



Village of Hanover Park Administration

Municipal Building
2121 West Lake Street, Hanover Park, IL 60133
630-823-5600 tel 630-823-5786 fax

hpil.org

Village President
Rodney S. Craig

Village Clerk
Kristy Merrill

Trustees
Troy Albuck
Yasmeen Bankole
Jenni Broccolino
Liza Gutierrez
Jon Kunkel
Herb Porter

Interim Village Manager
Courtney Sage

VILLAGE OF HANOVER PARK DEVELOPMENT COMMISSION - REGULAR MEETING

2121 Lake Street, Hanover Park, IL
Municipal Building, Room 214

Thursday, May 14, 2026
7:00 pm

AGENDA

1. CALL TO ORDER: ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. ACCEPTANCE OF AGENDA
4. PRESENTATIONS/REPORTS: None
5. APPROVAL OF MINUTES – April 9, 2026
6. TOWNHALL SESSION: Persons wishing to address the public body must register prior to Call to Order. Public comment limited to 5 minutes per speaker.
7. NEW BUSINESS:
 - 7-a. Public Hearing for Consideration of Amendments to Hanover Park's Comprehensive Zoning Ordinance regarding potential revisions to the Village Center code, including: 1) Sec. 110-9.5.3. Major Façade Materials to permit additional Major Façade Materials, to permit lower percentages of Major Façade Materials on facades with limited visibility with a Minor Design Exception, and to permit simulated/similar materials with a Minor Design Exception; and 2) Sec. 110-9.5.4. Minor Façade Materials to modify maximum allowed Minor Façade Materials percentages.
 - 7-b. Overview and Discussion of proposed State Housing Legislation and Potential Impacts on Hanover Park (BUILD Act, POPA, etc.)
8. DEVELOPMENT UPDATES
9. ADJOURNMENT



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VILLAGE OF HANOVER PARK DEVELOPMENT COMMISSION – REGULAR MEETING

**Village Hall, Room 214
Hanover Park IL**

**Thursday, April 9, 2026
7:00 pm**

MINUTES

1. CALL TO ORDER: ROLL CALL

Chair Serauskas called the meeting to order at 7:01 pm

PRESENT: Commissioners: Ray Alvarez, Tom Clark, Vice Chair Watkins, Chair Serauskas

ABSENT: Commissioners: Chris Bjorkman, Theresa Palazzo

ALSO PRESENT: Director Govind, Planner Schwartz, Associate Planner Subovitz, Sr. Admin Sjodin, Stephen Capela, Trustee Albuck

2. PLEDGE OF ALLEGIANCE: Recital of the Pledge of Allegiance.

3. ACCEPTANCE OF AGENDA

Motion by Commissioner Alvarez and second by Commissioner Clark to accept the Agenda.

Voice Vote: All Ayes.

Motion passes.

4. PRESENTATIONS/REPORTS: none

5. APPROVAL OF MINUTES:

Motion by Commissioner Clark, seconded by Commissioner Alvarez to approve the Minutes of March 12, 2026.

Voice Vote: All Ayes.

Motion passes.

6. TOWN HALL SESSION: none

7. NEW BUSINESS:

7-a. Discussion on Future Zoning Code Amendments – Village Center Façade Requirements

Planner Schwartz reviewed the prior discussion the Commission had at the March 12th meeting regarding:

- Use of wood on general buildings
- Use of fiber cement board on general buildings – may have better durability
- Use of simulated materials
- Non-street facing facades may have a lower standard of materials
- Percentages of Minor Façade Materials

He noted that staff's recommendations centered around wood and simulated wood, with the Commission's main issue being durability over the years, not the look of it.

Planner Schwartz then asked the Commission 5 questions relating to those topics:

1. Should fiber cement board be permitted as a Major Material? *The Commission agreed it should be permitted.*
2. Should only composite be allowed on General and Row buildings? *The Commission agreed that for general buildings composite was acceptable, and for row and yard buildings composite + wood was acceptable.*
3. Should we permit simulated or similar materials with a Minor Exception? *The Commission agreed as long as the similar materials are equally as durable.*
4. Should we remove percentage caps for Minor Materials? *The Commission agreed to change the "Maximum Amount on Allowed Street Facades" to equal to or lesser than 30% (while the 70% Major Material requirement remains).*
5. Should we allow a Minor Exception for lower percentages of Major Materials on facades with limited visibility from the street? *The Commission agreed.*

Planner Schwartz then began the topic of **Building Façade Variety**, with the goal to be to allow more flexibility for buildings on major streets since the building would be setback 30 feet, and the public would only see the front and would also be driving past at 40mph or more.

Currently the Code requires each street façade to be varied in segments less than or equal to 90 feet; each segment must have a different dominant material OR by color, scale, or orientation of that material. A design exception may be requested.

The example Planner Schwartz cited the Suburban Tire Center on Lake Street as an example, which is 95 feet on one side. With the scale of Lake Street, it looks acceptable. The proposed daycare will have a section that is 110-foot in length with the same material (brick) but the windows will be recessed and will break up the monotony.

Planner Schwartz stated 3 considerations for the variety standards:

1. Deeper setbacks on major streets (Lake, Barrington, County Farm)
2. Existing developments
3. Speed of traffic

DISCUSSION QUESTIONS FOR COMMISSIONERS

1. Do the façade variety standards need to be the same on Devon Avenue as on Lake Street?
2. Would a Minor Exception be acceptable on "major streets?"

Commission Clark asked if we leave things as is, and a developer has to come before the Commission for Minor Exceptions, would it be discouraging for a potential developer? We don't want to create unnecessary "red tape" that would make developers not want to work with Hanover Park.

Director Govind said for major projects, a developer should definitely come before the Commission. Staff will always negotiate for better designs and façade materials. For minor things, staff can approve without the developer needing to come before the Commission. The whole idea for the Village Center Code was so that staff would not have to negotiate good design regarding materials and longevity.

Chair Serauskas said if there are just 2 or 3 minor exceptions, it is fine for staff to approve. He said however, if there are many minor exceptions requested, we have to be realistic about what we allow a developer to change with what we require.

Planner Schwartz said staff will draft a formal recommendation for the Board.

7-b. Re-discussion of a Recommended Approval of a Text Amendment to Permit Some Level 3 EV Charging Stations as Permitted Accessory Uses

Chair Serauskas stated the Commission has previously discussed this issue, but the Board has asked them to re-discuss due to the language in the proposed new Code not specifying small parking lots and non-conforming parking lots.

