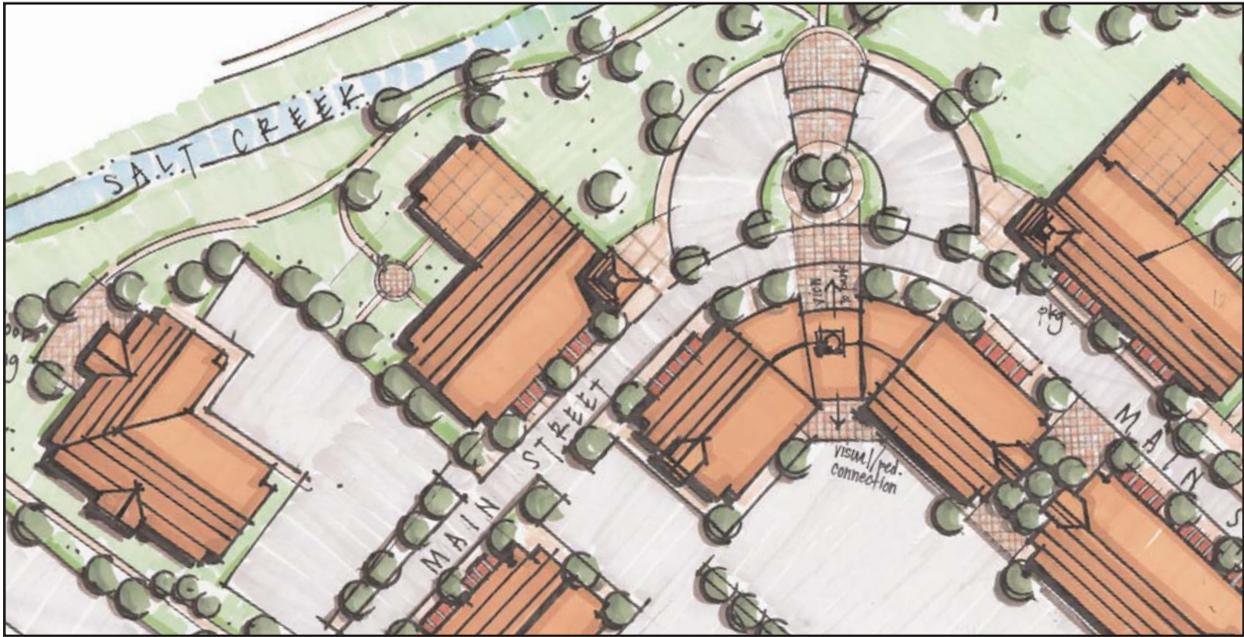


Rolling Meadows, Illinois

Comprehensive Plan



THE LAKOTA GROUP

July 2006

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Planning Mission

In 2005, the City of Rolling Meadows initiated a planning process to update its 1993 Comprehensive Plan and address City-wide improvement and development. The process was an important opportunity for the City to:

- Build upon recent planning studies for the City's key development sub-areas:
 - **Downtown:** The Kirchoff Road Corridor between Kimball Hill Park, Owl Drive, residential neighborhoods to the south, and Oriole Lane.
 - **Corporate Park North:** The large business zone bordered by Route 53, Algonquin Road, Interstate 90, and Golf Road. This zone includes the future Rolling Meadows station along the STAR Line, a rail line planned for within the Northwest Tollway right of way. This station area, which has significant transit-oriented development (TOD) potential, is called TOD East. This zone also includes the Gateway Retail District, which includes Wal-Mart, at its east end.
 - **Corporate Park South:** A business zone bordered by Route 53, I-90, and Golf Road.
 - **TOD District West:** Woodfield Gardens and commercial sites at the northwest corner of I-90 and Route 53 near the Schaumburg Convention Center and another future STAR Line station.
- Address land use and physical conditions in the Northwest Industrial Park, which is also a key sub-area located between Northwest Highway, Hicks Road, Euclid Avenue, and the City's border with Arlington Heights.
- Review, refine, and optimize the City's short- and long-range development framework.
- Attract land uses and development more compatible with community goals and area needs, infrastructure, and character.
- Improve land use, physical conditions, and quality of life.
- Create a clear, documented vision of the community's future.

A transit-oriented development is a development designed to maximize access to public transportation and often incorporates features to encourage transit ridership. TOD areas typically cluster jobs and/or housing around transit station.

Planning Process

To conduct the planning process and craft the Plan, the City engaged The Lakota Group, a Chicago-based planning and design firm. The process included the following phases:

- **State of the Community:** This first phase comprehensively assessed land use, physical conditions, transportation, and open space. It included fieldwork, meetings with City staff, and focus groups discussions with park, school, and City officials to define issues and determine planning goals.
- **Community Visioning:** This second phase generated a range of strategies and concepts for improving Rolling Meadows and enhancing its land-use mix and physical conditions. This phase also included site-planning studies of sub-areas identified as critical development locations within the City. These sub-areas included those mentioned above and the Northwest Industrial District, an office and industrial zone on the north end of the City bordered by Hicks Road, Euclid Avenue, the border with Arlington Heights, and Northwest Highway.

A community workshop was held to review the State of the Community analysis, along with the development and design concepts for the key redevelopment sites. Preliminary goals and objectives were also discussed and refined.

- **Comprehensive Plan:** The third phase involved crafting a Preliminary Plan that was reviewed by the Plan Commission and City Council at a community workshop. That led to a Final Plan and this Comprehensive Plan document.

Plan Purpose

The Rolling Meadows Comprehensive Plan is a long-term document to be used by elected and appointed officials, community leaders, property owners, and developers as a guide for planning and development decisions over the next 10 to 20 years. The Plan should be revisited and updated every five years and overhauled after 10 years to ensure that goals are being met and objectives and strategies continue to be realistic. The Plan serves several purposes depending on the needs of the user:

Rolling Meadows Comprehensive Plan

Section 1: Introduction

- **Existing Conditions:** City officials and community members can use the document to review where Rolling Meadows is today in terms of population, land use, transportation, and physical conditions.
- **Development Framework:** The Plan provides a foundation for development and redevelopment activities within the City. It sets forth broad development parameters that can be used to review and adjust community improvement and development projects. City Staff and Plan Commissioners will review development projects for conformance with the appropriate goals, objectives, and policies set forth by the Plan.
- **Public Investment Guide:** The City Council will use the Plan in its decision-making process regarding community development initiatives. The City will also use the Plan for programming capital improvement projects.

The community-wide information on existing conditions and future land-use and transportation needs will also be used to seek grants at the regional, state, and federal levels.

- **Private Investment Guide:** People interested in investing and developing in Rolling Meadows can use the Plan to gain insight into the City's development context and direction. The sections regarding future land use and sub-area development will be beneficial for making private development decisions.
- **Future Vision:** The Plan will act as a tool to inform current and future residents about the City's vision for the future.
- **Public Participation Tool:** The Plan provides an opportunity for community leaders and residents to evaluate the City's strengths and weaknesses and to craft a new development direction. Through future improvement and development projects, more detailed sub-area planning, and five-year updates, the community can continue to guide and shape its future in an efficient and coordinated manner.

Area Context

Rolling Meadows is a northwest suburban community in Cook County located approximately 30 miles from Downtown Chicago. The City is located along Interstate 90 (Northwest Tollway), Route 53 and Northwest Highway, giving it excellent transportation access. It is also approximately 8 miles from O'Hare International Airport.

The City is generally bounded by Northwest Highway on the north, Golf Road on the south, Quentin Road on the west, and Wilke Road on the east.

The City, which recently celebrated its 50th anniversary, is a mostly built-out community of approximately 3,500 acres that had a population of 24,604 in 2000. Much of the land in Rolling Meadows is a mix of single-family residential, with homes built by Kimball Hill in the 1950s and 1960s, and others built in the 1960s and later. The City also has several multi-family housing developments, including apartments, condominiums, and townhomes concentrated in and near its Downtown, and along Algonquin Road, among other places.

Rolling Meadows also has significant industrial and office development. Corporate office buildings are found along Golf Road south of Interstate 90 in the Corporate Park South area and along Algonquin Road, such as the highly visible Continental Towers on the north side of Interstate 90. An industrial park north of Euclid Road and south of Northwest Highway contains office and industrial uses.

Commercial districts are primarily Downtown, which is along Kirchoff Road; along Algonquin and Golf Roads in the southern portion of the City; and in its northwest corner along Plum Grove Road.

Overall, Rolling Meadows is a diverse community with a good mix of land uses, excellent transportation access, and quality parks and schools.

Community History

The area in and around Rolling Meadows was originally known as Plum Grove and settled by German immigrants in the mid- to late-1800s. In the early 1950s, Kimball Hill bought land intended for a

golf course and began building homes, selling 700 of them by 1955. Hill also helped fund the first school, founded the Rolling Meadows Homeowners Association, and donated land for parks. The City incorporated in 1955 and grew rapidly in the 1950s and 1960s. Housing, both single-family and multi-family, continued being built in the 1970s and into the present day.

In the last 30 years, the City's location along the Interstate 90 Corridor, close to O'Hare International Airport, and near regional shopping centers has led to significant commercial and corporate office growth. Much of this growth, including the Continental Towers office buildings and Wal-Mart and Meijer retail locations, has occurred along Golf and Algonquin Roads adjacent to I-90.

Demographic Profile

A review of demographic characteristics reveals information about the community's current composition, as well as trends for the future. The information presented in this section was compiled from 2000 census data.

Population

The population of Rolling Meadows, as determined by the census in 2000, was 24,604. The City's population is expected to slightly increase because of infill housing development opportunities in Downtown and in TOD District West at the northwest corner of I-90 and Route 53. Approximately 300,000 people live within 5 miles of Downtown Rolling Meadows.

In 2003, the Northeastern Illinois Planning Commission (NIPC), projected that Rolling Meadows will have a population of 26,351 in 2030, which would be an increase of 7.1% over the 2000 census population of 24,604.

NIPC projects that Chicago's metropolitan region will increase in population from the 2000 census count of 8,091,720 people to 10,034,835 people in the year 2030. This is an overall increase of 1,943,115 people or 19%.

Rolling Meadows Comprehensive Plan

Section 2: The Community

Population by Race/Ethnicity/Ancestry

Table 1 presents data regarding the racial composition of Rolling Meadows. The City is predominantly Caucasian (about 82%) with Asian accounting for the second-highest total, representing 7% of the population. About 7% of the population reported some other race, and about 3% reported black or African-American.

The U.S. Census Bureau considers race and Hispanic/Latino origin to be two separate data sets. Hispanics and Latinos can be of any race. For example, a Caucasian or African-American person may also report that they are of Hispanic origin.

Table 2 shows the portion of the Rolling Meadows population that is of Hispanic/Latino origin, about 19%. Although a large percentage of the City is Caucasian, Rolling Meadows does have a diverse community with a significant number of Hispanic and Asian residents.

Table 3 shows another measure of Rolling Meadows' diversity, its percentage of foreign-born residents. About 23% were born outside the United States, with most of those coming from Central America, Asia, or Europe.

Table 4 shows the various ancestries reported by Rolling Meadows' residents in the 2000 census. Many reported European ancestries, and some Arab and African ancestries also are reported. The varied ancestries reported provides further evidence of the diversity of languages and cultures in Rolling Meadows. This diversity also was noted by school officials.

A person may report that they belong to one or multiple races, therefore the total number is higher than the actual population.

Table 1: Population by Race

Race	Number	Percent
Caucasian	20,685	82.4%
Asian	1,766	7.0%
Some other race	1,713	6.8%
Black or African-American	790	3.1%
American Indian/Alaskan	134	0.5%
Hawaiian/Pacific Islander	18	0.1%
Total	25,106	100%

Source: U.S. Census Bureau, 2000

Table 2: Population by Ethnicity

Ethnicity	Number	Percent
Hispanic/Latino Origin	4,725	19.2%
Non-Hispanic or Latino	19,879	80.8%
Total	24,604	100%

Source: U.S. Census Bureau, 2000

Table 3: Foreign-Born Population

Region of Origin	Number	Percentage of Total City Population
Europe	840	3.7%
Asia	1,229	5.4%
Africa	38	0.2%
Central America	2,943	12.9%
South America	130	0.6%
North America (not U.S.)	65	0.3%
Foreign Born Total	5,245	23.0%

Source: U.S. Census Bureau, 2000

Rolling Meadows Comprehensive Plan

Section 2: The Community

Table 4: Ancestry

Country*	Number
Arab	72
Armenian	32
Assyrian/Chaldean/Syriac	66
Austrian	84
Belgian	88
British	53
Croatian	64
Czech	181
Czechoslovakian	78
Danish	66
Dutch	202
English	799
Finnish	33
French	200
French Canadian	150
German	4,337
Greek	335
Hungarian	75
Irish	2,063
Israeli	25
Italian	1,881
Lithuanian	69
Luxemburger	45
Norwegian	352
Polish	2,110
Romanian	27
Russian	125
Scotch-Irish	233
Scottish	199
Serbian	32
Slovak	40
Sub-Saharan African	58
Swedish	522
Swiss	63
United States	525
Welsh	66
Yugoslavian	30

* Ancestry figures show the first country reported by residents filling out census forms. Although some who filled out the survey also reported a second ancestry, those are not reflected in Table 4. Responses are from questions asked of a sample of the population and might not include every ancestry present in Rolling Meadows. Only countries reported by at least 25 people are shown.

Source: U.S. Census Bureau, 2000

Population by Sex

Table 5 presents data regarding the number of males and females in the City. As shown, there is generally an equal distribution, with males having a slightly higher total.

Table 5: Population by Sex

Sex	Number	Percent
Male	12,452	50.6%
Female	12,152	49.4%
Total	24,604	100%

Source: U.S. Census Bureau, 2000

Population by Age Group

According to the 2000 Census, the median age of the City's population is 34.4 years, slightly higher than the Chicago metropolitan region's 33.9 median age. The median age was 32.7 for males and 36.3 for females.

Table 6 presents the breakdown of population by age group. The largest age group is 35- to 44-year-olds, followed closely by those 25 to 34 years old and those 45 to 54 years old.

These data indicate that, in the near term, the City will continue to be a community with many families with children because a large percentage of the population is of child-bearing age. The percentage of Rolling Meadows residents who are 20 to 44 is higher than in the same age range for the Chicago region. This will continue to place demands on services required by families, especially parks and schools. Although not currently a large percentage, the number of residents reaching retirement age is expected to increase over the next 10 to 20 years, indicating a potential need for increased senior services, including housing.

A 2004 market study for the City's Corporate Park South area conducted by Goodman Williams Group found Rolling Meadows has a market for multi-family housing geared toward seniors and empty nesters.

Rolling Meadows Comprehensive Plan

Section 2: The Community

Table 6: Population by Age Group

Age Group	Number	Percent	Chicago Region
Under 5 years	1,741	7.1%	7.4%
5 to 9 years	1,802	7.3%	7.8%
10 to 14 years	1,633	6.6%	7.4%
15 to 19 years	1,581	6.4%	7.1%
20 to 24 years	1,694	6.9%	6.7%
25 to 34 years	4,081	16.6%	15.3%
35 to 44 years	4,261	17.3%	16.3%
45 to 54 years	3,185	12.9%	13.0%
55 to 59 years	1,148	4.7%	4.5%
60 to 64 years	868	3.5%	3.5%
65 to 74 years	1,562	6.3%	5.7%
75 to 84 years	832	3.4%	3.9%
85 years and over	216	0.9%	1.3%
Total	24,604	100%	

Source: U.S. Census Bureau, 2000

Household + Family Data

The following tables show information about households and families in Rolling Meadows. The average household size in Rolling Meadows was 2.72 in 2000, slightly higher than the 2.63 average in the Chicago metropolitan area. The average family size (a family is two or more people residing together and related by birth, marriage, or adoption) was 3.26, which is approximately the same as the region's 3.23 average. Overall, Rolling Meadows' household and family sizes are similar to the region.

Table 7: Households & Family Data

Total households	8,923
Average household size	2.72
Family households (families)	6,173
Average family size	3.26

Source: U.S. Census Bureau, 2000

Table 8 shows median household income for Rolling Meadows and its neighbors.

Table 8: Median Household Income

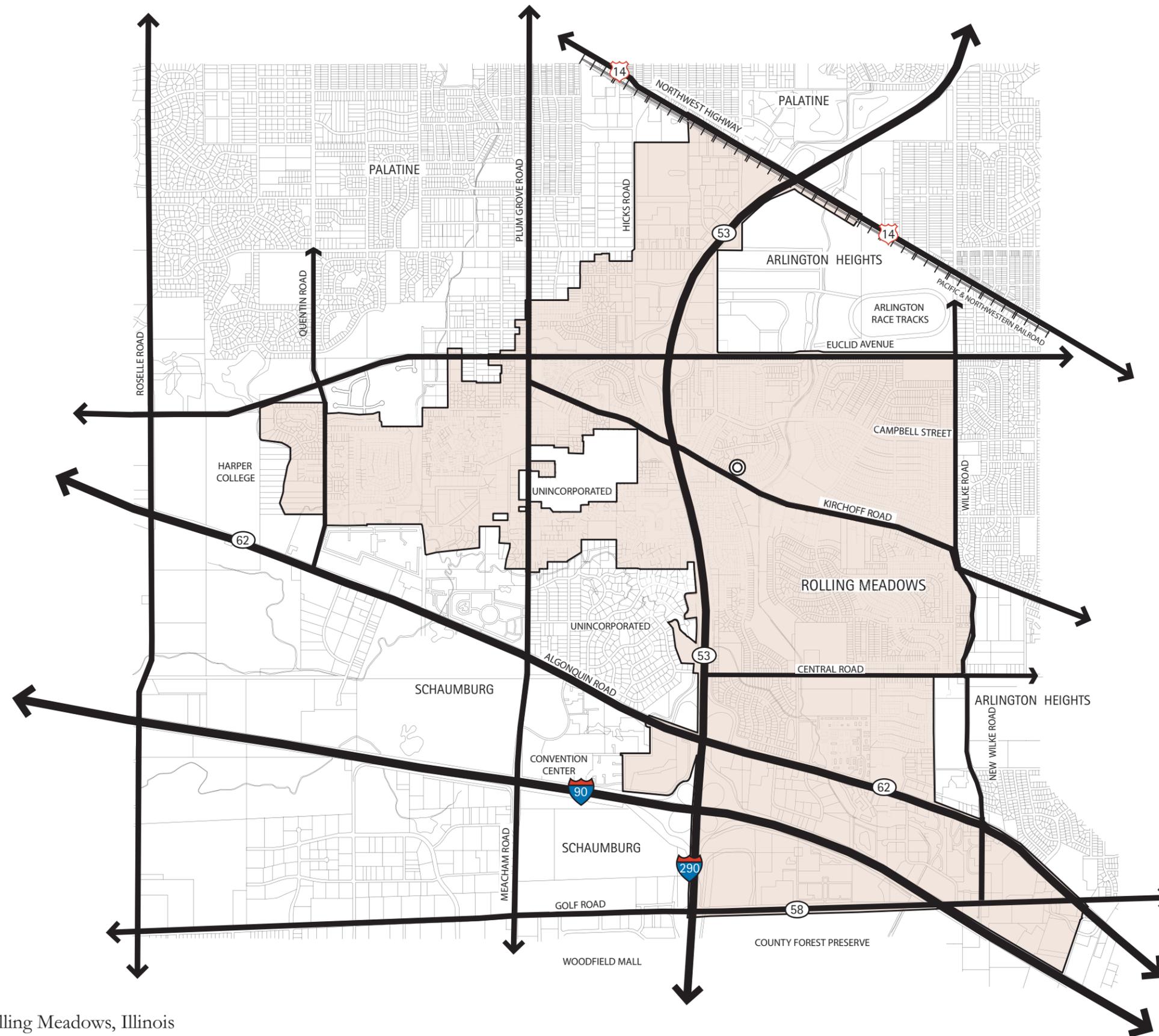
Community	Median household income (1999)
Arlington Heights	\$67,807
Palatine	\$63,321
Schaumburg	\$60,941
Rolling Meadows	\$59,535

Source: U.S. Census Bureau, 2000

City of Rolling Meadows
Area Context

Legend

-  City Hall
-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Major Roadway
-  Railroad



