



**woodfield**  
regional concept plan

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golf road sector





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regional concept plan

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golf road sector





## **GOLF ROAD S E C T O R**

### **WOODFIELD REGIONAL C O N C E P T P L A N**

An element of the  
Village of Schaumburg  
Comprehensive Plan

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The Golf Road Sector of the Woodfield  
Regional Concept Plan was adopted under  
Ordinance No. 90-135 in October, 1990.



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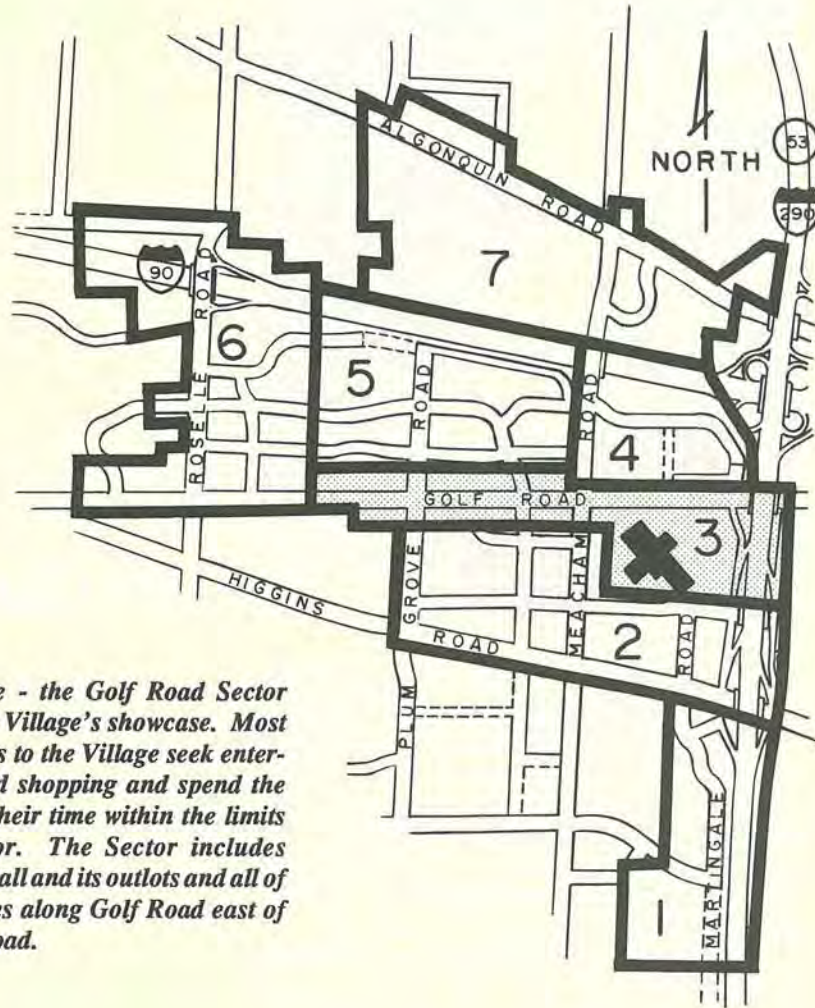




## CHAPTER ONE INTRODUCTION

**S**ector Three, commonly referred to as the Golf Road Sector, is located in the center of the Woodfield Regional Concept Planning area. The Golf Road Sector contains over 319 acres of land on either side of Golf Road between Basswood Road on the west and Route 53/I-290 on the east and includes Woodfield Mall and its outlots. Map 1 on page two shows the Golf Road Sector and its relation to the entire regional planning area.

The Golf Road Sector is a key component in the Regional Center's vitality. The Sector is nearly ninety-eight percent developed. Ninety-two percent of the land in the Sector is devoted to commercial or service uses. The retail sales tax revenues generated by these uses are a primary reason for the Village's lack of a municipal property tax. Therefore, the Concept Plan for Sector Three focuses on maintaining the existing businesses in the area and enhancing their stature in the marketplace. Densities are low to encourage the maintenance of the area as a retail corridor and plans are underway for much needed roadway widening and intersection improvements along Golf Road.



**Sector Three - the Golf Road Sector serves as the Village's showcase. Most of the visitors to the Village seek entertainment and shopping and spend the majority of their time within the limits of the Sector. The Sector includes Woodfield Mall and its outlots and all of the retail uses along Golf Road east of Basswood Road.**

While thousands of persons work in the Village, thousands more shop in the Village. Golf Road is travelled by many of those destined for their workplace, but it is vital to nearly all of those who shop in the mall or the surrounding shopping centers. Just as the Regional Center is the outsider's image of Schaumburg as a whole so is Golf Road the main

thoroughfare for business activity and identity for the Regional Center. Therefore, the implementation of the design guidelines outlined in the Concept Plan are of paramount importance in the Golf Road Sector as it is the nucleus of the entire Regional Center. Some of the first programs undertaken by the Village to enhance the aesthetics of the Regional Center should be undertaken within the Golf Road Sector due to its location and prominence.

The Golf Road Sector Concept Plan outlines the land uses, intensities, building heights, and major roadway improvements in Sector Three over the next two decades. The recommendations in the Concept Plan were based on thoughtful analysis and represent the Village's desires for the future of the corridor. The Golf Road Sector is intended to remain a regional shopping district for the Village and surrounding communities. Any deviations from the plan should be justified by the petitioner requesting the modification based on changed conditions or new information. The guidelines in the Concept Plan are in addition to the zoning, subdivision, and other requirements and policies for development of property within the Village.

If the zoning of a parcel is inconsistent with the land uses, building heights, or intensities in the Concept Plan, the Concept Plan should be followed. It is not always possible to Village-initiate rezonings of property so that they conform to the Concept Plan as they may conform, for example, with the preferred use but not with the proposed height of the building. For example, if a parcel is zoned B-2 General Retail but the Concept Plan denotes the parcel for single-story office structures because it adjoins residential property, it may be unwise to rezone the parcel to B-3 Planned Office Business District, which allows much taller structures with greater intensities. Therefore, while the uses in the zoning district comply with the Concept Plan the intent of the plan is not met due to the higher intensities and building heights. Hence, not all of the parcels in the Concept Plan whose zoning is not in keeping with the land use in the Concept Plan, may necessarily be rezoned due to such conflicts.

## Historical Development

Golf Road was largely vacant agricultural land until the late sixties. With the opening of the Northwest Tollway in 1958, residential subdivisions were developed west and south of the Sector. Corporations seeking larger inexpensive tracts of land such as Unocal and Motorola moved to Schaumburg in the sixties. In the late sixties, Woodfield Mall began construction spurring development of retail areas along Golf Road. Nearly all of the commercial buildings and shopping centers along Golf Road were constructed in the 1970's.

The early 1980's saw development of the Woodfield Commons East shopping center. The Glenn's Steakhouse restaurant and the restaurants east of Handy Andy were constructed in the mid-1980's. The properties west of Plum Grove Road, including the Honda, Mitsubishi, and Emkay automobile agencies, along with the Golf Road Commercial Center were also built during this time period. The most recent developments in the Sector include Golfwood Square and Portillo's Restaurant both located west of Plum Grove Road.

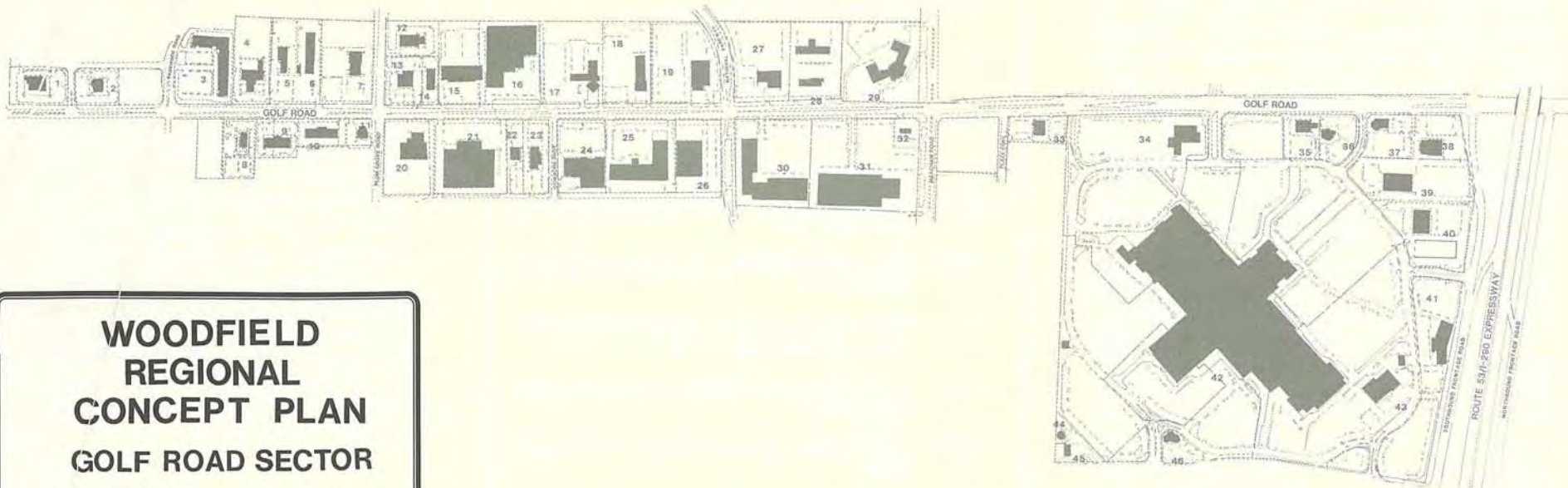
Recent development pressures in the Golf Road Sector, as in many of the other Sectors, include the conversion of office properties to commercial uses. The vacant site at the northwest corner of Golf and Basswood Roads and redevelopment of the Nuclear Data site are two such properties. While the corridor is intended to remain a retail corridor, these two corner sites have access constraints and will have problems attempting to conform to the Sector's design guidelines if developed for typical strip commercial uses. As the Sector is the prime area for B-4 automobile oriented uses in the Village, and because of the site's development constraints, conversion of the Nuclear Data site to an upscale automobile mall, or to a mixed-use office/hotel-entertainment/high tech industrial/limited retail development would be more appropriate. Conversion of the northwest corner of Golf and Basswood Roads to a non-strip retail commercial use would fulfill a demand for additional automobile and retail uses in the Golf Road corridor.

**TABLE 1  
HISTORICAL HIGHLIGHTS**

1969	Woodfield Mall begins construction
1970	Versailles Village Center opens Chrysler/Plymouth dealer accepts first customer
1971	Pontiac dealership approved by Village Board
1974	Handy Andy plans approved
1978	Sportmart begins development Woodfield Commons East, largest shopping center in the Village except for the two regional malls, receives Village Board approval
1979	Rusty Skupper restaurant opens its doors Houlihan's restaurant completes construction
1981	Carlos Murphy's and Fuddrucker's restaurants approved
1982	Restaurant northeast of Plum Grove and Golf Roads opens Bob Evans and former Chi-Chi's (Grisanti's) restaurants under construction
1984	Honda-Mitsubishi-Subaru dealerships open for business
1988	Village Board approves plans for Golfwood Square
1990	Village Board approves Woodfield Plaza rezoning from B-3 to B-2 at the northwest corner of Golf and Basswood
1991	Woodfield Mall expansion plans for Nordstrom's Department Store approved in March

Source: Village of Schaumburg Planning Department, March, 1991

*When former Sears Chairman of the Board Robert Wood and department store magnate Marshall Field joined forces to construct Woodfield Mall in 1969, little did they realize the impact the combination of their names would have on the small Village of Schaumburg. Today, a vast number of retail, office and industrial establishments throughout the Village make use of the name "Woodfield" to take advantage of the instant name recognition. In fact, the 16 million customers who visit the mall annually are probably more familiar with the name "Woodfield" than the name "Schaumburg."*



# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR EXISTING DEVELOPMENTS

## DEVELOPMENTS

- |   |                                 |
|---|---------------------------------|
| 1 CARLOS MURPHY'S                       | 31 SPORTSMAN                    |
| 2 HODDGENSBERRY                         | 32 WOODFIELD COMMERCIAL WEST    |
| 3 OLD FORDS SQUARE                      | 33 TONY'S                       |
| 4 TRACY'S                               | 34 WOODFIELD THEATRE AUDITORIUM |
| 5 PATRICK SUBARU                        | 35 LARRY PAUL (OLDGARDEN)       |
| 6 PATRICK JOHN CASE                     | 36 ANGLIAN OAK                  |
| 7 SCHWABERSON HOMES                     | 37 WOODFIELD COMMERCIAL         |
| 8 GOLF PLAZA COMMERCIAL CENTER          | 38 WOODFIELD                    |
| 9 DON PALLES                            | 39 WOODFIELD JEWELRY            |
| 10 VERMILION COLLEGE CENTER             | 40 NEW WOODFIELD                |
| 11 CORPUS CHRISTI                       | 41 WOODFIELD FINE AND RUBBER    |
| 12 ALI STATE                            | 42 TALMAN HOME                  |
| 13 GLEN'S STEAK HOUSE                   | 43 WOODLAND                     |
| 14 FRETTER                              | 44 OLIVE GARDEN (WEST) SHOPPING |
| 15 DEL GUSTINO'S COFFEE                 | 45 WOODFIELD TRAILER TRAIL      |
| 16 MURPHY BUCH COFFEE                   | 46 OLD WOODFIELD BUILDING       |
| 17 SCHWABERSON CHRYSLER PT. SALES/LEASE | 47 WOODFIELD EXECUTIVE BUILDING |
| 18 ED O'NEAL LUBRICANTS I               | 48 WOODFIELD TRAILER TRAIL      |
| 19 WOODFIELD FORD                       | 49 WOODFIELD HALL               |
| 20 HANLEY JAMES                         | 50 STATE RESTAURANT             |
| 21 BOB EVANS                            | 51 WALTER TONER                 |
| 22 THOMAS                               | 52 WOODFIELD HALL RENOVATION    |
|   | 53 BARKFIELD                    |



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MARCH 1991

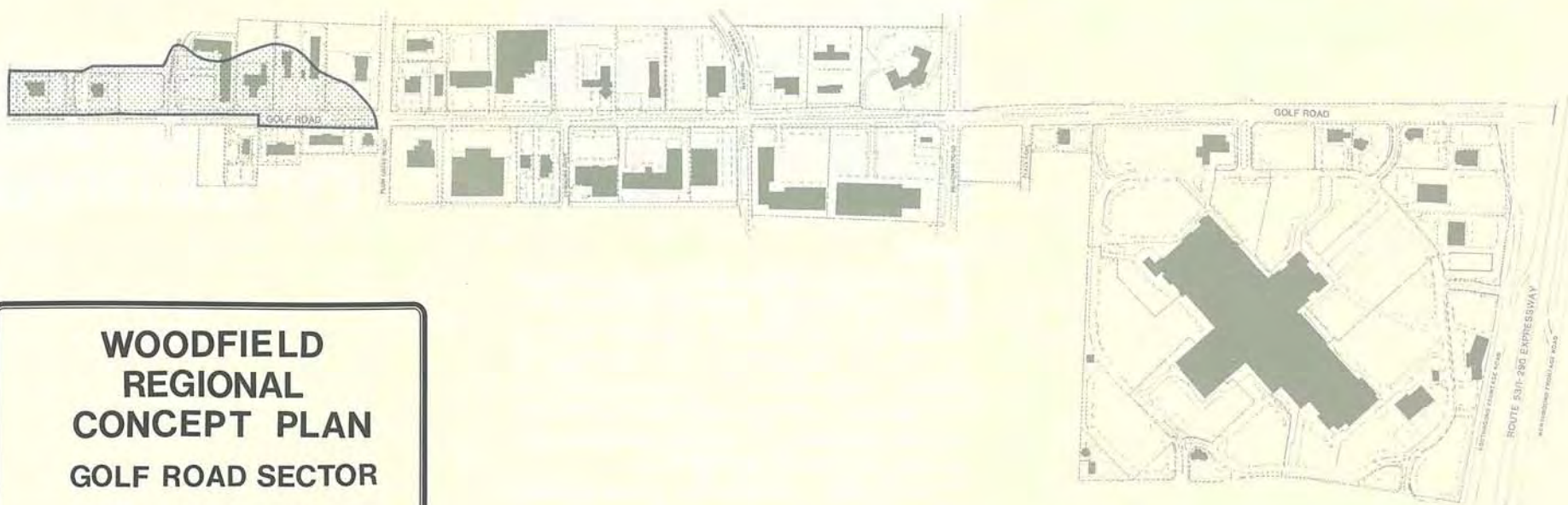




## CHAPTER TWO EXISTING CONDITIONS

**E**xisting conditions in the Golf Road Sector are particularly relevant to the future of the area as the Sector is largely developed at this time. Development of the few remaining lots may not be as problematic for purposes of the Concept Plan as the redevelopment of existing lots in the area and maintaining the existing businesses that currently are located along Golf Road.

The existing conditions may foretell problems due to older development approvals and their conformance with existing guidelines. As the Sector is the Village's prime commercial area, significant consideration should be given to improving the aesthetics of the area and the accessibility of the area, while at the same time maintaining the economic viability of the businesses located there. Existing developments within the Golf Road Sector are shown on page four opposite. The majority of uses are retail and service oriented and located in shopping centers and free-standing commercial buildings. Existing developments are shown opposite on Map 2, page four.



# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

## SOILS INTERPRETATION & BUILDING SITE SUITABILITY

- |                      |  |
|----------------------|--|
| SLIGHT LIMITATIONS   |  |
| MODERATE LIMITATIONS |  |
| SEVERE LIMITATIONS   |  |



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SOURCE: U.S. DEPARTMENT OF AGRICULTURE, SOIL CONSERVATION SERVICE  
SOIL SURVEY OF DUPAGE AND PARTS OF COOK COUNTY, ILLINOIS, MAY, 1978

## Soils

Map 3 - Soils Interpretation and Building Site Suitability on the opposite page notes areas that have either slight, moderate or severe limitations on development. These designations may be defined as follows:

### *Slight*

Soils which are generally favorable for development. Any limitations are minor and easily overcome.

### *Moderate*

Soil properties and site features are unfavorable for development. Limitations can be overcome and minimized by special engineering and design.

### *Severe*

One or more soil properties or site features are so unfavorable or difficult to overcome that a major increase in construction effort, special design or intensive maintenance is required.

The majority of the Sector is composed of what is termed "urban land" in the Markam-Ashkum soil association. These areas are built up areas with deep, gently rolling to nearly level lands. The soils are somewhat poorly drained that have a clay and silty subsoil formed in glacial till. On the far west end of the Sector on either side of Basswood Road are Varna silt loams and Ashkum silty clay loams. The Varna silt loams are well drained soils on slopes and the Ashkum loams are poorer soils subject to the wetness found in the lower areas.

The remainder of the Sector is composed of developed urban lands that have clayey soils with two to five percent slopes. These developed areas would be somewhat poorly drained but have been protected from flooding by artificial drainage and sewer systems.

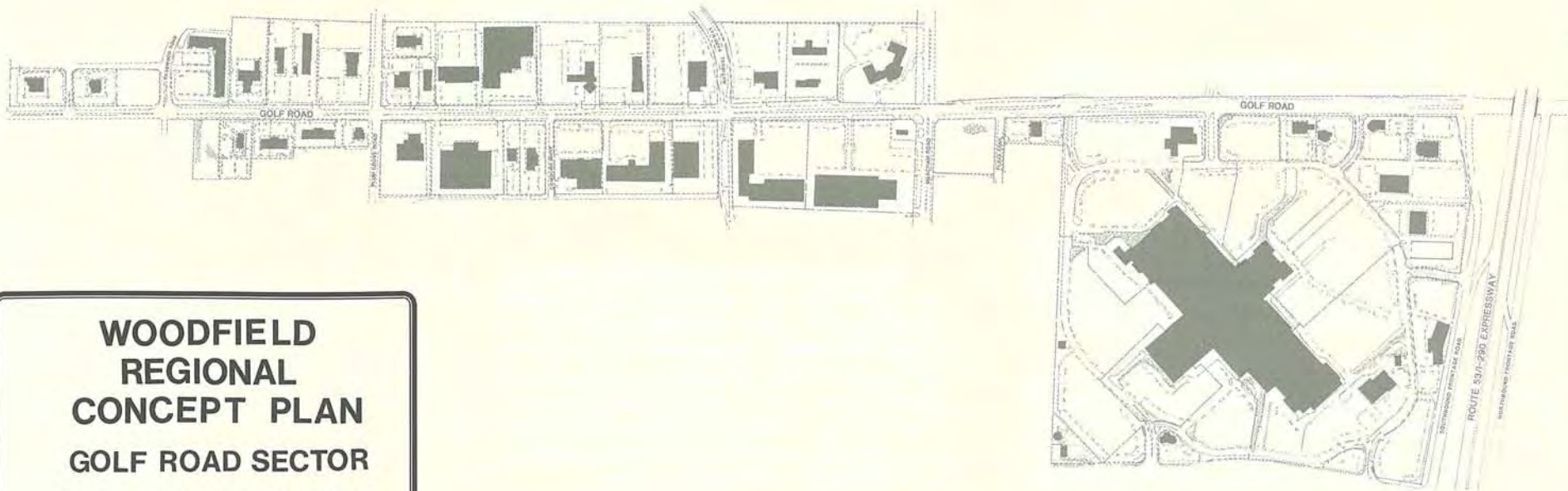
## Drainage

The drainage pattern in Sector Three is composed of the same drainage areas reflected in Sector Two to the south. The areas west of National Parkway drain to the east into the storm sewer system. The water is piped south across Golf Road where the sewers bend west into the Woodfield Lakes complex which forms a part of the West Branch of the Salt Creek. The area located between National Parkway and Meacham Road drains west to National Parkway and then south into the Woodfield Lakes detention ponds. East of Meacham Road drainage flows eastward into the Salt Creek in the Busse Woods Forest Preserve on the east side of Route 53/I-290. No major improvements to the drainage system are required in terms of large detention basins or similar site features.

## Vegetation

The existing vegetation map, Map 4 on page eight, notes those areas containing larger groupings of existing trees or vegetation which may or may not be worth preserving. Developers of each parcel in the Regional Center are required to submit a tree survey and preservation plan upon development or redevelopment. These plans may contain individual trees worthy of preserving which may not necessarily be indicated on the vegetation maps.

The existing vegetation in Sector Three is severely limited as most of the parcels in the Sector have been recently cleared and developed. The Woodfield Mall and its outlots do contain areas of some mature vegetation which were planted when the mall was originally constructed. These areas therefore contain plant materials with nearly twenty years of growth. The planting areas contain a variety of plant species and types ranging from small shrub clusters to larger ornamental and hardwood trees.

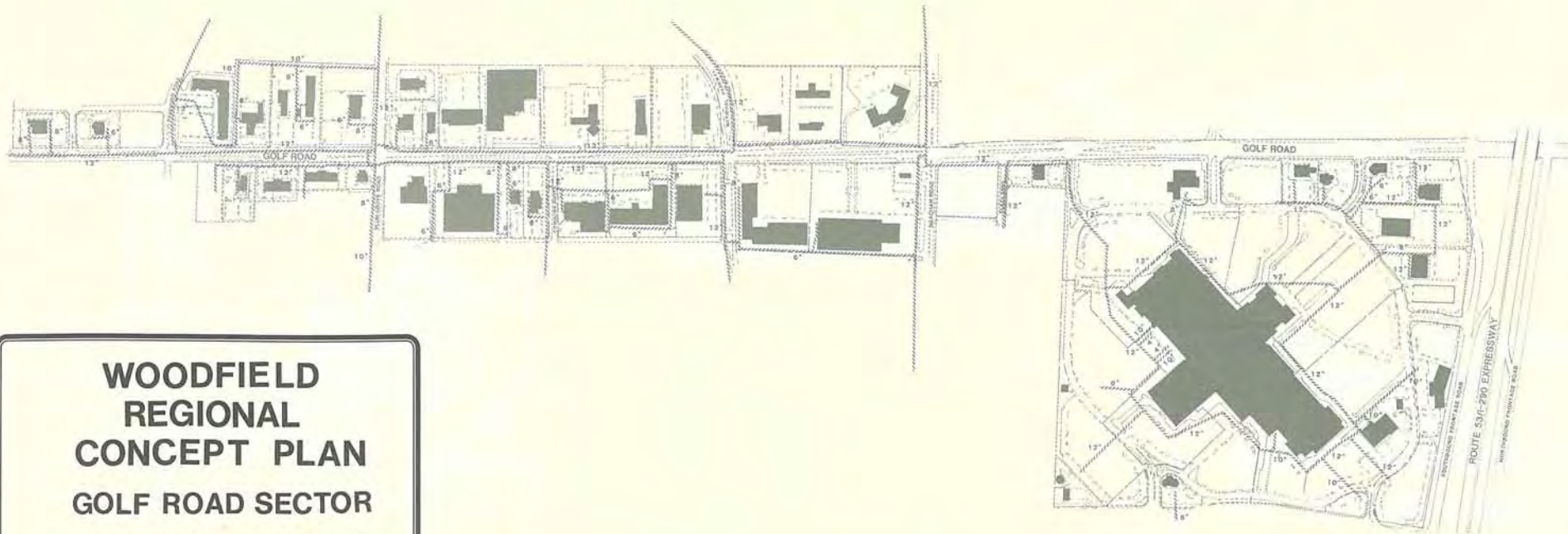


**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR  
EXISTING VEGETATION**

EXISTING VEGETATION 



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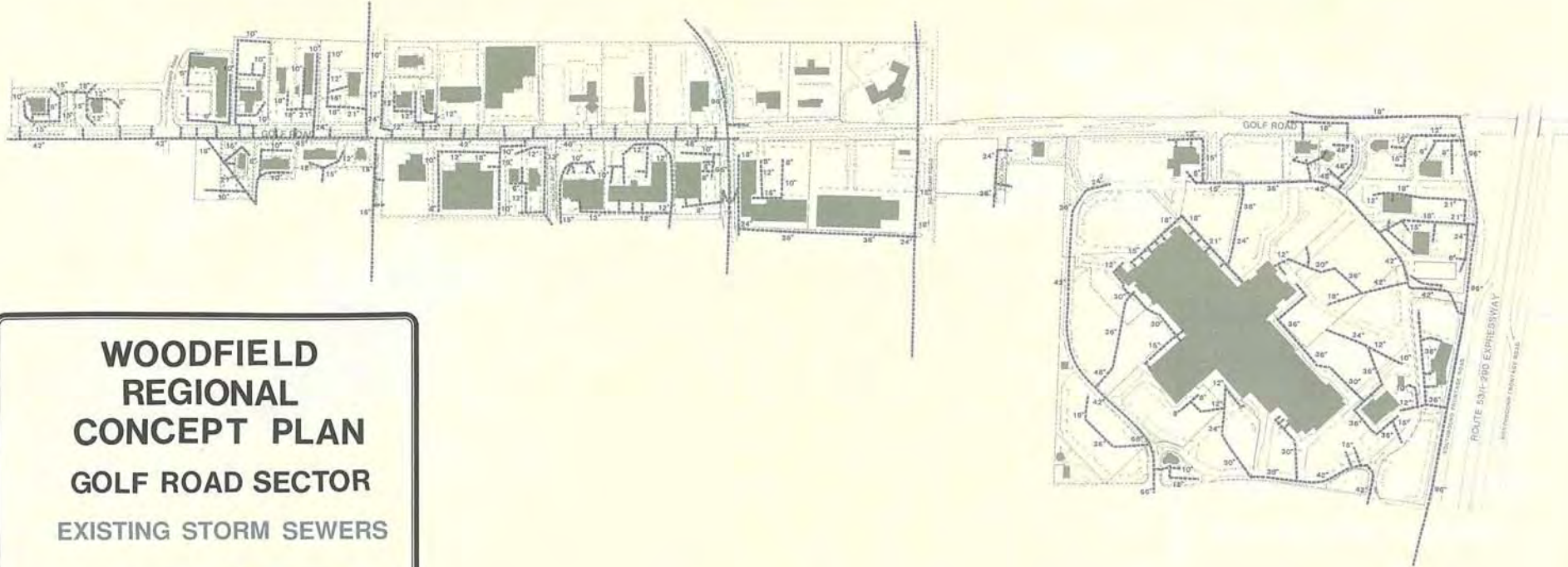


**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR**  
EXISTING WATER MAINS

WATER MAINS -----



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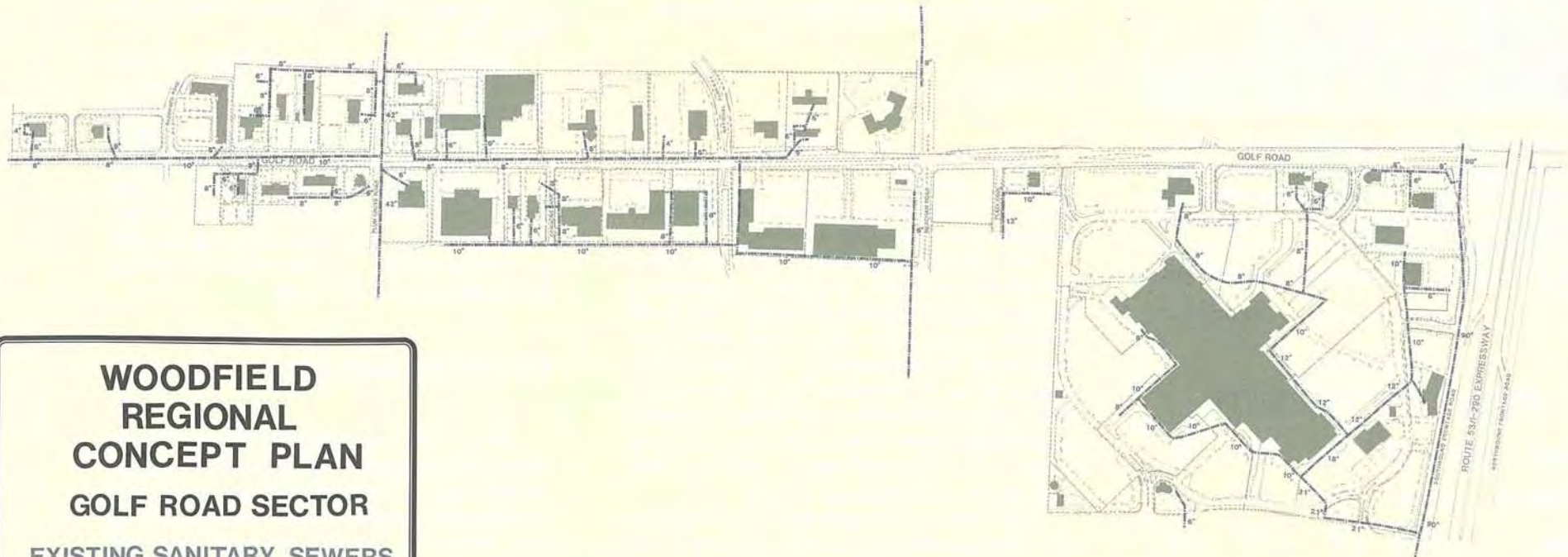


**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR  
EXISTING STORM SEWERS**

STORM SEWERS ————  
DIRECTION OF FLOW > >



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**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR  
EXISTING SANITARY SEWERS**

SANITARY SEWERS —————



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*The water tower at Woodfield Mall was constructed in conjunction with the intensive development of the Regional Center. The bright yellow and orange painting of the tower provides quick recognition for those traveling to Schaumburg. In fact, the "W" pattern on the top is the logo for Woodfield Mall.*

The only other areas noted on the map include the vacant parcel located at the southeast corner of Meacham Road and Golf Road, the westernmost parcel south of Golf Road formerly occupied by Our Saviour United Methodist Church and the Golf Road Commercial Center. The parcel at Meacham and Golf Roads contains a small area of existing Willows and Poplars and similar species. A number of specimen Ash and Maples are located on the former church site west of Plum Grove Road. Norway Spruces and Crabapples were preserved in islands along the south property line of the Golf Road Commercial Center when the property was developed.

## Utilities

Sector Three is served wholly by public water and sewer systems. Connections to the existing system will simply be required for those few remaining vacant parcels upon development.

The water mains range in size from four inches to six inches in diameter. The main feeder lines are located along both Golf and Meacham Roads. Most lines are linked to the main feeder line in Meacham Road which reaches a twenty-four inch diameter just south of the southern border of the Sector in Sector Two. Like all utility lines in the Village, the mains are located in rights-of-way or in easements along property lines wherever feasible. Existing water mains are shown on Map 5, page nine.

Storm sewers, shown on Map 6 on page ten, are sized from four inch building connections up to the ninety inch diameter Metropolitan Water Reclamation District interceptor located along the southbound frontage road of the Route 53/I-290 expressway. The sanitary sewers generally parallel the roadway except for a ten inch feeder located along the south property line of the properties south of Golf Road. Sanitary sewers are generally between six and ten inches in diameter for typical commercial developments. However, slightly larger lines of twelve to eighteen inches are provided to serve the needs of Woodfield Mall.

Storm sewers along Golf Road west of Meacham Road connect the developed parcels to National Parkway where the stormwater is piped underground south across Golf Road into the West Branch of the Salt Creek. The two parcels on either side of Plaza Drive have their storm water piped south into an eighty-four inch storm sewer that parallels Woodfield Road. Woodfield Mall's storm water flows directly into the ninety-six inch storm sewer along the southbound frontage road or flows south into the eighty-four inch storm pipe along Woodfield Road. The storm water is then carried east into the Salt Creek in Busse Woods east of Route 53/I-290.

Sanitary sewers, shown on Map 7 on page eleven, range in size from four to forty-two inches in diameter. Building connections are generally four to eight inches in diameter, with larger ten to eighteen inch sewers serving the mall and its outlots. A large forty-two inch sewer is located in Plum Grove Road. The ninety inch Metropolitan Sanitary District interceptor sewer is located along the southbound frontage road and collects waste from the smaller sewers in the Sector.

