

North Schaumburg Plan

Village of Schaumburg, *Illinois*

Approved on January 14th, 2014



Prepared by Teska Associates, Inc.



Table of contents

Introduction	1
Context for planning	3
• <i>Planning context and guiding planning principles</i>	3
• <i>Understanding the study area as part of the Woodfield Regional Center</i>	5
• <i>Prior planning efforts</i>	7
Existing conditions assessment	9
• <i>Zoning</i>	11
• <i>Land use</i>	12
• <i>Adjacent land uses</i>	14
• <i>Open space and streetscapes</i>	14
• <i>Transportation and access</i>	15
• <i>Development opportunities</i>	21
North Schaumburg Plan	23
• <i>Land use plan</i>	25
• <i>Greenway plan</i>	26
• <i>WV concept plan</i>	27
- <i>Overview</i>	27
- <i>Description of each use within the WV mix of uses</i>	27
- <i>Transportation & access</i>	30
- <i>Phasing plan</i>	30
- <i>Development capacity analysis</i>	31

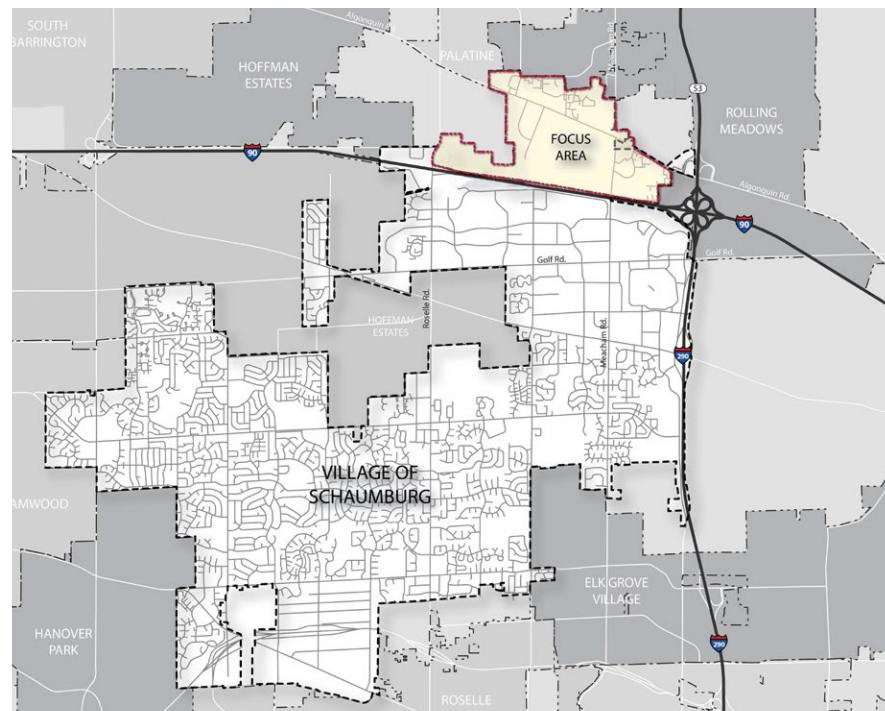
Introduction

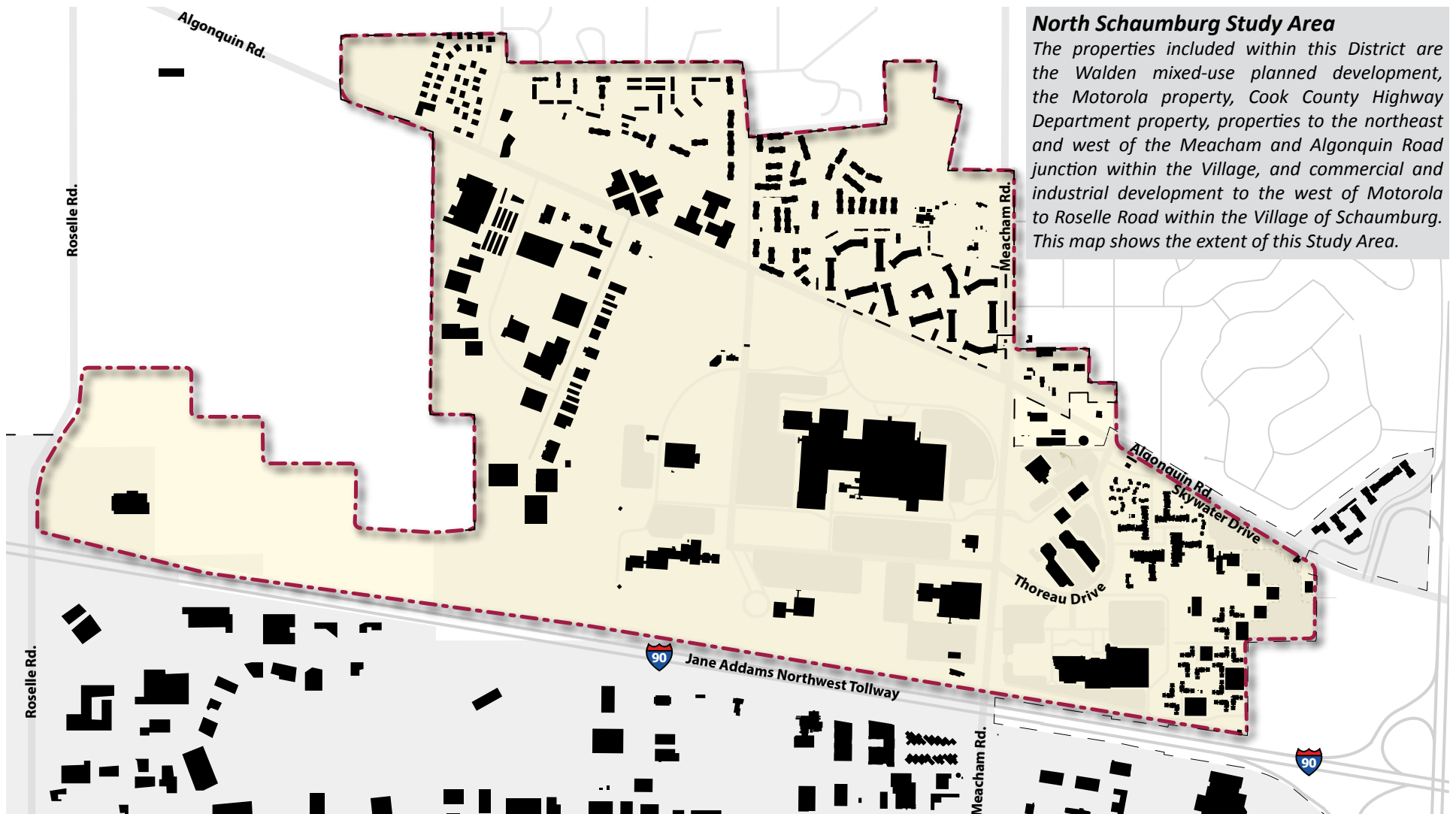
The North Schaumburg Plan is part of, and expands upon a larger planning effort undertaken by the Village of Schaumburg over the past 20 years, known as the **Woodfield Regional Center (WRC) Plan**. More recent planning efforts by the Village of Schaumburg in 2008 for the **STAR Line Transit Oriented Development (TOD) District Plan**, identified the area in the vicinity of the Schaumburg Convention Center and future rail station as an important opportunity to expand on its role as a premier location for a high quality, higher density mix of uses consisting of commercial, entertainment, residential, office, and manufacturing development, while continuing to explore the integration of transit facilities to enhance access. This Plan for the North Schaumburg (NS) Area advances many of the concepts and recommendations of the previous plans, and introduces the concept of “Walden Village” to describe the desire of the Village to establish the TOD area as a fully integrated mix of mutually supportive land uses, open spaces, trails, roads and transit services. The Walden Village will result in a high quality destination for visitors and residents of Schaumburg, as well as provide for a more sustainable community where people can live, work, shop and find high quality entertainment and recreational opportunities within a walkable environment.

The Woodfield Regional Center Plan identifies the North Schaumburg area as one of the best opportunities for high quality, “Class A” office development, and further supports the advancement of mixed-use developments that both support and would benefit from future transit. The North Schaumburg area is not only the best location for Class A office development due to proximity and visibility to regional and interstate highways and future transit facilities, but it is also a superior location for Class A mixed-use development. However, over the years office buildings within the NS area have deteriorated and no longer provide the amenities desired by Class A office tenants. The result is that Class B buildings now occupy Class A office property.

The most significant change to the previous plans is the inclusion of the Motorola campus, and existing and planned commercial and industrial development to the west of Motorola to Roselle Road. Issues emerging on the Motorola campus and industrial parks are similar to those addressed in the original 2008 TOD plan. The functional and economic obsolescence of existing uses and buildings no longer meet the needs of 21st Century companies competing in an increasing global community, nor do they respond to the market opportunity presented at one of the most desirable and accessible locations within the Chicago market.

Although the history of the area, particularly the Walden Development, has well established the Walden Village (WV) area as a mixed-use area over the past 50 years, the area no longer adequately functions as a true mixed-use district. Although various uses are present (office, residential, hotel and restaurant), each has been developed in a segregated manner, such that there is poor access and connectivity for vehicles, bikes, and pedestrians; lack of connected open space for passive and active recreation, and a lack of synergy between uses. The WV area has become functionally obsolete, due to the presence of uses and buildings that no longer represent the best use for the area, and due to the poor relationship between and access to various uses. As a result, the quality of life for both residents and employees can be improved through better integrated development that improves access between uses, provides more commercial and entertainment uses, and recreational opportunities. Similarly, uses and buildings on the Motorola campus and older industrial areas, several of which are over 40 years old, exhibit conditions of both physical and functional obsolescence, with approximately 35% of all buildings vacant on the Motorola property. For instance, the Parts Building at the southeast corner of the Motorola campus is no





longer used and completely vacant. However, the location of this site along the Meacham Road corridor, immediately east of the Convention Center, provides new opportunities for office or commercial use.

Previous Village plans provide a sound framework to move forward with more advanced planning for the evolution of the North Schaumburg area. This plan update addresses potential changes in transportation services, including improvements to I-90 interchanges and transit services, such as bus rapid transit (BRT), and explores the long term development potential of the North Schaumburg area as a high quality destination for corporate, manufacturing, entertainment, hospitality and residential uses, all interconnected via greenway open spaces and trails.

