Village of Hanover Park

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Rodney S. Craig
Village President

Eira L. Corral
Village Clerk

Marc G. Hummel
Village Manager

VILLAGE BOARD WORKSHOP MEETING

February 18, 2010
6:00 P.M.
Village Hall, Council Chambers: Room 214

Hanover Park

AGENDA

I. Call to Order
II. Roll Call
III. Review Warrants
IV. Agenda Item Review
V. Consensus to the Consent Agenda
VI. Discussion Topics
   a. Sister Cities- Budget Update: Report on Hanover Park School in Ghana
   b. Consultant Services for Community Development: TIF District.
   c. Village Center Plan Update
   d. Construction Manager/ Construction Contract
VII. Staff Updates
VIII. Adjournment

ACCOUNT NUMBER	ACCOUNT DESCRIPTION	2011 DEPT REQUEST
001-0165-411.01-21	OVERTIME COMPENSATION	0
*	PERSONAL SERVICES	0
001-0165-411.02-11	OFFICE SUPPLIES	60

LEVEL	TEXT	TEXT AMT
10DR	COMMITTEE PACKETS	10
	MAKE A DIFFERENCE DAY SUPPLIES	25
	YOUNG ARTISTS SUPPLIES	25
		60

001-0165-411.02-13	MEMBERSHIPS/SUBSCRIPTIONS	700

LEVEL	TEXT	TEXT AMT
10DR	MEMBERSHIP SERVICES	
	SISTER CITIES INTERNATIONAL	510
	SISTER CITIES - STATE	40
	SISTER CITIES - MEXICAN ASSOCIATION	150
		700

*	COMMODITIES	760
001-0165-411.03-12	POSTAGE	100

LEVEL	TEXT	TEXT AMT
10DR	POSTAGE	100
		100

001-0165-411.03-71	SCHOOLS/CONF/MEETINGS	2,000

LEVEL	TEXT	TEXT AMT
10DR	ANNUAL INTERNATIONAL SISTER CITIES CONVERENCE (2 X $500)	1,000
	STATE CONVENTION (10 X $100)	1,000
		2,000

001-0165-411.03-72	TRANSPORTATION	0
001-0165-411.03-91	SPECIAL EVENTS	2,860

LEVEL	TEXT	TEXT AMT

ACCOUNT NUMBER	ACCOUNT DESCRIPTION	2011 DEPT REQUEST	
10DR	SCHOLARSHIPS (3 AT $120 PER STUDENT)		360
	CAPE COAST HANOVER PARK PRIMARY SCHOOL GENERAL NEEDS		500
	ELECTED OFFICIAL VISIT IN VALPARAISO, MEXICO FOR EXPLORATION/DEVELOPMENT OF RELATIONSHIP		2,000
			2,860
*	CONTRACTUAL SERVICES	4,960	
**	SISTER CITY COMMITTEE	5,720	
***	GENERAL FUND	5,720	

ACCOUNT NUMBER	ACCOUNT DESCRIPTION	2008 ACTUALS	2009 ACTUALS	2010 ADJ BUDGET	2010 YTD ACTUAL	2010 PROJ YR END
GENERAL FUND						
ELECTED OFFICIALS/BOARDS						
SISTER CITY COMMITTEE						
001-0165-411.01-21	OVERTIME COMPENSATION	0	0	0	0	0
*	PERSONAL SERVICES	0	0	0	0	0
001-0165-411.02-11	OFFICE SUPPLIES	0	0	60	0	60
001-0165-411.02-13	MEMBERSHIPS/SUBSCRIPTIONS	544	545	600	545	545
*	COMMODITIES	544	545	660	545	605
001-0165-411.03-12	POSTAGE	9	0	75	0	75
001-0165-411.03-71	SCHOOLS/CONF/MEETINGS	1,046	1,059	1,175	0	1,175
001-0165-411.03-72	TRANSPORTATION	0	0	0	0	0
001-0165-411.03-91	SPECIAL EVENTS	4,553	534	710	2	710
*	CONTRACTUAL SERVICES	5,608	1,593	1,960	2	1,960
**	SISTER CITY COMMITTEE	6,152	2,138	2,620	547	2,565
***	ELECTED OFFICIALS/BOARDS	6,152	2,138	2,620	547	2,565
****	GENERAL FUND	6,152	2,138	2,620	547	2,565
		6,152	2,138	2,620	547	2,565

PREPARED 02/11/10, 13:24:01
PROGRAM GM601L
FORM #1 BUDGET REQUEST-EXPENDITURES

BUDGET REQUEST WORKSHEET - FORM #1
FOR FISCAL YEAR 2010-2011

PAGE 1

Dahl, Thomas - Fina

ACCOUNT NUMBER	ACCOUNT DESCRIPTION	2008 ACTUALS	2009 ACTUALS	2010 ADJ BUDGET	2010 YTD ACTUAL	2010 PROJ YR END	2011 DEPT REQUEST	VLG MGR APPROVED	$ INC (DEC) OVER BUDGET	% INC (DEC) OVER BUDGET
GENERAL FUND										
ELECTED OFFICIALS/BOARDS										
SISTER CITY COMMITTEE										
001-0165-411.01-21	OVERTIME COMPENSATION	0	0	0	0	0	0	.....	0	0
*	PERSONAL SERVICES	0	0	0	0	0	0	.....	0	0
001-0165-411.02-11	OFFICE SUPPLIES	0	0	60	0	60	60	.....	0	0
001-0165-411.02-13	MEMBERSHIPS/SUBSCRIPTIONS	544	545	600	545	545	700	.....	100	17
*	COMMODITIES	544	545	660	545	605	760	.....	100	15
001-0165-411.03-12	POSTAGE	9	0	75	0	75	100	.....	25	33
001-0165-411.03-71	SCHOOLS/CONF/MEETINGS	1,046	1,059	1,175	0	1,175	2,000	.....	825	70
001-0165-411.03-72	TRANSPORTATION	0	0	0	0	0	0	.....	0	0
001-0165-411.03-91	SPECIAL EVENTS	4,553	534	710	63	710	2,860	.....	2,150	303
*	CONTRACTUAL SERVICES	5,608	1,593	1,960	63	1,960	4,960	.....	3,000	153
**	SISTER CITY COMMITTEE	6,152	2,138	2,620	608	2,565	5,720	.....	3,100	118
***	ELECTED OFFICIALS/BOARDS	6,152	2,138	2,620	608	2,565	5,720	.....	3,100	118
****	GENERAL FUND	6,152	2,138	2,620	608	2,565	5,720	.....	3,100	118
		6,152	2,138	2,620	608	2,565	5,720	.....	3,100	118

Village of Hanover Park
Community Development Department

INTEROFFICE MEMORANDUM

DATE: February 11, 2010

TO: Ron Moser
Village Manager

FROM: Patrick Grill P.G.
Community Development Director

SUBJECT: Workshop Discussion – Consultant Services

The Village President and Staff have engaged in numerous discussions with Martin Norkett, a Manager with Koenig & Strey Commercial Real Estate, concerning how best to finance redevelopment projects. Mr. Norkett has extensive experience in the real estate industry and comes highly recommended by our TIF consultant Leslie Murphy.

His experience and contacts are an excellent resource that the village could benefit from, especially since the manner in which development and redevelopment projects are financed have changed drastically over the last two years. He believes his company is in a unique situation to assist the village in attracting necessary financing and tenants to specified locations in the village, and the need for stronger public/private partnerships in the future.

The purchasing policy of the village specifically exempts professional services from the requirement of a competitive bidding process when the services require the exercise of professional and significant business judgment to the village.