## Existing Land Uses

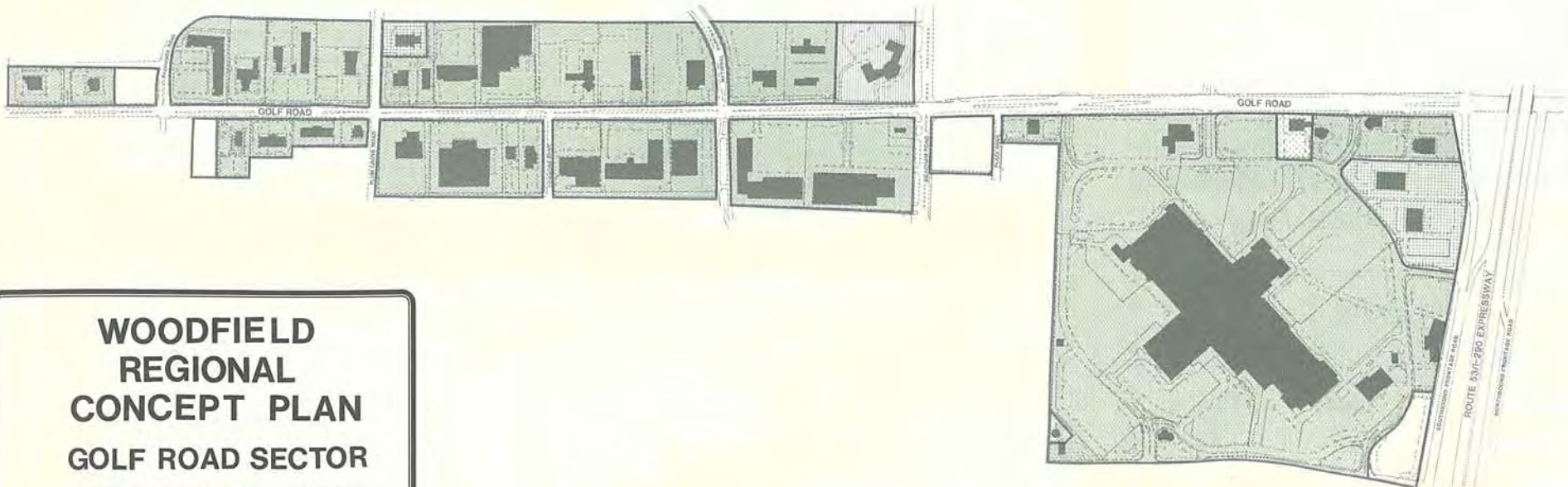
Sector Three is comprised of 319 acres of land located in the eastern central portion of the Concept Planning area. The Sector is approximately ninety-six percent developed. Of this ninety-six percent, over eighty-eight percent consists of commercial uses including restaurants, auto uses, banks, theatres, and retail uses. The Sector includes eleven free-standing restaurants; nine automobile dealerships or leasing agencies, six free-standing commercial uses and nine shopping centers. General retail uses comprise nearly ninety percent of the commercial building square footage in the Sector, with automobile uses the second most predominant, constituting seven percent of the existing commercial building square footage. Since the automobile

**TABLE 2**  
**RETAIL USES BY TYPE**

Retail	Bldg. Sq. Ft.	%	Acres	%
Restaurant	93,000	2.8	914	7.4
Auto	234,000	6.9	2,090	16.8
Banks	11,000	0.3	90	0.7
Theatres	41,000	1.2	323	2.6
General	3,000,000	88.8	8,988	72.5
<b>TOTAL</b>	<b>3,379,000</b>	<b>100.0%</b>	<b>12,405</b>	<b>100.0%</b>

Source: Village of Schaumburg Planning Department, March, 1991





**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR  
EXISTING LAND USES**

- |                     |  |
|---------------------|--|
| COMMERCIAL/SERVICE  |  |
| OFFICE/SERVICE      |  |
| OFFICE              |  |
| INDUSTRIAL          |  |
| PUBLIC/QUASI-PUBLIC |  |
| VACANT              |  |



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MARCH 1991



*Golfwood Square Shopping Center*

uses are land intensive, when comparing land areas occupied by such uses, general retail occupies seventy-two percent and automobile uses only seventeen percent of land area in the Sector.

The second most predominant land use in the Sector other than commercial uses are office uses



*Copperfield's Restaurant*

which comprise nearly five percent of the land area in Sector Three. The three existing office uses include the State Farm Insurance building northeast of the intersection of Golf and Plum Grove Roads, and the two office buildings located on outlots northeast of the mall. These are the 650 Woodfield Building, and the Woodfield Executive Center which houses Suburban Bank. One Office/Service use, Talman Savings and Loan, is also located in the Sector.

Industrial uses in the Sector comprise approximately two percent of the land area. The only industrial use is the Nuclear Data building located at the northwest corner of Meacham and Golf Roads. The building has been marketed for sale and redevelopment of the property in the near future is likely.

Public and quasi-public uses comprise only two tenths of a percent of the land in the Sector. The only public use in the Sector is the Village's Well #11 and water storage facility located directly southwest of the Mall north of Woodfield Road. The remaining four percent of the land area in the Sector consists of four parcels which are currently vacant.

**TABLE 3  
EXISTING LAND USES**

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Commercial	282.7	88.6
Office	14.8	4.6
Office/Service	2.1	0.7
Industrial	6.6	2.1
Public	.5	0.2
Vacant	12.2	3.8
<b>TOTAL</b>	<b>318.9 acres</b>	<b>100.0%</b>

Source: Schaumburg Planning Department,  
March, 1991



*Talman Home Savings and Loan, 650 Woodfield, and the Woodfield Executive Center (Suburban Bank) were constructed on outlots of the Woodfield Mall. Development of the remaining vacant outlots includes construction of similar service uses and possibly an additional office tower around the mall.*

## Adjacent Land Uses

As the central Sector in the Woodfield Regional Center, the Golf Road Sector is nearly wholly surrounded by other areas within the Concept Planning area. Some larger vacant tracts surround the existing development in the Sector and could greatly influence the land values, traffic generated, and redevelopment pressure for existing properties within the Golf Road Sector. To the north of the Sector, west of Plum Grove Road are several vacant tracts of land within the Woodfield Business Center slated for future office/industrial development although some pressures exist to convert these properties to service or even retail uses. Between Plum Grove Road and Meacham Road, north of Golf Road are primarily developed industrial properties and service and storage areas for the automobile dealerships along the Golf Road strip. North of the Sector, east of Meacham Road is the Unocal property, the majority of which is vacant at this time. Extensive future office, retail, and potential hotel or convention center development on the site will greatly enhance the need for retail, restaurant, and service uses nearby. Additional public, cultural, and entertainment uses would round out the existing uses in the area and complement the convention center.

Surrounding Woodfield Mall to the south and west are predominantly multiple-story office buildings. South of the Sector between Plum Grove Road and Meacham Road are several vacant B-3 Planned Office Business District sites, the Village's helistop, fire station and a health club. The recent soft office market has created interest in converting some of these parcels to non-office uses. The Woodfield Road Concept Plan, recognizing this, designates the National Parkway area for service and entertainment uses to serve the future office employees west of Meacham Road. South of Golf Road west of Plum Grove Road are multiple-family residential units at Versailles on the Lake and single-family residences in Hoffman Estates. Care needs to be taken to protect the integrity of these residential areas from incompatible uses, architecture, signage, light, noise, persistent traffic, and evening activity.



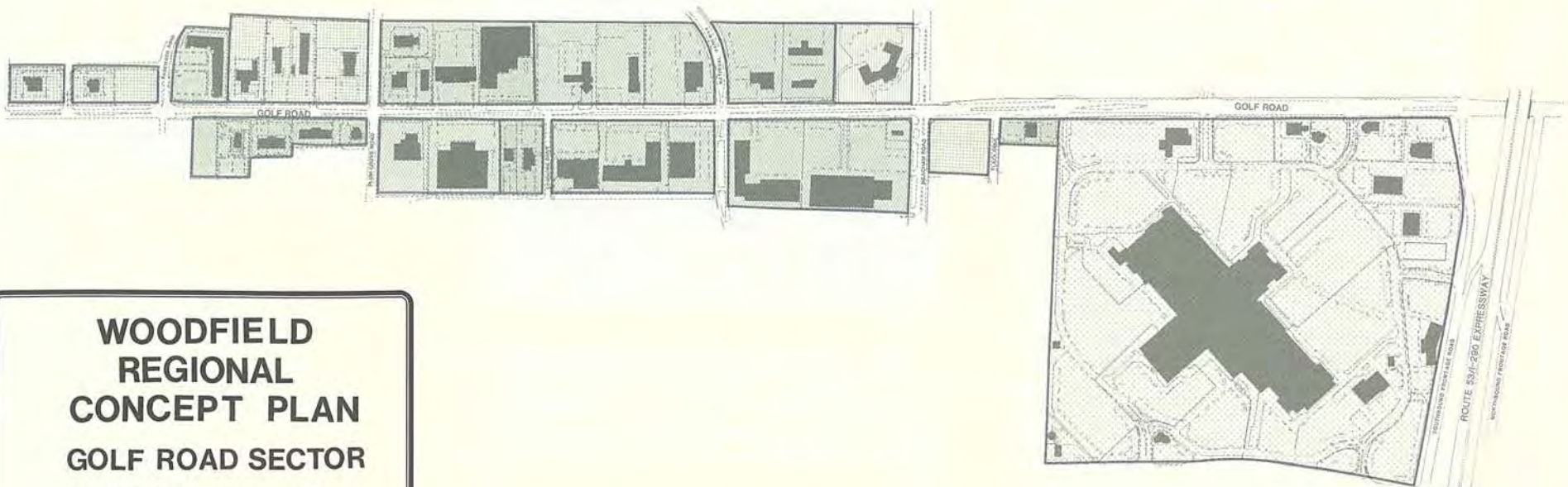
*Centennial Center, on the north side of Golf Road and north of the Sector planning area, is typical of the high-rise office development which surrounds the retail hub of the Golf Road corridor.*

West of the Sector along Golf Road are restaurant uses north of Golf Road and single-family residences in Hoffman Estates south of Golf Road. East of the Sector beyond the expressway are office structures to the north and the forest preserve to the south.

## Existing Zoning

Existing zoning, shown on Map 9, page sixteen is varied although the predominant land use is commercial. Zoning districts represented in Sector Three include residential, industrial, and four different business district zoning classifications.



The predominant zoning in the Sector is B-5 Planned Regional Center. Woodfield Mall and its outlots are all zoned B-5. The second most prevalent zoning in the Sector is B-4, Retail Service, and



# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

## EXISTING ZONING

### BUSINESS DISTRICTS

- B-2 GENERAL RETAIL 
- B-3 PLANNED OFFICE BUSINESS 
- B-4 RETAIL, SERVICE,  
OR MOTOR VEHICLE 
- B-5 PLANNED REGIONAL CENTER 

### MANUFACTURING DISTRICTS

- M-P PLANNED MANUFACTURING 



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MARCH 1991

Motor Vehicle. The automobile dealers on either side of State Parkway, Woodfield Ford, Handy Andy, Woodfield Commons East and West, Sportmart, Toys R Us, Venture, and Amoco are all zoned B-4.

B-3 Planned Office Business District uses include all of the area north and west of Golf and Plum Grove Roads except for Golfwood Square. The vacant lot at the southeast corner of Golf and Meacham Roads is also zoned B-3. The areas northwest of Golf and Plum Grove Road were originally zoned B-3 as part of the Woodfield Business Center development. While the area has developed for automobile and restaurant uses, the B-3 zoning has remained intact. The vacant office site at Golf and Meacham Roads was zoned B-3 as part of the Woodfield Park development directly to the south.

B-2 General Retail uses include Golfwood Square, Portillo's, the Golf Road Commercial Center, the area northeast of the intersection of Golf and Plum Grove Roads, Bob Evan's, Grisanti's, Versailles Village shopping center, Copperfield's restaurant and the former H.M.S. Boston site.

A number of potential rezonings northwest of the intersection of Plum Grove and Golf Roads may be desirable to bring the zoning in conformance with existing land uses or preferred future land uses.

*Grisanti's (formerly Chi-Chi's) and Bob Evans restaurants are typical of one-story freestanding development along Golf Road.*

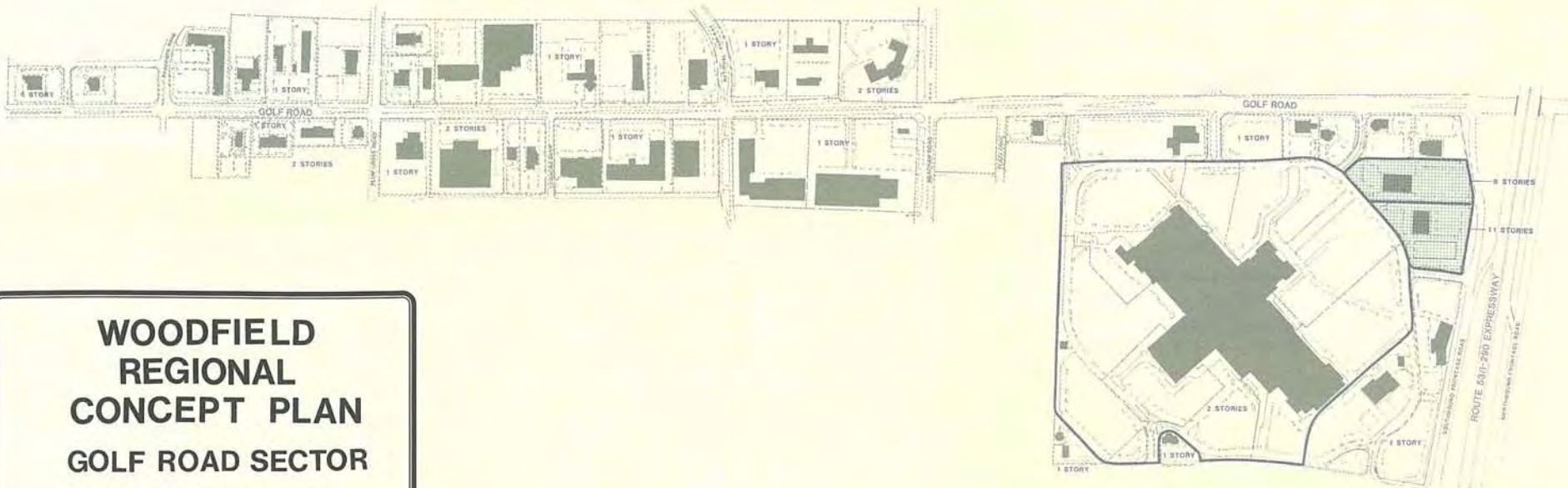
## Existing Building Heights

The majority of the buildings in the Sector, comprised of retail and automobile uses, are single-story structures with adjoining parking areas. The only two-story structures in the Sector are the Versailles Shopping Center, Handy Andy, Nuclear Data and Woodfield Mall. The only structures greater than two stories in height in the Sector are the 650 Woodfield Building and the Woodfield Executive Center both eight or more stories in height. These two structures, while taller than the remainder of the structures in the Sector, are in keeping with their location adjoining the Route 53/I-290 expressway. Taller structures are located north and south of these buildings in adjoining developments. The Woodfield Executive Center is also unique in that it is the only building in the Sector with structured parking. Existing building heights are shown in Map 10, on page eighteen.



*Handy Andy*



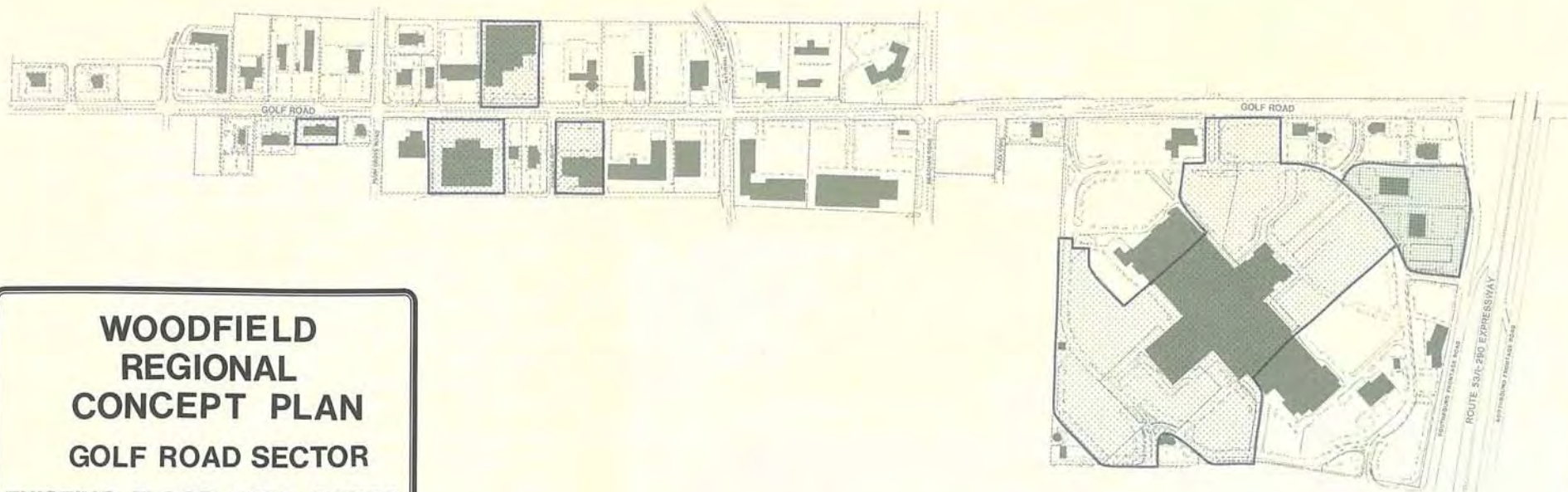


**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR  
EXISTING BUILDING  
HEIGHTS**

- 0 - 2 STORIES 
- 3 - 6 STORIES 
- 7 - 11 STORIES 



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MARCH 1991



# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

EXISTING FLOOR AREA RATIOS

(F.A.R.'s)

(W/O PARKING STRUCTURES)

	0 - .31
	.32 - .50
	.51 - .69



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MARCH 1991

## Existing Floor Area Ratios

Most of the structures along Golf Road have floor area ratios less than .3 except for the warehouse-type or major anchor retail uses and the two story structures. The parcels slightly more intense include the Polk Brothers building north of Golf Road, east of Plum Grove Road with an F.A.R. of .39. SportMart/Lee Wards has a floor area ratio of .32, Handy Andy, .41, and Versailles Shopping Center, .38. The Woodfield Mall lot, Marshall Field's lot and Lord and Taylor parcel have floor area ratios of .33, .33 and .46, respectively.

