

Chapter I, Community Assessment

Introduction

Chapter I is a description of the history, demographics, and physical characteristics of the Village of Hampshire and its planning area. This information provides the background that is essential toward understanding the goals and objectives, policies and recommendations for future land use in Chapters III, IV and V. Tables that present information on population, housing, employment and existing land use create the backdrop for the conclusions reached in this and subsequent chapters of this plan.

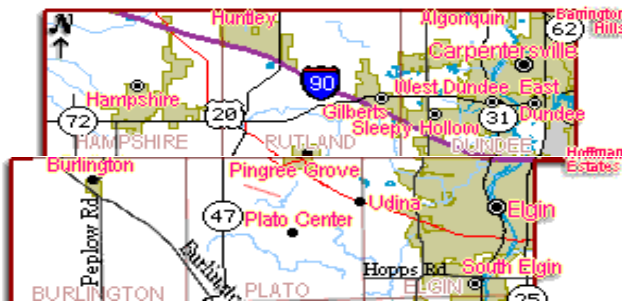
Hampshire's History

The Village of Hampshire evolved from a settlement that was established in the early 19th century. Toward the end of 1835, the Tecumseh and Blackhawk Indian tribes left northern Illinois and Wisconsin. Shortly afterwards, small settlements were being created throughout the northern portion of the prairie state. One of these settlements was Henpeck, the first home for those who established Hampshire.

Henpeck was strategically located along the road to Galena along what is now US 20. Henpeck provided an ideal resting place for travelers heading west on US 20. In 1875, Samuel C. Rowell realized that the new Chicago Pacific Railroad would have a significant impact on the area, and moved his general store to a site that is now the northeast corner of State Street and Washington Avenue. In May of 1876, the first train passed through the area, and on November 9, 1876, the Village of Hampshire was incorporated.

The original settlement patterns of Hampshire are still evident. Its main commercial development remains centered on the railroad, and residential development extends from State Street east and west along tree-lined residential streets, south to Illinois Route 72. Today, this part of town still serves as the Village's primary retail and activity hub, and is the area that most associate with Hampshire.

Hampshire celebrated its 127th anniversary in November 2003. Its population has grown to more than 3,800 people and its location, with access to rail, I-90 and major highways makes it attractive to developers and families wishing to live on the edge of the Chicago-metropolitan area. There has been steady population growth and business expansion over the past decade, and Hampshire has worked to maintain the small-town atmosphere that has attracted so many new residents while promoting new growth and development.



Community Character

The Village is a predominantly residential community located approximately 50 miles west of the City of Chicago. (See **Figure I-1, Location Map**.) Hampshire has a downtown area that spans both sides of the Chicago-Northwestern Railroad tracks that provides identity and makes Hampshire functionally

distinct and different from its neighbors. This historic center is surrounded by agricultural fields and rural housing developed on lots that are four acres or larger. Many of these lots include equestrian facilities or farm animals reminiscent of the agricultural land uses that have historically dominated this part of Kane County.

Insert Location Map, Figure I-1 here

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People have had a tendency to live in Hampshire for many generations and there is a great loyalty to the town. Hampshire's quality of education and attention to individual students continues to keep families in Hampshire and attracts new residents. Its elementary, middle and high schools are part of Community Unit School District #300. Also, the Village proudly boasts of two parks that are the site of numerous organized activities: Bruce Ream Memorial Park and Township Park. Bruce Ream Memorial Park has recently added the "field of dreams", a lighted baseball field.

No description of Hampshire would be complete without mention of Coon Creek Country Days in August. The annual event includes corn boiled by an antique steam engine, a pork roast and four days of family activities. This event, coupled with related civic activities and local volunteerism, represent the sense of pride and commitment Hampshire residents have toward their community.

Hampshire's Chamber of Commerce is a voluntary organization that consists of representatives of business, service, retail, home office and private citizens. The Chamber's primary purpose is to advance the commercial, industrial and community interests of Hampshire and its surrounding area. Cooperative efforts by the Village and the Chamber help Hampshire continue to be a progressive Village, while maintaining its country heritage and charm.



