

**AN ORDINANCE
ADOPTING AN UPDATE TO THE VILLAGE'S COMPREHENSIVE PLAN
AND OFFICIAL MAP OF 2004**

WHEREAS, the Village has prepared a proposed update to its Comprehensive Plan of 2004, for an area generally located south of the McHenry County Line, north of Big Timber Road, and west of Gast Road, for consideration by the Plan Commission, and subsequently, by the Corporate Authorities of the Village; and

WHEREAS, the Village Plan Commission reviewed the proposed update at its meeting on October 10, 2005, and recommended the proposed update to the Village Board of Trustees for review, public hearing, and approval by the Corporate Authorities of the Village; and

WHEREAS, said Update has been the subject of a public hearing conducted by the Village Plan Commission, on March 13, 2006, pursuant to notice published in the Courier News Newspaper on February 24, 2006; and

WHEREAS, the Corporate Authorities, having considered the recommendation of the Plan Commission, the comments of the public made at the public hearing, and pertinent written comments filed with the Village Clerk, and the proposed Update, deem it to be in the best interest of the Village that the Update be approved and adopted; and

WHEREAS, the Corporate Authorities further deem it necessary and appropriate that the Official Map included within the Village of Hampshire Comprehensive Plan of 2004 be updated to include the territory affected by said update.

NOW THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES, OF THE VILLAGE OF HAMPSHIRE, KANE COUNTY, ILLINOIS, AS FOLLOWS:

Section 1. The Update to the Village of Hampshire Comprehensive Plan of 2004, for the area generally located south of the McHenry County Line, north of Big Timber Road, and west of Gast Road shall be and hereby is approved and adopted as a part of the official Comprehensive Plan of the Village. A copy of all materials pertinent to said Update to the Comprehensive Plan of 2004 is attached hereto and incorporated herein by this reference. The updated materials shall be added to and included within the Comprehensive Plan of 2004 as of this date.

Section 2. The Official Map of the Village shall be modified to include the territory affected by said Update as described therein.

Section 3. Notice of the adoption of this Update to the Comprehensive Plan of 2004 shall be filed by the Village Clerk with the Office of the Kane County Recorder promptly upon enactment of this Ordinance.

Section 4. Any and all ordinances, resolutions, and orders, or parts thereof, which are in conflict with the provisions of this Ordinance, to the extent of any such conflict, are hereby superseded and waived.

Section 5. If any section, subdivision, sentence or phrase of this Ordinance is for any reason held to be void, invalid, or unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 6. This Ordinance shall be in full force and effect ten (10) days after the filing of notice of the adoption of this Ordinance with the Office of the Kane County Recorder, as described in Section 3 above.

ADOPTED THIS 11 DAY OF MAY, 2006.


AYES: 4 Danielson, Ebert, Szydlowski, Taylor.

NAYS: 2 Brust, Ruth

ABSENT: _____

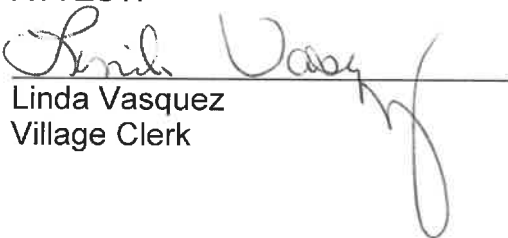
ABSTAIN:

APPROVED THIS 11 DAY OF MAY, 2006.



Jeffrey R. Magnussen
Village President

ATTEST:



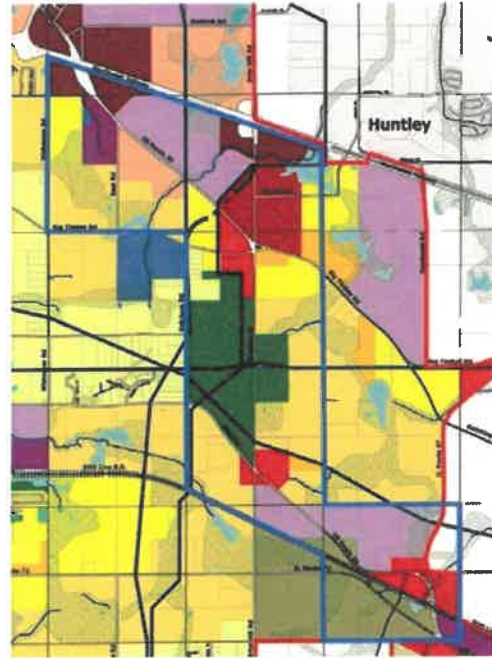
Linda Vasquez
Village Clerk

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, Sub Area 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 uses to take advantage of the proximity to employment, thereby reducing commuting time, and to attract businesses 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 tie into the forest preserve 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.
- Enhance the identity and image of Hampshire along this major gateway.
- Provide a diverse range of housing to support planned retail and business uses.
- Preserve lands that have the highest potential for future job creation and economic development from residential development.
- 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.
 - Corridors along major roadways that maintain the character of Hampshire’s rural landscape.