The only lots with greater floor area ratios, due mainly to their building heights, are the 650 Woodfield Building and the Woodfield Executive Center. These buildings have F.A.R.'s of .63 and .66. Including the parking structure, the gross floor area ratio of the Woodfield Executive Center is .84. Existing floor area ratios are shown on Map 11, page nineteen.



*The Woodfield Shoppers Shuttle, funded jointly by the Village, PACE and Woodfield Mall, provides lunchtime service for office workers seeking convenient access to the mall.*

## Transportation Network

The Golf Road Sector is served primarily by two modes of transportation: a roadway network and a transit system. These are described in detail below.

In addition, pedestrian and bikeway systems are available in the Sector. The single existing bike path runs north and south through the Sector along Plum Grove Road. While adding to the breadth of transportation modes, these systems are currently underutilized and do not contribute significantly to the movement of people within or through the Golf Road Sector.

## Transit System

Pace Suburban Bus Service offers bus routes to and from the Sector. All four bus routes are concentrated in the eastern third of the Sector. In addition, the Village co-sponsors the Dial-A-Ride Transportation (DART) paratransit operation and the Woodfield Shopper's Shuttle.

Pace's Route 209 travels along Golf Road between Woodfield Mall and the Harlem CTA Station. It operates seven days a week, including holidays, between the hours of 5:45 a.m. and 9:30 p.m.

Competing for many of the same riders is Pace's Route 606. This service is highly successful and operates between 5:30 a.m. and 7:00 p.m. from the River Road CTA Rapid Transit Station and Schaumburg. The route enters the Golf Road Sector along Golf Road, serves Woodfield Mall and exits the Sector to the south at Mall Drive.

Pace Route 693 connects the Chicago & Northwestern Commuter Train Station in Palatine with the Chicago & Northwestern Station in Arlington Heights via Woodfield Mall. The route enters the Golf Road Sector from the north along Meacham Road and exits to the east along Golf Road.

Route 695 provides a somewhat circuitous path between Woodfield Mall and Randhurst Mall in Mount Prospect. Woodfield Mall is the western



terminus for this route, which exits the Golf Road Sector northbound along Meacham Road.

The Village of Schaumburg and Pace Suburban Bus Service share the operating costs associated with DART—a general public, reservation-based, paratransit system operating within the Village of Schaumburg and portions of Hoffman Estates. In addition, Schaumburg, Pace and Woodfield Associates operate a lunchtime bus shuttle service to and from the offices along Martingale Road south of the mall. This service provides welcome midday support during the week to the ridesharers and transit users in that office corridor.



## Roadway Network

The Golf Road Sector is served by three functional classes of streets which make the corridor accessible from both a regional and local perspective. The three classes are Primary, Collector and Business.

### Primary Roadways

A street classified as Primary generally has considerable continuity, carries heavy traffic, is located within one hundred feet of right of way and is a facility with at least four lanes. The three Primary

roadways in the Golf Road Sector are described in detail below.

### Golf Road

Golf Road (Illinois 58) is a Primary route under State of Illinois jurisdiction. The road runs east and west the entire two mile length of the Golf Road Sector. The route is truly regional in function, as suggested by its other official name, the Evanston-Elgin Road.

Within the Sector, the route's typical cross-section is five lanes wide, including the center mountable median. However, the roadway's eastern half-mile within the Sector is a six lane cross section with a barrier median. The speed limit varies along the route, from forty-five miles per hour west of Plum Grove Road to forty miles per hour east of Plum Grove Road.

The route is characterized by relatively frequent access cuts, which act to reduce the ultimate capacity of the road. On the other hand, a highly successful interconnected parking lot network along much of the south side of the route helps to improve its capacity. Signalized intersections are located along the route at Plum Grove Road, Meacham Road, the three Woodfield Mall access drives and the northbound and southbound frontage roads.

### Meacham Road

Meacham Road cuts north-south through the corridor and is also a Primary route. The speed limit along the five-lane wide route is forty-five miles per hour. This stretch of Meacham Road is under Village of Schaumburg jurisdiction.

### Plum Grove Road

Plum Grove Road is a Primary route south of Golf Road. Speed limits along this portion of the route are forty miles per hour. Plum Grove Road, under Village of Schaumburg jurisdiction, is four lanes wide.



*A PACE bus stop outside Marshall Field at the Woodfield Mall.*

## Collector Streets

Collector Streets generally carry traffic from minor streets to Primary streets. They are typically under Village of Schaumburg jurisdiction and located within eighty feet of right of way. Two routes within the Sector are classified as Collectors.

### Basswood Road

Basswood Road, near the western limits of Sector Three, is a residential street in Hoffman Estates south of Golf Road and a Schaumburg Collector street to the north. The speed limit is twenty-five miles per hour.

### National Parkway

National Parkway offers two lanes in each direction and, within the Sector, runs north-south. The center parkway is landscaped throughout and also provides for drainage north of Golf Road. The speed limit is twenty-five miles per hour.

## Business Streets

Business streets look and function like Collector streets, carrying traffic to and from Primary streets. They are all under Village jurisdiction. They differ from Collectors in that they are located within narrower rights of way, only sixty-six feet wide.

### McConnor Parkway

McConnor Parkway enters the Golf Road Sector immediately west of the Route 53/I-290 overpass of Golf Road, opposite the southbound frontage road. More detail on this route may be found in the Unocal Sector Plan.

### Plaza Drive

Plaza Drive is a north-south street located parallel to and immediately east of Meacham Road. Plaza Drive is considered in greater detail in the Woodfield Road Sector Plan, however its northern terminus is a right-in/right-out at Golf Road.

### Plum Grove Road

Plum Grove Road north of Golf Road is a Business street. It is four lanes wide with a thirty-five mile per hour speed limit.

Finally, parallel to the Route 53/I-290 expressway, south of Golf Road, are located the Southbound (West) and Northbound (East) Frontage Roads. These are one-way, two-lane streets and provide access to the expressway from the Primary streets they intersect as well as the properties alongside the frontage roads. Speed limits along the frontage roads are forty-five miles per hour.

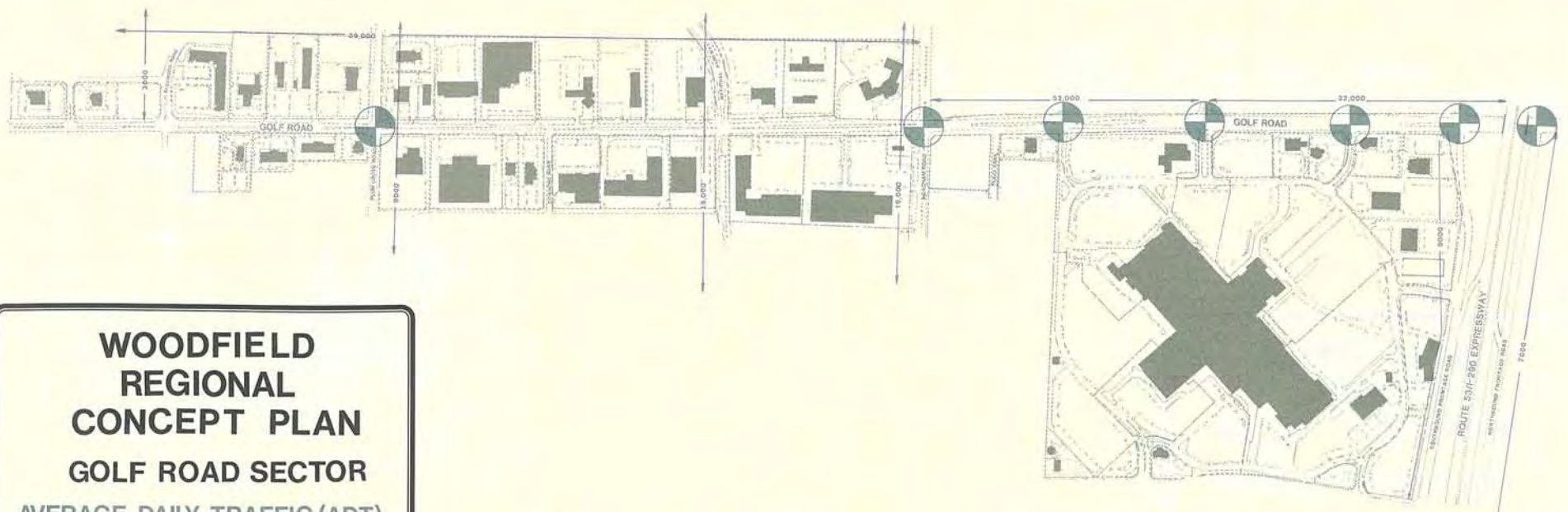
## Existing Traffic Conditions

Two general measures of traffic conditions provide useful information for transportation planning purposes. These are measures of traffic volume and roadway adequacy.


## Traffic Volumes

Traffic volumes are a count of vehicles moving past some point in a roadway during some specified period of time. Average Daily Traffic (ADT) is useful for making general comparisons of existing traffic flows. Each ADT figure represents the total number of vehicles traveling both directions on a given roadway in a twenty-four hour period. The ADT figures for the Golf Road Sector are shown on Map 12, page twenty-three.

Map 13, Existing Traffic Volumes, shown on page twenty-four, indicates that the heaviest daily traffic is experienced along Golf Road between Meacham Road and the center access drive to Woodfield Mall, where 52,000 vehicles per day travel. While somewhat lower volumes are seen to the east and west of this segment of Golf Road, the route carries well in excess of 30,000 vehicles every day throughout its length in the Golf Road Sector.

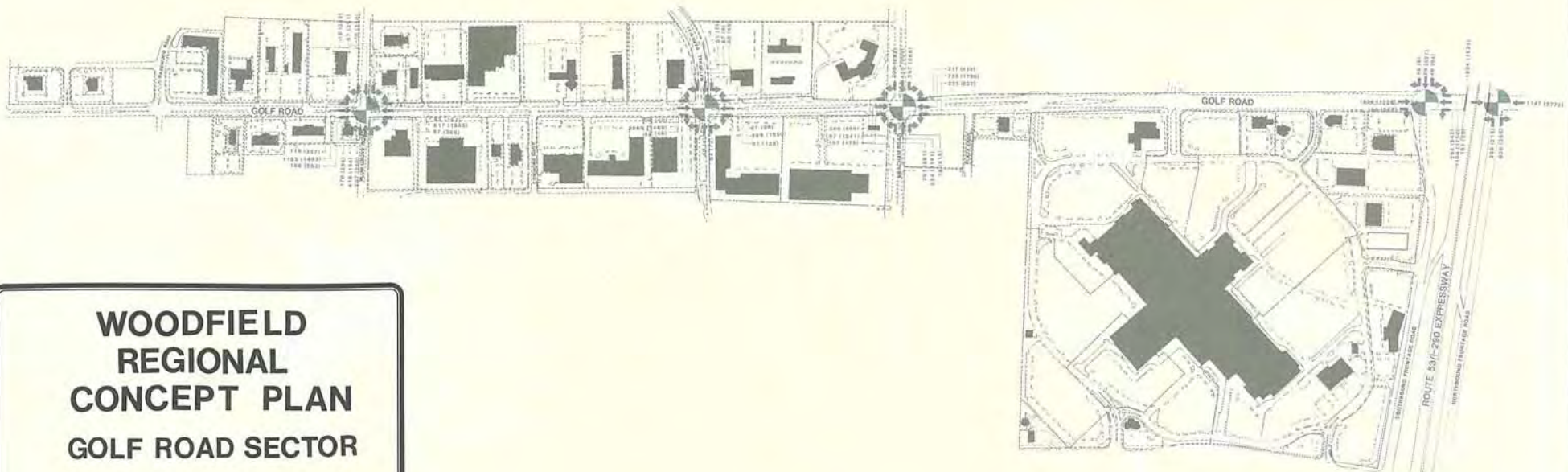


**WOODFIELD  
REGIONAL  
CONCEPT PLAN**  
**GOLF ROAD SECTOR**  
AVERAGE DAILY TRAFFIC (ADT)

 SIGNALIZED INTERSECTION





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MARCH 1991



# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

## EXISTING TRAFFIC VOLUMES

-  - EXISTING SIGNALIZED INTERSECTION
- 00 - A.M. PEAK HOUR TRAFFIC COUNT
- (00) - P.M. PEAK HOUR TRAFFIC COUNT
-  - DIRECTION OF TRAFFIC FLOW



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MARCH 1991

The greatest north-south volumes are seen on Meacham Road, where 19,000 vehicles per day pass through the Golf Road Sector.

The busiest periods of traffic flow are called peak hours, which occur typically twice every week-day between 7:00 a.m. to 9:00 a.m. in the morning and 4:00 p.m. and 6:00 p.m. in the evening. In fact, examination of peak hour traffic is more useful than ADTs for assessing roadway function and adequacy. Peak hour counts are shown on Map 13, page twenty-four.

Systematic variations in directional traffic flow are common during peak hours due primarily to commuter patterns. Traffic in the Golf Road Sector is less directional in nature than in the Woodfield Road Sector. In fact, during the evening rush hours the north-south routes see an overall balanced flow through the Sector. The morning directional flows, while less balanced, do not present severe capacity or design constraints. Along Golf Road, the variations are typically sixty-forty, that is, sixty percent travelling eastbound in the morning and westbound in the evening, with forty percent travelling opposite the major peak hour flows.

## Roadway Adequacy

Traffic volume figures at any given location are made even more useful by comparing them with the ability of a roadway to accommodate that volume. Such an assessment, determining the road's Level of Service (LOS), forms the heart of traffic impact studies and traffic planning. Simply stated, the actual peak hour traffic volume is compared with peak hour capacity on each stretch of road. Of course, a road with more lanes has more ability to carry traffic than one with fewer lanes.

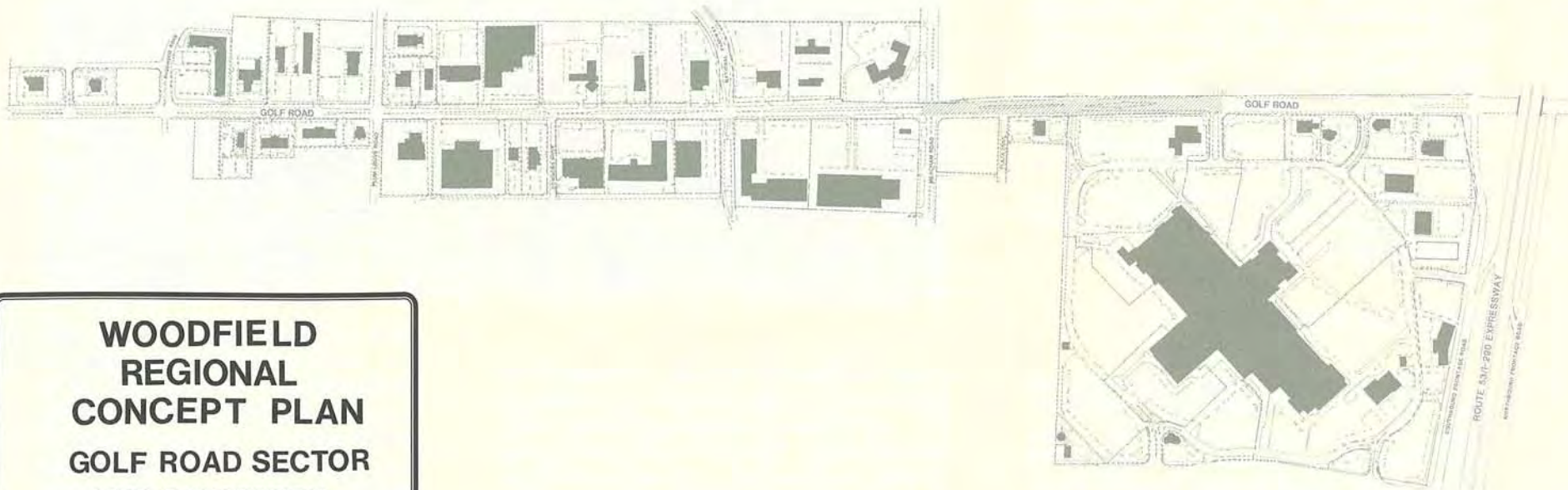
LOS designations are alphabetical, with LOS-A representing the least congestion and LOS-F, the most. Traffic congestion along portions of roadways is shown on Map 14 on page twenty-six.






In the Sector planning area, only that section of Golf Road between Meacham Road and the central access drive to Woodfield Mall is facing congestion due to the road's design. This portion of the route, already identified above as carrying the most traffic within the Sector, functions at LOS-D which describes a roadway that experiences regular delays but has some minimal capacity still available.

All other routes within the Golf Road Sector do not experience delays due to lack of capacity along the routes themselves. Link congestion can be found on Map 14, page twenty-six. Other severe delays are experienced within the Golf Road Sector due to insufficient capacity at several intersections.