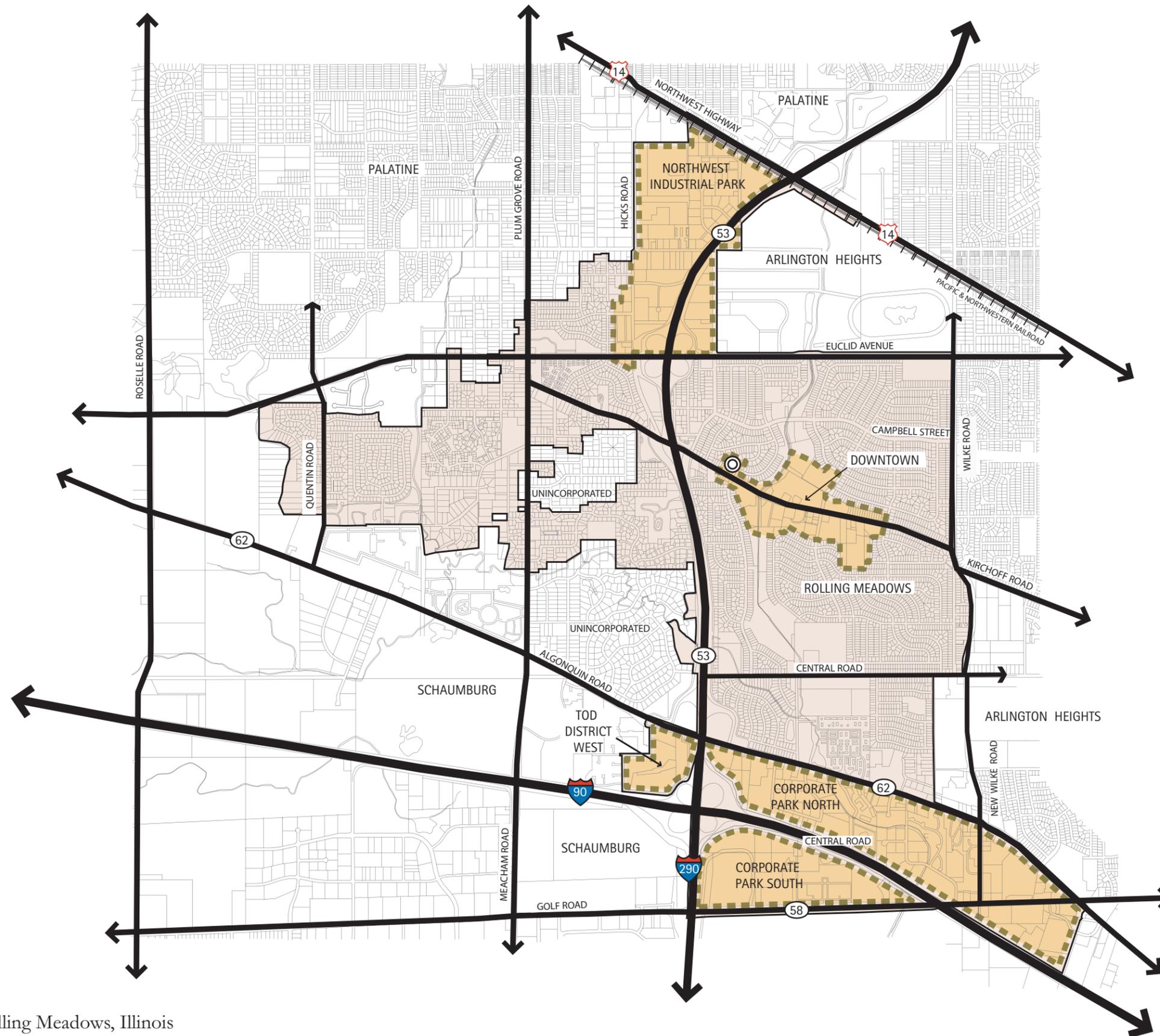
City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan

Figure 2: Area Context

**City of Rolling Meadows
Planning Sub-Areas**

Legend

-  City Hall
-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Major Roadway
-  Railroad
-  Sub-Area Boundary



City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan

Figure 3: Planning Sub-Areas

Zoning Districts/Requirements

The City contains a wide variety of zoning districts that permit a broad range of uses with varying requirements. Although not all-inclusive, the City contains the following district categories:

- **R-1:** Single-family residential with 10,000-square-foot minimum lot size
- **R-2:** Single-family residential with 8,400-square-foot minimum lot size
- **R-3:** General residential district
- **R-4:** Intermediate residential district
- **R-5:** Single-family residential district with 32,600-square-foot minimum lot size
- **R-6:** Single-family residential district with 22,000-square-foot minimum lot size
- **T-1:** Office, Institutional, and Research
- **T-2:** Public and Semi-Public Facilities
- **C-1:** Commercial District
- **C-2:** Commercial District
- **C-3:** Minor Commercial District
- **M-1:** Manufacturing District
- **M-2:** Multi-Purpose District (Manufacturing, Office, Solid Waste PUDs)

These districts appear appropriate for the range of uses within the City, although some changes may be required to implement the land-use changes called for in the Comprehensive Plan.

Land-Use Mix

The following land uses exist within the City:

- **Residential:** Single-Family and Multi-Family
- **Commercial:** Retail Shops, Restaurants, Services, Corporate/Professional Offices
- **Industrial:** Distribution, Warehousing, Manufacturing, Light-Industrial
- **Institutional:** Churches, Schools, Municipal Facilities, Post Office, Museums, County Courthouse
- **Open Space:** Parks, Woodlands, Forest Preserve, Creek, Recreational Facilities

Overall, the City contains strong residential neighborhoods and quality retail and service areas. It also has healthy office and light-industrial districts that provide numerous jobs and add to the tax base of the community. Parks, schools, and other institutional uses are mixed throughout the City and add to its quality of life.

The City does have some land-use conflicts caused by uncoordinated development patterns, mostly within its business districts. The following sections discuss these land-use issues in more detail.

Residential

Single-family residential uses are concentrated between Euclid Avenue on the north and Algonquin Road on the south. Starting in the 1950s, Kimball Hill began building homes in Rolling Meadows, particularly those near Downtown. These older homes are mostly small, one-story, wood-frame ranch style buildings, which are generally in good condition. However, their age and materials make continued maintenance and code enforcement important.

Multi-family development is located in pockets throughout the City and consists of apartments, townhomes, and condominiums. These are mostly located along arterial roads and in Downtown. The City recently added new multi-family units Downtown, which adds to the vitality of that business district.

Rolling Meadows Comprehensive Plan

Section 3: Zoning + Land Use

The physical conditions and future use of some multi-family developments should be evaluated because they are aging, outdated, and/or sub-optimal land uses for their sites. For example, the Woodfield Gardens Apartments complex at the northwest corner of Route 53 and I-90 has older, wood-frame buildings in a prime location for major redevelopment. The Village of Schaumburg's new convention center is under construction immediately west of this site. It is also near a future station location on the STAR transit line, which is planned for the I-90 right-of-way.

The City has worked to improve the physical setting of Evergreen Meadows Apartments and East Park Apartments along Algonquin Road. These developments are home to many low- and moderate-income residents who work in the area's businesses.

In 1991 the City established a Police Neighborhood Resource Center (PNRC) within the East Park apartment complex to provide a variety of services to the community through partnerships with local organizations and residents. It is an outreach center with counseling, job training, and other social services, as well as regular police services. The City has gained national recognition for the PNRC facility, services, and programs. Physical enhancements for this area are currently under construction to improve its safety, access, and open spaces.

Although the City has not seen a significant number of houses torn down to make way for larger homes, such activity can be expected as Rolling Meadows property values continue to rise and homes become obsolete and/or deteriorate. This could occur if people decide it is economically feasible to tear down smaller 1950s homes to replace them with larger homes with more bedrooms. Adding rooms or second floors to homes has been common in the City for decades.

“Teardowns” and home expansions can have a positive impact on a community's tax base. They could also have an affect on school enrollment as more bedrooms typically mean more children living in a home. School officials report that this has been an issue in neighboring communities. Teardowns have also become an issue regarding scale and bulk of new structures on smaller lots and can add to stormwater runoff, traffic, and the need for utility capacity.

Existing Housing Stock

According to the 2000 census, approximately 53% of Rolling Meadows’ 9,098 housing units are single-family detached housing. About 9% is attached single-family structures (townhouses), and the remaining 38% is comprised of two or more units in duplexes, apartments, and condominiums.

Approximately 228 housing units (2.5%) were considered vacant by the 2000 Census. Of the 8,923 occupied housing units, approximately 76% are owner-occupied and the remaining 24% are renter-occupied.

The following tables summarize Rolling Meadows’ existing housing stock.

The number of occupied housing units and total housing units differs in the four following tables because some information was from the census survey of all households and some was from the census survey of a sampling of Rolling Meadows households.

Table 9: Housing – Owner vs. Renter-Occupied Units

Occupied Housing	Units	Percent
Owner-occupied	6,780	76.0%
Renter-occupied	2,143	24.0%
Total Occupied Units	8,923	100%

Source: U.S. Census Bureau, 2000

Table 10: Housing – Occupied vs. Vacant

Housing Units	Units	Percent
Occupied	8,923	97.5%
Vacant	228	2.5%
Total	9,151	100%

Source: U.S. Census Bureau, 2000

Rolling Meadows Comprehensive Plan

Section 3: Zoning + Land Use

Table 11: Housing – Units per Occupied Structure

Units in Structure	Units	Percent
1-Unit, Detached	4,816	52.9%
1-Unit, Attached	791	8.7%
2 Units	98	1.1%
3 or 4 Units	220	2.4%
5 to 9 Units	453	5.0%
10 to 19 Units	753	8.3%
20 or More Units	1,967	21.6%
Total	9,098	100%

Source: U.S. Census Bureau, 2000

Table 12: Housing – Year Structure Built

Year Structure Built	Number	Percent
1999 to March 2000	186	2.0%
1995 to 1998	252	2.8%
1990 to 1994	267	2.9%
1980 to 1989	1,252	13.8%
1970 to 1979	2,447	26.9%
1960 to 1969	1,943	21.4%
1940 to 1959	2,641	29.0%
1939 or earlier	110	1.2%
Total	9,098	100%

Source: U.S. Census Bureau, 2000

Table 13 shows the median housing value for Rolling Meadows and its neighboring communities.

Table 13: Housing – Median Housing Value

Community	Median housing value
Arlington Heights	\$222,900
Palatine	\$183,400
Rolling Meadows	\$164,300
Schaumburg	\$161,500

Source: U.S. Census Bureau, 2000

Affordable Housing

The Illinois Affordable Housing Planning and Appeal Act requires that communities with less than 10% affordable housing submit a plan to the State for increasing affordable housing. The level of affordable housing is determined using county and regional data on home values, rental rates, and income levels.

According to the Illinois Housing Development Authority (IHDA), Rolling Meadows has 22.9% of its units classified as affordable housing and is not required to develop a plan to comply with the Act. A 2004 report by the University of Illinois Building Council to IHDA summarized the following housing data for Rolling Meadows:

The 2004 University of Illinois Building Council report and the 2000 census report different numbers of housing units because of data or methodological differences.

<u>Owner-Occupied Units:</u>	
Affordable Sales Price	\$125,244
Number of affordable ownership units	1,543
<u>Rental Units:</u>	
Affordable Monthly Rent	\$775
Number of Affordable Rental Units	502
Total Number of Affordable Units	2,045
Total Number of Units	8,948
Percent Affordable Units	22.9%

The City’s percentage of affordable housing could decline if some areas with affordable units are redeveloped. The City has been proactive in its attempts to maintain appropriate levels of affordable housing and plans to require that some future developments incorporate affordable housing so Rolling Meadows can remain above the 10% threshold. A mixed-use development recently completed in Downtown, for example, provided 30 affordable units following an agreement between the City and developer.

A March 2006 report by the Metropolitan Planning Council, *Rolling Meadows: Preserving Local Housing Options in the Path of Redevelopment*, evaluated the affordable housing effects of a redevelopment in TOD District West at the northwest corner of I-90 and Route 53. The report noted that the site appears suitable

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for a mixed-income community with both ownership and rental opportunities.

The report recommended:

- Affordable homes be both for-sale and rental.
- Affordable homes should not be age-restricted because those being lost in redevelopment are not age-restricted.
- Affordable condominiums should be integrated into the development.

It also suggested the following tools to implement the recommendations:

- A percentage of affordable housing should be required in the development. The report suggests 20%.
- Working with an experienced mixed-income rental developer.
- Leveraging available financing for new apartments, such as Low Income Housing Tax Credits, the Illinois Affordable Housing Trust Fund, the Illinois Affordable Housing Tax Credit Program, MPC Regional Housing Initiative assistance, and Cook County programs to lower assessments for affordable dwellings.
- Offset the cost of affordable for-sale units using various mechanisms.

Commercial

The primary commercial areas serving Rolling Meadows consist of:

- Downtown
- Algonquin Road Corridor
- Plum Grove Road and Kirchoff/Euclid intersections

Downtown

The Downtown commercial area is along Kirchoff Road between Owl Drive and Oriole Lane. It includes two large shopping centers, restaurants, banks, services, and retail businesses. The former Dominick's shopping center is currently underutilized and targeted for redevelopment with mixed uses. The other center includes an active Jewel grocery store, small shops, restaurants, and the Post Office.

While large parking lots are located in front of the shopping centers, newer buildings have been located closer to Kirchoff Road to establish more of a pedestrian-oriented, town center character.

Both grocery store sites offer potential for more pedestrian-oriented redevelopment either because of vacancies or because of inefficient or outdated site design.

Downtown also contains condominiums and institutional uses such as City Hall and the Public Library, which add to the area's vitality. A City Fire Station is also located there.

Algonquin Road Corridor

The commercial area along Algonquin Road has a mix of big-box stores such as Sam's Club and Wal-Mart and a variety of retail, service, and restaurant uses. In addition to a new home-improvement store on Algonquin Road in Arlington Heights, the area has experienced recent development of a Meijer's store, office supply store, and a bank.

This corridor provides extensive shopping opportunities for area residents and regional visitors. It has also become a recognized restaurant cluster with numerous dining opportunities, including a range of ethnic cuisine. The corridor is also interspersed with a mix of multi-family residential, light-industrial, and office uses.

Although most buildings and sites in the corridor are in good condition, the area has cluttered, unattractive signage; outdated facades; a lack of landscaping; overgrown landscaping, exposed service areas; and a lack of shared and connected parking lots in some locations. The area also lacks pedestrian paths, connections, and amenities.

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Plum Grove Road/Kirchoff Intersection

The intersection of Plum Grove and Kirchoff Roads contains small neighborhood-oriented commercial uses in generally good physical condition. Some vacant or underutilized land is available in or adjacent to these existing commercial corners. There appears to be potential for residential and some commercial in-fill development at this location, although some parcels in this area are not within the City of Rolling Meadows.

Office

Rolling Meadows has the second-largest inventory of office space in the Northwest suburbs and an approximate 90% occupancy rate. Office areas consist primarily of the Corporate Park South and Corporate Park North districts along I-90, with some office uses in the Northwest Industrial Park sub-area. Professional office uses are located throughout these districts and in Downtown.

Most office buildings and complexes in Rolling Meadows are in good to excellent condition. There are several sites within the Corporate Parks that have redevelopment potential. The office areas need some landscaping, signage, and parking improvements, as well as internal street connections.

Industrial

Rolling Meadows has two primary industrial areas: Corporate Park North between Interstate 90 and Algonquin Road, and the Northwest Industrial Park along Route 53 between Euclid Avenue and Northwest Highway. Most of the uses within Corporate Park North are light industrial interspersed with office buildings and some multi-family residential. As noted above, Corporate Park North is mostly in good to excellent condition and has sites with redevelopment potential.

The Northwest Industrial Park has more intensive industrial uses, primarily located on its north side. Its southern portion has light-industrial, office, hotel, and institutional uses and the West Meadows Ice Arena. The Northwest Industrial Park sub-area is in good to fair condition and needs landscaping and signage improvements. There are several sites that could be considered underdeveloped and/or inefficient. These sites provide an opportunity for new development with larger, more modern buildings.

Institutional

Institutional uses consist of churches, schools, and municipal and Park District facilities, which are located throughout the City. Institutional uses are generally compatible with adjacent uses. Institutional uses include the Cook County Third Municipal District Court House, City Hall, Community Center, Library, PNRC, Teen Center, Sports Complex, Ice Arenas, Fire Stations, and Public Works buildings.

Rolling Meadows also has several universities and colleges within or near its boundaries. DePaul University has a satellite campus location in Corporate Park South, Olivet-Nazarene has a satellite campus in Corporate Park North, Harper College is located along the western boundary of the City, and Roosevelt University has a campus just across I-90 between Meacham Road, and Route 53.

Annexation

Two unincorporated areas within or adjacent to Rolling Meadows have been considered over the years for annexation to the City. These unincorporated areas consist primarily of residential uses and open space on the west side of the community. The first is an “island” of unincorporated area surrounded by the City east of Plum Grove Road and south of Kirchoff Road. The second is an area southwest of the City north of Algonquin Road between Meacham and Route 53. They are generally in good physical condition.

The City will consider annexation areas if:

- A proposed new development with has required improvements..
- The areas have previously installed and well-maintained sewer, water, stormwater, and street infrastructure.
- The areas will pay for any fire protection district charges incurred by the City as the result of annexation.

The City can exercise extraterritorial review over development within 1.5 miles of its boundaries, which includes these unincorporated areas.

Open Space + Natural Resources

Open space within and around Rolling Meadows includes public parks, bike trails, recreation facilities, and Forest Preserve land. Park and recreation areas within Rolling Meadows are operated and maintained by the Rolling Meadows Park District, Palatine Park District, and Salt Creek Park District. The area's overall open space system provides the City with a "green" character and a large, interconnected greenway system with opportunities for expansion.

Cook County Forest Preserve

The Cook County Forest Preserve District operates the 3,700-acre Ned Brown Forest Preserve, which contains the 437-acre Busse Woods Nature Preserve, located along the southern boundary of the City. The Forest Preserve provides open fields, bike paths, water features, and play fields for area residents.

This area is a regional open space amenity that supplements City parks and primarily consists of woodlands, wetlands, and passive open space. The City recently studied the potential for a public golf course at the north end of Busse Woods along Golf Road. Such a golf course would be another open space amenity for area residents, and could also serve as an amenity for the adjacent Corporate Park South. This would require the cooperation of the Forest Preserve District of Cook County.

There is a need to improve access for bus riders along Golf Road on the south side of the Forest Preserve and for pedestrians crossing this roadway from Corporate Park South.

Rolling Meadows Parks

Rolling Meadows contains or is adjacent to a variety of community, neighborhood, and pocket parks. They vary in size from less than one acre to 44 acres, and contain a range of sports and recreation facilities, as well as pedestrian/bicycle trails.

In general, the City has adequate amounts of parks and open space, except for neighborhood parks on the western side of the City. The Parks also are in good condition. Three park districts, Rolling Meadows, Palatine, and Salt Creek, own and operate parks in the City.

Rolling Meadows Park District:

The Rolling Meadows Park District approved a five-year plan in November 2005. The District plans to concentrate capital improvement expenditures on park improvements, facility improvements, vehicle replacement, equipment replacement, and technology enhancement/replacement.

Because the District has aging infrastructure, capital improvements are planned for replacement and repair rather than developing new facilities. Plans include repairs at the Nelson Sports Complex. Other facilities also are slated for work. Park improvements planned include playground replacement at Florey Park, fishing pier and bridge replacement at Kimball Hill Park, and new tennis courts at Countryside, Waverly, and Florey parks.

In a 2002 survey of residents, the Park District learned that open spaces, ball fields, and park facilities were well used by those surveyed. About 87% of those surveyed felt that the existing recreation facilities met their needs. The 5% of people who felt the recreation facilities were inadequate suggested an indoor pool, additional ball fields, or a recreation center. City officials also have reported a potential need for more ball fields.

The Rolling Meadows Park District has reciprocal arrangements with adjacent park districts, allowing Rolling Meadows residents to use facilities at the in-district rate, which expands recreation opportunities.

The Rolling Meadows Park District's West Meadows Ice Arena is in good condition, but is located in the Northwest Industrial Park with industrial and office uses. It can be challenging to find because of a lack of directional signage. The Rolling Meadows Park District's existing sports complex at 3900 Owl Drive is aging and might need to be replaced or renovated. It also lacks arterial road access.

The City and Park District also has several pedestrian and bicycle trails, primarily serving the central part of the community. The 3-mile greenbelt system and accompanying multi-use trail provides a recreational amenity for residents, and trail extensions have been planned to connect the system to unserved parts of Rolling

Rolling Meadows Comprehensive Plan

Section 3: Zoning + Land Use

Meadows, regional trails in surrounding municipalities, and Busse Woods Forest Preserve.

Palatine Park District:

The Palatine Park District is working with the Rolling Meadows Park District and the City to create additional bike trails, including plans for trails along Salt Creek, Plum Grove Road, and possibly Quentin Road south of Euclid.

Salt Creek Park District:

The Salt Creek Park District, which operates South Park, plans to install new playground equipment there in 2007. Because few Rolling Meadows residents live in the Salt Creek Park District, South Park provides adequate open space.

Park Space

The following are National Recreation and Park Association (NRPA) recommended standards for community park systems:

Park Type	Recommended Size	Service Area
Major Community Park	20 to 35 acres	1 to 4 miles
Community-Level Park	15 to 25 acres	within biking distance
Neighborhood-Level Park	6 to 8 acres	neighborhood
Neighborhood Playground	5 to 10 acres	one-half mile
Play Lot	1 acre or fewer	one-quarter mile

The NRPA suggests that a park system, at a minimum, be composed of a total of 6.25 to 10.5 acres of developed open space per 1,000 residents, taking into consideration a community's geographic and historic characteristics. Based on this standard, with approximately 24,000 residents, Rolling Meadows should have approximately 150 to 250 acres of parkland.

The City currently has a total of 182.8 acres (not including the Forest Preserve) with another 8.5 acres just outside the City limits in an unincorporated area. According to these standards, Rolling Meadows has sufficient park and open space. In addition, the nearby Forest Preserve and parks and facilities in adjacent cities and villages provide additional opportunities for Rolling Meadows residents.

In addition to its parks and open space, the City also has park and recreation facilities that provide amenities such as ice arenas, meeting rooms, gymnasiums, and pools.

The following is an inventory of Rolling Meadows' parks and associated facilities. To simplify the analysis, the NRPA standards have been combined into three categories:

- Community Parks
- Neighborhood Parks
- Pocket parks

Community Parks: typically 15 to 35 acres (1 mile service area)

Community parks generally are large open spaces that accommodate a large number of people and a wide variety of activities. They often include playgrounds, trails, swimming pools, basketball courts, gardens, natural areas, pavilions, ample parking, and bathrooms.

