



Appendix

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Appendix A: Village Center Assessment

1. Process and Community Engagement



Throughout the planning process a Steering Committee, comprised of Village staff, public officials, County agency officials, local residents, property owners, business owners, representatives from the Regional Transportation Authority (RTA), Illinois Department of Transportation (IDOT), Metra, Pace, and others provided guidance and feedback during each phase of work.

To ensure that the Hanover Park Village Center and TOD Plan has a broad level of support and understanding, the planning process included an extensive public participation component designed to involve community stakeholders and residents in crafting a plan that represents a vision for the Study Area that is responsive to the goals and aspirations of Hanover Park residents and businesses. The public participation process includes:

Stakeholder Interviews

Interviews were conducted in June, 2011, with various community stakeholders to share and discuss insights and ideas relating to the Study Area and visions for how they would like the area to be planned. Key stakeholders that were interviewed included Village officials, Village commission members, business and property owners, business tenants, developers, real estate brokers, business associations, residents, transit riders, and transit agencies (RTA, Metra, and Pace).

Overall, participants noted that the critical issues affecting the success of the Village Center revolve around the current lack of connectivity to the rest of the community. Most stakeholders felt there needs to be better connections for vehicles, bikes and pedestrians. While the extensive presence of wetlands poses limitations to development, protection and enhance of environmental areas is seen as a potential asset and amenity. Sustainable living should be promoted, focusing on energy efficiency, walkability and use of alternative modes of transportation. Civic uses should be important anchors and focal points in the Village Center, providing opportunities for unifying community events, and for multi-cultural, arts and educational programming. The improvement/extension of the Elgin-O'Hare roadway as a limited access boulevard roadway is essential to the success of the Village Center. A summary of interviews and a list of interviewees are provided in the Appendix E.



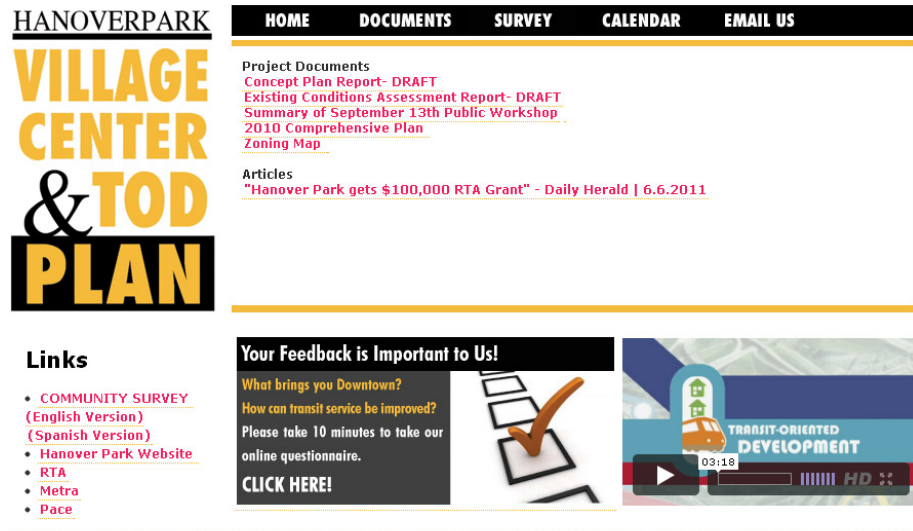


Figure A-1: Village Center & TOD Plan Project Website

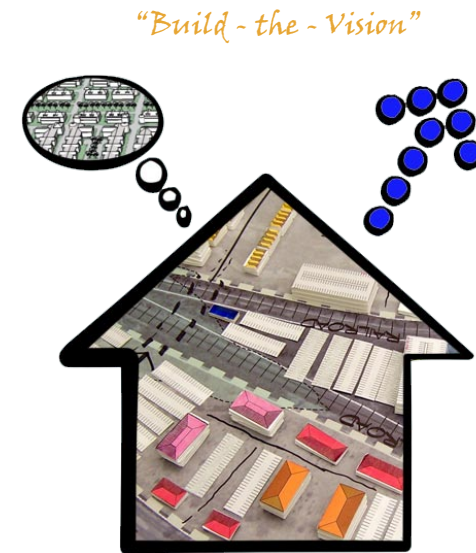
● **Project Website**

A project website provided an online resource and forum to keep the public informed and engaged in the planning process. The website enabled community members to download and view documents, provide feedback, access the community survey, find online resources, and view a schedule of meetings and key dates.

Website: www.teskaassociates.com/hanoverparktod/index.html

● **Community Survey and Remarks**

A community survey was administered to the community at the start of the planning process to gather feedback relating to a variety of topics, including land use, transit, economic development, and recreation. The survey was designed to be both web-based and paper-based to enable a broader reach of the community. The survey results, which are summarized in the Appendix, will be considered during the concept development phase.



● **Community Workshops**

Community workshops provided the opportunity for community members to actively participate in the planning process via a series of interactive activities, including a “Build-the-Vision” mapping exercise and image preference survey.



Participants at the “Build-the-Vision” mapping exercise presenting their ideas

2. Zoning and Land Use Assessment

Zoning Assessment

Overview

In their recent publication “Transit Supportive Zoning – Best Practices,” the Regional Transportation Authority (RTA) recognizes that without adequate zoning tools to implement the many TOD plans in the region the desired investment may not be achieved. To date, only a modest number of projects have been implemented. Although there are many reasons for limited development activity in TODs, the ability of a developer to secure the necessary community approvals is often hampered by outdated and inadequate zoning standards and burdensome procedures.

Zoning is one of the most influential tools local communities have in facilitating the implementation of TOD plans. A well-crafted set of zoning standards and procedures can enhance the potential for new development by reducing barriers and clearly communicating design intent. To encourage TODs, a municipality can create a special TOD zoning designation or change existing classifications.

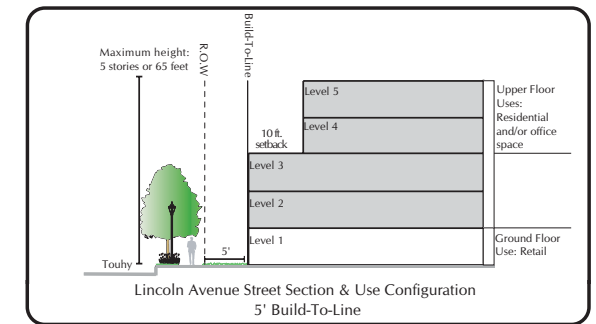
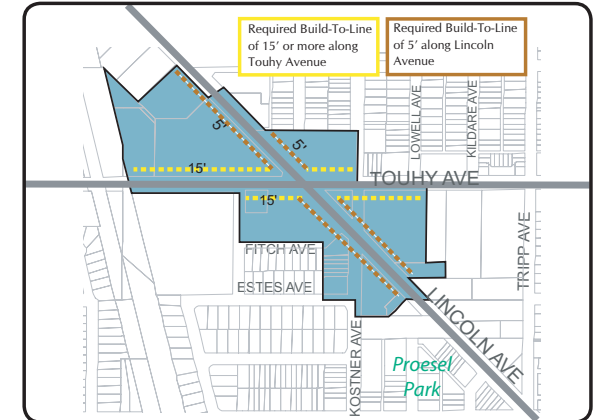


Zoning for TODs

Many communities across the country are using zoning regulation to better realize desired uses and control the overall character or “form” of development. Traditional codes are combining “form-based” zoning techniques to exercise greater control over the design as well as the function of specific building types referenced in the “regulating” or master land use plan for TODs. When done correctly, incorporating form-based elements can provide greater certainty for the community and the developer over the desired outcome by combining design with standard zoning typical bulk requirements, while and still allowing communities control over types of uses.

BUILDING SITING
<p>Buildings on Touhy Avenue : A build-to-line of 15' or more is required to buffer pedestrians from the high traffic volume on Touhy</p> <p>Buildings on Lincoln Avenue: A build-to-line of 5 feet is required to provide a pedestrian oriented window shopping environment with retail establishments located near the sidewalk.</p>
HEIGHT REQUIREMENTS
<p>5 stories or 65' maximum height.</p> <p>2 stories allowed above third story provided there is a 10' setback above the 3rd floor.</p>
USE CONFIGURATION
<p>A. Ground Floor Limited to retail and other non-residential uses including restaurants, boutique hotels, and family entertainment venues, which encourage pedestrian activity and congregation.*</p> <p><i>*Refer to the Table 4.01.1, the B-3 District of the Village Zoning Regulations for permitted and special uses.</i></p>

Land Use Plan



Example of a Form Based Code applied to a Village Center Planned Development in Lincolnwood, IL by Teska Associates, Inc.

Zoning in Hanover Park

Hanover Park’s TOD area consists of five zoning categories as described on Figure A-2. With the adoption of the Comprehensive Plan in 2010, the Village updated its zoning regulations and established a special zoning district – “*Village Center Planned Development District (VCPD)*.” Currently serving as a floating zone (not yet applied to property), the VCPD district is intended to require a minimum of 5 acres for all projects, and to comply with the procedures for planned unit

developments. All existing uses are permitted to continue without compliance to the new standards. Uses and design standards for projects in the VCPD are required to be in general conformance to the Village Center TOD Plan element of the Village Comprehensive Plan.

Required level of zoning review for the TOD area. Currently, a developer of the TOD as provided in the Village’s Comprehensive Plan has only one option, to pursue in the creation of the Village Center concept as a Village Center Planned Development

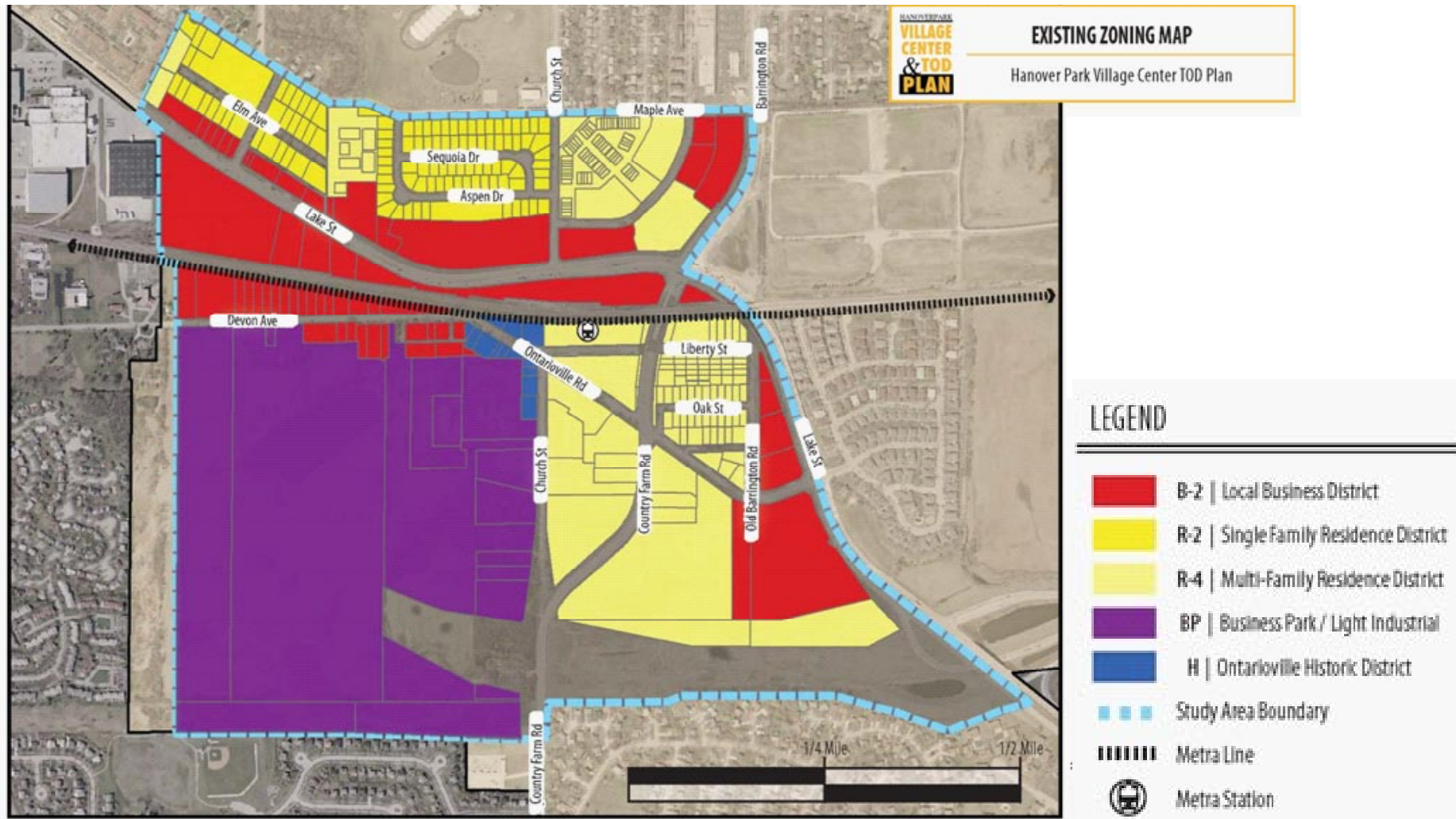


Figure A-2: Existing Zoning Map

District. To achieve the mix and diversity of uses recommended in the TOD Plan, a developer would be required to seek special use approval. As a special use the TOD plan would be subject to the special use/public hearing process that provides no certainty development plans that comply with the TOD plan will be approved. Furthermore, except for a limited number of minor changes, revisions to approved planned development districts are subject to a new public hearing, creating an additional burden on a business and/or developer if revisions to approved plans are required to respond to changing market conditions over time.

Analysis of Existing Zoning on Village Center

The overall objective of Hanover Park's Village Center TOD Plan is to serve as a guideline in the evaluation of subsequent development proposals. As such, the Village should maintain maximum flexibility in the application of zoning standards so as to not stifle creative approaches that respond to changing market conditions, as the development of the entire TOD area will occur over many years and include several different development groups. Current zoning districts are not sufficient to guide development over the long term.

To accommodate the desired Village Center TOD development consideration should be given to modifying the existing Village Center PD District with form-based design guidelines consistent with the Plan. This approach will provide both clarity for developers, and a comprehensive set of standards and procedures to guide the long term development of the TOD area. Current model Transit Support codes prepared for the RTA by Teska Associates, Inc. will serve as models for consideration.

Jurisdiction and Boundaries

Complicating planning, economic development, and transportation matters are the complex and multiple jurisdictional layers within the Study Area. As can be seen in Figure A-3, the Study Area is bisected, divided, and bounded by multiple jurisdictions:

- Bisected between Cook County to the north and DuPage County to the south;
- Divided into three separate townships: Hanover Township (Cook County), Wayne Township (DuPage County), and Bloomingdale Township (DuPage County);
- Bounded by the Village of Bartlett to the west, south of the railroad tracks;
- Bounded by the Village of Streamwood to the west, north of the railroad tracks;
- Divided by Elgin School District U-46 to the west and Keeneyville School District 20/Lake Park High School District to the east.

Working in partnership with these various jurisdictions will be paramount in the long-term success of the Hanover Park Village Center.

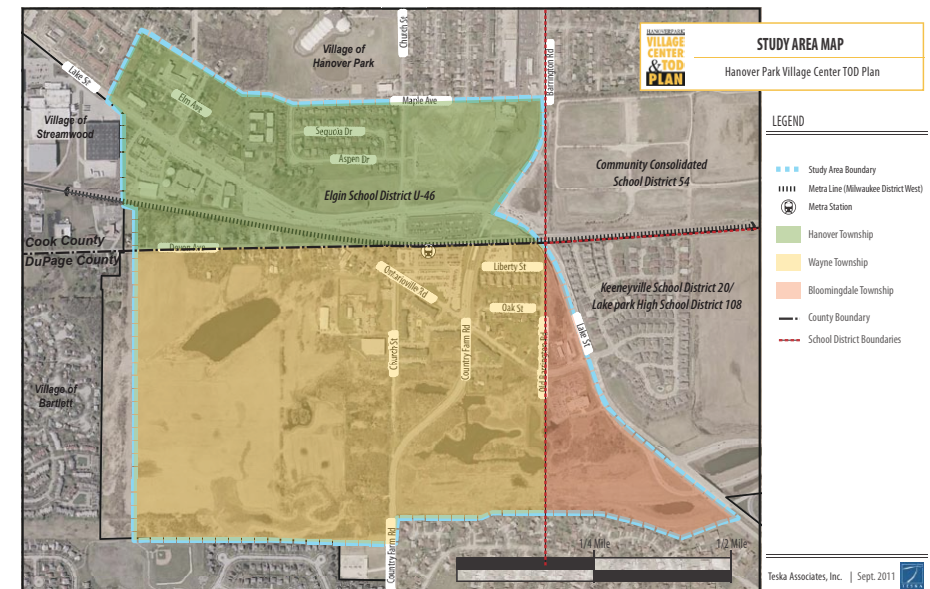


Figure A-3: Jurisdiction Boundaries

Existing Land Use

The primary Study Area is comprised of both developed and undeveloped sites. The largest contiguous area of undeveloped parcels is the Elgin O'Hare Expressway extension right-of-way and adjacent lands. These undeveloped sites present a tremendous opportunity for Hanover Park to plan and develop its own unique Village Center, anchored by a commuter rail station and mixed-use transit-oriented development. However, natural impediments – including environmentally sensitive features such as wetlands, and topography, can limit the extent to which these parcel can be developed (environmental issues are described further below).

