



# Rosemont Comprehensive Plan

November 18, 2015





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Thank you to the following groups, entities, residents, business owners, and elected officials who participated in the creation of this plan.

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**Metra**

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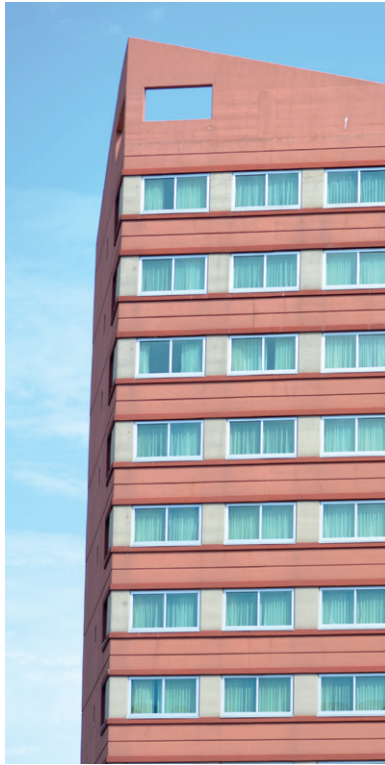
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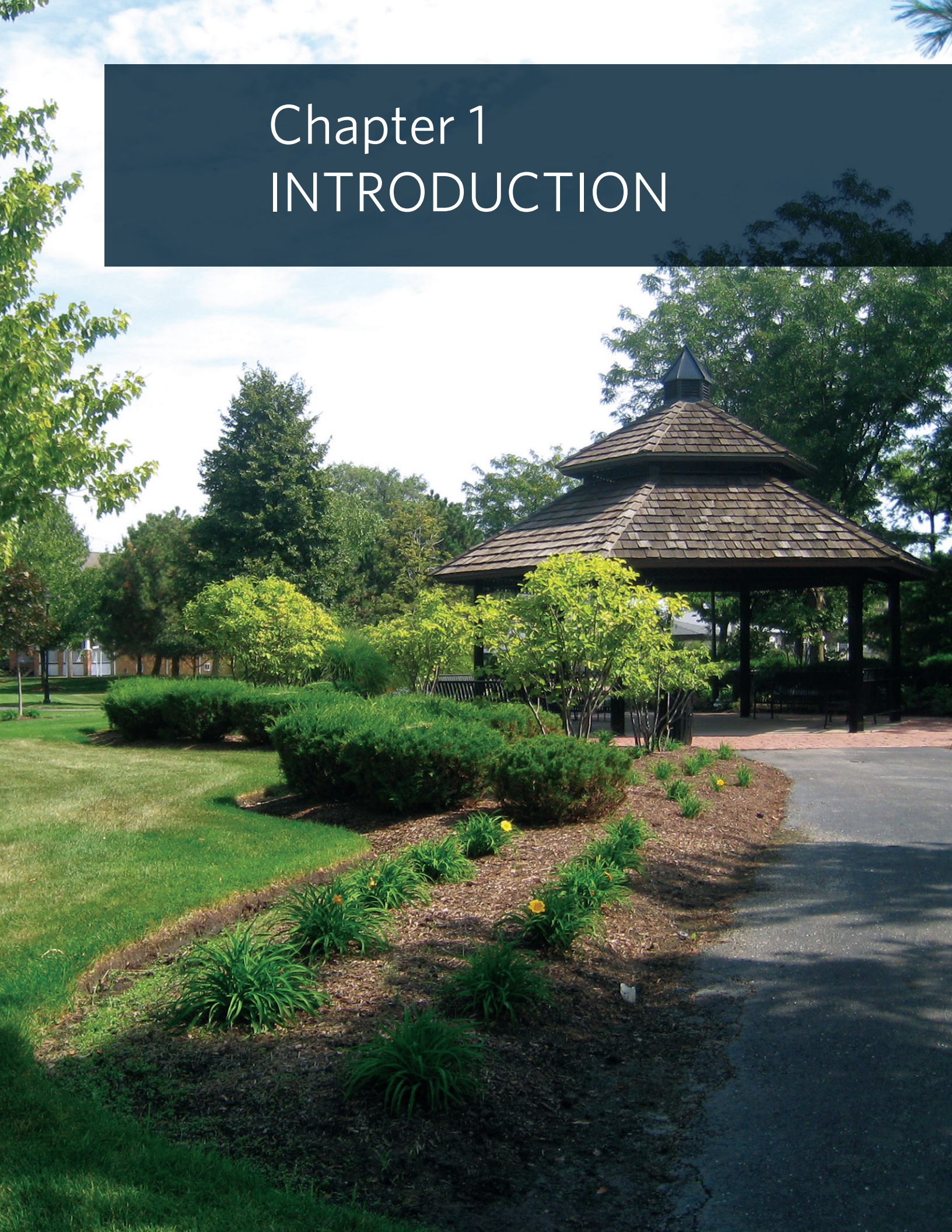
## Table of Contents

Chapter 1: Introduction	4	Chapter 6: Protecting Natural Resources	42
Chapter 2: A Vision for Rosemont	8	Chapter 7: Balanced Redevelopment	48
Chapter 3: Overview of Key Challenges	10	Chapter 8: Next Steps	56
Chapter 4: Future Land Use Plan	14	Appendix A: Existing Conditions Report	58
Chapter 5: Transportation Investments	24	Acronyms	83



# Chapter 1

## INTRODUCTION





# 1.1. Purpose of the Comprehensive Plan

The Rosemont Comprehensive Plan serves many purposes. For the Village's elected leadership and various department staff, the Plan serves as a guidebook to help make smart investment choices and prioritize implementation pertaining to land use and development, transportation, parks and open space, infrastructure, and capital improvements throughout the Village. For residents, the Plan represents their desires for the future of Rosemont and also provides solutions to address issues important to them. For the business community, the Plan serves as the Village's official policy document stating the Village's desired development direction, providing a clear understanding of the types of investments that would be preferred.

The Comprehensive Plan is not a regulatory document. The Zoning Ordinance serves that function, governing the size, scale, character, and type of development on individual parcels. The Comprehensive Plan describes the community's future vision and desired development character, which in turn guides the drafting of regulations for the zoning ordinance.

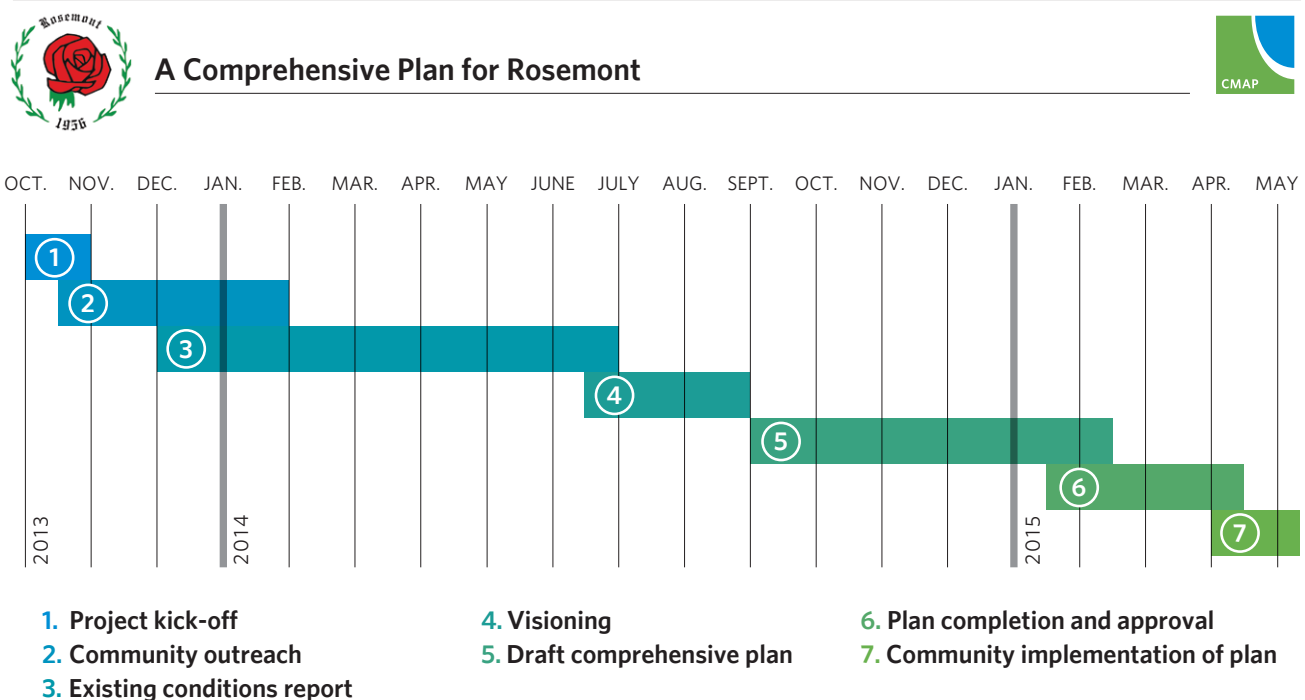


## 1.2. Planning Process

The planning process to create the Village's Comprehensive Plan included multiple steps that were undertaken over approximately 15 months. The process was crafted with assistance from a Steering Committee consisting of various Village officials and designed to include resident and business owner input throughout. At the beginning of October 2013, the Steering Committee met with the Chicago

Metropolitan Agency for Planning (CMAP) staff to develop a scope of work for the project. A work plan established program tasks, a timeline for the program, and recommended participation by a community steering committee to assist CMAP staff in developing the final plan and recommendations. The key steps in the planning process are illustrated in the following flow chart.

**Figure 1.1. Rosemont comprehensive planning process timeline**



Source: Chicago Metropolitan Agency for Planning.



## 1.3. Organization of the Report

The Rosemont Comprehensive Plan is organized into the following chapters.

**Chapter 1 Introduction** describes the purpose of the Comprehensive Plan and the process utilized to create the Plan.

**Chapter 2 A Vision for Rosemont** provides a description of the future of Rosemont used as a basis to create land use policies and programs that will help achieve the desired vision.

**Chapter 3 Overview of Key Challenges** outlines the main issues identified through the existing conditions analysis, which form the basis of the Plan's structure and implementation priorities.

**Chapter 4 Future Land Use Plan** contains the future land use map, along with definitions of the various land use classifications proposed in the map. It translates the community's vision into physical terms, providing a general pattern for the location, distribution, and characteristics of future land uses.

**Chapter 5 Transportation Investments** contains roadway, transit, and non-motorized transportation recommendations that would help alleviate traffic congestion and provide transportation options for all users.

**Chapter 6 Protecting Natural Resources** includes recommendations for enhancements to existing recreational amenities, increases in recreational open space, and stormwater management at the local and regional level.

**Chapter 7 Balanced Redevelopment** provides a description of redevelopment options for key sites in the Village along with associated infrastructure improvements required to accommodate the new uses and minimize impact on surroundings.

Chapters 4 through 7 contain recommendations to address the three main areas of concern for the Village. Each chapter is organized in the following manner:

- Summary of key findings
- Recommended strategies

The following matrix is meant to demonstrate how Chapters 4 through 7 will help accomplish the vision set in Chapter 2. As this shows, although the structure of the Rosemont Comprehensive Plan is unusual, it addresses all the topics traditionally found in comprehensive plans.

**Chapter 8 Next Steps** includes a description of actions to be undertaken by the Village after Plan adoption.

**Topics covered by Chapters 4-7**

	Land Use and Development	Economic Development	Housing	Natural Environment	Transportation	Image and Identity
Chapter 4: Future Land Use Plan	X	X	X	X		
Chapter 5: Transportation Investments					X	X
Chapter 6: Protecting Natural Resources	X			X	X	
Chapter 7: Balanced Redevelopment	X	X	X	X	X	X



# Chapter 2

## A VISION FOR ROSEMONT



By the year 2040, Rosemont has established itself as a regional leader in sustainable growth. While the Village has historically enjoyed being one of the most business-friendly communities in the region, a sustainable approach to growth over the past two decades, balancing economic development with environmental protection and transportation investments, has made Rosemont an example nationwide.

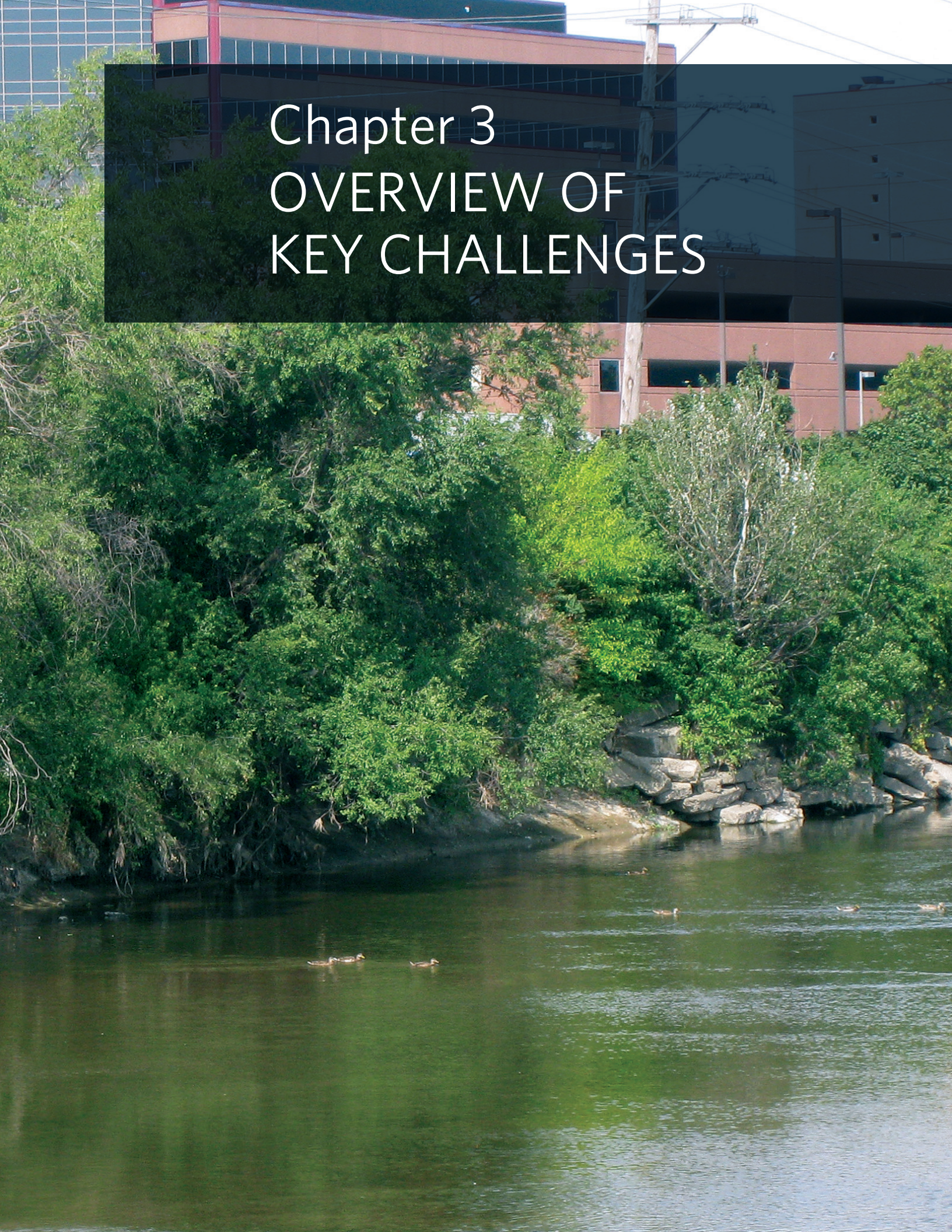
The hugely successful Entertainment District has expanded to include a mix of retail, office, and institutional developments within walking distance of the Rosemont Metra station. Metra riders getting off at the Rosemont station are also able to access the Fashion Outlets of Chicago, the Rosemont Theater, and MB Financial Park—all within a ten-minute walk. Tree-lined streets, well-lit sidewalks, and well-designed intersection crossings make it safe and easy for pedestrians to gather and stroll to the many offerings nearby.

Rosemont's hallmark hotel and entertainment establishments have grown from strength to strength in large part thanks to the Village's strategic infrastructure investments. Roadway capacity improvements, combined with the creation of a complete bicycle-pedestrian network has ensured ease of movement for everyone from visitors attending conferences to area residents attending a concert at the Allstate Arena to employees commuting to the many office complexes. The Devon Avenue on-street bike lane serves to better connect residents to neighborhood parks and Village Hall, as well as to the Des Plaines River Trail. Rosemont's bicycle connection to this important regional greenway has dramatically improved access to regional recreational amenities for Village residents.

The Rosemont Blue Line station has evolved into a key regional intermodal access hub. The joint redevelopment project completed in 2030 has maximized the site's potential to serve as a transit hub, serving as a base for the Pace's Jane Addams high-capacity transit service to the northwest suburbs and City of Chicago. This transit center has allowed the Village to become a central hub of economic development.

For residents, the Village continues to offer an excellent quality of life. Safer bicycle and pedestrian facilities have decreased residents' dependence on automobiles for local trips, especially during rush-hour and special events. Community events and family and youth programs offered through the Park District have helped build Rosemont's residential character. New parks have been added within the new mixed-use district near the Rosemont Metra station, office development along Mannheim Road, and at various areas along Willow Creek.



The image is a full-page background photograph. It shows a wide river in the foreground with several ducks swimming. The middle ground is dominated by a thick, green forested bank. In the background, a modern building with a red and blue facade is visible, partially obscured by the trees. A dark, semi-transparent rectangular box is overlaid on the upper portion of the image, containing the chapter title in white text.

# Chapter 3 OVERVIEW OF KEY CHALLENGES



Before outlining specific policies and actions that will help the Village achieve its long-term vision, it is important to understand the key challenges to that vision, which form the basis for the Plan's unique structure and determine implementation priorities.

The Comprehensive Plan is structured around three main topics that emerged through the planning process. The existing conditions report (see Appendix A), a result of extensive stakeholder input and data analysis, identifies the need to alleviate traffic congestion, balance redevelopment with infrastructure, and improve stormwater management as top priorities for Village officials moving forward.

## 3.1. Traffic Congestion

Rosemont's geographic constraints and limited roadway network are the source of periodic traffic congestion along major roadways. The network of interstates, O'Hare Airport, and the Des Plaines River are major features that constrain local transportation options. When combined with the daily influx of over 50,000 visitors for employment and entertainment, it results in chronic traffic congestion in the Village. The Comprehensive Plan proposes a multijurisdictional approach to address this issue that involves the following components:

- Roadway improvements at major “bottleneck” intersections.
- Bicycle and pedestrian improvements that provide alternative travel modes and reduce vehicular trips.
- Transit service improvements to increase ridership and prevent conflicts with vehicular traffic.
- Signage and wayfinding improvements that help visitors navigate to local destinations.

Please refer to Chapter 5 for detailed information on strategies that will help improve Rosemont's transportation system.

## 3.2. Stormwater Management

The Village continues to make significant investments in Rosemont's stormwater infrastructure that has historically caused and continues to cause concern for residents and businesses. The Village has actively addressed flooding through the construction of a 5,000-foot flood wall, stormwater pumping stations, and a reservoir at O'Hare Airport. Yet, because the 100-year floodplains for Willow Creek and Des Plaines River cover several commercial properties, flooding remains a recurring issue. Coupled with several new large-scale developments that have increased impervious surfaces communitywide, stormwater management is a priority issue for the Village. The Comprehensive Plan proposed addressing flooding through a combination of regulatory measures and green infrastructure techniques. These include:

- Integrating gray stormwater infrastructure updates with new green infrastructure practices for more effective runoff capture.
- Enacting regulatory measures, such as riparian setback requirements, that reduce impervious surface area near waterways.
- Monitoring and collecting flooding data to inform implementation of green and gray infrastructure improvements in the long-term.

Please refer to Chapter 6 for detailed information on strategies that will help mitigate the Village's flooding concerns.



### 3.3. Balanced Redevelopment

Rosemont has experienced a tremendous amount of development in the past decade and continues to attract new investment. In most cases however, the scale and type of development has not taken into account the area's capacity of the roadways, stormwater infrastructure, and Village services. Moving forward, the Village realizes the need to take a closer look at future development projects and make sure the Village has the capability to absorb them. Not doing so will negatively impact not only the new development, but also affect existing businesses and employers and influence future investments. The Comprehensive Plan, through the planning process, identified three prime areas for reinvestment: at Mannheim Road and Higgins Road, Balmoral Avenue and Pearl Street, and the Rosemont Transit Center.

Chapter 7 outlines infrastructure improvements and regulatory changes that would be required to support sustainable redevelopment of these sites. The chapter would be of foremost interest to the development community, to help understand the Village's vision and expectations for these sites. Recommendations for each sub-area include appropriate uses for redevelopment, as well as site-specific transportation, stormwater, and design strategies that enhance the built and natural environment.





# Chapter 4

## FUTURE LAND USE PLAN





The future land use plan serves as the foundation for policies presented in the Comprehensive Plan. This chapter translates the community's vision into physical terms by providing a general pattern for the location, distribution, and characteristics of future land uses in Rosemont. The future land use plan builds upon the existing land use pattern while proposing a combination of redevelopment and better utilization of specific areas to help the Village realize its vision over the next 15 years. It also outlines regulatory and fiscal strategies for sustainable growth.



## 4.1. Future Land Use Classifications

As a built-out community, Rosemont is not expected to experience significant land use changes in the future. The changes proposed in the future land use plan primarily seek to promote a more desirable urban design character, rather than new land uses. The Village has been successful in attracting employers and retailers to replace older industrial uses, and this trend will likely continue in the near future. The redevelopment of these former industrial sites provides prime opportunities for new commercial uses in the Village.

### Residential

For the most part, Rosemont's residential neighborhoods will retain their established character and intensity of use. The new runways, flight patterns, and resulting noise generated from the O'Hare airport expansion make many parts of the Village unattractive for new residential development. Therefore, the Comprehensive Plan recommends preservation and maintenance of existing residential areas, rather than the addition of significant new housing in Rosemont.

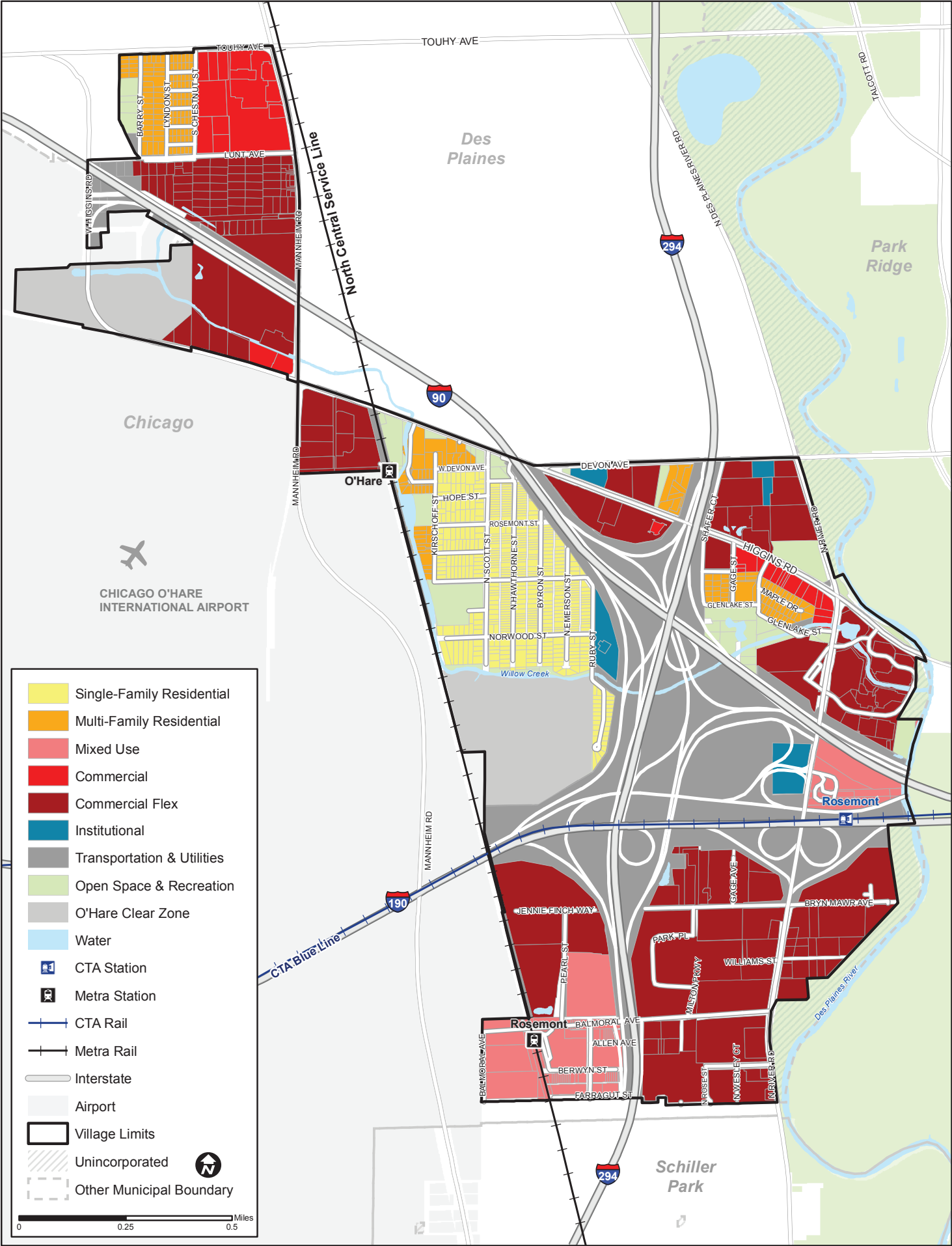
- **Single-Family Residential District:** These parcels encompass single family homes located in Rosemont's gated community. Detached single-family homes can include a variety of densities, from the compact, small lot homes to larger single-family detached homes. Parcels in this district can also accommodate neighborhood parks, recreational amenities, community facilities, and religious institutions that service the neighborhood.
- **Multi-family Residential District:** This district includes attached single-family homes, such as townhomes, as well as low- and medium-rise multifamily units. Parcels in this district can also accommodate neighborhood parks, recreational amenities, community facilities, and religious institutions that service the neighborhood.

