

**AN ORDINANCE MODIFYING THE CITY'S ZONING REGULATIONS
TO CONVERT THE CITY'S MINIMUM PARKING REQUIREMENTS
TO NON-BINDING RECOMMENDATIONS FOR MOST LAND USES
AND UPDATE OTHER OFF-STREET PARKING REGULATIONS**

WHEREAS, the City of Rolling Meadows is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970 and has the authority to exercise any power and perform any function pertaining to its government and affairs; and

WHEREAS, Section 122-394 ("Amendments") of Chapter 122 (the "Zoning Ordinance") of the Code of Ordinances, City of Rolling Meadows, Illinois ("**City Code**") sets forth procedures for considering amendments to the map and text of the City's Zoning Ordinance; and

WHEREAS, the City desires to amend the Zoning Ordinance in order to convert its existing minimum parking requirements to non-binding recommendations for most land uses; to establish provisions to guide the consideration of adequate parking when it is pertinent to an application for zoning relief; and to clarify various provisions of the Zoning Regulations that pertain to parking in order to improve their ease of use and administration (collectively, the "**Requested Amendment**"); and

WHEREAS, the City's Planning and Zoning Commission ("**PZC**"), after notice was provided as required by law, conducted a public hearing on August 6, 2025 to consider an application to consider the Requested Amendment; and

WHEREAS, after taking and considering all testimony presented at the public hearing, the PZC made the findings of fact enumerated in **Exhibit A** and recommended that the City Council approve the Requested Amendment; and

WHEREAS, the Corporate Authorities of the City of Rolling Meadows have determined that it would be in the best interests of the City to approve the Requested Amendment as set forth in this Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Rolling Meadows, Illinois:

Section 1: Findings. The recitals set forth above and the findings of the PZC attached as **Exhibit A** are each incorporated herein by reference as the findings of the Corporate Authorities.

Section 2: Amendment to Section 122-163. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-163 ("Off-street parking ratio requirements") of Article III ("Regulations of General Applicability") of Chapter 122 ("Zoning") of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

"Sec. 122-163 **Off-street parking ratio requirements.**

Minimum and Recommended Off-Street Parking Volume

(a) **Required Residential Parking. Every dwelling unit must be provided with a minimum of one off-street parking space located on the same lot. (See also Section 122-164 for required residential visitor parking for multi-family developments.)**

(b) **Evaluating Parking for Zoning Applications. It is the intent of this Section to allow market forces to create the most efficient provision of parking for land**

uses within the City. To this end and without limitation, the following evidence of adequate parking facilities may be accepted by the reviewing authority in connection with an application for zoning relief or other review under these Zoning Regulations:

- (1) The proposed development meets or exceeds the parking ratio recommendations provided in this Section for the particular use or uses proposed;
 - (2) A parking study, prepared by a qualified professional, which concludes that the proposed development will provide adequate parking for the demand expected; or,
 - (3) Evidence from an applicant's substantially similar operations in comparable markets demonstrates that parking demand will be equal to or less than the parking provided by the proposed development.
- (c) Shared and Land-Banked Parking.
- (1) The City recommends that private property owners consider and implement: (i) shared parking within the same lot or development for tenants or uses with different peak-hour parking demands; (ii) shared parking among different lots where permitted pursuant to Section 122-159; and (iii) land-banking for parking, whereby an area of a site is left vacant for expansion if future uses or growth create demand.
 - (2) When evaluating adequate parking in discretionary reviews, the City may require any or all of these techniques where necessary to ensure that parking demand will be reasonably met, and may require the property owner to enter into a covenant, recorded against the property and enforceable by the City, to implement such condition.
- (d) Recommended Parking. The City recommends that private property owners provide the number of parking spaces listed in Table 4-4 for each use on their property. The following rules of interpretation apply to Table 4-4:
- (a) ~~General requirements. Off-street parking spaces shall be provided for all uses listed below in at least the minimum amounts specified.~~
 - (1) ~~The minimum number of usable off-street parking or stacking spaces shall be provided as noted in Table 4-4 below. When the calculation of off-street parking spaces recommended in Table 4-4 results in a fractional space, any fraction in excess of one-half should be treated as one parking space (i.e. rounded up).~~
 - (2) ~~All references to "square feet" are calculated as "gross square feet of building floor area."~~
 - (3) ~~Mixed uses. When two or more uses are located on the same lot or within the same building, Table 4-4 recommends parking spaces equal in number to the sum of the separate requirements recommendations for each such use shall be provided. No parking space or portion thereof shall serve as a required space for more than one use unless otherwise authorized by the planning and zoning commission.~~

