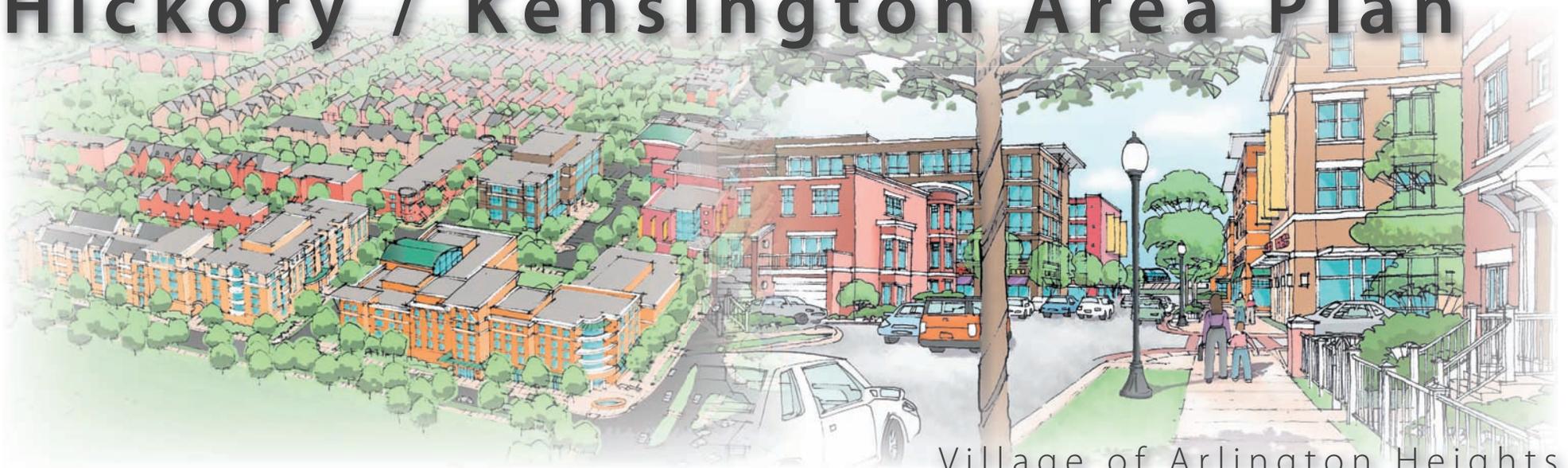


# Hickory / Kensington Area Plan



Village of Arlington Heights

January 2013

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## Introduction

In 1991, the Village Board amended the Comprehensive Plan by designating several areas as redevelopment project areas as part of the Comprehensive Planning Program. One area designated was the Hickory / Kensington area, defined by Dryden Avenue on the east, Miner Street on the north, Northwest Highway on the south, and Belmont Avenue on the west.



Figure 1. Map of Plan Area

In November, 1993 the Board adopted Ordinance 93-096, approving the Hickory / Kensington Redevelopment Plan. The Plan outlined goals and objectives for the future of the area, with specific recommendations, many of which have been implemented. In addition, several options regarding future land uses were analyzed during the public process, and several amendments were made to the Comprehensive Plan. Recently, the area has undergone significant change with large parcels such as the former Lattof site and Arlington Market site redeveloping. The purpose of this plan is to evaluate the area in context with the changes which have occurred in order to determine if additional changes would be beneficial to the neighborhood and community.



Figure 2. 1949 Aerial

## History of the Area

Dating back to the 1920's the Hickory / Kensington area was the original, and for many years, the only industrial area in the Village given its access to the railroad. As the Village expanded in the 1960's and 70's to the north and south, new industrial areas were developed in proximity to the interstate highways. As these new industrial areas developed, the Hickory area underwent some change as industrial land was redeveloped for commercial, specifically Arlington Market Shopping Center and Lattoff Chevrolet. For many years the area remained unchanged until Walgreen's replaced Brown's Chicken and the Best Western Inn, followed by the rowhomes at Hickory and Miner, which replaced FH Bonn Co. Also the former Weber Stevens manufacturing site was acquired by the Park District and developed as an expansion to Recreation Park. The Park District has also acquired three commercial parcels at the south end of Recreation Park and plans to expand the park to Northwest Highway. More recently, additional significant redevelopment has occurred with Mariano's Food Store and Arlington Market (Arlington Crossings), a mixed use development.

## Summary

The purpose of this Plan is to provide an analysis of current conditions and propose what the future may look like for the Hickory / Kensington Area. The Plan takes into consideration Village Land Use, Housing and Economic Development Goals and Policies, trends in development, and recent new development in the area. Much of the area has either redeveloped or is in the process of redeveloping, with the exception of the middle or Core area as illustrated on the following page. Given the condition and age of buildings, tax revenue, and development in the area and the area's proximity to Downtown, it is recommended that the Core area redevelop for mixed use commercial and residential in order to enhance the tax base, provide additional housing opportunities based on market needs for the Village, and to build upon recent new development in the area. Development standards are proposed which guide future development in order to create a new, vibrant mixed use neighborhood. The timing of development will depend on many factors, including whether or not a property owner wishes to sell their property, and market and economic conditions. Therefore implementation can take many years. To that end, the Village should consider establishing a Tax Increment Financing District to stimulate development of the area as public and private development costs are likely to be extensive.

There are currently 20 businesses in the Core area that would be impacted by redevelopment, several of which could be included in new development such as retail uses or office uses. One major business, Dana Molded Products, recently moved their operations thus vacating 68,000 square feet. There are a few other vacancies of older buildings as well. Auto related uses would likely need to relocate, as would Heller Lumber. Many of the business owners own their land as well. As with any redevelopment effort, the Village should work with existing businesses to assist with relocation as necessary.

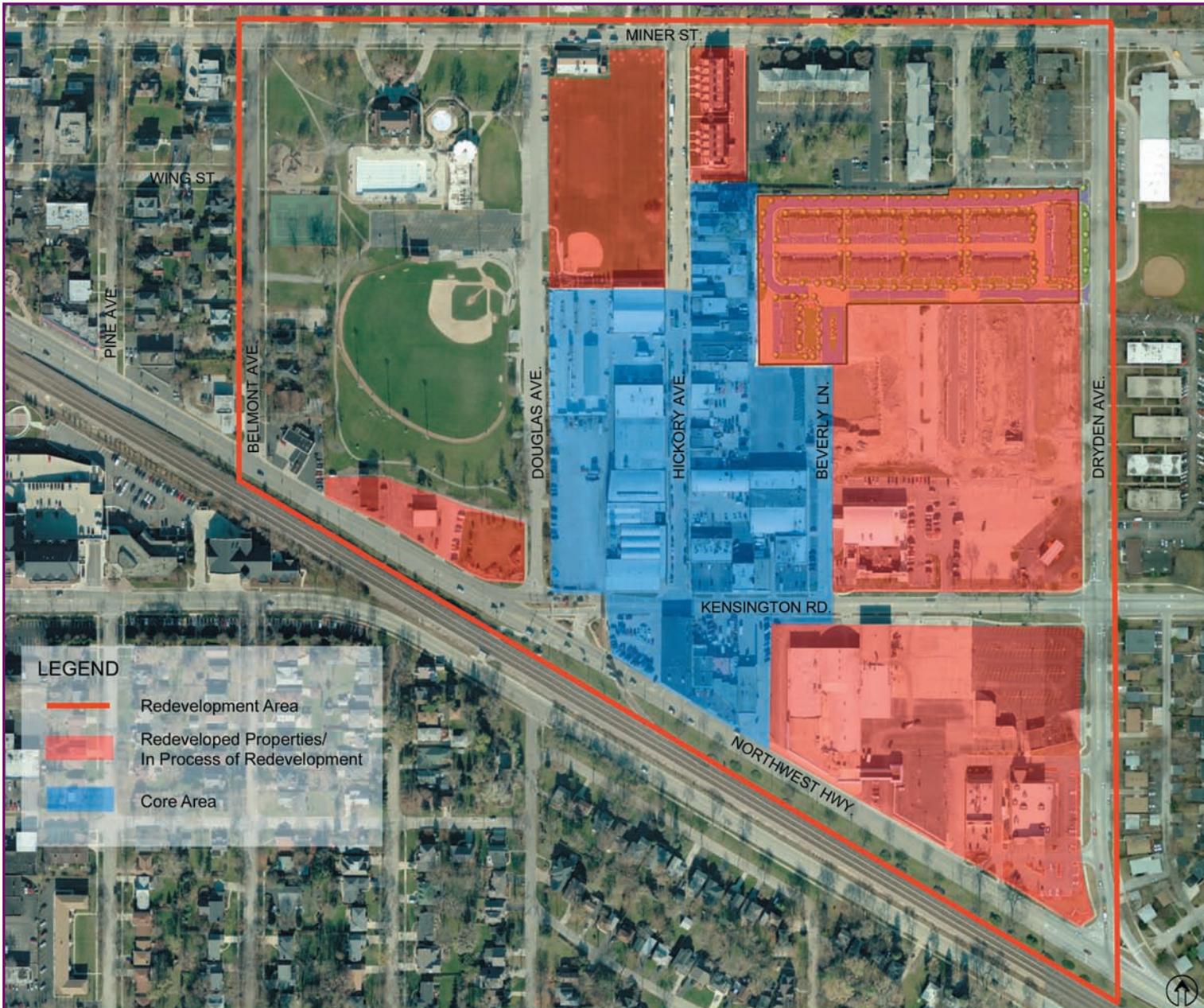


Figure 3. Map of Core Area

## Comprehensive Plan - Land Use / Zoning

The Comprehensive Plan Future Land Use Map is a policy document which guides future growth and development of all property within the Village. The Zoning Map is the legal document which governs the use of land. Beginning in 1993 with adoption of the Hickory / Kensington Plan, several amendments to the Land Use Map and Zoning Map have been approved by the Village Board including:

1. **Designating several Commercial parcels adjacent to Recreation Park as Parks, which include three parcels adjacent to Recreation Park along Northwest Highway, and the former Weber Stevens site at Douglas Avenue and Miner Street (1993);**  
**In addition the Park District Board recently approved a master plan for Recreation Park which includes major renovations (subject to future funding).**
2. **The Arlington Market site was amended from Commercial to Moderate Density Multi Family and rezoned from B-2 to R-6 for the northern 11 acres while retaining the Commercial designation and B-2 zoning for 3.5 acres along Kensington Road (2006);**
3. **The former FH Bonn office site at the southeast corner of Hickory Avenue and Miner Street was amended from Manufacturing to Moderate Density Multi Family and rezoned to R-6 to allow townhomes, which have been constructed (2006);**

The map on the following page illustrates the current Comprehensive Plan Land Use Map for the area. The area includes a variety of land use designations including Parks (green), Commercial (red), Moderate Density Multi Family (orange), and Research and Development Manufacturing Warehousing "RDMW" (purple). The "core" area is primarily designated as Commercial, however several parcels on the east side of Hickory Avenue from 9 N. to 105 N. Hickory are designated as RDMW.

Zoning for the area includes R-6 multiple family residential (equates to 17 units per acre based on 2- bedroom units); B-2 and B-3 (both are commercial districts); Public Land (PL) for Recreation Park; and M-2 (Limited Heavy Manufacturing District). The M-2 district is the more intense of the two "M" districts in the Village. The Core area is primarily zoned M-2 north of Kensington (excepting 704-708 and 724 E. Kensington, which are B-2) and B-3 south of Kensington. ***The Village should analyze possible zoning amendments that would allow current use of the buildings for M-2 permitted uses, while prohibiting new development which would be inconsistent with this Plan.*** This concept will allow for the area to transition over time from the current land uses to the uses recommended in this plan.

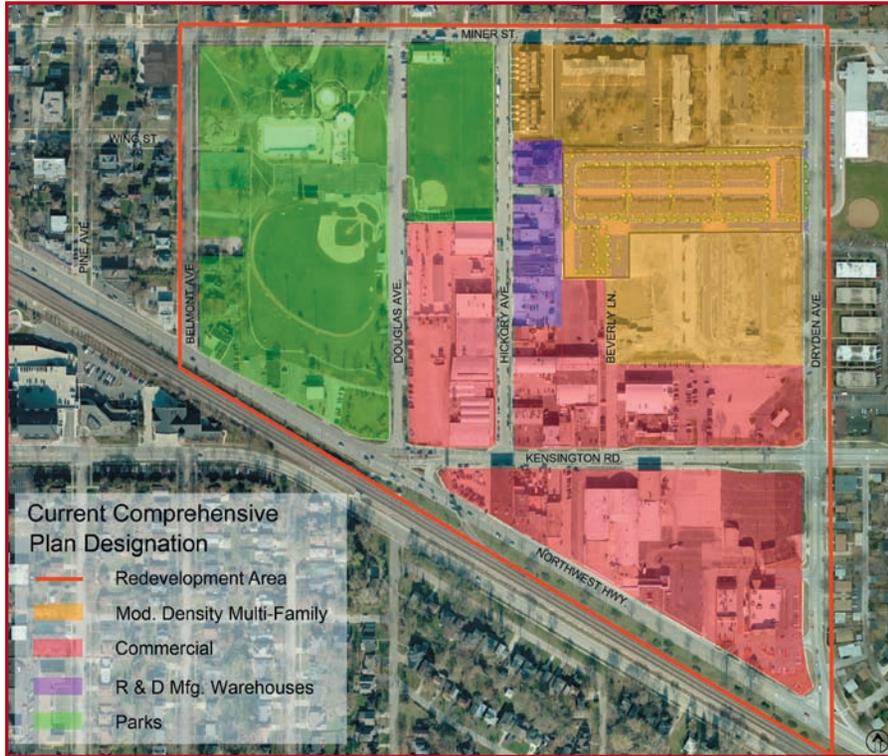


Figure 4. Current Comprehensive Plan

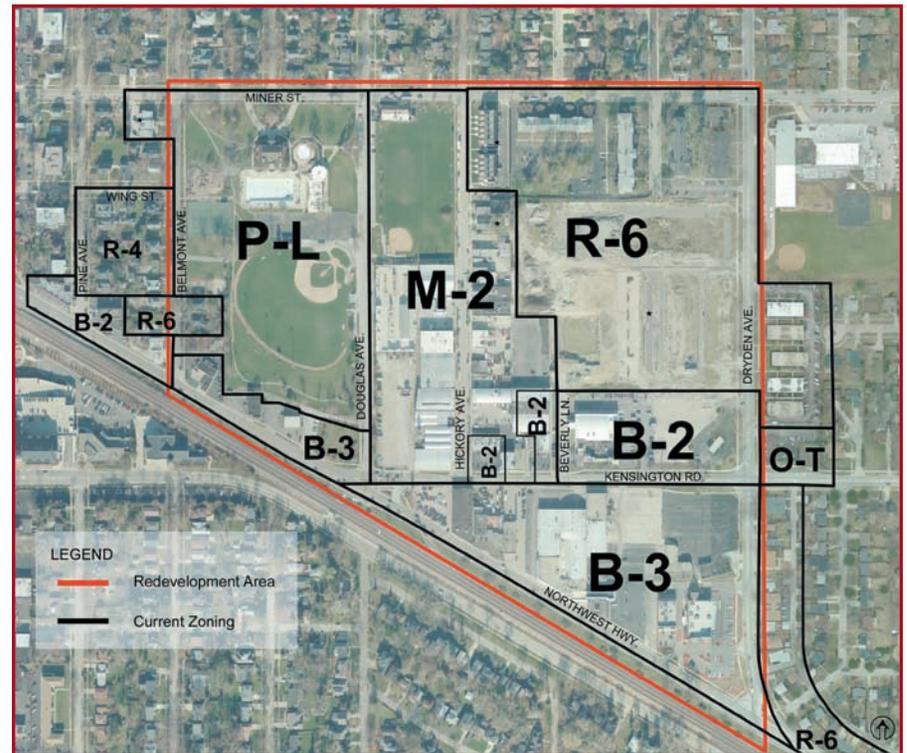


Figure 5. Current Zoning Map

## Current Conditions

As mentioned the area has undergone significant transition over the past few years and continues to transition as development continues at Arlington Crossings. The area in the center or Core of the redevelopment area along Hickory Avenue, Beverly Lane, and Northwest Highway has not redeveloped, although the 1993 Plan did suggest possible alternate uses such as multi family along Hickory Avenue. The core area is about 10.5 acres not including public streets. Recently a major business and land owner in the area, Dana Molded Products, closed and moved their operations from their location on Hickory and Kensington. Also the vacant Lattof property at Douglas and Kensington is to be leased to Mariano's for employee parking.

The Park District either owns or has reservations on adjacent properties along Northwest Highway and Belmont Avenue. The apartment buildings along Lincoln Lane and Dryden Avenue are well maintained and provide a transition to the single family residential to the north of Miner Street. The Village has worked with the multiple owners of Dryden Place Apartments to improve the condition of the five residential buildings, although issues with parking and other codes remain. The Village should consider using appropriate funding sources to assist in addressing code issues at Dryden Place Apartments.

Several buildings in the core lack adequate parking and landscaping / screening, and detract from the overall appearance of the area. Property taxes per square foot of building for the core area on average are below (\$2.77 in tax year 2011) that of newly developed commercial areas east of the core (\$7.37 in 2011) within the Plan area. The largest sales tax generators in the Plan area are Mariano's, Walgreen's and Heller Lumber. The core area, other than Heller Lumber, does not generate significant sales tax revenues to the Village.

The Plan area includes 29 businesses and 2 not for profits; of that total the core area contains 20 businesses (8 are auto related) and 1 not for profit (Knights of Columbus). Table A in the Appendix is a listing of businesses as of June, 2012. The core area businesses employ 132 (in these categories: 60 office/retail; 42 auto; 12 Knight of Columbus; 16 Heller Lumber). The Plan area as a whole employs approximately 280 persons. Employment data is based on business licenses.

### Vacancies

Three buildings along the east side of Hickory are vacant, as is the former Dana Molded Products site which includes buildings totaling 64,080 square feet. The building at 710 / 712 E. Kensington is also vacant on the first floor. A portion of the 700 E. NWH building is also vacant. The current vacancy rate in the core is 41% (Dana Molded accounts for 84% of the vacancies).