### Commercial

Residents and municipal stakeholders expressed interest in diversifying commercial uses to include more local retail establishments, such as convenience stores or neighborhood shopping centers. To support a greater mix in Rosemont's commercial establishments, the future land use plan accounts for two categorizations of regional and local commercial uses.

- **Commercial District:** This district contains smaller-scale establishments that serve the day-to-day needs of local residents and employees. Such uses include retail and service-oriented commercial uses. The Higgins Road corridor would continue to serve this function in the future.
- **Commercial Flex District:** The parcels in this district comprise retail, entertainment, convention, hotel, office, and light industrial establishments that are supported by the surrounding communities and greater region.

Figure 4.1. Future land use map



Source: Chicago Metropolitan Agency for Planning, 2013.



## Mixed-use district

The main purpose of the mixed-use district is to create a compact and walkable physical environment, allowing users to take advantage of complementary land uses and nearby transportation assets. The uses could include retail, office, and institutional. New residential uses are not recommended in the district because Federal Aviation Administration (FAA) guidelines recommend residential land use as an incompatible use in areas with noise levels above 65 decibels. Mixed-use districts within Rosemont are shown to be in the 65 decibel range, as per the latest O'Hare noise contour map.

Mixed use areas can be configured as single-use buildings that are well-connected by pedestrian walkways (such as hotels adjacent to retail stores), or as mixed uses within a single building (such as first floor retail and upper story office). The Plan recommends the creation of two transit-supportive developments with office and retail uses: one near the Rosemont Metra Station and the second adjacent to the Rosemont Transit Center. The Transit Center houses the Rosemont CTA station, Pace bus terminal, the Park 'n' Ride facility, a staging area for private shuttles, taxis, and Pace paratransit buses, and two parking lots.

## Open space and recreation

These parcels contain all the recreational areas under the ownership of the Park District and Village of Rosemont. Detention areas, private open areas, and open areas under the jurisdiction of Cook County Forest Preserve District are not included in this category.

## Institutional

These parcels contain the Village's religious organizations, schools, and public facilities.

## Transportation and utilities

These parcels include rights-of-way for roads, highways, interchanges, utility infrastructure, and transportation rights of way.

## O'Hare clear zone

The FAA's flight safety and security regulations require the maintenance of "clear zones" in the vicinity of a runway, an area where no physical development or natural habitat are permitted. The Village of Rosemont has two such zones which will continue to serve this purpose for the foreseeable future. The future land use map has identified these areas separately from open space, given the lack of local control and access to these parcels.

## 4.2. Proposed Zoning Changes

Rosemont's zoning code was originally drafted in 1961. While subsequent aspects of the code have been revised, the code was last amended in 1993. Since then, the Village has completed many major development projects with uses that do not fully conform to the zoning regulations. With new development projects expected to continue in the foreseeable future, the Village should consider undertaking a comprehensive update of its zoning ordinance.

- An initial analysis of the Village's current zoning code identifies many areas to revise or update. Building standards, yard requirements, uses, and other components of a zoning ordinance are interconnected. Therefore, a comprehensive ordinance update will ensure regulations are aligned with each other, consistent across the code, and appropriate to proposed future land uses. Spot amendments, on the other hand, may result in inconsistencies across districts.
- Simplifying and updating the overall ordinance will have significant benefits for developers. Revisions through spot amendments often make a zoning ordinance burdensome to follow. Streamlining the code will help developers easily identify requirements and permitted uses for new developments, simplifying the permitting process.
- A comprehensive update will ensure that the entirety of the code matches the Village's vision for economic development. Spot amendments are appropriate for targeted fixes. In Rosemont's case, the current vision for growth has evolved significantly since the ordinance was developed in 1961, so a comprehensive revision can help align the Village's regulations with their overarching goals.

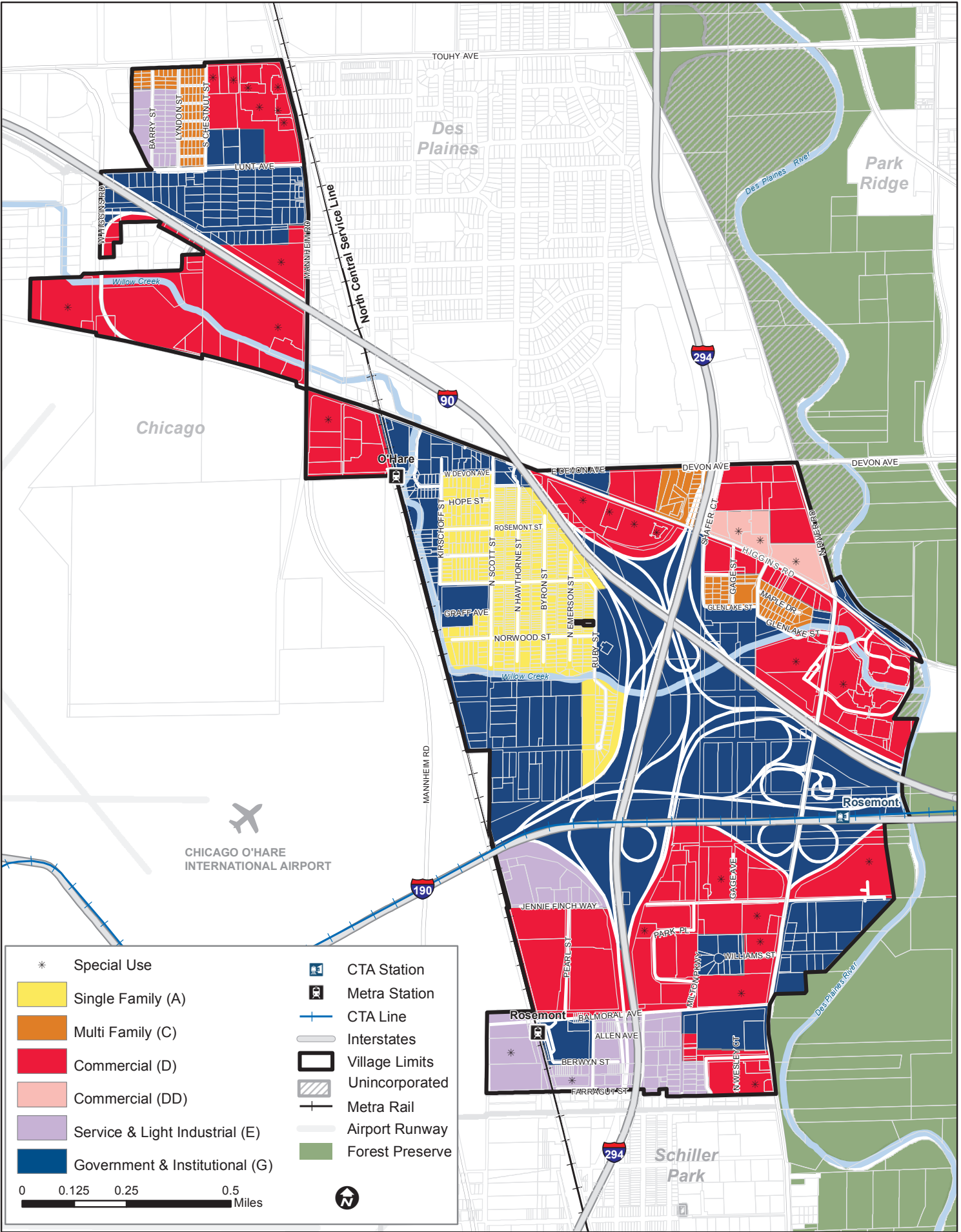
### Recommended amendments

The Plan recommends that the Village undergo a full zoning ordinance analysis and update, but provides the following preliminary ideas for consideration:

- **Remove obsolete districts.** The current zoning code includes two districts that are no longer relevant. The DD Commercial District, which exists only in one location along Higgins Road, was originally created about 15 years ago for a special retail district that was never built. In addition, the F Industrial District, which currently permits both light and heavy industrial and manufacturing uses, remains in the zoning ordinance, but does not appear on the current zoning map. Since there are no parcels in Rosemont zoned for this district and the Village is not interested in expanding its industrial sector, this district should be removed.
- **Establish a new Commercial Flex District.** Rosemont's recent developments have typically been large-scale projects that were not envisioned or permitted in the original ordinance. The Plan recommends that the Village create a new commercial district to accommodate a more flexible range of large format buildings and commercial uses. The distinction between large- and small-lot commercial zoning reflects the commercial flex and local commercial classifications in the future land use plan.
- **Update use regulations.** Each zoning district contains a very detailed list of uses, several of which no longer exist in Rosemont. Furthermore, a number of uses that are now prevalent, such as hotels and restaurants, are classified as special uses within the Commercial D District. As the Village updates the zoning classifications, it should also update the list of permitted and special uses to simplify the regulations and ensure the appropriate uses for each zoning district. This can be accomplished in two ways:
- **Simplify use regulations.** The Village could simplify the list of permitted uses (particularly in the Commercial category) to be more generalized. By generalizing permitted uses, the zoning code will be more flexible when unforeseen new uses arise. This will not only ease the process and reduce confusion for developers, but also reduce the need for the Village to continually revise outmoded uses.



Figure 4.2. Existing zoning map



Source: Chicago Metropolitan Agency for Planning, 2013.

- **Align zoning districts with uses.** Many of the Village's existing uses, such as hotels, restaurants, regional shopping areas, and commercial parking lots are considered special uses within the current code. The prevalence of these uses, and the Village's desire to continue to pursue similar uses in the future indicate that they should not be considered as special uses. The creation of the Commercial Flex District can help better organize the types of intended uses. In addition, zoning districts should be based on consistent intended/permitted uses rather than parcel ownership. The Government and Institutional G District includes "municipally owned indoor stadiums and arenas" and "municipally owned exposition and trade show facilities." The Village should classify these uses independent of land ownership so that use regulations are consistent across districts.
- **Amend codes and ordinances to better manage stormwater.** The Metropolitan Water Reclamation District of Greater Chicago (MWRD) passed a new Water Management Ordinance in 2014 that includes more robust requirements for capturing stormwater. The Ordinance applies to all Cook County municipalities, including Rosemont. The Village should make sure that its local ordinances are aligned with the Water Management Ordinance. The Village may be interested in exploring additional code revisions that supplement the minimum requirements set by Cook County. The following basic changes should be undertaken for near-term stormwater management improvements.
- **Establish a riparian buffer setback requirement.** The Plan recommends adding a riparian buffer setback requirement to regulate development in sensitive riparian zones. Currently, the zoning ordinance requires a "sufficient setback" for any properties bordering the Cook County Forest Preserve. Designating a specific setback requirement for riparian zones (including those along Willow Creek) would not only help to mitigate flooding, but also help to filter polluted stormwater runoff that enters the Village's waterways.
- **Permit permeable pavements.** Parking lots, rooftops, sidewalks, and roadways make up large areas of Rosemont's landscape. These surfaces carry

stormwater runoff into Willow Creek and the Des Plaines River. The Village should revise its ordinances to permit alternatives to traditional asphalt and concrete pavements. Permeable pavers allow for the percolation of stormwater into the ground, reducing polluted runoff flowing into waterways. Permitting permeable pavers through the ordinance has an added benefit of allowing private developers to contribute to stormwater solutions. Alternative pavements are generally most suitable for low-use areas, such as sidewalks or parking lots.

- **Landscaping requirements.** Surface parking lots can be harsh environments that are hot and unpleasant to walk through. The Village should update landscaping requirements for parking lots to increase the coverage of pervious surfaces in Rosemont. Requiring plantings on surface parking lots mitigates stormwater runoff. In addition, parking lot landscaping also provides shade and greenery that reduce the urban heat island effect and improve parking lot environments for pedestrians.
- **Reduce parking requirements.** As Rosemont improves accessibility through new transit-supportive developments and other transit, bicycle, pedestrian investments, it should also seek to reduce parking requirements. The Village should explore giving credits for developments that are near transit or take advantage of transit routes. The Village should also permit shared parking opportunities for establishments with complementary peak parking demand. As transit, bicycle, and pedestrian infrastructure is improved, the Village should undertake a parking utilization study to better determine whether and how parking requirements may be most effectively reduced without affecting the patronage of local establishments.
- **Establish a process for re-zoning parcels for redevelopment.** New opportunities for redevelopment may require re-zoning specific parcels. The Village should establish a robust public engagement process to permit and encourage resident, business, and other stakeholder input on future developments in the Village.

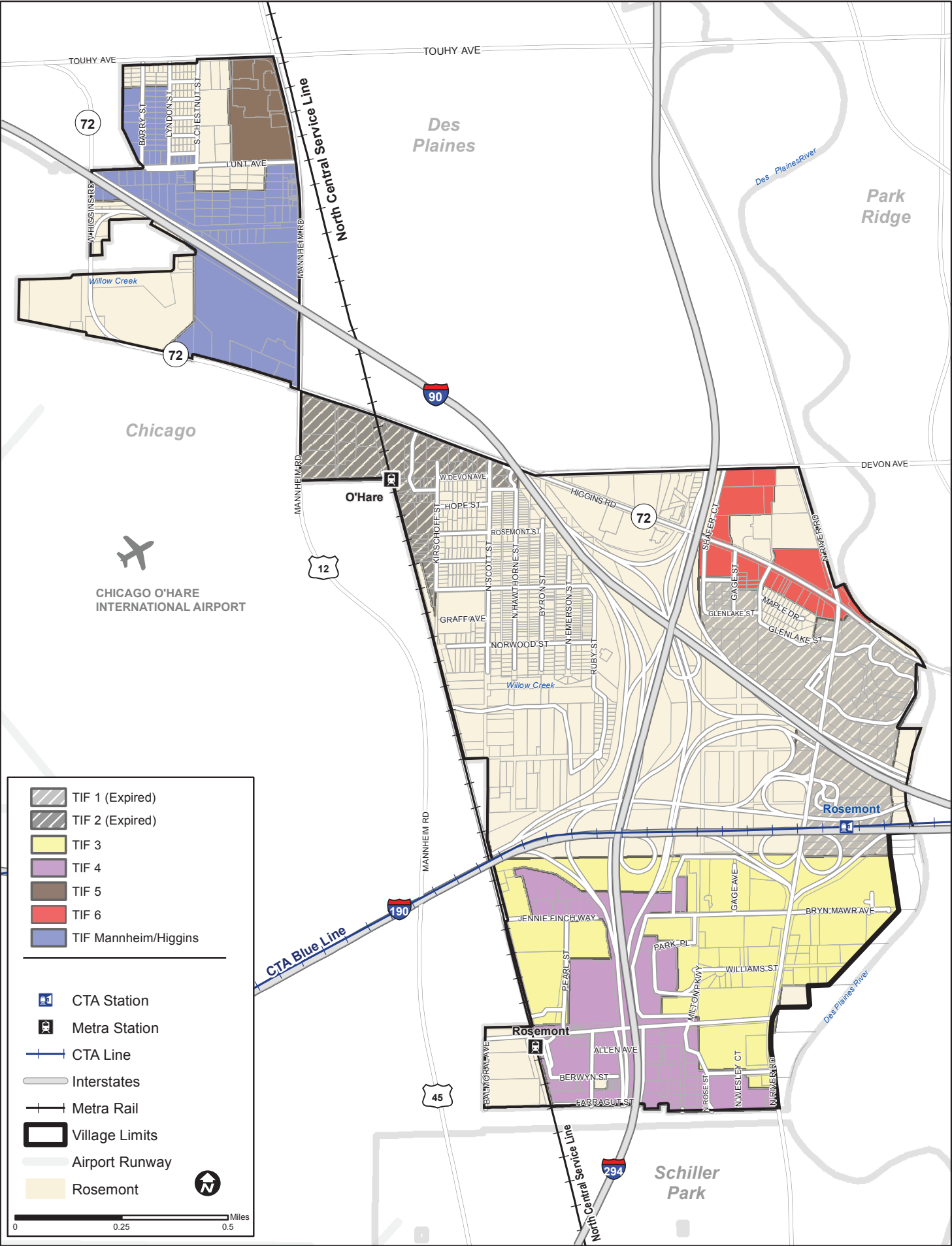
## 4.3. Fiscal Alternatives to Redevelopment

Historically, a large proportion of the Village's Equalized Assessed Value (EAV) has been Tax Increment Finance (TIF) increment, partially due to several TIF districts being extended beyond the 23-year period. As a result, the Village, as well as other underlying taxing districts, have been unable to generate substantial revenues from most of the property tax base. Between 2009 and 2012, approximately 60 percent of the Village's EAV was within the four TIF districts, and the revenues generated from this base were dedicated to activities within the Village's TIF districts. In 2014, the Village's oldest TIF district expired, which shifted approximately half of the Village's TIF revenue base back to both the Village and the other underlying taxing districts. However, the Village also opened two new TIF districts in 2013 and 2014, Higgins-River Road and Higgins-Mannheim Road, the former of which now includes some properties from the recently expired TIF district.

While the TIF districts have been successful in revitalizing the Village's commercial sector, they also make the Village susceptible to changes in the regional and national economy. For instance, economic recessions similar to the 2008 crisis could significantly decrease development opportunities, resulting in reduced TIF revenue and increased debts. Also, TIF funds cannot be used to make improvements in areas outside the TIF district boundaries, impacting non-TIF areas disproportionately. Therefore, for long-term economic stability, it is important for the Village's leadership to ensure that the tax base can grow with cost of public services and infrastructure. The Village should evaluate its tax base strategies to be able to provide the public services and infrastructure necessary to residents as well.



Figure 4.3. TIF districts map



Sources: Cook County Clerk Office, 2013 and Christopher B. Burke Engineering Ltd., 2013.

# Chapter 5 TRANSPORTATION INVESTMENTS

Rosemont  
Transit Center





## 5.1. Summary of Key Findings

### Roadway

- According to community stakeholders, traffic congestion is severe at the following intersections: Mannheim Road and Touhy Avenue, Higgins Road and Devon Avenue, Higgins Road and River Road, Bryn Mawr Avenue and River Road, and Balmoral Avenue and River Road. Common issues include insufficient storage for turn lanes, missing crosswalks, and inconsistent sidewalk network.
- While a few measures have been introduced to tackle congestion and roadway capacity issues, the overall transportation and utility infrastructure in the Village will need to be upgraded to meet future development pressures.
- Insufficient signage and wayfinding signs at Village entranceways, such as River Road, are a concern for the 50,000 daily visitors who are unfamiliar with the Village and who would find it useful to have directional signs to important destinations.

### Transit

- The Rosemont Transit Center's increase in ridership and variety of access modes has created congestion and need for improvements. In addition, Pace's I-90 Jane Addams high-capacity transit service utilizing Tollway's investment in transit are anticipated to bring more users to the site.
- 15 Pace buses routes traverse the Village, 12 of them connecting to the Rosemont Transit Center. There is no Pace bus or shuttle service connecting residents from the northern end of the community to the Transit Center. Most Pace bus routes serve employees and visitors, whose destinations are typically located south of Higgins Road.

### Bicycle/pedestrian

- Despite being in proximity to regional recreational assets such as the Cook County Forest Preserve and Des Plaines River trail, Village residents have limited access due to a lack of safe pedestrian and bicycle connections.
- Generally, the pedestrian experience at major intersections is unpleasant due to missing or broken sidewalks, faded crosswalks, limited buffer between pedestrian and vehicular realm, and out of date pedestrian signal equipment. These have been detailed above.
- High traffic volumes, high vehicle speeds, and frequent curb cuts in several portions of Devon Avenue, Higgins Road, and River Road make travel difficult for pedestrians and bicyclists. The existing conditions analysis highlighted the need for a non-motorized circulation network to alleviate traffic congestion and improve community health.



## 5.2. Capital Improvement Plan

In order to accommodate the ongoing and anticipated pressures of redevelopment, the Village will need to update aging infrastructure in a strategic fashion. Infrastructure upgrades will encompass water, sewer, storm water systems, roadway network, intersection improvements, signage and wayfinding, bicycle-pedestrian facilities, and other capital projects. A Capital Improvement Plan (CIP) is a short-range plan, typically five years in length, that identifies capital projects to be implemented or planned for, provides a planning schedule, and identifies financing options.

The Rosemont CIP should be led by the Public Works department with active participation from the Public Safety department, Building and Code Enforcement department, Park District, Chamber of Commerce, and other relevant stakeholders to ensure a comprehensive understanding of priority projects and potential overlap. The CIP will also help the Village plan and budget proactively for TIF districts that will be expiring in the coming years.



## 5.3. Roadway Improvements

### Undertake intersection improvements to alleviate congestion.

Through public involvement and transportation analysis, several interventions have been identified as most critical to address. The following intersection improvements will help the Village alleviate traffic congestion along major roadways. The intersection of Mannheim and Higgins is also discussed in Chapter 7 as part of a larger redevelopment strategy. The Village should work closely with a transportation engineer to further prioritize improvements and allocate funding within the CIP.

### Mannheim Road and Touhy Avenue

Mannheim Road and Touhy Avenue are both Strategic Regional Arterial (SRA) roadways under the Illinois Department of Transportation (IDOT) jurisdiction. Vehicular storage on all left turns lanes at this intersection is insufficient, contributing to long queues that impact through lanes as well. The traffic signal allows westbound left turns on the green light as opposed to only on the green arrow, creating a dangerous situation with cars potentially sitting on the tracks. Also, there are many missing sidewalks and crosswalks at this intersection creating a hostile pedestrian environment. To address these issues the Village should discuss the following potential solutions with IDOT:

- Lengthen all four left turn lanes by modifying medians and reducing storage lane dimensions for adjacent lower volume streets and access drives.

Figure 5.1. Mannheim Road and Touhy Avenue



Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.

- Provide crosswalks on south and west approaches and modify traffic signals to disallow “permitted” westbound left turn as safety enhancement.
- Refresh all crosswalk markings and reconstruct corner medians to be used as pedestrian refuges.
- Provide bus shelter on south side of Touhy Avenue.
- Provide modified signal timings after trains pass by and install improvements for transit signal prioritization (TSP) along identified priority corridors.
- In the long-term, consider providing dual left turn lanes on all four approaches, new traffic signals, and new railroad crossing gates. Consequently, remove all “permitted” left turning phases.

### Higgins Road and Devon Avenue

The intersection of Higgins Road and Devon Avenue experiences traffic backup due to insufficient turn lane storage on eastbound Higgins Road and no right turn allowed from westbound Higgins Road to eastbound Devon Avenue. Additionally, several vehicles wanting to use the eastbound Higgins Road left turn lane queue into the through lanes, causing delay for those wishing to travel straight through the intersection. To address these issues the Village should discuss the following potential solutions with IDOT:

- Lengthen eastbound left turn lane.
- Consider split phase traffic signal cycle to allow for separate east bound left turn to I-90 , then shared left/through to eastbound Devon Avenue.
- Provide crosswalk on south-east approach and modify traffic signals.
- In the long-term, consider extending Stilwell Avenue to Higgins Road in a manner that will allow westbound traffic to turn and go east bound on Devon Avenue.