(4) Accessible parking spaces and EVSE parking spaces, as provided elsewhere in this Article, are considered in satisfaction of these recommendations.

* * *

Table 4-4: Off-street parking ratio requirements recommendations

[Only amended rows from Table 4-4 are listed below. All other rows remain without amendment to their text; however, the substitution of the label "Parking Required" with "Parking Recommended" in the second column applies throughout Table 4-4.]

Land Use	Parking Required Recommended
Daycare home	2 spaces in addition to those required for the residence
Gas/fueling stations	4 parking space 1,000 square feet of total retail space plus spaces required per this Table 4-4 for restaurants or other accessory spaces. One-half the number of gas pumps may be counted as parking spaces.
Hotel/Motel	1 space per guestroom plus spaces required per this Table 4-4 for any banquet, office, meeting, or other accessory spaces.
Hospitals	1 space per bed + 4 spaces per 1,000 square feet of administrative office + additional spaces as required per this Table 4-4 for any labs, clinics, or other accessory use.
Indoor entertainment and amusement facilities	1 per 3 seat, game stations, or other unit so determined by the zoning administrator, plus parking as required in <u>per</u> this Table 4-4 for restaurants or other accessory uses.
Miniature golf course	1.5 space per tee plus spaces for accessory functions as required by <u>per</u> this Table 4-4

* * *

(b) Special requirements:

(1) TC district. Within the TC district, the general requirements provided in subsection (a) do not apply. The only minimum parking requirement applicable within the TC district is that any dwelling unit must be provided with a minimum of one off-street parking space."

Section 3: Amendment to Section 122-76. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-76 ("Outdoor business activities")

of Article III ("Regulations of General Applicability") of Chapter 122 ("Zoning") of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

"Sec. 122-76 Outdoor business activities.

* * *

(c) *Temporary outdoor business activity.* A temporary outdoor business activity is one with a limited time of operation and may or may not be associated with a principal use. Conditions applicable to all temporary outdoor business activities are as follows:

* * *

(3) Seasonal sales and displays are allowed only for landscape items, arts and crafts and retail products normally found within the premises' building, and holiday decorations with the following conditions:

* * *

d. Shall not occupy more than 20 percent of the required parking area **spaces provided on-site** and not obstruct any parking designated for the persons with disabilities.

* * *

(5) Temporary automobile or boat sales are allowed in residential districts as follows:

* * *

b. Occupy not more than ten percent of the required parking **spaces provided on-site** and not obstruct parking designated for persons with disabilities.

* * *

(8) Temporary seasonal outdoor seating.

* * *

b. General regulations for all temporary seasonal outdoor seating areas. The following regulations shall apply to all outdoor seating areas:

* * *

viii. Temporary outdoor seasonal seating areas shall be exempt from applicable parking requirements. **are not considered to generate additional parking demand for the purposes of this Chapter.**

* * *

xv. The seating shall not occupy or interfere with the use of required parking spaces, aisles, driveways, fire lanes and fire exits.

* * *

Section 4: Amendment to Section 122-85. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-85 (“Adult-use cannabis”) of Article III (“Regulations of General Applicability”) of Chapter 122 (“Zoning”) of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

“Sec. 122-85 Adult-use cannabis.