Director Govind said Attorney Paul wanted the language regarding the number of EV parking spaces to say that there must be an equal number of spaces made available for gas vehicles. So, if there are 2 EV spaces, there must be at least 2 spaces available for gas vehicles.

Commission Clark commented that since it is private property, couldn't it be up to the property owner if they only wanted to have EV parking spaces? Director Govind said they could, but we are counting on common sense to prevail; if a property owner only has EV spaces available, she/he will lose business from customers who have gas vehicles, which are a majority of drivers/customers. He confirmed EV spaces cannot be used by gas vehicles per state law.

Commissioner Alvarez asked if the Code counts EV spaces toward the total number of spaces required. Director Govind said EV spaces do count toward the total number of spaces.

Planner Schwartz commented that in Hanover Park there is only one commercial parking lot that has less than 8 spaces - it is the little dental office building off Irving Park and Edgebrook, and it technically has only 6 spaces.

Commissioner Clark said we should not be telling a commercial property owner how to manage his property.

The Development Commission all agree with leaving the initial language the way it is unless legally necessary to make changes.

Trustee Albuck stated that the Commission's decision is what should be considered and brought before the Board.

8. DEVELOPMENT UPDATES

Director Govind commented that two things have occurred at the state level:

People Over Parking Act (POPA) states that for parcels within a ½ mile of a train station/Metra or public transportation hub, or within 1/8 mile of a bus route where buses come every 15 minutes, there cannot be any parking requirements for any development

projects. However, many future builders may still want to provide parking for residents or they will not be able to sell or rent their units.

The bill has not passed yet, but if it passes, would take effect June 1, 2026.

The Build Act aims to address the “missing middle” in housing. There is a lot of affordable housing, and a lot of expensive housing. The state wants to require more of the “middle” housing. One direct impact on Hanover Park would be a reduction in the minimum lot size for a R-2 single-family home to 2,500 square feet. Additionally, the lot would permit on a typical interior lot, which in Hanover Park is about 7500-7700 square feet, three homes vs just one home as now permitted. This could dramatically change the fabric and look of communities everywhere.

The Build Act also addresses Accessory Dwelling Units (ADUs), requiring municipalities to permit them in all residential districts. ADUs include basement units, backyard units, and units above detached garages. Any single-family house could then have an ADU. The issue is whether each municipality should be allowed to decide what they want to allow rather than making it a state law.

Director Govind also informed the Commission that Tom Fortney is resigning from the Development Commission – he is moving out of Hanover Park. At the next Village Board meeting on April 16 there will be three additional appointments.

9. ADJOURNMENT

Motion by Vice Chair Watkins and seconded by Commissioner Clark to adjourn the meeting.

Voice Roll Call Vote: All Ayes.

Motion carried: Meeting adjourned at 8:02 pm

Transcribed by:

Kathy Sjodin
Sr. Admin. Assistant
April 9, 2026

Chair Serauskas



Hanover Park ^{USA}

AGENDA MEMORANDUM

TO: Chairman Serauskas and Development Commissioners

FROM: Shubhra Govind, Director of Community & Economic Development
Alex Schwartz, Village Planner

SUBJECT: Public Hearing to consider Text Amendments to the Village Center Zoning Code regarding façade requirements.

ACTION

REQUESTED: ☒ Approval ☐ Disapproval ☐ Discussion/Information

MEETING DATE: May 14, 2026

Request Summary

The following is scheduled for a Public Hearing at the Development Commission meeting at 7:00 p.m. on May 14, 2026, in Room 214 of the Municipal Building, 2121 Lake St.:

Consideration of Amendments to Hanover Park's Comprehensive Zoning Ordinance regarding potential revisions to the Village Center code, including: 1) Sec. 110-9.5.3. Major Façade Materials to permit additional Major Façade Materials, to permit lower percentages of Major Façade Materials on facades with limited visibility with a Minor Design Exception, and to permit simulated/similar materials with a Minor Design Exception; and 2) Sec. 110-9.5.4. Minor Façade Materials to modify maximum allowed Minor Façade Materials percentages.

Background

The review of recent development proposals has provided the Village with an opportunity to apply the recently adopted Village Center Code and evaluate whether certain requirements may warrant modification.

The Development Commission has held discussions on various façade requirements, including on 8/14/25, 3/12/6, and 4/9/26. Discussions focused on:

1. The Code permits wood or composite wood on Yard and Row Building types, but not on General Buildings. Two of three recently proposed General Buildings have requested and been granted Design Exceptions for wood or similar materials.
2. Fiber Cement Board is an increasingly common material among buildings in suburban downtowns but is also prohibited on General Buildings
3. Simulated materials (simulated brick, wood, stone, etc.) are becoming more visually indistinguishable from natural variety.
4. The Code requires the same treatment of non-street facades as street facades.
5. There are potential conflicts between the minimum required Major Façade Materials and the permitted Minor Façade Materials.

After detailed discussions, the Development Commission came to the following conclusions:

1. While they are currently treated the same way in the Code, wood and simulated wood are not the same material. Simulated wood has a greater durability that is acceptable on general buildings while natural wood may not.

2. Fiber cement board is a suitable material, commonly used in contemporary buildings. It may be preferable to wood in some circumstances due to its durability.
3. Minor exceptions may be appropriate for simulated materials, particularly if they are durable and indistinguishable from natural materials.
4. Minor Façade Material percentage maxima may be redundant, adding confusion without providing for better design.
5. Facades less visible from the public may have a lower standard of façade materials, as long as Staff is able to review proposals.

Discussion and Recommendation

At the 4/9/26 Commission meeting, Staff proposed language to implement the Commissions discussed recommendations. The language below is largely the same as the language proposed at the 4/9 meeting, with a few minor modifications based on Commission discussion. Please note that for Amendments to tables, green represents additions while red represents removal.

1. Permit fiber cement board as a Major Material

Staff is proposing to add fiber cement board as an allowed major façade material for General Buildings.