### Age of Buildings

Aside from the recent redevelopment of properties in the area such as Mariano's, Walgreens, Hickory Townhomes and Arlington Crossings, all of the buildings in the Plan area are at least 35 years old. Most of the buildings in the core area are over 50 years old, and to an extent obsolete for contemporary development. There are 22 buildings in the core; 15 are 50 years or older, and 7 are 35 to 49 years old. None are less than 35 years old. The map on page 10 illustrates the age of buildings in the Plan area. Those in yellow are less than 10 years old.

## Property Taxes

An analysis of the core area as commercial property was conducted in order to compare the area to other commercial property newly developed. The equalized assessed value (EAV) of land, which is one basis for property tax revenues (as well as tax rates), for the core area decreased from tax year 2009\* to 2011 by 30%. During that same time the Village wide EAV decreased by 8%. Taxes paid decreased in the core from 2009 to 2011. The Mariano's site EAV has increased by 43% from 2009 to 2011 as a result of its development. As mentioned the core area buildings generated in tax year 2011 an average of \$2.77 in property taxes per square foot, compared to an average of \$7.37 per square foot for the newer commercial developments east of the core (Walgreen's and adjacent retail; Mariano's; Arlington Market).

Equalized Assessed Value**		Property Taxes Paid**	
Tax Year	Core Area	Tax Year	Core Area
2009	9.12 million	2009	\$608,892
2010	8.37 million	2010	\$625,788
2011	6.73 million	2011	\$561,148

\*\*includes vacant lots

\* Tax year 2009 was the first year for the new 10/25 assessment classification levels, therefore any decrease in commercial assessments from 2009 to 2011 did not result from the new classification levels.

## Sales Taxes

Sales taxes (including home rule) and food and beverage taxes generated for the Core area were \$171,553 in 2011, an increase from the previous two years due to an increase in the home rule sales tax in January 2010 and the modestly improving economy. One business generated well over \$20,000, while there were three businesses in the core that generated from \$10,000 to \$20,000 in sales taxes in 2011. Therefore four businesses provided 90% of the sales and food and beverage taxes in the Core. The addition of Mariano's and Walgreen's has significantly added to sales / food and beverage taxes for the Plan area (specific data cannot be shared due to disclosure restrictions by the Illinois Department of Revenue).

## Environmental

The only known environmental issue in the Plan area is located on the Arlington Crossings site at the west end of the middle residentially zoned portion. The site is currently vacant however the former Arlington Market shopping center included a dry cleaning business. The current owner of the property is addressing this issue. The core area may contain environmental issues given past and current uses, therefore further environmental studies would be required in order to determine if any issues are present.

## Infrastructure / Utilities

The Plan area is fully serviced by water, sanitary sewer and storm sewer, however additional development for higher density will likely require upsizing of certain utilities depending on capacity and condition of infrastructure. Utilities are of various ages and conditions. Overhead power and telephone lines in the core area detract from the appearance of the corridor. Sidewalks within the core area are in fair condition but are narrow when abutting streets such as Kensington and Northwest Highway. Certain areas in the core also lack a parkway to separate sidewalks from the street. There is an existing railroad spur line providing access to Heller Lumber which is used on occasion. In addition, there is a ComEd substation at 11 N. Hickory.



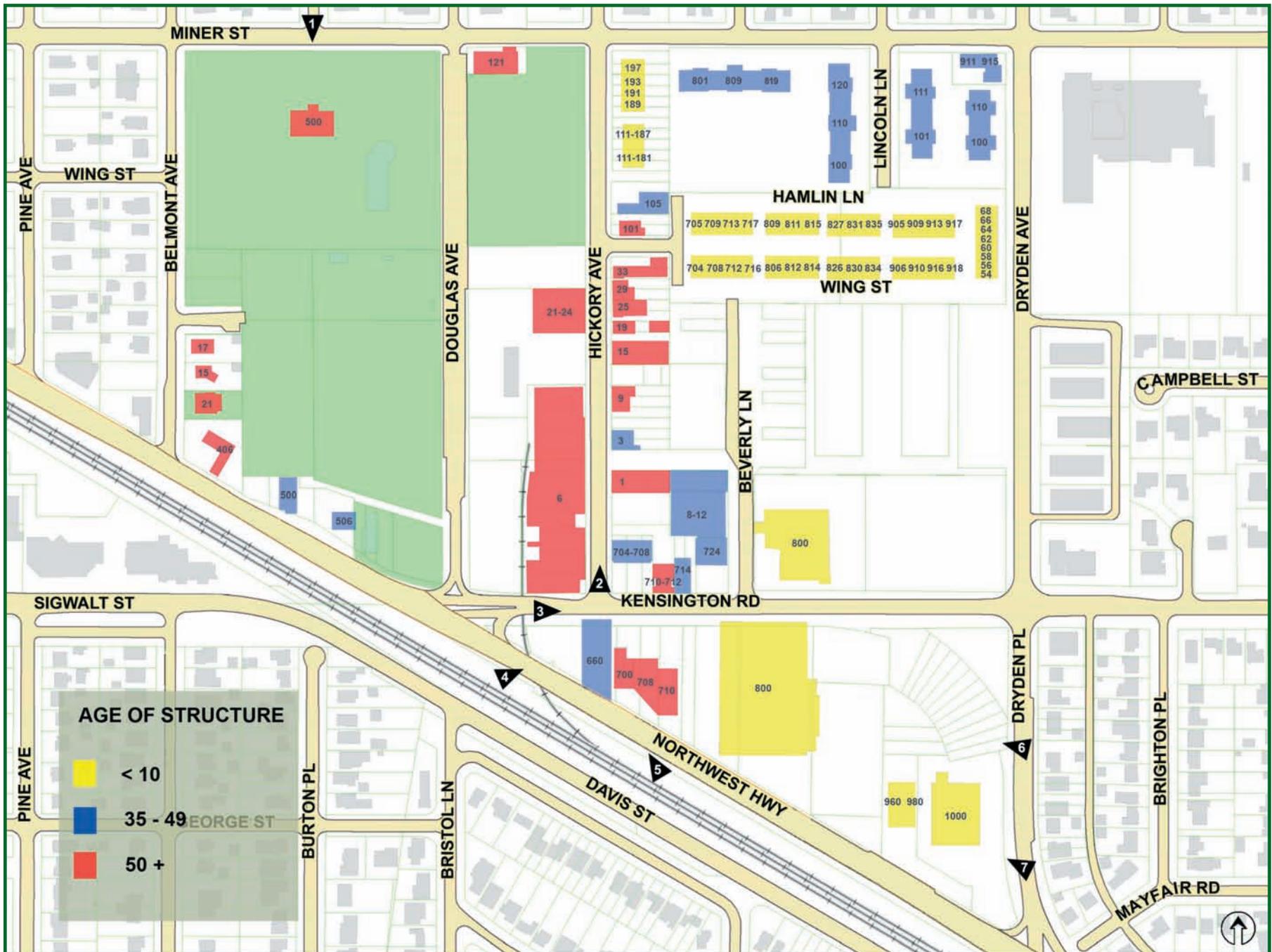


Figure 6. Current Conditions Age of Structures

## Long Range Vision

A conceptual land use plan has been designed to articulate a long term vision for the area which builds upon recent redevelopment in the Plan area. This section of the Plan includes components such as:

- **Goals and Objectives**
- **Land Use Plan**
- **Comprehensive Plan**
- **Urban Design / Green Technology**
- **Streets and Blocks**
- **Utilities**
- **Zoning**
- **Parking/Traffic**

## Vision Statement

A vibrant, mixed use neighborhood which complements the downtown area, providing new housing and commercial opportunities in a walkable pedestrian friendly environment.

## Goals and Objectives

1. Create a walkable, vibrant neighborhood providing access to parks, schools, commercial amenities and the downtown area.
2. Expand upon recent new development transitioning the area to multi family residential, commercial and mixed use.
3. Enhance the tax base by providing contemporary and compatible commercial and residential development.
4. Provide new housing opportunities at various income levels consistent with Village policies.
5. Work with existing viable businesses to locate within new commercial areas or relocate to compatible areas zoned for said uses.
6. Eliminate blighted conditions through redevelopment.
7. Enhance the aesthetics of the area to create a positive sense of place.
8. Construct infrastructure improvements as needed including but not limited to public parking, storm water detention, sewer and water systems, streets, sidewalks, relocation or burial of overhead utilities.
9. To encourage sustainable development including but not limited to the use of bioswales for storm water management, green buildings and energy efficient street lighting.
10. Develop an architectural vision that is unique to the area.

## Land Use Plan

The future land use plan for the area focuses primarily on the core area, building upon recent and planned development to the east and west of the core in order to create a new, vibrant neighborhood. Design standards should be developed relating to the industrial heritage of the area in order to create a unique identity to this neighborhood. Introducing Campbell Street from Douglas Avenue to Dryden Avenue will create new block forms which will guide development and enhance traffic and pedestrian circulation. The Plan envisions additional moderate density multi-family housing, mixing row townhomes with multifamily buildings no taller than 5 floors along Hickory Avenue from just north of Wing Street to Campbell Street. South of Campbell Street to Kensington Road would include mixed use development with commercial on the first floor and residential above, no taller than 5 floors. South of Kensington Road through to Northwest Highway would remain as Commercial, with the western portion within the core as a potential redevelopment site for new commercial. The center five acres of the Arlington Crossings site has zoning entitlements for 50 single family homes, although the Village may want to consider multi family. The rendering on the following page illustrates the type and scale of development envisioned.