Figure III-1, Sub Area Plan, shows the type, pattern and intensity of land uses planned within this five square-mile subarea. This graphic shows retail commercial and business park uses as the predominant land 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 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 (i.e., retail commercial).
- Protecting environmental resources including aquifer recharge areas, wetlands, floodplain and stands of trees by limiting development in sensitive areas.
- Using natural resources to create buffers between non-compatible land uses.
- Linking natural resources to create corridors available for walking, biking and wildlife trails
- Increasing the community’s tax base by maximizing non-residential lands uses.

- Promoting a mix of residential product to meet demand, including estate residential.
- Placing the highest density housing (medium density housing) near centers of employment and shopping.

Hampshire recognizes that land planned for regional commercial 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 12 million square feet of business uses and generate a population of approximately 2,700 people.

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

	Acres	Percent	Units	Est. Pop.	Est. Sq. Ft.
Agriculture	231	7.26%	N/A	N/A	N/A
Forest Preserve/Open Space	358	11.25%	N/A	N/A	N/A
Residential (All Types)	716	22.50%	895	2,685	N/A
Institutional	6	0.19%	N/A	N/A	N/A
Agribusiness (Nursery)	237	7.43%	N/A	N/A	N/A
Commercial (All Types)	700	21.99%	N/A	N/A	4,954,950
Office	83	2.61%	N/A	N/A	942,177
Business Park	571	17.95%	N/A	N/A	5,660,634
Industrial/Warehouse Dist.	116	3.63%	N/A	N/A	1,145,783
Major Roads	165	5.19%	N/A	N/A	N/A
Total Acres:	3,183	100.00%		2,774	12,703,544

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**.

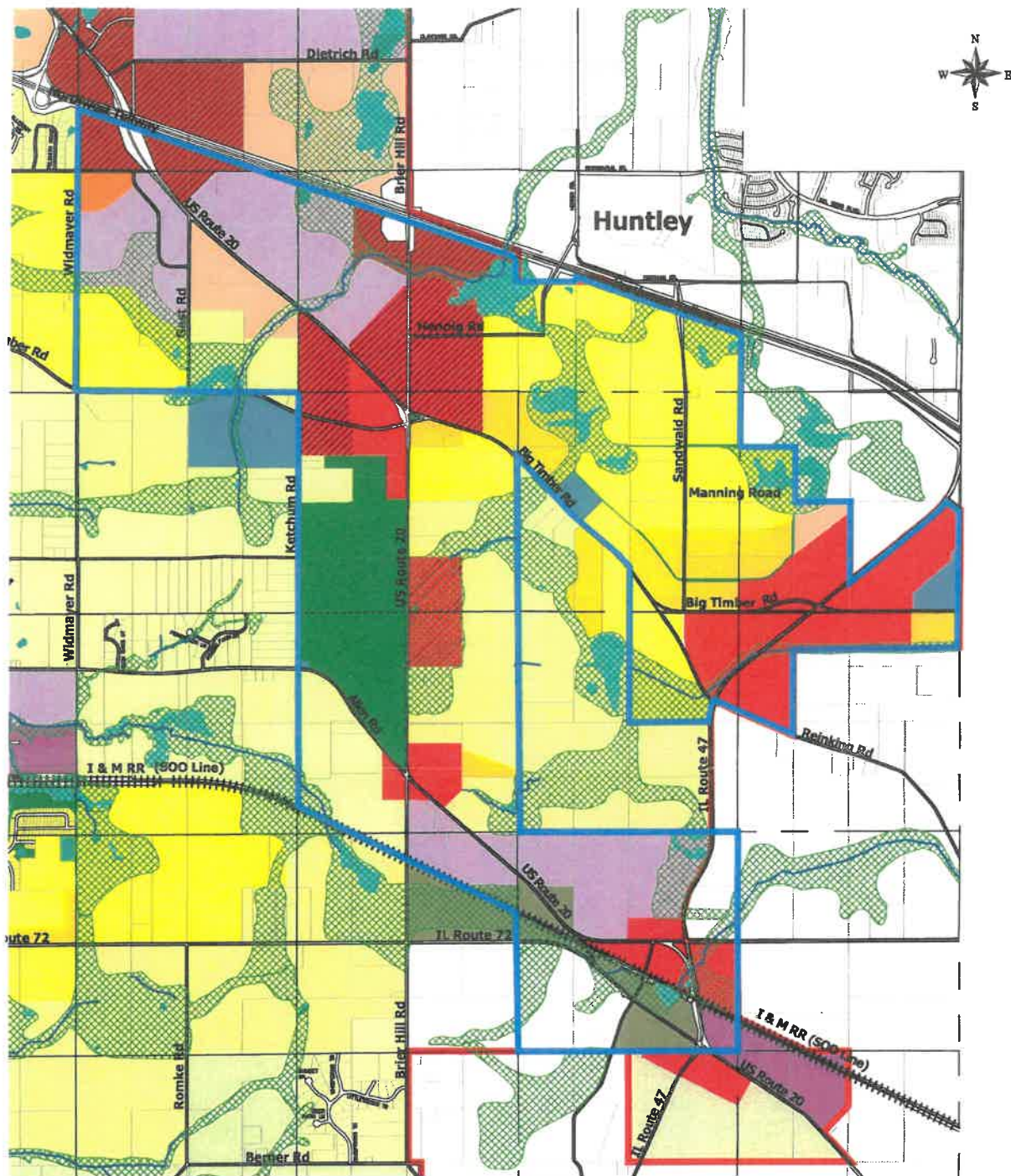
Future Land Use, 42-Square Mile Planning Area

