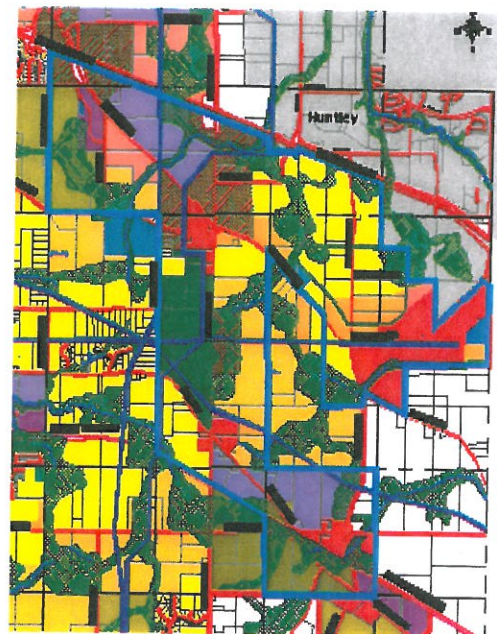


Subarea Plan

Hampshire recognizes that there has been a shift from traditional manufacturing jobs to more office, research and service businesses and that the I-90 corridor offers the opportunity to capitalize on these trends. The I-90 corridor through Kane County already has experienced large office and research facilities such as Matsuhita, Motorola and First Card in Elgin and Sears and Ameritech headquarters in Hoffman Estates.

Hampshire's recent opening of Elgiloy Specialty Metals plant, Polifilm America, the 147-acre Hampshire Woods Business Park and the proposed 670-acre mixed-use Brier Hill Crossings are evidence of such trends. These developments have been stimulated by the County's low taxes, lower land prices and convenient access from major transportation routes.



To establish a framework for land development along the urbanizing I-90 corridor, a subarea of the comprehensive plan was created. This allowed Hampshire to concentrate planning efforts in one of its most viable locations for economic development. This subarea can be roughly defined by a mile wide corridor along U.S. Route 20 from the Northwest Tollway to Starks. It encompasses the existing interchange near U.S. Route 20, a potential second interchange at I-90 and Brier Hill Road, the Hampshire Forest Preserve, Allen's Corners and Starks, consistent with Huntley's adopted Comprehensive Plan (See **Figure III-1, Subarea Plan**, above and next page.)

Planning goals that were created for this area include:

- Expand the community's economic base through annexation and continued development of the I-90 corridor and Starks areas.
- Promote workforce housing near business park and retail commercial uses to take advantage of the proximity to employment, thereby reducing commuting time, and to attract new businesses to this subarea by providing a strong labor supply.
- Require new residential and non-residential development to meet Hampshire's high standards with respect to architectural and site design and environmental sensitivity.
- Restrict development within floodplains, wetlands, steep slopes and wooded areas.
- Create a system of greenways that protect these resources and provide opportunities for recreational development and trails that link residential neighborhoods, tie into the forest preserve and provide pedestrian access to schools, new retail, and other destination uses.
- Construct roadways and develop a hierarchy of streets to move traffic through the subarea safely and efficiently, minimizing traffic-related impacts to Hampshire and its residents.
- Limit the number of access points to arterial streets.
- Work with Kane County to develop an inter-modal transportation system along the I & M Railroad (west of Hampshire's current boundaries) that reduces congestion, adds to the available travel options, increases personal mobility and enhances the quality of life.

Insert Figure III-1, Subarea Plan Here

- Promote development in this subarea that has a demonstrated positive fiscal impact on Hampshire.
- Provide a 15 acre dedicated site for Community Unit School District #300, to serve future residents in this subarea.
- Enhance the identity and image of Hampshire along this major gateway.
- Provide a diverse range of housing to support planned retail and business uses, multiple-family residential and senior housing.
- Preserve lands that have the highest potential for future job creation and economic development from residential development according to Figure III-1.
- Preserve the physical environment and countryside character south of I-90 as much as possible through:
 - Subdivisions that maintain a significant amount of open space (40% or more).
 - Corridors along major roadways that maintain the character of Hampshire's rural landscape.