One interesting component of a potential contract that Mr. Norkett has mentioned is a "Success Fee". This is a rather unique provision that pays 1% of the closing fee on an acquisition loan to the village rather than to the broker. Mr. Norkett will be attending the workshop.

Staff would suggest that any agreement be site specific and be located in a TIF, since the services would be eligible for reimbursement from the TIF rather than from the general fund. For example, we have Mr. Norkett, or another consultant, explore the possibility of redeveloping the multi-tenant building on Irving Park Road that includes the AutoZone, Chapala Supermarket, the New Hong Kong restaurant and the former True Value hardware store with a more modern building and more attractive tenants.

Staff would be seeking direction from the Board as to whether they wished Staff to pursue creation of a RFP (Request for Proposal) seeking proposals to redevelop the above-mentioned shopping center, or other location. Following this procedure, and the purchasing policy, Staff would bring a contract to a future meeting for consideration by the Board.

Village of Hanover Park
Community Development Department

INTEROFFICE MEMORANDUM

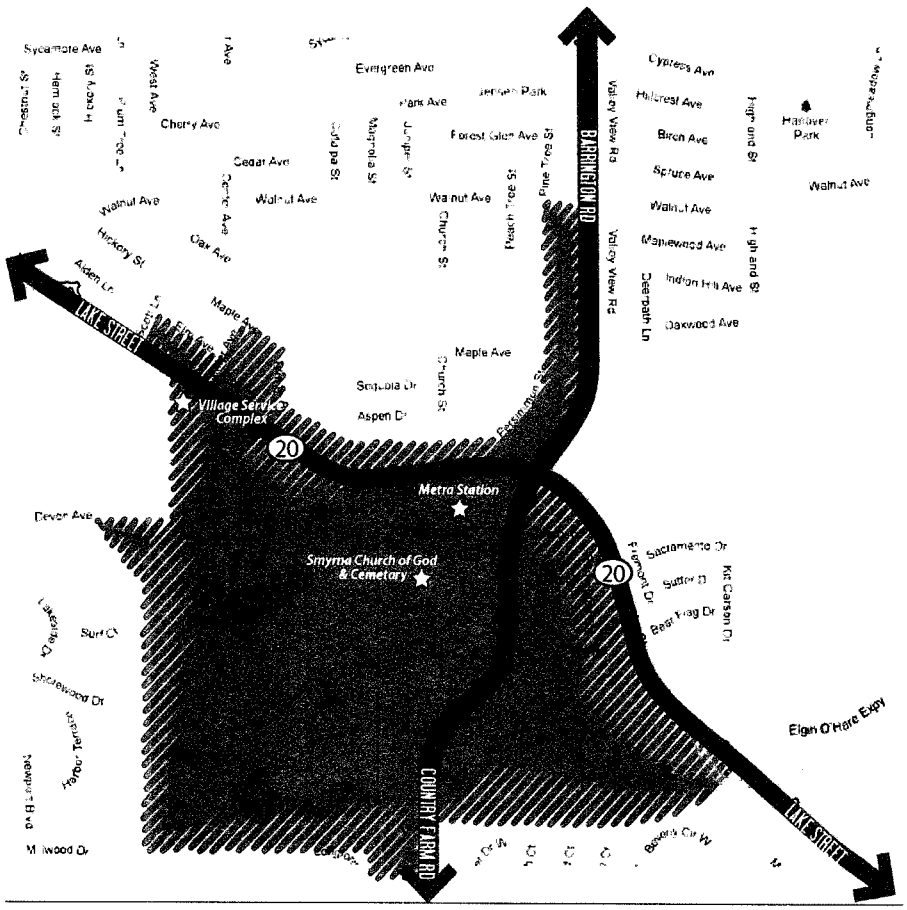
DATE: February 11, 2010

TO: Ron Moser
Village Manager

FROM: Jacquelyn Reyff AICP JR
Chief Planner

SUBJECT: Workshop Discussion- Village Center Plan

Please review the Village Center Plan attached to this memo prior to the Board Workshop on February 18, 2010.



The Village Center location is a one-half mile radius from the existing Metra commuter station. The existing land use is a combination of retail, service, residential, and institutional activities.

The Development Commission discussed Teska Associates' Irving Park Road Corridor Plan during a January meeting. This plan will be included with the Comprehensive Plan, but addresses the Village Center individually with the idea that Board policy issues related to redevelopment will emerge.

There are some large policy decisions for the Board to make and they are highlighted below for discussion.

1. Specifically the continuation of the Elgin O'Hare Expressway or if it never is completed through Hanover Park. Teska and Staff agree that it would be better for the Village if the Expressway does not get built through Hanover Park because it will bypass all of the traffic around town and place it back on Lake Street in Bartlett. Right now the Village and its business community is benefiting from the traffic, which enters and exits on the expressway in Hanover Park. Staff is aware that the State stopped purchasing land up to the Colombo property therefore the possibility exists that this may not be built and that is something the Village can use in negotiations with the State. Bearing this in mind, the preferred Village Center Plan is to have a limited boulevard through this area. If developed according to this proposal the Village Center area has the ability to produce up to $550,000 in Village annual sales tax revenue (page 6). Staff and Teska would rather have a limited access boulevard rather than the extension of the expressway. Are there any questions or comments?

2. Density. It is a major consideration to be made by the Board when it comes to the Village Center. In the mixed-use town center/walkable retail district, the height of the buildings is recommended to be 6-10 stories high (page 13). Density does help to create an audience that lives and will patronize those businesses. It also will mean less surface parking as the residents living in the Village Center will walk rather than drive. Encouraging people to walk and leave their cars is a green initiative. However, a denser development is a departure from previous Village Board policy. Staff and Teska agree that an increase in density will be necessary to achieve the audience for the Village Center. Do you have any questions related to this issue?

3. Pages 17 & 18 depict concept plans A & B for the Village Center. Option A shows in the town center a mixed use area, the existing church, and cemetery. Option B shows that same area, but removes the church and

cemetery. If Option B were chosen by the Village Board, there would have to be a plan to relocate the church and cemetery. The Development Commission wanted both options to remain in the Comprehensive Plan. Staff and Teska see the value in having both options remain in the document. Does the Board have any questions related to leaving both Option A and Option B in the plan?

4. Pages 21-34 discuss Design Guidelines for the Village Center. Typically the policy by the Board has been handled on a case by case and project by project basis. The difference with the inclusion of these guidelines in the comprehensive plan will mean a more formalized policy by the Village Board. Staff, the consultants, and the Development Commission all reached a consensus that for the Village Center to have a cohesive and quality look these design guidelines would be necessary. Does the Board have any issues with including design guidelines as a part of the Village Center Plan?

5. Are there any other questions related to the Village Center Plan that have not been addressed? What is your overall impression of the Plan?

The Comprehensive Plan will be a large overarching document. With that in mind, Staff has been giving the Board overviews of the individual plans that make up this document. It is Staff's wish to give all the information for the Comprehensive Plan to the Board well ahead of your consideration of its adoption.

