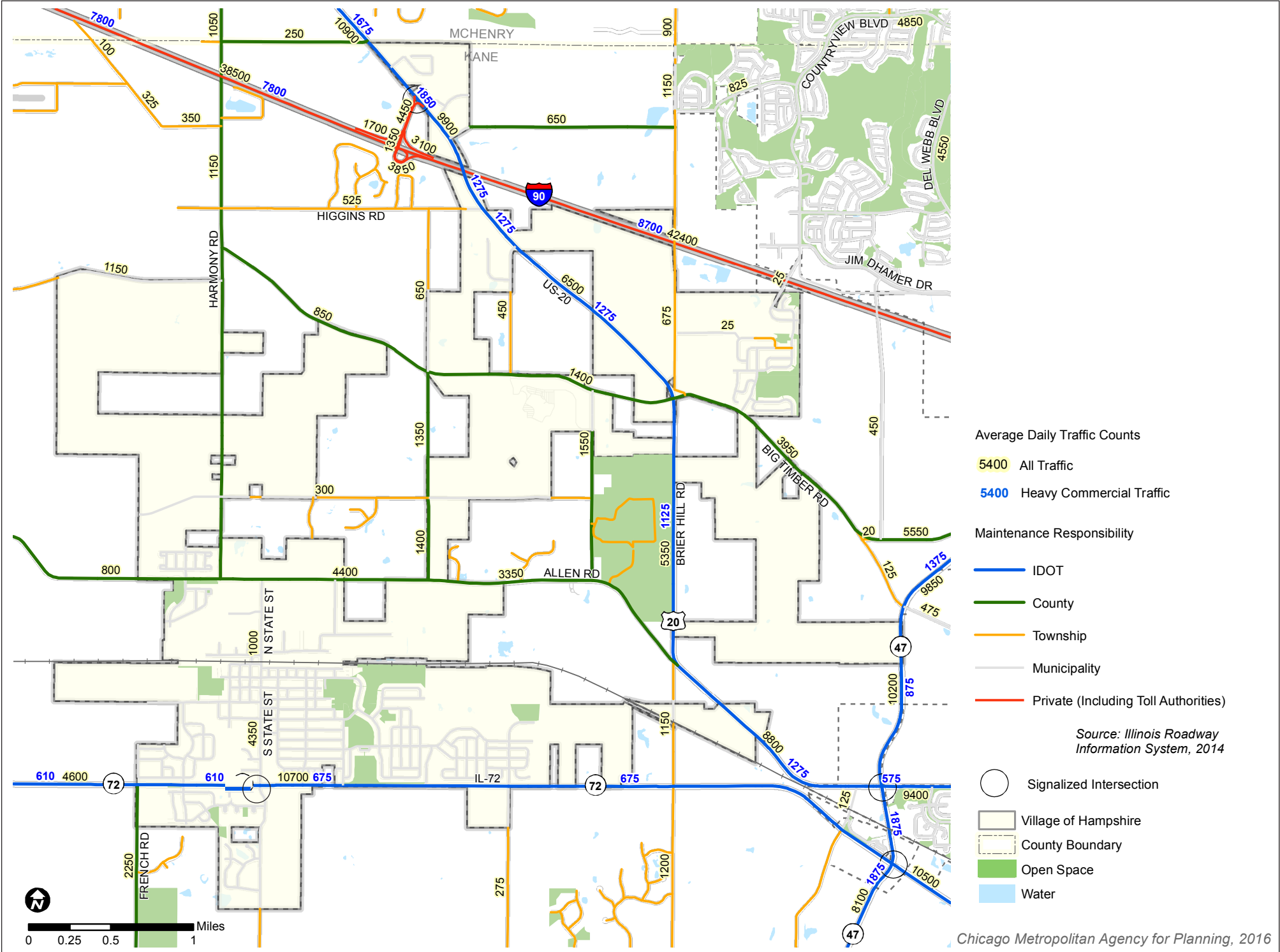
Table 1.10. Mode Share as a Percentage of Hampshire Work Trips, 2012

MODE	HAMPSHIRE		KANE COUNTY	REGION
	Count	Percent	Percent	Percent
Work at Home*	185	-	-	-
Drive Alone	2,525	82.8%	84.5 %	72.5%
Carpool	357	11.7 %	9.3%	9.3%
Public Transit	127	4.2 %	2.7 %	13.0%
Walk or Bike	41	1.3 %	1.9%	4.1%
Other	0	0.0 %	1.6 %	1.2%
Total Commuters	3,050	100.0 %	100.0 %	100.0%

*Not included in "total commuters."