Existing Land Use

Incorporated Hampshire is approximately 12 square-miles in size. However, the planning area for the purpose of this land use plan is nearly 42 square-miles in area. (See **Figure I-2, Existing Land Use**, next page.) This reflects the fact that Hampshire wants to be able to determine the type, pattern and intensity of land use that will develop in its planning area at ultimate development. This planning area includes a portion of McHenry County, north of the Northwest Tollway (I-90). The incorporated communities of Huntley (northeast), Burlington (south), Gilberts, Pingree Grove (east), and Marengo (northwest) are Hampshire's closest neighbors. Hampshire has had a boundary agreement with Huntley and Burlington for some time, but recently established boundary agreements with Gilberts and the City of Elgin (which is extending westward). Like Hampshire, these communities are facing pressure for growth and development.

The municipal boundary has been modified in recent years to accommodate annexations for residential and commercial development. One of these annexations allowed the incorporation of interchange commercial at the I-90 and US 20 interchange by expanding the community north of I-90. (See **Figure I-2.**) Easy access to I-90 and Hampshire's close proximity to Chicago and Rockford have provided significant advantages to both businesses and residents.

Hampshire's existing pattern of land use is illustrated on **Figure I-2** and quantified on **Table I-1, Existing Land Use, Village of Hampshire and Planning Area**. This table provides a percentage breakdown of land uses both within the incorporated community as well as its 42 square-mile planning area. The predominant land use in within the Village limits is agriculture

Insert Figure I-2, Existing Land Use, here

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(60.5%). This is a result of the recent annexation of land from the Village's center north to I-90. Single-family residences represent the highest percent of land uses following agriculture (15.35%). This includes estate residences on lots from 1¼ acres to 4 acres in size and more traditional single-family residential neighborhoods with lots typically 12,000 square feet or less. If agriculture is removed from the existing land use calculation, this use increases to 38.86%, which is a typical percentage for small communities.

Medium- and high-density housing generally consisting of duplex units and townhomes (and some apartments) account for less than 1.5% of the total land uses within the community, if agriculture is included as a land use. This percentage increases to approximately 3.0% if the agricultural lands are removed from the land use calculations. The number of dwellings in multiple-family units is similar to that which is often found in communities whose demographic makeup and size is similar to Hampshire.

**Table I-1
Existing Land Use, Village of Hampshire and Planning Area
Hampshire 2004 Comprehensive Plan**

Land Use Classification	Municipal Limits		Outside Municipal		Total Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Agriculture	1,841.82	60.50%	20,172.55	85.18%	22,014.37	82.37%
Agribusiness	0.00	0.00%	424.98	1.79%	424.98	1.59%
Forest Preserve/Open Space	68.16	2.24%	285.74	1.21%	353.90	1.32%
Parks and Recreation	29.72	0.98%	6.43	0.03%	36.15	0.14%
Stormwater Basins and Farm Ponds	56.32	1.85%	91.88	0.39%	148.20	0.55%
Estate Res. (0.24 to 0.80 acres/unit)	131.30	4.31%	1,728.08	7.30%	1,859.38	6.96%
Large Lot Res. (0.80 to 1.25 units/acre)	57.54	1.89%	98.53	0.42%	156.07	0.58%
Low-Density Res. (1.25 to 2.0 units/acre)	278.53	9.15%	-	0.00%	278.53	1.05%
Med.-Density Res. (2.0 to 4.0 units/acre)	16.78	0.55%	-	0.00%	16.78	0.06%
Med.-Density Res. (4.0 to 7.0 units/acre)	19.12	0.63%	-	0.00%	19.12	0.07%
Institutional	45.00	1.48%	31.55	0.13%	76.55	0.29%
Municipal/Governmental	22.05	0.72%	-	0.00%	22.05	0.08%
Historic Business District	9.10	0.30%	-	0.00%	9.10	0.03%
Community Commercial Center	29.30	0.96%	55.29	0.23%	84.59	0.32%
Regional Commercial	-	0.00%	-	0.00%	-	0.00%
Interchange Commercial	60.57	1.99%	122.87	0.52%	183.44	0.69%
Office	-	0.00%	-	0.00%	-	0.00%
Business Park	73.09	2.40%	22.87	0.10%	95.96	0.36%
Industrial and Warehouse Distribution	156.33	5.14%	103.46	0.44%	259.79	0.97%
Major Roads	149.66	4.92%	536.65	2.27%	686.31	2.57%
Totals	3,044.39	100.00%	23,680.88	100.00%	26,725.27	100.00%