TABLE 9-5.A. ALLOWED MAJOR FACADE MATERIALS				
MAJOR FACADE MATERIAL	BUILDING TYPES			
	GENERAL, CIVIC BUILDINGS	ROW BUILDINGS	YARD BUILDINGS	
A Brick full dimensional, economy, unit, face brick	●	●	●	
B Concrete Masonry Units architectural, minimum 3" depth, "artisan stone" look, varied sizes, (Eschelon Masonry or approved equal), "stone" face, "hewn stone", rock cut	●	●	—	
C Fiber Cement Board panels, finished lap siding or shingles	●	●	●	
D Glass curtain wall	●	●	—	
E Metal, Architectural architectural panel, cladding system (steel, titanium, zinc)	●	●	—	
Stone natural, units	●	●	●	
F Stucco cement-based, min. 2-layer hard coat	●	●	●	
Vinyl & PVC Siding minimum .040 in. thick	—	—	●	
G Wood or Composite Wood painted, stained, charred, or treated lap siding, shingles, board & batten, rainscreen	<u>Composite Only</u>			

2. Permit only composite wood on General Buildings

Staff is proposing to permit only composite wood as an allowed major façade material on general buildings, maintaining the current standard of wood and composite for yard buildings and row buildings. Natural wood continues to remain an approved Major Material for row and yard buildings.

3. Permit simulated or similar materials with a Minor Exception

Staff is proposing a Minor Exception for simulated versions of approved materials and materials similar to approved materials. Potential language is below with the underlined sections added to the existing Code:

110-9.5.3.c. *Other materials.* A design exception may be approved for materials not listed as permitted major materials, [...]. Samples and examples of successful high-quality local installation and the manufacturer's warranty and industry ratings must be provided by the applicant. A Minor Exception may be approved for simulated or similar materials to approved materials, provided they are at least as durable.

4. Remove percentage caps for Minor Materials, continuing the 70% Major Materials and other façade variety requirements

Because of the 70% Major Material requirement and the relatively high maximum amount of Minor Materials allowed, Staff is proposing eliminating the separate “maximum amount allowed on street façade” requirement for Minor Materials. Staff believes this section may be duplicative. There are additional façade variety requirements in the Code as well.

TABLE 9-5.B. ALLOWED MINOR FACADE MATERIALS

All allowed major facade materials may be used for minor facade materials, unless otherwise listed as prohibited in [Table 9-5.D.](#)

MINOR FACADE MATERIAL (alphabetical)	BUILDING TYPES	LIMITATIONS	MAXIMUM AMOUNT ON ALLOWED STREET FACADES
Concrete Surfaces finished, stained, painted, treated	General, Civic	Below ground floor only	20%
Concrete Masonry Units minimum 3" depth, split-faced, burnished/ground face, glazed, or honed	General, Row, Civic	Below ground floor only	20%
C Fiber Cement Board finished panels	All	On all except Yard buildings, an allowed major material is required at grade up to 2 feet and within 3 feet of entrances	40%
E Metal Architectural architectural panel, cladding system (steel, titanium, zinc)	All	On all except Yard buildings, an allowed major material is required at grade up to 2 feet and within 3 feet of entrances	30%
Metal, Aluminum Composite (ACM) aluminum composite materials (ACM) or panels (ACP)	General, Row, Civic	Only 3rd or higher stories all facades	10%
F Stucco synthetic or with elastomeric finishes	All	Only 3rd or higher stories all facades	30%
Terra Cotta or Ceramic tiles or panels	All	All	20%
G Wood painted, stained, treated, natural, or aged lap siding, shingles, board & batten	All	All	20%
H Wood, Composite lap siding, shingles, board & batten, rainscreen system	All	All	30%

5. Applicants may request a Minor Exception for lower percentages of Major Materials on facades with limited public visibility.

Potential language is below with the underlined sections added to the existing Code:

9.5.3. *Major façade materials.* A minimum of 70 percent of each façade surface, not including window and door areas, must be composed of major façade materials per Table 9-5.A. A minor design exception may be approved for less than 70 percent major materials on façades or portions of facades with no or limited visibility from any street, civic space, or the rail corridor.

Attachments:

Exh. 1: Draft Findings of Fact

FINDINGS OF FACT

Text Amendments regarding Village Center façade requirements

I. Subject

Consideration of Amendments to Hanover Park's Comprehensive Zoning Ordinance regarding potential revisions to the Village Center code, including: 1) Sec. 110-9.5.3. Major Façade Materials to permit additional Major Façade Materials, to permit lower percentages of Major Façade Materials on facades with limited visibility with a Minor Design Exception, and to permit simulated/similar materials with a Minor Design Exception; and 2) Sec. 110-9.5.4. Minor Façade Materials to modify maximum allowed Minor Façade Materials percentages.

II. Findings

On May 14, 2026, after due notice as required by law, the Hanover Park Development Commission held a public hearing on the subject request concerning the text amendments. ___ members of the public appeared and voiced their opinion. ___ objectors appeared and ___ written objections were filed.

The Development Commission has made the following findings regarding the Village-initiated text amendment request:

Conformity with neighborhood character and existing uses

The proposal is consistent with approved Village Center projects and the Village's vision for the Village Center. Under the proposed code revisions, future development proposals would have more flexibility to complement previously approved projects that received similar design exceptions under existing regulations. The Commission determined that the proposed materials are consistent with desired character for the Village Center.

Trends of development

The proposed Amendments are based on recently approved projects in the Village Center. Building materials are progressing and, upon reviewing the proposed materials, determined that they are consistent with how the Village would like the Village Center to develop. The Commission looked at similar materials on developments in other communities and determined them to be adequate. The new Minor Exceptions are an appropriate way to review certain facades which are not approved by-right, but could be appropriate under the right circumstances.

Environmental impact

No impact is expected.

Impact on property values

The proposed Village Code modifications are expected to have a positive impact on property values by making good development easier. Additional façade materials can add desirable variety to developments.

Compliance with the Hanover Park comprehensive plan

Goal 2.1 of the Comprehensive Plan calls for enhancing housing diversity to support varying income levels, ages, and preferences. In particular, Objective 2.1.3 calls for the Village to encourage infill residential development on vacant properties and redevelopment of under-utilized properties. This Amendment would simplify the approval process, encouraging infill development on vacant properties, development of higher-end housing, and mixed-use, higher-density residential developments.

Fiscal impact

The Village Center amendments would simplify the approval process by reducing the need for Major Design Exceptions, which may encourage additional development, increase residential housing opportunities, and strengthen Hanover Park's tax base.