### River Road and Higgins Road

Northbound left turning vehicles on River Road at the intersection of Higgins Road often queue into the through travel lane because of insufficient storage. According to the Regional Transportation Authority (RTA), the intersection could benefit from TSP infrastructure. Only some of the Pace bus stops provide shelters for riders. The pedestrian environment in this area is uninviting with missing sidewalks, narrow sidewalks, faded crosswalks, and no protective buffer between the sidewalk and the roadway. To address these issues the Village should discuss the following potential solutions with IDOT:

- Refresh all crosswalk markings.
- Continue to evaluate traffic signal timings on River Road to reduce backups, e.g., longer left turn arrow on River Road.
- Provide a larger buffer between the sidewalk and the roadway at the southwest corner.
- Provide pedestrian countdown timers on all approaches.
- Provide pedestrian connection from southeast and southwest corners to the surrounding businesses.
- Identify locations of Pace bus stops and provide shelters on all approaches.
- Discuss installation of TSP to allow for more efficient bus movement, specifically the I-90 Pace service.



**Figure 5.2. River Road and Higgins Road**



Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.

### River Road and Balmoral Avenue

Traffic congestion along the southern half of River Road, mainly at the intersections with Bryn Mawr Avenue and Balmoral Avenue, can be attributed to entertainment venues such as the Donald E. Stephens Convention Center, Rosemont Theater, and MB Financial Park. The roadway design and pedestrian accommodations are insufficient, requiring the Village to provide additional public safety officials on a regular basis to direct traffic and ensure safety of pedestrians. Moving forward, this area will see increased commercial and visitor activity and therefore needs to be improved accordingly.

To address these issues the Village should:

- Restripe to a separate left turn, through, and right turn lane.
- Build out turning island to also serve as a pedestrian refuge to decrease pedestrian crossing distance.
- Install pedestrian crossing on northern leg of intersection and ensure signal timing is adjusted to allow for pedestrian crossings.

### River Road and Bryn Mawr Avenue

- Restripe westbound approaches on River Road for separate left, through, and right turn lanes.
- Restripe crosswalks at the highway entrance/exit ramps north of the intersection and install pedestrian crossing warning signs.

## Create wayfinding and signage master plan.

Improved wayfinding and public signage will be a huge benefit for businesses, employees, visitors, and the Village. A coordinated system of signs for vehicles and pedestrians will help them reach their destinations with ease and reduce number of vehicles on the road at any given time. It will also help the Village define entry points into the community along major roadways and transit points, creating a welcoming signage that announces the arrival of residents and visitors into the Village of Rosemont. Existing entry signs in poor condition will be replaced as part of this plan.

The Village previously submitted a sign package to the Tollway to direct motorists to Rosemont destinations from the Tollway. As construction of the Tollway started shortly thereafter, the installation of these signs did not move forward. The Village should re-start discussions with the Tollway on erecting new signage once construction is complete. The Tollway signs should be a component of a larger Wayfinding and Signage Master Plan that contains the following components:

- Wayfinding concept
- Suggested sign locations
- Sign placement guidelines
- Material specifications
- Graphic standards including color, font, etc.
- Entrance signs
- Vehicular signs
- Pedestrian signs
- Procurement process

The planning process should emphasize participation from the community's residents and visitors to ensure that all their concerns are effectively addressed.

## Coordinate with IDOT and West Central Municipal Conference.

Several of the transportation improvements identified in this chapter will require active participation of IDOT and support from the North Central Council of Mayors, housing with the West Central Municipal Conference (WCMC). The Village should share the transportation recommendations for Mannheim Road and Higgins Road with IDOT officials and identify next steps.

The Village should also work closely with the Transportation Committee. The WCMC identifies transportation priorities for the north central Cook County region. The North Central Council of Mayors programs federal funds for eligible transportation projects. The level of interaction and coordination will vary by action, but it is important for the Village to be aware of, support, and if possible participate in initiatives undertaken by the Council and vice versa. This is even more so required in cases where the success of recommended actions relies on intergovernmental cooperation.



## 5.4. Transit Improvements

### Coordinate with Pace on transit center improvements.

Pace and Tollway are coordinating to provide new and expanded express bus service on the Jane Addams corridor. Several of these routes terminate at the Rosemont Transit Center. Routes entering from eastbound I-90 utilize the Tollway Access Roadway to access the Transit Center, while routes originating from the Transit Center utilize River Road and Higgins to access I-90 westbound. Improvements are needed to the Transit Center to accommodate additional service and accommodate congestion due to growth in the variety of access modes. Recommended improvements include:

- Dedicated eastbound Tollbooth bus lane to expedite exit from the highway for Pace buses.
- TSP improvements on River Road and Higgins Road to access I-90.
- Faster westbound access to I-90, detailed in the Tollway's master plan (longer-term project).
- Improved pedestrian access to Transit Center.
- Pedestrian signal equipment at intersection of River Road and transit center entrance.
- Increased bus bay capacity.
- Improved accommodations for other modes entering the station.
- Improved urban design of the Transit Center as a gateway to the Village.

Further details regarding these improvements can be found in the Transit Center Study. The Village should continue to work with Pace and the Tollway on the proposed improvements.

### Engage with regional partners.

Extension of transit service to redevelopment sites identified in the land use section will require the Village to engage regional and state agencies early on in the process. Similar to the manner in which Cook County, CTA, RTA, Pace, and IDOT have been engaged in the long-range planning of the Rosemont Transit Center, the Village should identify partners that

might be impacted by redevelopment and reach out to them proactively. Although Metra will be involved in redevelopment of the Balmoral site, the land is owned by the Canadian National Railroad. The Village should seek feedback and share information about potential redevelopment concepts with both the Canadian National Railroad and Metra. Similarly, Pace should be engaged in discussions early on for bus service extensions as well as transit amenities in proximity to redevelopment sites.

### Improve transit amenities.

Section 5.2 recommends the provision of bus shelters in proximity to key intersections. The Village should engage Pace in a discussion about the placement of bus shelters identified in the Plan. In addition, the Village should also begin discussions with Pace about the potential expansion of transit service to the northern end of the community, serving residents that currently do not have access via transit to the Transit Center and Entertainment District. A potential alternative could consist of an expanded Entertainment Circulator service with two routes, one of them extending to reach the residential and retail areas at the northern end. The alternative route would be serviced less frequently than the existing Circulator service, the frequency determined by demand and modified over time.

### Identify alternatives for shuttle service.

The Transit Center study points to the large number of private shuttle services moving in and out of the intermodal facility, contributing to traffic congestion during peak hours. The Village and Chamber of Commerce should work with employers to get a better understanding of what share of employees use the CTA Blue Line to the Rosemont station, and in cases where the numbers are significant, encourage them to move a limited number of private pick up and drop off shuttle buses to the Cumberland CTA station. This would allow a decrease in congestion at the Rosemont station without impacting employees who take the Blue Line train to work.

## 5.5. Bicycle-pedestrian Improvements

### Launch sidewalk repair program.

In order to maintain a safe pedestrian environment for residents, employees, and visitors, the Village should inventory missing and unsafe sidewalks and curbs within local rights-of-way. For further assistance, the Village could set up a system for the use of residents and employees to enter requests for sidewalk and curb repair. Requests would be evaluated by the Public Works Department and fixed accordingly. The purpose of the program is to address areas of concern that need immediate attention, not improvements to entire blocks or large sections of a street. The program would address requests based on need, but funds available for this program through the CIP will also factor into the Public Works Department's response time.

### Improve site level access for pedestrians and bicyclists.

A majority of site plan layouts for office parks, hotel complexes, and retail businesses in Rosemont provide easy access for cars and bus shuttles. Pedestrians and bicyclists tend to be an afterthought, with public sidewalks leading to large private parking lots that are not easy to navigate.

The Village should modify its zoning ordinance to require dedicated pedestrian access from the main entrance of a private building to the abutting public sidewalk. Additionally, the ordinance should be amended to require sidewalks on all new streets built in future redevelopment projects.

### Undertake physical improvements along major corridors.

The proposed community-wide bike network should be funded and built in a strategic manner. In the near-term, Village officials should focus immediate staff and monetary resources on bike-ped improvements in the Higgins Road corridor, River Road corridor, and Devon Avenue corridor.

#### Higgins Road corridor

Higgins Road has frequent curb cuts and no sidewalks or crosswalks across driveways. The curb ramps do not meet ADA standards, traffic volumes (25,000-28,000 cars/day) are high, and the sidewalk is separated from the fast moving traffic only by a small grassy buffer.

To enhance non-motorized travel, the Village should focus on improving pedestrian accommodations. Sidewalks should be widened and setback from the roadway as feasible. Trees and landscaping should be added as a buffer between the sidewalk and roadway to help create a more attractive and safer pedestrian experience. Driveway crossings should include painted walkways to increase awareness for motorists, and curb ramps should be updated for ADA compliance. The constraints listed in the paragraph above make the corridor unsuitable for an on-street or off-street bike facility.

#### River Road corridor

River Road has the highest observed pedestrian volumes out of the three main corridors in Rosemont. The Village should widen sidewalks wherever feasible, stripe crosswalks across driveways to increase driver awareness for pedestrians, and plant trees and landscaping to provide shade and a buffer between pedestrians and vehicular traffic. Pedestrian scale lighting should be installed to illuminate the sidewalk under the I-190 bridge.

The east side of the road could potentially accommodate an off-street bike facility due to fewer driveways, however the restricted space under the I-190 overpass, Des Plaines River, and Forest Preserve land make this difficult. Traffic volumes (25,000-31,000 cars/day) and vehicle speeds (40mph) are too high to accommodate an on-street bike facility.

#### Devon Avenue corridor

Devon Avenue has the greatest potential to connect businesses and residents of Rosemont east to the Des Plaines River Trail and further into Park Ridge



and Chicago. The corridor has relatively lower traffic volumes (10,000 cars/day) and a posted speed of 40mph. The western terminus of Devon Avenue at Higgins Road is close to Scott Street, the entrance to Rosemont's largest residential development. The intersection of Devon Avenue and River Road at the eastern end is approximately quarter mile west of an access point to the Des Plaines River Trail. Devon Avenue is also a locally owned and maintained roadway within Rosemont, giving the Village more flexibility in making design decisions.

Given these unique characteristics, Devon Avenue would be the best candidate to accommodate an on-street bike facility. This can be accomplished using a "road diet," revising the number of vehicle travel lanes in order to include a buffered or barrier protected bike lane between the curbs. Figure 5.3a shows the potential reconfiguration of the Devon Avenue corridor to accommodate the bikeway.

There are sidewalk gaps at various points along Devon Avenue that make it difficult for use by pedestrians. To encourage pedestrian activity, the Village should fill gaps on the north side of Devon Avenue between Higgins Road and Shafer Court, and between Shafer Court and River Road on the south side of the roadway.

Because the Villages of Rosemont and Des Plaines share ownership of Devon Avenue, potential bike improvements along Devon would require coordination between the two municipalities. Des Plaines is currently considering significant new development along Devon that could greatly increase the traffic flow along Devon. If Rosemont is interested in pursuing a bike lane on Devon, it should engage Des Plaines early in the process so that any new developments can be coordinated with the construction of bicycle facilities.

**Figure 5.3a. Devon Avenue bike map #1**



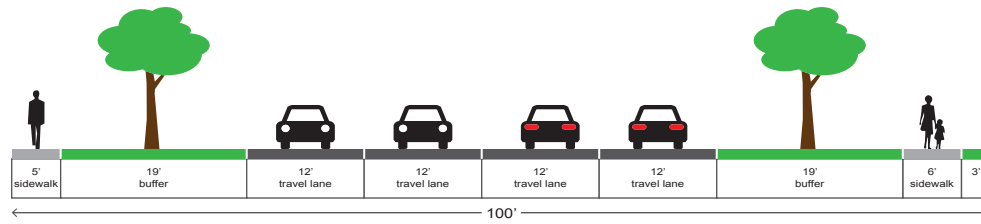
Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.

**Figure 5.3b. Devon Avenue bike map section: Stillwell to Patton**

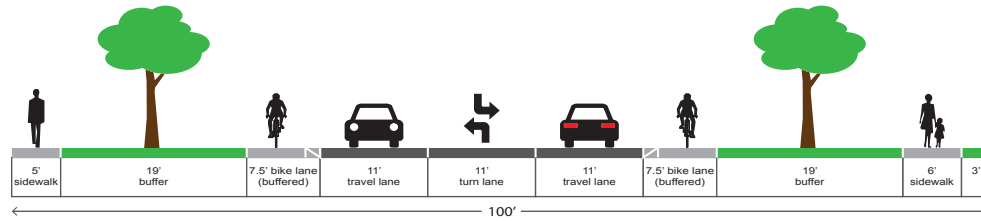
**DEVON - Stillwell to Patton**

Est. ROW: 100' total, 50' curb to curb, 25' pedestrian realm (each side)

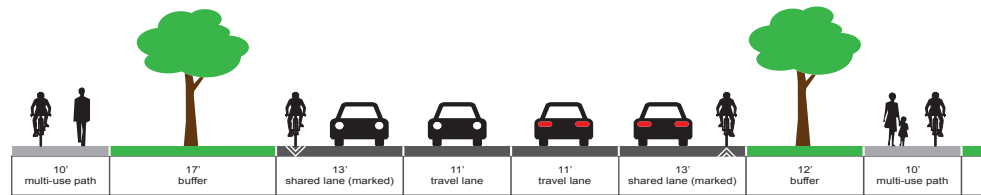
Existing Configuration



Option 1: On-Street Bike Facility



Option 2: Off-Street Bike Facility + Shared Lanes



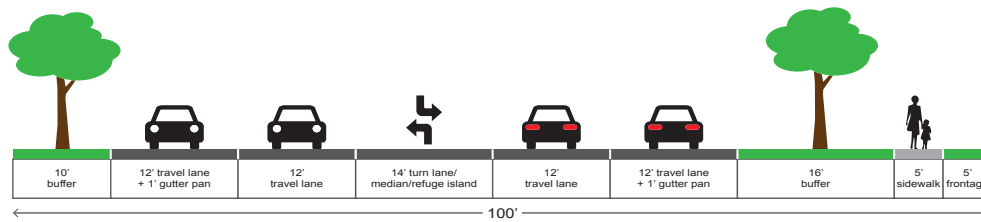
Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.

**Figure 5.3c. Devon Avenue section: Patton Drive to I-294**

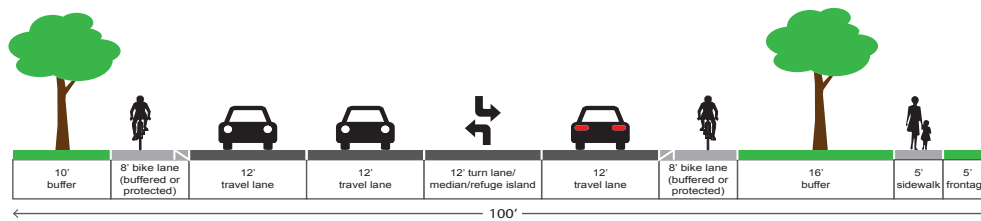
**DEVON - Patton Dr. to I-294**

Est. ROW: 100' total, 62' curb to curb

Existing Configuration

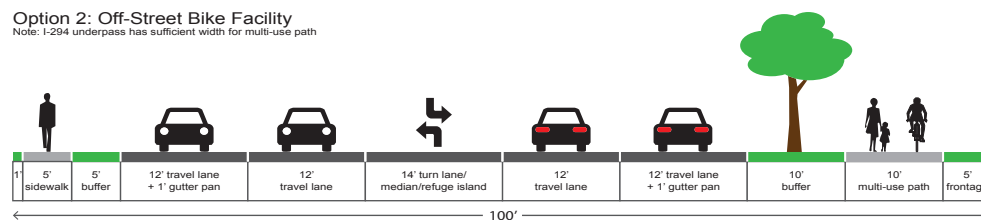


Option 1: On-Street Bike Facility



Option 2: Off-Street Bike Facility

Note: I-294 underpass has sufficient width for multi-use path



Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.



Figure 5.3d. Devon Avenue bike map #2

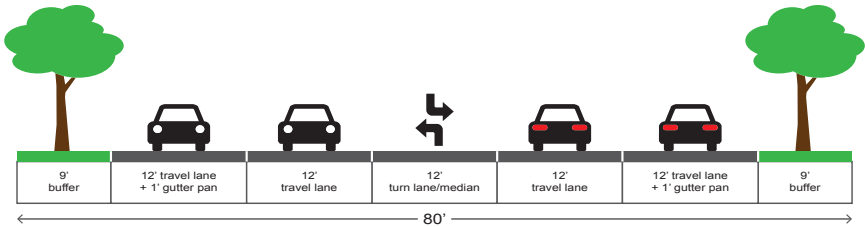


Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.

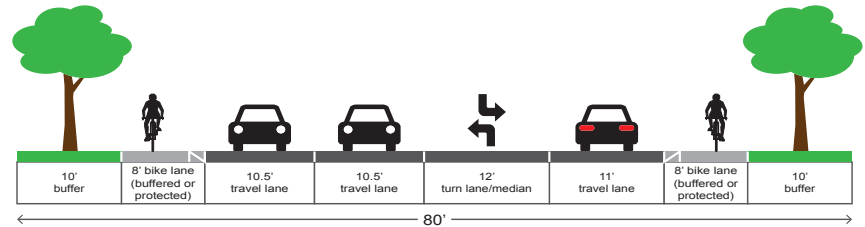
Figure 5.3e. Devon Avenue section: I-294 to River Road

DEVON - I-294 to River Rd.  
Est. ROW: 80' total, 62' curb to curb; pedestrian zone varies

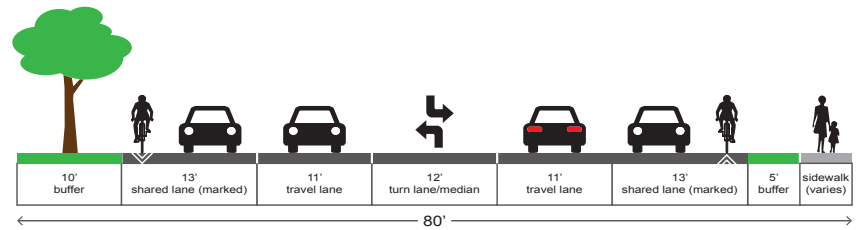
Existing Configuration



Option 1: On-Street Bike Facility

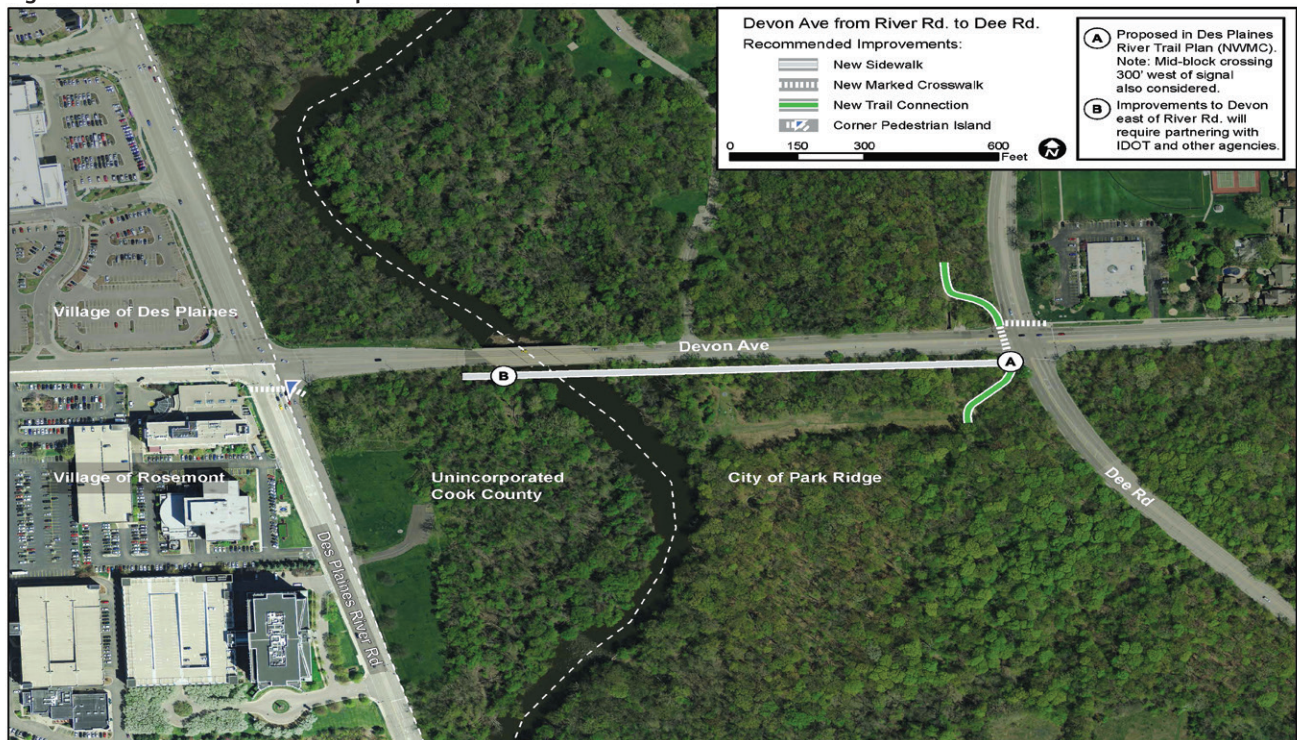


Option 2: Off-Street Bike Facility



Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.

Figure 5.3f. Devon Avenue bike map #3

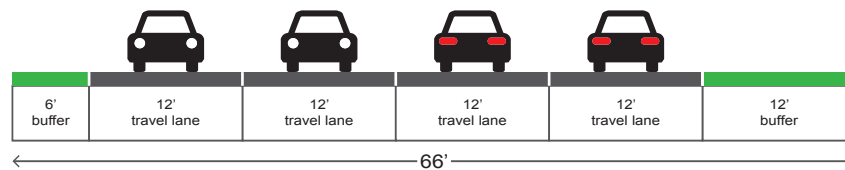


Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.

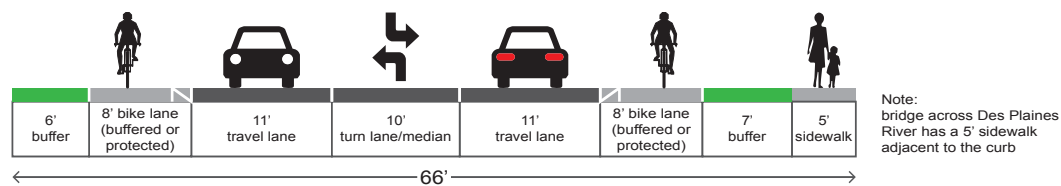
Figure 5.3g. Devon Avenue section: River Road to Dee Road

**DEVON - River Rd. to Dee Rd.**  
 Est. ROW: 66' River Rd. to Des Plaines River;  
 100' Des Plaines River to Dee Rd., 48' curb to curb

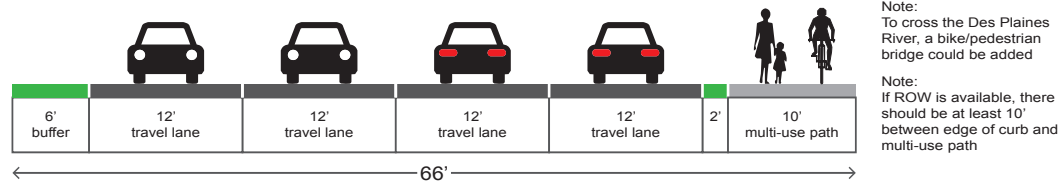
#### Existing Configuration



#### Option 1: On-Street Bike Facility



#### Option 2: Off-Street Bike Facility



Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.



## Coordinate bike network extensions with Des Plaines and Northwest Municipal Conference.

The City of Des Plaines has been building its bicycle network since 2008. The proposed bike network includes a local arterial bike route on Devon Avenue. The Village of Rosemont should work closely with Des Plaines officials to determine a feasible design for Devon Avenue to accommodate bike infrastructure. The “road diet” option presented above should be discussed as a potential method.

Once a mutually agreeable design has been created, the communities should submit a joint application for Congestion Mitigation and Air Quality Improvement (CMAQ) or Surface Transportation Program (STP) funding, also partnering with the Northwest Municipal Conference (NWMC) which identifies Devon Avenue as an important bike connection to the Des Plaines River bike trail.