Figure III-1, Subarea Plan, shows the type, pattern and intensity of land uses planned within this seven square-mile subarea. This graphic shows residential and retail commercial and business park uses along I-90, consistent with the goals for the subarea. Other key factors that affected land distribution identified in this graphic included:

- The recognition that the I-90 corridor offers Hampshire the greatest opportunity for economic development.
- The potential for regional commercial development along I-90 where access and visibility make land attractive for such development. The spacing between malls in the surrounding area, coupled with growth expected in Hampshire and neighboring communities, suggest that this area could include large-scale commercial centers with destination-oriented uses such as major department stores, furniture stores, home improvement stores, etc.
- The understanding that retail commercial needs to be supported by residential housing.
- A decision to concentrate retail commercial land uses at key intersections, rather than allow continuous strip development (shallow, individual lot development with frequent curb cuts) along major roadways, including US 20, Big Timber Road, Illinois Route 47 and Illinois Route 72.
- Poor soils along Illinois Route 47.
- The opportunity for commuter rail and mixed use development along the I & M Railroad (Soo Line), west of Hampshire's current municipal boundaries.
- The opportunity for industrial uses to locate along the I & M Railroad and provide spurs to their businesses, something that is becoming increasingly rare in Kane County.

In addition, this subarea plan meets the planning objectives created by the Village (see **Goals and Objectives** in Chapter II) by:

- Locating the highest traffic generating uses near I-90, away from the Village center (i.e., retail commercial).
- Protecting environmental resources including aquifer recharge areas (where they exist), wetlands, floodplain and stands of trees by limiting development in sensitive areas.

- Linking natural resources to create corridors available for walking, biking and wildlife trails
- Using natural resources to create buffers between non-compatible land uses, provide pedestrian access to destination uses (i.e., school, commercial and parks and recreation areas and sensibly separate residential developments by school district boundaries.
- Increasing the community's tax base by maximizing non-residential lands uses.
- Promoting a mix of residential product to meet demand, including multiple-family, large lot and estate residential.
- Maintaining an average overall density of 1.75 units per gross acre, consistent with Hampshire's newly adopted Planned Residential Development Ordinance.
- Placing the highest density housing (medium density housing) near centers of employment and shopping.

Hampshire recognizes that land planned for regional commercial along I-90 could be developed as business park and that market forces are likely to determine which of these land uses will predominate. Table III-1 quantifies development proposed in the subarea. As planned, land in this subarea could include more than 15 million square feet of business uses and generate a population of approximately 7000 people.

**Table III-1
Recommended Land Development in Subarea**

| | Acres | Percent | Units | Est. Pop. | Est. Sq. Ft. |
|-----------------------------------|--------------|----------------|-------------|-------------------|------------------------|
| Agriculture | 231 | 5.05% | N/A | N/A | N/A |
| Forest Preserve/Open Space | 372 | 8.13% | N/A | N/A | N/A |
| Residential (All Types) | 1598 | 34.94% | 2614 | 7842 ¹ | N/A |
| Institutional | 44 | 0.96% | N/A | N/A | N/A |
| Agribusiness (Nursery) | 237 | 5.18% | N/A | N/A | N/A |
| Commercial (All Types) | 1038 | 22.69% | N/A | N/A | 7,349,040 ² |
| Office | 106 | 2.32% | N/A | N/A | 1,208,215 ² |
| Business Park | 571 | 12.48% | N/A | N/A | 5,660,634 ² |
| Industrial/Warehouse Dist. | 116 | 2.54% | N/A | N/A | 1,145,783 ² |
| Major Roads | 261 | 5.71% | N/A | N/A | N/A |
| Total: | 4,574 | 100.00% | 2614 | 7842 | 15,363,672 |

¹ Estimated population is based on 3.0 persons per dwelling unit.

² The areas allocated to commercial, office, business park, and industrial/warehouse distribution were reduced by 35% before applying the following floor area ratios (commercial (all types): 0.25; office: 0.40; business park and industrial/warehouse distribution: 0.35). This provides a more realistic picture of development feasibility in areas where natural areas (wetlands, floodplain, poor soils, and mature trees) and infrastructure (i.e. roads) will reduce development potential.

Policies that relate to corridor enhancement, natural resource preservation and architecture and site design also were developed to meet the planning objectives created for this subarea. Many apply to the entire planning area. They are presented in **Chapter V, Land Use Development and Policies**.