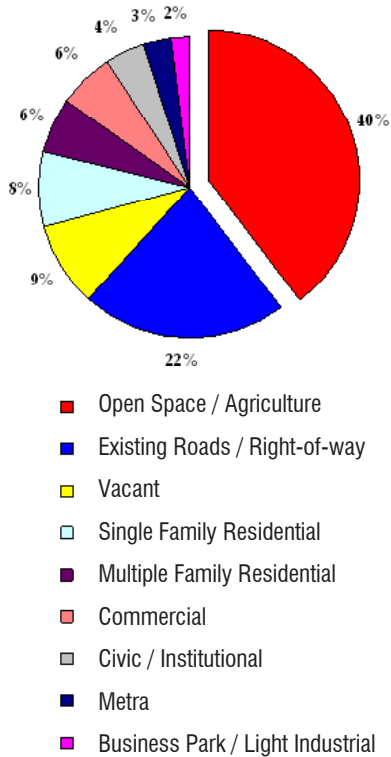


Figure A-4: Existing land use percentages

Land Use	Area (Acres)	Percent
Open Space / Ag	165.7	39.8%
Existing Roads / Right-of-way (excludes Elgin O'Hare Expressway)	91.0	21.9%
Vacant	38.5	9.3%
Single Family Residential	32.5	7.8%
Multiple Family Residential	25.3	6.1%
Commercial	24.5	5.9%
Civic / Institutional	17.8	4.3%
Metra	12.1	2.9%
Business Park / Light Industrial	8.6	2.1%
TOTAL	416	100%

Table A-1: Area and percentage of land uses within the study area

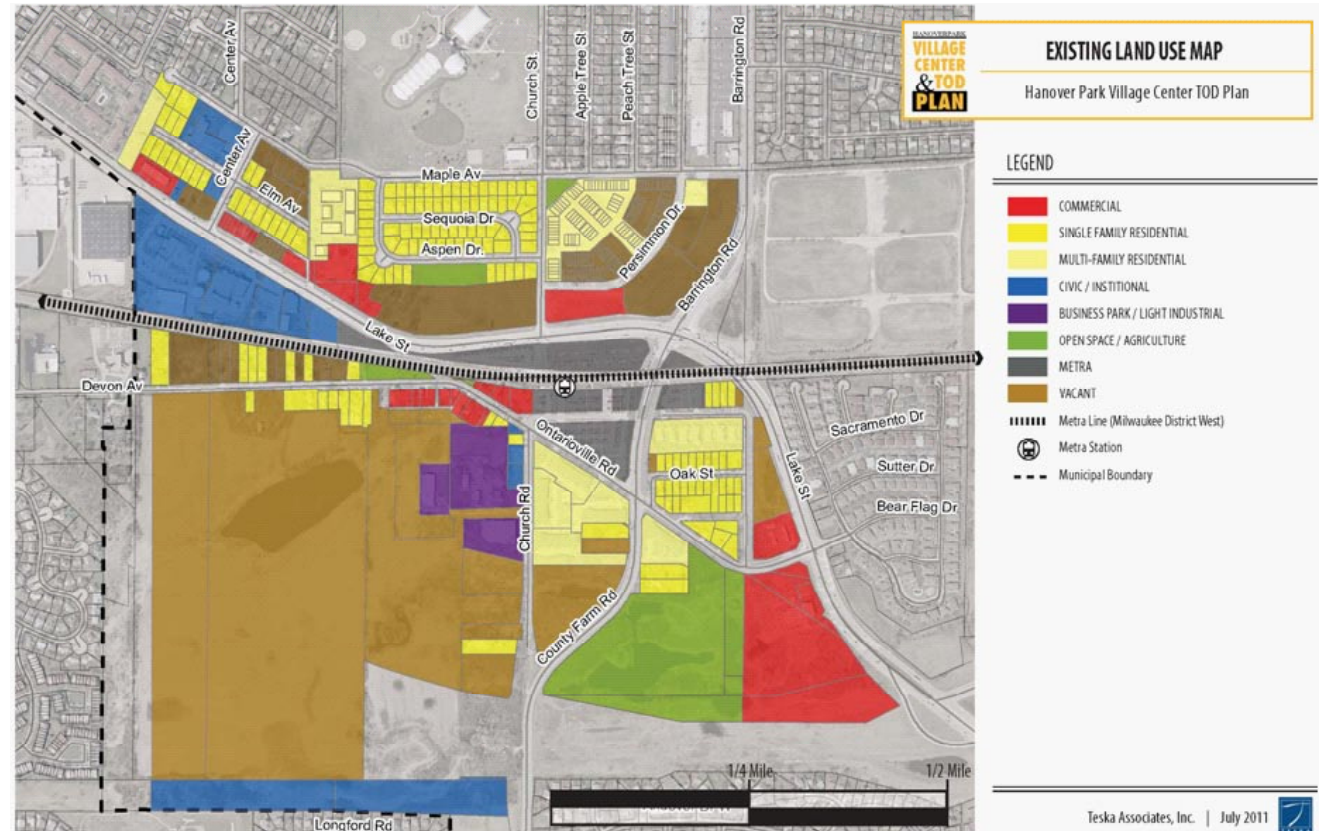


Figure A-5: Existing land use map

Infrastructure & Community Facilities Assessment

Water Supply and Distribution System

The Village of Hanover Park is served with treated Lake Michigan water distributed by the Northwest Suburban Municipal Joint Action Water Agency (NSMJAWA), who purchases the water from the City of Chicago. The Village owns and operates the local water system, serving approximately 38,300 residents and over 11,600 households. The Village maintains a well planned and robust water system that is well suited to serve current and future development within the Village Center. The Village's current unused Lake Michigan water allocation for year 2012, comparing average daily use to the allocation, is enough to accommodate at least 4,150 additional Population Equivalents (1 P.E. = 100 gallons-per-capita per-day).

According to Village officials, development in the Village Center TOD would not require additional water storage to be constructed.

Sanitary Sewer System and Wastewater Treatment

The Village operates its own wastewater treatment plant (Hanover Park STP #1) that serves the part of the Village Center area within DuPage Co. The remaining treatment capacity at this facility would be adequate for about 5,000 P.E. According to Village officials the sanitary sewers serving the study area have substantial excess capacity. As development begins to occur over time, a detailed analysis should be performed to determine the actual pipe capacities and whether upgrades would be needed to serve the expected land use and density scenarios that are likely to continue to build-out.

Portions of the Village within Cook County (generally north of Devon Avenue) are provided with wastewater treatment by the Metropolitan Water Reclamation District (MWRD). Future development in the Cook County portion of the study area would be well served by the existing Village sanitary sewers and by the proximity to the MWRD interceptor sewer. According to Village officials these existing sewers have substantial excess capacity to accommodate additional wastewater flow. The Hanover Park treatment plant is operating at approximately 78% of its rated capacity, providing capacity for about 8,000 P.E. of additional development.



Community Facilities

The Village's 2010 Comprehensive Plan notes that the provision of high quality community facilities capable of providing civic, cultural, recreational, social, educational, governmental and spiritual needs of the Village is essential in providing a high quality-of-life for existing and future residents. While the overall condition of the municipal facilities and public infrastructure is generally sound to address current and short term needs, the development of the Village Center over the long term will likely have a significant impact on services provided by the Village and other taxing districts.

Municipal Government

Administration. Except for fire safety services, all governmental services are provided at the municipal campus located at the west edge of the study area. Current plans to relocate the police department will provide additional capacity within current facilities for expansion of administrative services.

Public Works Department. Current located within the municipal campus on Lake Street, the public works services the entire Village. Current facilities are considered sufficient to provide services to future development in the Village Center area. Some portion of the properties just outside the northeast part of the study area, current controlled by the Metropolitan Water Reclamation District (MWRD), used as part of the sewer treatment process, may be available for reuse.

Public Safety

Fire Department. The Hanover Park Fire Department operates from two fire stations, the main station located north of Lake Street on Barrington Road, and the second station located on County Farm Road, north of Army Trail Road may be relocated to a new facility at Schick and County Farm Roads. These facilities will provide

adequate services for all projects currently contemplated in the Village Center.

Police Department. Currently housed in the administrative buildings located on Lake Street, at the western edge of the study area, a new building under construction on the municipal campus will provide a modern facility for the Police Department.

Education

The Village Center study area comprises two separate school districts. Almost all of the study area is within the Elgin School District U-46 District to the west of Barrington Road as extended south of Lake Street. Elementary students from the Village Center attend the Ontarioville Elementary School, located on Elm Street, north of Lake. High school student attend Bartlett High School. A small portion of land consisting of a gas station and Alexian Brothers medical facility fronting Lake Street is within the Keeneyville School District 20, and Lake Park High School District 108 to the east.

Parks and Recreation

Most of Hanover Park is served by the Hanover Park - Park District, including all of the Village Center study area. No facilities are currently planned for this area

Other Institutions

The only other institutional use in the study area is the Smyrna Church of God. This small country church, which possesses its original Gothic Revival qualities, was built in c.1870 in another location and moved to its current location in 1874. This building is the single most important visual element of Ontarioville’s architecture. Located in an historic structure, that is not currently a designated “landmark” building within the Ontarioville Historic District. Long term plan include for the

church to remain and potential for expansion of the building.

A small stone cemetery, whose earliest grave marker appears to be 1903, lies to the south of the Church, and cannot be expanded or hold anymore grave sites. It is currently owned by the Emmanuel Evangelical Lutheran Church located on Devon Ave. in Bartlett.

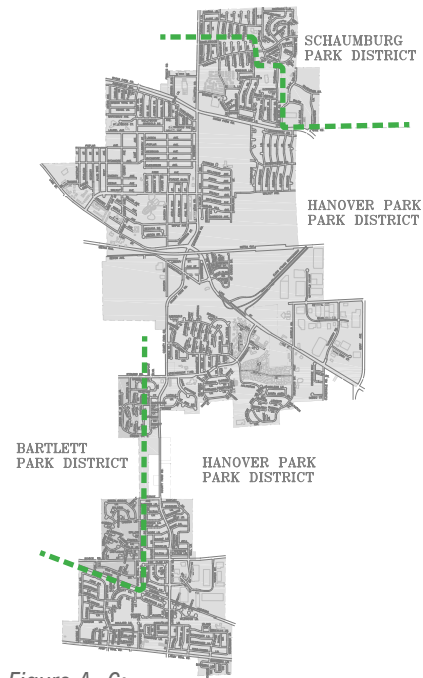


Figure A- 6:
Map of park districts in Hanover Park

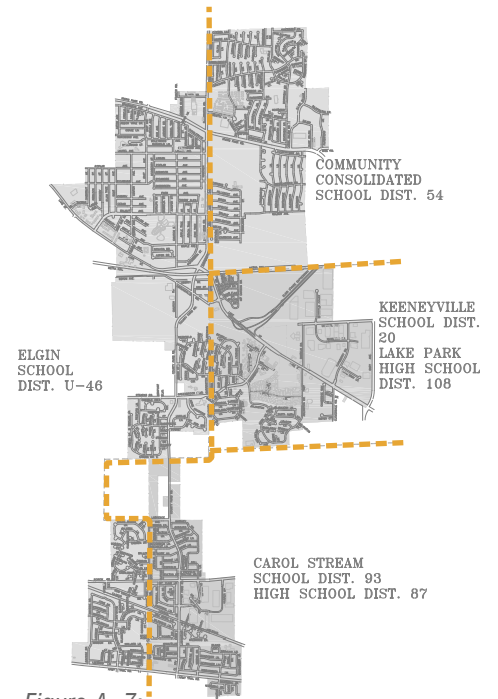


Figure A- 7:
Map of school districts in Hanover Park



Environmental Features

Wetlands

A large part of the study area is occupied by wetlands. Figure A-9 shows the location of these wetlands. The areas marked with a blue hatch are the approximate boundaries of the wetlands as provided by a 2003 Village study. Areas in red indicate expanded boundaries as a result of the field investigation conducted by Gewalt Hamilton in the summer of 2011. In addition, these wetlands are classified as either critical or regulatory under the DuPage County Wetland Ordinance. Critical wetlands require a buffer of 100 feet within which no development can take place. For regulatory wetlands this boundary is 50 feet. However, wetlands can be mitigated within DuPage County at a rate of three to one (3:1) for critical wetlands, and one and one half to one (1.5:1) for regulatory wetlands.

Soil Conditions

As part of the planning effort for the Village Center Plan, the soil maps for the study area were reviewed to determine the adequacy to support new development. In summary, the conditions of the surrounding soils are such that future development will require some additional improvements to address the general poor condition of soils through constructed drainage elements or special foundation construction design and materials.

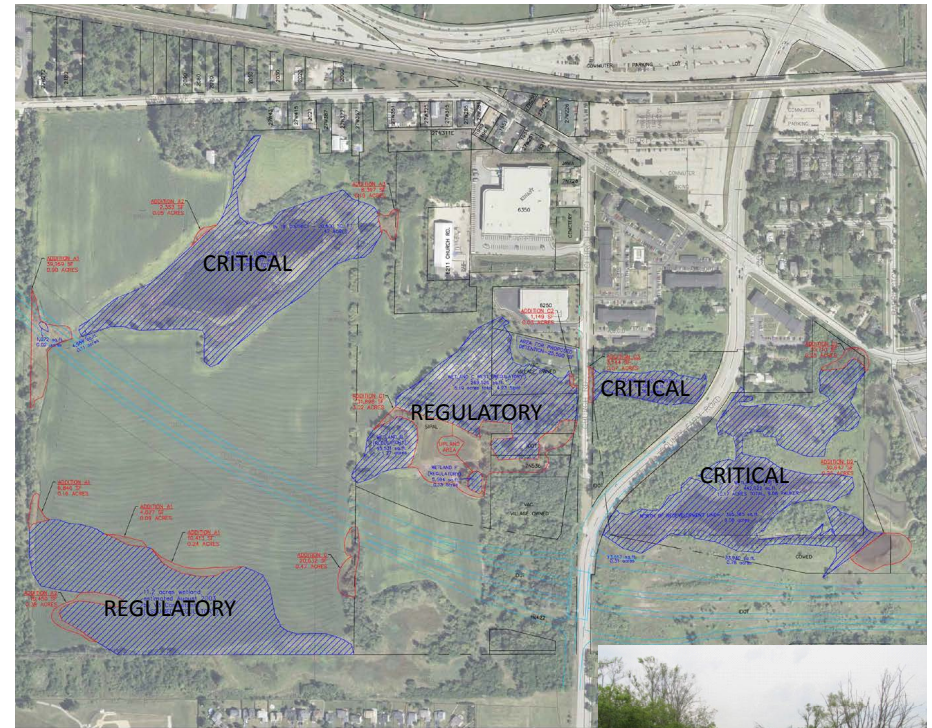


Figure A-9: Map showing the location of critical and regulatory wetlands within the study area



Hydrologic Soil group	Description	Texture	Infiltration Rates (in/hr)
A	Low runoff potential and high infiltration rates even when wetted	Sand, loamy sand, or sandy loam	> 0.30
B	Moderate infiltration rates when wetted	Silt loam or loam	0.15 – 0.30
C	Low infiltration rates when wetted	Sandy clay loam	0.05 – 0.15
D	High runoff potential and very low infiltration when wetted	Clay loam, silty clay loam, sandy clay, silty clay, or clay clay, or clay	0 – 0.05

Table A-2: Soil conditions of the undeveloped land within the study area

Figure A-8: Map showing the soil types and description of the soils within the study area

Development Opportunities and Urban Design Assessment

The Development and Land Use Assessment Map (Figure A-12) illustrate the key development opportunities and issues that will have an impact on the development concepts for the Village Center. Key issues relate to site availability, transportation, environmental, and existing uses. Just as important as understanding long term opportunities and constraints for developing structures and creating public spaces, analyzing the physical site characteristics of the study area ensures that Village Center plan truly reflects both the distinct characteristics that define Hanover Park. (See Figure A-11).

