



**woodfield**  
regional concept plan

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martingale road  
s e c t o r







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

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### **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 Martingale Road Sector of the Woodfield  
Regional Concept Plan was adopted under  
Ordinance 93-11 on January 26, 1993.



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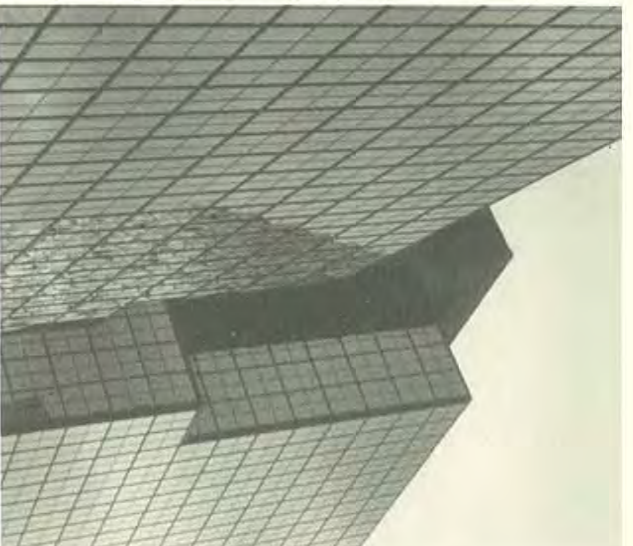


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## CHAPTER ONE INTRODUCTION

**T**he Martingale Road Sector lies at the southern end of the Woodfield Regional Center. Also referred to in this Concept Plan as Sector One, the Martingale Road area comprises lands south of Higgins Road where it abuts the balance of the Regional Center, as depicted on Map 1. At 214 acres, Sector One is relatively small. However, due in part to its location overlooking the Illinois Route 53 (I-290) expressway, the Martingale Road Sector has emerged as one of the more pre-eminent and visible office corridors in the northwest suburban area of the Chicago metropolitan area. While large undeveloped tracts of land exist, the existing high-rise office and hotel buildings within the Martingale Road Sector constitute the bulk of the distinct skyline of the Village of Schaumburg.

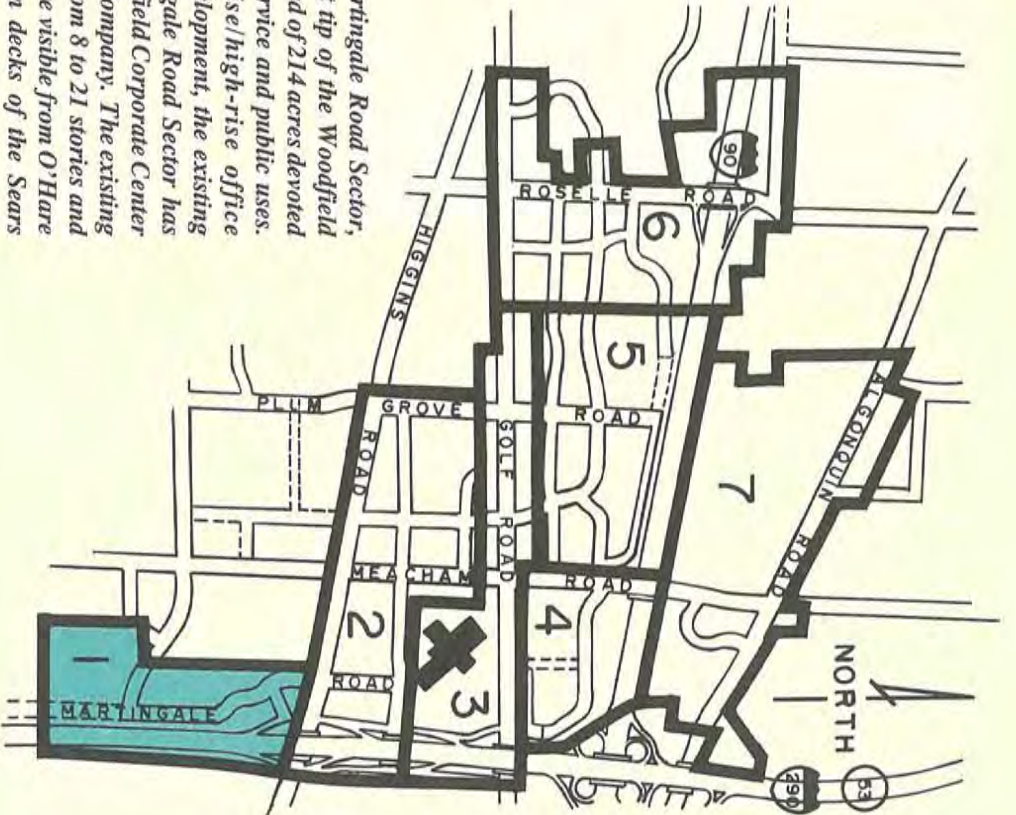
Located immediately south of the Illinois Route 53 interchange with Higgins Road, the Martingale Road Sector is situated conveniently within the regional transportation network. North-south access is provided by Martingale Road onto which nearly all properties in the Sector front. The recent extension of Martingale Road from Schaumburg Road to





Taken in 1985, this aerial photograph shows Woodfield Corporate Center IV under construction. Note the Fredrickson Farm property to the south and the undeveloped One Schaumburg Place site to the north.

MAP 1. Sector 1 - the Martingale Road Sector, located at the southernmost tip of the Woodfield Regional Center, is comprised of 214 acres devoted primarily to office, office/service and public uses. Characterized by mid-rise/high-rise office buildings and compact development, the existing built portion of the Martingale Road Sector has been developed as the Woodfield Corporate Center by the Prudential Property Company. The existing buildings range in height from 8 to 21 stories and create a major skyline feature visible from O'Hare Airport and the observation decks of the Sears Tower and Hancock Center twenty-five miles to the southeast.



Biesterfield Road further enhances the area's direct access to regional transportation.

Office and office/service uses occupy the developed portions of the Sector. These developments are well-placed neighbors for adjacent residential communities, creating a compatible mix of uses in the larger context.

The Martingale Road Sector Concept Plan describes existing conditions in the area and outlines the types, arrangement and intensities of land uses along with roadway improvements anticipated over

the next two decades. The recommended land uses and development guidelines are based on thoughtful analysis of goals and objectives contained in past adopted plans for the area, changes in market conditions, acknowledged need for managed growth and the Village's desire for future use and enjoyment of the area.

Any deviations from the policies and directives of the Concept Plan should be justified by a petitioner, and all modifications must be based upon a change in existing conditions or new information



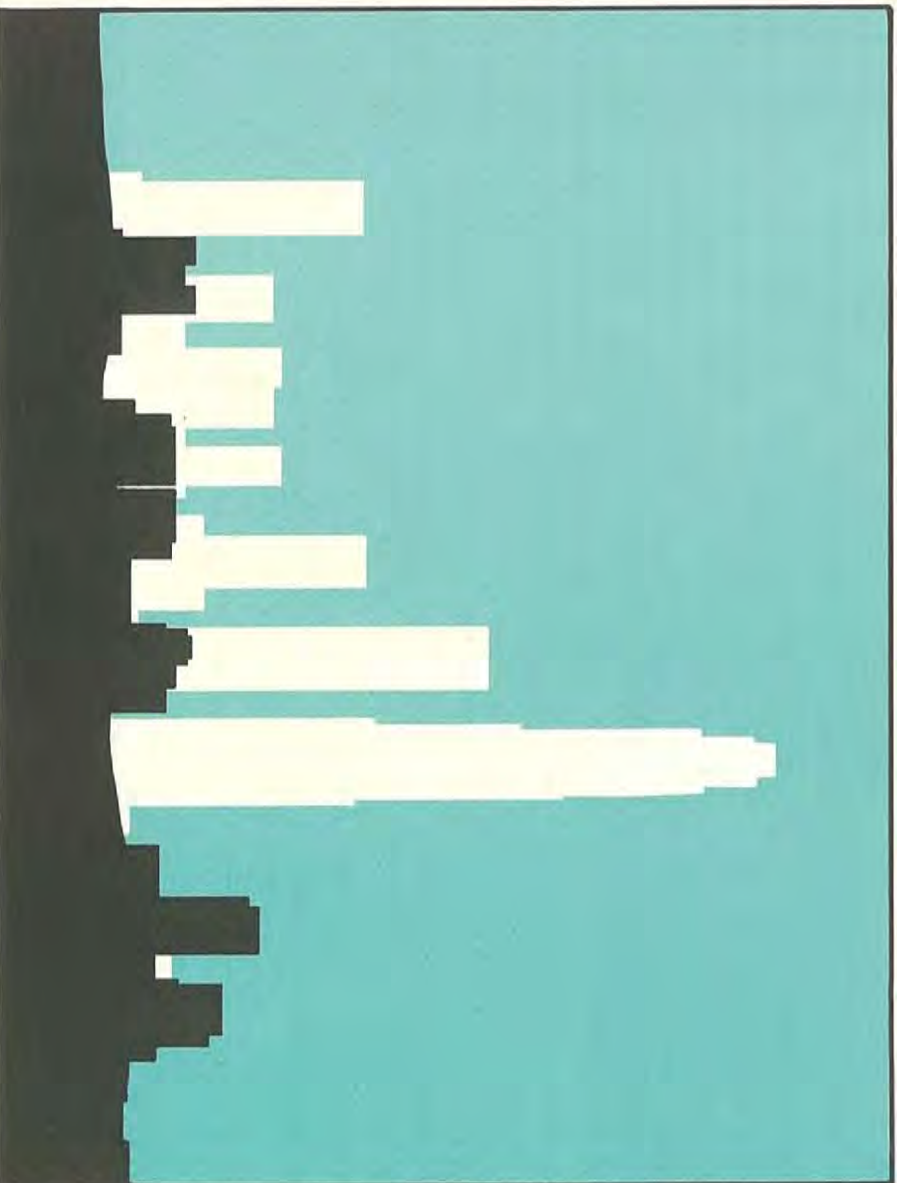
which was not considered in the preparation of this Concept Plan. The directives contained in the Concept Plan are in addition to the zoning, subdivision and other requirements and policies for development of property within the Village.

## Historical Development

Until the late 1970s, the Sector One planning area was comprised mainly of agricultural lands and some open wetlands, inappropriate for agricultural purposes and left in their natural state. Construction of the Northwest Tollway (I-90) in the late 1950s made the Village, as a whole, more readily accessible and, in turn, caused increased development

pressure for regional commercial land uses to serve the rapidly growing northwest suburban area. Later, in 1972, Illinois Route 53 (I-290) expansion was completed, and the potential for regional commercial and office uses in the Martingale Road area was further enhanced.

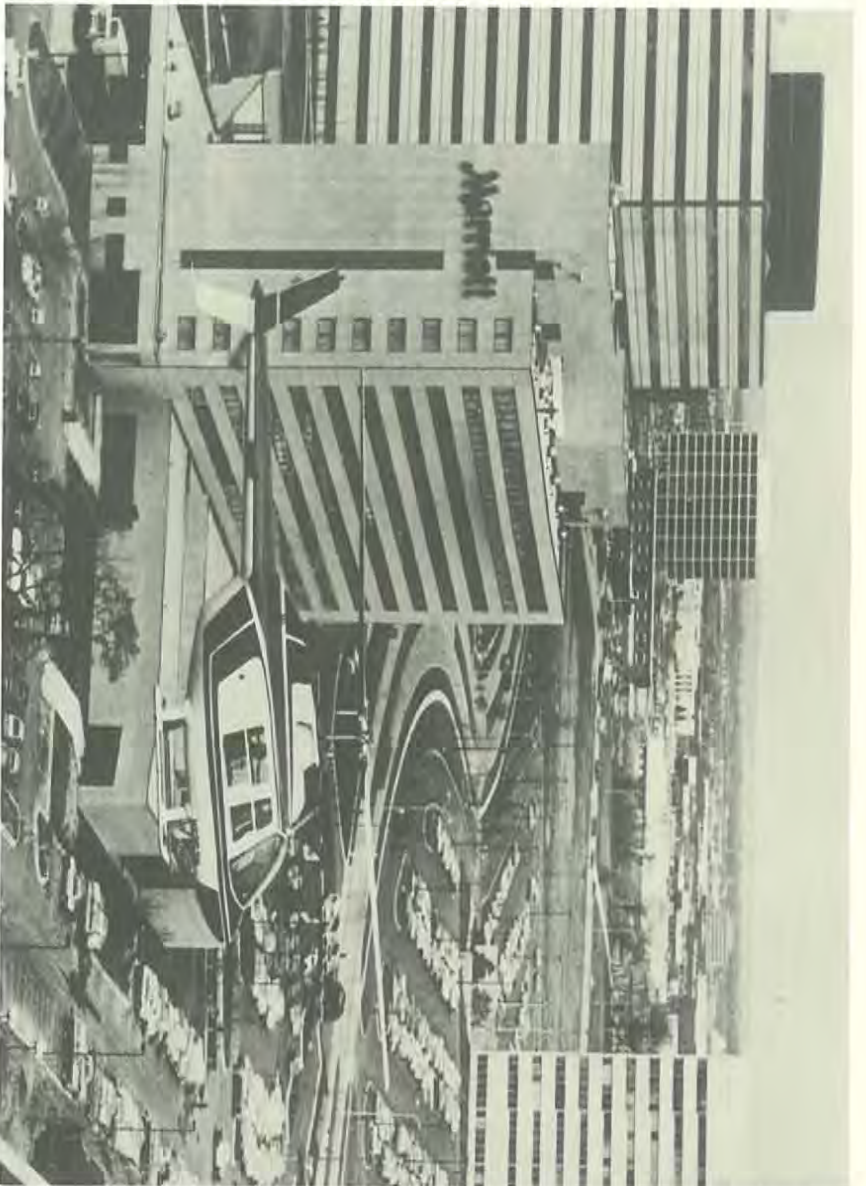
The first proposal for development in the Sector was conceived by the Schaumburg Planet Project Corporation and approved in 1968. The Outer Planet project, as it became known, was an ambitious and eccentric proposal for a mix of uses to cover the entire area today identified as the Woodfield Corporate Center. Subsequently, dedications required for the Illinois Route 53 right-of-way resulted in parcel configuration changes, and the development proposal was abandoned. The proposal represented



*Approved in 1968, the Outer Planet Project would have comprised all lands of the Sector from Higgins Road south to the Fredrickson Farm. Proposed to contain 3,000 apartment units, more than 5.5 million square feet of office space, and 60,000 square feet of commercial floor area, the project was to include a 112-story office building that would have been the world's tallest. (Note: This proposal was approved six years prior to completion of the Sears Tower in 1974.)*

*The sketch at left, prepared by the Village of Schaumburg Planning Department, illustrates the difference in height and intensity between the Outer Planet Project and the existing Woodfield Corporate Center.*





*The above photograph, taken in 1982, shows the Schaumburg Marriott shortly before its opening. Note the former Zurich-American Insurance Building, completed in 1980, to the right and the Woodfield Corporate Center I and II directly behind the Marriott. Woodfield Mall and One Woodfield Place are visible in the center background.*

the first attempt at changing the zoning and land use focus of the area from residential to commercial and would have included the world's tallest office building (112 stories), five 15-story office buildings, numerous apartment buildings 7-45 stories in height, a 65-story hotel, a 7-story department store, commercial space, and recreational buildings including a 128-lane bowling alley. A second proposal containing buildings 30-40 stories in height was put forth in 1973 by the same developer and received approval from the Village Board. However, lengthy delays in the start of construction forced the Village Board to act, and the zoning classification reverted to residential land use.

Early development pressures in the Martingale Road Sector, like the rest of the Woodfield Regional Center, were influenced by completion of the Northwest Tollway and Illinois Route 53 (I-290)

expressway, as well as construction of the nearby Woodfield Mall. However, unlike other portions of the Woodfield Regional Center, this Sector did not experience development until the late 1970's with initiation of the Woodfield Corporate Center project.

Woodfield Corporate Center was rezoned from R-1 Single-Family Residential to B-3 Planned Office Business District in 1978. Planned from the beginning as a large parcel office and hotel development, the approval specified that the property could not be subdivided into more than six tracts and that no tract would be less than five acres in area.

Concurrent with approval of the rezoning, the Village approved the site plan for the first building to be constructed within the Corporate Center, the 11-story Zurich-American Insurance Building. Since that time and up until the end of 1986, Woodfield Corporate Center has experienced steady build-out of the original vision. Zurich-American Insurance was completed in 1980. The Schaumburg Marriott and Convention Center, soon to follow, was completed in 1982. Woodfield Corporate Center I-II, comprised of two connected structures containing 11 and 13 stories, respectively, was opened in that same year. Woodfield Corporate Center III, a single tower housing 8 floors was completed in 1984. The last completed structure, Woodfield Corporate Center IV, contains two structures of 13 and 21 floors, each opened in 1986. The two buildings which make up Corporate Center IV are easily identifiable for two reasons. First, the 21-story tower is the tallest building within the Village. Second, both buildings are illuminated by marquee crown lighting at the parapet. The distinctive lighting of the buildings, which outlines the unique building shape and design, is visible from as far as O'Hare Airport. All of the existing structures within Woodfield Corporate Center were designed by the renowned architectural firm of Holabird and Root and display a shape and design that results in architectural and visual compatibility between all buildings.

A second office tower to connect with the original Zurich-American Building received development approval in 1988. The proposed 16-story tower will be attached to the existing building



via a large glass enclosed atrium space. In addition, the two existing surface parking lots on the north and south sides of the existing building will be replaced with structured parking. Upon completion, the second tower will visually tie and update the older Zurich building with the more contemporary design of the other Corporate Center structures. Shortly after approval of the second tower, Zurich-American transferred ownership of the building and the rights to the approved plans to the Woodfield Corporate Center Joint Partnership (d.b.a. Prudential Property Company). While the current economic recession has reduced the need for new office space, thus postponing construction of the second tower, Prudential continues to maintain the approval active by extension from the Village. For purposes of this concept plan, the original Zurich-American Insurance Building is referred to as Prudential I and the approved second tower is referred to as Prudential II.

Outside of the Woodfield Corporate Center, an adopted long-range plan currently governs the central portion of the Martingale Road Sector. The Busse-Fredrickson Concept Plan, adopted in 1985, addresses the potential land use conflicts of the Fredrickson Farm, lying between residential properties to the west along Meacham Road and the burgeoning commercial/office uses along Martingale Road and within the nearby Regional Center. This Plan devises a land use pattern including multiple-family residential development immediately west of Sector One and an intense office center northwest of Martingale and Schaumburg Roads. The office center, proposed for 31 acres, received preliminary site plan approval in 1987. Concurrent with this approval, the Village rezoned the property to B-3 Planned Office Business and entered into an agreement to annex the full 148 acres of the Fredrickson Farm. While the office site remains undeveloped today, the approval would permit a 1.37 million square foot mixed-use, high-rise development consisting of office, hotel, structured parking and related retail uses. The maximum height of the office/hotel building could reach up to 28 floors or 325 feet in height. These plans for the Fredrickson property, if realized, will solidify the

role of the Martingale Road Sector as a prime regional office corridor.

The last of the grandiose schemes for corporate development proposed for the Sector was planned for the property southwest of the intersection of Martingale and Schaumburg Roads, known as the Graham property. The first plan, presented in 1979, was called Woodfield Park South. The plan included plans for three office buildings having heights of 3, 10 and 14 stories, stepped to increase in height from west to east near Interstate 290. Upon completion, the three buildings would have totaled 1.3 million square feet. Adjacent to South Woodfield Park on west, the same developer proposed to construct 303 condominiums similar to the existing Lexington Green development to the west. The purpose of this residential component was to serve as a buffer between existing residential development along Meacham Road and the proposed Woodfield Park South project. At the time, however, the Village had adopted an interim land use plan for the Graham property which designated the entire 73-acre site for low-intensity residential use with a small portion set aside for multiple-family residential development adjacent to the interstate. The plan was denied by the Village Board.

In 1983, the same developer, John Graham and Company, again approached the Village with a request to rezone the property from residential to planned office use. This time, the name of the project had been changed to Martingale Corporate Center (J. Emil Anderson had requested that the name South Woodfield Park not be used so as to avoid confusion with the Woodfield Park business park developed west of Woodfield Mall). Since the denial for such a request in 1978, the Village had adopted a new comprehensive plan *Managing the Growth of Schaumburg*. The new plan designated the property for high-density residential/high-density commercial development. In accordance with the designation of the plan, the Village rezoned the entire tract to B-3 Planned Office Business District. In 1984, Graham presented the first site plans to the Village for approval. Encompassing 31.5 acres of the 73-acre site, Phase I of Martingale Corporate Center would include four office buildings ranging



*Taken in 1982, this photograph shows the existing Woodfield Corporate Center in the center, with Phase I of the approved Martingale Corporate Center proposal to the south, and an early Trucker Companies proposal for One Schaumburg Place to the north between Woodfield Mall and Higgins Road. The first phase of the Martingale Corporate Center, approved to contain five buildings ranging in height 15 to 26 floors and up two million square feet of floor area, was never realized due to an economic recession. The property is now owned by the Metropolitan Water Reclamation District.*



in height from 15 to 26 floors, a 500-room hotel, and a one-story commercial arcade connecting all of the buildings. In addition, all of the buildings would be constructed within and atop a three-level parking structure encompassing nearly all of the 31-acre site. In total, Phase I was proposed to contain 2 million square feet of floor area and parking for 7,000 cars. Phase II, proposed for the west and south portions of the property, was preliminarily approved for an additional 2 million square feet.

Like the grand plans of the Outer Planets project, the Martingale Corporate Center plan was never realized. By the time of its site plan approval in mid-1984, the amount of office space under construction in the Village was keeping pace with demand and there was no need for the amount of space this project would have unloaded on the market, particularly since the development was proposed as speculative leasing space.