***ABOVE: The southbound frontage road from Route 53/I-290 provides access to Woodfield Mall via Woodfield Road. While not studied as part of the Sector's roadway network, the mall's "ring road" functions much like a collector street by collecting vehicles from the various parking areas and carrying them to the adjacent primary roadways.***



**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR  
LINK CONGESTION**

- LOS A-B 
- LOS C-D 
- LOS E-F 



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MARCH 1991

## Intersection Adequacy

Intersections along Golf Road are the primary source of travel delays in the Golf Road Sector. Each intersection's Level of Service is represented in Map 15 for the morning rush hour and in Map 16 for the evening rush hour. These maps may be found on pages twenty-eight and twenty-nine, respectively.

In the morning, only one intersection functions at capacity, the Golf/Basswood intersection. While delays are experienced at the Golf Road intersections with Plum Grove Road, National Parkway and the frontage road system, the delays are generally considered to be acceptable by the average driver.

No actual morning peak hour traffic counts were available for Plaza Drive, nor the three access drives into Woodfield Mall. However, peak hour turning movement estimates were made using the Village's computer traffic model. Based on these estimates, few if any delays are experienced at these intersections.

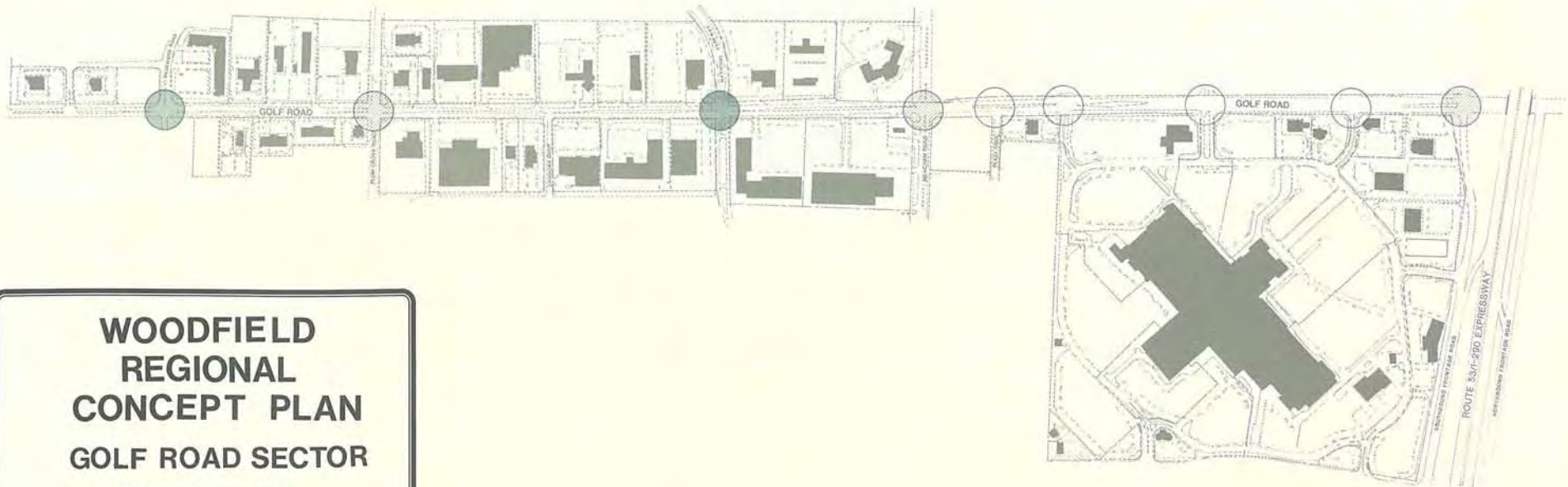
Evening rush hours are typically worse than those in the morning, and the Golf Road Sector is no exception. Two intersections, at Plum Grove Road and at Meacham Road, suffer from capacity constraints and result in significant delays for drivers. The intersections of Golf Road with Basswood, National Parkway and the frontage road system are characterized by moderate, acceptable delays.

Plaza Drive and the three access drives into Woodfield Mall are, based on the estimates provided by the traffic model, functioning satisfactorily. The Village of Schaumburg will be collecting new traffic counts at these intersections, so future reports on existing conditions may be modified to reflect this real data.

The frequency of accidents at intersections help to alert planners to any special problems which may exist. No intersections within the Golf Road Sector experience a significantly high accident rate.

*"An investment in transportation is an investment in America's future. No industry in the Nation is more important to U.S. economic growth and international competitiveness than transportation."*

Samuel K. Skinner  
U.S. Secretary of Transportation



# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

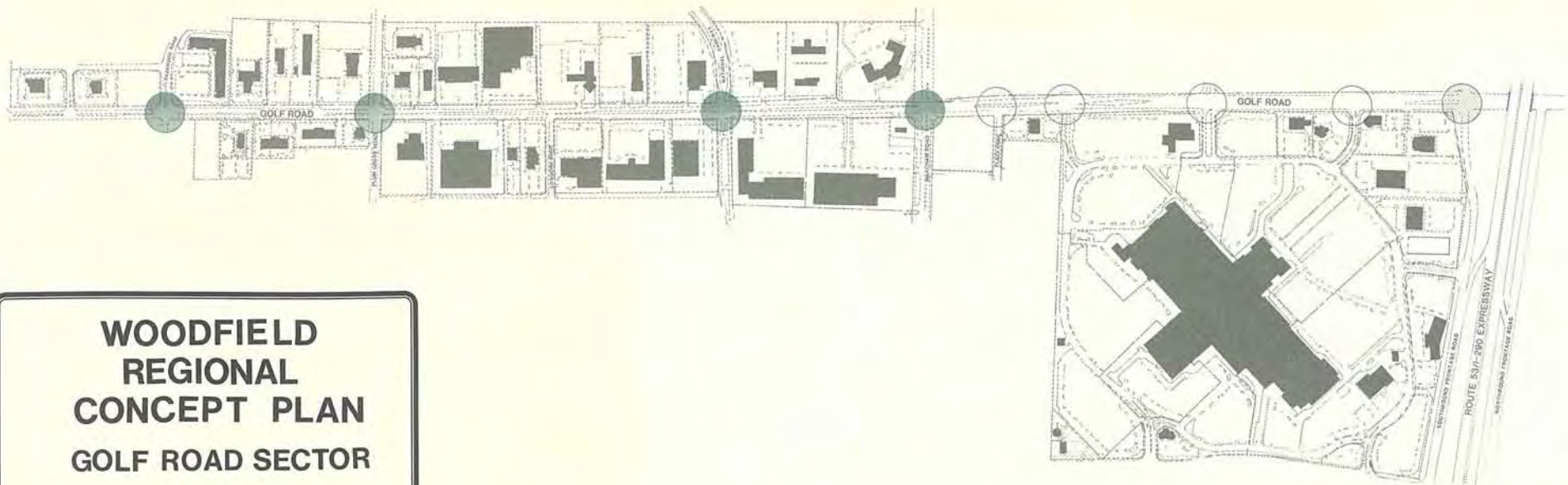
INTERSECTION  
LEVEL OF SERVICE  
AM PEAK HOUR

- LOS A-B ○
- LOS C-D ◐
- LOS E-F ◑



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MARCH 1991





# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

INTERSECTION  
LEVEL OF SERVICE  
PM PEAK HOUR

- LOS A-B ○
- LOS C-D ◐
- LOS E-F ◑



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MARCH 1991





## CHAPTER THREE CONCEPT PLAN

**T**he Golf Road Sector serves as the Village's retail corridor and as such is vital to the economic health of the community. The Concept Plan provides for the maintenance of this retail core by designating all of the land in the Sector for Commercial/Service and Office/Service uses except for a single parcel designated for Public/Quasi-Public use. Both building heights and intensities are lower than those provided along I-90 or Route 53/I-290 to maintain the commercial activity located in Sector Three. The Concept Plan Map along with the proposed roadway network improvements, directives and directions and the design guidelines are the main policies to be referred to when consulting the Golf Road Sector Concept Plan for information regarding the future of any particular site in the Sector.

Table 4 on the following page shows the amount of land reserved in the Concept Plan for each land use category. Over four-fifths of the land has been reserved for commercial and service uses in keeping with the Concept Plan's recommendation to maintain the Sector as the primary retail corridor for the Village. Of the almost 319 acres in the Sector, 266 acres or eighty-four percent of the land has been



*Sportmart*

**TABLE 5  
VACANT AND OCCUPIED LAND BY LAND USE CATEGORY**

<u>Land Use</u>	<u>Vacant</u>	<u>%</u>	<u>Developed</u>	<u>%</u>
Commercial/Service	8.5	69.7	257.8	84.0
Office/Service	3.7	30.3	48.4	15.8
Public/Quasi-Public	<u>0.0</u>	<u>0.0</u>	<u>0.5</u>	<u>0.2</u>
<b>TOTAL</b>	<b>12.2 acres</b>	<b>100.0%</b>	<b>306.7 acres</b>	<b>100.0%</b>

Source: Village of Schaumburg Planning Department, March, 1991

**TABLE 4  
CONCEPT PLAN  
LAND USE DISTRIBUTION**

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Commercial/Service	266.3	83.5
Office/Service	52.1	16.3
Public/Quasi-Public	<u>0.5</u>	<u>0.2</u>
<b>TOTAL</b>	<b>318.9 acres</b>	<b>100.0%</b>

Source: Village of Schaumburg Planning Department, March, 1991

reserved for existing and future commercial and service uses. Commercial and service uses include those typically found in the Village's B-2 General Business Zoning District and B-4 Retail, Service, and Motor Vehicle Zoning District. Commercial and service uses include most general retail and sales uses, as well as, service uses such as restaurants of all types, banks, barber shops, currency exchanges, repair shops, and ticket agencies. If zoned B-4, the Commercial/Service designation would also allow automobile related uses such as vehicle sales, rental, leasing, and repair. Offices, health clubs, Type A restaurants, banks, hotels, and uses typically found in an Office/Service district may also locate in a Commercial/Service district. Hotels and similar service uses may only be appropriate on specific sites and as always each individual use must be evaluated according to what the underlying zoning district permits and its compatibility with adjoining land uses.

In general, it is preferred that the majority of the land designated for commercial/service uses be developed as such rather than as office or other uses. In this manner, the retail core will continue to be cohesive and therefore, convenient for shoppers to move between sites. The retail uses in the Golf Road Sector are also desirable to maintain the Village's sales tax base, just as the industrial uses in the State Parkway Sector are necessary to maintain the Village's manufacturing employment base. As Table 5 above indicates, however, only 12.2 acres of land is vacant at this time, and of this, only 8.5 acres is designated for Commercial/Service uses. However, the already developed land, too, is governed by the Concept Plan, and conversion of these parcels to uses other than those recommended in the Plan should be avoided.

The remaining fifteen percent of the land area has been designated as Office/Service uses in areas where strip commercial development is not

desirable, particularly along the east end of the corridor. Office/Service uses are generally those uses in addition to offices that are allowed in a B-3 Zoning District. They include such uses as hotels, health clubs, banquet halls, government offices, museums, libraries, and sit-down, or Type A restaurants.

Only one site, the Village's well site, is designated as a public use to be maintained as such into the future. The Public/Quasi-Public designation allows public uses such as well sites and fire stations owned by a governmental body, as well as, quasi-public uses such as permanent open space in a planned development, common retention facilities, and utility rights-of-way.

Table 6 below, describes the future of the Sector in terms of building square footage rather than land acreage. Unlike Table 5, Table 6 shows the actual existing land uses rather than the designation on the

Concept Plan. For instance, an existing free-standing restaurant may be located in an area designated for Office/Service uses on the Concept Plan. Table 6 would show the restaurant as a Commercial/Service use, whereas, Table 5 would show it as an Office/Service use. Table 6 with its assumptions gives a fairly accurate representation of the future of the Sector in terms of development square footage.

Only 798,000 square feet of additional development is expected in the Sector, or twenty percent more building square footage than exists today. Of this 798,000, 586,800 square feet or seventy-three percent consists of Commercial/Service uses. Office/Service uses comprise 211,200 square feet of the remainder of the future building square footage. This includes 96,000 square feet of development on the southeast corner of Golf and Meacham Roads and 115,200 square feet on the Nuclear Data site.

**TABLE 6**  
**BUILDING SQUARE FOOTAGE OF EXISTING AND FUTURE DEVELOPMENT**

<u>Land Use</u>	<u>Existing</u>	<u>%</u>	<u>Future</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Commercial/Service	3,368,000(1)	89.5	586,800(4)	73.5	3,954,800	87.4
Office/Service	360,000(2)	9.6	211,200(5)	26.5	571,200	12.6
Industrial	<u>34,000(3)</u>	<u>.9</u>	<u>-0-(6)</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
	3,762,000	100.0	798,000	100.0	4,526,000	100.0

(1) Includes all existing restaurants, auto-related uses, general retail uses and theatres.

(2) Includes three existing office buildings and Talman Savings & Loan.

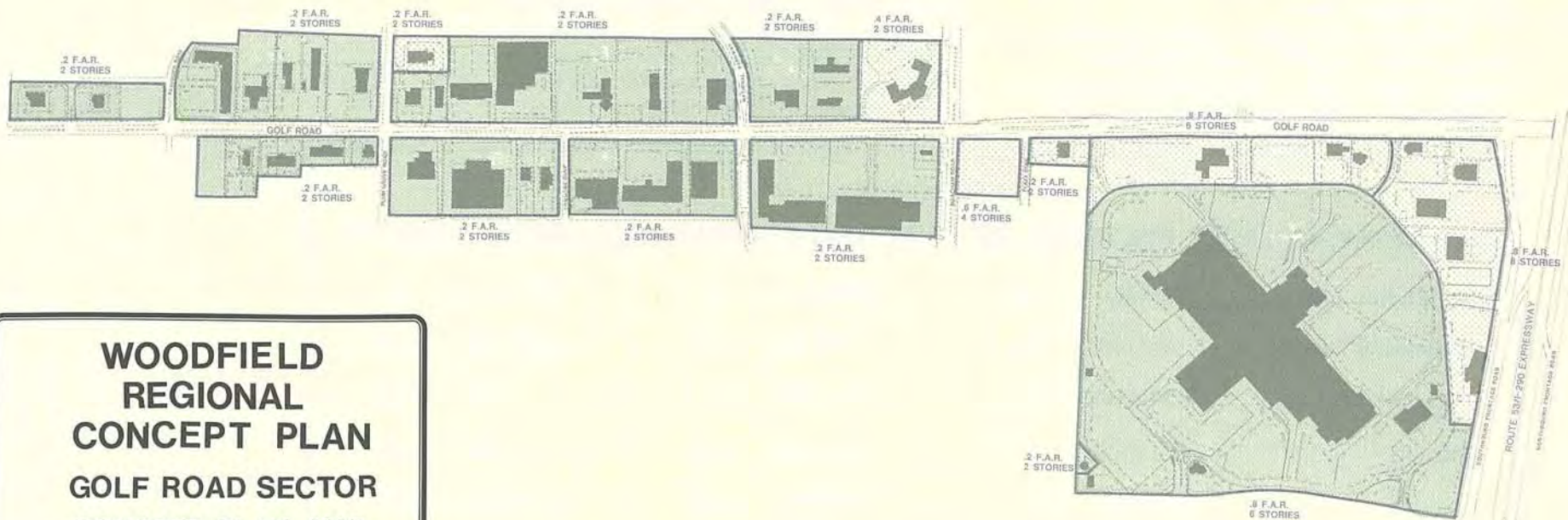
(3) Includes 34,000 sq. ft. Nuclear Data building.

(4) Includes 16,000 sq. ft. on Woodfield Plaza outlet, 149,800 sq. ft. on the former Homart outlets of Woodfield Mall, 21,000 sq. ft. on the site west of Portillo's restaurant and a 400,000 square foot Woodfield Mall expansion.

(5) Includes 115,200 sq. ft. of future office/service uses on the Nuclear Data site (ie. 288,000 sq. ft. site x .4 floor area ratio even though the actual increase is only 81,200 due to the removal of the 34,000 sq. ft. industrial building), and 96,000 square feet on the parcel at the southeast corner of Golf and Meacham Roads.

(6) Assumes existing Nuclear Data industrial building will be demolished and the site converted to an office/service use.

Source: Village of Schaumburg Planning Department, March, 1991



# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

## CONCEPT PLAN MAP

- COMMERCIAL/SERVICE 
- OFFICE/SERVICE 
- PUBLIC/QUASI-PUBLIC 

PROPOSED FLOOR AREA RATIO (W/O PARKING STRUCTURES) F.A.R.  
MAXIMUM BUILDING HEIGHTS STORIES



PREPARED BY  
VILLAGE OF SCHAUMBURG PLANNING DEPARTMENT  
MARCH 1991

## Commercial/Service

Except for the northwest and southeast corners of Meacham Road and Golf Road, the State Farm Insurance claim building, the former H.M.S. Boston restaurant, and the outlots of the Woodfield Mall, all of the land in the Sector is designated for commercial/service uses. The Golf Road Sector contains the majority of land in the Village zoned for B-4 Retail, Service, and Motor Vehicle uses. The automobile dealers, therefore, are concentrated in this Sector and, to some extent, also further east along Golf Road in the Roselle Road Sector. These uses, along with the mall and commercial uses provide the Village with the majority of its sales tax revenue. These revenues compose a significant percentage of the Village's operating budget. The maintenance of such businesses should be a key component in the Village's economic development efforts in the near future.

As the locational factors of auto businesses are different from those of a typical retail use, dialogue between the Village and these businesses is essential for determining their needs. Such dialogue should take place so that policies may be directed toward future maintenance of these uses in the Village.