Notes:

- Calculations for major roads include:

Allen Road	I-90	Hennig Road
Big timber Road	Illinois Route 72	US 20
Illinois Route 47	Brier Hill Road	Ketchum Road
Widmayer Road	Gast Road	

Concentrations of retail and service businesses exist north of I-90 in unincorporated Harmony and around the I-90 and US 20 interchange. Other areas where retail uses predominate include Hampshire's existing downtown and along both sides of Illinois Route 72 within incorporated Hampshire. Some retail also exists at Starks and Allen's Corners. Collectively, these uses account for 3.25% of the total land uses in incorporated Hampshire, but the percentage increases to more than 8% if the agricultural lands are removed from this calculation. The interchange commercial accounts for more than half of the total retail and service businesses that exist in Hampshire, and provides an economic base that has provided benefit to the community without increasing traffic through the center of town.

While business park development exists in Hampshire, with office, warehouse/distribution and light manufacturing uses, there are no large-scale office parks or complexes. This is unusual for a community that has frontage along and access to a major interstate highway. It is expected that this will change as Hampshire and its neighbors grow and such development

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continues to move west. Also, the percent of land allocated to business park and industrial uses, which is about 7.5% if calculated with agricultural lands and 19.0% without these lands, is somewhat low considering the access that is provided to this region by I-90, US 20, Illinois Route 72 and Illinois Route 47. Expanding these uses to increase taxes for Village services was determined to be a primary focus of this plan update.

Approximately 5.0% of the total acres is in forest preserve, parks and other recreational uses. The percentage allocated to these uses increases to 12.8% if existing agricultural lands are excluded from land use calculations. Finding ways to increase recreation and open space as part of this plan was determined to be critical, to preserve some of the rural character and identity that exists today. Also, the need to provide regional, community and neighborhood parks will increase as Hampshire's population grows.

The remaining uses, municipal and governmental, and institutional represent 2.2% of the land uses in incorporated Hampshire if agricultural lands are included in the calculation and nearly 5.6% if those lands are not. These uses, which include the Village Hall, schools and churches, are expected to increase as Hampshire grows.

A description of each of the land uses represented on Figure I-2 and Table I-1 are included in **Appendix A**.

Demographic Profile

The tables that follow provide an overview of the demographic make-up of Hampshire. Some of these tables include data for Huntley, Burlington, Pingree Grove, Marengo, Gilberts and Kane County, which provides a framework for how Hampshire compares with its closest neighbors.

Population:

Table I-2 shows that the rate of population growth in Hampshire exceeds that of Kane County overall, but is substantially less than Huntley to the north or Gilberts to the east. However, the 2020 projections made by NIPC do not take into consideration projects that are currently being reviewed by Hampshire, which could add another 13,413 persons or more to the community within a seven- to ten-year time frame. (See **Chapter II, Planning Factors**.) The recently completed NIPC 2030 forecasts confirm that western Kane County is succumbing to development pressure and growing. The projected population for Hampshire by 2030 is 20,393, a 436% increase within 27 years.

**Table I-2
Population Growth Trends and Projections**

	1990	2000	Percent Change	2020	Percent Change	2030
Hampshire	1,843	2,900 ¹	57%	5,143	77%	20,393
Burlington	400	452	13%	652	44%	14,994
Gilberts	987	2,279	131%	7,186	215%	6,891
Huntley	2,453	5,730	134%	38,789	577%	44,435
Marengo	4,768	6,355	33%	7,825	23%	18,213
Pingree Grove	138	124	-10%	266	115%	16,908
Kane County	317,471	404,119	27%	552,034	37%	692,346

Source: 1990 Census, 2000 Census, NIPC 2020 Forecast (ORD option) and NIPC 2030 Forecast

¹ Hampshire's recently completed October 2003 Special Census shows its population has grown to 3,805.

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Table I-3, below, identifies nearly one-fourth of the total population of Hampshire as “school-age”. Demand on schools, parks and other community facilities will increase as the Village continues to expand, adding residential subdivisions to the community.