Hanover Park

2010 Comprehensive Plan

VILLAGE CENTER PLAN

Village of Hanover Park, Illinois

January 7, 2010

DRAFT - FOR REVIEW PURPOSES ONLY

Prepared by the Consultant Team:

Teska Associates | BDI

VISION

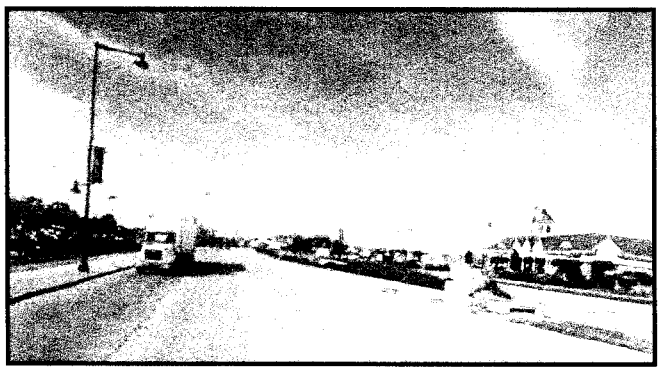
The Village Center will be a well-planned, transit-oriented, mixed-use, compact development in the center of Hanover Park, within a reasonable walk of the Metra commuter station, in order to create a place with a unique and positive local identity, provide opportunities for development to expand the 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.

DESCRIPTION

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 on page 3.

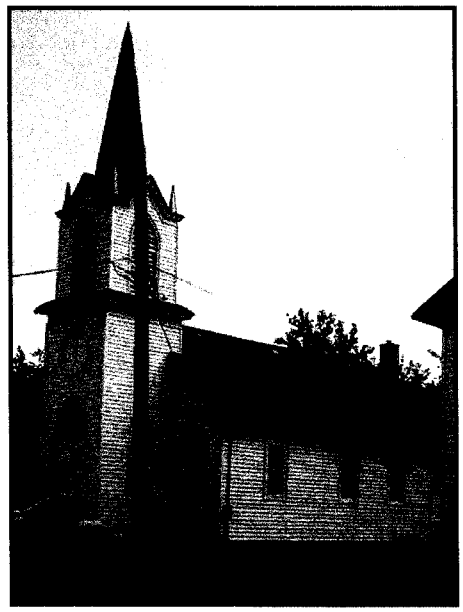


❖ Lake Street Corridor

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.



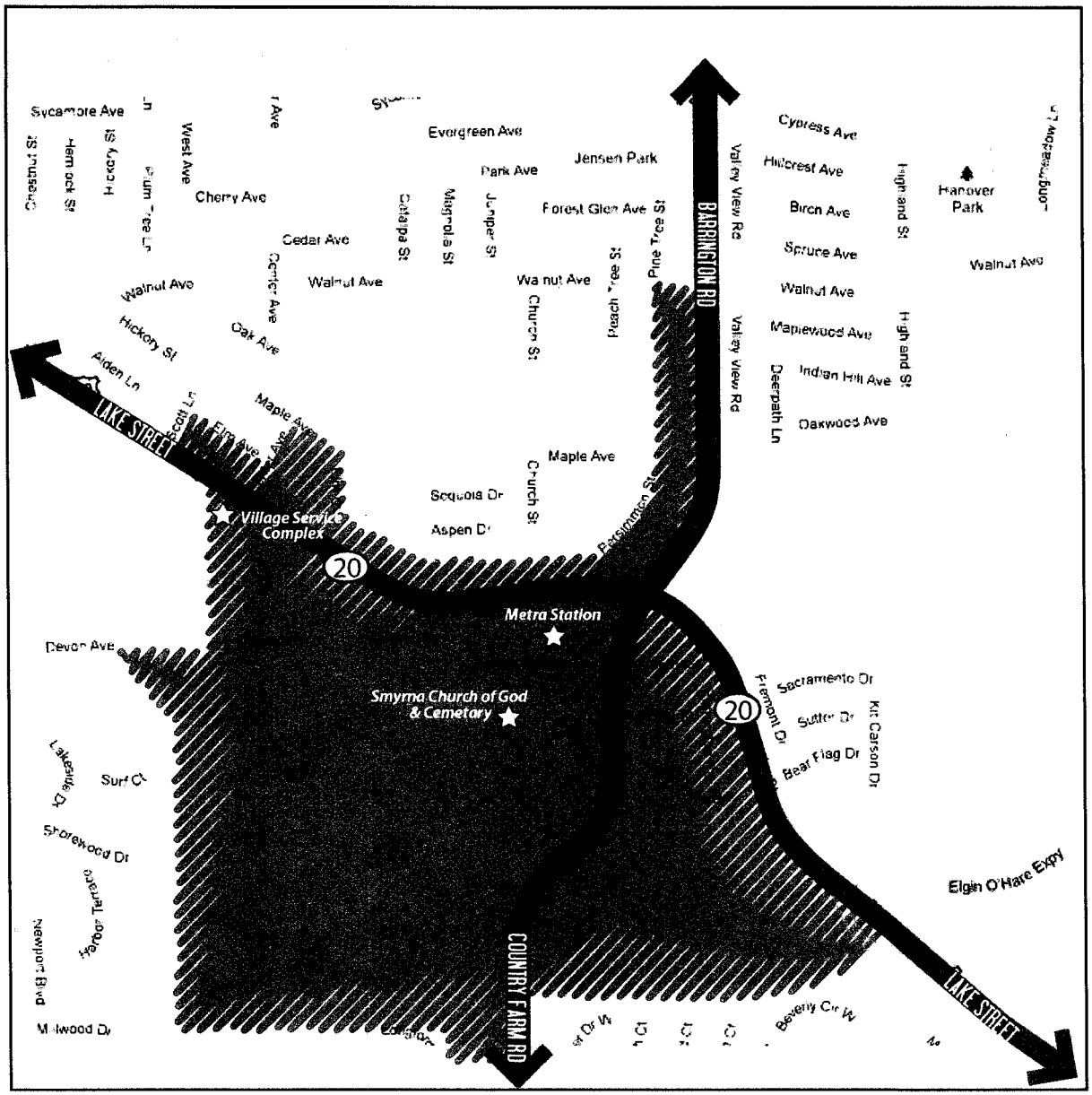
❖ Smyrna Church of God in Ontarioville

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. Of all areas in the Village, this section of the overall Village Center has suffered 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, including the Smyrna Church of God and cemetery. 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 core of the Village Center.

❖ Elgin-O'Hare Expressway expansion right-of-way consists primarily of vacant parcels

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.

VILLAGE CENTER PLAN BOUNDARY MAP



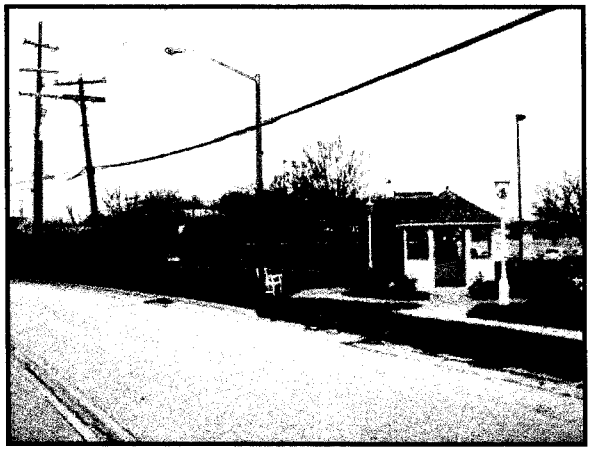
VILLAGE CENTER ISSUES AND OPPORTUNITIES

ISSUES:

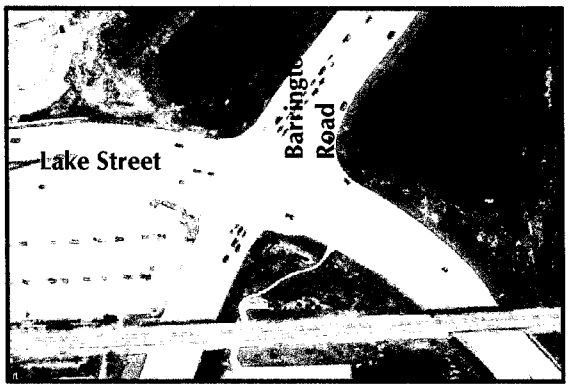
- The Milwaukee District West Line tracks create a north-south dividing line within community.
- Grade changes due to railroad tracks.
- Wetlands and drainage corridors present on existing Elgin-O'Hare Expressway Expansion right-of-way.
- Uncertainty of the Elgin-O'Hare Expressway Expansion future.
- 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



❖ 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.