* * *

(d) *Adult-use cannabis business establishment facility components:* In determining compliance with section 122-395 (Special Uses) of chapter 122 (Zoning), the following components of the adult-use cannabis business establishment facility shall be evaluated based on the entirety of the circumstances affecting the particular property in the context of the existing and intended future use of the properties in the immediate area:

* * *

(4) Anticipated parking demand and available parking supply. ~~On-site parking must meet the requirements of article IV or may be supplemented with reasonably available nearby off-site parking when authorized by article IV.~~ Parking must be visible from the public road or private road in which it is accessible, unless otherwise authorized in writing by the Police Chief.

* * *

(e) *Adult-use cannabis cultivation center:* In those zoning districts in which an adult-use cannabis cultivation center may be located, the proposed facility must comply with the following:

* * *

(3) ~~For purposes of determining required parking, adult-use cannabis infuser organizations or infusers shall be in compliance with article IV, provided, however, that the city may require that additional or less parking be provided, as a result of the analysis completed pursuant to this section and section 122-169 herein. Additionally, off-site parking may be utilized when authorized and/or conditioned by the city council in the ordinance granting the special use. **Reserved.**~~

* * **

Section 5: Amendment to Section 122-121. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-121 (“Purpose”) of Article IV (“Off-Street Parking and Loading”) of Chapter 122 (“Zoning”) of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

“Sec. 122-121 Purpose.

(1) The purpose of this article is to provide **standards for** off-street parking and loading areas ~~to support the needs of current, proposed, and future uses of a property.~~ The provisions contained in this article are established to:

* * **

Section 6: Amendment to Section 122-122. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-122 (“Applicability”) of Article IV

("Off-Street Parking and Loading") of Chapter 122 ("Zoning") of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

"Sec. 122-122 Applicability.

- (1) ~~All zoning districts.~~ The provisions for off-street parking and loading specified in this article shall apply to all zoning districts, unless otherwise noted.
- (2) ~~Existing buildings.~~ For existing buildings and existing land uses, the following provisions shall apply:
 - a. ~~At time ordinance is adopted.~~ The minimum number of parking spaces designated for specific land uses in section 122-163 shall not be applied to existing structures or for structures that have an approved building permit on the effective date of this ordinance. The regulations in effect at the time of permit issuance apply in these cases.
 - b. ~~Subsequent expansions.~~ If a structure or use of land is enlarged, expanded or changed, there shall be provided and maintained, for the increment of expansion only, at least the amount of off-street parking space that would be required if the increment were a separate structure, new use established or placed into operation after the effective date of this ordinance.
 - c. ~~Change in land use.~~ Where land uses change in an existing building, the parking standards for the new land use shall apply.
- (32) **Non-conformities existing parking areas.** For **the area of existing off-street parking and loading areas facilities that do not conform with this Article,** the following provisions shall apply:
 - a. Regular maintenance (such as sealcoating) of parking areas **a facility** shall not require the parking area **facility** to be brought into conformance **with** the requirements of this article.
 - b. Parking areas of commercial and manufacturing uses for which **where** partial reconstruction (such as grind and overlay) is conducted **of a facility occurs, the facility shall be modified to** shall provide perimeter landscaping **as specified in Section 122-157,** (as specified in section 122-157(6)e: Perimeter Landscaping of this article) and interior landscaping (as specified in section 122-157(6)d Interior Parking Lot Landscaping of this article); except that if complying with these requirements will reduce the number of parking spaces provided to below what is required by this article, the zoning administrator may grant the minimum amount of relief from section 122-157: Design and Maintenance of this article as is necessary to make enhancements to the parking area that allow the minimum required number of parking spaces to be preserved.
 - c. **An existing facility must come into complete conformance with the requirements of this Article where: (i) the facility is reconstructed to its base; or (ii) a new building is constructed to which the facility is accessory.** Parking areas of commercial and manufacturing uses which are reconstructed to their base and properties where a new building is constructed, shall meet all requirements of this article; except that if complying with these requirements will reduce the number of parking spaces provided to below what is required by this article, the zoning administrator may grant the minimum amount of relief from section 122-

