

BRINGING PEOPLE TOGETHER
UNITY THROUGH DIVERSITY

HANOVER PARK

2010

Comprehensive Plan **UPDATE**

Hanover Park, is a village of villages, a community of livable neighborhoods, corridors, and special places, which will continue to enjoy a high quality-of-life, a family-friendly and attractive atmosphere, and a strong sense of identity.



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HANOVER PARK

2010

Comprehensive Plan UPDATE

THANKS

For your thoughts, time and feedback!



Special thanks to the Village President, Board of Trustees, Development Commission, Participating Staff, and interested citizens who participated in the community workshops and online surveys. Without your support, expertise and input the Hanover Park Comprehensive Plan Update would not have been possible.

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CHAPTER 1

INTRODUCTION

The Planning Process

Hanover Park has a history of sound planning. Since the 1998 Comprehensive Plan, the Village has adopted the “Lake Street, Irving Park Road and Barrington Road” Corridor Study (in partnership with the Village of Streamwood) in 2003, a Market Analysis and Retail Strategy in 2007, and a Village Center Master Plan for the intersection of Barrington Road and Lake Street. Now, in 2010, the Village is embarking on a major update to its Comprehensive Plan as it seeks to guide new growth and development for the next 20 years.

The Village of Hanover Park is a community at the cusp of transition. While it has reached maturity as a suburban community, potential development of the Elgin-O’Hare Expressway extension, aging commercial corridors and business districts in need of redevelopment, and a commitment to sustainability suggest that Hanover Park is preserving its tranquil, stable suburban residential neighborhoods. The community has recognized that this is a pivotal point in Hanover Park’s history and has resolved to take a proactive approach in defining the nature, scale, and pace of future development. To this end, the Village Board has retained the team of Teska Associates, Inc. and Business Districts, Inc. to facilitate and prepare an update to the community’s Comprehensive Plan.

Why Plan

There is a recurring recognition in judicial decisions that land use regulations must link to, and implement well-considered goals and objectives for the future development and growth of a community. This process of forethought about future use and development of land and provision of public services in a community is referred to as comprehensive planning in Illinois State Statutes. Without it there can be no rational allocation of land uses and resources, and local government would have no guidance for the growth and development of the community. Similarly, residents and landowners in the community would have no assurance that ad hoc decisions with respect to their land, or their neighbor’s land, would not materially alter the character of an area and impair the value and use of land. Thus, land use decisions should follow a rational and deliberate consideration of the goals and objectives of the community.

This document is known as “The Official Comprehensive Plan” of the Village of Hanover Park. It was adopted in its current format by the Board of Trustees in 1998 pursuant to the authority conferred by Illinois State Statutes. This plan provided guidance for decisions on growth and change in the community over the last 10 years.

With this 2010 Comprehensive Plan Update, the Village of Hanover Park has articulated its goals, objectives and plans for the next stage in its growth, recognizing that planning must be an ongoing process. The Comprehensive Plan gives Village officials a set of policies and principles to be implemented through municipal regulations and through the development approval process.



Next Steps

This update to the Village of Hanover Park's Comprehensive Plan involved broad community input encompassing a community survey completed by Village residents, interviews of key community stakeholders, public forums, a public hearing, and the ongoing guidance by the Village's Development Commission. As a result of this broad public engagement the Village has refined and updated its vision and goals for the future. In the months and years following adoption of this updated Comprehensive Plan, the Village will use the plan to guide the future growth and development of Hanover Park.



Planning Area

For the purposes of this Plan, the Village of Hanover Park's planning area encompasses all territory within the Village's corporate limits as well as unincorporated areas of Cook and DuPage County located inside and at the 1.5 mile periphery of the Village. Jurisdiction over unincorporated areas at the Village's periphery is subject to intergovernmental agreements with adjacent municipalities, Cook County, and DuPage County.

Several areas within the Village of Hanover Park are noted due to their special significance to the Village and will be given special attention in this update to the Comprehensive Plan. These include the Village's important commercial corridor of Irving Park Road. In addition the potential impact of the planned Elgin-O'Hare Expressway extension will be studied in-depth. These critical areas will receive particular attention for revitalization strategies, policy recommendations and urban redevelopment.

CHAPTER 2

COMMUNITY ASSESSMENT REPORT

Introduction | “A Village of Villages”

Hanover Park can be best described as a Village of Villages. Rather than one common village identity, Hanover Park is made up of many small “villages” or neighborhoods, that when threaded together creates a whole Village. The concept of a Village of Villages presents an opportunity to focus on planning for each of these many “villages” and each unique characteristic they present. Due to a lack of common elements (schools, park district, downtown, unique feature), there is a current lack of a unifying entity that unites all Hanover Park residents and offers a Village identity to outsiders. Thus creating a common “Hanover Park” theme is difficult, but not impossible. The goal of the Comprehensive Plan is to find unifying elements that will “quilt” Hanover Park. Like a quilt, Hanover Park is made up of many independent pieces (the village of village concept) and the purpose of the Plan is to “sew” them together to create a strong, dependent, and unified whole.

Overview

An important prerequisite to community planning is to develop a common understanding of the current state of the Village, as well as anticipated trends. Information gathered through this process is critical to the accurate projection of future needs, development patterns, and the formulation of policies. The Community Assessment Report is an inventory of existing conditions in Hanover Park, including a synthesis of the key issues and findings made throughout the first two phases of the comprehensive planning process. The first phase included field reconnaissance, which entailed project initiation with Village staff, a driving tour, and preliminary research of background information on Hanover Park. The second phase included interviews with key community stakeholders, a public kickoff meeting, and S.trengths W.eaknesses O.pportunities T.hreats (S.W.O.T) exercise with the Development Commission, and continued research of background information and existing conditions. This report represents the foundation upon which the Village’s policies and plans will be formed and provides a strong basis for the Plan’s recommendations.



QUILT : TO CREATE BY UNITING
(VERB)

This Comprehensive Plan should be used to “quilt” Hanover Park

Village of Villages:

- The Village of Hanover Park is made up of:
- 7 school districts;
 - 3 community college districts;
 - 4 townships;
 - 3 park districts; and
 - 2 counties.

Village of Hanover Park Snapshot (2007):

Population: 38,783
 Total Retail Expenditure: \$277,316,073
 Households: 11,204
 Number of Businesses: 646
 Employment: 8,254
 Median Household Income: \$62,158

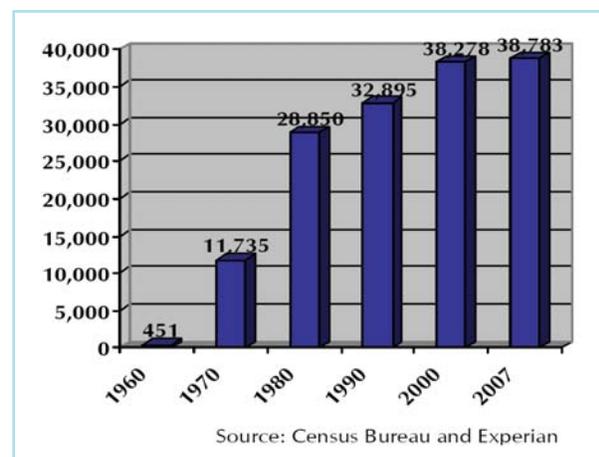
SOCIO-ECONOMIC & DEMOGRAPHIC ANALYSIS

A demographic analysis provides a snapshot of the Village’s composition related to the general population, households, income, employment, transportation, and education. The demographic analysis below highlights general trends in Hanover Park as well as the Village’s strengths and weaknesses. Planning for the future of Hanover Park requires an evaluation of the local population and economy, because such trends are likely to have a significant effect on long-range growth and development, and will influence the comprehensive planning policies of the Village.

Population

Hanover Park’s roots as a settlement date back into the 19th century; however the Village wasn’t incorporated until in 1958, with a population of 305. Due to many political, social, and transportation changes, many northwestern Chicago suburbs, like Hanover Park, started experiencing tremendous growth from 1960 to the 1980. These changes accounted for a Hanover Park population increase of 4,345% growth during that time. The Hanover Park population continued to rise from 1980 to 1990 with a 64% growth, followed by a slower pace from 1990 to 2000 with a 16% growth. The Census Bureau and Experian estimate that between 2000 to 2007 the population slightly increased from 38,278 to 38,733.

Hanover Park Population Trends | 1970-2007

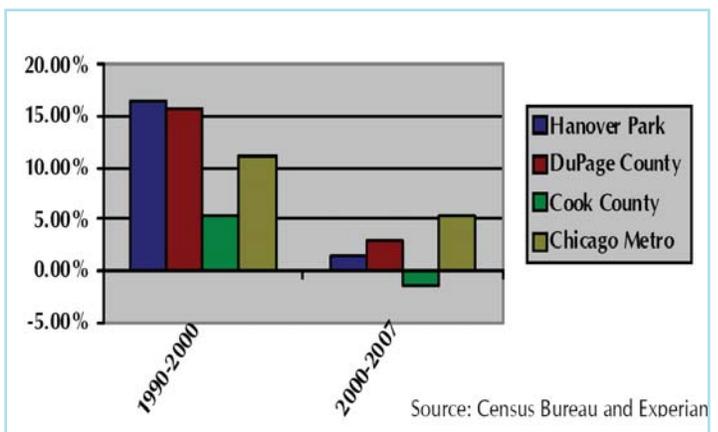


Population Groupings

While Hanover Park’s overall population has remained relatively steady from 1990 to 2007, individual age groups have fluctuated during this time. There have been some notable increases and decreases for certain age cohorts, but this can be partly attributed to the natural aging of a population, which is evidenced by 2 primary shifts:

1. A decrease in the population composition of young children (age 0-14); and
2. A decrease in the population composition of young adults (age 25 - 44) complemented by an increase in the older adults (age 45-64 and 65-74).

Population Growth | 1990-2000 & 2000-2007



The significant decline in the 25-34 year age cohort, the prime age group of people that tend to start families, would suggest that there may be future declines in the youngest age cohorts as well.

The most steady age cohorts are those aged 35-44. Overall, the median age in the Village has increased from 29.7 years in 2000 to 32.82 years in 2009, suggesting an aging of the population, and the potential for more senior housing and services in the future, and less school-age children in area schools.

In addition to natural aging, the Village population is affected by general migration; in other words, the impact of departed residents and new incoming residents. Overall, the population changes relative to age cohorts in Hanover Park are not extreme. Some age cohorts experienced greater variations than others, but the variations and affected age cohorts can fluctuate over time, especially since migrations are not always uniform and are difficult to monitor (people move to and from a community for various reasons, some of which are completely external to the community). In general, Hanover Park must focus on providing residential, employment, commercial, cultural, social, educational, and recreational opportunities for residents of all age groups.

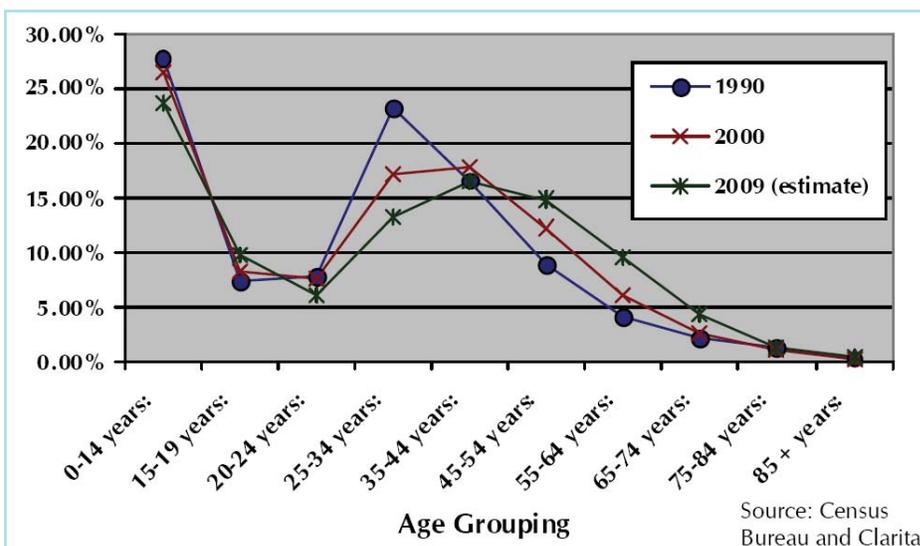
Population Projections

Hanover Park Population Groupings | 1990, 2000 and 2009

Age Grouping	1990		2000		2009 Estimate	
	Population	Percentage	Population	Percentage	Population	Percentage
0-14 Years	9,233	27.84 %	10,147	26.51 %	9,043	23.67%
15-19 Years	2,485	7.49 %	3,176	8.30 %	3,733	9.77%
20-24 Years	2,569	7.75 %	2,897	7.57 %	2,372	6.21 %
25-34 Years	7,715	23.26 %	6,609	17.27%	5,059	13.24 %
35-44 Years	5,525	16.66 %	6,806	17.78 %	6,289	16.46 %
45-54 Years	2,986	9.00 %	4,709	12.30 %	5,701	14.92 %
55-64 Years	1,392	4.20 %	2,358	6.16 %	3,684	9.64%
65-74 Years	700	2.11 %	1,012	2.64%	1,646	4.31 %
75-84 Years	439	1.32 %	459	1.20 %	532	1.39 %
85 + Years	118	0.36 %	105	0.27 %	151	0.40 %

Source: U.S. Census and Claritas

Hanover Park Population Groupings by % of Total Population



The estimated 2007 population for Hanover Park is 38,783. The Chicago Metropolitan Agency for Planning’s (CMAP) 2030 population forecast (revised September 2006) for Hanover Park is 37,705, which is a 2.8% decrease in population from 2007 to 2030. The projected small decrease in population is consistent with the fact that Hanover Park is a built-out community with little land on which to grow. However, with the development of the Village Center, the population of Hanover Park could significantly increase, which was not accounted for in the CMAP population projections.

It should be noted that the CMAP’s 2030 population projections were completed prior to the recent change in our economy and did not consider socioeconomic and environmental factors that could influence population growth such as the downturn in the economy and a sharp decline in the housing market. While population growth is rarely completely uniform over an extended period of time, these projections offer a simple estimate of the future populations in Hanover Park and thus, should only be used as reference points to define the preferred distribution of land uses throughout the Village.

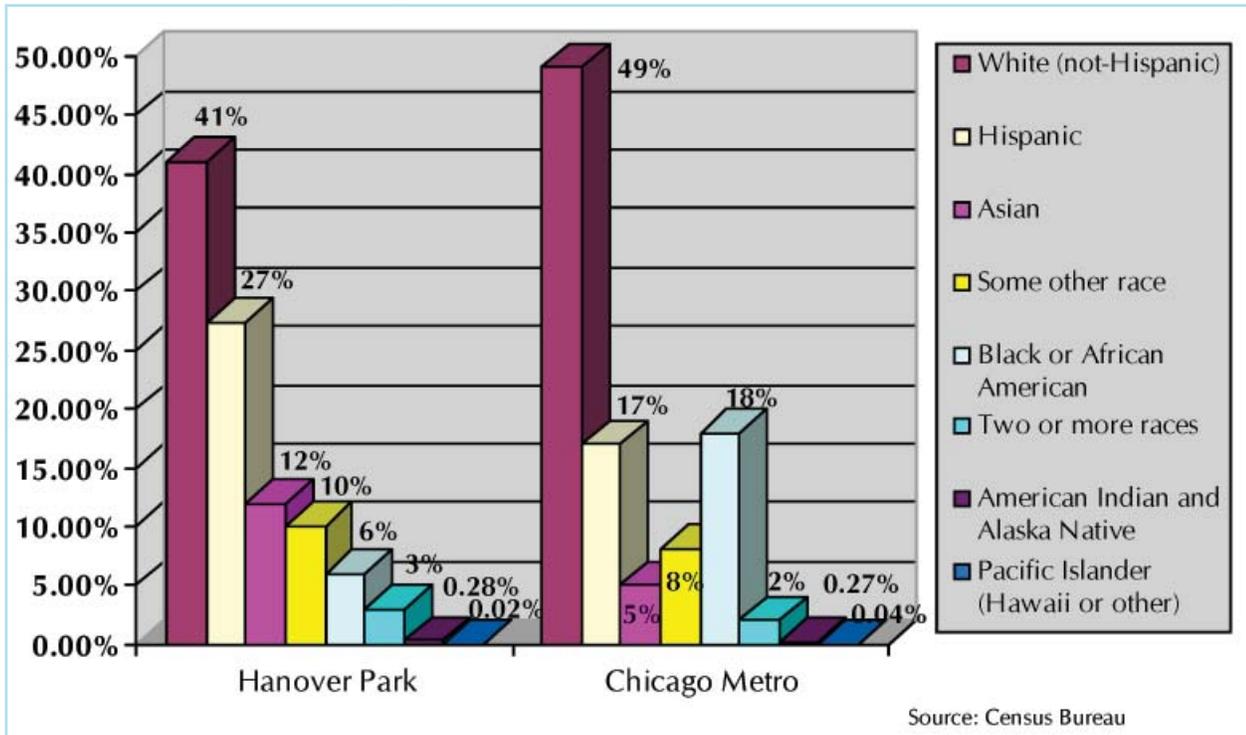
Race

Hanover Park’s racial composition differs than that of the Chicago Metro area. Hanover Park has:

- A higher percentage of Hispanic Whites;
- A higher percentage of Asians;
- A lower percentage of non-Hispanic Whites; and
- A lower percentage of Black or African Americans.

Hanover Park should plan for, promote, and celebrate its large minority, particularly the Asian and Hispanic population. The large minority population should support the need for different residential, commercial, and transportation options. In addition, the Village should continue to include minorities in Village decision making.

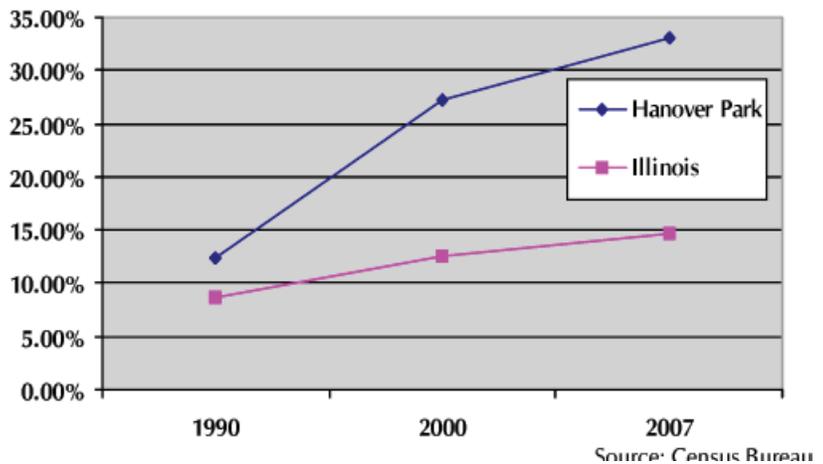
Race Distribution by Percentage | 2000



Hanover Park has a significant minority population, particularly Hispanic, that is growing. The Village is celebrating these different cultural groups and has established a Cultural Inclusion and Diversity Committee. The goals of the Cultural Inclusion and Diversity Committee are to:

- Promote social harmony in the Village and to help deter through educational and action programs prejudice, discrimination, and intolerance;
- Promote community involvement, partnerships, and initiatives by conducting educational or informational programs to address the cultural diversity within the Village; and
- Identify cultural and social service needs of the residents of the Village and to work with existing entities to address these needs in the most meaningful way.

Percentage of Hispanic Population



Regional Comparison of Hispanic Ethnicity						
	Hanover Park	Bartlett	Bloomington	Roselle	Schaumburg	Streamwood
Hispanic Ethnicity	33.0 %	9.4 %	8.2 %	9.8 %	10.4 %	20.6 %

Source: U.S. Census

Education

In 2007, 25.2% of Hanover Park's population of age 25 years and over had received some form of advanced degree (associates, bachelors, and/or graduate school). While this figure has risen since 2000, the educational attainment levels are lower than Cook County and significantly lower than DuPage County. In Cook County, 31.2% of residents had received a bachelor's degree or higher. For DuPage County this number jumps to 43.5%. In addition, the high percentage of residents over 25 who have less than a 9th grade education level could be directly attributable to the high immigrant population.

Educational Attainment | Population over 25 years of age | 2007

Education Level	Hanover Park		DuPage County		Cook County	
	Number	Percentage	Number	Percentage	Number	Percentage
Less than 9th grade	2,815	11.60 %	22,120	3.60 %	301,698	8.70 %
9th to 12th grade, no diploma	1,935	8.00 %	28,519	4.70 %	321,134	9.30 %
High School graduate (includes equivalency)	7,234	29.80 %	131,549	21.60 %	895,560	26.00 %
Some college, no degree	4,632	19.10 %	119,603	19.60 %	640,033	18.50 %
Associate degree	1,544	6.40 %	42,191	6.90 %	215,356	6.20 %
Bachelor degree	4,628	19.10 %	164,281	27.00 %	652,318	18.90 %
Graduate or professional degree	1,488	6.10 %	100,875	16.60 %	424,760	12.30 %
Percent high school graduate or higher	80.40 %		91.70 %		82.00 %	
Percent bachelor degree or higher	25.20 %		43.40 %		31.20 %	

Source: U.S. Census

Although educational attainment in Hanover Park is less than Cook County and DuPage County as a whole, there are marked signs of improvement. Education levels have risen since 2000, which is evidenced by the growth of college attainment from 16.3% of the population in 2000 to 19.1% in 2007, and graduate degrees from 3.9% and 6.1%. While part of this can be attributed to the natural progression of high school students moving onto college during that time frame, the increase generally signifies that more Hanover Park residents are going to college, which is a positive sign that higher education is an important emphasis in the community. An advance in the evolution of Hanover Park’s economic development landscape will also play an important role in guiding students to appropriate education opportunities to properly prepare them for an evolving workforce.

Household Income

Hanover Park’s estimated 2007 median household income of \$62,158, is comparable to Chicago Metro region (\$63,013), slightly higher than Cook County (\$52,358) but significantly lower than DuPage County (\$75,128). About 61.74% of all Hanover Park households earn a median income of greater than \$50,000. Another 17.09% of Hanover Park households earn a median income between \$35,000 and \$49,999.

Comparisons to the Chicago Metropolitan Area, Cook and DuPage Counties should generally be viewed as merely a reference point and not a target to which to aspire, particular given the broader diversity of income levels in the burgeoning Chicago metropolitan area. However, the fact that a majority of Hanover Park households earn greater than \$50,000 indicates that businesses within the village and surrounding areas offer the types of jobs that provide middle-class salaries.

Estimated Median Household Income | 2007

PLACE	MEDIAN INCOME
Hanover Park	\$62,158
DuPage County	\$75,128
Cook County	\$52,358
Chicago Metropolitan Statistical Area	\$63,013

Source: Census Bureau and World Business Chicago



Employment

A community's economy can be diverse, covering a range of different industries; one-dimensional with a strong dependence on a limited set of industries; or somewhere in between. A diverse local economy is ideal to ensure that the local economy will remain healthy even if one industry struggles. In addition, a diverse local economy is better able to provide a range of business and employment opportunities for the community that match education levels and skill sets. On the other end of the spectrum, a one-dimensional economy that is highly dependent on a single industry (or a limited set of industries) may thrive when the products and services of the chief industry are in high demand but falter when demand is low or competition becomes overwhelming. It is important to view employment demographics to determine if 1). there are opportunities to increase the employment base, particularly for an industry base that Hanover Park has as a unique advantage; 2). Hanover Park's population has the necessary access to quality employment; and 3). the existing Hanover Park business community has the access to the necessary resources to be successful.

Hanover Park is primarily a residential community. With a 2007 population of approximately 38,500 residents and only 8,254 employees, most residents leave the Village limits for employment. There are over 600 businesses in the Village, which provides an established, albeit small, base of employment opportunities:

- Fuji Film-Photo and Image Reproduction: 250 (employees)
- Fischer Scientific-Scientific Equipment Distribution: 300
- Insight-Computer Hardware Assembly and Distribution: 285
- Camcraft, Inc.-Precision Component Parts Manufacture: 210
- Ultra Foods-Food Store: 130 employees
- School Health Corporation-Health Products Distribution: 110
- Fellowes Manufacturing-Office Products Manufacturing: 100
- Menards-Home Improvement Store: 85
- Jefferson Smurfit-Cardboard Products Manufacturing: 70

Hanover Park Industry Base | 2007

Industry	Number of Workers	Percentage
Manufacturing	3,827	18.8 %
Educational services, health care, and social assistance	2,973	14.6 %
Retail trade	2,801	13.8 %
Professional, scientific, management, and administrative	2,431	12.0 %
Finance and insurance, and real estate	1,620	8.0 %
Construction	1,576	7.8 %
Arts, entertainment, recreation and accommodation, and food services	1,526	7.5 %
Wholesale trade	1,024	5.0 %
Transportation and warehousing, and utilities	1091	4.5 %
Other services, except public administration	907	4.1 %
Other	566	2.8 %

Source: U.S. Census

The community also offers various other employment opportunities that vary from blue collar to white collar and range from private sector to public sector to non-profit.

A more thorough analysis of Hanover Park's industry composition illustrates the extent of the diversity and range of Hanover Park's economy. Hanover Park currently has an industry composition with adequate diversity to provide a range of business and employment opportunities to the community. The most prominent industries in Hanover Park are manufacturing (18.8%); educational services, and health care and social assistance (14.6%); retail trade (13.8); and professional, scientific, and management, and administrative and waste management services (14.6%). Each of the other customary industries in Hanover Park encapsulates a generally fair share of the rest of the Village's industry composition.

COMMUNITY INPUT: KEY ISSUES AND OPPORTUNITIES

Community Survey

The survey was available from February to mid-April 2009 (approximately 6 weeks in duration). Results of the survey were used to formulate community

1. Existing Quality-of-Life: In terms of overall quality-of-life, the majority of survey respondents rated Hanover Park as:		
Excellent/Good	Fair	Poor
Access to affordable	Overall appearance	Overall image/reputation
Quality housing	Job opportunities	Sense of community
	Shopping opportunities	
	Recreational opportunities	
	Park and open space	
2. Neighborhoods: In terms of neighborhoods, a majority of survey respondents rated Hanover Park as:		
Excellent/Good	Fair	Poor
Sidewalks	Various housing types and prices	
Street lights	Upkeep of homes	
Parks and open space	Recreational opportunities	
On-street parking	Speed of traffic	
Bicycling opportunities	Volume of traffic	
3. Community Amenities: Important or very important community amenities include parks and open space, indoor recreational/community center, athletic fields, biking trails, playground equipment, and walking trails. Overall, while Hanover Park's neighborhoods are rated as fairly stable there are opportunities for property maintenance and upkeep.		
4. Desired Development: Survey responders would like to see more single-family homes, shopping centers, office developments, and light industrial parks, while responders would like to see less apartments.		
5. Shopping Centers: When shopping in Hanover Park, a majority of responders shop along the Irving Park corridor and Army Trail corridor. Survey responders rated the Village's shopping centers:		
Excellent/Good	Fair	Poor
Ease of Access	Appearance	Ability to walk to centers
	Quality and variety of goods and services	
	Ability to meet daily/occasional shopping needs	
*Responders indicated that ease of accessing by automobile, and attractive and quality landscaping are the most important reasons for shopping at a particular center.		
6. Future Quality-of-Life: In terms of maintaining and improving the quality-of-life in Hanover Park, the following issues were rated as important or very important:		
<ul style="list-style-type: none"> – Reducing Crime – Street Appearance–Lake Street, Irving Park and Barrington Road – Better Design and Beautification – Safeguarding the Environment 		
Responders indicated that ease of accessing by automobile, and attractive and quality landscaping are the most important reasons for shopping at a particular center.		

Key Stakeholder Interviews

Over the course of December 2008 through early February 2009, interviews were conducted with over 25 community stakeholders. Community stakeholders included Village Trustees, Development Commissioners, Environmental Commissioners, business owners, Chamber of Commerce members, Village Staff, and other community leaders. The purpose of the interviews was to seek local knowledge, information, perceptions, and aspirations about the community, from community members who have specialized knowledge or involvement in the planning process. The stakeholder interviews focused on the both the update to the Comprehensive Plan and the Zoning Ordinance. These wide-ranging key issues covered such topics as community development, economic development, community institutions & facilities, housing, transportation, infrastructure, and historic preservation.

Elgin-O’Hare Expressway Extension: The extension of the Elgin-O’Hare Expressway and the potential impacts it will have upon on the village was one of the major issues identified through the interview process. These potential impacts include: accessibility to adjacent land uses, traffic congestion reduction, intersection redesign, land use, and related economic development potential. The expressed concern of the expansion is the major impact it will have on the village for such a short extension of the expressway. The economic development impact of creating an easy “thoroughfare” allowing outsiders to completely bypass the village, and related intersection changes on Lake Street are some of the concerns with the proposed Expressway extension. Many stakeholders felt that consideration should be given into maximizing land use and economic development opportunities associated with this corridor, including the possibility of creating a limited access highway or parkway, which would allow for new business park and other associated uses along the extension.

Code Enforcement: Many stakeholders identified that in order to improve the appearance of both residential and non-residential properties, code enforcement should be a priority of the Village, including programs to educate and assist property managers, and encourage the formation of property owner associations and the licensing of managers.

Parking / Transportation: Currently, the Village allows for on-street parking in limited residential areas. On-street parking restrictions were established for a multitude of reasons including: snow removal, emergency vehicle access, and visibility and appearance. On-street parking restrictions restrict visitor parking within neighborhoods, as well as requiring all residential parking to be located in garages or driveways. Much of the housing stock was built prior to modern amenities including two or three car garages. Thus, most single-family homes have one car or multiple cars located on their driveway. Many stakeholders felt that the on-street parking restrictions, and disallowance of parking on the driveway if part of the car extends over the sidewalk, should be considered for amendment.

Non-car transportation is limited to the Metra train line, a single bus route on the north side of the village and a few, non-connected bike routes. Some interviewees felt that the Village should do more to promote the village’s location along the Metra rail line. In addition, there was a stated interest to highlight and encourage use of the existing transit station. Interviewees identified that transportation options in Hanover Park are limited for non-drivers including younger residents, handicapped, and senior citizens. A common stated theme of the interviews was that the Village should seek increases in both non-motorized transportation and bus routes, including a north/south bus route along Barrington/County Farm Road, and a route to retail/employment centers outside of the Village.

Lack of Community Identity: Hanover Park is highly fragmented due to the numerous multiple governmental jurisdictions including 7 school districts, 3 community college districts, 4 townships, 3 Park District, and 2 counties. In addition, the Village is bisected by the DuPage County Forest Preserve, which creates both a physical as well as perceptual north/south division. These divisions create a community of which different neighborhoods are connected by non-municipal elements, and thus might not have a common community connection. Often, based on geographic locations, residents identify more with surrounding communities than Hanover Park.

Redevelopment Opportunities and Strategies Along Major Village Corridors:

Many stakeholders stated that there are a few key redevelopment opportunities, particularly aging stripmalls, along Irving Park, Barrington Road, Lake Street and Gary Avenue. Many of the stripmalls and corridors were developed 30 or more years ago, and lack many of the current shopping amenities. Interviewees stated that redevelopment of these corridors would create a much-needed economic boost to the village and better serve the needs of residents. Multiple strategies should be considered to allow, encourage, and incentivize entire property redevelopment, and/or store-by-store property and façade improvements.

Hanover Park Should Embrace Advantages:

Stakeholders identified that one of the greatest advantages of Hanover Park is location and access. Located along the Elgin/O’Hare expressway, Hanover Park offers easy access to multiple interstates, multiple employment centers, 30 minute commutes to O’Hare airport, less than 45 minutes from the Loop, and good rail access. In addition, other advantages include quality housing stock, good schools, affordable property taxes, and good Village services.

Future Development of Village Center:

The planned “Village Center” across from the Metra Station is suffering from the current economic conditions. Various stakeholders stated that the Village should revitalize the Village Center concept; however, such approach should be market based and include greater density, and a greater mix of uses. In addition, stakeholders felt that Ontarioville’s historic qualities and proximity to the commuter station are significant assets to build upon, and creates an opportunity to consider this area for a Village Center.

Green Initiatives:

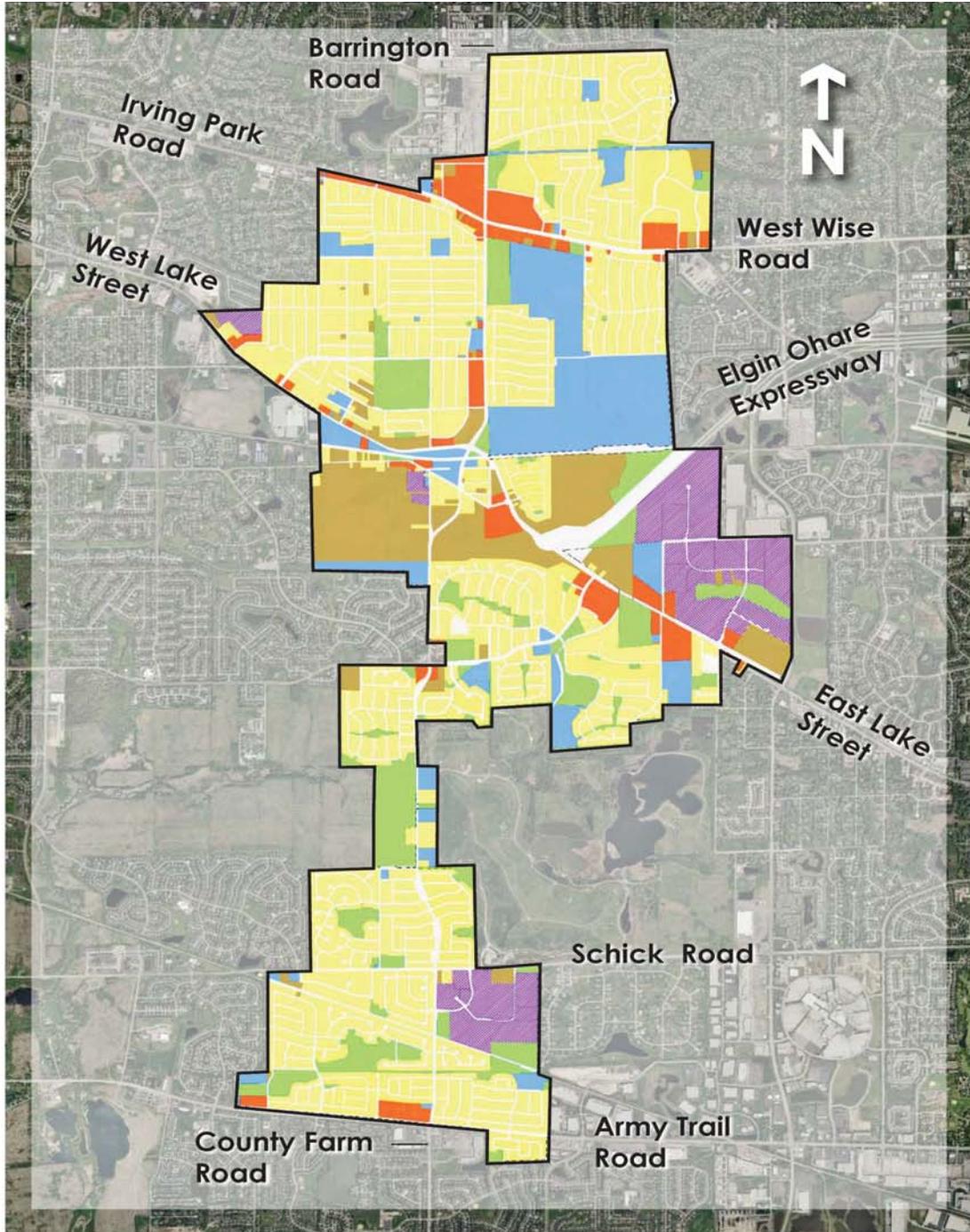
Elected officials, residents, and Staff identified the need to transform Hanover Park into a sustainable community. Ideas noted to make Hanover Park “greener” included increasing the amount and connectivity of bike trails, promoting a bus route along Barrington/County Farm Road, encouraging the use of permeable surfaces and porous materials, creating bio-swales and rain gardens to reduce stormwater flooding, using native vegetation, encouraging “green” building, installation of solar panels, and encouraging the use of wind generators (small, roof-top equipment). In order to achieve results, many stakeholders felt that the Village should start by promoting, smaller-scale, implementable initiatives.

Goals of Plan: Stakeholders identified the following list of goals to be addressed through the Comprehensive Plan update:

- Development consistency in appearance and quality of new development
- Incentivize green and energy-efficient technology
- Improve Village appearance through code enforcement
- Continue to promote the redevelopment of the Village Center and Ontarioville
- Redevelop aging strip malls along key corridors

LAND USE**General Land Uses**

Like many of its suburban Cook and DuPage neighbors, Hanover Park is primarily a residential community. However, in addition to single-family residential, there are other pockets of different land uses including medium and higher density residential, commercial corridors and light industrial/distribution/and manufacturing.



LEGEND

- | | |
|--|--|
| Residential - Single family detached / attached, duplex, and multiple family | Public / Semi-public - Municipal, governmental, institutional, educational, utility, and public parking |
| Commercial - Office, corridor retail, and corridor commercial | Open Space - Recreational and forest preserve |
| Employment - Light industrial and distribution | Other - Vacant land and buildings |

EXISTING LAND USE

HANOVER PARK ILLINOIS MAY 2009





The community benefits from a strong single-family housing stock, which offers a variety of housing types, sizes, and price points.



Medium-density housing offers “first-home” buying options for families looking to move into the community.



Though not of similar style, higher density housing is anticipated for future development, particularly around the Metra station.



Due to a lack of downtown, village center, or neighborhood shopping districts, all commercial uses in Hanover Park are located in strip malls or shopping centers along major corridors.

USES:

SINGLE-FAMILY RESIDENTIAL represents the single largest land use category in Hanover Park. Much of the village housing stock was built in the 1950’s and 60’s and include a mix of ranch, two story, and split level homes. Single-family residential is evenly distributed throughout the community, creating a variety of housing types and sizes. Most single-family residential neighborhoods are mature and stable; however, some have lacked investment and maintenance.

MEDIUM-DENSITY RESIDENTIAL includes duplexes, triplexes, townhomes, and condos that are typically two-to-three stories in height. These residential structures are found in pockets throughout the community, primarily in close proximity along commercial corridors. There are entire neighborhoods of similar styles of medium-density residential types. Medium density residences often serve as a transition between lower and higher-density residential developments and commercial corridors.

HIGHER-DENSITY RESIDENTIAL uses consist of larger developed apartment buildings. These residential buildings are presently located along the W. Lake Street Road. Though not of the same style to the current higher-density residential found in the Village, it is anticipated taller higher-density apartment and condominium buildings will be added to other select areas of the Village in the future, particularly in the Transit Oriented Development area, where there would also be opportunities for mixed residential-commercial uses within the same building.

COMMERCIAL uses in Hanover Park are located along major corridors. The village’s commercial corridors include Barrington Road, Army Trail Road, Irving Park Road, Gary Avenue, and Lake Street. The commercial uses found along these corridors include larger-scale businesses, such as big box stores, office complexes, shopping centers, strip malls and drive-through restaurants. The commercial buildings located along these corridors tend to be single-use, 1-2 story structures with large setbacks and plentiful off-street parking located in front of the buildings. Many of the stripmalls and commercial buildings were developed 30 or more years ago, and lack many of the current shopping amenities. These businesses tend to be auto-oriented enterprises and attract people from throughout the region and do not specifically target Hanover Park residents.

MANUFACTURING uses encompass industrial, warehousing and distribution operations as found in the Mallard Lake Business Park, Turnberry Lakes Business Park, and Hanover Park Corporate Center. These businesses tend to generate significant truck traffic and benefit from superior access to regional arterial highways. Hanover Park's access to the regional transportation network makes the village particularly attractive to these types of uses.

INSTITUTIONAL uses encompass both public and quasi-public uses including municipal facilities, schools, houses of worship, museums and government offices. These uses are scattered throughout the Village including along the commercial corridors and in the residential neighborhoods.

PARKS AND OPEN SPACE encompass public parks and open spaces for active and/or passive outdoor use. They range from neighborhood parks to forest preserves. These parks and open spaces are located throughout the Village. Two large County Forest Preserves, Mallard Lake and Hawk Hollow, are located along County Farm Road on the southern end of the village.



Hanover Park should promote existing business parks as a way to increase employment options in the village.



Institutional Uses are often the backbone of a community.

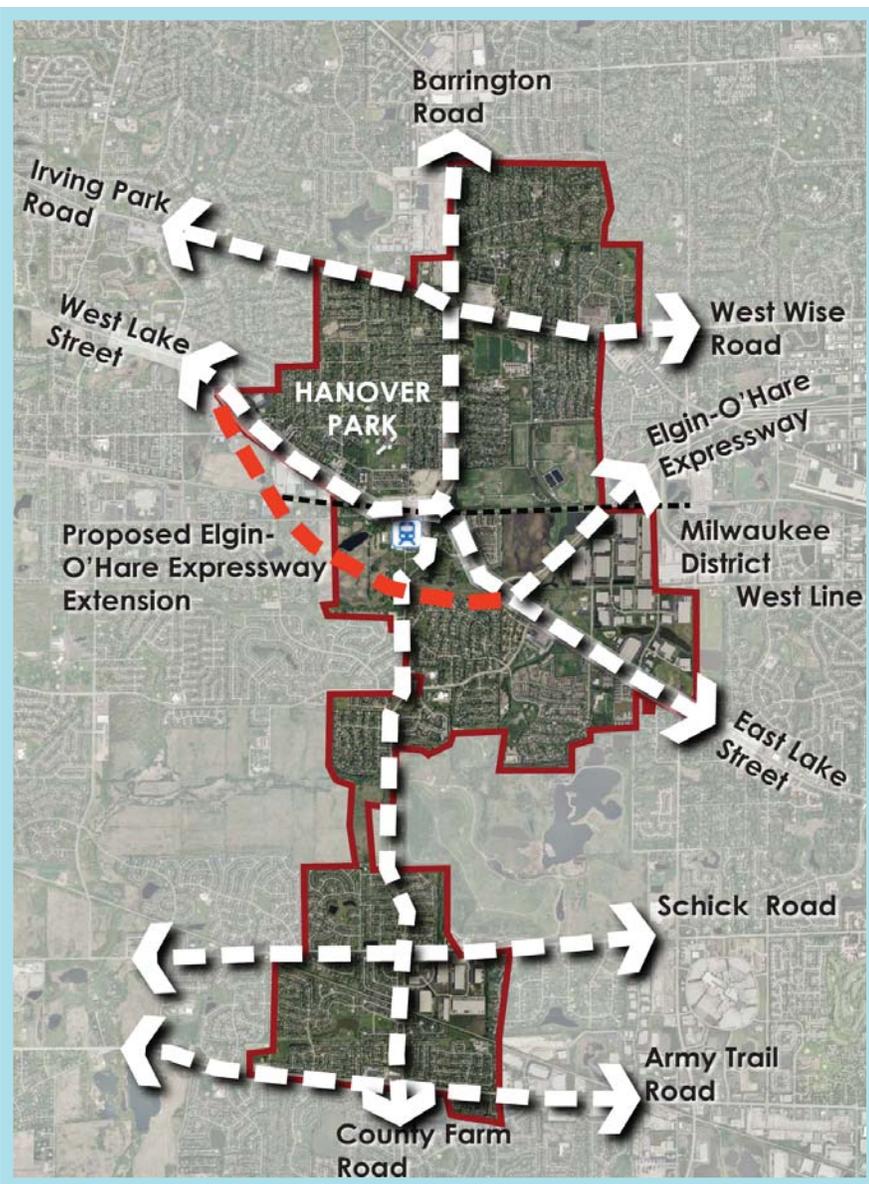


The abundance of parks and open space is one of the Hanover Park's greatest land use assets.