Context for Planning

Planning Context and Guiding Principles

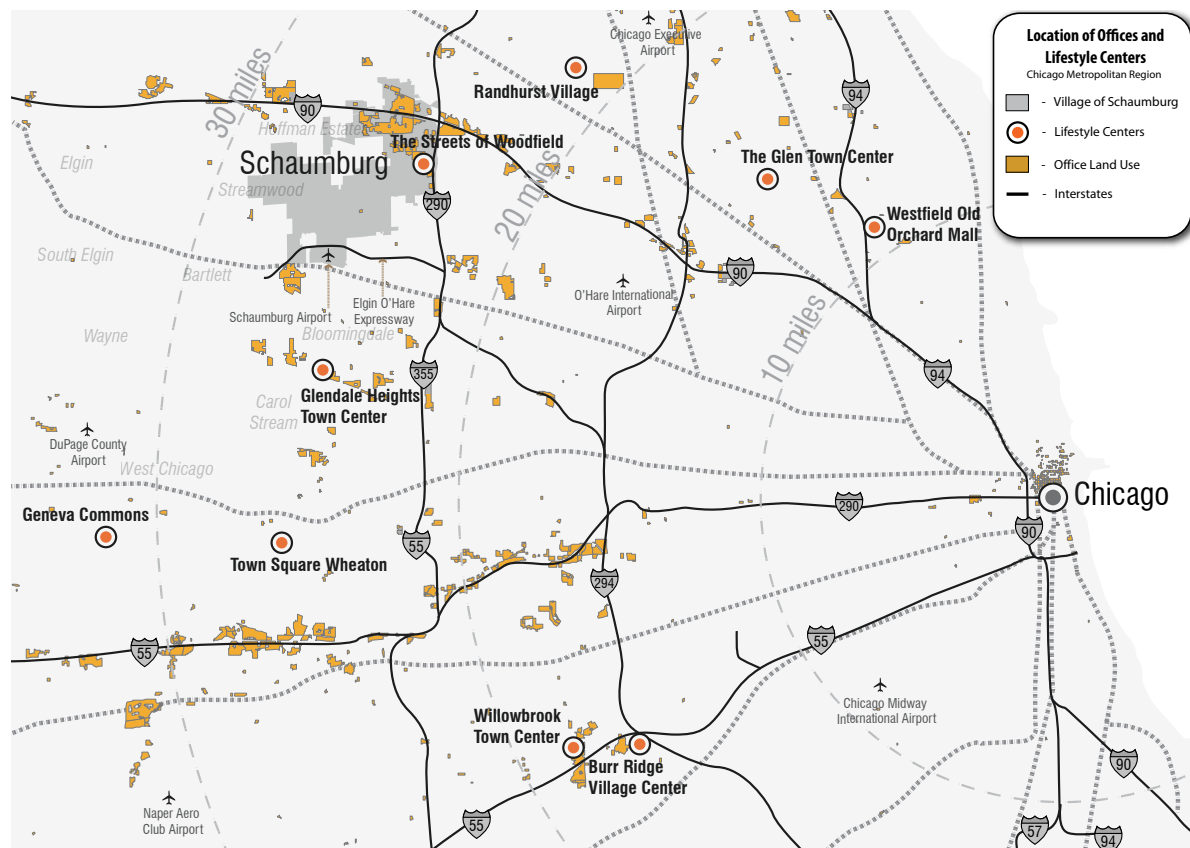
As the Chicago Metropolitan Region expanded, bringing with it more congestion, higher energy consumption and cost of living, regional plans as far back as the late 1960s began to promote the importance of the inter-relationship between transportation and land use planning by promoting concepts of **“High Accessibility Corridors”** – a radial expressway system of highways that was also supported by a radial commuter railroad network. The goal of these early regional plans was to shape future growth patterns and create more sustainable communities and systems based on the relationship between specific land uses and their need for and provision of various levels of access to different transportation facilities. In the early 1990s, Northeastern Illinois Planning Commission (NIPC), the predecessor regional planning agency to the Chicago Metropolitan Agency for Planning (CMAP), expanded the high accessibility corridor ideas by exploring how the creation of a network of (well planned) **“Diversified Regional Centers”** could not only help alleviate traffic congestion in the suburbs, but create more sustainable places for people to live, work and shop.

There are many different types of **regional centers**, most of which are developed for a single or limited number of functions. The **“Diversified Regional Center”** differs from these.

“Diversified Regional Centers are large scale, concentrated development characterized by a balanced mix of mutually supportive land uses. It is served by a multi-modal transportation system, including public transit, and is highly pedestrianized.”

The 1991 NIPC report identified the Woodfield Area within the Village of Schaumburg as an emerging Diversified Regional Center (DRC) offering significant new development opportunity. The significance of the Schaumburg/Woodfield DRC is heightened due to its location on the Interstate highway system, and within 30 minutes of O’Hare airport, providing access to national and international business centers. Key recommendations of the report DRCs include:

- Emphasize proximity of compatible land uses and attractive options to the use of automobiles.
- The size, density and land use mix should be in accordance with the level of accessibility (access to roads and transit).
- Provide with each DRC a “sense of place” and identity around which to build community, by extending activity hours and providing public services such as governmental, civic, cultural, institutional, and



Map showing the location of office uses in the Chicago region

Source- Office uses based on CMAP's Land Use data 2005

recreational functions within or adjacent to DRCs.

- Provide for a variety of residential opportunities for all ages, especially for young adults and families without children, to enhance the relationship between jobs and labor force, shopping and entertainment.
- Plan for a multi-modal system of transportation facilities and services to provide access and internal circulation.
- Provide a transportation center and/or bus “pulse point” to enhance transfers between modes of travel. Locate such facilities near, but not in the center of a DRC, particularly for facilities which require a high volume of public commuter parking.
- Provide a system of accessible and attractive pedestrian and bicycle facilities throughout the DRC to encourage non-vehicle mobility.

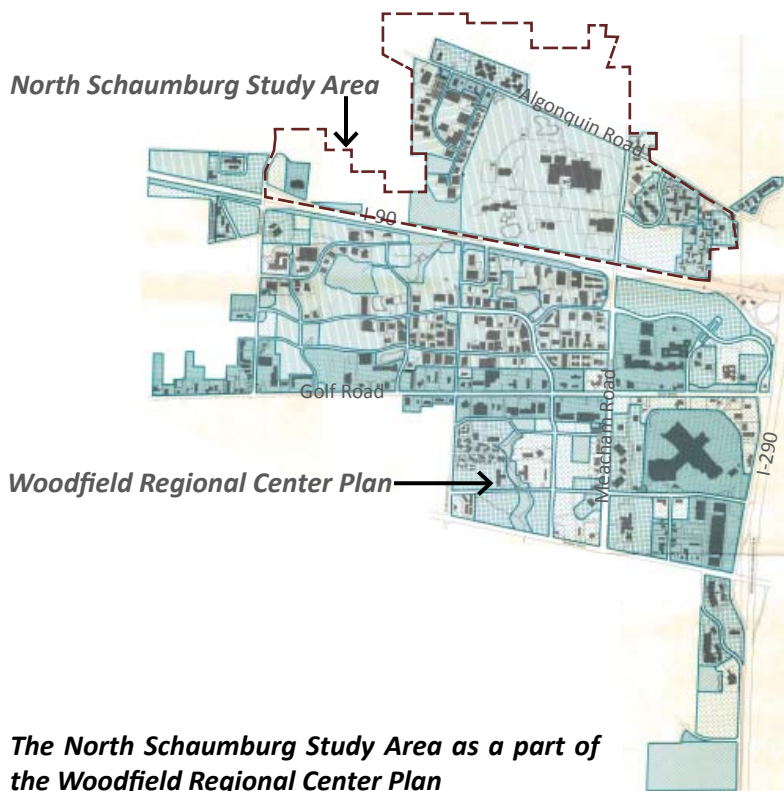
The concept of DRCs is embraced by CMAP in its GOTO 2040 Regional Plan through the promotion of “Livable Communities” and “Regional Mobility” as two core themes to successful regional growth. According to CMAP, livable communities are healthy, safe, and walkable. They offer choices for transportation, and are more cost effective for residents and local governments. They make the region more economically competitive. “Sense of place” is a key component of what draws people to a community. Making communities more livable includes providing housing near jobs, improving access to parks and open spaces, and encouraging efficient use of land (compact development), that supports walking, biking, access to transit, and reduces energy consumption. Additionally, plans that emphasize multimodal approaches like transit improvements or bicycling and pedestrian accommodations can save households money. One study estimates the average savings of commuting by transit instead of by car at over \$11,000 per year in the metropolitan Chicago area. Furthermore, other types of cost savings, such as reductions in health care costs, have been found to be associated with investments in more active forms of transportation like bicycling and walking.



Understanding the study area as part of the Woodfield Regional Center

The study area has seen many planning efforts over the years, starting as far back as 1961 with the Village’s first Comprehensive Plan that designated this area for office, research, commercial and industrial development. Specific planning that established in more detail the vision of the Village for this area was part of a broader study of the northeast quadrant of the Village, referred to as the “Woodfield Regional Concept Plan”, developed as an amendment to the Village Comprehensive Plan in 1990. This Plan introduced the idea of creating an area that provided a greater mix of mutually supporting land uses.

Today, while the Woodfield center area now meets the metrics (10,000 employees and 5 million square feet of non-residential uses) necessary to qualify as a Regional Center, it **still lacks service by a major public transportation system**. This has resulted in the development of fragmented auto-dependent sites that are not connected by a unified roadway network for pedestrians and bicycles.



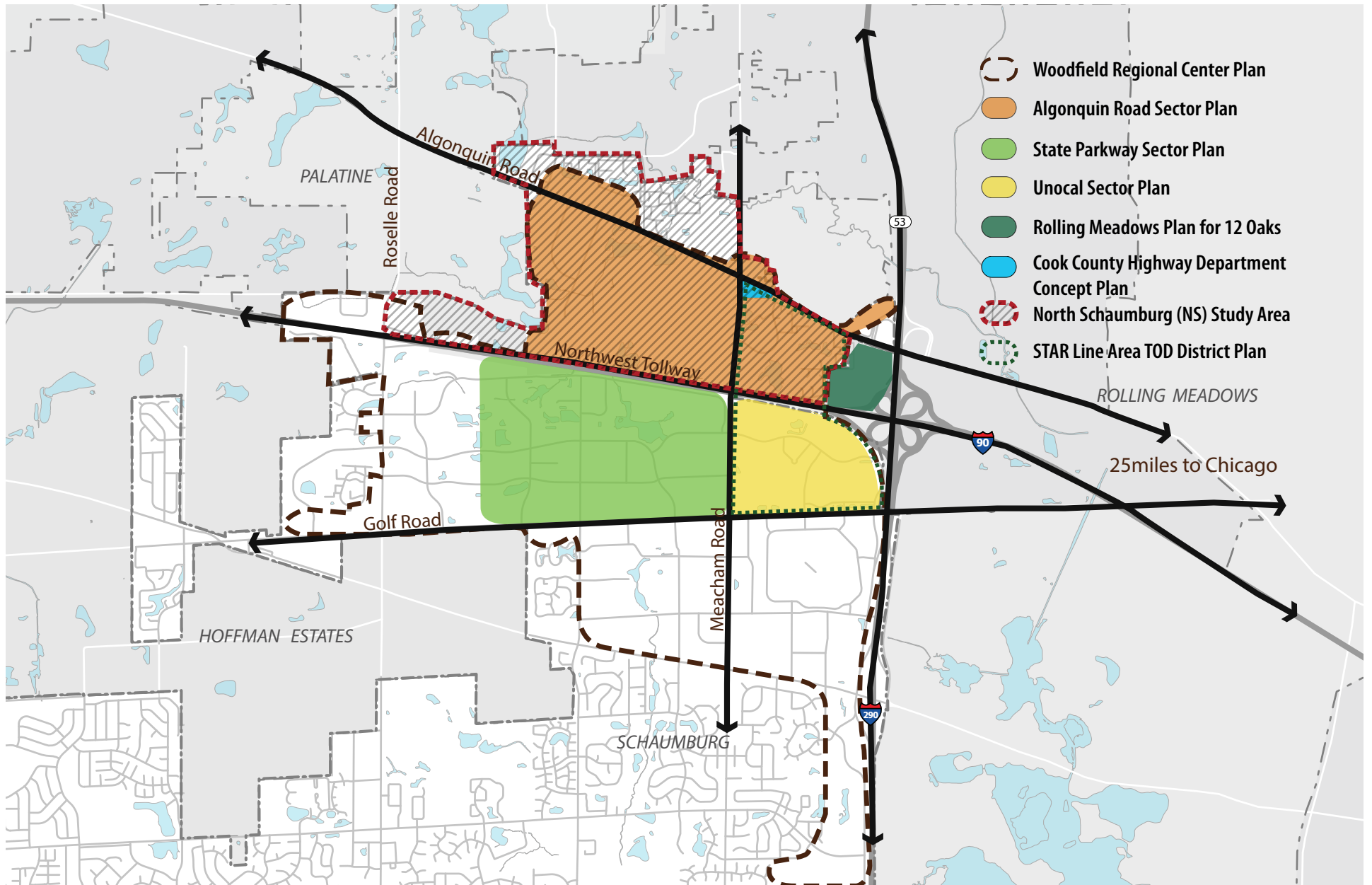
The North Schaumburg Study Area as a part of the Woodfield Regional Center Plan