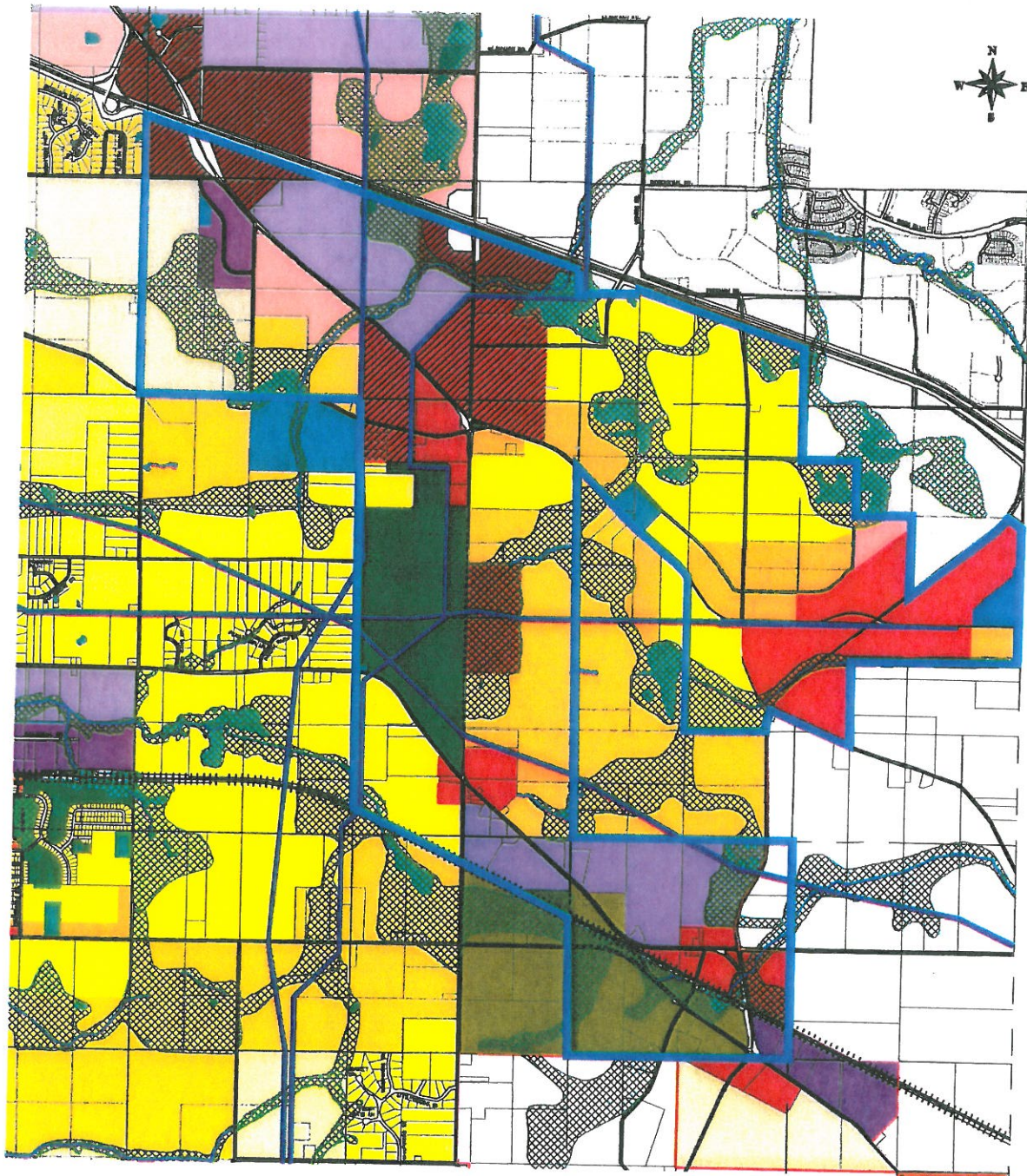


Figure III-1

Land Use Classifications



Other

- Parcel Lines
- Adjacent Communities
- Planning Area
- Subarea Boundary
- Pipeline Easements
- Streams
- Greenway
- Wetlands

Transportation

- Railroads