III. Recommendations

Accordingly, by a vote of _ to _, the Development Commission recommends the Village Center zoning section of the Comprehensive Zoning Ordinance be amended as follows – whereby text to be deleted is shown with a strike-through (~~deleted~~), and text to be added is shown in *italics* and underlined. Within graphics, a line designates a strike-through and a dot indicates a newly approved material.

Sec. 110-9.5.3. Major Façade Materials

9.5.3. *Major façade materials.* A minimum of 70 percent of each façade surface, not including window and door areas, must be composed of major façade materials per Table 9-5.A. A minor design exception may be approved for less than 70 percent major materials on façades or portions of facades with no or limited visibility from any street, civic space, or the rail corridor.

TABLE 9-5.A. ALLOWED MAJOR FACADE MATERIALS

MAJOR FACADE MATERIAL	BUILDING TYPES		
	GENERAL, CIVIC BUILDINGS	ROW BUILDINGS	YARD BUILDINGS
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B Concrete Masonry Units architectural, minimum 3" depth, "artisan stone" look, varied sizes, (Eschelon Masonry or approved equal), "stone" face, "hewn stone", rock cut	●	●	—
C Fiber Cement Board panels, finished lap siding or shingles	●	●	●
D Glass curtain wall	●	●	—
E Metal, Architectural architectural panel, cladding system (steel, titanium, zinc)	●	●	—
Stone natural, units	●	●	●
F Stucco cement-based, min. 2- layer hard coat	●	●	●
Vinyl & PVC Siding minimum .040 in. thick	—	—	●
G Wood or Composite Wood painted, stained, charred, or treated lap siding, shingles, board & batten, rainscreen	<u>Composite Only</u>	●	●

110-9.5.3.c. *Other materials*. A design exception may be approved for materials not listed as permitted major materials, [...]. Samples and examples of successful high-quality local installation and the manufacturer's warranty and industry ratings must be provided by the applicant. A Minor Exception may be approved for simulated or similar materials to approved materials, provided they are at least as durable.

Sec. 110-9.5.4 – Minor Façade Materials

TABLE 9-5.B. ALLOWED MINOR FACADE MATERIALS

All allowed major facade materials may be used for minor facade materials, unless otherwise listed as prohibited in [Table 9-5.D](#).

MINOR FACADE MATERIAL (alphabetical)	BUILDING TYPES	LIMITATIONS	MAXIMUM AMOUNT ON ALLOWED STREET FACADES
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Terra Cotta or Ceramic tiles or panels	All	All	20%
G Wood painted, stained, treated, natural, or aged lap siding, shingles, board & batten	All	All	20%
H Wood, Composite lap siding, shingles, board & batten, rainscreen system	All	All	30%

FACT SHEET:
Expanding Housing Options for Illinois' Middle Class
HB 5626 (Buckner) / SB 4060 (Hunter)

Gov. Pritzker Proposes Expanding Housing Options Families Can Afford

Across Illinois, many of the homes that working families rely on—such as two-flats, four-flats, townhomes, and small courtyard or cottage-style buildings—are no longer allowed in most residential neighborhoods due to outdated zoning rules. These restrictions limit housing choice, drive up costs, and make it harder for families to find homes that meet their needs. Middle housing offers a practical way to add family-friendly homes at a scale that fits within existing communities.

This bill modernizes local zoning rules to allow more of these attainable housing types while maintaining clear, objective standards for safety, design, and livability.

How will this spur construction of more family-friendly housing types statewide?

- Protects single-family zoning by ensuring this housing type by-right on smaller residentially zoned lots
- Allows duplexes, triplexes, four-flats, townhomes, and cottage-style housing in larger residentially zoned lots that tend to permit only single-family homes
- Permits these housing types by-right, subject to clear and objective standards, rather than discretionary review processes that add delay and cost
- Supports development patterns that fit naturally into existing neighborhoods and use existing infrastructure efficiently

What are the benefits of increasing family-friendly housing types statewide?

- Creates more opportunities for families to buy or rent homes in the communities where they work, attend school, and have support networks
- Supports aging in place, multigenerational living, and starter home options that help communities grow in an incremental and predictable way
- Strengthens communities and local economies by supporting small- and mid-scale builders and construction jobs across Illinois

FACT SHEET:
Single Stair
HB 5626 (Buckner) / SB 4061 (Feigenholtz)

Gov. Pritzker Proposes Modernizing Building Codes to Spur Housing Development

Small to midsize apartment buildings tend to be the most affordable to rent across rural, suburban, and urban areas. But outdated building codes make it more expensive and difficult to build on small or irregularly shaped plots of land.

Buildings taller than three stories must have two separate exit stairways, despite research showing one exit stairway is [proven to be safe and effective](#). This requirement can raise developer costs by over 10% and deters development of small to midsize buildings.

Requiring a single exit stairway frees up valuable space on each floor to add more housing units and reduces the cost of developing—all while maintaining safety standards.

This bill will:

Generate more midsize housing options by safely relaxing outdated building codes:

- **Permits apartment buildings up to six stories to be served by a single exit stairway given that the building:**
 - Is safely equipped with standard fire protection mechanisms, including automatic sprinkler systems, smoke detection, and emergency escape and rescue openings
 - Has no more than four units per floor
- **Expands the variety of housing units and design sizes revolved around a single staircase, allowing for construction on development-ready, small and irregular parcels of land**

Reduce development costs to expand diverse affordable housing options:

- **No longer require developers to build two staircases once an apartment complex exceeds three stories:**
 - Giving developers the opportunity to focus on constructing larger, livable spaces on more pieces of land
 - Raising a building's efficiency ratio, the share of interior space that is rentable versus common areas, enabling a more financially feasible build

FACT SHEET:
Impact Fee Modernization
HB 5626 (Buckner) / SB 4062 (Castro)

Increase Transparency and Predictability in Impact Fees

Impact fees are one-time charges imposed by some municipalities when new housing is constructed, intended to ensure the new development contributes fairly to public facilities and infrastructure needed to serve additional residents, including schools, parks, roads, stormwater systems, and public safety services. However, Illinois' current approach relies on a patchwork of local formulas and negotiated outcomes that can create uncertainty for both municipalities and housing providers. This bill creates one standard formula for local governments to apply, bringing greater clarity, consistency, and predictability while preserving the ability for local governments to assess reasonable impact fees when they deem appropriate.