The Village should also prioritize the construction of its local bike network to take advantage of existing linkages, e.g., Shafer Court and the streets surrounding Dunne Park should be improved first to take advantage of the existing north-south bike lane starting at the corner of Devon Avenue and Stillwell Drive. This would enable riders to connect to the Des Plaines bike network and to destinations in both communities.

## Enact ordinances and educate law enforcement officials to protect bicyclists and pedestrians.

In addition to physical improvements, the Village should adopt regulations that would protect bicyclists and pedestrians from vehicular traffic. Examples of ordinances that have been adopted by Illinois communities include:

- **Safe Park Zone Ordinance.** To ensure safe access to neighborhood parks, school playgrounds, and recreational facilities, the Village should adopt a Safe Park Zone ordinance. This might entail regulations such as reduced speed limits and higher penalties for traffic violations when children are present on streets adjacent to parks. The Illinois Vehicle Code section 5/11-605.3, allows municipalities to use revenue generated from the higher fines to establish and maintain safety infrastructure within the zone and to fund safety programming.
- **Bicycle Parking Ordinance.** In order to encourage residents and employees to ride their bikes, a key component is to place adequate supportive infrastructure. Bicycle parking is one such component. The Village should therefore revise the zoning ordinance to require bike parking at key commercial and residential sites. Minimum bike parking standards can be correlated to existing motor-vehicle parking standards, e.g., requiring that at least one bicycle parking space for each ten of the required off-street automobile parking spaces be provided in all districts.

In addition to adopting these ordinances, the Public Safety Department should designate a staff person to communicate with the bicycling community in Rosemont, lead coordination of bicycle safety, and conduct enforcement training within the department.

## Adopt Bicycle Master Plan and Complete Streets Ordinance.

The Comprehensive Plan proposes a Village-wide network of bikeways while also stating potential constraints of adding bike lanes or off-street paths along key corridors such as River Road and Higgins Road. These corridors have been identified as key bike corridors by key stakeholders and within the NWMC Regional Corridors Study.

Some of the key bikeways identified in the network include:

- Devon Avenue corridor as a regional connector between Rosemont, Des Plaines, City of Chicago, and the Des Plaines River trail.
- Bryn Mawr Avenue connecting to on-street bike lanes on local streets within the Entertainment District. This would reduce car trips to the area and create a safe bicycle-pedestrian environment. The River Road off-street bike facility will also connect to the Bryn Mawr bikeway, giving visitors the option to ride their bikes from the Transit Center to the entertainment district.
- Bike lanes within the residential area connecting students to the school and residents to the Des Plaines River trail and Des Plaines bike network via Devon Avenue on-street bikeway.
- North end of River Road for office employees with a bicycle “loop” that connects to the Devon Avenue corridor using local streets and new recreational paths, allowing employees to bike from the city of Chicago and Des Plaines, connect to the Des Plaines River trail, and reduce car trips to lunchtime destinations in the area. Additional connection to the River Road off-street bike facility, allowing CTA riders to bike to work from the station instead of relying on shuttles and Pace service.

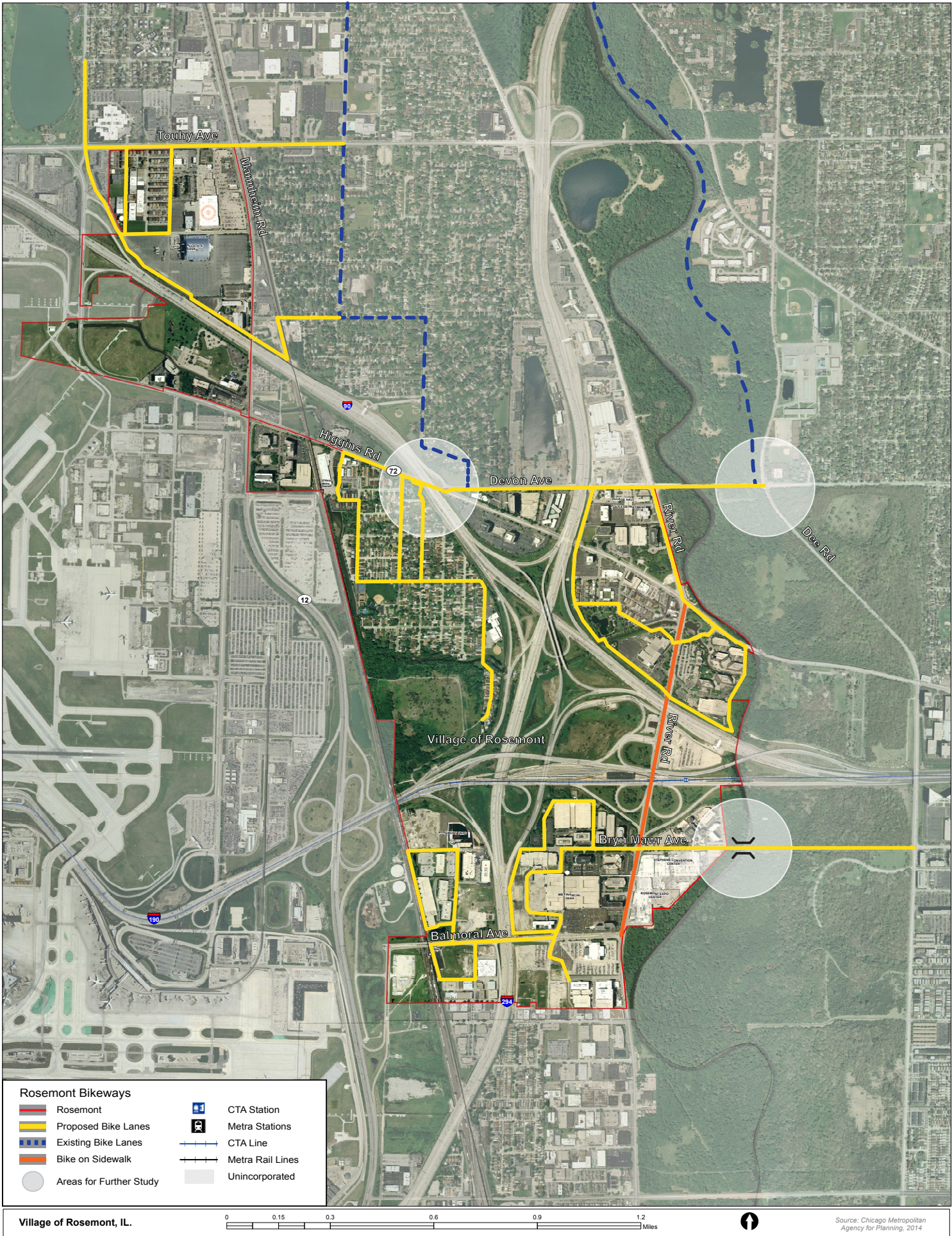
Figure 5.4 is the proposed bike network that should serve as a foundation for the Village to undertake a Bicycle Master Plan and adopt a Complete Streets Ordinance. The Complete Streets Policy Ordinance and Bicycle Plan will provide policy and programming recommendations to help improve pedestrian and bike movement through the community. The Bicycle Plan should use the community-wide network proposed herein to identify implementation priorities in the near-, mid-, and long-term. The Village should also ensure that near-term actions identified within the Plan will be funded within the Village’s annual budget or apply for grants accordingly.

The Bicycle Master Plan should also provide a greater detail of engineering analysis and coordination with regional agencies and local businesses as part of the planning process. These include:

- **Higgins-Devon intersection.** The I-90 underpass, intersection geometry, and traffic volumes along Higgins Road will require further evaluation of how to connect the residential areas to the Des Plaines network to the north. Coordination with IDOT and the Tollway will be required.
- **Devon Avenue and Dee Road intersection.** The proposed bikeway should link to the existing Des Plaines River Trail. The intersection would need further evaluation and coordination with IDOT and the Forest Preserve District.
- **Bryn Mawr bicycle-pedestrian overpass.** The Village is currently developing an intergovernmental agreement with the Forest Preserve District of Cook County to establish a pedestrian overpass across the Des Plaines River on Bryn Mawr. The proposed overpass would only be usable for pedestrians. The Village should also consider the possibility of bicycle access on the overpass, which has the potential to connect residents and employees further east to the Des Plaines River trail.



Figure 5.4. Community-wide bicycle network map



Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.



- **Education program for businesses.** Rosemont has the potential to have a significant impact on non-motorized improvements in the community through participation of the business community. The Master Plan should recommend strategies for engagement of employers in creating a more bicycle friendly environment and encourage bicycle use by employees. There are existing businesses in the Village which provide innovative incentive programs to promote biking to work. Christopher B. Burke Engineering (CBBEL), for example, offers a 75 cent-per mile rebate for bicycle commuting, provides giveaways of bicycle accessories for cyclists, and partners with Enterprise's car sharing program (formerly I-GO) to station four cars at the Transit Center that cyclists can use for short vehicular trips. These existing models should be studied further and potentially expanded to other businesses in the Village.

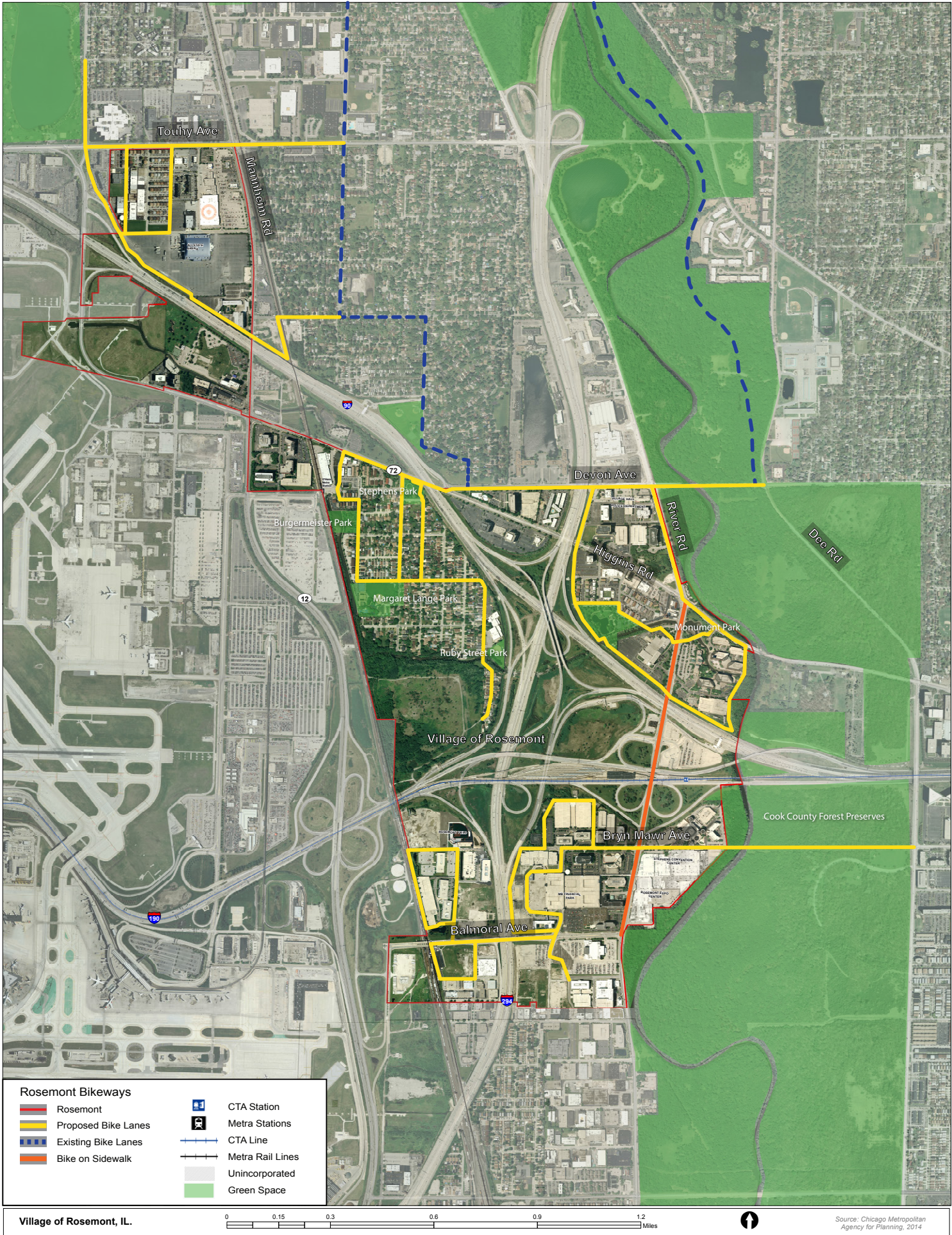
## Improve access to open space.

Accessibility to recreational amenities is a particular concern for youth and households with limited car access. The Rosemont Park District's shuttle service program has begun to address this issue, but further bicycle and pedestrian improvements are needed to strengthen the connections among the Village's residents and parks.

As Rosemont begins to implement transportation improvements, the Village should ensure that bicycle and pedestrian infrastructure foster better access to new and existing park systems. Where possible, protected or buffered trails between residential neighborhoods and local parks should be considered. The Des Plaines River Trail in the Cook County Forest Preserve should also be a priority connection for the Village. Figure 5.5 shows recommended bicycle connections that would connect residents to recreational amenities locally and in proximity to the Village.



Figure 5.5. Parks and bike connections map

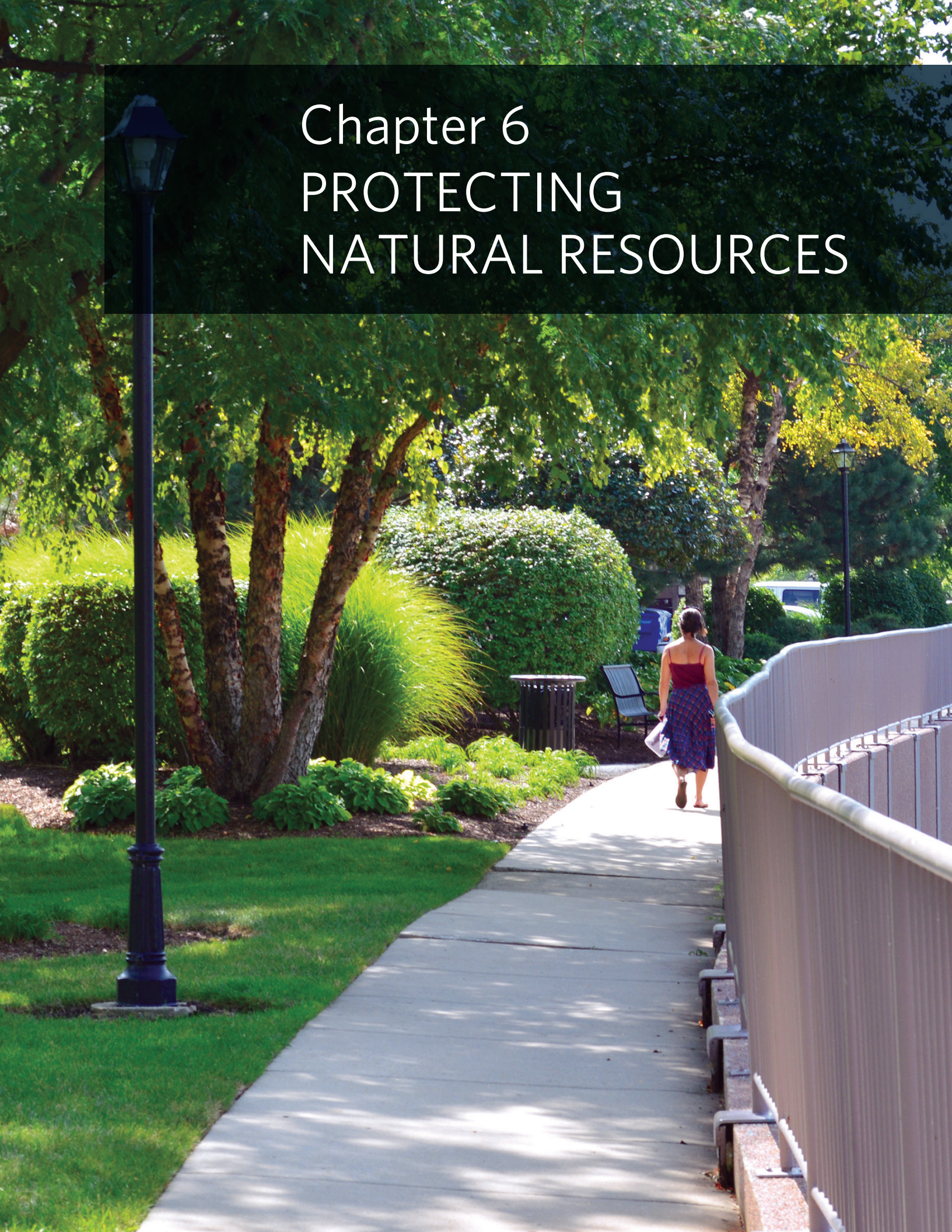


Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.



# Chapter 6

## PROTECTING NATURAL RESOURCES





## 6.1. Summary of Key Findings

Residents and business owners continue to identify flooding as a persistent issue. The Village has spent over \$10 million in the last two decades towards stormwater management, including investing in a 5,000-foot floodwall along Willow Creek, a reservoir at O'Hare Airport, and a pump station near the Park District facility in the residential area.

Flooding in Rosemont can be classified into three types: riverine, overland, and basement. Riverine flooding is due to excess water flowing over the riverbanks into adjacent areas. Overland flooding is due to stormwater that runs off of impervious surfaces, including buildings, roads, and parking lots. Basement flooding occurs when stormwater seeps through walls or foundation floors, or when sewer pipe backups cause stormwater to spill out of basement drains. Between overbank flooding from the Des Plaines River and Willow Creek, the overland runoff from impervious surfaces, and the backups and seepages that flood residential basements, Rosemont faces all three types. Rosemont's flood control investments have been effective for mitigating riverine flooding, but homes in Rosemont continue to face issues with basement seepage.

In 2014, the Rosemont Park District received an Open Space Lands Acquisition Development (OSLAD) grant for park improvements. The \$176,800 grant will support the installation of a new turf field and picnic area at the Barry Recreation Center.

## 6.2. Stormwater Management

This section contains a series of strategies to address the three types of flooding mentioned previously. To effectively manage flooding in Rosemont, the Village should pursue a comprehensive strategy for stormwater management that integrates green and gray infrastructure strategies across the community.

### Prioritize infrastructure improvements.

Rosemont recognizes the need for continual improvements to Village infrastructure. A lack of stormwater infrastructure upkeep can lead to significant reductions in the system's capacity for water conveyance. The Village maintains and upgrades stormwater infrastructure as needed, but a longer-term strategy is needed to help prioritize improvements and allocate appropriate funds. The Capital Improvement Plan (CIP), previously mentioned in Chapter 5, will help the Village identify capital projects to be implemented or planned.

### Construct green infrastructure pilot projects on public lands.

Rosemont's local flood mitigation projects have focused on gray infrastructure solutions. Gray infrastructure refers to traditional engineering solutions for stormwater management, e.g., gutters, stormwater sewers, detention basins, culverts, floodwalls, and pipes. Green infrastructure, in the context of stormwater, refers to the use of natural materials, techniques, technologies, and processes to manage the flow the water and preserve both the natural and man-made habitat. Examples of green infrastructure include rainwater harvesting, bioswales, permeable pavements, and green streets. Moving forward, the Village should integrate gray and green infrastructure strategies for a more holistic approach to flood management.

Green infrastructure can be beneficial in:

- Reducing the cost of installing or replacing gray infrastructure.
- Reducing the volume of runoff and improving the water quality of runoff onsite before it reaches pipes, lessening the burden on the gray infrastructure system.
- Enhancing a community's visual image and identity. Simple green infrastructure elements, such as bioswales and street trees, can be used to create friendlier pedestrian environments.

Green infrastructure should be introduced through site-scale and low-cost pilot projects. Village, School District, and Park District owned properties such as parks, rights of way, and school grounds should be utilized for this purpose. Pilot projects in public buildings or sites can serve multiple purposes: they provide a high degree of visibility; they allow Public Works officials to understand the cost of installation and maintenance requirements; and they serve to educate the general public and students of area schools about the value of natural resources. Tying pilot projects to school curricula and community activities will provide hands-on experiences for students and other residents to interact with and learn about green infrastructure. The Village should consider developing easy-to-read signage that explains the functions of green infrastructure in a basic way to introduce residents to the pilot project.

As a first step, the Village engineer should work with the Public Works department to identify a preliminary list of pilot projects and estimated costs. The location of pilot projects should be decided by discussions with the School and Park districts.



Piloting new techniques should also be used to raise public awareness about innovative practices on public lands. As the Village implements stormwater pilot projects, it should also incorporate programming that engages the community. Many open space programs, such as community gardens, are compatible with stormwater capture and can be integrated into the site design. Building alternative programming into stormwater pilot projects not only activates underutilized space, but also provides opportunities for community building within Rosemont's tight-knit residential community. Moving forward, the Village should also ensure that its development regulations permit community gardens within most or all zoning districts. Maintenance of gardens would be the responsibility of the entity that owns the property.

### Initiate a stormwater retrofitting program for private property owners.

Stormwater management measures can be extended to the private businesses as well through the establishment of a stormwater retrofitting program for private property owners. Because commercial occupants are so prevalent in Rosemont, the Village should focus on a stormwater program for local businesses. The Center for Neighborhood Technology's (CNT) RainReady program, which provides resources and assistance for individuals and communities to become more resilient to flooding, can serve as a resource or model for engagement. While the program primarily targets homeowners, the Village should work with CNT to explore the potential of a business initiative through RainReady. In the meantime, the Village can use RainReady's guidelines for incentivizing developers with tax credits, fee reductions, or other practices to establish best stormwater management practices on their properties.

Many instances of flooding were reported in Rosemont's small residential community. To alleviate residential flooding concerns, the Village should also reach out to the Metropolitan Water Reclamation District (MWRD) of Greater Chicago to learn more about and participate in their Rain Barrel Program. This program has been successfully adopted by several communities in Cook County and could benefit Rosemont residents through backyard improvements.

### Adopt a community-wide green infrastructure network.

Based on the success of pilot projects, the Village should develop a plan for a community-wide green infrastructure network. The following criteria should be taken into consideration for green infrastructure projects:

- **Alignment with gray infrastructure system.**  
The green infrastructure network should complement the gray infrastructure system. Green infrastructure should be located to lessen runoff volume near pipes that are habitually overwhelmed.
- **Relationship with waterbodies and floodplains.**  
Given that most of the areas in Rosemont within the 100-year floodplain are located along Willow Creek, the Village should focus green infrastructure along the riparian corridor to minimize overflow from the Creek in times of heavy rains. The Village should also consider green infrastructure BMPs on properties bordering the Des Plaines River.
- **Reduction of impervious surfaces.**  
Rosemont has large areas of roadway pavement, surface parking, and rooftops. Green roofs, permeable pavers, and vegetated bump-outs on parking lots can all increase pervious cover and capture runoff from impervious surfaces.

- **Integration with transportation infrastructure.**

Thirty-eight percent of Rosemont's land coverage is dedicated to transportation and utility infrastructure. The presence of four major highways and their accompanying interchanges not only make up large areas of imperviousness, they also create many segments of unbuildable land. The Village should work with IDOT, the Tollway, and other relevant transportation agencies to implement green stormwater infrastructure on rights of way. The most appropriate time to incorporate green infrastructure in these areas is during planned transportation improvement projects. Rosemont has had many major transportation improvements in recent years, and more are expected to come. Road widening, new construction or repair of on-ramps, installation of new on-street bike facilities, and other transportation projects all create opportunities for integrating vegetated medians, planter boxes, bioswales, or other Best Management Practices (BMPs).

- **Incorporation into open spaces.** Parks and open spaces can be designed for recreation as well as ecological functionality. Portions of existing green spaces can provide flexibility for rain gardens, rainwater harvesting, bioswales, or other BMPs. The Clear Zones, which currently function as vacant land within Rosemont, are excellent candidates for green stormwater infrastructure because of the restrictions on building and activities. The Clear Zone north of I-190 is also an appropriate location for green infrastructure as it adjacent to Willow Creek. The expansion of Rosemont's park and open space network is discussed in more detail in the following section.

## Update codes and ordinances to support stormwater management.

The zoning ordinance should be revised to establish a defined setback from natural features and permit stormwater best management practices. Please refer to Section 4.2 for more detailed information.