In a nutshell: Characteristics of Diversified Regional Centers

Metrics	<ul style="list-style-type: none"> • More than 10,000 employees • More than 5 million square feet of non-residential uses
Serve as	<ul style="list-style-type: none"> ○ A hub for regional public transportation systems ○ Have an internal transportation system that is not auto-dependent
Accessibility	<ol style="list-style-type: none"> ① Location of the center within a regional transportation network 2. Mobility provided by a transportation system [based on modes of travel and Level of Service (LOS)] ③ Mix and proximity of compatible land uses that are mutually supportive
Key Facts of WRC	<ol style="list-style-type: none"> 4. Over 3,000 acres of land, of which 600 acres are vacant 5. 25 million square feet of commercial, office and industrial development

(Source: NIPC Guidelines for Diversified Regional Centers, 1991)

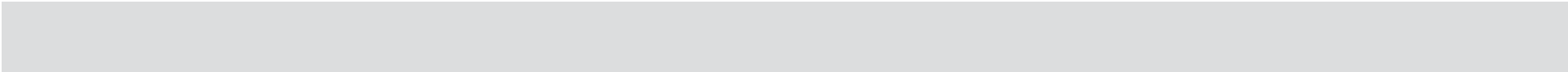
○ Characteristics not yet fully developed in the North Schaumburg study area that have prevented this area from achieving its full potential as a Diversified Regional Center



Prior Planning Efforts That Included The North Schaumburg Study Area

Below are a list of plans for the surrounding area that referenced the North Schaumburg Study Area reinforcing the importance of its location within the region, potential for a high-density mix of uses and the importance of access to a regional public transportation system.

- 
1990 Woodfield Regional Center Plan
 - Hub for office and commercial uses within the region
 - Well connected by road networks within the region
- 
1991 State Parkway Sector Plan
 - Mostly industrial uses with general business uses (commercial, service, office uses) along Meacham Road as per the Northwest Meacham Road Concept Plan
- 
1992 Algonquin Road Sector Plan
 - Diversified land uses with strong support for a regional node for office and office/service uses
- 
1993 Unocal Sector Plan
 - Regional node for commercial, office and institutional uses
- 
2004 Woodfield Regional Center Design Guidelines
 - Established to elevate the area to an even higher standard of design and ensure responsive design, compatible with and related to the surroundings
- 
2006 Rolling Meadows 12 Oaks Redevelopment Plan- Village Comprehensive Plan
 - Proposes commercial and medium to high density residential uses for the NS study area
 - Creates a spine road from the Route 53 exit on Algonquin to the Convention Center with anchor commercial uses along the main transit corridors
- Metropolitan Planning Council (MPC) Housing Task Force Plan**
 - Calls for a dense residential and commercial development with amenities for families, broader commercial base for shoppers and mix of household incomes and land uses.
- 
2006 Cook County Highway Department Property concept plan and design guidelines
 - Potential corner/gateway development for office/business (high-end office, hotel, sit-down restaurants or ancillary commercial uses)
- 
2008 STAR Line Area TOD District Plan
 - In anticipation of the extension of commuter rail service along the I-90 corridor, the STAR Line Area TOD District Plan promotes the concepts of a Transit Oriented Development by recommending an increase in the mix of uses within the TOD area. This includes multi-story buildings with commercial/service uses on the lower level and residential, hotel or office uses on the upper levels. In general, auto-service and drive through uses are not recommended, while pedestrian and bike trails throughout the site are encouraged. The dynamic of having a convention center as a large percentage of the site area changes the service uses for the site that are within walking distance.



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Existing Conditions Assessment

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Existing Conditions Assessment

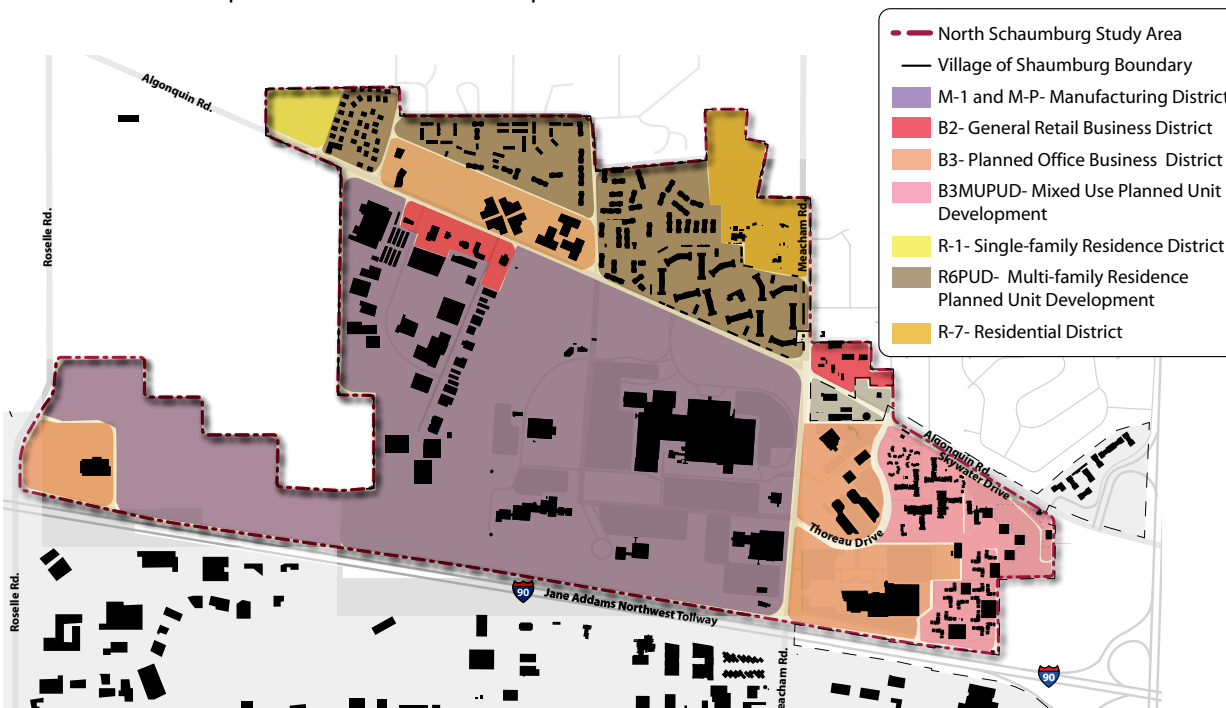
Zoning (Chapter 154 of the Municipal Code)

Current zoning requirements impose standards that will inhibit the redevelopment of the TOD area as articulated in the Village's TOD Plan. Limitations on the amount and type of commercial and residential uses, excessive minimum lot sizes for individual uses, limited maximum building heights, and development review procedures make the area challenging for new investment to meet current zoning requirements. Furthermore, the limited amount and use of required open space areas in mixed use PUDs diminish recreational opportunities and quality of life for area residents.

B-2 General Retail Business District (Shops at Prime Village) –

Potential issues:

- 0.40 FAR
- 4 acre minimum lot size would limit future development options for smaller out-lot parcels



Map of the North Schaumburg Study Area showing the existing zoning for the parcels

M-1 and M-P Manufacturing District (Motorola campus) –

provides for a broad list of manufacturing, office and service uses.

Potential issues:

- 0.45 FAR – low FAR can limit development options, resulting in lower height buildings
- 20 acre minimum lot size would limit future development options
- 45' building height, and very restrictive list of commercial uses and sizes could substantially limit future development options for non-manufacturing uses.

B-3 Planned Office Business District (Convention Center and office, hotel uses east of Thoreau Drive) –

Potential issues:

- 0.80 FAR, 50' height limit, but variations on height common
- Uses limited to large offices, and small retail uses at the ground level only of 4 story buildings, with special use approval
- Mixed-use development only allowed as a SU
- No residential use allowed
- 5 acre minimum lot size may limit future development options

B-3 MUPUD (Walden residential, office, hotel) –

Potential issues:

- All development must be approved by a PUD process, which introduces uncertainty and lengthens the approval process
- 20% open space requirements may include stormwater detention which limits usable open space needs of residents and employees

Land Use

The properties within the study area are a mix of office, commercial, hotel, residential and public uses. Also located within this area is a Village water storage facility that has a two million gallon water storage capacity. The Motorola property occupies approximately 325 acres of the site. However, out of the approximate 2.6 million square feet of space, nearly 900,000 square feet or 35% is currently vacant. The office buildings at the Woodfield Green Executive Center and Walden Square are also experiencing large vacancies as shown in the adjacent image. With respect to vacant parcels, the northeast corner of Meacham Road and Thoreau drive is currently vacant (previously Ron Santos’ restaurant), as are two pads in the Shoppes at Prime Village sub-area.

In general the older office buildings within the study area are not offering the kind of facilities that would attract the type of Class A office tenants that would desire a location in this Class A office location. Office buildings are an average of 35 years old with facilities that render them obsolete as Class A office space as defined by the Building Owners and Managers Association (BOMA) who classifies office space into three categories: Class A, Class B, and Class C described in the table below.

Class A	Class B	Class C
Most prestigious buildings competing for premier office users with rents above average for the area. Buildings have high quality standard finishes, state of the art systems, exceptional accessibility and a definite market presence.	Buildings competing for a wide range of users with rents in the average range for the area. Building finishes are fair to good for the area and systems are adequate, but the building does not compete with Class A at the same price.	Buildings competing for tenants requiring functional space at rents below the average for the area.

BOMA Definition of Building Classifications (Source- <http://www.boma.org>)



Village of Schaumburg water storage facility located within the study area



Walden Square Office buildings



Embassy Suites along Meacham Road



Graphic display of land uses, vacancies and vacant parcels

In addition to excess Class C buildings at the Class A office location, the current office sites are not well integrated with other uses, lacking adequate connections to commercial and residential uses within the study area.

With respect to paved parking areas, the percentage of surface parking to the site area is 20.4%. Due to the large vacancies in the buildings, much of the surface parking appears to be under-utilized with several areas highly deteriorated. Some parcels also have excessive parking spaces when compared to the minimum parking requirement for the Village as per the use, resulting in lost economic potential.



Under-utilized and deteriorated surface parking at Walden Square

Adjacent land uses

Rental housing, commercial strip centers and a parcel with a vacant building are present to the east of the site in the City of Rolling Meadows. The parcels to the north of Algonquin Road are mostly low-density residential uses and Harper College campus, while industrial uses, forest preserves and open space are to the west of the site.