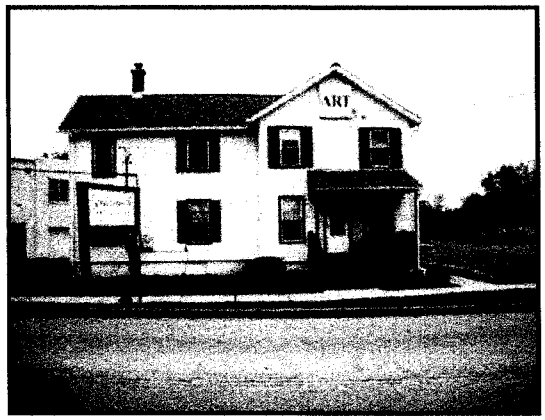
- Multi-Family Residential (Church Road and Ontarioville Road)

- Elgin-O'Hare Expressway expansion allows for the development of existing vacant area.

- Enhance 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.



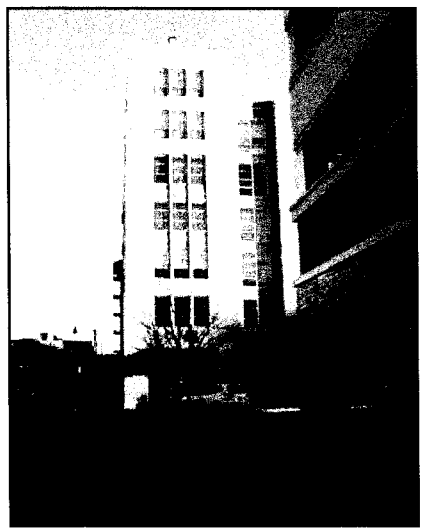
❖ Ontarioville creates a unique opportunity to establish a destination place by enhancing local architecture and streetscape.

- Variances within the Cook vs. DuPage County tax structure make certain development types more favorable based on location; (office uses are better situated in DuPage County whereas business 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.

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 Village Center 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.



❖ Unique market advantages of the Village Center allows for more residential density.

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, which allows for better employment opportunities for

residents, providing 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 Elgin–O'Hare Expressway's, and provide western airport access, 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 Capita 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
Demographic data © 2009 by Experian/Applied Geographic Solutions.		

The notable differences between Des Plaines' downtown and today's Hanover Park Village Center include:

- 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 Plains 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 450,000 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 AND 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. The planned west expansion extends west from Lake Street, just south of the existing Ontarioville neighborhood, and then travels north to rejoin Lake Street on the west side of Hanover Park in Bartlett.

   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.

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

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.

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.

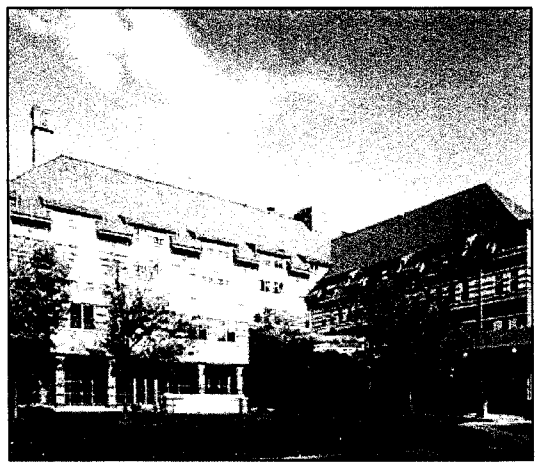
> **Why Mixed Use?** | Mixed land uses can convey substantial fiscal and economic benefits. Commercial uses within walking distance to residential areas are often reflected in higher property values, and therefore help raise local tax receipts. Businesses recognize the benefits associated with areas 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*

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.

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

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.

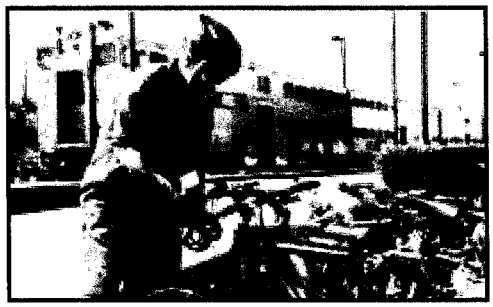


❖ Business Parks shall compliment and integrate existing natural features into their design.

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 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 in addition for the aforementioned reasons, it 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



❖ Bike parking would be provided adjacent to Metra Station.

situation and developments that surround the existing station, the Village can capitalize on underutilized land to create a fully functioning transit hub.

CONCEPT PLAN

The concept that follows illustrate 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. Verification of 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, while a changing housing market can alter the demand for rental versus owner occupied housing. Such 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.

HANOVER PARK IL
HANOVER PARK DISTRICT
N BARRINGTON RD
EXISTING MUNICIPAL CAMPUS
HISTORIC ONTARGVILLE
FUTURE ROADWAY EXPANSION
LAKE STREET
1
2
3
4
5
LEGEND
1. TOWN CENTER WALKABLE RETAIL DISTRICT
2. TRANSIT HUB
3. TRANSIT ORIENTED COMMERCIAL RESIDENTIAL DISTRICT
4. BUSINESS PARK RETAIL
5. NEIGHBORHOOD ORIENTED INFILL
WATERFRONT AREAS
FUTURE TRAILWAYS
SCALE
1/4 Mile
TESKA ASSOCIATES INC.
DECEMBER 2009
TESKA

MIXED USE TOWN CENTER / WALKABLE RETAIL DISTRICT (#1, RED):

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 and Structured Parking for Metra, residential, and retail

Height:

- 6 to10 story high density residential

TRANSIT HUB (#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 to10 story high density residential

TRANSIT ORIENTED COMMERCIAL / RESIDENTIAL DISTRICT (#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.
- Business 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 (#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 that it appears and functions as a lushly 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 (#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 Assisted Living Facility and existing Maple Avenue neighborhood and new commercial uses support existing Lake Street commercial businesses.
- The built environment should maintain a 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