~~157: Design and Maintenance of this article as is necessary to make enhancements to the parking area that allow the minimum required number of parking spaces to be preserved.~~

~~(4) — *New buildings.* All buildings constructed after the effective date of this ordinance shall provide for parking that conforms to the standards of this ordinance."~~

Section 7: Repeal of Section 122-123. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-123 ("Exemption") of Article IV ("Off-Street Parking and Loading") of Chapter 122 ("Zoning") of the City Code is hereby repealed in its entirety and reserved for future use.

Section 8: Amendment to Section 122-151. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-151 ("Location") of Article IV ("Off-Street Parking and Loading") of Chapter 122 ("Zoning") of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

"Sec. 122-151 Location

~~Required parking areas must be located off street and on the same lot as the building or use they are required to serve, unless specified below:~~

~~* * *~~

~~[The content of subsection (1) remains and is not amended.]~~

~~* * *~~

~~(2) — In commercial and manufacturing zoning districts:~~

~~a. — Parking areas may be provided on the same lot or property being served, or on a separate lot or property, so long as all parking areas located on a separate property are located within 750 feet of a main entrance of the related building or use. The zoning classification of such separate lot or property where the off-street parking areas are located shall not be zoned for single family residential.~~

~~b. — Ten percent of the required parking and no less than five spaces shall be accessible to visitors outside of any fenced in or secured area.~~

~~c. — Clearly identifiable and safe pedestrian paths shall be provided from parking areas to the main building entrance.~~

~~(3) — Control of off-site parking areas. When required accessory off-street parking areas are provided elsewhere than on the lot on which the principal use served is located, they shall be in the same possession, either by deed or long-term lease, as the property occupied by such principal use, and the owner shall be bound by covenants filed of record in the Cook County Recorder of Deeds requiring the owner and his or her heirs and assigns to maintain the required number of parking spaces during the existence of said principal use."~~

Section 9: Amendment to Section 122-152. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-152 ("Size and configuration") of Article IV ("Off-Street Parking and Loading") of Chapter 122 ("Zoning") of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

"Sec. 122-152. - Size and configuration.

Each required parking space shall provide safe and efficient means of vehicular access and egress to such parking space at all times. Each off-street space shall be marked on the ground to delineate its exact location. The dimensions of all parking spaces and aisles shall be as regulated in chapter 18 of the City Code, Section 18-245(3)."

Section 10: Repeal of Section 122-154. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-154 ("Computation") of Article IV ("Off-Street Parking and Loading") of Chapter 122 ("Zoning") of the City Code is hereby repealed in its entirety and reserved for future use.

Section 11: Amendment to Section 122-155. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-155 ("Utilization") of Article IV ("Off-Street Parking and Loading") of Chapter 122 ("Zoning") of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

"Sec. 122-155 Utilization

- (1) Except as may be authorized by a planned development or a special use permit, the parking of motor vehicles on a lot as a principal use or without a principal building is prohibited. The parking of motor vehicles must be an accessory use to a principal building and use on the same lot.**
- (2) Vehicles parked on a lot shall be related to the principal use of the lot or, where authorized pursuant to Section 122-159, may be shared parking originating from (i) a use which is permitted in the zoning district where the parking is located; or (ii) as specifically authorized by a special use permit, planned development, or other zoning relief.**
- (3) Large vehicles. The storage of trucks and trailers shall only be permitted: (i) in commercial and manufacturing districts; and (ii) where associated with the principal use of the lot. Such storage shall not encroach upon any front or side yard. The use of trucks and trailers as permanent storage is prohibited.**
- (4) Recreational vehicles. The storage of recreational vehicles shall comply with Section 122-75.**
- (5) Inoperable vehicles. Except where a special use has granted such authority, required accessory off-street parking areas shall be solely for the parking of vehicles in operating condition. **"Operating condition" means the vehicle is not an: inoperable vehicle; unlicensed vehicle; or abandoned vehicle, all as defined in Section 38-101. Any authorized storage of vehicles not in operating condition shall be within a fully enclosed and screened area.****
- (6) Vehicle service. Except for emergency service, parking areas shall not be used for the repair, dismantling, or servicing of any vehicles, equipment, materials or supplies. No vehicular repair work except emergency service shall be permitted in association with any off-street parking areas."**