SPECIAL PRIORITY AREAS-COMMERCIAL CORRIDORS / VILLAGE CENTER

While most areas of the village are stable and will therefore retain the same use of the land into the foreseeable future, there are key areas of the village that are experiencing transition, including both disinvestment and reinvestment.

IRVING PARK CORRIDOR: The Irving Park Avenue corridor is a major east-west regional arterial on the north side of Hanover Park with a host of incongruent land uses, disinvestment and visual disunity. Heavier traffic volumes and the nature of this roadway make this corridor an auto-oriented and pedestrian unfriendly area. The goal for the future of Irving Park Avenue should be to create a dynamic mix of land uses along this strategic regional arterial, adding larger-scale commercial uses, including anchor retail development, office complexes and restaurants, as well as light industrial, warehousing and business park uses. In addition, programs will need to be implemented that assist private commercial property owners



Amendments to the State's planned Elgin/O'Hare Expressway extension could present economic development opportunities for the Village.

to make aesthetic improvements to their buildings and lands.

ELGIN-O'HARE EXPRESSWAY EXPANSION: The Village is hampered in redevelopment efforts by the State of Illinois indecision regarding the expansion of the Elgin- O'Hare Expressway.

Original plans had the Elgin-O'Hare circling around the Ontarioville neighborhood and rejoining Lake Street on the west side of Hanover Park. From there, existing right-of-way would be used to connect the expressway to Elgin. The western extension of the Elgin-O'Hare extension has not yet been funded as of the 2008-2013 Highway Improvement Plan. In the current state of Illinois transportation funding, Hanover Park should consider modifications to the Village's future transportation and land use plan to consider both transportation and land use alternatives if the expansion is not completed in its proposed form.

ONTARIOVILLE BUSINESS DISTRICT / VILLAGE CENTER TOD: Hanover Park does not have a defined downtown, or central business district. Rather all the commercial development is located along major road corridors. In discussion, with stakeholders the creation of a business district was a priority. Looking forward there is the potential and stimulus to create a business district either in or around Ontarioville and the Metra Station. There was a concerted planning effort to create a business/mixed use district around the Metra train station. The planned district area is across the Lake Street from the Metra Station, located on the northwestern intersection of Lake Street and County Farm/Barrington Road. The small, struggling commercial strip mall is surrounded by medium-density residential uses. However, due to market forces and the economic downturn, the business/mixed use district is unfulfilled and has never realized its planned potential. The current Lake Street/Barrington Road intersection might not be the appropriate location due to the fact that transit riders need to cross a busy, and pedestrian unfriendly Lake Street. If the current planned location is going to succeed, more friendly and safer connections to the Metra Station and higher density residential uses south of the station should be applied. However, in this planning effort, the Ontarioville Business District might better serve as a commercial node and Transit Oriented Development location. The Ontarioville Business District would benefit from mixed-use medium and/or higher-density residential uses to support easy access to transit and to create retail, offices and other business services. The future vision for this area would to serve as a downtown, which would provide a healthy mix of smaller-scale commercial businesses, offices, restaurants, parks, institutions and other amenities, which are embedded within a larger single family residential district, and transportation corridors.



The Ontarioville Business District would benefit from mixed-use medium- and/or higher-density residential uses to support easy access to transit and to create retail, offices and other business services

TRANSPORTATION

Due its geographic location, Hanover Park is well served by transportation options within the region. However, given the scope and potential of Hanover Park's future transportation network, intergovernmental cooperation among the Village, Townships, Counties, and State is integral to improve and maintain a transportation network, which adequately serves the village while making Hanover Park an attractive destination to build new homes, establish new businesses, and visit for recreation.

Regional Access

Hanover Park has great access to the regional transportation system, including I-90, and I-290/355 via the Elgin -O'Hare Expressway. 2008 appropriate mid-day travel times include:

- I-90: 9 minutes
- I-290: 10 minutes
- I-355: 14 minutes
- I-88: 25 minutes
- Chicago Loop: 45 minutes

Outside of major Expressways, east/west travel between surrounding communities in the region is eased with the abundance of noted east/west arterials (Lake, Irving Park, Schick, and Army Trail). From Village and IDOT data, every major arterial has a medium to high service grade, and as such no major improvements (other than those noted along Irving Park Road) are planned.

The major transportation improvement still in the discussion stages is the extension of the Elgin-O'Hare Expressway extension east to connect to Lake Street. This extension has not been funded as part of IDOT's 2008-2013 Highway Improvement Plan.

Road Network

Hanover Park is well suited for east/west travel, served by the main arterials of Irving Park Road, Lake Street, Army Trail Road, and Schick Road. However, on the other hand travel north/south through the village is very difficult and only possible via County Farm/Barrington Road. Currently, there is no dedicated bike lane along County Farm/Barrington Road or trail system through the County Forest Preserve that allows safe non-motorized north/south travel in the village. As such, transportation options in Hanover Park are limited for non-drivers including younger residents, handicapped, and senior citizens.

Road Improvements

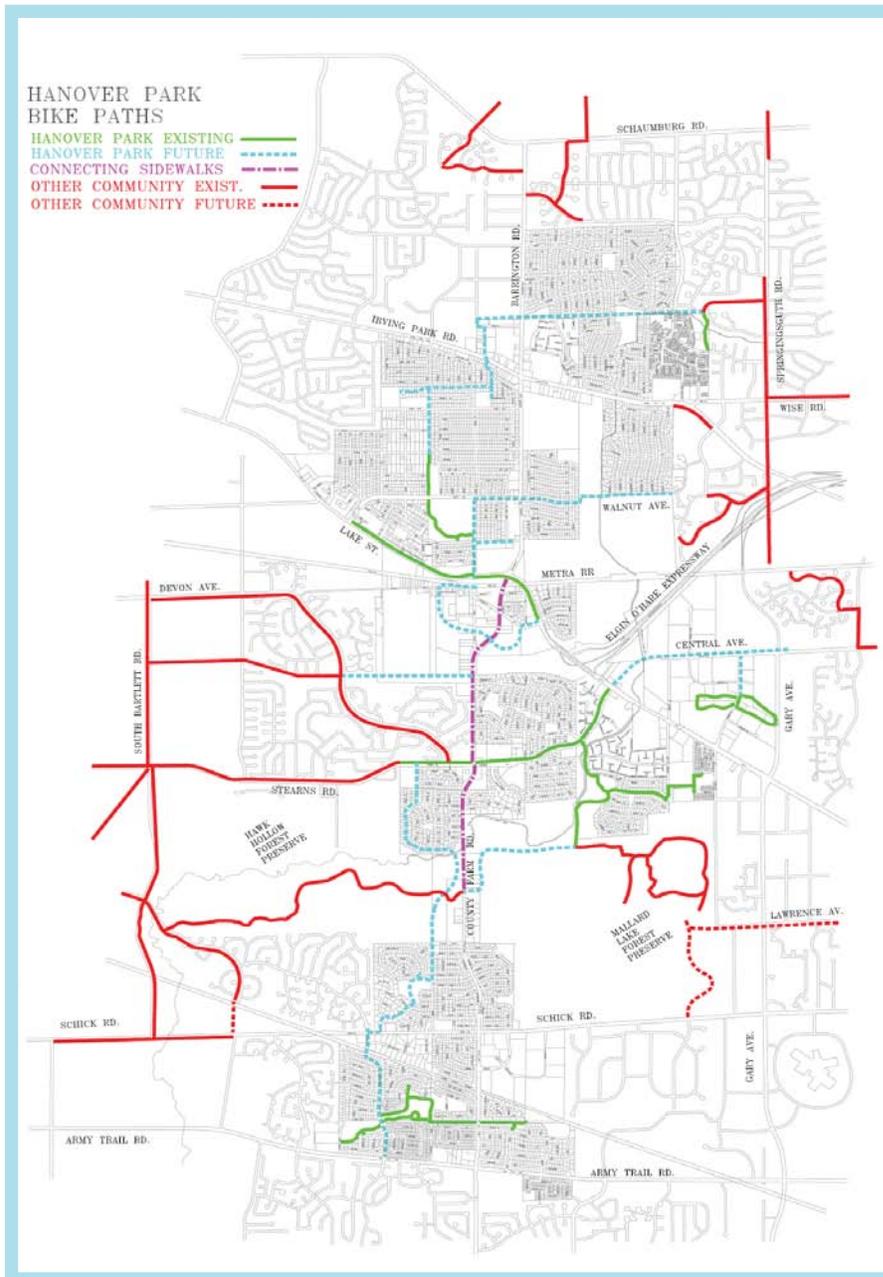
In addition to the simple provision of roads, roads they must also be well maintained to ensure safe and efficient traffic flow throughout the Village. There are planned Illinois Department of Transportation (IDOT) improvements for Irving Park Road including new traffic signalization at the intersections of Irving Park Road and Barrington Road, Irving Park Road and Westview Road, and Irving Park Road and Kingsbury Drive. Outside of the Elgin-O'Hare Expressway extension, there are no foreseeable major arterial road connections planned.

Additional improvements are sought on local roads, particularly enhancing the visual gateways into the village, and creating a more connected multiuse trail system.

Alternative Modes of Transportation

For a population of approximately 38,500 residents, Hanover Park is underserved by alternative modes of transportation. There is currently only one bus route that runs in the Village, which connects Streamwood and Woodfield Mall via Lake Street and Barrington Road in north Hanover Park. The new bus route has been applauded as a great first step in Hanover Park. However, the Village should continue to work with Pace to include additional bus routes, particularly ones that connect the north side of the Village to the south side via Barrington/County Farm Road, and a route to retail/employment centers outside of the Village.

A highlight of Hanover Park is the commuter station along the Metra Milwaukee District West line. The line begins at Union Station in downtown Chicago and terminates at Elgin. Making all planned stops, travel to Union station is approximately an hour and 8 minutes; however, only 44 to 55 minutes during the express run, which runs 5 times between 5:45 and 8:00 a.m. The Metra Station is located in north central Hanover Park at the intersection of Barrington Road and Lake Street.



Multi-use trails for pedestrian and bicyclists form a third alternative mode of transportation. While currently there is some multi-use trails scattered throughout the Village, there are plans to expand the trails to create more of an interconnected system. Hanover Park's system of parks, open spaces, County Forest Preserves, and recreational opportunities are fairly well distributed throughout the Village, which provides the opportunity for greater trail connections to create an extensive and contiguous open space and recreation network that serves all areas of Hanover Park. Additional efforts that support the creation of multi-use trail opportunities are encouraged.

The Village's Bike Path Map, shows the planned path improvements that offer residents increased transportation and recreation options

COMMUNITY FACILITIES & PUBLIC INFRASTRUCTURE

Community facilities are comprised of places and institutions that meet the civic, cultural, social, recreational, educational, and spiritual needs of the community, which includes municipal buildings, public safety services, schools, library, parks, religious institutions, healthcare facilities, and historical sites. Public infrastructure encompasses municipal services and utilities that are vital to the daily function of the Village. Water, sewer, electric and communications utilities, and roadways are the most common elements of public infrastructure. Taken together community facilities and public infrastructure form the physical backbone of a community, providing essential services and functions to the community. A community's overall quality of life is highly dependent upon the strengths and condition of the municipalities community facilities and public infrastructure, particularly as they form the building blocks for a strong, balanced community that benefits current residents and attracts potential new residents. Hanover Park's community facilities are a major asset to the community.

Municipal Services

As part of the municipal service campus location, Hanover Park Village Hall is centrally located along Lake Street. In addition to the Village Hall, the municipal service campus includes a police station. The current structure and size of the Village government presently serves the community well. However, changing population demographics places different and possible additional demands on the Village government and its services, which may compromise its capabilities and effectiveness. For example, an older population will require additional ambulatory services and less school services. Changing and evolving municipal demands will need to be monitored as Hanover Park matures.

WATER

The Village's water source is Lake Michigan, which is treated by the City of Chicago and pumped by Joint Action Water Agency (JAWA) before being distributed to residences and businesses in Hanover Park. The Village's storage capacity is 6.75 millions gallons, which is held in three water towers and four ground storage tanks. In addition, four wells are maintained for emergency need. According to Village sources, potable water provided by Hanover Park meets or exceeds established water quality standards, and the only required improvements are ongoing maintenance and replacement of water mains due to main breaks. No immediate large capital improvements are anticipated.

SEWER

Hanover Park is responsible for the maintenance of the sanitary sewer mains and lift stations. Currently the sewer system is sufficient. The Cook County portion of the Village is treated by the MWRD treatment plant located in east-central Hanover Park and the DuPage portion of the Village is treated by the Village treatment plant. The Hanover Park plant has an average day treatment capacity of 1.5 MGD and a design capacity of 2.48 MGD, which is sufficient for any anticipated future development.

STORMWATER

Hanover Park operates and maintains a separate storm sewer system where the water is treated at a Village maintained treatment facility. During times of heavy rainfall, there is limited flooding in the streets and private yards. Drainage issues related to new development will need to be addressed, as the Village does not have a comprehensive storm water management plan.

REFUSE COLLECTION

Residential refuse collection is provided by private scavengers through a Village contract. 2009 rates were approximately \$19 per household, and there was no limitation on the number of containers placed at the curb on collection day. Additional services provided by the Village contract include recycling, and debris pickup.

FIRE

Currently the Village is served by two Hanover Park Fire Department (HPFD) stations, which combined includes 33 full time fire fighters, 12 part time, 1 administrative assistant, 2 Chaplains and 15 Fire Corp members. The current staffing levels are sufficient, and the only recommended position for future consideration is a Fire Marshall. In addition to fire fighting, the HPFD provides Paramedic level first response and transport. Current staffing includes 38 Paramedics, and 7 EMTs. Though there is no budget consideration, there has been a discussion in regards to moving Fire Station 2, which is poorly located to meet nationally established response time. Ongoing purchase of new equipment is part of the ongoing capital budget.

Education

Schools: Hanover Park is served by seven K-12 school districts. Keeneyville Elementary School District 20 operates 3 schools including Greenbrook Elementary School and Spring Wood Middle School, both of which are in Hanover Park. School District U-46 operates 62 schools, 4 of which are in Hanover Park including Laurel Hill Elementary School, Ontarioville Elementary School, Parkwood Elementary School. Community Consolidated School District 54 operates 5 schools, 3 of which are in Hanover Park including Albert Einstein Elementary School, Anne Fox Elementary School, Hanover Highlands Elementary School. School District 87 operates 2 schools, none of which are in Hanover Park. Community Consolidated School District 93 operates 2 schools, 1 of which (Elsie C. Johnson Elementary School) is in Hanover Park. Lake Park High School District 108 operates 2 schools, none of which are in Hanover Park. Palatine Township High School District 211 operates 4 schools, none of which are in Hanover Park.

See the Community Facility Map on page 82 for school locations

While there are no institutions of higher education in Hanover Park itself, there are several within a short commuting distance, including the College of DuPage in Glen Ellyn (18 miles), Elgin Community College in Elgin (9 miles), William Rainey Harper College in Palatine (17 miles) and Northern Illinois University in DeKalb (40 miles).

Library

Hanover Park is served by two library districts, each of which maintains a branch facility within the Village. The Poplar Creek Branch Library maintains a library on Audrey Lane in south Hanover Park. The Schaumburg Township Branch Library maintains a library on Irving Park Road in north Hanover Park.

Recreational & Cultural Facilities

Recreational and cultural facilities provide the community with diverse opportunities for recreation, social interaction, cultural and artistic expression, and personal learning, growth, and enrichment. Hanover Park is served with recreational facilities provided by 3 park districts including the Hanover Park Park District, the Bartlett Park District and the Schaumburg Park District. The majority of Hanover Park is within the Hanover Park Park District. The current statewide median figure for the supply of local open space and parkland acreage according to the Illinois Recreation Facilities Inventory (IRFI) is 10 acres per 1,000 population. With a population of 36,000 Hanover Park should provide 360 acres of park and open space. Hanover Park Park District, of which most of the Village is part of, maintains 180 acres of parks and bike paths. Combined with the County Forest Preserves, the Village exceeds the IRFI standard. However, since the County Forest Preserves are located in the southern half of the Village, connections to the north, as well as additional recreational open space opportunities for northern Hanover Park should be considered.

Additional recreational opportunities are provided by a variety of outlets, including the Boy Scouts, Girl Scouts, Hanover Park Football Association, Hanover Park Little League, and the Hanover Park District Basketball League. While Hanover Park offers recreational facilities, the village lacks a diverse amount of cultural and artistic facilities and options. As Hanover Park matures and evolves, it is important to maintain these recreational facilities and opportunities, however, it is equally important to create and nurture cultural and artistic facilities, particularly in underserved demographic populations, to ensure citizens have the opportunities to enrich their life experiences beyond classroom education and career development. The result is a prosperous quality of life that benefits current residents and attracts potential new residents and businesses.

Religious Institutions

There are number of religious institutions in Hanover Park that cater to the variety of different faiths and cultures including the large Hispanic population. Christian churches found in Hanover Park include Baptist, Presbyterian, Assembly of God, Greek Orthodox, Anglican, Non-denominational, Roman Catholic, Iglesia Renacer (Hispanic), and Lutheran. There are no other religious institutions of non-Christian faiths found in Hanover Park; however, Hanover Park residents of various other faiths are served by numerous other religious institutions in surrounding communities.

Healthcare

The healthcare system serving Hanover Park residents includes numerous hospital and medical centers, including the Medical Center of Hanover Park. While there is no hospital in Hanover Park the village is well served by Central DuPage Hospital in Winfield, St. Alexius Hospital in Hoffman Estates, St. Josephs Hospital in Elgin, and Sherman Hospital in Elgin.

In addition, the Cook and DuPage County Health Departments are dedicated to health promotion, prevention, and education aimed at providing comprehensive public health services especially to those with limited access to private health care options. The County's Health Departments, in addition to providing services focused on family and community health, raise awareness of and provide services related to environmental health, and food supply protection.

One particular demographic trend is worth noting. Demographic figures indicate that Hanover Park has traditionally been a community of young families. However, the age 40+ group, which will soon be senior citizens, represent a growing subset of Hanover Park's total population. The specific health and personal needs of this population need to be addressed, particularly providing health care and housing options that fit varying budgets and lifestyles. While Hanover Park currently has few senior living facilities there are opportunities for additional growth of such facilities.

Overall, the services and facilities offered by Hanover Park's healthcare system impact the community's quality of life at a broad scale, from treating the common cold to evaluating residential well and septic systems. Enhancing the current healthcare system and evaluating prospects to expand facilities or programs will help Hanover Park maintain a high quality of life, particularly one that gives peace of mind to residents knowing their own community can take good care of them.

HOUSING

Hanover Park is predominantly a single-family home community, which includes detached (traditional stand alone home) and attached (duplexes, and triplexes). While there are a few multiple-family housing buildings located at various areas around the village, Hanover Park is generally lacking in condominium and townhouse options, which points to a perceived gap between housing aimed at young professionals, empty nesters, and older families. Some of the newer residential developments in Hanover Park include duplexes, which do offer an additional housing choice.

There is a general view that Hanover Park lacks condominium options. Moreover, condominiums often appeal to young professional, empty nesters, and older families, which is a segment of the Hanover Park population that is perceived as being underserved in terms of housing options. In addition to the need for a more diverse housing stock, the existing housing stock is aging and requires ongoing maintenance. The lack of property maintenance is a multi-faceted issue relating to Village code enforcement, economic conditions, and general pride in homeownership and neighborhood community.

Age of housing stock

Hanover Park has a medium to aging housing stock, with a median housing age of 1976. Over 46% of the total housing stock was built in the 1970's. While only 12% of Hanover Park's 9,000 owner-occupied housing structures were built between 1990 and 2000 (Note: percentages expressed in this subsection refer to the composition of the total housing stock for a given time frame), only 4.4% of renter-occupied housing stock was built between 1990 and 2000. Thus, while the overall housing stock may be of medium age, there have not been many new housing opportunities for renters. Due to the aging of the renter housing stock, many Hanover Park residents have expressed concern over lack of quality rental options. Code enforcement and property maintenance will assist in improving these properties and changing resident's attitudes toward such uses.

Relative to other communities in the region, Hanover Park ranks lower in new construction housing:

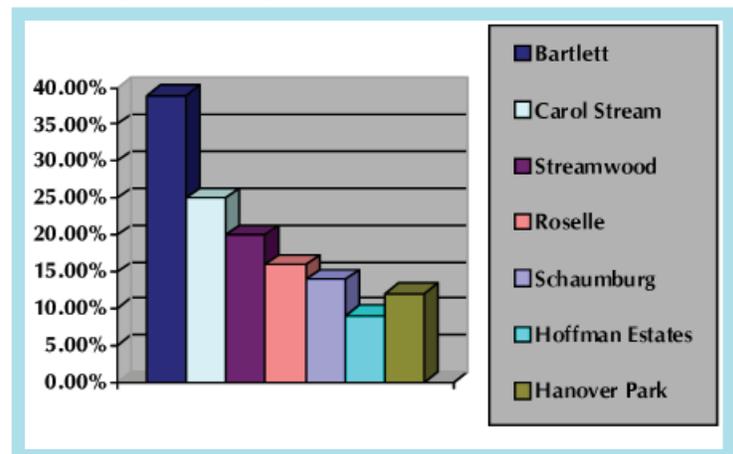
- Schaumburg: ~ 14% of the housing built post 1990
- Bartlett: ~ 38% of the housing stock built post 1990
- Streamwood: ~ 20% of the housing stock built post 1990
- Roselle: ~ 16% of the housing stock built post 1990
- Carol Stream: ~ 25% of the housing stock built post 1990
- Hoffman Estates: ~ 9% of the housing stock built post 1990

The age of the housing stock in both the Village of Hanover Park as well as surrounding communities is consistent with the history and population growth of the region.

A comparison of housing demographic data for Hanover Park and surrounding communities indicates the following attributes of Hanover Park's housing stock:

- Has a medium to aging housing stock;
- Has a substantial amount of structures categorized as single-family detached units and a healthy amount of single-family attached units, but lacks significant diversity beyond that;
- Has low and affordable home values as compared to both the region and surrounding communities; and
- Has a generally low amount of housing vacancies.

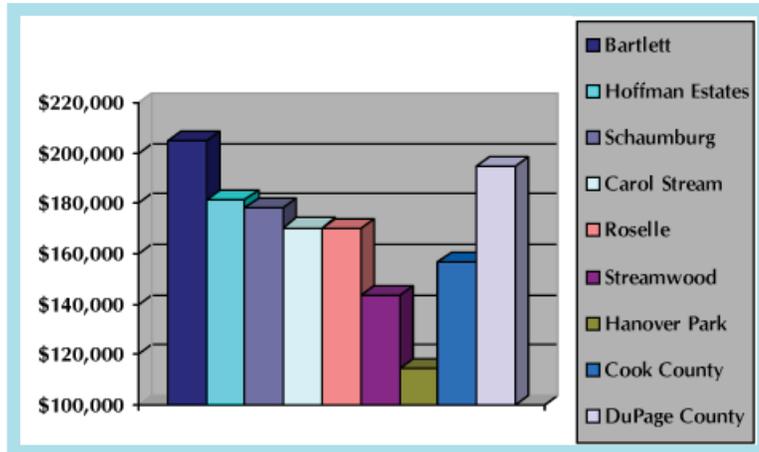
Percentage of Housing Stock Built Post 1990



Home values

Hanover Park has a median home value of \$114,500, which is lower than the median home value for Cook County (\$157,000) and significantly lower than the median home value for DuPage County (\$195,000). About 3/4 (73.3%) of Hanover Park homes have values ranging between \$100,000 and \$174,000 and only 5% of Hanover Park's homes are valued over \$200,000 (Note: for evaluation of home values, only owner-occupied housing units were considered and this data does not account for the current economic conditions).

Median Home Values



Hanover Park's median home value is significantly lower than surrounding communities:

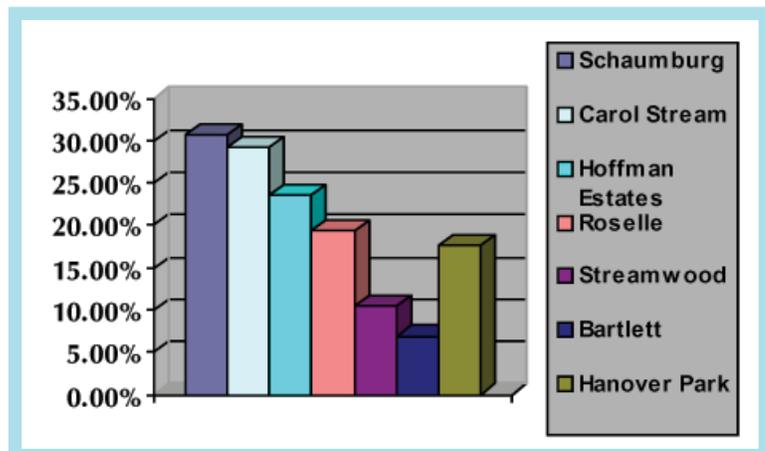
- Schaumburg: \$178,200 median home value
- Bartlett: \$204,700 median home value
- Streamwood: \$143,500 median home value
- Roselle: \$169,900 median home value
- Carol Stream: \$170,400 median home value
- Hoffman Estates: \$181,700 median home value

The fact that communities of the same geographic area can differ so widely in median home values indicates that home values are influenced by multiple factors that vary from community to community. Factors such as the housing market (i.e. supply of sellers and demand from buyers), location, age of housing structures, quality of local school and park systems, and other quality of life characteristics all play a role in the assessment of home values in a community. (It is important to note that this evaluation of home values is based on basic data from the 2000 U.S. Census and not reflective of a professional assessment of home values). One possible reason for Hanover Park's median home value ranking lower than the median home values of surrounding communities such as Schaumburg, Bartlett, and Carol Stream, is that those communities have experienced more recent residential development than Hanover Park.

Rental Housing

A sign of a quality housing stock is the ability to provide a variety of housing options that can accommodate a variety of income levels and life stages, including provision of rental housing. Many communities do not encourage the development of rental housing due to a multitude of reasons; however, rental housing provides housing options to those of lower economic ability including younger professionals, younger families, and senior citizens, which allow those demographics to move into or stay within the community.

Rental Rate of Housing Stock



Without rental housing, entire demographics of the population have very limited housing options. 17.7% of Hanover Park's housing stock is rental, which is slightly lower than the average 20% rental rate for surrounding communities:

- Schaumburg: 30.6% of the housing stock is rental
- Bartlett: 6.9% of the housing stock is rental
- Streamwood: 10.4% of the housing stock is rental
- Roselle: 19.4% of the housing stock is rental
- Carol Stream: 29.3% of the housing stock is rental
- Hoffman Estates: 23.5% of the housing stock is rental

Attracting high quality residential developments enhances the housing stock by providing a variety of housing options – including rental apartments, single family homes, duplexes, townhouses, and condominiums – that cater to diverse income levels and living situations.

ECONOMIC & MARKET ANALYSIS

Project Purpose

The Village of Hanover Park is a diverse community with excellent regional access and the potential for significant commercial development, which will generate revenue that keeps property taxes affordable. Hanover Park has the challenge of straddling both Cook and DuPage County with their differing development and taxation approaches. With changes in the character of modern commercial development and increasing interest in mixing uses on properties, Hanover Park is challenged to enhance the vitality of its aging commercial properties and identify opportunities to conform to current clustering and mixed-use trends. This Market Assessment focuses on commercial development by identifying the market demand for specific types of retail, office, light industrial, and mixed use projects that would be both appropriate and financially feasible for Hanover Park.

Methodology

In evaluating Hanover Park's retail potential, both national commercial development databases and retail trends, were considered. Nearby shopping malls, lifestyle centers, business parks, and surrounding "downtown" shopping districts were visited and evaluated to determine the regional competitive environment. In addition, the same principles that high volume site selection specialists use to understand each commercial area's economic vitality and potential were applied to Irving Park Road, Barrington Avenue, Lake Street, and Army Trail Road business districts. Furthermore, community leaders, business owners, and other stakeholders were interviewed to glean their confidential insights into Hanover Park existing and potential economic development environment.

Hanover Park Current Conditions Overview

Regional Position

The table below compares Hanover Park’s market condition for factors often considered in selecting store locations to conditions in its surrounding communities.

	Regional Position					
	Hanover Park	Bartlett	Bloomingtondale	Roselle	Schaumburg	Streamwood
Population	38,783	40,233	22,800	24,385	74,540	37,097
Average Household Size	3.5	3.0	2.6	2.7	2.4	3.0
Households	11,204	13,547	8,676	8,894	30,791	12,222
Population Density per Square Mile	5,715	2,701	3,363	4,561	3,898	5,050
Total Population Median Age	32.5	35.8	41.5	38.1	37.3	34.8
Total Employees	8,254	7,474	13,749	8,928	60,093	8,586
Jobs per Household	0.7	0.6	1.6	1.0	2.0	0.7

Source: U.S. Census and Demographic Data (C) 2008 by Experian/Applied Geographic Solutions

Combined with the surrounding communities, there are nearly 250,000 residents in this Chicago suburban sub-region. Due to differences in demographics, the Hanover Park market differs from the overall area. Although this metropolitan area sub-region has 1.3 jobs per household, near the Chicago Metropolitan area average of 1.4 jobs per household, employment is a weakness in Hanover Park. There are only 0.7 jobs per household. Within the sub-region, only Bartlett offers total fewer jobs than Hanover Park. Employment deficiency is significant because employment reduces commuting by allowing residents to live and work in the same community, and commercial property taxes fund schools without adding to their student burden.

Competitive Retail Environment

Hanover Park retail centers straddle the Northwest (Cook County) and the Far West Suburban (DuPage County) markets identified on the map on page 28 and contain over 37 million square feet of shopping center retail space. The Northwest and Far West markets are the largest, most competitive markets in the Chicago suburbs. Recent Cook County decisions to significantly increase sales taxes in combination to the already notoriously higher property taxes has created significant challenges to retenanting aging Cook County commercial centers. Although convenience tenants still must accept the higher costs associated with a Cook County location, destination businesses are increasingly locating just beyond Cook County borders. For this reason, Hanover Park has a distinct market division within its own municipal boundary. The Northwest Suburban submarket containing Hanover Park’s Cook County commercial centers has a vacancy rate of 9.2% while the whole region has a vacancy rate of 10.2%. There are 120,000 square feet of shopping center space under construction in this submarket. The continuing strength of Northwest Suburbs Market is a testament to the power of Woodfield’s draw.

The Far West Suburban submarket where Hanover Park’s DuPage County commercial centers are located has a vacancy rate of 11.6% as reported by Coldwell Banker Real Estate in its fourth quarter 2008 Chicago Retail Market Review.

Community Capture Rates

The table below compares the spending power and retail sales in Hanover Park to its surrounding communities. This rate measures the relationship of resident expenditure to actual sales. A capture rate of 100% occurs when a community's retail business sell the same amount as the community's residents spend.

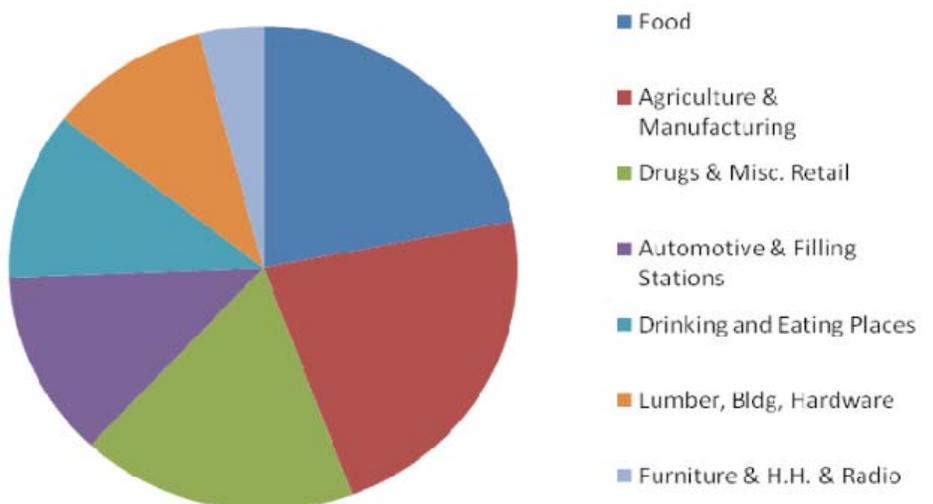
This submarket's capture rate of 221% confirms its strength as a shopping cluster. One explanation for the submarket's high capture rate, in addition to the drawing power of the nationally significant Woodfield Mall, is the lower DuPage county sales taxes that attract nearby Cook County residents. As currently tenanted, the shopping available in Hanover Park attracts 92% of the expenditures by Hanover Park residents. That means that the spending coming from residents living in other communities is nearly covering expenditures by Hanover Park residents in other communities.



	Regional Position					
	Hanover Park	Bartlett	Bloomington	Roselle	Schaumburg	Streamwood
Total Retail Expenditure	\$ 277,316,073	\$ 394,075,519	\$ 246,483,012	\$ 236,822,415	\$ 806,977,385	\$ 316,715,358
Eating and Drinking Expenditure	\$ 34,004,104	\$ 48,519,523	\$ 30,294,961	\$ 29,084,403	\$ 98,983,748	\$ 38,919,527
Grocery Store Expenditure	\$ 49,452,055	\$ 67,670,324	\$ 42,580,537	\$ 41,550,292	\$ 141,252,773	\$ 55,785,722
Drug Store Expenditure	\$ 7,564,037	\$ 10,630,038	\$ 6,680,159	\$ 6,439,252	\$ 21,969,185	\$ 8,624,176
Capture Rate	92.2 %	55.7 %	374.0 %	103.0 %	376.7 %	112.7 %

Source: Demographic Data (C) 2008 by Experian/Applied Geographic Solutions

As the pie chart reveals, Hanover Park sales tax revenues are dispersed throughout the state's categories mitigating the risk that the loss of one business could severely undermine sales tax revenue.



Shopping Center Classifications

To understand retail development possibilities, one must recognize that consumers expect to visit different types of centers for different shopping needs. For example, when grocery shopping, consumers expect to park where they can conveniently load groceries while consumers shopping for apparel expect the opportunity to visit several stores of similar type to compare their offerings, the definition of “shopping.” These underlying shopping behaviors support shopping clusters of different sizes and character. The International Council of Shopping Centers (ICSC), a shopping center executives’ trade group, classifies shopping centers based on matching shopping behavior and the size, tenants, and character of shopping centers. This table below reports the key characteristics of these classifications.

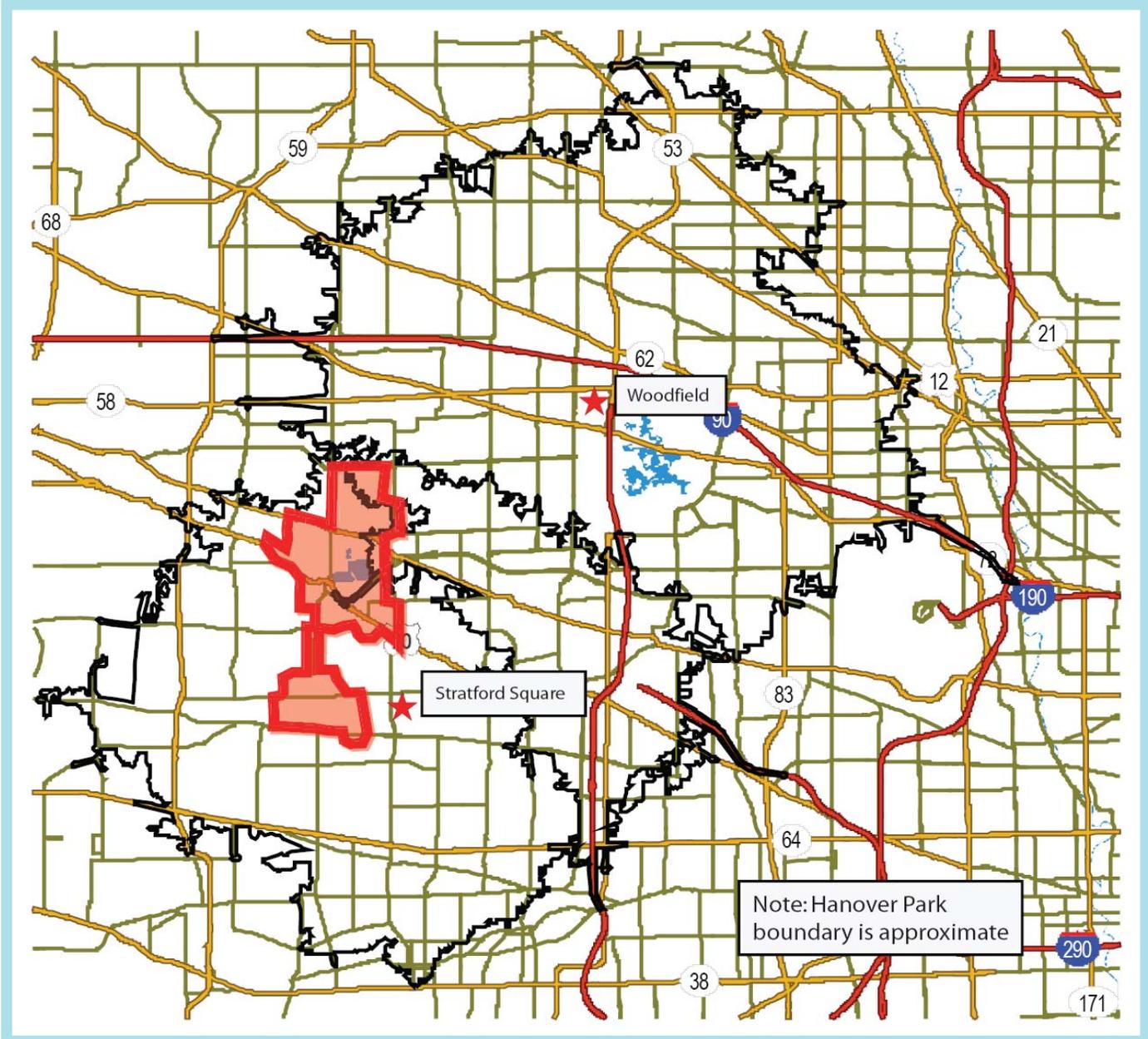
ICSC Categories

Type of Shopping Center	Concept	Square Feet (Including Anchors)	Acreage	ICSC Shopping Center Definitions-U.S.			
				Typical Anchors		Anchor Ratio*	Primary Trade Area**
				Number	Type		
Malls							
Regional Center	General Merchandise, Fashion (Mall typically enclosed)	400,000 - 800,000	40-100	2 or more	Full-line department store, jr. department store, mass merchant, discount department store, fashion apparel	50-70%	5-15 miles
Super Regional Center	Similar to regional center but has more variety and assortment	800,000 +	60-120	3 or more	Full-line department store, jr. department store, mass merchant, fashion apparel	50-70%	5-25 miles
Open-Air Centers							
Neighborhood Center	Convenience	30,000-150,000	3-15	1 or more	Supermarket	30-50%	3 miles
Community Center	General merchandise, convenience	100,000-350,000	10-40	2 or more	Discount department store, supermarket, drug, home improvement, large specialty / discount apparel	40-60%	3-6 miles
Lifestyle Center	Upscale national chain, specialty stores, dining and entertainment in outdoor setting	Typically 150,000-500,000 but can be smaller or larger	10-40	0-2	Not usually anchored in the traditional sense but may include book store, other large-format specialty retailers, multi-plex cinema, small department store.	0-50%	8-12 miles
Power Center	Category-dominant anchors, few small tenants	250,000-600,000	25-80	3 or more	Category killer, home improvement, discount department store, warehouse club, off-price	75-90%	5-10 miles
Theme/Festival Center	Leisure, tourist-oriented, retail and service	80,000-250,000	5-20	N/A	Restaurants, entertainment	N/A	N/A
Outlet Center	Manufactures’ outlet store	50,000-400,000	10-50	N/A	Manufactures’ outlet stores	N/A	2.5 - 7.5 miles

*The share of a center’s total square footage that is attributable to its anchors. **The area from which 60-80% of the center’s sales originate.

These classifications are important because sophisticated tenants design their operating and merchandising policies to fit a specific shopping center category. That process results in higher sales and higher customer satisfaction.

For regional shopping, both Woodfield and Stratford Square command the attention of a large market. As the map below shows, all of Hanover Park is within a 15-minute drive time of Stratford Square and portions of northeast Hanover Park is within the 15-minute drive time of Woodfield Mall.



Core Site Selection Concepts

The decision for a developer to build commercial and restaurant space is based on core concepts that underlie the expectation for acceptable sales at the development site.

1. Retail Follows other Markets

There must be a large and close residential population before the market will support the construction of retail and restaurant space. Although office workers are another important market that can upgrade a marginally successful retail district into a very successful one, local residents are the backbone of each community's commercial areas. The significance of office space is its connection to a strong food and beverage offering. A significant concentration of offices adds a lunch seating and "cocktail hour" that can increase restaurant business by up to 33%.

2. Development is Tenant Driven

There must be enough similar tenants to allow consumers to comparison shop. In the abstract, it makes sense that the ideal retail development is a broad mix of businesses satisfying the multitude needs of local residents. Today's auto oriented retailing assumes that customers will travel for selection. Consequently, while today all successful shopping districts offer convenience shopping (ex: drug store), different shopping districts have evolved to satisfy varying niches for other items. Strong retailers like to cluster near competitors because they know that such an area gets a reputation as "the place to go to shop for. . ."

3. Visibility is Critical

Stores must be visible to a large enough pedestrian and/or "driver" population. Although repeat customers are the lifeblood of any business, there also must be a steady flow of new customers. Those customers are much easier to attract when a large population sees the business every day. Studies by national restaurateurs and retailers indicate that about 20,000 vehicles and/or pedestrians per day pass the most vital retail businesses.

4. Visual and Physical Access Must be Easy

Signalized intersections allow traffic to easily enter and exit parking lots. They also stop pedestrians and automobiles, causing people to see signs and advertising. For those reasons, locations at signalized intersections are a key for high traffic retail centers.

5. Anchors Hold the Position

The concept of modern shopping centers is that consumers are attracted by an anchor and then notice and purchase the offering of adjacent smaller stores. Today that pattern has been modified by the concept of Lifestyle Centers where a cluster of well known smaller stores combine to fulfill the anchor function. When centers are anchorless, the property is less stable because existing and potential tenants seek anchored locations.

6. A Few Retailers Provide the Majority of Sales Taxes

Successful auto dealerships, warehouse clubs, large format grocery stores, mass merchandisers, and home centers can each produce over \$50 million in sales and \$500,000 in sales taxes. Consequently, these single businesses often have more impact on sales tax revenue than multi-tenant convenience centers, fashion centers, or suburban downtowns where sales are \$10 million to \$20 million for the whole center.