Source: 2008-12 American Community Survey, U.S. Census Bureau

Figure 1.12. Traffic volumes and jurisdiction of streets in Hampshire



Sidewalks are prevalent in the residential areas of the community. Despite some pedestrian options, there are currently few on- or off-street bicycle facilities within or near Hampshire. However, plans are in place to develop enhanced bicycle and pedestrian facilities in the future. The Hampshire Park District's 2005 Parks and Open Space Master Plan aligns with long-range Kane County plans for a separated regional trail running north-south through the Village along Harmony Road.

Many residents continue to drive alone to work (82.9 percent), with most traveling east or southeast for 10 to 50 miles. Traffic counts reflect the existing level of automobile usage on a street (Figure 1.11). The streets carrying the highest volumes of vehicles are I-90, Route 20, Route 47, and Route 72. While these roads are primarily maintained by the Illinois Department of Transportation (IDOT), many significant Village roads are under the authority of Kane County (e.g., Allen Road) or Hampshire Township (e.g., Briar Hill Road).



Downtown Hampshire / State Street.
Photo credit: CMAP

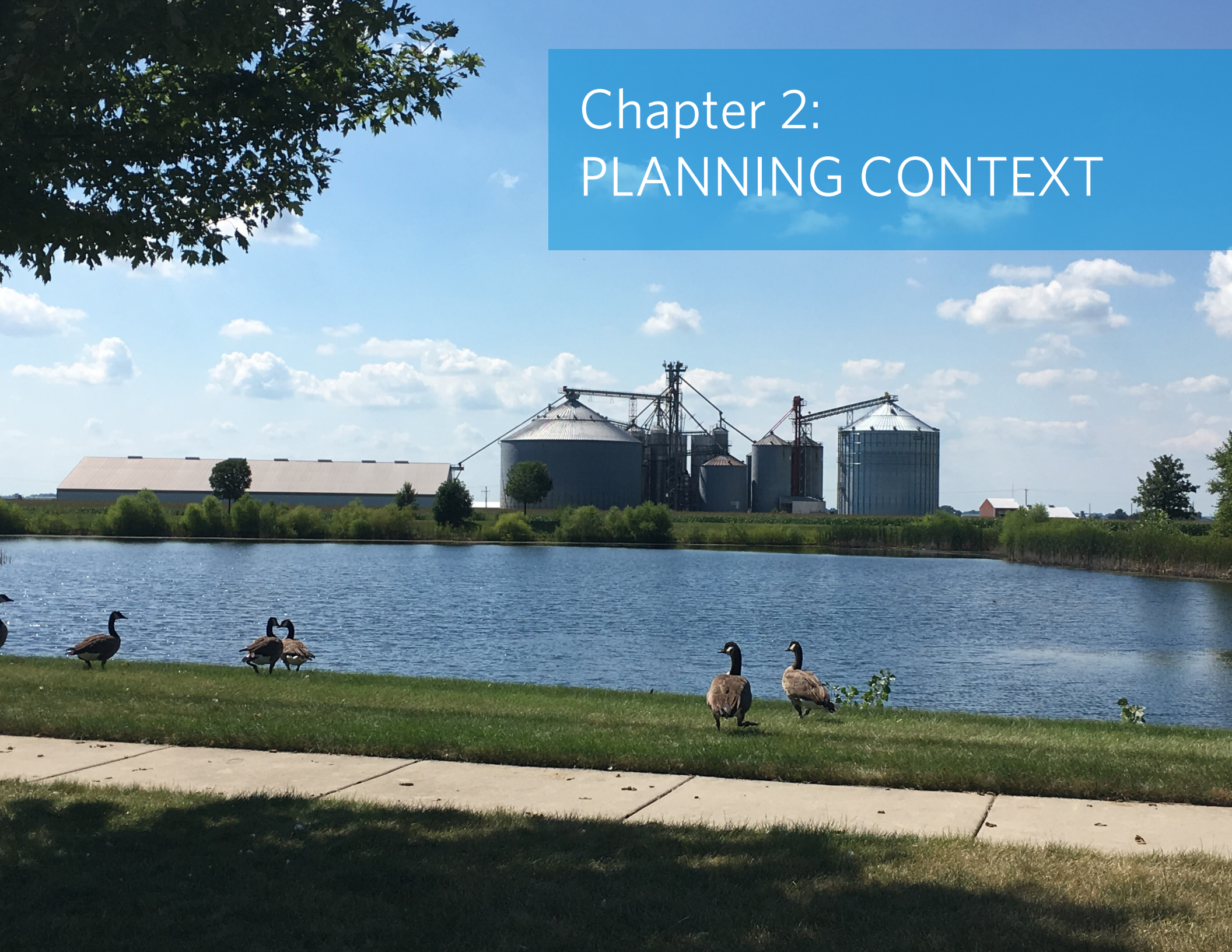
With several streets or street segments outside of the Village's jurisdiction, its ability to make improvements, control access, or unify the streetscape requires cooperation and coordination between IDOT, Kane County Department of Transportation and Highways, and surrounding municipalities and townships.