The bill will:

Provide clearer guidance and consistency for local governments:

- Establish state-issued model formulas and tools to help municipalities calculate residential impact fees based on measurable impacts
- Create a common framework that supports consistency across communities while recognizing differences in local conditions
- Reduce time-consuming, project-by-project negotiations

Improve transparency and predictability in the development process:

- Ensure impact fee assumptions, calculations, and schedules are clearly documented and publicly available
- Give communities and developers a shared understanding of expected costs earlier in the planning process
- Reduce disputes and delays caused by unclear or inconsistent fee methodologies

Support housing feasibility while maintaining local infrastructure investment:

- Help ensure fees are proportionate to actual impacts and do not unintentionally block housing projects
- Protect smaller homes, middle housing, and infill development from being disproportionately burdened by per-unit fees
- Allow communities to continue funding infrastructure needs while making housing production more predictable and achievable

FACT SHEET:
Third-Party Review for Housing Permits
HB 5626 (Buckner) / SB 4063 (Ellman)

Gov. Pritzker Proposes Ensuring Timely Housing Approvals While Maintaining Safety Standards

Lengthy and unpredictable permitting and inspection timelines are a barrier to housing development across Illinois. In many communities, housing proposals can remain under review for months or even years, increasing costs and uncertainty and causing projects to be delayed or abandoned. These delays are often driven by limited staff capacity, growing workloads, or unclear timelines, rather than concerns about safety or code compliance.

This bill is designed to ensure housing proposals receive timely decisions while preserving local authority and strong building safety standards.

The bill will:

Establish clear, predictable timelines for housing permit reviews and inspections:

- Set statewide expectations for how quickly municipalities must complete initial plan reviews, follow-up reviews, and inspections for housing projects
- Require municipalities to act on applications rather than allowing projects to remain indefinitely under review

Provide a limited third-party review option when delays occur:

- Allow applicants to use qualified, licensed third-party professionals to complete plan reviews or inspections only if local deadlines are missed
- Require municipalities to accept compliant third-party reviews that demonstrate adherence to locally adopted building codes
- Preserve local enforcement authority, including the ability to audit work, issue stop work orders, and ensure ongoing code compliance

Reduce uncertainty and support efficient housing delivery while maintaining safety:

- Lower financing costs caused by prolonged review timelines
- Improve predictability for communities and applicants alike by clarifying expectations up front
- Provide local governments with a capacity backstop during periods of high workload or staffing constraints, without weakening safety or inspection standards

FACT SHEET:
Parking Reform
HB 5626 (Buckner) / SB 4064 (Cervantes)

Gov. Pritzker Proposes Parking Reform to Devote More Land to Housing

Parking mandates are local zoning laws that require specific amounts of parking spots that must be created in housing developments. Many of these mandates exceed the needs of residents, especially for those in denser areas with ample public transportation infrastructure.

This restrictive and unnecessary requirement makes housing construction expensive and dedicates more land to cars instead of people who need housing. Parking space requirements can result in developers paying an additional \$8,000 to \$40,000 in land costs, and construction of a parking structure is many times as expensive. The increased development costs spill into the affordability of housing, often leading to higher rents to account for the additional parking construction.

The bill will:

Reduce unnecessary parking mandates to let developers build more housing with fewer and more sensible parking space requirements:

- **Limits the number of parking spaces localities can require for new housing construction, specifically new developments:**
 - Cannot be required to have more than one spot for every two multifamily housing units
 - Cannot be required to have more than one spot for a single-family home
- **Removes parking spot requirements for:**
 - Residences under 1,500 square feet
 - Affordable housing projects
 - Retail fronts or other ground level nonresidential spaces in mixed-use buildings
 - Housing in buildings being converted into residential use, such as old office complexes, schools, and industrial structures or factories

FACT SHEET:
Legalizing Accessory Dwelling Units (ADUs)
HB 5626 (Buckner) / SB 4071 (Martwick)

Gov. Pritzker Proposes Expanding Housing Supply with ADUs

Accessory dwelling units (ADUs) are small, affordable homes like backyard cottages, granny flats, or basement apartments on the same lot as a single-family home. Most areas of the state, however, outright ban or severely restrict the development of these small and financially feasible living units on their property—preventing growth in household income and housing supply.

The bill will:

Legalize ADUs to expand the supply of naturally affordable homes:

- Allow for ADUs by-right in areas zoned for single-family use without extraneous burdensome requirements
 - Homeowners will have the right to develop at least one ADU on their property, without the requirement of troublesome processes such as public hearings, inconvenient aesthetic requirements, or outdated familial relationship mandates
- Permit ADU construction or conversion of housing units such as (but not limited to) attached or detached garages, attics, basements, and backyard cottages, which often cost a third of the price of a traditional house

Boost local economies and support intergenerational living:

- Empower homeowners with the opportunity for wealth generation and additional income from renting out an ADU on their property, often at below-market rates
- Bring more construction projects and jobs across the state by capitalizing on growing housing developer demand for ADU reform
- Accommodate intergenerational living and higher quality of life for the elderly to support the needs of families and relax the housing market

Hanover Park Impact Memo (AI Generated summary)

Illinois 2026 Statewide Housing, Zoning, Permit & Impact Fee Proposals

(Status: Early legislative stage – Spring 2026 negotiations underway)

1 What Is Being Proposed (At a Glance)

State leadership is advancing a major housing package that would:

- Allow **2–8 units by right** in many residential areas
- Legalize **ADUs statewide**
- Impose **permit & inspection shot-clock deadlines**
- Allow **third-party inspections** if deadlines are missed
- Standardize or cap **impact fee methodologies**
- Limit local **parking minimums**
- Provide ~\$250M in housing-related grants

This represents the most significant potential shift in municipal land-use authority in decades.

2 Specific Impacts on Hanover Park

A. Zoning & Density



Potential Effects:

- Portions of single-family districts could allow duplexes, triplexes, or small multi-unit buildings **by right**
- ADUs (garage conversions, backyard cottages) could be required to be permitted administratively
- Minimum lot size or density standards could be preempted

For a built-out suburb like Hanover Park:

- Incremental infill likely rather than large redevelopment
- Increased lot splits in certain neighborhoods
- Pressure near the Metra corridor and Village Center TIF
- Possible strain on older infrastructure (stormwater, parking)

Risk Level: Moderate

Change would be gradual, but politically sensitive.