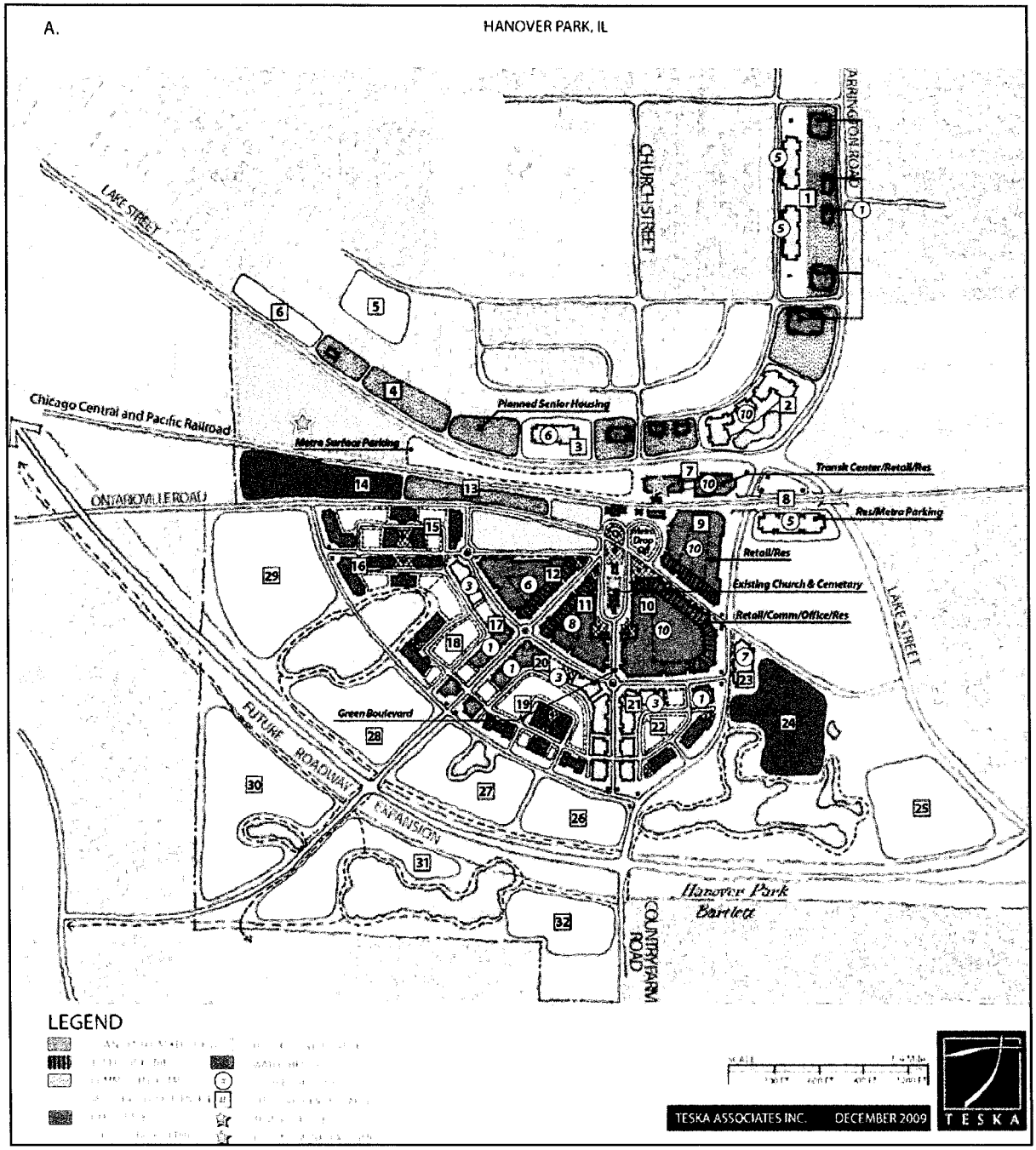
Height:

- 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 above. 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.

Both diagrams encourage 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. Diagram A 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. Diagram B encourages the relocation of the Smyrna Church cemetery in order to create more neighborhood retail square footage. In addition, Diagram B advocates the installation of 3 small boulevard islands to allow for more on-street commercial parking, as well as a traffic calming measure.


A.
HANOVER PARK, IL
LAKE STREET
CHURCH STREET
ARRINGTON ROAD
Chicago Central and Pacific Railroad
Planned Senior Housing
Metra Surface Parking
Transit Center/Retail/Res
Res/Metra Parking
ONTARIOVILLE ROAD
Retail/Res
Existing Church & Cemetery
Retail/Comm/Office/Res
Green Boulevard
FUTURE ROADWAY EXPANSION
Hanover Park Barrier
COUNTRYFARM ROAD
LEGEND
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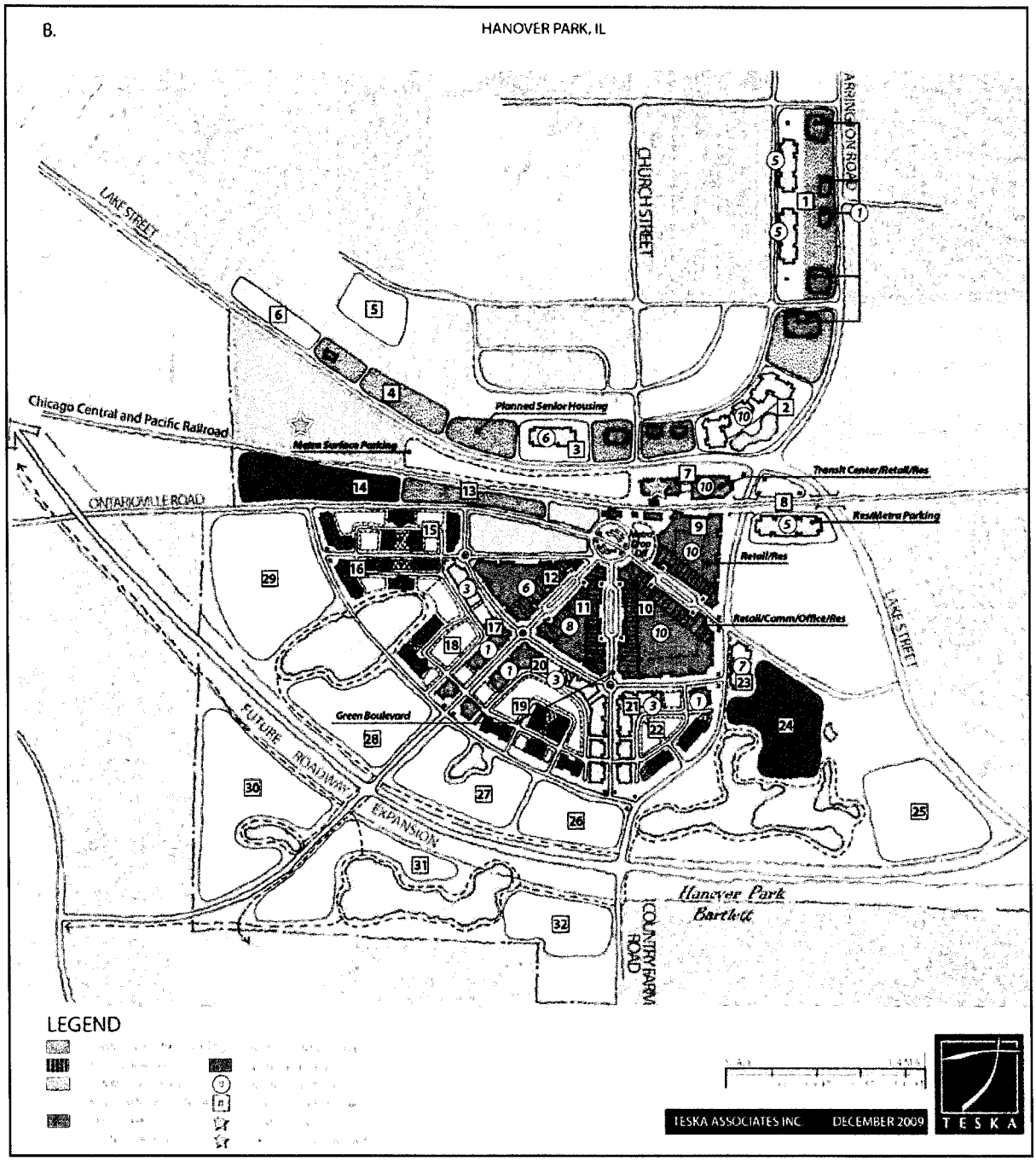
B.
HANOVER PARK, IL
LAKE STREET
CHURCH STREET
ARLINGTON ROAD
Chicago Central and Pacific Railroad
Planned Senior Housing
Metra Surface Parking
Transit Center/Retail/Res
Res/Metra Parking
ONTARIOVILLE ROAD
Retail/Res
Retail/Comm/Office/Res
Green Boulevard
FUTURE ROADWAY EXPANSION
Hanover Park
Bartlett
COUNTRY FARM ROAD
LEGEND
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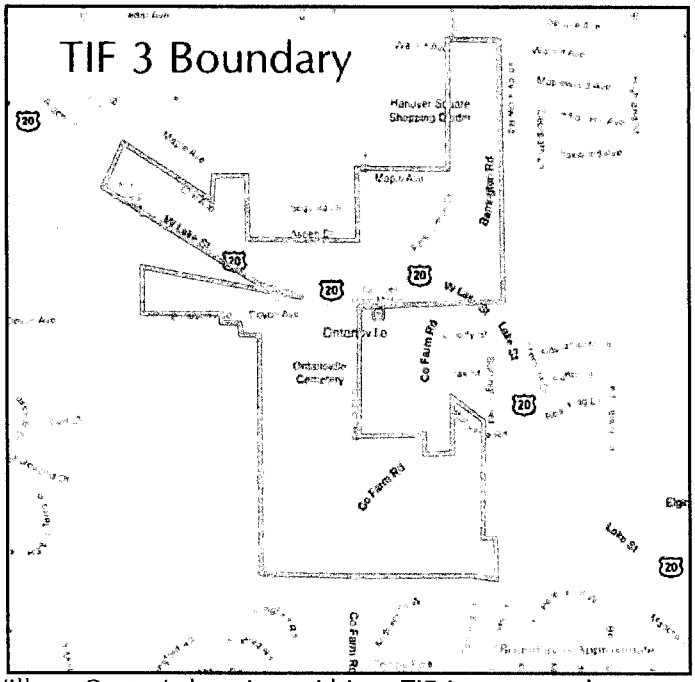
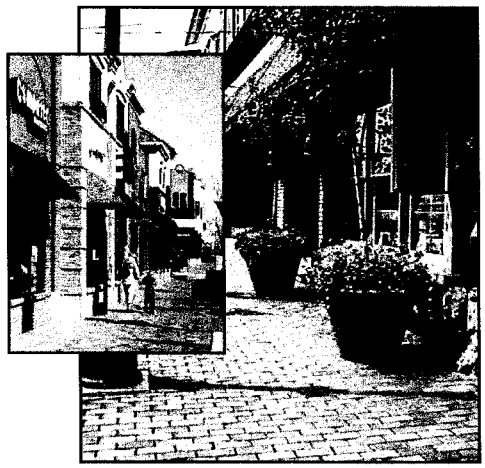
TAX INCREMENT FINANCING DISTRICT #3