### *Residential*

The Village's population in 2010 decreased from 76,031 in 2000 to 75,101. The population in 1990 was 75,460. The decrease over the past ten years can be attributed to aging of the population and higher vacancy rates due to housing foreclosures. In addition, over the past 25 years, very few rental housing units have been developed. However, new multi family residential development is trending towards rental housing and senior housing, both of which are identified housing needs\* in the Village, but the land available for development meeting these needs is minimal. The Chicago Metropolitan Agency for Planning projects an increase of 3,891 residential units in the Village by 2040. The Hickory Kensington Area, among other redevelopment areas, provides an opportunity to accommodate the projected additional growth. The location is ideal for meeting housing needs for rental units and senior housing serving a variety of income levels given its proximity to downtown and the Metra train station, PACE bus routes, Recreation Park, and commercial development such as Walgreen's and Mariano's food store. Redevelopment of the core area could provide approximately 350 housing units pursuant to the conceptual plan on page 16 and as mentioned, the Arlington Crossings site provides an opportunity for additional multi-family residential housing.

*\*Village of Arlington Heights Consolidated Plan; Northwest Suburban Housing Collaborative*

### *Commercial*

Providing new commercial space on the first levels of buildings fronting Kensington Road will allow for business retention in the area and attracting new businesses. Second floor office space should be considered as well along Kensington Road. There are several office related businesses in the core area that would be compatible with the Plan for the area. Additional commercial space along Kensington Road will build upon recent new commercial development, creating a vibrant corridor along both Kensington Road and Northwest Highway. Depending on market conditions, approximately 30,000 to 60,000 square feet of new commercial space (replacing approximately 60,000 square feet existing) could be built in addition to completion of Arlington Market at Dryden Avenue and Kensington Road. The Village should encourage restaurants and service uses compatible with a mixed use neighborhood.



Figure 7. Conceptual Build Out Plan



Figure 8. Conceptual Street View of Hickory Looking South



Figure 9. Conceptual Site Plan



## Comprehensive Plan

The current Comprehensive Plan Land Use Map includes industrial and commercial designations for the core area as depicted below. As part of the long term vision for the area, the Comprehensive Plan should be amended to change the designation for the following properties:

1. **3 N. Hickory to the south property line of 15 N. Hickory (east side of street) from R&D Mfg. Warehousing to High Density Multi Family.**
2. **The parking lot to the east of 3 and 9 N. Hickory should be amended from Commercial to High Density Multi Family.**
3. **Heller Lumber, located at 21-34 N. Hickory, and the northern portions of 6 N. Hickory (former Dana Molded Products) and the Lattof lot, should be designated High Density Multi Family from their present Commercial designation.**
4. **15 N. Hickory to 105 N. Hickory amend from R&D Mfg. Warehousing to Moderate Density Multi Family.**
5. **The southern portions (south of Campbell Street extended) of the Lattof lot and the Dana Molded site should be designated Mixed Use, from their current designation as Commercial.**
6. **The block formed by Kensington Road, Beverly Lane, Hickory Avenue, and Campbell Street should be amended from Commercial to Mixed Use.**

The current and new recommended Comprehensive Plan Land Use Map are illustrated below.



Figure 10. Current Comprehensive Plan

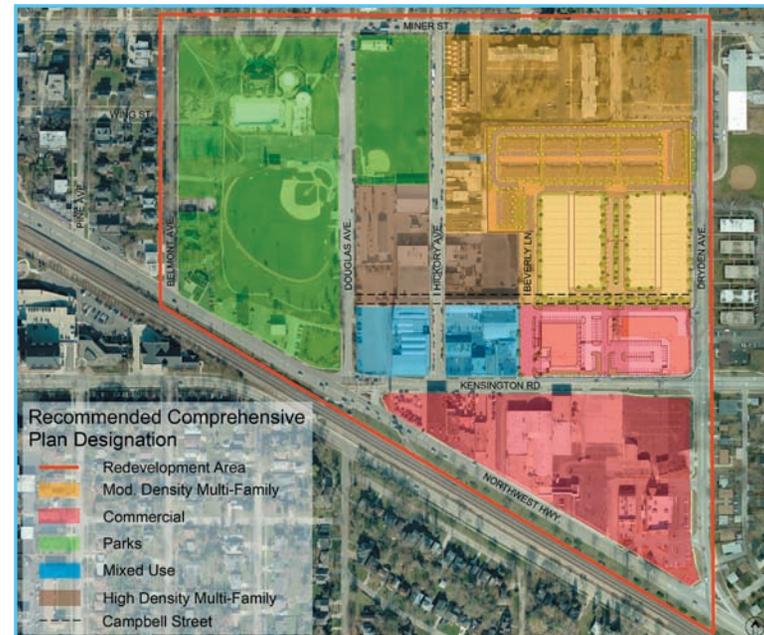


Figure 11. Proposed Comprehensive Plan

## Urban Design / Green Technology

Architecture and urban design must be exceptional in order to create a unique place which is vibrant, interesting, and ultimately a successful neighborhood. The Village should consider specific design guidelines for the area concurrent with any new zoning regulations. Guidelines should be informed by this Plan including the following:

1. **The built environment should reflect the high quality character of development in the Village which enhances the experiences of people who live, work and visit the area.**
2. **Special attention should be given to the pedestrian in both public and private spaces.**
3. **Building design and construction shall incorporate green principles to maximize energy efficiency.**
4. **Buildings should be designed to reduce massing by incorporating upper level setbacks and other architectural features.**
5. **Architectural design shall relate to pedestrian corridors and plazas and should relate to the industrial heritage of the area.**



*Mixed Use Development*



*Pedestrian Corridor*



*Brick-Paved Crosswalks*



*Sustainable Energy*



*Urban Bioswales*

## Streets and Blocks

An important element of the Plan is the proposed street network, which helps to establish the urban form for an area. Streets are an important aspect of the public realm and provide not only access to properties and parking, but also an opportunity to provide interesting public spaces. Introducing new street segments in the Plan area will break down long block segments into smaller segments, which serve to increase pedestrian and vehicular connectivity. In order to enhance the area for future mixed use and residential development, the following improvements to the street network are recommended:

1. **Re-open Campbell Street between Hickory Avenue and Beverly Lane.**
2. **Extend Campbell Street east from Beverly Lane to Dryden Avenue.**
3. **Extend Campbell Street west from Hickory Avenue to Douglas Avenue.**

Campbell Street is a critical component of this plan as it connects the eastern area of the plan to Recreation Park. It's intersection with Beverly, Hickory and Douglas will form three new public spaces which should be treated with care and emphasis on the pedestrian. The following narratives describe each segment of the Campbell Street extension.

### *Segment 1: Hickory Avenue to Beverly Lane*

The existing right of way has been used for private purposes such as parking, however this street segment should be re-opened to provide the basis for a street network which breaks down large blocks into smaller, more pedestrian friendly blocks which increase connectivity. The existing right of way is 50 feet and should be widened to 66 feet to accommodate on street parking, wide pedestrian friendly sidewalks, and landscaping.

### *Segment 2: Beverly Lane to Dryden Avenue*

This segment would extend through the Arlington Market Planned Unit Development. The PUD did not provide for an extension of Campbell Street, however if an amendment to the PUD is sought, this segment should be required. Extending Campbell Street east to Dryden Avenue would better connect the Arlington Market site to the Hickory Avenue corridor. This street segment would also provide a logical delineation between the residential and commercial portions of the PUD, with on street parking, wide sidewalks and landscaping.

### *Segment 3: Hickory Avenue to Douglas Avenue*

Connecting Hickory Avenue to Douglas Avenue and Recreation Park is an important urban design aspect of the Plan. This segment also helps to break down a large north/south block into two smaller blocks suitable for mixed use development. Developing this segment may also allow for the possible geometric modifications to Douglas Avenue at the Kensington Road/Northwest Highway intersection to enhance traffic flow onto Northwest Highway.