B. Permit & Inspection Timelines**Proposal:**

- State-mandated deadlines for:
 - Plan review
 - Permit issuance
 - Building inspections
- If missed → developer may hire **third-party inspector**

Impact on Hanover Park:

- Would require strict internal workflow tracking
- Risk of losing inspection authority if staffing shortages occur
- May require:
 - Additional building staff
 - Technology upgrades
 - Revised inspection scheduling protocols

Operational Risk: High if deadlines are tight

Building Department capacity becomes a key issue.

C. Impact Fee Reform**Proposal:**

- Statewide formula or standardized methodology
- Potential limits on flexibility
- Possible increased reporting requirements

Hanover Park Implications:

- May reduce flexibility in tailoring fees to infrastructure needs
- Could limit leverage in negotiated development agreements
- Potential revenue impact depending on final formula

Risk Level: Moderate

Depends on final language and home-rule carveouts.

D. Parking Minimums

Proposal:

- Eliminate or reduce minimum parking requirements for:
 - Smaller units
 - Affordable housing
 - Transit-proximate projects

Hanover Park Considerations:

- Near the Metra Station and Village Center TIF, this could:
 - Improve TOD feasibility
 - Reduce project costs
 - Increase redevelopment interest
- In established neighborhoods, parking spillover may become a concern

Strategic Opportunity: High in TOD area

3 Fiscal & Staffing Implications

Area	Potential Impact	HP Risk Level
Impact Fees	Possible revenue compression	Moderate
Permit Revenue	Slight increase from infill activity	Low-Moderate
Staffing Costs	Likely need for added inspection capacity	High
Infrastructure	Incremental stress on aging systems	Moderate
TIF District	Could enhance development feasibility	Positive

4 Political & Community Dynamics

Expect:

- Resident concern over single-family character
- Questions about school impacts
- Parking anxiety
- Increased permit activity transparency requests

Messaging will be critical:

- Emphasize incremental nature
 - Stress infrastructure monitoring
 - Highlight state mandate vs local choice
-

5 Interaction with Village Center TIF & TOD Strategy

For the **South Commuter Lot TOD site**, this package may actually:

- Reduce parking burdens
- Increase unit count flexibility
- Improve project feasibility
- Strengthen developer interest

In that sense, portions of the proposal could support Hanover Park's downtown development vision.

6 What to Watch in Springfield (Next 90 Days)

1. Whether 2–8 units by right survives intact
2. Exact permit timeline durations (30 days? 60 days?)
3. Whether third-party inspections are optional or automatic
4. Whether home-rule municipalities receive exemptions
5. Impact fee formula details
6. Funding allocation criteria

Compromise is likely — full preemption is less likely than partial reform.

7 Strategic Recommendations for Hanover Park (Preliminary)

Short-Term

- Audit current permit review timelines
- Assess inspection staffing capacity
- Model impact fee exposure scenarios
- Identify zoning districts most affected

Medium-Term

- Preemptively modernize ADU standards
- Tighten internal review workflows
- Prepare resident-facing educational materials
- Coordinate with DuPage/Cook County regional partners

Long-Term

- Leverage TOD flexibility for Village Center
 - Update Comprehensive Plan language to align with state direction
 - Evaluate infrastructure capital planning for infill growth
-

Executive-Level Summary

If enacted in substantial form, this package would:

- Reduce local zoning autonomy
- Increase administrative performance requirements
- Potentially constrain impact fee flexibility
- Create both operational strain and development opportunity

For a built-out suburb like Hanover Park, impacts would likely be **incremental but administratively significant**, with the biggest risk area being **permit/inspection timing mandates** and the biggest opportunity being **TOD and Village Center redevelopment feasibility**.

Summary of the People Over Parking Act SB 2111 (often referenced via SB 2352)

During the recent veto session, the Illinois General Assembly passed a large mass transit bill (Senate Bill 2111) which, among other things, would create the "People Over Parking Act." It was signed by the Governor on Dec. 16, but the Act would take effect on June 1, 2026, and restrict local authority to require minimum off-street automobile parking near public transit.

WHAT THE ACT DOES

- **Eliminates mandatory parking minimums near transit.** Under the Act, **local governments may no longer require a minimum number of off-street automobile parking spaces** for new development (residential or commercial) if the project is within:
 - **1/2 mile** of a "public transportation hub" (e.g. a rail station, ferry terminal with transit connection, or a busy bus-route intersection), **or**
 - **1/8 mile** of a "public transportation corridor" (i.e. a street where one or more bus routes have frequent service — typically 15-minute intervals or better during peak commute times).
- **Applies statewide — even in "home-rule" municipalities.** That means the Act overrides local zoning ordinances: suburbs, small towns, and big cities alike.
- **Covers most new or renovated development — but excludes transient lodging.** The rule doesn't apply to hotels, motels, or other transient-use buildings.
- **Allows — but does not require — developers to provide parking (or bike parking).** If developers choose to include off-street parking, local governments can regulate aspects like requiring a portion be reserved for car-share vehicles, charging for parking rather than mandating free spaces, or setting maximum (but not minimum) parking allowances. Bike parking minimums remain allowed.

WHY IT MATTERS: GOALS & POTENTIAL IMPACTS

- **Lower housing costs & encourage more development.** Required parking adds significant construction costs that are passed on to renters and buyers. Eliminating parking minimums helps reduce those costs and makes housing easier to build, especially near transit.
- **Promote transit-oriented, walkable communities.** Fewer parking requirements allow for denser, more compact development near rail and frequent bus service, benefiting transit users and walkable neighborhoods.
- **Reduce excess parking and wasted space.** Many areas mandate more parking than is actually used. Removing minimums helps avoid oversized lots and underused spaces.
- **Support statewide affordability efforts.** By lowering regulatory barriers and costs, the Act helps address Illinois' housing shortage.

HOW THIS APPLIES TO TIF-ASSISTED PROJECTS

Parking minimums included in a TIF development agreement **executed before June 1, 2026** may still be enforced as part of a pre-existing contract. However, **new or amended TIF agreements after that date cannot add or increase parking minimums** under the Act.