Truck volumes are greatest along I-90, Route 20, and Route 47. Routes 20 and 47 are both state-designated truck routes. Hampshire has also designated local truck routes along State Street, Allen Road, Industrial Drive, and Deitrich Road, which service industrial uses in the community.

In addition to local and subregional street improvements, there are several regionally significant transportation projects currently being constructed or planned in the northwestern Kane County area designed to improve regional mobility:

- Intersection improvements will be completed at the Route 72 and State Street / Getzelman Road intersection in 2018, with \$2 million in additional funding from IDOT to round out work begun in 2012.
- Road maintenance will be performed in 2018 on Briar Hill Road north from Big Timber Road to just past I-90, with \$479,850 in funding from the Kane/Kendall Council of Mayors.
- Road maintenance will be performed on Route 47 between I-90 and Lily Lake -- including near Hampshire's eastern boarder -- in 2020 by IDOT at an estimated cost of \$4.3 million.
- Long-term plans exist for Harmony Road to be extended from north of Allen Road to meet French Road at Route 72. This project will be conducted in the future by the Kane County Department of Transportation at an estimated cost of \$10.3 million.

Chapter 2: PLANNING CONTEXT



Previous Plans

This section of the report provides a summary of the existing Village plans and other relevant plans, projects, and studies that inform and influence the recommendations of this Planning Priorities Report.

Revolving Loan Fund (1993)

The Village of Hampshire established a low-interest loan program in order to stimulate economic growth. The fund is designed to assist with the retention and growth of the existing industrial and commercial base, providing needed financial assistance to new start-up businesses, and the development of minority and female owned businesses. Eligible uses include site development/infrastructure extension, new facility construction/additions, renovations, improvements to leased buildings to address specific needs of a tenant, working capital, and equipment purchases. This fund is currently healthy but the Village receives very few requests for funding.

Village of Hampshire Comprehensive Land Use Plan (2004)

Hampshire's Comprehensive Land Use Plan was developed in 2004 to establish the Village's vision of the future and desired response to growth pressures facing northwestern Kane County in the early 2000s. This plan was intended to guide all land use and physical planning decisions, promoting a balanced future development pattern that would enhance the local environment and preserve the unique character of the Village. The plan intended to be used in the day-to-day decisions of Hampshire's Board of Trustees, Planning Commission, and Zoning Board of Appeals in order to achieve the Village's longer-range goals as it grew, changed, and matured. A series of updates to codes, ordinances, and other development regulations were suggested to ensure that the recommendations and policies of the Plan could be achieved. An annual review of the document was also recommended to give elected and appointed officials a regular opportunity to evaluate whether the land use map, goals and objectives, and policies laid out in the plan were continuing to be successful in meeting Hampshire's expectations for future growth and development.

This plan received an update in 2008.

Hampshire Township Park District Comprehensive Master Plan (2005)

Upon adoption of the Village's Comprehensive Land Use Plan in 2004, the Park District anticipated expanding from 31 acres with two parks to over 250 acres and ten park sites within ten years. Population was expected to grow by over 20,000. In order to meet this challenge, the Comprehensive Park Master Plan was developed to establish guidelines for the growth of the Hampshire Township Park District. The purpose of the Plan was to:

- Inform residents and user organizations of the changes planned for each park facility;
- Facilitate long-term capital budgeting for the Park District;
- Provide for the donation of new parks based upon the growth in the Park District;
- Permit the Park District Board of Commissioners and staff to implement projects in a more timely and orderly manner;
- Achieve continual improvements to park facilities to enhance the experience of all users and to impart a positive image of the Park District;
- Identify and implement new recreation programs to better serve the needs of Park District residents.