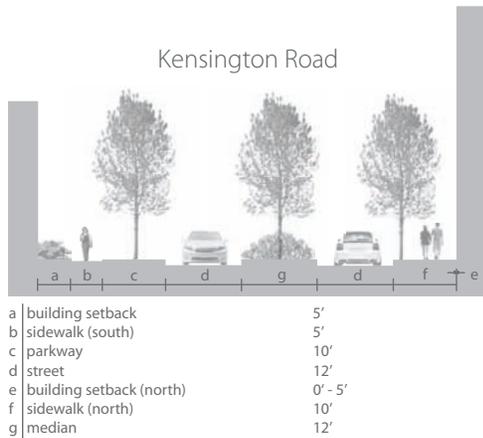
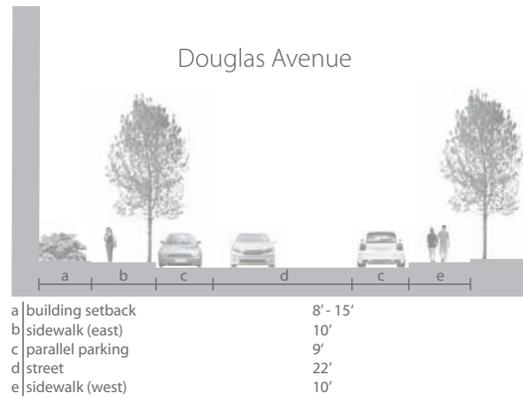
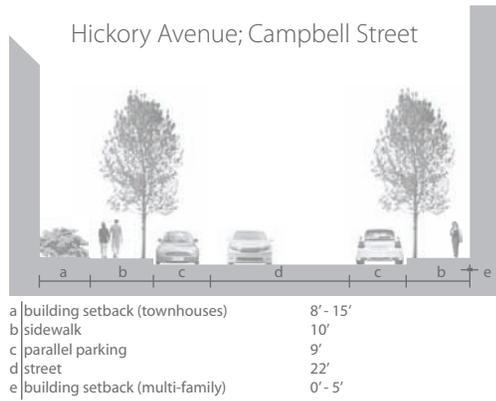


Figure 13. Street Sections

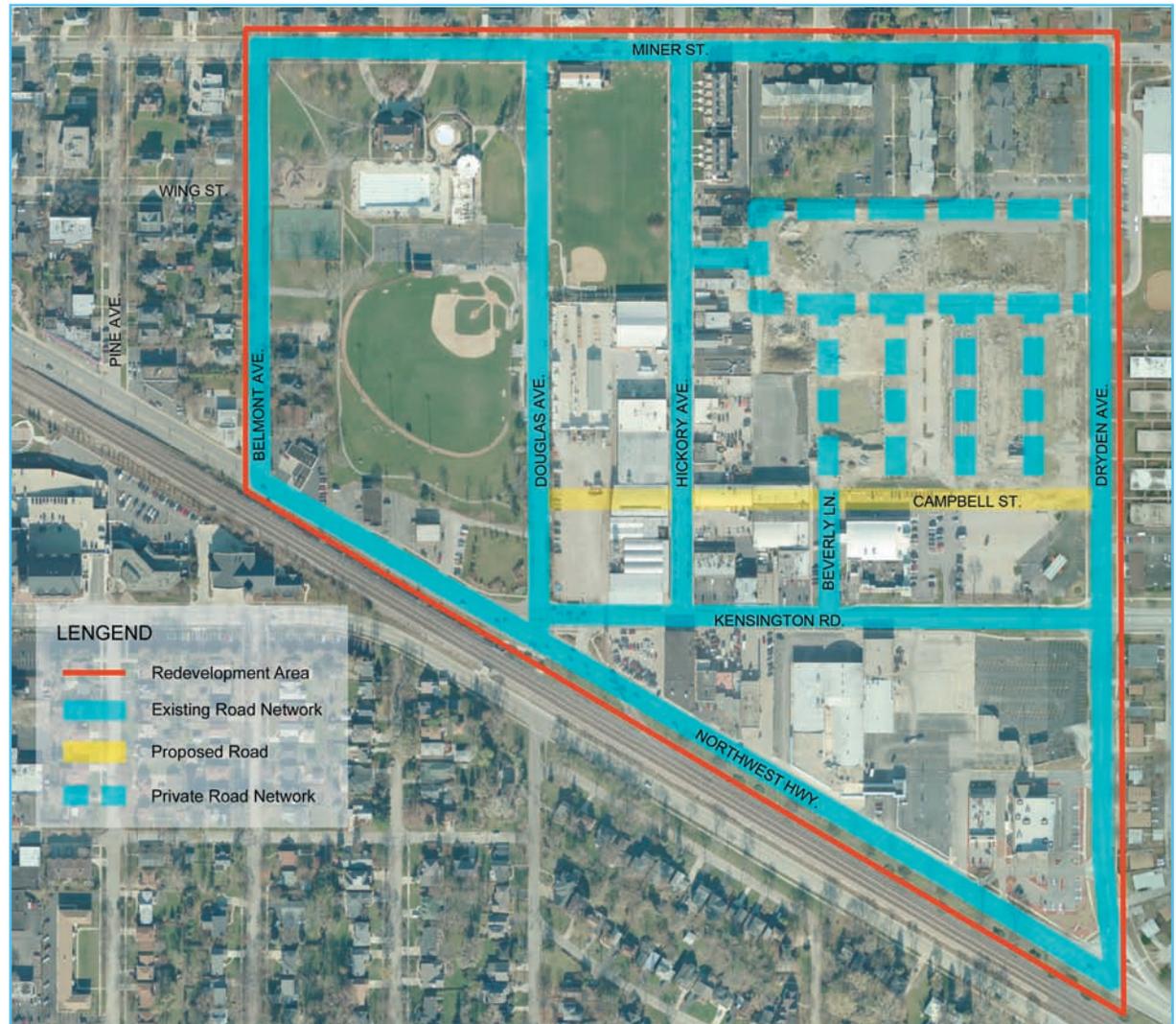


Figure 12. Street Network

Cross sections for Campbell Street, Hickory Avenue, Douglas Avenue, Beverly Lane, Kensington Road and Northwest Highway have been designed to guide development of these streets. Each has a unique purpose thus influencing the future design of each street. The Village should evaluate the use of bioswales when constructing streets in order to manage storm water from the street network.

#### *Kensington Road Alignment*

The current configuration of the Kensington Road / Northwest Highway / Douglas Avenue intersection functions well but is not optimal. Improvements to the geometry of this intersection should be studied to determine if modifications would be beneficial to traffic movements, land development and economic feasibility.

#### *Pedestrians*

An enhanced street network will not only increase connectivity, but it will also provide enhanced pedestrian experiences with wider sidewalks, decorative light fixtures, seating areas, plaza spaces, landscaping and parkways. The current sidewalks in the core area are not designed for a positive pedestrian experience given the age and uses in this area. New development shall provide for sidewalks pursuant to the cross sections for each street delineated. Curb extensions and stamped concrete should be used to delineate pedestrian walkways. Decorative bike racks shall also be provided in visible locations throughout the Plan area.



*Seating Areas*



*Lighting Fixtures*



*Receptacles*



*Tree Grates*

## Utilities

The map below illustrates the location and size of existing utilities. Utilities have been improved in certain areas but if additional domestic load is required, some may require replacement and upsizing. The newly developed areas provide on site detention, however the older core area was built with no detention provided. Therefore new development will require detention. A common detention area should be explored as a need for not only the core area, but areas near the downtown. The Village is currently studying detention for the area and several sites are being considered. In addition, the feasibility of detention vaults under the new Campbell Street should be explored.

As the street network is implemented, the Village should consider the use of bioswales as part of storm water management in the Plan area, which is consistent with the Village Board Policy to “Promote Green-Based Policies and Services”. In addition, overhead utilities along Kensington and Hickory should be relocated off the street frontages or buried underground with new development to enhance aesthetics of the area.