Most of the Village Center area is located within Tax Increment Financing (TIF) 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 complete the vision of the Plan.

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 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 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.



❖ Facades are greatly enhanced through the use of interesting architectural features including overhangs and windows.

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.

SMALL SCALE COMMERCIAL: BUILDING AND STREETSCAPE DESIGN PREFERENCES

- 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; and
- Corner elements should take on more architectural importance and significance.

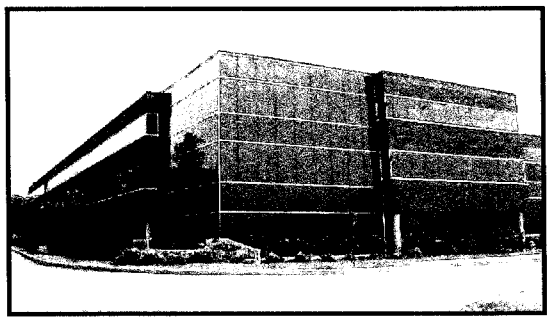
❖ Traditional color combinations and high-quality building materials such as brick, stone or other masonry is encouraged.

MIXED USE: BUILDING AND DESIGN PREFERENCES

- 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; and
- Mixed-use buildings should have interesting rooflines, corner treatments, and highlight building entrances.

BUSINESS PARK: BUILDING AND DESIGN PREFERENCES

- Unique architecture and interesting design elements that break up facade are encouraged;
- Use of landscaping is encouraged to soften building facades;



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

- Parking should be screened to greatest extend possible; and
- 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.

DESIGN GUIDELINES

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; and
- Encourage sustainable development buildings and practices within Village Center.

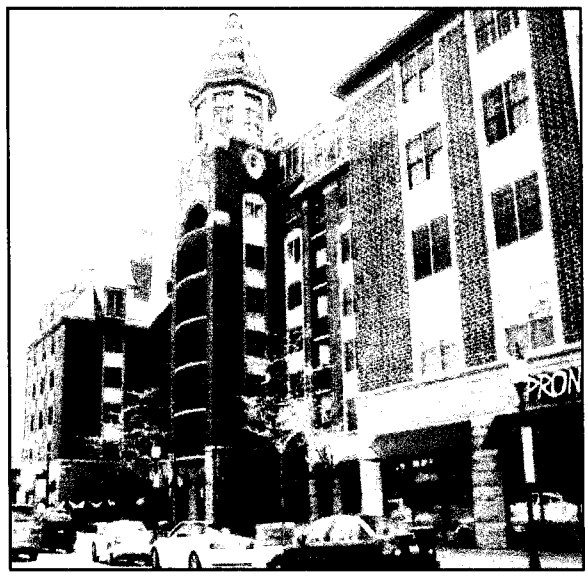
The design guidelines that follow are grouped by 'district' as shown on the 'Village Center Plan: Conceptual Character Zones Graphic' on page 9.

MIXED USE TOWN CENTER / WALKABLE RETAIL DISTRICT AND 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.

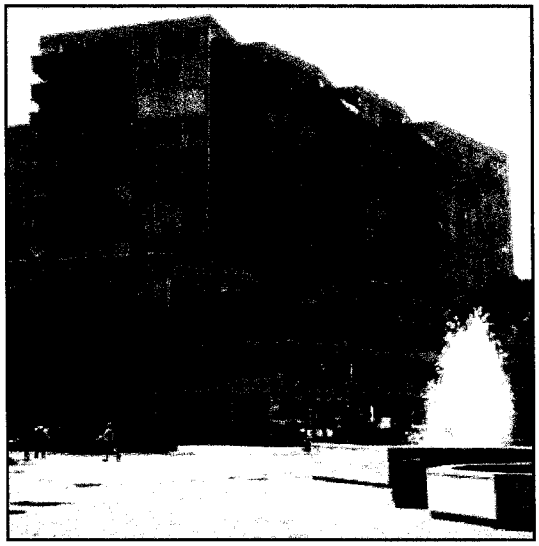
Building Details

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.