HOW IT WORKS (DETAILS + EXCEPTIONS)

Key Term / Provision	What It Means
<i>Public transportation hub</i>	A rail station (like Metra), a ferry/boat terminal connected to transit, or a major bus-route intersection (with frequent service — combined bus-route frequency ≤ 15 min during peak) municipalminute.ancelglink.com+1
<i>Public transportation corridor</i>	A street served by one or more frequent bus routes (same 15-minute interval threshold) municipalminute.ancelglink.com+1
Applies to:	Nearly any new construction or significant renovation (residential or commercial), except transient lodging (hotels, motels) Elrod Friedman LLP+1
Local government powers preserved:	Can still set maximum parking limits; regulate on-street parking; require bike parking; regulate voluntarily provided car parking (e.g. car-share, paid parking) Planetizen+2municipalminute.ancelglink.com+2
Does <i>not</i> apply to:	Existing buildings with approved site plans (unless plans are amended/extended in ways that require more parking) Elrod Friedman LLP+1

BROADER CONTEXT & WHAT IT REFLECTS

- The Act is part of a larger transit funding and reform package (SB 2111) that restructured regional transit oversight (creating the Northern Illinois Transit Authority, or NITA) and seeks to shore up finances for multiple transit agencies in Illinois. [LegiScan+2Capitol News Illinois+2](#)
 - With the Act, Illinois joins a growing number of places rethinking parking mandates as outdated — shifting toward transit-oriented, sustainable urban planning. [HousingWire+2Planetizen+2](#)
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CONSIDERATIONS, TRADE-OFFS & WHAT TO WATCH

- **Parking demand still exists** — the Act doesn't force developers to eliminate parking, just removes mandates. In some areas or for some households, demand for parking may remain high (e.g. suburban residents, people with cars).
 - **Potential for increased on-street parking pressure.** If developers choose to skimp on off-street parking, more people might park on local streets — unless municipalities adopt strong on-street controls. The Act does not restrict municipalities from doing that, but success depends on local decisions. [Elrod Friedman LLP+1](#)
 - **Transit-accessibility varies across Illinois.** The benefits of this law are greatest in areas well served by transit (rail + frequent bus). In more car-dependent or rural areas with little transit access, parking still matters and some developments may still provide parking or seek variances.
 - **Implementation and mapping matters.** Municipalities will need to review transit maps, zoning codes, and planned developments to see which areas are affected — especially suburbs or smaller cities around transit hubs. [Elrod Friedman LLP+2Steven Can Plan+2](#)
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RESERVED POWERS AND EXCEPTIONS FOR LOCAL GOVERNMENTS

While minimum automobile parking requirements would be generally prohibited near transit under this Act, local governments would retain the authority to regulate other aspects of parking and development, including:

1. **Maximum Parking:** A unit of local government is not prevented from enacting or enforcing local laws that establish a maximum parking requirement.
2. **On-Street Parking:** The Act does not prevent a unit of local government from regulating access to on-street parking.
3. **Bicycle Parking:** The Act does not restrict a unit of local government from enacting or enforcing local laws that establish a minimum parking requirement for bicycles, including electric-assisted bicycles.
4. **Regulation of Voluntarily Provided Parking:** If a developer chooses to provide off-street automobile parking voluntarily, the local government may require parking spaces to be:
 - made available for car-share vehicles;
 - shared with the public; or
 - made available only for a fee (a local government may not require voluntarily provided parking to be provided free of charge).

APPLICATION TO EXISTING AGREEMENT OR SITE PLAN

The Act would *not* apply if the requirements conflict with a contractual agreement or approved site plan that was executed or approved on or before the effective date of the Act. However, the prohibition would apply to any amendment or extension to the contractual agreement or approved site plan, if that amendment or extension increases automobile parking requirements. The Act does not define “contractual agreement” or “approved site plan,” so local governments should consult their attorneys about whether the Act would apply.

WHY HANOVER PARK LIKELY QUALIFIES UNDER POPA

- Hanover Park has a commuter-rail stop station (the Metra station on Milwaukee District West Line of Metra), located at 1975 W Lake St, which acts as a “public transportation hub” under POPA.
- Given the Act’s definitions, any new residential or commercial development within **½ mile of that station** — or within **⅓ mile of a frequent-service bus corridor** — is eligible to avoid mandatory off-street parking minimums.
- The village’s transit network includes both rail (Metra) and bus service (Pace route 554) — which may produce frequent-service bus corridors or intersections that also qualify for the ⅓-mile buffer under the law.

SEE ATTACHED MAPS SHOWING BUFFERS (from train station and bus route)

KEY DATES & LEGISLATIVE TIMELINE

Here's a timeline / status summary for People Over Parking Act (in Illinois).

Date / Period	What happened / Where the bill stood
May 28, 2025	An amendment (HFA #1) to SB 2111 (the broader transit/parking-reform package) was filed, laying out many of the transit reform and funding provisions — setting the stage for what became the People Over Parking Act.
October 31, 2025 (early morning)	The legislature (both chambers) passed SB 2111 — thus formally adopting the People Over Parking Act as part of the larger transit/reform package.
November 25, 2025	SB 2111 (as amended/engrossed) was “Sent to the Governor.” Illinois General Assembly+2Illinois General Assembly+2
Adopted into law, Signed by the governor Dec., 16, 2025. The People Over Parking Act will go into effect June 1, 2026 . LegiScan+2LP+2	

