



Community Planning . Site Design . Development Economics . Landscape Architecture

MEMORANDUM

TO: Development Commission
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DATE: Hanover Park Stakeholder Interview Summary Memo

SUBJECT: February 12, 2009

Over the course of December 2008 through early February 2009, Teska Associates and Business District Incorporated (Consultant Team) conducted interviews with over 25 community stakeholders. Community stakeholders included Village Trustees, Development Commissioners, Environmental Commissioners, business owners, Chamber of Commerce members, City Staff, and other community leaders. Please see the attached document for a complete list of interviewees. 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 comments and recommendations listed below only represent the opinion of various individuals, and do not necessarily reflect the policies and opinions of the Village of Hanover Park elected officials, staff, or the Consultant Team. The purpose of this memo is only to summarize shared comments and issues identified through the stakeholder interview process, and does not reflect all the comments that were raised nor all the Village issues and opportunities that will be addressed through the comprehensive planning process.

The stakeholder interviews focused on both the update to the Comprehensive Plan and the Zoning Ordinance. Please see the attached sample questionnaire. Listed below are the key issues and opinions that were identified through the stakeholder interviews:

Elgin O'Hare Expressway Extension

The extension of the Elgin / O'Hare Expressway and the potential impacts it will have upon 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. In addition, many interviewees felt that the Comprehensive Plan should address the possibility of the extension not occurring in the next 20 to 30 years.

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. As part of code enforcement process, the Village should consider developing 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 does not allow on-street parking in residential area for a multitude of reasons including: snow removal, emergency vehicle access, visibility and appearance, and car abandonment. However, 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.

The Village has a unique advantage due to its location, including access to transit and a multitude of expressways. A few problematic intersections were identified as problematic, including Irving Park and Barrington Road; County Farm Road and Army Trail. Some individuals believed that congestion issues in the Village were more perceived rather than actual reality as compared to other regional traffic issues.

Lack of Community Identity

Hanover Park is highly fragmented due to the numerous multiple governmental jurisdictions including 6 school districts, 4 townships, 3 park departments, 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. Often, based on geographic locations, residents identify more with surrounding communities than Hanover Park. These divisions create a community of which different neighborhoods are connected by non-municipal elements, and thus might not know each other or have a common community connection. As a result of these divisions, people tend to identify less with Hanover Park's municipal boundary, than with other nearby communities. In addition to geographic and boundary divisions, many stakeholders identified that there appears to be no common unifying element (schools, park district, municipal boundaries, downtown, unique feature) that unites all Hanover Park residents and offers a Village identity to outsiders.

Most interviewees stated that in addition to physical improvements typically associated with a Comprehensive Plan, branding should be considered as an element to this plan.

Redevelopment Opportunities and Strategies Along Major Village Corridors

Many stakeholders stated that there are a few key redevelopment opportunities along Irving Park, Barrington Road, Lake Street and Gary Avenue, including a few aging stripmalls. 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. In light of the current economic conditions, multiple strategies should be considered to allow, encourage, and incentivize entire property redevelopment, and/or store-by-store property and façade improvements. Corridor development should be market based.

In addition, stakeholders noted that a banquet facility, a hotel, more quality restaurants, and a department store would be desired uses to bring into the Village.

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 has recently failed do to market 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, a few 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/downtown.

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, 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. These initiatives should be identified through the comprehensive planning process.

Goals of Plan

Stakeholders identified the following list of short-term 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 Town Center and Ontarioville
- Redevelop strip malls along key corridors

Stakeholder identified the following list of long-term goals to be addressed through the Comprehensive Plan update:

- Elgin O'Hare Expressway expansion
- Future of Keeneyville
- Future redevelopment of landfill

Attached:

- Stakeholders Interviewed
- Sample Questionnaire with response summary