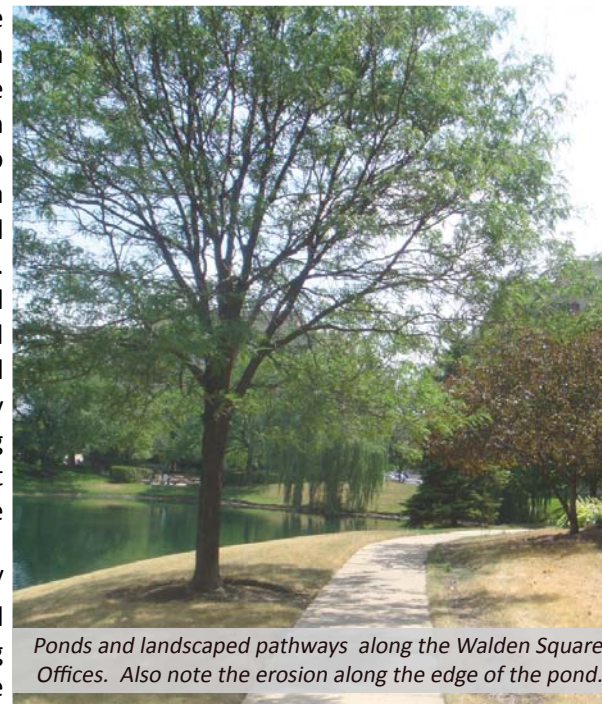
Strip mall within the City of Rolling Meadows to the east of the study area

Open space and streetscapes

Due to the campus style setting of the Motorola property, a large percentage of the site is green open space. However, due to security reasons, this area is not a shared amenity and remains largely unused. The ponds and landscaped area within the Woodfield Green Executive Center and Walden Square are used by each individual building as an amenity, but not generally accessible for the area as a whole.

The pedestrian paths/trail system is not well connected. Future planning should explore how these open spaces can be better connected via a trail system to enhance the livability and amenity value of the development.

While the internal roads accessing the office sites provide attractive entrance signage, landscaped medians and sidewalks, this is not consistent throughout the development. Walking could be encouraged by changing the built environment.



Ponds and landscaped pathways along the Walden Square Offices. Also note the erosion along the edge of the pond.

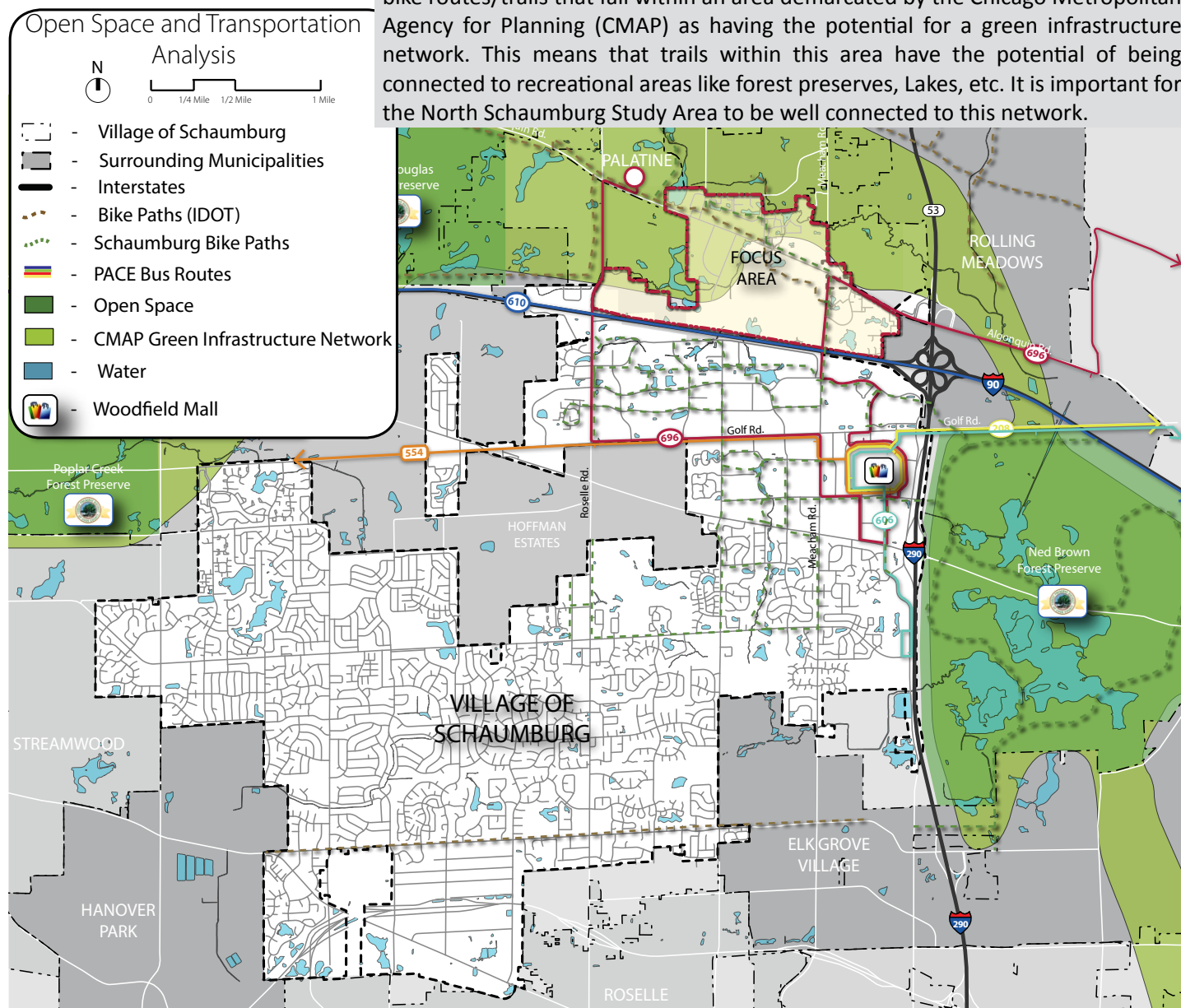


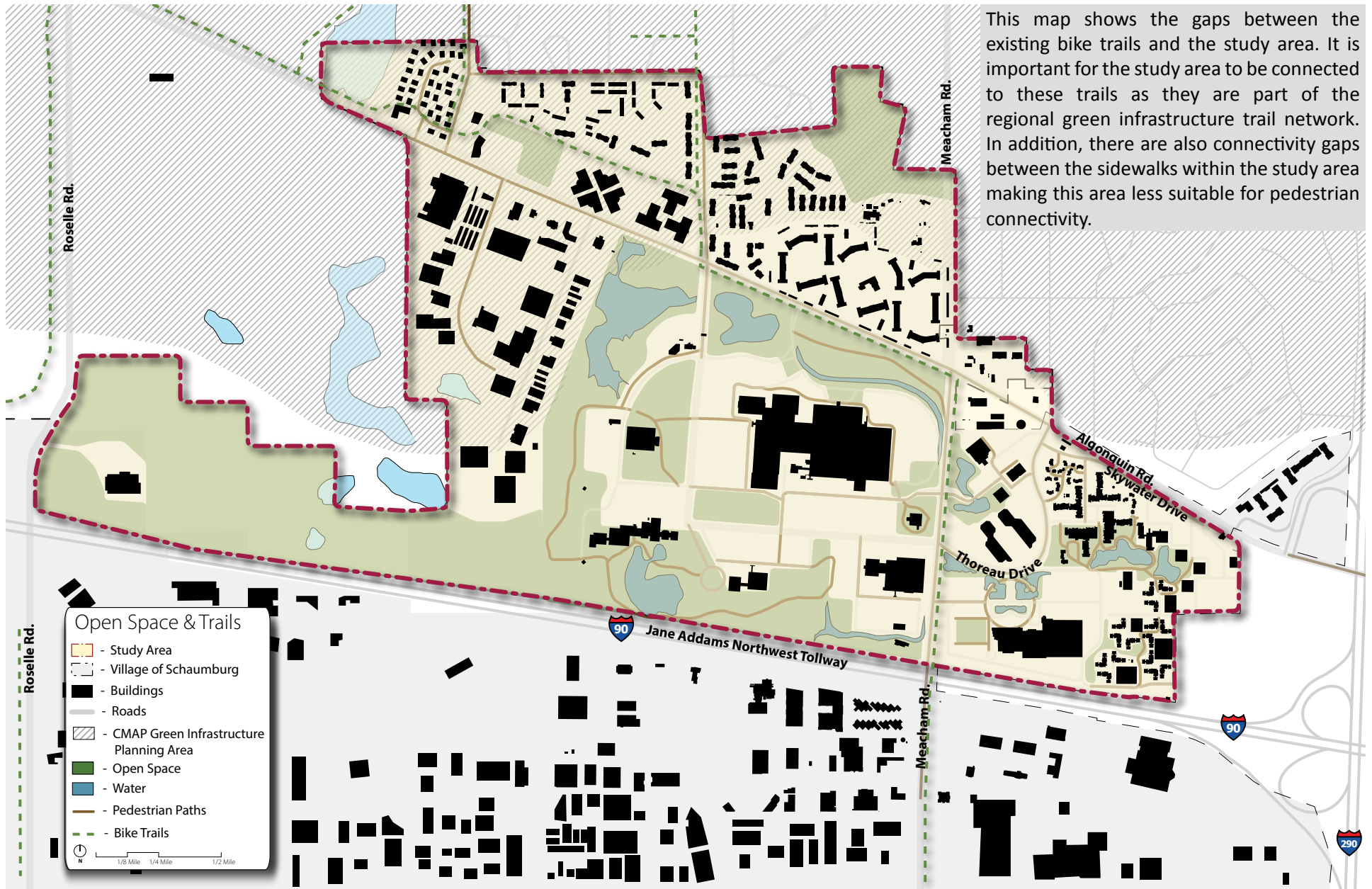
Missing sidewalks in the residential areas of the study area