TIF Redevelopment Plan & Project (2006)

In mid-2006 the Village of Hampshire performed a feasibility study to determine the eligibility of establishing a tax increment finance (TIF) district in the downtown area, adjacent blocks, and an older industrial area located on the north side of the C & E Railroad. This area includes a mixture of commercial, industrial, institutional, as well as some residential properties. Approximately 107 acres, (including public right-of-way), this district contained a total of 116 parcels of real property. Much of the built environment, at that time, suffered from age and physical deterioration and the area as a whole met the eligibility requirements for a TIF district. The TIF District is still currently active and has a positive balance.

Village of Hampshire Comprehensive Land Use Plan Update (2008)

To establish a framework for land development along the transforming I-90 corridor, a subarea of the comprehensive plan was created to focus more specifically on planning efforts in a growing area of the Village. This update looked to expand the Village's economic base through annexation and continued development of the corridor by promoting workforce housing near the business park and commercial uses. Residential and non-residential development was envisioned, as was a hierarchy of streets to move traffic through the subarea efficiently. This update also created a system of greenways to provide opportunities for recreational development, linkages to existing trails and to protect floodplains, wetlands, steep slopes, and wooded areas in the Village. Additionally, a 15-acre parcel of land was dedicated for Community School District #300.

Kane County 2040 Plan (2012)

The Kane County 2040 Plan was adopted in 2012 as an update to the County's 2030 Plan, and to provide a framework for future land use, transportation, and resource management to support healthy living. The County can expect almost 270,000 more residents, 95,000 new households, and 150,000 additional employment opportunities by 2040. These changes demand strategic, comprehensive planning. Three conceptual strategy areas have remained consistent from the 2020 and 2030 Plans: the Sustainable Urban Area, the Critical Growth Area, and the Agricultural/Food, Farm, and Small Town Areas. Hampshire spans the Critical Growth and Small Towns areas. These strategy areas have been revised slightly to reflect various changes in the County. The 2040 Plan, however, adds a new, overarching theme: Healthy People, Healthy Living, Healthy Communities, which integrates planning for community health with land use and transportation issues. The Plan's goals reflect the County's values, and pertain to healthy communities, economic prosperity, housing, mobility and connectivity, agriculture, green infrastructure and water resources, land use and built environment, sustainability and energy, historic preservation, and cooperative planning. The Plan further outlines specific objectives and policies that support each goal. Nonetheless, the objectives and policies often apply to more than one goal and are interconnected. The County supports livability principles, smart growth principles, retrofitting, complete streets, and other forward-thinking design and planning practices that support the Plan's overarching themes and goals as well as sustainable development. Furthermore, the Plan outlines implementation strategies, which expand upon the implementation efforts of the 2020 and 2030 Plans. The four primary implementation strategies include: creating a Kane County Planning Cooperative, continuing the Planning Workshop Series, making funding decisions that are consistent with Plan goals, and coordinating with municipalities. The County intends to review the 2040 Plan every five years and will revise the plan as appropriate. At this time it has not been updated.

Issues and Opportunities

Residential Real Estate

There are multiple planned developments within Hampshire's borders that have either stalled or never commenced construction due to the housing market downturn. The Village annexed the majority of these developments into Hampshire's borders, where these unfinished developments currently sit. Many of these planned development agreements may be outdated and/or expired. The majority of the developers connected to these projects have moved on to subsequent projects in other parts of the region where an immediate market has been identified. While a few of these developments have been resurrected by smaller development firms building one lot at a time, many of these projects remain undeveloped. These subdivisions require routine maintenance and upkeep taken on by Village services.

Economic Development

Hampshire boasts a significant group of manufacturing firms already located within Village boundaries. These firms make a variety of goods, including plastics and coatings, specialty metals, screws, fasteners, and other construction inputs. Firms in these categories (metals and plastics) are a part of a larger web of producers concentrated in the Chicago region.