USE TRENDS

Due to their age and lack of investment, the shopping centers of Hanover Park do not meet modern site selection standards. The standards for various use types include:

Mixed-Use

Beginning in the 1990's, suburban communities began authorizing projects that combined residential and commercial uses on single sites or within single buildings. This was a significant departure in development practices, though the mixed use concept is nothing new. This typology with shops at street level, and residential above, has been found in cities throughout history. However, the rediscovery of this development type is seen as a critical building feature in the urban revitalization experienced in communities throughout the United States. The recent revitalization of the mixed use concept came from an understanding that without close association to residential development, urban commercial areas were eight-hour environments that could not support the stores and restaurants that commercial employees need as daily amenities. This trend solved two problems, first it found a use (typically residential) for buildings that no longer met the needs of modern office users, and second, it added a 24--hour population that could support a shopping and dining cluster.

Increasingly, new mixed-use development incorporates retail on the ground floor and residential or office on upper floors. Mixed-use development requires far more skill to pull off successfully than does the typical suburban shopping center, office park, or residential complex. The first challenge is to not overestimate the volume of retail supported by other uses on the site, as retail generally must draw from a wider area, and thus consequently cars and regional access must be accommodated. Secondly, financing is much more challenging because mixed-use projects often include short-term, equity housing and long-term, leased retail space. This challenge is often met by combining apartments or offices with leased retail space or selling retail space as condominiums in equity residential projects.

Office Development

The office market is divided by building types. Class "A" office space is contained in buildings that have excellent locations and access, attract high quality tenants, and are managed professionally. Buildings are located in a prestigious location, made of high quality materials and offer a multitude of amenities. Typical tenants include banks, law firms, investment banking companies, and other high-profile companies with a need to demonstrate their financial success. Class "B" buildings have good (versus excellent) locations, management, and construction, and tenant standards are high. These buildings have very little functional obsolescence and deterioration. Class "B" buildings are usually newer, wood-framed buildings or older, former Class "A" buildings. Wood-framed Class "B" office buildings are usually three stories or less. Most suburban Chicago business parks contain Class "B" office development. Class "C" buildings are typically 15 to 25 years old but are able to maintain steady occupancy. A fair number of the Class "C" office spaces are not truly office buildings but rather walk-up office spaces above retail or service businesses or spaces in one-story shopping centers.

Hanover Park competes in the northwest suburban office submarket, which presents it with excellent access to regional markets and proximity to quality executive and worker housing. Executives who are residents of DuPage County's finest neighborhoods seek to save time by locating their offices nearby. The corporate headquarters in Schaumburg illustrate this key strength of the Hanover Park office submarket. With today's mobile, global economy, businesses have many relocation options. The office sites in Hanover Park, due to excellent regional access and nearby shopping and dining, can compete for major office development.

Multi-Tenant Office

Nationally, speculative construction of high quality multi-tenant office properties is impeded by vacancy rates that have exceeded 10% since 2000. The table below compares 4th quarter 2008 Northwest suburban vacancy rates to the Chicago suburban vacancy rate.

Quarterly Statistics									
Submarket	Base SF	Direct Vacant SF	Sublease Vacant SF	Direct Vacancy	Sublease Vacancy	Overall Vacancy	Net Absorption	Under Construction SF	Asking Lease Rates Gross / SF
Northwest Suburbs	27,875,918	5,010,177	859,059	18 %	3.1 %	21.1 %	45,546	95,005	\$ 21.18
Class A	14,565,486	2,098,430	523,776	14.4 %	3.6 %	18.0 %	(20,270)	95,005	\$ 24.41
Class B	7,355,800	1,327,027	281,958	18.0 %	3.8 %	21.9 %	51,694		\$ 20.42
Class C	5,954,632	1,584,720	53,325	26.6 %	0.9 %	27.5 %	14,122		\$ 17.62
Totals	106,709,931	18,661,464	2,739,950	17.5 %	2.6 %	20.1 %	(429,123)	386,361	\$ 22.06
Class A	42,613,600	6,215,262	1,444,422	14.6 %	3.4 %	18.0 %	(385,329)	195,005	\$ 26.26
Class B	40,998,070	7,189,308	1,132,610	17.5 %	2.8 %	20.3 %	211,406	51,200	\$ 21.35
Class C	23,098,261	5,256,894	162,918	22.8 %	0.7 %	23.5 %	(255,200)		\$ 17.81

Just as the suburban Chicago market entered the demand level that would support speculative office building, vacancy rates below 12% and expected to keep dropping. In addition corporate restructurings caused by the housing slump and mortgage crisis placed additional office space on the market. Nationally, it has been many years since there was significant, speculative construction of multi-tenant office buildings. That leaves much of the Class "A" space aging and in danger of failing to meet the space and technology needs of the most demanding tenants. These tenants are facing lease renewals and considering new space. This provides an opportunity for developers to build-to-suit for a tenant willing to lease 50% or more of the space.

Premium Small Office Buildings and Condos

With mortgage rates at historic lows and small to medium size businesses creating the bulk of economic expansion, creation of small office buildings or office condominiums may be an opportunity. 3,000 to 10,000 square foot office units are ideally suited for medical professionals, accountants, attorneys, insurance agents, mortgage and title companies, financial planners, architects, interior designers and nonprofit groups desiring to own their own property. There are many advantages to owning one's office space. Owning a property protects the business from rising rents, while gaining control over its place of work, and may actually be more affordable than renting. Effective rents in multi-tenant leased properties are often higher for smaller tenants, because they are not offered the concessions packages used to lure big tenants. Tax benefits are debatable, as owners can deduct mortgage payments, depreciation, and repairs, but rent payments also are deductible.

Another ownership structure concept is the office condo. Office condos can also provide a means of sheltering some income – the business owner (or owning entity) purchases the space and the company then leases it back, with this payment typically sheltered 100% (written off as an operating expense). A subset of the small office that is gaining in popularity is the office condominium.

National trends have less impact on the small office market because the medical and personal service businesses that occupy this space respond to local needs and are relatively stable under all economic conditions. The underlying development demands less capital and can be built to suit, further reducing the risk of small office projects.

Light Industrial/ Flex Space Development

With its excellent access to O'Hare and business friendly history, Hanover Park serves an important warehousing, distribution and entrepreneurial business niche. Small assembly operations, industrial service and repair, and product splitting for redistribution all benefit from the central location in the Northwest Suburbs and North DuPage County submarkets. With the current trend of moving major distribution and manufacturing facilities farther from major metro areas, there is a need for the flex space typical of Hanover Park business parks where large loads can be divided for ultimate distribution. Business park's offer one location to serve office space for sales personnel, warehouse for quick distribution and an equipment repair facility. This flex space typically provides approximately 20 jobs per acre.

Economic and Market Analysis Summary

Although the amenities and location of Hanover Park are an important attractor for office and light industrial development, the national and regional economies are likely to depress this market in the near future. The Hanover Park commercial areas have short-term opportunities to offer space for small to medium sized companies and expansion of nearby businesses. In the long-term significant new office and light industrial development enhances the market by providing jobs for residents and bonus shoppers for nearby stores and restaurants.

COMMUNITY DEVELOPMENT THEMES

The overall community development themes for Hanover Park that have emerged thus far revolve around maintaining strong neighborhoods, redevelopment of commercial properties along major corridors, future development of village center, enhancing identity and aesthetics, and creation of incentives to foster green development and sustainability.

Maintaining strong neighborhoods: The Village should explore the concept of maintaining strong neighborhoods as the overall strategy for improving residents' quality-of-life.

Redevelopment of Commercial Properties along Major Corridors: The Village should implement various strategies including aesthetics, design guidelines, code enforcement, and façade rebates to encourage redevelopment of commercial properties.

Future Development of Village Center: The Village should explore the possibility of reviving the Village Center concept either at its current planned location or in the Ontarioville area.

Enhancing identity and aesthetics: The Village should beautify streetscapes and landscapes, add decorative signage and welcome gateways, and introduce site and architectural design guidelines. In addition, the Village should better enforce current code requirements including property maintenance.

Creation of incentives to foster green development and sustainability: The Village should encourage residents and businesses to use green technology and practice energy conservation via educational campaigns, tax and other incentives and adoption of such uses and practices throughout Village government so as to lead by example.

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CHAPTER 3

VISIONING PLAN

PLAN ELEMENTS



A | Policy Formation



B | Vision, Goals & Objectives



C | Framework Plan



A | POLICY FORMATION

- URBAN DESIGN PREFERENCE STATEMENTS
- COMMUNITY MAPPING EXERCISE
- SURVEY RESULTS

URBAN DESIGN PREFERENCE STATEMENTS

At the two Public Forums held on July 13, 2009, and July 29, 2009, members of the Hanover Park community participated in an Image Preference Survey, which asked participants to evaluate a wide array of urban design images in order to forge a consensus on the desired physical attributes of Hanover Park's built environment. Listed are the consensus urban design preference statements grouped according to multi-family residential, small scale commercial development, and commercial corridors.

DESIGN PREFERENCES

Multi-Family and Attached Residential Infill

- Encourage variety in design yet an overall consistency among buildings.
- New, infill housing should enhance and compliment the design of the surrounding neighborhood.
- High-quality building materials such as brick, stone or other masonry should be encouraged.
- Structures should be open, friendly and inviting, which can be accomplished with elements such as front porches, bay windows, and highlighted entrances.
- Buildings should include multiple architectural features including varied roof lines, projections, windows, balconies, and porches.
- Encourage the use of landscaping.
- Windows should be prominent and proportional to the size of the building.
- Roof lines should be varied and pitched to imitate single-family dwellings, and could include features such as windows and dormers.
- Buildings should be oriented to the street, with garage doors oriented to the side or the rear of the building or an alley.

Small Scale Commercial Building and Streetscape

- Encourage awnings and canopies, windows, and other features to enhance the façade and accentuate the entrances.
- Include pedestrian features and amenities including awnings, wide sidewalks with brick pavers or other decorative features, covered walkways, windows, street furniture, and bicycle rack facilities.
- Landscaping shall be used to provide ornamental value.
- Include pedestrian-scaled lighting and signage.

WHAT IS... AN IMAGE PREFERENCE SURVEY?

An Image Preference Survey is a planning and public participation tool that uses visual images to help people recognize and understand important physical planning principles and urban design elements in order to forge a consensus on the desired physical attributes of the built environment.



Examples of highly rated multi-family developments



Example of highly rated small scale commercial building and streetscape features

- Signage should be of consistent size and scale, and should reflect the architecture and the purpose of the building that it represents.
- Corner elements should take on more architectural importance and significance.

Commercial Corridors | Big Box Retail

- Encourage the use of unique architecture and interesting design elements to break up the facade.
- Blank front and side wall elevations on street frontages should be avoided, and instead should be provided with articulated facades and other design elements such as windows, awnings, variation in building materials, interesting roof-lines, etc.
- Landscaping around the entire base of buildings is recommended to soften the edge between the pavement and the structure. Landscaping should also be plentiful throughout parking lots and should be protected from vehicular and pedestrian encroachment by raised planting surface or the use of curbs.

Commercial Corridors | Retail / Mixed-Use

- Encourage variety in design yet an overall consistency among buildings.
- Mixed-use buildings should utilize traditional color combinations and high-quality building materials such as brick, stone or other masonry.
- Mixed-use buildings should have a seamless integration between the retail and residential components.
- In the newly created Village Center, buildings should have a zero front setback.
- Include pedestrian-scaled lighting and signage.
- Mixed-use buildings should have interesting rooflines, corner treatments, and highlight building entrances.



Example of highly rated small scale commercial building and streetscape features



Example of a big box retail building exhibiting the qualities of the design preferences.



Example of highly rated retail / mixed-use building

Commercial Corridors | Office / Business Park

- Unique architecture and interesting design elements that break up the facade are encouraged.
- Use of landscaping is encouraged to soften building facades.
- Parking should be screened to greatest extent possible.
- Blank front and side wall elevations on street frontages should be avoided, and instead should be provided with articulated facades and other design elements such as windows, variation in building materials, interesting roof-lines, etc.

Commercial Corridors | Streetscape

- Along commercial corridors, the rights-of-way should provide an attractive atmosphere with plentiful trees, wide parkways with decorative paving, benches, and dedicated bike lanes safely separated from the roadway.
- Access management should be put into place so as to avoid too many curb cuts.
- Signage should be of adequate size and interesting design.
- Pedestrian safety – fences, planters or other means to be used to create ‘safe zones’ for pedestrians.

Commercial Corridors | Signage Preferences

- Signage should be consistent in terms of height and design along the length of the corridor.
- Limit the number of lettering styles, colors and pieces of information that are permitted on signs to promote legibility.
- All signage should be highly compatible with the building and site design relative to color, material and placement.
- All signage shall be tastefully lit.
- Ground signage shall be of quality material use including brick and cast concrete.
- Use of pole signs shall be discouraged.

*Example of highly rated office/ business park building**Examples of highly rated streetscape designs**Example of highly rated signage*

COMMUNITY MAPPING EXERCISE – “BUILDING THE VISION”

At the two Public Forums held on July 13, 2009, and July 29, 2009, members of the Hanover Park community participated in a hands-on community mapping exercise to translate their desired preferences for the future of the Village into physical and spatial forms on a map. The compiled results from the groups of Public Forum participants are then used to help formulate the Framework Plan, the Village-Wide Plan Elements, and the Special Area Plans.

VILLAGE-WIDE MAP SUMMARY

Streetscape and Landscape Buffers

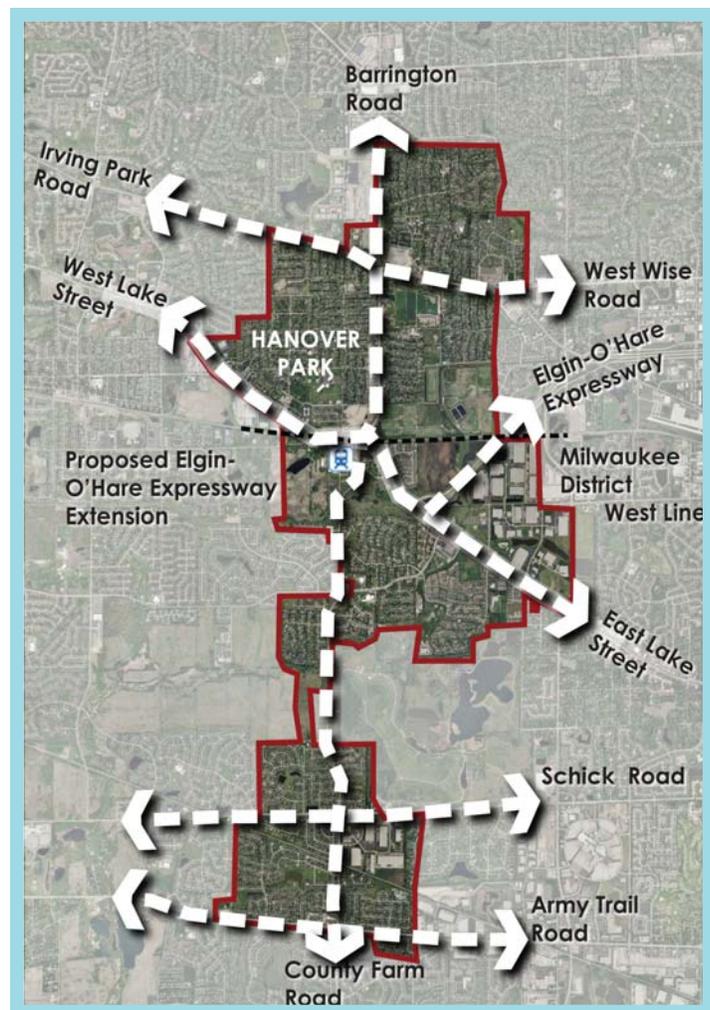
- Create consistent streetscape and landscape buffer design for the main arterials of Lake Street, Barrington Road, Irving Park Road, and Army Trail.

Property Maintenance

- Improve physical sites and buildings along Irving Park Road, Barrington Road, and Lake Street.
- Require property maintenance in residential neighborhoods particularly in the north side of the village.

Land Use

- Plan for senior and higher density residential on north side of Lake Street.
- Plan for big box retail at the Barrington Road and Irving Park Road intersection.
- Increase commercial, including big box retail, development potential along Lake Street, east of Barrington Road.
- Maintain environmental area west of Barrington Road and south of proposed Elgin O'Hare Expressway expansion.
- Maintain commercial uses but improve upon quality along the commercial corridors in village.
- Plan for an adaptive reuse of landfill.
- Maintain and improve the existing housing stock in residential neighborhoods.



Aerial of Hanover Park boundaries and major thoroughways

Open Space and Recreational Facilities

- Preserve existing and increase neighborhood parks and open space.
- Create a public park south of Irving Park Road and west of Barrington.
- Plan for neighborhood dog parks.
- Provide for wider range of recreational facilities including an ice rink.

Street, Barrington Road, Irving Park Road, and Army Trail

- Construct bus shelters along bus routes.

VILLAGE CENTER MAP SUMMARY**Transportation**

- Make the Lake Street and Barrington Road intersection a public transportation hub.
- Provide bike paths to and from the proposed Village Center.

Land Use

- Encourage a mix of commercial uses:
 - *Cinema/Movie Theater*
 - *Gas Station*
 - *Specialty Shopping*
 - *Hotel*
 - *Bed and Breakfast*
 - *Public Arts/Mural*
 - *Restaurant/Family Restaurant*
- Maintain environmental areas surrounding Village Center area.
- Provide more parks, and public plazas.
- Plan for higher dense residential uses.
- Add senior housing and mixed residential-commercial buildings.

Transportation

- Expand public transportation options along main arterials of Lake Street.

Bike Paths

- Create a village-wide interconnected multi-use trail system.
- Add a bike lane along Barrington/County Farm Road.
- Add a bike lane along Lake Street.



Half-mile/10-minute walking radius

Barrington Road

- Create consistent streetscape.
- Require property maintenance along west side of Barrington Road.
- Improve landscape and buffers.
- Provide way-finding signage.

Lake Street

- Create consistent streetscape.
- Improve landscape and buffers.
- Provide way-finding signage.
- Provide for higher density and senior housing on north side of Lake Street.

CHAPTER 3

VISIONING PLAN

PLAN ELEMENTS



A | Policy Formation



B | Vision, Goals & Objectives



C | Framework Plan



B | VISION, GOALS & OBJECTIVES

COMMUNITY VISION STATEMENT

The Community Vision Statement is an aggressive, forward thinking description of the type of community that the Village of Hanover Park aspires to become. The Vision Statement is the foundation that provides guidance to current and future community planning efforts as well as creating a definitive aspiration at which the community's goals are collectively aimed. The Vision Statement was carefully crafted and was derived from considerable community discussion and consensus-building activities based upon the outcome of the stakeholder interviews, visioning worksheets, surveys, community assessment, and public forums.

Our Vision for the Future of Hanover Park

Hanover Park, is a village of villages, which taken in whole, is a community of livable neighborhoods, corridors, and special places, which will continue to enjoy a high quality-of-life, a family-friendly and attractive atmosphere, and a strong sense of identity by: 1). nurturing a strong, diverse and self-sufficient economic base; 2). developing strong neighborhoods that provide a safe, and well-maintained ambiance; 3). fostering a positive community image and promotion of quality community aesthetics; 4). promoting sustainability in land-use patterns, and development; and 5). creating an excellent transportation options.

GOALS & OBJECTIVES

The goals of the Comprehensive Plan are directly linked to the Vision Statement in order to form the backbone of the recommendations of the Comprehensive Plan. Thus, the goal and objective statements provide the policy framework upon which all community planning decisions, both now and in the future, must be supported. Each individual component within the Vision Statement is supported by a set of goals and objectives. A “goal” is the stated ends which support a common vision (in this case, the Community Vision Statement). An “objective” is a specific target aimed at achieving the goal. In other words, a goal is a desired ideal condition (example: run a marathon) while objectives are more precise situations or actions that are designed to achieve the goal (example: establish and sustain a progressive daily running and training schedule).

Vision 1: *Hanover Park Will Nurture a Strong, Diverse and Self-sufficient Economic Base.*

Goal 1.1: **Foster a diverse property and sales tax base that expands the village’s supply of goods and services and increases employment opportunities within Hanover Park.**

Objectives:

- 1.1.1 Maintain a cooperative relationship with the Hanover Park Chamber of Commerce, Hanover Corporate Center, Mallard Lake, and Turnberry business park leaders, existing businesses, and local business leaders to encourage the sharing of information and build public/private partnerships to facilitate sustainable economic development in Hanover Park.
- 1.1.2 Protect the existing varied sales tax base while focusing on preserving the traditional high sales tax generators such as grocery stores, home improvement centers, mass merchandisers and auto dealers.
- 1.1.3 Encourage retailers that provide unique goods and services to residents and add community character.
- 1.1.4 Establish a proactive Business Recruitment Strategy Plan that markets Hanover Park to businesses, developers, and investors by highlighting excellent access to quality employees, multiple major regional transportation corridors, affordable housing, and Hanover Park’s friendly business environment.
- 1.1.5 Develop programs that assist commercial property owners in recruiting tenants that match existing spaces and improve commercial clustering of similar uses.
- 1.1.6 Establish a proactive Workforce Recruitment Strategy Plan that markets Hanover Park to college graduates, Hanover Park school system alumni, and transitioning workers seeking employment opportunities and/or a place to establish residency.

Goal 1.2: **Provide business locations offering high market visibility and convenient access to encourage residents to seek employment in Hanover Park and to shop locally for goods and services.**

Objectives:

- 1.2.1 Identify key sites that offer an opportunity to provide value-oriented new development that intercepts customers before they reach the regionally significant Woodfield and Stratford Square commercial clusters.

- 1.2.2 Create Village standards for site design, including building and parking lot design, site access, signage, and landscaping that encourage new developments to contribute to an attractive built landscape within Hanover Park’s commercial districts.
- 1.2.3 Identify key sites that have superior access to Irving Park Road, the Elgin/O’Hare Expressway, and Lake Street to encourage the creation of higher-density employment/office centers at these redevelopment sites.
- 1.2.4 Develop programs to improve infrastructure and beautify sites and buildings along all major commercial corridors.
- 1.2.5 Encourage the development of unique marketing, landscape, streetscape, and signage for each individual major commercial corridor.
- 1.2.6 Encourage commercial site design that promotes cross access between adjacent uses to facilitate safe and efficient movement for customers and alleviate excess traffic on the road network.
- 1.2.7 Encourage multi-modal access to commercial developments offering employment, goods, and services to Hanover Park residents to reduce traffic on the road network.
- 1.2.8 Promote store and restaurant business opportunities that match the desired character of Hanover Park’s commercial districts. Particularly neighborhood and small-format retail in less significant strip developments, while auto-oriented and large-format stores along the more significant Irving Park Road, Lake Street, and Barrington Road corridors.
- 1.2.9 Promote office/industrial uses in the Mallard Lake , Turnberry, and Hanover Corporate Center business parks.
- 1.2.10 Promote the clustering of warehousing/distribution activities within the existing business parks.

Goal 1.3: Develop multiple long-term redevelopment plans for the Elgin-O’Hare Expressway expansion.

Objectives:

- 1.3.1 Develop a long-term redevelopment plan for the Elgin-O’Hare Expressway expansion as a limited access highway, allowing for increased commercial development.

Vision 2: *Hanover Park Will Develop Strong Neighborhoods that Provide a Safe, and Well-maintained Ambiance.*

Goal 2.1: Enhance the diversity of housing options to meet varying income levels, ages, and desires.

Objectives:

- 2.1.1 Encourage the development of more senior housing in the village, particularly along Lake Street, and in proximity to business districts where there is more convenient access to shopping, services, and transportation.
- 2.1.2 Encourage and support a mix of residential unit types, including traditional single-family detached homes, townhouses, condominiums, duplexes, apartments, and senior living facilities, which foster a healthy mix of residents from varying age groups and life situations.
- 2.1.3 Encourage infill residential development on vacant properties and redevelopment of under-utilized or

run-down properties in order to integrate new housing into existing neighborhoods and to encourage development that will diversify both the housing stock and neighborhood design.

- 2.1.4 Encourage the development of higher-end housing in order to provide housing opportunities for all Hanover Park residents.
- 2.1.5 Support mixed-use, higher-density residential developments, such as townhomes, condominiums, and apartments around the village's Metra station and emerging Village Center.

Goal 2.2: Encourage the conservation and enhancement of the village's established residential neighborhoods.

Objectives:

- 2.2.1 Improve public safety in order to encourage reinvestment in neighborhoods.
- 2.2.2 Promote housing reinvestment in established neighborhoods and eliminate substandard housing.
- 2.2.3 Utilize the existing property maintenance regulations and Code Enforcement Officers to require the maintenance and upkeep of structures and properties.
- 2.2.4 Seek and implement creative ways to solve parking issues in residential neighborhoods, particularly neighborhoods with multiple family dwellings.
- 2.2.5 Promote neighborhood designs that encourage pedestrian, bicycle, and non-vehicular travel both within the neighborhood and to adjacent neighborhoods.
- 2.2.6 Encourage the formation of neighborhood organizations to monitor quality-of-life issues and to establish regular communications with the Village. Establish strong relationships with condominium and home owners associations, and property management companies.
- 2.2.7 Promote schools, parks, gardens and other amenities as central elements in every neighborhood.
- 2.2.8 Ensure that new housing construction is compatible with the pattern of the surrounding neighborhood context.
- 2.2.9 Preserve mature trees and landscaping.

Vision 3: *Hanover Park Will Foster a Positive Community Image Through Promotion of Quality Community Aesthetics.*

Goal 3.1: Develop a positive, distinct identity and sense of community pride built upon the unique qualities of Hanover Park's family-oriented community and civic resources.

Objectives:

- 3.1.1 Maintain open communication channels with all village residents.
- 3.1.2 Promote greater involvement of all residents in civic life through a participatory approach to planning, budgeting and community decision-making.
- 3.1.3 Continue to support and enhance Hanover Park's points of community pride including an affordable housing stock, quality education system, provision of cultural diversity, and a quality parks and open space system.

- 3.1.4 Utilize the resources of the local media including television, radio, internet, and print to assist in the promotion of Hanover Park qualities and assets.
- 3.1.5 Develop a promotional campaign that promotes Hanover Park to the region and beyond, particularly emphasizing the community's quality of life, affordable cost of living, and regional access.

Goal 3.2: Celebrate and promote cultural diversity.

Objectives:

- 3.2.1 Utilize cultural diversity as an economic development opportunity.
- 3.2.2 Encourage the inclusion of all cultures in Village-wide activities and decisions.
- 3.2.3 Celebrate Hanover Park's rich diversity by integrating various cultural traditions into local artistic and cultural programming.
- 3.2.4 Utilize arts and programming as a means to promote public art as a part of overall development.

Goal 3.3: Foster civic pride by ensuring facilities and services are responsive to the needs of citizens and the business community.

Objectives:

- 3.3.1 Work with residents, business, and community leaders to improve public safety.
- 3.3.2 Monitor the capacity and demands on municipal services and facilities (e.g. water, sewer, stormwater, police, fire, telecommunications, and general government) and improve or expand them as necessary.
- 3.3.3 Maintain a cooperative relationship with various school districts, park districts, library districts, local education and recreational providers to monitor services, curricula, programming and facilities, and provide enhancements as necessary to ensure a dependable and quality learning and recreational environment for the community.

Goal 3.4: Enhance the appearance of properties and structures in Hanover Park in order to foster a positive civic pride, reduce crime, promote economic development opportunities, and increase property values.

Objectives:

- 3.4.1 Combine strict enforcement of the Village's property standards with promotion of community principles and expectations for property maintenance, in order to create an environment that encourages property owners to maintain their properties for their own welfare and for the good and safety of the entire neighborhood and village.
- 3.4.2 Enhance the appearance of all properties along prime community corridors including Lake Street, Barrington/County Farm Road, and Irving Park Road.
- 3.4.3 Develop and adopt design guidelines that promote, require, and enforce the Village design expectations.
- 3.4.4 Enhance the appearance of community gateways at the key intersections of Barrington Road and Irving Park Road, County Farm Road and Army Trail Road, and Elgin O'Hare Expressway and Lake Street, and any other major Village points of entry to create a unique and memorable impression of Hanover Park.
- 3.4.5 Seek creative ways to enhance the appearance and use of vacant properties and buildings in highly visible locations, especially those along Lake Street, Barrington/County Farm Road, and Irving Park Road.

Vision 4: *Hanover Park Will Promote Sustainability in Land-use Patterns, and Development.*

Goal 4.1: **Provide quality, accessible public open spaces and recreational facilities.**

Objectives:

- 4.1.1 Research and apply for grants, donations, and dedication fees to provide for open space acquisition.
- 4.1.2 Develop a strategic plan to address areas in Hanover Park that are underserved by open space and recreation, and land conservation.
- 4.1.3 Work with property owners and all necessary governmental agencies to create a contiguous multi-use trail system throughout the village.
- 4.1.4 Work with property owners and the various park districts to plan parks, open spaces, and a contiguous sidewalk/multi-use trail system in all new residential developments.
- 4.1.5 Ensure all existing and new parks, open spaces, and recreational facilities are integrated into a community-wide system, connected via the contiguous multi-use trail system, and meet the varying recreational needs of all age groups.

Goal 4.2: **Encourage residents and businesses to incorporate green technology, practice energy conservation, and implement green infrastructure.**

Objective:

- 4.2.1 Encourage residents and businesses to use green technology and practice energy conservation via educational campaigns, tax and other incentives, and adoption of such uses and practices throughout Village government so as to lead by example.
- 4.2.2 Encouraging the use of “green” infrastructure including permeable surfaces and porous materials, creation of bio-swales and rain gardens, and use of native vegetation to reduce stormwater flooding.
- 4.2.3 Encourage development methods that are intended to conserve open space, integrate natural elements, and maximize natural stormwater detention management capabilities.
- 4.2.4 Utilize LEED (Leadership in Energy and Environmental Design) building standards for all new public buildings and facilities.
- 4.2.5 Encourage stormwater detention facilities that incorporate native plantings to enhance visual appearance, filter out harmful discharges from stormwater runoff, create habitats for wildlife, and regulate water temperature to maintain a healthy ecosystem.
- 4.2.6 Remove obstacles and provide incentives to allow and promote the implementation of green and energy-efficient elements.
- 4.2.7 Enact standards to implement green and energy-efficient elements.

Goal 4.3: Promote environmentally sustainable housing.

Objectives:

- 4.3.1 Update Village Building Codes to require higher efficiency elements including lighting and insulation.
- 4.3.2 Promote LEED standard housing as part of the Planned Unit Development process.
- 4.3.3 Promote residential densification, particularly in and contiguous to the village's Metra station and emerging Village Center.
- 4.3.4 Encourage new housing to be built according to LEED standards.
- 4.3.5 Encourage existing housing to be retrofitted according to LEED standards.

Goal 4.4: Promote sustainable land use patterns and development.

Objectives:

- 4.4.1 Encourage the involvement in regional land use, transportation and watershed planning through the Chicago Metropolitan Agency for Planning (CMAP) and similar organizations.
- 4.4.2 Promote walking, biking and other linkages among these mixed-use districts, and encourage creative alternatives to public and private parking in these areas.
- 4.4.3 Promote higher-density residential development along Lake Street and Barrington Road.
- 4.4.4 Promote higher-density residential/mixed-use development around the village's Metra station and emerging Village Center.

Vision 5: Hanover Park Will Create Excellent Transportation Options.**Goal 5.1: Provide a balanced and well-maintained transportation network that allows for the safe and efficient movement of motor vehicles, pedestrians, and bicyclists through, in, and around Hanover Park.**

Objectives:

- 5.1.1 Monitor the condition of roads and their effectiveness in facilitating safe and efficient pedestrian and automobile travel, and provide road improvements as necessary.
- 5.1.2 Consider implementation of traffic calming measures in neighborhoods with traffic issues such as cut-through traffic and speeding.
- 5.1.3 Promote the Hanover Park Metra Station including the development of increased residential density and commercial opportunities adjacent to it.
- 5.1.4 Minimize conflicts between local and non-local traffic by encouraging roadway design that prevents cut-through neighborhood traffic and efficiently channels traffic from arterial roads to collector and local roads.
- 5.1.5 Integrate new neighborhood roads into the existing transportation network by providing cross access to adjacent neighborhoods, making proper connections to stubbed roads in adjacent neighborhoods, and replicating similar roadway design patterns.

Goal 5.2: Make all Village streets “complete” streets that accommodate all modes of transportation and ability groups, and create pleasing environments for pedestrians as well as provide access to businesses, schools, and other community features.

Objectives:

- 5.2.1 Ensure that public rights-of-way are safe and accessible to the elderly and the disabled.
- 5.2.2 Provide adequate street furniture along public rights-of-way, including benches, waste receptacles, bike racks, street lights and other amenities, depending on the context of the street.
- 5.2.3 Build public rights-of-way that can support bus stops.
- 5.2.4 Establish safe routes to local schools by improving sidewalks, bike paths, and street crossings between residential areas and schools.
- 5.2.5 Ensure that public rights-of-way include sidewalks on both sides of the street, with preferably a parkway separating vehicles from pedestrians.
- 5.2.6 Ensure that there is adequate space for bicyclists as well as motorists on the street pavement of local residential streets.
- 5.2.7 Provide street trees and ecologically sustainable landscaping treatments along public rights-of-way.
- 5.2.8 Utilize corner “bulb-outs” and other street design elements to create safe crossing conditions for pedestrians, bicyclists and others.
- 5.2.9 Utilize distinct pavement markings, colors and materials to clearly demarcate crosswalks, bicycle paths, bus lanes and travel lanes.

Goal 5.3: Create a contiguous, connected and well-maintained multi-use trail network through, in, and around Hanover Park.

Objectives

- 5.3.1 Research and apply for grants to fund multi-use trails.
- 5.3.2 Plan and determine locations for a contiguous, connected multi-use trail to accommodate pedestrian, bicyclists, and other non-motorized modes of transportation with a dedicated transportation route providing safe connections to Hanover Park’s various parks, open spaces, recreational facilities, neighborhoods, commercial facilities, schools, and other key destinations.
- 5.3.3 Maintain a cooperative relationship with the multiple park districts, DuPage County, Cook County, and other relevant local agencies to establish a contiguous multi-use trail system accommodating pedestrian, bicyclists, and other non-motorized modes of transportation.
- 5.3.4 Where not in the public right-of-way, or within public lands, encourage the donation of land for the establishment of connected trails.

Goal 5.4: Encourage inter-governmental and agency cooperation to enhance transportation access and circulation through, in, and around Hanover Park, specifically targeted to the improvement of public transportation.

Objectives:

- 5.4.1 Research and apply for grants to fund road improvement and public transportation.
- 5.4.2 Maintain a cooperative relationship with Cook County, DuPage County, IDOT, Pace, Metra and neighboring communities to support and promote regional transportation initiatives.
- 5.4.3 Ensure that all bus stops and the commuter rail station are provided with safe and sufficient pedestrian and bicycle access.
- 5.4.4 Work with Pace to expand bus routes within and to Hanover Park, particularly a north/south route along Barrington/County Farm Road, continued service west along Lake Street, and to additional places of commerce and employment.
- 5.4.5 Construct comfortable bus shelters for waiting passengers and ensure that such facilities are accessible to the elderly and the disabled.
- 5.4.6 Work with Metra for continuous service improvements and landscape enhancements along the ROW along Metra's Milwaukee District West Line providing commuter rail between Chicago and Elgin.

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CHAPTER 3

VISIONING PLAN

PLAN ELEMENTS



A | Policy Formation



B | Vision, Goals & Objectives



C | Framework Plan



C | FRAMEWORK PLAN

INTRODUCTION

This Framework Plan is a summary of the community's vision, goals, policies that were created to guide the preparation of the Comprehensive Plan. The identification of the community's key issues and opportunities, and the evaluation of existing physical and socio-economic conditions, provided a strong basis for policy formation. The Framework Plan illustrates the general planning and development principles that form the organizational structure, or "framework," for growth and development in Hanover Park. The Framework Plan conceptualizes the basic strategies to guide the Village's long-range planning and economic development goals.

ELEMENTS OF THE FRAMEWORK PLAN-VILLAGE WIDE

Major Arterials

Hanover Park is served by a few major arterials including Barrington Road/County Farm Road corridor, Irving Park Road corridor, Lake Street corridor, and Army Trail Road corridor. These major arterial roads serve many functions. They serve as thoroughfares connecting Hanover Park to the region, commercial corridors for economic development, linkages between residential neighborhoods, and gateways to and through the village. However, the visual appearance of these roads must be upgraded with landscaping, decorative lighting, and wayfinding signage, similar to that previously done along Irving Park Road, west of Barrington Road. Often the major arterials are the only portion of Hanover Park that is seen by non-Hanover Park residents, and thus must be improved to create a pleasant and aesthetically-pleasing identity for the village.

Commercial Corridors / Shopping Centers

Those major arterials listed above serve as the large-scale and auto-oriented commercial corridors of the village. The primary commercial corridor is Irving Park Road; however there are also additional larger retail developments along Lake Street, Barrington Road, and Army Trail Road. These commercial corridors should provide for commercial opportunities at highly visible and signalized access points.

The Village should focus on encouraging the enhancement of the appearance of both private properties and public rights-of-way along the commercial corridors. While it is envisioned that the existing land uses in the village will primarily remain in their current uses, certain lands within commercial corridors, particularly Irving Park Road, provide opportunities for redevelopment for other commercial uses, including neighborhood level shopping centers, and office complexes. Future redevelopment of these areas must consider the benefits of connections between similar uses and adjacent neighborhood, as well as the dynamics created by the proximity to other retail, office, restaurant, warehousing/distribution activities, and prime highway access. For the numerous existing commercial sites that are not anticipated for immediate redevelopment, they should be improved with ongoing property maintenance and increased landscaping.

Business Parks

With its excellent access to both O'Hare Airport and major regional transportation routes, Hanover Park serves an important warehousing, distribution, and office/business park niche. In order to continue to serve and develop this advantage, the expansion of business park land uses should be considered for the area adjacent to the Elgin O'Hare Expressway extension. See the Elgin O'Hare Expressway extension section for more details. Furthermore, the existing business parks of Mallard Lake, Turnberry, and Hanover Corporate Center should continue to be improved with property maintenance, landscaping, and infrastructure to support ongoing operations.

Residential Property Maintenance

The existing well-established residential areas are marked by mature trees, single-family dwellings, and neighborhood parks and schools. While many of these neighborhoods are strong, the age of many homes (40+ years) suggest that certain areas will require significant new reinvestment to rehabilitate them and upgrade underlying infrastructure. One issue that is prevalent is the lack of on-street and guest parking, particularly in the multi-family housing neighborhoods. The Village should consider creative solutions for both on-street and off-street parking to alleviate some of the identified parking problems. Lastly, the Village should proactively enforce existing property maintenance codes to require property upkeep.

Elgin-O'Hare Expressway Extension

Most of the Elgin O'Hare Expressway extension right-of-way has been procured; however, the extension has not been funded as of the 2008-2013 Highway Improvement Plan, and there is the potential that this project may never be built. Thus, the land that is part of the Elgin-O'Hare Expressway extension right-of-way, and the owners of surrounding properties have had to forestall development plans until this issue is resolved. As the future of the Elgin-O'Hare Expressway extension will greatly impact the future of Hanover Park, the Village should be proactive in planning for the Expressway extension's future. As such, the Village should consider and present alternatives to the Expressway extension as designed by the State.

One alternative proposed as part of this planning process is to consider the extension of the Expressway in its planned location, not as a limited access highway, but as a regional arterial boulevard or parkway. This option would create significant economic development advantages to the village by providing more direct access to adjacent properties and creating opportunities for business park uses. Creating a regional boulevard arterial, rather than a limited access expressway will allow for the future development of hundreds of acres as prime developable parcels with superior access to the regional transportation network. Simply due to the excellent regional access opportunities, the envisioned land use would primarily be industry, office and warehousing/distribution, however additional land uses may be supported including large scale commercial at intersections.

Village Gateways

Gateways serve as both welcoming entries into the community and provide opportunities for way-finding signs. The primary gateways that serve as the chief points of entry into Hanover Park include the intersections of Barrington Road and Irving Park Road, County Farm Road and Army Trail Road, and Elgin O'Hare Expressway and Lake Street. Secondary gateways which serve as minor points of entry into Hanover Park and as a means of general way-finding include the Irving Park Road corridor, and the Army Trail Road corridor. All gateways should be enhanced with identity monuments, signage, landscaping and lighting to welcome people to Hanover Park, and to provide a strong, aesthetically-pleasing identity that creates memorable impressions of the village.

Public Transportation / Bike Routes

Currently, Hanover Park residents have limited public transportation options. Hanover Park is served by a Metra station that begins in Elgin and terminates in the Chicago Loop. The only bus route runs along Lake Street and North Barrington Road terminating at Woodfield Mall to the east and Elgin to the west. The Village should continue to work with Pace Bus to improve public transportation options along Lake Street west from Barrington Road, and along County Farm Road.

The Village has a scattering of non-connected bike paths; however, there is a plan to connect these paths. The Village should build the planned bike paths that will interconnect with existing paths, and seek ways to increase and expand the overall bike path system. The Village should seek ways to improve existing roadways to become more bike friendly, including designating part of the major arterial rights-of-way as a bike route. In addition, Hanover Park should begin dialogue with its neighboring communities, and the County Forest Preserves, to identify gaps and improvements needed in the regional bike route system.

ELEMENTS OF THE FRAMEWORK PLAN-VILLAGE CENTER

Village Center-Mixed-Use District

Located strategically around the Metra Station and the highly visible intersection on Lake Street and Barrington Road, the Village Center offers a unique opportunity to create a mixed-use district and identity for Hanover Park. For the Village Center, mixed-use will include either a horizontal mix of uses, with single uses in separate but adjacent buildings and vertical mix of uses, with a multitude of uses in one building. In order to create a sustainable community, the Village Center should include a balanced and vibrant mix of compatible uses. Establishing the appropriate mix of uses must be based on both site conditions and market demand, compatibility to adjacent and surrounding land uses, availability of infrastructure, transit service, and accessibility for pedestrians as well as automobiles. The Village Center mixed use district should allow for a variety of housing types, including attached single-family and multi-family housing, as well as, commercial and office uses. Other uses may include public plazas, library, central commons/recreation open space or park, community center, theater and other civic uses.