Transportation and Access

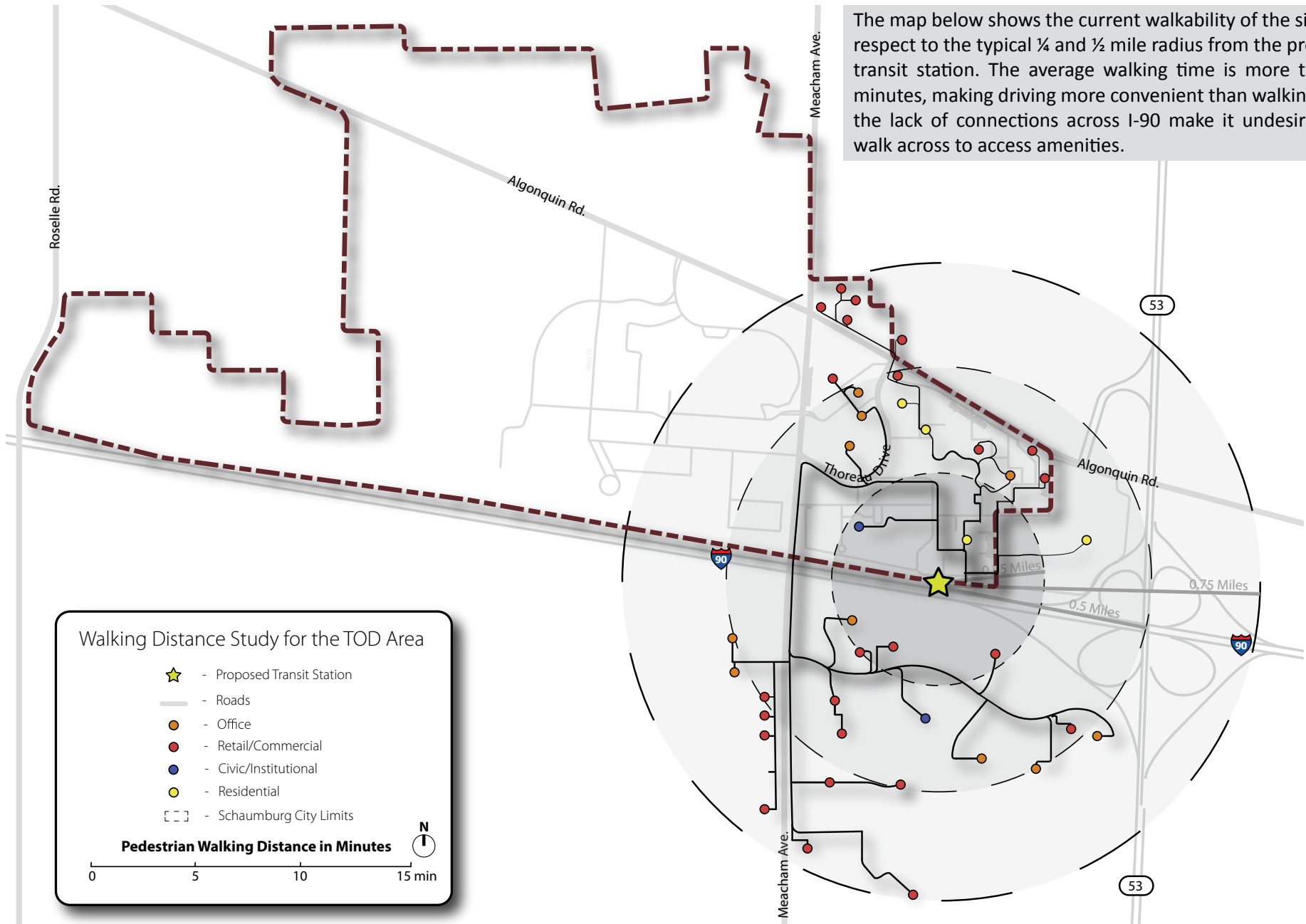
Long term planning for the TOD area requires a thorough understanding and well thought out/comprehensive transportation system that address all modes of travel, including vehicles/trucks, bicycles, pedestrians, and public transit services (commuter rail, trolley and bus). Although the previous TOD Plan addressed local roadway issues associated with the proposed STAR line commuter rail station, several studies underway will also impact access to the TOD area. Current planning underway by the Illinois Toll Highway Authority (ITHA) includes addressing the need for new and improved interchanges and new ramps to enhance access to major employers, such as Motorola, areas of high development density, such as Schaumburg’s TOD area, the larger area covered by the Village’s “Woodfield Regional Center Plan,” and plans of the City of Rolling Meadows for development immediately east of the TOD area. Other issues to be explored are improvements to the pedestrian system and integration of the bike path to create better linkages between internal uses and to existing paths in the Village and to regional bike trails.

The map below shows the existing transportation network in the region around the study area. Besides the network of bus routes, it is important to note the regional bike routes/trails that fall within an area demarcated by the Chicago Metropolitan Agency for Planning (CMAP) as having the potential for a green infrastructure network. This means that trails within this area have the potential of being connected to recreational areas like forest preserves, Lakes, etc. It is important for the North Schaumburg Study Area to be well connected to this network.





Graphic showing the disconnected pedestrian pathways/bike trails and the under utilization of open space within the study area



The map below shows the current walkability of the site with respect to the typical ¼ and ½ mile radius from the proposed transit station. The average walking time is more than 15 minutes, making driving more convenient than walking. Also, the lack of connections across I-90 make it undesirable to walk across to access amenities.

Walking Distance Study for the TOD Area

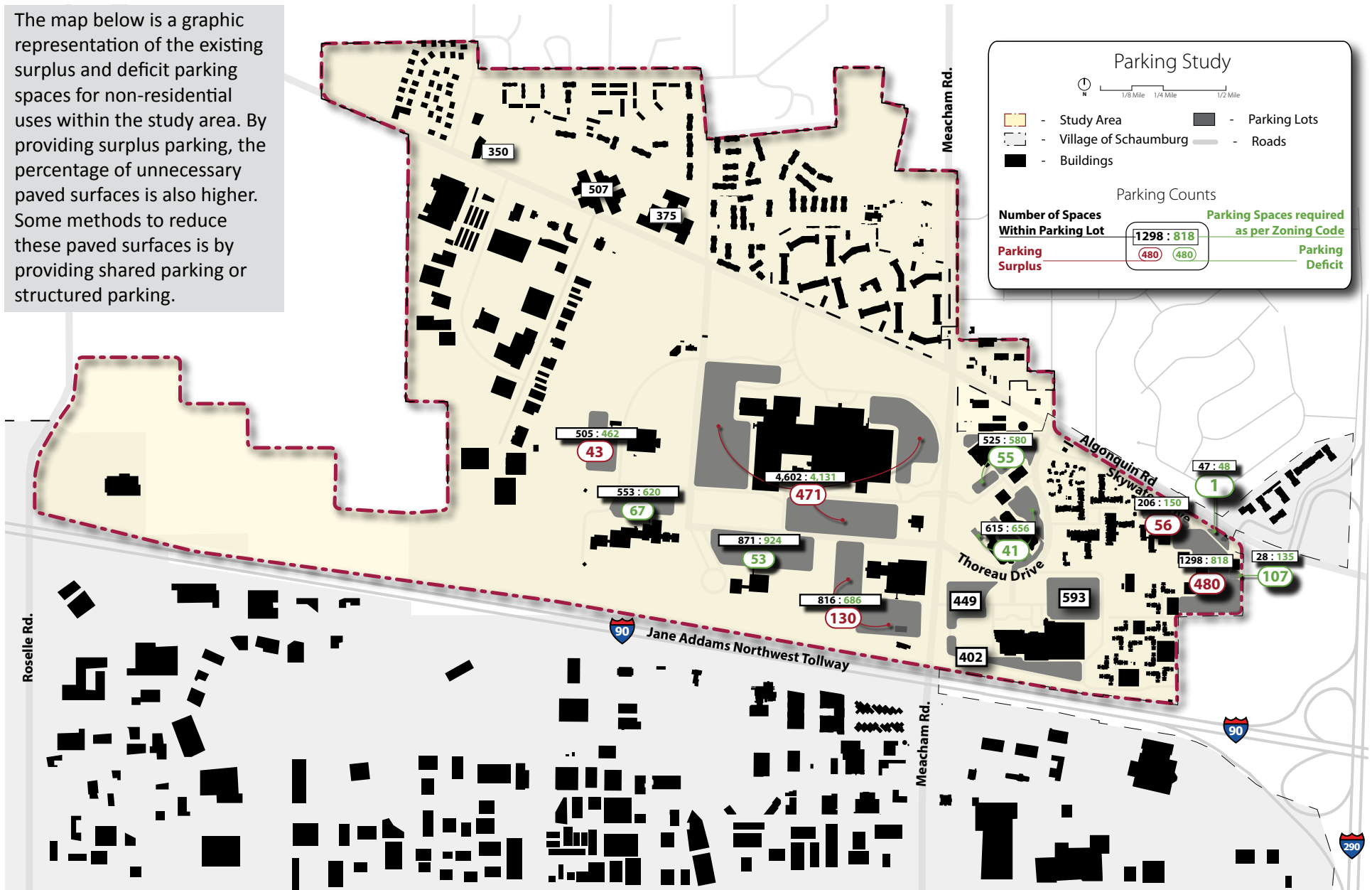
- ★ - Proposed Transit Station
- - Roads
- - Office
- - Retail/Commercial
- - Civic/Institutional
- - Residential
- - Schaumburg City Limits