Figure A-10: Development and Land Assessment Map

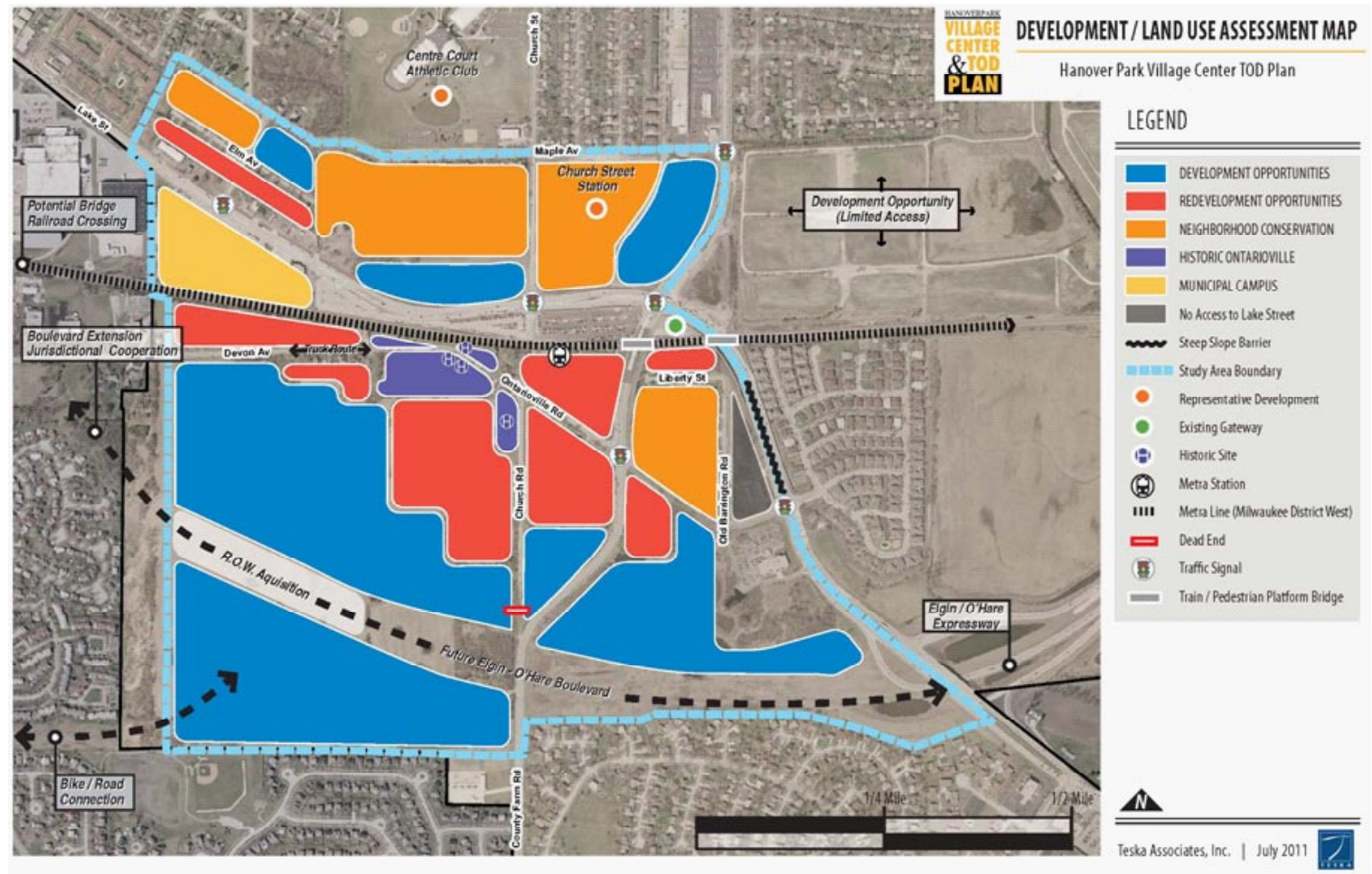
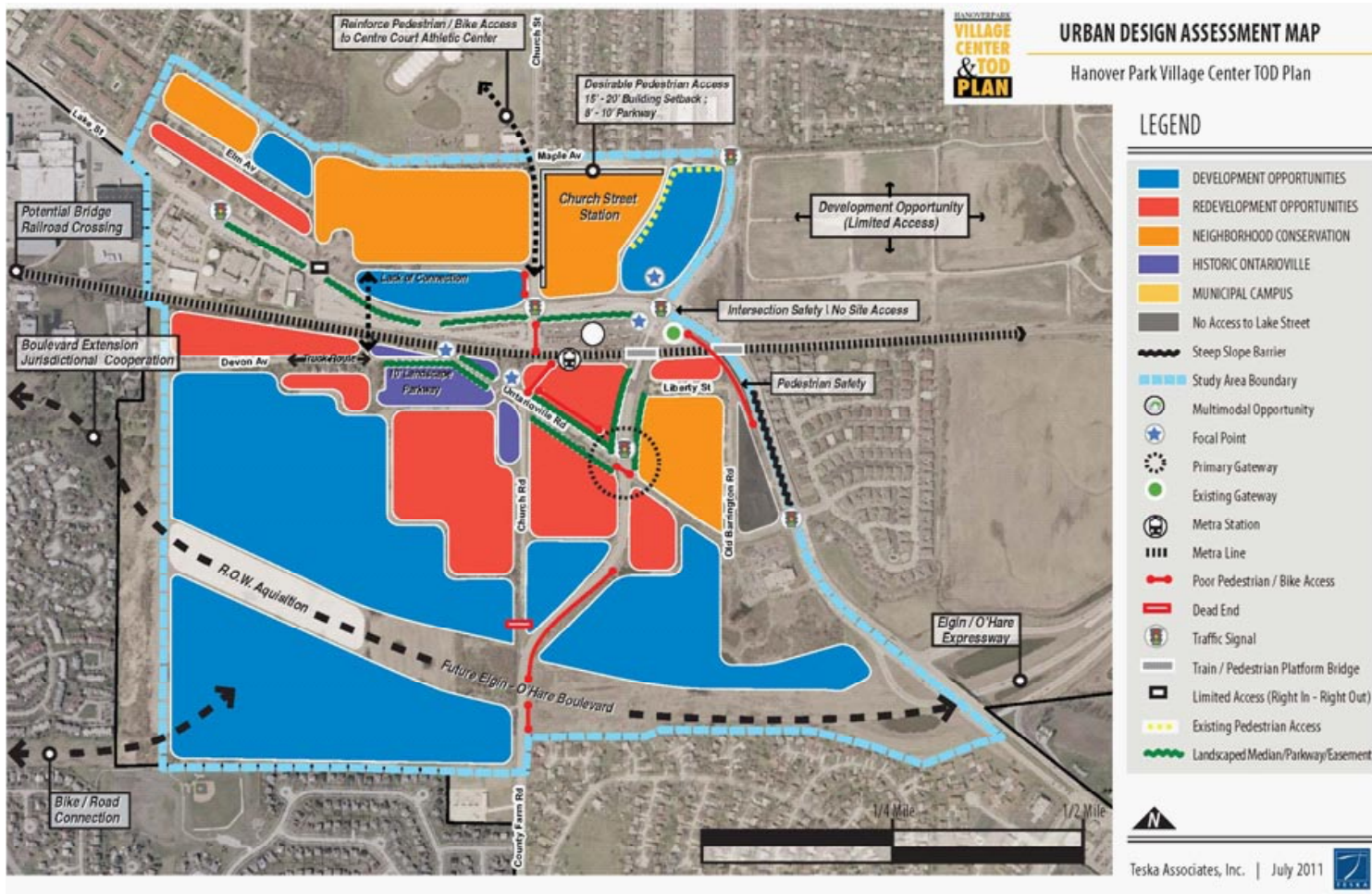


Figure A-11: Urban Design Assessment Map



3. Transportation Assessment

Hanover Park has excellent regional transportation access provided by Metra Milwaukee District West Line and the Elgin-O'Hare Expressway which connects the community to the Interstate Highway System via I-290/355 and I-90. The Village Center is also well positioned with excellent regional roadway access offered by Barrington Road/County Farm Road and the Lake Street (US 20) corridors, the Elgin-O'Hare Expressway, and adjacency to the Metra commuter station.

Metra Commuter / Public Transportation Characteristics

Hanover Park is served by the Metra Milwaukee District - West Line (MD-W). This line originates in downtown Chicago at Union Station and terminates at Big Timber Road in Elgin, a distance of about 40 miles. The MD-W Line carries just over 22,000 trips per weekday. Nearby stations include Schaumburg to the east and Bartlett to the west. Travel time is approximately one hour between the Loop and Hanover Park off-peak, or approximately 45 minutes on peak-period express trains.

Ridership Numbers and Patterns

Per Metra's System wide Boarding/Alighting Counts conducted in the fall of 2006, there were 1,482 boardings at the Hanover Park station, which accounts for the third highest ridership along the line, just slightly less than Schaumburg and Roselle. As shown in Table A-3, of the weekday boardings 1,455 (98%) were traveling in the traditional commute direction inbound towards the City of Chicago and 23 (2%) were traveling in the reverse commute direction outbound towards Elgin. Table A-4, shows that ridership has remained fairly stable over the last decade.

A majority of commuters boarding at the Hanover Park station come from Hanover Park (24%), Bartlett (20%), Streamwood (20%), and Carol Stream (12%). The primary mode of access to the station is by driving, as shown in Table A-5. The Hanover Park station show much more drivers and much less walkers to the station than the MD-W line as a whole and Metra system wide.

Commuter parking

Commuter parking is provided in eight separate lots adjacent to the Metra station, which provides 1,373 spaces (plus 23 accessible spaces), as shown in Table A-6 and Figure A-12. These spaces are divided between daily fee which comprises 42% of the commuter spaces and permits which comprise 58% of the commuter spaces. Overall, occupancy for all commuter spaces is 70%, although if all permit

spaces were assumed to be full, the effective occupancy rate would be 85%. Figure A-12 also indicates the ownership of the commuter parking facilities.

Increasing Metra ridership potential is limited by the number of passengers who can access the station via auto, bus, bicycle, or walking. With commuter parking effectively full, all other modes must be considered for improvement to access the station. Improving streets, sidewalks, and crossings can offer safe, direct, and pleasurable walking and biking routes to access the station. Improving/increasing bus service and providing a convenient bus staging area offers an opportunity to increase transit access the station. While additional commuter parking can generate

Time Period	Inbound ON	Inbound OFF	Outbound ON	Outbound OFF
A.M. Peak	1,180	8	10	21
Midday	187	2	8	176
P.M. Peak	61	7	8	1,085
Evening	27	6	1	111

Table A-3: Ridership Summary by Time Period

	1991	1993	1995	1997	1999	2002	2006
Hanover Park Station - Weekday Boardings	1,171	1,455	1,356	1,460	1,506	1,431	1,482

Table A-4: Weekday Boarding Over Time – Hanover Park Station, MD-W

Mode	Hanover Park	MD-West	Metra System
Walk	4%	25%	21%
Drive Alone	79%	53%	54%
Dropped Off	11%	12%	14%
Carpool (Driver/Pass.)	6%	4%	4%
Bus	0%	2%	4%
Bike	0%	1%	1%
Taxi	0%	1%	1%
Rapid Transit	0%	1%	1%
Other	1%	2%	1%

Table A-5: Mode of Access to Station, 2006

additional ridership, and would be desirable to Metra, the location of any new commuter parking must be carefully planned in the context of the Village Center Plan.

Lot	Daily Fee Spaces	Permit Spaces	Total Spaces	Observed Occupancy (No. / %)*	Effective Occupancy (No. / %)**
1	142	0	142	142 / 100%	142 / 100%
2	0	358	358	273 / 76%	358 / 100%
3	0	54	54	53 / 98%	54 / 100%
4	0	158	158	153 / 97%	158 / 100%
6	0	117	117	83 / 71%	117 / 100%
7	197	0	197	159 / 81%	159 / 81%
9	0	121	121	39 / 32%	121 / 100%
10	226	0	226	52 / 23%	52 / 23%
TOTAL	565	808	1,373	955 / 70%	1,162 / 85%

*Observed Occupancy: Spaces physically occupied during the parking survey

**Effective Occupancy: All sold permit spaces are assumed to be used, even if unoccupied during parking survey

Table A-6: Hanover Park Metra Station existing commuter parking spaces

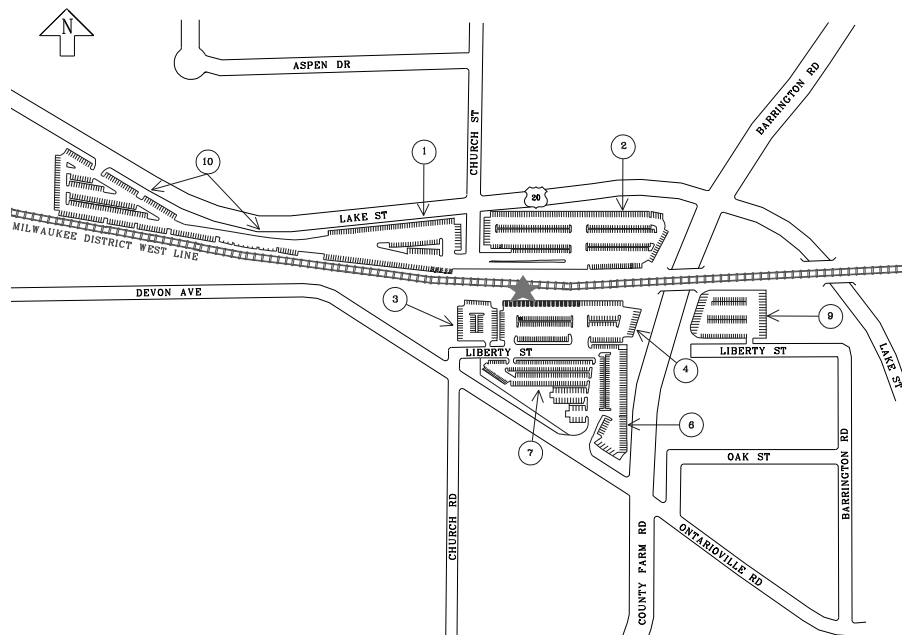


Figure A-12: Commuter parking locations and lot ownership

Pace Commuter Bus/Public Transportation Characteristics

Pace Route 554, shown in Figure A-13 provides rush hour commuter service to and from Elgin to the Schaumburg Northwest Transportation Center. This route operates during rush hours between the Elgin Terminal, Hanover Park and Schaumburg (Woodfield Mall and Northwest Transportation Center). Service on this route is provided to Towne Place West, Park Place Apartments, Metra MD/West Line Hanover Park Station, the Irving Park Commercial Corridor in Streamwood/Hanover Park, St. Alexius Medical Center, Woodfield Corridor, Woodfield Mall, and the Northwest Transportation Center.

This service currently only operates in one direction – eastbound in the A.M. and westbound in the P.M. Four eastbound and five westbound trips are provided during the weekdays. This route averages 147 riders per weekday. Starting in 2011 service began operating in both directions with an increased headway.



Figure A-13: Pace Route 554

Hanover Park Parking Lots	CPF Owner	Land Owner	Land Lessee	Maintenance
Lot 1	Village	METRA/ Village	N/A	Village
Lot 2	Village	METRA/ Village	Village	Village
Lot 3	Village	Village	N/A	Village
Lot 4	Village	Village	N/A	Village
Lot 6	Village	Village	N/A	Village
Lot 7	METRA	METRA/Village	N/A	Village
Lot 9	METRA	METRA/ Village	N/A	Village
Lot 10	METRA	METRA	N/A	Village

Existing Roadway Characteristics

Regional Access

Access to regional roads in the Village Center area is currently hindered given the location of the railroad tracks and only one connection from County Farm Road. The potential for direct and visible access to the Elgin O'Hare Expressway via a boulevard extension is essential to create the economic development advantages

that would allow for the future development of Village Center. With the western extension of the expressway as a boulevard type roadway section the addition of several prime access locations along the extended route is vital to access uses within the Village Center.



Figure A-14: Regional map showing the location of Hanover Park along the Metra MD West line from Chicago (Map not to scale)

Elgin-O'Hare Expressway Extension

Most of the Elgin O'Hare Expressway western extension right-of-way has been acquired by the State. However, the roadway extension has not been funded according to the State's 2011-2017 Proposed Highway Improvement Program. As a result, development plans for the adjacent "Village Center" area continue to be postponed. Recent discussions with the IDOT and local, and state officials indicate a willingness to seriously consider the extension as an access controlled arterial roadway.

Direct and visible access to the station study area via a boulevard type roadway section is absolutely imperative to create the economic development advantages that would allow for the future development of Village Center, which would equate to hundreds of acres of prime developable parcels. In addition to providing economic development opportunities, the Elgin O'Hare Expressway extension will enhance the community's regional transportation access.

If the Elgin O'Hare extension is implemented, it has been projected that traffic demands on segments of County Farm Road and Lake Street (outside the portion that is bounded by the Elgin O'Hare Expressway) will increase, requiring substantial capacity improvements. Traffic on Lake Street between Country Farm Road and the Elgin O'Hare Expressway western terminus would be reduced, as most traffic will bypass by way of the Elgin O'Hare Expressway extension. Similarly, traffic demand on Greenbrook Boulevard will likely be reduced between County Farm Road and Lake Street.

Existing Roadway Characteristics

The roadway network serving the Village Center creates the framework for the future access opportunities. The location of the Village Center in the approximate center of the Village will provide good local access to residents east and west along Lake Street as well as north and south along Barrington Road/County Farm Road. Figure A-15 illustrates the area roadway system and depicts the functional classification of the roads and associated traffic volumes.

Roadway Improvements

If the Elgin O'Hare Expressway extension occurs as a boulevard as proposed, major improvements will be needed to increase the capacity of County Farm Road. Lake Street, though, will not likely need major capacity improvements given that

traffic will be redistributed onto the extension. Traffic will be increased on Lake Street in Bartlett though as a result of the new terminus likely requiring widening and increased capacity along the corridor to the west but not in the vicinity of the station area.

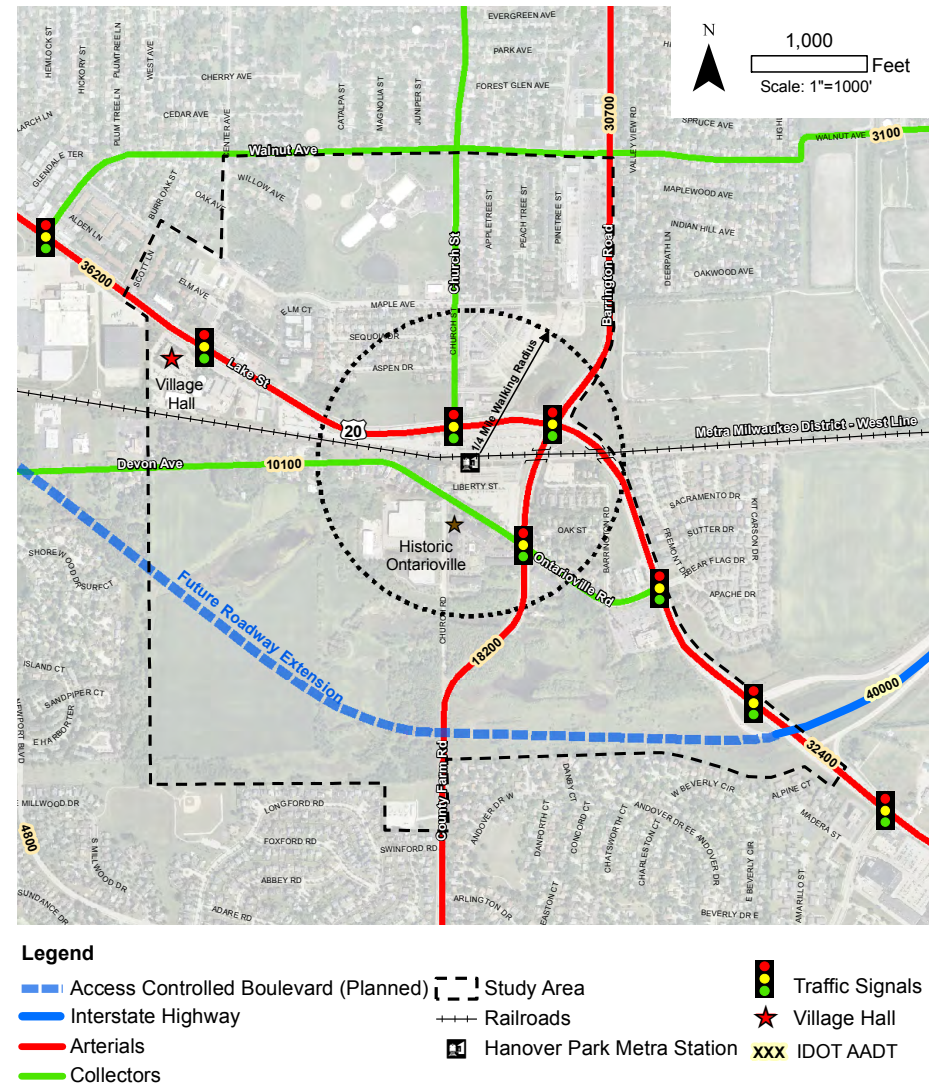


Figure A-15: Area Roadway System and Functional Classification Map

Multimodal Conditions

Near the arterial crossroads of Lake Street and County Farm Road, the roadways serving the Village Center are currently vehicular oriented making alternative modes of travel by bicyclists and pedestrians difficult. Due to the intended purpose, orientation, and location, the Village Center should serve as a multi-modal public transportation hub.