Rolling Meadows has five community-level parks. The 25-acre Kimball Hill Park is centrally located just north of Downtown. Florey Park (22 acres) is just north of Kimball Hill Park, while North Salk Park (17 acres) and South Salk Park (22 acres) are south of Downtown. These four parks, operated by the Rolling Meadows Park District, are along Salt Creek and are linked by pedestrian/bicycle trails that provide an excellent, central recreation amenity for the City. The Palatine Park District has a 44-acre community-level park, Plum Grove Reservoir Park, adjacent to Harper College on the western edge of Rolling Meadows. Although it is a large park, it contains less active recreation such as playing fields than the other four community-level parks. It does have a dog park and a fishing pier.

The City has sufficient community parks, with a total of 130 acres. The NRPA standards suggest approximately 48 acres for a City with Rolling Meadows' population.

Rolling Meadows Comprehensive Plan

Section 3: Zoning + Land Use

Community Park	Size	Location	Facilities
Plum Grove Reservoir Palatine Park District (PPD)	44 acres	Harper College	Fishing pier Playground Dog park Picnic area/pavilion
Kimball Hill Rolling Meadows Park District (RMPD)	25 acres	Downtown	Fishing piers Waterfall/fountain Playground Shelter/gazebo Horseshoe pits Volleyball court Baseball/softball fields Soccer field Pond (ice skating) Picnic areas Restroom Memorial
Florey RMPD	22 acres	Campbell Street	Baseball/softball field Picnic grove Tennis courts Basketball courts Volleyball court Soccer field
South Salk RMPD	22 acres	Owl Drive	Baseball/softball field Basketball court Playground Picnic area Baseball field (varsity)
North Salk RMPD	17 acres	Owl Drive	Playground Sled hill

Neighborhood Parks: typically 5 to 10 acres (one-half mile service area)

Neighborhood parks are open spaces that accommodate a more limited number of people than community parks and have a smaller range of activities. They often include lawn space, small picnic areas, areas for game courts, parking, and possibly athletic fields if those fields are not located at a nearby community park.

Rolling Meadows has six neighborhood-level parks, which are generally 5 to 11 acres in size. These parks contain well-maintained facilities and are in good condition.

According to NRPA standards, Rolling Meadows needs additional neighborhood-level parks. The City has a total of 45.7 acres, while standards recommend 72 acres for Rolling Meadows' population.

The existing neighborhood parks serve the central portion of the City well, but the far western and eastern sections of the City appear underserved. The western section is in Palatine Park District territory, and the eastern section is part of Rolling Meadows Park District. There are two large community level parks located on the east side of the City that appear to also serve as neighborhood parks for local residents.

Rolling Meadows Comprehensive Plan

Section 3: Zoning + Land Use

Neighborhood Park	Size	Location	Facilities
Community Center RMPD	11.6 acres	Pheasant Drive	Playground Soccer fields Softball fields Shuffleboard Horseshoe pits Senior park/gazebo Picnic areas/shelter
Plum Grove RMPD	8.5 acres	Park Street	Skate park Tennis courts Soccer field Volleyball court Basketball courts Playground Pool Restrooms Banquet facility Picnic area
Creekside Wood RMPD	7.3 acres	Campbell Street	Nature preserve
Countryside RMPD	6 acres	Euclid Avenue	Playground Basketball court Baseball/softball field Tennis courts
Waverly RMPD	4.7 acres	Oak Lane	Tennis courts In-line skating area Baseball field Gazebo Horseshoe pits Playground Picnic area
Sunset RMPD	3.9 acres	E. Frontage Road	Soccer field
The Grove PPD	3.7 acres	Dawngate Lane.	Nature trail

**Pocket Parks: typically 1 to 3 acres
(one-quarter mile service area)**

Pocket parks are small areas for the use of younger children and usually include play equipment, swings, slides, sandboxes, and benches. These spaces are needed in both existing residential areas and new subdivisions to provide recreation opportunities for residents of those areas.

Rolling Meadows is served by five pocket-sized parks, including Barker Lake, South, Creekside, Cardinal Drive, and Cottonwood parks.

The City has sufficient pocket parks, according to NRPA standards, but new pocket parks should be considered to serve neighborhoods that are underserved by parks if feasible. A City-owned parcel, known as Well Site No. 7, has the potential to be an additional park in the underserved western half of the City. The site is near the intersection of Meadow Bridge Drive and Heather Court.

Pocket Park	Size	Location	Facilities
Barker Lake City	2.2 acres	Barker Avenue	
South Park Salt Creek Park District (SCPD)	1.7 acres	Euclid Avenue	Tennis Basketball Playground Pavilion/Shelter
Creekside RMPD	1.0 acres	Creekside Drive	Playground
Cardinal Drive RMPD	1.0 acres		Playground Picnic area Horseshoe pits
Cottonwood PPD	1.2	Fox Lane	Playground Basketball court

Rolling Meadows Comprehensive Plan

Section 3: Zoning + Land Use

The Rolling Meadows Park District also has several park facilities within Rolling Meadows.

Park Facilities:	Location	Facilities
Community Center	3307 Pheasant	Recreation offices Preschool Senior center Clearbrook (tenant) Banquet facility Gymnasium
Park Central	3000 Central	Administrative offices Banquet facility Conference room Teen center
Nelson Sports Complex	3900 Owl	Ice arena Gymnastics center Pool Fitness center Pro shop Concessions Locker rooms
West Meadows Ice Arena	3939 Winnetka	Ice arena Pro shop Locker rooms Concessions
Plum Grove	4001 Park Drive	Pool Banquet facility
Public Works/RMPD Combined Services	3900 Berdnick	City/Park facilities
Public Works/RMPD Facility	3200 Central Rd.	City/Park facilities

City of Rolling Meadows
Existing Zoning

- Legend**
-  City Hall
 -  Interstate Highway
 -  U.S. Highway
 -  State Highway
 -  Major Roadway
 -  Railroad
 -  Residential - Low Density
 -  Residential - Medium + High Density
 -  Commercial
 -  Office, Institutional + Research
 -  Public + Semi-Public Facilities
 -  Industrial
 -  Multi-Purpose District (Manufacturing, Office, Solid Waste PUDs)
 -  Parks + Open Space



City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan

Figure 4: Existing Zoning

City of Rolling Meadows
Open Space + Trails

Legend

- City Hall
- Interstate Highway
- U.S. Highway
- State Highway
- Major Roadway
- Railroad
- Existing Off-Street Trail
- Planned Off-Street Trail
- Existing On-Street Bike Lane
- Parks + Open Space
- Half-Mile Service Area - Neighborhood Parks

COMMUNITY PARKS

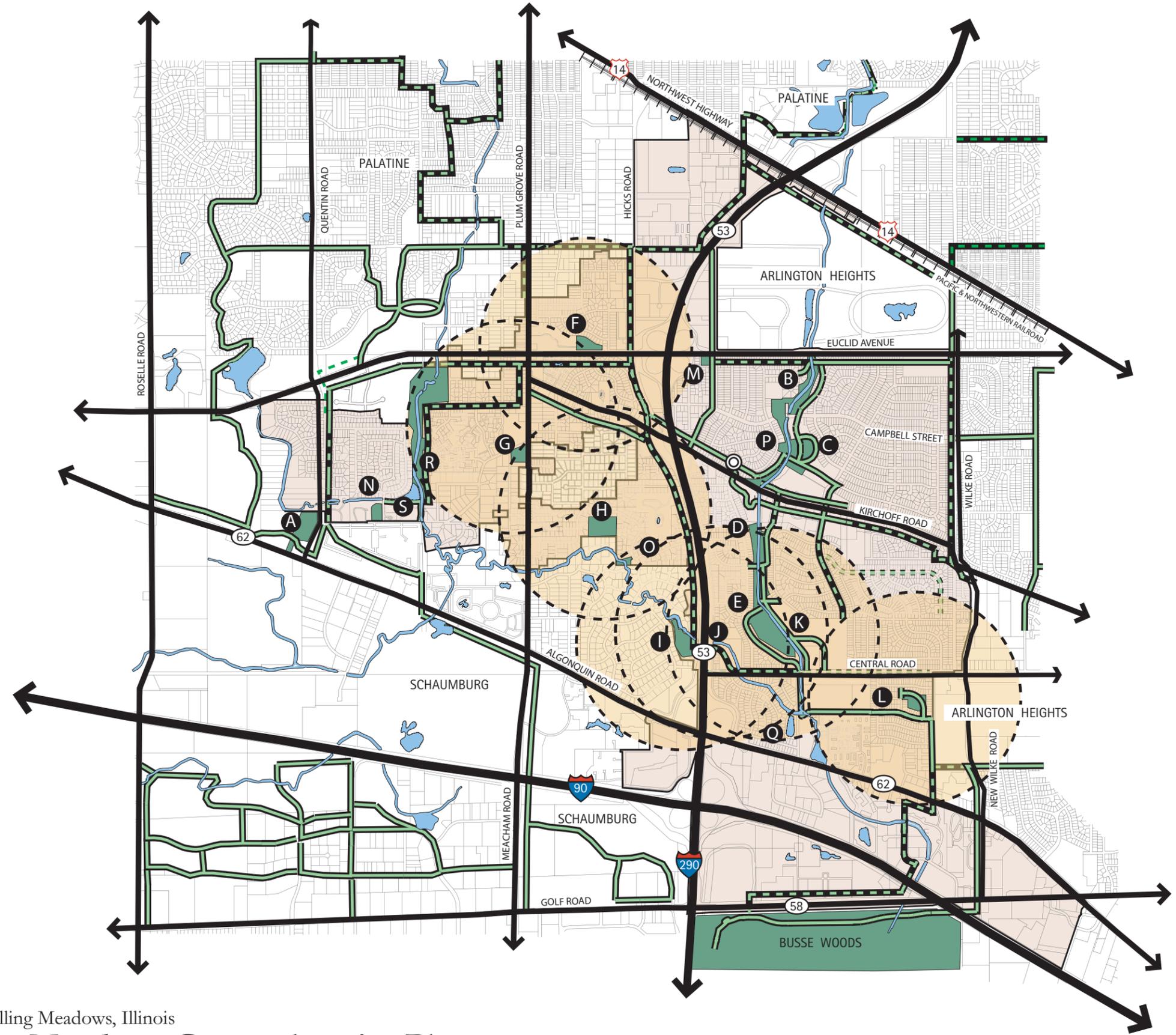
- Plum Grove Reservoir + Dog Park
- Florey Park
- Kimball Hill Park
- North Salk Park
- South Salk Park

NEIGHBORHOOD PARKS

- Countryside Park
- The Grove
- Creekside Woods
- Plum Grove Park
- Sunset Park
- Community Center Park
- Waverly Park

POCKET PARKS

- South Park
- Cottonwood
- Creekside Park
- Cardinal Drive Park
- Barker Lake Park
- Potential Park on City Parcel
- Kennedy Pond



City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan

Figure 5: Open Space & Trails

Overview

Community facilities consist of public and government buildings, libraries, schools, and other facilities that provide Rolling Meadows residents, visitors, and businesses with necessary public services. According to City and agency staff, community facilities are generally adequate to serve the needs of City residents in the near future. One exception, though, is the community sports complex, which is aging and might need renovation or replacement.

City Hall

City Hall, located at 3600 Kirchoff Road, anchors the western edge of Downtown and is centrally located within the City. The City's administrative offices and Police Department are located in the facility. City staff has indicated that it is adequate to serve the City's administrative and police needs for the foreseeable future, and recent remodeling has made operations more efficient.

Library

The Rolling Meadows Public Library, located at 3110 Martin Lane, is another Downtown activity generator located at its southern edge. The library system was established in 1959, and the Library now owns more than 160,000 items, circulates over 400,000 items annually, and averages 18,000 visits per month.

The Library is a relatively new building, and library officials have indicated that the building is sufficient to service the community in the near future. The Library does have access constraints, largely due to its orientation toward an adjacent neighborhood and not to Downtown. It is located behind a bowling alley, vacant lot, and condominium complex, away from a major roadway.

Schools

Rolling Meadows is served by Community Consolidated School District 15 and Schaumburg District 54 for its elementary and middle schools and Township High School Districts 211 and 214 for its high schools.

In general, high school students west of Route 53 in Rolling Meadows attend William Fremd High School in Palatine, and those east of Route 53 attend Rolling Meadows High School. A small

portion of northern Rolling Meadows is served by Palatine High School, although this section is mostly industrial.

Most of Rolling Meadows elementary and junior high school students attend District 15, while students who live at the northwest corner of I-90 and Route 53 attend District 54 schools.

School district officials generally report that they have a sufficient number of schools and class space to educate Rolling Meadows children.

The City also is served by private and parochial schools.

District 15:

District 15 has recently remodeled all of its schools in Rolling Meadows. The schools have sufficient capacity, and the district projects only slight increases in enrollment over the next five years. The district currently has an enrollment of 12,957 students, and its projected 2009-2010 enrollment is 13,029.

Although the district expects few additional students from active developments in the area, additional development or redevelopment could add to enrollment. The district also is aware that single-family home teardowns and/or expansions could add more families with school-age children to Rolling Meadows.

In 2003, District 15 became the only school district in the state to win the U.S. Department of Commerce's Malcolm Baldrige National Quality Award. Many of the district's schools have been also been recognized as Blue Ribbon Schools by the U.S. Department of Education.

The school districts offer language programs for non-English-speaking students, including Spanish, Japanese, and Russian. The schools also work closely with area park districts to ensure proper recreational facilities are available for the schools and community.

District 211:

Both Fremd High School and Palatine High School have also been recognized as U.S. Department of Education Blue Ribbon Schools of Excellence. In addition, both schools were named among the

Rolling Meadows Comprehensive Plan

Section 4: Community Facilities

Table 14: Schools

Elementary Schools	Grades	2005-2006 Enrollment
Central Road Elementary	K to 6	588
Kimball Hill Elementary	K to 6	623
Willow Bend Elementary	K to 6	447
Conyers Learning Academy	Pre-K to 8	38
Middle Schools		
Carl Sandburg Junior High	7 to 8	597
Plum Grove Junior High	7 to 8	817
High Schools		
Fremd	9 to 12	2,915
Rolling Meadows	9 to 12	1,935*
Palatine	9 to 12	2,542
Newcomers Center	9 to 12	

Source: Source: Greatschools.net, VillageProfile.com, District Web sites

*2004-2005

nation's "Top 99 High Schools" by U.S. News & World Report magazine.

Fremd High School is located on a 40-acre site with a modern, well-equipped facility. The school has a 3,000-student capacity. Fremd's current enrollment is 2,915. District 211 projects that enrollment at Fremd will be about 2,700 in 2012, and the district has no plans for expansion.

District 214:

The 2004-05 enrollment at Rolling Meadows High School was 1,935. The district projects growth from zero to 100 students annually, with enrollment peaking in the 2005-2006 school year. District officials do not plan to expand the high school.

The district also offers a Newcomers Center to immigrant students with limited English language skills. The students, according to the District, enroll in the Newcomer Center in Arlington Heights for a maximum of one or two semesters and one summer school session. The center is designed to meet the needs of second-

language learners who recently have arrived in the United States. After the program, students are transitioned into one of the district's high schools.

Rolling Meadows High School also has been recognized as a Blue Ribbon School.

District 214 officials report that there is a shortage of parking at the high school and that a parking lot behind the school presents a loitering/safety issue.

Colleges/Universities

As noted earlier, four colleges and universities also have a presence in or near Rolling Meadows: Harper College (a community college), DePaul University, Olivet Nazarene University, and Roosevelt University. In addition to a full education curriculum, Harper College offers resources to assist non-English-speaking populations and corporations seeking customized business training.

Public Works

Rolling Meadows has a combined Public Works Service Facility at 3900 Berdnick Street in the northern section of the City. The Public Works Department is responsible for refuse collection; recycling; maintaining City buildings and facilities; building, maintenance, and construction inspections; street lighting; traffic signage and signals; sewer and water system maintenance; vehicle service; stormwater management; forestry; and providing drinking water. The Department also has a smaller public works/recycling facility at 3200 Central Road. Both combined service facilities are shared with the Rolling Meadows Park District.

City staff indicated that these facilities are adequate to serve the community for the next 10 to 20 years.

Utilities

Sanitary Sewer System

The City of Rolling Meadows' sewage treatment is provided by the Metropolitan Water Reclamation District of Greater Chicago (MWRD) via interceptor sewers located at Wilke Road/Kirchoff Road, Kirchoff Road/Plum Grove Road, and Algonquin/Old Plum Grove Road intersections and along Central Road and Rohlwing Road. Capacity is sufficient at the MWRD interceptors. Individual developments are evaluated based on local sewer conveyance capacity. The City has 73 miles of underground pipes and three sewage-pumping stations.

Water System

The City purchases its water from the Northwest Suburban Municipal Joint Action Water Agency. The Agency uses a 90-inch pipeline to deliver water to three delivery points in the City, which has 89 miles of underground pipes, four pumping stations, two elevated storage tanks, three surface storage reservoirs, and two underground storage reservoirs. In addition, the City has four emergency pumping wells, which can provide enough water to meet current average consumption.

The City's supply and distribution systems are adequate to meet current and short-term projected needs. Large-scale development and/or redevelopment would require analysis to determine whether the system would need supply or distribution upgrades.

Stormwater

The City's stormwater management system consists of 53.5 miles of underground pipes, along with the 5.5 miles of Salt Creek that traverses the community. The City administers a Stormwater Management Program and fee structure for all properties with impervious surfaces to provide funding for storm sewer maintenance and creek management.

Because Rolling Meadows is more than 50 years old, some sewer, water, and stormwater infrastructure is aging. Continued maintenance will be important to ensure quality service in the future.

Power System

ComEd provides electric power and Nicor Gas Company provides natural gas to the Rolling Meadows area. City staff indicated that the area's power grid and pipeline system are sufficient to handle the community's future electric and natural gas needs.

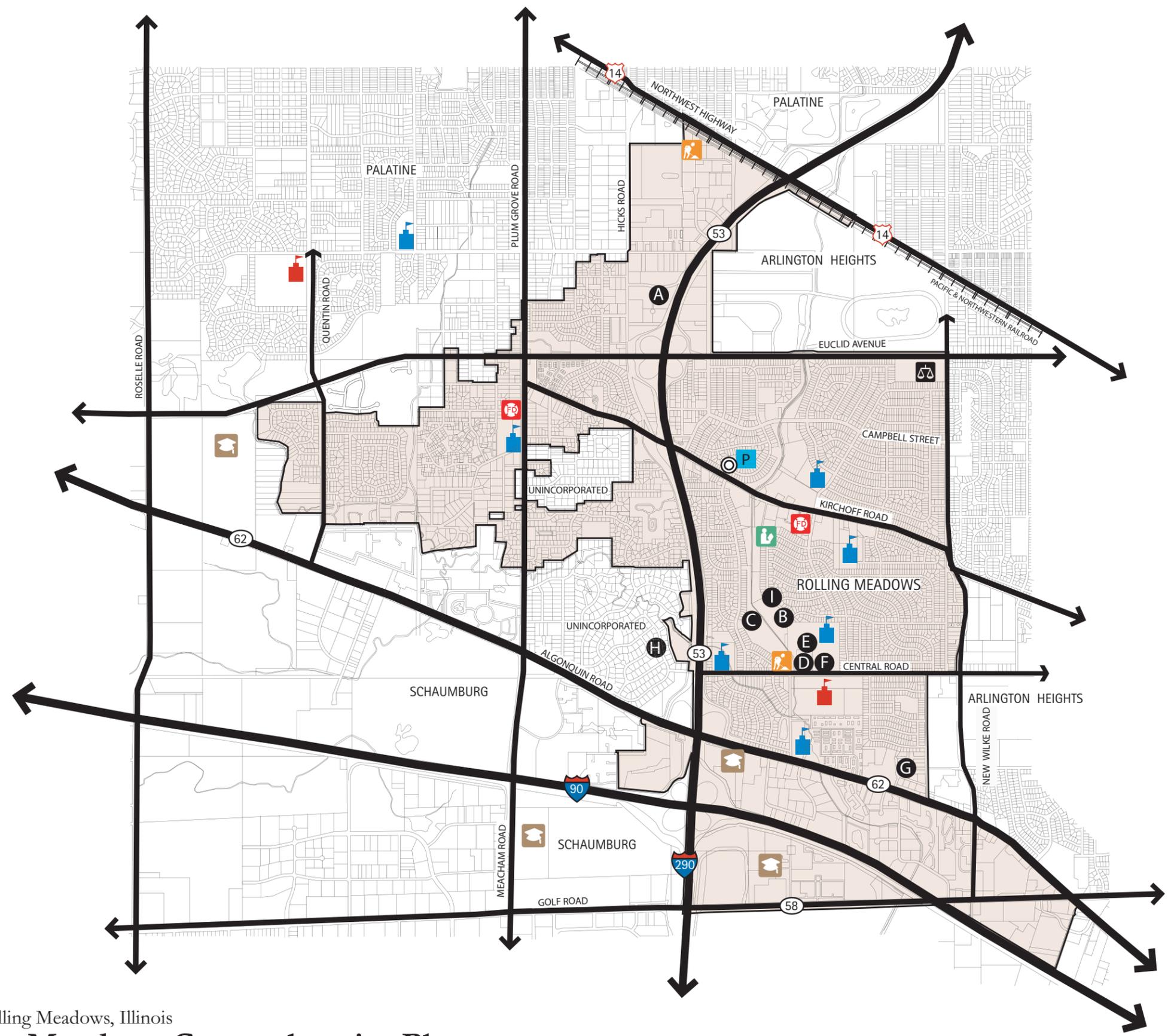
Telecommunications

Telephone, cable television, wireless phone, and high-speed Internet services are available throughout Rolling Meadows. City staff indicated that these services are sufficient to meet the community's future needs.