What “Passed” Means — And What’s Next

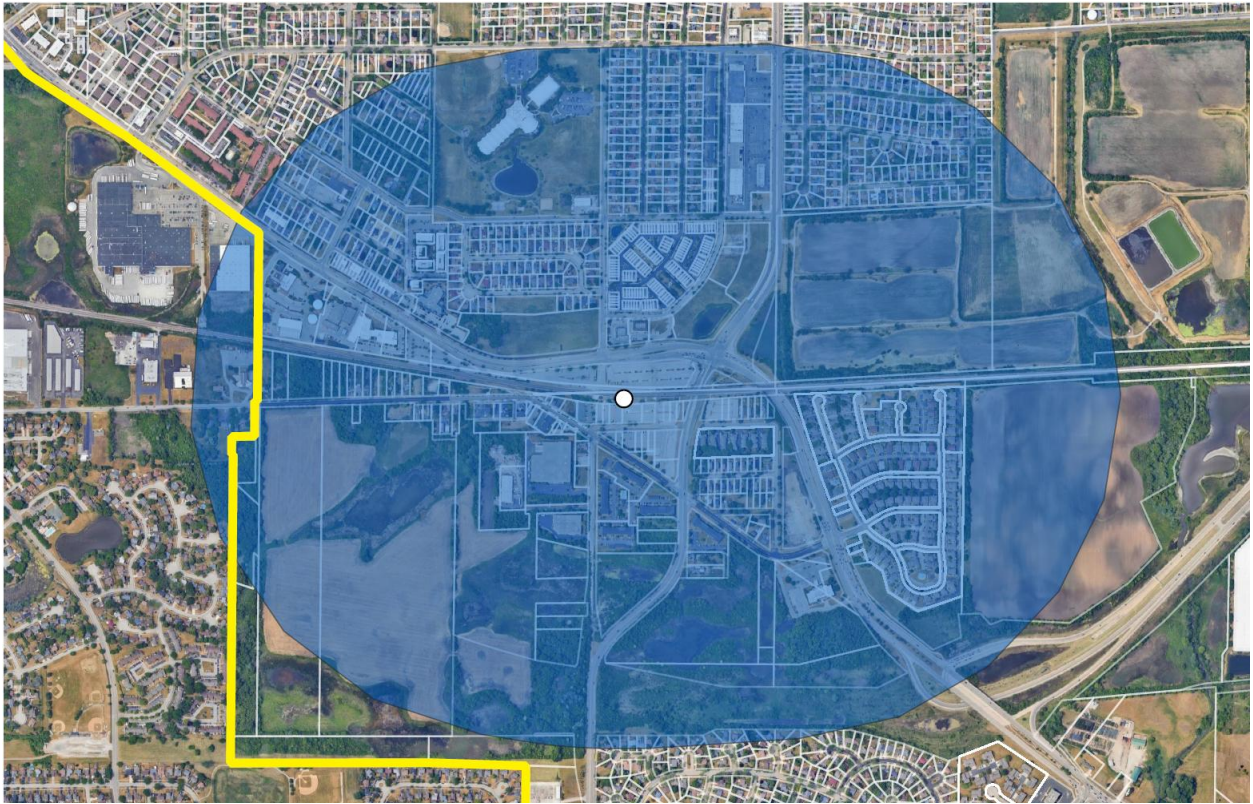
- “Passing” on October 31, 2025 — via SB 2111 — means the state legislature approved the Act. [chi.streetsblog.org+2Metropolitan Planning Council+2](#)
- The bill was then sent to the governor (per the November 25, 2025 status). [Illinois General Assembly+2Illinois General Assembly+2](#)
- The Act officially becomes law on **June 1, 2026**, at which point its parking-minimum prohibitions will be enforceable for new qualifying developments statewide. [LegiScan+2LP+2](#)

Some Additional Context

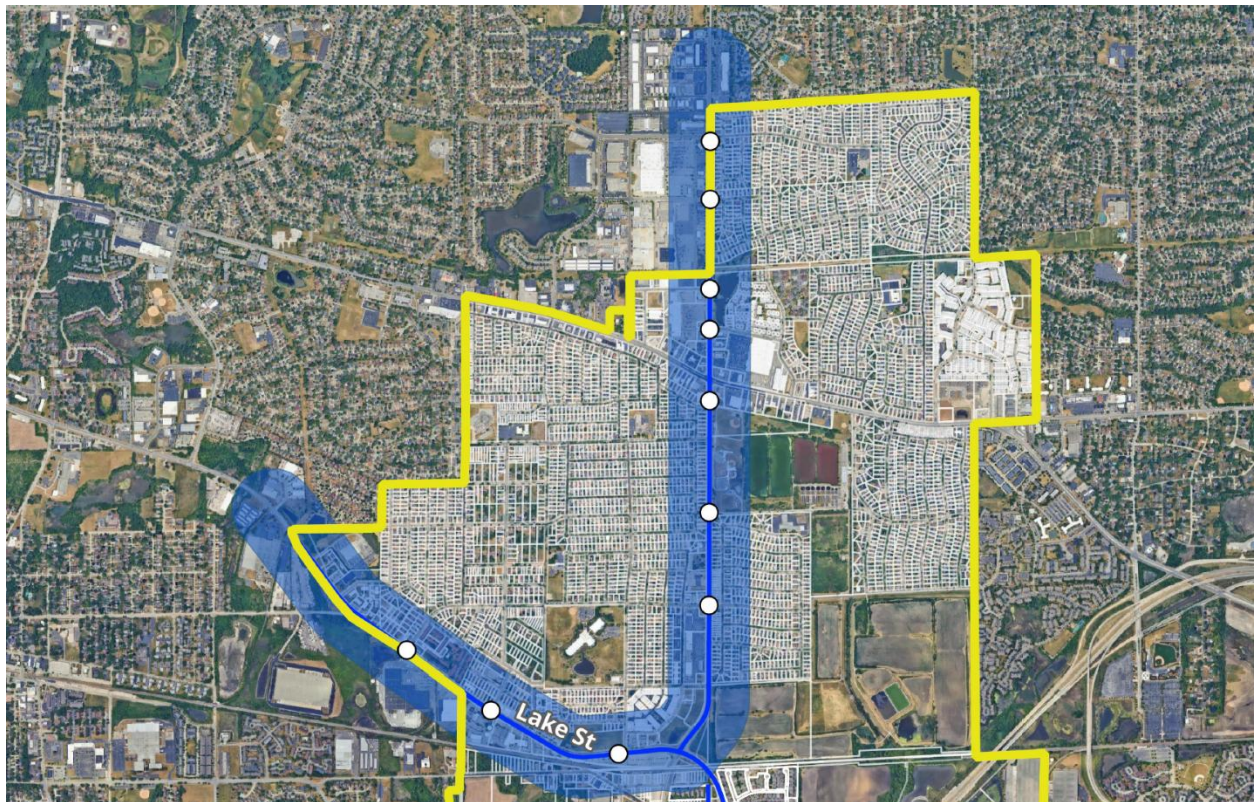
- The People Over Parking Act isn’t a standalone bill — it was embedded in the larger omnibus transit and funding reform package (SB 2111), which also restructures transit governance (creating the Northern Illinois Transit Authority, or NITA) and addresses funding gaps for transit agencies statewide. [Wikipedia+2Metropolitan Planning Council+2](#)
- The prohibition on local minimum-parking requirements applies to new residential or commercial developments (not transient lodging such as hotels), provided they fall within the defined buffer zones near transit.

✓ Bottom Line

The People Over Parking Act removes mandatory off-street parking near transit, giving developers flexibility to match parking to market demand. The goal is to support more affordable, dense, and transit-oriented development across Illinois, shaping how communities grow near transit for years to come.



0.5 mile buffer around Metra train station



0.25 mile buffer along bus route corridor
(though ours is less frequent than every 15 mins)