Section 12: Amendment to Section 122-156. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-156 ("Vehicles displayed and offered for sale") of Article IV ("Off-Street Parking and Loading") of Chapter 122 ("Zoning") of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

- "Sec. 122-156. ~~Vehicles displayed and offered for sale.~~**
Occasional and incidental sale of vehicles.

The display and offer for sale of motor vehicles as a principal or accessory use is a special use pursuant to Section 122-331. However, the occasional and incidental display and offer for sale of vehicles displayed and offered for sale are is permitted subject to the following restrictions:

* * *

Section 13: Amendment to Section 122-157. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-157 (“Design and maintenance”) of Article IV (“Off-Street Parking and Loading”) of Chapter 122 (“Zoning”) of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

“Sec. 122-157 Design and maintenance.

* * *

~~j. Restrictions:~~

- ~~i. Vehicle repair. Parking areas shall not be used for the repair, dismantling or servicing of any vehicles, equipment, materials or supplies.~~
- ~~ii. Inoperable vehicles. Inoperable vehicles shall not be parked or stored in any unenclosed parking areas or other portion of a property.”~~

Section 14: Amendment to Section 122-159. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-159 (“Shared parking”) of Article IV (“Off-Street Parking and Loading”) of Chapter 122 (“Zoning”) of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

“Sec. 122-159 Shared parking.

~~(a) Description. Shared parking is an arrangement whereby two or more owners of non-residential properties or uses with different peak-hour parking demands use the same off-street parking spaces to satisfy their off-street parking requirements. **Where authorized pursuant to this Section, shared parking is an exception to the general rule that parking must be accessory to a principal use located on the same lot (Section 122-155).**~~

~~(b) General. The zoning administrator may approve shared parking areas, subject to the following standards:~~

- ~~(a) Eligible uses. Shared parking is allowed among different use types or among uses with different hours of operation. Only those properties having and able to maintain parking in excess of minimum parking requirements may participate in shared parking arrangements. **Shared parking utilization must comply with Section 122-155.**~~
- ~~(b) Ineligible uses. Accessible parking spaces (for persons with disabilities) may not be shared and must be located on-site.~~
- ~~(c) Location. Shared parking spaces shall be located within 750 feet of the primary entrance of all uses served, **measured along the walking path,** unless shuttle bus service is provided to the parking lot.~~
- ~~(d) Shared parking study. Applicants wishing to use shared parking as a means of satisfying parking requirements shall submit a shared parking analysis to the zoning administrator that clearly demonstrates the feasibility of shared parking. It shall address, at minimum, the size and type of the proposed~~

~~development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing parking spaces. **Convenient, safe, accessible and visible pedestrian connections must exist between the facilities to be served and all of the shared properties, unless shuttle bus service is provided to the parking lot.**~~

~~(5) Agreement. Applicants must provide a shared parking agreement in a form approved by the city attorney and executed by the parties establishing the shared parking spaces and the City of Rolling Meadows. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Should the agreement cease to be in force, parking must be provided as otherwise required within this article. Shared parking agreements shall be recorded with Cook County Recorder of Deeds for all properties involved in the agreement.~~

~~(c) Shared parking within shopping centers. Cumulative parking requirements for mixed-use occupancies may be reduced where it can be determined that the peak requirement of the several occupancies occurs at different times during the day. For a shared parking arrangement, the zoning administrator may make an administrative adjustment that reduces the off-street parking requirements for each participating commercial property. To approve such an administrative adjustment, the zoning administrator shall find:~~