Pedestrian Walking Distance in Minutes

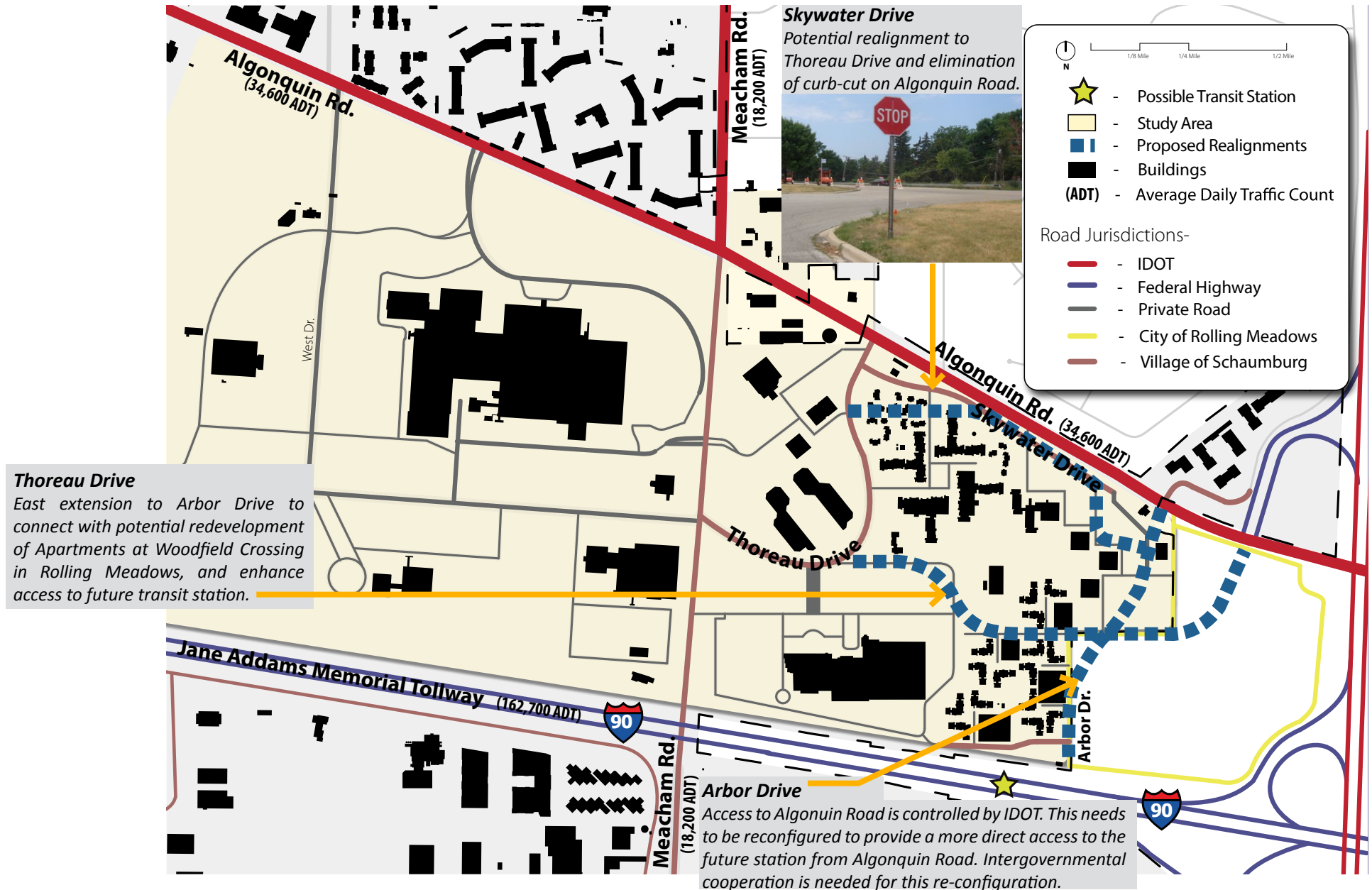
0 5 10 15 min

N

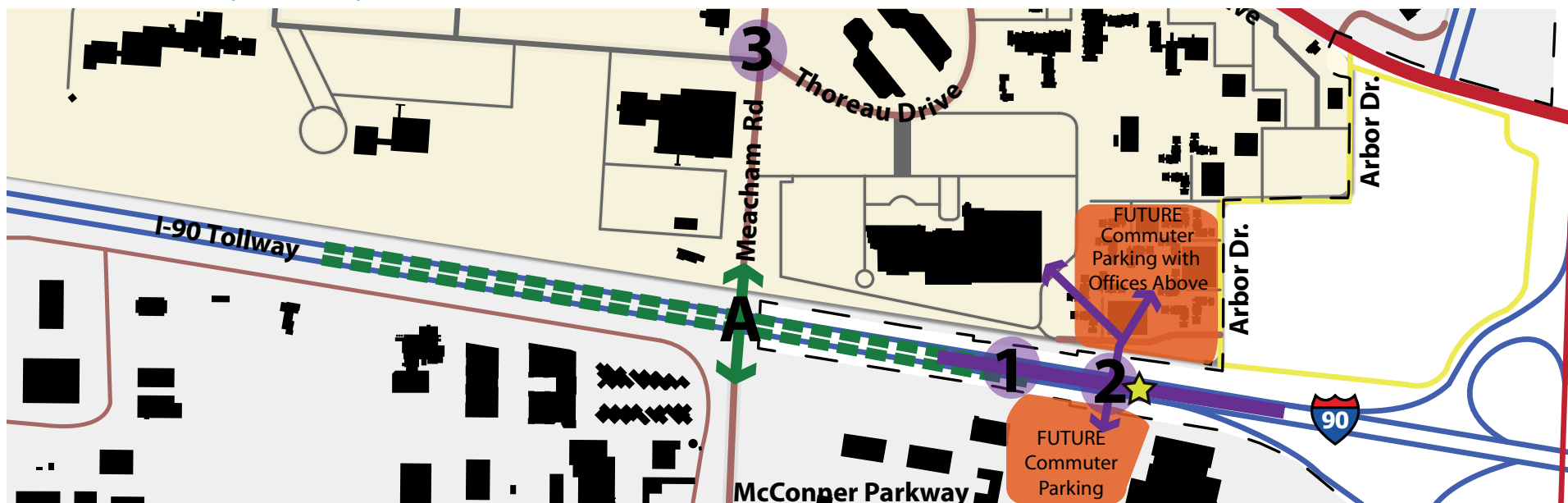
The map below is a graphic representation of the existing surplus and deficit parking spaces for non-residential uses within the study area. By providing surplus parking, the percentage of unnecessary paved surfaces is also higher. Some methods to reduce these paved surfaces is by providing shared parking or structured parking.



• **Potential internal road alignments** to improve access and circulation within the study area



• Potential transportation improvements



Access to I-90 and the Future Transit Station

I-90 Access Option-

A study by HDR, Inc. is exploring roadway access along I-90 Tollway at Meacham Road. The potential access will be provided by separate on and off ramps along I-90 to the Meacham road bridge. This proposal is denoted by 'A' in the diagram above.

Pace is also exploring bus rapid transit possibilities along I-90.

Future Transit Station Access Options-

1. Midwest High Speed Rail Association (MHSR) retained by 5 communities including Schaumburg to study feasibility of linking the STAR Line (Suburban Transit Access Route) proposal to other regional rail improvement plans under the "CREATE" program to facility funding. Conceptual plans include exploring commuter rail in a widened center median.
2. Future station and bus transfer areas must be accessible from the north and south of the Tollway. An example of such a connection is the CTA Blue line station at Cumberland which has a pedestrian bridge providing access over the interstate (as seen in the adjacent image).
3. Bus service is currently available along Meacham Road connecting to a bus transfer center near Woodfield Mall. Given the potential for development of the Walden Village, consideration should be given to routing bus service through the site along Thoreau Drive.



CTA station at Cumberland (Source- Chicago Transit Authority)

Development Opportunities

The following graphic highlights the key sites that provide an opportunity for near term redevelopment. Keeping the future transit station in mind, the programming of these redevelopment sites should focus on uses that complement the existing uses, such as offices and convention center, to ensure that the redeveloped parcels make the study area more pedestrian friendly and increase its amenity value.



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North Schaumburg Plan

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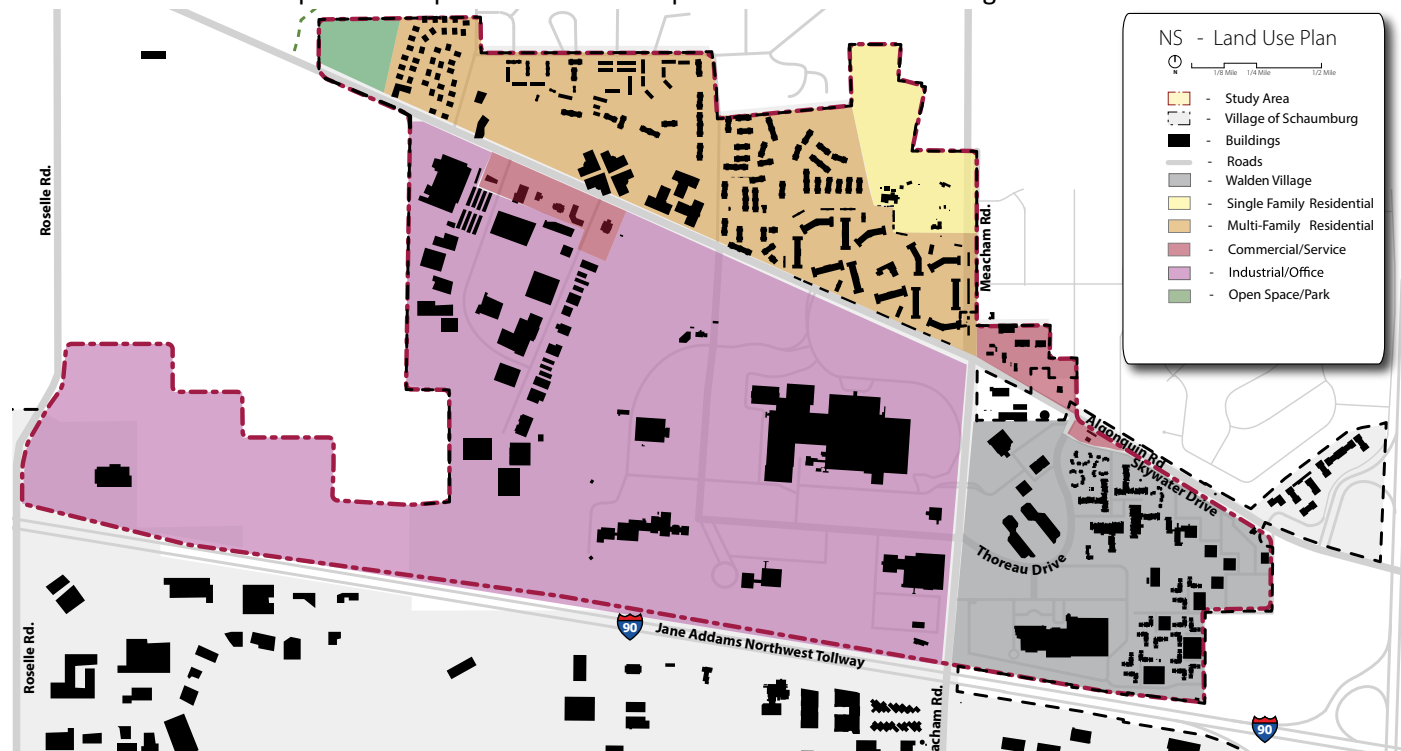
THE NORTH SCHAUMBURG PLAN

Land Use Plan

With the potential for future transit options in the area, the demand for higher quality, higher density mixed use development for people to live and work in a walkable and bikable environment will increase. The North Schaumburg (NS) area plan is the culmination of many layers of information obtained through analysis of property conditions, land use policies contained in Schaumburg's Comprehensive Plan and sub-area plans, market conditions, development trends, previous Village investments, and its long term vision to create a high quality, sustainable community. This information provided the basis for the preparation of the Land Use Plan below. As the guiding element of the plan for the future of the NS area plan, the Land Use Plan provides the general development guidelines for building types, land uses, density, site access and circulation, open space preservation/expansion, and public transit opportunities.

As articulated in the Village's Comprehensive Plan, the dominant land uses within the Woodfield Regional Center area will continue to be commercial, industrial and office uses. However, as the community has expanded over the last 15 years, and as economic conditions have changed, the NS area now provides for more residential uses, reflecting well established development trends within the Walden Planned Development in the late 1960s, and multi-family developments along the north side of the Algonquin Road corridor. Existing Class C office uses along the north side of Algonquin Road are recommended to be phased out over time, to cluster office uses closer to future transit. Changing the existing office uses north of Algonquin to residential will compliment the multi-family units that surround it and provide for additional housing diversity within the Village in close proximity to existing and future major employment centers south of Algonquin Road, as well as destination entertainment centers and commuter transit facilities planned as part of the redevelopment of the Walden Village.

Originally planned as primarily an office/industrial center, the NS area is recommended to develop into a mixed-use destination area with office, industrial, residential, commercial and entertainment uses, all well interconnected in an urban park-like environment consisting of an extensive system of greenways, parks, and trails. Combined with the more intensive mix of uses planned as part of the Walden Village (WV), the NS area will form an integrated neighborhood to create a high quality, sustainable, regional center. As development proceeds in this area, the Village will need to assess future facility needs and that ensure high levels of service are maintained by police, fire and emergency services. If new facilities are warranted, they should be located, designed, and developed as focal points and "signature" projects within the community.