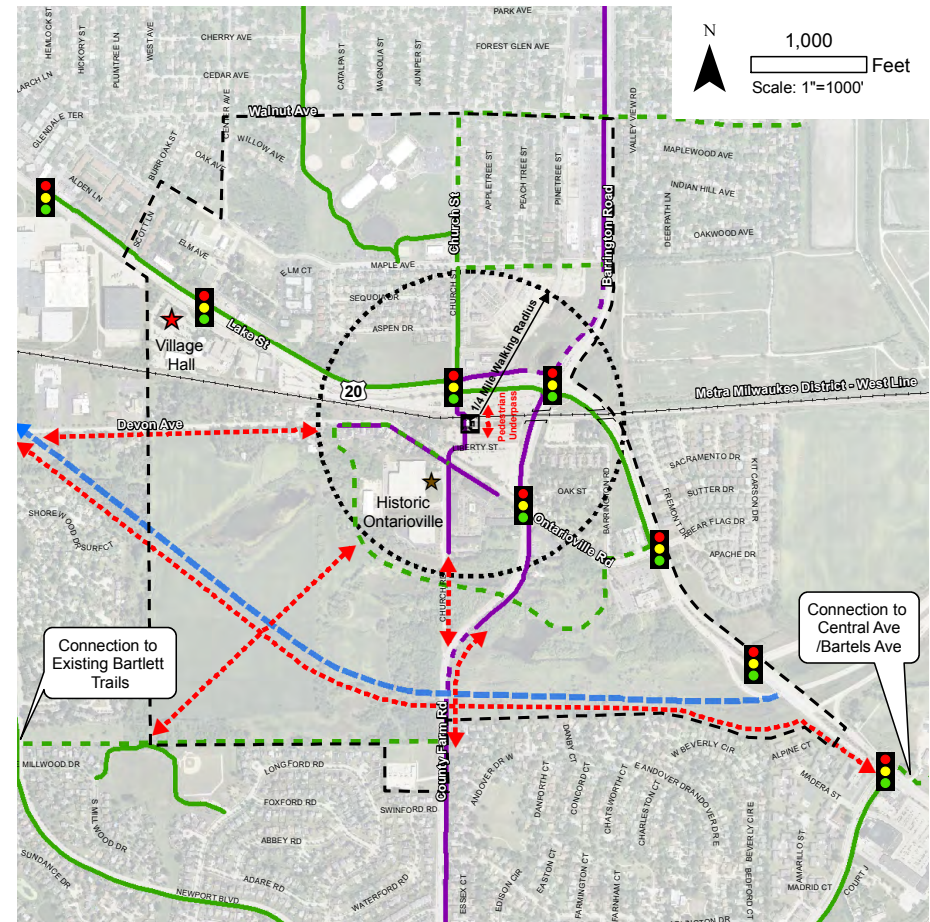
As such, the future transit-oriented nature of the development will make it especially important to recognize the various types of users that will need to be accommodated in the public right-of-way, including transit users, bicyclists and pedestrians.

Bicycle Circulation

Progress is being made on the bike and pedestrian system in and around the station area, but the area is still auto-dependent and bike routes are limited and disconnected. There are several unconnected bike paths through and around the planning area. However, the Village's Bike Plan provides for the connection of these paths. Several bike path connection opportunities exist that would connect the Village Center with planned and existing bikeways including connecting to neighboring community's routes and improving on the regional bike route system. The current gaps and potential bike route opportunities were identified as part of the transportation assessment and are shown in Figure 4.16. Future roadways serving the planning area should be bike friendly including preserving the right-of-way to appropriately accommodate bike lanes and routes.

Pedestrian Access

Similar to roads and bikes, pedestrian access must be a priority when planning for the Village Center. The railroad tracks and high traffic volumes on Lake Street create a physical barrier to pedestrian activity north-south through the planning area. The existing traffic signal at Lake Street/Church Street is an important pedestrian amenity allowing a safe location for bicyclist and walkers to cross Lake Street. Grade-separated access connecting the north and south sides of the tracks is a key consideration when planning the station area.



Legend

- Existing Trails/Paths
- - - Proposed Trails
- Existing Sidewalks
- - - Planned Sidewalk Connection
- - - Ped / Bikeway Opportunity
- - - Access Controlled Boulevard (Planned)
- Traffic Signals
- Hanover Park Metra Station
- Village Hall
- Study Area
- Railroads

Figure 4.16: Connection Map

4. Market Assessment

This Market Assessment looks at the opportunity presented by the area surrounding Hanover Park’s Metra Station. As the Village’s recently completed Comprehensive Plan determined, this area offers short-term incremental development possibilities and a unique long term opportunity for catalytic redevelopment resulting from the Elgin-O’Hare West Bypass (EOWB).

Market Overview

Although the presence of transit is a core principle of mixed-use transit oriented development (TOD) ultimately, to successfully mix residential, retail and offices in a development, each use must satisfy the demands of its own logical market. Table A-7 presents a statistical picture of existing conditions in the markets surrounding Hanover Park Station, and four other Metra stations where significant TOD investments have been made.

Hanover Park’s median income of \$68,000 exceeds the metro average of \$61,000 while its average income is below the regional average of \$85,000. That apparent inconsistency occurs because there is less household income variation in Hanover Park than the region as a whole. Hanover Park and the markets identified in Table A-7 all fall short of the region’s 1.4 jobs per household. Fewer jobs per household in this area mean longer commutes as wage earners travel for employment. Because incomes are at regional averages, retail spending potential meets the expectations of merchants and restaurateurs serving this area. In summary, today’s developers looking at Hanover Park as an opportunity would find the existing population to be typical of the region and not an impediment to potential investment.

The type of development Hanover Park is likely to attract depends on its position within the surrounding region. As Table A-7 demonstrates, Hanover Park’s residents are slightly younger and lower income than residents of the comparable station areas, suggesting that Hanover Park may be the residential entry point for households establishing themselves in this area.

Another key factor impacting the study area is its location in both Cook and DuPage Counties and the resulting tax assessment differences. Cook County assessment practices are advantageous to equity residential development over apartments or commercial development.

	Hanover Park	Mount Prospect	Des Plaines	Arlington Heights	LaGrange
General					
Population	15,872	16,173	16,824	18,318	21,981
Households	4,512	6,162	7,628	7,432	7,925
Average Household Size	3.5	2.6	2.2	2.5	2.8
Average Household Income	\$70,937	\$89,556	\$71,257	\$102,592	\$111,005
Median Household Income	\$62,589	\$78,725	\$51,556	\$82,689	\$83,229
Per Capita Income	\$24,717	\$34,643	\$33,800	\$42,698	\$42,455
Median Age	31.1	41.8	41.7	40.2	39.1
Residential					
Housing Units	4,805	6,580	8,277	8,148	8,596
Owner Occupied Housing	70.30%	85.20%	66.70%	69.50%	74.40%
Renter Occupied Housing	22.70%	8.00%	25.50%	21.70%	17.80%
Vacant Housing Units	6.10%	6.80%	7.80%	8.80%	7.80%
Office					
Number of Employees	2,126	7,521	8,023	9,172	8,995
Jobs per Household	0.5	1.2	1.1	1.2	1.1
Retail					
Retail Spending Potential	\$168,827,723	\$259,996,931	\$270,720,805	\$344,612,049	\$383,824,816
Square Feet Supported	562,759	866,656	902,403	1,148,707	1,279,416

Table A-7: Selected Market Demographics Within One Mile of Station

	Hanover Park	1 Mile:	3 Miles	5 Minutes	15 Minutes
General					
Population	37,973	15,872	113,051	26,689	244,410
Households	10,921	4,512	37,863	8,256	85,471
Average Household Income	\$81,743	\$70,937	\$87,445	\$74,898	\$91,128
Median Household Income	\$68,022	\$62,589	\$72,628	\$63,032	\$75,666
Median Age	32.3	31.1	34.2	32	35.6
Residential					
Housing Units	11,483	4,805	39,482	8,764	89,218
Owner Occupied Housing	79.8%	70.3%	82.1%	73.7%	80.4%
Renter Occupied Housing	14.2%	22.7%	12.1%	19.6%	13.6%
Vacant Housing Units	4.9%	6.1%	4.1%	5.8%	4.2%
Office					
Number of Employees	8,722	2,126	28,089	5,825	89,791
Jobs per Household	0.8	0.5	0.7	0.7	1.1
Retail					
Retail Spending Potential	\$452,512,983	\$168,827,723	\$1,596,134,334	\$333,464,986	\$3,669,531,171
Square Feet Supported	1,508,377	562,759	5,320,448	1,111,550	12,231,771

Table A-8: Market Overview

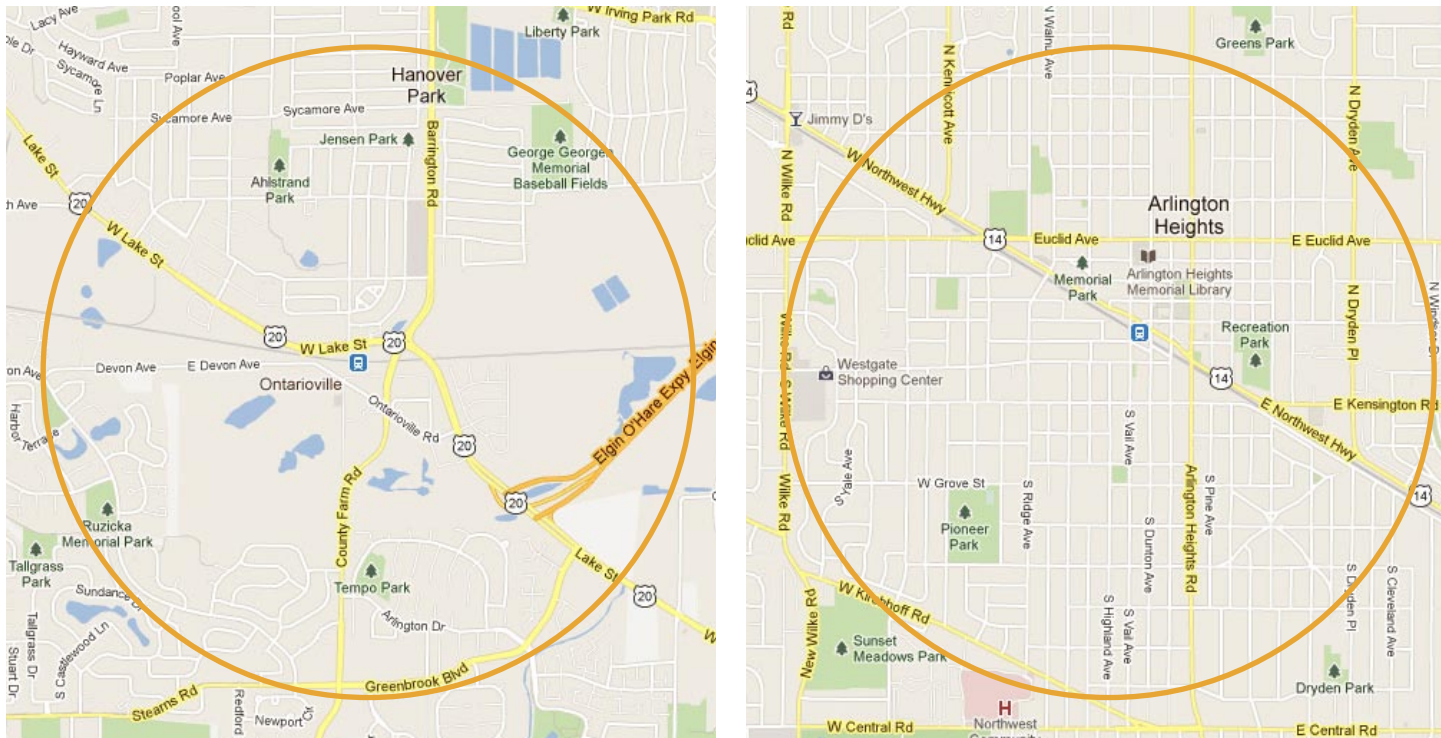


Figure A-17: Street layout of Hanover Park (left) and Arlington Heights (right) near train station.

As the market overview’s low jobs per household verifies, Hanover Park has been a residentially oriented community with a study area that will look very different as the necessary mix of building types and uses to create a successful TOD occurs. Table A-7 compares selected market statistics for the one-mile radius of Hanover Park’s Metra station to the one-mile radii of communities that have already invested significant time and funds into TOD.

Notable differences between the cutting-edge TOD station areas and Hanover Park’s station area include:

- 1,500 to 3,500 more households than Hanover Park’s current density
- A considerably higher age reflecting the appeal of TOD to “empty nesters”
- Per capita income high enough to support significant discretionary spending
- 5,300 to 7,000 more jobs, the key to a strong food and beverage offering

These differences represent the housing, office space, and retail square footage that must be added to Hanover Park’s TOD study area as important components of a successful development. A key advantage associated with Hanover Park TOD compared to the examples is apparent when viewing these maps comparing Hanover Park to Arlington

	Hanover Park	Bartlett	Bloomington	Carol Stream	Roselle	Schaumburg	Streamwood	Combined
Total Population	38,823	38,722	21,421	39,862	24,057	75,204	37,218	236,484
Total Households	11,466	12,857	8,136	13,773	8,817	31,394	12,497	87,474
Median Age	32.3	35.2	42	33.7	37.9	36.5	34.2	35.4
Average Household Income	\$81,743	\$105,367	\$99,737	\$81,610	\$90,311	\$89,091	\$85,181	\$89,803
Median Household Income	\$68,022	\$88,984	\$76,543	\$71,394	\$69,092	\$73,341	\$73,288	\$74,283
Per Capita Income	\$24,717	\$36,048	\$39,676	\$28,455	\$33,493	\$36,473	\$29,153	\$32,594

© 2011, by Applied Geographic Solutions, Inc.; 2010 US Census; BDI

Table A-9: Comparable Demographics



Heights.

Hanover Park has large open tracts while Arlington Heights undertook its aggressive TOD program with tight sites in a fully built-out community. The counter balance in Hanover Park is the need to provide infrastructure that was present in a communities like Arlington Heights and the others mentioned in Table A-9. The close by access to the Elgin O’Hare expressway gives the Hanover Park TOD area better multi-modal access to markets. As well, the expressway provides convenient access to the TOD from surrounding areas.

Market Overview Summary

Hanover Park’s station area market conditions are not an impediment to development because the current population is statistically similar to the regional population and consequently investors would expect typical returns. Unfortunately current national economic conditions mean that many projects are not proceeding. Although the presence of a Metra station usually improves interest in developable land, there are access issues caused by high volume arterial streets that minimize residential connectivity from the north, as documented elsewhere in this report. The availability of large land parcels to the south of the station is a significant advantage however those parcels must be prepared for development by providing infrastructure at a reasonable cost. Under these local conditions and the generally weak national economy, development in Hanover Park’s Metra Station area requires a catalyst to proceed. The challenge to this study is recognizing catalyst opportunities and capitalizing on them.

Municipality	Commercial SQFT	Industrial SQFT	Hotel Rooms	Net Job Impact
Hanover Park	239,000	97,000	190	1,200
Bartlett	-	-	-	50
Bloomington	25,000			600
Carol Stream	-	-	-	-
Roselle	641,000	224,000	475	2,700
Schaumburg	165,000	449,000	350	4,700
Streamwood	-	-	-	80
Combined	1,070,000	770,000	1,015	9,330

Source: Elgin-O’Hare West Bypass Advisory Council Final Report to Governor Pat Quinn, 2011; BDI.

Table A-10: EOWB Net New Development Potential

Elgin O’Hare West Bypass as a Catalyst

On June 30, 2011, just as this study was undertaken, the State of Illinois published its Elgin-O’Hare West Bypass Advisory Council Final Report to Governor Pat Quinn. The Mayor of Hanover Park served on the Advisory Council. The executive summary of that report concluded:

“The EOWB, complemented by O’Hare’s Western Terminal, would create a fundamental shift in the competitive position of the (33 community) project area. These transportation improvements will bring with them a more modern, diverse, and higher value economic base that is more closely aligned with long-term economic trends. The Advisory Council agrees that major infrastructure investments in the area will bring the biggest return to the State of Illinois. The investment in the EOWB will not only improve the transportation system, it will allow the area to achieve new economic highs, create thousands of jobs, and enhance the overall livability in the region.”