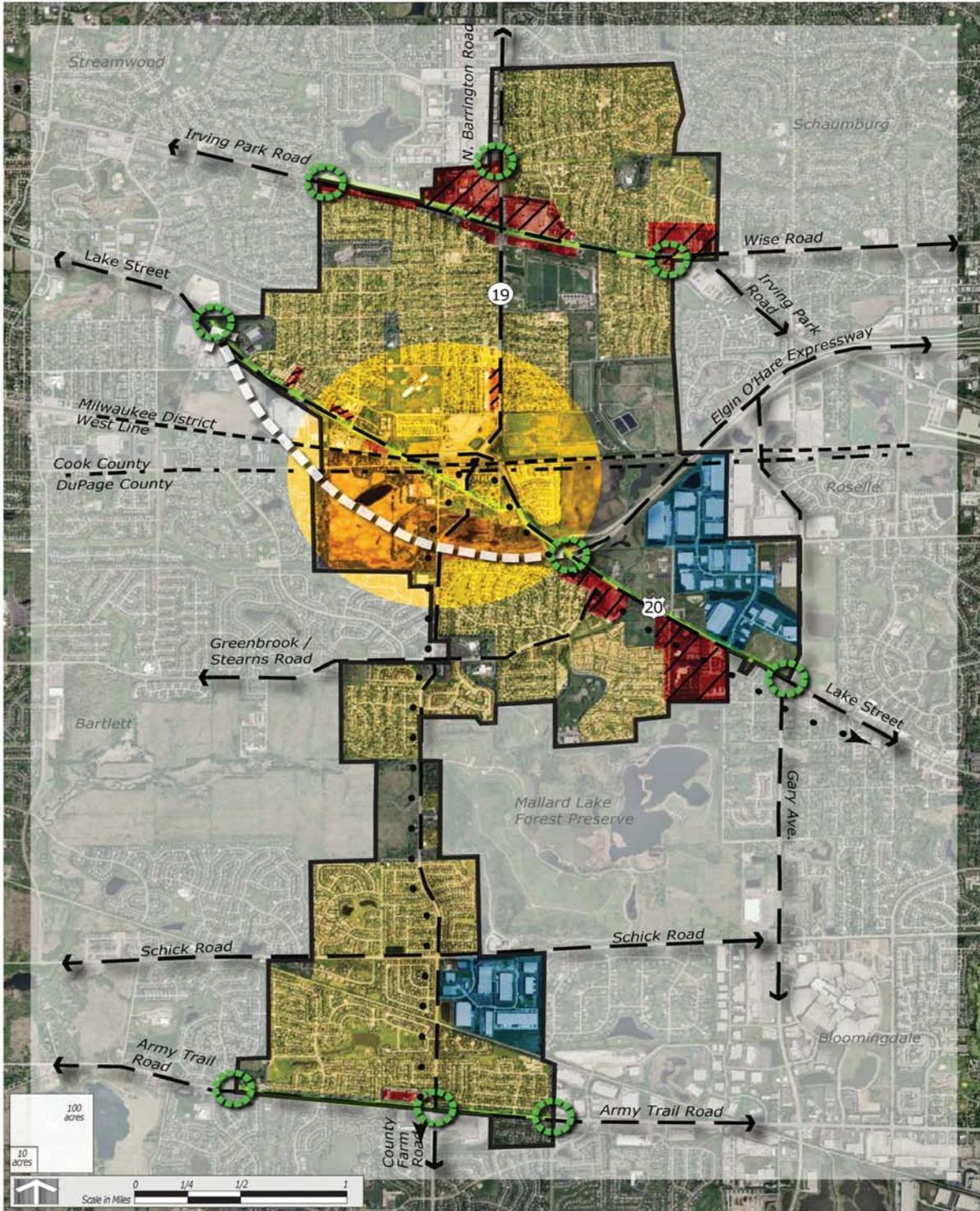
Successful mixed use districts require connectivity among uses, which encourages pedestrian activity and utilization of common open space. The proposed Village Center will be designed to be easily walkable and accessible to the Metra station, from both north and south of the railroad tracks. Specific design features can promote this interconnectedness including the layout and orientation of buildings, the network of sidewalks and pathways, the location of parking relative to structures and walkways, and the amount and placement of green space, landscaping, benches, and other amenities. Adoption of design guidelines will direct interconnected, quality development, while accounting for operational needs such as deliveries and snow and refuse removal.

Multi-Model Public Transportation Hub

Due to the strategic location of the Village Center, the area surrounding the Metra station should serve as a multi-model public transportation hub. The hub would serve regional transit riders using the Metra train, as well as local and regional travels using the Pace Bus service. The location in the approximate center of the Village will provide good access to all residents, both east and west along Lake Street, and north and south along N. Barrington/County Farm Road, as well as serve as access to regional employment hubs and attractions including Mallard Lake, Turnberry, and Hanover Corporate Center business parks, Woodfield Mall, and Stratford Square Mall.

Higher Density Residential Areas

Sites identified on the Framework Plan provide opportunities for infill development along major corridors, and are generally consistent with existing surrounding land uses. Providing for the expansion of both condominium and higher end apartment housing increases the potential walk-in market for the Village Center businesses and more density in proximity to the Metra station. Density in proximity to Metra and other transit uses minimizes dependence on personal autos, thereby reducing congestions and leading to a longer term sustainable development pattern that is consistent with the Village's "green" policies.



- Business Parks - Promotion of existing quality Business parks
- Shopping centers - Improve visibility and property maintenance
- Residential Property maintenance - Encourage reinvestment and code enforcement of Residential Neighborhoods
- Elgin O'Hare Expressway Extension - Land Use Alternatives
- Commercial Corridors - Enhance commercial corridor streetscapes with landscaping, furniture, and signage
- Redevelopment Opportunity
- Village Center
- Elgin O'Hare Expressway Extension-Regional Access Boulevard
- Public Transportation Routes
- Village Gateways - Enhance Village gateways with monuments and signage

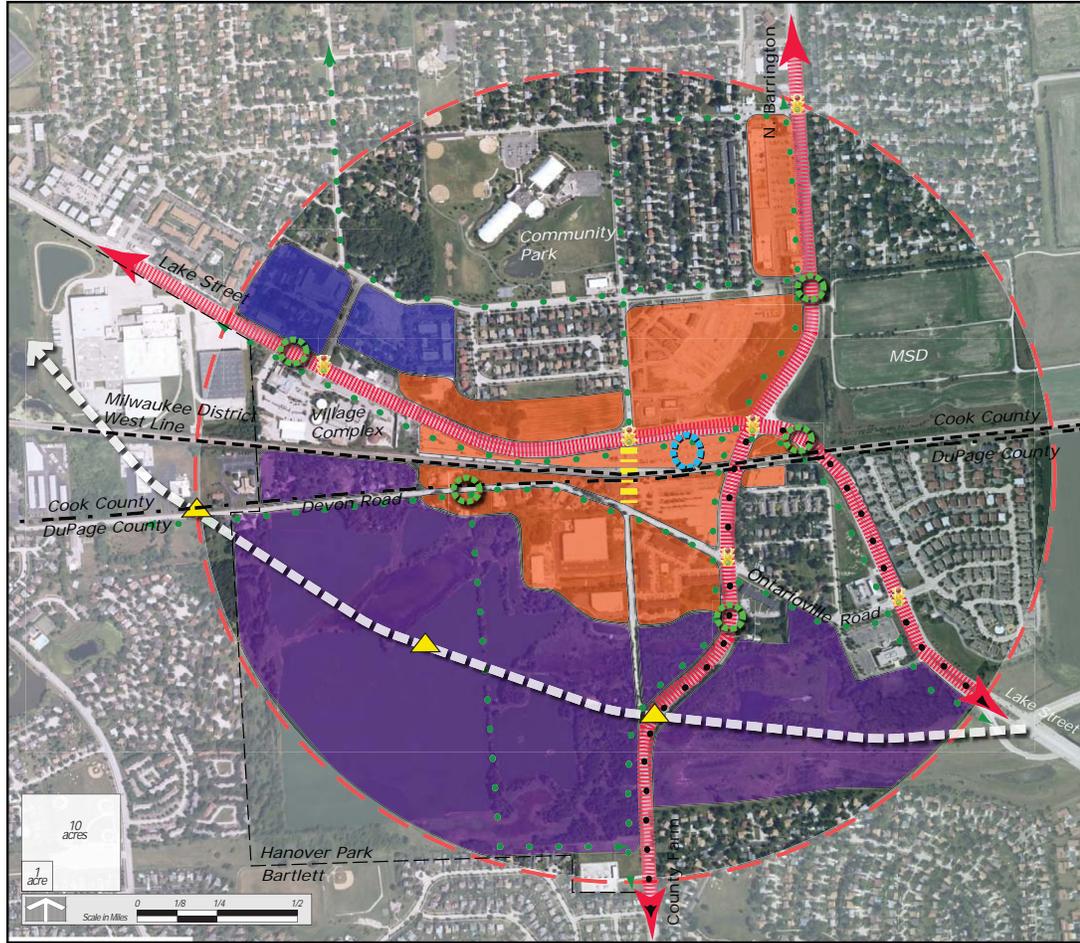
Framework Plan Village-Wide

Prepared for the Village of Hanover Park, Illinois February 2010

Prepared by Teska Associates, Inc.

Offices in Evanston & Plainfield IL | Visit us online at: www.TeskaAssociates.com





Framework Plan Village Center HANOVER PARK ILLINOIS

LEGEND

- 20 minute walk from center point
- Village Center Mixed Use District
- Higher Density Residential
- Public Transportation Hub
- Elgin O'Hare Expressway-Extension Land Use Alternatives
- Corridor Beautification and Landscape
- Elgin O'Hare Expressway-Extension-Limited Access Highway
- Proposed Public Transportation Routes
- Proposed Bike Paths / Routes
- Gateway (Village Center)
- Pedestrian Underpass
- Point of Access
- Existing Traffic Light

Prepared for the Village of Hanover Park, Illinois September 2009
 Prepared by Teska Associates, Inc.
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CHAPTER 4

VILLAGE PLAN ELEMENTS

PLAN ELEMENTS



A | Future Land Use and Transportation Plan



B | Economic Development Plan



C | Housing and Neighborhood Plan



D | Community Facilities and Public Infrastructure Plan



A | FUTURE LAND USE PLAN

INTRODUCTION

The Future Land Use and Transportation Plan identifies locations within the village for new land uses, improvements to existing properties, and transportation investments that will maintain Hanover Park as a vital, growing and attractive place to live, work, and play. Because the Village is predominately built-out, there are limited areas (outside of the Village Center) that will undergo significant land use changes or significant major transportation route improvements. However, even with limited changes, this Plan provides a blueprint for public and private decisions about how particular areas should develop in coordination with other land uses, a multimodal transportation network, community facilities, and utility planning. The principal aim of the Future Land Use Plan and Transportation Plan is to enhance Hanover Park's quality of life by maintaining a balanced arrangement of land uses and transportation options that provide residential, commercial, employment, civic, and recreational opportunities.

LAND USE CLASSIFICATIONS

The following land use categories are identified on the Future Land Use Map. Below are the descriptions for each category:

Single-Family Residential: This land use category is intended for detached single-family residential dwellings of generally one to two stories in height. This classification encompasses most of the Village's established residential neighborhoods. While there are no new large areas anticipated for development of future single-family residential, there are opportunities to improve and diversify the existing residential neighborhoods.

Multi-Family Residential: This land use category is intended for both duplexes, townhomes, condos and apartment buildings of between one and three stories in height, as well as for taller, larger-scale multi-family structures four stories and higher in the Village Center. Multi-family residential uses are targeted for areas with access to public transportation and/or along major arterial streets.

Village Center Planned Development: The Village Center Planned Development District serves as the focal point of Hanover Park's downtown activity. The district is intended for a mixture of multi-family residential, mixed-use, business district commercial, and institutional uses in a relatively compact, pedestrian-oriented activity node in the vicinity of the existing Metra Station.

Corridor Mixed-Use: This land use category is intended for a mixture of multi-family residential, corridor commercial and institutional uses along major auto-oriented corridors. This classification encompasses most of the village's main transportation corridors.

Business Park: This land use category is intended for industrial, warehousing, and distribution operations, which maintain desirable economic activities to protect the economic base and the value of real estate. This classification encompasses select areas in existing business park locations, which benefit from proximity to major transportation corridors.

Open/Green Space: This land use category encompasses neighborhood and community parks, and forest preserves. These uses should be evenly distributed throughout the village.

Educational / Institutional Uses: This land use category encompasses municipal, educational and institutional facilities in Hanover Park. These uses are often the centerpiece of many residential neighborhoods.

FUTURE LAND USE CONSIDERATIONS

Most areas of the Village are stable and will therefore retain the current land use into the foreseeable future. However, there are opportunities to build upon Hanover Park's existing land use configuration by enhancing the quality of existing use districts, and determining the most suitable locations for future development. Enhancing the quality of existing use districts may take three general forms:

- Developing underutilized and vacant sites, including the Village Center;
- Redeveloping underutilized, obsolete sites; and
- Enhancing existing sites.

In order to provide economic stability, a variety of housing options, and essential Village services, the Village should maintain a balance of commercial, residential, institutional, and open space land uses. While Hanover Park is predominantly single-family residential, other housing styles are necessary to provide a variety of housing stock to serve varying income levels, household sizes and life stages. There is a perceived gap between housing options serving empty nesters and older families, particularly a lack of quality condominiums and townhouses. By providing diverse housing options that match varying incomes and accommodate all life stages, Hanover Park increases its ability to retain long-term residents that help build a proud and stable community. Furthermore, developing a diverse housing stock goes beyond just providing residents with a place to live that meets their budgets; it also provides opportunities for people to live and work in the same community and to find suitable homes within the same community for life's different stages. Similarly, there also must be a balance of commercial uses that provide a variety of goods, services, and employment opportunities to the community, and capitalize on markets unique to Hanover Park.

VISION, GOALS AND OBJECTIVES FOR FUTURE LAND USE

Vision 4: Hanover Park will promote sustainability in land use patterns and development.

Goal 4.1: Provide quality, accessible public open spaces and recreational facilities.

Hanover Park's park and open space is viewed as one of the community's major assets. The village is currently well served by quality and accessible open space, under the protected designation of the 22 neighborhood and community parks, and the Mallard Lake and Hawk Hollow County Forest Preserve. Within the field of parks and recreation management, standards have been developed to guide local governments in evaluating demand for parklands and facilities. These standards are intended to provide a starting point in evaluating local facilities. Communities may deviate from these standards where the local population, environment, other local resources, or historic development patterns would suggest that the national standard is not appropriate. The primary source for these standards is the National Recreation and Park Association (NRPA). Although NRPA no longer recommends particular quantitative ratios of park acreage of facilities in relation to population, it is useful to use the old NRPA ratios as a starting point when assessing the needs of a community in relation to its existing recreation assets.

According to the old NRPA open space standard, the provision of 10 acres per 1,000 population is an

Acres per 1,000 Population				
	Mini Parks / Tot Lots	Neighborhood Park Acres	Community Park Areas	Total Park Acres
NRPA Standards	0.5 ac	1.5 ac	8.0 ac	10.0 ac

general planning standard. Using this standard as a starting point of discussion, Hanover Park's population of 38,000 should be provided 380 acres of park and open space. Currently, Hanover Park has slightly over 180 acres of parks and bike paths. Combined with the two County Forest Preserves, the village exceeds the NRPA standard. However, since the County Forest Preserves are located in the southern half of the village, additional recreational open space opportunities for northern Hanover Park should be considered.

The decision on where to locate a park is closely tied to the development patterns of a community. Certain types of parks, such as mini parks/tot lots and neighborhood parks are more appropriate in close proximity to residential areas. Community parks, although they do not have to be in residential areas, should be close enough to residents to be easily accessible. The creation of new community parks can be difficult in built-out communities; however, there are opportunities that the Village should take advantage of to create new park space, particularly on the north side of the community. Often in built-out communities, new park space can only be created in one of two ways: 1) through the purchase of under utilized and vacant land; or 2) as set asides by developers particularly through the Planned Unit Development process. The Village should review park and open space needs and allocation at the neighborhood level and utilize both tools to create new park space in strategic locations in portions of the village that are underserved.

Objectives:

- 4.1.1 Research and apply for grants, donations, and dedication fees to provide for open space acquisition.
- 4.1.2 Develop a strategic plan to address areas in Hanover Park that are underserved by open space and recreation, and land conservation.
- 4.1.3 Work with property owners and all necessary governmental agencies to create a contiguous multi-use trail system throughout the village.
- 4.1.4 Work with property owners and the various Park Districts to plan parks, open spaces, and a contiguous sidewalk/multi-use trail system in all new residential developments.
- 4.1.5 Ensure all existing and new parks, open spaces, and recreational facilities are integrated into a community-wide system, connected via the contiguous multi-use trail system, and meet the varying recreational needs of all age groups.

Goal 4.4: Promote sustainable land use patterns and development.

Land use decisions that 1). have been solely based on development policies that separate residential areas from community functions and services (including employment locations), shopping, and public services; and 2). promote low-density growth catered to automobile access, are proving to create unsustainable communities. These land use decisions have resulted in decreased mobility and connectivity, higher living costs, economic stagnation, increased energy consumption and negative environmental impacts. However, well-planned and well-reasoned land use decisions under the guidance of sustainable smart growth principles can create transportation choices, provide for a range of housing options, create walkable communities, create economic opportunities, preserve open space and allow for continued use of vital natural resources.

The Future Land Use Plan does not recommend a dramatic departure from the traditional land use elements that have shaped Hanover Park, but suggests that a strict adherence to conventional approaches in all areas of the community will not allow the village to realize its goal of sustainability and expansion of economic opportunities. The Future Land Use Plan recommends new ways to improve quality of life by advocating the improvement of existing commercial centers and new growth areas into vibrant, mixed-use districts where jobs, opportunities for social interaction, excellent services, everyday shopping and a multitude of housing options exist in close proximity to residential areas and transportation systems. Great opportunities for mixed-use development abound around the Village’s Metra station, as well as in the existing multi-family and single-family residential neighborhoods that are adjacent to the commercial corridors, particularly in the north and northwest areas of the village.

WHAT IS SUSTAINABLE LAND USE?



Objectives:

- 4.4.1 Encourage the involvement in regional land use, transportation and watershed planning through the Chicago Metropolitan Agency for Planning (CMAP) and similar organizations.
- 4.4.2 Promote walking, biking and other linkages among these mixed-use districts, and encourage creative alternatives to public and private parking in these areas.
- 4.4.3 Promote higher-density residential development along Lake Street and Barrington Road.
- 4.4.4 Promote higher-density residential/mixed-use development around the Metra station and emerging Village Center.

TRANSPORTATION PLAN

Mobility is rapidly advancing in the Internet age. Telecommuting is becoming more of an option; e-commerce is contributing a large share to the total retail market; and gas prices continue to rise. All of these elements have a substantial effect on both the locational choices and the transportation needs and desires of Hanover Park residents and businesses. Alternatively, non-motorized and public transportation is becoming a more popular option.

The purpose of the Transportation Plan is to ensure that the transportation system will continue to meet the needs of the community, provide safe and efficient access and circulation, and provide a connection to regional roads, trails, and transit services. While the automobile network is the primary transportation option in Hanover Park that must be accommodated, both residents and businesses will benefit from enhancements and creation of additional transit modes to the existing transportation system. Providing multiple transportation options, while promoting the unique advantage of Hanover Park's location, will contribute to a sustainable future.

Transportation Classifications

The Village's streets are classified according to their functional purpose relative to traffic movement. The following table categorizes the roads of Hanover Park according to the traditional functional classification system.

Classification	Characteristics	Examples in Hanover Park
Expressway	These roadways are the top of the classification hierarchy. They serve major centers of activity with the highest traffic volumes and longest trip lengths. Service to abutting lands is subordinate to travel service to major traffic movements	Elgin O'Hare Expressway
Arterial	Trips of moderate length at a lower level of mobility than principal arterials. Some emphasis on land access. May carry local bus routes and provide intra-community connectivity but does not penetrate neighborhoods.	Lake Street N. Barrington Road Irving Park Road Army Trail Road
Major Collector	Provides both land access and traffic circulation within all areas. Penetrates neighborhoods and communities by collecting and distributing traffic between neighborhood and arterial streets.	Schick Road Gary Avenue
Minor Collector	Provides access amongst various land uses, but generally have less traffic than major collectors	Walnut Avenue Center Avenue
Local	Primarily permits direct land access and connections to the higher order streets. Lowest level of mobility. Through traffic is usually deliberately discouraged.	Redwood Avenue Sherwood Circle

Elgin-O’Hare Expressway Extension

Currently the Village is hampered in redevelopment efforts by the State of Illinois’ indecision regarding the expansion of the Elgin-O’Hare Expressway. This portion of the Elgin-O’Hare Expressway extension has not been funded as of the 2008-2013 Highway Improvement Plan, and most likely will not be in the foreseeable future. Though funding and formal construction plans have not been approved, the preliminary design has the Elgin-O’Hare expansion extending as a limited access roadway, similar to the current Elgin-O’Hare Expressway that is east of Lake Street.



Controlled Access Boulevard would allow for green infrastructure and use of native landscaping in roadway.

The undecided future of the Elgin-O’Hare Expressway extension greatly impacts Hanover Park’s economic development capabilities.

Because the Elgin-O’Hare Expressway extension is unfunded and its future uncertain, the present is the most appropriate time for the Village to proactively plan for its future in a way that both facilitates traffic movement in the region, promotes alternative transportation and land uses designations, as well as provides new economic potential for the Village of Hanover Park. Planning for the expansion should include roadway design but also land use and character elements for the adjacent undeveloped parcels. Clearly, the future of this roadway greatly impacts Hanover Park’s future economic development capabilities and land use considerations.

Because a majority of the right-of-way is under the control of the Illinois Department of Transportation (IDOT), there is an opportunity for the Village of Hanover Park to advance its plans for alternative transportation and land uses designations for the proposed expressway extension. The Village should promote the extension of the expressway in its planned location, not as a limited access expressway, but instead as a regional arterial boulevard or parkway with controlled points of access. A regional arterial boulevard or parkway would create significant economic opportunities for the village by providing direct access to adjacent properties, which would allow for future development of hundreds of currently undeveloped acres of land, as all as provide superior access to the regional transportation network.

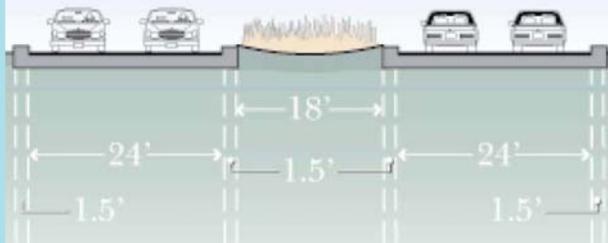
The purpose of designating the Elgin-O’Hare Expressway expansion as a controlled access boulevard is to:

- Significantly expand the Village’s tax base by allowing direct access to a large strategically located undeveloped portion of the village.
- Create a unique sense of arrival and a gateway to Hanover Park.
- Promote quality site design, including distinctive architecture, landscaping, and lighting for adjacent business park, and commercial uses.
- Provide vehicle and pedestrian connections to adjacent Village Center.
- Prevent randomly scattered and strip commercial development through access and land use controls.
- Integrate innovative stormwater best management approaches that meet both functional and aesthetic goals and blend the roadway into the boulevard environment.
- Emphasize the use of native trees, prairie wildflowers and grasses to create a landscape theme along the boulevard.

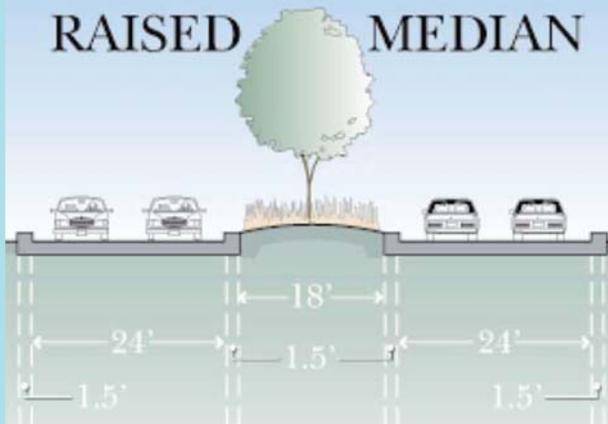


A separated multi-use path in the right-of-way should be incorporated into the roadway design.

DEPRESSED MEDIAN



RAISED MEDIAN



Following those purposes, the development of the Elgin-O'Hare Expressway expansion should be guided under the following principles:

1) Roadway Type

A controlled access boulevard, which incorporates the best practices of sustainable roadway design including green infrastructure and the use of native landscaping.

2) Access

- Permit full access every ¼ mile through the use of turning lanes and signalized intersections.
- Right in / right out access is permitted as needed if there is a minimum spacing of 500' between any other access location.
- Right deceleration lanes at all proposed access locations.

3) Adjacent Uses

Due to the excellent regional access opportunities, the envisioned land use would primarily be industrial, office, warehouse/distribution, however, additional land uses may be supported including large scale commercial development at intersections. The intent of this area is to require a master plan approach to the development of large parcels incorporating high quality design standards for building and landscaping.

A master planned business park development should provide an appropriate transition between more intensely developed business park areas and the proposed Village Center. Appropriate building scale and design should be required to accentuate this transition. Pedestrian and vehicle connections to the Village Center should be incorporated into lot layout, roadway layout, and site design.

Median Landscaping Options for Boulevards



Use of native plantings add year round adds visual appeal.



Use of green infrastructure for purpose of stormwater management as well as a buffer between roadway and buildings.

VISION, GOALS AND OBJECTIVES FOR TRANSPORTATION

Vision 5: Hanover Park Will Create Excellent Transportation Options.

Goal 5.1: Provide a balanced and well-maintained transportation network that allows for the safe and efficient movement of motor vehicles, pedestrians, and bicyclists through, in, and around Hanover Park.

For a population of 38,500 residents, Hanover Park is underserved by public and non-motorized modes of transportation. Currently, the village is served with one Pace bus route, one Metra station, and a limited and disconnected bike and pedestrian system. While the dependence on automobiles is not likely to lessen in the lifespan of this Plan, the Village should find ways to reduce the impact of automobile use by lessening the need for residents to use a car to meet all their daily needs. Improving opportunities for mass transportation, non-motorized transportation, and transit-oriented development support the changing mobility needs of Hanover Park. Creating a balanced, multimodal transportation network is essential in affording all residents including youth, seniors and the disabled, the ability to travel within and outside of Hanover Park, and for businesses to attract employees.

Objectives:

- 5.1.1 Monitor the condition of roads and their effectiveness in facilitating safe and efficient pedestrian and automobile travel, and provide road improvements as necessary.
- 5.1.2 Consider implementation of traffic calming measures in neighborhoods with traffic issues such as cut-through traffic and speeding.
- 5.1.3 Promote the Hanover Park Metra Station including the development of increased residential density and commercial opportunities adjacent to it.
- 5.1.4 Minimize conflicts between local and non-local traffic by encouraging roadway design that prevents cut-through neighborhood traffic and efficiently channels traffic from arterial roads to collector and local roads.
- 5.1.5 Integrate new neighborhood roads into the existing transportation network by providing cross access to adjacent neighborhoods, making proper connections to stubbed roads in adjacent neighborhoods, and replicating similar roadway design patterns.

Goal 5.2: Make all Village streets “complete” streets that accommodate all modes of transportation and ability groups, and create pleasing environments for pedestrians as well as provide access to businesses, schools, and other community features.

Hanover Park’s streets are currently oriented toward motorized travel. However, since more than just automobiles use streets, their design and orientation should reflect this. In recognition of a diverse group of users, including motorists, bus riders, bicyclists and pedestrians, the Village should ensure that all right-of-ways can accommodate multiple transportation forms. A complete street strategy will foster alternative modes of transportation within the community by making bus, bike, or pedestrian trips a safe, comfortable, and viable option and thereby reducing car dependence for short trips within the community.

WHAT IS A COMPLETE STREET?

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Source: National Complete Street Collation

Objectives:

- 5.2.1 Ensure that public rights-of-way are safe and accessible to the elderly and the disabled.
- 5.2.2 Provide adequate street furniture along public rights-of-way, including benches, waste receptacles, bike racks, street lights and other amenities, depending on the context of the street.
- 5.2.3 Build public rights-of-way that can support bus stops.
- 5.2.4 Establish safe routes to local schools by improving sidewalks, bike paths, and street crossings between residential areas and schools.
- 5.2.5 Ensure that public rights-of-way include sidewalks on both sides of the street, with preferably a parkway separating vehicles from pedestrians.
- 5.2.6 Ensure that there is adequate space for bicyclists as well as motorists on the street pavement of local residential streets.
- 5.2.7 Provide street trees and ecologically sustainable landscaping treatments along public rights-of-way.
- 5.2.8 Utilize corner “bulb-outs” and other street design elements to create safe crossing conditions for pedestrians, bicyclists and others.
- 5.2.9 Utilize distinct pavement markings, colors and materials to clearly demarcate crosswalks, bicycle paths, bus lanes and travel lanes.

Goal 5.3: Create a contiguous, connected and well-maintained multi-use trail network through, in, and around Hanover Park.

Multi-use trails for pedestrian and bicyclists form another alternative mode of transportation. Hanover Park’s system of parks, open spaces, and County Forest Preserves, are fairly well distributed throughout the village, which provides the opportunity for greater connections to create an extensive and contiguous trail network. The Village should continue to implement the planned comprehensive trail and bike path network in order to connect all neighborhoods, business districts, schools, parks and other community facilities, so as to make bicycling a feasible transportation alternative for short trips within the community.

Objectives:

- 5.3.1 Research and apply for grants to fund multi-use trails.
- 5.3.2 Plan and determine locations for a contiguous, connected multi-use trail to accommodate pedestrian, bicyclists, and other non-motorized modes of transportation with a dedicated transportation route providing safe connections to Hanover Park’s various parks, open spaces, recreational facilities, neighborhoods, commercial facilities, schools, and other key destinations.
- 5.3.3 Maintain a cooperative relationship with the multiple park districts, DuPage County, Cook County, and other relevant local agencies to establish a contiguous multi-use trail system accommodating pedestrian, bicyclists, and other non-motorized modes of transportation.
- 5.3.4 Where not in the public right-of-way or within public lands, encourage the donation of land for the establishment of connected trails.

Goal 5.4: Encourage inter-governmental and agency cooperation to enhance transportation access and circulation through, in, and around Hanover Park, specifically targeted to the improvement of public transportation.

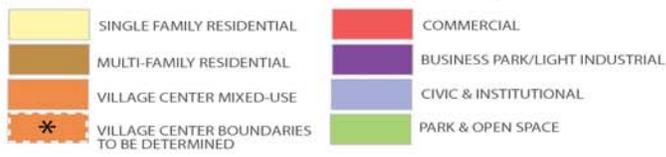
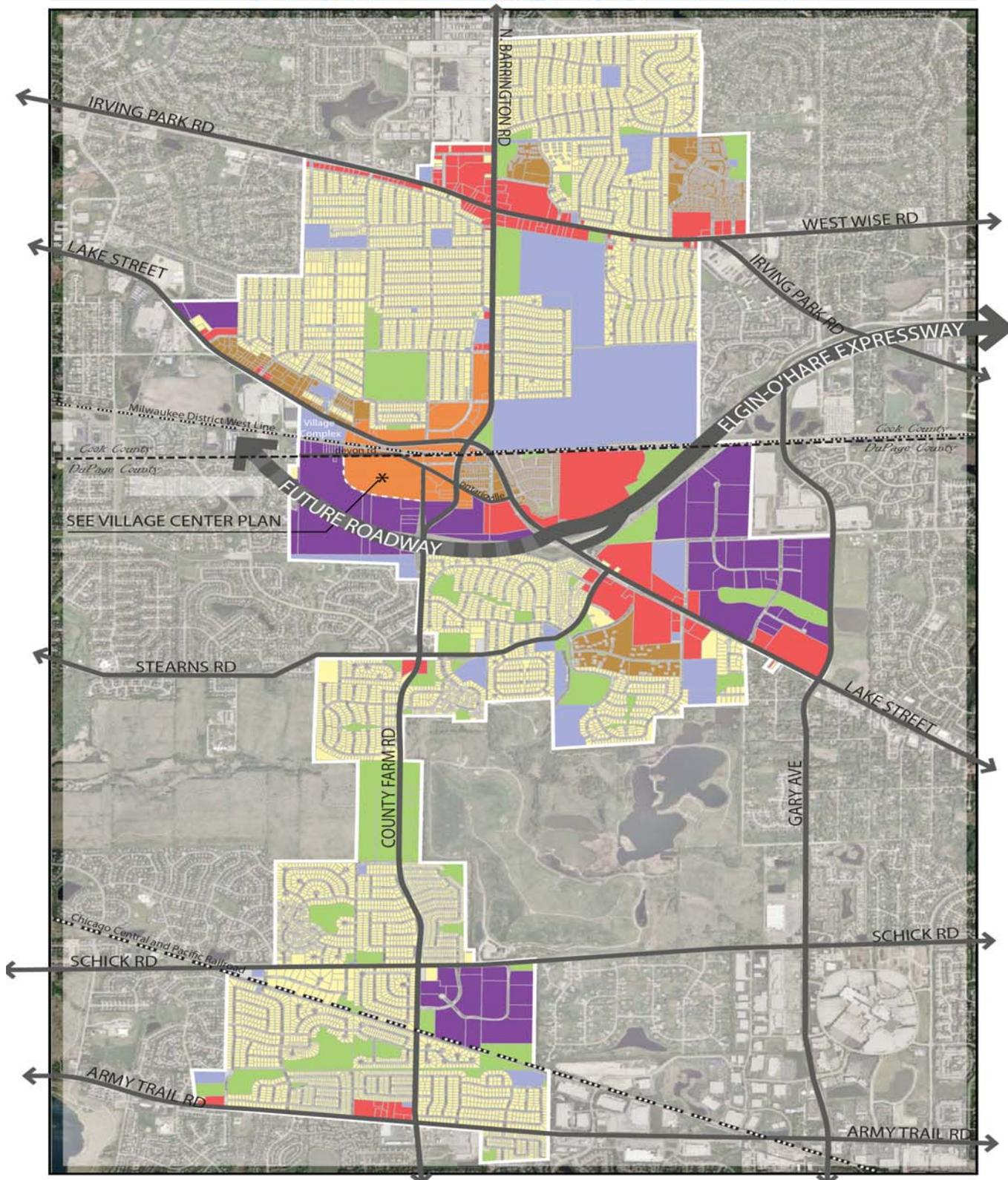
There is currently only one Pace bus route that runs in the Village, connecting Streamwood and Woodfield Mall via Lake Street and Barrington Road in north Hanover Park. This new bus route has been applauded as a great first step in expanding public transit options. However, greater public transportation improvements must be a primary focus of the Village.

Objectives:

- 5.4.1 Research and apply for grants to fund road improvement and public transportation.
- 5.4.2 Maintain a cooperative relationship with Cook County, DuPage County, IDOT, Pace, Metra and neighboring communities to support and promote regional transportation initiatives.
- 5.4.3 Ensure that all bus stops and the commuter rail station are provided with safe and sufficient pedestrian and bicycle access.
- 5.4.4 Work with Pace to expand bus routes within and to Hanover Park, particularly a north/south route along Barrington/County Farm Road, continued service west along Lake Street, and to additional places of commerce and employment.
- 5.4.5 Construct comfortable bus shelters for waiting passengers and ensure that such facilities are accessible to the elderly and the disabled.
- 5.4.6 Work with Metra for continuous service improvements and landscape enhancements along the ROW along Metra’s Milwaukee District West Line providing commuter rail between Chicago and Elgin.

HANOVER PARK, IL

FUTURE LAND USE PLAN



CHAPTER 4

VILLAGE PLAN ELEMENTS

PLAN ELEMENTS



A | Future Land Use and Transportation Plan



B | Economic Development Plan



C | Housing and Neighborhood Plan



D | Community Facilities and Public Infrastructure Plan



B | ECONOMIC DEVELOPMENT PLAN

INTRODUCTION

Hanover Park is situated at a crossroads location in Chicago Suburbs' strongest and the highest volume retail cluster market. The village is bisected by three high volume arterials that regionally serve the Woodfield Mall located in Schaumburg, and the Stratford Square Mall adjacent to the village's southeast boundary. This crossroad location presents an opportunity for businesses in Hanover Park to intercept customers. Value oriented tenants whose business plan cannot pay the high rents associated with malls can choose a Hanover Park location and serve the same customers. Additionally, convenience businesses like grocery stores, quick service restaurants, and gas stations, in addition to serving local residents, have a potential "bonus market" in the customers traveling to these large retail centers. The Economic Development Plan recognizes this opportunity and the challenge of modernizing aging centers to capitalize on the revenue potential of retail businesses.

Hanover Park's locational advantage, DuPage County's favorable tax policies, and proximity to a regional quality executive and worker housing, makes it competitive for all types of office development. The corporate headquarters in Schaumburg and multiple offices in Hanover Park's business parks, illustrate the strength of the Hanover Park office market. Hanover Park should identify sites with excellent regional access and nearby shopping and dining to improve the potential for major office development. Furthermore, with its excellent access to a regional transportation network and business friendly history, Hanover Park serves an important entrepreneurial business niche market by offering opportunities for light industrial development. Small assembly operations, industrial service and repair, and product splitting for redistribution all benefit from the central location in the Northwest Suburbs submarket.

Hanover Park's neighborhoods and corridor shopping centers were developed at a time when planning dictated carefully segregating uses with little connectivity between the shopping centers and other uses. The Economic Development Plan emphasizes better, multi-modal connections, and the creation of mixed-use developments as important steps to the long-term success of Hanover Park's commercial clusters. With changes in retail formats leaving vacancies in many of Hanover Park's small neighborhood shopping strips, there are opportunities to fill these vacancies with expanded services to adjacent neighborhoods with uses such as exercise facilities, and meeting space. With the current trend of moving major distribution and manufacturing facilities farther from major metro areas, there is a need for the flex space typical of Hanover Park's light industrial buildings. Often under recognized, light industrial enhances the market by providing jobs for residents and bonus shoppers for nearby stores and restaurants.

The Economic Development Plan identifies strategies to satisfy the market demand for specific types of retail, office, light industrial, and mixed-use projects that would be both appropriate and financially feasible for Hanover Park. The strategies listed herein encourage job growth and a continuation to attract a diverse range of shopping options through redevelopment of key target areas that have been experiencing decline and disinvestment. Larger-scale employment/office and shopping/big box developments should be targeted for the Irving Park Road, Barrington and Lake Street corridors; smaller-scale retail, and mixed-use developments should be targeted for the Village Center. Office and distribution activity should be targeted for areas with good access to the major transportation corridors. These strategies herein recognize the role of economic development in improving residents' life by offering local jobs and maximizing tax revenue to the Village.

VISION, GOALS AND OBJECTIVES FOR ECONOMIC DEVELOPMENT

Vision 1: Hanover Park will nurture a strong, diverse and self-sufficient economic base.

Goal 1.1: Foster a diverse property and sales tax base that expands the village's supply of goods and services and increases employment opportunities within Hanover Park.

Access to good jobs and an active, skilled labor force are key elements of a comprehensive economic development plan. The chief strategy is to attract private sector investment in Hanover Park in order to add local job opportunities. Additional strategies include establishing better connections between residents and these jobs, and the expansion of job training programs and skills-based courses for those who would benefit from such efforts. Marketing efforts will help connect the Village with would-be businesses that would invest in Hanover Park's key employment areas: Irving Park Road, Barrington Road, Hanover Corporate Center, Mallard Lake and Turnberry Lakes Business Parks, Lake Street, and the future Village Center.

Objectives:

- 1.1.1 Maintain a cooperative relationship with the Hanover Park Chamber of Commerce, Mallard Lakes, Turnberry, and Hanover Park Corporate Center business park leaders, existing businesses, and local business leaders to encourage the sharing of information and build public/private partnerships to facilitate sustainable economic development in Hanover Park.
- 1.1.2 Protect the existing varied sales tax base while focusing on preserving the traditional high sales tax generators; such as grocery stores, home improvement centers, mass merchandisers and auto dealers.
- 1.1.3 Encourage retailers that provide unique goods and services to residents and add community character.
- 1.1.4 Establish a proactive Business Recruitment Strategy Plan that markets Hanover Park to businesses, developers, and investors by highlighting excellent access to quality employees, multiple major regional transportation corridors, affordable housing, and Hanover Park's friendly business environment.
- 1.1.5 Develop programs that assist commercial property owners in recruiting tenants that match existing spaces and improve commercial clustering of similar uses.
- 1.1.6 Establish a proactive Workforce Recruitment Strategy Plan that markets Hanover Park to college graduates, Hanover Park school system alumni, and transitioning workers seeking employment opportunities and/or a place to establish residency.

Goal 1.2: Provide business locations offering high market visibility and convenient access to encourage residents to seek employment in Hanover Park and to shop locally for goods and services.

The commercial and industrial areas of the village, which have experienced decline and disinvestment represent opportunities for revitalization and community reinvestment. A strategy is to encourage new development that adds new jobs, retail shopping, hospitality services, entertainment uses and other activities to present a new sense of vitality and life to key areas in Hanover Park. Special focus should be given to the village's major corridors. This strategy dovetails with the Village's sustainability goals and its desire to increase tax revenues and improve overall quality-of-life.

In addition, a diverse range of shopping options is a crucial aspect of the Village's economic development as well as overall quality-of-life. A strategy is to promote thriving and aesthetically pleasing shopping areas that meet the needs of residents, increase tax revenues to the Village, and add vitality to the Village Center and major corridors.

Objectives:

- 1.2.1 Identify key sites that offer an opportunity to provide value oriented new development that intercepts customers before they reach the regionally significant Woodfield commercial cluster.
- 1.2.2 Create Village standards for site design, including building and parking lot design, site access, signage, and landscaping that encourage new developments to contribute to an attractive built landscape within Hanover Park's commercial districts.
- 1.2.3 Identify key sites that have superior access to Irving Park Road, the Elgin-O'Hare Expressway, and Lake Street to encourage the creation of higher-density employment/office centers at these redevelopment sites.
- 1.2.4 Develop programs to improve infrastructure and beautify sites and buildings along all major commercial corridors.
- 1.2.5 Encourage the development of unique marketing, landscape, streetscape, and signage for each individual major commercial corridor.
- 1.2.6 Encourage commercial site design that promotes cross access between adjacent uses to facilitate safe and efficient movement for customers and alleviate excess traffic on the road network.
- 1.2.7 Encourage multi-modal access to commercial developments offering employment, goods, and services to Hanover Park residents to reduce traffic on the road network.
- 1.2.8 Promote store and restaurant business opportunities that match the desired character of Hanover Park's commercial districts, particularly neighborhood and small-format retail in less significant strip developments, while auto-oriented and large-format stores are sought along the more significant Irving Park Road, Lake Street, and Barrington Road corridors.
- 1.2.9 Promote office/industrial uses in the Mallard Lake, Turnberry, and Hanover Park Corporate Center business parks.
- 1.2.10 Promote the clustering of warehousing/distribution activities within the existing Business Parks.

Goal 1.3: Develop multiple long-term redevelopment plans for the Elgin-O'Hare Expressway expansion.

The potential fiscal impact of the Village Center cannot be understated. The development of the Village Center, as outlined in the Village Center Plan, has the potential to create millions in increased tax revenue, attract new building investment in office, residential, and commercial uses, and provide for thousands of jobs. In the Village Center, Hanover Park has the opportunity to create an urban density center that capitalizes on unique access and natural amenities. Both the construction of the Village Center and the long-term spending of new residents and employees will significantly improve Hanover Park's economy.

Objectives:

- 1.3.1 Develop a long-term redevelopment plan for the Elgin-O'Hare Expressway expansion as a limited access highway, allowing for increased commercial development.

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VILLAGE PLAN ELEMENTS

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C | HOUSING & NEIGHBORHOOD PLAN

INTRODUCTION

The strength of a community like Hanover Park is directly attributable to the quality of the housing stock and the stability of long-standing neighborhoods. While the affordability and quality of the single-family housing stock and established neighborhoods are identified strengths, the Village currently faces two major issues related to the housing stock: 1) upkeep of the existing housing stock; and 2) a lack of housing options.