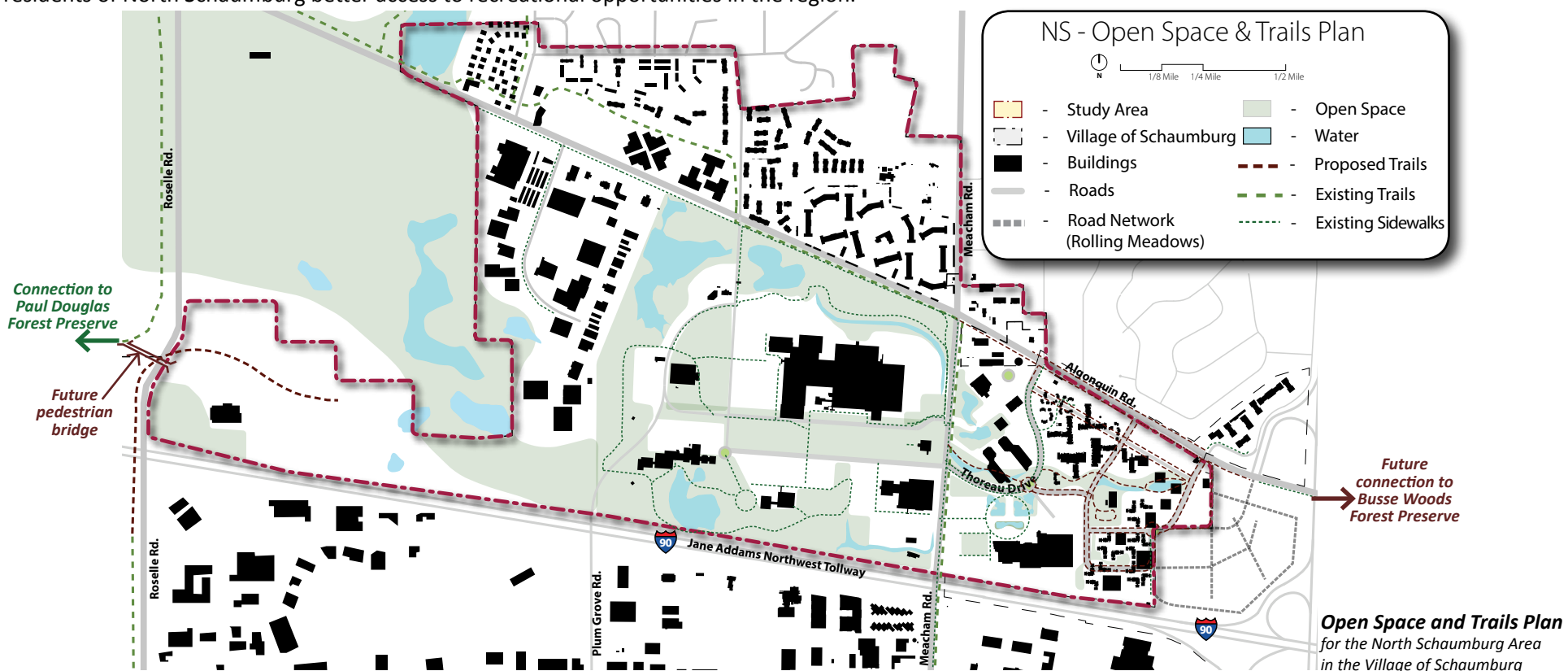


Land Use Plan for the North Schaumburg Area in the Village of Schaumburg

Greenway Plan

The preservation, improvement, and expansion of Schaumburg’s natural resources are beneficial to the growth and health of the community, in term of both aesthetic and economic considerations. The preservation of wetland and floodplain area protect wildlife and plant habitats, reduce flooding and damage to developed areas, and provide the framework for an expanded open space and trail system that creates linkages between and to various parts of the Village, and benefits all residents. The environmental corridors formed by these environmental features provide the Village with opportunities to extend multi-use recreational paths, and improve connections between local and regional open spaces, job centers, neighborhoods, shopping and entertainment areas. These greenway opportunities are an essential part of the development strategy for the NS area to preserve the Village’s natural resources, and create a system of open spaces that will provide the relief in the pattern of urban development necessary to create a healthy balance between the density of development and natural environment. Open spaces can also be used to establish buffers or transitions between residential and non-residential developments.

As depicted on the Open Space and Trails Plan below, the open space and trail opportunities are shown as extensive greenway corridors that form a continuous circuit connecting the region’s forest preserves to uses planned in the NS area. Multi-use trails (for both bicycle and pedestrian use) are proposed within the study area to connect the existing trails to regional trails and Forest Preserves in accordance with CMAP’s green infrastructure network for the region. This will give residents of North Schaumburg better access to recreational opportunities in the region.



Walden Village Concept Plan

Overview

The plan for North Schaumburg advances the Diversified Regional Center concept in the area identified as the Walden Village. This concept plan embodies many of the planning guidelines of DRCs through the support of the mix of uses that has been established in the area generally known as the Walden Planned Development. This Plan provides recommendations on how the basic mixed-use concept can be enhanced by providing a more integrated, interconnected development that provides new opportunities for public transit (bus and commuter rail) and “transit-oriented development.”

The Walden Village is proposed to be an easily accessible area for both residents and employees alike, with the “urban greenway” adding to its amenity value. Redevelopment of this area over time will allow for a better integration and mix of land uses that are both transit supportive and encourage walkability, making this area a great place to live in, work at and visit. A vertical mix of uses will also be more spatially and economically feasible and will help create a more dense urban environment that support a future transit station. Below is a description of each of the land uses proposed within the Walden Village.

Description of each use within the WV mix of uses:

Commercial Uses- Typical commercial developments of big-box retailers and stand-alone strip malls are not appropriate in the WV to provide for a better mix of uses that are TOD supportive. Similarly, auto-oriented uses like drive-throughs are also not appropriate. Commercial uses that are appropriate are predominantly of two kinds- **hospitality commercial** and **service retail**. The hospitality commercial use supports the existing entertainment requirements of the convention center and office users and includes uses like sit-down restaurants, bars, music venues, movie theaters, or other entertainment establishments that create a vibrant night-life within the Urban Village. The service commercial uses include small grocery and convenience stores, pharmacies, dry cleaners, ATMs and banks, small restaurants, coffee shops or other appropriate uses that support the residential environment. In addition, restaurants, coffee shops and other retail uses with outdoor seating areas should be located along the urban greenway and add to its amenity value.

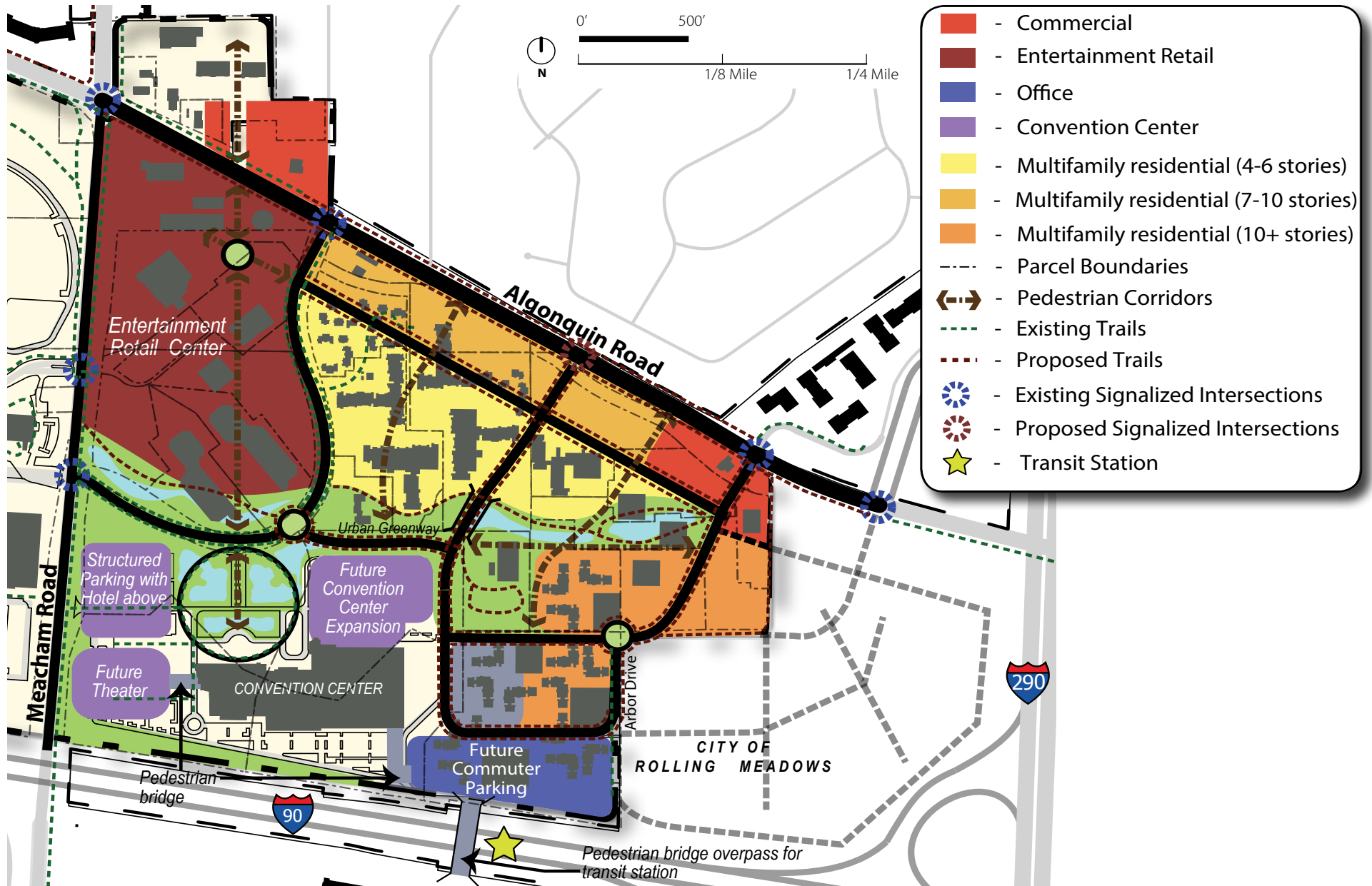
Hotel uses- In order to support the existing convention center, hotel uses are proposed on the upper floors of the buildings to the north and South of Thoreau Drive.

Office uses- Given the shift from a Class A office location to more of a Class A mixed-use area, the office uses are located closest to the future transit station to make it more accessible for employees travelling to work via transit. In addition, this location along the Northwest Tollway increases its visibility to regional transportation corridors and adds to the value to the image of a high-end development.

Multi-family residential- An important principle of a transit oriented development is to incorporate residential uses in close proximity to transit services (within 1/2 mile radius to major transit like a rail station and within a 1/4 mile radius of local bus routes). This will encourage residents to use public transportation options as opposed to driving. Future residential uses should be limited to medium and high densities within the WV. A change in the density of the buildings is encouraged



Example of a hospitality commercial development

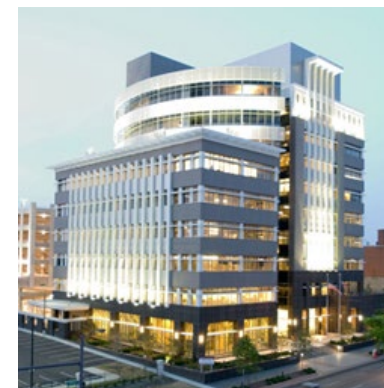


Walden Village Land Use Plan

with high density (10+ stories) closer to the future transit station area, mid to high density along Algonquin Road (6 to 10 stories) and medium density buildings (4 to 6 stories) towards the central area of the Walden Village. This change in density will help define the character of the Algonquin Road corridor, while the decrease in density towards the urban greenway will help maintain a visual connection to this green spine and encourage a more pedestrian scale along this recreational amenity area. Multi-family buildings along the urban greenway should have recreational and amenity uses along the lower level to make better use of this as an amenity.

Parking- In order to accommodate a higher density of uses, parking requirements for the WV should be provided in structured parking as part of the future buildings developed. A specific number of these spaces will be dedicated to commuter parking in buildings to the north and south of the proposed transit station. Surface parking requirements are encouraged to be on the interior of developments so as to maintain a pedestrian scale along the road frontages.