Park’s location at the western terminus of the Elgin-O’Hare Expressway means that progress in this nationally significant project is an important catalyst for potential study area development. On shown on page 16 of the Advisory Council Report, researchers projected that over 65,000 permanent jobs would result from the catalytic impact of EOWB. Looking only at Hanover Park and its surrounding communities, Table A-10 shows the job creation and development potential that the Advisory Council has projected for Hanover Park and its surrounding communities.

Although the Advisory Council has estimated how jobs and development will be distributed throughout the communities impacted by this important project, the estimates do not consider how this distribution will be affected by the availability and quantity of developable property. If Hanover Park’ TOD offers multi-modal access for workers and customers as well as nearby housing that satisfies the needs of employees from executives to shop workers, it should capture more new development than the Advisory Council projected. The Advisory Council report did not examine residential development but jobs are a catalyst for new homes so demand for new residential is implied by these development projections.

Elgin O’Hare West Bypass as Catalyst Summary

When the projected impact of the EOWB is considered as a catalyst for Hanover Park TOD, the synergy is amazing. Hanover Park’s TOD needs about 5,000 jobs to



have the profile of other successful Chicago area TOD and the EOWB is projected to bring more than 9,000 jobs to the Hanover Park area. If 15% to 20% of the nearby area's 9,000 new employees chose to live in the Hanover Park TOD, it would achieve the population density of other Chicago area TOD's. For this reason, the EOWB is exactly the catalyst likely to cause investor interest in Hanover Park's TOD. The challenge for the project is matching readiness for development to the timing associated with the building of the EOWB.

Shorter Term Catalysts

Although much of the project area south west of the Metra Station awaits infrastructure, the area to the north along Lake Street is ready for development. Despite the poor national and regional economy, the last few years have seen development of a surgical rehab center and the renewal of Church Street Station, a horizontal mixed use development at Lake Street and Barrington Roads, that temporary suspended marketing and sales in 2007. These are both short-term catalysts whose success will increase market interest in Hanover Park's TOD area. The Claremont surgical rehab center in combination with the nearby Alexian Brothers Medical facility creates a cluster that can be expanded with additional medical or doctor's offices and rehab uses. As shown in Table A-11, which details the number of months it would take to sell the existing inventory of homes being marketed, the housing market in Hanover Park has a smaller inventory than surrounding communities. With a smaller inventory, new residential development could occur more quickly in Hanover Park than surrounding communities.

	Attached	Detached
Hanover Park	10.55	7.45
Bartlett	16.16	9.79
Bloomington	13.94	14.16
Carol Stream	11.4	9.34
Roselle	10.51	8.21
Schaumburg	10.95	8.27
Streamwood	11.08	7.57

Source: Midwest Real Estate Data LLC © 2011, A.L. Wagner Appraisal Group, Inc.; BDI.



Table A-11: Months to Sell Residential Existing Inventory



An analysis of the Cook County recorder of deeds data revealed these 2011 sales in the Church Street Station project:

	Sales	Date
1764 Persimmon	\$253,500	1/19/2011
6545 Lilac Blvd	\$214,000	1/19/2011
6549 Lilac Blvd	\$249,500	2/17/2011
1772 Persimmon St	\$227,500	3/18/2011
1780 Persimmon St	\$238,000	4/12/2011
1660 Dogwood Ln	\$215,000	4/29/2011

Table A-12: 2011 Sales in Church Street Station

With winter and early spring weak residential markets; this performance suggests that this project could rise to four or five units sold per month. At that rate, it would add 50 to 60 units per year and, over the next 5-years, add perhaps 800 residents. Their spending, in combination with that of nearby office workers, could support 25,000 to 30,000 square feet of retail businesses. That demand could be a catalyst for expansion of the Church Street Station Shopping Center and redevelopment of Hanover Square.

In addition to development projects, renovation of nearby businesses can be an important catalyst to realizing the ultimate TOD plan. An internet search of properties for sale in the project area revealed that Ontarioville's institutional tavern, Prairie Station Pub & Grill, is currently on the market. Village involvement to find a new owner who can make this historic property a regional draw could make this property important proof of the market's quality.

Shorter Term Catalysts Summary

This is a critical time for Hanover Park to prove its market in advance of intense scrutiny that could come with national, state, and local commitment to the Elgin-O'Hare West Bypass and the O'Hare West Terminal. That proof will come from successful, very noticeable projects like Church Street Station and Claremont Extended Stay Rehab, but also the character projects like Prairie Station Pub & Grill.



Appendix B:

Concept Plan Alternatives

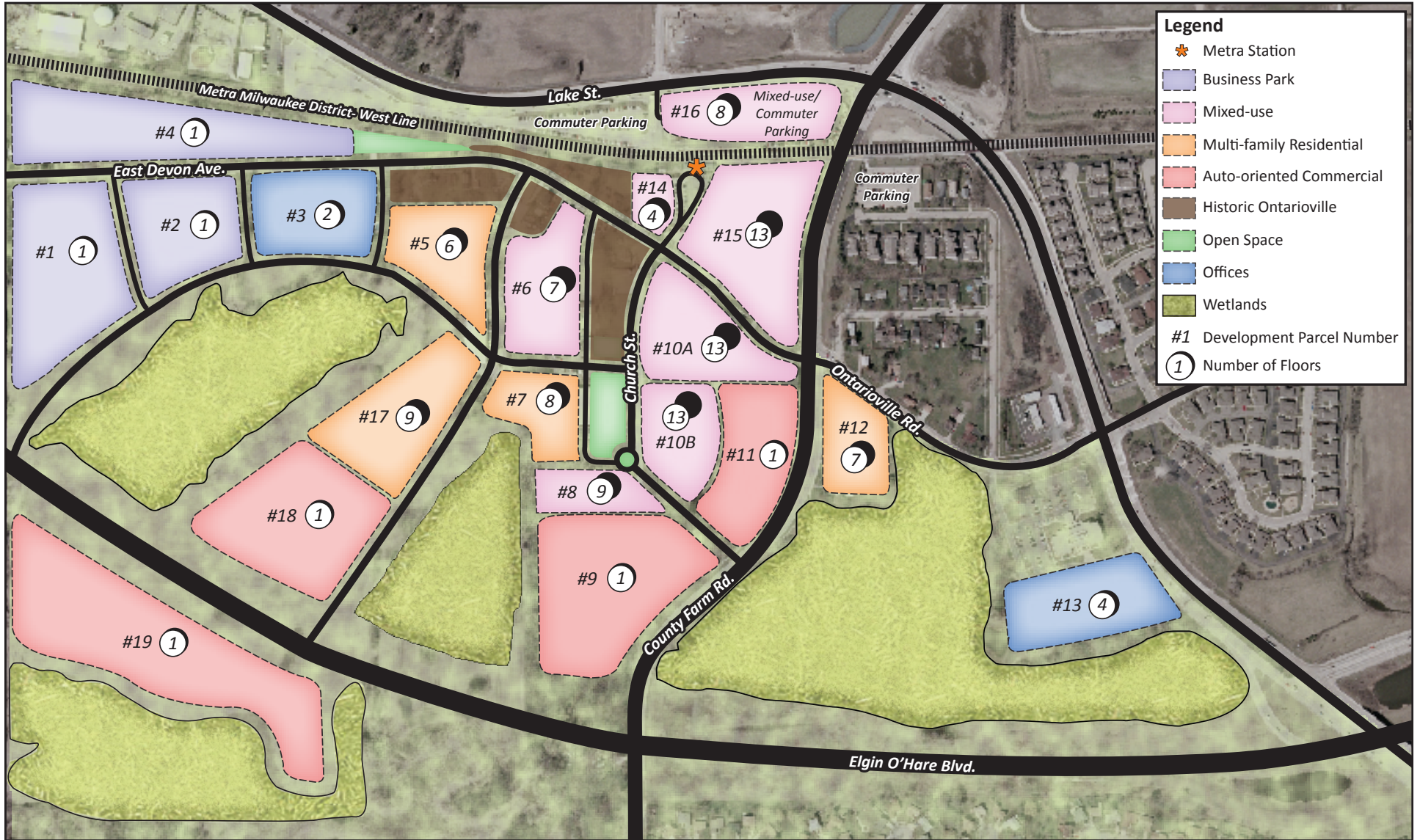


Exhibit 1: Concept #1

Last updated on November 14th, 2011

Not to scale



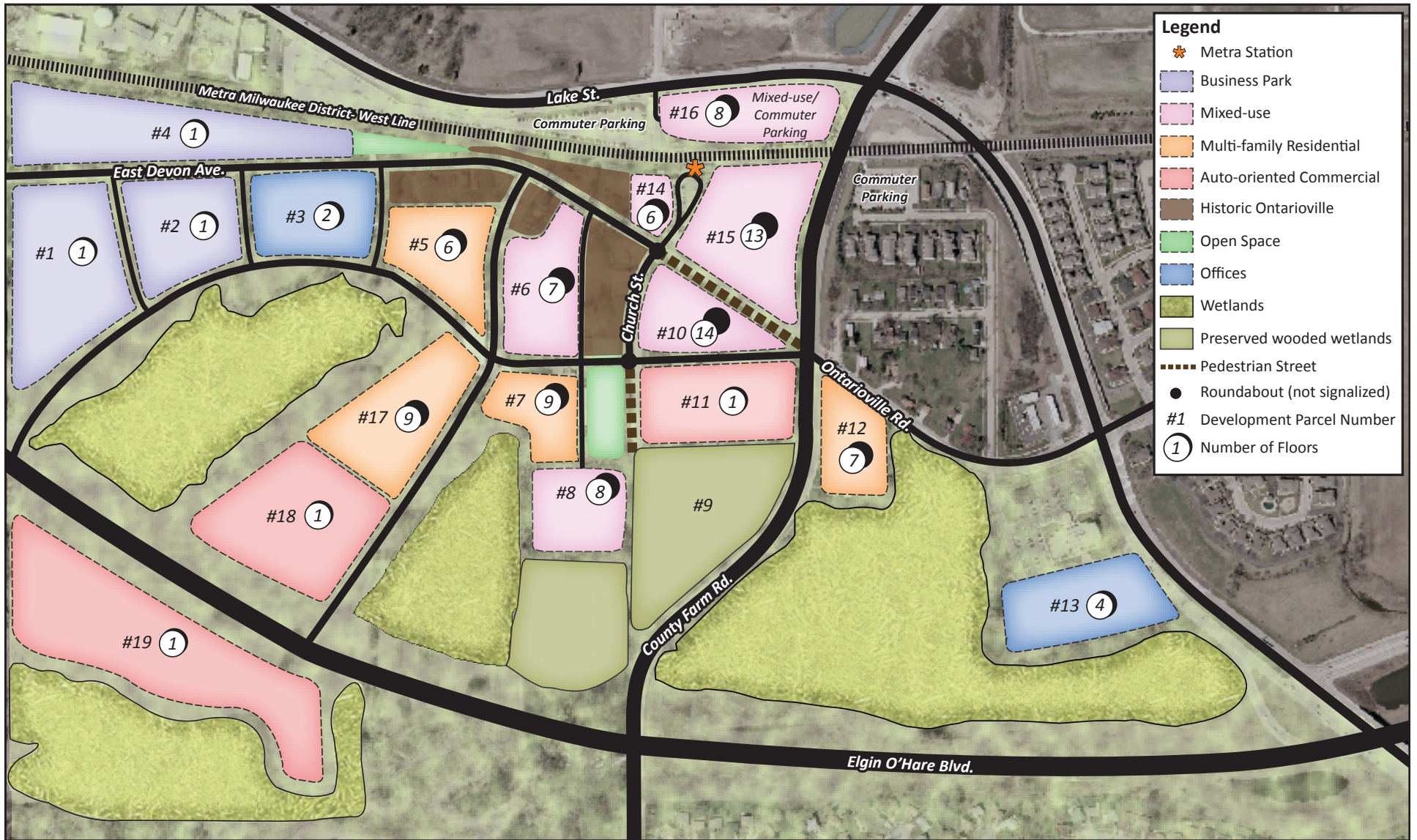


Exhibit 2: Concept #2
 Last updated on November 14th, 2011



Exhibit 3: Phasing Plan- Concept #1

Last updated on November 14th, 2011

Not to scale





Exhibit 4: Phasing Plan- Concept #2

Last updated on November 14th, 2011

Not to scale



Concept 1 Development Capacity Analysis

Site	Land Use	Site Area		FAR	Total Non-Res. Building Area sq ft	Total Employees	Total Dwelling Units	Total Floors	Ground Floor Footprint sq ft	Upper Story Footprint sq ft	Residential sq ft	Total Parking	Total Parking sq ft	Total Coverage Bldg. &	Lot Coverage Ratio	Development Assumptions
		Acres	Total sq ft													
#1	Business park - 1 story Office/limited manufacturing	5.6	243,936	0.40	97,574	130		1	97,574			293	102,453	200,028	0.82	Surface parking
#2	Business park - 1 story Office/limited manufacturing	3.2	139,392	0.40	55,757	74		1	55,757			167	58,545	114,301	0.82	Surface parking
#3	Office- 2 story Office	2.8	121,968	0.60	73,181	293		2	36,590	31,102		187	65,314	101,904	0.84	Surface parking
#4	Business park - 1 story Office/limited manufacturing	5.5	239,580	0.40	95,832	128		1	95,832			287	100,624	196,456	0.82	Surface Parking
#5	Multi-Family - 6 story Residential Total Parking	2.7	117,612	4.24			333	4		74,978	299,911	417				900 sf/du
								2	88,209	88,209		417	145,790	88,209	0.75	Parking ground floor and above
#6	Mixed use center - 7 story Residential Commercial Parking	3.2	139,392	5.46			494	5		88,862	444,312	617				900 sf/du
					21,000	42		1	21,000			63				Typical commercial space 25X60 (1,500)
								2	83,544	104,544		680	238,035	104,544	0.75	Parking ground floor and above
#7	Multi-Family - 8 story Residential Parking	3.0	130,680	6.36			555	6		83,309	499,851	694				900 sf/du
								2	98,010	98,010		694	242,983	98,010	0.75	Parking ground floor and above
#8	Mixed use center - 9 story Residential Commercial Parking	1.3	56,628	6.58			241	6		36,100	216,602	301				900 sf/du
					12,000	24		1	12,000			36				Typical commercial space 25X60 (1,500)
								3	30,471	42,471		337	117,893	42,471	0.75	Parking ground floor and above
#9	Commercial - 1 story Retail	7.5	326,700	0.30	98,010	196		1	98,010	98,010		294	102,911	200,921	0.62	Surface parking
#10 A	Mixed use center - 13 story Residential Commercial Parking	4.3	187,308	9.77			1,194	9		119,409	1,074,680	1,493				900 sf/du
					42,000	84		1	42,000			126				Typical commercial space 25X60 (1,500)
								4	98,481	140,481		1,619	566,514	140,481	0.75	Parking ground floor and above
#10 B	Mixed use center - 13 story Residential Parking	1.7	74,052	9.54			472	9		47,208	424,873	590				900 sf/du
								4	55,539	55,539		590	206,536	55,539	0.75	Parking ground floor and above
#11	Commercial - 1 story Retail	2.9	126,324	0.30	37,897	76		1	37,897	37,897		114	39,792	77,689	0.62	Surface parking
#12	Multi-family - 7 stories Residential Parking	1.9	82,764				293	5		52,762	263,810	366				900 sf/du
								2	62,073	62,073		366	128,241	62,073	0.75	Parking ground floor and above
#13	Office- 4 story Office Parking	4.0	174,240	0.90	156,816	627		3	52,272	44,431		470	164,657	216,929	1.25	1 story parking structure & Surface parking
#14	Mixed use center - 4 story Commercial Office Parking	0.7	30,492	3.00				1	9,000			27				Typical commercial space 25X60 (1,500)
					9,000	18		4	13,869	19,439		233				
					77,755	311		0				260	91,092	22,869	0.75	Parking provided on site #15
#15	Mixed use transit center- 13 story Residential Commercial Office Parking	3.7	161,172	4.92			159	4		35,700	142,800	198				900 sf/du
					42,000	84		1	42,000			126				Typical commercial space 25X60 (1,500)
					71,400	286		2		35,700		214				
								13								Parking ground floor and above; Maintain 647 commuter parking spaces, plus add 100 commuter spaces and 260 spaces from site #14
#16	Mixed use transit center- 8 story Commercial Office Parking	2.7	117,612	5.76				1				72				Typical commercial space 25X60 (1,500)
					24,000	48		3	24,000			675				
					224,933	900		5		74,978						
									64,209			1,573	550,480	88,209	0.75	Parking ground floor and above; Maintain 726 commuter parking spaces, plus add 100 commuter spaces
#17	Multi-family - 9 story Residential Parking	4.4	191,664	6.88			950	7			855,301	1,188				900 sf/du
								2	143,748	122,186		1,188	415,771	143,748	0.75	Parking ground floor and above
#18	Commercial - 1 story Retail	5.0	217,800	0.30	65,340	131		1	65,340			196	68,607	133,947	0.62	Surface parking
#19	Commercial - 1 story Retail	9.2	400,752	0.30	120,226	240		1	120,226			361	126,237	246,462	0.62	Surface parking