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

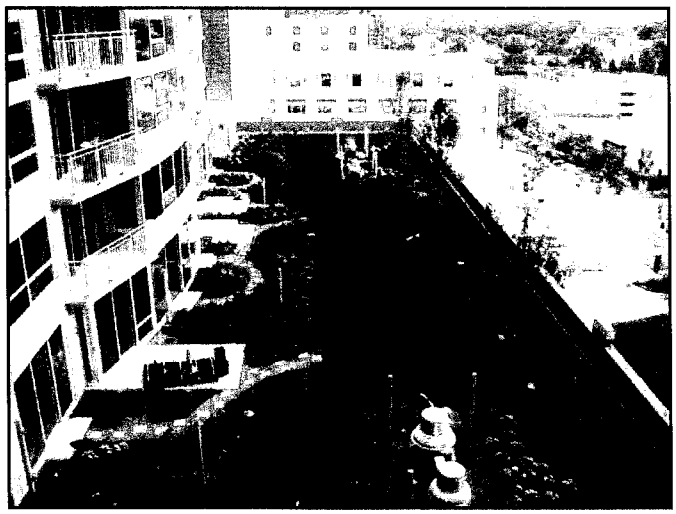
❖ Interesting and creative use of pedestrian walkways greatly enhances the pedestrian experience.

- Use of landscaped plantings along the foundation is encouraged.
- Upscale lighting and signage should be integrated into the overall design of a building.

❖ Open, transparent storefronts create a more pleasant 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.



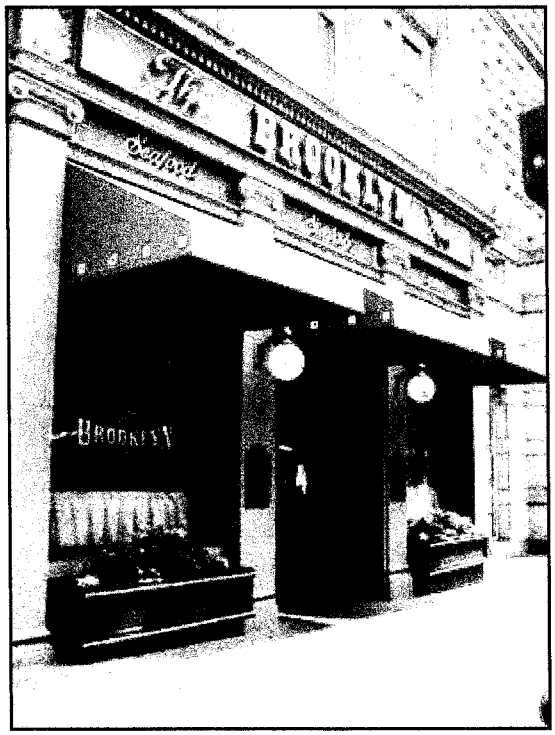
❖ Green roofs are not only an environmental benefit. They also provide community open space.

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.
- Use of pole signs is prohibited.



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

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.

❖ Pedestrian entrances should be highlighted.

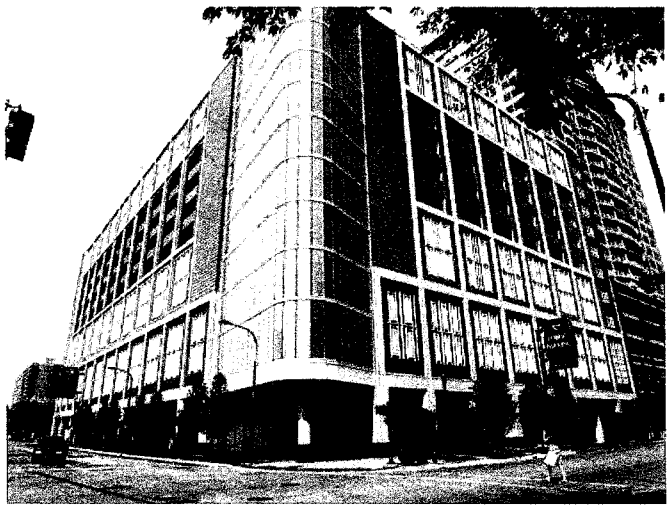
Parking Lot Orientation and Landscaping

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.

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

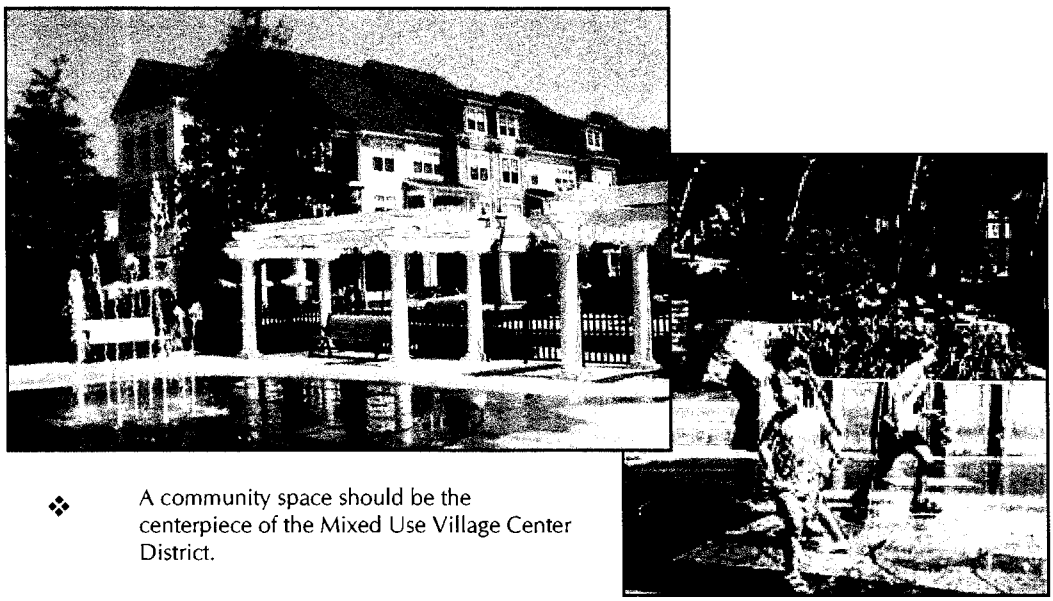
- Special paving materials should be used to help define the pedestrian walkways along garage openings when such designs would enhance pedestrian safety.
- At grade parking lots shall not be visual from the public right-of-way or screened through the use of low screen walls, decorative fencing, or landscaping.
- 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.



❖ Street level commercial highlights this public parking structure.

Community Spaces

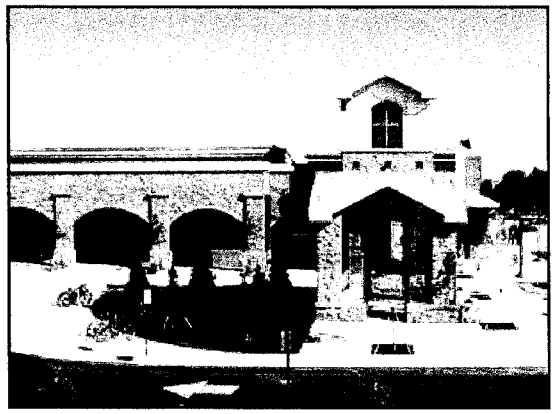
- Incorporate community spaces into the overall site plan for each project.
- Clearly mark community spaces and separate them from auto-oriented vehicular activity.
- Community spaces can include patio/seating area, pedestrian plaza with benches, transportation center, window outdoor play area, kiosk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



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

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.



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

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 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.

❖ Example of retail building exhibiting interesting design and landscape features.

- Outlot buildings façades 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 right-of-way 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.

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

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 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.

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

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.

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.

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

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.

❖ On-site circulation should be designed to minimize pedestrian/vehicular conflict

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.

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.

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.