The first issue that the Village must address is the upkeep and maintenance of the existing housing stock. Much of the village housing stock is 40 years or older, which require significant and ongoing maintenance. Often homeowners with homes around the 40-year mark have to make significant decisions regarding the replacement of major items such as roofs, and HVAC systems. When older homes do not receive the upkeep that is necessary, property maintenance becomes an issue.

While, property maintenance is a multi-faceted issue relating to code enforcement, financial capability, and general economic conditions, the age of the housing stock and the local attitudes regarding the neighborhood also factor in the upkeep of properties. Ensuring property maintenance and improving existing properties would entail getting to the root of the problem, whether that's stricter enforcement of property maintenance standards or more stringent screening processes for property owners and rental tenants. These steps would not only improve the properties themselves but also enhance the neighborhoods in which they are located, which subsequently enhances the village's overall quality of life.

The second issue the Village must address is the lack of housing diversity, particularly the limitation of quality multi-family housing options; the lack of higher priced homes, which appeal to those seeking higher quality homes with more amenities; and the lack of high quality condominium options that appeal to “empty-nester” groups seeking high quality living without the maintenance requirements of traditional homes. While there are a few multi-family housing developments located in various areas, overall Hanover Park suffers from a lack of quality apartments, condominium, and townhouse housing options. This lack of housing diversity limits housing options for many populations of the society, and is particularly limiting to young professionals, empty nesters, and older families. These populations are most attracted to condominium and townhouse housing. Enhancing the diversity and quality of Hanover Park’s housing stock will insure that the village remains a desirable place to live by providing different housing types to meet varying budgets and life-cycle situations, including new families and an aging population. Furthermore, developing a diverse housing stock goes beyond just providing residents with a place to live that meets their budgets; it also provides opportunities for people to live and work in the same community and to find suitable homes within the same community for life’s different stages. These opportunities translate to a more stable community with long-term residents. Enhancing the value and diversity of the housing stock also builds Hanover Park into a desirable place to live and call home.

While a municipality might have limited capabilities to work within the intricate housing market, a municipality does have the capabilities to influence other factors in some form or another, particularly those relating to quality of life. For example, a community can build upon the strengths of the school district to showcase the quality and breadth of education opportunities. When a community has a high quality of life, it becomes a desirable place to live and/or invest in the current housing stock, which draws prospective new residents, as well as potential new residential developments. In addition, the Village should assert more influence over the amount and type of housing that is attracted to and developed in Hanover Park by removing barriers and providing the appropriate zoning and other incentives. Achieving high quality, higher density development is also dependant upon establishing standards that address design, materials and function of multi-family housing through the adoption of Design Guidelines.

The purpose of the Housing and Neighborhood Plan is to provide a generalized approach to address the key housing issues and opportunities as identified in the Community Assessment, including encouraging housing upkeep and property maintenance and diversifying the village's housing stock. Hanover Park's general focus should be to improve existing properties and attract new high quality residential developments. These steps are aimed at improving the community's overall quality of life and strengthening Hanover Park's ability to be economically strong in an ever increasing competitive region.

VISION, GOALS AND OBJECTIVES FOR HOUSING AND NEIGHBORHOODS

Vision 2: Hanover Park Will Develop Strong Neighborhoods that Provide a Safe, and Well-maintained Ambiance

Goal 2.1: Enhance the diversity of housing options to meet varying income levels, ages, and desires.

Hanover Park is a diverse community with diverse housing needs that requires a diverse housing stock. Although reinvestment in the existing housing stock is essential, there is also a significant need to increase housing options. With the thousands of people that pass through the village to reach their place of employment everyday, Hanover Park is well positioned to capture new residents, particularly in the age of increasing gas prices and congestion on area roads, by providing new and innovative housing styles.

Objectives:

- 2.1.1 Encourage the development of more senior housing in the village, particularly along Lake Street, and in proximity to business districts where there is more convenient access to shopping, services, and transportation.
- 2.1.2 Encourage and support a mix of residential unit types, including traditional single-family detached homes, townhouses, condominiums, duplexes, apartments, and senior living facilities, which foster a healthy mix of residents from varying age groups and life situations.
- 2.1.3 Encourage infill residential development on vacant properties and redevelopment of under-utilized or run-down properties in order to integrate new housing into existing neighborhoods and to encourage development that will diversify both the housing stock and neighborhood design.
- 2.1.4 Encourage the development of higher-end housing in order to provide housing opportunities for all Hanover Park residents.
- 2.1.5 Support mixed-use, higher-density residential developments, such as townhomes, condominiums, and apartments around the village's Metra station and emerging Village Center.

Goal 2.2: Encourage the conservation and enhancement of the village's established residential neighborhoods.

As the Village's present housing stock continues to age, the community's physical appearance alters accordingly. With appropriate property maintenance, aging structures can again contribute to attractive and stable neighborhoods. However, neglected or sub-standard property maintenance can have an adverse impact of the community's physical appearance and quality of life. Thus it is imperative that the Village encourages and requires reinvestment in neighborhoods. This includes requiring property maintenance as an expectation of individual property owners and a goal of the community.

Objectives:

- 2.2.1 Improve public safety in order to encourage reinvestment in neighborhoods.
- 2.2.2 Promote housing reinvestment in established neighborhoods and eliminate substandard housing.
- 2.2.3 Utilize the existing property maintenance regulations and Code Enforcement Officers to require the maintenance and upkeep of structures and properties.
- 2.2.4 Seek and implement creative ways to solve parking issues in residential neighborhoods, particularly neighborhoods with multiple family dwellings.
- 2.2.5 Promote neighborhood designs that encourage pedestrian, bicycle, and non-vehicular travel both within the neighborhood and to adjacent neighborhoods.
- 2.2.6 Encourage the formation of neighborhood organizations to monitor quality-of-life issues and to establish regular communications with the Village. Establish strong relationships with planned unit development, condominium and homeowners associations, and property management companies.
- 2.2.7 Promote schools, parks, gardens and other amenities as central elements in every neighborhood.
- 2.2.8 Ensure that new housing construction is compatible with the pattern of the surrounding neighborhood context.
- 2.2.9 Preserve mature trees and landscaping.



A variety of housing options is necessary to accompany a full range of income levels and life stages in the community

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D | COMMUNITY FACILITIES & PUBLIC INFRASTRUCTURE

INTRODUCTION

Community facilities are comprised of places and institutions that meet the civic, cultural, social, recreational, educational, and spiritual needs of the community. These facilities include municipal buildings, public safety services, schools, library, parks, religious institutions, healthcare facilities, and historical sites. Similarly, public infrastructure encompass the municipal services and utilities that are vital to the daily function of the Village, including water, sewer, electric, communications, and roadways. Taken together community facilities and public infrastructure form the physical backbone of a community. The provision of first-class community facilities and public infrastructure is a major quality of life issue for residents and can be used to attract new residents.

Hanover Park's municipal facilities and public infrastructure are generally in good condition and provide the necessary facilities, services, and utilities for the daily function of the village. In addition, because Hanover Park is a built-out community there is no immediate plan or need to make a significant investment in new facilities or public infrastructure. However, it is still essential to make the necessary improvements to ensure the facilities, services and utilities provide the community with adequate capacity, which are well maintained, and accessible to all. It is important to note that if the Village Center is built out as planned, there might be a need for increased utility capacity and public services.

VISION, GOALS AND OBJECTIVES FOR COMMUNITY FACILITIES AND PUBLIC INFRASTRUCTURE**Vision 3: Hanover Park Will Foster a Positive Community Image Through Promotion of Quality Community Aesthetics.**

Hanover Park has suffered from both a lack of and a somewhat negative community identity. However, Hanover Park has tremendous qualities including family-oriented and affordable neighborhoods, strong parks and schools, good transportation access with commuter rail service, and a cultural diversity, all of which should be enhanced, promoted, and celebrated.

Goal 3.1: Develop a positive, distinct identity and sense of community pride built upon the unique qualities of Hanover Park's family-oriented community and civic resources.

Hanover Park resident's pride in their community is often tempered by the somewhat negative village image by both residents and non-village residents. While some of these issues are difficult to overcome in the short term, the Village should actively address negative perceptions and stereotypes by opening lines of communication with residents and by aggressively marketing the many benefits of Hanover Park life.

Objectives:

- 3.1.1 Maintain open communication channels with all village residents.
- 3.1.2 Promote greater involvement of all residents in civic life through a participatory approach to planning, budgeting and community decision-making.
- 3.1.3 Continue to support and enhance Hanover Park's points of community pride including an affordable housing stock, quality education system, provision of cultural diversity, and a quality parks and open space system.
- 3.1.4 Utilize the resources of the local media including television, radio, internet, and print to assist in the promotion of Hanover Park qualities and assets.
- 3.1.5 Develop a promotional campaign that promotes Hanover Park to the region and beyond, particularly emphasizing the community's quality of life, affordable cost of living, and regional access.

Goal 3.2: Celebrate and promote cultural diversity.

Hanover Park includes over 9,000 Hispanic residents, over 4,000 residents of Asian decent, and a wide variety of people from other cultural origins. Allowing all these Hanover Park populations the attainment of quality living, health, education, and jobs is a fundamental goal of the community. This requires community facilities, services and networks of a high standard, and community engagement practices, such as arts, to serve all populations. However, programming and adequate space for cultural and community events spaces in Hanover Park is limited. This hinders the ability of some residents to play an active role in the development of their community, and for all Hanover Park's residents to access the richness of the multiple cultures in the community. Hanover Park should continue to provide opportunities for an open dialogue with the various ethnic populations in order to promote cultural diversity, and explore ways to capitalize on unique economic development opportunities.

Objectives:

- 3.2.1 Utilize cultural diversity as an economic development opportunity.
- 3.2.2 Encourage the inclusion of all cultures in Village-wide activities and decisions.

- 3.2.3 Celebrate Hanover Park’s rich diversity by integrating various cultural traditions into local artistic and cultural programming.
- 3.2.4 Utilize arts and programming as a means to promote public art as a part of overall development.

Goal 3: Foster civic pride by ensuring facilities and services are responsive to the needs of citizens and the business community.

A critical component to the quality of life of the residents and strength of the business community is the quality of the public facilities and services. While, Hanover Park’s various public agencies provide quality facilities and services to the community, there are opportunities for continuing maintenance and strategic improvements.

Objectives:

- 3.3.1 Work with residents, business, and community leaders to improve public safety.
- 3.3.2 Monitor the capacity and demands on municipal services and facilities (e.g. water, sewer, stormwater, police, fire, telecommunications, and general government) and improve or expand them as necessary.
- 3.3.3 Maintain a cooperative relationship with various school districts, park districts, library districts, local education and recreational providers to monitor services, curricula, programming and facilities, and provide enhancements as necessary to ensure a dependable and quality learning and recreational environment for the community.

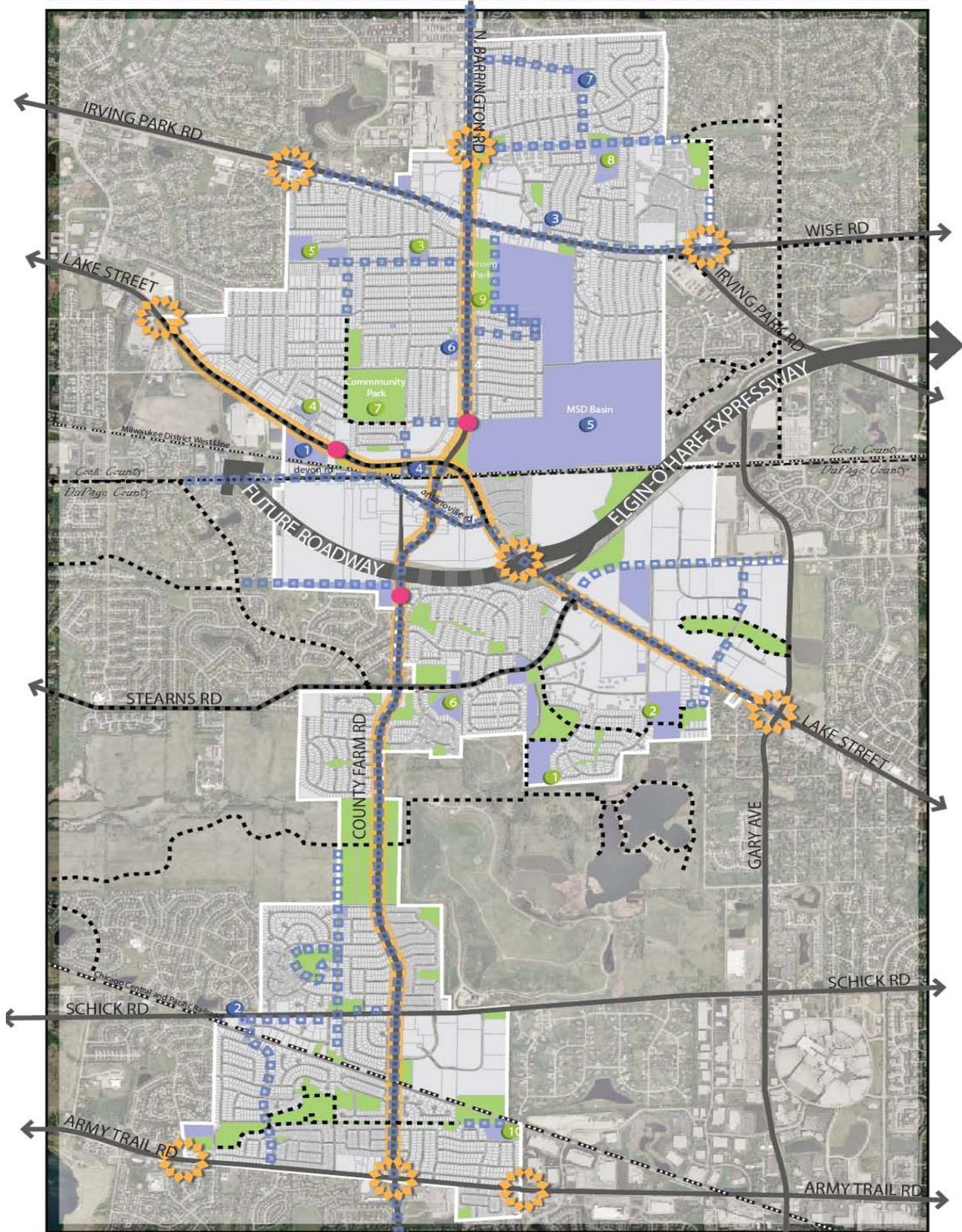
Goal 3.4: Enhance the appearance of properties and structures in Hanover Park in order to foster a positive civic pride, reduce crime, promote economic development opportunities, and increase property values.

Hanover Park recognizes the importance of the appearance of properties and beautification of the village towards resident’s quality of life and business stability. Property maintenance, public right-of-way enhancement, appearance improvements, and beautification efforts will require the cooperation and positive action from the Village, local businesses, community groups, home owners associations (HOA), schools and individual citizens. A strategy for beautification improvements should focus on Village action, public awareness and community participation.

Objectives:

- 3.4.1 Combine strict enforcement of the Village’s property standards with promotion of community principles and expectations for property maintenance, in order to create an environment that encourages property owners to maintain their properties for their own welfare and for the good and safety of the entire neighborhood and village.
- 3.4.2 Enhance the appearance of all properties along prime community corridors including Lake Street, Barrington/County Farm Road, and Irving Park Road.
- 3.4.3 Develop and adopt design guidelines that promote, require, and enforce the Village design expectations.
- 3.4.4 Enhance the appearance of community gateways at the key intersections of Barrington Road and Irving Park Road, County Farm Road and Army Trail Road, and Elgin-O’Hare Expressway and Lake Street, and any other major village points of entry to create a unique and memorable impression of Hanover Park.
- 3.4.5 Seek creative ways to enhance the appearance and use of vacant properties and buildings in highly visible locations, especially those along Lake Street, Barrington/County Farm Road, and Irving Park Road.

COMMUNITY FACILITIES



SCHOOLS

- 1 Greenbrook Elementary
- 2 Spring Wood Middle School
- 3 Laurel Hill Elementary
- 4 Ontarioville Elementary
- 5 Parkwood Elementary
- 6 Horizon Elementary
- 7 Albert Einstein Elementary
- 8 Anne Fox Elementary
- 9 Hanover Highlands Elementary
- 10 Elsie C. Johnson Elementary

COMMUNITY FEATURES

- 1 Village Hall Campus
- 2 Poplar Creek Library
- 3 Hanover Park Library
- 4 Metra Station/Public Transit Hub
- 5 MSD Basin
- 6 Fire Station
- 7 Community Center

GATEWAYS

- Primary
- Secondary

BIKE PATHS/TRAILS

- Existing Bike Path/Trail
- Future Bike Path/Trail
- Public Transit Improvements
- Park & Open Space
- Civic & Institutional



TESKA ASSOCIATES INC. OCTOBER 2009



CHAPTER 5

SPECIAL AREA PLANS

PLAN ELEMENTS



A | Irving Park Road Corridor Plan



B | Village Center Plan



C | Green Plan



A | IRVING PARK ROAD CORRIDOR PLAN

INTRODUCTION

Irving Park Road corridor is a 5-lane suburban east/west arterial that begins in Elgin to the west, and continues east to connect to the municipalities of Roselle and Wood Dale. The corridor is heavily traveled, serving an average of over 30,000 cars per day and primarily consists of strip commercial uses, developed on shallow-lots with individual curb cuts for each building. In addition, the corridor also includes Power Center retail at the northwest and northeast corner of the Irving Park Road / Barrington Road intersection and a scattering of multiple family residential and institutional uses.

The Irving Park Road corridor is of strategic importance for the Village because it not only serves as the prime economic engine of the Village, due to the presence of a multitude of sales tax generating uses, but also is a major visual, municipal, and geographic gateway into Hanover Park.

VISION

Irving Park Road Corridor will become an attractive, economically viable, and well-planned corridor for the village, serving both the commercial needs of the local as well as the regional population.

The Corridor will welcome residents and visitors as the entryway to the community by providing for quality services including retail, restaurants, and a mix of other uses; offering an interesting and attractive streetscape, serving a diverse local and regional population; supporting a variety of activities that benefit the local economy; and enabling the easy movement of people, vehicles, and transit.



Irving Park Road Corridor

Irving Park Road Corridor Study Area



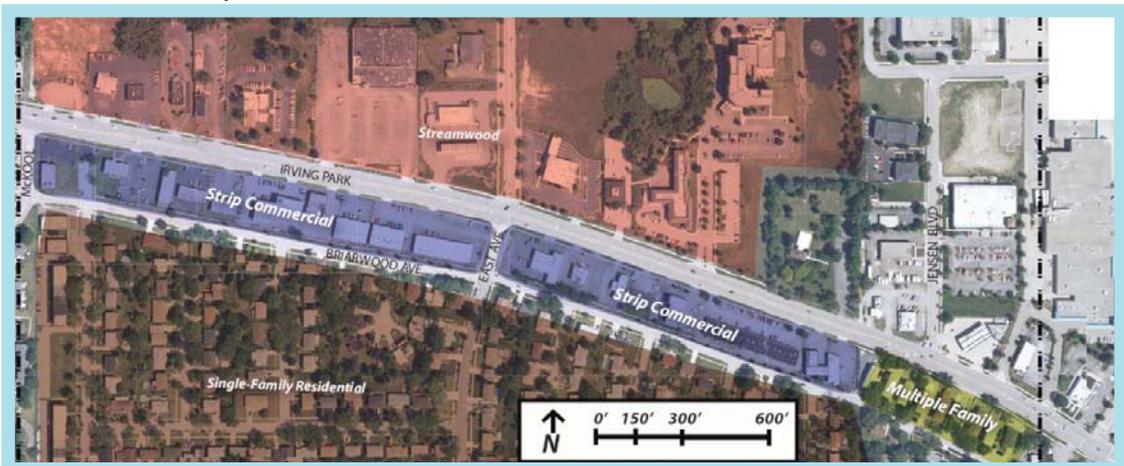
FOCUS AREAS

- 1** WEST IRVING PARK ROAD CORRIDOR
- 2** IRVING PARK ROAD AND BARRINGTON ROAD INTERSECTION
- 3** EAST IRVING PARK ROAD CORRIDOR

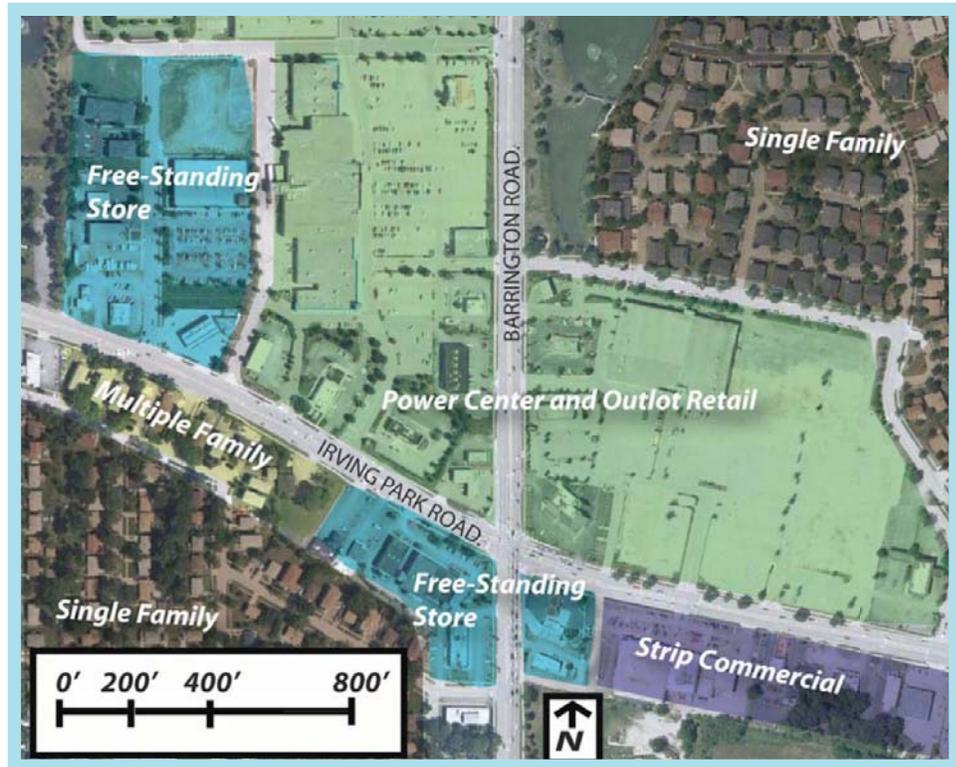
EAST STUDY AREA | Irving Park Road Corridor



WEST STUDY AREA | Irving Park Road Corridor



Intersection of Irving Park Road & Barrington Road



WEST IRVING PARK ROAD ISSUES & OPPORTUNITIES:

West Irving Park Road Issues:

- Building isolation and lack of congruent site planning
- Lack of connectivity to adjacent neighborhood
- Multiple curb cuts
- Minimal lot depth
- Lack of pedestrian and bicycle opportunities
- Lack of site and architectural quality
- Visual clutter
- Lack of site cross-access

West Irving Park Road Opportunities:

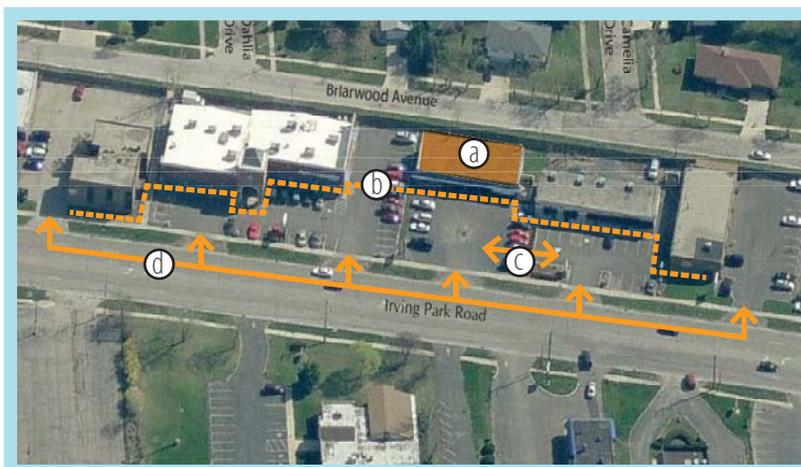
- Heavy traffic volumes
- Existence of sidewalks along Irving Park Road
- Potential for lot consolidation
- Creation of locally and neighborhood owned commercial building sites
- Right-of-way appearance enhancements
- Building and site enhancements
- Building, landscape, signage, and lighting consistency
- Potential for site cross-access
- Identity creation
- Vehicular and pedestrian connection to adjacent neighborhood
- Utilize existing parkway areas as bio-swale opportunities



Signage clutter and lack of landscaping lends itself to visually unappealing corridors.



Buildings along Irving Park Road corridor exhibit inconsistent signage and a lack of architectural detail.



Poor site planning leads to:

- Isolated buildings;
- Inconsistent building frontage;
- Lack of cross-access; and
- An over-abundance of curb cuts.

IRVING PARK ROAD AND BARRINGTON ROAD INTERSECTION ISSUES & OPPORTUNITIES:

Intersection Issues:

- Isolation and lack of consistency/congruent site planning
- Inconsistent mix of uses; not unified
- Lack of site cross-access
- Multiple curb cuts
- Diminished architectural quality
- Lack of landscaping
- Lack of design consistency

Intersection Opportunities:

- Heavy traffic volumes
- Large lots
- Outlot potential
- Quality tenants
- Newer buildings
- Potential for consolidation and large scale site planning
- Right-of-way enhancements
- Building and site enhancements
- Building, landscape, signage, and lighting consistency



Westview Shopping Center appears dated with an old façade and lack of landscaping.



The northwest intersection of Barrington and Irving Park Road shows poor site planning including multiple curb cuts, lack of cross-access and isolated buildings.

EAST IRVING PARK ROAD ISSUES AND OPPORTUNITIES:

East Irving Park Road Issues:

- Isolation and lack of congruent site planning
- Visual clutter
- Abundant amount of curb cuts
- Lack of pedestrian and bicycle opportunities
- Lack of connection to adjacent George Georgen Memorial Park, and Liberty Park.

East Irving Park Road Opportunities:

- Heavy traffic volumes
- Existence of sidewalks
- Potential for lot consolidation
- Newer buildings
- Identity creation
- Right-of-way enhancements
- Building and site enhancements
- Building, landscape, signage, and lighting consistency
- Utilize existing parkway areas as bio-swale opportunities



Signage clutter and lack of landscaping lends itself to visually unappealing corridors.



A lack of connection to the George Georgen Memorial Park is a missed opportunity.

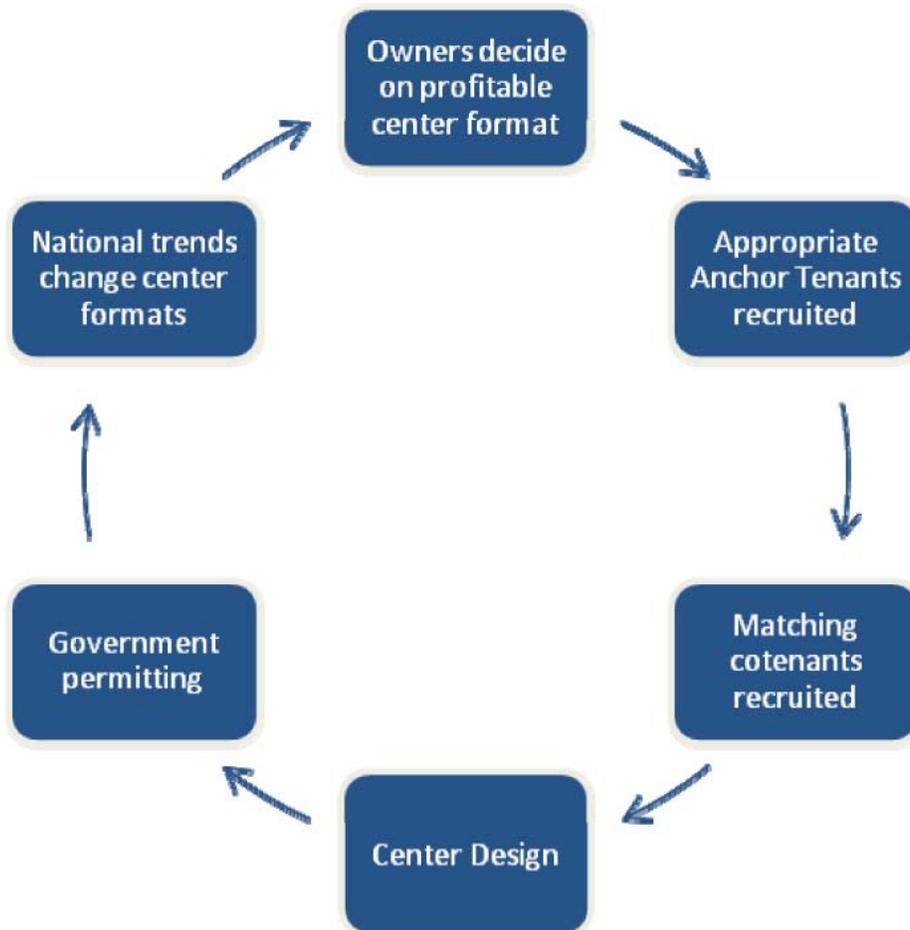


Newer developments, like the Charter One Bank, showcase that newer buildings with quality materials and landscaping can improve the corridor's visual appeal.

MARKET ANALYSIS

Optimal development and redevelopment along Hanover Park’s Irving Park corridor will depend on using tenant and property owner interest to create projects that offer spaces ideally suited to maximizing the sales of stores, restaurants, and services; and creating environments attractive to residents, employers, and visitors. One key to attracting the best businesses is flexibility in responding to development trends. As Figure 1 details, optimal design of retail space follows identification of tenants and is a continuous process if centers are to stay relevant in a highly competitive market like Hanover Park.

FIGURE 1 | Shopping Center Life Cycle



The corridor site concepts developed through the Irving Park Road Corridor Plan were formulated to stimulate developer and tenant interest rather than dictate final design. One goal of the concept plans is to illustrate the density necessary to cover prices asked by willing sellers in today’s market. It is assumed that new construction would justify premium rents and sales prices if redevelopment creates spaces that maximize tenant productivity and maximizes the development potential of sites. Although there will be significant changes in prices over the life of this Plan, this analysis assumes that the general relationship of costs and revenues will be constant and therefore the relative values of each concept will be unchanged.

In the future, each segment of Hanover Park's Irving Park Road corridor is expected to offer different challenges. The segment on the south side of Irving Park Road, west of the Barrington Road intersection, presents an opportunity for neighborhood-serving entrepreneurial business that offer unique products and services, often targeted to local ethnic populations. Westview Shopping Center at the northwest corner of Irving Park Road and Barrington Road offers space for significant new high volume businesses based on a reconfiguration of the site to enhance the value of this aging center. To the east of Barrington Road, the new Menards sets a design tone for additional development that capitalizes on the high visibility of this important regional transportation spine connected to the daily lives of adjacent residents. With the ever-changing nature of commercial development, the concepts and policies that follow are intended to customize Hanover Park's planning approach while remaining flexible enough to respond to the market.

POLICIES & INITIATIVES

The following Village policies and initiatives should be applied for the entirety of the Irving Park Road corridor in order to support the long-term revitalization of the Irving Park Road corridor. Individual strategies for each section of the Irving Park Road corridor are listed in the each concept plan section.

1. Support redevelopment, including financial partnerships, and reinvestment. Although aging buildings like many of those lining the south side of Irving Park Road are unattractive, they have rental rates that match their low investment, making them acceptable elements of a real estate redevelopment portfolio. Property owners are reluctant to redevelop due to high investment and uncertainty of tenancing. Village partnerships that aid property assembly, identify tenants, and insure compatible neighboring uses can reduce that risk and thereby assist in redevelopment. Redevelopment will offer significant additional economic development potential.
2. Create a consistent design scheme for the corridor, through the adoption of Design Guidelines, which require quality development as individual sites and commercial centers redevelop. Design Guidelines should address building material, architectural details, building siting, parking lot layout, signage, screening, pedestrian connections, landscaping, and lighting.
3. Make a public investment in the public right-of-way to improve visual appearance of the corridor. Public investment is necessary to create a desirable image that will also attract higher quality tenants through the implementation of a consistent streetscape pattern. Such streetscape pattern should include planting street trees/ornamental shrubs in the parkway, decorative pavers at intersections, decorative street lighting, installation of pedestrian amenities include benches, use of decorative signage and banners, and installation of community gateways welcoming visitors to the Hanover Park.
4. Maintain sites that are 10 acres or larger at the Irving Park Road / Barrington Road intersection and along east Irving Park Road. These sites are better able to attract high volume, large format retailers who significantly increase Village sales tax revenue.

CONCEPT PLANS

The Concept Plans that follow illustrate the application of the aforementioned policies and initiatives by offering typical development site plans and building layouts. The Concept Plans are intended to illustrate the design principles that will create a more efficient use of land and attractive image for Hanover Park, irrespective of the ultimate types of business that may occur on any specific block. These conceptual development plans are based on potential uses that would be supported by the configuration of the land and the economic market opportunities of this sub-area. The following three Concept Plans represent the long term strategy and ideal future development of the properties along west Irving Park Road, east Irving Park Road, and the Irving Park Road / Barrington Road intersection. While these Plans, when implemented, will take many years to occur through both private and public actions, they are intended to encourage private owners to explore new investment opportunities, and to guide the Village in the evaluation of proposals. Furthermore, the Plans acknowledge the need for public investments as a necessity to facilitate expanded economic growth, offer visual appeal, and provide improvements to the quality of and accessibility to the business districts.

WEST IRVING PARK ROAD: NEIGHBORHOOD SERVING ENTREPRENEURIAL BUSINESS AREA

As is typical along high traffic corridors, past development patterns along Hanover Park’s western segment of Irving Park Road focused on capturing regional travelers and isolating and buffering activity from the nearby neighborhoods. As traffic volumes grew and access via unsignalized curb cuts became more difficult, these properties generated less revenue. As a consequence, they suffered from deferred maintenance resulting in current conditions where a few successful businesses, like the Bit and Bridle Saddlery, are adjacent to many aging properties with below market rents on small lots that have little redevelopment potential. Because the underlying cause of the deteriorating market conditions is a singular focus on a street maximizing auto pass through, the West Irving Park Concept Plan recommends changing that condition by opening access to neighborhood streets and thereby making this segment better serve the adjacent neighborhood. Yet, that change alone will not correct the aging, deteriorating properties. The tenanting needs to change its focus to the neighborhood.

STRATEGIES:

This will be a long-term process that requires a commitment from existing property owners and businesses to improve their property’s appearance to make redevelopment of adjacent parcels more likely. The key to realizing this revitalization goal is supporting the strong existing business as multiple properties are assembled into redevelopment parcels that offer modern space to new businesses.

It also may be necessary for the Village to acquire and hold parcels for future sale to a developer who may be able to acquire the balance of a target area.

1. **Cluster higher volume retail businesses at the signalized intersections.**
2. **Support retailers, services, and employee uses and services used and owned by the nearby residents at non-signalized intersection properties, which target the large ethnic population in the adjacent neighborhood. Examples of the expected tenants include:**

Retailers

Convenience grocery
Pharmacy
Destination apparel
Destination accessories like jewelry

Services

Medical offices
Daycare
Automotive

Employers

Retailers and service businesses
Printers
Contractors
Sales agent/Manufacturer reps

3. **Encourage lot consolidation, property assembly, efficient site planning and shared parking, which allow for greater development opportunities.** Develop retail clusters totaling at least 30,000 square feet of stores and restaurants at the signalized intersections. These crossroads offer the chance to anchor retail development where customers park once and shop in multiple stores. The typical block concepts developed for the West Irving Park Corridor section illustrate configurations that exceed this minimum and would support this cluster model. Efficient site planning, consolidated ownerships, and reduced/shared parking can result in increased total building square footage. Additional development opportunity is a significant “found” economic development potential that the Village should support.

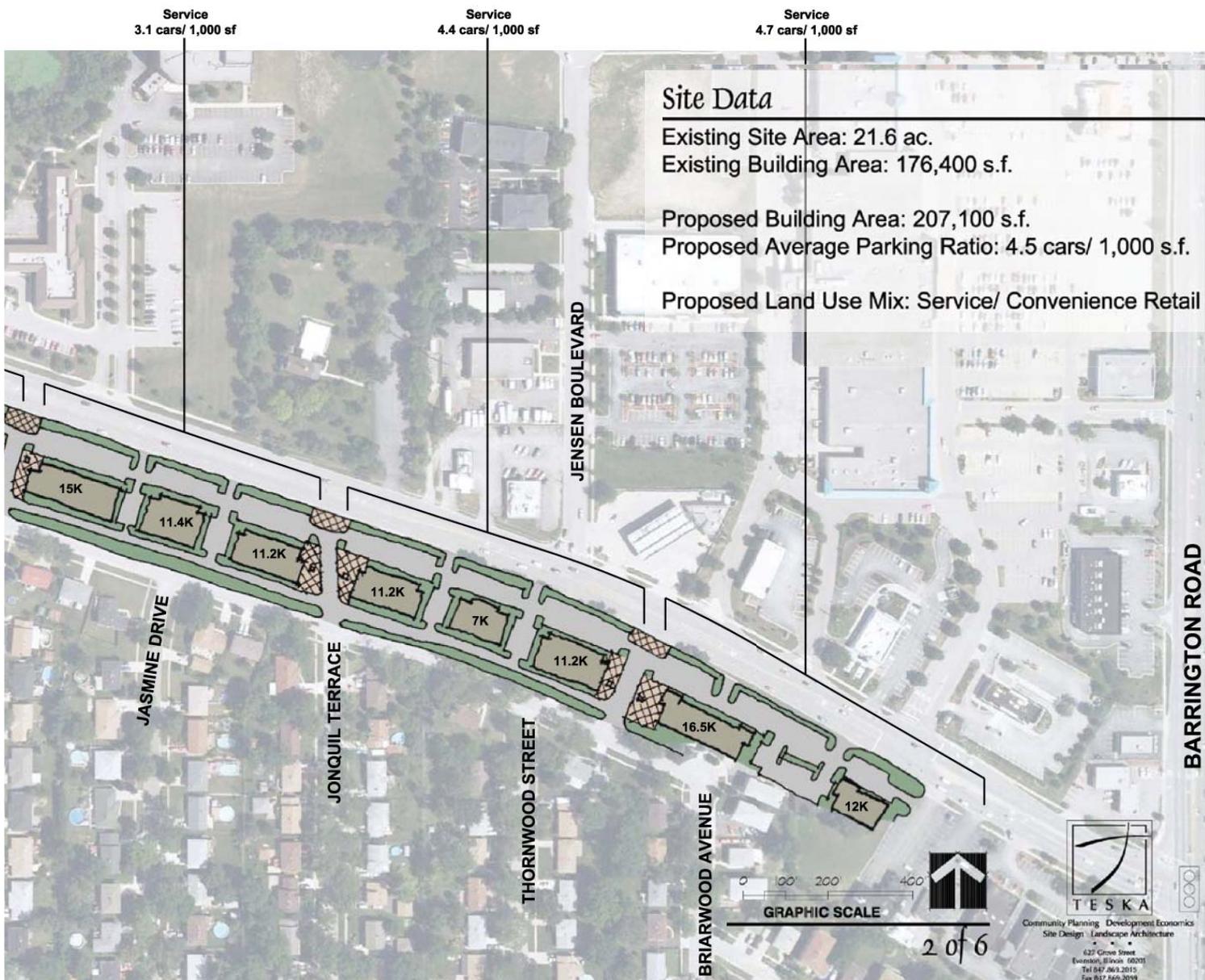
Furthermore, lot consolidation and quality site planning will allow for better pedestrian connections as well as vehicular ingress and egress to sites by allowing greater cross-access circulation and the minimization of curb cuts.

IRVING PARK ROAD | WEST SECTION



4. **Encourage parking strategies using shared parking and land banking for up to 25% of new development parking. The challenge to providing appropriate parking is that so many factors influence the right amount.** To determine the adequate parking allotment, capacity utilization studies should be conducted after development is complete. Increasingly communities are recognizing that it is difficult to determine what an adequate amount of parking is prior to completion of development, and thus encouraging developers to contribute to a shared parking resource or to phase full block projects so that the last developable land can be parking if the demand warrants it or a new building if parking is not necessary. This policy requires supportive changes to zoning regulations.

5. **Promote neighborhood access.** The residential neighborhoods of Hanover Park offer residents with opportunities for walking and bicycling but few non-auto oriented connections exist to stores and restaurants serving daily needs of nearby residents. Offering this type of multi-modal access strengthens the residents' bond with the businesses and improves the overall appeal of the neighborhood.



IRVING PARK ROAD / BARRINGTON INTERSECTION: POWER CENTER DEVELOPMENT

With average daily traffic exceeding 34,000 vehicles on Irving Park Road and 28,000 vehicles on Barrington Road, the intersection of these roads has attracted high volume, auto-oriented commercial development. Those high volume anchor tenants create opportunities for convenience goods and services to occupy perimeter space known as “outlots.” This combination of tenants is known as a “Power Center” because of its ability to attract spending from a large geography.

The Irving Park Road / Barrington Road intersection is extremely important to the financial health of Hanover Park because, under today’s sales tax regulations, the Village receives a 1% sales tax on all goods sold in Hanover Park and another 0.5 % of everything but food, medicine, and registered items like cars and boats. With high volume retailers selling approximately \$500 per square foot, 100,000 square feet of general merchandise development generates approximately \$750,000 in annual sales tax revenue. (100,000 X \$500 X 1.5%). Groceries are not subject to home rule sales tax, thus supermarket development generates approximately \$500,000 in annual sales tax revenue per 100,000 square feet. In the very competitive Chicago retail development environment, attracting and retaining high volume retail tenants usually involves a public-private partnership that shares this Village sales tax revenue with the property owner and retailer. Knowing that public-private partnerships are essential to realizing the potential for Village revenue from this area, the challenge is maximizing the return on Hanover Park’s investment.

STRATEGIES:

These Village policies and initiatives support attracting high volume retailers:

1. **Tie the Village investment in public-private partnerships to attracting high volume tenants.**

Although tenants occupying the largest spaces generate the most sales tax and their space is nearly as expensive to build as small tenant space, they pay lower rents per square foot than tenants occupying the smaller spaces. Consequently, without the Village investment, it is in the developer’s best interest to provide the minimum number of large format development necessary to support the smaller tenants. By investing only in projects desired by high volume tenants, the Village encourages the construction of more high sales tax generating space.

2. **Require high quality building design, construction materials, landscaping and ongoing maintenance.**

Although high volume retailers rely on signature building designs and sizes, the cost determines the material used to achieve that look and the surrounding landscaping. By requiring new development to use only top quality materials and partnering to share any costs not supported

by market returns, the Village invests in the long term enhancement that provides a building that can outlast the tenant.