City of Rolling Meadows
Community Facilities

Legend

-  City Hall
-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Major Roadway
-  Railroad
-  High School
-  Elementary/Middle School
-  College/University
-  Fire Station
-  Police Station
-  County Courthouse
-  Public Works Facility
-  Library
-  A West Meadows Ice Arena
-  B Community Center
-  C Sports Complex
-  D Rolling Meadows Historical Society
-  E Park Central Northrop Teen Center
-  F Park District Office
-  G Police Neighborhood Resource Center
-  H Plum Grove Park
-  I Senior Center



City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan

Figure 6: Community Facilities

Overview

The transportation system within Rolling Meadows includes interstate highways, arterial roads, and streets, several PACE bus routes, and multi-purpose trails. The City anticipates a new transit station within the next five to 10 years as the regional transit service, known as the STAR Line, is built along the I-90 right-of-way.

Existing Road System

The City is generally served by a traditional grid road/street system that appears in good condition and sufficiently links residential neighborhoods with commercial uses, business districts, and arterial roadways.

Road classifications in Rolling Meadows, by use, orientation, width, and observed traffic volumes, are:

- **Expressways:** Route 53, Interstate 90
- **Arterial Streets:** Golf Road, Algonquin Road, Northwest Highway, Meacham/Plum Grove Road, Quentin, Euclid, Kirchoff, and Wilke/New Wilke Roads.
- **Major Collector Streets:** Central Road, Rohlwing Road, East Frontage Road, West Frontage Road, and Old Plum Grove Road
- **Minor Collector Streets:** Owl Drive, Meadow Drive, Barker Avenue, Industrial Avenue, Weber Drive, Creekside/Crestwood/Dawngate Drive, Jay Lane (Grouse Lane to Central), Grouse Lane (Meadow to Jay), Campbell Street, Meijer Drive, Meadowbrook Drive, Apollo Drive, Ring Road, and Arbor Drive

The City is well-served by expressways with I-90 running east-west through its southern portion and Route 53 running north-south through its central portion. Although the City has direct access off Route 53 via several interchanges, it does not have direct access from I-90. Indirect access to the City from I-90 is provided by an exit ramp to Arlington Heights Road, which intersects Algonquin Road just east of Rolling Meadows, and via Route 53.

Access to Corporate Park South from southbound Route 53 requires a complicated routing to Higgins Road, East Frontage Road, and Golf Road.

I-90 has an average daily travel count of 144,600 cars, and Route 53 has a count of 194,100 cars, according to IDOT.

Arterial roads serving the City experience high traffic volumes and occasional congestion at some locations because of commercial and residential development along these corridors. The Algonquin and Golf Road areas have heavy through traffic, as well as significant commercial and office activities that generate traffic.

Golf Road has an average daily traffic count of 37,000 cars, and Algonquin Road has a count of 36,000 cars, according to IDOT. This traffic, along with numerous curb cuts and a lack of links among some uses in the area, combines to create congestion and circulation issues.

The City's existing collector and local streets generally provide a high level of access while carrying low traffic volumes. These streets typically separate residential traffic from commercial and industrial traffic. Overall, the City's collector and local street system is in good condition.

Additional traffic management issues include:

- Numerous curb cuts along commercial corridors, especially along Algonquin Road.
- Dense development is found away from major road intersections in some locations, which can cause higher traffic volumes on collector streets or local roads.
- Single-use, disconnected developments with minimal driveway and pedestrian connections that require excess trips along already congested arterials.

Planned Roadway Improvements

The City has been working with IDOT on improvements to the Algonquin Road corridor from Golf Road to New Wilke Road,

Rolling Meadows Comprehensive Plan

Section 5: Transportation

which will include a new signal at Marketplace and at the new Lowe's home improvement store in Arlington Heights. Preliminary plans are completed for improvements along Golf Road from Algonquin Road to I-90, and the City is working toward funding for final design and construction.

Rolling Meadows also has planned improvements for the Meadowbrook Drive and Algonquin Road intersection in Corporate Park North. These improvements will include additional traffic lanes for northbound and southbound travel, right-of-way widening, and a raised landscape median.

The City has also begun the planning of improvements to internal roads and drives within Corporate Park South, which will include new traffic signals.

Improvements to Rohlwing Road between Industrial Avenue and Northwest Highway were recently completed.

In addition, the City's Capital Improvement Plan calls for:

- New roads within Corporate Park South as development or redevelopment occurs.
- Meacham Road to be widened to three or five lanes from the current two to four lanes in the next five years.
- Improvements to Plum Grove Road from Emerson Avenue to Aldridge Avenue, which is both north and south of Plum Grove's intersection with Euclid Avenue.
- Improvements to the intersection of New Wilke Road and Algonquin Road.
- Improvements to the intersection of New Wilke Road and Golf Road.

Potential Roadway Improvements

In addition to the above plans and projects, the City has been working with consultants and IDOT to address its current and future transportation needs. The goal of these efforts is to reduce delays and congestion, enhance connectivity throughout the City, and be proactive in planning infrastructure for future development.

Although the City has indirect access from I-90, the potential exists for direct access to/from this heavily used expressway at New Wilke Road and Golf Road. An exit ramp for westbound I-90 traffic that could lead directly to the intersection of New Wilke and Golf Roads appears conceptually feasible because of the existing configuration of the expressway and nearby roads. Such a ramp would provide direct access to the area's major retail and office centers, including the Continental Towers complex, Corporate Park North and Corporate Park South via Golf Road.

It also appears an on-ramp for eastbound traffic along Golf Road to access I-90 on its south side is conceptually feasible. Such an on-ramp could provide an alternative expressway access location to also help alleviate congestion in the area. A Golf Road on-ramp would need some frontage property from the Forest Preserve, which would require intergovernmental cooperation.

The City currently has access from I-90 via Route 53, but these ramps would provide more direct access to and from the City's extensive business corridors.

Other potential roadway improvements include:

- A direct roadway link from the Route 53 off-ramp into the Woodfield Gardens Apartments redevelopment site.
- An interconnected internal ring road in Corporate Park South.
- An interconnected internal ring road in Corporate Park North.

Bus Service

The only form of public transit currently serving the City is the PACE bus system, which runs several routes. Bus routes generally follow arterial roads and usually do not provide direct service inside business areas. As redevelopment occurs in the corporate parks and the STAR Line stations are established, internal bus routes and stops along collector streets will become more feasible.

Bus service, according to PACE, includes the following routes:

- **Route 208 - Golf Road:** An east-west arterial route serving Golf Road from the Davis Street CTA Purple Line/Metra Stations in Downtown Evanston to the Northwest Transportation Center in Schaumburg. This route provides service to the Des Plaines and Cumberland Metra Stations and shopping centers such as Woodfield, Old Orchard, and Golf Mill.
- **Route 606 - Northwest Limited:** This route between the Rosemont/River Road CTA Station and Woodfield Corporate Center serves Woodfield Mall and business areas in Schaumburg, Arlington Heights, Rolling Meadows, and Mt. Prospect.
- **Route 696 - Woodfield-Arlington Heights-Randhurst:** This route provides service between Woodfield Mall and Randhurst Mall. It also serves Roosevelt University, IKEA, Rolling Meadows Shopping Center, Rolling Meadows Courthouse, and the Arlington Heights Metra Station. Midday service extends to Harper College; and rush hour service extends to Northwest Transportation Center.
- **Route 757 - Northwest Connection:** Provides express service from the CTA Harlem Green Line stop in Forest Park and the Forest Park Transit Center Blue Line stop to Woodfield Mall and serves Elk Grove Village Industrial Park, Streets of Woodfield, and Northwest Transportation Center.

Rail Service

Public transit is an important component of Rolling Meadows' transportation system, and it is highly likely to expand with the planned STAR Line suburb-to-suburb commuter rail system. Metra's Union Pacific District Northwest Line, which serves the Northwest suburbs and runs along the north edge of the City, has a transit stop just northeast of Rolling Meadows at the Arlington Park Race Track.

The *Northwest Corridor Transit Feasibility Study*, completed in June 2000, outlined a range of public transit options for the I-90 corridor, focusing on different alignments using existing right-of-way. Alternative transit options were proposed by Metra, PACE, and CTA for review and consideration. Metra's transit option, referred to as the Suburban Transit Access Route (STAR Line) was chosen as the preferred alternative. This option anticipates train service from O'Hare Airport to Prairie Stone Business Park in Hoffman Estates via a new rail corridor along the I-90 right-of-way. Eventually, the line is planned to extend north and south of Hoffman Estates along the outer circumferential EJ&E rail line.

A future STAR Line station is planned for Rolling Meadows along I-90 between Corporate Parks North and South, in addition to a future station just west of the City near the new Schaumburg Convention Center. Specific station locations and associated parking and development are yet to be planned.

The future STAR Line would provide direct transit access for most of Rolling Meadows' business sector, while enhancing property values and allowing for denser, transit-oriented development. It will be a major amenity for employees, residents, and visitors throughout the area because of the immediate access and convenience it would provide to O'Hare Airport, Downtown Chicago, and other suburbs.

Pedestrian/Bicycle Trails

Several pedestrian and bicycle trails exist – both on-street and off-street – in Rolling Meadows and into neighboring communities. These paths provide a recreational amenity and transportation option for area residents, particularly through the City’s 3-mile-long greenbelt along Salt Creek from Central Road to Euclid Avenue. Future extensions and improvements are planned to other City areas and to trails in Arlington Heights, Schaumburg, and Palatine.

Potential future connections within the City include extending trails west of Route 53, connecting existing trails between the Kirchoff Road underpass and Library, and crossing Algonquin Road and connecting existing trails through the City to Busse Woods.

Local Economy

The overall goal for a strong local economy is to provide job opportunities and goods and services to residents and visitors ensuring a tax base necessary for providing high-quality municipal services. Along with its institutions, Rolling Meadows' economic base consists of a range of business establishments that provide a wide variety of services and products. Maintaining these businesses while continuing to attract new business contributes to the City's healthy economic environment.

In 2006, Rolling Meadows had one of the largest concentrations of businesses in the Northwest suburbs and overall Chicago region, with approximately 1,200 small to large companies.

Major Employers

The City has several major employers that contribute to the City's economic vitality and tax base. These employers include Northrop-Grumman, Fifth-Third Bank, Harris Bank, Unilever, Novell, Sara Lee, Argent Mortgage, and Thermos Corporation. Komatsu also has recently decided to have a presence in the City.

Workforce

According to the 2000 Census, Rolling Meadows had a civilian labor force of 13,886 people, of which 13,521 were employed. The 365 persons not employed resulted in an unemployment rate of 1.9%. The following two tables represent the industry and occupational categories of the City's workforce.

Table 15: Employed Workforce - Occupational Category

Occupation Category	Number	Percent of Total
Management & professional	4,824	35.7%
Service	1,989	14.7%
Sales & office	4,037	29.9%
Construction, extraction & maintenance	935	6.9%
Production & transportation	1,736	12.8%
Total	13,521	100.0%

Source: U.S. Census Bureau, 2000 (Population 16 and over)

The table above shows that workers in the City have a diverse set of jobs, with about 36% in management and professional

positions, about 30% in sales and office jobs, and 15% in service employment.

Table 16: Employed Workforce - Industry Category

Industry Category	Number	Percent
Construction	756	5.6%
Manufacturing	2,525	18.7%
Wholesale trade	630	4.7%
Retail trade	1,433	10.6%
Transportation, warehousing & utilities	686	5.1%
Information	665	4.9%
Finance, insurance, real estate & rental/leasing	1,184	8.8%
Professional, scientific, management, administrative & waste management services	1,755	13.0%
Educational, health & social services	1,733	12.8%
Arts, entertainment, recreation, accommodation & food services	1,430	10.6%
Other services (except public administration)	474	3.5%
Public administration	250	1.8%
Total	13,521	100.0%

Source: U.S. Census Bureau, 2000 (Population 16 and over)

Area Market Analysis

In 2004, Goodman Williams Group conducted a Market Analysis of the area as part of the Corporate Park South sub-area planning process. Following is a summary of its findings:

Office

The analysis found that the Northwest Suburban office market was suffering through a period of weak demand and high vacancy rates and was hurt by the downturn in the national economy. Although the Corporate Park South area suffered from the perception of high taxes in Cook County, it remained competitive in such a market. Since the 2004 study, Meadows Corporate Center, for example, has been able to maintain occupancy rates that were higher than those of the market overall.

The market analysis concluded that:

- Occupancy rates would have to rebound to higher than 90% before additional multi-tenant or build-to-suit facilities would be built in the area.
- An increase in occupancy rates largely depends on a stronger office market in the Chicago region.
- Corporate Park South is well suited for additional build-to-suit facilities with office and research uses.

Since the study, the City has reported that its office sector has rebounded to a 90% occupancy level.

Hotel

The market analysis also noted that hotel developers are interested in the Rolling Meadows area. A hotel development could be supportable if area hotel occupancy rates rise.

Retail

With Woodfield Mall and The Streets of Woodfield just across I-290 (Route 53) and south of Golf Road, there is a large retail market in the area. The market analysis concluded, however, that a hotel with banquet facilities combined with retail development that provides amenities to nearby corporate users could be feasible. Supportive retail would include restaurants, dry cleaners, day care facilities, health clubs, banks, and copy/express mail shops that serve the City's numerous businesses.

Competitive Strengths

Rolling Meadows enjoys several advantages that can be leveraged to attract economic development and increase its tax base. These include its location near major transportation routes and O'Hare International Airport, its business-friendly environment, its corporate amenities, quality schools, and diverse population.

Location

Rolling Meadows can take advantage of its strategic location at the intersection of I-90 and Route 53. It also is near Woodfield Mall, IKEA, Arlington Race Track, several universities and colleges, Metra train service, O'Hare Airport, and Downtown Chicago.

About 300,000 people live within 5 miles of Downtown Rolling Meadows, and the average household income in that area is \$79,000. According to a Northern Illinois University study, the City has about 4 million square feet of Class A office space as well as a significant amount of Class B office space. This high-quality office space provides a good environment for businesses and an economic engine for the City. The City also is part of a regional retail hub, with Woodfield Mall just outside its borders and large retailers such as Wal-Mart, Sam's Club, and Meijer inside the City. This puts goods and services close to businesses and residents.

Business Environment

As of 2006, the City's thriving business community:

- Contained 5.5 million square feet of office space, which was the second largest concentration in the Northwest suburbs.
- Was home to several Fortune 500 companies.
- Had approximately 400 retail stores within a 5-mile radius of Downtown Rolling Meadows. The stores ranged from small shops to several large grocery, department, and home improvement stores.
- Had approximately 200 restaurants within a 5-mile radius of Downtown, including ethnic cuisine.
- Had a daytime population of 30,000 workers.
- Had high building occupancy rates, with a 90% rate for office uses and 97% rate for retail.
- Had one of the lowest property tax rates in the area.
- Had been rated in the top 5% of U.S. cities by its business community.

Corporate Amenities

Rolling Meadows offers several other amenities such as Busse Woods and a 3-mile greenbelt running through the center of the City. The greenbelt includes parks, a creek, jogging paths, fountains, and ponds. Business services, health clubs, retail shops, hotels, and golf courses are located within minutes of its businesses.

Corporate Parks

Corporate Park North and South provide a signature area for Rolling Meadows as a modern office district/campus. With minor improvements and new transit service, these parks could become even more active.

Northwest Industrial Park

This area, home to numerous successful businesses, provides locations for industrial companies. It could become an even stronger asset with higher density developments and physical improvements.

Schools

Rolling Meadows has quality, award-winning school districts. For international businesses, the schools also offer programs for students for whom English is a second language and a Newcomers Center to acclimate students who move to Rolling Meadows from outside the United States.

Four higher education institutions are either in or adjacent to the City, with a wide range of academic program and services, including specialized training programs for local business.

International Business Center

The Center, launched in 2004 by the City and DePaul University, seeks to help businesses expand through increased foreign trade. It combines private and public resources in a unique, ongoing program of seminars and networking opportunities designed to help mid-sized to small businesses take advantage of global opportunities. The IBC is the first of its kind in the area and represents a unique public-private coalition designed to bring

public, educational, and private resources together in one convenient location. Statistics show foreign trade has become an important component in generating new revenues for local companies.

Diverse Population

Rolling Meadows is a racially, ethnically, and economically diverse community that offers a range of skills, cultures, and languages.

Downtown

The Downtown has the potential to become a more quaint, pedestrian-oriented area. The City is working to attract increased residential and retail density followed by successful restaurants and shops.

City-Wide

Rolling Meadows is a mostly developed community located in Chicago's northwest suburbs with a mix of residential, commercial, office, and industrial uses. The City sits at the key transportation intersection of Interstate 90 and Route 53 and is approximately 8 miles from O'Hare International Airport.

In general, the community is in good physical condition, although it does have some land-use conflicts, traffic congestion issues, and the need for improved or additional pedestrian/trail connections. Possible transportation improvements include a proposed STAR Line commuter rail station and road widenings.

The City also has several redevelopment opportunities, both inside and outside its key sub-areas. Because the City's development was guided by planning standards from the 1950s, new, updated planning standards (commercial lot depth, park standards, parking ratios) should be considered as areas are developed or redeveloped. As the City prepares for the future, its leaders annually set the City's goals and work to accomplish those goals during the year.

The following constraints and opportunities were identified during the Comprehensive Planning process.

Constraints/Issues/Negatives

Physical Conditions:

- Additional/improved community gateways are needed. Business districts lack recognizable gateways, edges, and distinct identities.
- Aging infrastructure requires continuous maintenance and capital improvements.
- Deteriorated property edges and exposed loading areas along I-90 and Route 53 need physical improvements.
- Salt Creek/Marsh along Algonquin Road east of Barker Avenue could be made more attractive, accessible, and usable.

Transportation:

- Traffic congestion makes it difficult to travel through major road corridors at peak travel times.

- Traffic congestion can leave a bad impression of Rolling Meadows for outsiders.
- Residents perceive that cars travel too fast through some residential areas.
- Fire department response time is a concern along the Golf Road and Algonquin Road corridors.
- Ongoing funding sources are needed to adequately maintain the City's roadways.
- Federal, State, Tollway Authority, and Forest Preserve District approvals likely will be necessary before new Tollway access points are implemented.

Residential:

- There is a need for balance between residential uses and other uses to keep the City fiscally viable.
- The City could begin experiencing teardowns, as smaller, older homes are replaced with larger houses.
- In some locations, older residential buildings are deteriorating.
- Parts of Rolling Meadows have Palatine mailing addresses.
- There is insufficient street lighting in some areas.

Schools:

- Diverse population requires more school services.
- Teardowns/remodeling can add to school district enrollment as bigger houses accommodate more children.

Park/Open Space:

- The Salt Creek greenbelt is underutilized south of Central Road, and more connections are needed from existing trails and open spaces along the creek to other parts of Rolling Meadows.
- The sports complex is aging and does not have access from an arterial road.

Rolling Meadows Comprehensive Plan

Section 7: Constraints + Opportunities

- More athletic fields might be needed as population grows or new sports/leagues become popular.
- Additional park/open space is needed in the western portion of the City.
- The West Meadows Ice Arena is located in the Northwest Industrial Park and is difficult to find for out-of-town visitors.

Opportunities/Strengths/Positives

Physical Conditions:

- The City can improve identity and wayfinding signage for the community and its districts and points of interest.
- New buildings in the community can use “green,” sustainable methods for construction and energy conservation.
- Improving the Algonquin Road corridor will provide that business district with a more distinct, modern corporate image.

Transportation:

- Planned improvements to roadways, intersections, and traffic signals in key locations will improve area traffic flow. Key locations include the Meadowbrook/Algonquin Road and Marketplace/Algonquin Road intersections and along Golf Road between Ring Road and New Wilke Road.
- There is potential to improve area access with a new off-ramp and on-ramp along I-90.
- The future STAR Line service will significantly improve transit options and transportation access in the area.
- The future STAR Line will allow for transit-oriented development near the station.

Parks/Open Space:

- Busse Woods and the City's numerous parks provide a wide range of park and recreation opportunities.
- The northern section of Busse Woods has potential for a golf course or other recreational amenity.
- There is a significant opportunity to link bike paths, trails, and parks, especially with the Salt Creek corridor as the City's central greenway. This can add to the City's "green" character.

Schools:

- The City has numerous educational opportunities with four higher education institutions in the area.
- High-quality school districts offer a variety of programs and services.

Economic Development:

See Economic Development in Section 6.

Diversity:

- The City's diverse population (including recent immigrants from Japan, other Asian countries, Poland, and Spanish-speaking countries) provides the community and business sector with a variety of cultures, skills, and languages.

Intergovernmental Cooperation:

- Intergovernmental cooperation is strong among area school districts, park districts, and City agencies.

Redevelopment Opportunities:

There are several development opportunities in the City's key development sub-areas, including vacant or underdeveloped properties. Following is a more detailed assessment of each sub-area. An underdeveloped site near the Plum Grove/Kirchoff Road intersection also was identified.

In addition, Rolling Meadows has some aging apartment buildings in various locations, including along Algonquin and Rohlwing Roads. As these buildings age or deteriorate, more modern site plans and building designs will open up new development potential.

City of Rolling Meadows
Constraints + Opportunities

Legend

-  City Hall
-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Major Roadway
-  Railroad
-  Potential Transit Station
-  Streetscape Improvements Needed
-  Landscaping/Buffer Needed
-  Sub-Area Boundary
-  Potential Transit-Oriented Development
-  Potential Annexation Area
-  Potential Greenway Connection
-  Potential Community Gateway/Entrance

-  A Arlington Park Race Track
-  B Cook County Courthouse
-  C Motorola Campus
-  D Schaumburg Convention Center
-  E IKEA
-  F Woodfield Mall
-  G County Forest Preserve



City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan

Figure 7: Constraints & Opportunities

Northwest Industrial Park

The Northwest Industrial Park is generally in good physical condition with well-maintained buildings and infrastructure. Larger industrial uses are generally located at the northern end of the Park, along the existing railroad tracks. Northrop-Grumman has a large site/facility located in the Park.