The Sector is virtually entirely composed of existing uses and developed lots, and unlike other sectors in the concept planning area, contains few vacant lots. The Concept Plan, therefore, provides guidelines for future expansion and future re-use or redevelopment of the developed lots in the Sector, as well as, providing standards for development of the vacant parcels.

To ensure that the area remains a retail corridor, a number of Village initiated rezonings are required. These rezonings will bring the zoning in conformance with the existing uses in the Sector. It is recommended that these rezonings, outlined in Chapter Four under Directions, be initiated by the Village subsequent to adoption of the Concept Plan.

The B-3 Planned Office Business District areas northwest of Golf and Plum Grove Roads were originally zoned as part of the Woodfield Business Center development immediately to the north. Due

to the increased demand for retail in the area, and the accessibility and visibility afforded the lots fronting along Golf Road, the B-3 lots were developed for commercial and automobile uses.

Existing and future commercial and service uses comprise approximately eighty-four percent of the land area in the Golf Road Sector. Of the 266.3 acres devoted to Commercial/Service uses in the Concept Plan, 8.5 acres, or three percent is vacant, and the remaining, 257.8 acres, or ninety-seven percent is already developed. Of the total future building square footage projected for the Sector of 4,526,000 square feet, 3,954,800 square feet, or eighty-seven percent will be devoted to retail and service uses.

## Office/Service

The second most predominant land use category in the Sector Three Concept Plan is the Office/Service designation. The northwest and southeast corners of the intersection of Meacham and Golf Roads are designated for office/service uses. The parcels have access constraints due to their location at the intersection of two major arterial roadways. The ability to use the sites for a typical commercial center is therefore not desirable. The northwest corner is zoned M-P Planned Manufacturing and contains the Nuclear Data office/industrial building. The southeast corner is zoned B-3 and owned by J. Emil Anderson the owner of Woodfield Park. Office and Office/Service uses adjoin the southeast corner parcel to the east and south.

All of the outlots of Woodfield Mall are expected to be developed for office/service uses such as theaters, hotels, restaurants, health clubs, entertainment uses and offices.

Office/Service uses comprise only 52.1 acres, or sixteen percent of the land area in the Concept Plan. Of the 52.1 acres devoted to Office/Service uses, 3.7 acres or seven percent are vacant and 48.4 acres, or ninety-three percent contain existing development. Thirteen percent, or 571,200 square feet of the total 4,526,000 future building square footage will be comprised of office/service uses.



*Marshall Field and Company*

## Public/Quasi-Public

The only site in the Sector designated for public uses is the well and water storage facility southwest of the mall along Woodfield Road. The site is owned by the Village of Schaumburg and will continue to be used for a well and water storage facility in the future. The site is .5 acres in size and comprises only two-tenths of one percent of the land area in Sector Three.

## Building Heights

The Sector is designated as a retail corridor to be developed primarily with single story structures. The Concept Plan allows a maximum building height of two stories along Golf Road west of Meacham Road. East of Meacham Road where taller structures are located north and south of Sector Three, taller buildings are allowed. A four story structure at the southeast corner of this intersection is allowed as a transitional building height from the one and two story structures in the Sector to the eight story structures to the south.

As allowed in the B-5 District, Woodfield Mall and the outlots north, west and south of the mall are designated for six story structures. The B-5 District allows building heights up to 75 feet. Eight story structures are shown for the outlots east of the mall adjoining the Route 53/I-290 expressway. The two existing office towers are eight and eleven stories in height and similar structures would be appropriate north and south of these buildings.



*The Woodfield Executive Center, which houses Suburban Bank, rises to eleven stories along the east side of Woodfield Mall adjoining the expressway. The Concept Plan allows for building heights adjoining the expressway to be higher than elsewhere in the Sector where only single story structures predominate.*

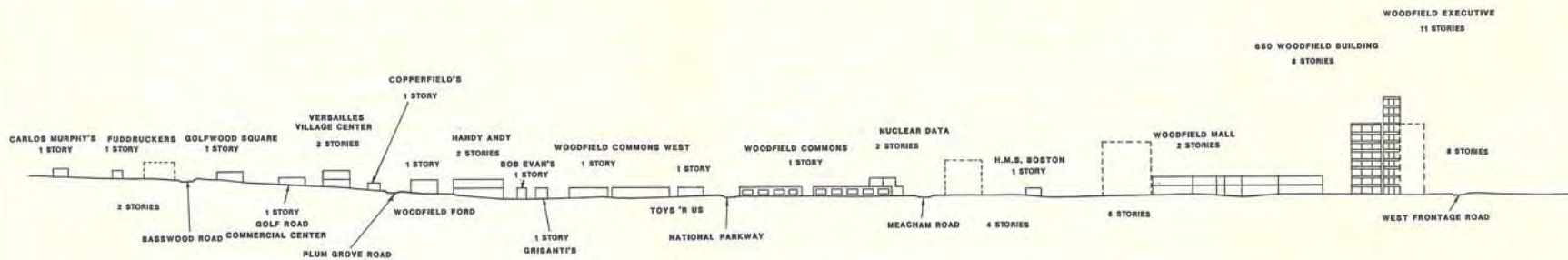
## Floor Area Ratios

Intensities throughout most of the Sector are proposed at a .2 floor area ratio (FAR). This intensity is desirable to maintain the corridor for retail uses rather than to have it develop for higher intensity office uses. This .2 FAR is not intended to restrict the expansion of existing businesses if the expansion creates an FAR greater than .2. Many of the parcel's FARs exceed this ratio at present.

The Nuclear Data site is designated for a .4 FAR in keeping with the proposed offices/service use of the site and the intensities of surrounding uses. The parcel at the southeast corner of the intersection of Meacham and Golf Roads is also noted for a higher FAR at .6. A hotel or an office use are also anticipated on this parcel. Parcels south of this site are designated for floor area ratios up to .6.

Woodfield Mall and its outlots are designated as a .8 FAR in keeping with the recent adoption of the B-5 Planned Regional Center Business District. The B-5 District allows a maximum FAR of 1.4 including parking structures. If parking structures are included in a development, it is not anticipated that the FAR would exceed .8 for the leasable square footage. While the zoning allows such floor area ratios, it is not expected that the outlots will develop or redevelop at such intensities. An office building may develop similar to the previously approved Homart building at the southeast corner of the mall, or a hotel may develop on an outparcel. However, the parking necessary for the mall will limit future expansion on the outlots unless new buildings are developed at intensities that could support the construction of structured parking on the site.





LOOKING NORTH FROM GOLF ROAD

**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR**

**EXISTING AND PROPOSED  
BUILDING HEIGHTS**



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## Transportation Network Improvements

The Village of Schaumburg employed a computer traffic model to project future traffic for the Golf Road Sector. Possible future deficiencies in the roadway network to accommodate future growth may then be identified. Deficiencies may be addressed by expanding road capacities, developing ridesharing or transit programs, employing Transportation System Management techniques to improve traffic flow, or by adjusting land uses to alter their impact on the transportation network.

Existing land use and road network data were entered into the traffic model and calibrated to reflect current traffic conditions. Projected land uses of the vacant parcels based on the Sector's concept plan were incorporated into the computer system. Assumptions were made about regional growth, as well. The most intensive land uses that could occur within the zoning district were used to project future traffic conditions. For example, if an area is designated for office/service, all future uses in this area were assumed to be office, the more intensive use.

However, any increase in the intensity of any parcel in the Sector due to redevelopment was not taken into consideration. As it is not known how, or if, any given parcel will redevelop, such estimations could reduce the effectiveness of the model. It should therefore be noted that future redevelopments or expansions in the Sector have not been included in the traffic model and additional improvements may be needed to accommodate such changes in the land uses and intensities in the Sector. This procedure of entering road network data into the traffic model yields future directional peak hour traffic volumes for all segments of the road network in the Golf Road Sector.

## Average Daily Traffic

Map 19 on page thirty-nine presents future projected Average Daily Traffic (ADT) estimates. The review of ADT figures is useful for making general comparisons of existing traffic with future flows.

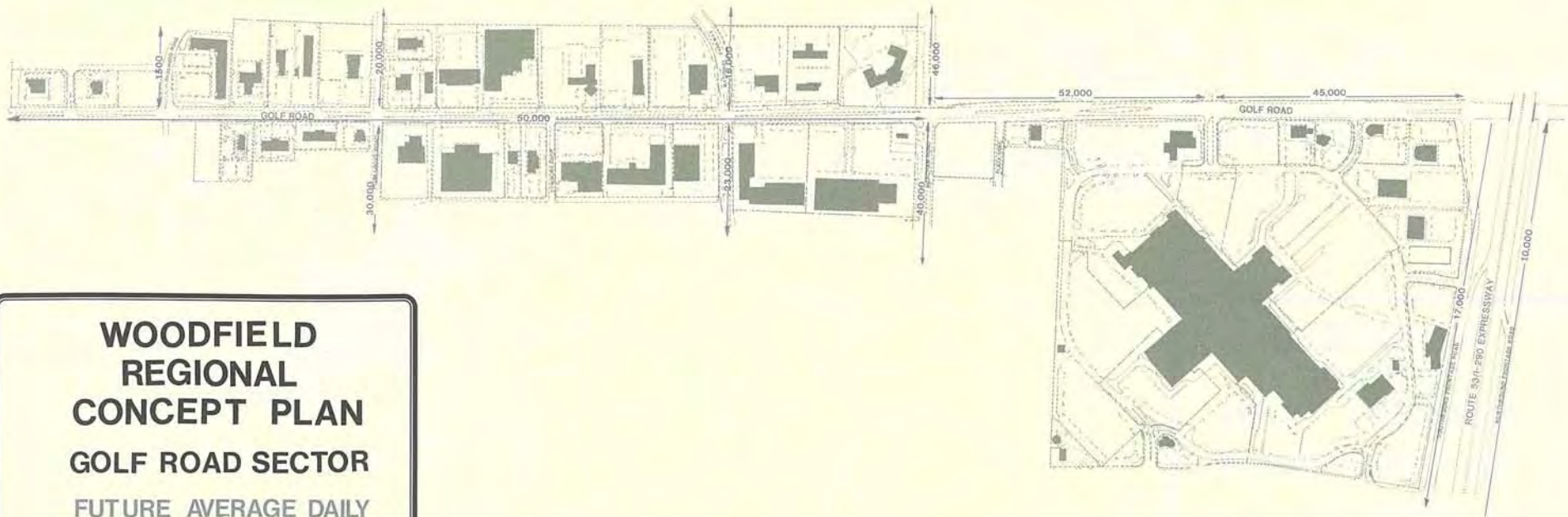
Golf Road, the only east-west route in the Golf Road Sector, experiences a variety of changes in the volumes of traffic along the route. The section immediately east of the intersection of Golf and Meacham Roads sees little change in traffic volume. In the easternmost section, the ADT increases by 40 percent to 45,000 ADT. Because the flow is relatively balanced in this area, the high volumes do not result in significant delays for the driver.

This is not the case for the west half of the Golf Road Sector where ADT figures are expected to increase by 25 percent. Despite the planned road improvement from a four-lane to a six-lane cross section here, congestion begins to become noticeable (although, still acceptable) to drivers because of the strong directional nature of the flow.

Traffic along the north-south streets within the Golf Road Sector generally increases. The ADT for Basswood Road dropped, but given the margin of error in making such projections one could expect traffic levels to merely remain stable at this location.

Plum Grove Road experiences a doubling of its current ADT. An increase is likely as residential Schaumburg builds out to the south, as well as the vacant office parcels in the Woodfield Lakes vicinity. The highly directional nature of the flow along Plum Grove Road south of Golf Road, revealing the work-home trip nature of the traffic, results in moderate, acceptable delays along this stretch.

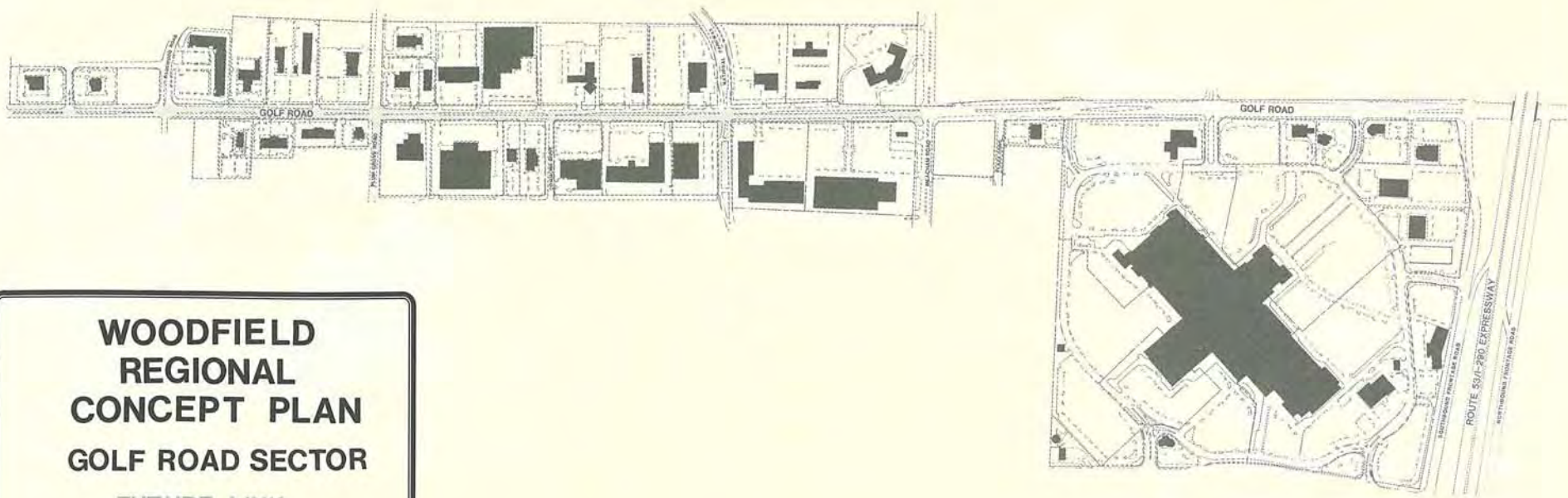
Traffic along National Parkway increases as much as 50 percent. This rise is consistent with traffic projections for the street in the Woodfield Road Sector and is due largely to the growth in that



**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR**  
FUTURE AVERAGE DAILY  
TRAFFIC (ADT)






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# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

FUTURE LINK  
LEVEL OF SERVICE

- LOS A-B 
- LOS C-D 
- LOS E-F 



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Sector and the residential development south of Higgins Road. As with Plum Grove Road, the home-work component of the flow results in moderate, acceptable delays for drivers along the route.

Meacham Road experiences a doubling of traffic volumes, but the flow is relatively balanced and spread over six lanes so no congestion is experienced by drivers. The increase in volumes is the result of growth in the area and an assumed Tollway Ramp to the north.

Traffic on the Route 53/I-290 frontage roads increases, but no congestion is projected for these roadways.

## Roadway Adequacy

Traffic volume figures at any given location are made even more useful by comparing them with the ability of a road to carry that traffic. The concept of Level of Service (LOS) was introduced in earlier sections of this document and describes in general terms the relative ease of movement experienced by drivers along the route or through an intersection. LOS designations are arranged alphabetically from LOS-A, representing unrestricted flow, to LOS-E which represents a roadway at capacity. One additional designation, LOS-F, describes roads or intersections where most drivers seek alternative routes.

Map 20, shown on page forty opposite, shows Level of Service for roads in the Golf Road Sector after all vacant parcels are developed. Currently, only a short segment of Golf Road east of its intersection with Meacham Road experiences moderate, but acceptable, delays represented by the LOS-C or LOS-D designation. Some additional capacity remains in the area.

Projections indicate that, with the planned additional lanes and a relatively balanced traffic flow, this segment of Golf Road will no longer experience congestion in the future. To the west, moderate congestion (LOS-C or LOS-D) is experienced, due largely to the more directional nature of the traffic flow.

Two other road segments experience similar delays. Plum Grove Road and National Parkway, south of Golf Road, experience moderate congestion at LOS-C or LOS-D. Again, this level of congestion is viewed as acceptable by the typical driver.