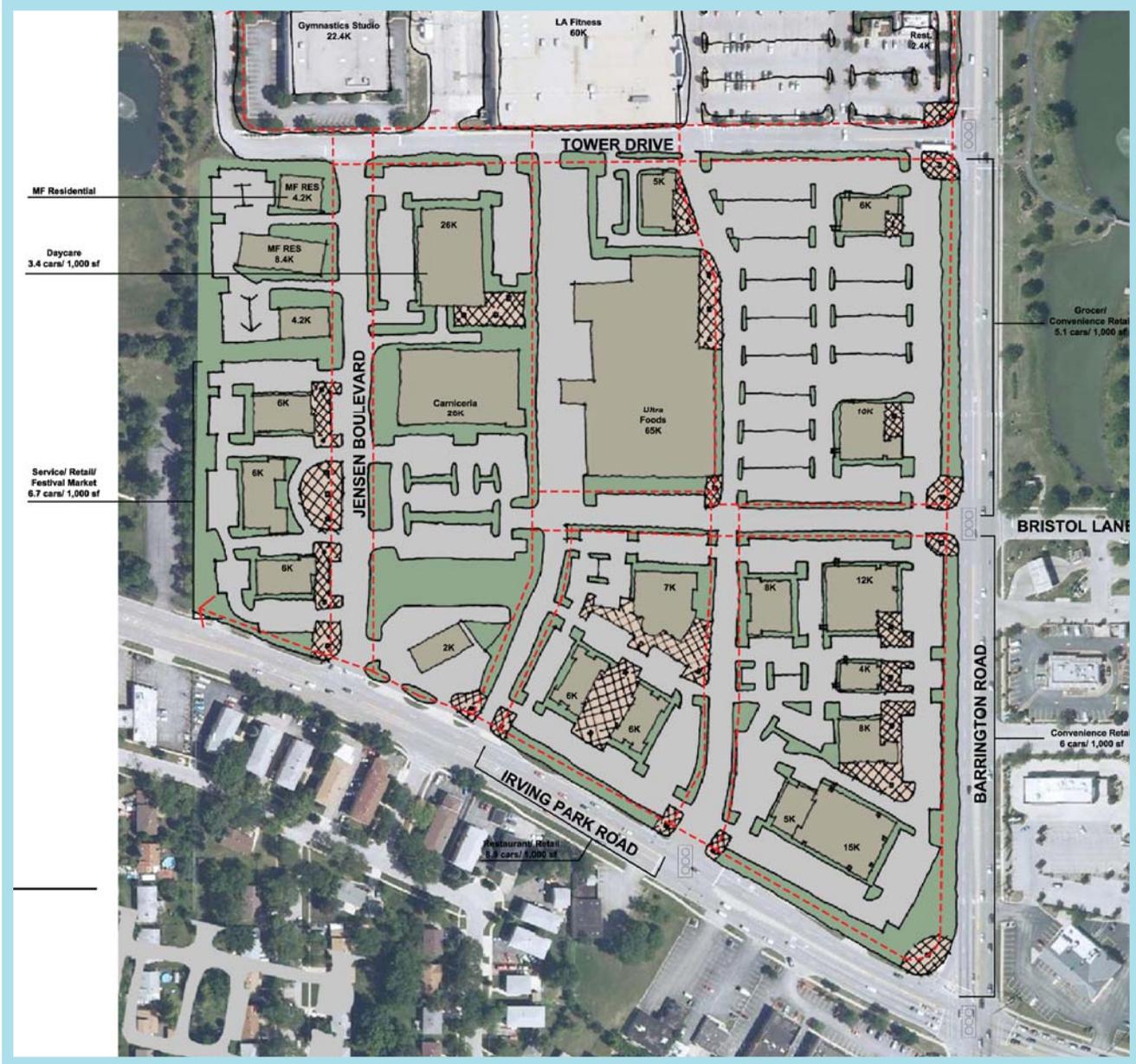
Furthermore, continuous property investment is necessary to remodel and reconfigure existing buildings to create space that meets the requirements of the largest, most demanding high volume retailers.

3. **Phase development to match parking demand. New tenants are particularly concerned with offering trial customers easy parking.**

As a property ages, customers know the offering and tolerate slightly less convenient parking. Developers can precisely understand parking demand by monitoring capacity utilization and filling never used parking with additional rent generating buildings. As aging centers begin to customize their parking, the Village can use the opportunity for more private owner and Village revenue to support appearance enhancement.

4. **Protect and connect Hanover Park's entrepreneurial businesses as new development occurs.** Many of the aging centers on these high traffic corridors fail to connect to adjacent commercial and residential properties. Reconfiguring pedestrian and vehicular connections can improve access for employees, deliveries, and customers. It is also important to be mindful of stormwater management and visibility when there is adjacent new development.
5. **Encourage lot consolidation and efficient site planning, particularly for the outlot developments.** Efficient site planning and lot consolidation can result in an increase in total building square footage. Furthermore, lot consolidation and quality site planning will allow for better pedestrian connections as well as vehicular ingress and egress to sites by allowing greater cross-access circulation and the minimization of curb cuts.
6. **Maintain sites that are 10 acres or larger.** These sites are better able to attract high volume, large format retailers who significantly increase Village sales tax revenue.

WESTVIEW CENTER | OPTION A: PARTIAL REDEVELOPMENT

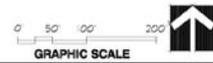


Site Data

Existing Site Area: 35.0 ac.
Existing Building Area: 300,400 s.f.

Proposed Building Area: 330,600 s.f.
Proposed Average Parking Ratio: 6.0 cars/ 1,000 s.f.

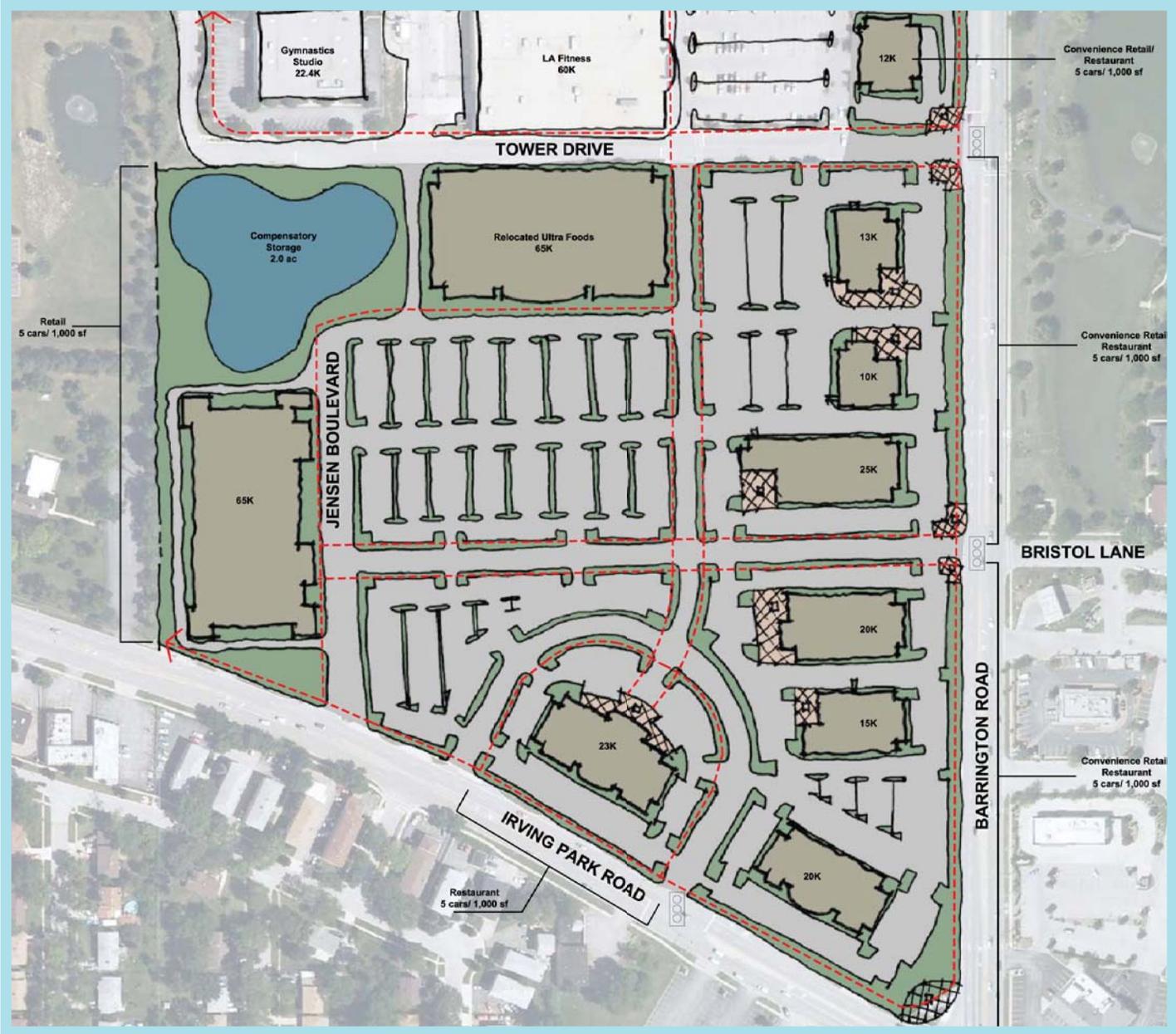
Proposed Land Use Mix: Multi-Family Residential/ Service/
Convenience Retail/ Grocer/ Restaurant



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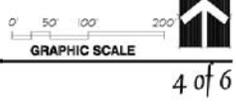


WESTVIEW CENTER | OPTION B: FULL REDEVELOPMENT



Site Data

Existing Site Area: 35.0 ac.
 Existing Building Area: 300,400 s.f.
 Proposed Building Area: 350,400 s.f.
 Proposed Average Parking Ratio: 5.3 cars/ 1,000 s.f.
 Proposed Land Use Mix: Grocer/ Convenience Retail/ Restaurant



EAST IRVING PARK ROAD: FREE-STANDING STORE AND RESTAURANT CLUSTER

Although Hanover Park's existing development along the eastern segment of Irving Park Road accommodates free-standing tenants, its limited cross-access and aging buildings undermine the potential retail success. Due to high traffic counts, Irving Park Road attracts the interest of national retail and restaurant businesses seeking free-standing locations but their decision on where to locate depends on signalized access. While it is impossible to provide signalized access to all retailers, secondary access points that allow impulse shoppers to enter a center after seeing a business or a sign must be considered.

In addition, the current age and substandard construction material make this area ripe for redevelopment to attract higher volume, higher rent tenants. Likely tenants include the same businesses operating in outlots of Shopping Centers:

- Quick-serve restaurants with drive thru service
- Counter Service Restaurants
- Insurance and real estate offices
- Bank
- Automobile service

The key to revitalizing this segment of Irving Park Road is supporting active existing business as properties are assembled into redevelopment parcels. It is important not to underestimate the challenge in this approach. The property owners must first attract tenants and then build to suit the very specific requirements of high volume tenants. It may be necessary for the Village to acquire and hold parcels for future sale to a developer able to secure tenants interested in shared access and parking. Examples include restaurants that are busy during different parts of the day like Dunkin Donuts and Baskin Robbins. Redevelopment of the Irving Park Road segment will be a long-term process that requires a commitment from existing property owners and businesses to improve their property's appearance to make redevelopment of adjacent parcels more likely.

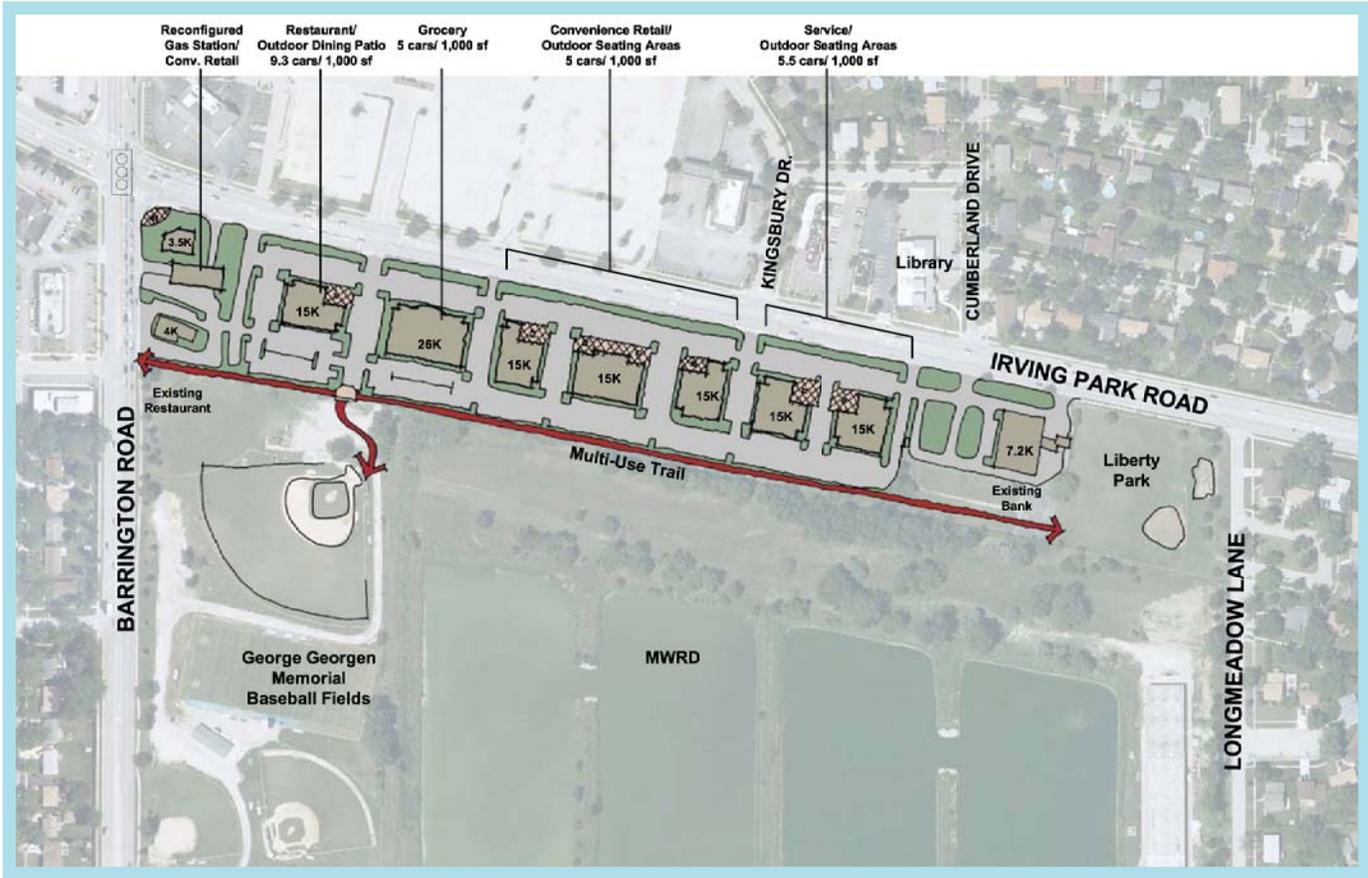
STRATEGIES:

The Village policies and initiatives supporting revitalization of Irving Park Road's Power Center Development also improve this Free-standing Store and Restaurant cluster. Additional policies for these properties include:

1. **Encourage lot consolidation, property assembly, efficient site planning to create larger buildings that pair a drive thru dependent business like fast food restaurants with a service business.** The resulting larger building creates a visually more attractive development by providing more substantial landscaping and shared parking. Efficient site planning, consolidated ownerships, and reduced/shared parking can result in increased total building square footage. Additional development opportunity is a significant "found" economic development potential that the Village should support.
2. **Support access and connections between the Irving Park Road businesses and the surrounding neighborhood, Liberty Park, and George Georgen Memorial Park.**
3. **Require a consistent building setback to create a defined street edge.**

- Require leases for at least 75% of a new development before authorizing Village partnership to remediate the cost of public improvements supporting the development. The highest volume and consequently biggest sales tax producers require specific building configurations and materials. They do not retrofit existing buildings and, consequently, speculative space in a location of this type often remains vacant.

IRVING PARK ROAD | EAST SECTION



Site Data

Existing Site Area: 15.0 ac.
 Existing Building Area: 115,700 s.f.

Proposed Building Area: 130,700 s.f.
 Proposed Average Parking Ratio: 6.2 cars/ 1,000 s.f.

Proposed Land Use Mix: Service/ Retail/ Restaurant/ Grocer

URBAN DESIGN

When new development or redevelopment occurs along Irving Park Road, it is essential that the visual elements that make up the corridor are carefully considered. The future vision of the Irving Park Road corridor should be based on the application of urban design principles that will result in a higher quality image, such as building orientation, building articulation and massing, treatment of the public right-of-way, building materials, signage and lighting consistency, and landscaping. Carefully crafting a vision of the corridor based on high quality urban design principles will ensure that future development will reflect the desired vision of the Village. Through the use of urban design preference statements that set the foundation for design guidelines, future design along the corridor is clearly articulated.

URBAN DESIGN PREFERENCE STATEMENTS

As part of the Public Forum, the public participated in an Image Preference Survey, which asked participants to evaluate a wide array of urban design images in order to forge a consensus on the desired physical attributes of Hanover Park's built environment. Based upon the raw results of the Image Preference Survey, design preference statements were formulated. These urban design preferences are used as the basis of the Irving Park Corridor Road Design Guidelines.

COMMERCIAL CORRIDORS URBAN DESIGN PREFERENCE STATEMENTS: WEST AND EAST IRVING PARK ROAD

Building Design:

- Encourage variety in design yet an overall consistency among buildings.
- Utilize traditional color combinations and high-quality building materials such as brick, stone or other masonry.
- Ensure buildings have interesting rooflines, corner treatments, and highlighted building entrances.
- Use of unique architecture and interesting design elements that break up facade are encouraged.
- Avoid blank front and side wall elevations on street frontages, and instead provide articulated facades and other design elements such as windows, variation in building materials, interesting roof-lines, etc.

Landscaping, Lighting, and Signage

- Include pedestrian-scaled lighting and signage.



Example of visually interesting architecture including varied rooflines, quality materials, and highlighted entrances.

- Use landscaping to soften building facades.
- Ensure rights-of-way provide an attractive atmosphere with plentiful trees, wide parkways with decorative paving, benches, and dedicated bike lanes safely separated from the roadway.
- Ensure signage provides adequate size, height and interesting design and is consistent along the length of the corridor.
- Limit the number of lettering styles, colors and pieces of information that are permitted on signs to promote legibility.
- Ensure signage is highly compatible with the building and site design relative to color, material and placement.
- Provide tasteful lighting of signage.
- Provide ground signage that is of quality material including brick and cast concrete.
- Discourage the use of pole signs.



Landscaping adds visual appeal and softens building facades



Façade articulation, variations in rooflines, and architectural features create visual interest

Orientation

- Regulate access management so as to avoid an excessive amount of curb cuts.
- Ensure pedestrian safety by creating “safe zones” for pedestrian through the use of fences, planters or other means.

POWER CENTER AND OUTLOT RETAIL URBAN DESIGN PREFERENCE STATEMENTS:

IRVING PARK ROAD/BARRINGTON ROAD INTERSECTION

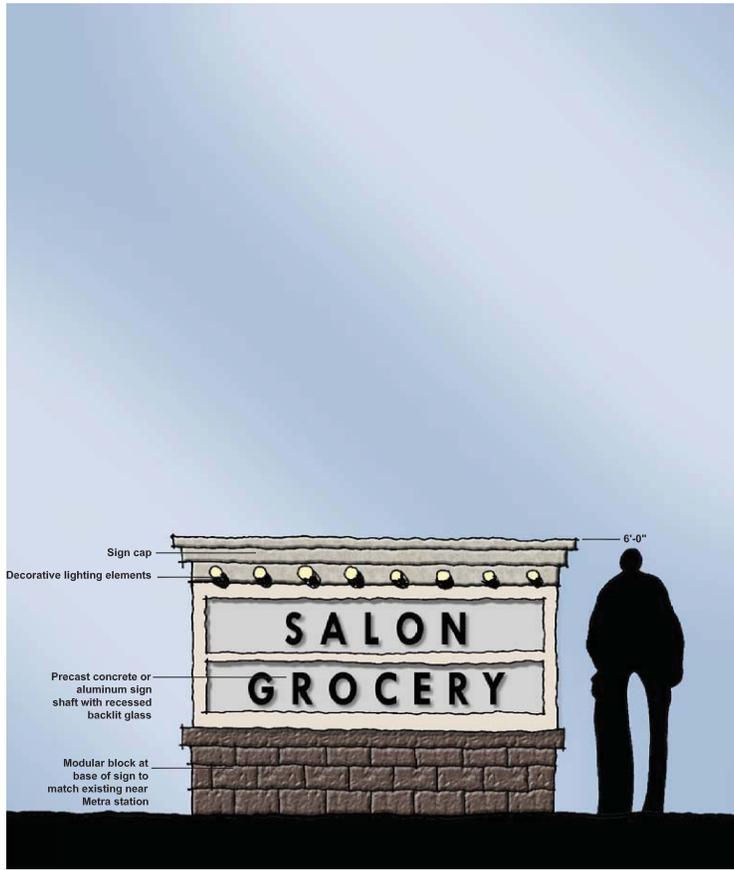
Building

- Encourage the use of unique architecture and interesting design elements to break up the facade.
- Avoid blank front and side wall elevations on street frontages, and instead provide articulated facades and other design elements such as windows, awnings, variation in building materials, interesting roof-lines, etc.

Landscaping

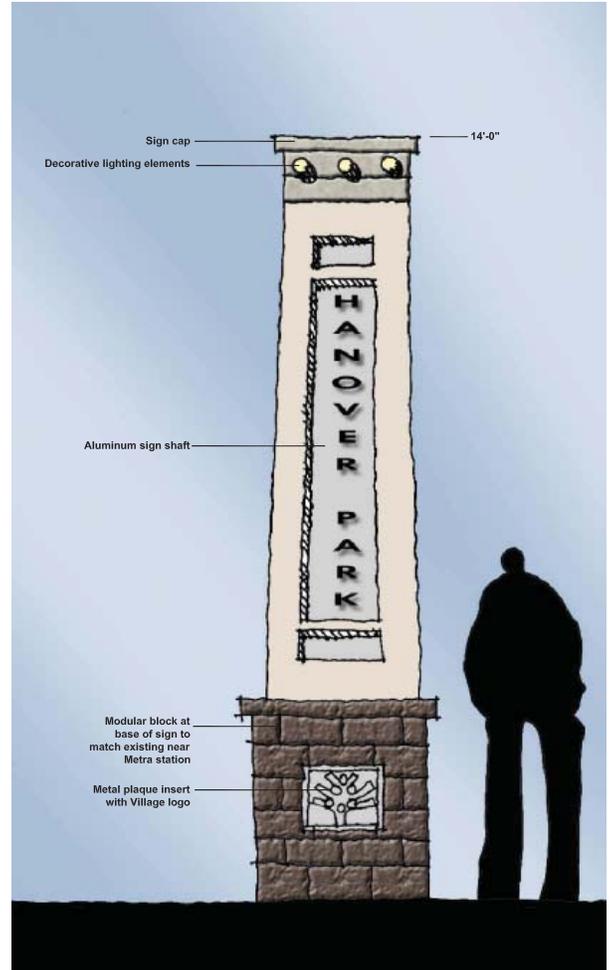
- Utilize landscaping around the entire base of buildings to soften the edge between the pavement and the structure.
- Provide landscaping throughout car parks and protect landscaping elements from vehicular and pedestrian encroachment by raised planting surfaces or the use of curbs.

GATEWAY AND BUSINESS SIGNAGE CONCEPTS



Business Signage Concept

Monument style business signage is coordinated with existing Village sign near Metra station and allows for multiple business sign display within a single sign structure.



Gateway Signage Concept

Gateway signage is coordinated with existing Village sign near Metra station and may be repeated at high visibility intersections along Irving Park Road.

STREETSCAPE ENHANCEMENT CONCEPT SKETCH



Streetscape Enhancement

Coordinated streetscape enhancements within the public Right-of-Way and within privately owned parcels form a functional, unified and attractive appearance along the Irving Park Road corridor.



DESIGN GUIDELINES

Design Guidelines are specific recommendations to enhance the appearance of the Irving Park Road corridor. The purpose is not to limit imagination, innovation, or variety, but rather to assist in focusing on design principals which can result in creative solutions that will assure a quality visual appearance. These Design Guidelines are intended to encourage property owners, tenants, and Village officials to effectively work together as new construction and restoration develop to ensure design consistency along the corridor. Nowhere are design guidelines more imperative than the Irving Park Road corridor, which is a heavily traveled roadway, often offering the first view of the Hanover Park community. When new development or redevelopment occurs along the corridor, these guidelines should be followed in order to present a visually appealing corridor that appeals to motorists and pedestrians alike.

STRIP COMMERCIAL SITES: WEST AND EAST IRVING PARK ROAD CORRIDOR DESIGN GUIDELINES

Site Planning and Building Orientation

The orientation of buildings on a site, the number of access points, the location and design of parking and loading are all important elements that must be carefully examined to ensure the safety, efficiency and attractiveness of the site.

- Structures and on-site circulation systems should be designed to minimize pedestrian/vehicle conflicts and provide cross-access to adjacent properties.
- Curb cuts for commercial access drives should be minimized. Common driveways that provide vehicular access to more than one site are encouraged.
- Landscaping should be provided at all entrances and exits to parking lots to direct motorist access to and from the parking lot.
- Placement of multiple buildings and structures should express characteristics appropriate to the surrounding corridors.
- Orientation should avoid overcrowding and allow for a functional use of the spaces between buildings.
- Building development should be clustered in order to allow greater cross-access circulation and the minimization of curb cuts.



Example of visually interesting architecture including varied rooflines, quality materials, and highlighted entrances.

Building Details

- Building massing, height, bulk, scale, and proportion shall maintain consistency with the existing character of the adjacent buildings.
- Rooflines and pitches shall be proportionate to nearby structures so as to provide transition or mitigation of significant changes to scale.
- Architectural style shall not be restricted. Rather, evaluation of the appearance of a project shall be based upon consistency and the quality of its design and relationship to surroundings.
- Façades shall be subdivided with horizontal and vertical architectural elements to enhance building articulation.
- Materials shall have good architectural character and quality, and shall be selected for consistency in use of similar building materials in terms of color, shades, and texture so as to have a style that is consistent with adjoining buildings.
- Materials shall be selected for suitability to the type of buildings and the architectural design in which they are used.
- Use of landscaping planting along the foundation is encouraged.
- Lighting and signage should be integrated into the overall design of a building.
- Service areas, loading docks, garbage enclosures, areas of outdoor storage, and areas with mechanical equipment shall be oriented away from public R.O.W. or other areas visible to the public.



Façades should utilize horizontal and vertical architectural elements to enhance building articulation.



Use of traditional color combinations and high-quality building materials such as brick is encouraged.



Lighting should be designed as an architectural element and integrated with the building design.

Signage and Lighting

- Exterior lighting shall be consistent with the entire building's architectural concept.
- Exterior lighting shall balance the need for energy conservation with the needs for safety, security, and decoration.
- Building lighting shall be integrated into the design of the building, principally attached to building facades, or as soffit lighting under awnings.
- Signage should be of adequate size and interesting design. Signage should be consistent in terms of height and design along the length of the corridor.
- The number of lettering styles, colors and pieces of information that are permitted on signs should be limited to promote legibility.
- Signage should be highly compatible with the building and site design relative to color, material and placement.
- Signage shall be tastefully lit.
- Ground signage shall be of quality material use including brick and cast concrete.

Pedestrian Circulation

- Principal entrances should be highly visible and accessible from the roadway corridors.
- There should be an emphasis on safety and separation from the vehicular traffic.
- Linkages to established neighborhood areas and pedestrian ways are encouraged.
- Site should allow for universal accessibility.



Example of signage that is compatible to the building, is well landscaped, and is oriented to both pedestrians and vehicles.



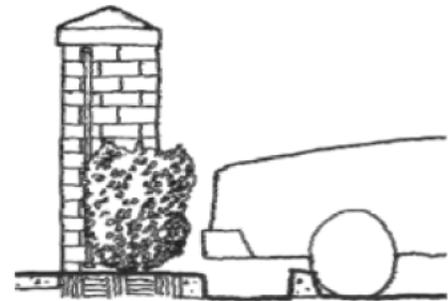
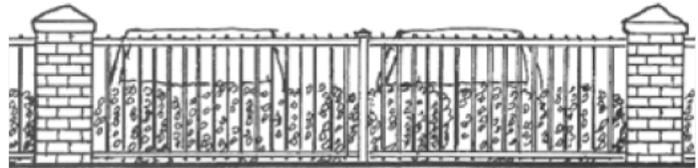
Building displays a prominent entrance surrounded by buffered pedestrian walkways and crosswalks, creating safe access points.

Parking Lot Orientation and Landscaping

Landscaping is encouraged for surface parking lots as it enhances the visual environment, softens the built environment, mitigates the urban heat island, and provides a natural separation between the pedestrian and vehicular environment. In addition, landscaping can screen unattractive areas, as well as focus the motorist’s attention to an entry point or exit. For shallow lots, providing landscaping within the parking area is difficult, thus it is imperative to provide quality landscaping at the perimeter of the right-of-way and at buffers between adjacent properties.

Orientation

- Ensure parking lots are not the dominant visual element of the site. Large expansive paved areas located between the street and the building are to be avoided in favor of smaller multiple lots separated by landscaping.
- Where possible, orient parking areas to the side or rear of the buildings.

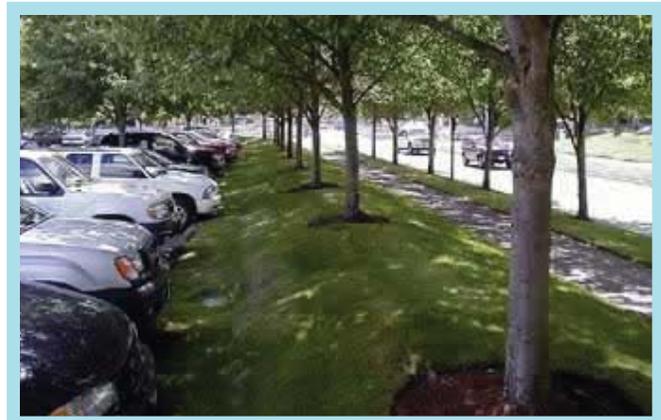


Parking lot access

- Clearly mark parking lot ingress and egress points.
- Provide landscaping at the entrances and exits to parking lots to direct motorist access to and from the parking lot.

Parking lot buffers

- Offset the edge of parking lots pavements from property lines to allow for a landscape buffers.
- Select perimeter landscape plantings that reach at least 3’-0” height at maturity.
- Select and install plantings that form a continuous landscape grouping within the planting bed.
- Ensure landscape plantings are salt and urban tolerant species.
- Provide a diverse landscaping plantings that consist of a combination of canopy trees, understory shrubs, and groundcover.
- Adequately screen parking lots adjacent to the public right of way through the use of low screen walls, decorative fencing, or landscaping.



Parking should be screened through a combination of walls, decorative fencing, or landscaping.

Community Spaces

- Incorporate community spaces into the overall site plan.
- Clearly mark community spaces and separate them from vehicular activity.
- Community spaces can include patio/seating area, pedestrian plaza with benches, transportation center, window outdoor play area, kiosk area, or water feature.

POWER CENTER AND OUTLOT RETAIL: IRVING PARK / BARRINGTON ROAD INTERSECTION DESIGN GUIDELINES

Building Details

- Facades should be articulated to reduce the massive scale and the uniform, impersonal appearances of large retail buildings and provide visual interest that will be consistent with the Hanover Park's identity character, and scale.
- Buildings should have architectural features and patterns that provide pedestrian visual interest, reduce building mass, and recognize local character. Such architectural features should include color change, texture change, material module change, or use of varied horizontal or vertical architectural or structural elements.
- Variations in rooflines should be used to add interest to, and reduce the massive scale of large buildings.
- Materials shall have good architectural character and shall be selected for consistency in use of similar building materials in terms of color, shades, and texture so as to have a style that is consistent with adjoining buildings.
- Materials shall be selected for suitability to the type of buildings and the architectural design in which they are used.
- Predominant exterior building materials shall be high quality materials.
- Use of landscaping planting along the foundation are encouraged.



A circular brick plaza, surrounded by landscaped planters and benches creates a unique focal point where pedestrians and shoppers can meet up.



Use of quality materials, architectural details, and roof articulation add visual appeal to the building.



Example of Power Center retail building exhibiting interesting design and landscape features.

- Outlot buildings façade should incorporate similar architecture features and details to other buildings in the development.
- Lighting and signage should be integrated into the overall design of a building.
- Service areas, loading docks, garbage enclosures, areas of outdoor storage, and areas with mechanical equipment shall be oriented away from public R.O.W. or other areas visible to the public.



Primary building entrance is highlighted and oriented towards the main access road and parking area.

Entrances

- Each principal building on a site shall have clearly defined, highly visible customer entrances.
- Large retail buildings should feature multiple entrances.

Parking Lot Orientation

Landscaping is encouraged for surface parking lots as it enhances the visual environment, softens the built environment, mitigates the urban heat island, and provides a natural separation between the pedestrian and vehicular environment. In addition, landscaping can screen unattractive areas, as well as focus the motorist’s attention to an entry point or exit.

Parking lot access

- Highlight access points.
- Provide landscaping at the entrances and exits to parking lots to direct motorist access to and from the parking lot.

Parking lot buffers

- Offset the edge of parking lots pavements from property lines to allow for a for landscape buffers.
- Select perimeter landscape plantings that reach at least 3’-0” height at maturity.
- Select and install plantings that form a continuous landscape grouping within the planting bed.
- Ensure landscape plantings are salt and urban tolerant species.
- Adequately screen parking lots adjacent to the public right-of-way through the use of low screen walls or landscaping.



Vegetation is an affective and visually appealing way to compartmentalize parking lots.

Landscaping

- Provide landscaping around the entire base of buildings to soften the edge between the pavement and the structure.
- Provide landscaping throughout parking lots and protect landscaping elements from vehicular and pedestrian encroachment by raised planting surfaces or the use of curbs.

Parking lot orientation and Internal Pedestrian Connections

- Parking areas should provide safe, convenient, and efficient access for vehicles and pedestrians.
- Parking lots should be divided by landscaping in order to reduce the overall scale of the paved surface.
- Continuous internal pedestrian walkways, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site.
- Walkways should connect focal points of pedestrian activity including transit stops, street crossings, building and store entry points.
- Sidewalks, should be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Building sidewalks should be covered to protect pedestrians from the elements.
- Internal pedestrian walkways should be distinguished from driving surfaces through the use of varied surface materials such as paves, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of walkways.

Community Spaces

- Community spaces should be incorporated into the overall site plan.
- Community spaces should be clearly marked, and separated from vehicular activity.
- Community spaces can include patio/seating area, pedestrian plaza with benches, transportation center, window outdoor play area, kiosk area, or water feature.



Parking lots should be divided by landscaping in order to reduce the overall scale of the paved surface.

PRIOR PLANS AND STUDIES

Understanding the economic and community importance of the Irving Park Road corridor, the Village has proactively planned for its future. In the past 10 years two plans have been completed that address the Irving Park Road corridor: 1) the 1998 Hanover Park Comprehensive Plan and 2) the 2003 Streamwood and Hanover Park Corridor Study. The policies of both of those plans were designed to address the aging commercial centers found along the corridor and enhance the corridor's visual appearance. The 2010 Hanover Park Comprehensive Plan incorporates and enhances these previous Plan's findings. A summary of these previous planning documents which have guided the development of the Comprehensive Plan are provided below:

1998 HANOVER PARK COMPREHENSIVE PLAN

This plan encouraged the transformation of the corridor to a mixed-use commercial area that serves not only the northern portion of Hanover Park but also portions of Schaumburg and surrounding communities. In addition to continued focus on motorized commercial uses, the Village should focus on requiring improvement efforts to upgrade older existing buildings, provide for small-scale replacement and redevelopment, eliminate all visual clutter, and establish design coordination.

Along the western and eastern portions of Irving Park Road, the Plan encouraged lot consolidation, coordinated site access and removal of unnecessary curb cuts. For the Irving Park Road / Barrington Road intersection, the Plan did not address any physical changes to the layout of the shopping centers, however encouraged continued upgrades in the appearance of these centers.

2003 STREAMWOOD AND HANOVER PARK CORRIDOR STUDY

This plan encouraged visual and aesthetic enhancements to the private business properties, which will ultimately play a major role in defining the character of the Irving Park Road corridor. Through continued coordination with properties owners the Village was encouraged to require property owners to use architectural improvements (material use, colors, architectural details), uniform and limited signage, consistent parking lot and building lighting, and quality site design (limited number of curb cuts, cross-access, landscaping, and screening). In addition, the Plan called on the Village to make corridor design enhancements in the right-of-way through landscape improvements, corridor and community identification, lighting, sidewalk extension, and street furniture.

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CHAPTER 5

SPECIAL AREA PLANS

PLAN ELEMENTS



A | Irving Park Road Corridor Plan



B | Village Center Plan



C | Green Plan



B | VILLAGE CENTER PLAN

VISION

The Village Center will be a well-planned, transit-oriented, mixed-use, compact development in the center of Hanover Park, within a reasonable walk of the Metra commuter station, in order to create a place with a unique and positive local identity, provide opportunities for development to expand the Village's economic diversity and vitality, and offer a wide range of uses intended to function as the "heart" of Hanover Park.

Including a mix of residential, retail, business, institutional and employment land-uses, the Village Center will be a sustainable model for development, providing both shopping, living and work opportunities that encourages less reliance on automobiles, as well as, the creation of significant opportunities to expand the Village's employment base by creating new economic development that provides new sources of revenue and enhances the overall standard of living.

BOUNDARY

The Village Center is defined as a one-half mile radius from the existing Metra commuter station. This represents the typical “walkable zone” or distance people are willing to walk to various destinations. Within the broader “Village Center,” various sub-districts are formed as a result of the presence of Lake Street, Barrington/County Farm Road, and the Milwaukee District West Line commuter rail line. The boundaries of the Central Area are depicted in Village Center Study Area Map.

EXISTING LAND USE

The Lake Street corridor is a mixed-use commercial corridor which includes a wide range of retail, service, residential and institutional activities. The segment between the Elgin-O’Hare and approximately Center Avenue includes the Village Hall complex, the Metra commuter station, Church Street Station retail/residential development, a number of smaller commercial parcels and buildings, and older intensively developed multiple family land-uses. In addition, this segment of Lake Street also contains a large vacant tract east of the Church Street Station development, some of which is being developed for a skilled nursing facility and also includes a number of underutilized and functionally obsolete commercial properties along the north side of the street. The far western segment of Lake Street which is close to the Village of Streamwood border includes an area along the north side of Lake Street which is primarily multiple family residential in character.

The area south of the Milwaukee District West Line commuter rail line is defined by the existing Ontarioville Historic Area and the Elgin-O’Hare Expressway expansion right-of-way. The Ontarioville Historic Area includes a few historic buildings, the Smyrna Church of God and cemetery, a multiple family development and a two warehousing facilities, and a few large vacant and underdeveloped sites.



Lake Street Corridor



Existing Metra Station



Smyrna Church of God in Ontarioville

Of all areas in the village, the Ontarioville section of the Village Center has suffered the most from a lack of private investment and improvement. Physical conditions in the developed portions of the area, as documented through the planning process, suggest that conditions have not improved over the past several years. As a result, the district is experiencing vacancies and deferred property maintenance and investment. This Plan assumes that the Ontarioville Historic District will remain in the future, although few of the original structures remain. This area is relevant to the history and physical character of the Village Center, which should be preserved and enhanced as the basis for creating a unique “theme” for the core of the Village Center.

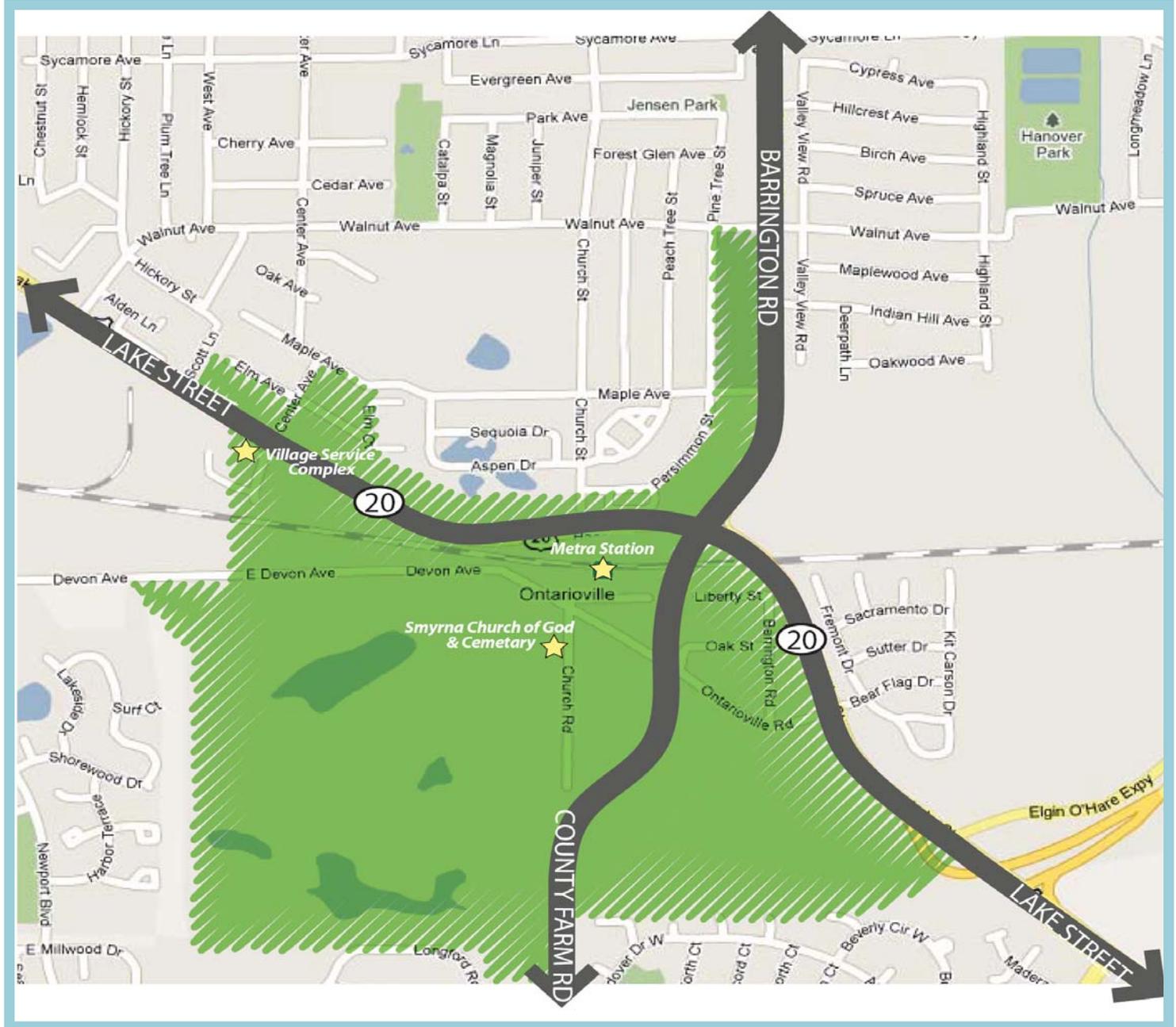
The Elgin-O’Hare Expressway expansion right-of-way area consists of vacant lands, which are available for development, in large part due to the lack of decision regarding the future of the Elgin-O’Hare Expressway. A number of significant wetlands and drainage corridors also exist throughout this area. Since Hanover Park is primarily a built-out community, this area is the most subject to change in the future. The Plan should encourage sensitive integration of these features in new development and redevelopment proposals. A well organized development and revitalization strategy is required to bring about interest and investment on a coordinated basis.