## Collect and monitor flooding data.

Currently, the Village receives information on flooding mainly from impacted residents and voluntary reporting. In the short-term, the Village should systematically collect data on the locations and magnitude of flooding in Rosemont to not only better understand the impacts, but also to evaluate the effectiveness of its stormwater investments. See-Click-Fix and other similar platforms can provide easy ways for the Village to compile resident-reported flood data. The information collected through this tool should be then used to prioritize projects and allocate funds within the CIP.

In the long-term, Village officials should evaluate the need for a hydrologic and hydraulic (H/H) modeling of the municipal sewer system. Though costly, these studies can provide significant detail about the capacity limitations of the Village's sewer system and the flow path of stormwater when flooding occurs and inform potential opportunity areas for stormwater green infrastructure best management practices.



## 6.3. Parks and Open Space

### Preserve and expand existing open space.

Parks are an essential component of a community's character. In addition to improving community health via recreational activities and amenities, they also provide economic and environmental benefits. Given the limited availability of land, Rosemont should ensure that new parks are designed to serve multiple purposes. The Village and Park District should ensure that any construction of facilities or amenities in public parks does not cause an increase in the amount of run-off by creating more impervious surfaces.

The priority redevelopment areas identified in the future land use plan provide some of the best opportunities for the Village to expand open spaces. As an example, the proposed redevelopment adjacent to the Metra station could accommodate park space. This could be in the form of a central plaza or a linear park running through the development.

The future land use plan proposes additional open space as part of the Mannheim Road redevelopment area. Given its large size and the potential to accommodate multiple uses, this site can offer more flexibility for programming and design. Playground equipment, recreational infrastructure (such as rock climbing walls), more varied landscaping, water features, and longer scenic walking trails are among the types of park features that can be accommodated with a larger site. Because of this site's proximity to Willow Creek, the Village may consider ways to integrate Willow Creek into this open space through landscaping and trail construction. The site's adjacency to the airport is also a unique element that the Village may want to capitalize upon for viewing airplane take-offs and landings—a common theme for other parks near airports.

Logistically and financially, expanding the park system can be done through a variety of means. In addition to traditional municipal-owned and -operated parks, Rosemont can work with developers to incorporate privately owned public spaces into new developments. This can not only reduce park maintenance burdens for Village or Park District staff, but also provide unique placemaking amenities in spaces that might not otherwise benefit the general public.

### Continue to pursue funding for open space expansion.

The Village and Park District should continue their historically successful partnership in applying for grants to expand open space. Building upon the success of the 2014 OSLAD grant to turn the field between the Rosemont Public Works facility and Barry Recreation Center into a park, the two entities should continue to apply for grants such as KaBOOM!, OSLAD grants, and Park and Recreation Facility Construction grant (PARC) that will allow it to build additional open spaces as well as new facilities within existing parks. KaBOOM! is a national non-profit dedicated to developing the nation's recreational infrastructure for children. The OSLAD and PARC grants are offered through the Illinois Department of Natural Resources and provide funds to acquire and develop land for parks and open space purposes as well as construct recreational facilities.

The Village and Park District should also support efforts of neighboring Des Plaines, Schiller Park, Norridge, and Park Ridge to expand their open space network and bicycle-pedestrian network as they will benefit Rosemont residents as well.



# Chapter 7 BALANCED REDEVELOPMENT

BAR & GRILL

ZANIES

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## 7.1. Summary of Key Findings

Three sites within Rosemont emerge as the most suitable areas for redevelopment: a 22-acre vacant site near Mannheim and Higgins Roads, a 21-acre set of vacant and industrial parcels at Balmoral Avenue and Pearl Street, and the 11-acre Rosemont Transit Center that houses the Rosemont Blue Line CTA Station and Pace bus center.

All three sites are made up of large, contiguous parcels, and two of the sites include parcels that are currently vacant or underutilized. Two of the three sites include transit stations (the Rosemont Metra Station and the Rosemont Transit Center), allowing the Village to strengthen multimodal linkages through redevelopment.

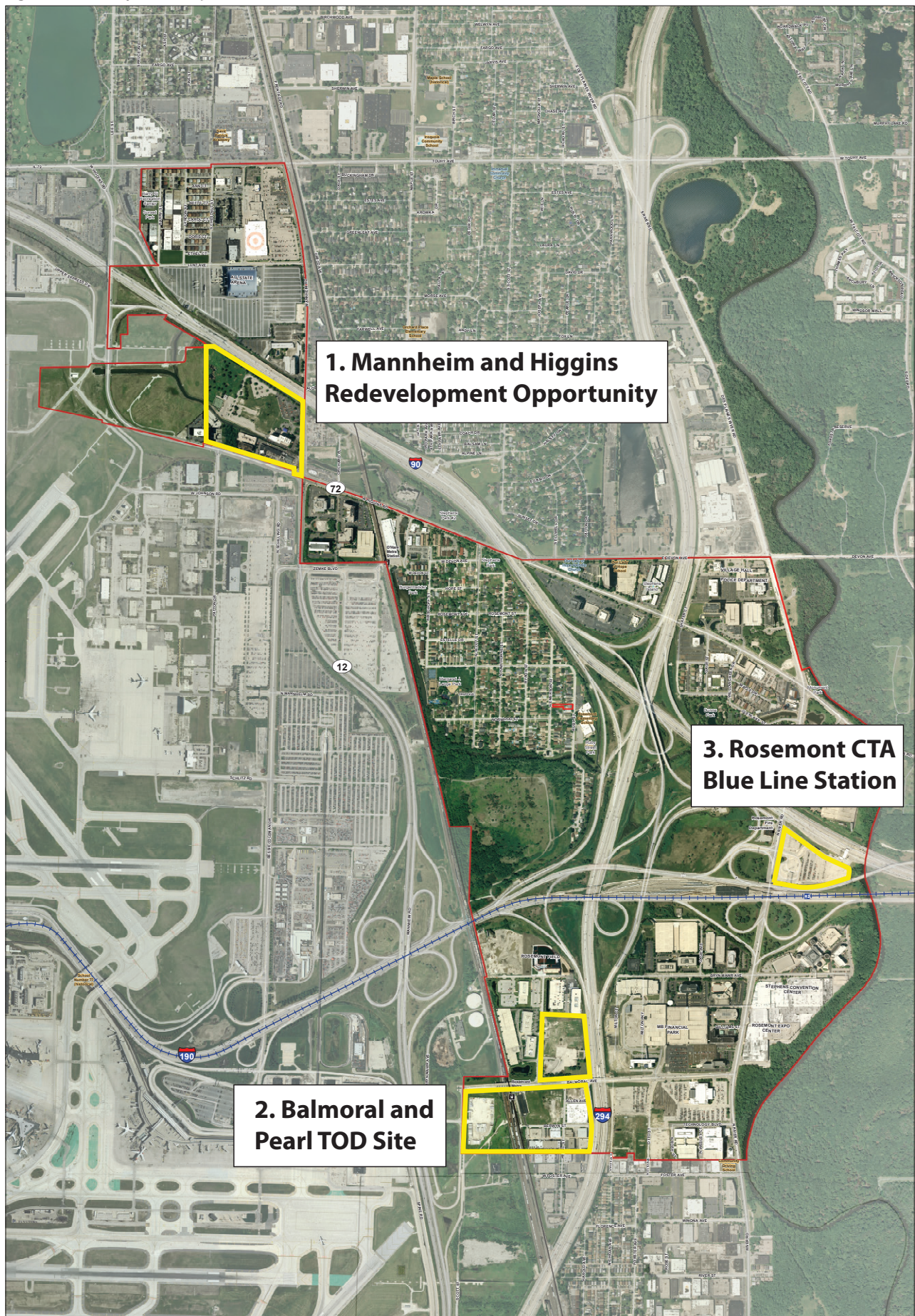
## 7.2. Priority Redevelopment Sites

Rosemont's built out character limits its ability to accommodate new development. Therefore, it is important for the Village to identify redevelopment sites, understand their market potential, and outline next steps to ensure that redevelopment matches the needs and desires of the community.

Based on analysis conducted in the initial phases of the planning process, three areas for redevelopment have been identified, two of them in proximity to transit service. Figure 4.2 highlights these three areas. While the Mannheim/Higgins site and Balmoral/Pearl site are near-term redevelopment opportunities, the Rosemont Transit Center site will require a longer-term and incremental approach to redevelopment. The recommended strategies in each area may be applicable to other areas or throughout the community as well.



Figure 7.1. Priority redevelopment sites



Village of Rosemont, Cook County, IL. 0 0.125 0.25 0.5 0.75 1 Miles Source: Chicago Metropolitan Agency for Planning, 2013.

Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.



## Mannheim Road and Higgins Road site

### Overview

The 22-acre Mannheim Road site has been recently purchased by the Village for redevelopment. The site, bordered by O'Hare Airport's clear zone, the I-294 expressway, and Willow Creek on three sides, is part of a newly created TIF district. Construction is currently underway just south of the site to replace a former Wyndham hotel with a new Hyatt Place and La Quinta hotel.

The site's location in the midst of the hotel district could allow for a mix of commercial uses including hotels, restaurants, and retailers that cater to visitors to the Arena. The recommended actions for this site focus on transportation infrastructure and design improvements that can support a variety of potential uses.

### Land use actions

- **Balance development with green infrastructure.**  
The site's location along Willow Creek puts it at the first line of defense of stormwater runoff flow into the creek. In order to maximize the capture and filtration of stormwater runoff before it reaches Willow Creek, the site should accommodate green infrastructure in the form of either a recreational park or natural area such that there is no net increase in the site's impervious surface cover, which will limit the ability of rainfall to percolate into the ground and contribute to a higher volume of more polluted runoff into the waterway. The former golf course site might a good location for a natural area, given its proximity to the O'Hare clear zone and distance from Mannheim road.
- **Identify potential zoning ordinance revisions.**  
Both retail commercial establishments and

Figure 7.2. Mannheim and Higgins site plan



Source: Chicago Metropolitan Agency for Planning, with design assistance by Gewalt Hamilton Associates.

large-format development, such as an office or hotel complex, are potential options on this site. If the Village decides to pursue large-format developments on any parts of the site, it should revise the zoning classification of the parcels to commercial flex in accordance with the Future Land Use Plan laid out in Chapter 4.

### Transportation improvements

- **Evaluate improvements at Mannheim Road and Higgins Road intersection.** Both Mannheim Road and Higgins Road are important regional corridors. Both roads present challenges for pedestrian safety with posted speed limits of 40 mph and limited protections for pedestrians. Focusing on safety improvements at this intersection will strengthen the connection between the two halves of Rosemont and make it easier for pedestrians to access the redevelopment site, Allstate Arena, and additional amenities to the northwest. In order to foster better connectivity, the Village should work closely with IDOT to identify intersection improvement options to create better traffic flow and a more pedestrian-friendly environment. Installing signage and wayfinding improvements at this intersection would also be critical given the access both roads provide to regional destinations such as the Allstate Arena, Target Supercenter, and hotels. The Village should use Pace's Transit Supportive Guidelines as a resource to make these improvements.

- **Reduce curb cuts to improve safety.**

New development will generate more pedestrian and vehicular traffic onto Mannheim Road. The Village should work with developers and IDOT starting at the pre-development stage to identify ways to consolidate curb cuts and minimize conflicts between pedestrians and motorists.

- **Improve pedestrian connections.**

There is currently a pedestrian bridge connecting the site to development across Willow Creek. However, the bridge is hidden from public view, not well lit at night, and in need of basic upkeep. The Village should work with the site's developer to make the existing bridge more prominent using lighting, signage, and attractive landscaping. The internal pedestrian circulation network or trail network for the site should also be prominently connected to this bridge.

- **Work with IDOT on right-of-way design improvements.** IDOT is currently undertaking the roadway reconstruction of several sections of Mannheim Road, including in Rosemont. This project includes road widening, lighting, signal modernization, drainage, and other work. The Village should work closely with IDOT on improvements within its jurisdiction and ensure that the needs of pedestrians are accommodated in addition to roadway capacity improvements.



## Balmoral Avenue and Pearl Road site

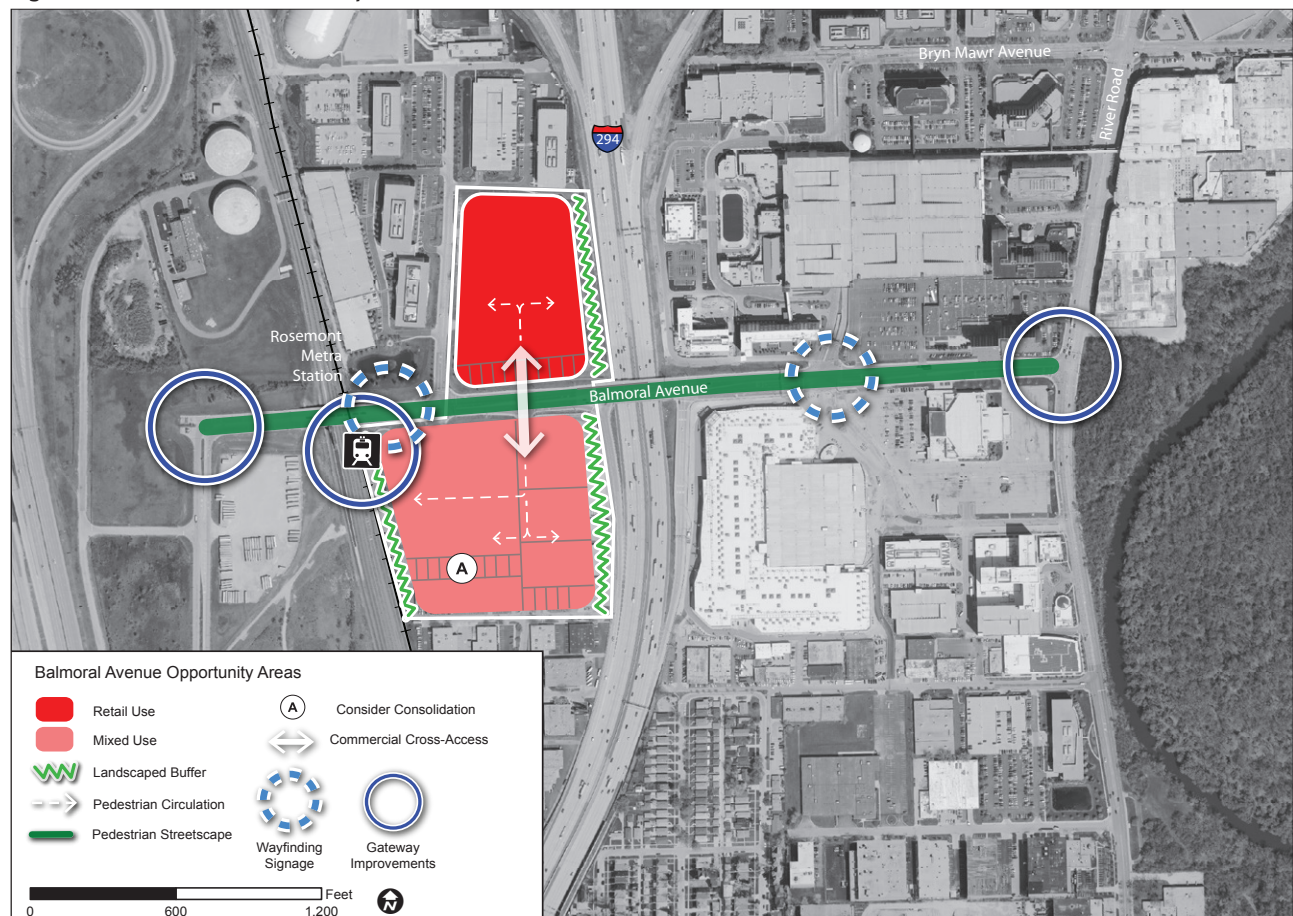
### Overview

The collection of industrial and vacant parcels total approximately 20 acres. The area has seen an abundance of development activity in the past decade with the new outlet mall and Entertainment District, and will continue to generate development interest given its prime location adjacent to the Rosemont Metra station. Connecting the northwest suburbs and downtown Chicago, the Rosemont Metra is a significant asset that can greatly boost Rosemont's status as a regional center for retail and entertainment. The station and this site are within walking distance of the Entertainment District and Fashion Outlets of Chicago, and with direct access to the I-294 interchange, making it an ideal candidate for transit oriented development.

### Land use actions

- **Undertake detailed market assessment and developer recruitment.** A detailed market analysis will be critical for this site, given its unique characteristics. The proximity to a Metra station, convenient access to entertainment and shopping destinations, nearby interchange to I-294, proposed extension of Balmoral Avenue, existing freight railroad, and impact of new O'Hare flight patterns lend some unique benefits and challenges to the site. A market study will help the Village attract the appropriate developers as well as have a clear picture of the site's full potential prior to entering into developer agreements. The market analysis should address the following issues: phasing of the redevelopment; feasibility of uses on each parcel including the density, size, and price points; expectations for public financing; and any regulatory barriers the Village needs to address to enable development.

Figure 7.3. Balmoral and Pearl site plan



- **Revise zoning ordinance.** The parcels are primarily zoned for industrial uses. In line with the Future Land Use Plan, the Village should revise the zoning code to permit mixed use development that can include regional and local commercial uses or institutional uses, such as community centers, recreation facilities, or healthcare centers. The specific revisions should be informed by the detailed market assessment.
- **Identify parcels for consolidation.** There are a number of small parcels that make up portions of the site, and ownership of the parcels should be established early on. In order to take full advantage of the 20 acres of mostly contiguous parcels, the Village should work with property owners on consolidation efforts once concepts for redevelopment are more defined.

## Transportation improvements

- **Improve pedestrian amenities.** The Village should first ensure that any new development includes well-connected internal pedestrian circulation. In addition, the Village should also build safe pedestrian infrastructure along Balmoral for pedestrians to travel between the Rosemont Metra station and the Entertainment District and other amenities to the east.
- **Improve commercial cross-access.** The site extends to both sides of Balmoral Avenue, a four-lane roadway that is difficult to traverse. In order to improve pedestrian and vehicular access between both sides of Balmoral Avenue, the Village should align main entrances to both sides of the street and install pedestrian crosswalks.
- **Expand transit service.** The Village should explore expanding transit circulators or shuttle routes between the Rosemont Metra station at the site to the Entertainment District and Rosemont Transit Center after development is completed.
- **Expand roadway capacity.** Although the Plan prioritizes transit and non-motorized travel as a primary way to reduce congestion, roadway expansions are sometimes necessary. The transportation analysis identified a need to increase roadway capacity in the future to accommodate traffic generated by new development. This would include the addition of through-lanes on Balmoral Avenue

and intersection capacity improvements at Balmoral Avenue and River Road.

- **Create shared parking opportunities.** The Village should encourage shared parking for redevelopment sites. Further discussion on parking credits and other strategies to reduce parking needs can be found in the section on Future Land Use and Zoning.

## Design improvements

- **Institute urban design guidelines.** Rosemont should adopt urban design standards to ensure that redevelopment is attractive and welcoming to pedestrians. Urban design is particularly important to address in a TOD site because the design of the built environment can significantly influence pedestrian experiences. Potential guidelines include encouraging compact development and defining building standards in the zoning ordinance to limit setbacks and increase density. The Village should also encourage buildings to front Balmoral Avenue and be oriented toward the Metra Station to increase pedestrian accessibility. Parking should be encouraged in the rear to create a safer pedestrian environment. The urban design guidelines should also include considerations for handicap and ADA accessibility.
- **Implement landscape buffers along I-294 and railroad.** Landscaping is an effective tool to create safety, visual, and sound buffers from noisy, busy, or high-traffic areas. The Village should employ trees and other landscaping along the eastern boundary of the site to create a sufficient buffer from the traffic along I-294, as well as along the railroad tracks.
- **Build gateway signs.** As the southern-most corridor of the Village, Balmoral Avenue provides east and west entry points into the community. The Village should include visible signage at the Rosemont Metra Station and intersection of Balmoral Avenue and River Road as two major gateways into Rosemont.
- **Install wayfinding signs.** The Village should provide clear wayfinding signs that direct motorists and pedestrians to and from points of interest in the area, including the Metra Station, Entertainment District, Fashion Outlets of Chicago, Rosemont Theatre, Douglas E. Stephens Convention Center, Forest Preserve, and any new establishments that come up and may attract a regional audience.



## Rosemont Transit Center

### Overview

The Rosemont Transit Center is an 11-acre site serving as a major intermodal transit hub, connecting commuters to nearby entertainment, shopping, and office destinations while also providing quick access to O'Hare airport and the City of Chicago. Improved I-90 service, originating out of the transit center, will increase connections to the Northwest Corridor. Given these strengths, the site has the potential to be developed into a multi-use district that could serve growing transit needs and accommodate the strong market demand for commercial development. The actions outlined herein reiterate the recommendations of the RTA transit center study. Further detailed information on the redevelopment of this site is available in the Transit Center Study report published in 2015.

### Land use actions

- **Resolve site ownership constraints.** The foremost issue that needs to be resolved for redevelopment to be viable is land ownership. The site is currently owned by multiple public agencies. The Village should work with Cook County, CTA, IDOT, Pace, and the Illinois Tollway to determine the long-term ownership strategy before undertaking any further actions or studies.
- **Modify zoning ordinance.** The existing ordinance allows for the site to be used as a transit center only. Once the site ownership issues have been resolved, the Village should consider modifying the zoning ordinance to allow for a greater variety of uses.
- **Explore joint development opportunities.** The Village and partner agencies should explore joint development involving a transit center along with hotel, office, and ancillary convenience-oriented retail and restaurant uses for office workers, transit riders, and hotel guests. The preliminary market assessment shows a strong market for this mix of uses.

### Transportation improvements

- **Perform detailed traffic analysis.** The Village should perform a detailed traffic analysis to understand the impact of new development on the transportation infrastructure, specifically on River Road.
- **Improve Pace service.** Pace is planning to expand bus service along I-90 to the transit center. As part of this effort, access from I-90 to the site should be improved. Short-term improvements to westbound I-90 may include TSP along River Road and Higgins Road. Long term improvements may include larger capital investments detailed in the Tollway's master plan. Additional improvements to the site will be needed to accommodate additional buses on the site.
- **Undertake intersection improvements.** The Village has prepared plans to improve the interchange of River Road and I-190 westbound with crosswalks on the west, south, and east legs of the interchange. Pedestrian signal heads and pedestrian push buttons are included. These improvements currently are not funded and implementation is not scheduled. The Village has submitted a request for Congestion Mitigation and Air Quality (CMAQ) funding.
- **Monitor Airport Transit System Extension project.** The Chicago Department of Aviation is planning to extend the Airport Transit System (ATS) from its current terminus in Economy Parking Lot E to Economy Parking Lot F. As part of this extension, the airport may redirect hotel shuttles in the area to pick up and drop off passengers at this location rather than the lower level of the terminals. This may divert some area shuttle traffic to the Rosemont Transit Center as the travel time on the Blue Line can be faster than the ATS. The ATS project is still in the planning stage and final decisions have not been made.



# Chapter 8

## NEXT STEPS





The following table summarizes near-term actions highlighted in previous sections to help the Village implement the Comprehensive Plan. These actions should be initiated within two years of the Comprehensive Plan's adoption.

**Table 1. Implementation table**

Chapter	Action	Description	Lead and Supporting Implementers	Potential Funding Sources
4: Future Land Use Plan	Update zoning ordinance	<ul style="list-style-type: none"> <li>Remove obsolete zoning districts and establish a new Commercial Flex District.</li> <li>Update use regulations and align zoning districts with uses.</li> <li>Amend codes to better manage stormwater.</li> <li>Reduce parking requirements.</li> </ul>	Planning and Zoning Board, Village Attorney	CMAP Local Technical Assistance (LTA) grant
5: Transportation Improvements; 7: Balanced Redevelopment	Create a Capital Improvement Plan	<ul style="list-style-type: none"> <li>Prioritize intersection and sidewalk improvements and community-wide bicycle network construction.</li> <li>Collaborate with Municipal Partnering Initiative for relevant infrastructure maintenance activities.</li> </ul>	Village Engineer, Public Works Department, Municipal Partnering Initiative, Northwest Municipal Conference, Village of Des Plaines	CMAP LTA grant, Congestion Mitigation and Air Quality (CMAQ) program, Surface Transportation Program (STP), Transportation Alternatives Program (TAP)
5: Transportation Improvements	Expand shuttle service	<ul style="list-style-type: none"> <li>Provide shuttle service from northern part of Rosemont to Entertainment District and Transit Center.</li> </ul>	Village Engineer, Pace	Pace
5: Transportation Improvements	Create wayfinding master plan	<ul style="list-style-type: none"> <li>Install better signage to reduce congestion and improve wayfinding.</li> </ul>	Village Engineer, Tollway	
6: Protecting Natural Resources	Establish a green infrastructure pilot program	<ul style="list-style-type: none"> <li>Initiate pilot on publicly owned lands, if possible, integrating with recreational uses.</li> <li>Evaluate pilot program effectiveness to inform the development of a larger green infrastructure network.</li> </ul>	Village Engineer, Public Works Department, Metropolitan Water Reclamation District (MWRD), Center for Neighborhood Technology	Open Space Lands Acquisition and Development (OSLAD)
7: Balanced Redevelopment	Revise zoning for redevelopment parcels	<ul style="list-style-type: none"> <li>Institute a public engagement process to identify potential uses for redevelopment.</li> <li>Rezone parcels to accommodate new uses.</li> </ul>	Planning and Zoning Board, Village Attorney	

# Appendix A

## EXISTING CONDITIONS

### REPORT





This Existing Conditions Report, completed in the spring of 2014, represented the accumulation of approximately four months of research, analysis, and public outreach activities. It provided an overview of the current conditions in Rosemont, and served as the foundation upon which the plan's vision and strategies have been created.