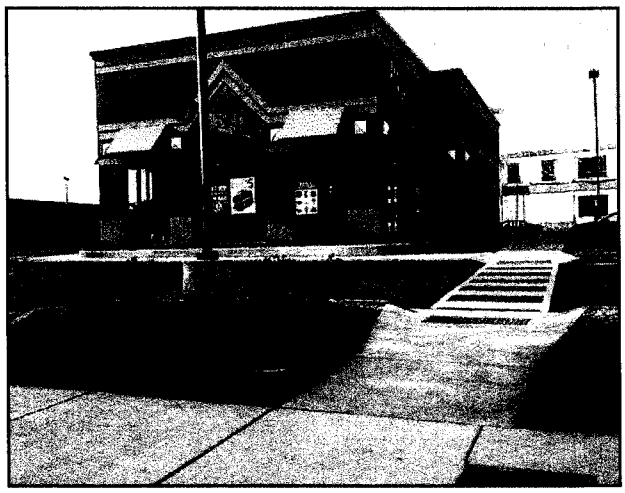
❖ Façades should utilize horizontal and vertical architectural elements to enhance building articulation

Signage and Lighting

- Exterior lighting shall be consistent with the entire building's architectural concept.

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

- 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.
- Use of pole signs is prohibited.



Pedestrian amenities like stripped sidewalks along Lake Street are encouraged.

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.

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.

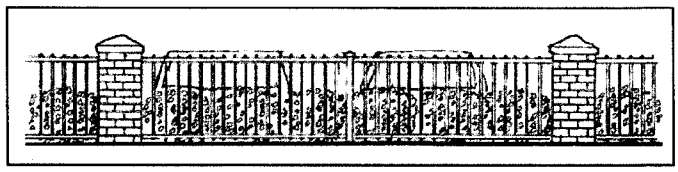
- Where possible, orient parking areas to the side or rear of the buildings.

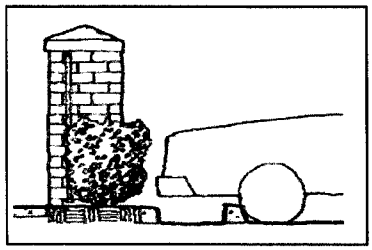
Parking lot access:

- 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.

BOARD WORKSHOP

FEBRUARY 18, 2010

DATE: February 11, 2010

TO: Village President and Board of Trustees

FROM: Ronald A. Moser, Village Manager
Howard A. Killian, Director of Public Works

SUBJECT: Construction Manager/Constructor Contract

As part of the upcoming design and construction of the proposed Police Station, staff has been working on selecting a Construction Manager/Constructor. Listed below is a timeline of the events occurring to date.

December 3, 2009	Board directs staff to begin Construction Manager/Constructor selection process.
December 7, 2009	Request for Statement of Qualifications sent to 20 firms which had shown interest in the project.
December 23, 2009	Thirteen firms responded with Statements of Qualifications.
Week of December 27, 2009	Staff reviewed all proposals and selected four firms for interviews.
Week of January 4, 2010	Public Works Director, Police Chief and Deputy Chief conducted interviews with the four firms and toured Police facilities recently constructed by them.
January 15, 2010	Staff selects Leopardo as top firm and begins negotiations of contract.

Leopardo Construction is located in Hoffman Estates, Illinois and recently completed the Headquarters Police Station for the City of Aurora. Staff feels that their approach to the project, along with the team of employees they would assign to the project, would be beneficial to the Village and the success of the project.

This contract sets Leopardo as the General Contractor for the project. Once we have completed the design development stage with the architect, Leopardo will provide the Village with a guaranteed maximum price for this building. During the project, Leopardo will obtain competitive bids for all of the sub-trades and has pledged to seek out local contractors and employees.

Leopardo has also been involved in the community. Last year they provided volunteers to rehab a church in the Village. (See attached article.)

Compensation:
They have provided a draft of an agreement the Village Attorney has preliminarily reviewed but we are not in receipt of a final contract. A Construction Manager/Constructor fee structure is broken down into three parts; Construction Management fee, Preconstruction fees, and General Conditions.

Preconstruction Fee:
This is for the work the Construction Manager/Constructor will perform in assisting the Village and the architect on the design of the building, reviewing items for constructability, and cost efficiency. Their initial proposal was $86,500 which staff negotiated down to $75,000 or a 13.3 percent reduction. Comparisons we received were between $70,000 and $86,500.

Construction Manager Fee:
This is the fee for managing the project, soliciting bids, coordination of the subcontractors, scheduling, etc.

The initial proposal from Leopardo was 3 percent or $450,000. We have negotiated it down to 2.7 percent or $405,000 for a 10 percent reduction. This fee is an estimate that will be set at the time the guaranteed maximum price is set. Staff has seen estimated comparisons between 2 and 3 percent.

General Conditions:
The General Conditions are costs associated with on-site labor and expenses, and cannot be finalized until the project design and schedule are developed. They are estimating their fees at $850,000 to $880,000. We have received comparisons between $850,000 and $1,200,000.

Shared Savings Incentive:
As part of them reducing their initial fees, they have offered a shared savings incentive as part of the contract. They are suggesting a 65 percent to the Village, and 35 percent to Leopardo for any savings they are able to achieve below their guaranteed maximum price. The amount paid to them would have an upper limit.

Other Comparisons Received:

Hoffman Estates Police Department	$21,000,000	Construction Budget
Preconstruction Fee	132,000	
Construction Manager Fee	646,000	- 3.1%
General Conditions	694,000	- 3.3%
Aurora Technical Services Police Building	$17,000,000	Construction Budget
Preconstruction Fee	65,000	
Construction Manager Fee	450,000	- 2.6%
General Conditions	1,278,500	- 7.5%
Streamwood Police Department	$12,000,000	Construction Budget
Preconstruction Fee	30,000	
Construction Manager Fee	600,000	- 5.0%
General Conditions	613,000	- 5.1%
Mt. Prospect Fire/Emergency Operations Center	$11,850,000	
Preconstruction Fee	75,000	
Construction Manager Fee	348,525	- 2.9%
General Conditions	632,976	- 5.3%

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COMMUNITY SERVICE

Daily Herald
Big Picture . Local Focus

Volunteers turn Hanover Park house into church's Spanish ministry
By James Kane | Daily Herald Staff
Published: 10/7/2009

Tabernacle Baptist Church in Hanover Park held a neighborhood barbecue Oct. 3 to celebrate the rescue of a derelict house and its future use in an outreach program and ministry to Spanish speaking residents of the area.

Gangs had broken into the house at 1605 Evergreen Ave., adjacent to the church at 7020 Barrington Road, punched holes in the walls and written graffiti on them, said Rev. Matthew Black, the senior pastor at the church.

The church took possession of the building in May and Leopardo Construction in Chicago provided about 40 volunteer workers from three states through its "Helping Hands" volunteer program to do interior demolition on June 1 and then rebuild the interior in the following weeks, he said.

Because of the damage and for its new use, the building needed wiring, new bathrooms, heating and air conditioning changes, and some walls moved, Black said. Parishioners and neighborhood residents helped with tasks such as painting, plumbing, laying tile and landscaping.

One neighbor who used to be a landscaper volunteered to help lay sod. "We couldn't have done it without him," Black said. Altogether, about 40 people helped with the renovation.

The building now has meeting rooms, classrooms and bathrooms. "It will be used as a Spanish ministry" and for church fellowship events, he said.

While the congregation is mostly English-speaking, Black, who spent four years as a Baptist missionary in Spain, says the congregation has been making more of an effort to connect with people in the neighborhood, who he estimated are 80 percent Hispanic.

The church now draws 10-15 people who speak Spanish and hopes to increase that, he said.

"We feel like we're in a strategic location for reaching out and helping these people," he said.

Leopardo is a proud member of IACP and ILCMA