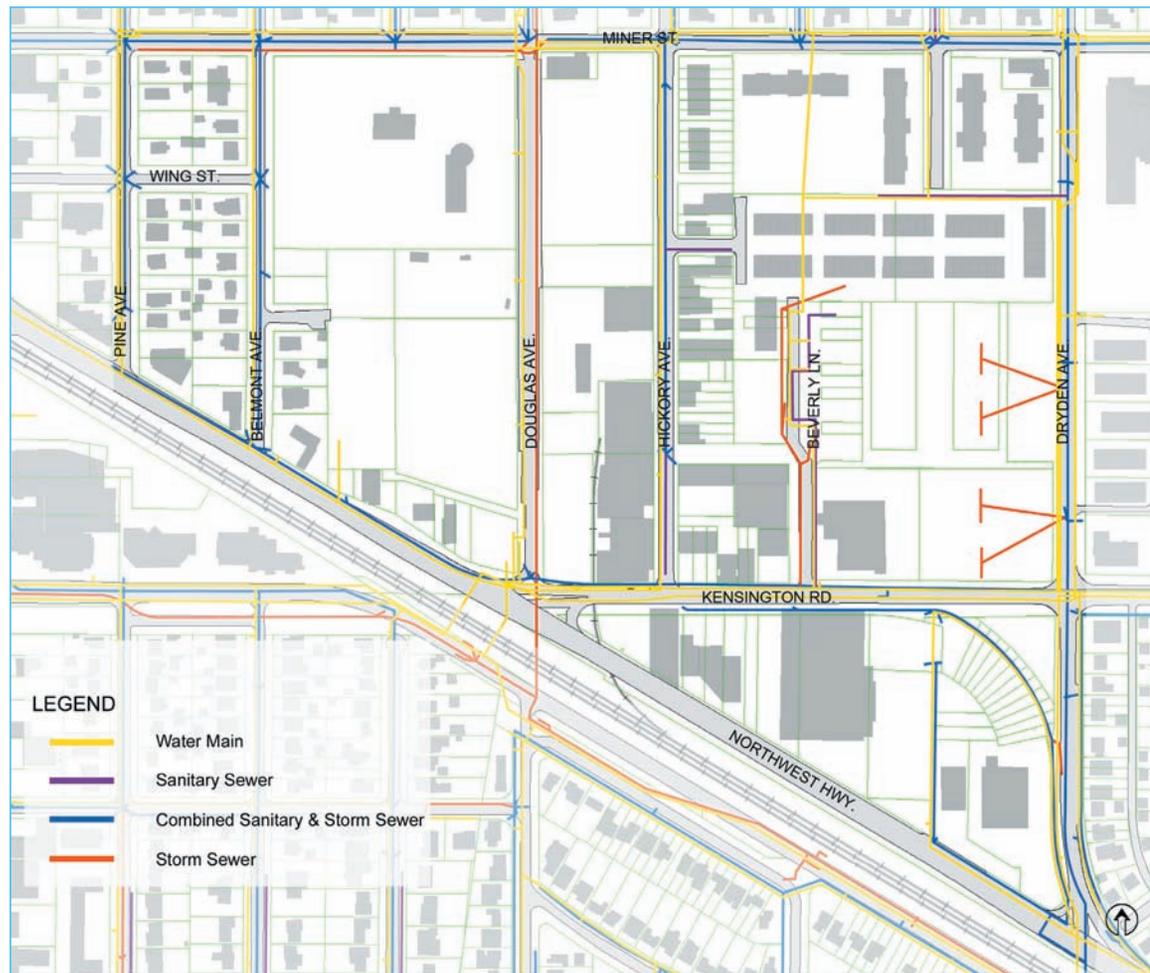


Figure 14. Utility Map

## Zoning

Zoning regulations should be developed for the area based on the principles of form based codes, which foster predictable built results and a high quality public realm by defining specific development standards. Also, land use should be regulated consistent with the recommended Comprehensive Plan Land Use Map for the area, while allowing for continued use of property for current uses. To that end, the Village should consider an Overlay Zone unique to this area to guide future development consistent with the parameters set forth in this Plan. Concurrent with an Overlay Zone the Village should consider rezoning property to promote redevelopment consistent with this Plan.

An **Overlay Zone** based on principles of form based codes would regulate the size, placement, and building type (ie:commercial, residential, mixed use). In the Core area it is suggested that building heights should be three floors for townhomes and four to five floors for multi family and mixed use development. A minimum height and maximum height should be included to ensure uniformity of development. Density allowed should be consistent with the R-6 and R-7 districts, which is approximately 17 units (R-6) and 48 to 72 units (R-7) per acre depending on bedroom mix. Parking standards should be evaluated consistent with other similar development, taking into account the type of development , and promotion of green policies to reduce the use

*“An overlay-zoning district is a mapped area with restrictions beyond those in the underlying zoning. An overlay district is used to achieve planning objectives, which may not be achieved through the underlying zoning. Where conflicts arise between the overlay district and the underlying zoning, the overlay district restrictions apply.”*

The illustrations below and map on the following page indicate recommended development parameters for each block and development type.

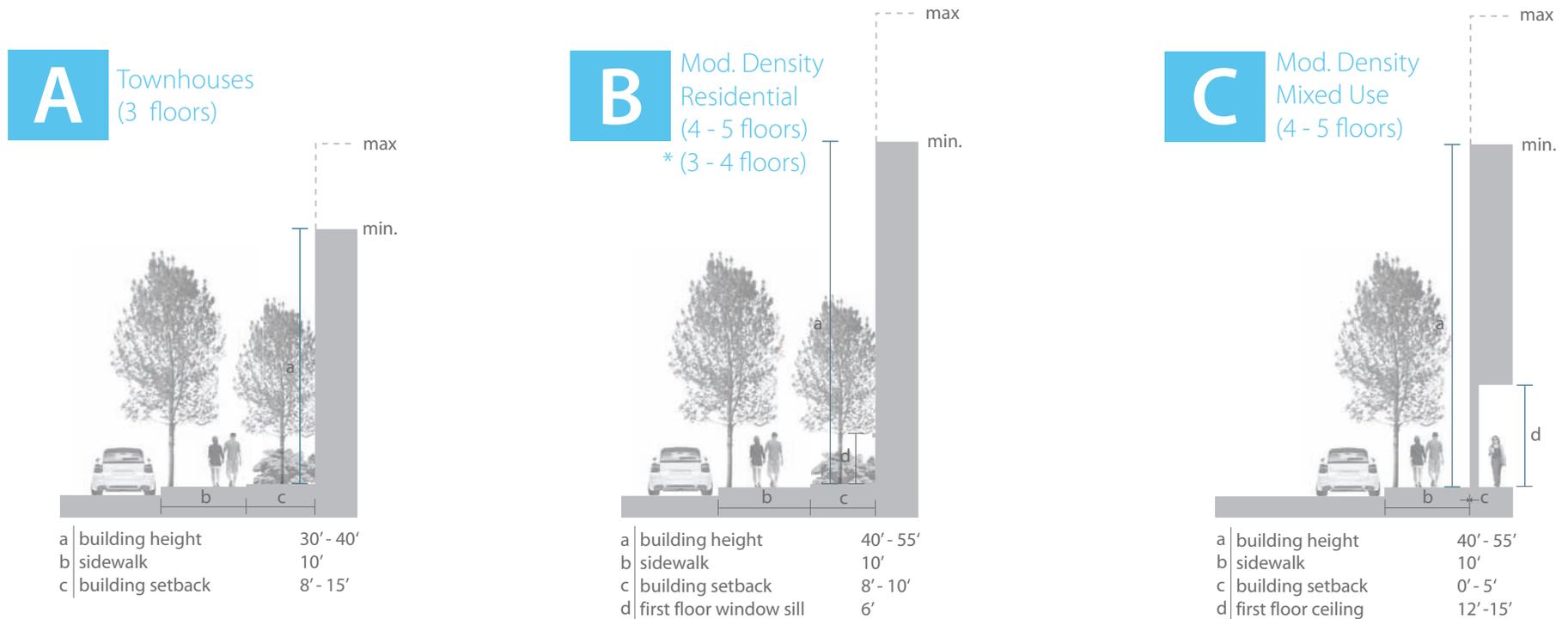


Figure 15. Building Types

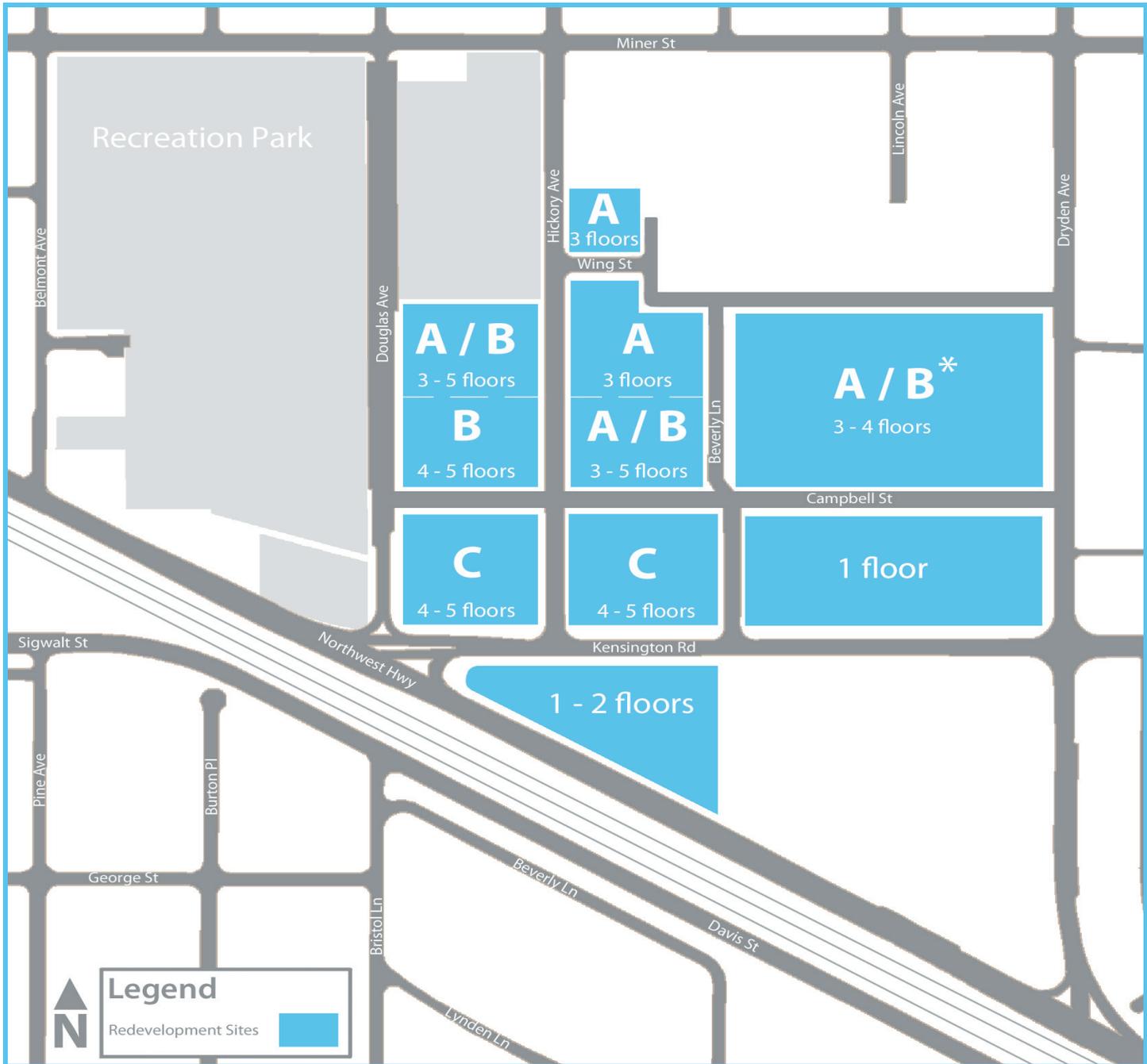


Figure 16. Building Types

### Regulating the Use of Land

Currently property in the Core area is zoned either B-2, B-3 or M-2. In order to assure that new development is consistent with this Plan, properties would need to be rezoned and an Overlay Zone established. As illustrated below, the following rezonings are recommended:

1. **Core area north of Campbell Street: rezone from M-2 to R-6 and R-7 per the map below;**
2. **South of Campbell Street, north of Kensington Road: rezone from M-2 to B-2.**
3. **South of Kensington Road: remain B-3, although consideration should be given to rezoning to B-2.**

Rezoning to R-6 and R-7 is suggested as the appropriate density and height for the area, subject to additional restrictions of the Overlay Zone. However the R-7 zoning district is restricted to within 300 feet of the downtown B-5 district. Therefore an amendment to Chapter 28 - Zoning Regulations would be required to allow for R-7 zoning in "areas within 300 feet of downtown or in a designated redevelopment area consistent with a redevelopment plan."