## Intersection Adequacy

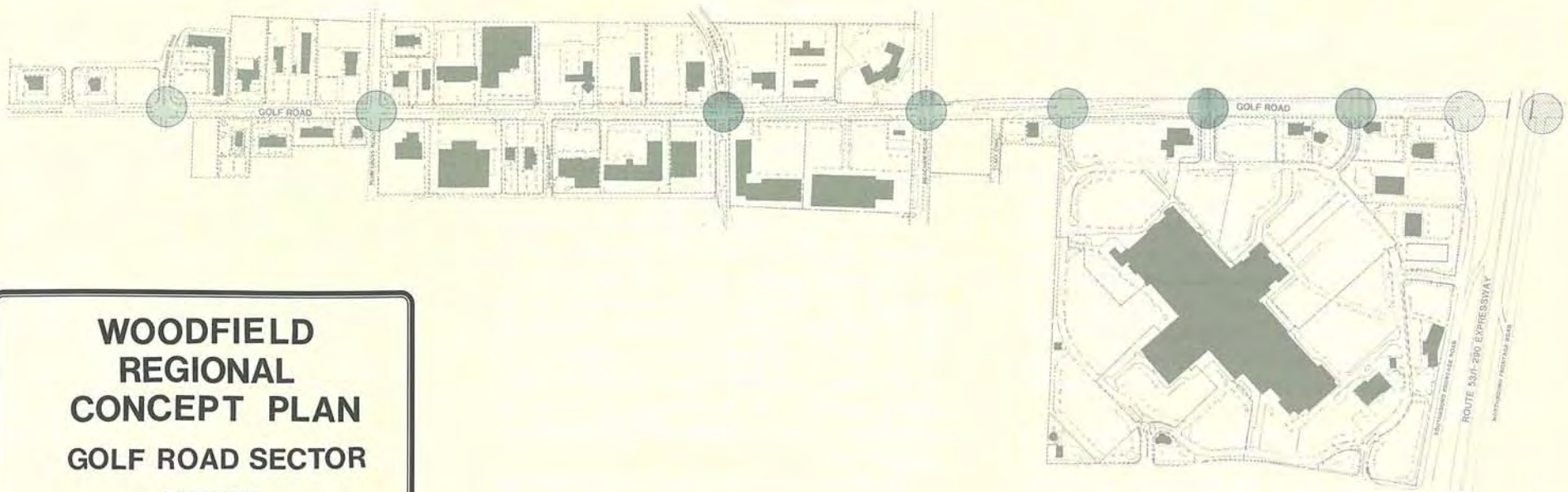
A Level of Service analysis of intersections within the Golf Road Sector was also performed. The results for the morning rush hour are presented in Map 21 and for the evening rush hour, in Map 22. Map 21 and Map 22 may be found on pages forty-two and forty-three, respectively.

With only one exception, if left unimproved, no intersections in the Golf Road Sector will function in an acceptable manner. The exception is the morning peak hour function of the intersection of the Route 53/I-290 frontage roads with Golf Road which suffers delays considered acceptable by the typical driver. This represents a worsening of intersection congestion in the morning at all but the unsignalized Basswood Road and National Parkway intersections.

In the evening, the intersections of Golf Road with Plum Grove Road and with Meacham Road currently offer an unacceptable level of service. In the future, without improvements, all of the intersections in the Sector will be operating at an unacceptable service level.



*Golf and Plum Grove Roads (looking east from Golf Road)*



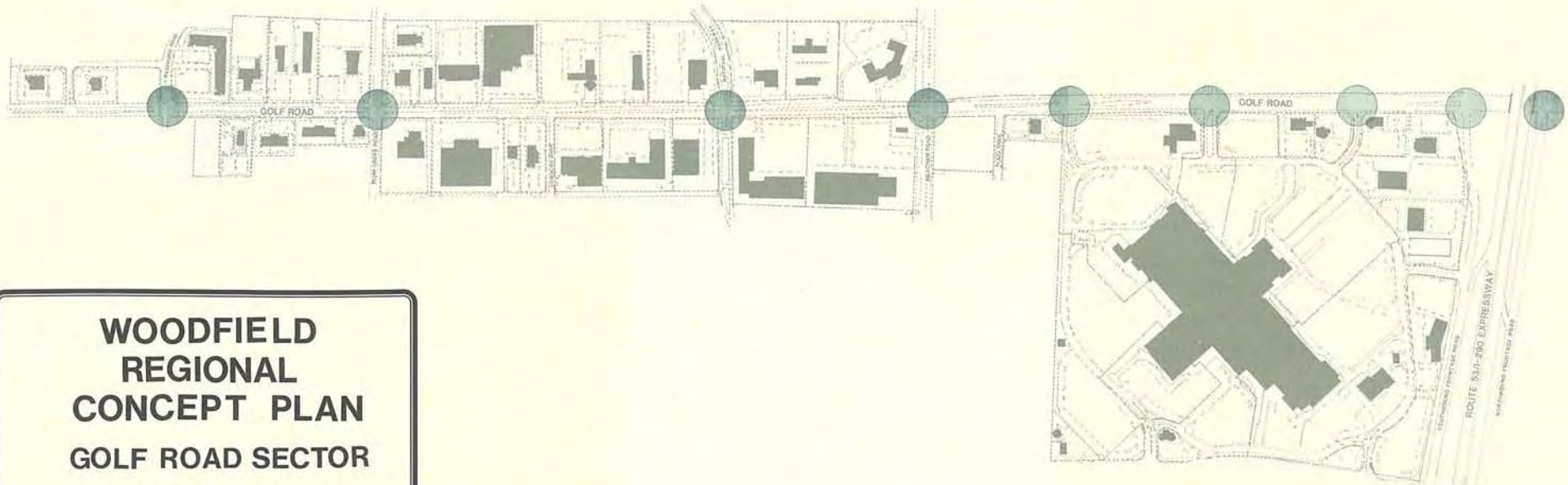
# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

FUTURE  
INTERSECTION LOS  
AM PEAK HOUR

- LOS A-B ○
- LOS C-D ○
- LOS E-F ●






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# WOODFIELD REGIONAL CONCEPT PLAN GOLF ROAD SECTOR

FUTURE  
INTERSECTION LOS  
PM PEAK HOUR

- LOS A-B 
- LOS C-D 
- LOS E-F 



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## Future Transportation Improvements

The structural improvements required in the Golf Road planning area based on the total potential development in the Sector can be classified as either: 1) Roadway improvements, or 2) Intersection and signal improvements.

Three segments of roadway require improvements. Golf Road and the two Route 53/I-290 frontage roads all will require widening in the future.

Intersections requiring improvements based on future land uses and intensities outlined in the Concept Plan include the intersection of Golf Road with Basswood Road, Meacham Road, Plum Grove Road, National Parkway, and the three entrances to Woodfield Mall.



## Roadway Improvements and Extensions

Future improvements to the roadways in Sector Three based on the land uses and intensities outlined in the Concept Plan are as follows:

### Golf Road

Widen the arterial to a six lane cross section from the central entrance of Woodfield Mall through Basswood Road. This project is part of the planned intersection improvement at Golf and Meacham Roads. Construction by the State of Illinois should be completed by late 1991.

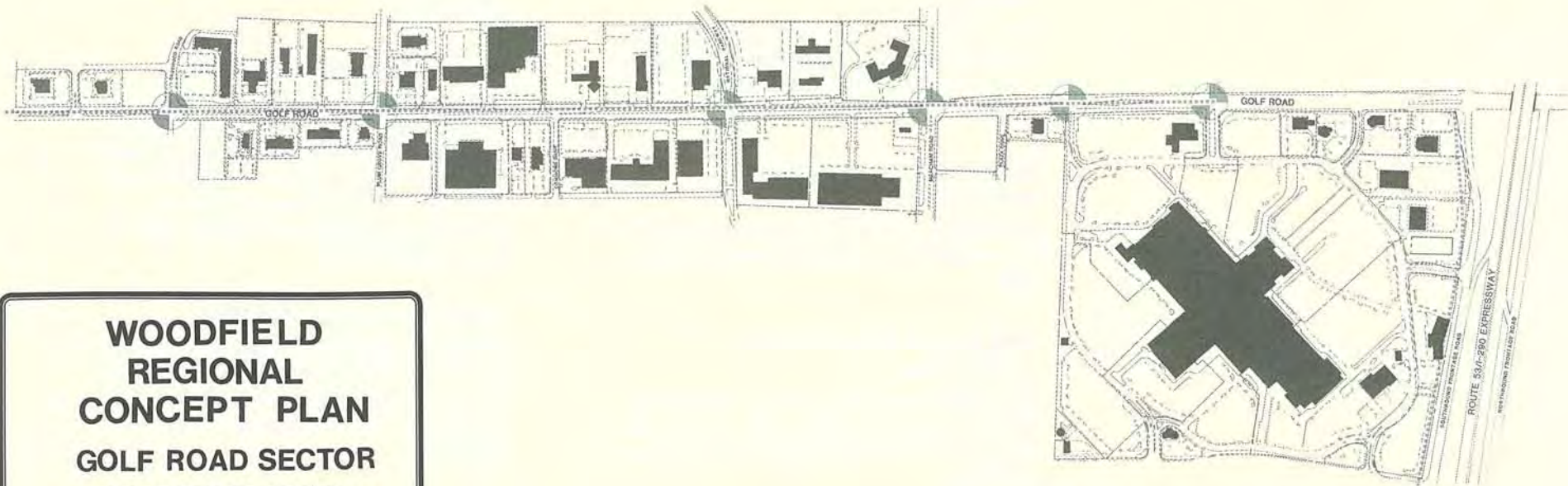
### Route 53/I-290 Frontage Roads

Both the southbound and northbound frontage roads are targeted for widening from the two existing lanes to a three-lane cross section.

*"It was considered to be something of a nuisance, for it made racket and scared horses. Also it blocked traffic. For if I stopped my machine anywhere in town a crowd was around it before I could start up again. If I left it alone, even for a minute, some inquisitive person was always trying to run it. Finally I had to carry a chain, and chain it to a lamp post whenever I left it anywhere."*

*Henry Ford*





**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR  
PROPOSED ROADWAY  
NETWORK IMPROVEMENTS**

ROADWAY IMPROVEMENTS .....

INTERSECTION IMPROVEMENTS ⊕



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## Intersection and Signal Improvements

Improvements required to intersections in the Sector Three planning area are as follows:

### **Basswood Road and Golf Road**

Signalization of this intersection improves its function from unacceptable to LOS-B. No additional lanes are required.

### **Central Woodfield Mall Entrance and Golf Road**

The additional through-lanes on Golf Road, while maintaining or adding right-turn lanes on all legs will make this intersection function acceptably.

### **East Woodfield Mall Entrance and Golf Road**

Maintaining or adding right-turn lanes on all legs will make this intersection function acceptably.

### **West Woodfield Mall Entrance and Golf Road**

The additional through-lanes on Golf Road, while maintaining or adding right-turn lanes on all legs will make this intersection function acceptably.

### **Meacham Road and Golf Road**

The Illinois Department of Transportation (IDOT) has approved design plans to improve this intersection to include three through-lanes, dual left-turn lanes and single right-turn lanes on all four legs. The project began in early 1991 and once constructed tremendous relief from congestion should occur. Following build-out of the region, only moderate delays (LOS-D) should occur.

### **Plum Grove Road and Golf Road**

Right-turn lanes are needed on all four legs. On the Plum Grove Road legs, these might be shared with the rightmost through-lane. Dual left turns will be needed on Plum Grove Road. If separate right-turn lanes are added, one of these left turn lanes can be shared with the leftmost through-lane.

### **National Parkway and Golf Road**

Signalization of this intersection combined with the addition of one right-turn and left-turn lane on the National Parkway legs will improve the future function of this intersection to an acceptable LOS-D.

The final designs and functions of these roadway and intersection improvements depend on a host of factors. Intersection design studies will ultimately be required. After installation of the improvements described above all roadways and intersections should be operating at a Level of Service D, C, or above.

The timing of the installation of these improvements is another issue, to a large extent dependent upon the availability of funding. The Village's policy is to pay for improvements with a combination of developer funds and monies from other governmental agencies.

By agreement, the State of Illinois will pay nearly all costs, about \$6 million, associated with the construction of the Golf and Meacham Roads intersection which includes the widening of Golf Road. Other improvements to the Route 53/I-290 frontage roads and intersections will require developer and, likely, Village participation. The Village's Tollway Sector Plan accounts for most, but not all of these improvement costs, therefore, some shortfall should be anticipated.

Other steps can be taken to reduce future travel times. The Village should actively encourage the expansion of transit and ridesharing. Transit rider subsidies will likely need to increase if transit is to play a significant role in traffic reduction here. Continued support for bike paths and sidewalks will provide travelers with safe, short-distance alternatives to the automobile. The Village should continue to require the establishment of transit coordinators within each development to manage ridesharing programs and transit information. The use of transportation management systems, including signal coordination, can help smooth the flow of traffic. Use of such systems will also marginally increase capacity and reduce driver frustration.

Additionally, shared driveways and cross-access between parcels must be actively encouraged. Combined, these programs can cumulatively or effectively reduce traffic by five percent—sufficient enough to reduce the burdens on several of the targeted roads and intersections in the Golf Road Sector planning area.



*While buses currently travel Golf Road, expansion of the routes along with additional transit services such as shuttle services and personal rapid transit should aid in reducing future traffic levels by removing some of the vehicles from the roadway.*





## CHAPTER FOUR DIRECTIVES AND DIRECTIONS

**W**hile the Design Guidelines provide general guidance for creating functional and aesthetic developments throughout the Regional Center, the Golf Road Sector has special needs and considerations. The following "Directives" apply to specific parcels or areas of the Golf Road Sector and supplement the Design Guidelines which must also be adhered to. They serve to express the Village's desires for an area which go beyond typical zoning and subdivision regulations.

The "Directions" which follow the directives are recommendations for means of implementing the directives or other needed programs for the Golf Road Sector. The Directions also include recommendations for establishing various programs or completing follow-up studies based on concerns discovered through the Concept Planning process. These additional studies and actions, in addition to the Concept Plan, are further proactive means by which the Village's desires for future land uses and development can become a reality.

# DIRECTIVES

## Subdivisions

The parcels throughout the Sector are fairly well laid out for typical commercial uses. However, the outlots of Woodfield Mall such as the former car wash and several lots in the southeast corner of the mall should be consolidated into the main mall parcel to avoid their sale as small lots which would strip off Woodfield Road or the frontage road for individual uses. Varied uses on the outlots of the mall are encouraged in terms of aesthetics to break up the wide visible expanses of parking lots, but piecemeal parcelization is not recommended.

### Access: Redeveloped Nuclear Data Site

The only parcel in the Sector experiencing redevelopment pressures at this time is the Nuclear Data site. The parcel currently has two access points on both Golf and Meacham Roads. To conform with the Village's curb cut spacing requirements of three hundred feet along these two roadways, upon redevelopment only a single curb cut will be allowed along each of the two roads. These access points should be located a maximum distance from the intersection. There is a nearby curb cut on the parcel to the west of the site on Golf Road and a barrier median planned along Golf Road as part of the intersection improvement at Meacham and Golf Roads. Therefore, a shared driveway or cross access is recommended at this location rather than an additional full access point.

### Access: Vacant Parcels

Restricting access is important to maintaining the flow of traffic along the main arterial roadways

in the Sector. Future access on the vacant parcels of land in the Sector should be limited to the following upon development:

#### **Northwest corner of Golf and Basswood Roads**

Access must be taken from the private drive along the north property line, no additional full or limited access will be allowed from either Golf or Basswood Roads.

#### **Vacant site - west of Portillo's, west of Plum Grove Road, south of Golf Road**

Access must be taken from the shared drive with the Portillo's site, no additional full or limited access will be allowed from Golf Road.

#### **Southeast corner of Golf and Meacham Roads**

Access must be taken from Plaza Drive to the east or the private drive to the south, no additional full or limited access will be allowed along either Golf or Meacham Roads.

## Cross-access

Upon redevelopment, expansion, or any other approval within the Golf Road Sector, cross-access between lots should be provided. Cross-access is essential in a retail area where many trips between sites take place. This will avoid additional traffic and left-turn movements along Golf Road. If the cross-access cannot be installed at the time of the approval, the owner of the property should be required to submit a letter to the Village agreeing to provide the access in the future and pay his fair share of the cost of the improvement.



*Woodfield Plaza shopping center is planned for the vacant parcel at the northwest corner of Basswood Road and Golf Road shown above. The corner outlot of the shopping center is located in the Golf Road Sector, while the remainder of the shopping center is located in the State Parkway Sector. The Golf Road Concept Plan recommends restricting access to the corner outlot by allowing access only from the private drive to the north.*

## Sidewalks/Bikepaths

Many parcels in the Concept Planning area lack sidewalks in the public right-of-way. To encourage future pedestrian use, public plazas, and activity in the Sector, sidewalks should be installed along all public streets. If it is physically impossible to construct a sidewalk in the right-of-way, alternate pedestrian access should be provided on or through the private properties adjoining these areas.

Only one parcel in the Sector must install a future bikepath. This is the vacant parcel at the southeast corner of Golf Road and Meacham Road. The Bikeways Plan shows a future off-street Class I bikepath along the east side of Meacham Road that connects with the existing path along the south side of American Lane.