In 1987, the Metropolitan Water Reclamation District (MWRD) acquired the 72-acre parcel Graham property, thus ending the likelihood that any of the grand corporate visions would be realized for the property. With the existing John Egan Water Treatment Facility to the south, the MWRD purchased the property in anticipation that the existing facility would require expansion in the future given the projected development patterns in the northwest suburbs. The Village, however, was vehemently opposed to this acquisition, stating that such would result in the loss of substantial tax revenue to the Village, that expansion of the plant would not be in compliance with the Village's Zoning Ordinance, and that the MWRD had not justified the acquisition to the taxpayers within the District. More important, the Village viewed the acquisition as a potential threat to the extension of Martingale Road south to Rohlfing Road and improvement of Old Schaumburg Road, both seen as critical improvements to the regional roadway network. As a condition of the approval for the Martingale Corporate Center, the developer was required to dedicate right-of-way for and make contribution toward these improvements. In addition, a special service taxing district had been established in agreement between the Village and Graham to ensure that the extension of Martingale



Road was completed. With acquisition of the property by a public body, the Village would be forced to pay for the roadway improvement alone.

Shortly before the actual acquisition by the District, the Village brought suit against both Graham and the District (Graham was dismissed from the suit in 1989 prior to settlement) seeking an injunction against the purchase and the future expansion of the plant. The litigation proceeded for more than two years. In the end, the District retained ownership of the property and provided a right of entry to the Village and Cook County for Old Schaumburg Road and Martingale Road. The Village did incur the cost of Martingale Road construction alone, a project that cost more than \$7 million. The Martingale Road extension opened in December 1991.

As a condition of the settlement agreement, the District was required to make the Graham property available to the Schaumburg Park District for public recreational purposes until such time as expansion of the plant was required. In accordance with that agreement, the property was leased for twenty years to the Schaumburg Park District in 1990. Plans for the property include ballfields and other recreational uses to be constructed in the near future.

More than any Sector within the Woodfield Regional Center, the Martingale Road Sector has been the place for the plans of dreamers and visionaries. While the Woodfield Corporate Center may appear to be the most intense high-rise development anywhere within the Village today, its size is dwarfed by the proposals for the Fredrickson Farm, the Graham Property, and, of course, the original Outer Planets projects. Even before Woodfield was termed the "World's Largest Enclosed Shopping Mall," developers had approval for the "World's Tallest Building" right here in Schaumburg more than twenty-five years ago. Even then, before General Wood and Marshall Field scoped out the local farmlands, Schaumburg was viewed as the place to do things big.

**TABLE 1  
HISTORICAL HIGHLIGHTS**

1968	Barrington developer Lee Romano receives approval for the Outer Planets Project to include the "World's Tallest Building", a proposed 112-story office tower
1972	Illinois Route 53 (I-290) expansion is completed south of the Northwest Tollway
1978	Prudential receives approval for Woodfield Corporate Center, a 66-acre planned high-rise office and hotel development
1979	Developer John Graham fails in attempt to rezone Graham property for high-rise office and low-rise condominium development
1980	Zurich-American Insurance is the first building to open in the Woodfield Corporate Center
1982	Mariott Hotel is built at the southern end of the Woodfield Corporate Center
1982	Woodfield Corporate Center I-II opens
1983	Signature Group occupies space in Woodfield Corporate Center I-II
1983	Developer John Graham successfully rezones property for Martingale Corporate Center, a 72-acre high-rise office/hotel/retail development containing up to 4 million square feet
1984	Completion of Woodfield Corporate Center III results in build-out of the Corporate Center on the west side of Martingale Road
1986	Woodfield Corporate Center IV opens on the south side of Higgins Road
1986	Fredrickson Farm is rezoned for high-rise office, hotel and retail use up to 1.37 million square feet and 28 stories
1987	Metropolitan Water Reclamation District (MWRD) acquires Graham property for Egan Plant expansion and Village files suit seeking injunction of purchase
1988	Plans for Prudential Office Building II are approved
1988	Martingale Road/Route 53 Ramp connector road is constructed
1989	Village and MWRD reach settlement agreement involving Graham property litigation
1989	Sears Technology Services moves into the Zurich-American office building after Zurich relocates to its new twin-tower headquarters on Meacham Road
1990	Schaumburg Road Extension opens east of Meacham Road
1990	Graham property is leased by MWRD to the Schaumburg Park District for ballfields
1991	Martingale Road extension opens south to Rohlwing Road

Source: Village of Schaumburg Planning Department, October 1992





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JUNE 1992



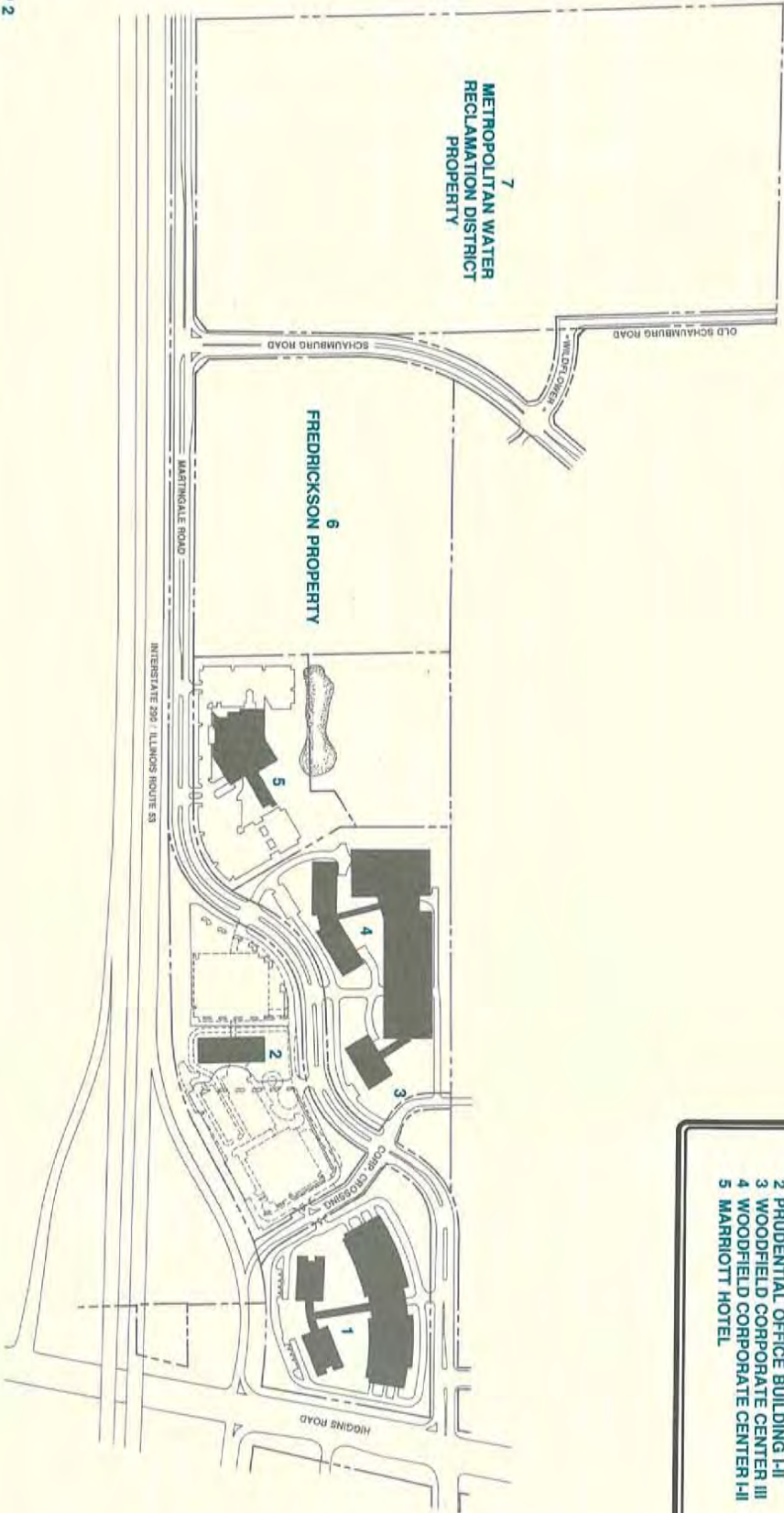
# WOODFIELD REGIONAL CONCEPT PLAN MARTINGALE ROAD SECTOR

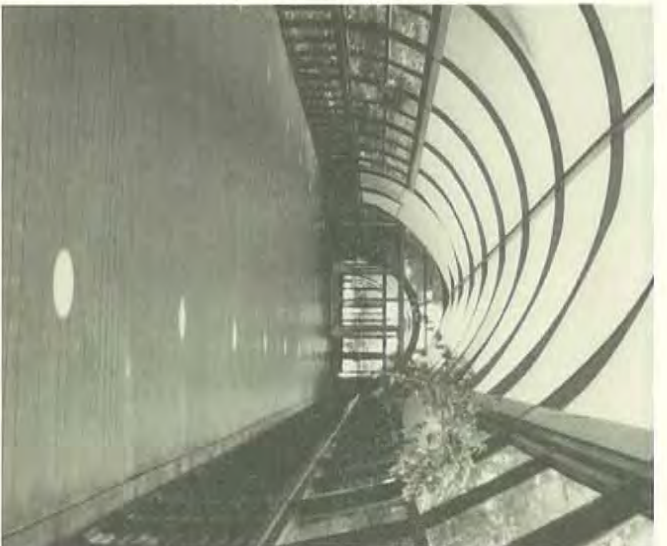
## EXISTING DEVELOPMENTS

### DEVELOPMENTS

- 1 WOODFIELD CORPORATE CENTER IV
- 2 PRUDENTIAL OFFICE BUILDING I-II
- 3 WOODFIELD CORPORATE CENTER III
- 4 WOODFIELD CORPORATE CENTER I-II
- 5 MARRIOTT HOTEL

MAP 2





## CHAPTER TWO

# EXISTING CONDITIONS

**C**hief among the components of a long-range development plan is an assessment of existing conditions. This chapter evaluates and describes the existing physical characteristics and environmental conditions present in the Martingale Road Sector. Resources and limitations affecting future development of vacant properties and/or redevelopment of existing developments within the plan area will be identified. Concept Plan analysis of existing conditions will specifically include: soils, drainage, vegetation, the availability of water, storm, and sanitary utilities, land uses, building intensities and an evaluation of the existing transportation network. The location of existing developments within the Sector is shown on Map 2 on the opposite page.

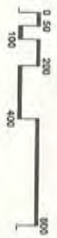
## Soils

Soil and terrain conditions were identified and measured to determine the appropriateness of





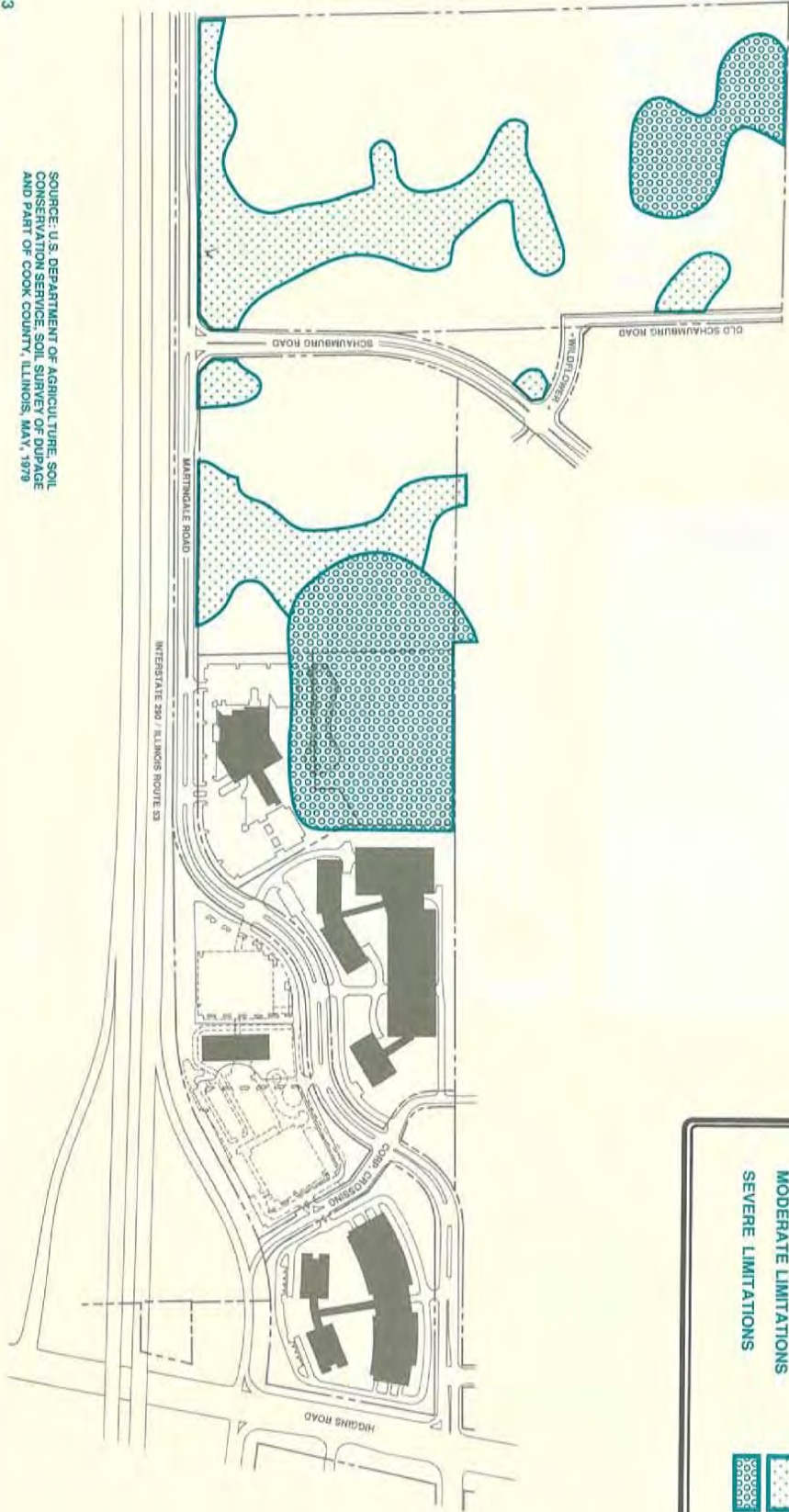
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JUNE 1992



**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR**

**SOILS INTERPRETATION &  
BUILDING SITE SUITABILITY**

SLIGHT LIMITATIONS  
MODERATE LIMITATIONS  
SEVERE LIMITATIONS



MAP 3

SOURCE: U.S. DEPARTMENT OF AGRICULTURE, SOIL  
CONSERVATION SERVICE, SOIL SURVEY OF DUPAGE  
AND PART OF COOK COUNTY, ILLINOIS, MAY, 1979



development throughout the Sector. Slight limitations, if any, may be accommodated easily in the development process; moderate limitations can be overcome and minimized by special engineering and design. The presence of severe limitations indicates a lack of suitability for development of the site and can be overcome only with major design accommodations and/or extensive maintenance in the future. Limitations in this category may become evident in the form of an unseasonably high water table, high shrink-swell potential, periodic flooding, and the like. Before any development proposal can proceed, a soil boring should be extracted, in conjunction with an engineering analysis to confirm the soil type and degree of limitation. The extent of limitations resulting from the types of soil in the Martingale Road area is presented on the Soils Interpretation and Building Site Suitability Map on Page 10

Based on the survey by the U.S. Department of Agriculture and Soil Conservation Service in 1979, soil in the Martingale Road Sector falls mainly in the Urban Land-Markham-Ashkum association. Formed by glacial till, this soil grouping is typical of ground conditions in the northwest suburban region, that of developed areas with deep, gently rolling to nearly level terrain.

One undeveloped pocket in the Martingale Road Sector, immediately west and south of the Marriott Hotel property, contains a mixture of Muskego and Houghton mucks and Ashkum and Peotone silty clay loams. These are very poorly drained soils, substantially composed of organic matter and prone to frequent and continued flooding from fall to spring. Severe limitations to development make this area well-suited for use as a small lake or flood control reservoir. Complete soil replacement would be required prior to development of any kind. Typically found at higher elevations than these wet soils, the Peotone and Ashkum loams surrounding this area are poorly drained and subject to high and moderate shrink-swell. Ashkum and Peotone loams are considered moderate limitations to development due to the occasional flooding with which they are associated.

Found at still higher elevations, located south of the Woodfield Corporate Center IV property and north of Schaumburg Road, the Markham and Varna silt loams are moderately well-drained soils. Due to their low strength and moderate shrink-swell capacity, these soils are moderately suited for development and, in most cases, replacement of base material may be necessary prior to grading.

South of Schaumburg Road, at the Sector's western boundary, a small pocket of Muskego and Houghton mucks form a wetland area characterized by fall-to-spring flooding and lack of suitability for development of buildings and/or recreational facilities. Slightly upland, east of the wetland, a substantial area composed of Elliott silt loam presents moderate limitations to development. The Elliott soil series is poorly drained and slow to dry out after rains. Its wetness contributes to a lack of strength in the subsoil.

Typical of soil found in depressions between ridges, the Ashkum silty clay loam occurs sporadically throughout Sector One. A very poorly drained soil, this type poses moderate building limitations due to flooding for brief periods in spring. Areas of this soil used for urban development must be artificially drained and protected from flooding.

The Urban Land class of soil coincides with development and is so classified as a result of alterations to the landscape, grading and paving. It contains a mixture of medium-textured soils.

## Drainage

The entire Sector One planning area, combined with properties abutting to the west, forms one identifiable drainage area. From an elevation of 745 feet above mean sea level at the Woodfield Corporate Center IV property along Higgins Road, the terrain falls continually in a southerly direction. A drainage basin located west of the Marriott Hotel collects water.

No natural drainageways or streambeds exist in the Martingale Road area. However, the ponding which occurs within two pockets of the Sector--west





*This existing wetland area to the south of Woodfield Corporate Center I-II serves as the primary drainage basin for the northern half of the planning area. The natural drainage flow is directed from the crest along Corporate Crossing to this location. As a protected wetland, the basin also serves as an amenity for passive recreational use.*

of the Marriott Hotel property and south of Schaumburg Road at the Sector's western boundary--results from stormwater flow in poorly-drained soils, as well as proximity to the West Branch of the Salt Creek located within one-half mile west of the Sector.

## Vegetation

Lands in the Maringale Road Sector were used for farming and other agricultural activity before development began to occur in the area. As a result, mature vegetation is minimal as it was removed to provide open space for such pursuits. The few areas containing mature vegetation are situated adjacent to wetlands and other areas having soils unsuitable for agricultural purposes. Existing vegetation is indicated on Map 4.

The most significant vegetative feature within Sector One is situated west and south of the Marriott Hotel and associated with an existing wetland area.

Historically, the soils within this wetland area were not suitable for agricultural activities and thus the area remained in a natural state. Since this wetland feature was set aside as a natural area and drainage improvement in conjunction with development of the Woodfield Corporate Center, long term survival of the mature vegetation is ensured.

South of the wetland area, a substantial growth of older willow, cottonwood, elm, box elder and poplar trees is situated on six acres in the northwest corner of the Fredrickson property. These mature stands continue sporadically throughout the wetland area north of the Fredrickson property.

A significant stand of trees exists on the 72-acre property proposed for recreational use by the Schaumburg Park District. This stand, comprised of box elder, mulberry and elm species, is situated near the foundations of farm buildings which formerly occupied the site. The Village Planning Department considers this stand to be a potential natural amenity for inclusion in the overall park development and has been working with the Park District to ensure its survival. Such survival is a goal of this Concept Plan, and described further in Chapter 4.

While outside of the Sector, the natural wooded area on the west side of Maringale Road between Woodfield Corporate Center IV and the Haverford residential development should be mentioned because of the physical and visual role this area plays within the planning area. The wooded area serves as an effective buffer and transitional zone between the high-rise offices of Center IV and the residences to the west. As a visual feature adjacent to Maringale Road, its integration with the Corporate Center, the small park at Corporate Crossing, and the attractive entrance into the Haverford creates one of the more striking marriages of nature with the built environment within the Village.