Elgin-O’Hare Expressway expansion right-of-way consists primarily of vacant parcels.

VILLAGE CENTER BOUNDARY MAP

B | VILLAGE CENTER PLAN



VILLAGE CENTER ISSUES & OPPORTUNITIES

ISSUES:

- The Milwaukee District West Line tracks create a north-south dividing line within community.
- Grade changes due to railroad tracks.
- Wetlands and drainage corridors present on existing Elgin-O'Hare Expressway Expansion right-of-way.
- Uncertainty of the Elgin-O'Hare Expressway expansion future.
- Presence of established uses:
 - Historic Smyrna Church of God and cemetery in Ontarioville.
 - Multi-family residential developments located at Church and Ontarioville Road.
 - Multiple at-grade Metra parking lots.
 - Industrial/Warehouse on Church Road.
- Pedestrian unfriendly environment of Barrington Road and Lake Street.
- Variances within the Cook vs. DuPage County tax structure make certain development types less favorable based on location.

OPPORTUNITIES:

- Potential development of vacant / underutilized properties:
 - Metra at-grade parking lots.
 - Northwest corner of Lake Street and Barrington Road.
 - Parcels fronting on north side of Lake Street, west of Barrington Road.
 - Commercial development along Barrington Road (between Walnut and Maple Ave).
 - Multi-Family Residential (Church Road and Ontarioville Road)
- Elgin-O'Hare Expressway expansion allows for the development of existing vacant area.



Railroad tracks create a north-south dividing line within the community.



Due to heavy traffic volumes and wide right-of-ways, Barrington Road and Lake Street are naturally unfriendly pedestrian environments.

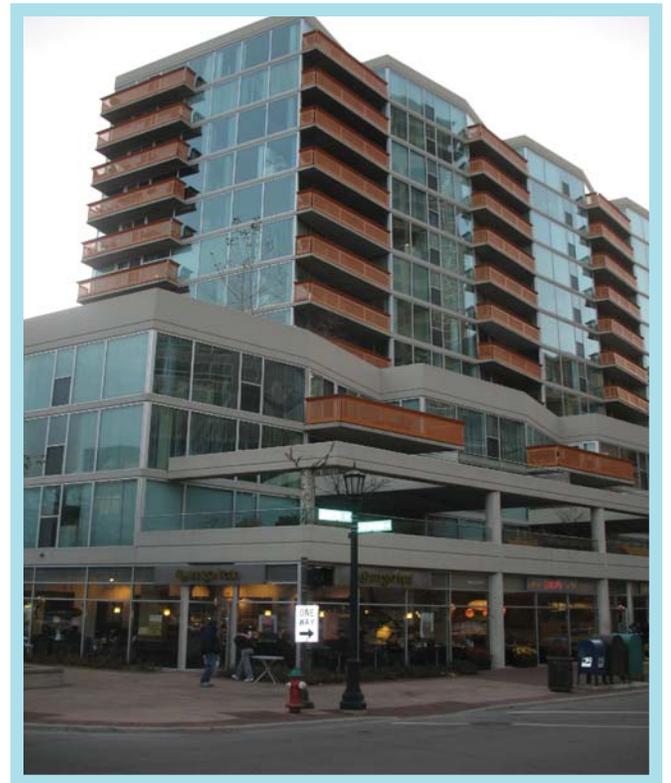


Underdeveloped and vacant parcels, including those in Ontarioville, create a major opportunity for development.

- Enhancement of the local flavor and historical Ontarioville roots via architectural preservation, streetscape signage and place making.
- Local wetlands and the environment as naturalized focal points.
- Existing Village Campus is located directly adjacent to the Village Center.
- Variances within the Cook vs. DuPage County tax structure make certain development types more favorable based on location (commercial uses are better situated in DuPage County whereas residential uses are better situated in Cook County).
- Regional access opportunities via the proposed Elgin-O'Hare expansion, in addition to the existing high traffic volumes on Barrington Road and Lake Street.



Ontarioville creates a unique opportunity to establish a destination place by enhancing local architecture and streetscape.



Unique market advantages of the Village Center allows for more residential density, such as seen in the example above.

VILLAGE CENTER MARKET OVERVIEW

Due to the unique advantages such as regional access opportunities, underutilized and vacant properties, and the proposed Elgin O'Hare Expressway extension, the Village Center offers an unprecedented opportunity to create a downtown-like atmosphere that offers a diverse, and exciting place to live, work and shop. However, this opportunity is predicated on more intense development, which affords the opportunity to significantly expand the commercial and residential options available to residents while also presenting significant economic advantages to the Village.

The Village Center Plan includes a diverse set of housing options, which will allow the residential market to better weather cyclical changes in demand. The provision of multi-family options in both equity and rental formats not only attracts new residents, but also provides residents with the opportunity to upgrade and downsize without leaving their "home town." Similarly, a diverse offering of commercial, office and business park uses attract entrepreneurial businesses to Hanover Park and encourages them to grow and have multiple locations. This increase in the variety and number of business types within the Village Center allows for better employment opportunities for residents, where they can live and work in the same community and be within walking distance of public transit. Full implementation of this plan could provide an annual sales tax revenue increase of approximately \$1.5 million and an increase in property values of over \$1 billion.

Location Advantages

The Village Center area is well suited for the proposed land uses and densities because it has excellent access to regional markets. The recently announced decisions to complete the eastern segment of the Elgin-O’Hare Expressway extension will enhance the study area’s appeal for resident’s who desire quick access to O’Hare’s important transportation and business cluster. With access to the Downtown Chicago already available via Metra’s commuter rail service, the Village Center offers unique access to existing employment. As Hanover Park’s Village Center develops, these excellent transportation connections present a reverse commuting opportunity that can bring regional markets to this area.

Economic Development Opportunity

To provide a realistic picture of how implementation of the Village Center concept will increase the vitality of Hanover Park’s proposed Village Center and overall tax base, this table compares the ½ mile demographic character and economic impact of Downtown Des Plaines with the proposed Village Center today.

	Des Plaines	Hanover Park
Population	8,303	4,611
Households	4,587	1,722
Average Household Size	1.8	2.7
Average Household Income	\$ 57,341	\$ 66,425
Per Capital Income	\$ 31,856	\$ 24,785
Total Employees	5,054	871
Total Retail Expenditure	\$ 94,197,799	\$ 38,616,475
Total Retail Expenditure per Household	\$ 20,536	\$ 22,425

Source: Demographic Data (C) 2009 by Experian/Applied Geographic Solutions

The notable differences between Des Plaines’ downtown and today’s Hanover Park 1/2 mile radius from the Lake Street / Barrington Road intersection:

- An 80% increase in population, that creates an increase of 144% in the total retail spending.
- Nearly five times the number of employees.
- Household size decreases and per capita income increases.
- Households with only 1.8 members have few children and therefore make few demands on the school system.

At the same time a population similar to Des Plaines would result in capturing the \$55 million in additional spending power that would add \$550,000 in Village annual sales tax revenue. Furthermore, employees with average spending of \$30 per week would add another \$6.7 million in annual spending and \$67,000 in annual sales tax revenue. (Although a typical employee spends about \$50 per week, it is expected many employees would also live in the area so the amount was decreased to prevent double counting). If the additional residential units averaged 1,500 square feet and each added employee required 250 square feet, the added development would occupy 5,561,000 square feet. At \$120 per square foot that would add \$667 million in building value that would provide property taxes to support all levels of government and the schools.

Housing Opportunities

As is common in other Chicago area Transit Oriented Development (TOD) projects, residential development in the proposed Village Center is expected to attract both young adults and older, downsizing adults. Access to employment makes the Village Center attractive to upwardly mobile young adults deciding where to establish roots in the Chicago region. By offering attractive introductory housing and the amenities available in nearby recreational trails, natural areas and shopping/entertainment clusters, young adults can begin a lifelong residency in Hanover Park. The proposed multi-family housing also allows downsizing empty nesters to stay in Hanover Park as they transition into retirement. That aging market also finds the public access to Downtown Chicago via Metra and walkable commercial and recreational offerings attractive. The only other Chicago area community with this combination of access via Metra to Downtown Chicago and quick access to O'Hare is Des Plaines. Over 20 years ago, Des Plaines began adding the denser housing options proposed for Hanover Park's Village Center. The dramatic results have significantly added to the overall community vitality. It is important to note that despite 20+ years of effort, Des Plaines continues to seek additional high density TOD development. Hanover Park should expect a similar long-term timeframe as it implements the Village Center Plan.

SUMMARY

The Village of Hanover Park has a rare opportunity to create an urban density center that capitalizes on unique access and natural amenities. Both the construction of the Village Center and the long term spending of new residents and employees will significantly improve Hanover Park's economy.

Implementation Market Issues

The recent regional real estate market collapse will delay implementation of the Village Center plan. Although that delay may frustrate community leaders, it will have the important benefit of preventing competitive developments as Hanover Park puts supportive plans, policies, and regulations in place. Most important is the finalization of the Elgin-O'Hare Expressway's western extension. Uncertainty about the exact location, character, and access points will stop investors from considering this site because an unexpected, unfavorable decision on any of the Elgin-O'Hare expansion variables could undercut the investment. This delay also provides time for national marketing of this opportunity. The proposed scale of development may require a nationally significant partner with the ability to finance projects of this large size.

Policies That Support Implementation

1. **Locate equity housing in Cook County and commercial development, including apartments, in DuPage County.** Hanover Park's Village Center area is bisected by the border of Cook and DuPage Counties. The variation in property taxation policy between Cook and DuPage Counties provides natural economic incentives for diverse development in this area. Commercial buildings and apartments in DuPage County pay approximately half of the property taxes of Cook County properties with the same assessed value and tax rate. Equity residential, condominiums and townhomes pay similarly lower taxes in Cook County. Following this policy will minimize the need for public investment to realize the Village Center Plan.

- 2. Protect existing assemblages and encourage the assembly of large land parcels to facilitate development.** One key to attracting the most desirable developers is offering parcels large enough to spread fixed costs like marketing, design and landscaping over more units. This is particularly important for luxury apartment development where finished projects of 200 plus units support on the site management and expanded amenities that attract the best tenants.
- 3. Limit retail development to sites that meet standard for high volume businesses.** Although the added residents will support over 185,000 square feet of new stores and restaurants, the Village Center Plan provides for 350,000 square feet of new stores and restaurants. For new Village Center businesses to succeed, they will need to attract from the larger community in competition with other Hanover Park and nearby communities' shopping clusters. That success will depend on visibility from high average daily traffic streets, adjacency to compatible businesses, sufficient parking, and signalized access.

POLICIES & INITIATIVES

The following Village policies and initiatives should guide the long-term revitalization of the Village Center:

1. Parkway/Boulevard Elgin-O'Hare Expressway Expansion.

Currently the Village is hampered in redevelopment efforts by the State of Illinois' indecision regarding the expansion of the Elgin- O'Hare Expressway. This portion of the Elgin-O'Hare Expressway extension has not been funded as of the 2008-2013 Highway Improvement Plan, and most likely will not be in the foreseeable future. Though funding and formal construction plans have not been approved, the preliminary design has the Elgin-O'Hare expansion extending as a limited access roadway, similar to the current Elgin-O'Hare Expressway that is east of Lake Street.

Because the Elgin-O'Hare Expressway extension is unfunded and its future uncertain, the present is the most appropriate time for the Village to proactively plan for its future in a way the both facilitates traffic movement in the region, promotes alternative transportation and land uses designations, as well as provides new economic potential for the Village of Hanover Park. Planning for the expansion should include roadway design but also land use and character elements for the adjacent undeveloped parcels. Clearly, the future of this roadway greatly impacts Hanover Park's future economic development capabilities and land use considerations.

The Village should promote the extension of the expressway in its planned location, not as a limited access expressway, but instead as a regional arterial boulevard or parkway with controlled points of access. A regional arterial boulevard or parkway would create significant economic opportunities for the Village by providing direct access to adjacent properties, which would allow for future development of hundreds of currently undeveloped acres of land, as all as offer superior access to the regional transportation network.



A controlled access boulevard would allow for green infrastructure and use of native landscaping in roadway.

- 2. Encourage and allow for mixed use developments as a fundamental element of future development within the Village Center Plan.** Mixed use should include both vertical and horizontal mixes. Vertical mixed use re-creates and reinforces the form of traditional urban commercial districts. Vertical mixed use layers various uses on different floors in one building. A common example of vertical mixed use is a building with a retail space on the ground floor with residential above. Horizontal mixed use is the concept of providing multiple uses on one lot or within close proximity to each other. Horizontal mixed use eliminates the strict suburban concept of a separation of uses (i.e. single family homes separated from commercial uses). Various uses can be connected to one another with pedestrian pathways, plazas and other public spaces.

Development within this district should provide commercial, civic, residential uses and public open space within an easy, safe walking distance of each other and the Metra train station. Pedestrian safety and connectivity between walkways, parking lots, greenways, and developments are vital staples to mixed use centers. Through a pedestrian focused orientation, automobile circulation should be safe and well organized, and the use and visual impact of cars should be minimized.

The Village Center Plan will encourage a mixed use environment through the adoption of design standards that require compact development to allow for a variety of land uses within a half-mile radius. It is intended that there are tree lined streets, sidewalks, well-designed architecture, and common interconnected open public spaces. Property developers are encouraged to provide amenities such as protected open space, increased landscaping, street furniture, public spaces, and greater integration of mixed uses.

- 3. Make business parks and free standing retail buildings green and architecturally interesting, through the adoption of design standards, which require quality development as individual sites and commercial centers redevelop.** Design standards shall address building material, architectural details, building siting, parking lot layout, signage, screening, pedestrian connections, landscaping, and lighting. Many of the sites planned for business parks and free standing retail are located adjacent to existing wetlands. Thus, the planned business parks shall share a symbiotic relationship with the neighboring environmentally sensitive areas so as to compliment, enhance, and be advantageous of the serene views without damaging their health.

WHY MIXED USE?

Why Mixed Use? | Mixed land uses can convey substantial fiscal and economic benefits. Commercial uses within walking distance to residential areas are often reflected in higher property values, and therefore help raise local tax receipts. Businesses recognize the benefits associated with areas able to attract more people, as there is increased economic activity when there are more people in an area to shop. In today's service economy, communities find that by mixing land uses, they make their neighborhoods attractive to workers who increasingly balance quality of life criteria with salary to determine where they will settle. -SmartGrowth.com



An example of a vertically oriented mixed use development with retail on the ground floor and residential above.

4. Allow and require a higher residential density at the core of Village Center in order to complement the mixed use development and provide for more housing options. With access to the regional transportation network via the Elgin-O'Hare Expressway, proximity to the public transportation options of Metra and Pace, adjacency to employment opportunities in the newly created business parks, and the opportunity to walk to obtain all daily needs, the Hanover Park Village Center is one of the only locations in the Chicagoland Region that has the opportunity to create a significant suburban residential density. In order to create a true mixed use Village Center, as well as take advantage of the unique opportunities afforded by this location, a much higher density than the typical suburban residential density must be achieved. A typical suburban residential density would jeopardize the potential success of the mixed use concept, and would be a lost opportunity to transform Hanover Park into a Chicagoland suburb of the future.

In addition, an increased residential density will provide greater housing options as the demand for more housing choice is increasing as populations mature and people move from the single-family detached housing model into other forms of accommodations.

5. Establish a public transit hub to fuel redevelopment and act as a catalyst for the transformation of the Village Center. By enhancing the existing Metra station and its associated main parking lot to allow for multi-modal means of transport, the Village Center will become a more accessible and attractive place for people to live. Getting to and from places with ease, whether it be work, home, or a shopping excursion, is a vital key towards enhancing residents' quality-of-life. The Hanover Park Transit Hub will become the heart of the Village Center, tying all avenues of transit (Metra, Pace, bike paths, pedestrian crossings, etc.) to convene at the Metra station. By modifying the existing station, parking situation and developments that surround the existing station, the Village can capitalize on underutilized land to create a fully functioning transit hub.



Bike parking would be provided adjacent to Metra Station.



Business Parks shall compliment and integrate existing natural features into their design.

CONCEPT PLAN

The concept that follows illustrates the application of the aforementioned policies and initiatives demonstrated by the Village Center Plan, and recommended development plans for key sites. The goal of the Plan is to provide enough density to support market rate development under ideal conditions. Over the Comprehensive Plan's tenure the economic viability of different types of development will vary, so that each of the development scenarios described below may work at different points in time, and will better respond to the changing market conditions. Thus phasing of each section might vary based upon the economic conditions. Proposing an alternative design of the Elgin-O'Hare Expressway expansion, along with creating a public transit hub and enhancing the Metra station can increase demand for retail and office space. In addition, a changing housing market can alter the demand for rental versus owner occupied housing. Such varied conditions will determine which planned developments, within the Village Center, offer the most financial return to property owners and therefore offer the best support for market rate development.

VILLAGE CENTER CONCEPTUAL CHARACTER ZONES



MIXED USE TOWN CENTER | WALKABLE RETAIL DISTRICT
(ZONE #1, RED-ORANGE):**Character:**

- The built environment should provide a compact and walkable mix of uses which contains multi-story buildings located near or at the street line with minimal setbacks between structures.
- Streets should include pedestrian amenities including storefronts that front onto the street, generous sidewalks, interior parking and service areas, and on-street parking.
- New buildings should reference, without repeating, existing historic Ontarioville structures.
- The streetscape should include on-street parking, wide sidewalks with trees planted in raised planters or tree grates, pedestrian scale decorative lighting that references the historic Ontarioville lighting standard, and building mounted business signage.
- There is an opportunity to create a destination place for the existing historic Ontarioville retail businesses and potential retail and arts expansion through architectural preservation, streetscape signage and place making.
- Development of open spaces and parks within the Village Center are necessary in order to accommodate workers, residents, pedestrians and shoppers.

Land Use:

- Metra Station
- Retail
- Office
- High Density Residential
- On-Street/Structured Parking for Metra, residential, and retail

Height:

- 6 to 10 story high density residential

TRANSIT HUB
(ZONE #2, ORANGE)**Character:**

- The transit hub will serve as a fixed location where commuters are able to transfer from one route mode of transportation to another, including Metra, PACE, automobiles, bicycles, and pedestrians.
- The transit hub will include a bus terminal and turnaround, covered shelter, and surface and structured parking, which support both the transit hub as well as other uses within the Village Center.
- Inclusion of upper floor affordable residential uses that are walkable to Metra, PACE and the Town Center.
- The built environment should support a pedestrian friendly atmosphere while also accommodating the turning movements of PACE buses, bicycles, and automobiles.
- The streetscape should include continuous landscaped parkways, generous sidewalks, pedestrian scale decorative lighting and landscape hedge plantings at vehicular use areas.

Land Use:

- Transit Hub Shelter
- Medium and High Density Residential
- First Floor Retail
- Surface and Structured Parking for Metra, Pace, surrounding residences, and the Village Center.

Height:

- 5 story medium density residential
- 6 to 10 story high density residential

TRANSIT ORIENTED COMMERCIAL | RESIDENTIAL DISTRICT
(ZONE #3, BLUE)**Character:**

- The provision of medium density residential, with some first floor retail uses that are walkable to the proposed Metra station and accessible to the planned Elgin-O'Hare Expansion.
- The development parcels should incorporate existing wetlands and a proposed pedestrian trail network.
- First floor retail uses should front onto the roadways and provide parking at the rear.
- Residential uses should include medium density townhomes set back behind modest front yard greens. Residential parking should be located underground.
- Office park areas should include generous landscaped setbacks and integrate the existing wetland areas as passive recreation and trailway areas.
- The streetscape should include a generous landscaped parkway which may incorporate sustainable runoff techniques such as bioswales, continuous sidewalks, decorative roadway and pedestrian scale lighting, landscape hedge plantings at parking areas and business monument signage.

Land Use:

- Medium Density Residential
- Medium Density Residential with first floor retail
- Office Park
- Surface Parking
- Existing Wetland Areas
- Pedestrian Trail Network

Height:

- 1 to 5 story office park
- 3 story medium density residential

BUSINESS PARK / RETAIL DISTRICT
(ZONE #4, GREEN)**Character:**

- The areas bisected by the planned Elgin-O'Hare Expansion provide business park and free standing retail areas that offer high visibility, high traffic counts, and regional access.
- The built environment should include quality development through the promotion of quality building material, appropriate architectural details, quality building siting and parking lot layout, and the use of tasteful signage, landscaping, and lighting.
- Existing wetlands should be preserved and integrated as passive recreation and trailway areas.
- The built environment should be environmentally sensitive, including roads that serve as a landscaped gateway into the Village Center from the planned Elgin-O'Hare expansion boulevard.
- The streetscape should include a generous landscaped parkway which may incorporate sustainable runoff techniques such as bioswales, continuous sidewalks, decorative roadway scale lighting, landscape hedge plantings at parking areas and business monument signage.
- The use of green infrastructure should be incorporated.

Land Use:

- Freestanding Retail
- Business Park
- Existing Wetland Areas

Height:

- 1 story retail
- 1 to 2 story business park

NEIGHBORHOOD ORIENTED INFILL

(ZONE #5, YELLOW)

Character:

- Infill development areas should be incorporated into the existing neighborhoods along the north side of Lake Street and the west side of Barrington Road.
- Along Barrington Road, multifamily residential and neighborhood oriented retail uses should support the Pine Tree Street neighborhood.
- Along Lake Street, multifamily residential uses should support the planned skilled nursing facility, and existing Maple Avenue neighborhood and new commercial uses support existing Lake Street commercial businesses.
- The built environment should maintain consistent building setbacks, screened parking areas, lighting standards and continuous sidewalks in order to promote the Lake Street and Barrington Road corridors as significant gateways into the Village Center.
- The streetscape should match the existing forms and materials along Lake Street and Barrington Road, including a continuous parkway, uninterrupted sidewalks, decorative roadway lighting, landscape hedge plantings at parking areas and business monument signage.

Land Use:

- Free Standing Commercial
- Medium and High Density residential

Height:

- 1 story commercial
- 5 story medium density residential
- 6-10 story high density residential

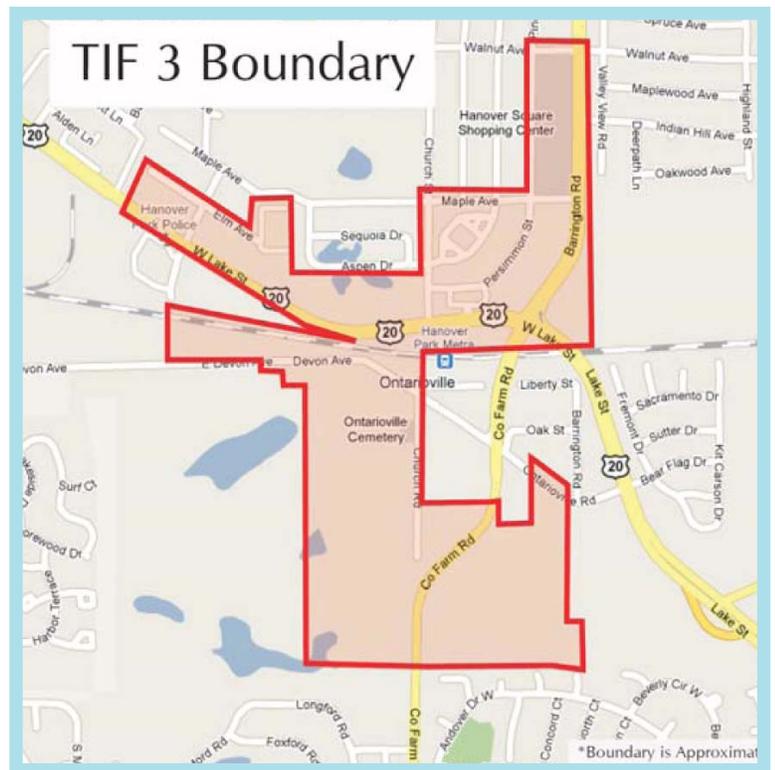
SITE PLAN AND BUILDING DETAILS DIAGRAM

The Site Plan and Land Plan Diagrams provide a refined overview of those policies provided in the overall community Village-wide Land Use Plan and the Concept Plan. While this Site Plan and Building Details are conceptual in nature and should be refined based upon actual development submittals, it is intended to indicate the type and location of desired development in the area, as well as providing direction for potential refinements to the Village's zoning regulations.

The Village Center diagram encourages high-density residential, business parks and mixed use development at key commercial nodes surrounding the existing Metra station. Areas further north of Lake Street are recommended for multi-family residential with limited mixed use, senior housing, and neighborhood retail/commercial. The Future Land Use Plan encourages higher residential densities and heights (6-10 stories depending on location) in order to provide a variety of housing choices and to support the Village Center. The Village Center Plan encourages the retention and enhancement of the existing Smyrna Church and cemetery for historical preservation purposes and for use as public open space in the "Village Green" concept.

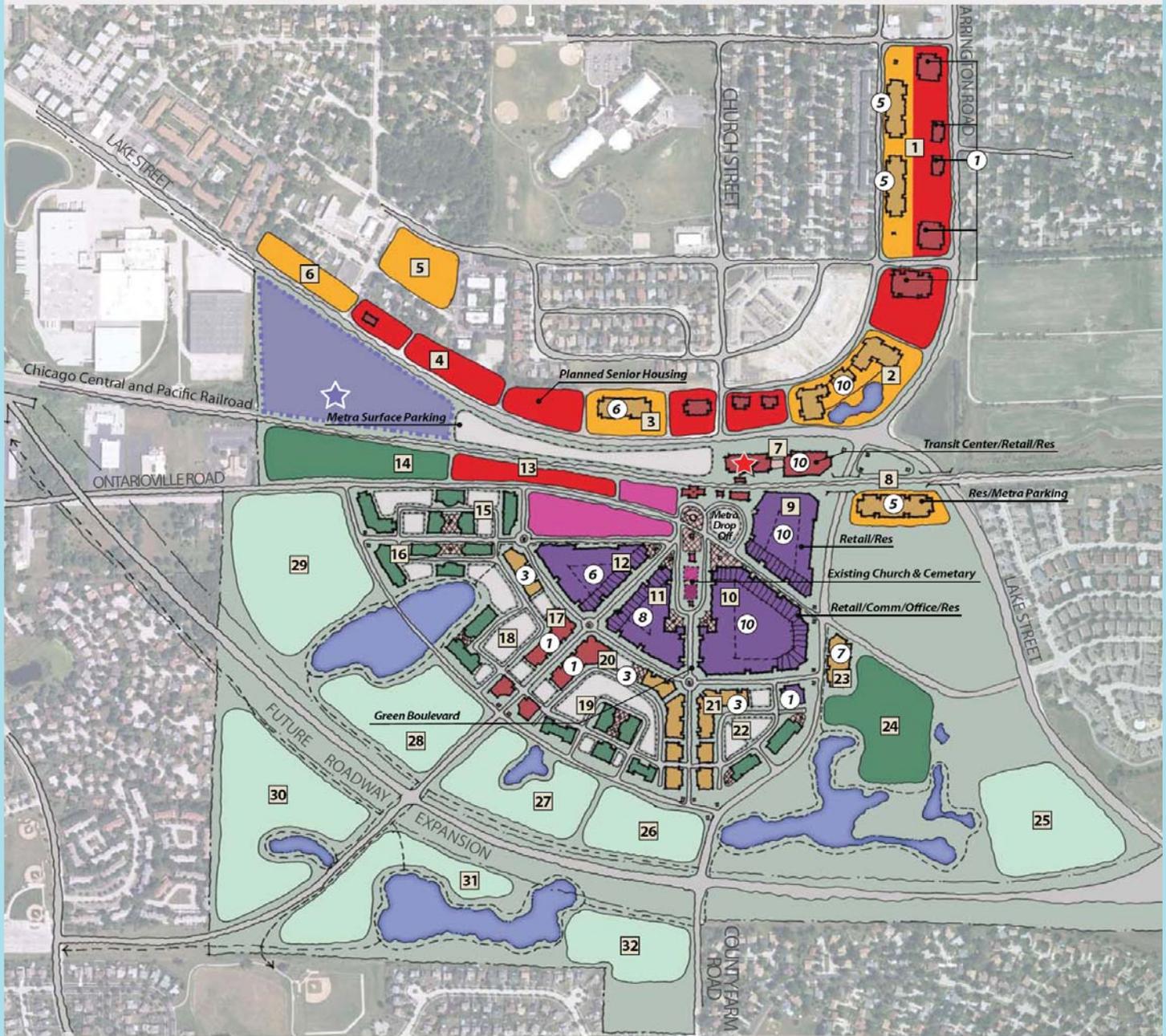
TAX INCREMENT FINANCING DISTRICT #3

Most of the Village Center area is located within Tax Increment Financing 3. Tax Increment Financing, or TIF, is a public financing method which is used to encourage redevelopment and community improvement projects. Property taxes derived from increases in assessed values (the tax increment) resulting from new development can be used for specific uses within the TIF's boundaries. These specific uses include financing public infrastructure, property acquisition, demolition, engineering and planning studies, and other improvements including sewer expansion and repair, curb and sidewalk work, storm drainage, traffic control, street construction and expansion, street lighting, water supply, landscaping, park improvements, environmental remediation, and parking structures. The Village Center's location within a TIF is a great advantage as it will allow the use of TIF funds to go towards significant public and private improvements to the area. These improvements in turn should spur greater private investment in the area, which is necessary to complete the vision of the Plan.



VILLAGE CENTER PLAN: SITE PLAN & BUILDING DETAILS

HANOVER PARK, IL
VILLAGE CENTER PLAN: SITE PLAN & BUILDING DETAILS



LEGEND

- TOWN CENTER MIXED USE
- HISTORIC ONTARIOVILLE
- 1ST FLOOR RETAIL
- WATERSHED AREAS
- COMMERCIAL/RETAIL
- # NUMBER OF STORIES
- MULTI-FAMILY RESIDENTIAL
- # SITE DEVELOPMENT PARCEL
- OFFICE PARK
- TRANSIT CENTER
- BUSINESS PARK/RETAIL
- EXISTING MUNICIPAL CAMPUS



TESKA ASSOCIATES INC. DECEMBER 2009



URBAN DESIGN

When new development or redevelopment occurs within the Village Center, it is essential that the visual elements that make up the center are carefully considered. The future vision of the Village Center should be based on the application of accepted urban design principles that will result in a higher quality image, such as building orientation, building articulation and massing, treatment of the public right-of-way, building materials, signage and lighting consistency, and landscaping. Carefully crafting a vision of the Center based on accepted urban design principles will ensure that future development will reflect the desired vision of the Village. Through the use of urban design preference statements that set the foundation for design guidelines, future design along the corridor is clearly articulated.

URBAN DESIGN PREFERENCE STATEMENTS

As part of the Public Forum, the public participated in an Image Preference Survey, which asked participants to evaluate a wide array of urban design images in order to forge a consensus on the desired physical attributes of Hanover Park's built environment. Based upon the raw results of the Image Preference Survey, design preference statements were formulated. These urban design preferences are used as the basis of the Village Center Design Guidelines.

SMALL SCALE COMMERCIAL

- Encourage awnings and canopies, big, non-covered windows, and other features to enhance the façade and accentuate the entrances.
- Include pedestrian features and amenities including awnings, wide sidewalks with brick pavers or other decorative features, covered walkways, windows, street furniture, and bicycle rack facilities.
- Landscaping shall be used to provide ornamental value.
- Include pedestrian-scaled lighting and signage.
- Signage should be of consistent size and scale and should reflect the architecture and the purpose of the building that it represents.
- Corner elements should include more architectural importance and significance.

BUSINESS PARK

- Unique architecture and interesting design elements that break up facade are encouraged.
- Use of landscaping is encouraged to soften building facades.
- Parking should be screened to greatest extent possible.
- Blank front and side wall elevations on street frontages should be avoided, and instead should be provided with articulated facades and other design elements such as windows, variation in building materials, interesting roof-lines, etc.



Traditional color combinations and high-quality building materials such as brick, stone or other masonry is encouraged.



Example of upscale design, architecture and landscaping within a Business Park.

MIXED USE

- Encourage variety in design yet an overall consistency among buildings.
- Mixed-use buildings should utilize traditional color combinations and high-quality building materials such as brick, stone or other masonry.
- Mixed-use buildings should have a seamless integration between the retail, office, and residential components.
- In newly created Village Center, buildings should have a zero front setback.
- Include pedestrian-scaled lighting and signage.
- Mixed-use buildings should have interesting rooflines, corner treatments, and highlight building entrances.



Two-story, mixed-use structure is complimented by pedestrian scaled, ornate street lighting and entrance awnings.

DESIGN GUIDELINES

The following set of design guidelines are provided to enhance living, shopping, working and the overall quality of life experienced by residents and visitors to Hanover Park’s Village Center. Design guidelines function as a set of building and design recommendations that are aimed at enhancing Village character and ensuring quality development. Their purpose is not to limit imagination, innovation, or variety, but rather to assist architects, developers, property owners and Village officials in working together to focus on design principals that result in creative solutions and quality appearance.

The design guidelines that follow provide the necessary framework to transform the Metra Station and surrounding area into the ‘heart’ of Hanover Park by ensuring that new development will meet the standards and requirements as intended in this Plan. These Design Guidelines are intended to encourage property owners, tenants, and Village officials to effectively work together as new construction and restoration occurs to ensure design consistency within the Village Center.

The intent of the Village Center Plan Concept and these Guidelines is to:

- Encourage a compatible mix of major mixed use, residential, commercial, institutional, environmental, and recreational uses within the Village Center.
- Provide a unique, sustainable, and visually appealing environment.
- Allow for multi-modal transportation options.
- Provide a safe, accessible and aesthetically pleasing pedestrian and bicycle network.
- Preserve and enhance all environmental areas.
- Provide connectivity between the Center’s major residential, commercial and institutional locations.
- Encourage transit and provide connectivity to transit services.
- Encourage new local roads and alley system to improve roadway alternatives and connectivity.
- Encourage greenway paths, trails and public open spaces.
- Encourage sustainable development buildings and practices within Village Center.

The design guidelines that follow are grouped by 'district' as shown on the 'Village Center Plan: Conceptual Character Zones Graphic'

MIXED USE TOWN CENTER | WALKABLE RETAIL DISTRICT & TRANSIT ORIENTED COMMERCIAL | RESIDENTIAL DISTRICT:

Site Planning and Building Orientation

The physical arrangement of buildings, walkways, parking lots, lighting, landscaping and other elements on a property should all be considered when designing site plans and determining building orientation. It is important to consider the arrangement of these elements and how they will link together for a site to be functional and aesthetically pleasing. For example, attractive buildings that are situated close to the street strengthen Village character; whereas sites with buildings set-back away from the street encourage automotive use, effectively curtailing pedestrian interactions. The orientation of buildings on a site, the number of access points, the location and design of parking and loading are all important elements that must be carefully considered to ensure the safety, efficiency and attractiveness of the site.

- Mixed use and commercial building should be set close to the street and have zero-side yard setbacks in order to encourage pedestrian movement.
- Residential parking should be located underground, accessed off alleys, or located within the interior of the site to reduce visibility.
- Commercial parking lots should be located at the rear of buildings, accessed off alleys or side streets, or located within the interior of the site to reduce visibility, and avoid disruption of retail frontages.
- Curb cuts for commercial access drives should be prohibited along principal retail streets and minimized elsewhere.
- Common driveways that provide vehicular access to more than one site are encouraged.
- Parking structures and on-site circulation systems should be designed to minimize pedestrian /vehicle conflicts.



Mixed use, multi-story buildings set close to the street, create strong pedestrian feel.

Building Details

The design of buildings is an essential element to shape the character of the Mixed Use Village Center area. New buildings and the renovation of existing buildings should enhance the public streetscape, provide interesting elements to pedestrians, and complement the character of adjacent structures.

- Building massing, height, bulk, scale, and proportion shall maintain consistency with the existing character of the adjacent building.
- Façades should be subdivided with horizontal and vertical architectural elements in order to create diversity and interest along the streetscape. Architecture should include the following elements: articulation with projections, recesses, material changes, parapets, cornices, and varying roof heights. Long blank or unarticulated walls are prohibited on street-facing building elevations.
- Buildings should have a distinct building base or ground floor that is visually distinguished from the upper floors by a horizontal design difference, such as a change in materials or architectural details.

- High quality materials should be used on all visible sides of buildings.
- Materials shall be selected based on quality and shall be considered so as to have a consistent style with adjoining buildings.
- Restore local landmarks and historic buildings so as to not mask original architectural details.
- Create “open”, transparent storefronts.
- Architectural style shall not be restricted. Rather, evaluation of the appearance of a project shall be based upon consistency and the quality of its design and relationship to surroundings.
- For mixed-use buildings, the residential component of building should be setback from commercial first floors.
- Rooflines and pitches shall be proportionate to nearby structures so as to provide transition or mitigation of significant changes in scale.
- Building entries should be clearly defined and articulated.
- The largest, most prominent building entries should generally be located along the street frontage with the highest pedestrian volumes.
- Use of landscaped plantings along the foundation is encouraged.
- Upscale lighting and signage should be integrated into the overall design of a building.



Example of mixed use building: retail set close to street and residential setback.



Interesting and creative use of pedestrian walkways greatly enhances the pedestrian experience.

Sustainable Building Elements:

- Buildings should incorporate the principals of sustainable building practices including water and energy efficiency, commitments to the use of recycled materials, locally manufactured or produced materials, or to the use of “renewable” building materials.
- Buildings should incorporate “green elements” into their designs including “green infrastructure”, recycling facilities, “green” roofs, solar panels, or rooftop wind powered turbines.



Green roofs are not only an environmental benefit. They also provide community open space.



Open, transparent storefronts create a more pleasant pedestrian experience.

Service Entrances and Utilities

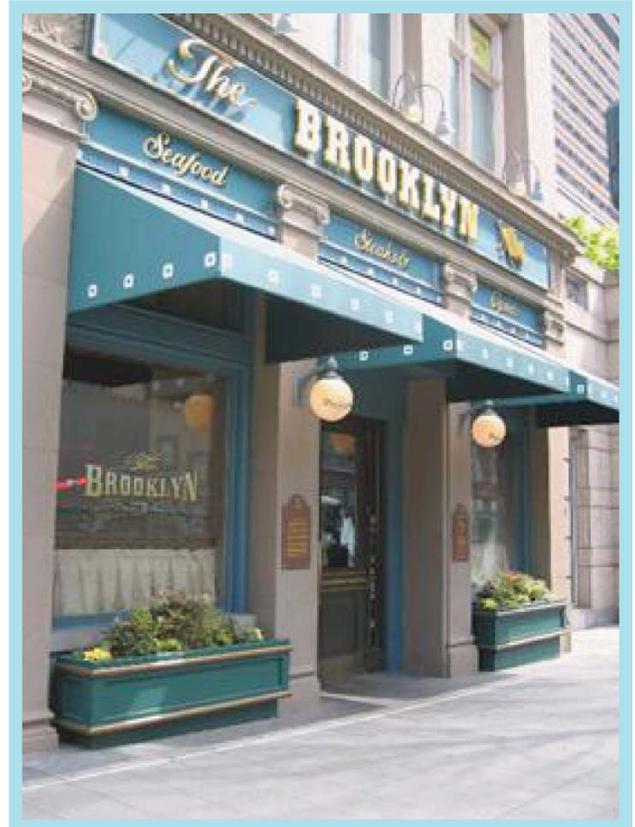
- Service areas, loading docks, garbage enclosures, areas of outdoor storage, ventilation equipment, and areas with mechanical equipment shall be enclosed, screened, or oriented away from the public right-of-way or other areas visible to the public. In most cases, such areas should be enclosed within a building.
- Screening materials of fences, walls, etc. should mimic the materials used on the associated building.
- Rooftop mechanical equipment should be setback from the building line and screened so that it is not visible from street rights-of-way.

Signage and Lighting

- Exterior lighting shall be consistent with the entire building's architectural concept.
- Exterior lighting shall balance the need for energy conservation with the needs for safety, security, and decoration.
- Lighting should be located and directed to enhance pedestrian safety.
- Building lighting shall be integrated into the design of the building, principally attached to building facades, or as soffit lighting under awnings.
- Signage should be of adequate size and interesting design. Signage should be consistent in terms of height and design along the length of the corridor.
- The number of lettering styles, colors and pieces of information that are permitted on signs should be limited to promote legibility.
- Signage should be highly compatible with the building and site design relative to color, material and placement.
- Ground signage shall be of quality material use including brick and cast concrete.

Pedestrian Circulation

- Principal entrances should be highly visible and accessible from roadway corridors.
- There should be an emphasis on safety and separation from the vehicular traffic.
- Linkages to residential areas and pedestrian ways are encouraged.
- All buildings should allow for universal accessibility.



Creative and unique signage adds to the façade of a building.



Pedestrian entrances should be highlighted.

Parking Lot Orientation and Landscaping

Landscaping is encouraged for surface parking lots as it enhances the visual environment, softens the built environment, mitigates the urban heat island, and provides a natural separation between the pedestrian and vehicular environment. In addition, landscaping can screen unattractive areas, as well as focus the motorist's attention to an entry point or exit. For shallow lots, providing landscaping within the parking area is difficult, so it is imperative to provide quality landscaping at the perimeter of the right-of-way and at buffers between adjacent properties.

- The creation of alleys is encouraged.
- Parking should be provided in garage form, where possible. At grade parking lots should be located behind buildings.
- Parking structures that are architecturally incorporated into a building are encouraged.
- The location and orientation of a parking lot or structure's ingress and egress should be designed to prevent pedestrian and vehicle conflict, including requiring all entrances and exits only to side-streets or alleys.
- The exterior elevations of any parking garage must be designed so as to screen or conceal parked cars from view from public street rights-of-way and open spaces.
- Special paving materials should be used to help define the pedestrian walkways along garage openings when such designs would enhance pedestrian safety.
- At grade parking lots shall not be visual from the public right-of-way or screened through the use of low screen walls, decorative fencing, or landscaping.
- At ground level parking garages must incorporate street-level retail and/or commercial businesses.
- The upper floors of multi-story garages must be screened or concealed by habitable floor space or glazing / metal.



Parking structures that are architecturally incorporated into a building are encouraged.



Street level commercial highlights this public parking structure.

Community Spaces

- Incorporate community spaces into the overall site plan for each project.
- Clearly mark community spaces and separate them from auto-oriented vehicular activity.
- Community spaces can include patio/seating area, pedestrian plaza with benches, transportation center, outdoor play area, kiosk area, or water feature.

BUSINESS PARK / RETAIL DISTRICT:

The Business Park/Retail District should include quality development through the promotion of high quality building materials, appropriate architectural details, thoughtful building siting and parking lot layout, and the use of tasteful signage, landscaping, and lighting. The existing wetlands should be preserved and integrated as passive recreation and trailway areas.