# Chapter 1: Introduction

The Village of Rosemont is creating a new comprehensive plan that will outline the community's desired development vision for its future, as well as contain actions needed to accomplish that vision. Having an accurate understanding of existing issues and opportunities is the first step towards developing an appropriate and effective plan.

## Purpose of the Existing Conditions Report

This Existing Conditions Report, representing the accumulation of approximately four months of research, analysis, and public outreach activities, provides an overview of the current conditions in Rosemont, and is designed to provide a starting point to create a shared vision. The Existing Conditions Report is organized into the following chapters:

- Chapter 1: Introduction
- Chapter 2: Historical and Regional Context
- Chapter 3: Public and Community Services
- Chapter 4: Previous Plans
- Chapter 5: Community Engagement
- Chapter 6: Land Use and Development
- Chapter 7: Population and Housing
- Chapter 8: Economic Development
- Chapter 9: Transportation
- Chapter 10: Natural Environment
- Chapter 11: Looking Forward

## Why does Rosemont Need a Comprehensive Plan?

Rosemont has experienced a tremendous amount of investment and new development in the past decade, impacting its physical, economic, and social fabric. Proximity to the expanding O'Hare International Airport has attracted new tenants and investors, creation of a new entertainment district is bringing in more visitors, and the recent opening of an outlet shopping center has more than doubled the existing retail space in the Village. These investments have also brought along significant challenges: traffic congestion, lack of pedestrian safety, increased surface water run-off, and limited housing options. In response to these challenges, the Village has identified several strategies that will allow the local economy to grow at a steady pace. Examples include the CTA station study to improve pedestrian safety and vehicular circulation, Entertainment and Lunchtime Circulators to alleviate traffic congestion, and stormwater management to reduce flooding.

While these initiatives are in various stages of implementation, they address specific issues and are limited in scope. The Village has a strong desire to identify long-term solutions to challenges associated with current and future development. The Comprehensive Plan will help create a

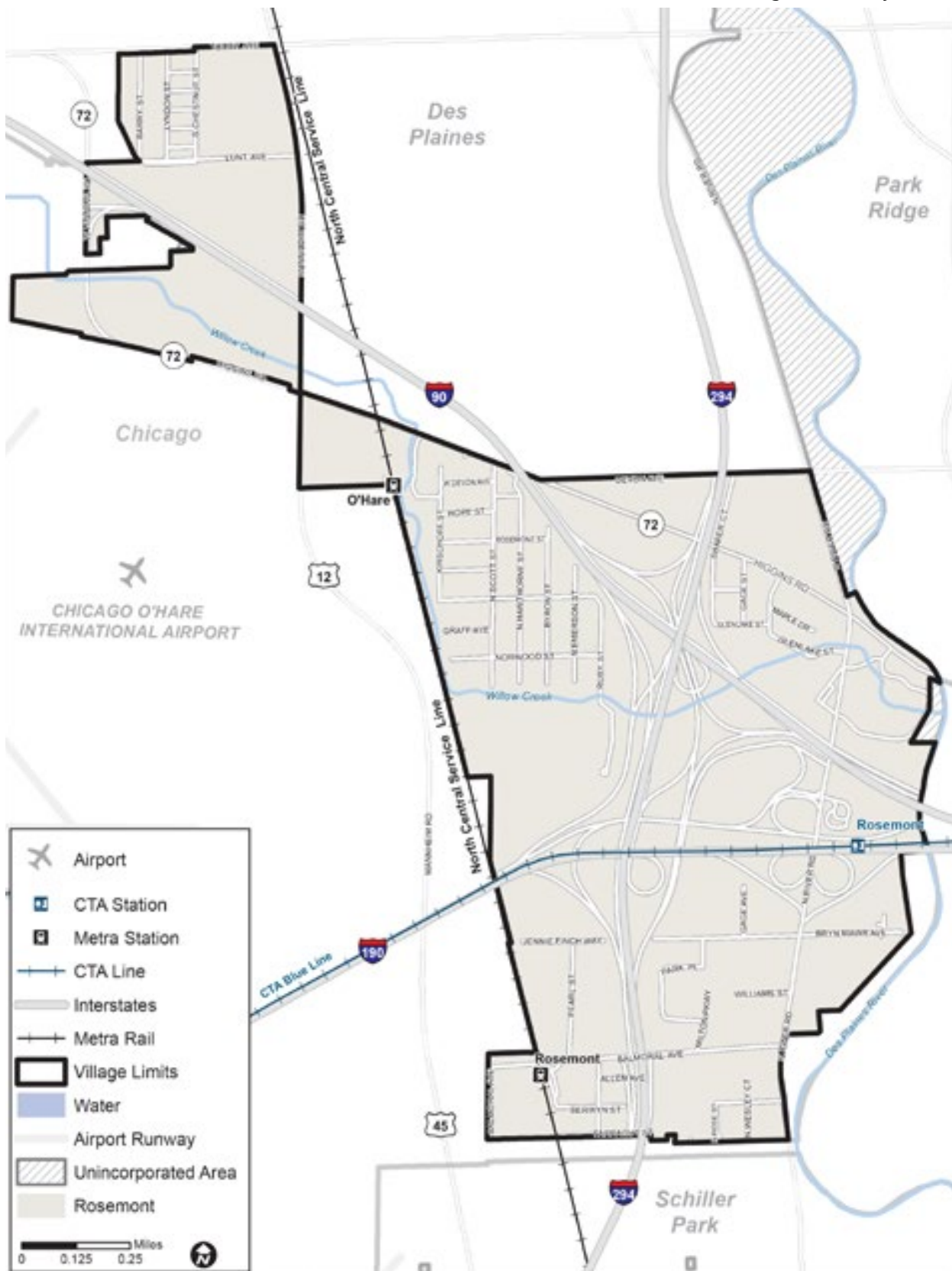
consensus-based community wide vision for the future of Rosemont, addressing issues and topics that either had not been covered by other studies, or need further evaluation.

Rosemont's existing Comprehensive Plan was created in 1977. Since then, the Village has successfully seen many of the goals from the plan through to completion, including the development of hotel, office, and commercial spaces and the construction of a Blue Line CTA stop. As Rosemont continues to begin new and future projects, the existing plan can no longer be expected to serve as a guiding document for the Village's elected and appointed officials. The new Comprehensive Plan, implemented in conjunction with the Village's Action Agenda, will enable the Village to take full advantage of upcoming opportunities in an effective and efficient manner.

The Rosemont Comprehensive Plan will specifically benefit the Village by prioritizing implementation actions in the short-, mid-, and long-term, allowing Village officials to focus their efforts on well-defined tasks, as well as improving implementation by setting realistic and achievable goals.



Figure 1.1. Study Area



Source: Chicago Metropolitan Agency for Planning 2014

## What is a Comprehensive Plan?

A Comprehensive Plan outlines the vision of a community's desired physical environment as well as the process that will allow it to realize that vision. In addition to providing a well-defined framework for the community's development and investment goals, the Plan seeks to explore and promote new opportunities that reflect changing community trends.

Typically a comprehensive plan is written to provide guidance for a community to work towards its vision over the next 15 to 20 years. Although the plan should be viewed as a long-term document, it should also be thought of as a plan to be used daily by the community to assist in land use and development decisions. The comprehensive plan should also be considered flexible and one that can adapt with change. At any time the municipality can update its comprehensive plan to match local needs, interests, or opportunities. It is typically recommended that a municipality update its comprehensive plan every five to ten years to keep the plan as accurate as possible.

### Elements of a Comprehensive Plan

A comprehensive plan is composed of a series of distinct yet interrelated elements defined by the Illinois Local Planning Assistance Act (Public Act 92-0768). That statute will be the basis for the Village of Rosemont plan, which will include these primary elements:

- Land Use
- Economic Development
- Housing
- Parks and Open Space
- Transportation and Circulation
- Urban Design
- Implementation

In addition, comprehensive plans have also begun to include additional elements, which either may be unique sections in the plan or may be incorporated as common themes that run throughout the document. The Rosemont Comprehensive Plan may include yet to be determined additional elements based on issues and opportunities identified by stakeholders during analysis of existing conditions.

Under the Illinois Municipal Code (65 ILCS) 5/11-12-5(1), a municipal plan commission is responsible for preparing and recommending a "comprehensive plan for the present and future development or redevelopment of the municipality." The code continues to say "that the plan may include reasonable requirements with reference to streets, alleys, public grounds, and other improvements."

### Planning Process

The planning process to create the Village's Comprehensive Plan includes multiple steps that will last approximately 12 months. The process has been crafted with assistance from Village staff, and has been designed to include resident and business owner input throughout.

At the beginning of June 2013, Village and CMAP staff met to develop a Scope of Work for the project. The work plan sets program tasks, a timeline for the program and recommends participation by a community steering committee to assist CMAP staff in developing the final plan and recommendations. The key steps in the planning process are illustrated below.

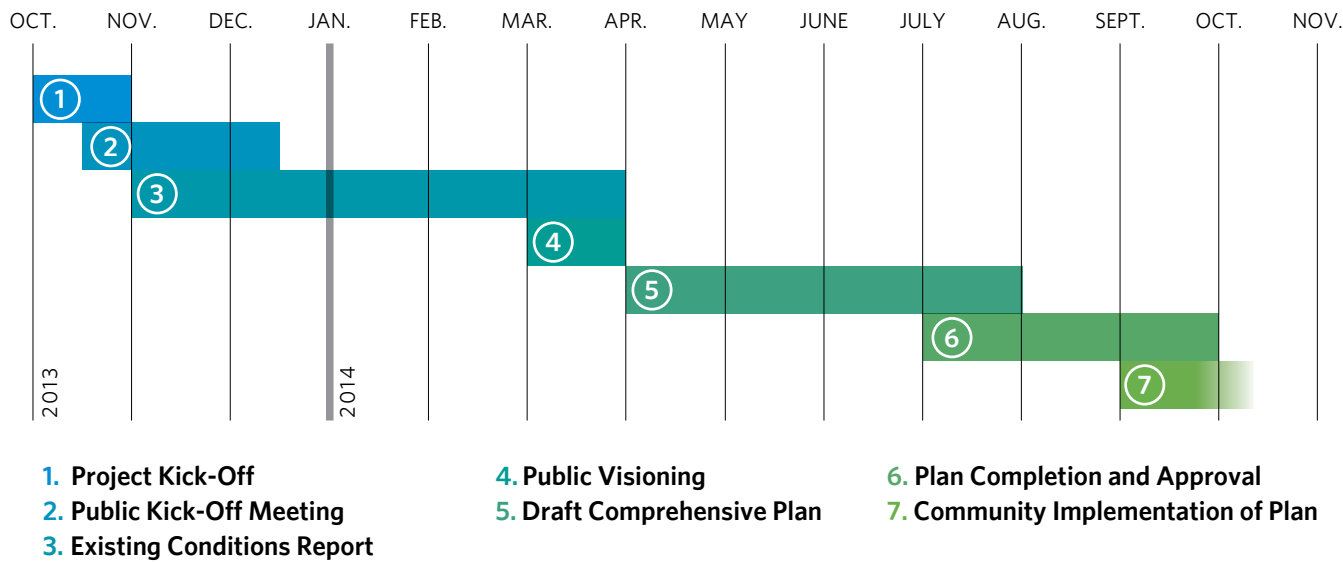


# Next Steps

After the Existing Conditions Report is presented to the Steering Committee and Village Staff for review and discussion, the next step in the process will be to work with the community to create a shared vision. Building upon the work that has been completed to compile the information included in the Existing Conditions Report, CMAP will work with residents, business owners, elected and appointed officials, and Village staff to accomplish this. Based upon the results of the public input, and from the data and information compiled in this Existing Conditions Report, draft plans and recommendations will be crafted.



## A Comprehensive Plan for Rosemont



# Chapter 2: Historic and Regional Context

This section provides a historical overview of Rosemont and situates the community in the greater northeast Illinois region. Charting Rosemont’s evolution as a community and understanding its relationship to the surrounding region will provide a framework for creating the community’s future roadmap. Information for this section was derived from research on the Village, Leyden Township, and the region’s transportation systems in the Encyclopedia of Chicago, the History of Cook County Illinois, the Rosemont Chamber of Commerce’s Corporate Profile (July 2013), the Chicago Transit Authority (CTA), and the 1960 US Census.



**1933** At the Century of Progress World’s Fair in Chicago, land was sold to create subdivisions along Thorndale and Scott Streets in what is now Rosemont.

**1956** Village of Rosemont is incorporated and Donald E. Stephens is named mayor.



**1958** Construction on the Tri-State Tollway is completed, allowing greater access to Rosemont and contributing to the population growth in the following decade.

**1945** Douglas Aircraft Assembly Plant closes at the end of World War II.

**1970**  
Population: 4,825

**1960**  
Population: 978

**1950**

**1940**

**1930**

**1949** City of Chicago opens O’Hare Airport at the former Douglas Aircraft Assembly Plant.



**1960-1970** Significant investment in hotel and commercial development during this decade causes a population boom in Rosemont, which grew by over 3,800 people in 10 years.







**1995** Rosemont decides to make its primary residential area a gated community. The housing stock, as well as the population remain generally stable around its present-day count of approximately 4,000 residents.

**2012** The Entertainment District at MB Financial Park opens.

**1983** CTA Blue Line station opens.

**1980**  
Population: 4,137

**1990**  
Population: 3,995

**2000**  
Population: 4,224

**2010**  
Population: 4,202

**1979** Rosemont Horizon (now Allstate Arena) opens.



**2007** Bradley A. Stephens becomes Rosemont's second mayor.

**2004** Rosemont Market Place shopping center opens, marking the start of a new period of renewed commercial development and expansion.



**2013** Fashion Outlets of Chicago mall opens, providing shoppers free shuttle service to O'Hare Airport. In partnership with Pace, Rosemont also begins a free Lunchtime and Entertainment District circulator to the outlet mall and Entertainment District.

# Chapter 3: Public and Community Services

The Village, Cook County, regional organizations, and private entities provide a range of community and public services for Village residents. The information in this section was obtained from Village staff, the Institute of Education Sciences, a division of U.S. Department of Education, and project team research and analysis.

## Village Services

### 1. Village Hall

Housed within a larger office and hotel complex, the Rosemont Village Hall houses several municipal services including the Departments of Public Safety and Health and Licensing.

### 2. Public Safety Department

Rosemont's Public Safety Department provides dual services as a joint police and fire department. With a relatively low crime rate, the public safety department focuses on traffic safety.

### 3. Public Works Department

The Public Works Department is responsible for Village related engineering, street operations, property maintenance, utility operations, transit services, and capital projects.

## Other Government Services

### 4. Rosemont Park District

The Rosemont Park District's main building is located within the gated community and shares facilities with the Rosemont Elementary School. Another recreation center is located on Barry Street. Park district boundaries almost entirely align with Village boundaries, with the exception of one park in Des Plaines.

### 5. Rosemont Convention & Tourism Bureau

Housed in the Donald E. Stephens Convention Center, the Bureau works to attract visitors and events to the Village. This includes sales and marketing efforts to solicit various conventions, concerts, trade shows, and other events.

## Village-Owned Commercial Institutions

### 6. Allstate Arena

Built in 1980, Allstate Arena is the Chicago region's largest indoor entertainment facility. The 18,500-seat facility serves as a home stadium to a professional hockey and WNBA team, while also holding large concerts.

### 7. Donald E. Stephens Convention Center

Located on Bryn Mawr Avenue, the Convention Center provides 840,000 square feet of customizable floor space. The Convention Center was built in 1975 and is connected to two parking garages and four nearby hotels through a pedestrian sky bridge over River Road.

### 8. MB Financial Park

In 2012, the Village of Rosemont opened a new entertainment district featuring many restaurants, bars, a movie theater, a hotel, outdoor activity area.

### 9. The Ballpark at Rosemont

Located on Jennie Finch Way, the Ballpark at Rosemont is home to the Chicago Bandits, Chicago's professional women's softball team. Built in 2012, the facility has an outdoor baseball diamond in addition to the Dome at the Ballpark - a 140,000-square foot climate-controlled inflated indoor arena for baseball and softball.

### 10. Rosemont Health and Fitness

This 93,000 square-foot fitness center is located on Higgins Road near Rosemont's primary residential area. The Center includes facilities and classes for weight lifting, running, swimming, basketball, and other athletic activities.

### 11. Rosemont Theatre

Plays, Broadway musicals, and other performances are held at the Rosemont Theatre on River Road. In 2012, the venue hosted 92 shows that drew over 280,000 visitors to Rosemont.

## Other Community Services

### 12. Rosemont Chamber of Commerce

The Rosemont Chamber of Commerce represents and serves about 250 commercial institutions in the Village. Chamber members convene monthly for networking and informational events.

### 13. Rosemont Elementary School

Rosemont School District 78 runs one kindergarten through eighth grade elementary school in the Village that serves about 280 students. For high school, Rosemont residents have access to Leyden and Maine Township High Schools in neighboring municipalities.

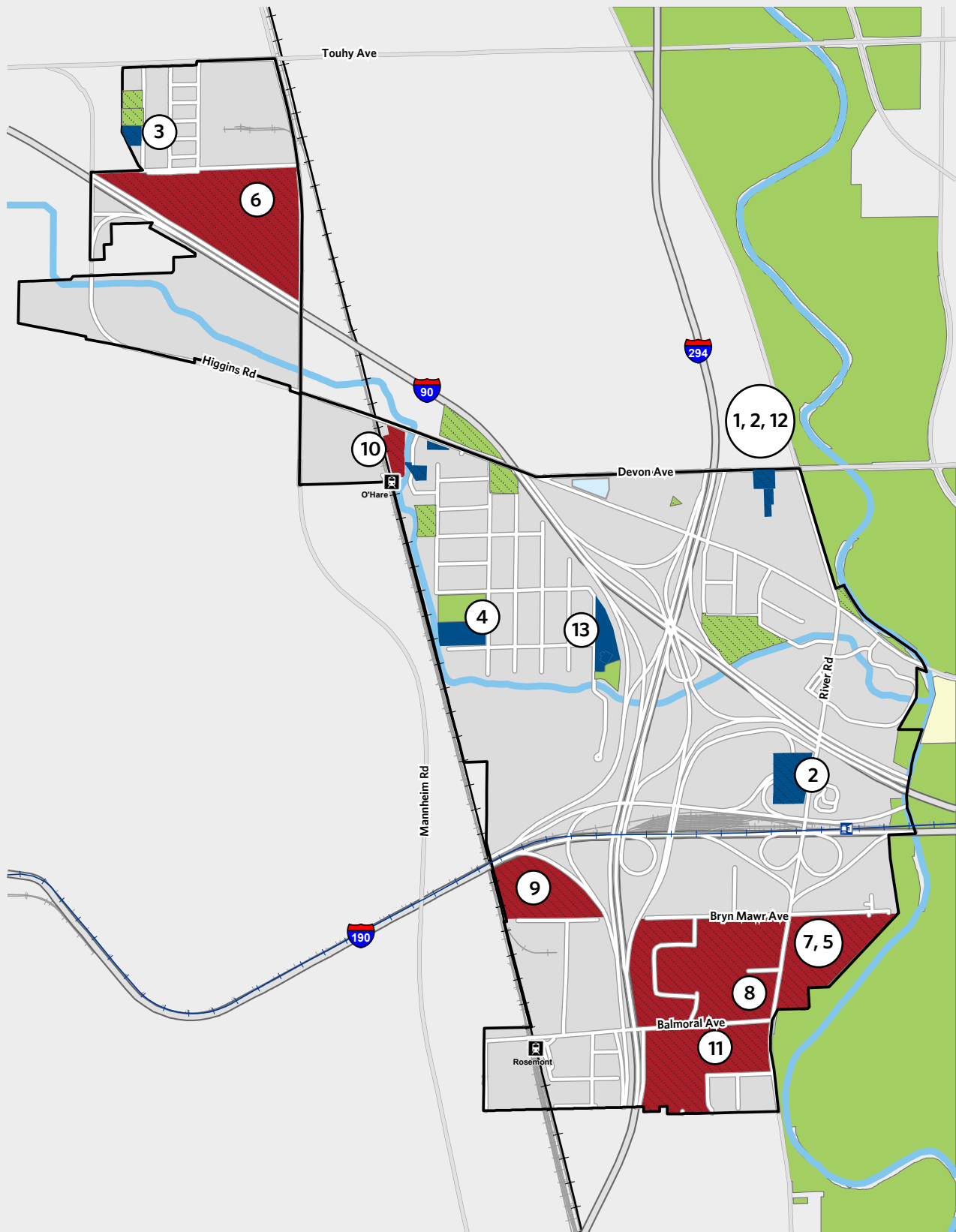
### 14. Healthcare

While there are no large hospitals within Rosemont, residents are less than 10 miles from one of the largest Chicago-area hospitals, Advocate Lutheran General Hospital in Park Ridge. The hospital provides a full range of services, including emergency and trauma, surgery, cancer treatment, orthopedics, outpatient and inpatient care, home health services, and physician offices.



# Chapter Highlights

Figure 3.1. Public and Community Services



Source: Chicago Metropolitan Agency for Planning 2014

# Chapter 4: Previous Plans

This section provides a summary and analysis of existing Village plans, studies, and initiatives that will inform the Comprehensive Plan recommendations. The documents have been reviewed to build upon current or relevant findings and plans.

Previously completed plans, studies, and reports reviewed in this section include the 1977 Village Comprehensive Plan and the current O’Hare Modernization Program. In addition to these completed plans and initiatives, the Village is also in process of undertaking a Rosemont/Blue Line Improved Transit Access Study and a Village-wide re-branding and marketing strategy.

## Village Comprehensive Plan (1977)

*Prepared by the Village of Rosemont with assistance from Barton-Aschman Associates, Inc.*

The Village of Rosemont’s first Comprehensive Plan dates back to 1977, before the CTA Blue Line was extended through Rosemont, before the construction of what is now the Allstate Arena, and at a time when approximately 20% of land in the Village was vacant. The plan set forth a number of goals relating to commercial/industrial development, community facilities, housing and transportation. The plan included five general goals:

- An overall development pattern which created a balanced system of land-use activities and capitalized on Rosemont’s unique locational assets.
- A system of commercial development which provided local residents with needed goods and services, and capitalized on the Village’s strategic regional location.
- A system of industrial development which maintained a diversified economic base and complemented other types of local development.
- A housing stock and living environment which supported the local population and maintained overall quality and character of the Village.
- A park and open space system which satisfied the recreational needs of Village residents.

The Village has made significant progress on a number of land use and transportation objectives, most importantly that the Village will be a “regional center for office, hotel, commercial and conventions.” The land use plan specifically calls for hotel and office development at three sites that have become hotel and office developments – the current location of the Westin Hotel, the area north of Bryn Mawr and west of River Road and the area north of Higgins and west of River Road. The Plan also called for commercial development on the southwest corner of Higgins and River Road, which currently exists.

The Plan also recommended a commercial development at the current site of the MB Financial Office Park. This area was developed, as encouraged by the 1977 Plan, although it was not for commercial use. Other areas the plan points to as opportunities for development include the current site of the Allstate Arena, the site of the Market Place Shopping Center southwest of Touhy and Mannheim Road, the current location of the Fashion Outlets of Chicago and Rosemont Field.

The Plan also addresses flooding concerns, particularly at River Road and Willow Creek, Mannheim Road and Willow Creek, and Higgins Road at the intersection with the rail line. Traffic is another concern highlighted, with a focus on congestion along River Road and Higgins Road and challenges that come with connecting the Village’s land uses to the major thoroughfares. Interestingly, the Plan specifically suggests connecting Balmoral Avenue with Mannheim Road to relieve traffic on River Road and Higgins Road, a project which is currently underway.