The landscape design and installation at Woodfield Corporate Center is recognized as one of the finest outside of Chicago. To mirror the compatibility of its architectural theme, the landscape design carries a consistent theme throughout the development. The design addresses Maringale Road medians, areas adjacent to rights-of-way, parking areas and parking structures as special fea-





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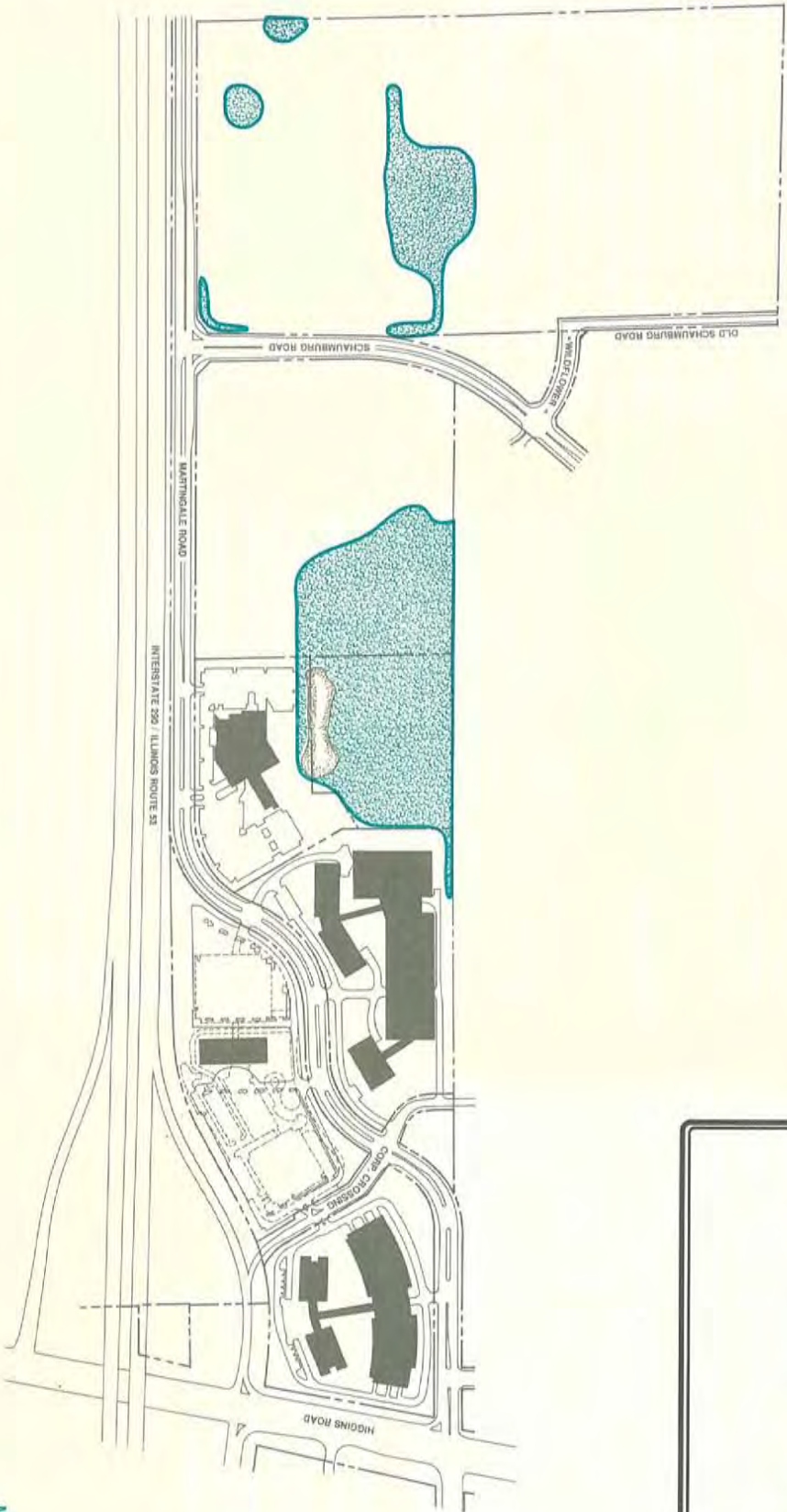


EXISTING VEGETATION



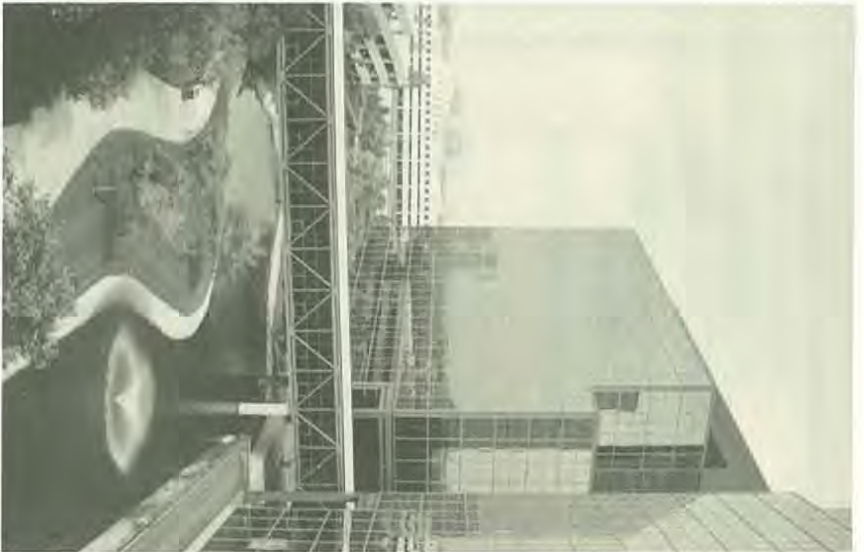
**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR**

EXISTING VEGETATION



MAP 4





*The storm sewers within the northern one-third of Woodfield Corporate Center drain into this retention pond at 425/475 North Martingale Road (Center IV). While serving a function of engineering necessity, the pond provides an attractive feature between the office towers and parking structures to the west.*

tures requiring specific landscape design solutions. The result is one of the more lushly landscaped developments within the Village.

To enhance the landscape program at Woodfield Corporate Center, the Village recently installed landscaping within the medians of Martingale Road south of the Marriott Hotel. Further, the Martingale Road extension south of Schaumburg Road was extensively landscaped in the medians and adjacent to the right-of-way. For those traveling north on Martingale Road from Rohlfing Road, this new landscaping appears as an entryway into the Corporate Center from the south. Upon buildout of the remaining vacant land within the planning area and maturity of this new landscaping, the Sector will visually tie together, not only because of its uses, but because of its landscaping.

## Utilities

All parcels north of the Fredrickson property, in the developed area of Martingale Road Sector, are served by public water and sewer systems. Utility systems have been constructed to meet the demands of the area as it has developed over the past thirteen years. Access to utilities is required before development may be accommodated on the Fredrickson property and the parcels south of Schaumburg Road. Consistent with the topography described in the drainage characteristics section, storm water in Sector One generally flows from the north side of the Prudential office tower and Woodfield Corporate Center Phases I-III parcels in a southerly direction to retention areas lying west of the Marriott Hotel. Storm water collects in sewers from ten to thirty-three inches in diameter and empties via pipes ranging six to sixty-six inches in diameter into the drainage pond. Overflow storm water from this drainage area is carried east in a thirty-inch sewer along the northern Fredrickson property line.

A second storm water detention pond serves the Woodfield Corporate Center IV property. Sewers ten to eighteen inches in diameter collect storm water from Corporate Crossing and paved surfaces.

Twenty-four and twenty-seven inch sewers empty water into on-site detention ponds. Existing storm sewers are shown on Map 5.

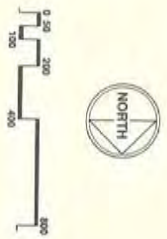
Lake Michigan water is supplied to this area of the Village via sixty-inch water mains leading from O'Hare Airport which traverse the Village one-half mile south of the Sector One boundary. A twenty-four inch receiver line runs along Meacham Road and branches off in a sixteen-inch main along Schaumburg Road and a twelve-inch main along Higgins Road. These water mains meet in the Martingale Road right-of-way and complete a water main loop in the Sector. Eight to twelve-inch water mains carry water to properties in Sector One. Existing water mains are illustrated on Map 6.

Sanitary sewer connections in the developed areas of the Sector feed directly into the main Metropolitan Water Reclamation interceptor, a ninety-inch sewer which flows immediately west of and parallel with the Illinois Route 53 right-of-way. Building and parcel connections to sanitary sewers range from six to ten inches. As the Fredrickson property and undeveloped parcels south of Schaumburg Road require sanitary sewer connections, adequate access may be provided by the main interceptor line. Existing sanitary sewer lines are indicated on Map 7.





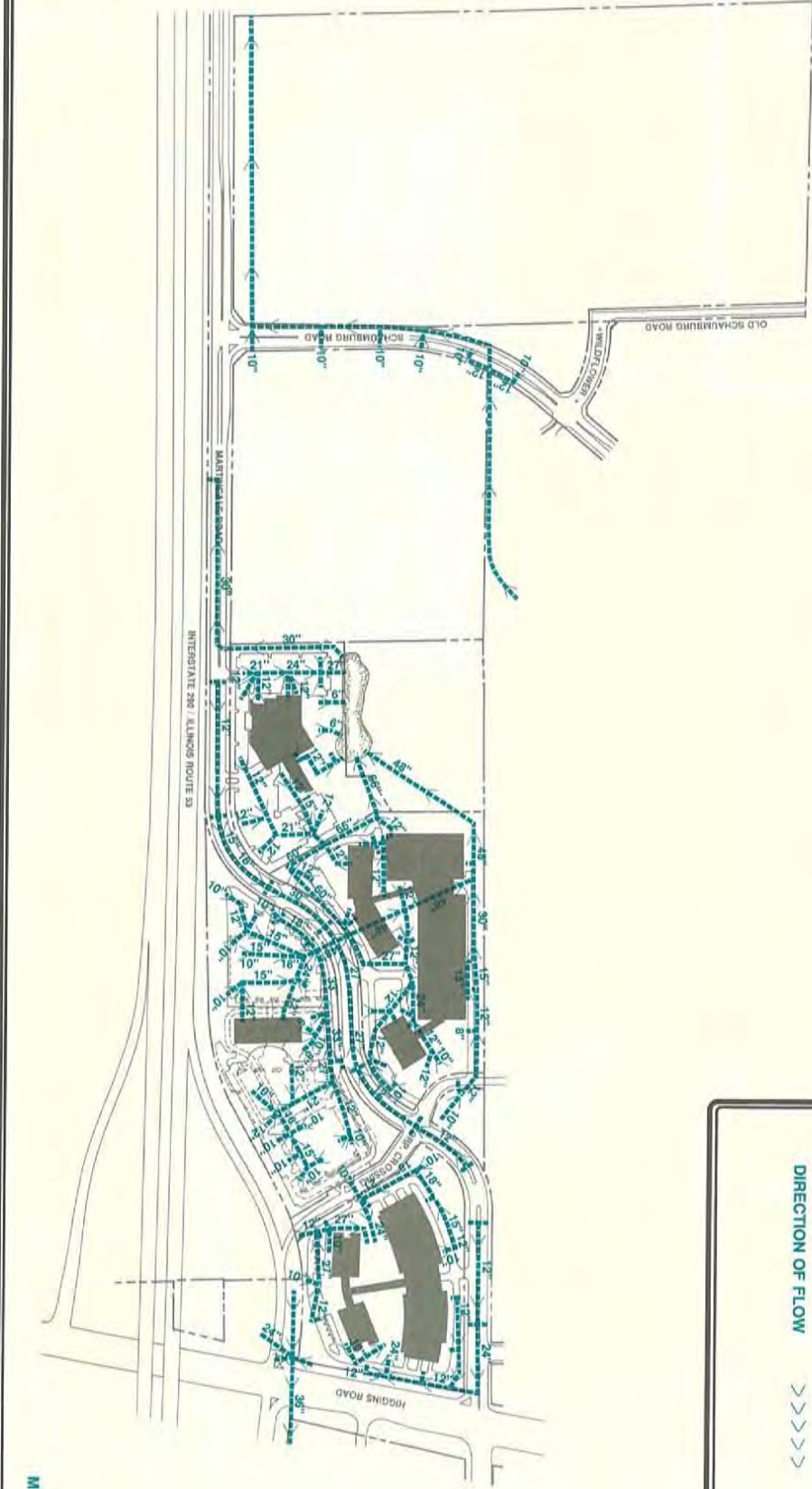
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**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR  
EXISTING  
STORM SEWERS**

STORM SEWERS      .....

DIRECTION OF FLOW      >>>>>

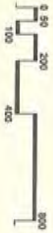


MAP 5





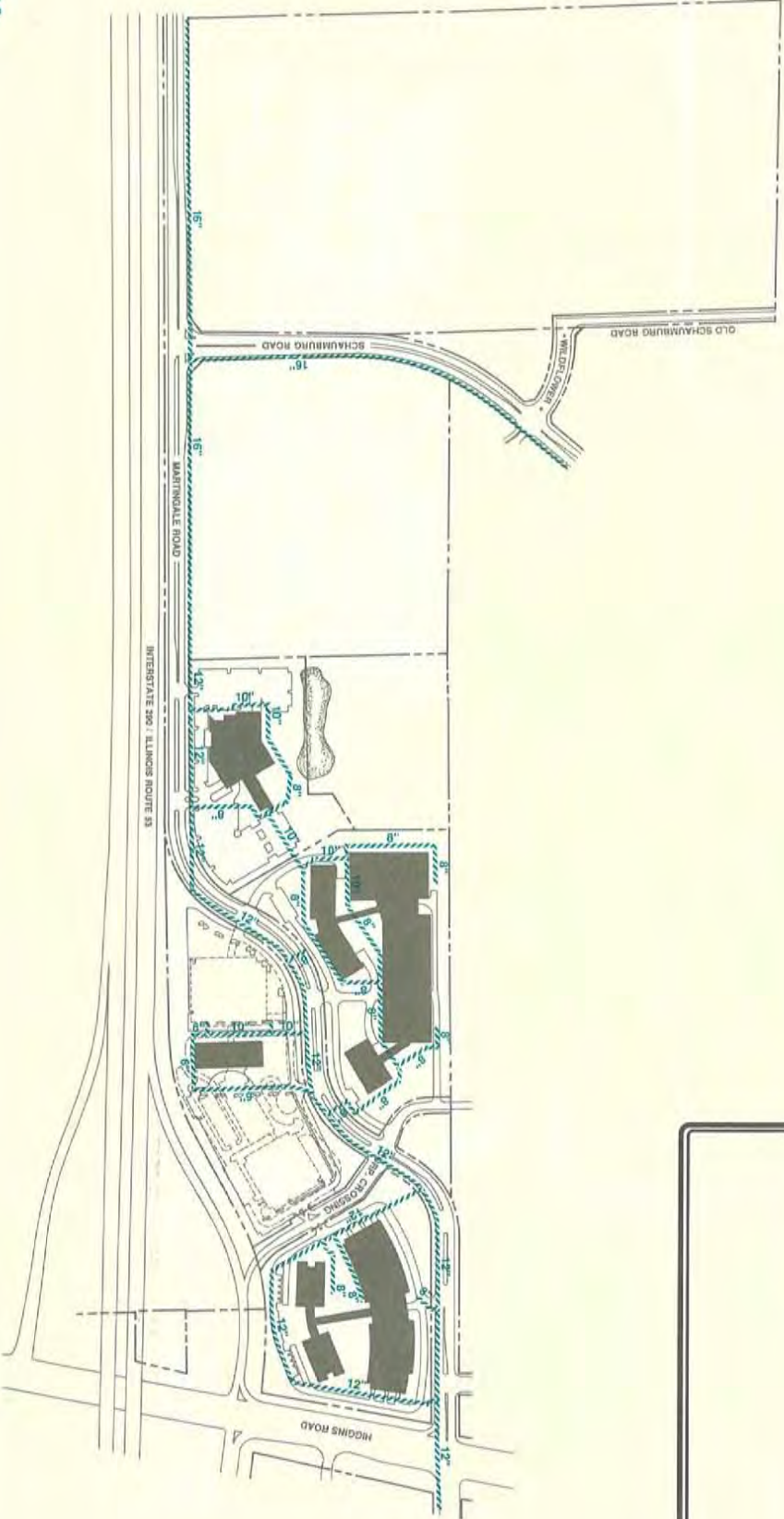
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**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR**

**EXISTING WATER MAINS**

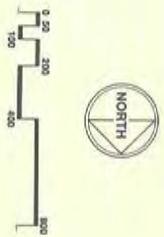
WATER MAINS




MAP 6

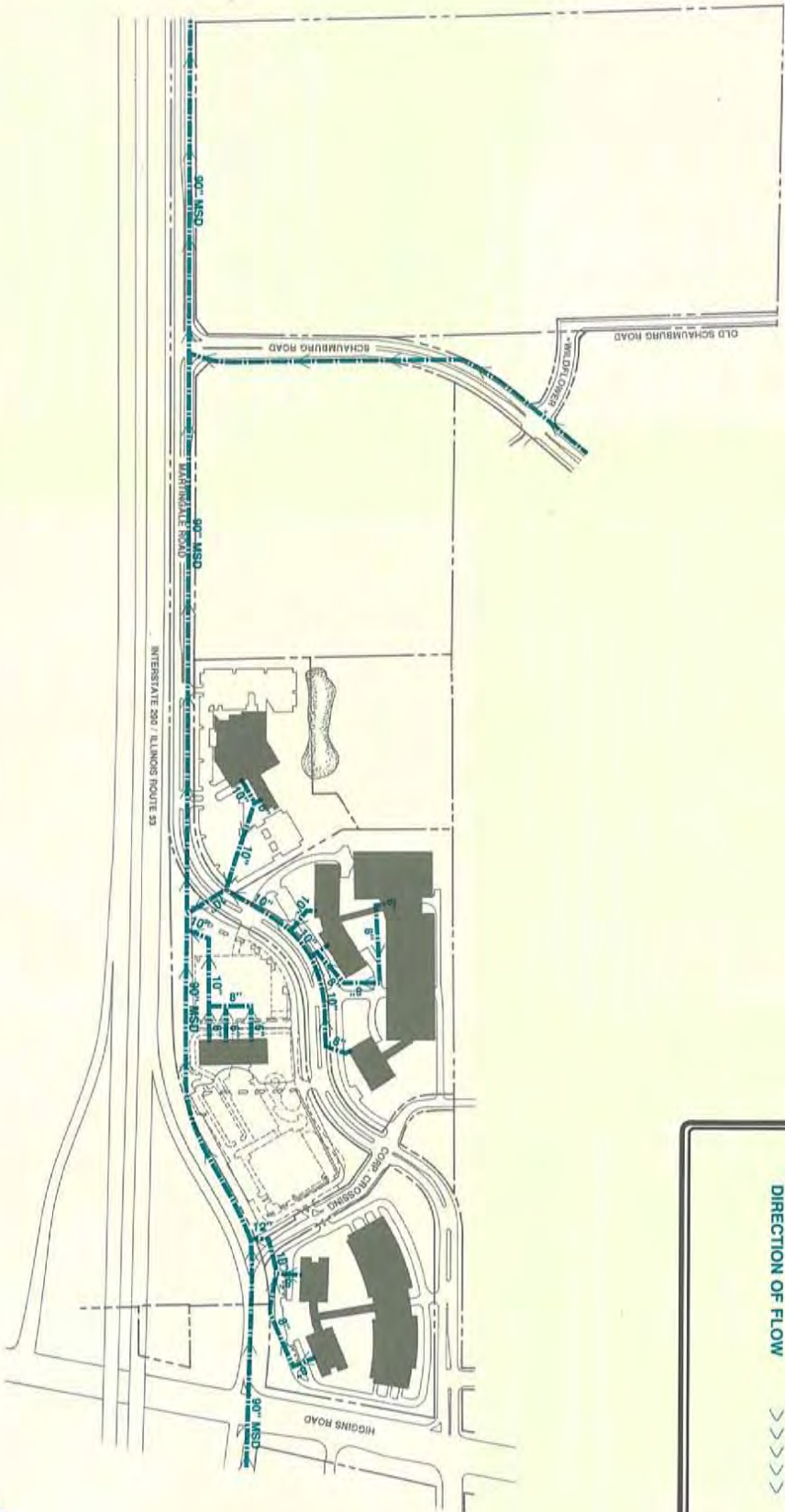


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**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR  
EXISTING  
SANITARY SEWERS**

SANITARY SEWERS       
DIRECTION OF FLOW     



MAP 7



## Existing Land Uses

**Table 2**  
**Existing Land Uses**

Land Use	Acres	Percent
Office	45.33	21.1
Office/ Service	9.85	4.6
Public/ Quasi-Public	126.46	58.9
Vacant	33.13	15.4
<b>TOTAL</b>	<b>214.77</b>	<b>100.0</b>

Source: Village of Schaumburg Planning Department, October, 1992

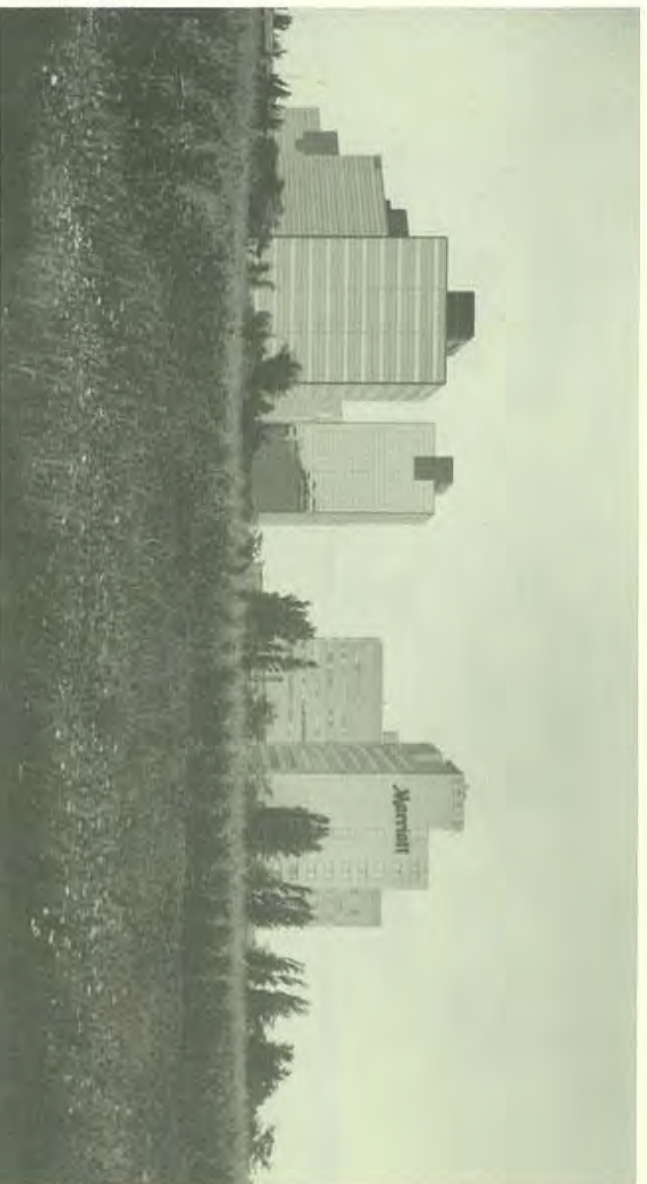
Development of the Martingale Road Sector as an office node within the Regional Center is attributable in large part to the visibility of the entire area from Illinois Route 53. The northern portion of the planning area contains high-rise buildings used exclusively for office and hotel purposes which provide possibly the most striking built image of the Village. Conversely, the balance of the Sector, south of the Marriott Hotel, is completely undeveloped. Among these undeveloped parcels, the two large parcels south of Schaumburg Road are currently under lease to the Schaumburg Park District and are occupied as public land uses. A relatively small percentage, fifteen percent, of the Sector's land area is actually developable and unoccupied by any land use. The breakdown of existing land uses in Table 2 illustrates the emphasis on public land uses and office developments. Existing land uses are also identified on Map 8 on the following page.