~~(1) The collective parking area is located within 750 feet walking distance of each of the uses, as measured from the entrance of each use to the nearest parking space in the collective parking area.~~

~~(2) Convenient, safe, accessible and visible pedestrian connections are located between the facilities and all of the shared properties.~~

~~(3) The commercial properties do not have the same hours of operation, i.e., there is some substantial difference in business hours; an example follows:~~

~~a. Business 1: Monday to Friday: open 9:00 a.m. to 5:30 p.m., closed Saturday, Sunday.~~

~~b. Business 2: Monday to Saturday: open 11:00 a.m. to 7:00 p.m., closed Sunday.~~

~~c. Applicants must provide a shared parking agreement in a form approved by the city attorney and executed by the parties establishing the shared parking spaces."~~

Section 15: Repeal of Section 122-161. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-161 ("Land banked future parking") of Article IV ("Off-Street Parking and Loading") of Chapter 122 ("Zoning") of the City Code is hereby repealed in its entirety and reserved for future use.

Section 16: Amendment to Section 122-162. Pursuant to Sections 122-394 ("Amendments") and the City's home rule authority, Section 122-162 ("Accessible parking") of Article IV ("Off-Street Parking and Loading") of Chapter 122 ("Zoning") of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

"Sec. 122-162. Accessible parking.

* * *

- (b) *Required spaces.* Parking spaces for persons with disabilities shall be provided in all off-street parking areas where parking is provided for employees, visitors or both, with the exception of single family detached and townhomes uses. The number of accessible parking spaces shall be included in the total number of required parking spaces and shall be in accordance with the applicable requirements of the Illinois Accessibility Code, as amended from time to time, and all additional governing codes and applicable laws.

* * *

Section 17: Amendment to Section 122-164. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-164 (“Residential visitor parking spaces”) of Article IV (“Off-Street Parking and Loading”) of Chapter 122 (“Zoning”) of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

“Sec. 122-164. Residential visitor parking spaces.

- (a) **Non-residential visitor parking spaces.** Except in the TC Zoning District, all developments other than residential developments shall provide as off-street visitor parking spaces at least 10% of the site’s total parking spaces or five parking spaces, whichever is less.
- (ab) **Residential visitor parking spaces.** All Residential developments, **of ten or more dwelling units, excluding single-family detached dwellings,** listed in the Table 4-5 below shall provide **at least** the following number of **0.05** off-street visitor parking spaces **per dwelling unit within the development** in addition to the **resident** parking, required for the residents:

Table 4-5: Off-street visitor parking spaces

Residential Uses	Visitor Parking Spaces
Two Family Dwellings	0.15 spaces per dwelling unit
Townhomes	
Multi Family Dwellings and attached single family dwellings	0.15 spaces per dwelling unit. A minimum of 2 spaces is required if less than 8 units are provided
(* If a use is proposed that is not listed above, approval from zoning administrator is required)	

(c) Visitor Parking Requirements Generally.

- (1) Any fractional requirement of a visitor parking space shall be rounded up to the one (1) parking space.
- (2) Visitor parking spaces shall be **designated for visitors,** grouped in a location that is convenient to visitors, and shall be accessible at all times **except when a business is closed.** Visitor parking spaces shall not be located within a secured private or common parking garage that requires a key, handset, or other electrical or mechanical device to gain access to such spaces.

Section 18: Amendment to Section 122-168. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-168 (“Electric vehicle charging (EVSE)”) of Article IV (“Off-Street Parking and Loading”) of Chapter 122 (“Zoning”) of the City

Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

“Sec. 122-168 Electric vehicle charging (EVSE).

* * *

(h) *Minimum required off-street parking bonus.* EVSE-installed and EVSE-capable parking spaces are considered to provide more than one parking space when calculating the **adequacy of parking or the City’s recommended parking standards** ~~minimum off-street parking requirements of section 122-163. When calculating the minimum number of parking spaces required for a development,~~ The bonuses provided by this section apply before any rounding provided by ~~section 122-163.~~ These bonuses do not apply to residential uses.