Open space- Building on the existing lack of continuous open space for recreation, the Urban Greenway traverses through the site making connections further to the green



Examples of Class A office developments



Example of green space used as an amenity



Example of medium density residential development

corridors in the region. A system of bikeways and trails connects the urban greenway to the residential buildings as well as the surrounding areas. The ground level of the buildings abutting the urban greenway should be developed such that they are integrated by means of outdoor restaurants, courts and plazas. The corridor connections from the greenway to Algonquin Road through the retail and residential areas must be developed and maintained for pedestrian and visual access.

With respect to proposed uses, the urban greenway should be used as a space for outdoor entertainment as needed. This area should be used as a space for public gatherings/events- a place where both residents and visitors can enjoy recreational activities in a park setting.

Transportation and Access

Roadway network and access

The internal roadway connection from Thoreau Drive to the modified Arbor Drive is designed to increase access to transit. In addition, a more direct connection from Algonquin Road to Arbor Drive is also proposed. The road proposed along the parcel just north of the future transit station should have a passenger drop-off area for bus and vehicular access.

Pedestrian and bicycle access

Trails should be developed to connect the existing regional and Village trails to the urban greenway within the WV area. These trails are to be developed as shared multi-use trails for both bicycle and pedestrian usage.



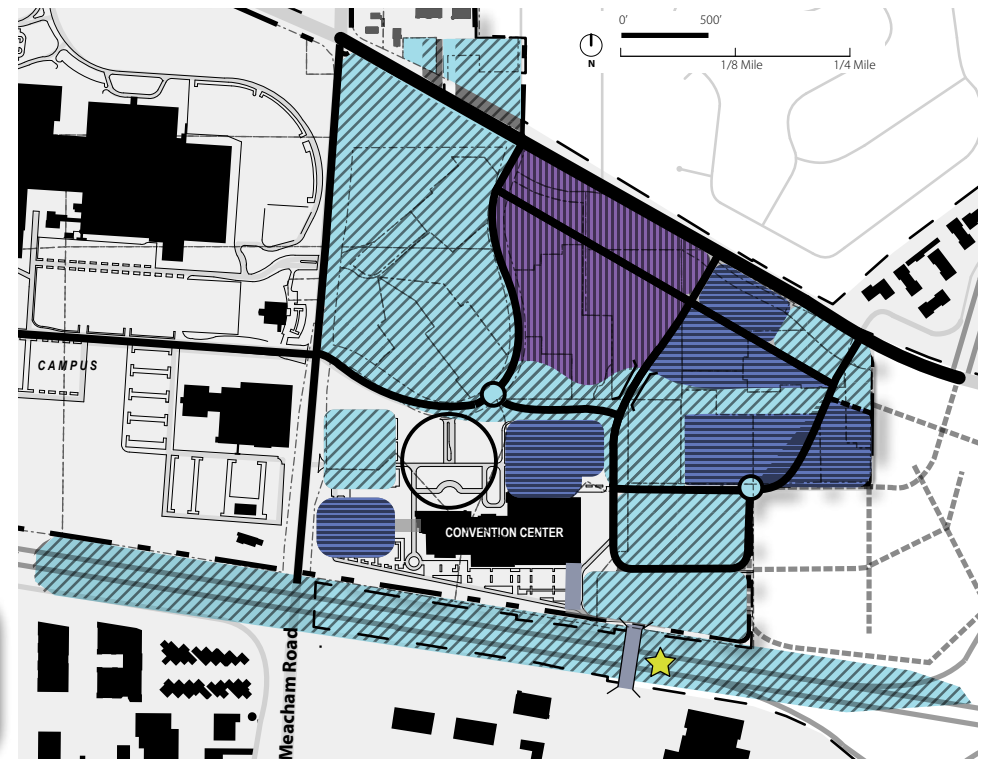
Example of a trail system along a roadway








Example of a pedestrian corridor

Phasing Plan

The development of the Walden Village (WV) will take place in phases based on the existing potential for development. Phase I spans a 1 to 5 year period, Phase II spans a 5 to 15 year period and Phase III denotes 15+ years. The Urban Greenway has been included as Phase I with the hope of setting the tone for development within the WV.



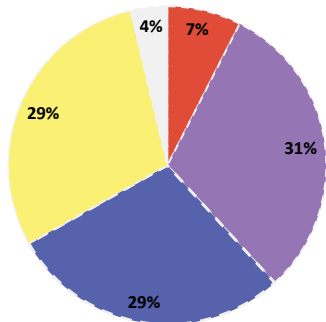
-  - Phase I
-  - Phase II
-  - Phase III
-  - Future Transit Station
-  - Parcel boundaries

Development capacity analysis

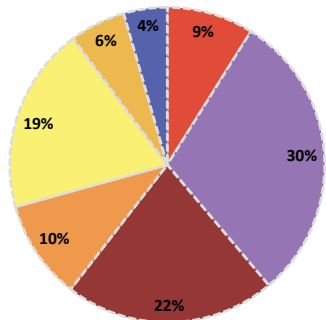
An analysis of the development capacity of the concept plan was done and is summarized in the adjacent table. The purpose of this analysis is to provide general estimates of the amount of residential dwelling units, commercial and office square footages, number of floors and parking demand that would occur at full build-out.

Pie charts showing the percentage of existing versus proposed land uses-

Existing

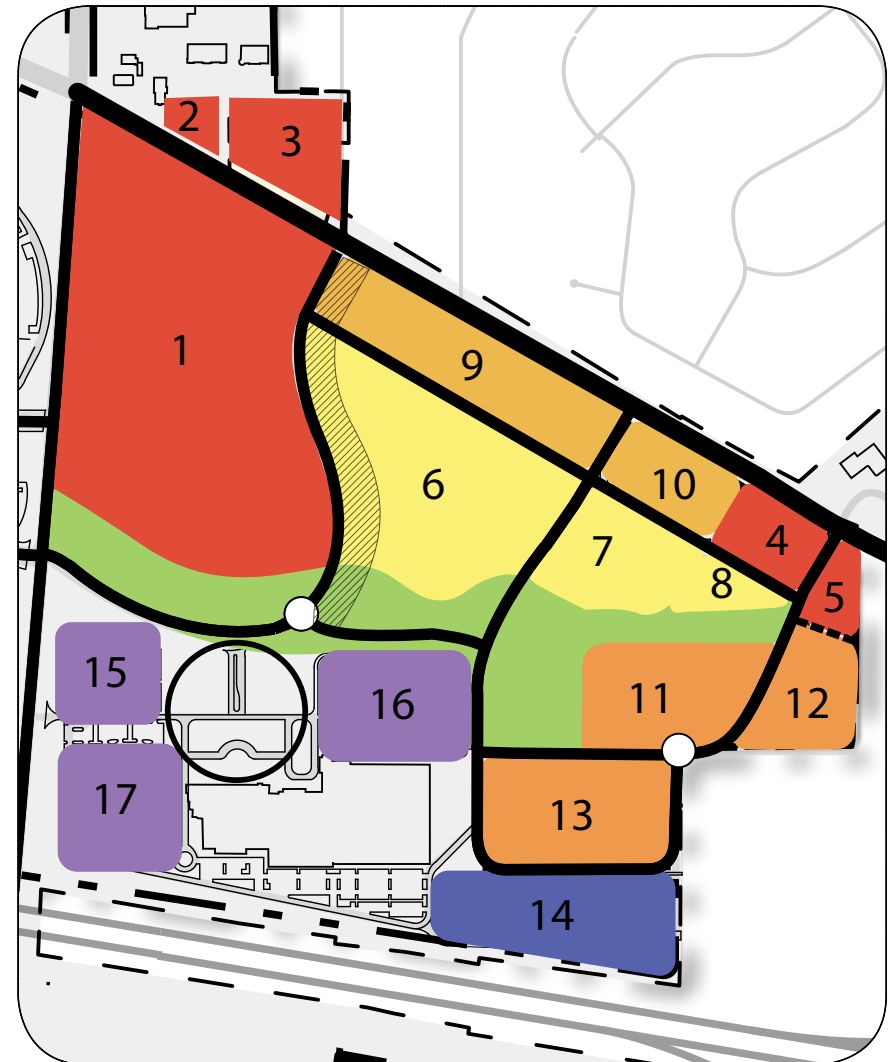


Future Potential



- Commercial
 - Office
 - Entertainment Retail
 - Vacant
 - Convention Center
-
- Multi-family Residential- 4 to 6 stories (or less)
 - 7 to 10 stories
 - 10+ stories
 - 1st floor commercial

Key Plan for the Development Parcels within Walden Village-



Walden Village
Development Capacity Analysis

10/2/2013

Site	Land Use	Acres	Site Area Total sq ft	FAR	Total Non-Res. Building Area sq ft	Total Employees	Dwelling Units	Floors	Parking
#1	Commercial - 1 story Entertainment/Retail/Hotel	31.5	1,371,834	0.25	342,959	457		1	1,029
#2	Commercial - 1 story Retail	0.7	29,829	0.20	5,966	8		1	18
#3	Commercial - 1 story Retail	3.2	140,451	0.20	28,090	37		1	72
#4	Commercial - 1 story Retail (Existing- approx. 4,000 sq. ft.)	2.0	88,588	0.25	22,147	30		1	66
#5	Commercial - 1 story Retail (Existing- approx. 10,000 sq. ft.)	1.1	48,177	0.25	12,044	16		1	36
#6	Multi-Family - 4-6 story Residential Parking	15.2	664,058	3.93			1,411	4 1	1,764 1,764
#7	Multi-Family - 4-6 story Residential Parking	5.4	237,269	3.93			504	4 1	630 630
#8	Multi-Family - 4-6 story Residential Parking	1.7	73,144	3.93			155	4 1	194 194
#9	Multi-family - 7-10 story Residential Parking	6.2	267,912	6.88			996	7 2	1,245 1,245
#10	Multi-Family - 7-10 stories Residential Parking	2.5	110,243	4.91			293	5 2	366 366
#11	Multi-Family - 10+ stories Residential Parking	6.1	266,339	7.86			1,132	8 2	1,415 1,415
#12	Multi-Family - 10+ stories Residential	3.3	145,078	7.86			617	8	771

(Continued on the next page)

Walden Village
Development Capacity Analysis

10/2/2013

Site	Land Use	Acres	Site Area Total sq ft	FAR	Total Non-Res. Building Area sq ft	Total Employees	Dwelling Units	Floors	Parking
#13	Multi-Family - 10+ stories Residential	7.0	306,000	7.86			1,301	8	
	Parking (Residential)							2	1,626
	Parking (convention center replacement)							1	500
	Total parking							4	2,126
#14	Office- 15+ story Office	7.1	308,876	3.60	1,111,954	4,448		12	
	Parking (office)							8	7,193
	Parking (commuter)							1	600
	Total parking							4	7,793
#15	Hotel - 10+ story Hotel	3.4	149,151	14.67	357,962	1,432	(Beds) 2,173	8	
	Parking (hotel)							10	2,717
	Parking (convention center replacement)							2	500
	Total parking								3,217
#16	Convention Center Expansion Convention Center Expansion				150,000	0		1	
	Parking								600
#17	Theater Theater				137,600	100	(Seats) 2,400	1	
	Parking								300
Development Totals:					2,168,722	6,528	6,409		
Total Population:							12,818		
Total Parking:									41,162