One-fifth of the Sector's land area is devoted to Class "A" office and hotel uses. Occupying fifty



*Woodfield Corporate Center II*

*LEFT: Rising from the farmlands, Woodfield Corporate Center comprises the entire built portion of the planning area. Combining six office buildings and a Marriott Hotel, the Center contains nearly 2.2 million square feet of floor area. Anticipated build-out of the Corporate Center will include a seventh office building, a 16-story, 376,000 square foot structure to be constructed on the surface parking lot north of the Prudential I office building. In combination with the floor area approved for the Fredrickson property to the south, the portion of the Sector between Schaumburg and Higgins Roads will ultimately contain more than 3.9 million square feet of office, hotel and retail space.*



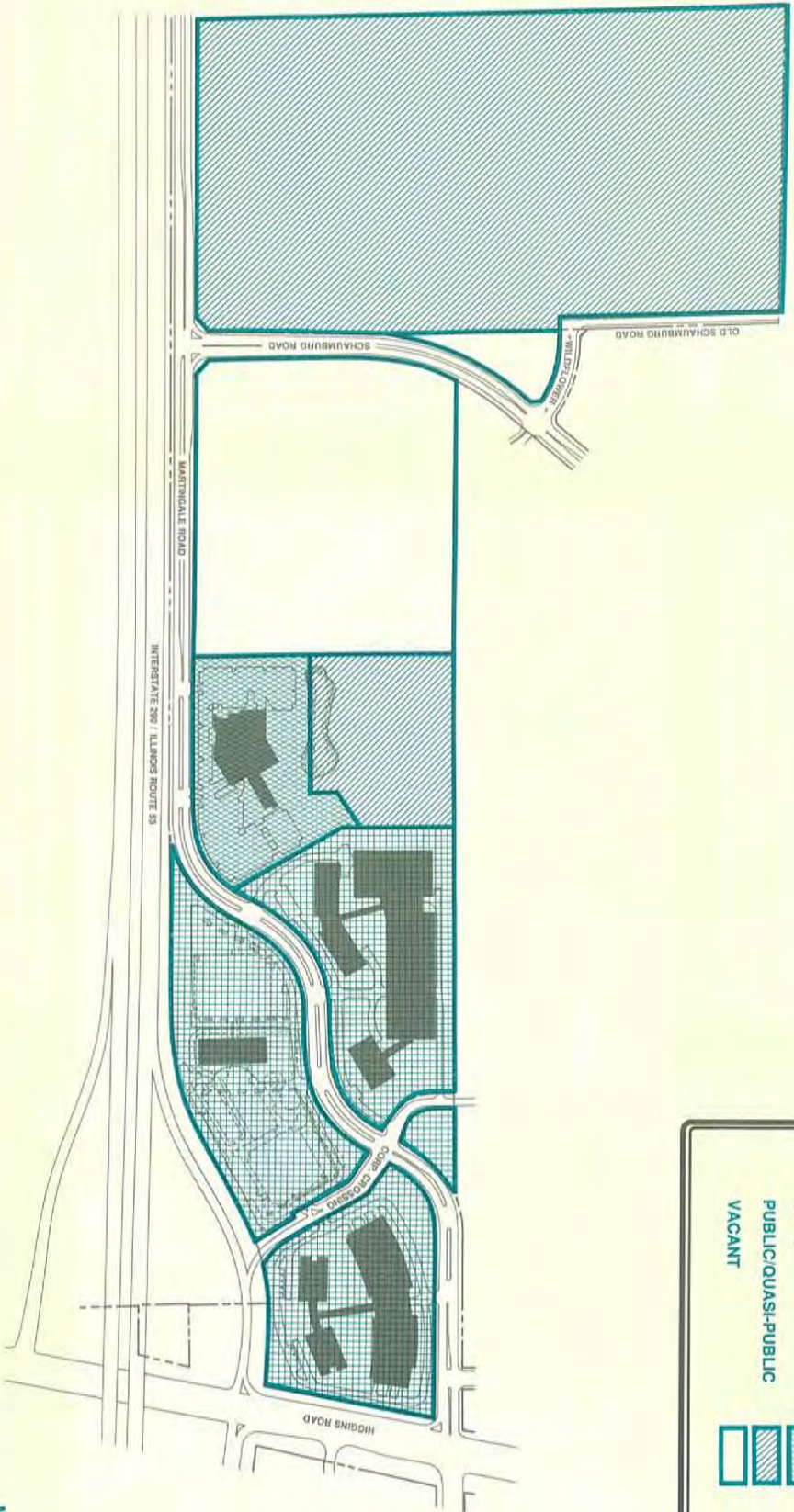




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- WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR  
EXISTING  
LAND USES**
- OFFICE/SERVICE
  - OFFICE
  - PUBLIC/QUASI-PUBLIC
  - VACANT

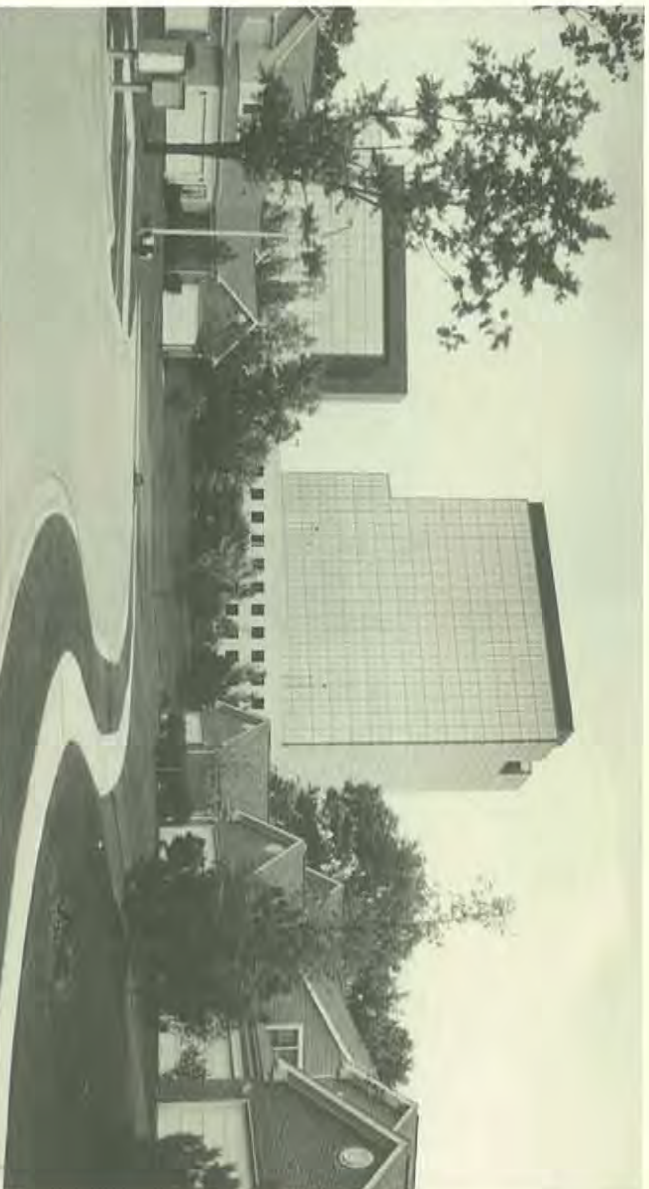


MAP 8



acres north of the Fredrickson property are the office buildings of Woodfield Corporate Center I-IV, home to such tenants as the Montgomery Ward Insurance subsidiary, known as The Signature Group, and A T & T. The Prudential I office building, now occupied by Sears Technology Services, and the Marriott Hotel represent the balance of development in the area.

Almost sixty percent, or 126 acres, of the area's land is devoted to Public and Quasi-Public land uses. Greater than half of these public uses is devoted to the ballfields, walking trails and recreation facilities proposed by the Schaumburg Park District under a twenty-year lease of the 72-acre parcel south of Schaumburg Road. Long-term use of this property for public use is expected since acquisition of such by the Metropolitan Water Reclamation District was



*The 21-story tower of Woodfield Corporate Center IV rises beyond the Haverford residential development. Buffered by a natural wooded area, this co-existence of uses demonstrates the marriage of traditional suburban development with edge city corporate culture.*

completed in anticipation of expansion of the Egan Treatment facility to the south. Other public uses include the nine-acre parcel immediately west of the Marriott Hotel which has been dedicated for continued use as a detention pond to serve the storm water needs of most of the Sector. Public roadways, including the west half of the I-290 right-of-way, comprise 44 acres.

The two Fredrickson properties together occupy 33 acres of vacant land. One, a triangularly-shaped lot southeast of Wildflower Lane and Schaumburg Road, is undeveloped and unutilized. The other 31-acre parcel, located northwest of Schaumburg and Maringale Roads, is presently cultivated for agricultural purposes.

## Adjacent Land Uses

The Maringale Road Sector forms a finger-shaped area of intense suburban office development, surrounded mainly by single-family neighborhoods and simultaneously overlooking the Illinois Route 53 expressway. The Sector planning area is contiguous to other Schaumburg neighborhoods on two sides: the Woodfield Regional Center to the north and the Lincoln Meadows, Lexington Fields, Lexington Place and Haverford residential communities to the west. The area is bounded on the east by the Illinois Route 53 right-of-way, beyond which lies the Ned Brown Forest Preserve of Cook County. South of Sector One, within unincorporated Cook County, lies the John E. Egan Water Reclamation facility.

The proximity of the Higgins Road interchange at Illinois Route 53 will continue to enhance regional access to properties in Sector One. The east and west frontage roads which parallel the expressway carry traffic to the Sector from several access points throughout the Regional Center.

Extensive landscaping combined with the non-disruptive nature of the office tenants within the Sector contributes to its effectiveness as a transition area between the Illinois Route 53 expressway and single-family homes.



## Existing Zoning

Zoning is the primary tool used to implement the long-range policies and plans of the Village's Comprehensive Plan on an individual parcel basis. Specific regulations of zoning districts enable officials to monitor and maintain certain standards for the life of existing uses. The entire Martingale Road Sector is governed by two commercial zoning classifications, B-3 Planned Office Business District and B-2 General Business District.

The B-3 Zoning District is tailored to govern large office complexes, research and development facilities and ancillary commercial and service uses. The District stipulates a minimum five-acre development site and encourages integration of various developments functionally and architecturally.

The B-2 General Business District permits retail, service and office uses. This District governs one property in the Sector, the two-acre Fredrickson site on Wildflower Lane.

All existing developments within the Sector conform to the zoning requirements. Therefore, no change in zoning is recommended by this Concept Plan. Existing zoning is illustrated on Map 9.

## Existing Building Heights

Building heights do not vary significantly throughout the Martingale Road Sector. Of the seven buildings located in the area, only one does not exceed ten stories. As a result, the area maintains the cohesive appearance of a high-rise office corridor. Existing building heights range from 21 stories at Woodfield Corporate Center IV to eight stories for the Woodfield Corporate Center III office building. Other existing building heights include the 12-story Marriott Hotel, the 11-story Woodfield Corporate Center I, the 14-story Woodfield Corporate Center II, the 11-story Prudential I office building, and the 13-story lower tower at Woodfield Corporate Center IV. Parking structures accompanying these office



buildings are typically five stories in height. Existing building heights are shown on Map 10.

Several factors contribute to the appropriateness of high-rise buildings in this area. Extensive visibility from regional expressways adjacent to the planning area calls for intensive development to capture the highest use of the underlying land. The present zoning classification, Planned Office Business District, stresses the suitability of intense office complex development. These factors coupled with excellent regional access and substantial roadway capacity serving the Sector, ensure the planning area can handle future development of high-rise development consistent with the building heights established by existing structures.

## Existing Floor Area Ratios

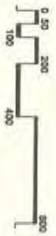
Floor Area Ratio (FAR) is a flexible tool which assists in planning the future built environment. The ratio measures the mass or bulk of buildings as

*Woodfield Corporate Center IV is comprised of two connected towers of 13 and 21 stories, the latter being the tallest building in the Village. The height of the taller office tower is visually increased by its placement on the highest elevation of the Sector (745 feet above mean sea level).*





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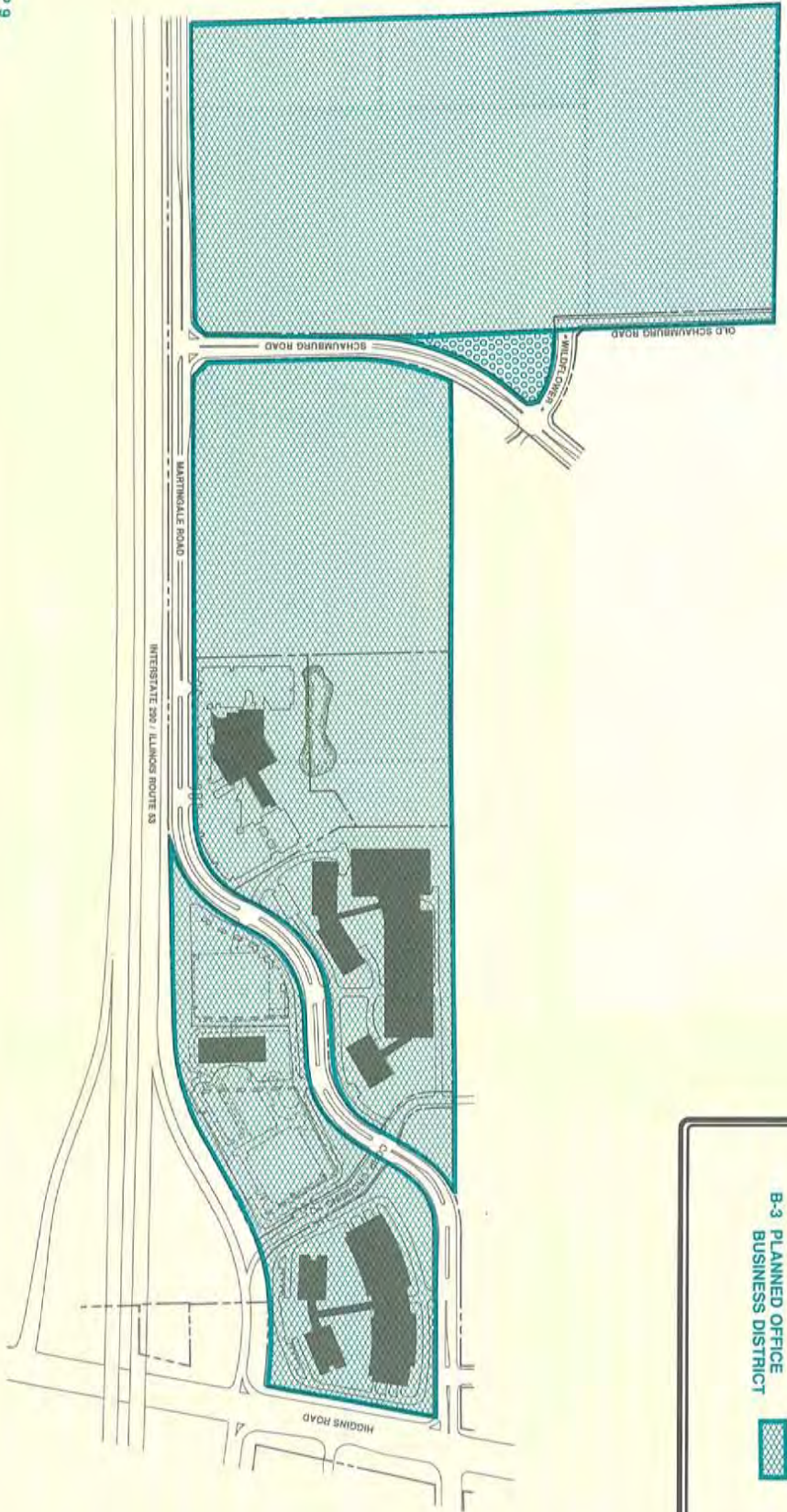


**WOODFIELD  
REGIONAL  
CONCEPT PLAN**

**MARTINGALE ROAD  
SECTOR**

**EXISTING ZONING**

- B-2 GENERAL RETAIL  
BUSINESS DISTRICT 
- B-3 PLANNED OFFICE  
BUSINESS DISTRICT 



MAP 9





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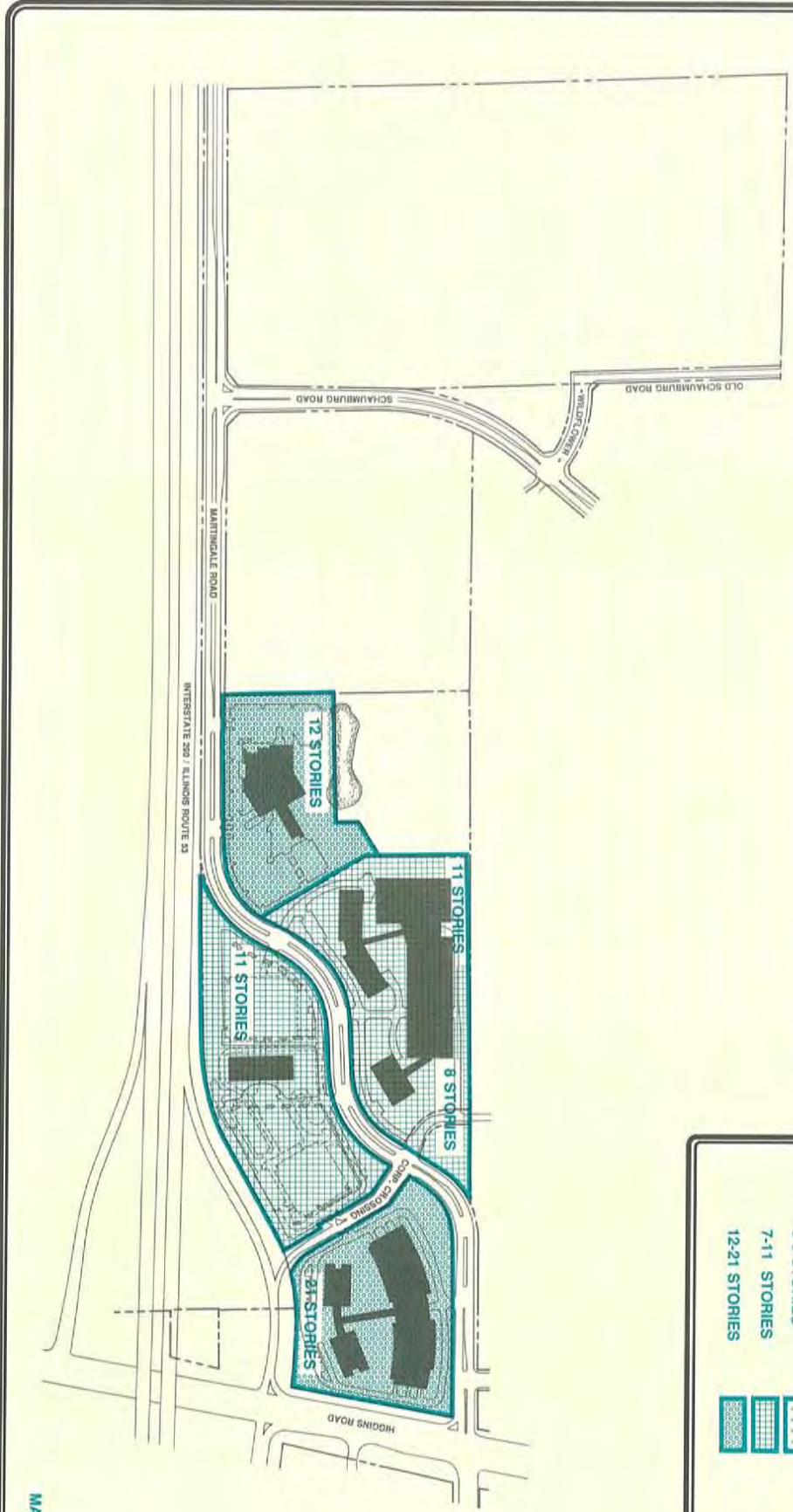


**WOODFIELD  
 REGIONAL  
 CONCEPT PLAN**

**MARTINGALE ROAD  
 SECTOR**

**EXISTING  
 BUILDING HEIGHTS**

- 0-2 STORIES
- 3-6 STORIES
- 7-11 STORIES
- 12-21 STORIES



MAP 10



compared with the land on which they lie. It also allows planners to fix an "invisible" envelope within which future construction can occur. The FAR is calculated by dividing the total floor area of buildings, excluding parking structures, by the area of the lot on which they are located.

Floor Area Ratios are regulated through implementation of the Zoning Districts. Current provisions of the Village Zoning Ordinance allow FARs of up to .80 in the B-3 Zoning District. While .80 FAR is appropriate for general application in office complexes throughout the Village, it does not accommodate the types of high rise buildings suitable for office corridors such as Martingale Road. Building intensities approved under the site plan approval and annexation agreement for the Fredrickson property are consistent with the Busse-Fredrickson Concept Plan which governs the 31-acre parcel northwest of Martingale and Schaumburg Roads. These resolutions establish an FAR of 1.00 consistent with high-rise office and hotel developments anticipated on this site. Accompanying this higher standard is a provision allowing some parcels to exceed the established FAR only if the average intensity of all parcels in the approved development falls below 1.00. In this manner, low intensity buildings or open space balances the effect of high-rise uses.

Two components of the Woodfield Corporate Center, Phase I-II and Phase IV office complexes, at 1.36 and 1.32, respectively, exceed the .80 B-3 maximum. However, the average FAR of all parcels within the Woodfield Corporate Center is currently .77. Existing floor area ratios are shown on Map 11.

## Existing Visual and Aesthetic Elements

The Martingale Road office corridor is one of the most attractive sectors of the Woodfield Regional Center. Its development under the control of one company has resulted in an environment that reflects a cohesive theme in contemporary architec-

tural design, extensive landscaping, and site amenities, and provides a pleasant, safe workplace for a large portion of Schaumburg's corporate culture.

While the corridor is destination for thousands of employees each day, its highly visible presence adjacent to the Route 53 expressway and the height of the existing buildings make the Sector one of the more visually prominent parts of the Village. The uniqueness of its design, particularly at night when the top of Woodfield Corporate Center IV is illuminated by marquee lighting, creates one of the foremost visual impressions of the Village for those working within the planning area, nearby, or passing through. In particular, the architectural design of the Woodfield Corporate Center IV is further enhanced by the opening of the One Schaumburg Place project on the north side of Higgins Road. The extensive use of green glass on the facade of the retail Galleria relates well with the blue and black glass wall design of the two-tower complex. In addition, both projects utilize structured parking adjacent to the intersection of Martingale Road and Higgins Road, providing a visual continuity between the two developments. Future completion of the proposed 22-story Landmark Tower at One Schaumburg Place, to be located on the northwest corner of Higgins Road and the West Route 53 Frontage Road, in visual conjunction with the existing 21-story tower on the south side of Higgins Road, will create a spectacular entryway into the Village from the east along this roadway.