**Table I-3
Age Distribution, Hampshire**

Category	1990		2000	
	Number	Percent	Number	Percent
Under 5 years	140	7.6%	224	7.7%
5 to 19 years	--	--	710	24.5%
5 to 24 years	537	29.1%	--	--
20 to 24 years	N/A	N/A	124	4.2%
25 to 44 years	579	31.4%	930	32.1%
45 to 54 years	192	10.4%	355	12.2%
55 to 59 years	68	3.7%	127	4.4%
60 to 64 years	78	4.2%	103	3.6%
65 to 74 years	134	7.3%	176	6.1%
75 to 84 years	85	4.6%	114	3.9%
85 years and over	30	1.6%	37	1.3%
Median Age 2000	35 years		Male	Female
			33.3	37.1

Source: 1990 Census, 2000 Census

The median age is 35, and the largest age cohort is 25 to 44. Adults in this category are typically:

- Moving to larger homes to accommodate growing families
- Choosing a community within which to raise their families

Also, the number of individuals from 45 to 64 years of age has grown from 338 to 585, although the percentage of the overall population has remained the same. This group is likely to have the most discretionary income, and may want to see restaurants, entertainment and other goods and services become available as Hampshire grows.

Although the percent of persons 65 and over has dropped over the last 10 years (from 13.5% to 11.3%), the number of individuals in this age bracket has increased from 249 to 327, or 3%. This is consistent with national trends. The plan will address the needs of older adults, including maintenance-free living and congregate care for those who choose to remain in Hampshire as they age.

**Table I-4
Racial Distribution, Hampshire**

	1990	Percent	2000	Percent
White	1,829	99.2%	2,848	98.2%
Black or African American	1	0.1%	3	0.1%
American Indian/Eskimo	7	0.4%	11	0.4%
Asian/Pacific Islander	1	0.1%	4	0.1%
Other	5	0.3%	34	1.2%
Total	1,843	100%	2,900	100%
Hispanic Origin	36	2.0%	70	2.4%

Source: 1990 Census, 2000 Census

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Hampshire is predominantly white. (See **Table I-4, Racial Distribution, Hampshire.**) Little change in the racial and ethnic make-up of the community has occurred over the past 10 years. This includes persons of Hispanic origin, who represented 2.4% of the total population in Hampshire in 2000, as compared to Kane County, whose Hispanic population in the year 2000 was 24% of the total population. Nationwide, the Hispanic population has increased from 9% to 12.5% over the past ten years.

Table I-5, 1999 Income Characteristics shows that median household income, \$58,519, is comparable to Huntley (\$60,456) and Kane County (\$59,351), but higher than neighboring Marengo (\$50,214). The mean, or average household earnings (\$61,557) is comparable to Huntley (\$62,669) and higher than Marengo (\$58,579), but less than Kane County (\$71,848). Also, the number of persons residing in Hampshire that are below the poverty line (83) is less than neighboring communities and Kane County, but comparable to Huntley on a percentage basis.

**Table I-5
1999 Income Characteristics**

	Hampshire		Huntley		Marengo		Kane County	
	Number	%	Number	%	Number	%	Number	%
Household Income								
Households	1,022	100%	2,343	100%	2,349	100%	133,733	100%
Less than \$10,000	39	3.8%	56	2.4%	77	3.3%	5,511	4.1%
\$10,000-\$14,999	24	2.3%	77	3.3%	76	3.2%	4,486	3.4%
\$15,000-\$24,999	68	6.7%	145	6.2%	297	12.6%	11,012	8.2%
\$25,000-\$34,999	101	9.9%	231	9.9%	300	12.8%	12,658	9.5%
\$35,000-\$49,999	185	18.1%	416	17.8%	418	17.8%	20,694	15.5%
\$50,000-\$74,999	268	26.2%	703	30.0%	593	25.2%	31,358	23.4%
\$75,000-\$99,999	212	20.7%	331	14.1%	329	14.0%	20,750	15.5%
\$100,000-\$149,999	95	9.3%	290	12.4%	183	7.8%	17,472	13.1%
\$150,000-\$199,999	15	1.5%	38	1.6%	52	2.2%	5,128	3.8%
\$200,000 or more	15	1.5%	56	2.4%	24	1.0%	4,664	3.5%
Mean Earnings								
Household	\$61,557	—	\$62,669	—	\$58,579	—	\$71,848	—
Median Income								
Household	\$58,519	—	\$60,456	—	\$50,214	—	\$59,351	—
Per Capita Income	\$22,143	—	\$27,451	—	\$22,225	—	\$24,315	—
Persons Below Poverty	83	2.9%	157	2.7%	273	4.3%	26,587	6.6%