Light-industrial uses, flex office buildings, a church, a hotel, and the West Meadows Ice Arena are located in the southern area. The City considers office buildings in this area “incubators” for small companies.

Constraints/Issues/Negatives

- Community gateway, district gateway, and directional signage features are lacking or inadequate.
- The area lacks a coordinated, attractive streetscape.
- The industrial park lacks landscape buffers along Route 53 and Northwest Highway.
- A few buildings, primarily office uses, in the area bounded by Industrial, Euclid, Hicks, and Route 53 are vacant or partially vacant.
- The northern half of the sub-area has limited development opportunities.
- Some properties along Rohlwing Road are vacant and others are sub-optimal or obsolete.
- West Meadows Ice Arena, which is a major recreational facility for the Northwest suburbs, is isolated in an office/industrial park and is difficult to find.

Opportunities/Strengths/Positives

- The area contains a diverse mix of businesses and industrial uses.
- The Industrial Park has good access and visibility from Route 53 as well as from Hicks Road, Euclid Avenue, and Northwest Highway.

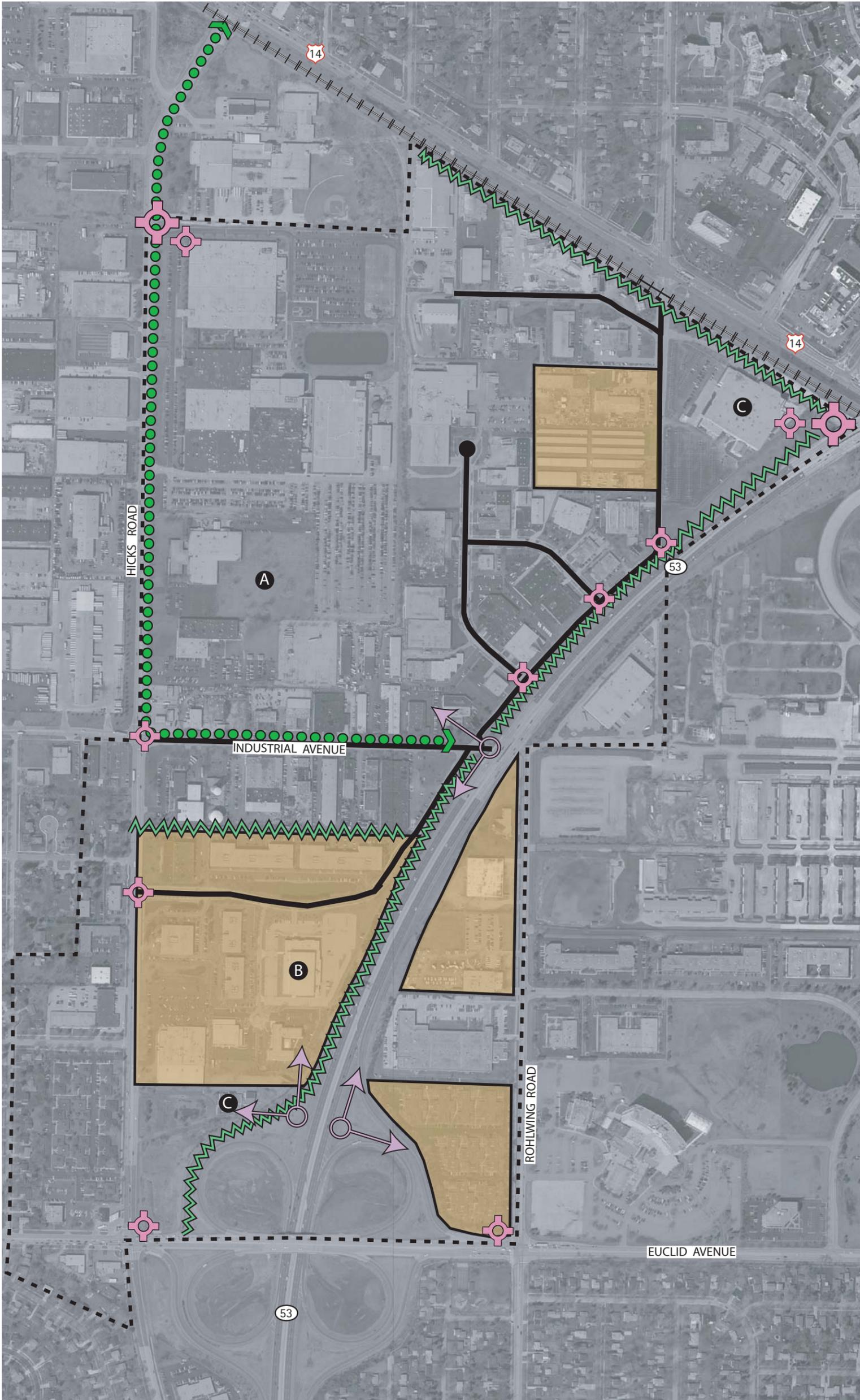
- Employers include a large defense contractor and other active businesses.
- Vacant/underutilized office buildings offer redevelopment opportunities.
- The area has potential for enhanced image/identity with district gateway signage and landscaping.
- The area has few land-use conflicts with adjacent uses.

Northwest Industrial Park Activity Generators

- West Meadows Ice Arena
- Churches
- Employers

Redevelopment/Development Sites

- Underdeveloped sites throughout the Industrial Park, such as:
 - Auto uses and a storage facility on west side of Rohlwing Road between Route 53 and Northwest Highway
 - Two sites on west side of Rohlwing Road between Euclid and Industrial Avenues
 - Office area along Winnetka Avenue between Hicks Road and Route 53 adjacent to West Meadows Ice Arena



**City of Rolling Meadows
Northwest Industrial Park
Constraints + Opportunities**

Legend

- Sub-Area Boundary
- 🛡 U.S. Highway
- State Highway
- ⚓ Rail Line
- Existing Roadway Connections
- Streetscape Improvements Needed
- ⚡ Landscaping/Buffer Needed
- 🟡 Redevelopment Opportunities
- ↔ View Corridor
- ⚙ Potential Community Gateway/Entrance
- ⚙ Potential Area Gateway/Entrance
- Ⓐ Northrop Grumman
- Ⓑ West Meadows Ice Arena
- Ⓒ Church

City of Rolling Meadows, Illinois

Rolling Meadows Comprehensive Plan: Sub-Area

Figure 8: Northwest Industrial Park - Constraints & Opportunities

Downtown

Downtown, near the center of the City on Kirchoff Road between Owl Drive and Oriole Lane, is generally in good physical condition with well-maintained buildings and infrastructure. The district is a mix of retail, office, residential, civic, and park uses that includes two large shopping centers, one with vacant or underutilized storefronts.

New construction along Kirchoff Road between Owl Drive and Salt Creek adds variety to the area and blends well with older buildings.

Constraints/Issues/Negatives

- Some buildings are vacant or underutilized.
- Shopping centers are dated and lack landscaping and pedestrian connections.
- Downtown lacks some retail/service uses desired by residents, including sit-down restaurants, a bakery, a hardware store, and a department store.
- The Jewel shopping center blocks the southern end of Kimball Hill Park and has its loading/service areas facing the park.
- Kimball Hill Park does not have good access.
- The City's central greenway/trail lacks some key connections, such as between the Kirchoff Road underpass and the Library and between the residential neighborhoods on the west side of Salt Creek and the trail on the east side.
- Parking at and access to the Library is inconvenient.
- Some structures need façade and/or building improvements, such as the bowling alley, recently vacated Sears store, and partially vacant Dominick's site – or should be considered for redevelopment.

Opportunities/Strengths/Positives

- With improvements and redevelopment, Downtown can be a more attractive and active town center.
- Downtown is the “civic heart or soul” of the City, with parks, the Library, churches, schools, and City Hall.
- There are opportunities to provide higher-density housing to add to Downtown’s vitality.
- The vacant Dominick’s site can be redeveloped with multi-family residential, retail, and rowhomes.
- The vacant former Sears site provides an opportunity to increase trail and park connections along Salt Creek as part of a larger redevelopment.
- The Salt Creek greenway and Kimball Hill Park provide significant open space and recreational amenities adjacent to Downtown.
- Improved pedestrian connections and amenities will increase accessibility for the several neighborhoods within a short walk of Downtown.
- Most Downtown buildings are in good condition.
- The Downtown streetscape is in good condition and could be improved further with enhancements in large parking lots, along driveways, and at the southern end of Kimball Hill Park.
- Downtown has a gateway feature and some signage, and additional district signage would further enhance its identity and strengthen its character.

Downtown Activity Generators

- City Hall
- Grocery store and shops
- Public Library
- Kimball Hill Park

Rolling Meadows Comprehensive Plan

Section 7: Constraints + Opportunities

- Kimball Hill School
- Carl Sandburg Junior High School
- Churches
- Bowling alley

Redevelopment/Development Sites

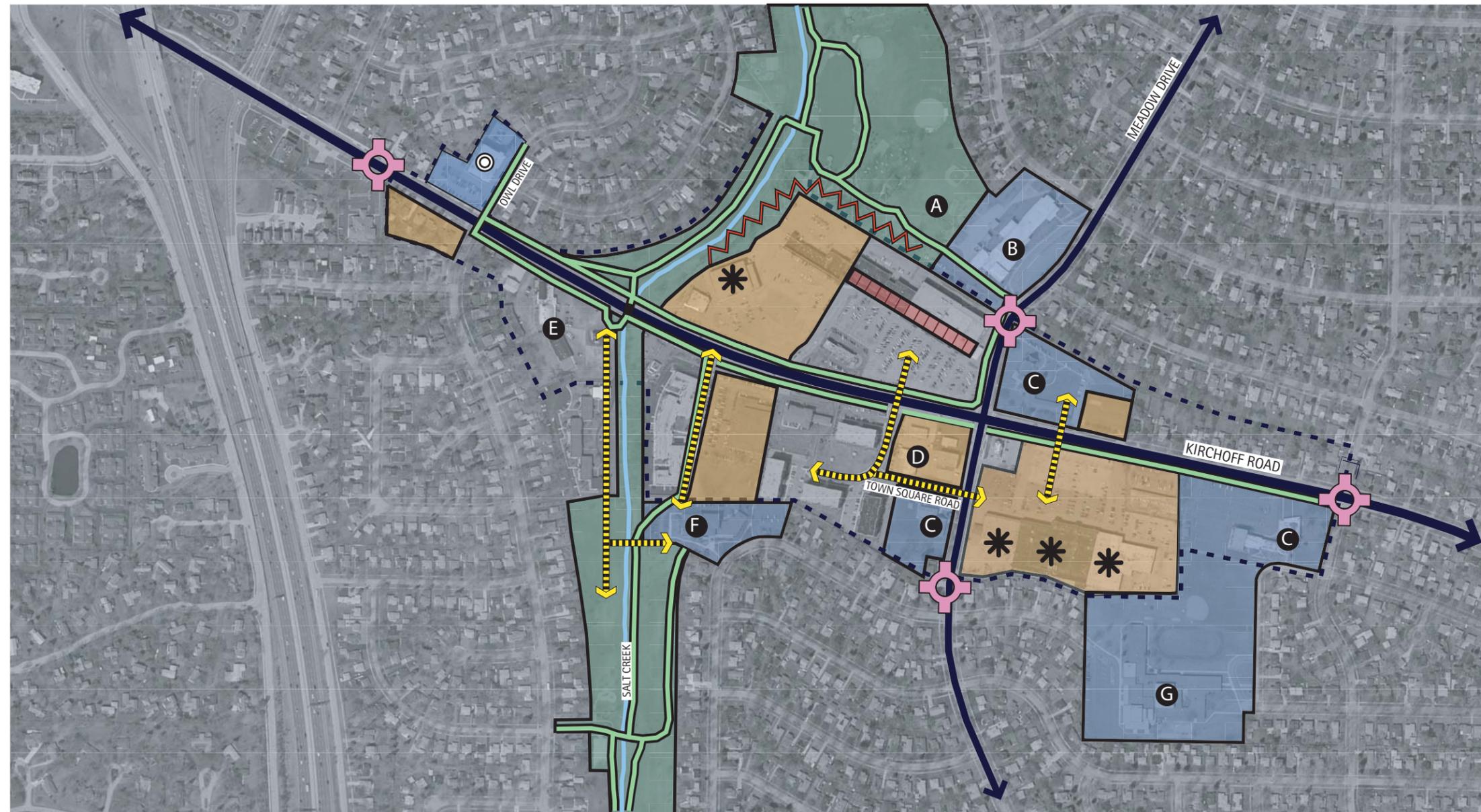
- Jewel shopping center/Post Office/Sears block
- Former Dominick's block
- Fire Station
- Bowling alley/Library lot
- Church parking lot

City of Rolling Meadows

Downtown Constraints + Opportunities

Legend

- Sub-Area Boundary
 - City Hall
 - State Highway
 - Major Roadway
 - Existing Off-Street Trail
 - Lacks Pedestrian Connection
 - Creek Path Blocked by Building
 - Redevelopment Opportunity
 - Potential Facade Improvements
 - Public and Semi-Public Facilities
 - Parks and Open Space
 - * Vacant Building
 - + Downtown Gateway
-
- A Kimball Hill Park
 - B Kimball Hill School
 - C Church
 - D Fire Station
 - E New Mixed-Use Residential Development
 - F Library
 - G Carl Sandburg Junior High School

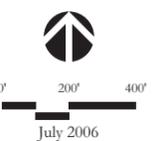


City of Rolling Meadows, Illinois

Rolling Meadows Comprehensive Plan: Sub-Area

Figure 9: Downtown: Constraints & Opportunities Analysis

LAKOTA
THE LAKOTA GROUP, INC.



July 2006

TOD District West

This sub-area on the northwest corner of I-90/Route 53 has a mix of commercial uses along the Algonquin Road frontage and residential uses along the expressway that are generally sub-optimal land uses for the area. The commercial uses include strip-mall developments with large parking areas in front.

A new convention center and hotel in the Village of Schaumburg, directly west of this sub-area, is near completion. A STAR Line station is planned adjacent the convention center.

Constraints/Issues/Negatives

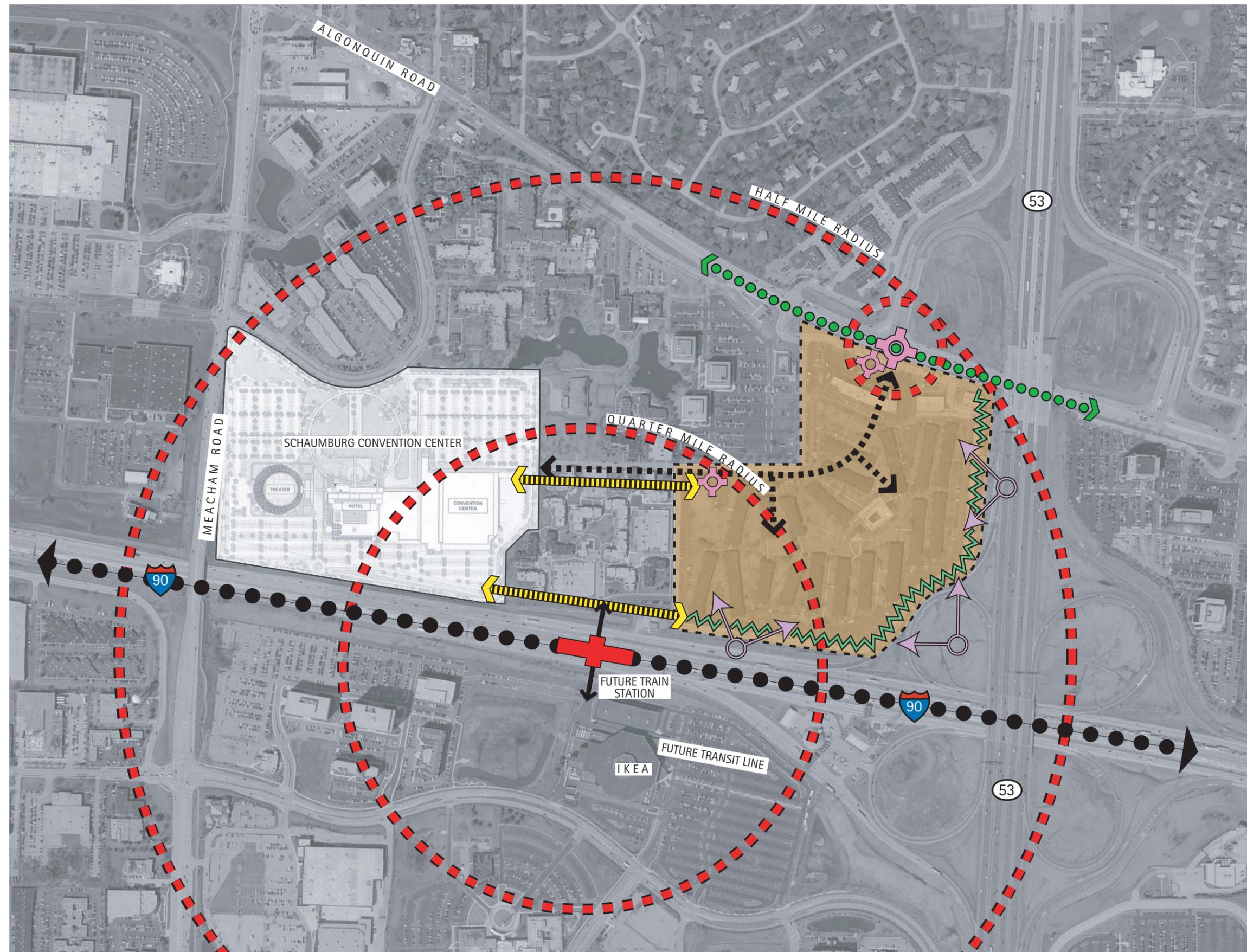
- Older, wood-frame apartments may be reaching the end of their life cycle.
- Strip commercial uses along Algonquin Road are sub-optimal and have large parking lots.
- There is a large, unattractive retaining wall along the expressway interchange.
- Vehicular and pedestrian connections will be needed to the future STAR Line station.
- Access to/from Algonquin Road is awkward.

Opportunities/Strengths/Positives

- The area is adjacent to and has good visibility from I-90 and Route 53.
- The area has transit-oriented development potential, including the possibility of taller, denser development and a mixed-use, pedestrian-oriented town center setting.
- New development can be linked to convention center and STAR Line station.
- A landscape buffer could be implemented between new development and the expressway.
- Vehicle and pedestrian circulation can be improved.

TOD West Activity Generators

- Convention Center/large hotel
- Future STAR Line station



City of Rolling Meadows
 TOD District West -
 Constraints + Opportunities

- Legend**
- - - Sub-Area Boundary
 - Interstate Highway
 - State Highway
 - ▬▬▬ Potential Roadway Connections
 - Lacks Pedestrian Connections
 - Future Train Station
 - Future Transit Line
 - Streetscape Improvements Needed
 - Landscaping/Buffer Needed
 - Redevelopment Opportunity
 - View Corridor
 - Potential Intersection Enhancement
 - Potential Community Gateway/Entrance
 - Potential Area Gateway/Entrance

City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan: Sub-Area

Figure 10: TOD District West - Constraints & Opportunities

Corporate Park North

Corporate Park North, approximately 384 acres in size, has an extensive variety of small and large businesses. It also includes pockets of multi-family housing, such as the 3 Fountains and Carriageway condominiums. This active and diverse business district is highly visible from I-90 and Route 53.

The Algonquin Road frontage contains a range of small service, restaurant, residential, and office uses including three high-rise office buildings.

This sub-area includes TOD District East, an opportunity for transit-oriented development around the future STAR Line station, and the Gateway Retail District, which is a commercial district at the east edge of Corporate North that includes Wal-Mart, Sam's Club, Meijer and other smaller retail stores.

Constraints/Issues/Negatives

- The sub-area lacks corporate district identity.
- Traffic is congested along Algonquin and Golf Roads at peak travel times.
- Curb cuts are too numerous in some locations and some locations lack street, driveway, or sidewalk connections between neighboring developments.
- The area has some vacant buildings.
- The area lacks pedestrian and vehicular connections between adjacent uses.
- Some signage is cluttered, unattractive, and difficult to read.
- Commercial developments in adjacent communities provide competition.
- Additional buffering is needed between incompatible land uses.
- Some loading/utility/trash areas lack screening, especially along the tollway.

- In some locations, building conditions, physical conditions, and facades are dated or deteriorating.
- Some properties also lack landscaping or have failed to maintain the landscaping.