The existing heights of the buildings within Woodfield Corporate Center, the compact nature of the development and the use of parking structures with limited surface parking result in a project which appears as a hybrid between true urban form and the suburban office campus. In fact, there is no other development outside of Chicago which displays this unique form as effective as that found at this location. As a result, Woodfield Corporate Center functions both visually and physically as a city within a city. Future development on the Fredrickson property to the south should continue this function.





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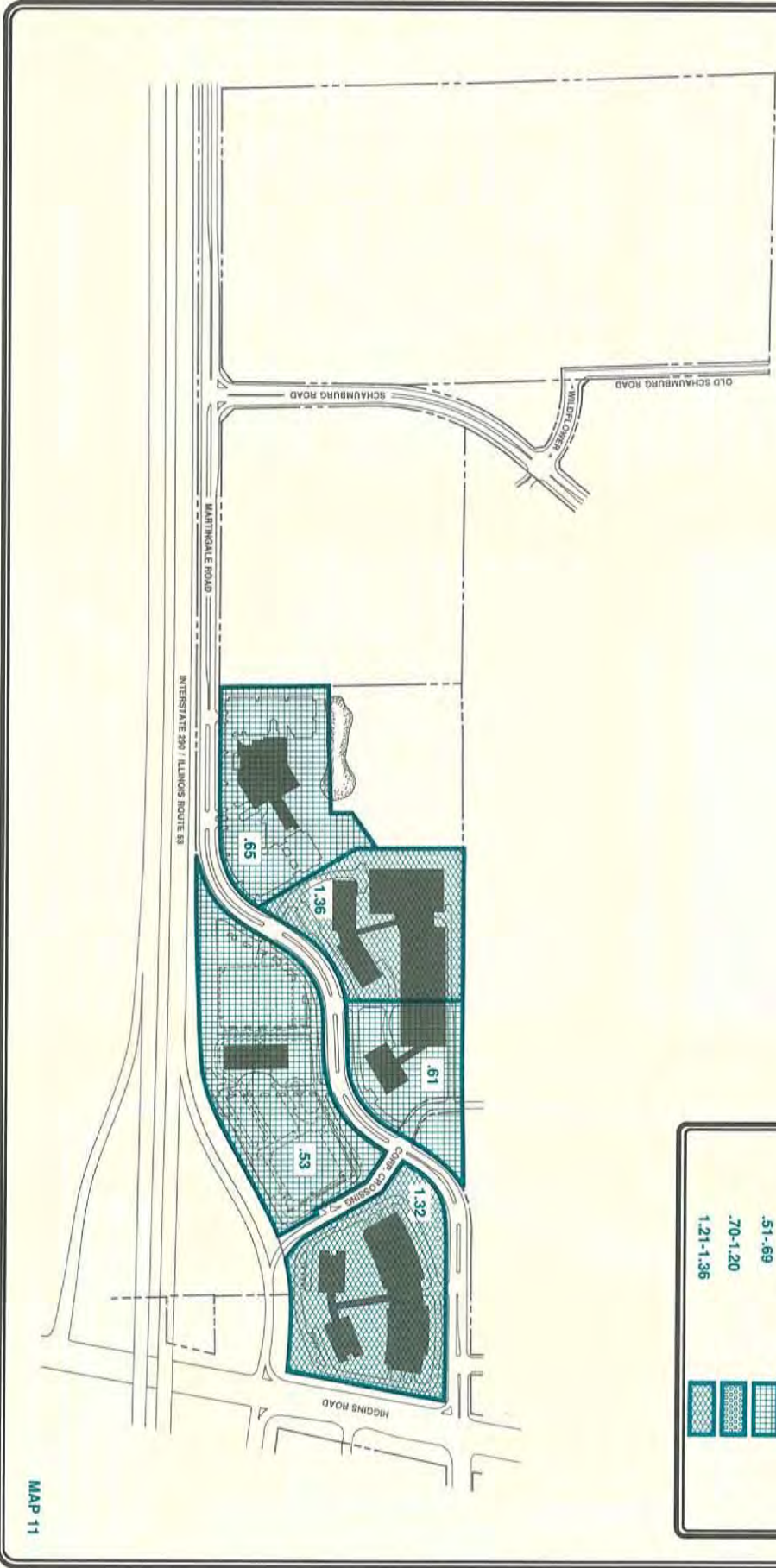
**WOODFIELD  
 REGIONAL  
 CONCEPT PLAN**

**MARTINGALE ROAD  
 SECTOR**

**EXISTING**

**FLOOR AREA RATIOS (F.A.R.)  
 (W/O PARKING STRUCTURES)**

0-.31	[Pattern: White]
.32-.50	[Pattern: Dotted]
.51-.69	[Pattern: Horizontal Lines]
.70-1.20	[Pattern: Vertical Lines]
1.21-1.36	[Pattern: Cross-hatch]



MAP 11





MAP 12 - TRANSIT ROUTES



## Transportation Network

Sector One is served primarily by two transportation systems, a roadway network and a transit system. In contrast with other Sectors in the Woodfield Regional Concept Plan area, the Martingale Road Sector provides the employment densities required to permit superior transit service. Furthermore, the Sector's compactness and its proximity to residential development offers significant potential for utilizing bicycles or sidewalks. Nevertheless, while transit, bicycle and pedestrian options exist, the automobile remains the primary means for travel in and around the Sector.

## Transit System

The Pace Suburban Bus Division of the Regional Transportation Authority (RTA) offers two fixed route bus services that travel within the Sector. These bus routes are shown on Map 12. With the assistance of the Village of Schaumburg, two additional bus services are provided in Sector One. All are described below.

Route 606 is Pace's highly successful express bus service linking the Martingale Road Sector with the Chicago Transit Authority's (CTA) O'Hare Rapid Transit service. An increasing number of reverse commuters rely on the highly frequent service offered by Route 606. The bus enters the Sector from the north along Martingale Road then returns along this route after serving the Woodfield Corporate Center I office building. Route 606 operates weekdays and Saturdays. Its terminus is the CTA River Road station.

Route 699 links the Village of Palatine with Elk Grove Village. The route's northernmost terminus is the Palatine Metra commuter rail station. Enroute to Elk Grove Village, the bus serves Harper College, Woodfield Shopping Center, the Martingale Road Sector and Alexian Brothers Medical Center. Route 699 enters the Sector along Martingale Road from the north. It exits along Schaumburg Road in the Sector's southwest quadrant. Route 699 runs weekdays only.

Sector One and all of Schaumburg is also served by the curb-to-curb transit system called *Dial-A-Ride Transportation* (DART). DART is a reservation-based paratransit system available to the general public for travel within Schaumburg and a small portion of Hoffman Estates. It is the busiest paratransit system in Chicago's suburbs. DART's funding is shared by the Village and Pace. It operates weekdays from 9:00 A.M. to 9:30 P.M. and Saturdays between 9:00 A.M. and 6:00 P.M..

The *Woodfield Shopper's Shuttle* offers express lunchtime door-to-door service between Sector One's office buildings and Woodfield Shopping Center via the One Schaumburg Place retail Galleria. Shuttle service runs weekdays between 11:00 A.M. and 2:00 P.M. Pace, the Village, Woodfield Shopping Center and One Schaumburg Place share in the cost of this unique, award-winning service.

## Roadway Network

Sector One contains one expressway and two functional classes of streets that make the Sector highly accessible from both a local and regional



perspective. Table 3 summarizes the lineal mileage of roads by class.

The Sector is bordered on the east by Interstate 290 (I-290). Travellers from the Sector may reach this expressway via two full interchanges. The nearest interchange is located adjacent to the Sector's northeastern quadrant at Higgins Road (Illinois Route 72). A second full interchange may be more convenient for many. It is located about two miles south of the Sector, just east of the intersection of Martingale Road with Biesterfield Road. I-290 allows easy suburb-to-suburb travel, as well as travel to Chicago and, via the Northwest Tollway, O'Hare International Airport and Rockford. The State of Illinois has jurisdiction over I-290.

### Primary Roadways

Three primary roadways serve the planning area, but only two actually enter Sector One. A street classified as primary is characterized as having considerable continuity, carries heavy traffic, is located within at least 100 feet of right-of-way and is a facility with four or more lanes. These are described below:

#### Martingale Road

Sector One's namesake extends north and south the length of the Sector and distributes travellers to office, hotel and nearby residential properties. Martingale Road is under Village of Schaumburg jurisdiction and includes a boulevard design along portions of the route both north and south of Schaumburg Road. North of Schaumburg Road, Martingale Road posts a 30 mile per hour speed limit; to the south, 40 miles per hour. South of the Sector, Martingale Road becomes Rohlwing Road. North of Sector One, the route terminates at Woodfield Road.

#### Schaumburg Road

Schaumburg Road's eastern terminus is its intersection with Martingale Road in Sector One's southeastern quadrant. The route ex-

tends about ten miles west until it intersects with Irving Park Road (Illinois Route 19) just east of Elgin. Cook County has jurisdiction over this four-lane wide facility. It has a 45 mile per hour speed limit.

#### Higgins Road

Higgins Road (Illinois Route 72) is actually located outside of, but adjacent to, Sector One's northern boundary. However, to discuss travel in and around the Sector without mentioning Higgins Road would paint an incomplete picture of the Sector's high accessibility.

Higgins Road provides access to much of the Regional Center as well as Sector One. Two-way access to Sector One from Higgins Road is available from its intersection with Martingale Road near the Sector's northwest quadrant. One-way access to the Sector from Higgins Road is available by taking the southbound I-290 on-ramp. From the on-ramp travellers may use Corporate Crossing to reach several Woodfield Corporate Center office buildings before meeting Martingale Road about one-quarter mile south of the Higgins/Martingale

**TABLE 3  
STREET CLASS MILES**

Expressway	1.2 miles
Primary	1.2 miles
Business	0.1 miles

Source: Village of Schaumburg Planning Department, October, 1992

*Opened in 1988, the Martingale Road/Route 53 ramp provides direct access from the frontage road network to the Martingale Road Sector.*





intersection. Under State of Illinois jurisdiction, the six-lane wide Higgins Road has a 45 mile per hour speed limit.

The Illinois Department of Transportation has designated Higgins Road as a Strategic Regional Arterial. With this designation, the route earns special attention from regional transportation planners as they consider future mobility needs.

### **Business Streets**

Business streets are generally located within narrow rights of way, just 66 feet wide. They typically function like Collector streets, carrying local business-oriented traffic to and from primary roads. Only one route within Sector One falls under this classification.

### **Corporate Crossing**

Located in Sector One's northern area, Corporate Crossing serves two purposes. As a one-way connector it permits travellers to access the Sector from the southbound I-290 on-ramp. However, its western half permits two-way travel. From Martingale Road vehicles may access either Woodfield Corporate Center IV or the Prudential I Office Building from Corporate Crossing. Under Village jurisdiction, the speed limit is 25 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 a 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 travelling in both directions on a given roadway in a 24-hour period. The ADT figures for the Martingale Road Sector are shown in Map 13. Some are estimates based on a factor applied to the evening rush hour counts, while others are actual counts provided by either the Illinois Department of Transportation or Village of Schaumburg Engineering Department.

With about 152,000 vehicles per day, the heaviest daily traffic in Sector One is located along I-290.

Trailing far behind I-290 but with some of the heaviest traffic volumes in Schaumburg is Higgins Road. West of Martingale Road, Higgins Road sees 55,300 vehicles per day increasing to nearly 65,000 near I-290.

Along Martingale Road, the segment between Schaumburg Road and Corporate Crossing handles 17,600 ADT. North of Corporate Crossing, the route sees 14,800 vehicles per day. A recent 24 hour count conducted by the Schaumburg Engineering Department yielded 12,600 cars using Martingale Road south of Schaumburg Road every weekday.

Just 9,800 ADT is seen on Schaumburg Road and about 4,800 vehicles travel Corporate Crossing every day.

The busiest periods of traffic flow are called peak hours. Peak hours occur usually twice each weekday in the morning and in the late afternoon. Examination of peak hour traffic is often more useful than ADT for assessing roadway function and adequacy. Peak hour counts are illustrated in Map 14.

Systematic variations in directional traffic flow are common during peak hours due primarily to commuting patterns. In Schaumburg, flow is predominantly eastward in the morning and westward in the late afternoon. This is true for Higgins Road and Schaumburg Road.

The north-south variation is less obvious in Sector One. However, there is a general predominance of northbound travel in the morning and southbound in the evening along Martingale Road.





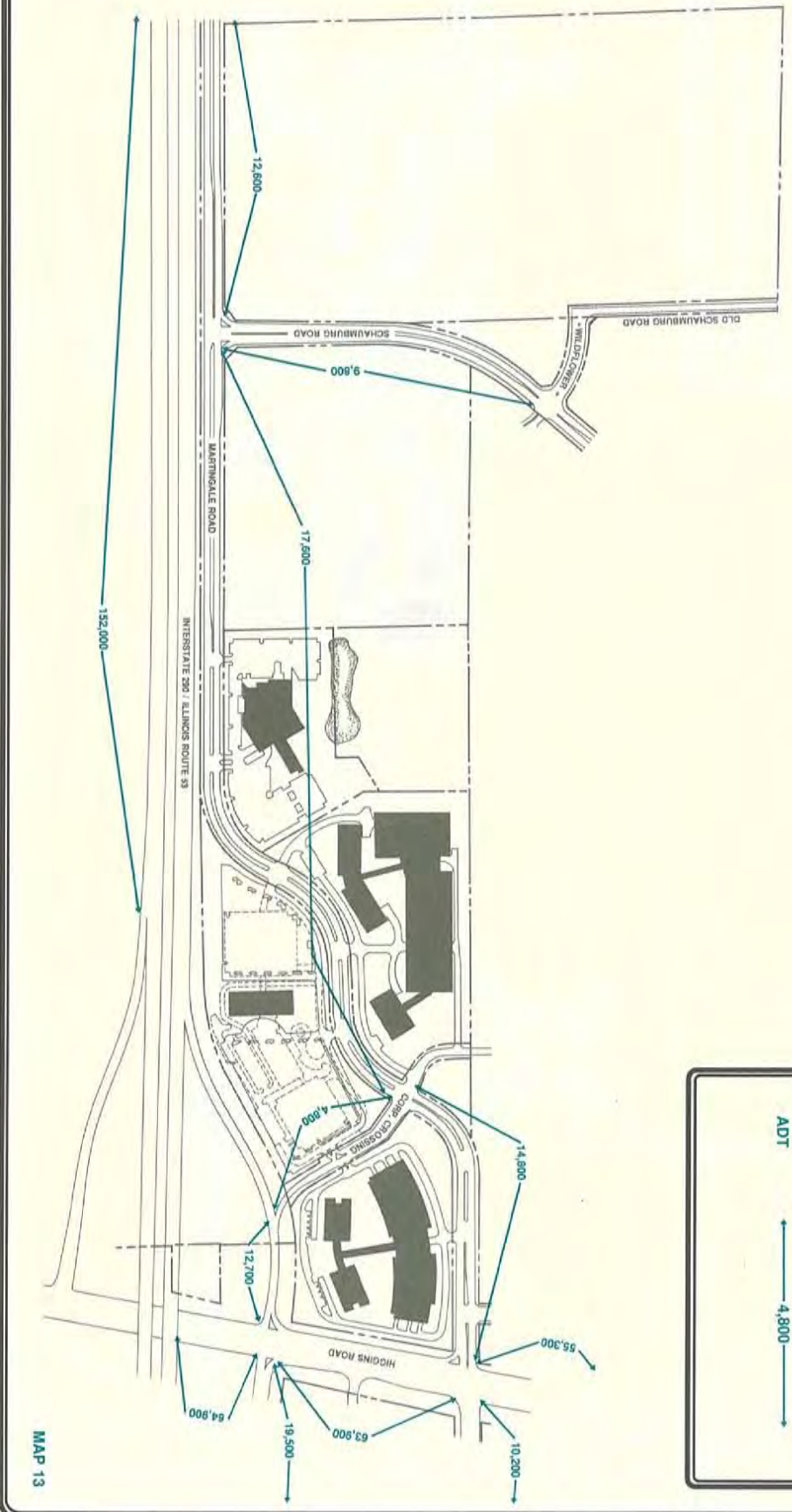
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**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR**

**CURRENT AVERAGE  
DAILY TRAFFIC (ADT)**

ADT      ← 4,800 →



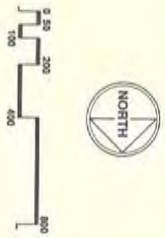
MAP 13





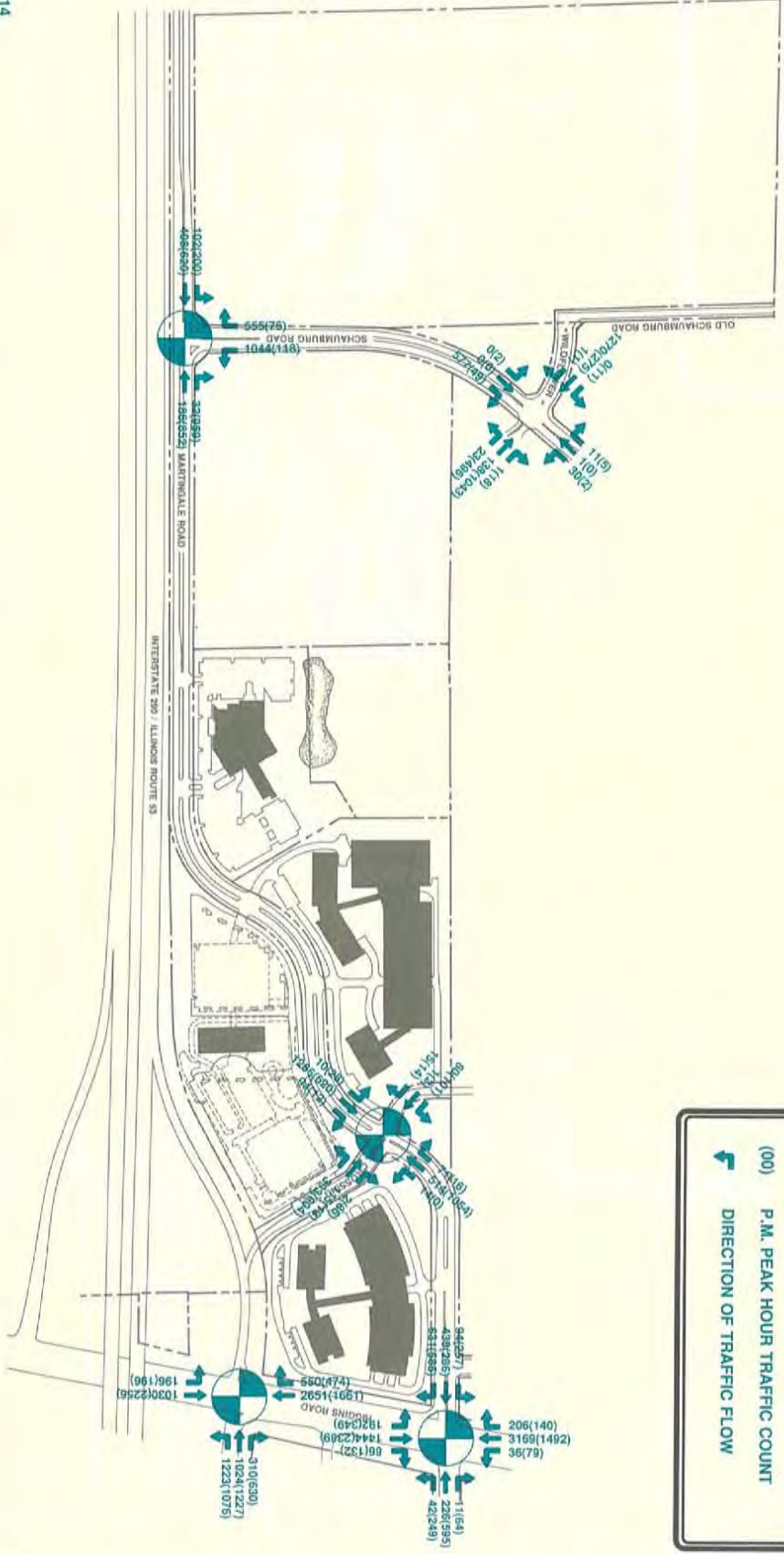
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MAP 14



**WOODFIELD REGIONAL CONCEPT PLAN**  
**MARTINGALE 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





## 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 adequacy or success at accommodating traffic, forms the heart of traffic impact studies and traffic planning. Simply stated the actual peak hour traffic volume is compared with the peak hour capacity of the road or intersection. A road with more lanes will capably handle more cars than a road with fewer, and therefore has more capacity.

### Level of Service

The concept of Level of Service (LOS) helps define and clarify this volume/capacity relationship. Six levels are commonly accepted:

LOS-A  
*describes a condition of free flow with no delay.*

LOS-B  
*describes a condition of free flow with acceptable, or infrequent, periods of delay.*

LOS-C  
*is considered average for suburban locations, and although flow is somewhat restricted during peak travel hours it is considered acceptable by motorists.*

LOS-D  
*describes a roadway or intersection that experiences regular delays during peak travel hours but are still considered to be reasonable by a majority of drivers.*

LOS-E  
*represents the actual capacity of the roadway, and drivers typically view these roads and intersections as congested.*

### LOS-F

*describes roads and intersections experiencing forced flow. Typically it is not until traffic reaches LOS-F that drivers seek alternatives to avoid congestion, thereby impacting nearby streets.*

In the Martingale Road Sector no streets exceed LOS-B and therefore the roadways are not the cause of any congestion. In fact a significant amount of capacity remains. However, drivers more often experience delays caused by inadequate intersection capacity.

## Intersections

Intersections are more often the source of delay and frustration for drivers than are the roadways between intersections. However within Sector One no intersections are worse than LOS-B and significant capacity exists.