## Entry Treatments

Special entry treatments as outlined in the Design Guidelines should be provided at the following locations:

*The southwest corner of Golf Road and the Route 53/I-290 west frontage road, and*

*The northwest corner of Woodfield Road and the Route 53/I-290 west frontage road.*

## Residential Buffering

Special landscape screening, lighting, signage, and architectural treatments as outlined in the Design Guidelines for areas across or adjoining residential properties should be provided on the following lots:

*The west and south property line of the undeveloped portion of the Portillo's site (Connie's) located west of Plum Grove Road and south of Golf Road, and*

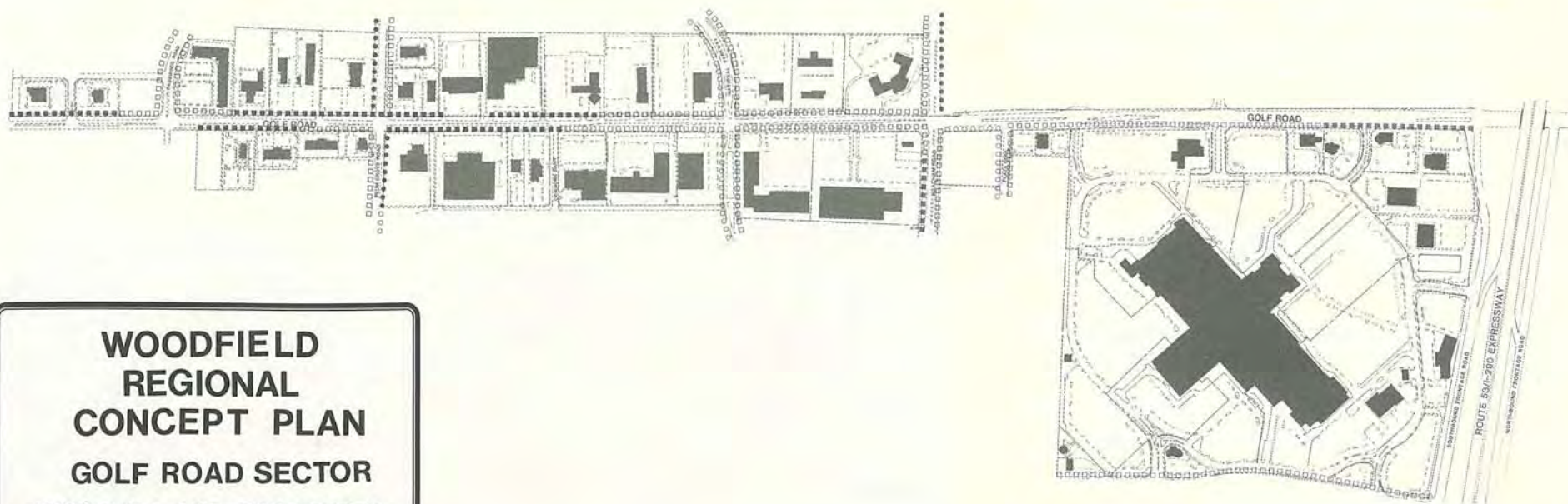
*The south property line of the vacant parcel located at the northwest corner of Basswood and Golf Roads.*

## Building Orientation

Upon redevelopment of the Woodfield Commons shopping center, the building should be re-oriented toward both Golf Road and National Parkway rather than having the rear of the building face National Parkway.



*Full architectural treatment and landscaping should be provided for those elevations oriented toward more than one street. Here, this shopping center, which fronts Golf Road, Meacham Road and National Parkway, was designed with little consideration for the visual impact on National Parkway.*



**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
GOLF ROAD SECTOR**

**EXISTING AND PROPOSED  
SIDEWALKS AND BIKEPATHS**

<u>SIDEWALKS</u>	
EXISTING	*****
PROPOSED	□□□□□
<u>BIKEPATHS</u>	
EXISTING	*****
PROPOSED	□□□□□



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# D I R E C T I O N S

The following recommendations arise out of the initiatives of the Concept Plan and include programs and actions necessary to implement the Concept Plan once adopted. These directions are crucial to the success of the Concept Plan as an active planning tool for change.

## Village-initiated Rezoning

Rezone the following properties to bring them into conformance with the Concept Plan:

Rezone *Carlos Murphy's* restaurant from B-3 Planned Office Business District to B-2 General Retail,

Rezone *Fuddrucker's* restaurant from B-3 Planned Office Business District to B-2 General Retail,

Rezone *Emkay Leasing* from B-3 Planned Office Business District to B-4 Retail, Service, and Motor Vehicle District, and

Rezone *Honda, Subaru, and Mitsubishi* dealerships northwest of Golf and Plum Grove Roads from B-3 Planned Office Business District to B-4 Retail, Service, and Motor Vehicle District.

## Access/Cross-Access

Upon adoption of the Concept Plan, a detailed study of all of the curb cuts and cross-access between the parcels in the Golf Road Sector should be undertaken to increase the accessibility of the corridor for shoppers and visitors. Shared driveways should be used wherever feasible, and the number of curb cuts should be reduced to comply with the Village's



*In accordance with directions of the Concept Plan, several motor vehicle dealerships were rezoned from B-3 Planned Office District to B-4 Retail, Service and Motor Vehicle District in 1991.*

spacing requirements. The plan should be coordinated with the Illinois Department of Transportation's proposed roadway widening of Golf Road and future intersections and signal improvements at Meacham, Plum Grove, and Basswood Roads.

## Streetscape Study and Design

As the aesthetics of the Golf Road Sector are key to the Regional Center's attractiveness, an in-depth review of the corridor should be undertaken similar to the plan completed for the Schaumburg Road Community Corridor. The plan should recommend parkway, streetscape, and signage improvements and should be coordinated with the roadway improvements, access and cross-access study outlined above. The plan should provide for much needed parkway tree plantings along Golf Road, pedestrian improvements, and a lighting and signage program that would give the corridor a unique identity of its own and identify it as a major retail shopping district for the northwest suburbs.

## Promotion

To maintain the area's attractiveness, a promotional program should be established in conjunction with a local business organization for the Golf Road Sector retail establishments. Such promotions should include special activities to occur in the area, a signage or banner identification program, and coordinated entry, exit, and directional signage throughout the Sector. Advertising of the corridor, including a map showing all of the businesses in the area, their location, and a diagram outlining the easy cross-access between the individual parcels should be developed.

## Diversified Uses

Rather than shy away from new or different uses, the Village should encourage a mix of uses in the corridor that would attract people and increase the activity in the area during different times and days of the week. These would include the provision



*The Concept Plan encourages the inclusion of more public and quasi-public uses within the Sector to create a more diversified mix of uses. The existing Driver Services Facility located at Woodfield Commons shopping center is one such use which draws residents into the Golf Road retail corridor.*



*Portillo's restaurant was designed in a 1950's architectural style reminiscent of the older malt shop and drive-in establishments. It's unique design adds to the excitement and activity of the Golf Road corridor.*

of public and quasi-public uses in the Sector, post offices, museums, cultural centers, public agencies, educational uses, libraries, entertainment uses, recreation centers, and similar uses that would complement the retail and office uses and create a traditional central business district activity node.

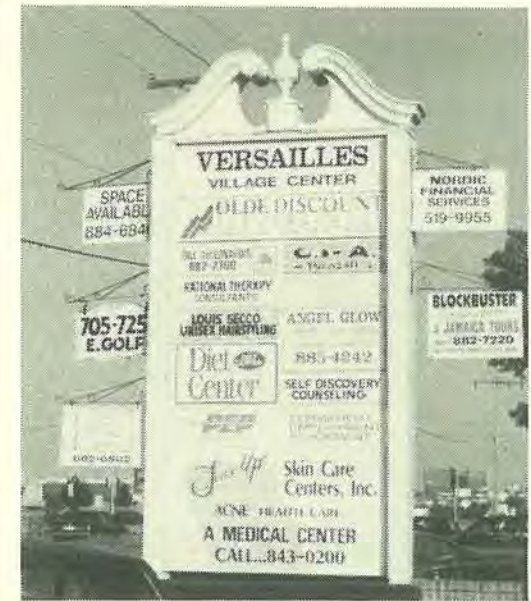
## Sign Design Review

While discussed in the Design Guidelines, special attention should be given to the design of identification and free-standing signs within the corridor. One of the most visible and unappealing characteristics of older commercial strip areas is the size, proliferation and character of poorly maintained, designed, and located signs. The Sign Ordinance should be reviewed in conjunction with local businesses to allow signs to be located so that they are both visible yet do not detract from the site or the streetscapes' appearance. To encourage the use of smaller, low profile, less confusing signs the Sign Ordinance should be reviewed to assess the

appropriateness of special incentives to convert or replace existing signs and to provide new signs that enhance the visual appeal of the corridor. The need for amortization of non-conforming signs and a means by which the signs will be maintained in a proper fashion should also be given careful consideration.

## Design Review

The Golf Road Sector due to its many and obvious conflicts with the proposed design guidelines is an area that could be markedly improved through the establishment of a design review process. Separate committees and extra steps need not be added that would increase the length of the development review process. Staff need only provide additional detailed comments through these design reviews to developers and the boards and commissions charged with reviewing the plans. The boards and commissions would also need to become familiar and comfortable with the design requests and



*The ground sign shown above was designed to complement the colonial-inspired architecture of the center. However, the visual clutter created by the attached signs and unattractive collection of tenant panels defeats the original intention.*

different types of design standards. The Village has established some design standards that were recently incorporated into the ordinance for commercial areas. This is only a small first step in formalizing a design review process and awareness in the Village.

### **Business Retention/Development**

A local business organization should be created to work with the Village on establishing the necessary programs and identifying the special needs of the local business person in the area. The involvement of the businesses will be a major factor in successful implementation of the sign regulations, design standards, cross-access plans, and promotional strategies for the corridor. Special needs should be identified, perhaps through a local businessperson survey, and actions taken to ensure the future health of the businesses in the area as they are key to the future financial posture of the Village.



*The Lord and Taylor store at Woodfield Mall, which was added to the original mall in 1973, will be refaced and structurally altered as a new retail wing as part of the proposed mall expansion. A new Lord and Taylor, Nordstroms and a two-level parking structure will be constructed on the end of the new wing. The expansion will add 450,000 square feet to the existing mall, bringing the total square footage to more than 2,700,000 square feet.*

### **Woodfield Mall/Regional Malls**

The regional mall has and will continue to be a major attraction and influence in the Regional Center. The Village should encourage the expansion and rehabilitation of the mall and its outlots to ensure its competitiveness in the marketplace. Special consideration should be given to the needs of the mall when reviewing its development plans albeit without compromising the Village's zoning and design standards. Promotional efforts of the Village should include special mention of the mall and its activities. Additional efforts should be made to increase the mall's accessibility for both employees and patrons through public transit.

Expansion plans for the mall should include close adherence to the design standards of the Concept Plan, as well as, redesign of many of the dangerous intersections along the mall's ring road. Structured parking should be encouraged and the large expanses of surface parking replaced with attractive landscaping, pedestrian plazas, and transit stops.

Two additional regional shopping centers are planned north and south of Woodfield Mall - an unnamed center on the Unocal property and One Schaumburg Place on the Tucker property which broke ground in 1990. These malls, too, should closely work with the Village in promoting the corridor, and creating special programs designed to enhance the success of the shopping centers such as the Woodfield Shopper's Shuttle.

The malls should be interconnected to allow shoppers to move freely from one to another either by means of special vehicle access considerations, transit options such as a mall-to-mall shuttle, or pedestrian links, such as skywalks or overpasses where feasible or desirable.

All three malls should be given special consideration by the Village when proposals to increase their economic viability are made as long as such proposals do not compromise the Village's design and zoning standards.

APPENDIX 1

VACANT LAND SUMMARY DATA - SECTOR THREE

PARCEL LOCATION	PARCEL I.D. NO.	PARCEL SIZE * (ACRES)	CONCEPT PLAN DESIGNATION	PROPOSED F.A.R.	(EX. ZONING)	POTENTIAL DEVELOPMENT (SQ. FT.) *
NWX Golf & Basswood	7-11-304-Pt. 4	1.8	Commercial/Service	.2	B-2	16,000
SEX Meacham & Golf	7-13-102-2	3.7	Office/Service	.6	B-3	96,000
S of Golf, E of Basswood	7-14-101-16	2.4	Commercial/Service	.2	B-2	21,000
NEX Woodfield & Frontage Road	7-13-200-24	1.1	Commercial/Service	.8	B-5	38,300
NEX Woodfield & Frontage Road	7-13-200-25	1.3	Commercial/Service	.8	B-5	45,300
NEX Woodfield & Frontage Road	7-13-200-26	<u>1.9</u>	Commercial/Service	.8	B-5	<u>66,200</u>
<b>TOTAL</b>		<b>12.2</b>				<b>282,800 (1)</b>

(1) Expansion of existing facilities, such as the 400,000 sq. ft. Woodfield Mall expansion and a possible 81,200 sq. ft. additional development on the Nuclear Data site will increase the total future development potential of the Sector to 764,000 sq. ft. (798,000 if converted 34,000 industrial square footage of Nuclear Data building is counted as new office/service square footage).

\* Numbers are approximate due to rounding.



**APPENDIX 2**

**SUMMARY DATA: SECTOR THREE**

PUBLIC/QUASI-PUBLIC

NAME	(CONCEPT PLAN DESIGNATION)	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.
Well No. 11	(Public)	7-13-103-6	0	22	0
<b>TOTAL</b>			<b>0</b>	<b>22</b>	

COMMERCIAL/SERVICE

NAME	(CONCEPT PLAN DESIGNATION)	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.
<u>RESTAURANTS:</u>					
Carlos Murphy's	(Commercial/Service)	7-11-304-5	12	95	.13
Fuddrucker's	(Commercial/Service)	7-11-304-6	7	82	.09
Glenn's Steakhouse	(Commercial/Service)	7-11-400-72	9	89	.10
Garfield's	(Commercial/Service)	7-13-200-10	7	51	.14
Houlihan's	(Office/Service)	7-13-200-28	8	87	.09
Olive Garden	(Office/Service)	7-13-200-29	10	108	.09
Copperfield's	(Commercial/Service)	7-14-101-2	5	38	.13
Bob Evans	(Commercial/Service)	7-14-200-52	5	65	.08
Grisanti's	(Commercial/Service)	7-14-200-53	11	99	.11
HMS Boston (vacant)	(Office/Service)	7-13-103-2	9	81	.11
Portillo's-Barney's	(Commercial/Service)	7-14-101-15	10	119	.08
<b>TOTAL</b>			<b>93</b>	<b>914</b>	

BANKS OR SAVINGS & LOANS:

Talman Home Savings	(Office/Service)	7-13-200-27	11	90	.12
<b>TOTAL</b>			<b>11</b>	<b>90</b>	

NAME	(CONCEPT PLAN DESIGNATION)	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.
<b>AUTO:</b>					
Schaumburg Honda	(Commercial/Service)	7-11-302-11	20	227	.09
Patrick Mitsubishi	(Commercial/Service)	7-11-302-12	20	223	.09
Emkay Leasing Center	(Commercial/Service)	7-11-302-13	34	172	.20
Ed Murphy Buick-Opel	(Commercial/Service)	7-11-400-11	33	270	.12
Fireside Chrysler-Mazda	(Commercial/Service)	7-11-400-12	19	210	.09
Colonial Chevrolet	(Commercial/Service)	7-11-400-13	27	289	.09
Larry Faul Oldsmobile	(Commercial/Service)	7-12-300-20	25	211	.12
NW Lincoln Mercury	(Commercial/Service)	7-12-300-21	19	241	.08
Woodfield Ford	(Commercial/Service)	7-14-200-9	34	210	.16
Amoco Gas Station	(Commercial/Service)	7-13-100-9	3	37	.08
<b>TOTAL</b>			<b>234</b>	<b>2,090</b>	

**GENERAL RETAIL:**

Golfwood Square	(Commercial/Service)	7-11-302-Pt. 16	48	376	.13
830 East Golf	(Commercial/Service)	7-11-400-9	36	203	.18
Polk Brothers	(Commercial/Service)	7-11-400-10	99	255	.39
Woodfield Commons East	(Commercial/Service)	7-13-100-7	91	391	.23
Venture & W. Bell	(Commercial/Service)	7-13-100-8	141	487	.29
Sears Roebuck (1)	(Commercial/Service) (Office/Service)	7-13-200-2,9	380	1,393	.27
J.C. Penney (2)	(Commercial/Service) (Office/Service)	7-13-200-Pt. 4	342	1,090	.31
Marshall Fields	(Commercial/Service)	7-13-200-5	315	1,080	.29
Lord & Taylor	(Commercial/Service)	7-13-200-14	120	361	.33
Woodfield Mall Core (3)	(Office/Service)	7-13-200-15,31 7-13-103-7	1,084	2,224	.49
Golf Rd. Comm. Ctr.	(Commercial/Service)	7-14-101-13-14	18	86	.21
Woodfield Commons West	(Commercial/Service)	7-14-200-26	60	278	.22
SportMart	(Commercial/Service)	7-14-200-25	60	187	.32
Versailles Village Ctr.	(Commercial/Service)	7-14-101-10	21	55	.38
Fretter Appliance	(Commercial/Service)	7-11-400-71	9	40	.23
Handy Andy	(Commercial/Service)	7-14-200-15	124	301	.41
Toys-R-Us		7-14-200-27	52	181	.29
<b>TOTAL</b>			<b>3,000</b>	<b>8,998</b>	



NAME	(CONCEPT PLAN DESIGNATION)	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.
<u>THEATRES</u>					
Plitt Theatres I & II	(Office/Service)	7-13-200-23	25	211	.12
Plitt Theatres III & IV	(Office/Service)	7-13-200-30	16	112	.14
<b>TOTAL</b>			<b>41</b>	<b>323</b>	
<b>COMMERCIAL SERVICE GRAND TOTAL</b>			<b>3,379</b>	<b>11,491</b>	

OFFICE

NAME	(CONCEPT PLAN DESIGNATION)	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.
State Farm Claim Center	(Office/Service)	7-11-400-68	12	121	.10
650 Woodfield Building	(Office/Service)	7-13-200-21	165	261	.63
Woodfield Executive Center (w/o Parking Structure)	(Office/Service)	7-13-200-22	172	261	.66
<b>TOTAL</b>			<b>349</b>	<b>643</b>	

INDUSTRIAL

NAME	(CONCEPT PLAN DESIGNATION)	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.
Nuclear Data, Inc.	(Office/Service)	7-12-300-3	34	288	.12
<b>TOTAL</b>			<b>34</b>	<b>288</b>	
<b>TOTAL ALL DEVELOPED LAND</b>			<b>3,762</b>	<b>12,444</b>	

- (1) Includes Sears auto/service center.
- (2) Includes Firestone service center.
- (3) Includes all land owned or leased by Woodfield Mall including maintenance building (former car wash).