Opportunities/Strengths/Positives

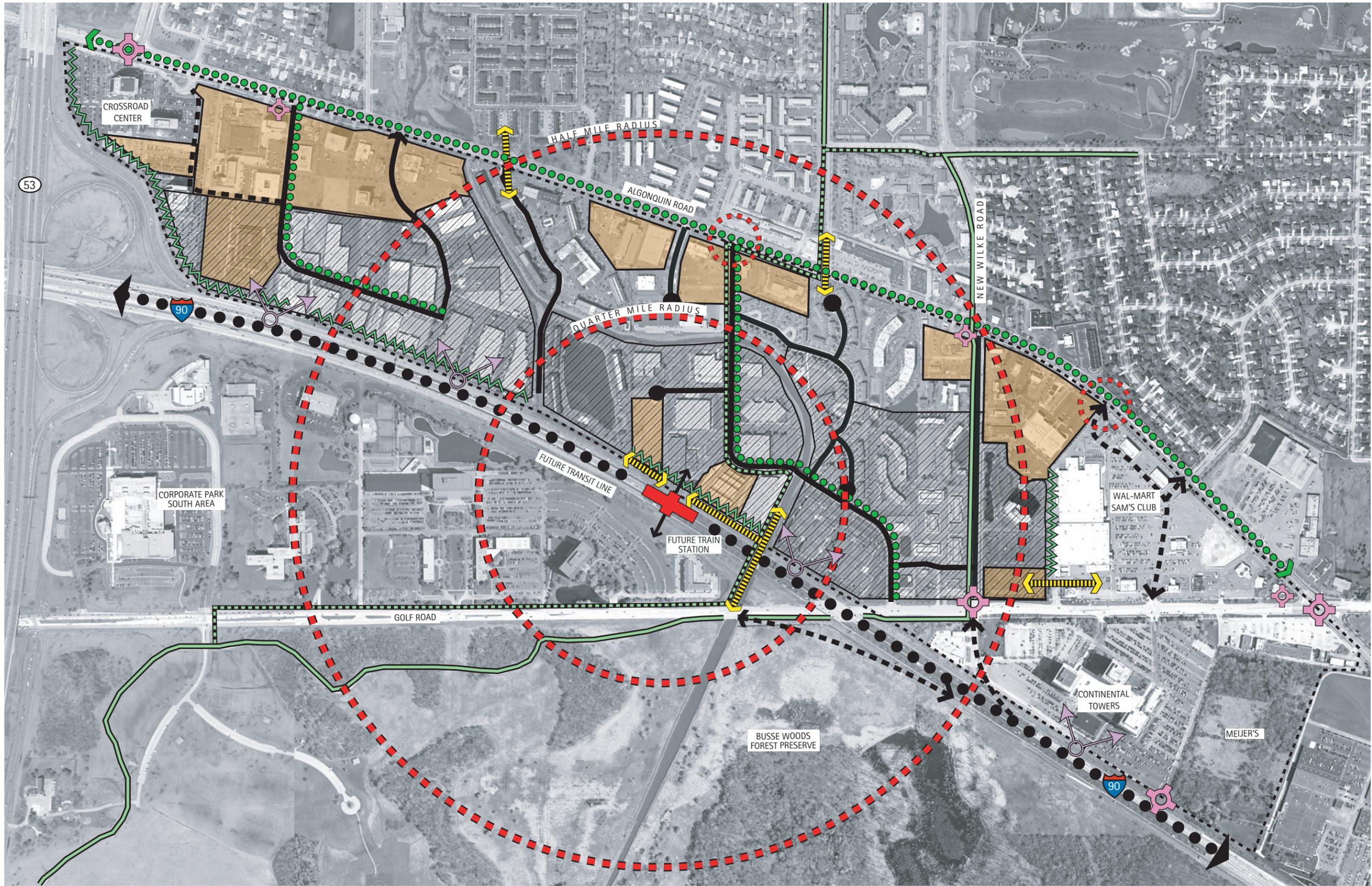
- The area is highly visible along the expressways and arterial roads.
- Potential exists to create a distinct corporate character, improve wayfinding, and enhance the area's appearance along the expressway.
- Redevelopment/infill sites exist, including several prime corporate locations.
- Transit-oriented development potential exists around the planned STAR Line station.
- There is potential to improve the City and district's image along Interstate 90 and Route 53.
- Recent developments, including Meijer, have added to the City's retail base.
- An off-ramp and on-ramp along I-90 could improve area access to Corporate Park North and Corporate Park South.
- The area is generally in good physical condition.
- This sub-area is close to extensive shopping, services, and restaurants.

Corporate Park North Activity Generators

- Wal-Mart and Sam's Club
- Meijer
- Continental Towers
- Large corporate facilities at Route 53
- Other office and business uses
- Algonquin Road restaurant cluster

Redevelopment/Development Sites

- Corporate area along Algonquin Road between Route 53 and Salt Creek
- Southwest and southeast corners of Algonquin Road and Keystone Court
- Southeast corner of Algonquin Road and Meadowbrook Industrial Court
- Southwest and southeast corners of Algonquin Road and New Wilke Road
- Area near future STAR Line station
- Northeast corner of Golf and New Wilke Roads
- Continental Towers parking lot
- Tollway frontage that currently has low-density, low-rise buildings.



City of Rolling Meadows
Corporate Park North
Constraints + Opportunities

Legend

- Sub-Area Boundary
- Interstate Highway
- State Highway
- Existing Roadway Connections
- Potential Roadway Connections
- Existing Off-Street Trail
- Planned Off-Street Trail
- Lacks Pedestrian Connections
- Future Train Station
- Future Transit Line
- Streetscape Improvements Needed
- Landscaping/Buffer Needed
- Redevelopment Opportunity
- Potential TOD Development
- View Corridor
- Potential Intersection Enhancement
- Potential Community Gateway/Entrance
- Potential Area Gateway/Entrance

City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan: Sub-Area

Figure 11: Corporate Park North - Constraints & Opportunities

Corporate Park South

Corporate Park South, located along Golf Road, is the southern business anchor of the City. Like Corporate Park North, it is highly visible from I-90 and Route 53 and home to several corporate businesses.

Corporate Park South has a supply of underutilized land that provides the City with significant development opportunities.

Constraints/Issues/Negatives

- The sub-area lacks identity as a cohesive corporate campus because of inconsistent architecture, lighting, signage, and landscape/streetscape.
- The City has minimal identity or recognition south of I-90.
- Large and small buildings, along with a mix of light industrial and corporate office uses, have established an uncoordinated development pattern.
- Road widening, turn lanes, and coordinated signals are needed on Golf Road.
- Vehicular and pedestrian connections among properties are lacking.
- There is a lack of business services and corporate campus amenities.
- Some parking lots and site signage are in fair condition.
- Loading docks on some buildings need additional landscaping/fencing to screen views from roads, driveways, and parking lots.
- Pedestrian crossings across Golf Road to Busse Woods and bus stops need improvement.
- There are a lack of bus stops and pedestrian amenities along Golf Road and within the development for bus riders.

Opportunities/Strengths/Positives

- There is a potential for transit-oriented development next to a future STAR Line station.
- Modern corporate campus character can be established with landscaping, screening, street, parking lot, and signage improvements.
- Several corporate buildings and sites are high quality, with mature trees and landscaping, large lawns, and plazas.
- There is an opportunity to create unified landscaping and signage for the overall sub-area.
- Access could possibly be improved with a ramp onto and off of I-90.
- The area is highly visible from I-90.
- Several sites exist for more dense and visible development.
- There is potential to add amenities within the site and/or within existing buildings, such as restaurants, a day care center, and jogging paths.
- Improvements are planned for Golf Road and the interconnected internal loop road.
- The large Busse Woods Forest Preserve is located across Golf Road, with potential for a golf course and/or other recreation opportunities.
- This sub-area is close to the extensive shopping, services, and restaurants at Woodfield Mall and Rolling Meadows' Corporate Park North.

Corporate South Activity Generators

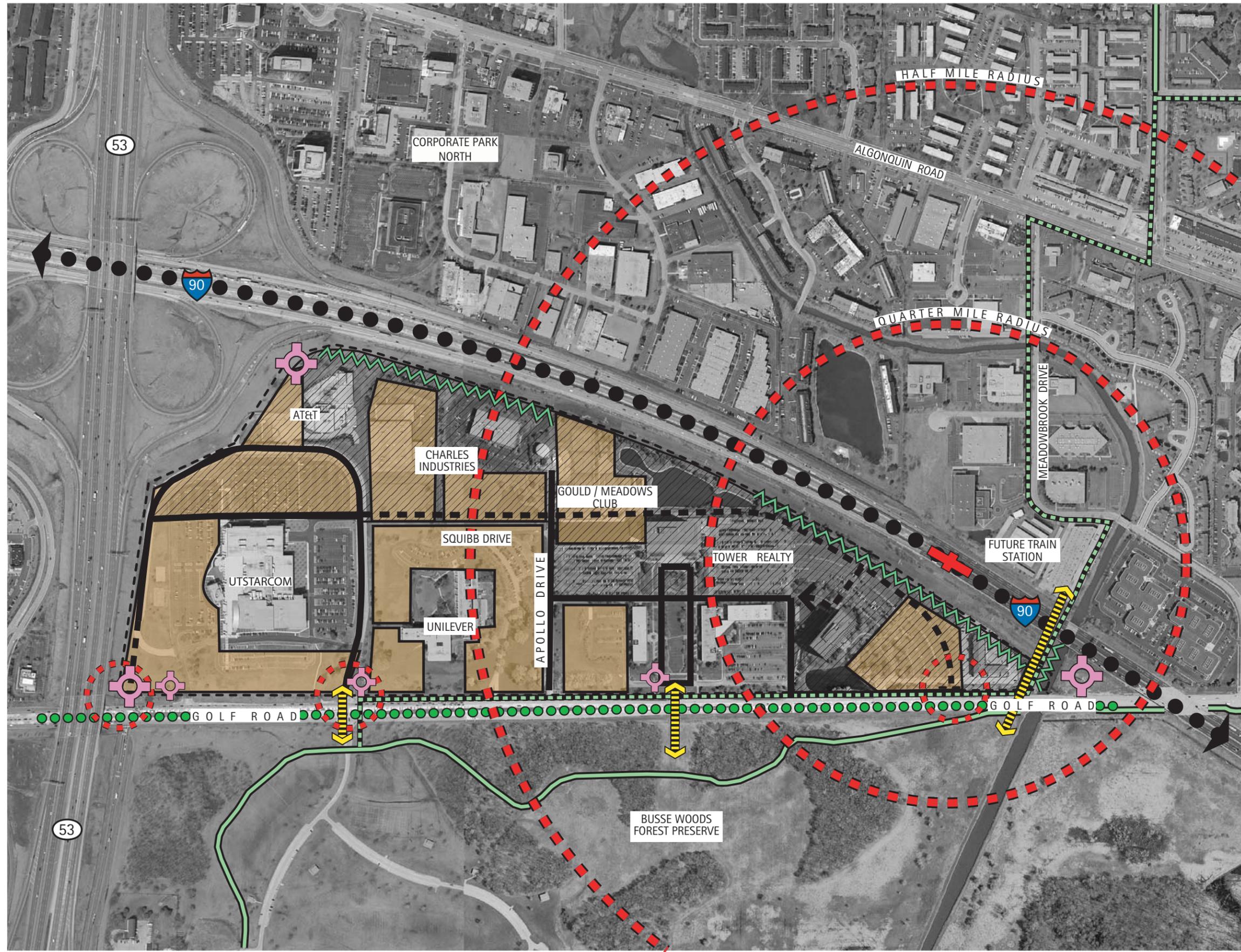
- Woodfield Mall
- Corporate Park North
- Office/research buildings
- Busse Woods Forest Preserve

Redevelopment/Development Sites

- Vacant land or excess parking areas on various sites

City of Rolling Meadows
 Corporate Park South
 Constraints + Opportunities

- Legend**
- - - Sub-Area Boundary
 -  Interstate Highway
 -  State Highway
 -  Existing Roadway Connections
 -  Potential Roadway Connections
 -  Existing Off-Street Trail
 -  Planned Off-Street Trail
 -  Lacks Pedestrian Connections
 -  Future Train Station
 -  Future Transit Line
 -  Streetscape Improvements Needed
 -  Landscaping/Buffer Needed
 -  Redevelopment Opportunity
 -  Potential TOD Development
 -  Potential Intersection Enhancement
 -  Potential Community Gateway/Entrance
 -  Potential Area Gateway/Entrance



City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan: Sub-Area

Figure 12: Corporate Park South - Constraints & Opportunities

Community Vision

The future vision for Rolling Meadows is based on the community's desire to **improve its quality of life** by **taking advantage of the City's positive attributes** and **guiding area development and redevelopment**. The City, in the next 10 years, is envisioned to continue to be an attractive and thriving place that capitalizes on its active business environment, highly accessible location and transportation network, natural features, and land-use potential.

Rolling Meadows will continue to promote and enhance its image as a **thriving business location, quality residential and school choice** and as a **“green” community** with attractive open spaces and architecture. The City will have fostered awareness among landowners, businesses, and developers of **higher quality building, site, and public space design** and **sustainable development principles** that emphasize energy conservation, healthy buildings, and resource reuse.

Improving the community's physical conditions and **conserving natural resources** will be major considerations when evaluating community improvement and development initiatives. The City will strive for sustainable land-use choices as it implements the Comprehensive Plan during the next 10 years.

An **efficient transportation network** will provide for the safe movement of vehicles, pedestrians, and bicyclists throughout Rolling Meadows as roadway and trail projects are completed. Roads and streets will be maintained in good condition and provide the convenience needed to travel throughout the City, as well as to retain and attract businesses. In addition, **transit-oriented development** will be clustered near the future STAR Line stations along I-90.

Rolling Meadows will continue to be a **strong residential community** with safe, attractive, and “walkable” neighborhoods, good schools, and parks. Neighborhoods will be primarily single family with multi-family clustered near transportation connections and commercial areas. This will allow the City to maintain its character while providing a variety of housing types at a range of costs for current and future residents. Quality multi-family housing around major intersections and near shopping centers will enhance the City's commercial viability and accessibility. Older apartment

complexes will be sensitively redeveloped with more modern housing options.

Consolidated and thriving commercial districts, including a fully developed Downtown with a gateway into Kimball Hill Park, an enhanced restaurant cluster along Algonquin Road, the Gateway commercial district with large national chains, and a new retail cluster in TOD District West, will offer inviting shopping environments for residents, as well as shoppers from throughout the region. The districts will be well defined and linked to adjacent neighborhoods where feasible, while adding to the City's tax base.

These strategically located commercial areas will offer access to a full spectrum of shopping and dining opportunities – from small neighborhood convenience shops to grocery stores to large regional retailers that serve both the City and greater region. The City will be marketed and recognized as a **more attractive, convenient, and pedestrian-oriented shopping hub for the area** with its wide mix of commercial businesses and restaurants.

Economic development in the City will keep Rolling Meadows on the map as a **highly desirable place to do business**. The City will have attractive commercial centers and **modern business parks and office campuses** along I-90 and Route 53. These industrial and office complexes will accommodate a wide range of businesses that provide economic benefit to the City. Outdated industrial and office sites will be improved and “re-established” in attractive business/office park settings.

An **open space system** with improved parks, extended and linked trails, and recreational facilities will have increased and enhanced community open space and natural areas and improved daily life for area residents and visitors. The recreation opportunities, especially its central greenway, will continue to benefit the City and promote Rolling Meadows as a green, active community.

Public facilities will be continually improved and maintained to provide residents with **outstanding municipal services**. Public safety, parks and recreation, schools, infrastructure, and other community facilities and services will be provided in an efficient and effective manner to Rolling Meadows citizens and businesses.

The following goals, objectives, and strategies were generated and refined during the comprehensive planning process.

Community Context – Goal

An attractive and distinct community with thriving residential neighborhoods and business districts that serve the needs of City residents.

Objectives

- Continue to be recognized in the region as desirable place to live, shop, and conduct business.
- Improve area physical conditions and overall quality of life.
- Promote developments that are compatible with surrounding uses.

Strategies

- Amend zoning districts to match land-use changes defined in the Comprehensive Plan.
- Amend zoning, subdivision, and signage codes to continue to encourage the quality of development the City is seeking.
- Work with state, regional, and county planning agencies to implement transportation improvements, open space improvements, and trail connections.
- Update the City’s capital improvement program for the infrastructure needed to accommodate the future higher density land-use mix, including road and utility needs related to transit service and transit-oriented development.

Residential Land Use – Goal

Attractive, safe residential neighborhoods that provide a range of housing types and enhance the overall character of the City.

Objectives

- Acknowledge and preserve older residential neighborhoods.
- Provide well-maintained neighborhoods.
- Encourage high-quality, well-designed developments featuring a wide variety of housing products.
- Continue to encourage affordable housing, including senior housing.
- Increase residential density in or near Downtown, major commercial areas, and areas with high accessibility to transportation.

Strategies

- Maintain existing neighborhoods with sidewalk, street, street lighting, and landscape improvements where needed and by encouraging home repairs by owners.
- Encourage denser housing products, such as rowhouses and condominiums, in strategic locations.
- Help owners of deteriorating properties maintain their buildings by providing technical and/or financial programs.
- Continue to encourage high-quality site planning that creates interconnected, pedestrian-oriented neighborhoods centered on open space, parks, and schools.

Commercial Land Use – Goal

Viable commercial districts that serve the needs of local and regional residents and enhance the City’s tax base.

Objectives

- Maintain and strengthen existing commercial areas.
- Promote development/redevelopment of vacant and underutilized commercial properties.
- Establish well-maintained, attractive, pedestrian-friendly commercial districts and centers.
- Focus commercial development in key locations, including Downtown; the Gateway Retail District; Plum Grove corridor at its intersections with Euclid and Kirchoff; and transit-oriented development districts.
- Foster a vibrant, well-defined Downtown that offers a range of goods and services and additional residential densities to support commercial activity.
- Improve physical conditions Downtown where necessary by expanding streetscape improvements, upgrading street furniture, and adding landscaping.
- Improve pedestrian and vehicular access and circulation in commercial districts.
- Improve access/visibility for the library and Kimball Hill Park as part of Downtown redevelopment.
- Sustain and enhance Downtown Rolling Meadows as a draw for the entire City.
- Encourage a pedestrian-oriented town center retail development along Algonquin Road in TOD District West.

Strategies

- Update ordinances where necessary to create and enhance commercial districts.
- Develop a coordinated streetscape and identity program for each commercial district.

- Enhance the City’s wayfinding and signage program to facilitate access to Downtown and other key business districts.
- Ensure adequate parking, including shared parking.
- Encourage high-quality, mixed-use redevelopment of Dominick’s and Jewel shopping centers in Downtown.
- Work with property owners to upgrade facades and parking lot landscaping.
- Emphasize walkability and pedestrian circulation in new developments and add connections where feasible in already developed areas of downtown.
- Enhance the Salt Creek Greenway and create a Downtown “Creek Walk” for pedestrians and bicyclists.

Office/Industrial Land Use – Goal

Viable office centers and industrial districts that accommodate a range of businesses and provide economic benefits to the City.

Objectives

- Encourage a thriving industrial and office environment to provide employment and tax base for the City.
- Promote the establishment of well-defined, modern business environments to accommodate a wide range of uses.
- Capitalize on the City’s interstate highway visibility and access.
- Promote the retention of existing, active businesses.
- Minimize the effects of industrial businesses on adjacent uses.
- Coordinate and enhance signage and landscaping.
- Improve wayfinding/visibility for West Meadows Ice Arena.

Strategies

- Promote improvement or redevelopment of deteriorated industrial properties.
- Work with state, regional, and county planning agencies to promote the economic development components of the Comprehensive Plan.
- Attract additional international investment.
- Work with property owners to encourage retention of current businesses, attraction of new businesses, and redevelopment of underutilized sites.
- Develop a coordinated landscape and signage program that provides buffers along expressways and major arterials, improves landscaping along other roads, and creates community and district gateway and identity signage.
- Encourage modern, efficient industrial and office buildings if redevelopment occurs.

- Study the feasibility of attracting an additional hotel to the area.
- Encourage shared parking among users where possible, including sharing among office, institutional, and ice arena uses.

Open Space and Trails – Goal

A park, open space, and trail system that provides a range of recreational opportunities and enhances the overall image and appearance of Rolling Meadows.

Objectives

- Preserve and enhance existing open space resources.
- Maintain a variety of parks that offer a range of facilities in sufficient quantity for the City’s population.
- Increase and improve civic open space to enhance community identity.
- Create or enhance open spaces in Downtown that can serve as community gathering places.

Strategies

- Work with county and regional agencies to pursue grants and donations to enhance and provide open space and trails.
- Enhance Downtown’s connection to Kimball Hill Park by creating a southern gateway into the park that is linked to new “Main Street” type shopping and dining opportunities.
- Enhance and maintain Salt Creek/Kennedy Pond as part of a large central greenway.
- Working with park districts, acquire vacant or underutilized land to create new parks, playlots, or trails, particularly in underserved areas on the north and west side of the City.
- Develop new plazas, walkways, gardens, and other open spaces near civic uses.
- Renovate existing or create new multi-purpose sports complexes at appropriate locations, possibly including sports fields, trails, playgrounds, indoor recreational facilities, and other amenities.
- Enhance the city’s multi-purpose trail system that connects to regional trails.
- Encourage developers to include parks and trail segments in new developments using open spaces and civic uses as focal points.

Community Facilities – Goal

Efficient community facilities that provide City residents, businesses, and property owners with a full range of services.

Objectives

- Efficiently distribute community facilities throughout the City based on current and projected needs.
- Maintain quality of life with City facilities and services that are responsive to residents and businesses.
- Maintain school facilities in strategic locations to serve the City’s population and school needs.

Strategies

- Repair and maintain sidewalks, streets, and street lighting throughout the City.
- Add sidewalks where appropriate to make key pedestrian connections or enhance the walkability of the community.
- Continue to work with school districts to coordinate anticipated land-use mix and potential population increases with school needs.
- Improve City support for volunteer programs and services that enhance quality of life.
- Increase linkages between Rolling Meadows businesses and area schools and colleges.

Transportation – Goal

An efficient transportation network that provides for the movement of vehicles, pedestrians, and bicyclists throughout the City.