Jobs in manufacturing constitute a significant share of employment in the Village and of its residents. These jobs generally do not require extensive education, yet pay considerably greater than minimum wage: an average of \$60,043 per year for workers in plastics manufacturing, and \$54,552 for those in fabricated metals manufacturing. Hampshire's proximity to I-90 likely provides advantages to these firms, and may attract others to the truck stop district at the I-90 interchange. Efforts to support these land uses and promote Hampshire as a industry-friendly community have the potential to bring even more firms to locate in the Village.

Water Quality

Hampshire is fortunate to have multiple high quality water resources within or near the Village. However, two threats to these water resources impact the health and security of the Village's natural environment.

As discussed in the natural resources section of the community profile, Hampshire relies on groundwater resources for drinking water. The deep sandstone aquifer the Village currently uses for drinking water recharges over a centuries long time frame, so the level of withdrawals being made today by Hampshire and other regional communities reliant on it impact both the quantity and quality of water available in the future. Illinois State Water Survey estimates that this aquifer is facing partial desaturation by 2050, so it may benefit Hampshire to take steps to reduce per capita residential water consumption as well as protect its alternative groundwater source: the shallow aquifer beneath the Village. In portions of Hampshire, including undeveloped land in the Crown Community Development property at Prairie Ridge, there is a high potential for land uses -- such as residential development -- to contaminate the shallow aquifer.

Village Capacity

Stakeholders indicated that Hampshire might struggle to attract economic development and funding due to lack of staff and resources. The Village has a small staff that mostly needs to focus on day-to-day administrative activities. Additional staff and resources, if available, could focus more attention on planning, economic development, business retention/attraction, relationship-building, and securing outside funding.

Within the spirit of improving governance, the committee structure of the Village Board has not been restructured in quite some time, and the development and permitting approval processes, as well as the Revolving Loan Fund, are difficult for potential users of these processes to navigate and understand. This may deter investment and discourage local business development. Funding is scarce for additional staff, programs, business development, and maintenance.

Chapter 3: RECOMMENDATIONS



Recommended Future Projects

Hampshire would benefit from a wide variety of planning efforts that could address its future needs and investment priorities for its commercial corridors, residential areas, infrastructure, transportation system, and parks and open space. A comprehensive plan is one way to address these needs, but may not be the highest priority for Hampshire.

Primary Recommendation

According to many stakeholders interviewed, the pace and scale of economic growth has fallen short of residents' expectations. A cohesive approach to economic development is needed in Hampshire to synthesize previous planning efforts while focusing on current market conditions and future land uses. CMAP recommends that the Village of Hampshire create an Economic Development Plan as an appendix or update to the existing Comprehensive Plan. This type of effort would build upon past initiatives, bringing them together to help shape a more cohesive vision based on current market conditions and identify opportunities for industrial, commercial, residential, and civic/public land uses. An Economic Development Plan would provide a detailed and thorough identification and evaluation of Hampshire's land use concentrations, significant employers and employment sectors, regulatory restrictions, exterior physical conditions (existing infrastructure and community assets), and primary corridors. Existing challenges and factors that discourage business investment would be identified, and a SWOT Analysis (strengths, weaknesses, opportunities, and threats) would be performed. Strategic recommendations for the preservation, development, and redevelopment of compatible land uses throughout the Village would be outlined, and specific strategies to address the underdeveloped and stalled subdivisions within current Village boundaries should be included.

An industry cluster market analysis should be performed to determine if the Village can support additional manufacturing, retail, commercial, and industrial uses. This effort should pay special attention to the Industrial Drive park area, the I-90/Route 20 interchange, the undeveloped portions of the Village, the downtown, and the potential for retail along the Route 72 and Route 20 corridors. The overall plan would serve as a practical guide for elected officials, Village staff, property owners, community residents, and potential investors, allowing them to make informed administrative and implementation decisions about future efforts that affect land use, transportation, infrastructure, urban design and identity, and capital improvements throughout the Village.

The implementation of the plan and success of Hampshire would be the combined responsibility of Village leadership and staff, property owners, businesses, community organizations, and residents. In recognition of the different roles organizations play within the Village, the plan should include a prioritized list of near-term steps to be taken after adoption and identify which groups would play a role in these specific steps. Given the Village's limited capacity to undertake new projects, the plan should include information about additional resources that support implementation activities, including training for municipal officials and staff, and currently available grant programs.