Source: 2000 Census

Housing:

More than 78% of the homes in Hampshire were built after 1939. Of these, 37% have been constructed over the past 10 years, reflecting the pressures for growth and development in this community. (See **Table I-6, Housing Characteristics**, page 9.) Conversely, nearly 22% of the homes in Hampshire were constructed in 1939 or before. These homes, situated in the downtown area of Hampshire, offer diversity in housing stock and add to the ambiance of the community.

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Median home value has increased from \$92,300 to \$157,700. This compares to Huntley, Marengo and Kane County which have median home values of \$191,600, \$140,400 and \$160,400, respectively.

The percentage of owner-occupied housing had increased from 78.1% to 81.1%. This number includes owner-occupied multiple-family dwellings such as duplexes and townhomes that were constructed before 2000. Although the number of renter-occupied units increased by 51 the percentage of rental units in Hampshire actually decreased over the past decade. The need to diversify housing for all age groups and income levels will be explored during this plan update. The vacancy rate has increased from 1.5% to 3.4%. Local real estate agents believe this is because developers were building spec homes, which were factored into the 2000 vacancy rate.

**Table I-6
Housing Characteristics**

	1990	Percent	2000	Percent
Total Units	653	100%	1,051	100%
Built 1990 - March 2000	—	—	391	37.9%
Built 1980 - 1989*	68	10.4%	73	7.1%
Built 1970 - 1979	146	22.3%	117	11.3%
Built 1960 - 1969	75	11.5%	58	5.6%
Built 1940 - 1959	180	27.5%	170	16.5%
Built 1939 or Earlier	186	28.4%	222	21.5%
Occupied Housing units	643	98.5%	1,015	96.6%
Vacant Housing units	10	1.5%	36	3.4%
Owner Occupied	502	78.1%	823	81.1%
Renter Occupied	141	21.9%	192	18.9%
Median Home Value	\$92,300		\$157,700	

Source: 1990 Census, 2000 Census

*Data includes homes constructed from 1980 though March of 1990

Hampshire is a predominantly single-family residential community, with more than 78% of its dwellings consisting of single-family detached homes. (See **Table I-7, Units in Structure 2000**, below). Duplexes appear to be an alternative to single-family dwellings, because they can be constructed on less land but offer most of the benefits of single-family detached housing (i.e., front and rear yards and three of four sides that are open to light and air).

At the time of the census, only 7.5% of the housing in Hampshire was in townhomes or other multiple-family dwellings. As employment opportunities increase in the planning area (particularly near I-90), the need for workforce housing will grow. Additional areas for multiple-housing has been considered and proposed as part of this plan update. (See **Chapter III, Future Land Use**).

**Table I-7
Units in Structure, 2000**

Unit	Number	Percent
1-unit, detached	811	78.6%
1-unit attached	104	10.1%
2 units	39	3.8%
3 or 4 units	42	4.1%
5 to 9 units	29	2.8%
10 to 19 units	6	0.6%
20 or more units	–	–
Mobile home	–	–
Total units	1,031	100%

Source: 2000 Census

Hampshire offers a range of housing prices for individuals seeking to move within and into the community. **Table I-8, Value, Owner-Occupied Units**, provides a “picture” of the value of homes within incorporated Hampshire, and includes owner-occupied multiple-family dwellings such as duplexes and townhomes.

Nearly 42% of the homes in Hampshire fall within the \$100,000 to \$149,000 bracket. Another 55.2% exceed \$150,000, even though the median value is \$157,000.