New development would have to comply with the new zoning designation (R-6, R-7, B-2 / B-3) and the requirements of the Overlay Zone, or seek a variation via the Plan Commission process. Existing uses which become legal non-conforming, would be allowed to continue under the new zoning. Also, in fairness to the current property owners, for property currently zoned M-2 which is rezoned to R-6 or R-7, the Overlay Zone could include standards which would permit the current buildings to be used for uses allowed in the M-2 district with some limitations. Therefore, the properties could continue to be used for most M-2 uses even though it would be rezoned R-6 or R-7. However, new construction of buildings would need to comply with the underlying R-6 or R-7 zoning and the Overlay Zone with no exceptions. This concept would in effect allow for the area to transition over time from one district to another. Otherwise existing buildings could not be re-tenanted without seeking a Land Use Variation.

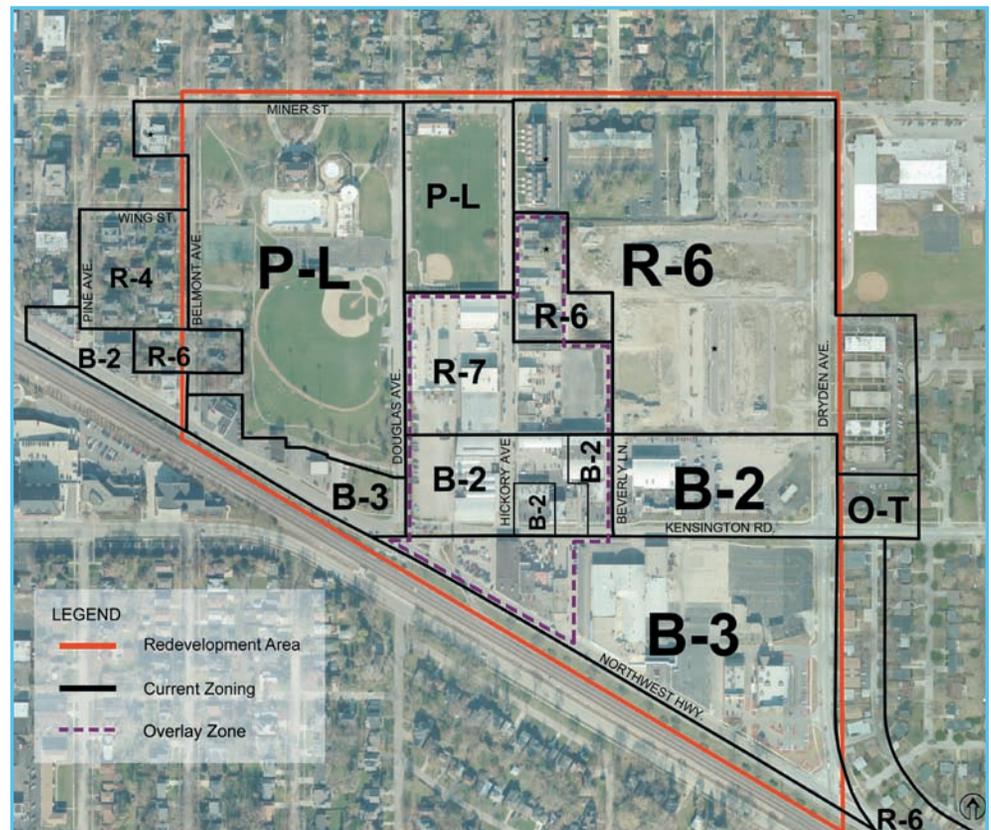


Figure 17. Proposed Zoning Map

## Parking / Traffic

The Plan area benefits from close proximity to downtown and an adjacent street network with the capacity to handle additional traffic volumes projected by new development. The Plan area is serviced by a Major Arterial (Northwest Highway), two Secondary Arterials (Kensington Road and Dryden Place), and a Collector (Miner Street). Traffic signals are located at the following intersections: Dryden / Kensington; Dryden / Northwest Highway; and Kensington / Northwest Highway. These signals help to facilitate traffic movements through the area. As development proceeds, the Village may want to study the geometrics of the Northwest Highway / Kensington / Douglas intersection for possible alterations to further enhance circulation. As new development is proposed, each will require an updated traffic study to monitor and evaluate traffic in the area prior to proceeding with development.

The area's proximity to downtown is important as it relates to land use decisions. Hickory Avenue is 1,650 feet east of Arlington Heights Road, which is the eastern boundary of downtown. The train station is an additional 850 feet for a total of 2,500 feet, or just under ½ mile. This distance takes about 10 minutes to walk, including wait times for two traffic signal crossings. The ability to access the downtown and train station will reduce auto trips as commuters are able to walk or bike to the train. Also, residents of the area can walk to restaurants, shops and parks in downtown and Mariano's and Walgreen's, which are located in the plan area. Having these amenities will contribute to less traffic as the opportunity is there to walk or bike.

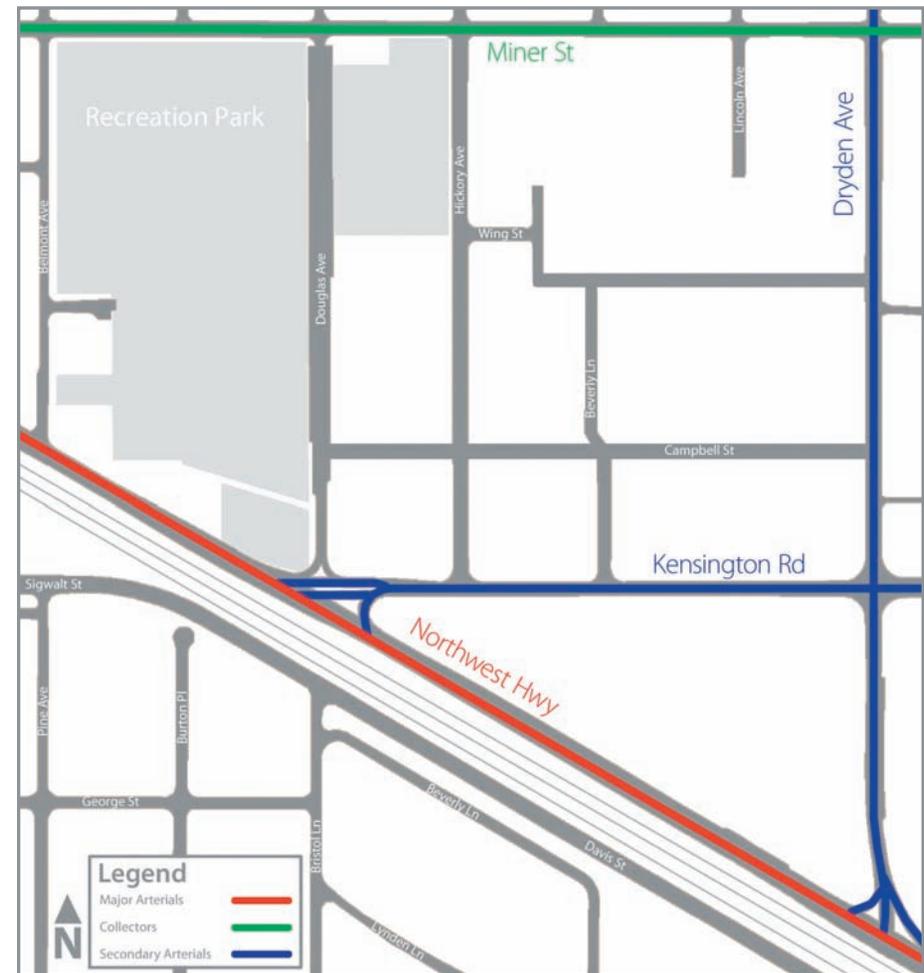


Figure 18. Street Classification Thoroughfare Plan

Parking needs will need to be met on site for each development. Additional parking is provided on street along Hickory, Douglas, Beverly, and the new Campbell Street. Parallel parking on-street is more conducive to a pedestrian environment and requires less pavement width than angled parking. However parking on private development can include angled parking to accommodate the needs of commercial patrons and guests of residents. These parking patterns are illustrated in the concept development plan on page 16 and include approximately 100 on street parking spaces and 110 in private parking lots. Parking for residential needs will be met on site in private garages. The Village should consider a parking ratio of 1.5 to 2.0 spaces per residential unit which is consistent with the R-6 and R-7 zoning standards; less for senior housing.