Figure III-2, Future Land Use Map, shows the desired intensity of land use planned for Hampshire, based on need and input received by the Planning Advisory Committee and Village residents. **Table III-2, Future land Use** quantifies land uses recommended for future development and **Table III-3, Comparison of Existing and Future Land Use** illustrates how the balance of land uses would change from existing conditions if the land use plan is implemented according to recommendations in this document.

These tables confirm that Hampshire will retain open space and single-family homes as primary land uses at the ultimate build-out of the community. The increased opportunities for business development, new employment and creation of open space networks that are presented in this plan address the needs and potentials for this community, identified at the onset of the planning process. (See **Community Assessment, Chapter I** and **Planning Factors, Chapter II**.)

Recommendations for future land uses that are presented on Figure III-2 were developed in order to:

- Maintain agriculture and estate residential as viable land uses in the planning area as Hampshire grows.



Subarea Plan
Figure III-1

Land Use Classifications

- Estate Residential (0.24 to 0.80 units/ac.)
- Large Lot Residential (0.80 to 1.25 units/ac.)
- Low-Density Residential (1.25 to 2.0 units/ac.)
- Med. Density Residential (2.0 to 4.0 units/ac.)
- Med. Density Residential (4.0 to 7.0 units/ac.)
- Institutional
- Regional Commercial
- Community Commercial Center
- Interchange Commercial
- Office
- Business Park
- Industrial and Warehouse Distribution
- Municipal/Governmental
- Parks/Recreation
- Forest Preserve/Open Space
- Stormwater Retention and Ponds
- Agriculture
- Agribusiness

Other

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

Transportation

- Railroads



Village of Hampshire

2005 Comprehensive Subarea Plan Update

Future Land Use Figure III-2

- Land Use Classifications**
- Estate Residential (0.24 to 0.80 units/ac.)
 - Large Lot Residential (0.80 to 1.25 units/ac.)
 - Low-Density Residential (1.25 to 2.0 units/ac.)
 - Med. Density Residential (2.0 to 4.0 units/ac.)
 - Med. Density Residential (4.0 to 7.0 units/ac.)
 - Institutional
 - Regional Commercial
 - Community Commercial Center
 - Interchange Commercial
 - Office
 - Business Park
 - Industrial and Warehouse Distribution
 - Municipal/Governmental
 - Parks/Recreation
 - Forest Preserve/Open Space
 - Stormwater Retention and Ponds
 - Agriculture (Predominantly Prime Farmland)
 - Agribusiness

- Transportation**
- Railroads
 - French Road Connector

- Other**
- Parcel Lines
 - Adjacent Communities
 - Planning Area
 - Subject Area
 - Streams
 - Greenway
 - Wetlands