The Level of Service for each intersection within and adjacent to the Martingale Road Sector is shown for the morning rush hour on Map 15 and for the evening rush hour on Map 16. For the purposes of simplification, these maps group LOS-A and LOS-B as *under* capacity, LOS-C- and LOS-D as *near* capacity, LOS-E and LOS-F as *over* capacity. The Critical Movement Summation technique was employed to determine these service levels.

## Intersection Deficiencies

While drivers are not experiencing delays within Sector One itself, access to Sector One from Higgins Road presents obstacles.

Congestion is experienced during both morning and evening rush hours at the Higgins/Martingale intersection. Although recently improved, the traffic demands placed on this intersection quickly grew to exceed capacity. Eventually, a second left turn

lane should be added along both the Higgins Road legs of the intersection. The intersection also ranks fourth in Schaumburg for the most accidents. The slightly askew intersection angle may be the cause. Congestion is also seen at the Higgins Road intersection with the I-290 on-ramp. It is worse in the morning than during the afternoon rush hour. The afternoon delays through this intersection are considered acceptable by most drivers. A second left turn lane will be required.





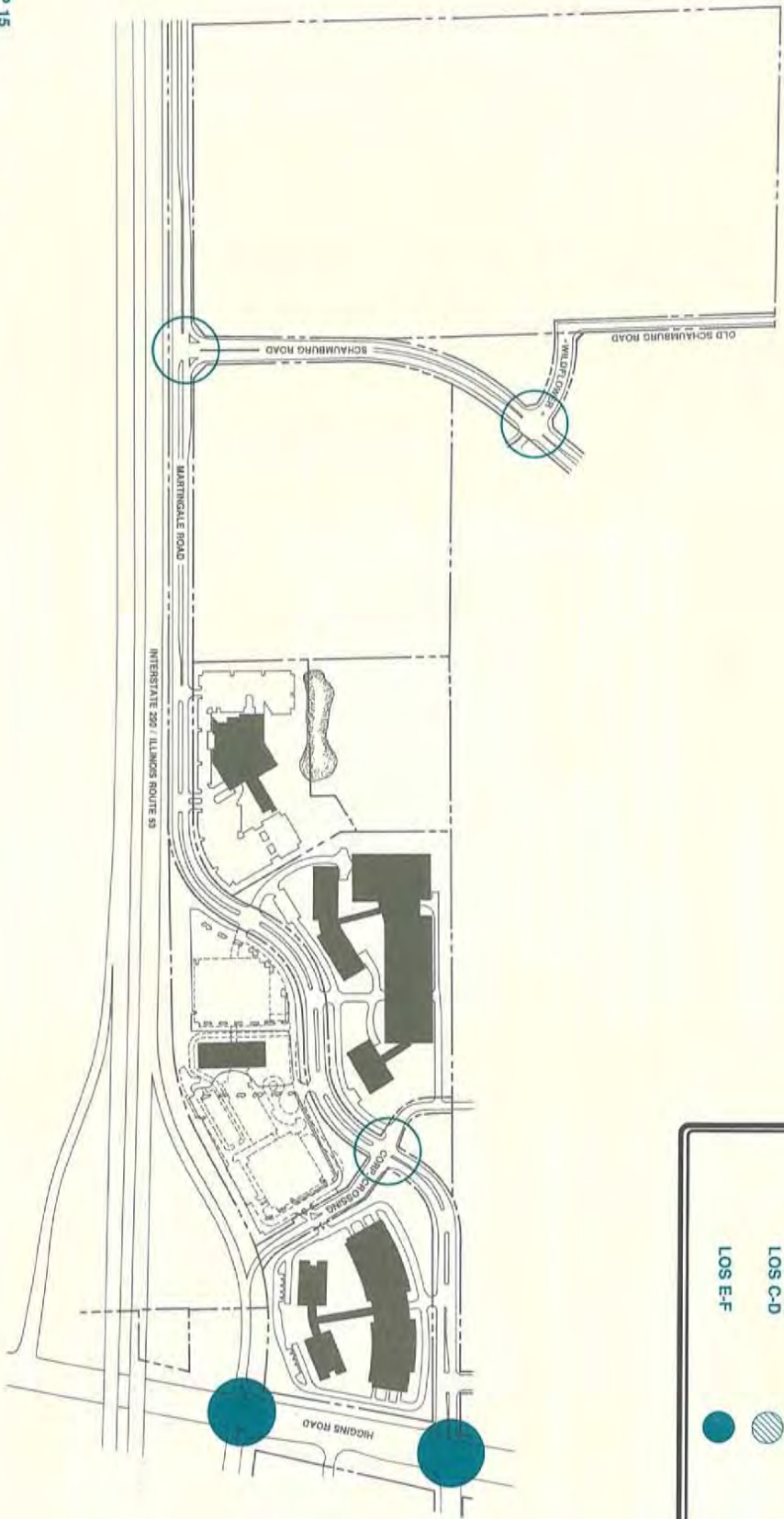
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**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR**

**CURRENT INTERSECTION  
LEVEL OF SERVICE (LOS)**  
A.M. PEAK HOURS

- LOS A-B
- ◐ LOS C-D
- LOS E-F

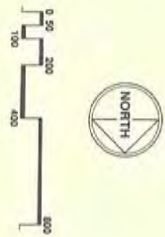


MAP 15





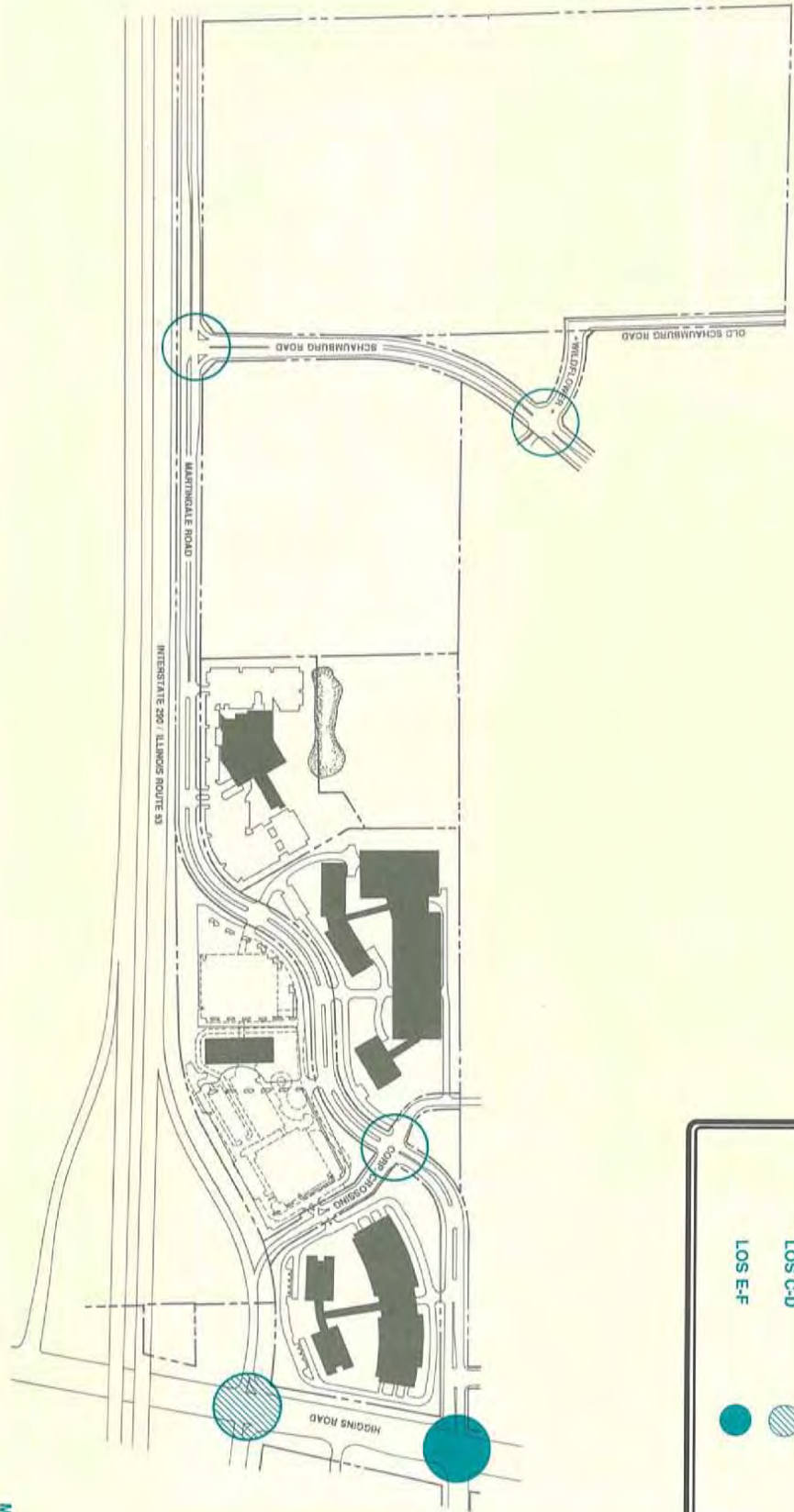
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**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR**

**CURRENT INTERSECTION  
LEVEL OF SERVICE (LOS)**  
P.M. PEAK HOURS

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



MAP 16



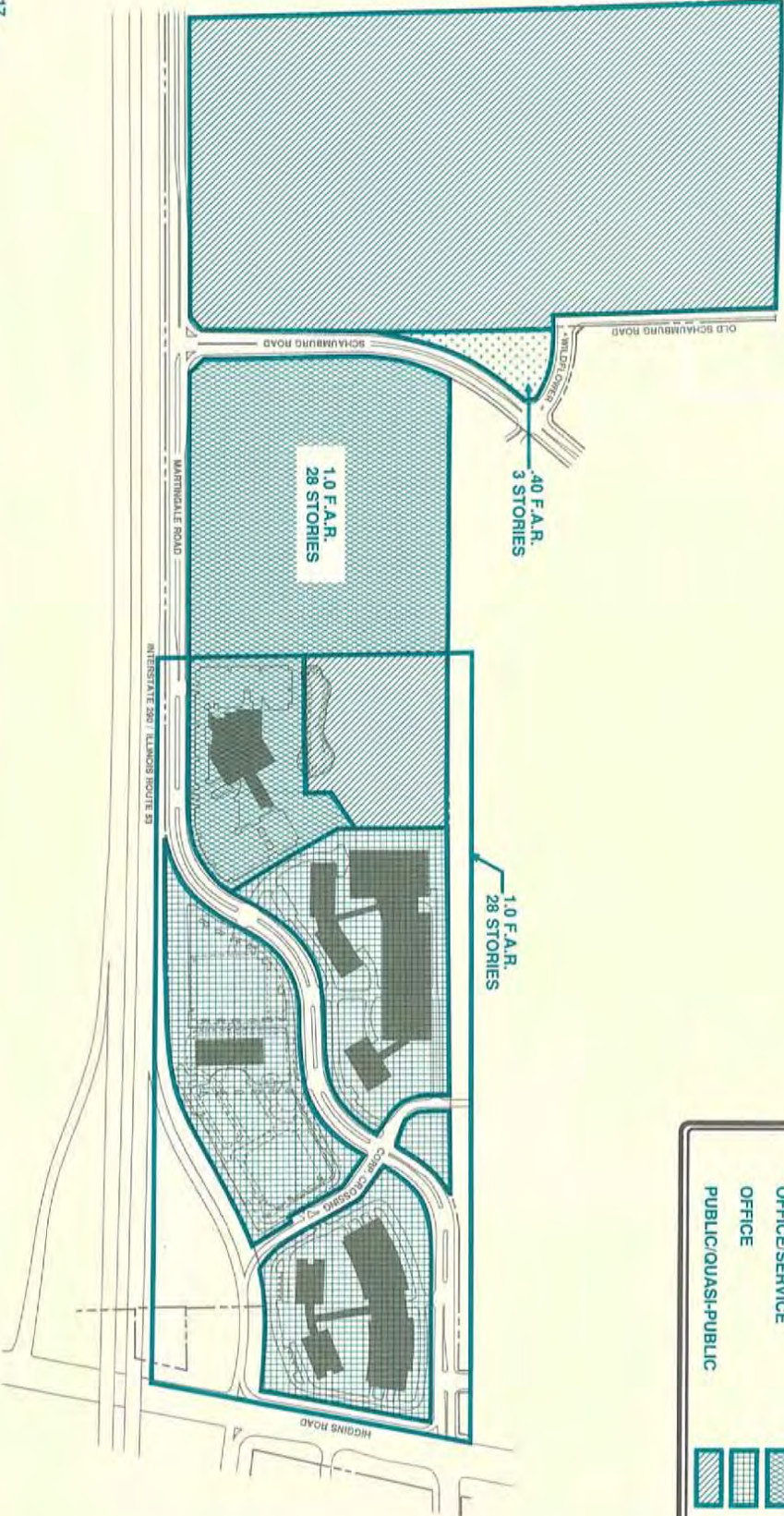


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# WOODFIELD REGIONAL CONCEPT PLAN MARTINGALE ROAD SECTOR

## CONCEPT PLAN LAND USE

- PROPOSED FLOOR AREA RATIO (F.A.R.) (W/O PARKING STRUCTURES)
- MAXIMUM BUILDING HEIGHT (STORIES)
- COMMERCIAL/SERVICE
- OFFICE/SERVICE
- OFFICE
- PUBLIC/QUASI-PUBLIC



MAP 17



## CHAPTER THREE CONCEPT PLAN

**A** primary objective of the Concept Plan is to formulate reliable ideas concerning what development and progress in the Village will look like conceptually. This chapter of the Martingale Road Sector Concept Plan contains policies intended to guide development of the planning area over the next twenty years. The planned future land uses, intensities and building heights of developments in the Martingale Road Sector are shown on the Concept Plan Land Use map on the opposite page. These land use designations are based on an analysis of existing conditions, projections of roadway network capacity, a mandate to achieve managed growth and a commitment to ensure continued economic prosperity. The Concept Plan Land Use map, in conjunction with the proposed roadway network improvements, represents the policy objectives for the Martingale Road Sector.

The Directives chapter of this Concept Plan (Chapter Four) and the Design Guidelines, a separate Woodfield Regional Center document, are intended to implement the Concept Plan policies through detailed guidelines. These guidelines



**TABLE 4**  
**CONCEPT PLAN**  
**LAND USE DISTRIBUTION**

Land Use	Acres	Percent
Commercial/Service	2.00	0.9
Office	45.33	21.1
Office/Service	40.98	19.1
Public/Quasi-Public	126.46	58.9
<b>TOTAL</b>	<b>214.77</b>	<b>100.0</b>

Source: Village of Schaumburg Planning Department, October, 1992.

govern the development of vacant parcels, as well as the redevelopment of improved parcels, in the future. While the Concept Plan Land Use map provides a broad sense of the uses permitted in the Sector, the Directives should be addressed to ensure that any potential development is consistent with the objectives for the entire Woodfield Regional Center.

### Concept Plan Overview

Four land use types comprise the Martingale Road Sector Concept Plan: Commercial/Service, Office/Service, Office and Public/Quasi-Public. Table 4 delineates the amount of land reserved in each category assuming full build out of the Sector, including development of vacant land. Glancing at Table 4, it is evident that Public/Quasi-Public uses will continue to occupy most of the planning area. Among developed parcels, however, with one small exception, the area will be dedicated exclusively to the Office and Office/Service uses. Each of these land uses will occupy one-fifth of the Sector. Much like the Golf Road, Woodfield Road and State Parkway Sector Concept Plans approved previously, the Martingale Road planning area is characterized as a distinct special purpose sector. In this case, the Sector is envisioned as a regional office corridor.

Within the course of the twenty-year horizon envisioned by the Concept Plan, there are two projects which will have significant visual and functional impact: construction of the Prudential II office building and development of the Fredrickson property. The former includes partial "redevelopment" of the Prudential I office building site with the addition of a 16-story office tower north of the existing 11-story building completed in 1980 and replacement of the surface parking lots with two parking structures. This development will further intensify the character of Woodfield Corporate Center both in building massing and height and by the use of parking structures. The use of surface parking is relatively absent from the Sector. In addition, the Prudential II building is designated exclusively for Office use. As such, the office tower will serve to



*The Fredrickson Property is approved for intense hotel development such as the existing Marriott Hotel to the north (shown above). However, given that hotel development represents the weakest sector of real estate market, it is unlikely that proposals for such use will be forthcoming in the near future.*

solidify the role of Martingale Road as the preeminent office corridor outside of Chicago.

Future development of the Fredrickson property is more difficult to predict. While the site had been approved for a 1.4 million square foot mixed-use project in 1987, the market for such projects has diminished considerably. Highest and best use analysis indicates that the 31-acre is well-suited for intense development given its exposure to I-290, the surrounding roadway network, and the intense office development to the north. However, the reality is that other development scenarios may need to be



considered in the short-term until there is demand for such large-scale projects.

For purposes of the Concept Plan analysis, both Office and Office/Service uses are anticipated to occupy nearly equal amounts of land.

The existing and future development, in square feet, is illustrated in Table 5 by land use category, excluding public land uses. This Table utilizes the number of square feet built for existing land uses (as catalogued in Appendix II) and provides an accurate picture of the type of built space currently found throughout the Sector. This information is then compared with the expected build-out of vacant land in each land use category to determine the extent of change to the built environment in Sector One. Fac-

tored into these projected square footage estimates is the maximum floor area ratio permitted under the Village Zoning Ordinance for the corresponding zoning districts in Sector One. These multipliers are listed in Appendix I.

Taking into account the changes expected for Sector One within the twenty-year horizon, over four million square feet of office, commercial and service development will comprise the planning area. Over half of this square footage will be contained in high-rise office buildings located mainly in the north half of the planning area. Forty-two percent or 1.65 million square feet of building space in the planning area is expected to consist of Office/Service uses.

**TABLE 5  
CONCEPT PLAN BUILDING SQUARE FOOTAGE OF EXISTING  
AND FUTURE DEVELOPMENT**

Land Use	Existing	Percent	Future	Percent	Total	Percent
Commercial/ Service	0	0.0	34,848	2.0	34,848	0.9
Office	1,878,647	87.0	376,533(2)	21.1	2,255,180	57.2
Office/ Service	280,000	13.0	1,375,000(1)	77.0	1,655,000	42.0
<b>TOTAL</b>	<b>2,158,647</b>	<b>100.0</b>	<b>1,786,381</b>	<b>100.1*</b>	<b>3,945,028</b>	<b>100.1*</b>

(1) 1,375,000 square-foot development approved for Frederickson property includes a mix of office, hotel and retail uses.

(2) Figure represents the 16-story Prudential II office building, excluding two parking structures.

\* Greater than 100% due to rounding.

Source: Village of Schaumburg Planning Department, October, 1992.



## Commercial/Service

The Concept Plan designates one parcel south of Wildflower Lane and Schaumburg Road for Commercial/Service purposes. This parcel, a two-acre portion of the Fredrickson Farm property, is well-suited for development as a restaurant or small retail center designed to serve the needs of nearby residential neighborhoods.

## Office/Service

Nearly 41 acres in the Martingale Road Sector are designated for Office/Service development. These lands include the 10-acre Marriott Hotel site and the 31-acre Fredrickson property.

Office/Service uses were approved for the Fredrickson property in 1987. The development concept, approved at the time the property was annexed, provided for tiered building heights with decreasing limits near adjacent residential communities. Nearly 1.4 million square feet was approved for high-rise office, mid-rise hotel, health club and ancillary retail uses. This mix of uses would be supported by a shared parking arrangement utilizing parking structures.

While it is anticipated that a majority of the approved floor area approved for the Fredrickson property will be developed solely for office purposes, the use of the Office/Service designation provides greater flexibility in future development of the property. Rather than simply limiting development to office uses, the Office/Service designation provides for hotels, full-service restaurants, banks, day care facilities, institutions of higher learning, and so on. These uses, under this designation, must be designed to serve the needs of the resident office population within the Sector. The Office/Service designation is not intended to provide for freestanding restaurants or banks unless such are developed in conjunction with a phase of large scale development on the property. Given the current market and predictions for future development opportunities, it

is impossible to predict how the property will actually be developed. New construction of office space or additional hotel rooms is not anticipated in the near future. As a result, there may be pressure to allow development of the third component of the approved plan, retail uses. While the Village recognizes that opportunities for commercial development continue to remain strong, this type of use is not appropriate at this location unless in conjunction with a phase of a large scale development consistent with the Office/Service designation.

All properties designated Office/Service are zoned B-3 Planned Office Business District. This Zoning District governs both Office and Office/Service development. The Concept Plan Land Use map provides for comparable amounts of Office and Office/Service uses, 45 acres and 41 acres, respectively. While a parcel designated Office/Service may be developed exclusively for office use, the reverse is not encouraged as a policy of the Concept Plan. It is feasible, therefore, that a greater amount of office space will be built in the long-run assuming current economic conditions change favorably. Upon development of the Fredrickson property, it will be necessary to amend the Concept Plan to reflect the actual build-out and land uses.

An average floor area ratio of 1.00 and a building height limit of approximately 28 stories applies to the Fredrickson property (see Building Heights section). While these exceed those prescribed by the Zoning Ordinance, variations were received in conjunction with the development plan approval in 1987. Further, such building height and floor area ratio variations are consistent with those approved for the Woodfield Corporate Center to the north.

Office uses are considered to be more intense with respect to the number of employees and work hours which adhere to peak hour movement. Consequently, all traffic analyses of the Concept Plan assume that lands designated for Office/Service use are developed exclusively as office space to provide a worst case scenario. This type of worst case scenario analysis will lead to more thorough solutions for traffic alleviation in the Sector.



## Office

Areas designated for Office use include all properties within the Woodfield Corporate Center, except for the Marriott Hotel. No vacant lands are designated for Office use, however, additional floor area devoted to such use is anticipated with development of the Fredrickson property and construction of the Prudential II office building on the surface parking lot north of Prudential I.

All of the properties designated for Office Use on the Concept Plan Land Use map are currently zoned B-3 Planned Office Business District. To maintain its role as a prominent office corridor within the northwest suburban area, the existing level of massing and building height should be preserved within the planning area. A floor area ratio of 1.00 and a height limit of 21 stories applies to the Woodfield Corporate Center. This FAR limit represents the maximum average FAR across all parcels within the Corporate Center as delineated on the Concept Plan Land Use map. Accounting for the proposed Prudential II office building, the FAR of all Woodfield Corporate Center parcels averages to just under .91.