## West Central Municipal Conference Bicycle Plan (2012)

*Prepared by the Active Transportation Alliance*

The West Central Municipal Conference (WCWC) released a Bicycle Plan in 2012 that provides recommendations regarding the creation of a regional bicycle network. The proposed network specifically calls for a bike lane along the 25th Street Corridor that would run through Rosemont and then turn east to connect with the Des Plaines River Trail. This route is labeled as a Tier One Corridor in the plan meaning that it has a large percentage of existing and planned bicycle facilities along the route, good connectivity and no major barriers to implementation. In addition, the plan identifies the Des Plaines River Trail as a Tier One Corridor and calls for some re-routing of this existing trail. Lastly, the plan also recommends additional bicycle facilities along Mannheim Road south of Rosemont from the Milwaukee District West line in Franklin Park to Joliet Road in Countryside.

## O’Hare Modernization Program (ongoing)

*Announced in 2011, initiated by the City of Chicago, Department of Aviation*

The O’Hare Modernization Program (OMP) is one of the largest transportation projects undertaken nationally. The project’s primary goal is to modernize the existing and outdated runway system at one of the busiest international airports. A series of projects are part of the OMP that include modernization of the airfield, a potential new western terminal campus, and various supporting infrastructure projects such as the Elgin O’Hare Western Access (EOWA) project. Rosemont, similar to other communities immediately surrounding the airport, will face short-term challenges while enjoying unique long-term opportunities as a result of this project.

While the OMP will not impact Rosemont’s development potential, the newly configured runways will cause noise concerns for residents in the flight path. To resolve this issue, the Chicago Department of Aviation has been insulating homes with high noise levels in communities surrounding the airport. Through 2010, Rosemont has had 338 homes noise insulated as a part of the Residential Sound Insulation Program.



## **Rosemont Blue Line Improved Transit Access Study (ongoing)**

*Initiated in 2013, conducted by the Regional Transportation Authority*

The Regional Transportation Authority (RTA) is leading a planning effort to improve transit access at the Chicago Transit Authority (CTA) Blue Line Rosemont Station. This station has approximately 6,000 weekday boardings and is a major multimodal transfer location for Pace buses, taxis, local shuttle buses, automobiles and pedestrians. The station was identified as the location with the 4th highest number (4,562) of weekday interagency transfers (CTA rail and Pace bus). The project will involve developing a plan for:

- Improving Pace bus access to/from the Jane Addams Memorial Tollway
- Improving pedestrian connectivity to the surrounding area
- Improving multimodal connections at the station
- Increasing transit ridership through site redevelopment

A Steering Committee consisting of the RTA, CTA, Pace, Illinois State Toll Highway Authority (ISTHA), Cook County, the Village of Rosemont and other appropriate agencies will provide guidance and direction to the consultant team. The public and local employers will be engaged during the project to better access the needs of users at site. The project is anticipated to kick off in March 2014 and last approximately one year.

## **Des Plaines River Trail Corridor Plan (ongoing)**

*Prepared by the Northwest Municipal Conference with assistance from Houseal Lavigne Associates, Inc.*

The Des Plaines River Trail is a multi-use trail that follows the Des Plaines River through portions of Lake County and Cook County. The Trail Plan will create a blueprint for improving access to one of region's unique environmental and recreational resources. The project focuses on the portion of the trail between Higgins Road and Lake Cook Road, therefore including the Village of Rosemont. The Plan will identify actions to be undertaken by surrounding communities, IDOT, and other stakeholders to make access easier and safer, and what the Forest Preserve District of Cook County may do to improve the quality of the trail and the amenities it serves.

The planning effort is being led by the Northwest Municipal Conference (NWMC), and is paid for through a grant from the Chicago Metropolitan Agency for Planning (CMAP). The Northwest Municipal Conference (NWMC) represents 42 communities and 1 township in Cook, DuPage, Kane, Lake and McHenry Counties.

# Chapter 5: Community Engagement

A primary goal of the Rosemont Comprehensive Plan is to encourage community engagement throughout the planning and decision-making process. In this manner, the project can gather input from the community about existing concerns and opportunities and define a shared vision for the future of Rosemont. To ensure a broad and diverse stakeholder representation, the community engagement process has entailed close coordination with the Steering Committee, and other stakeholders.

## Overview of Outreach Activities

### Kiosk and Online Survey

In addition to reaching community stakeholders through public meetings and key person interviews, CMAP developed an interactive survey to engage a wider range of stakeholders. The survey was open from November 15, 2013 through January 15, 2014. With over 1,000 responses, the survey provided a wealth of information about community needs and priorities. The findings from the survey are summarized in the charts and maps to the right. A few main themes that emerged from the survey results included significant interest in reducing congestion, enhancing pedestrian access throughout the Village, improving roadway maintenance, and improving flooding.



### Key Person Interviews

On November 5 and 6, 2013, CMAP staff conducted one-on-one interviews with 11 stakeholders representing a variety of interests in Rosemont. Overall, stakeholders identified a strong working relationship amongst the entertainment industry, commercial businesses, and various units of government. The top issues highlighted by stakeholders included traffic congestion near entertainment venues, a need for more access points into Rosemont, and a lack of safe and accessible walkways for pedestrians throughout the Village. Priority projects included upgrades to aging infrastructure, better connection between the central and northern parts of town, and improved streetscaping for safer pedestrian environments.

### Business Owners Workshop

In order to understand current and future needs of Rosemont's business community, CMAP and the Rosemont Chamber of Commerce organized a workshop for 13 businesses on November 26, 2013. Participants represented many sectors, from the hotel industry to corporate headquarters to retail. The group noted significant Village efforts to promote Rosemont as a destination and cultivate a business-friendly environment. They were generally concerned about traffic congestion, flooding, pedestrian accessibility to local businesses, and the potential oversaturation of commercial establishments with continued economic growth in the Village.



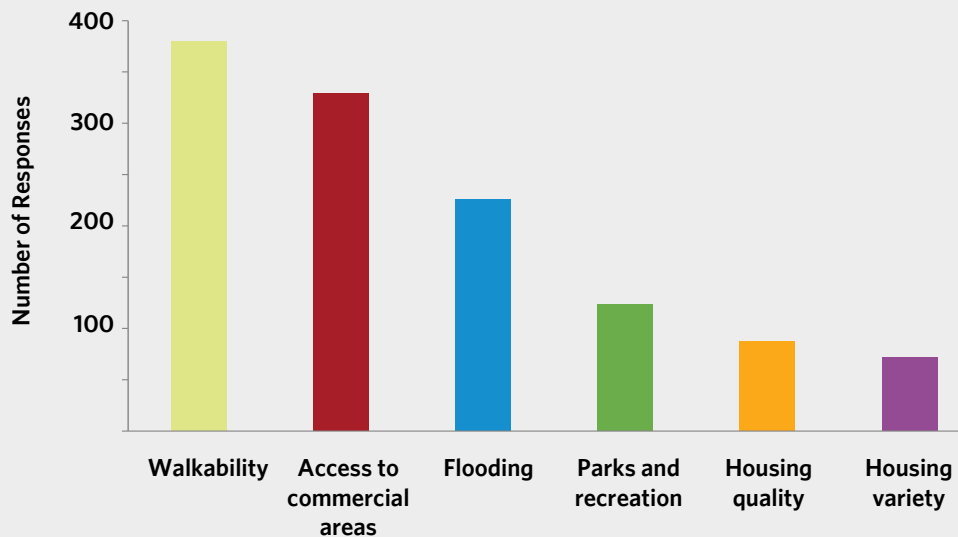
### Spanish Speakers Workshop

On December 13, CMAP organized a workshop to better understand the needs of Rosemont's Latino residents, who constitute over 41% of the Village's population. Residents participated in an interactive mapping activity to identify areas that could use improvement and brainstorm opportunities for addressing those challenges. Participants expressed the need for improving public transit access, particularly for residents near Allstate Arena, and increasing number and accessibility of community services, such as health clinics and libraries, in the Village.

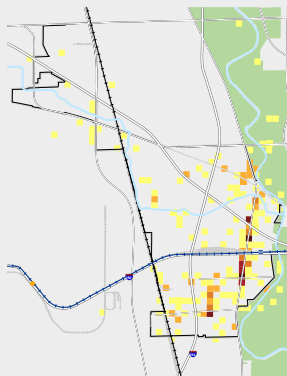


# Chapter Highlights

## Top Issues to Address at the Neighborhood Level

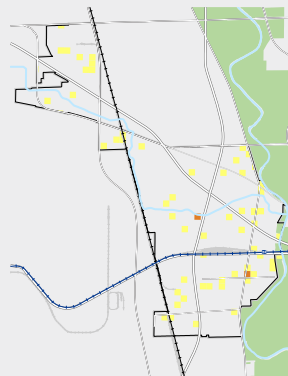


## Areas that Need Improvement



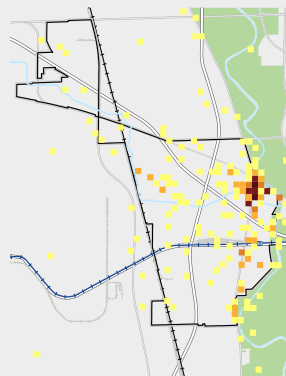
**Walking**

Walkability issues made up 24% of total comments. Respondents were most interested in more sidewalks and crosswalks, particularly around the Entertainment District.



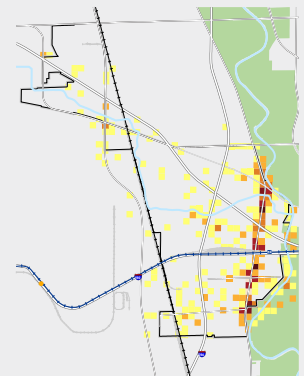
**Transit**

Many people expressed the need for increasing the frequency of transit and adding additional stations near Allstate Arena.



**Flooding**

Survey respondents indicated issues with flooding throughout the Village, concentrated most heavily along River Road.



**Driving**

Over a third of total comments pertained to driving conditions. Main issues included congestion along River Road and improving east-west circulation.

Source: Chicago Metropolitan Agency for Planning 2014

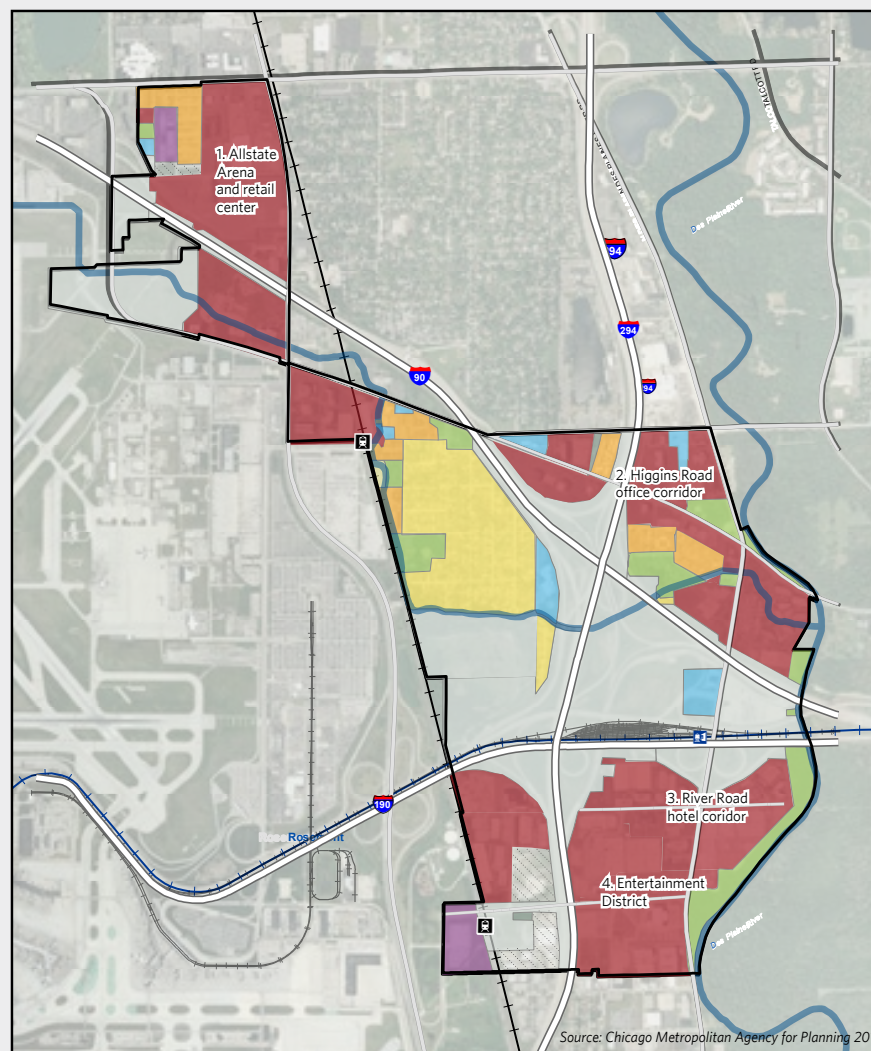
# Chapter 6: Land Use and Zoning

This section describes the existing land use and development conditions within Rosemont with a focus on types of uses, existing zoning, and the built environment. The information in this section has been obtained from CMAP's Geographic Information System (GIS) database and a visual assessment of the community undertaken by the project team in the fall of 2013.

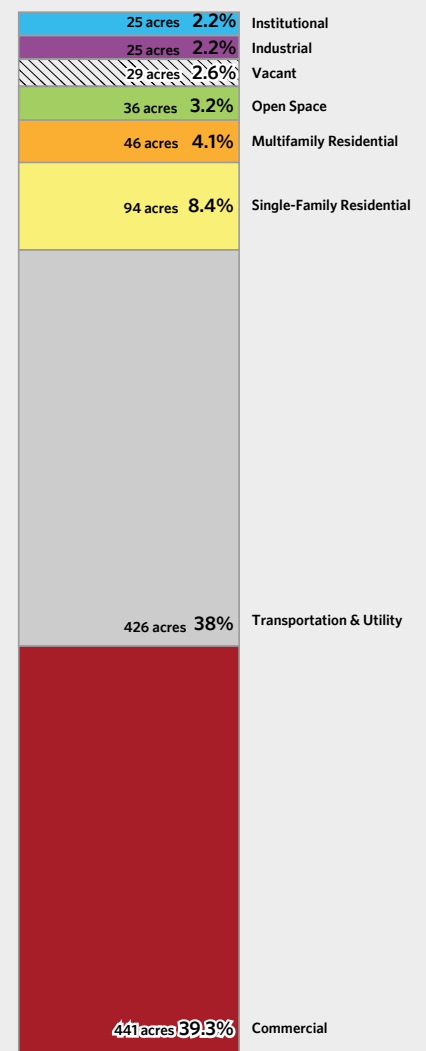
## Land Use

- **Rosemont's land use is dominated by large commercial properties.** Commercial use is the leading land use in Rosemont, making up nearly 40% of total land area.
- **Rosemont's commercial uses are divided into four distinct sub-districts.** While Rosemont's commercial land is not formally classified into sub-districts, four major commercial areas exist: (1) the retail center near Allstate Arena, (2) the Higgins Road office corridor, (3) the River Road hotel corridor, and (4) the Entertainment District.
- **The large area dedicated to transportation and utility infrastructure in the center of Rosemont segments and isolates certain areas.**

Figure 6.1. Existing Land Use in Rosemont









Total Land Uses by Acres and Percent

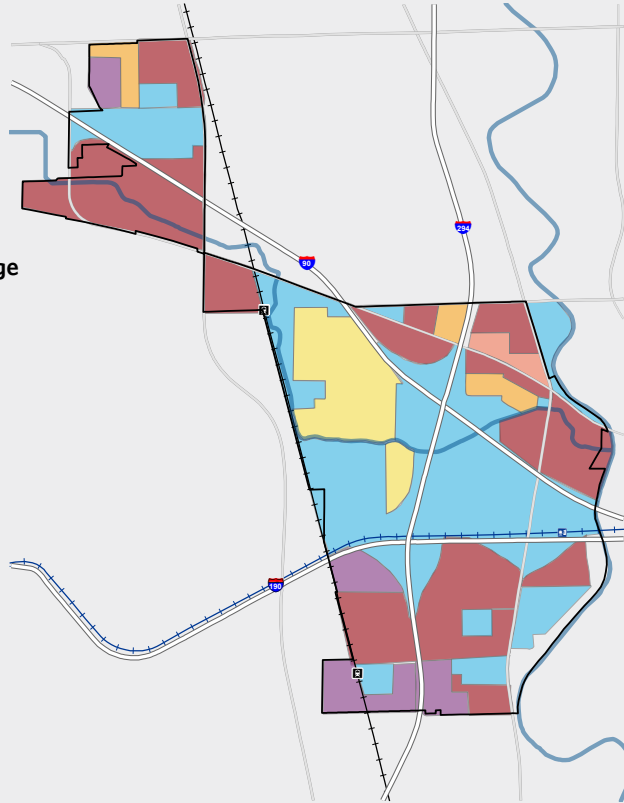




# Chapter Highlights

## Zoning

Zoning	Acreage	Percentage
 A: Single-Family Residential	107	9.5%
 C: Multifamily Residential	37	3.3%
 D: Commercial	415	37%
 DD: Special Use Commercial	15	1.4%
 E: Industrial	80	7.2%
 G: Institutional	466	41.6%



### A: Single Family Residential



Encompasses single family homes and community-oriented uses, such as libraries and schools.

### C: Multifamily Residential



Includes multifamily buildings, the non-residential neighborhood uses permitted in District A, and larger community facilities, such as hospitals.

### D: Commercial



Permits any use in District C, as well as retail. Also includes a number of special uses, such as hotels, restaurants, and commercial parking, that have been added over time.

### E: Services & Light Industrial



Permits the production and processing of light industry and includes special uses for airport landing, and waste infrastructure.

### G: Government & Institutional



Covers all transportation and utility infrastructure and municipally owned buildings, including all Village-owned parcels and commercial establishments. Also includes airport clear zones. This district makes up the largest area in Rosemont due to the significant presence of land devoted to the road and railway networks, as well as the Village's active acquisition of properties.

# Chapter 7: Population and Housing

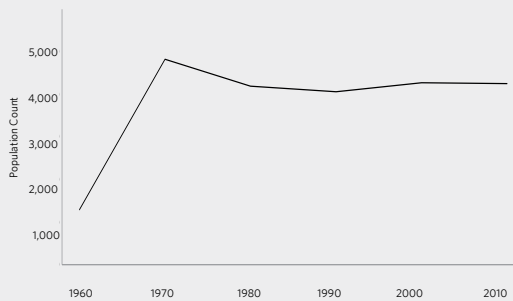
The population and housing chapter describes the key characteristics of Rosemont's resident population and its housing stock. Information for this section was obtained through 2000 and 2010 U.S. Census data, as well as 2008-2012 American Community Survey data, and Longitudinal Household Employment Dynamics data.

## Demographics

- Rosemont has seen a significant shift in its ethnic and racial makeup while maintaining a stable residential population in the last decade.

### Total Population over Time

After a population spike during the 1960s, Rosemont's population has remained relatively stable, primarily due to the fixed supply of available housing in the Village.

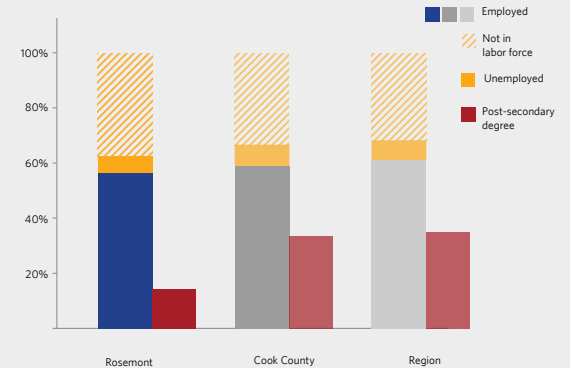


## Human Capital

- While employment rates in Rosemont are high, income levels remain low.

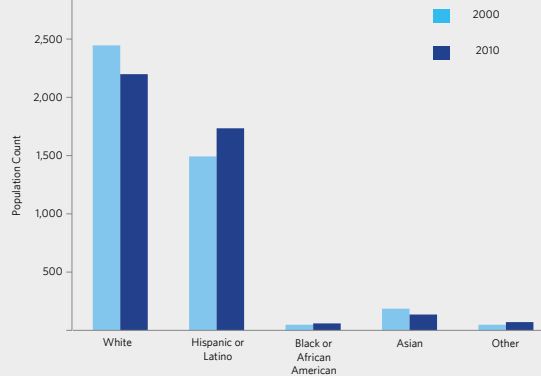
### Employment Rates and Post-Secondary Degrees, 2008-2012

Despite lower levels of post-secondary education, Rosemont's 90.6% employment rate is higher than those of the County or region. 37.7% of Rosemont residents, however, are not in the labor force, representing a slightly larger share than in the County or region.



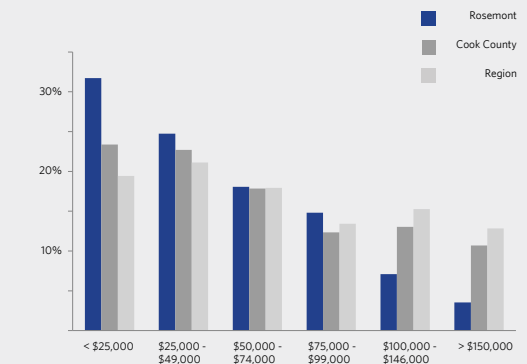
### Change in Ethnic and Racial Makeup, 2000-2010

Although total population has remained steady in the last decade, Rosemont's ethnic composition has changed greatly. While white residents still make up just over half of Rosemont, the Latino population has grown to now comprise 41% of the Village.



### Household Income, 2008-2012

The median income of households in Cook County (\$54,598) is 35% higher than in Rosemont (\$39,196). Nearly 60% of Village households earn less than \$50,000 per year, compared to about 45% for the County.





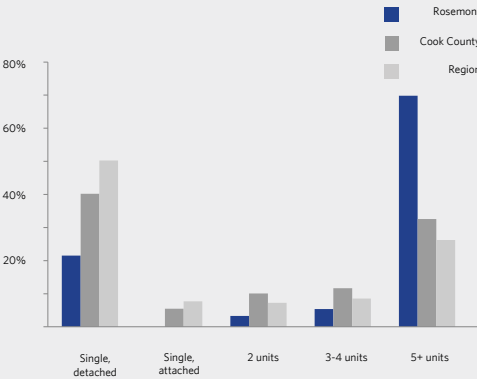
# Chapter Highlights

## Housing

- A significant amount of the housing is multi-family rental apartments.
- Although household income levels are low, housing values are high.

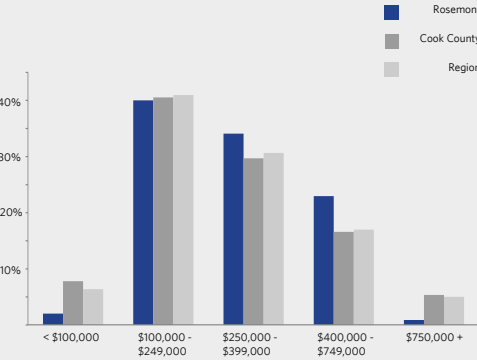
### Housing Type in Rosemont, 2008-2012

The Village's most common housing type is multifamily buildings, which make up 78.5% of the housing stock. Buildings with five or more units are by far the most common type. This proportion is about 25% higher than the County's and double that of the region.



### Housing Value, 2008-2012

Although more than 40% of Rosemont's housing stock is reportedly valued at less than \$250,000, the proportion of homes in Rosemont priced between \$400,000-\$750,000 is larger than that of the County or region. As a result, Rosemont's median housing value is higher than the County's by over \$50,000, or 17%.



Note: Census data is self-reported, and in many communities the Census estimates of housing value are not available.

# Chapter 8: Economic Development

This section examines key economic and market indicators in Rosemont, including employment trends, dominant industries, equalized property values, and commercial property trends. This analysis was conducted using data from the Illinois Department of Employment Security, Illinois Department of Revenue, and CoStar.