**Table I-8
Value, Owner-Occupied Units**

Value	Number	Percent
Less than \$50,000	4	0.5%
\$50,00 to \$99,999	19	2.5%
\$100,000 to \$149,999	324	41.9%
\$150,000 to \$199,999	203	26.2%
\$200,000 to \$299,999	215	27.8%
\$300,000 to \$499,999	9	1.2%
\$500,000 to \$999,000	–	–
Total Owner-Occupied Units:	774	100%
Median Value (dollars)		\$157,700

Source: 2000 Census

The number of persons that have lived in the same house in Hampshire for more than five years is more than 50% (51.5%). (See **Table I-9, Housing Tenure, Occupied Units**.) Of the 48% that have lived in a different house, nearly 25% (24.4%) lived in Kane County. The decision to move to Hampshire from other areas in the County is likely to be based on a variety of factors, including:

- Small town character.
- Open space.
- Access to I-90.
- Quality and price of housing stock.

**Table I-9
Housing Tenure, Occupied Units**

Tenure	Population	
	Number	Percent
Population 5 years and older	2,686	100%
Same house in 1995	1,283	51.5%
Different house in US in 1995	1,296	48.3%
Same County	655	24.4%
Same state	488	18.2%
Different state	153	5.7%
Elsewhere in 1995	7	0.3%

Source: 2000 Census

Employment:

Table I-10, Employment by Industry, Year 2000 identifies sectors of employment for Hampshire’s residents. Those working in the manufacturing and wholesale sectors make up approximately 20% of the population. Nearly 50% (49.9%) work in “white collar” jobs. Illinois Route 72, US 20 and I-90 provide convenient commuting routes for individuals working in the City of Chicago or its suburbs.

**Table I-10
Employment by Industry, Year 2000**

Industry	Hampshire		Kane County	
	Number	Percent	Number	Percent
Agriculture, forestry, hunting and mining	20	1.2%	1,196	0.6%
Construction	154	9.6%	14,549	7.4%
Manufacturing	235	14.6%	40,752	20.8%
Wholesale trade	81	5.0%	9,446	4.8%
Retail trade	229	14.3%	22,459	11.4%
Transportation and warehousing	85	5.3%	9,661	4.9%
Information	27	1.7%	6,601	3.4%
Finance, insurance and real estate	90	5.6%	13,411	6.8%
Professional, scientific, management	154	9.6%	20,575	10.5%
Educational, health and social services	270	16.8%	30,608	15.6%
Arts, entertainment and recreation	113	7.0%	13,781	7.0%
Other services	102	6.3%	7,991	4.1%
Public administration	47	2.9%	5,154	2.6%

Source: 2000 Census

The largest employers in Hampshire are W.R. Meadows and Hampshire Specialty Products. (See **Table I-11, Major Employers in Hampshire**, page 12.) Together they employ over 900 persons.

Today, Hampshire has fewer employment opportunities than neighboring Huntley and Marengo. However, its location and access to transportation provides opportunities to increase this employment base.

**Table I-11
Major Employers in Hampshire**

Employer	Product/Service	Number of Employees
Lunt Manufacturing Company, Inc.	Magnesium Die Casting	247
Seigle's Home and Building Center	Construction of Trusses	200
H. R. Meadows	Construction Products	100
Minerallac	Fastening Devices for Electric Industry	85
Elgiloy	Rolling Mill	75
Hampshire Specialty Products	Thermoplastics	72
Poli-Film America, Inc.	Manufacture and Distribute Protective Films	65
Hytel Group, Inc.	Manufacture Hybrid Electronics	60

Source: Illinois Department of Commerce and Community Affairs, 2002 Community Profiles
Updated November 2003 by Schmuttee & Associates

The lack of a commuter rail line or bus requires residents to commute to work by automobile. However, nearly 85% of persons 16 years of age or older who commute to work, drive alone. (See **Table I-12, Commuting to Work**, below.) This is consistent with the desire of most people to be independent with respect to times they travel, the hours spent at work, and the activities that are carried out after the work day is ended (food, entertainment, shopping, etc.).

**Table I-12
Commuting to Work**

Persons 16 years and older	Number	Percent
Car, truck or van (drove alone)	1,343	84.4%
Car, truck or van (carpooled)	99	6.2%
Public transportation (including cab)	20	1.3%
Walked	47	3.0%
Other means	25	1.6%
Worked at home	57	3.6%
Mean travel time to work (minutes)	27.2	-

Source: 2000 Census