## Public/Quasi-Public

All properties currently used for public purposes are designated for continued public use. These include open space areas and right-of-way.

Recreational and open space use of public lands accounts for 81 acres, including the 9-acre detention area behind the Marriott Hotel and the 72-acre property leased to the Schaumburg Park District from the Metropolitan Water Reclamation District. Under terms of the 20-year lease, the Park District will develop the property for public use, including four or five ballfields, play areas and walking trails.

The second largest use of public land, street rights-of-way, accounts for 45 acres. This figure is expected to remain constant since infrastructure was installed in advance of planned future development.



## Land Use Opportunities

During the past several years, development potential for certain land uses has changed dramatically. In particular and in contrast to the building boom that occurred during the 1980's, experts predict that growth in office and hotel development will be flat throughout the rest of the century.

This prediction does not hold well for communities such as Schaumburg. In the case of this Village, there exists an excessive amount of vacant land zoned for office and office/service development; land uses for which there are few development opportunities within the foreseeable future. In addition, much of this vacant land is interspersed between fully developed parts of the Regional Center. As a result, development within the Regional Center is too far apart to create the desired compact and high-rise corporate center. Given the amount of vacant land and the current absorption rates for

*The model shown above illustrates the relationship between the existing Prudential I office building (background) and proposed 16-story tower addition (foreground). Note how the narrow end of the lower addition mirrors the window pattern of the existing building. The overall form of the addition mirrors the cut-away design characteristic of other structures within the Corporate Center.*



existing development, it is unlikely that creation of the compact center will be realized within the Concept Plan horizon.

Recognizing that the development world has changed and that property owners do have an inherent right to develop their property, this Concept Plan asserts a forward thinking program which calls for "reigning in the Regional Center." In other words, those vacant lands situated on the periphery of the Regional Center, which may have been planned for large-scale office and hotel development, should be afforded alternative development strategies. In the case where such uses are short term, they will ultimately be replaced by the highest and best use when the market turns favorable for that use. Consequently, opportunities for Office and Office/Service development can be channeled into the core of the Regional Center to further creation of a compact corporate center. Phased projects such as the office and hotel sites at One Schaumburg Place, phase III of Schaumburg Corporate Center, and the

proposed Prudential II office building, and vacant lands including those in Woodfield Park west of Meacham Road, the Unocal property and Regency Point should be focused as areas to channel any potential development opportunities. Peripheral properties suitable for alternative development strategies include the Fredrickson property in the Martingale Road Sector, for which high-rise multiple-family development would be appropriate. This particular development alternative is described below.

## Multiple-Family

As an alternative to Office/Service use, the Concept Plan promotes construction of high-rise multiple-family residential uses on the Fredrickson property. This land use is appropriate given the low-rise rental residential development to the west of the I-290 expressway to the east. A mixture of owner and rental units may be developed, although the majority of units should be for rental occupancy. To maintain the character and function of the Sector as intended by this Concept Plan, any proposal for multiple-family development should satisfy the following requirements.

- The minimum project density should be 25-30 units per acre.
- Building massing and height should be consistent with that of the Woodfield Corporate Center. Minimum height should be five floors.
- Parking should be located in parking structures, if possible. All parking should be located to the rear of the site away from the adjoining roadways.
- Ground floor retail may be considered within the mixed-use environment.
- Building heights should be tiered to increase from west to east.

*With existing low-rise residential development to the west, designation of the 31-acre Fredrickson property for high-rise multiple-family use would be appropriate. Such a use would provide an excellent transition between the I-290 expressway and lower density residential development to the west, and provide housing in close proximity to employment opportunities available within the Sector. (Sketch prepared by Village of Schaumburg Planning Department.)*





## Floor Area Ratios

The Concept Plan Land Use map depicts the planned building intensities in the Martingale Road Sector. These intensities, measured in floor area ratio (FAR), vary only by Zoning District classification.

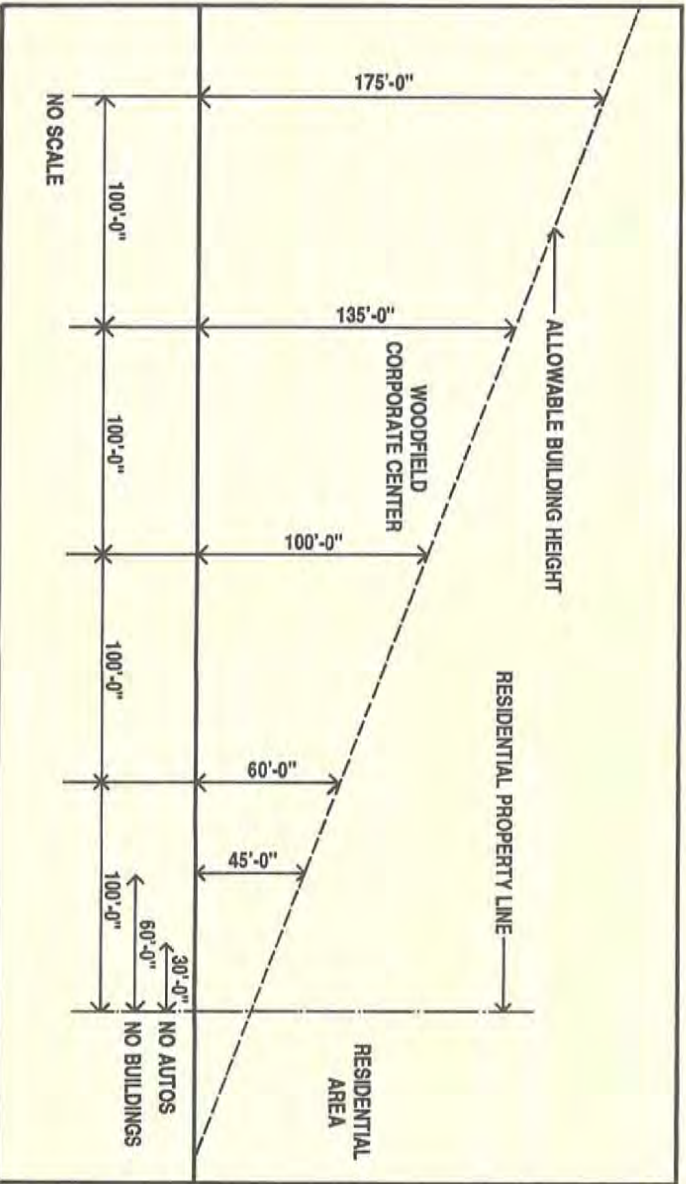
Development of the 2-acre Commercial/Service parcel is limited to an FAR of .40, consistent with the B-2 Zoning District classification. This intensity would permit a building of up to 34,848 square feet in a development up to three stories in height.

Development within the Woodfield Corporate Center and on the Fredrickson property is limited to an average FAR of 1.00. Although both areas are governed by the B-3 Planned Office Business District which limits FAR to .80, a larger building envelope is recommended for these parcels for several reasons. As a signature office corridor situated directly adjacent to the I-290 expressway, buildings of relatively greater height reflect the highest and best use of the land. Second, the tiered

building heights associated with development approvals for both the Woodfield Corporate Center and the Fredrickson property restrict allowable density near the residential communities adjacent to the planning area. Offsetting this restriction are building heights up to 28 stories on parcels facing the expressway. Accompanying these increased building heights are building envelopes exceeding the permitted ratio. However, a maximum FAR of 1.00 may not be exceeded after averaging all parcels comprising these developments. This arrangement results in low-rise and mid-rise developments adjacent to and buffering the residential communities west of the Concept Plan area. Increasing densities are permitted near the expressway.

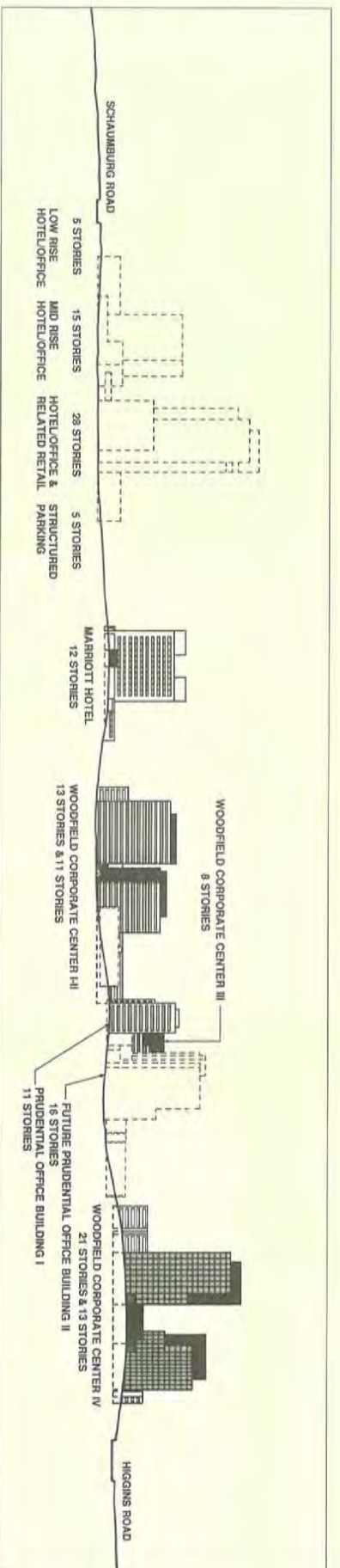
## Building Heights

Building heights will continue to be varied within the Martingale Road Sector depending upon proximity of office and hotel structures to the



The illustration at left depicts the building envelope approved for the Woodfield Corporate Center. The maximum height for an office building is determined by its distance from the adjoining residential properties to the west. Given this constraint, the developer has located the low-rise parking structures between the buildings and residential lands. While providing a buffer in compliance with the established maximum height, siting of the buildings to the east nearest the expressway logically maximizes their visibility.





**EXISTING AND PROPOSED BUILDING HEIGHTS** are shown above. The maximum height for the Woodfield Corporate Center is 21 floors while the maximum approved for the Fredrickson property is 28 stories. The existing and proposed building heights within the Sector represent the most intense development within the Village.

residential communities west of the planning area. Approved height limits for the Fredrickson property allow buildings up to 325 feet in that portion abutting Martingale Road and buildings up to 175 feet in the area abutting Schaumburg Road. The maximum 28-story building height limit discussed in previous sections is based upon a 12-foot ceiling.

Building heights within the Woodfield Corporate Center shall continue to be governed by the tiered limits set forth at the time of the original development approval. These limits vary with relationship to building distance from adjacent residential properties.

## Transportation Network Improvements

The Village of Schaumburg employed a computer traffic model to project future traffic and identify future roadway deficiencies for the Martingale Road Sector. Once these deficiencies are identified, they may be addressed by expanding roadway capacities, developing ridesharing and transit programs, and employing Transportation System Management techniques to aid traffic flow. Potential deficiencies may also be improved by amending land use recommendations to mitigate 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. Land use recommendations associated with the proposed Concept Plan were then incorporated into the model so that future traffic conditions could be assessed. Assumptions were made about regional growth as well. Finally, land use and roadway data were entered into the model to yield future directional peak hour traffic volumes for all segments of the Martingale Road Sector roadway network.

## Average Daily Traffic

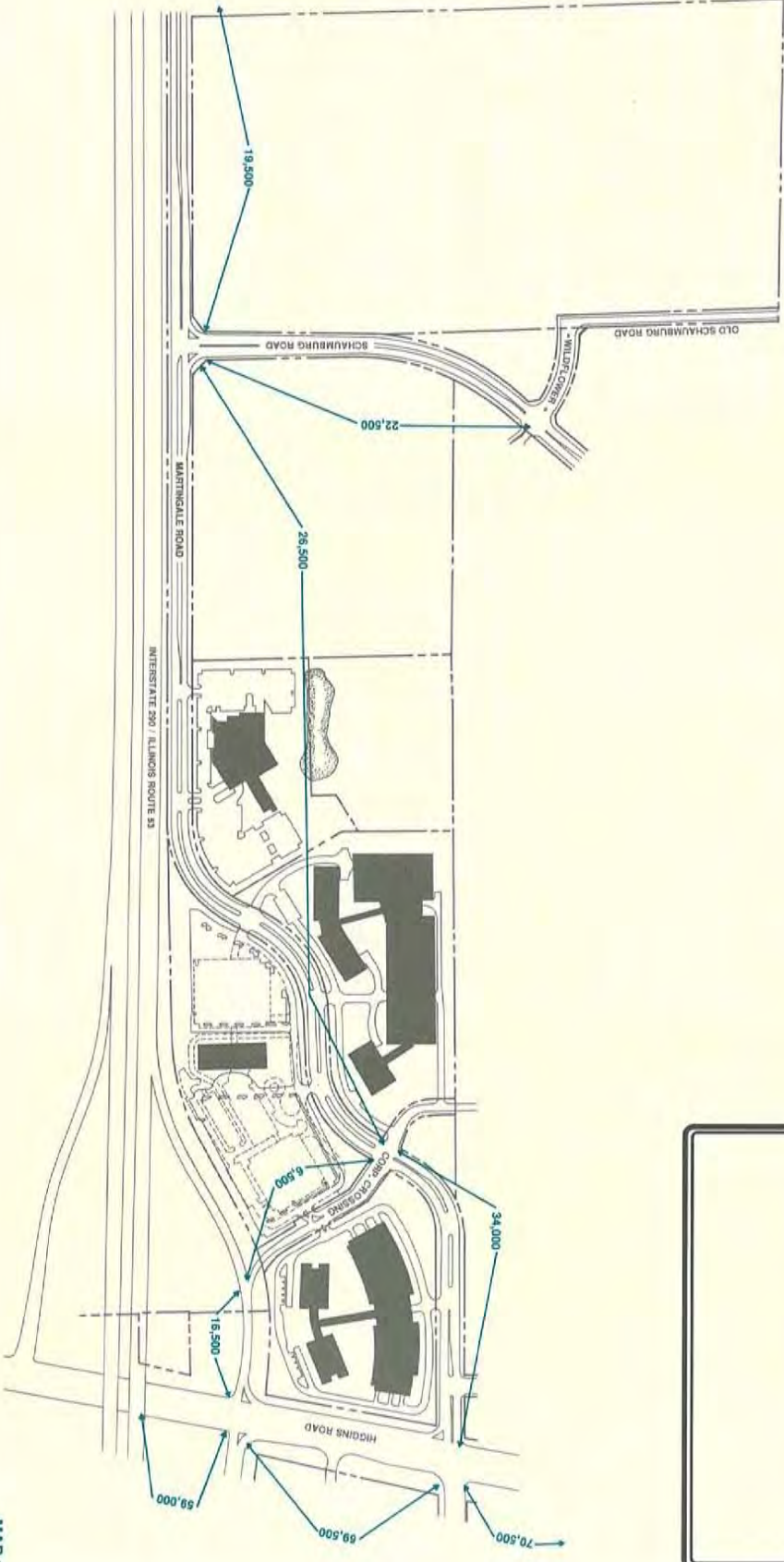
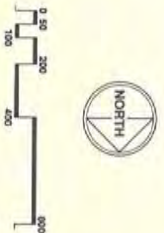
Map 18 on page 43 presents future Average Daily Traffic (ADT) projections. The review of ADT figures is useful for making general comparisons of existing traffic with future traffic flows. Martingale Road will see large increases in traffic volumes. Between Higgins Road and Corporate Crossing motorists can expect daily traffic to swell to 34,000 ADT. South of Corporate Crossing, ADT will increase about 50 percent as more persons are employed in and travel through the Martingale Road Sector.

Schaumburg Road enters the Sector in its southwest quadrant and experiences a large increase in traffic. Most of this new traffic results from increased reliance on the Martingale Road extension south to Bieslerfield Road. In addition, the bulk of new development within the Sector is anticipated to occur within this southwest quadrant.





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JUNE 1992



**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR**

**FUTURE AVERAGE  
DAILY TRAFFIC (ADT)**

6,500

MAP 18



Motorists travelling Corporate Crossing will see the smallest traffic increase inside the Sector, a still staggering 35 percent to 6,500 ADT.

Earlier in the text, the importance of access from Higgins Road to the Martingale Road Sector was discussed. Projections indicate that Higgins Road will experience the smallest increases in ADT as a percentage of the route's already considerable existing volumes.

## Roadway Adequacy

Traffic volumes at any given location are made more useful by comparing them with the ability to carry that traffic. Level of Service (LOS) was defined in Chapter 2 of this document. LOS describes the relative ease of movement experienced by motorists along a road or through an intersection. LOS designations are arranged alphabetically from LOS-A, representing unrestricted flow, to LOS-F which represents a roadway at capacity. LOS-F describes a seriously congested road where most drivers seek alternative routes.

A review of projected traffic volumes indicates that none of the roadways within the Martingale Road Sector is expected to exceed capacity.

## Intersection Adequacy

A Level of Service analysis was also performed on intersections within the Martingale Road Sector. Inadequate intersection capacity combines with the sheer volume of new motorists to cause severe congestion problems in and near the Sector. The results for the morning rush hour are presented on Map 19 and for the evening rush hour on Map 20.

In the morning, only one intersection retains some unused capacity. Within the twenty-year horizon of the Concept Plan, it was assumed that the property located at the southwest corner of the Martingale/Schaumburg intersection will remain in public use or otherwise undeveloped. Under this scenario, the intersection service level will not ex-

ceed LOS-D. Should the property fully develop, this intersection will experience unacceptable congestion levels.

During the morning rush hour, traffic at the intersection of Corporate Crossing and Martingale Road exceeds capacity. This is the only intersection within the Sector to exceed capacity during the morning peak hour, and results largely from substantial southbound to eastbound left turn demand.

A review of intersection service levels would not be complete without consideration of two major intersections adjacent to the Sector, the intersections of Higgins Road with Martingale Road and West Frontage Road. Both intersections will exceed capacity in the future during the morning peak hour. Left turn demand and high through-volumes cause the problems projected.

During the evening rush hour a similar pattern is projected to emerge. With exception of the Martingale/Schaumburg intersection, which operates at an acceptable level, all intersections will experience severe congestion.

Future inbound Corporate Crossing traffic will increase significantly, resulting in an excessive left turn demand at its intersection with Martingale Road.

Right turn demand, eastbound to southbound from Higgins Road, swells to onerous levels at both Martingale Road and the Route 53 on-ramp. Also, westbound to southbound left turn demand grows significantly at both intersections.

## Future Transportation Improvements

Unlike other Sectors within the Woodfield Concept Planning Area, physical improvements alone will not correct the congestion projected for the remaining intersections in and near the Martingale Road Sector. All of the following must also occur:

- *Improvements both within and outside the Sector are required. For example, additional ramps along the Northwest Tollway*





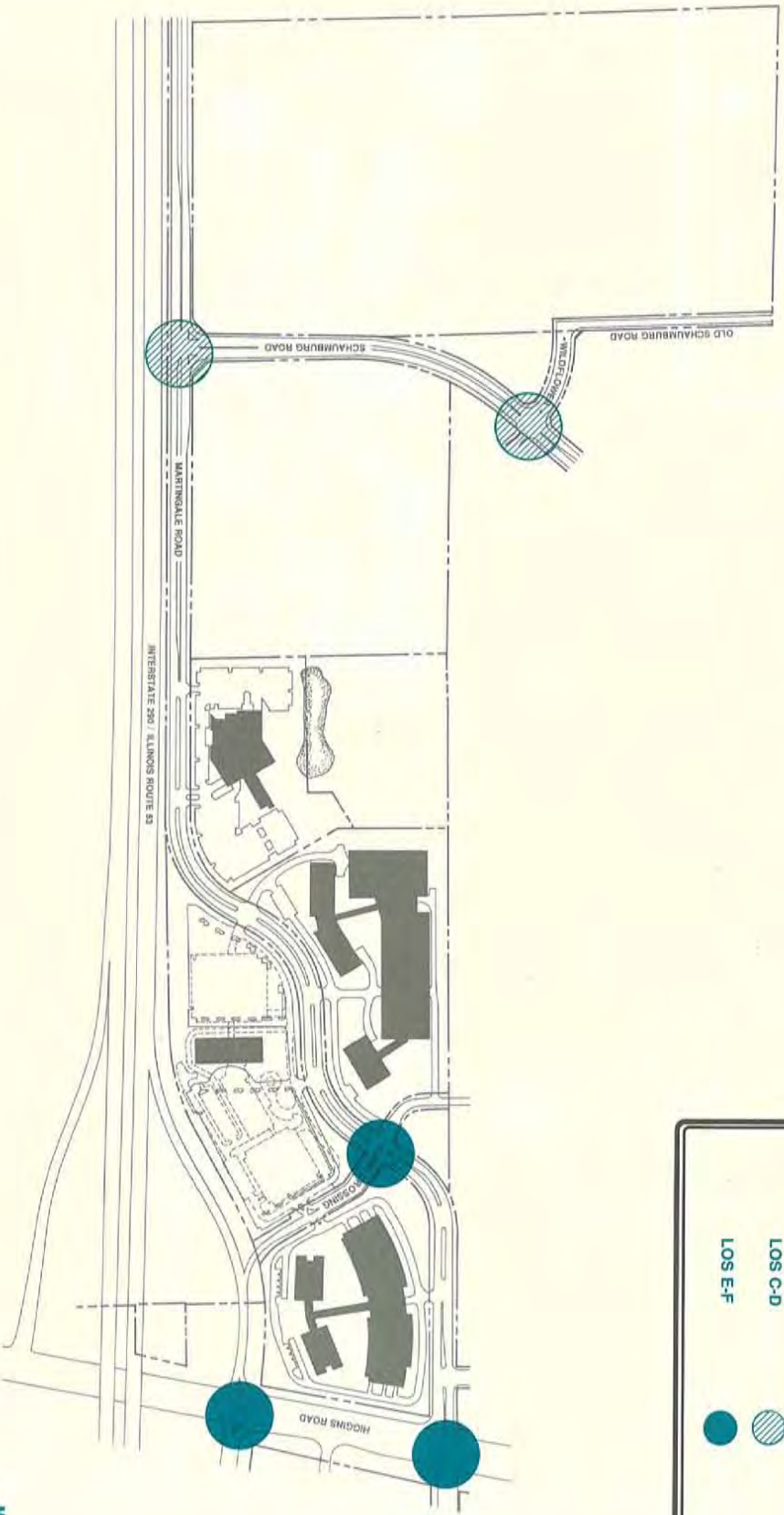
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**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR**