* * **

Section 19: Amendment to Section 122-201. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-201 (“Bulk, area, and yard regulations by zoning district”) of Division 1 (“Generally”) of Article V (“Regulations for Zoning Districts”) of Chapter 122 (“Zoning”) of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

“Sec. 122-201 Bulk, area and yard regulations by zoning district.

(a) All development in the City of Rolling Meadows shall conform to the standards set out in Table 5.1 below.

[Table 5.1 is omitted and is not amended, except to delete footnote #2 below]

² Parking areas may encroach in front yards, but shall maintain a minimum Front Yard Setback of 30 feet.

* * **

Section 20: Amendment to Section 122-201. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-201 (“Bulk, area, and yard regulations by zoning district”) of Division 1 (“Generally”) of Article V (“Regulations for Zoning Districts”) of Chapter 122 (“Zoning”) of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

“Sec. 122-272 C-2 commercial corridor district.

* * *

(6) *Additional regulations*

* * *

(d) *Maximum percentage of impervious surfaces:* For redevelopment or new construction, the maximum amount of ground covered by principal and accessory structures and all paved pedestrian and vehicle areas on each property shall not exceed 80 percent of the gross area of a lot. This requirement may be varied by the zoning administrator if it results in an inability to provide required **the number of parking spaces required or recommended by Section 122-163.** The amount of relief granted shall be the minimum amount possible to meet **provide** said parking requirements.”

Section 21: Amendment to Section 122-393. Pursuant to Sections 122-394 (“Amendments”) and the City’s home rule authority, Section 122-393 (“Variances”) of Division 1

("Generally") of Article VI ("Administration and Development Review") of Chapter 122 ("Zoning") of the City Code is hereby amended as follows [additions are **bold and double-underlined**; deletions are struck through]:

"Sec. 122-393 Variances.

* * *

(3) *Variances to be considered.* Variances may be considered and authorized for a specific property regarding the following standards defined in this chapter.

- a. To modify dimensional standards as set out in Table 5.1 **and the district-specific sections in Article V, Regulations for Zoning Districts, of this Chapter.**
- b. To modify dimensional standards associated with specific accessory uses in article III, regulations of general applicability of this chapter.
- c. To modify dimensional standards applicable to the location of parking accessory to a permitted use on the same lot, as set out in article IV, Off-Street Parking and Loading, and other sections of this Chapter.**
- ~~e-d.~~ To modify the number of required visitor parking spaces as defined in Table 4.4 in article IV, Off-Street Parking and Loading **Section 122-164** of this chapter.
- ~~e-e.~~ To modify the number of required loading spaces as defined in Table 4.6 in article IV Off-Street Parking and Loading of this chapter.
- ~~e-f.~~ To modify dimensional standards associated with Signs as defined in article X, Signs of this chapter (but not the total number of signs which shall not be varied).

* * *

Section 22: Applicability to Existing Developments. Nothing in this Ordinance shall itself authorize a reduction in parking for any previously approved development, nor shall it affect the applicability, effect, or enforcement of any parking-related condition, restriction, or covenant of any zoning approval. Property owners may seek to modify existing parking through the normal development review and approval process applicable to other site plan or zoning modifications.

Section 23: Severability. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance shall remain in full force and effect, and shall be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

Section 24: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

[Signature page follows.]

PASSED AND APPROVED by the City Council of Rolling Meadows, Cook County, Illinois this 9th day of September, 2025.

AYES: Reyez, Koehler, McHale, Budmats, O'Brien, Vinezeano, Boucher

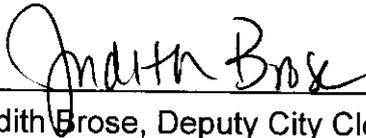
NAYS: 0

ABSENT: 0



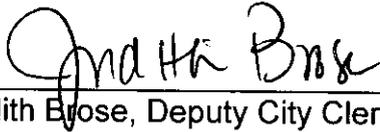
Lara Sanoica, Mayor

ATTEST:



Judith Brose, Deputy City Clerk

Published this 10th day of September, 2025.