Building Details

- Facades should be articulated to reduce the massive scale and the uniform, impersonal appearances of large retail buildings and provide visual interest that will be consistent with Hanover Parks' identity, character, and scale.
- Buildings should have architectural features and patterns that provide visual interest for pedestrians, reduce redundant building mass, and recognize local character. Architectural features should integrate a complimentary set of colors, textures, materials, and use of varied horizontal and vertical architectural or structural elements.
- Variations in rooflines should be used to add interest to, and reduce the massive scale of large buildings.
- Materials shall be selected based on quality and consistency; color, shade, and texture shall be consistent with adjoining buildings.
- Materials shall be selected for suitability to the type of building and the architectural design in which they are used.
- Use of landscaped plantings along the foundation is encouraged.
- Outlot buildings façades should incorporate similar architectural features and details as other buildings in the development.



A community space should be the centerpiece of the Mixed Use Village Center District.



Use of quality materials, architectural details, and roof articulation add visual appeal to the building.

- Lighting and signage should be integrated into the overall design of a building.
- Service areas, loading docks, garbage enclosures, areas of outdoor storage, and areas with mechanical equipment shall be oriented away from public right-of-way or other areas visible to the public.

Entrances

- Each principal building on a site shall have clearly defined, highly visible customer entrances.
- Large retail buildings should feature multiple entrances.

Parking Lot Orientation

- Landscaping is encouraged for surface parking lots as it enhances the visual environment, softens the built environment, mitigates the urban heat island, and provides a natural separation between the pedestrian and vehicular environment. In addition, landscaping can screen unattractive areas, as well as focus the motorist’s attention to an entry point or exit.

Parking lot access:

- Provide landscaping at the entrances and exits to parking lots to direct motorist access to and from the parking lot.

Parking lot buffers:

- Offset the edge of parking lots pavement from property lines to allow for landscape buffers.
- Select perimeter landscape plantings that reach at least 3’-0” height at maturity.
- Select and install plantings that form a continuous landscape grouping within the planting bed.
- Ensure landscape plantings are salt and urban tolerant species.
- Adequately screen parking lots adjacent to the public right-of-way through the use of low screen walls or landscaping.

Landscaping

- Provide landscaping around the entire base of buildings to soften the edge between the pavement and the structure.
- Provide landscaping throughout parking lots and protect landscaping elements from vehicular and pedestrian encroachment by raised



Example of retail building exhibiting interesting design and landscape features.



Primary building entrance is highlighted and oriented towards the main access road and parking area.



Vegetation is an effective and visually appealing way to compartmentalize parking lots.

planting surfaces or the use of curbs.

Sustainable Development Elements

- Developments should incorporate existing wetlands as passive recreation and trailway areas.
- Buildings should incorporate the principals of sustainable building practices including water and energy efficiency, commitments to the use of recycled materials, locally manufactured or produced materials, or to the use of “renewable” building materials.
- Buildings should incorporate “green elements” into building designs including “green infrastructure”, recycling facilities, “green” roofs, solar panels, or rooftop wind powered turbines.

Parking lot orientation and Internal Pedestrian Connections

- Parking areas should provide safe, convenient, and efficient access for vehicles and pedestrians.
- Parking lots should be divided by landscaping in order to reduce the overall scale of the paved surface.
- Continuous internal pedestrian walkways shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site.
- Walkways should connect focal points of pedestrian activity including transit stops, street crossings, building and store entry points.
- Sidewalks should be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Building sidewalks should be covered to protect pedestrians from the elements.
- Internal pedestrian walkways should be distinguished from driving surfaces through the use of varied surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of walkways.

Community Spaces

- Community spaces should be incorporated into the overall site plan.
- Community spaces should be clearly marked, and separated from vehicular activity.
- Community spaces can include patio/seating area, pedestrian plaza with benches, transportation center, outdoor play area, kiosk area, or water feature.



Parking lots should be divided by landscaping in order to reduce the overall scale of the paved surface.



Wetlands should be incorporated into the Office / Business Park development.

NEIGHBORHOOD INFILL DISTRICT:

Site Planning and Building Orientation

The orientation of buildings on a site, the number of access points, the location and design of parking and loading are all important elements that must be carefully examined to ensure the safety, efficiency and attractiveness of the site.

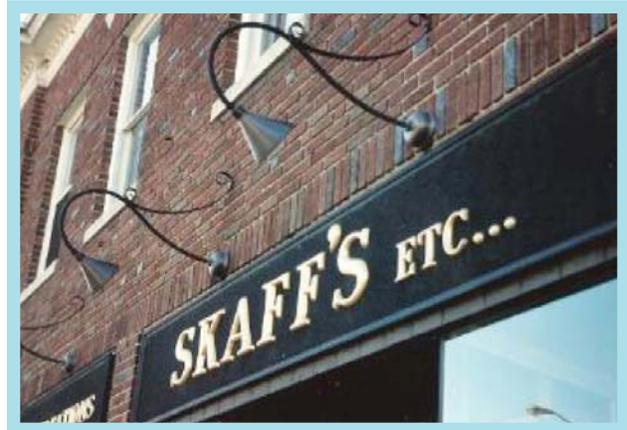
- Structures and on-site circulation systems should be designed to minimize pedestrian / vehicular conflict and provide cross-access to adjacent properties.
- Curb cuts for commercial access drives should be minimized. Common driveways that provide vehicular access to more than one site are encouraged.
- Landscaping should be provided at all entrances and exits to parking lots to direct motorist access to and from the parking lot.
- Placement of multiple buildings and structures should express characteristics appropriate to the surrounding corridor.
- Orientation should avoid overcrowding and allow for a functional use of the spaces between buildings.
- Building development should be clustered in order to allow greater cross-access circulation and the minimization of curb cuts.



Façades should utilize horizontal and vertical architectural elements to enhance building articulation.

Building Details

- Building massing, height, bulk, scale, and proportion shall maintain consistency with the existing character of the adjacent buildings.
- Rooflines and pitches shall be proportionate to nearby structures so as to provide transition or mitigation of significant changes to scale.
- Architectural style shall not be restricted. Rather, evaluation of the appearance of a project shall be based upon consistency and the quality of its design and relationship to surroundings.
- Façades shall be subdivided with horizontal and vertical architectural elements to enhance building articulation.
- Materials shall be selected based on quality and consistency; color, shade, and texture shall be considered so as to have a consistent style with adjoining buildings.
- Materials shall be selected for suitability to the type of building and the architectural design in which they are used.
- Use of landscaped plantings along the foundation is encouraged.
- Lighting and signage should be integrated into the overall design of a building.
- Service areas, loading docks, garbage enclosures, areas of outdoor storage, and areas with mechanical equipment shall be oriented away from public R.O.W. or other areas visible to the public.



Lighting should be designed as an architectural element and integrated with the building design.

Signage and Lighting

- Exterior lighting shall be consistent with the entire building's architectural concept.
- Exterior lighting shall balance the need for energy conservation with the needs for safety, security, and decoration.

- Building lighting shall be integrated into the design of the building, principally attached to building facades, or as soffit lighting under awnings.
- Signage should be of adequate size and interesting design. Signage should be consistent in terms of height and design along the length of the corridor.
- The number of lettering styles, colors and pieces of information that are permitted on signs should be limited to promote legibility.
- Signage should be highly compatible with the building and site design relative to color, material and placement.
- Ground signage shall be of quality material use including brick and cast concrete.

Pedestrian Circulation

- Principal entrances should be highly visible and accessible from the roadway corridor.
- Provision of pedestrian safe spots should be incorporated into site and road design.
- There should be an emphasis on safety and separation from the vehicular traffic.
- Linkages to established neighborhood areas and pedestrian ways are encouraged.
- Site should allow for universal accessibility.

Parking Lot Orientation and Landscaping

Landscaping is encouraged for surface parking lots as it enhances the visual environment, softens the built environment, mitigates the urban heat island, and provides a natural separation between the pedestrian and vehicular environment. In addition, landscaping can screen unattractive areas, as well as focus the motorist's attention to an entry point or exit. For shallow lots, providing landscaping within the parking area is difficult, thus it is imperative to provide quality landscaping at the perimeter of the right-of-way and at buffers between adjacent properties.



Pedestrian amenities like striped sidewalks along Lake Street are encouraged.

Orientation:

- Ensure parking lots are not the dominant visual element of the site. Large expansive paved areas located between the street and the building are to be avoided in favor of multiple smaller multiple lots separated by landscaping.
- Where possible, orient parking areas to the side or rear of the buildings.

Parking lot access:

- Clearly mark parking lot ingress and egress points.
- Provide landscaping at the entrances and exits to parking lots to direct motorist access to and from the parking lot.

Parking lot buffers:

- Offset the edge of parking lots pavements from property lines to allow for a for landscape buffers.
- Select perimeter landscape plantings that reach at least 3'-0" height at maturity.
- Select and install plantings that form a continuous landscape grouping within the planting bed.
- Ensure landscape plantings are salt and urban tolerant species.
- Provide diverse landscaped plantings that consist of a combination of canopy trees, understory shrubs, and groundcover.
- Adequately screen parking lots adjacent to the public right of way through the use of low screen walls, decorative fencing, and/or landscaping.



Parking should be screened through a combination of walls, decorative fencing, or landscaping.

Community Spaces

- Incorporate community spaces into the overall site plan.
- Clearly mark community spaces and separate them from vehicular activity.
- Community spaces can include patio/seating area, pedestrian plaza with benches, transportation center, window outdoor play area, kiosk area, or water feature.

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CHAPTER 5

SPECIAL AREA PLANS

PLAN ELEMENTS

**A | Irving Park Road Corridor Plan****B | Village Center Plan****C | Green Plan****C | GREEN PLAN**

OVERVIEW

True environmental protection begins at the local level. By creating this Plan, the Village of Hanover Park not only acknowledges the value, but also their role and responsibility in the protection of the environment. As stated in the Hanover Park 2010 Comprehensive Plan Vision "... promoting sustainability in land-use patterns, and development" is a key component of future development of the Village. This Plan envisions Hanover Park as a vibrant and engaging place to work and live, where environmental and ecological resource protection, and sustainability are a draw to residents and visitors alike. Hanover Park can be a regional leader, providing a model for suburban communities on how to grow while promoting sustainability, supporting urban redevelopment, providing efficient alternative transportation options, encouraging efficient and environmental friendly urban form and neighborhood patterns, and making efficient use of community energy.



"Green Infrastructure" can be aesthetically appealing and used in combination with existing traditional public infrastructure system.

There are many benefits to the Village to promote the implementation of policies, tools and programs advocating sustainable 'green' solutions. Some of the most significant are:

- Opportunity to become a regional model of a sustainable community;
- Increased value, marketability, and economic growth possibilities;
- Reduction in both public and private energy consumption and utility costs;
- Reduction of environmentally associated health risks;
- Increase in worker productivity and student performance; and
- An improved overall community and Village environmental performance.

VILLAGE POLICY REVIEW

The following goals and objectives were established through the community survey and interviews with interested stakeholders:

Vision 4: *Hanover Park Will Promote Sustainability in Land-Use Patterns and Development*

Goal 4.1: **Provide quality, accessible public open spaces and recreational facilities.**

Objectives:

- 4.1.1 Research and apply for grants, donations, and dedication fees to provide for open space acquisition.
- 4.1.2 Develop a strategic plan to address areas in Hanover Park that are underserved by open space and recreation, and land conservation.
- 4.1.3 Work with property owners and all necessary governmental agencies to create a contiguous multi-use trail system throughout the village.
- 4.1.4 Work with property owners and the various Park Districts to plan parks, open spaces, and a contiguous sidewalk/multi-use trail system in all new residential developments.
- 4.1.5 Ensure all existing and new parks, open spaces, and recreational facilities are integrated into a community-wide system, connected via the contiguous multi-use trail system, and meet the varying recreational needs of all age groups.

Goal 4.2: **Encourage residents and businesses to incorporate green technology, practice energy conservation, and implement green infrastructure.**

Objective:

- 4.2.1 Encourage residents and businesses to use green technology and practice energy conservation via educational campaigns, tax and other incentives and adoption of such uses and practices throughout Village government so as to lead by example.
- 4.2.2 Encouraging the use of "green" infrastructure including permeable surfaces and porous materials, creating bio-swales and rain gardens to reduce stormwater flooding, and use of native vegetation.
- 4.2.3 Encourage development methods that are intended to conserve open space, integrate natural elements, and maximize natural stormwater detention management capabilities.

- 4.2.4 Utilize LEED (Leadership in Energy and Environmental Design) building standards for all new public buildings and facilities.
- 4.2.5 Encourage stormwater detention facilities that incorporate native plantings to enhance visual appearance, filter out harmful discharges from stormwater runoff, create habitats for wildlife, and regulate water temperature to maintain a healthy ecosystem.
- 4.2.6 Remove obstacles and provide incentives to allow and promote the implementation of green and energy-efficient elements.
- 4.2.7 Enact standards to implement green and energy-efficient elements.

Goal 4.3: Promote environmentally sustainable housing.

Objectives:

- 4.3.1 Update Village Building Codes to require higher efficiency elements including lighting and insulation.
- 4.3.2 Promote LEED standard housing as part of Planned Unit Development process.
- 4.3.3 Promote residential densification, particularly in and contiguous to the village's Metra station and emerging Village Center.
- 4.3.4 Encourage new housing to be built according to LEED standards.
- 4.3.5 Encourage existing housing to be retrofitted according to LEED standards.

Goal 4.4: Promote sustainable land use patterns and development.

Objectives:

- 4.4.1 Encourage the involvement in regional land use, transportation and watershed planning through the Chicago Metropolitan Agency for Planning (CMAP) and similar organizations.
- 4.4.2 Promote walking, biking and other linkages among these mixed-use districts, and encourage creative alternatives to public and private parking in these areas.
- 4.4.3 Promote higher-density residential development along Lake Street and Barrington Road.
- 4.4.4 Promote higher-density residential/mixed-use development around the village's Metra station and emerging Village Center.

PRESERVATION OF NATURAL RESOURCES

Economic growth and environmental preservation are often seen as elements that are commonly perceived as two forces at odds. However, quite the opposite is true. In fact, environmental considerations have the ability to enhance economic development, as often the preservation of natural features increases the value of developed properties. Although there is little land remaining in Hanover Park for development, there are still areas worthy of environmental protection. Towards that end the Village should prepare a Comprehensive Inventory and Preservation Plan for existing natural resources and understand their relative quality. Such an evaluation should be done to form the basis for future acquisition efforts and preservation policies.

The existing documented natural resources include:

Wetlands

The true value of wetland and wetland protection is only recently starting to truly be understood, and their protection is of regional and national importance. Wetland mitigation and preservation regulations are established because wetlands provide necessary flood and erosion control by containing and slowing storm water runoff; they serve as a pollutant removal tool by filtering pollutants from water; they provide groundwater regeneration by returning water to underground aquifers rather than directing storm water runoff into the municipal storm water systems; and they provide natural habitat for numerous animals and plants. Though wetlands are protected under both Federal and State regulations, the Village of Hanover Park should adopt the necessary policies to ensure ongoing best management practices, as well as, their ongoing protection.

As can be seen in the aerial photo many of the exiting wetlands in Hanover Park are within the proposed Elgin O-Hare Expressway expansion right-of-way. While these wetlands require further study to determine their significance, quality, and the necessary measures for preservation, their preservation should be of utmost importance to any future buildout of the area. As noted in the Village Center Plan, the wetlands within these areas should be preserved and utilized as an important environmental and aesthetic feature for future development of the surrounding business and commercial areas.



The preservation of the Village's identified wetlands is essential to ensure a sustainable community.

Did you know???

- 1 acre of wetlands has the potential to store 1 to 1.5 millions gallons of stormwater.
- Nearly half of all endangered species depend on wetlands for survival.
- Wetlands are "biological supermarkets" that produce huge quantities of food.
- 75% of commercially harvested fish are wetland dependant.
- Wetlands are often called the "kidneys of the landscape" because like kidneys, they filter out harmful materials.

DuPage River and Floodplain

The DuPage River is a small-to-medium sized tributary of the Des Plaines River. The west branch of the DuPage River, which runs north-to-south, starts in Schaumburg, and continues southward through DuPage County.

The DuPage River enters Hanover Park from an underground pipe just north of the Elgin-O'Hare expressway, then travels south under Lake Street at which point the river turns east into the Mallard Lake Forest preserve. From there it travels west across County Farm Road and then south to Carol Stream.

While much of the DuPage River that is located in or near Hanover Park is located in the Forest Preserve, which provides natural watershed protection, the section of the river that is in the jurisdiction of the Village should be protected. Though the Village has adopted strict standards regarding development within the floodplain, the Village should continue to review such standards and update as necessary to ensure compliance with best management practices.

ENVIRONMENTAL COMMITTEE

The Village of Hanover Park is well served by an Environmental Committee, whose mission is to provide residents and businesses with information and opportunities concerning environmental issues that affect the Village, its residents, and businesses. Some recent information and opportunity topics that the Environmental Committee has addressed include recycling, energy efficiency, and resource conservation.

Going forward, the Environmental Committee would be the appropriate Village body to coordinate many of the actions items and strategies outlined in the Green Plan including assisting the Village in demonstration projects, coordinating with local, state, and national environmental agencies on environmental issues, and establishing Village environmental policies. There will be instances throughout the life of this Plan where the Committee should create new environmental programs suitable for achieving the goals of this Chapter. Lastly, the Green Plan should yearly be reviewed with the Environmental Committee to ensure that this Chapter is reflective of the goals and policies of the Village.

BUILT ENVIRONMENT: SUSTAINABLE DEVELOPMENT AND GREEN BUILDING

The built environment is Hanover Park's most lasting demonstration of the promotion of a sustainable community. The planning and design of a community's housing stock, buildings, and infrastructure can have dramatic impacts upon its people by having the potential to improve health, attract investment and reduce impacts upon natural resources. Towards that end, there is an emerging focus of communities to encourage the development of economically sustainable buildings and neighborhoods. On a community-wide level, this focus is often termed "sustainable development." On a site specific and individual building level, this is commonly referred to as "Green Building."



There will be an increase in use in localized renewable energy resource technologies as they become more efficient and affordable.

What is Sustainable Development?

While a holistic approach to sustainable development is typically based on three criteria: environmental protection, social progress and economic development; sustainable development in the context of this Plan is best described as community-wide development focusing on the preservation of environmental quality, conservation of natural resources, and the promotion of a high quality-of-life for present and future generations. Sustainable development emphasizes the creation of compact, walkable, vibrant, mixed use neighborhoods with connections to nearby communities, and the provision of convenient and energy-efficient transportation options such as buses, trains, car pools, bicycle lanes and sidewalks.

What is Green Building?

The tenant of green building is the practice of creating structures and using building practices that are environmentally responsible and resource efficient. Green building focuses on the entire life-cycle of a building from siting to design, construction, operation, and ongoing maintenance. The most commonly accepted “green building” certification is through the United States Green Building’s “Leadership in Energy and Environmental Design (LEED)” program. LEED is a nationally accepted benchmark for design, construction, and operation of high performance green buildings. Currently, the Suburban Tire Auto Car Center, located at 2064 Lake Street, is the only registered LEED certified building in Hanover Park.

SAMPLE STRATEGIES FOR SUSTAINABLE DEVELOPMENT AND GREEN BUILDINGS

Through the adoption of various incentives including tax abatement and exemptions, property tax credits, use of TIF funds, density bonuses, expedited permitting review, and waiving of permit fees, and standards, Hanover Park can encourage green buildings and sustainable development practices within the village. The following strategies can be implemented by Hanover Park to guide the implementation and to monitor the performance of building projects:

Promote the Principals of Smart Growth

- Promote development and redevelopment options around the existing Metra station.
- Promote compact building design by reviewing zoning bulk and height standards, which might restrict such design.
- Require and encourage a mix of uses where applicable.
- Require and encourage a range of housing options including style, size, and price point.
- Require walkable neighborhoods.
- Provide a variety of transportation options, especially public transportation.



Since 1996, the City of Maplewood Minnesota has installed over 450 boulevard rain gardens and over 30 city rain gardens as part of street reconstruction projects.

- Site and building design shall embrace the community goal of maintaining stormwater management onsite through naturalized systems.
- Building materials shall reflect locally harvested and/or manufactured goods.
- Promote the use of recycled and reused materials.
- Develop, and allow the creation and use of renewable energy resources. Adopt solar and wind energy ordinances which include guidelines for setback, solar and wind access, noise disturbance and safety issues relating to each renewable technology.
- Seek grant monies to hire a “Green Rater.” A Green Rater reviews building plans to recommend changes to make a structure more energy efficient and environmental-friendly.

Adopt Zoning Code Amendments

- Remove any and all obstacles from the Village Code that might hinder sustainable development.
- Create fiscal and permitting incentives to encourage sustainable development.
- Enact standards, such as use of native landscaping, that require the use of sustainable development practices.

Require Higher Building Performance

- Ensure that building design is responsive to and works in harmony with Hanover Park’s climate and natural systems, including the promotion of solar energy optimization.
- Create an educational program for builders, developers, and owners to educate about the operations and maintenance of high-efficiency systems to maximize building performance.
- Require that any new significant buildings include quality materials, advanced building systems, and construction techniques to ensure optimum building performance and life span.
- Encourage the installation of Energy Star high-efficiency appliances.

Construct Village Demonstration

- Require that all new Village buildings be LEED certified.
- Construct a Village Demonstration project (page 153).
- Ensure that any LEED certified Village buildings include an education component that will inform residents, builders, business owners and visitors about efficient building systems.

ENCOURAGEMENT OF INFILL AND REVITALIZATION OF UNDERUSED PROPERTIES

Though Hanover Park is a primarily built-out community and much of the potential development of undeveloped land is identified in the Village Center Plan, there are other portions of the Village that will undergo development and change in the next twenty years. Chapter 4: Future Land Use Section of the Plan has identified areas to promote infill redevelopment where applicable.

What is infill Development?

The development of vacant, abandoned, passed over or underutilized land within built-up areas of existing communities where infrastructure is already in place.

Infill and increased density is recommended in certain areas to renew older neighborhood and housing stock, strengthen the real estate market and property values, lower the costs of public services, and increase use of public transit. The redevelopment of obsolete or underutilized parcels provides opportunities for increased density, new urban services (commercial, etc) or opportunities to restore open space.

TRANSPORTATION

For a population of 38,500 residents, Hanover Park is underserved by public and non-motorized modes of transportation. Currently the village is served with one bus route, one Metra station, and a limited and disconnected bike and pedestrian system. While the dependence on automobiles is not likely to lessen in the lifespan of this Plan, the Village should find ways to reduce the impact of automobile use by lessening the need for residents to use a car to meet all their daily needs. Improving opportunities for mass transportation, non-motorized transportation, transit-oriented development, and mixed use development support the changing mobility needs of Hanover Park. Creating a balanced, multimodal transportation network is essential in affording all residents including youth, seniors and the disabled, the ability to travel within and outside of Hanover Park, and for businesses to attract employees. Recognizing that the provision of public transportation is a regional decision, Village officials should continue lobbying Pace and the necessary State officials to create more dedicated bus routes within and through the village.

At a more localized level, Hanover Park should improve and expand the pedestrian and bike-path system. Furthermore the Village should require street connectivity and consider creating new street connections to allow for easier and safer pedestrian and bicycle travel, especially in the Village Center. In regards to land use decisions, the Village should promote linkages to the Hanover Park Metra Station, including the development of increased residential density and commercial opportunities adjacent to and within the proposed Village Center. Lastly, with further advances in fuel technology including biodiesel, ethanol, and natural gas, the Village should be open to amending regulations and policies to allow and encourage these advancements.



COMMUNITY ENERGY PLANNING

With a renewed focus on energy independence, the Village of Hanover Park should encourage the practice of energy conservation, energy reduction, and the promotion of renewable energy sources. Newer concepts like community energy planning are emerging as ways to identify proactive, sustainable steps that a municipality can take to address sustainability issues. Community energy planning is the concept of reviewing and evaluating community design options for a more efficient and sustainable use of energy.

Hanover Park should consider developing a Comprehensive Energy Plan that is proactive in identifying opportunities to 1) alleviate the village's energy dependence through improved efficiencies and a culture of conservation, and; 2) increase the use, access, and promotion of clean and renewable energy sources.

Community Energy Plans focus, not only on energy consumption at the individual building level, but also energy consumption in the larger realm of land use and transportation decisions. A Comprehensive Energy Plan creates a community energy profile by identifying where a community's energy comes from, how much it costs, and how it's being used. Once a community energy profile is understood, decisions on how to practice energy conservation, reduction, and sustainability can be explored. Elements that should be examined through a Comprehensive Energy Plan include:

- **Site Planning, Building Orientation, Design and Operations.** Review building site planning and building orientation, design, and operation strategies to seek straightforward solutions to enhancing energy efficiency. Strategies include solar orientation of buildings, building and appliance efficiency, and the use of native landscaping for wind shielding and shading.
- **Land Use and Transportation.** Analyze existing planning, zoning, and other regulations for energy issues. In addition, review local transportation options and municipal fleets for energy efficiency. Strategies include promotion of mixed use and Transit Oriented Development, contiguous development patterns, retrofitting existing municipal fleets, and increasing public transportation options.
- **Alternative and Renewable Energy.** Identify the potential for wind, solar, and other alternative energy sources to determine which resources are applicable to the energy needs in Hanover Park. Strategies include heat waste utilization, heat pumps, geo-thermal, co-generation of heat, solar technologies, wind technologies, and alternative fuels.
- **Infrastructure Efficiency.** Analyze existing use of energy and the source of that energy for municipal facilities. Strategies include energy review of water supply and use, wastewater collection and stormwater management, recycling programs, and joint infrastructure planning.
- **Establish Energy Efficiency and Reduction Targets.** Once a complete audit is conducted to determine where Hanover Park's energy comes from, how much it costs, and how it's being used, the Village can establish targets for energy efficiency and reduction. Establishing goals will give the Village and its residents a measurable outcome to quantify progress.
- **Education and Changing Mindsets.** Resident's homes are their own small piece of the urban ecosystem. They don't need to be an engineer or an environmentalist to make small, but lasting, changes in the way they can improve their local environment. There are many simple eco-friendly actions they can do in and around their home to preserve and protect their piece of the natural world. Strategies include a comprehensive education program (public workshops and "green" fairs, exhibits at the community center, etc) targeted at the household level to promote local, immediate, and implementable solutions to address environmental issues. For example, educate and promote simple concepts like turning off your computer when not in use. One desktop computer left on all day for one year can result in more than 1,500 pounds of CO₂ being released into the atmosphere. It would take 100 to 500 trees to offset that amount of extra CO₂.

VILLAGE DEMONSTRATION PROJECTS

The Village, through the creation of simple demonstration projects, can proactively lead the way in promoting sustainability in land-use patterns, and development. Village projects should serve as simple, affordable real-world examples of the highest level of sustainability in the built environment. As with many other public investments, many municipalities have found that when publicly funded projects are highly sustainable, private investors often follow and even exceed expectations. By setting an example, the Village is leading its residents, business owners and the region in sustainable design. Potential demonstration projects include:

- Installation of a rain garden on the Village Municipal Service Campus;
- Installation of a bio-swale along a Village owned right-of-way or within a Village owned parking lot;
- Installation of pervious paving in a Village owned parking lot;
- Re-landscape Village Hall with native plantings;
- Create program at Village Hall to accept electronic recycling;
- Adoption of a resolution requiring that all new Village buildings must qualify as LEED certified.

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CHAPTER 6

IMPLEMENTATION PLAN

INTRODUCTION

The Comprehensive Plan is a statement of policy, a guiding document expressing the visions and aspirations of the residents of Hanover Park to develop a well-planned, sustainable community with a high quality of life. As a policy document, the Plan is a fluid document, not an end unto itself, requiring Village officials and residents to undertake further actions to implement the policies and recommendations contained herein over the long term. Therefore, adoption of the Comprehensive Plan does not signal the end of the comprehensive planning process in Hanover Park. Rather, it signals the beginning of a process of continuing implementation whereby the Plan serves as a guide for both public and private decisions affecting the future of the community. This requires that both Village officials and the community residents be familiar with and generally support the major tenets of the Plan. Therefore, it is important that the Plan be well publicized, understood and supported by the entire community for it to be recognized as a practical and effective guide for the Village.

The process of achieving the goals for growth and positive change in Hanover Park over the long term, consistent with the Comprehensive Plan, is dependant on ensuring that the planning and development review system is tied to specific actions, programs and tools. Effective implementation of the growth and improvement objectives of the Plan is the product of combining the policies and strategies with actions and tools described below.

It is also important to keep in mind that the Comprehensive Plan is not static. The Plan is based on dynamic variables whose future direction cannot always be accurately predicted. The Village must periodically re-examine and update the Plan as conditions and community aspirations change.

Updating the Comprehensive Plan

Every 1 year (at minimum):

- Review and update the Implementation Action Plan

Every 2 to 3 years (at minimum):

- Review and update the Future Land Use Plan and Special Area Plan
- Review the entire Comprehensive Plan

Every 5-9 years (at minimum):

- Complete update of the entire Comprehensive Plan

IMPLEMENTATION ACTIONS

Plan implementation consists of a variety of proactive and reactive activities that will collectively ensure that Hanover Park achieves its goals. Proactive activities are those actions that the Village initiates through a proposal, plan, improvement or regulatory change. On the other hand, reactive activities are those in which other parties approach the Village with a proposal on which the Village must act. Preparation of specific area plans, such as the special corridor plan developed for the revitalization Irving Park Road, is an example of a proactive activity, while development review is an example of a reactive activity.

Creating regulatory standards represent proactive activities which Hanover Park should undertake to generate the types and character of desired development. The Village is already engaged in one of the most significant implementation efforts to control development through the updating of its Zoning Ordinance and codifying other development control ordinances into a Unified Development Ordinance (UDO).

The Plan implementation phase of the comprehensive planning process begins when the Village Council adopts the Plan. Since the implementation phase will require time and effort on the part of Village staff, as well as balanced allocation of the Village's financial resources, the Village Board should prioritize all activities to be carried out.

To facilitate the implementation of the Comprehensive Plan, the Village should consider the following activities:

■ **Elgin-O'Hare "Green" Parkway Boulevard Task Force**

The most significant long term economic development opportunity in Hanover Park is ensuring the development and success of the Village Center. However, these efforts are hampered by the plans of the State of Illinois regarding the potential expansion of the Elgin/O'Hare Expressway. The future of the Elgin/O'Hare Expressway extension greatly impacts Hanover Park's economic development capabilities, thus the Village should be proactive in planning its future in a way that both facilitates traffic movement in the region, as well as provides new economic potential for the Village. To further these objectives, it is recommended that a special Mayoral task force be created to develop a strategy, and appropriate plans and studies, that will provide the needed support to promote the extension of the expressway in its planned location, not as a limited access expressway, but as a local arterial boulevard or parkway with controlled points of access.

■ **Prepare a Fiscal Impact Analysis for key growth areas**

The Village should evaluate the impact of growth and development on its finances and operational capacity as part of its long-term strategic planning process. A fiscal impact analysis of key growth areas would help determine the long term impact of these areas on Village finances, staff and capital resources. This would be particularly appropriate for the growth anticipated to occur as part of the Village Center. A fiscal impact analysis will identify potential new revenue sources, evaluate current and future levels of services, and new costs associated with serving a growing community. This approach could also be extended to and benefit other taxing districts.

Bikeway Plan

Having established a basic concept for the expansion of the bikeway system in the Comprehensive Plan, the Village should undertake a study to evaluate the feasibility of these routes, and investigate alternative routes to jobs, schools, shopping and other community facilities, as well as create a recreational amenity for all residents. Some of these paths will be little more than striping of a bike lane on an existing road with signs. In other areas, consideration should be given to dedicated off-road bike trails or bike lanes along the roadway.

Greenway System Plan.

An attractive and functional greenway system in the Village Center that expands on and establishes links to Hanover Park's bike trail system will enhance recreational opportunities, non-motorized access, and protect quality environmental areas. A series of tasks are required to implement the system recommended in this Plan. First, a coordinated, regional approach needs to be organized, seeking support from other local jurisdictions, including the Park District, DuPage and Cook Counties. Once the scope of the system is determined, a specific plan with standards should be created that identifies the types of trails, security, safety, funding, accessibility, local ordinances that limit development, and other considerations. This would then allow proposed bikeways and greenways to be prioritized and mapped, leading to an implementation schedule and pursuit of funding.

Village Appearance Plan

A series of coordinated tasks could be undertaken to implement a broad community appearance enhancement initiative. The first task would be to more clearly define specific elements of such a program. These might include: 1) inventorying important features of the Village's landscape for preservation and enhancement; 2) exploring ways to upgrade the appearance of public facilities, open spaces, and parks; 3) strengthening Village identity through gateway and way-finding sign program; and 4) establishing a Village wide tree planting and maintenance program.

Park Plan Update

Parks and open spaces are an integral part of the overall vision and development strategy of the Village. The Village should work with the appropriate Park District to update the Park Master Plan in light of the update to the Comprehensive Plan, to be used in the review of development proposals. Such a plan will typically include an inventory and analysis of existing parks, an acquisition, development and improvement plan, and implementation plan addressing priorities for a long range capital improvement program.

ANNEXATION POLICY

While State Statutes provide a municipality with certain controls governing subdivision standards within the municipality's 1-1/2 mile extraterritorial planning boundary, the municipality only has control of land use decisions for property that has been or can be annexed. By joining unincorporated areas into the Village's larger incorporated area, annexation offers Hanover Park the ability to control growth, expand its tax base, and ensure quality development consistent with Village standards.

The process of annexing land in Illinois also provides the Village and the private property owners the ability to enter into annexation agreements outlining a number of development controls which may extend beyond the standards set in the Village Zoning and Subdivision Ordinances. Annexation agreements generally define the governmental agency or private entity responsible for providing or maintaining infrastructure such as roads and utilities. The only significant area of potential annexation are the Keeneyville area, and commercial sites located north and south of the East Lake Street Corridor, and other unincorporated lands that are under Forest Preserve District control.

Keeneyville Unincorporated Area

The Keeneyville unincorporated residential area occupies the southwest corner of the intersection of Lake Street and Gary Avenue. By boundary agreement with the Villages of Roselle and Bloomingdale, the area lies within Hanover Park's planning area. This neighborhood area has been long established and holds an identity somewhat separate from the Village of Hanover Park. Although the residents of this area have historically desired to remain "autonomous," physical conditions, including the potential for failing on-site waste water treatment systems within the area may require municipal services, and the need for annexation. While the Plan does not suggest that the Village pursue annexation at this time, the long term condition of this area may influence conditions in the Village in future. Hanover Park should monitor the area and engage willing property owners to find ways to create mutually beneficial solutions for improvement and inclusion in the Village. Initially, the Village should seek the assistance and support of DuPage County in improving the overall physical conditions of the unincorporated Keeneyville area.

In the short term, the Lake Street Frontage within the Keeneyville area is designated for future community commercial land use. Future development of this area should be a near term priority and subject to the following conditions:

- Any change of use and redevelopment of this area should be subject to annexation to the Village of Hanover Park.
- The annexation of properties that are planned for commercial uses along the Lake Street frontage should not be annexed and developed in a piecemeal fashion which could allow for small, strip-retail development. While annexation is encouraged, any development plans should be contingent upon the assembly of several properties to provide for a larger, unified development.
- Depending upon the proposed scale and configuration of land-use, the Village should consider the inclusion of adjoining residential parcels in the redevelopment scheme.
- The establishment of commercial land-uses in this area must provide for adequate landscaping and screening to adjoining residential use areas.
- Coordinated access to and from the redeveloped parcels is critical. Redevelopment plans should consider making use of the Thorn Road and Lake Street intersection.

Sod Farm and Golf Driving Range

The East Lake Street Corridor is a mixed-use commercial corridor which has an emphasis on employment and retail land-uses. Retail land-uses are concentrated at the Greenbrook Plaza, with Caputo's as the anchor grocery store. The balance of this section of the corridor consists of free standing retail and fast food restaurants. This portion of the Lake Street corridor also maintains a number of key vacant, unincorporated sites, consisting of the commonly know properties of the Sod Farm and historic home, and the golf driving range. Annexation of these properties is recommended in the short term for future community level commercial land uses. Future development of this area should be a near term priority and subject to the following conditions:

- Any change of use and redevelopment of this area should be subject to annexation to the Village of Hanover Park.
- The Village should not permit piecemeal development of these properties, but require development under a unified master plan and planned unit development.
- Access should be limited and coordinated to reduce the number of curb-cuts along Lake Street, including possible joint access with adjacent parcels.
- The establishment of commercial land-uses in this area must provide for adequate landscaping and screening to adjoining residential use areas.

IMPLEMENTATION ACTION PLAN

The implementation action plan identifies and defines each planning and community development activity to be carried out during a particular timeframe, the individual responsibilities of the Village for each activity, and the specific involvement of the other public agencies where appropriate. The tables on the following pages are designed to provide a starting point for prioritization and budgeting of actions needed to implement strategies and recommendations outlined in this Plan. A timeframe for each activity is also suggested to define a general phasing plan for implementation. Further refinement of this table will be needed as details of costs and staff resources are verified. In addition, the Village should review and update the action plan on an annual basis to ensure that it stays within the Village's financial ability and resource capacity.

Action Plan					
Classification	Action Step	Participants	Priority	Phasing	Potential Funding Sources
Community Character	Develop community gateway; identify sign elements.	Village, County, IDOT	1	Near Term	Village, Tax Increment Financing (TIF), Business District Development (BDD) Area
Community Character	Establish a streetscape and wayfinding signage system along Irving Park Road, Lake Street, Barrington Road, Army Trail Road, and other major road corridors.	Village, IDOT	1	Near Term	Village, Tax Increment Financing (TIF), Business District Development (BDD) Area, Special Service Area Financing (SSA), IDOT
Community Character	Create a facade improvement program for commercial properties and shopping centers.	Village, Property Owners	1	Near Term	Village, Tax Increment Financing (TIF), Business District Development (BDD) Area, Special Service Area Financing (SSA),
Economic Development	Develop a fiscal impact model to evaluate the impact of individual developments and the overall fiscal balance of the Village.	Village	2	Near Term	Village, Development Fees
Economic Development	Establish a Business Recruitment and Retention Plan.	Village, Chamber of Commerce (CC), CONECT Committee	2	Near Term	
Economic Development	Develop a working relationship with local media outlets to promote events, opportunities to help promote the Village's physical, economic and community development opportunities.	Village, Local Media Outlets, CONECT, Chamber of Commerce	2	Near Term	
Community Development	Explore options for proactive enforcement of municipal property standards to foster well-maintained properties through public education, neighborhood inspections and recognition programs that reward and inspire.	Village	1	Near Term	Village-Property Fines and Penalties

Action Plan					
Classification	Action Step	Participants	Priority	Phasing	Potential Funding Sources
Community Development	Encourage the formation of neighborhood organizations to monitor quality-of-life issues and to establish regular communications the Village.	Village, Neighborhood Organizations	1	Near Term	
Community Development	Develop a clearinghouse for collecting and disseminating information about funding sources and assistance available to homeowners for home improvements.	Village	1	Near Term	
Community Development	Promote community involvement, partnerships, and initiatives by providing educational, artistic, social, or informal programs to address cultural diversity.	Village-Cultural Inclusion & Diversity Committee, Neighborhood Organizations	1	Near Term	
Community Facilities	Encourage the establishment of a community theatre and/or a multipurpose arts/culture center in the Village Center District.	Village	3	Long Term	Village
Community Facilities	Develop a comprehensive stormwater management plan to alleviate flooding conditions.	Village	3	Long term	Village
Community Facilities	Evaluate options for moving Fire Station #2 to improve service.	Village	3	Long Term	Village
Land Use	Continue to pursue the development of the Village Center concept plan through further studies, plans, and developer contacts.	Village	2	Near Term	Village, RTA-Community Planning Grant (TOD)
Transportation	Evaluate the need for traffic calming measures in neighborhoods with traffic problems, such as traffic and speeding.	Village	3	Long Term	Village
Transportation	Expand bus routes within and to the village, particularly the north/south route along Barrington Road / County Farm Road, and along west Lake Street.	Village, PACE, RTA	1	Near Term	Village, RTA
Transportation	Construct bus shelters to make public transportation more welcoming and better used.	Village, PACE, RTA, IDOT	3	Long Term	RTA, IDOT

Action Plan					
Classification	Action Step	Participants	Priority	Phasing	Potential Funding Sources
Transportation	Ensure that all public rights-of-ways include sidewalks on both sides of the street, with preferably a parkway separating vehicles from pedestrians.	Village, IDOT, Counties	2	Ongoing	Village, Safe Routes to School Program
Transportation	Enhance existing bike paths with landscaping, street furniture, signage and lighting.	Village, Counties	3	Long Term	Dept. of Natural Resources (DNR), Counties, IDOT
Transportation	Evaluate the current on-street parking policies in residential areas, particularly in higher density multiple family neighborhoods in an effort to address needed parking.	Village, Neighborhood Organizations	2	Near Term	Village
Transportation	Consider the development of an access control policy and standards to be integrated into the Zoning Ordinance which facilitates the Village's desires to reduce the number of curb cuts along major streets in favor of common access ways	Village	1	Near Term	
Transportation	Aggressively pursue reclassification of the western extension of the Elgin-O'Hare road from an expressway to a local arterial/ parkway boulevard road.	Village, Property Owners, IDOT	1	Near Term	Village
Transportation	Lobby Metra for continuous service improvements and landscape enhancements along the railroad ROW.	Village, Metra, RTA	3	Long Term	Metra, RTA
Green Initiatives	Utilize permeable paving materials for bike paths, sidewalks, and parking lots.	Village, Counties	3	Long Term	Dept. of Natural Resources (DNR), Counties, IDOT
Green Initiatives	Encourage LEED (Leadership in Energy and Environmental Design) building standards for all new public buildings and facilities.	Village	1	Ongoing	Village, Private Owners
Green Initiatives	Retrofit existing public buildings and facilities according to LEED standards.	Village, Public Agencies	1	Ongoing	Village, Public Agencies

Action Plan					
Classification	Action Step	Participants	Priority	Phasing	Potential Funding Sources
Green Initiatives	Transition the Village's existing vehicle fleet to a "Green" fleet by acquiring hybrid vehicles as well as those that run on alternative fuels, such as biodiesel and E-85. In addition, limit idling of trucks.	Village	1	Ongoing	Village
Green Initiatives	Conduct energy audits of existing buildings and CONECT building owners to grants and other funding sources to retrofit these buildings in order to become as energy efficient as possible.	Village, Private Owners	1	Ongoing	Village, Private Owners
Green Initiatives	Create a Village Energy Plan	Village	2	Near Term	Village, Grant
Green Initiatives	Work with the neighborhood organizations to develop community gardens and greenhouses, and set aside land for local food production.	Village	2	Near Term	Village, Private Owners
Green Initiatives	Explore partnership with an agency to provide recycling of toxic items, such as batteries, computer hardware, etc.	Village, Recycling Agency	2	Near Term	Village
Green Initiatives	Construct a Village demonstration project such as those suggested in the Green Plan of this Plan.	Village	2	Near Term	Village

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