Objectives

- Maintain safe and attractive roadways and trails that facilitate access and circulation.
- Continue to repair and maintain infrastructure.
- Facilitate access to Downtown and key business districts through a wayfinding/signage program.
- Increase roadway connectivity by linking fragmented roadway segments.
- Utilize access management strategies to improve traffic flow and vehicle safety along arterial roadways.
- Provide adequate and convenient parking to serve Downtown businesses.
- Facilitate movement of traffic along arterial roadways.

Strategies

- Maintain the existing roadway system in good condition.
- Limit curb cuts and create shared access drives to improve traffic flow and vehicle safety along major arterials.
- Continue to work closely with Cook County, IDOT, and other agencies to facilitate transportation improvements.
- Identify and pursue funding sources for transportation improvements.
- Update the City’s capital improvement program.
- Continue to develop working relationships with property owners to plan ahead and coordinate development plans with access and circulation improvements.
- Work with transit agencies and adjacent communities to ensure sufficient transportation access and circulation to future STAR Line stations.

Community Character – Goal

An attractive community with a distinct visual identity that promotes Rolling Meadows’ natural and physical qualities.

Objectives

- Create and promote an identity for Rolling Meadows that capitalizes on its positive attributes.
- Continue to encourage high-quality site planning, landscape design, signage design, and architecture for all land uses that respects and preserves the area’s character and natural environment.
- Encourage high-quality building design for new housing to create architectural interest and variety in each block and neighborhood.
- Establish a buffer along expressways to visually screen development and maintain an attractive outside image for the City.
- Instill “Pride of Place” with business and property owners regarding property improvements and maintenance.

Strategies

- Enhance the City’s wayfinding and signage program, including directional signage and identity features.
- Create or update design guidelines for new developments to encourage quality design including buffers, fencing, architectural variety, parking lot and road landscaping, gateways, and commercial facades and signage.

Future Land-Use Plan

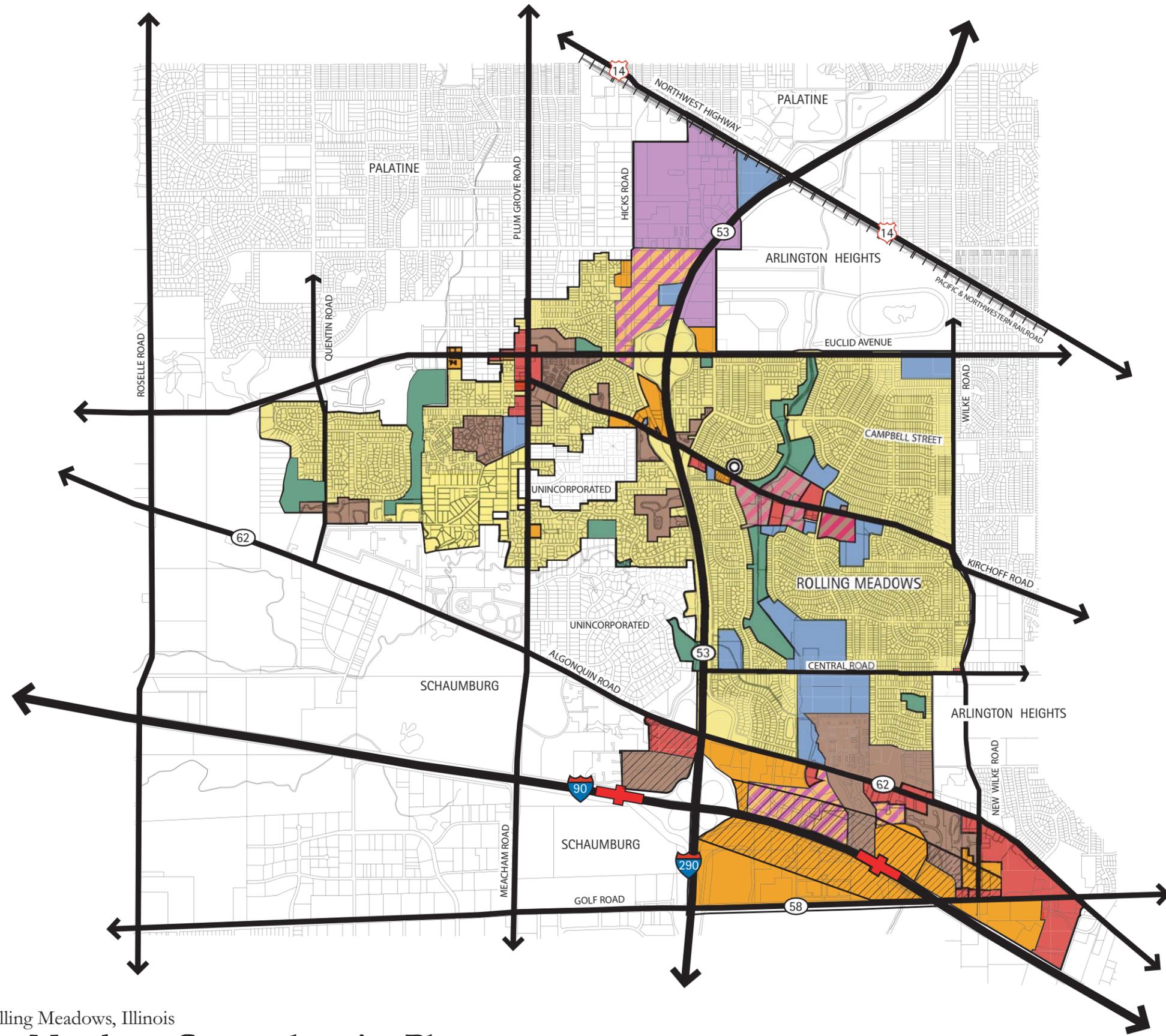
The City of Rolling Meadows Comprehensive Land-Use Plan provides a framework for making better community improvement and development decisions in the future. (See Figure 11: Future Land Use) It defines how the City can change its land-use mix and physical setting based on the desired vision of how Rolling Meadows should grow, function, and look in the future.

The Land-Use Plan presented in this section defines the type, location, and mix of land uses desired by the City. Section 10: Planning Sub-Areas presents more specific information regarding strategies and guidelines for the City's key sub-areas.

Future development proposals and community improvement initiatives will be reviewed for consistency with the Land-Use Plan and its goals, as well as the Sub-Area development strategies.

**City of Rolling Meadows
Future Land Use**

- Legend**
-  City Hall
 -  Interstate Highway
 -  U.S. Highway
 -  State Highway
 -  Major Roadway
 -  Railroad
 -  Future Train Station
 -  Single-Family Residential
 -  Multi-Family Residential
 -  Commercial
 -  Office
 -  Institutional
 -  Industrial
 -  Parks and Open Space
 -  Mixed-Use Commercial
 -  Industrial and Office
 -  Potential TOD Development



City of Rolling Meadows, Illinois
Rolling Meadows Comprehensive Plan

Figure 13: Future Land Use

Overview

The following sub-area development strategies were defined during the comprehensive planning process to help illustrate the development potential of specific sites and blocks. These locations have been identified and acknowledged as major opportunity and target areas for redevelopment.

The sub-area concepts provide conceptual building massing, site designs, and open space. Actual building locations, heights, and densities as well as landscaping/parking layouts will vary as property owners, businesses, and developers generate more detailed site plans.

Northwest Industrial Park

Sub-Area Goal

A more attractive, efficient industrial park at the City's northern gateway that continues to be an economic engine for the City.

Northwest Industrial Park, located between Northwest Highway, Hicks Road, Euclid Avenue, and the City's border with Arlington Heights, is a significant industrial and office cluster for Rolling Meadows. One of the City's larger employers, Northrop Grumman, has locations in this sub-area. It also has smaller industrial and office buildings that can serve as incubators for start-up businesses.

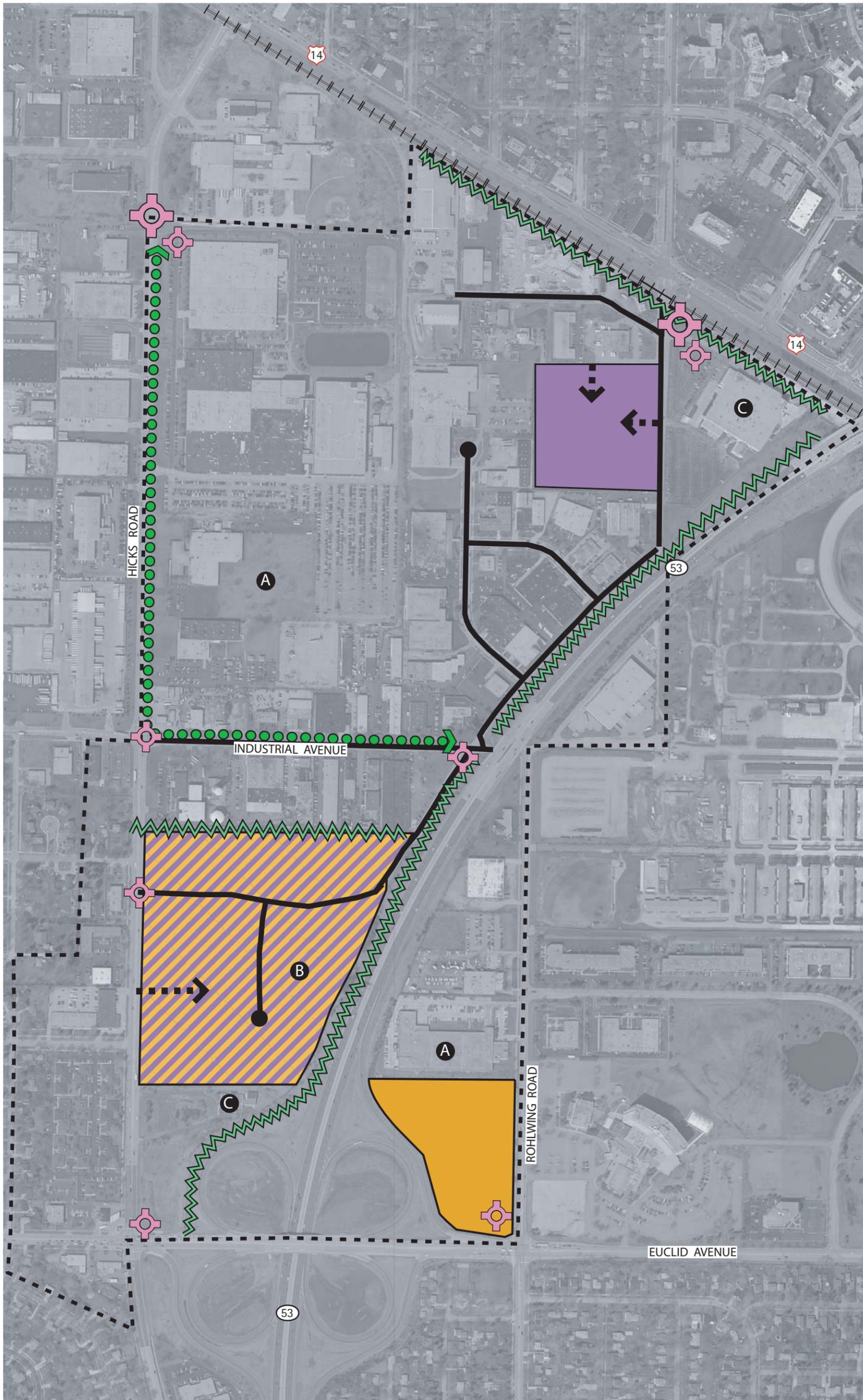
The sub-area concept calls for a coordinated signage and landscaping system that would provide a better entrance to and image for the City and help market the park as a highly visible, accessible location along Route 53. It also includes community and district gateways, screening of loading docks and service areas, and additional directional signage to West Meadows Ice Arena.

North of Industrial Drive, the sub-area concept shows an example of how underdeveloped sites, such as the storage facility and auto-oriented uses along Rohlwing Road, could be redeveloped with more efficient site plans. As underdeveloped/inefficient sites become available and/or are consolidated, modern business park buildings should take their place.

South of Industrial Drive, the single-story incubator office buildings can continue to provide an office presence on the north end of the City.

As shown in an alternate concept, the zone south of Industrial Drive could be redeveloped to expand larger industrial uses to the southern portion of the Industrial Park, increase building square footage, share parking, and provide more direct access to the Ice Arena.

If the northeast corner of Route 53 and Euclid is redeveloped over time, the sub-area concept shows a new hotel that could provide lodging for visitors to Arlington Park Race Track, the ice arena and area businesses as well as those passing by on Route 53. New, multi-story office buildings have potential at this expressway interchange.



City of Rolling Meadows
 Northwest Industrial Park -
 Development Framework

Legend

- Sub-Area Boundary
- U.S. Highway
- State Highway
- +++ Rail Line
- Potential Roadway Connection
- Existing Roadway Connections
- Streetscape Improvements
- Enhanced Landscaping/Buffer
- Potential Community Gateway/Entrance
- Potential Area Gateway/Entrance
- Industrial
- Office/Hotel
- Office and Industrial
- A Northrop Grumman
- B West Meadows Ice Arena
- C Church

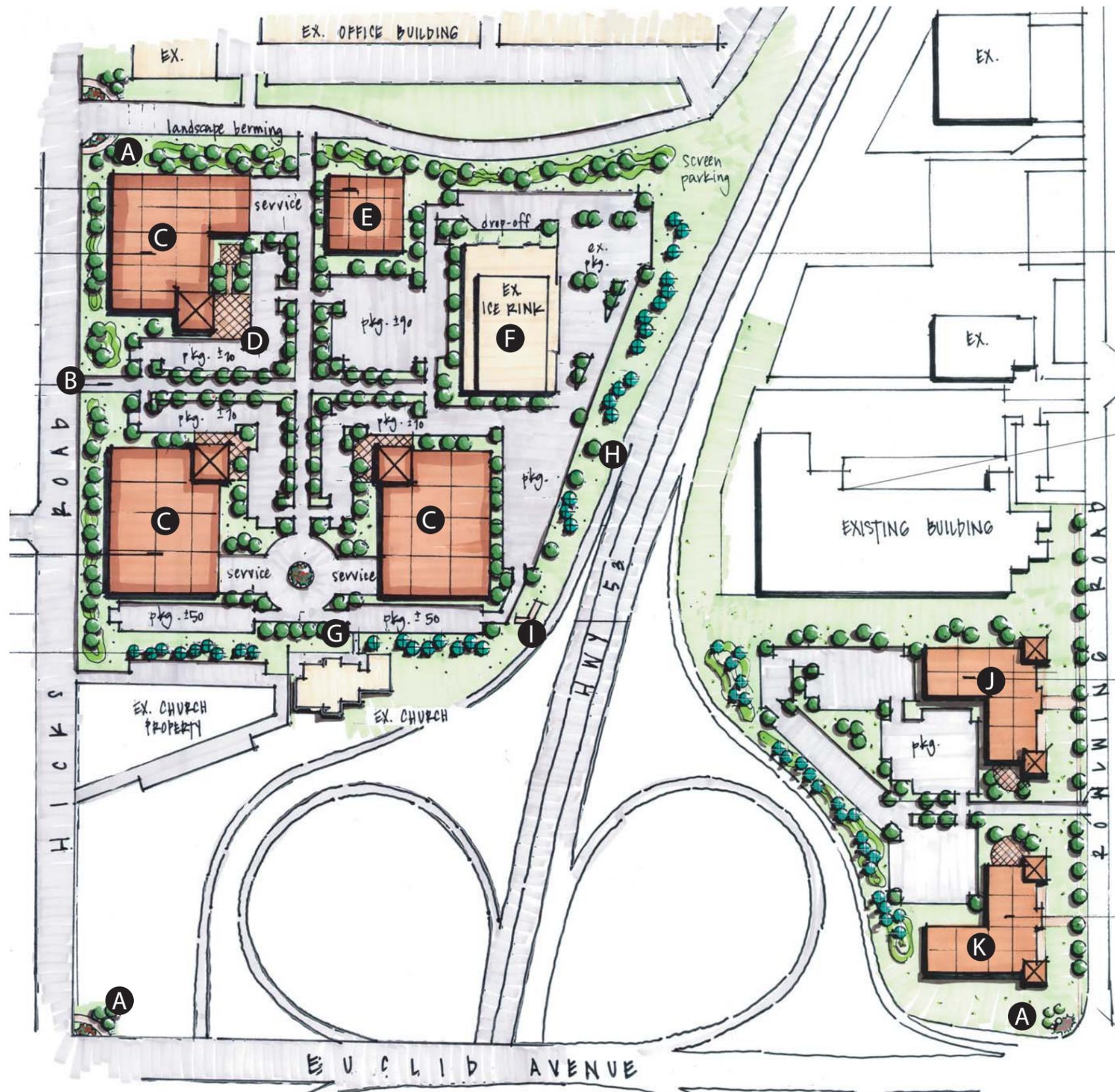


City of Rolling Meadows
 Northwest Industrial Park -
 Development Concept

Legend

- A** Create community and district gateway signage and landscaping.
- B** Create consistent and improved streetscaping along roads.
- C** Provide landscape buffer along Route 53 and Northwest Highway.
- D** Develop modern business park buildings on underdeveloped or inefficient sites (as shown in this example along Rohlwing Road.).

Figure 15: Northwest Industrial Park - Development Concept



City of Rolling Meadows
 Northwest Industrial Park -
 Development Concept - Alternative

Legend

- A** Improve landscaping and create entry gateway/identity signage for Industrial Park.
- B** Consider new access drive that provides direct link to and views of West Meadows Ice Arena.
- C** Develop light industrial buildings with attractive facades and screened loading/service areas.
- D** Encourage shared parking and develop improved circulation and new street connections.
- E** Develop office building or indoor recreation building.
- F** Existing ice arena.
- G** Provide pedestrian connection between existing church and industrial park and encourage shared parking. Provide landscape screening between the industrial uses and church.
- H** Create landscape buffer along Route 53.
- I** Identity signage.
- J** Consider 2-story modern office complex.
- K** Develop new hotel to serve nearby business, West Meadows Ice Arena, and Arlington Park Race Track.

City of Rolling Meadows, Illinois
Comprehensive Plan: Sub-Area

Figure 16: Northwest Industrial Park - Development Concept - Alternative

Downtown

Sub-Area Goal

A more inviting, pedestrian-oriented Downtown that includes increased commercial and residential uses and a stronger connection to Kimball Hill Park.

Downtown Rolling Meadows, located approximately in the center of the City, is a mixed-use suburban setting along a major arterial roadway with direct access to Route 53. It has recently experienced new development including condominiums, a bank, and mixed-use buildings.

The sub-area concepts shows enhanced streetscape, a mix of uses and housing types, improved pedestrian connections, and a major gateway into Kimball Hill Park. The concepts also show how new development could establish a more “Main Street” character with shops on both sides of streets and smaller and shared parking lots.

The concepts also show redevelopment at the two major shopping center sites, the former Dominick’s and the current Jewel site, to add to the district’s mixed-use character. In addition to adding commercial and residential uses, the developments provide an opportunity to further enhance the City’s “Creek Walk” and add outdoor dining locations.

The concepts also call for façade improvements to some existing commercial buildings, such as the bowling alley and the Jewel in-line shops, as well as infill office, retail, and residential development.

City of Rolling Meadows

Downtown - Development Framework

Legend

- Sub-Area Boundary
- City Hall
- State Highway
- Major Roadway
- Enhanced Trail/
Pedestrian Connections
- Existing Off-Street Trail
- Screening
- Downtown Gateway
- Mixed-Use Commercial
- Commercial
- Office
- Multi-Family Residential

- A Kimball Hill Park
- B Kimball Hill School
- C Church
- D Fire Station
- E New Mixed-Use Residential Development
- F Library
- G Carl Sandburg Junior High School
- H North Salk Park



City of Rolling Meadows

Downtown Development Concept

Legend

- A** Consider 2-story, 20,000-square-foot office building at west gateway to Downtown.
- B** Enhance Kirchoff Road where necessary with streetscape and signage improvements. Improve intersections and crosswalks with special paving.
- C** Enhance Salk Creek Greenway and create a downtown "Creek Walk."
- D** Relocate Post Office and demolish west end of shopping center. Consider new gateway feature and enhanced parking for Kimball Hill Park. Consider formal greenspace with shops and restaurants leading to new park gateway and parking.
- E** Consider new retail buildings within shopping center.
- F** Enhance shopping center with facade and parking lot improvements.
- G** Enhance bowling alley with facade and parking lot improvements.
- H** Consider 2-story, 16,000-square-foot office building.
- I** Consider 2-story, 30,000-square-foot mixed-use building with corner feature.
- J** Consider new Fire Station attached to new mixed-use building.
- K** Consider shopping center redevelopment with new retail or mixed-use buildings.
- L** Consider shopping center redevelopment with multi-family residential buildings or a combination of condominiums, apartments, and townhomes.
- M** Consider 3-story, 12-unit condominium building at east edge of church parking lot.



City of Rolling Meadows, Illinois
Comprehensive Plan: Sub-Area

Figure 18: Downtown Development Concept

City of Rolling Meadows

Downtown - Development Concept - Alternate

Legend

- A** Consider new 10,000-square-foot restaurant with outdoor dining area overlooking "Creek Walk."
- B** Consider 4-story mixed-use buildings with 22,000 square feet of retail and 53 condo units.
- C** Create enhanced, formal entrance to Kimball Hill Park visible from multiple locations and create "Creek Walk."
- D** Create 2-story mixed-use building with retail and office uses and a first-floor pedestrian arcade or pass-through that allows views into Kimball Hill Park.
- E** Consider developing 1- and 2-story "Town Center" retail/office buildings with a total of 80,000 square feet of retail and 20,000 square feet of office.
- F** Existing in-line retail shops.
- G** Consider creating mid-block parking for retail shops, which will open up parking behind shops and provide another view to the park.
- H** Develop new retail outlots of about 6,000 square feet.
- I** Existing Jewel shopping center provides anchor for new "Town Center."