Concept 2 Development Capacity Analysis

Site #	Land Use	Site Area		FAR	Total Non-Res. Building Area sq ft	Total Employees	Total Dwelling Units	Total Floors	Ground Floor Footprint sq ft	Upper Story Footprint sq ft	Residential sq ft	Total Parking	Total Parking sq ft	Total Coverage Bldg. &	Lot Coverage Ratio	Development Assumptions
		Acres	Total sq ft													
#1	Business park - 1 story Office/limited manufacturing	5.6	243,936	0.40	97,574	130		1	97,574			293	102,453	200,028	0.82	Surface parking
#2	Business park - 1 story Office/limited manufacturing	3.2	139,392	0.40	55,757	74		1	55,757			167	58,545	114,301	0.82	Surface parking
#3	Office- 2 story Office	2.8	121,968	0.60	73,181	293		2	36,590	31,102		187	65,314	101,904	0.84	Surface parking
#4	Business park - 1 story Office/limited manufacturing	5.5	239,580	0.40	95,832	128		1	95,832			287	100,624	196,456	0.82	Surface Parking
#5	Multi-Family - 6 story Residential Total Parking	2.7	117,612	4.24			333	4 2	88,209	74,978 88,209	299,911	417 417	145,790	88,209	0.75	900 sf/du Parking ground floor and above
#6	Mixed use center - 7 story Residential Commercial Parking	3.2	139,392	5.46	21,000	42	494	5 1 2	21,000 83,544	88,862	444,312	617 63 680	238,035	104,544	0.75	900 sf/du Typical commercial space 25X60 (1,500) Parking ground floor and above
#7	Multi-Family - 9 story Residential Parking	3.0	130,680	6.36			555	6 2	98,010	83,309 98,010	499,851	694 694	242,983	98,010	0.75	900 sf/du Parking ground floor and above
#8	Mixed use center - 8 story Residential Parking	2.8	121,968	6.36			518	6 2	91,476	77,755 91,476	466,528	648 648	226,784	91,476	0.75	900 sf/du Parking ground floor and above
#9	(Removed for wetland/tree preservation)															
#10	Mixed use center - 14 story Residential Commercial Parking	2.6	113,256	10.18	69,000	138	722	9 1 5	69,000 15,942	72,201	649,806	903 207 1,110	388,328	84,942	0.75	900 sf/du Typical commercial space 25X60 (1,500) Parking ground floor and above
#11	Commercial - 1 story Retail	4.8	209,088	0.30	62,726	125		1	62,726	62,726		188	65,863	128,589	0.62	Surface parking
#12	Multi-family - 7 stories Residential Parking	1.9	82,764				293	5 2	62,073	52,762 62,073	263,810	366 366	128,241	62,073	0.75	900 sf/du Parking ground floor and above
#13	Office- 4 story Office Parking	4.0	174,240	0.90	156,816	627		3	52,272	44,431		470 470	164,657	216,929	1.25	1 story parking structure & Surface parking
#14	Mixed use center - 6 story Commercial Office Parking	0.7	30,492	3.00	9,000 77,755	18 311		1 4 0	9,000 13,869	19,439		27 233 260	91,092	22,869	0.75	Typical commercial space 25X60 (1,500) Parking provided on site #15
#15	Mixed use transit center- 13 story Residential Commercial Office Parking	3.7	161,172	4.92	42,000 71,400	84 286	159	4 1 2	42,000	35,700	142,800	198 126 214			0.75	900 sf/du Typical commercial space 25X60 (1,500) Parking ground floor and above; Maintain 647 commuter parking spaces, plus add 100 commuter spaces and 260 spaces from site #14
#16	Mixed use transit center- 8 story Commercial Office Parking	2.7	117,612	5.76	24,000 224,933	48 900		1 3 5	24,000	74,978		72 675			0.75	Typical commercial space 25X60 (1,500) Parking ground floor and above; Maintain 726 commuter parking spaces, plus add 100 commuter spaces
#17	Multi-family - 9 story Residential Parking	4.4	191,664	6.88			950	7 2	143,748	122,186	855,301	1,188 1,188	415,771	143,748	0.75	900 sf/du Parking ground floor and above
#18	Commercial - 1 story Retail	5.0	217,800	0.30	65,340	131		1	65,340			196	68,607	133,947	0.62	Surface parking
#19	Commercial - 1 story Retail	9.2	400,752	0.30	120,226	240		1	120,226			361	126,237	246,462	0.62	Surface parking

Development Totals: 1,266,540
Total Population: 3,575 4,025 8,050
Mixed Use/First Floor Retail: 165,000

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Appendix C: Image Preference Survey Summary

Images shown on the following pages were taken from the Image Preference Survey, which was conducted as part of the Public Workshop on September 13th, 2011. The survey participants were asked to rate how positive or negative they felt to each image from a variety of photographs in different categories including massing (for different building heights), materials, details, signage, streetscape and commuter rail facilities. The images that represent the main ideas liked/disliked are included here and are marked with a symbol (⊙) based on the following scale-

Massing/Height for Low-rise Buildings:

Buildings with pitched roofs, varied materials (primarily brick), well-defined storefront windows and awnings, and entrances (in terms of massing) were preferred. Whereas large plain facades, buildings that lack definition (in terms of massing or facade articulation) and roof articulation, were not preferred.



Liked



Strongly Liked



Disliked

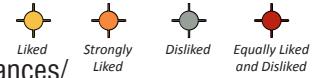


Equally Liked and Disliked



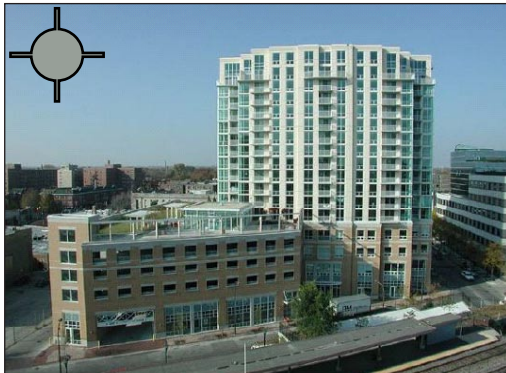
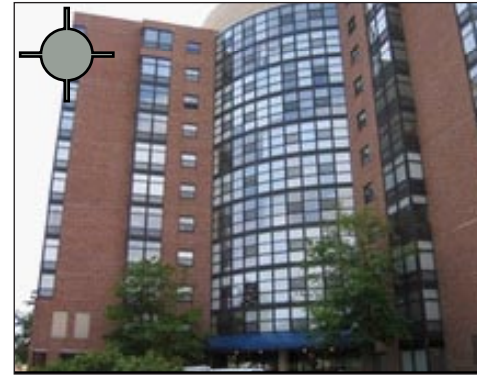
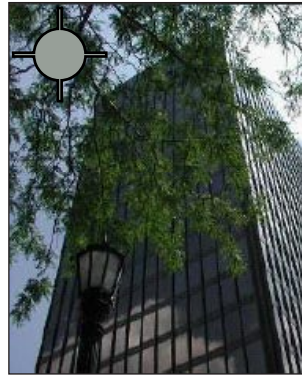
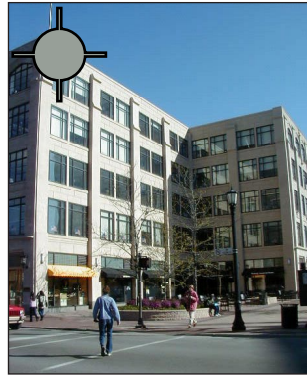
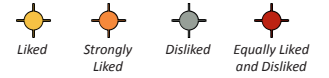
Massing/Height for Mid-rise Buildings:

Pitched roof forms were also preferred for mid-rise buildings, along with articulated brick facades, glazing for the windows and to define entrances/access, recessed balconies, and well defined storefront windows and awnings. Disjointed building facades in which the first floor is visually separated from the rest of the building in terms of materials and massing was not preferred, as were buildings clad in vinyl siding or aluminium panels.



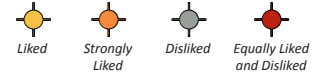
Massing/Height for High-rise Buildings:

Pitched or projecting roof forms were preferred for these buildings as well, along with articulated brick facades, distinct first floors for commercial uses, well-defined storefront windows and awnings, articulated entrances/circulation areas, and recessed balconies. Those with monotonous facades, predominantly steel and glass, inconsistent awning designs, lack of roof articulation, and more than ten floors were not preferred.



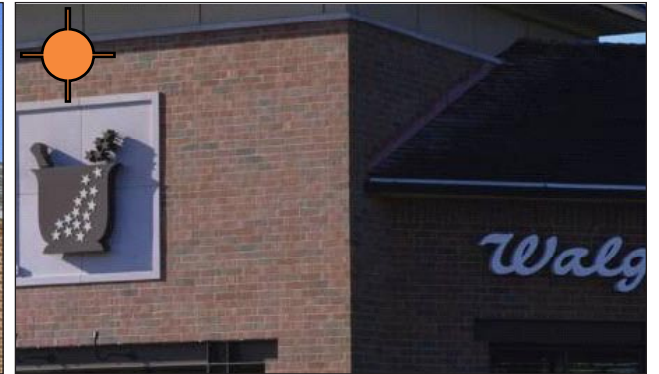
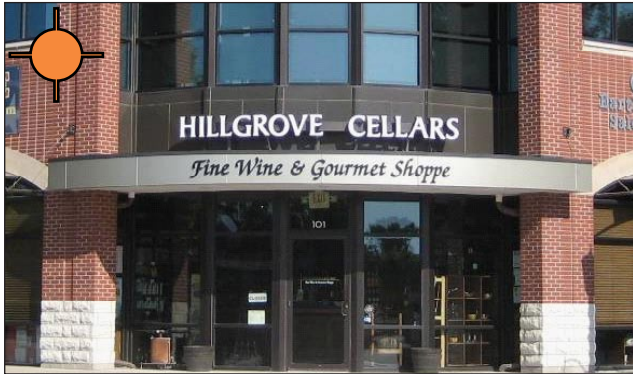
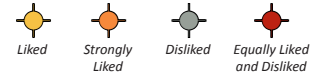
Materials and Details:

Brick facades with metal roofs and details/articulations in stone or other masonry materials seemed to be preferred for buildings in Hanover Park. Siding (especially vinyl) and painted facades even if they were brick were generally not preferred. Facade articulation in terms of colorful detailing, fake shutters and siding were also not preferred.



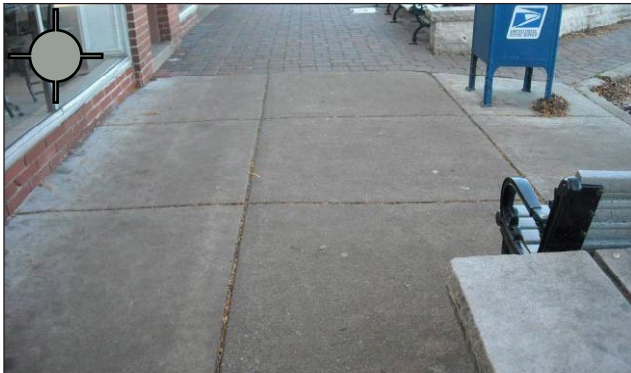
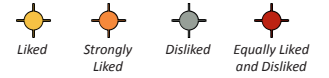
Signage:

Individual letters/characters directly mounted to the facade, ornate brackets for hanging signs, and styled yet readable font types were preferred. Cluttered paper signage/large printed signage on walls or windows, neon signs/billboards, signage projecting from the facade and printed on awnings, and facades that have a variety of colorful neon signs in different heights were not preferred.



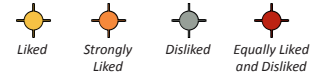
Streetscape Character:

Preferred design elements include trees & foundation plantings, ornate street lamps with village banners, street furniture and wide brick paved sidewalks. Narrow/plain concrete sidewalks, lack of landscaping/street trees/foundation plantings/street furniture, isolated sidewalks and excessive landscape setbacks along roads are among streetscape characters not preferred.



Commuter Train Facilities:

Adequate parking for bicycles, plantings, street furniture and brick paved sidewalks/platforms were preferred. Built structures were preferred as shelters for commuters and bicycle storage (over individual covered storage).



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Appendix D: Build-the-Vision Mapping Exercise Summary

Summary of the major themes that came through from the workshop-

- Develop a civic center/public place near the historic church in Ontarioville
- Preservation of the wetlands, with mitigation where required
- Extensive trail system connecting the public core at Ontarioville and the wetlands to the surrounding system
- Dense urban core with mixed use residential buildings
- The future Elgin O'Hare Boulevard to act as an employment corridor with retail and commercial uses, thus acting as a draw for commuters
- Townhouses to act as transitional uses between mid-rise and low-rise residential buildings and other uses
- Development of recreational and entertainment centers in the area that are easily accessible via a pedestrian and bike trail system
- Commercial mixed uses along major roadways
- Residential development towards the adjacent subdivisions of the Village of Bartlett
- Explore reuse of surface parking lots for mixed use buildings and parking structures

GROUP 1

Note: The map expresses ideas of the group only and do not reflect a consensus of the community.

HIGHLIGHTS

- Infill commercial development (retail and restaurants) to the North of Lake Street
- Higher density residential development around historic Ontarioville
- A concentration of employment opportunities (commercial uses) along the future Elgin O'Hare Boulevard to the south. The placement of these buildings are not set back from the road, with parking requirements located behind the buildings (away from the roadway)
- Preservation of the wetlands
- A predominant north-south and east-west bike trail connecting the historic Ontarioville center with the neighboring communities

GROUP 2

Note: The map expresses ideas of the group only and do not reflect a consensus of the community.

HIGHLIGHTS

- Higher density mixed-use residential development at the core with low-rise commercial uses towards the south along the future Elgin O'Hare Expressway
- Tall buildings at the core around historic Ontarioville
- Townhouses are used as transitional volumes between the mid-rise residential buildings and low-rise commercial buildings, as well as towards the Bartlett and adjacent other existing subdivisions
- Small retail, restaurants and offices are located along the future Elgin O'Hare Boulevard
- A gateway big-box store at the junction of Church Street and the future Elgin O'Hare Boulevard to draw visitors in along a commercial corridor to the center of the Village at historic Ontarioville
- Major retail along Lake Street to the east, as well as infill retail uses to the north
- The cemetery in historic Ontarioville is to be used as a major feature as part of a public plaza
- Extensive trail system connecting the wetlands and historic Ontarioville to the surrounding trail system
- Commercial and light industrial uses along the proposed southwest road. Preservation of wetlands.

GROUP 3**HIGHLIGHTS**

- Extensive park and trail system with pedestrian bridges over arterial roads connecting the wetlands, historic Ontarioville and the surrounding trail system
- Retail and office uses proposed to the north of Lake Street
- Higher density at the core with low-rise light industrial uses along the future Elgin O'Hare Boulevard
- The Elgin O'Hare Boulevard corridor is proposed to be an open space and employment corridor
- Townhomes to be used as infill development
- Ball park proposed to the north of the study area
- Preserve Ontarioville as a public space at the core of the development
- Preservation of open space, reuse of existing surface parking, and promotion of recreation and walkability
- Site planning priorities- taking the wetlands into account
- Commercial and business to the west as transitional uses
- More restaurants along Late Street and at the center
- Community center at the "center" with a strong cultural focus

GROUP 4**HIGHLIGHTS**

- Civic square at the core along with the historic buildings of Ontarioville
- High density residential development along Church Street at the core with retail uses on the ground floor
- Retail and office uses along Devon Avenue with light industrial uses along the future Elgin O'Hare Boulevard
- Townhouses used to transition between the mid-rise residential developments and low-rise buildings or wetlands
- Wetland preservation and mitigation for areas that are better suited for development based on adjacent uses or proximity to arterial roadways
- Well landscaped office park, big-box stores and entertainment uses like movie theatres along the proposed roadway to the south
- Restaurant and civic uses along Country Farm Road to make use of potential scenic outdoor areas along the wetlands

GROUP 5

HIGHLIGHTS

- Maintain the business park and light industrial uses to the south of Devon Avenue, and propose this area as a business park
- Extensive trail system through the wetlands, connecting historic Ontarioville and the surrounding areas
- High density mixed use residential development at the core with small restaurants and convenience stores like UPS drop-offs, coffee shops at the ground level near the Metra station
- Church Street forms the dividing line between commercial and residential uses, but remain connected by an extensive trail system
- Preservation of the wetlands and development of an outdoor nature/recreation center within the wetland area, with an indoor recreation center within the business park
- Mixed use infill development to the north of Lake Street
- Public plaza around historic Ontarioville



Appendix E: Open House Summary

An Open House was held on December 6th, 2011 to review the Concept Framework Plans and obtain public preferences associated with the two alternatives presented. The format for the open house was an informal process that consisted of display boards dispersed throughout a room with post-its and markers for participants to leave comments or mark notes directly on the boards. The Consultant Team was present to describe the display boards and answer questions.

The following are the broad comments posted by the residents:

- Connect the trail system across the major arterial roads like County Farm Road
- Show the bike lanes on the roads, especially the Elgin O'Hare Boulevard (EOB)
- Show the location where the Elgin O'Hare West Bypass terminates. Need to also show a larger scale map for reference
- Show all the wetlands connected via a trail system
- Define BRT, LRT and commuter rail
- Develop the town center like Spring Valley Nature Centre (Shauburg) and Shodeen's Geneva
- The density of downtown Arlington Heights or LaGrange was acceptable for the TOD, but not that of Downtown Evanston or the Chicago loop
- The road from County Farm Road to Church Street was liked
- Wetland mitigation was preferred
- Concept 1 felt more like a downtown
- The area should be an upscale development
- Add a dog park and passive recreation center
- Show a map that includes the area around the Village Center to show more context around the Village Center as well as possible EOWB connections.
- Show locations of major employment centers outside the Village Center to show where those living in the Village Center might work as well as showing areas that connection might need to be made in the future. There was concern about access to these jobs from the Village Center
- Add information on paratransit services (i.e., Ride DuPage)
- Explain difference between pedestrian underpass at metra and pedestrian bridge – why both are needed (the map does not depict that pedestrian bridge would be 2nd floor connections between bldgs./parking structure)
- Overpass for trail system across County Farm Road north of EOB
- Enhance the wetland connections to each other with trails

Overall, there seemed to be a preference for Concept 1, due to its ease of access and creation of a sense of place around the Village Green



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
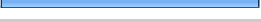



Appendix F: Community Survey Results

The following pages include the results of the Community Survey conducted online on Survey Monkey.