## Funding

The primary public improvements to the area include: re-opening and extension of Campbell Street; public water and sewer replacement as needed; storm water detention for the area; public parking facility if needed; redesign of Kensington / Douglas / NWH intersection if needed; relocation or burial of overhead utility lines (including electrical substation at 11 N.Hickory); sidewalk and streetscape improvements, and other infrastructure as needed. Costs for public improvements can be funded by both the private and public sector as necessary with funding options outlined below.

### Costs

Actual cost estimates for public improvements have not yet been identified as more detailed analysis of existing conditions would be required. Rental housing and senior housing have minimal impacts on the school districts as very few children typically live in this type of housing while at the same time multi family produces a high tax base per unit, which is beneficial to the school districts and can assist with plan implementation. Increased population will add to the sales tax base and the economic vitality of the area. However services such as ambulance calls may increase as may demand for park district programs in the vicinity. Maintenance of streets and sidewalks would increase as planter boxes and decorative light fixtures are built.

### Sources of Funds

There are several sources of funds for improvements necessary to implement the Plan. The primary source will be developer funds, however given the extent of public improvements, public funds will likely be necessary as well. Depending on the type and scope of public improvements, additional funding sources are available such as: Tax Increment Financing (TIF), Special Service Area (SSA), Business District (BD), Sales Tax Revenue Sharing, Impact Fees, General Fund, and Other Government Sources such as State and Federal grants. The most viable funding sources are TIF and SSA's. Impact Fees are a mandatory requirement providing funding for the school district's, Park District, and Library.

### Tax Increment Financing (TIF)

TIF allows incremental property taxes generated as a result of redevelopment within a specified area to be used for development of public and private improvements in the area. State law requires the municipality to find that the area is either blighted or a conservation area (conditions are present which will lead to blight if not ameliorated) pursuant to the criteria set forth in the statutes. An extensive public hearing process is required to designate a TIF District. If approved, a TIF district can last up to 23 tax years and is the most useful economic development tool available to municipalities. If a TIF is designated, the area could generate significant property tax increment to assist in paying for infrastructure and other eligible costs.

**Special Service Area (SSA)**

An SSA is an additional tax on property located within the SSA boundaries. Taxes generated fund public improvements such as streets, sewers, and other public infrastructure. When establishing an SSA, specific projects and costs must be known at the time of approval. Public hearings are required to establish a SSA. If a majority of property owners in the SSA object to the establishment of the SSA, the SSA cannot be established.

**Business District (BD)**

A Business District allows up to an additional sales tax of up to 1% in a specified area, which must be designated as blighted pursuant to State statute. Funds can be used for redevelopment based on a specific itemized budget.

**Sales Tax Revenue Sharing**

The Village has used this tool to attract large sales tax generators such as auto dealerships and big box retailers. It is not anticipated that this area will attract any additional large scale sales tax generators thus this program is not expected to be a viable source of funds for this Plan.

**Impact Fees (Contributions)**

The Village currently requires all new residential buildings to pay a fee per dwelling unit to the elementary and high school districts, the park district, and library. Park contribution fees could be significant depending on the density of residential built which could be used for improvements to nearby parks such as Recreation Park.

**General Fund**

The Village could designate the Village portion of property taxes generated by redevelopment for improvements in the area, however given budget constraints, this source is not recommended.

**Other Government Agencies**

Other grant funds could be applied for through the State and Federal governments for infrastructure improvements.

## Recommendations

### Recommendations and Implementation Actions

The following recommendations and Action Items are made in order to implement the Hickory / Kensington Area Plan:

**Recommendation 1:** Amend the Comprehensive Plan Land Use Map as illustrated on page 17.

**Recommendation 2:** Amend the Comprehensive Plan Land Use Map and Official Map to include an extension of Campbell Street from Hickory Avenue to Douglas Avenue as illustrated on page 17.

**Recommendation 3:** Amend the Comprehensive Plan Land Use Map and Official Map to include an extension of Campbell Street from Beverly Lane to Dryden Avenue as illustrated on page 17.

**Recommendation 4:** Rezone properties from M-2 to R-6, R-7 and B-2 as illustrated in the Zoning Map on page 25.

**Action:** Commence Plan Commission public hearing process to rezone said properties as soon as feasible concurrent with consideration of an Overlay Zone.

**Recommendation 5:** Adopt an Overlay Zone specific to the unique characteristics of the area creating development guidelines.

**Action:** Develop specific text amendments to Chapter 28 – Zoning Regulations, creating an Overlay Zone, and proceed with Plan Commission public hearing and Board consideration concurrent with rezoning.

**Recommendation 6:** Develop architectural design guidelines for the Plan area.

**Action:** Develop with the Design Commission architectural design guidelines for buildings.

**Recommendation 7:** Further evaluate funding options including Tax Increment Financing and Special Service Area and/or Special Assessment.

**Recommendation 8:** Promote the area for redevelopment to prospective developers.

**Action:** Inform developers and realtors of development opportunity.

**Recommendation 9:** Re-open and reconstruct Campbell Street from Beverly Lane to Hickory Avenue at such time as deemed necessary by the Village.

**Action:** Notify adjacent property owners of intent to re-open street in future.

**Recommendation 10:** Study the geometrics of the intersection of Douglas, NWH and Kensington for possible improvements.

**Recommendation 11:** As development commences, work with existing economically viable businesses to either relocate within Plan Area or in areas zoned for said uses in the Village.

# Appendix

List of Businesses (August 4, 2012)					
Address	Street	Business Name	Description/Use	Zoning	Bld Size
121 N	Douglas	American Legion		M-2	5,250
500 E	NWH	Automotive MD	land owned by Park District	B-3	3,545
406 E	NWH	Grandt Shell	Auto Gas Station/Repair	B-3	2,100
506 E	NWH	Mike's Garage	land owned by Park District	B-3	2,050
802 E	NWH	Mariano's	Grocer	B-3	65,000
1000 E	NWH	Walgreen's	Pharmacy/Grocer	B-3	14,100
960 E	NWH	CD One Price Cleaners	Dry Cleaning	B-3	5,990
980 E	NWH	Mattress Bargains	Retail / Furniture	B-3	
818 E	Kensington	Eros Restaurant	Restaurant	B-2	22,500
812 E	Kensington	Subway	Restaurant	B-2	
830 E	Kensington	Ben Franklin Bank	Bank	B-2	
806 E	Kensington	vacant	vacant	B-2	
824 E	Kensington	vacant	vacant	B-2	
<b>Core Area</b>					
24 N	Hickory	Heller Lumber	Lumber	M-2	11,900
	Douglas	Lattof Lot / Marianos Parking	Parking Lot	M-2	
6 N	Hickory	Vacant Building	former Dana Molded Products	M-2	64,080
105 N	Hickory	Jeff's Automotive	Auto Repair	M-2	4,690
101 N	Hickory	Vacant Building	vacant	M-2	1,900
33 N	Hickory	Christo Surplus and Recycling	recycling / storage	M-2	4,025
29 N	Hickory	Central Plumbing Co.	plumbing contractor	M-2	1,950
25 N	Hickory	Vacant Building	vacant	M-2	2,940

25 N	Hickory	Vacant Building	vacant	M-2	2,940
19 N	Hickory	Vacant Building	vacant	M-2	2,935
15 N	Hickory	Knights of Columbus	not for profit	M-2	6,235
9 N	Hickory	Reese Automotive	Auto Repair	M-2	2,750
3 N	Hickory	2 businesses	50% vacant	M-2	2,470
1 S	Hickory	Parkside Auto Body	Auto Repair	M-2	6,590
704 E	Kensington	Liquor Mart	Retail	B-2	4,885
706 E	Kensington	HK Cleaners	Service	B-2	
708 E	Kensington	vacant	vscant	B-2	
710&712 E	Kensington	Vacant Building	vacant / apartments 2nd fl	M-2	5,800
714 E	Kensington	Brex Heating and AC	Office / Service	M-2	2,960
724 E	Kensington	Industrial Network Systems	Office / Service	B-2	4,545
724 E	Kensington	Seeitsolutions	Office / Service	B-2	
724 E	Kensington	Baseline21.com	Office / Service	B-2	
8 S	Beverly	Beverly Lanes Bowling	Bowling Alley	B-2	19,500
660 E	NWH	Signature Oil Change	Auto Repair	B-3	12,260
668 E	NWH	HiTech Auto Center and Body	Auto Repair	B-3	
670 E	NWH	Express Motors	Auto Sales	B-3	
700 E	NWH	Pro Coat Inc	Painting Contractor / apartments 2nd fl	B-3	7,160
708 E	NWH	Gullivers Auto Sales	Auto Sales / apartments 2nd fl	B-3	8,150
710 E	NWH	Cassiday Tires	Auto Parts	B-3	4,710
				Core	182,435
				All	302,970



Village of Arlington Heights  
Department of Planning and Community Development  
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