City of Rolling Meadows, Illinois
Comprehensive Plan: Sub-Area

Figure 19: Downtown - Development Concept - Alternate

TOD District West

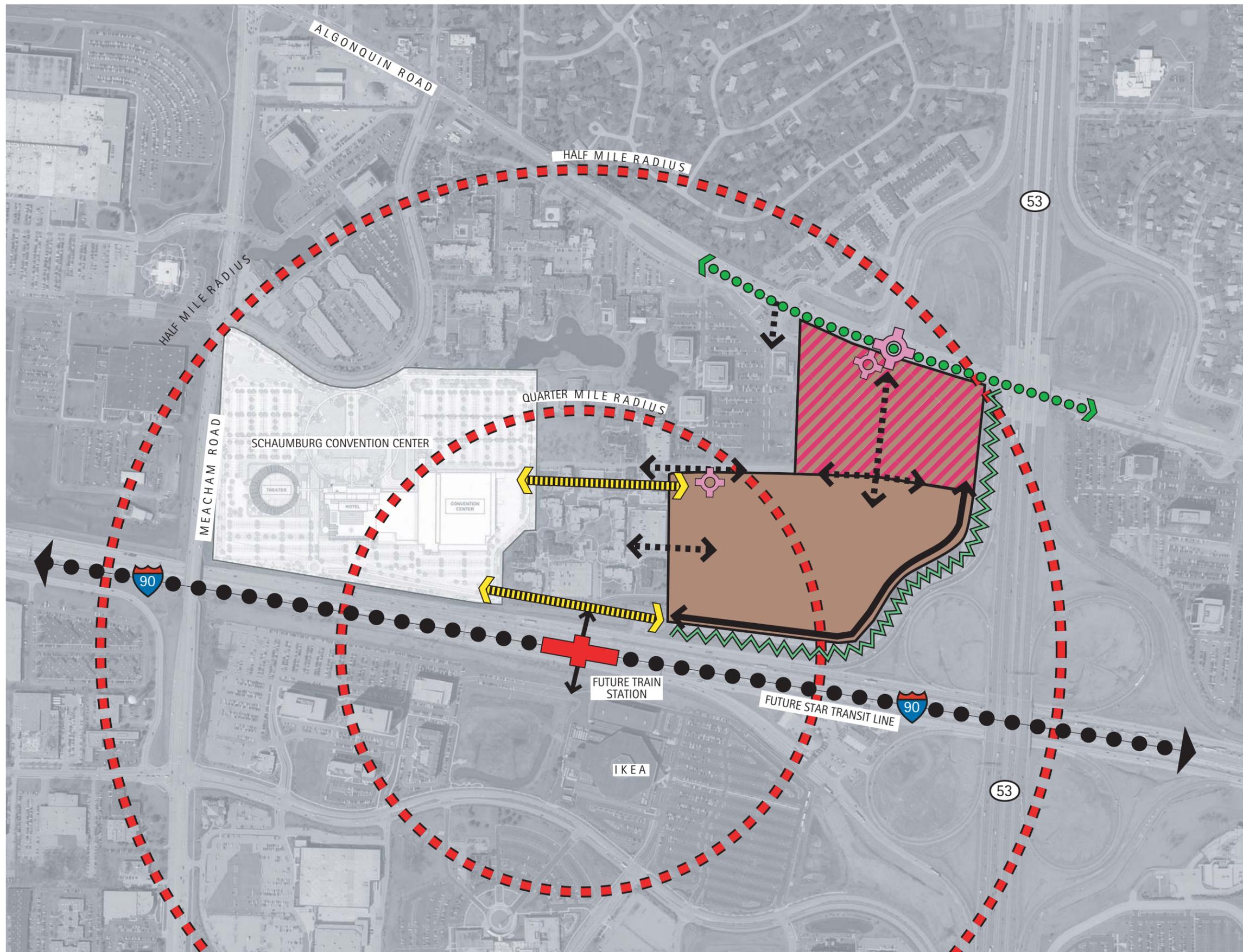
Sub-Area Goal

A denser, more pedestrian-oriented, mixed-use environment within close proximity of shopping opportunities, a new train station, and major roadways.

TOD District West, at the northwest corner of I-90 and Route 53, is poised for major redevelopment because of its highly accessible and visible location and the STAR Line transit station planned for just west of the site.

The sub-area concept calls for a denser, pedestrian-oriented environment with a mix of apartments, townhomes, and condominiums and new commercial space. This will provide a highly visible, gateway development for the City.

Transportation improvements will be necessary to accommodate the increased density and connect to the Schaumburg Convention Center and future transit station.



City of Rolling Meadows

**TOD District West -
Development Framework**

Legend

- - - Sub-Area Boundary
-  Interstate Highway
-  State Highway
-  Potential Roadway Connections
-  Potential Pedestrian Connection
-  Future Train Station
-  Future STAR Transit Line
-  Streetscape Improvements
-  Enhanced Landscaping/Buffer
-  Multi-Family Residential
-  Mixed-Use Commercial
-  Potential Community Gateway/Entrance
-  Potential Area Gateway/Entrance
-  Transit Oriented Development Zone

City of Rolling Meadows, Illinois
Comprehensive Plan: Sub-Area

Figure 20: TOD District West - Development Framework



City of Rolling Meadows TOD District West - Development Concept

Legend

- A** Improve access and circulation, including connections to adjacent developments and communities.
- B** Provide direct connection to Route 53 ramps.
- C** Develop mid-rise buildings of 8 to 12 stories with condominiums and apartments.
- D** Develop condominiums and apartments in 4- to 8-story buildings.
- E** Develop outlot retail buildings.
- F** Develop 2-story buildings as retail anchors.
- G** Develop pedestrian-oriented town center retail with central "Main Street" linked to the adjacent residential blocks.

Corporate Parks North + South

Sub-Area Goal

Strong corporate districts that take advantage of a highly visible and accessible location, support a mix of uses, and include density and vitality around a planned STAR Line transit station.

The City's Corporate Park North and South zones are large, highly visible and accessible mixed-use business environments that flank I-90. Together, these zones represent 530 acres, which is one of the largest concentrations of business uses in the region. There are several short-term opportunities to create important road linkages that will improve area access and circulation.

While “setting the stage” for a new transit station and more intensive development, the sub-area concept shows a coordinated signage and landscaping system that would provide the City as well as each corporate area distinct identities and a more attractive image along I-90.

In the Gateway Retail District at the intersection of Algonquin and Golf Roads, extensive landscaping and a new “street” are also highlighted as possibilities.

Sites are delineated, especially along I-90, for new corporate developments. A long-range option for the station area, TOD District East, highlights the potential for higher density development oriented to the Rolling Meadows STAR Line station, including office and hotel complexes, transit centers, winter gardens, ancillary shops, restaurants, and parking decks.

In addition, the concepts show conceptual expressway ramps to and from I-90 to provide direct access, which will require further study to determine whether they are feasible.



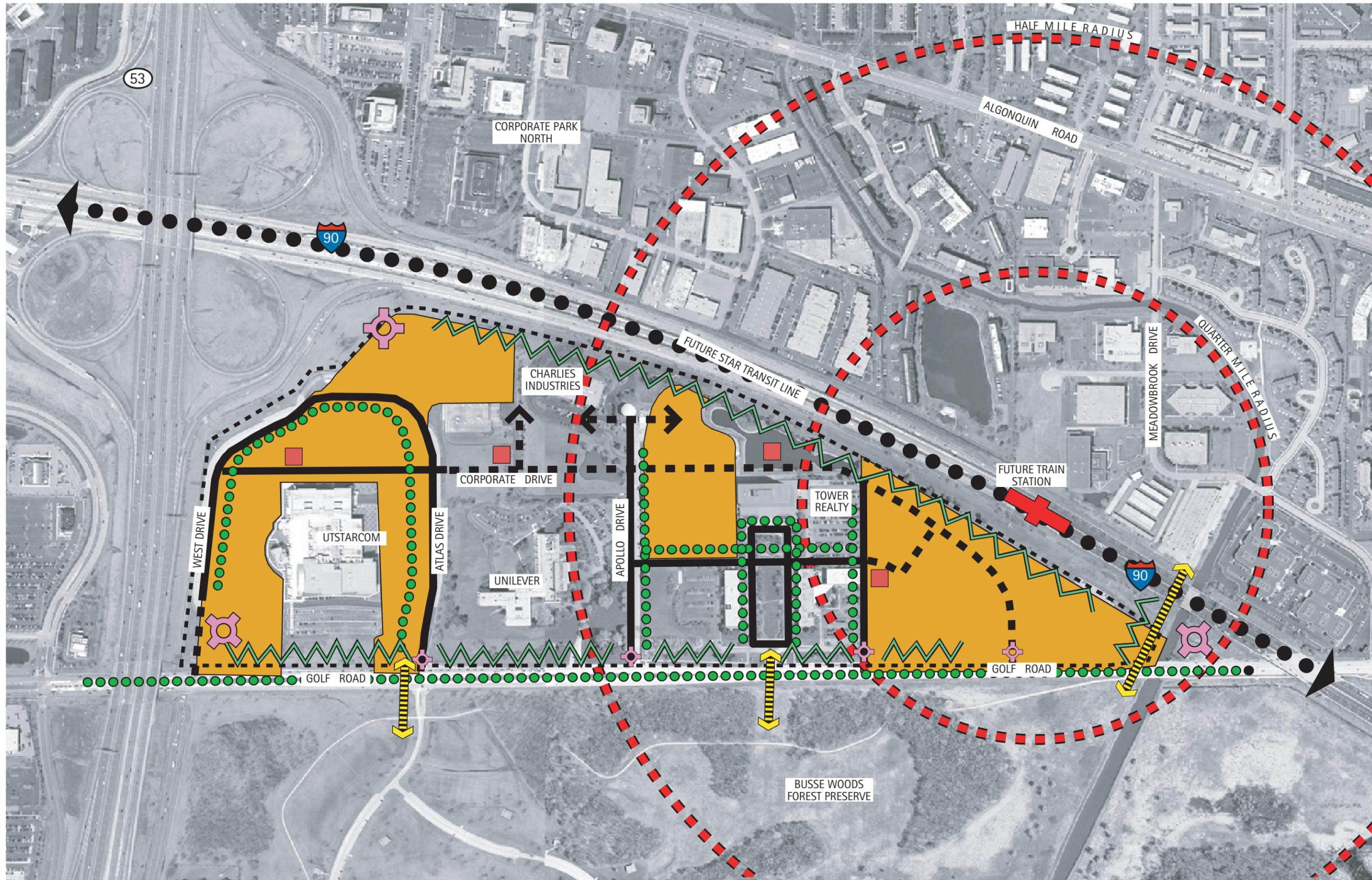
City of Rolling Meadows
Corporate Park North -
Development Framework

Legend

- Sub-Area Boundary
- Interstate Highway
- State Highway
- Existing Roadway Connections
- Potential Roadway Connections
- Existing Off-Street Trail
- Planned Off-Street Trail
- Potential Pedestrian Connections
- Future Train Station
- Future STAR Transit Line
- Streetscape Improvements
- Enhanced Landscaping/Buffer
- Office/Hotel
- Mixed-Use Commercial
- Industrial and Office
- Commercial
- Major Gateway Location
- Minor Gateway Location
- Transit Oriented Development Zone

City of Rolling Meadows, Illinois
Comprehensive Plan: Sub-Area

Figure 22: Corporate Park North - Development Framework



City of Rolling Meadows
Corporate Park North -
Development Framework

Legend

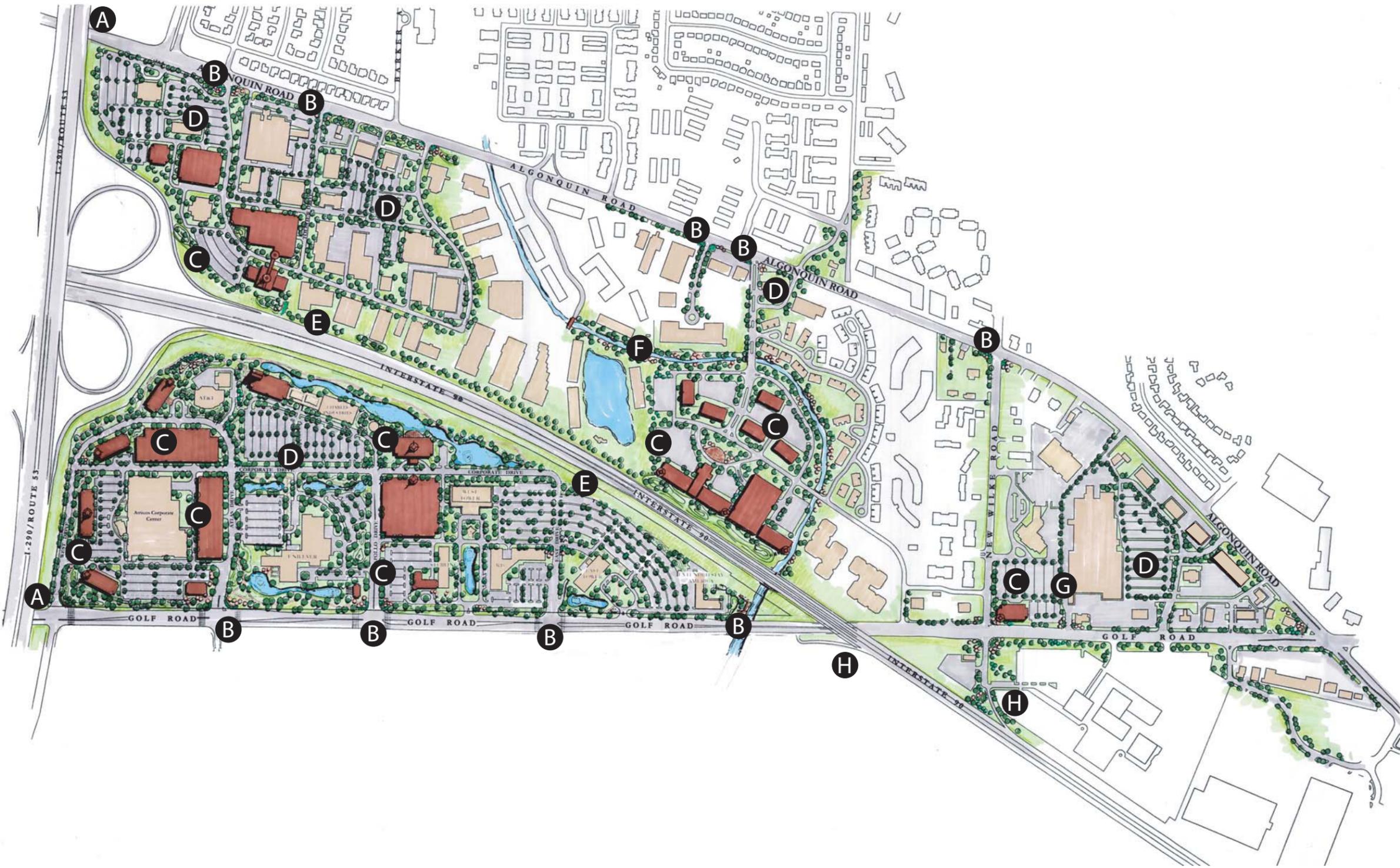
- Sub-Area Boundary
- Interstate Highway
- State Highway
- Existing Roadway Connections
- - - Potential Roadway Connections
- Existing Off-Street Trail
- - - Planned Off-Street Trail
- Potential Pedestrian Connections
- Future Train Station
- Future STAR Transit Line
- Streetscape Improvements
- Enhanced Landscaping/Buffer
- Office/Hotel
- Major Gateway Location
- Minor Gateway Location
- Transit Oriented Development Zone
- Potential Bus Stop Location

City of Rolling Meadows

Corporate Parks North + South -
Development Concept

Legend

- A** Create area gateway sign and landscaping. (Major area gateway)
- B** Create minor area gateway.
- C** Consider infill developments in parking lots or underdeveloped sites.
- D** Improve/realign/connect access drives.
- E** Enhance landscaping along Interstate 90.
- F** Enhance Salt Creek as an area greenway.
- G** Add landscaping/fencing to buffer and screen loading areas and rear of Wal-Mart building.
- H** If feasible, construct new tollway exit and entrance ramps.



City of Rolling Meadows, Illinois

Comprehensive Plan: Sub-Area

Figure 24: Corporate Parks North & South - Development Concept

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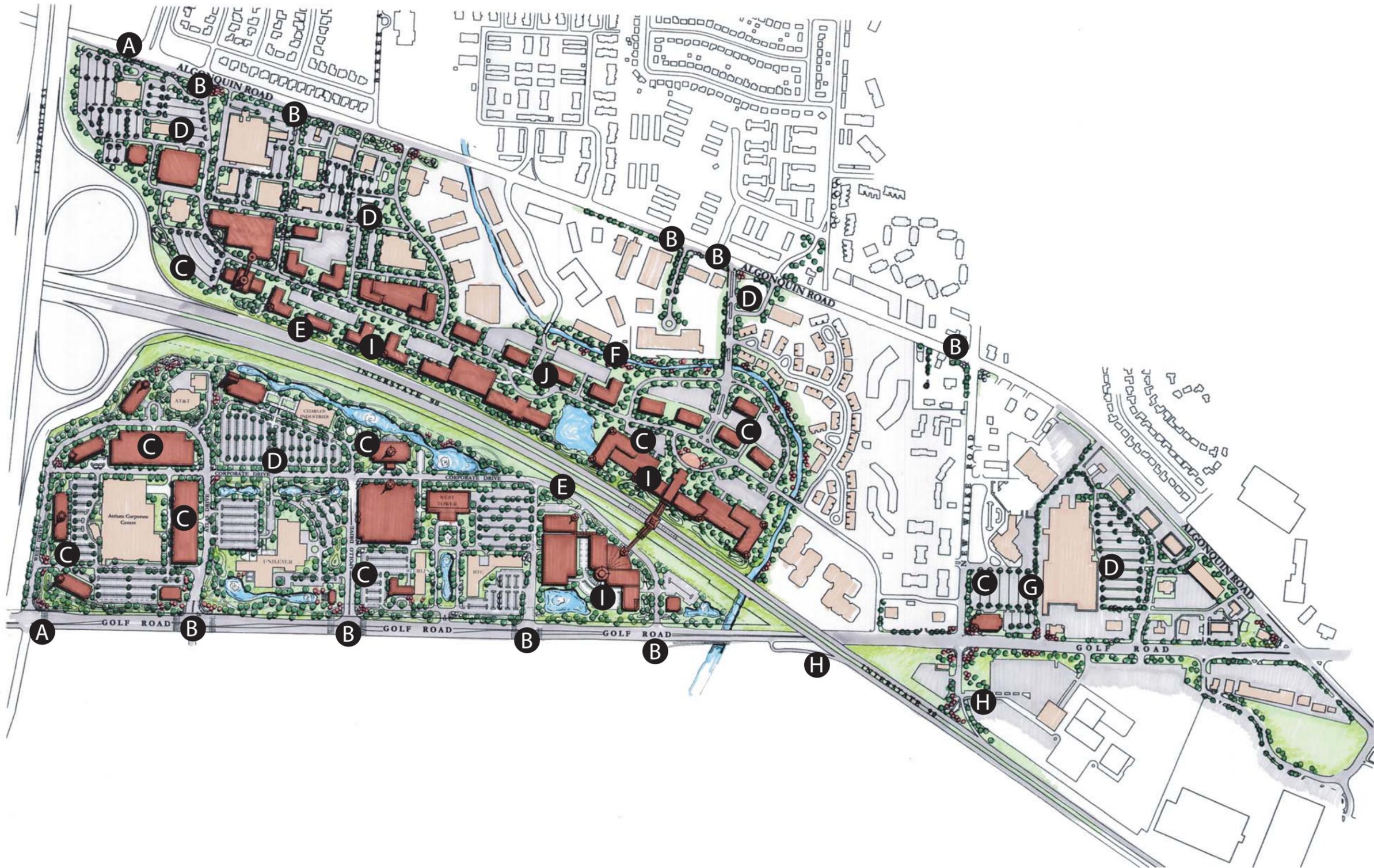
July 2006

City of Rolling Meadows

Corporate Parks North + South -
Development Concept - Alternative

Legend

- A** Create area gateway sign and landscaping. (Major area gateway)
- B** Create minor area gateway.
- C** Consider infill developments in parking lots or underdeveloped sites.
- D** Improve/realign/connect access drives.
- E** Enhance landscaping along Interstate 90.
- F** Enhance Salt Creek as an area greenway.
- G** Add landscaping/fencing to buffer and screen loading areas and rear of Wal-Mart building.
- H** If feasible, construct new tollway exit and entrance ramps.
- I** Develop higher density office and hotel uses near Star Line Station and in highly visible locations along tollway.
- J** Connect internal road to provide better circulation and access to Star Line Station.



City of Rolling Meadows, Illinois

Comprehensive Plan: Sub-Area

Figure 25: Corporate Parks North & South - Development Concept - Alternative

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Plum Grove Road

In addition to the key sub-areas previously noted, an additional development opportunity along Plum Grove Road south of Kirchoff Road was identified during the planning process. The development concept shows a townhome complex accessed from a shared drive. The concept limits curb cuts, features a central open space, and provides for transitional use between apartments to the north and existing single-family homes.

Figure 26: Plum Grove Road Infill Development Concept