Hanover Park Final		SurveyMonkey	
1. Which of the following do you believe are priorities for Hanover Park's Village Center area? (You can make as many as 3 choices)			
		Response Percent	Response Count
Financial Services (Banking/ Real Estate/ Accounting)		8.0%	16
Personal Services (Hair/ Nails/ Medical/ Dry Cleaning)		14.1%	28
Recreation/ Event Space		33.7%	67
Entertainment		37.2%	74
Housing		12.6%	25
Shopping		51.3%	102
Dining		62.8%	125
Employment		39.2%	78
Government Services/Village Hall		23.6%	47
Other (please specify)			11
answered question			199
skipped question			8

2. Which of the following transit improvements do you believe are priorities for Hanover Park's Village Center area? (You can make 3 choices)			
		Response Percent	Response Count
Added Metra Station Food Vendors		20.5%	39
Improved Auto Access		25.8%	49
Better Information Signage		21.1%	40
Larger Pace Bus Waiting Area		8.4%	16
Improved Bicycle Access		43.2%	82
Additional Pace Bus routes		50.0%	95
Extended Pace Bus Hours of Operation		27.4%	52
Improved Pedestrian Access		47.4%	90
Other (please specify)			12
answered question			190
skipped question			17

3. From the list below, select the reasons for your trips to Hanover Park's Village Center area during the past year? (Select all that apply)

	Response Percent	Response Count
Ride Metra Train 	51.3%	101
Ride Pace Bus 	3.0%	6
Dining 	19.3%	38
Shopping 	13.2%	26
Village Hall 	62.4%	123
Community Festivals and Events 	25.4%	50
Work/Employment 	27.9%	55
I Never Go 	6.1%	12
Other (please specify)		20
answered question		197
skipped question		10

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4. When you select your next home how likely is it that you will choose each of these housing types:

	Very Likely	Somewhat Likely	Somewhat Unlikely	Very Unlikely	Unsure	Response Count
Single Family	70.4% (126)	14.0% (25)	3.9% (7)	8.4% (15)	3.4% (6)	179
Townhome	13.8% (22)	27.7% (44)	11.3% (18)	40.9% (65)	6.3% (10)	159
Condominium	7.1% (11)	19.5% (30)	7.8% (12)	56.5% (87)	9.1% (14)	154
Apartment	3.3% (5)	3.9% (6)	9.2% (14)	75.7% (115)	7.9% (12)	152
Age Restricted Progressive Living	3.8% (6)	19.2% (30)	7.1% (11)	62.2% (97)	7.7% (12)	156
answered question						197
skipped question						10

5. In an average month, how many times do you eat out in these commercial areas?

	Daily	A few times per week	Weekly	3 or fewer times	Never	Response Count
Hanover Park Village Center Area	0.6% (1)	3.4% (6)	6.2% (11)	32.0% (57)	57.9% (103)	178
Irving Park Road	2.7% (5)	4.4% (8)	14.2% (26)	47.5% (87)	31.1% (57)	183
Stratford Square Area	1.7% (3)	2.8% (5)	12.8% (23)	58.3% (105)	24.4% (44)	180
Lake Street	1.7% (3)	5.1% (9)	11.2% (20)	47.2% (84)	34.8% (62)	178
Barrington Road	3.3% (6)	4.3% (8)	18.5% (34)	54.9% (101)	19.0% (35)	184
Woodfield Area	0.0% (0)	5.3% (9)	12.4% (21)	42.4% (72)	40.0% (68)	170
Other (please specify)						8
answered question						199
skipped question						8

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6. In an average month, how many times do you make a purchase in these commercial areas?						
	Daily	A few times per week	Weekly	3 or fewer times	Never	Response Count
Hanover Park Village Center Area	3.4% (6)	4.5% (8)	5.7% (10)	31.8% (56)	54.5% (96)	176
West View Center	1.7% (3)	5.7% (10)	14.9% (26)	26.9% (47)	50.9% (89)	175
Stratford Square Area	0.5% (1)	6.9% (13)	20.6% (39)	56.1% (106)	15.9% (30)	189
Caputos Area	1.1% (2)	8.6% (16)	23.7% (44)	41.4% (77)	25.3% (47)	186
Woodfield Area	0.0% (0)	6.6% (12)	13.8% (25)	44.2% (80)	35.4% (64)	181
Wise Road & Irving Park	1.2% (2)	4.1% (7)	7.0% (12)	39.5% (68)	48.3% (83)	172
Other (please specify)						6
answered question						198
skipped question						9




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7. How would the addition of these stores affect the amount that you spend in Hanover Park?					
	I would spend a lot more	I would spend a little more	No change	I do not know	Response Count
Cleaners/Tailor	2.8% (5)	20.3% (36)	68.4% (121)	8.5% (15)	177
Grocer	17.8% (33)	36.8% (68)	41.6% (77)	3.8% (7)	185
Art Gallery	3.9% (7)	14.6% (26)	70.8% (126)	10.7% (19)	178
Home Accessories	12.5% (23)	41.3% (76)	39.7% (73)	6.5% (12)	184
Furniture	4.4% (8)	23.2% (42)	61.3% (111)	11.0% (20)	181
Shoes	10.5% (19)	31.5% (57)	50.3% (91)	7.7% (14)	181
Pharmacy/Drug Store	10.0% (18)	30.6% (55)	52.8% (95)	6.7% (12)	180
Fine Jewelry	1.1% (2)	11.4% (20)	77.1% (135)	10.3% (18)	175
Women's Apparel	12.0% (21)	30.3% (53)	50.9% (89)	6.9% (12)	175
Men's Apparel	10.1% (18)	27.9% (50)	54.2% (97)	7.8% (14)	179
Children's Apparel	8.5% (15)	23.2% (41)	59.3% (105)	9.0% (16)	177
Pet Supplies	10.0% (18)	36.1% (65)	45.0% (81)	8.9% (16)	180
Art/Craft Supplies	6.6% (12)	34.1% (62)	51.6% (94)	7.7% (14)	182
Greeting Cards	7.8% (14)	32.2% (58)	49.4% (89)	10.6% (19)	180
Hardware	14.8% (27)	40.1% (73)	41.2% (75)	3.8% (7)	182
Make-up/Cosmetics	6.7% (12)	21.9% (39)	62.4% (111)	9.0% (16)	178
Gardening Supplies	10.5% (19)	31.5% (57)	49.2% (89)	8.8% (16)	181
Florist	2.8% (5)	28.1% (50)	59.6% (106)	9.6% (17)	178
Sporting Goods	14.3% (26)	32.4% (59)	46.7% (85)	6.6% (12)	182
Fine Wine & Spirits	8.1% (15)	37.3% (69)	48.6% (90)	5.9% (11)	185
Auto Service	4.5% (8)	24.6% (44)	62.0% (111)	8.9% (16)	179
Book Store	11.7% (21)	48.9% (88)	33.3% (60)	6.1% (11)	180




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Gift Shop	7.7% (14)	32.4% (59)	50.0% (91)	9.9% (18)	182
Other (please specify)					10
answered question					198
skipped question					9







8. In the last month, what have you purchased elsewhere that you wish you could have bought in Hanover Park?

		Response Percent	Response Count
1.		100.0%	123
2.		69.1%	85
3.		46.3%	57
answered question			123
skipped question			84




9. Please provide the name of the store where you made that purchase.

		Response Percent	Response Count
1.		100.0%	120
2.		70.8%	85
3.		47.5%	57
answered question			120
skipped question			87

10. In an average week, how much would you estimate that your household spends on meals away from home (full-service restaurants, take-out, drive-thru, etc.)?







		Response Percent	Response Count
Less than \$25		23.0%	43
\$25 to \$49.99		31.0%	58
\$50 to \$74.99		23.0%	43
\$75 to \$99.99		8.6%	16
\$100 to \$199.99		12.8%	24
Over \$200		1.6%	3
answered question			187
skipped question			20






11. How would the addition of these restaurants affect the amount you spend in Hanover Park?					
	I would spend a lot more	I would spend a little more	No change	I do not know	Response Count
White table cloth restaurant (Leisurely dining, gourmet food, prices matching full service level)	16.9% (30)	36.7% (65)	39.5% (70)	6.8% (12)	177
Casual dining (Family oriented menu with full service)	23.6% (43)	53.8% (98)	17.6% (32)	4.9% (9)	182
Bar or Club (Limited food options with a focus on entertainment or sports)	10.7% (19)	28.7% (51)	54.5% (97)	6.2% (11)	178
Counter service restaurant (Order at counter and employee brings food to the table or for carryout)	10.7% (19)	41.8% (74)	41.2% (73)	6.2% (11)	177
Quick service restaurant (Order and receive food at counter, drive thru service)	9.7% (17)	32.6% (57)	53.7% (94)	4.0% (7)	175
answered question					186
skipped question					21

12. In the past month, what Non-Hanover Park restaurants did you patronize that you believe would be good additions to Hanover Park?			
		Response Percent	Response Count
1.		100.0%	130
2.		78.5%	102
3.		52.3%	68
answered question			130
skipped question			77

13. Rate your overall satisfaction with these factors as they apply to Hanover Park's Village Center Area:							
	Excellent	Above Average	Average	Below Average	Awful	I Don't Know	Response Count
Attractiveness	4.9% (9)	13.2% (24)	41.2% (75)	29.7% (54)	7.1% (13)	3.8% (7)	182
Cleanliness of streets and sidewalks	3.8% (7)	20.3% (37)	54.4% (99)	11.5% (21)	1.1% (2)	8.8% (16)	182
Special events	2.8% (5)	7.2% (13)	33.3% (60)	27.2% (49)	10.0% (18)	19.4% (35)	180
Parking convenience	3.9% (7)	15.6% (28)	50.3% (90)	12.8% (23)	3.4% (6)	14.0% (25)	179
Traffic flow	3.3% (6)	13.2% (24)	52.2% (95)	15.9% (29)	6.6% (12)	8.8% (16)	182
General safety	3.9% (7)	14.4% (26)	50.3% (91)	17.1% (31)	5.5% (10)	8.8% (16)	181
Bicycle access	0.6% (1)	6.8% (12)	24.9% (44)	32.2% (57)	9.6% (17)	26.0% (46)	177
Pedestrian safety	2.2% (4)	9.4% (17)	41.7% (75)	23.9% (43)	8.9% (16)	13.9% (25)	180
Pace Bus Service availability	2.2% (4)	3.4% (6)	21.9% (39)	24.2% (43)	5.6% (10)	42.7% (76)	178
answered question							185
skipped question							22

14. Rate your overall satisfaction with these events that occur in Hanover Park:							
	Excellent	Above Average	Average	Below Average	Awful	I never attended	Response Count
Maxwell Street Market	7.1% (13)	13.6% (25)	29.3% (54)	5.4% (10)	3.3% (6)	41.3% (76)	184
Car & Motorcycle show	5.5% (10)	6.6% (12)	22.5% (41)	5.5% (10)	1.1% (2)	58.8% (107)	182
Touch a Truck	8.8% (16)	12.6% (23)	15.4% (28)	1.6% (3)	0.5% (1)	61.0% (111)	182
Tree Lighting Ceremony	8.3% (15)	11.0% (20)	22.1% (40)	2.8% (5)	0.6% (1)	55.2% (100)	181
Veterans Committee Memorial Ceremony	8.7% (16)	12.0% (22)	17.4% (32)	0.5% (1)	0.0% (0)	61.4% (113)	184
Cop's Day Picnic	9.9% (18)	12.7% (23)	17.7% (32)	1.1% (2)	0.6% (1)	58.0% (105)	181
Picnic in the Park	3.3% (6)	7.2% (13)	18.3% (33)	1.1% (2)	1.1% (2)	68.9% (124)	180
answered question							189
skipped question							18

15. When is it convenient for you to shop? (Mark all that apply)			Response Percent	Response Count
Early Morning (7AM - 10 AM)			22.6%	42
Daytime (10AM - 5PM)			47.3%	88
Early Evening (5PM - 7PM)			53.8%	100
Late Evening (After 7PM)			37.6%	70
Saturday			59.1%	110
Sunday			54.3%	101
answered question				186
skipped question				21

16. How long have you lived in Hanover Park?			Response Percent	Response Count
I do not live in Hanover Park			31.4%	60
Less than 1 year			2.1%	4
1 to 5 years			3.7%	7
5 to 10 years			11.0%	21
10 or more years			51.8%	99
answered question				191
skipped question				16

17. What is your zip code?			
		Response Percent	Response Count
			173
answered question			173
skipped question			34

18. If you are employed, how frequently do you work from home rather than from your office?			
		Response Percent	Response Count
Never		70.6%	125
Less than 20% of my work week		18.6%	33
Between 20% and 50% of my work week		1.7%	3
Over 50% of my work week		4.0%	7
I have a home based business		5.1%	9
answered question			177
skipped question			30

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19. How frequently do you utilize Metra Service?			
		Response Percent	Response Count
Never		24.3%	46
A few times each year		63.0%	119
A few times each month		5.8%	11
A few times each week		2.1%	4
I am a daily commuter		4.8%	9
answered question			189
skipped question			18

20. Choose the answer that best describes your household.			
		Response Percent	Response Count
I live alone		14.3%	27
We are the type of two person family commonly called "Empty Nester"		16.9%	32
We are a double income family without children		7.4%	14
We are a household composed of two or more adults		20.1%	38
We are a family with pre-school or school aged children living in the home		36.0%	68
Other		5.3%	10
answered question			189
skipped question			18

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21. Please select the answers that describe how you travel to Hanover Park's Village Center area. (Mark all that apply)

	Response Percent	Response Count
I walk	6.3%	12
I bicycle	5.3%	10
I ride a Metra train	3.2%	6
I ride a Pace bus	0.5%	1
I drive in 5 minutes or less	49.5%	94
I drive but it takes more than 5-minutes	47.9%	91
answered question		190
skipped question		17

22. Please choose the category that matches your age.

	Response Percent	Response Count
Under 20	0.5%	1
20 to 24	1.1%	2
25 to 34	11.6%	22
35 to 44	25.4%	48
45 to 54	27.5%	52
55 to 64	23.8%	45
65 to 74	9.0%	17
75 or older	1.1%	2
answered question		189
skipped question		18