Additional Recommendations

Build Capacity to Direct Future Development

While expanding staff to take on economic development activities is the recommended course of action, the Village may consider working closely with Kane County Development and Community Services staff to augment capacity issues until funding is available to hire additional staff. The County is willing and able to guide and advise communities on planning issues as well as help pursue funding for specific activities or capital improvements through available local, state, and federal programs. CMAP encourages the Village of Hampshire to develop a close relationship with the County in order to strengthen Village capacity.

GO TO 2040 notes that the building blocks of local planning for livable communities are high-quality plans, ordinances, and other regulations that are consistent with adopted plans, and trained and educated decision-makers. CMAP recommends that the Village apply to CMAP for Plan Commissioner training in order to strengthen the decision-making process, learn best practices, and effectively work to improve Village processes.

Additionally, CMAP recommends that the Village also apply for capacity-building training for staff through the LTA program. This type of training facilitate improved expertise and performance in planning, zoning, and implementation activities. These trainings will build local capacity and empower the Village to take steps to improve the economic position of the Village in the region.

Create and Enhance Partnerships

Efficient governance is a critical component of GO TO 2040, and will be addressed in ON TO 2050 through recommendations suggesting intergovernmental coordination, greater regional and subregional collaboration, and service sharing. Encouraging strategic coordination among municipal governments can ensure the continued delivery of high-quality local services to the region's residents, and may improve efficiency.

Many stakeholders suggested that Hampshire could reach out to neighbors for advice on ways to collaborate and/or identify opportunities to share resources. CMAP suggests that Hampshire reaches out to its neighbors to identify best practices, and opportunities for collaboration on regional issues (such as retail attraction, natural resource conservation, fleet maintenance, etc.). Hampshire currently belongs to two subregional coordinating groups it could engage more robustly: the Metro West Council of Governments and the Northwestern Water Planning Alliance. Participating more actively in both of these groups will allow the Village to learn about and incorporate best practices that have been successful in nearby communities with similar goals.

Exploring shared agreements with Burlington and/or Pingree Grove would give Hampshire an opportunity to improve service efficiency, identify ways to eliminate duplicative efforts that would benefit multiple communities, and learn what has been successful in neighboring towns.

Natural Resource Conservation

Hampshire is fortunate to enjoy a high quality natural environment, which contributes the Village's rural character and quality of life. To ensure the quality of Hampshire's natural assets into the future, the Village should consider taking steps to protect and preserve prime farmland, local waters, and open space by updating local policies and procedures to reflect conservation best practices.

The Northwestern Water Planning Alliance can help Hampshire take steps to manage water demand and consumption through the WaterSense Partnership. Water demand is dependent on a variety of factors (including housing types, mix of industrial and commercial activities, utility capacity, and local ordinances) and specific strategies may work better in certain areas.¹ By becoming a WaterSense Partner, the Village will have access to free outreach and educational materials to disseminate to residents and businesses. Participation entails the completion of a registration form and a one page form describing annual promotional activities (e.g., communicating water conservation messages to the community, participating in Fix a Leak Week, and requiring EPA WaterSense-labeled products in rebates). Thirty municipalities and counties in northeastern Illinois have become EPA WaterSense Partners as of April 2017.

In addition to participating in WaterSense, Hampshire can evaluate existing policies, such as its existing lawn watering ordinance, for their impact on the Village's aggregate water consumption. Along these lines,

Hampshire may also wish to increase the price of water delivered to residential consumers to encourage lower per capita consumption over time.

The Village should consider collaborating with Kane County Government to implement the Kane County 2040 Green Infrastructure Plan² adopted by the Kane County Board in 2013. The Green Infrastructure Plan and Map provides relevant resource mapping and recommendations for green infrastructure priorities and approaches. The Village of Hampshire enjoys the natural resources in the Hampshire and Hampshire North Forest Preserves; along Hampshire and Harmony Creeks as well as within ADID wetlands and remnant oak woodlands. It is recommended that the Village use the Green Infrastructure Plan as a guide to plan and implement projects at the regional, community, neighborhood, and site levels addressing current issues of water resource management, biodiversity, conservation, water supply, public health, climate change, and economic development.

Additionally, the Village should recognize the value of remnant oak woodlands within the Village. The Kane County 2040 Green Infrastructure Map indicates the locations of existing remnant oak woodlands throughout Kane County. The Oak Ecosystem Recovery Plan³ and Executive Summary⁴ offers information about the ecosystem services oaks provide including habitat for hundreds of species; water regulation; carbon storage; reduction in energy use and greenhouse gas emissions as well as natural beauty. The Plan also provides guidance in protecting, maintaining, and improving this natural resource.