## Employment

- **Large corporate offices are the biggest drivers of Rosemont's economy.**

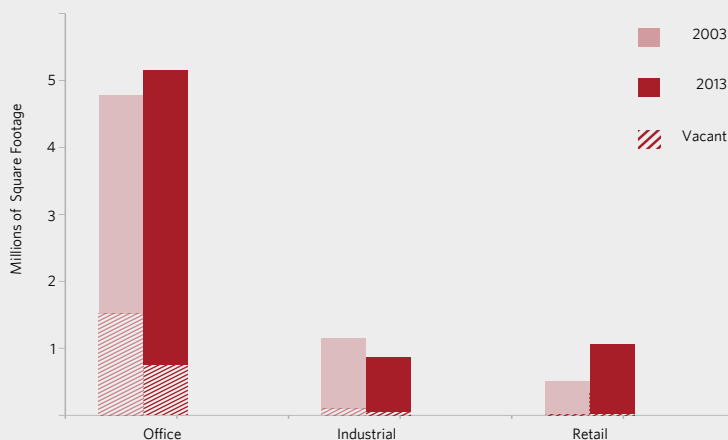
Top 10 Employers in Rosemont	Type	Count
O-Z Gedney Company LLC	Electrical Equipment and Component Manufacturing	2,000
Capgemini Financial Services International, Inc.	Custom Computer Programming Services	1,200
Hyatt Corporation	Hotels and Motels	1,114
US Foods, Inc.	Grocery and Related Product Merchant Wholesalers	912
Lifewatch Services, Inc.	Medical, Dental and Hospital Equipment & Supplies Merchant Wholesalers	720
Village of Rosemont	Executive Offices	525
Central States Southeast & Southwest Areas Pension Fund	Pension Funds	515*
Starwood Hotels & Resorts Worldwide, Inc.	Hotels and Motels	500
Swissport USA, Inc.	Offices of Other Holding Companies	468*
Carpentry Collaborative Inc	Framing Contractors	445
* Indicates information provided by individual company sources Sources: Dun and Bradstreet, Market Insight, June 2013 and company data.		

## Commercial and Industrial Development

- **Industrial properties have decreased steadily and are being redeveloped for commercial use.**
- **Retail is a growing part of Rosemont's economy. Per capita retail sales in 2013 were 7.4 times higher than the County's.**



Commercial uses in Rosemont





# Chapter Highlights

## Village Involvement in Economic Development

- **The Village is one of the largest land owners and plays an active and direct role in commercial development.**

### Village-owned commercial venues

- Allstate Arena (1)
- Donald E. Stephens Convention Center (2)
- MB Financial Park Entertainment District (3)
- The Rosemont Dome and Ballpark (4)
- Rosemont Health and Fitness (5)
- Rosemont Theatre (6)

### Recent Village Contributions to Economic Development

#### The Dome at the Rosemont Ballpark (4)

Village issued \$22 million in bonds toward the construction of a large indoor/outdoor sports complex in 2012.

#### Big 10 Conference Headquarters (7)

Village donated 1.43 acres of land a \$1.6 million to relocate the conference headquarters from Park Ridge.

#### Balmoral Tollway Ramp (8)

In April 2011, the Village financed a new on-ramp to the Tri-State Tollway at Balmoral Ave. Half of the toll revenue will go toward construction cost reimbursements to the Village. The Tollway paid their portion of the revenue to the Village in 2013.

#### Parking Garage

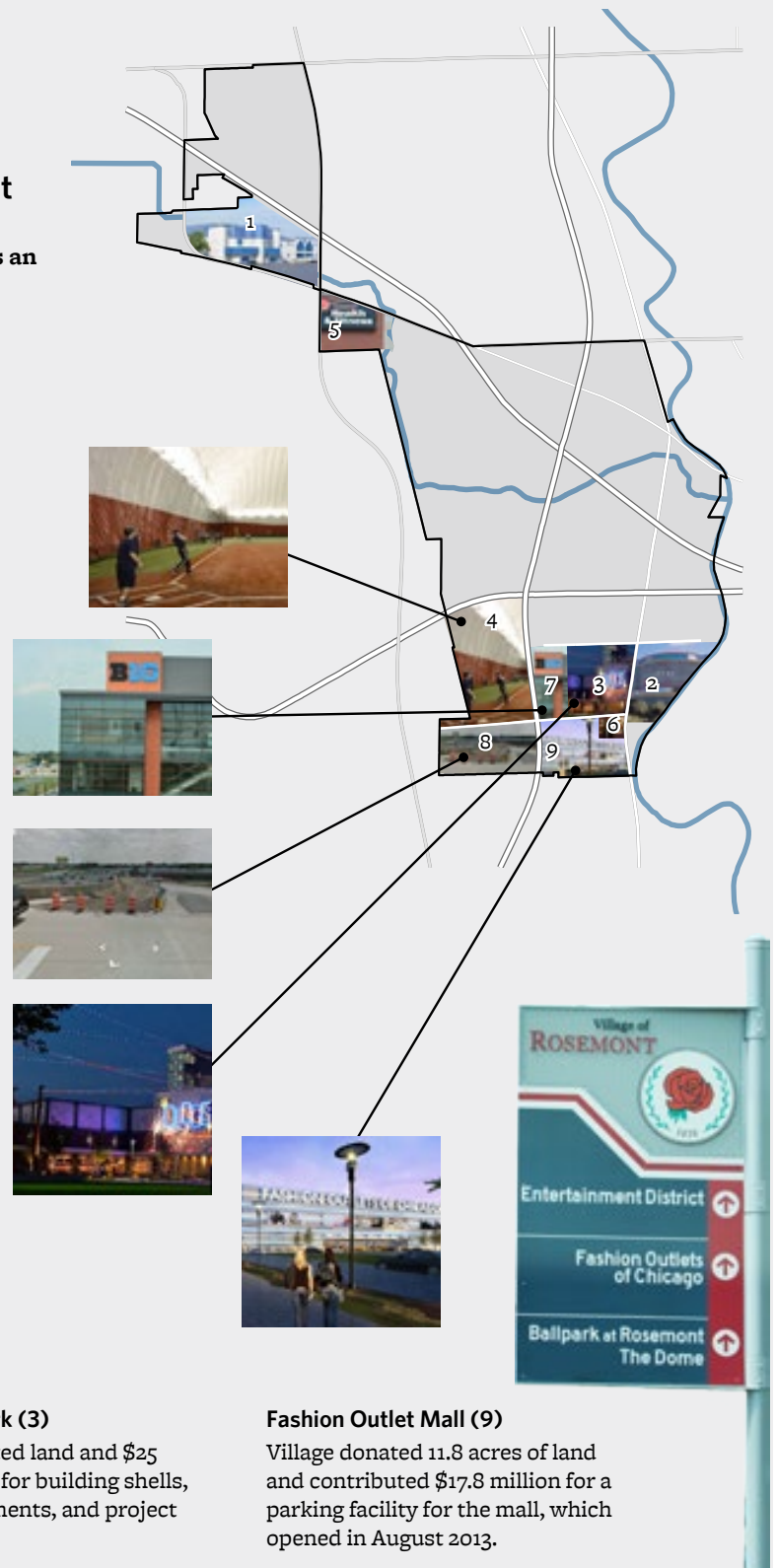
Village used \$60 million of bonds to build a new parking structure and supporting infrastructure for the Fashion Outlet Mall and MB Financial Park.

#### MB Financial Park (3)

Village contributed land and \$25 million of bonds for building shells, tenant improvements, and project construction.

#### Fashion Outlet Mall (9)

Village donated 11.8 acres of land and contributed \$17.8 million for a parking facility for the mall, which opened in August 2013.



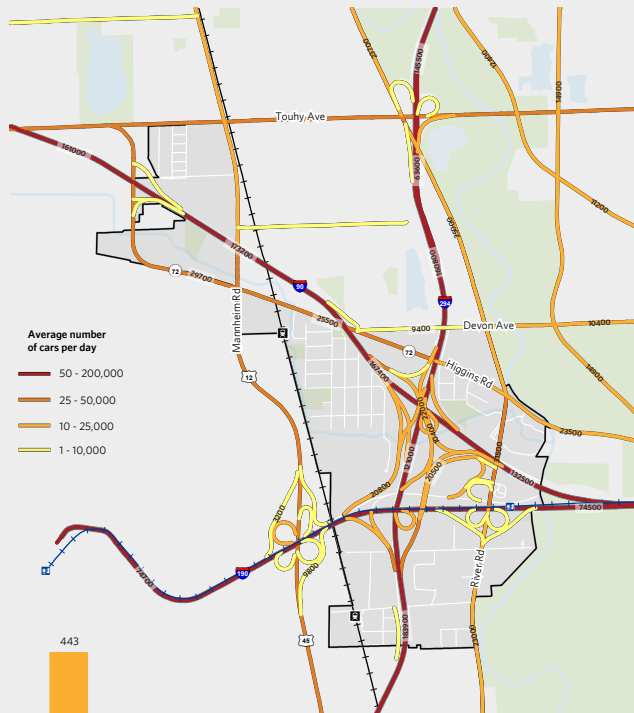
# Chapter 9: Transportation

This section provides an overview of the existing transportation infrastructure in Rosemont, focusing on the conditions of roadways, and transit, bicycle and pedestrian infrastructure. The data in this section was obtained from the Illinois Department of Transportation (IDOT), the Regional Transportation Authority Mapping and Statistics (RTAMS), Metra, Pace, the Center for Neighborhood Technology (CNT), the US Census Bureau, and a visual assessment of existing conditions in the Village of Rosemont.

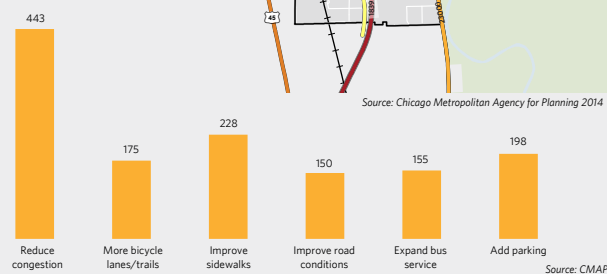
## Roadway Network

- Rosemont's geographic constraints and limited roadway network are the source of periodic traffic congestion along major roadways.

Average Daily Traffic Counts, 2012



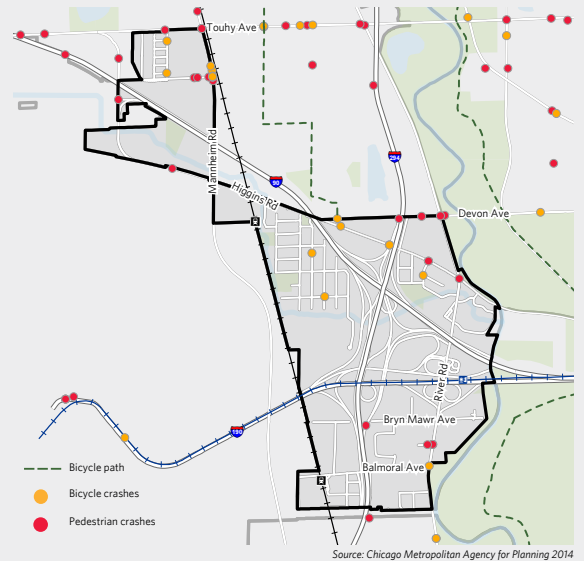
Outreach Survey Response:  
How to Improve Transportation



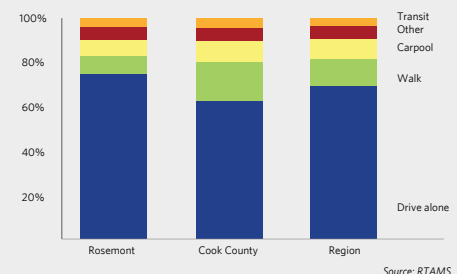
## Bicycle and Pedestrian Network

- Pedestrian safety and pedestrian crossings are of concern in Rosemont.
- Although the Des Plaines River Trail is a great regional asset located along Rosemont's eastern border, the Village has no bicycle connections to the trail, or elsewhere in the community.

Bicycle and Pedestrian Crashes 2005-2012



Mode of Transportation



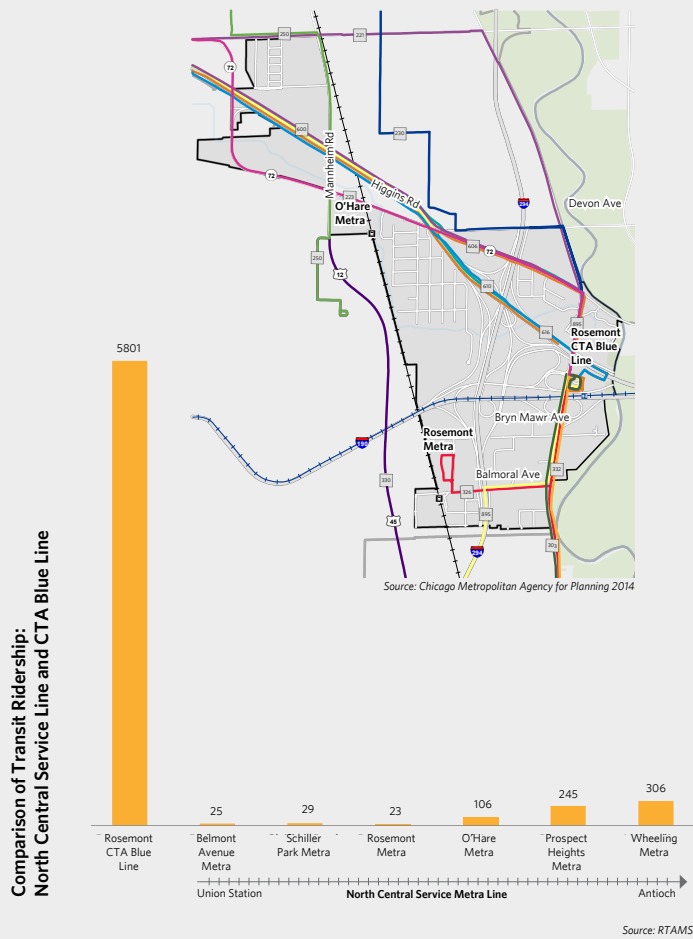


# Chapter Highlights

## Transit Network

- The CTA Blue Line is a major asset to the community and is used by a large number of employees, visitors, and residents.
- Rosemont residents and workers have access to two Metra stations, but they are both underutilized.

### Rosemont Public Transit System



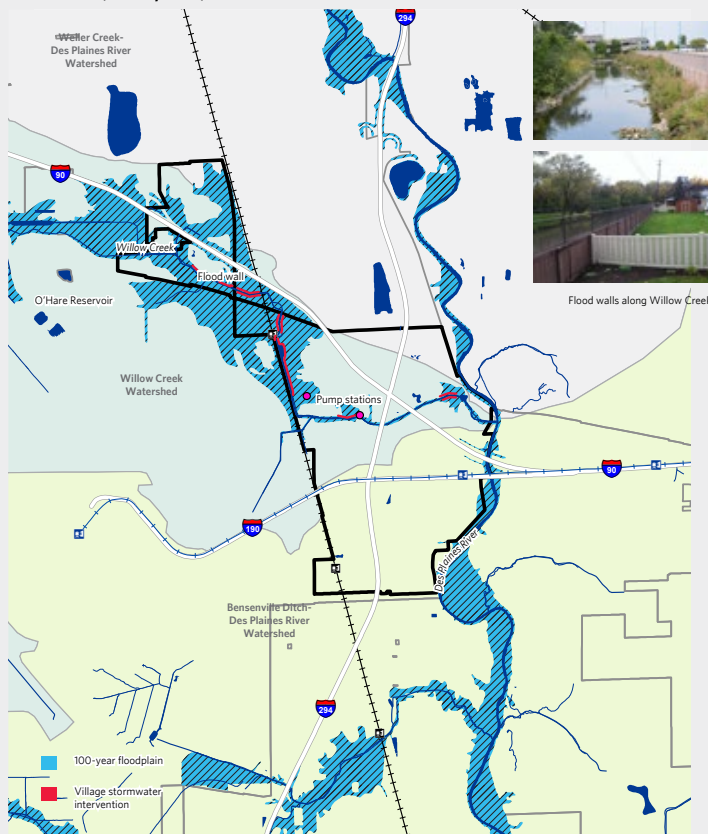
# Chapter 10: Natural Environment

This chapter provides information on Rosemont's green infrastructure, which includes parks, open areas, and water resources. Information was obtained from the U.S. Environmental Protection Agency (USEPA), the Illinois Department of Natural Resources (IDNR), the Center for Neighborhood Technology (CNT), and the Village of Rosemont.

## Water

- **The Village continues to make significant investments in Rosemont's stormwater infrastructure that has historically caused and continues to cause concern for residents and businesses.** The Village has spent over \$10 million in the last 20 years on flood control measures, including building a reservoir at O'Hare Airport and constructing a 5,000-foot flood wall.

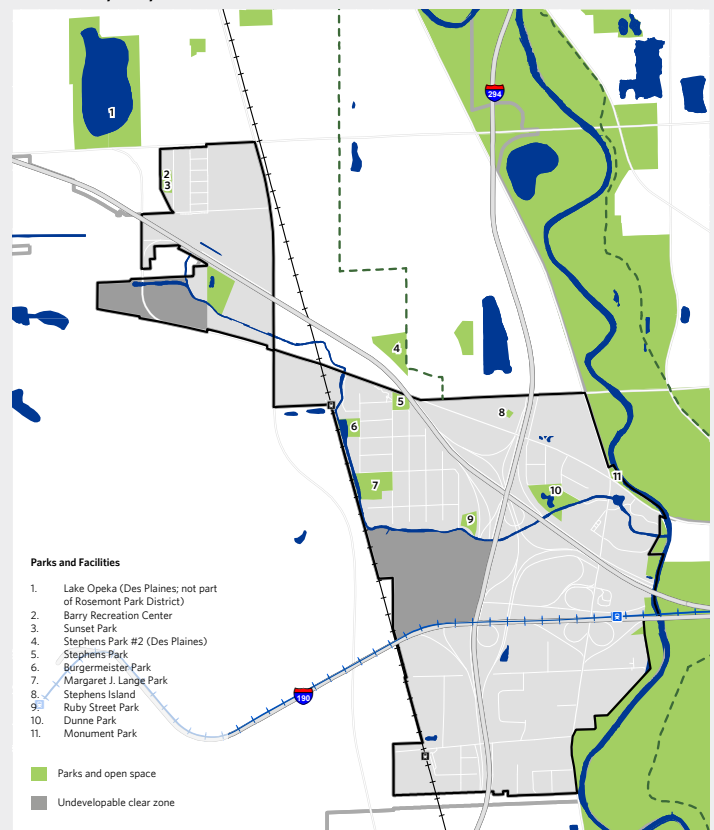
### Watersheds, Floodplains, and Flood Control Measures



## Land

- **Despite limited land ownership, the Rosemont Park District works closely with the Village and Des Plaines Park District to ensure that residents have access to a great variety of recreational programs, amenities, and facilities.**

### Parks and Open Space in Rosemont





# Chapter Highlights

## Energy

- A majority of Rosemont’s energy consumption comes from commercial and industrial users.

Energy Consumption by Sector



Stephens Island and Burgermeister Park



# Chapter 11: Looking Forward

The existing conditions report has identified key issues and opportunities with respect to Rosemont's physical and economic environment. The Comprehensive Plan will utilize this extensive information to formulate recommendations for Rosemont's sustainable growth. Based on the data compiled, a few key issues emerged. This section identifies those key topic areas of the Comprehensive Plan, although it should be noted that the following summary does not include all issues that will be addressed in the Plan.

## Alleviating Traffic Congestion

Vehicular congestion was identified as the foremost issue by a majority of stakeholder groups reached out to during the existing conditions analysis. The Plan will explore, but not be limited to, the following issues and potential solutions:

- **Improve roadway connectivity:** The limited number of local roads that connect different parts of the community to one another puts significant pressure on a few rights-of-way. The Plan will explore new roadway connections, both east-west and north-south, that could relieve traffic congestion by offering drivers alternative routes to get to their destination.
- **Create a safer bicycle and pedestrian environment:** A safer non-motorized transportation environment will allow residents, workers, and visitors to avoid vehicular trips that are walkable distances, but are unsafe for one reason or another. The Plan will outline policies that could be implemented Village-wide, highlight potential bicycle connections for residents and businesses within the Village, recommend physical improvements at major points of pedestrian-vehicular conflict, and discuss multi-jurisdictional efforts to improve non-motorized access for employees regularly driving into Rosemont from neighboring communities.
- **Improve transit use and access:** The Regional Transportation Authority (RTA) is undertaking a study to improve transit and pedestrian access to the CTA Blue Line Rosemont station and multi-modal transfer point. The study will look at ways to reduce conflicts between different transportation modes, making circulation in and around the station smoother. In addition to incorporating recommendations from the study, the Comprehensive Plan will outline additional Village-wide strategies to increase transit ridership, expand the network to underserved areas, incentivize public transit use, and reduce traffic congestion by eliminating some round trips.
- **Increase signage and wayfinding:** Stakeholders identified the lack of proper signage and wayfinding as a contributing factor in traffic congestion. Rosemont welcomes a large number of visitors on a daily basis for entertainment and business purposes. Visitors' limited knowledge of the community, combined with the irregular and complex network of roadways that can be disorienting, often results in additional vehicle miles traveled. A signage and wayfinding program will be outlined in the Plan to help visitors get to their destination in an efficient manner. Signage types and location, as well as destinations to be highlighted, will be outlined in this section.

## Balancing Redevelopment with Infrastructure Capacity

The Village's economic success has unfortunately also exacerbated its transportation and infrastructure concerns. Looking forward, the Comprehensive Plan will emphasize the need to balance Rosemont's desire for new development with the capacity of existing infrastructure and the capability of the Village to upgrade that infrastructure. Potential recommendations include the following:

- **Identify vacant/underutilized sites and evaluate alternative uses:** In order to understand future development potential, the Plan will recommend the Village begin by identifying vacant and underutilized sites that qualify for redevelopment. Once this inventory has been completed, the Village should undertake a feasibility analysis to understand the impact of future development on infrastructure, traffic, open space, and Rosemont residents. It is critical for the Village to explore alternative uses for some sites in order to maintain a balance between economic development and sustainable growth.
- **Create Community Investment Plan for infrastructure improvements:** The Plan will recommend the creation of a Capital Improvement Plan (CIP) by the Public Works Department that will outline major infrastructure projects to be undertaken in the Village in a 5-year timeframe. The CIP will contain information on how specific improvements will be funded and each project's phasing. Creation of a CIP will allow the Village to realistically determine its capability to service new development and also budget for infrastructure upgrades in a timely and responsible manner.

## Reducing the Impact of Flooding

Many stakeholders identified flooding as a major concern through the public outreach process. While the Village has undertaken notable flood control measures that have helped to alleviate those issues, Rosemont will still have to contend with stormwater runoff as the community continues to urbanize and as precipitation patterns in the region are expected to increase significantly. The Comprehensive Plan will include some key recommendations on addressing flooding and stormwater through policies and infrastructure alike.

- **Engaging in multi-jurisdictional collaboration:** Rosemont lies on three watersheds and experiences flooding in both residential and commercial areas. Given that the flow of water does not align with political boundaries, the Comprehensive Plan will emphasize addressing flood control through multi-jurisdiction coordination in cooperation with school districts, park districts, neighboring communities, and Cook County.
- **Enacting regulatory measures:** While the Village has invested in several stormwater control measures, there is a need to revisit existing ordinances and policies related to stormwater management and new construction. The Comprehensive Plan will outline innovative practices to improve on-site stormwater capture based upon best practices in MWRD's Stormwater Ordinance.
- **Upgrading infrastructure:** The creation of a CIP will include upgrades to stormwater infrastructure to reduce flooding in residential areas.



# Acronyms

<b>ADA</b>	Americans with Disabilities Act
<b>ATS</b>	Airport Transit System
<b>BMP</b>	Best Management Practice
<b>CIP</b>	Capital Improvement Plan
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CNT</b>	Center for Neighborhood Technology
<b>CTA</b>	Chicago Transit Authority
<b>EAV</b>	Equalized Assessed Value
<b>FAA</b>	Federal Aviation Administration
<b>IDOT</b>	Illinois Department of Transportation
<b>MWRD</b>	Metropolitan Water Reclamation District
<b>NWMC</b>	Northwest Municipal Conference
<b>OSLAD</b>	Open Space Lands Acquisition and Development
<b>PARC</b>	Park and Recreation Facility Construction
<b>TIF</b>	Tax Increment Financing
<b>TSP</b>	Transit Signal Prioritization
<b>RTA</b>	Regional Transit Authority
<b>SRA</b>	Strategic Regional Arterial
<b>WCMC</b>	West Central Municipal Conference



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