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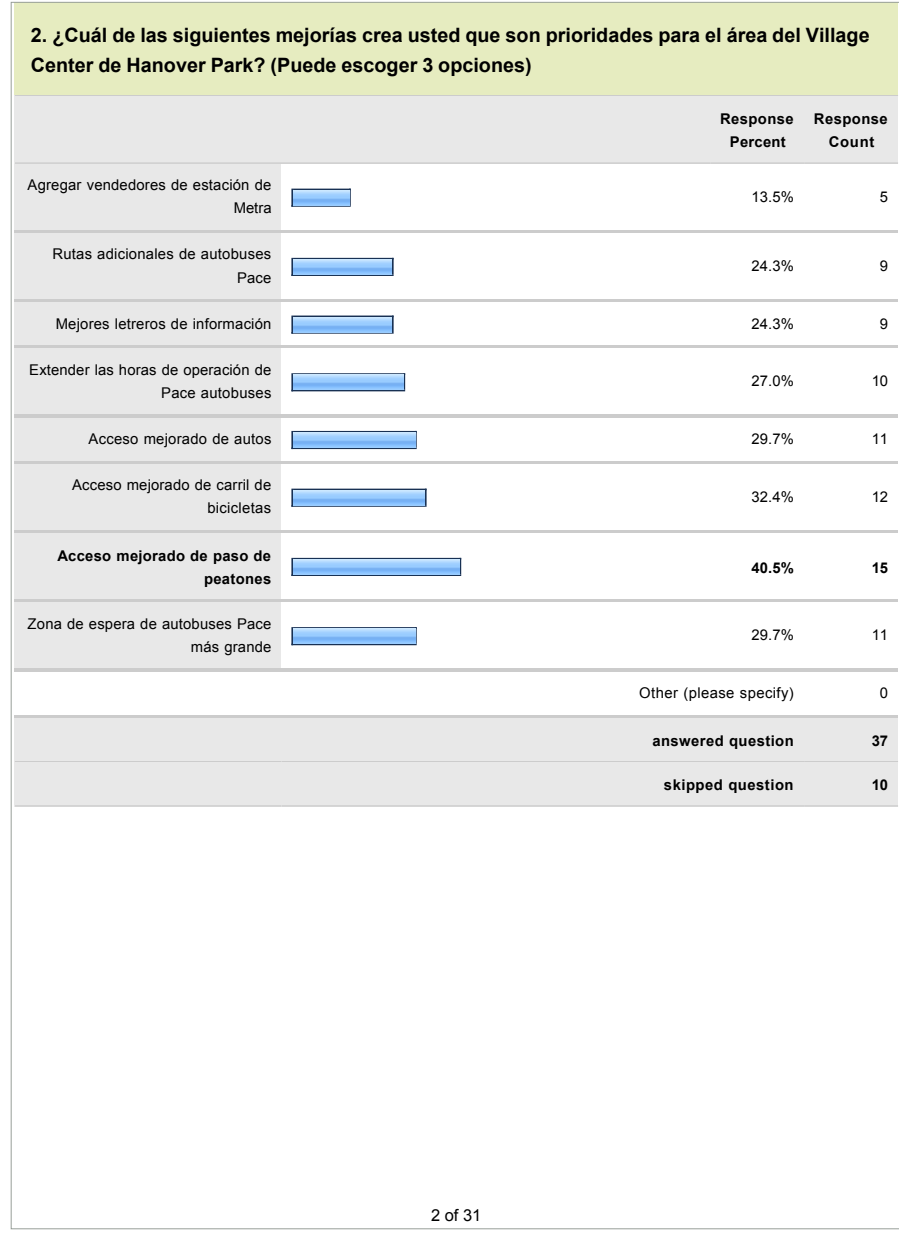
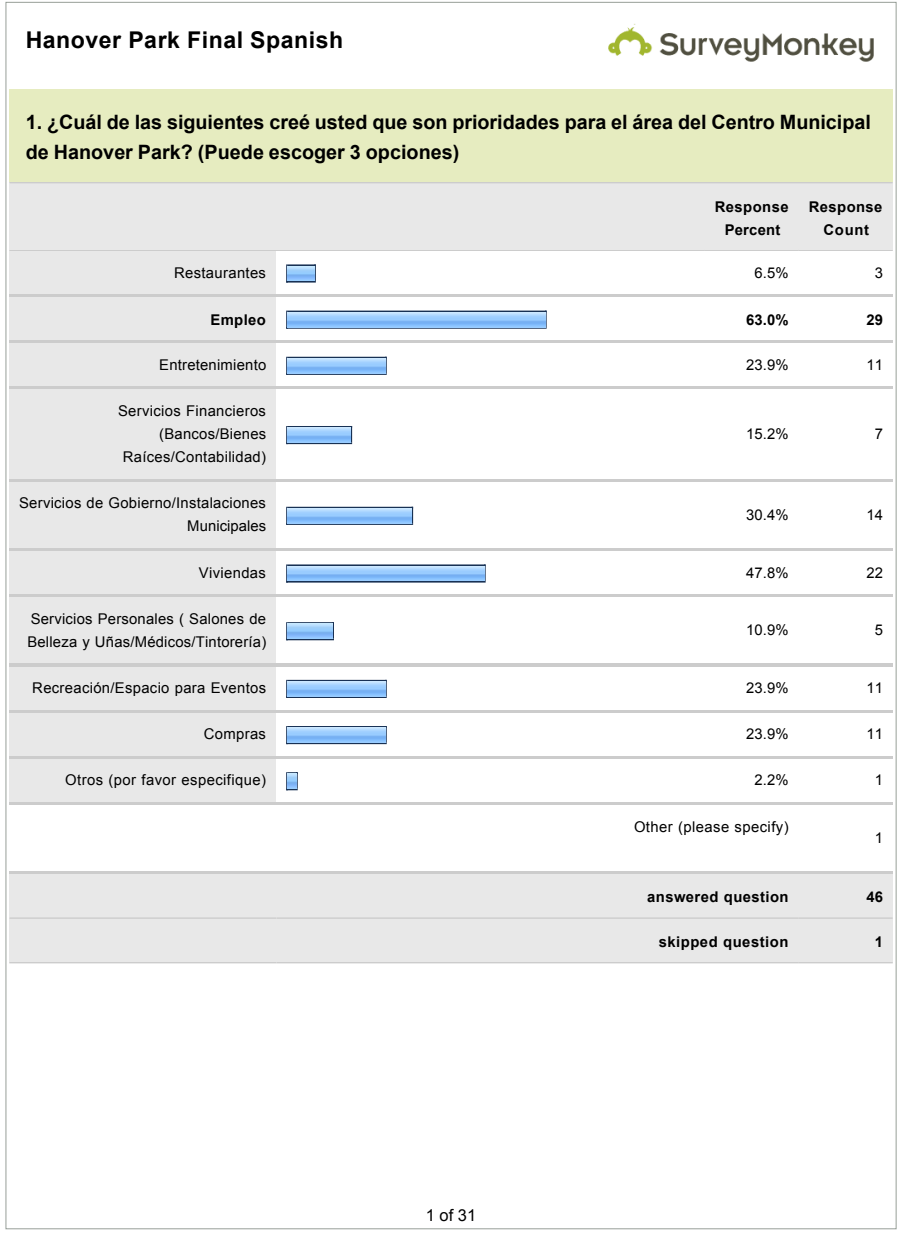
23. Any Comments?

	Response Percent	Response Count
		46
answered question		46
skipped question		161

24. If you would like to learn the results of this survey and occasionally be asked to provide additional comments on Hanover Park, please provide this information.

	Response Percent	Response Count
Name:	88.9%	48
Email Address:	92.6%	50
Phone Number:	51.9%	28
answered question		54
skipped question		153

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3. ¿En la siguiente lista, seleccione los motivos de sus viajes a la zona del Village Center de Hanover Park el año pasado? (seleccione todos que aplique)

		Response Percent	Response Count
Paseo en tren de Metra		45.2%	19
Paseo en autobús de Pace		21.4%	9
Cenar		11.9%	5
Compras		23.8%	10
Instalaciones Municipales		16.7%	7
Eventos y festivales de la comunidad		31.0%	13
Trabajo/Empleo		38.1%	16
Nunca voy		4.8%	2
Other (please specify)			0
		answered question	42
		skipped question	5

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4. Al seleccionar su próximo hogar la probabilidad de que elige uno de estos tipos de viviendas es:

	Muy Probable	Algo Probable	Algo Improbable	Muy Improbable	Inseguro	Response Count	
Viviendas Unifamiliares	60.0% (12)	15.0% (3)	5.0% (1)	0.0% (0)	20.0% (4)	20	
Casa adosada	25.0% (2)	25.0% (2)	0.0% (0)	0.0% (0)	50.0% (4)	8	
Condominio	33.3% (4)	0.0% (0)	41.7% (5)	0.0% (0)	25.0% (3)	12	
Apartamento	68.2% (15)	9.1% (2)	0.0% (0)	9.1% (2)	13.6% (3)	22	
Viviendas para personas de la tercera edad	36.4% (4)	0.0% (0)	9.1% (1)	9.1% (1)	45.5% (5)	11	
						answered question	41
						skipped question	6

5. En un promedio, ¿cuántas veces al mes come fuera en estas áreas comerciales?

	Diario	Pocas veces a la Semana	Semanalmente	3 veces o menos	Nunca	Response Count	
El área del Centro Municipal de Hanover Park	25.8% (8)	9.7% (3)	12.9% (4)	6.5% (2)	45.2% (14)	31	
La Carretera Irving Park	26.1% (6)	21.7% (5)	13.0% (3)	8.7% (2)	30.4% (7)	23	
El área de Stratford Square	16.7% (3)	16.7% (3)	11.1% (2)	11.1% (2)	44.4% (8)	18	
La Calle Lake	38.1% (8)	9.5% (2)	4.8% (1)	9.5% (2)	38.1% (8)	21	
La Carretera Barrington	25.0% (5)	10.0% (2)	10.0% (2)	20.0% (4)	35.0% (7)	20	
El área de Woodfield	13.3% (2)	0.0% (0)	6.7% (1)	13.3% (2)	66.7% (10)	15	
						Other (please specify)	0
						answered question	43
						skipped question	4







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6. En un promedio, ¿cuántas veces al mes hace compras en estas áreas comerciales?						
	Diario	Pocas veces la Semana	Semanalmente	3 veces o menos	Nunca	Response Count
El área del Centro Municipal de Hanover Park	35.5% (11)	12.9% (4)	25.8% (8)	6.5% (2)	19.4% (6)	31
West View Center	15.4% (2)	23.1% (3)	0.0% (0)	15.4% (2)	46.2% (6)	13
El área de Stratford Square	14.3% (2)	21.4% (3)	14.3% (2)	21.4% (3)	28.6% (4)	14
El área de Caputos	12.5% (2)	12.5% (2)	18.8% (3)	12.5% (2)	43.8% (7)	16
El área de Woodfield	6.7% (1)	13.3% (2)	20.0% (3)	20.0% (3)	40.0% (6)	15
Las Carreteras Wise y Irving Park	20.0% (2)	10.0% (1)	0.0% (0)	30.0% (3)	40.0% (4)	10
Other (please specify)						0
answered question						41
skipped question						6











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7. Cómo afectaría la cantidad que usted gasta en Hanover Park con la adición de estas tiendas?					
	Gastaría mucho más	Gastaría un poco más	Ningún cambio	Yo no sé	Response Count
Galería de Arte	23.1% (3)	0.0% (0)	30.8% (4)	46.2% (6)	13
Servicios Automóviles	21.1% (4)	15.8% (3)	21.1% (4)	42.1% (8)	19
Tienda de Libros	11.8% (2)	17.6% (3)	23.5% (4)	47.1% (8)	17
Ropa para Niños	50.0% (11)	13.6% (3)	9.1% (2)	27.3% (6)	22
Tintorería/Sastre	17.6% (3)	17.6% (3)	17.6% (3)	47.1% (8)	17
Joyas Finas	28.6% (4)	0.0% (0)	21.4% (3)	50.0% (7)	14
Florista	13.3% (2)	0.0% (0)	33.3% (5)	53.3% (8)	15
Muebles	23.5% (4)	23.5% (4)	11.8% (2)	41.2% (7)	17
Productos de jardinería	12.5% (2)	6.3% (1)	25.0% (4)	56.3% (9)	16
Tienda de Regalos	23.5% (4)	5.9% (1)	35.3% (6)	35.3% (6)	17
Papelería	12.5% (2)	37.5% (6)	12.5% (2)	37.5% (6)	16
Abacero	34.8% (8)	4.3% (1)	21.7% (5)	39.1% (9)	23
Ferretería	7.1% (1)	21.4% (3)	21.4% (3)	50.0% (7)	14
Accesorios para la casa	42.9% (9)	33.3% (7)	9.5% (2)	14.3% (3)	21
Cosméticos	20.0% (4)	25.0% (5)	25.0% (5)	30.0% (6)	20
Ropa de Hombres	33.3% (6)	16.7% (3)	16.7% (3)	33.3% (6)	18
Productos para mantenimiento de mascotas	13.3% (2)	6.7% (1)	33.3% (5)	46.7% (7)	15
Farmacia/Droga	23.5% (4)	41.2% (7)	17.6% (3)	17.6% (3)	17
Zapatos	44.4% (8)	11.1% (2)	5.6% (1)	38.9% (7)	18
Bienes deportivos	45.0% (9)	15.0% (3)	20.0% (4)	20.0% (4)	20
Ropa para Mujeres	42.1% (8)	15.8% (3)	10.5% (2)	31.6% (6)	19
Other (please specify)					0

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answered question			45
skipped question			2
8. En el último mes, que ha comprador en otro lugar que usted desea haber comprado en Hanover Park?			
		Response Percent	Response Count
1.		100.0%	12
2.		50.0%	6
3.		41.7%	5
answered question			12
skipped question			35
9. Por favor proporcione el nombre de la tienda donde usted hizo esta compra.			
		Response Percent	Response Count
1.		100.0%	15
2.		26.7%	4
3.		20.0%	3
answered question			15
skipped question			32

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10. En un promedio, ¿por semana, cuánto calcula que su hogar gasta en comidas fuera de casa (restaurantes de servicio completo, para llevar, drive-thru, etc.)?						
		Response Percent			Response Count	
Menos de \$25		38.1%			16	
\$25 a \$49.99		23.8%			10	
\$50 a \$74.99		19.0%			8	
\$75 a \$99.99		9.5%			4	
\$100 a \$199.99		4.8%			2	
Más de \$200		4.8%			2	
answered question					42	
skipped question					5	
11. ¿Cómo afectaría la adición de estos restaurantes la cantidad que usted gaste en Hanover Park?						
		Gastaría mucho más	Gastaría un poco más	Ningún cambio	Yo no sé	Response Count
Restaurante Formal		35.3% (12)	17.6% (6)	23.5% (8)	23.5% (8)	34
Cenar Casual		11.8% (2)	35.3% (6)	29.4% (5)	23.5% (4)	17
Bar o Club		46.7% (7)	0.0% (0)	26.7% (4)	26.7% (4)	15
Restaurante de servicio rápido		16.7% (4)	29.2% (7)	25.0% (6)	29.2% (7)	24
answered question					41	
skipped question					6	

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12. En el mes pasado, ¿cuáles son algunos restaurantes que usted ha frecuentado que no están localizados en Hanover Park, y cree usted que serían buenas adiciones a Hanover Park?

		Response Percent	Response Count
1.		100.0%	22
2.		27.3%	6
3.		9.1%	2
answered question			22
skipped question			25

13. Califique su satisfacción en general con estos factores que son aplicables al Centro Municipal de Hanover Park:

	Excelente	Superior al promedio	Inferior al promedio	Terrible	Yo no sé	Response Count
Atracción	20.0% (3)	40.0% (6)	6.7% (1)	26.7% (4)	6.7% (1)	15
Acceso de carril de bicicleta	68.0% (17)	12.0% (3)	0.0% (0)	4.0% (1)	16.0% (4)	25
Limpieza de calles y banquetas	59.1% (13)	9.1% (2)	9.1% (2)	9.1% (2)	13.6% (3)	22
Seguridad general	52.0% (13)	16.0% (4)	8.0% (2)	12.0% (3)	12.0% (3)	25
Disponibilidad de servicios de Pace autobuses	30.0% (6)	25.0% (5)	15.0% (3)	20.0% (4)	10.0% (2)	20
Conveniencia de estacionamiento	25.0% (4)	31.3% (5)	12.5% (2)	12.5% (2)	18.8% (3)	16
Seguridad de pedestres	31.8% (7)	27.3% (6)	13.6% (3)	9.1% (2)	18.2% (4)	22
Eventos especiales	38.1% (8)	9.5% (2)	4.8% (1)	33.3% (7)	14.3% (3)	21
Flujo de tráfico	37.5% (6)	6.3% (1)	18.8% (3)	18.8% (3)	18.8% (3)	16
answered question						40
skipped question						7

14. Valore su satisfacción general con estos eventos que ocurren en Hanover Park:						
	Excelente	Superior al promedio	Inferior al promedio	Terrible	Yo no sé	Response Count
Show de Carros y Motos	47.6% (10)	4.8% (1)	14.3% (3)	0.0% (0)	33.3% (7)	21
Día de Picnic del Departamento de Policía	39.4% (13)	21.2% (7)	6.1% (2)	9.1% (3)	24.2% (8)	33
Mercado Maxwell Street	33.3% (7)	33.3% (7)	4.8% (1)	0.0% (0)	28.6% (6)	21
Picnic en el Parque	44.0% (11)	28.0% (7)	8.0% (2)	4.0% (1)	16.0% (4)	25
Súbete a las Trocas	26.1% (6)	26.1% (6)	4.3% (1)	0.0% (0)	43.5% (10)	23
Ceremonia Festiva de Iluminación Invernal	46.4% (13)	21.4% (6)	3.6% (1)	3.6% (1)	25.0% (7)	28
Ceremonia del día de Memoria a los veteranos	58.1% (18)	19.4% (6)	9.7% (3)	0.0% (0)	12.9% (4)	31
answered question						43
skipped question						4

15. ¿Cuándo es conveniente para usted ir de compras?			
		Response Percent	Response Count
Durante la Mañana Temprana (7AM – 10AM)		18.9%	7
Durante el Día (10AM – 5PM)		29.7%	11
Durante la Tarde (5PM – 7PM)		21.6%	8
Durante la Noche (después de las 7PM)		8.1%	3
El Sábado		40.5%	15
El Domingo		24.3%	9
answered question			37
skipped question			10

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16. ¿Cuánto tiempo ha vivido en Hanover Park?			
		Response Percent	Response Count
Yo no vivo en Hanover Park		9.3%	4
Menos de un año		2.3%	1
1 a 5 años		30.2%	13
5 a 10 años		37.2%	16
Más de 10 años		20.9%	9
answered question			43
skipped question			4

17. ¿Cuál es su código postal?	
	Response Count
	33
answered question	33
skipped question	14

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18. Si esta empleado, ¿cuánto tiempo trabaja desde su casa en vez de ir a su locación de trabajo?			
		Response Percent	Response Count
Nunca		51.4%	18
Menos de 20% de mi semana laboral		22.9%	8
De 20% a 50% de mi semana laboral		11.4%	4
Más de 50% de mi semana laboral		8.6%	3
tengo un negocio basado de mi hogar		5.7%	2
answered question			35
skipped question			12

19. ¿Con qué frecuencia utiliza los servicios de Metra?			
		Response Percent	Response Count
Nunca		48.9%	22
pocas veces cada año		24.4%	11
unas veces cada mes		11.1%	5
unas veces a la semana		13.3%	6
viajo diario		2.2%	1
answered question			45
skipped question			2

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20. Escoja la respuesta que describe mejor su hoga			
		Response Percent	Response Count
vivo solo		4.7%	2
Pareja adulta con hijo(a)s que viven fuera de casa		41.9%	18
somos una familia con doble ingreso, sin niños		11.6%	5
somos una hogar compuesto de dos o más adultos		2.3%	1
somos una familia con niños que viven en la casa de edad pre-escolare o de nivel escolar		37.2%	16
Otro		2.3%	1
answered question			43
skipped question			4

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21. Por favor seleccione las respuestas que describe cómo viaja al área del Centro Municipal de Hanover Park. (seleccione todos que apliquen)

	Response Percent	Response Count
Camino	61.9%	26
voy en bicicleta	23.8%	10
viajo en el tren de Metra	7.1%	3
viajo en el autobús de Pace	7.1%	3
manejo 5 minutos o menos	7.1%	3
manejo pero me tardo 5 minutos o más	11.9%	5
answered question		42
skipped question		5

22. Escoja la categoría que coincida con su edad

	Response Percent	Response Count
Menos de 20	12.2%	5
20 -24	7.3%	3
25 - 34	39.0%	16
35 - 44	31.7%	13
45 - 54	4.9%	2
55 - 64	2.4%	1
65-74	2.4%	1
Más de 75	0.0%	0
answered question		41
skipped question		6

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23. ¿Comentarios?

	Response Percent	Response Count
		8
answered question		8
skipped question		39

24. Si le gustaría saber los resultados de esta encuesta y de vez en cuando dar comentarios sobre Hanover Park, por favor proporcione la siguiente información:

	Response Percent	Response Count
Name:	100.0%	22
Email Address:	18.2%	4
Phone Number:	86.4%	19
answered question		22
skipped question		25

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