Judith Brose, Deputy City Clerk

Exhibit A

PZC Findings of Fact

Text Amendment Standards

Potential Impact: *The amendment shall not adversely impact the overall zoning district purpose or intent of a code section proposed for amendment.*

Petitioner's Findings: The proposed amendment is not contrary to the purpose of any zoning district or the intent of any code section. The proposed amendment is consistent with the objectives of the City's Zoning Regulations, which are intended to "provide off-street parking and loading areas to support the needs of current, proposed, and future uses of a property", including the provision of "adequate on-site vehicle parking". The enabling regulations would allow significantly greater flexibility for existing and future land uses, by allowing businesses and development to determine the ratio of supplied parking based on market demand and past practices, rather than restrictive parking minimums.

Trend of Development / Consistency: *[...] In the case of a text amendment, the amendment shall be consistent with the overall zoning district purpose or intent of a code section proposed for amendment.*

Petitioner's Findings: The proposed amendment is consistent with the intent of the off-street parking code by promoting flexible parking standards that support efficient site design, economic development, and evolving land use patterns. By shifting most parking ratios to recommended guidance rather than strict requirements, while preserving one required space per residential unit, the amendment aligns with broader planning trends that emphasize context-sensitive, market-responsive development. It maintains the purpose of each Zoning District while modernizing its application.

Externalities: *Relevant physical or market conditions that may have changed to make the existing zoning of a property inappropriate, or that make the proposed text amendment necessary for this chapter to be in keeping with the desirable development of the city shall be specified.*

Petitioner's Findings: The City is progressively adapting to changes in land use and market conditions that have evolved over time. The City's parking mandates have impacted development at various scales. Many larger developments have an oversupply of parking spaces, which adds financial and opportunity costs to their operation while seldom providing benefit; while smaller developments can easily deter new business investment by providing insufficient parking, per the code requirement. Across each sector, ample parking requirements can hinder business attraction and expansion, and suppress development that is more compact, pedestrian oriented, and financially responsible in nature.

City plans: *Amendments should be consistent with the City's Comprehensive Plan, Official Map, and all other plans and policies adopted by the city.*

Petitioner's Findings: The City's Sustainability Plan asks that the City should "re-examine its parking requirements for private development" (Goal M-2), as "minimum parking requirements imposed upon development are a substantial driver of impervious surface coverage and "gray" infrastructure development, the reduction of green spaces and buffers, and the urbanization of the appearance of Rolling Meadows." In addition to these environmental considerations, re-evaluating parking requirements can support the goals of the City's Comprehensive Plan which

include to “Support a land use pattern that avoids impacts on residential areas, yet provides access to businesses and amenities”, “support development and redevelopment that enhances the City tax base and community needs”, and “ensure that City development regulations, procedures, and processes encourage the efforts of residents, businesses and property owners to reinvest in the community”. The proposed amendment is consistent with these stated goals of the Comprehensive Plan and Sustainability Plan.

Zoning appropriateness: *The extent to which use of the subject property (or relevant properties in the case of a text amendment) is diminished by the current zoning standards or designation and is no longer suitable for the underlying zoning shall be specified.*

Petitioner’s Findings: The current parking standards, which impose fixed minimums across a broad range of uses, can limit the ability of properties to be developed or redeveloped in a way that reflects actual demand, evolving market conditions, and local context. In many cases, the existing requirements result in excess parking, inefficient land use, and increased development costs, particularly for small businesses, mixed-use projects, and potential infill sites. The proposed amendment modernizes the parking regulations by requiring only one off-street space per residential unit and treating all other standards as recommended. This approach better aligns with the actual needs of diverse land uses, enhances flexibility within all zoning districts, and removes barriers to reinvestment without undermining the overall zoning intent.