- 1 EPA WaterSense Partnership. https://www3.epa.gov/watersense/docs/part2_508.pdf
- 2 Kane County, 2040 Green Infrastructure Plan. <http://www.countyofkane.org/FDER/Pages/development/planning.aspx>
- 3 Kane County, Oak Ecosystem Recovery Plan. https://www.dnr.illinois.gov/conservation/IWAP/Documents/Chicago_Wilderness_Oak_Ecosystem_Recovery_Plan.pdf
- 4 Kane County, Oak Ecosystem Recovery Plan Executive Summary. http://c.ymcdn.com/sites/www.chicagowilderness.org/resource/resmgr/News_Photos/CW_OakERP-ExecSum-07.31.15-E.pdf
- 5 Kane County, 2040 Energy Plan. http://www.countyofkane.org/Documents/Office_of_Community_Reinvestment/Energy_Efficiency_and_Conservation_Block_Grants/Kane_County_2040_Energy_Plan/KC2040EnergyPlan_final.pdf

It is also recommended that the Village follow the residential and commercial and industrial strategies in the Kane County 2040 Energy Plan⁵ to reduce energy consumption that will lead to both economic and environmental benefits. Retrofitting existing buildings; developing green building standards and programs for new construction; and encouraging on-site renewable energy and behavior modification can go a long way toward saving energy and money as well as managing changing energy needs that will accompany projected growth.

Finally, the Village's subdivision design ordinances could address open space and natural resource protection through more explicit conservation design requirements. Conservation design is an integrated approach that facilitates development while also taking into account, and conserving, the natural landscape and ecology of the development site. Updating regulations to include development and design standards for conservation design would establish clear expectations for developers and encourage environmentally responsible development.

Developer Discussion Panel

Nearly every interviewed stakeholder discussed opportunities for development and growth in Hampshire, suggesting a variety of commercial, industrial, and residential development that they thought would be beneficial for the future of the Village. Many stakeholders saw a need to increase the number of jobs and residents in Hampshire in order to expand the Village's tax base. That said, it can be very difficult to create market demand for these land uses where none exists.

A common observation noted during stakeholder interviews was the necessity to travel outside the Village to fulfill most shopping and entertainment needs. Many interviewed stakeholders offered their opinions on why more development had not occurred in the Village. Some suggested that there simply was not enough demand, which is likely true. Overall, stakeholder comments—along with a review of previous plans and studies—reveal a gap between past expectations for Hampshire's economic growth and its current reality.

Once the Village takes time to build capacity and completes an Economic Development Plan, Hampshire may consider soliciting guidance and advice from development experts through a CMAP-funded Urban Land Institute (ULI) Discussion Panel as a next step. ULI is a membership-based, non-profit global research and education organization focusing on providing leadership for “the responsible use of land and in creating and sustaining thriving communities worldwide.” Their membership base allows ULI to have access to the widest range of development expertise in the region and can customize each Developer Panel to the needs and goals of a specific community. These half-day panel discussions, consisting of three to five development experts, are designed to provide candid, unbiased advice on ways to attract development, align planning goals with existing efforts, and give a snapshot of the current market.

As unbiased experts, panelists are able to use their industry knowledge and experience to offer honest feedback that typically provides new perspectives and ideas for communities. Given Hampshire's challenges and opportunities in attracting new development, the Village should consider applying through the CMAP LTA Program in 2018 or 2019 to be considered for a ULI Developer Discussion Panel.

Community Health

The Village of Hampshire should make land use and transportation decisions that ensure social, economic, and built environments contribute to good health, economic vitality, and encourage behaviors that lead to a healthy, high quality of life. In order to address this and ensure that community health is always a focus, the Village should support the Kane County Health Department in their ongoing implementation of the Kane County Community Health Improvement Plan⁶. The Village should also work with the School Districts to create and promote healthy campaigns and policies. Supporting sustainable agricultural activities and the production of locally grown food and other agricultural products should remain a practice in Hampshire, and working with partners to focus on community health should be an element of all planning and economic development efforts.

6 Kane County, Community Health Improvement Plan. <http://kanehealth.com/chip.htm>



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive, Suite 800
Chicago, IL 60606

312-454-0400
info@cmaphillinois.gov

www.cmapillinois.gov