**FUTURE INTERSECTION  
LEVEL OF SERVICE (LOS)**  
A.M. PEAK HOURS

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

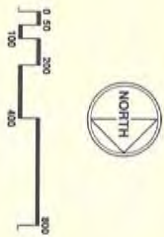


MAP 19





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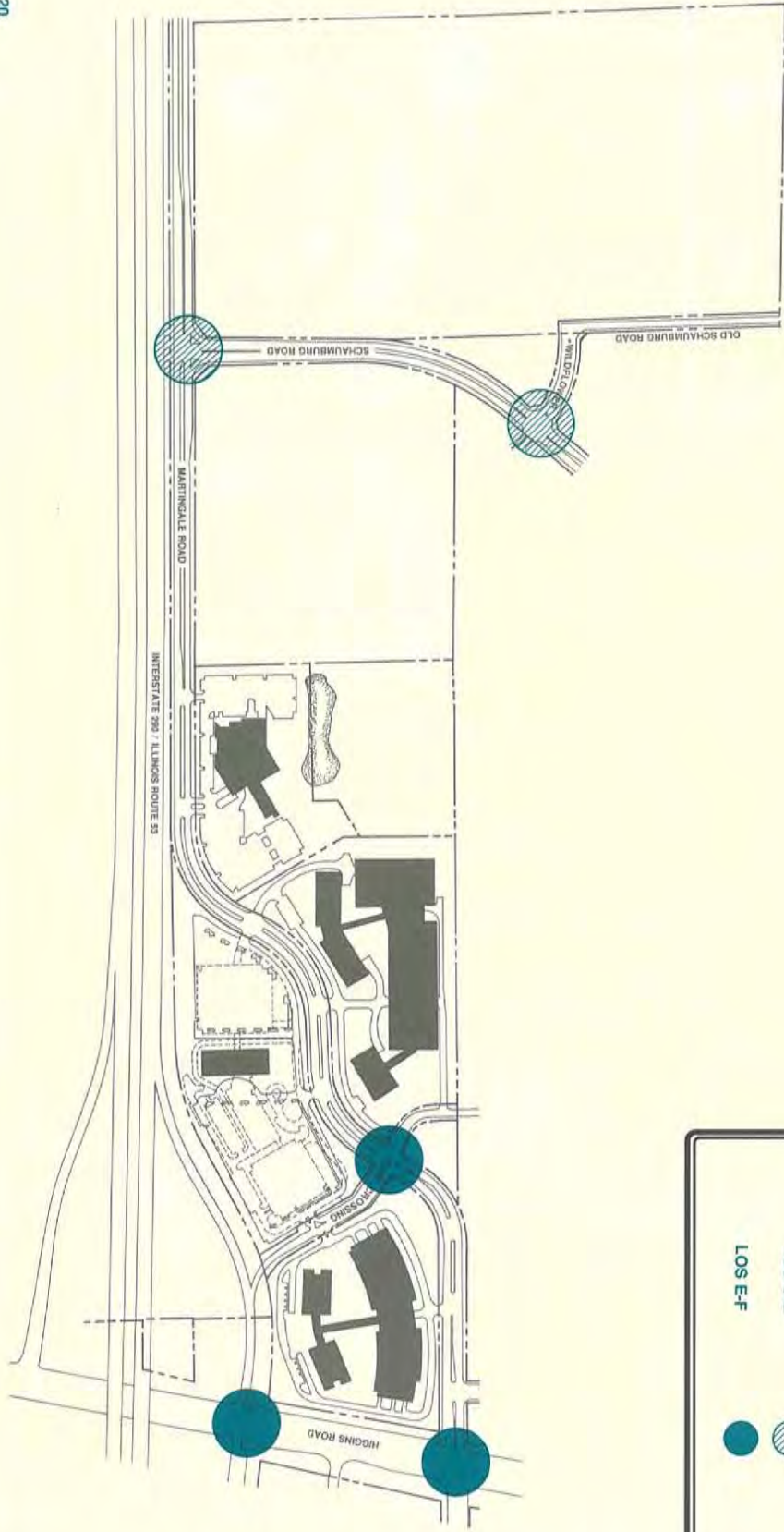


**WOODFIELD  
REGIONAL  
CONCEPT PLAN  
MARTINGALE ROAD  
SECTOR**

**FUTURE INTERSECTION  
LEVEL OF SERVICE (LOS)**

P.M. PEAK HOURS

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



MAP 20



at Meacham Road and Roselle Road will help reduce the burden placed on the Higgins Road interchange with Route 53 and nearby intersections along Higgins Road. These improvements will aid motorists accessing the Martingale Road Sector from the north. Improvements within the Sector are addressed below.

- *Ridesharing and transit use, already strong within the Martingale Road Sector, must expand significantly in the Sector and areawide.*
- *More motorists must learn to rely on the Route 53 on-ramp and Corporate Crossing combination to access homes and businesses in the Martingale Road Sector. Signage can be inexpensively and quickly erected to provide immediate benefit in this regard.*
- *Greater reliance on Transportation Management System techniques, such as signal coordination, is required.*

Should any one of the measures described above fail to take place, or occur to a lesser degree than expected, additional steps must be considered to reduce traffic demand in and near the Martingale Road Sector. The intersection improvements highlighted below assume that the above ventures are successful.

## **Intersection Improvements**

In addition to those items reviewed above, structural improvements required to intersections in the Sector are as follows:

### **Martingale Road/Corporate Crossing**

Relief for the Martingale Road/Corporate Crossing intersection requires dual left turn lanes for both its north and east legs.

### **Higgins Road/Martingale Road**

The Higgins Road/Martingale Road intersection will benefit from dual left turn lanes on its Higgins Road legs. In addition, Higgins Road west of the intersection requires three separate through lanes, plus a separate right turn lane and a shared right turn and through lane.

### **Higgins Road/West Frontage Road**

The additional left turn lane required for the east leg of the Higgins Road intersection with the West Frontage Road will also likely require improvements to the Route 53 bridge. Insufficient room exists to add this lane without bridge improvements.

The final designs of these intersections will depend on several factors. Detailed Intersection Design Studies will ultimately be required. Nevertheless, the improvements described above serve as a guide to those likely to be eventually required.

In addition, permitting access to the Route 53 on-ramp from Corporate Crossing will serve as a local "relief valve." Martingale Road Sector employees and nearby residents could use this improvement. Benefits would extend to Higgins Road. The timing of these improvements depends on a combination of need and availability of funds.

- *The Martingale Road Sector is situated in its own traffic impact fee sector. As a result, future development must pay for all costs associated with road and intersection improvements required within the Sector.*
- *While outside the Sector, service levels along Higgins Road play an important role in accessing the Martingale Road Sector. Higgins Road is under State of Illinois jurisdiction and considered a Strategic Regional Arterial, making it eligible for state and federal funds.*

As discussed earlier, the Martingale Road Sector has distinctive transportation problems and needs. However, unique opportunities also are apparent. Given the Sector's proximity to residential property, the Village should continue its support for



sidewalk and bike path installation. Construction of a combined pedestrian-bicycle overpass/skywalk would help residents and many employees conveniently reach the retail and restaurant developments north of Higgins Road, which already presents a formidable barrier to non-automobile travel. A more in-depth discussion of this skywalk proposal is discussed in Chapter 4.

The land use densities within the Sector make it an ideal candidate for ridesharing and transit services. In addition to traditional bus transportation, future technologies like Personal Rapid Transit should be considered to serve Martingale Road Sector employees and nearby residents.







## CHAPTER FOUR DIRECTIVES

**W**hile the Design Guidelines for the Woodfield Regional Center provide general guidance in the creation of functional and liveable developments and public spaces, some concepts proposed for the Martingale Road Sector in this Concept Plan are best implemented by considerations specific to the area. The Directives which follow are the nuts and bolts of regulating and guiding future development and are tied to the broad policies contained in the Concept Plan chapter. The Directives supplement the Design Guidelines and go beyond typical zoning and subdivision regulations. In many instances, the Directives address the needs of specific parcels.

### **Subdivisions**

The only parcels of land in the Sector suitable for subdivision are the Fredrickson office property



and the commercial site south of Wildflower Lane and Schaumburg Road. The 72-acre Park District site is suitable for subdivision, however, it is planned for public use well beyond the Concept Plan horizon and will likely remain undeveloped while under Water Reclamation District ownership.

To control the parcelization of large tracts of land into smaller parcels, certain areas in the Sector should not be developed unless a coordinated concept plan for the entire parcel is approved illustrating ingress and egress points, internal circulation and any possible cross-access with adjoining parcels. The following parcels must comply with this requirement concurrent with site plan approval for the first development wishing to proceed in that area:

### **MWRD Property**

Within the Concept Plan twenty-year timeframe, no development is expected to occur on this 72-acre parcel as a result of the Schaumburg Park District twenty-year lease. Subdivision of the property during the lease period is discouraged as a matter of policy.

If development of the property is pursued, the Concept Plan recommends the property be subdivided in accordance with the minimum lot requirements set forth in the B-3 Planned Office Business District. Office or Office/Service uses would be appropriate. High-density multiple-family residential development would be considered by the Village as an alternative to office or in conjunction with a unified, mixed-use concept for the entire property. A tiered building height and building intensity program should be submitted with development proposals. The program must demonstrate sensitivity to adjacent residential communities, as well as wetland areas and existing trees targeted for preservation.

### **Fredrickson Office/Service Property**

A preliminary site development plan was approved for this 31-acre parcel, located northwest of the intersection of Schaumburg and Martingale Roads, in 1987. As was mentioned earlier, the

project may not be developed as originally intended due to changes in the market. As a result, any proposal to deviate from the approved development plan should reflect how the deviation will affect the entire property. If necessary, a revised development plan should be required.

Final site plan review for any portion of the 1987 development plan or amendment of the development plan for approval of a different development program should specifically identify any proposed subdivision of the property in addition to the proposed building envelopes, the location of buildings and parking structures and internal circulation. The guidelines established by the 1987 development plan approval, inclusive of special height and land use zones, are extended and incorporated into the Martingale Road Sector Concept Plan by reference.

### **Fredrickson Commercial Site**

This two-acre site exceeds the minimum established by the Zoning Ordinance and subdivision of the property into smaller lots is possible. In such case, subdivision of the parcel should be permitted subject to submittal and approval of a conceptual development plan for the entire two acres depicting access, building envelopes and parking locations. Given the small size of the site, a consistent architectural theme for all structures should be required as a condition of concept plan approval.

### **Access: Vacant Parcels**

Restricting automobile access into and out of parcels is necessary to maintain the flow of traffic along main arterial roadways in the Sector. When existing vacant parcels are developed, future access should be restricted as follows:

### **MWRD Property**

As part of the approved rezoning for Martingale Corporate Center in 1983, three full access drives along Schaumburg Road and two full access drives



along Martingale Road were approved conceptually. However, the ultimate extension of Schaumburg Road in an "s" shape through the site differs significantly from the configuration which currently exists. As a result, access to the property should be re-examined when, and if, site plan review takes place in the future. The Concept Plan recommends access points along Schaumburg Road be aligned with access points to the Fredrickson property to the north.

### **Fredrickson Property**

As stipulated in the site development plan for this parcel, access to the site along Martingale Road is limited to two full access cuts a minimum of 300 feet apart as measured centerline to centerline and a minimum of 600 feet from Schaumburg Road extended as measured from the centerline of the southernmost of the two access cuts to the centerline of Schaumburg Road extended. Additional limited access cuts may be permitted upon site plan review.

Access to the site along Schaumburg Road is limited to two full access cuts. The two access cuts must be located a minimum of 300 feet apart as measured centerline to centerline and a minimum of 450 feet from the centerline of the easternmost of the two access cuts to the centerline of Martingale Road. No additional full or limited access cuts to Schaumburg Road are allowed.

In addition, a shared driveway or cross-access with the Marriott property to the north should be considered at the time of site plan review.

## **Sidewalks and Bikepaths**

Many of the existing sidewalks in the Martingale Road Sector were installed with improvements associated with the Woodfield Corporate Center and residential communities west of the Sector planning area. In spite of an extensive sidewalk network in the area, some deficiencies still exist. Sidewalks should be installed on the north side of Schaumburg Road and west side of Martingale Road, along the entire

Fredrickson property frontage, to complete the sidewalk connections in the Martingale Road Sector. These gaps should be completed at the time of development of the Fredrickson property.

Recommended improvements to the Village bikepath network are based upon the Bikeways Year 2000 Plan. Completion of the bikepath along Old Schaumburg Road is currently programmed where the right-of-way abuts the Metropolitan Water Reclamation District property. This bikepath is the only incomplete bikepath within the Sector identified on the Year 2000 Plan.

The Concept Plan recommends that other bikepath improvements be incorporated into the Bikeways Year 2000 Plan. These recommendations must first be reviewed by the Bikeways Committee, and the Plan formally amended by the Village Board. These recommendations are as follows:

*The sidewalk shown below runs from Spring Creek Circle south to the Marriott Hotel between the parking structures and office buildings of Woodfield Corporate Center I-III. Amenities such as outdoor seating and dining areas are situated along the route.*







PREPARED BY  
VILLAGE OF SCHAUMBURG PLANNING DEPARTMENT  
JUNE 1992

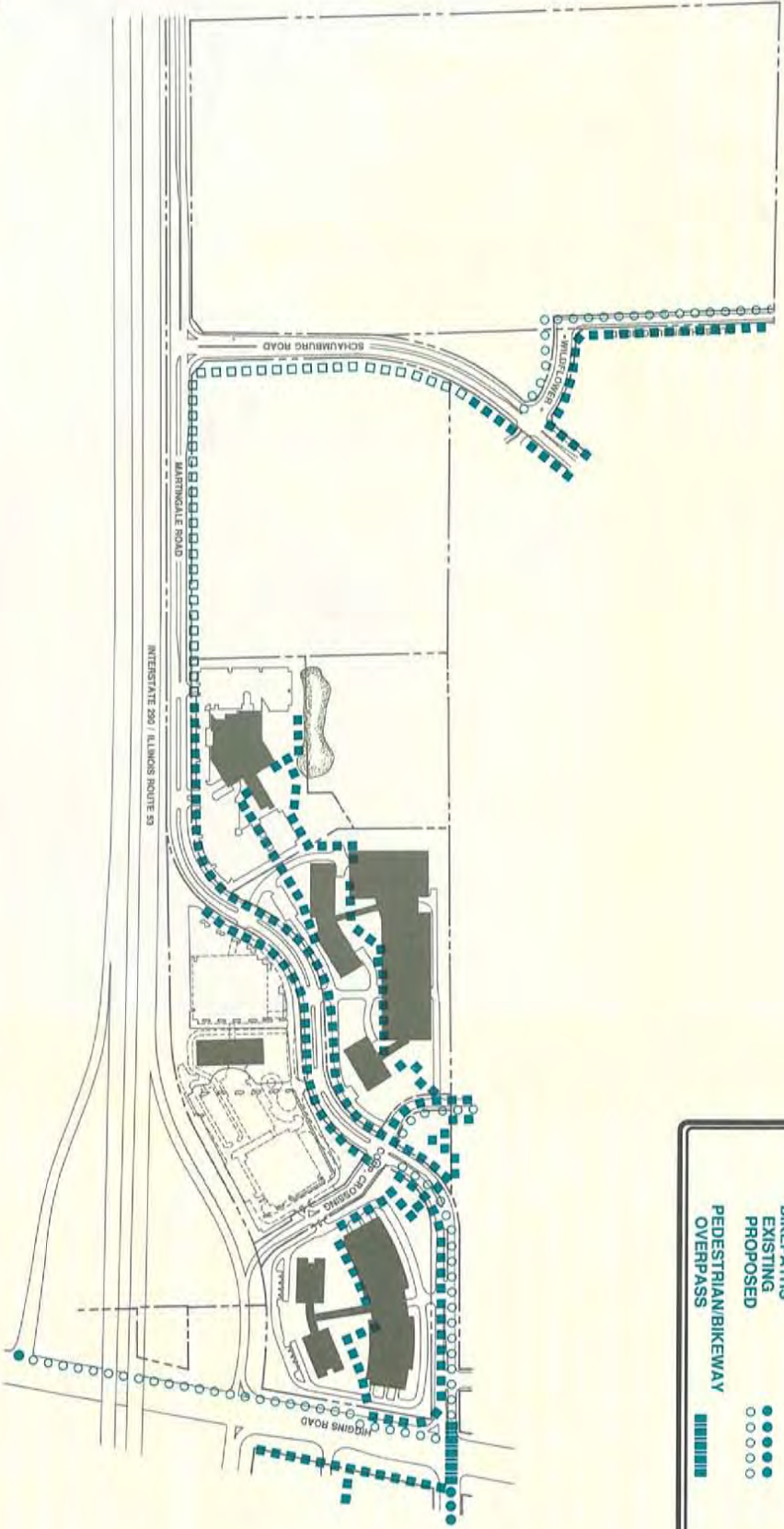


# WOODFIELD REGIONAL CONCEPT PLAN

## MARTINGALE ROAD SECTOR

### EXISTING AND PROPOSED SIDEWALKS AND BIKEPATHS

- SIDEWALKS  
EXISTING      ■■■■■■
- PROPOSED    □□□□□
- BIKEPATHS  
EXISTING      ●●●●●
- PROPOSED    ○○○○○
- PEDESTRIAN/BIKEWAY OVERPASS    ■■■■■■



MAP 21



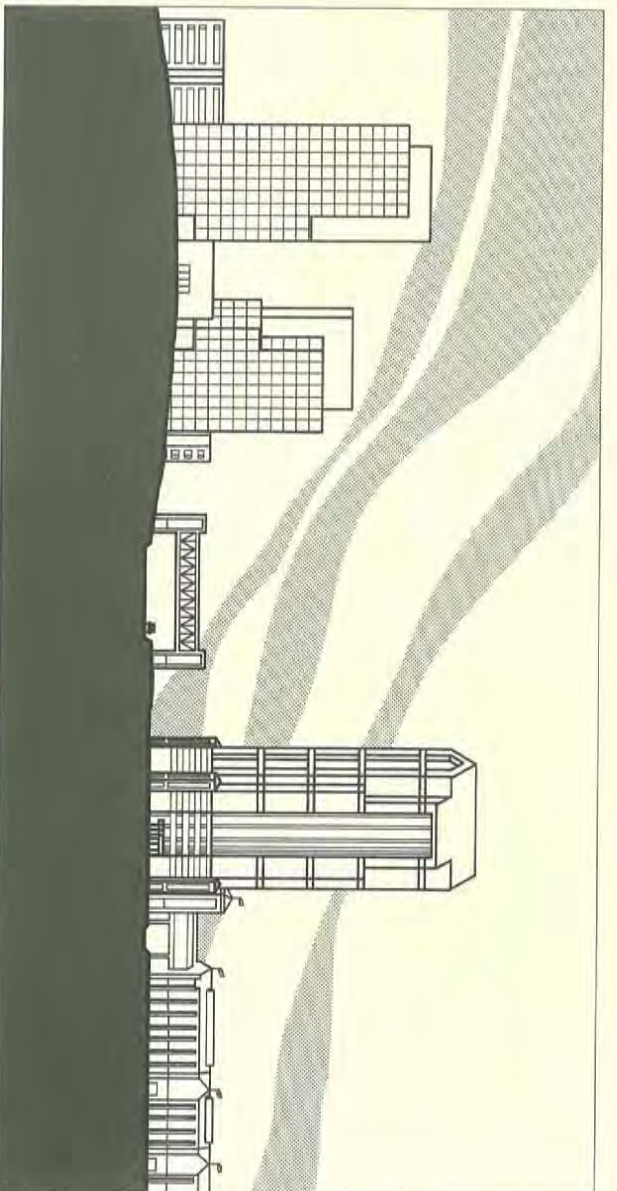
- From the Spring Creek Circle alignment with Corporate Crossing, a Class I, off-street bikepath should be installed within the existing sidewalk right-of-way.
- Along the east side of Martingale Road from Corporate Crossing to Higgins Road, a Class I, off-street bikepath should be installed. This bikepath would align with the existing path to the north along Martingale Road constructed in conjunction with the One Schaumburg Place project.
- Along the south side of Higgins Road from Martingale Road to the east side of the I-290 exit ramp, a Class I, off-street bikepath should be installed. This bikepath will connect with the existing bikeway system within the Ned Brown Forest Preserve.

Existing and proposed bikeway and sidewalk systems are illustrated on Map 21.

## Higgins Road Pedestrian Skywalk

The use of skywalks have been effectively used throughout Woodfield Corporate Center to connect office buildings to adjoining parking structures.

With completion of the One Schaumburg Place retail Galleria to the north, it has become evident, particularly during the warm months, that a pedestrian skyway is necessary across Higgins Road. Such a skyway would provide safe and easy access from the highly populated office corridor to the south to the retail and restaurant uses to the north. Presently, there is a pedestrian crossing at Higgins Road along the west side of Martingale Road. Unfortunately, the bulk of the office buildings as well as the existing sidewalks are located on the east side of Martingale Road. Thus pedestrians must cross the dangerous continuous right-turn lane from Martingale to Higgins Road to get to the pedestrian



*The sketch above, prepared by the Village of Schaumburg Planning Department, illustrates a proposed pedestrian skyway over Higgins Road. The design of the skyway could easily be incorporated into the architectural theme of Corporate Center IV (left) and One Schaumburg Place (right), both of which utilize skyways. The proposed 22-story Landmark Tower at One Schaumburg Place is depicted in the sketch.*

marked crossing across eight lanes of traffic. This is not a pedestrian friendly environment.

The use of an enclosed skyway at this location could be tied into the skyway/parking structures at Corporate Center IV to the south and the skyways incorporated into the design of One Schaumburg Place to the north. In addition, the handicapped accessible skyway could also be used by bicyclists walking their vehicles between the north and south legs of the Martingale Road bikepath.

Ultimate construction of the Higgins Road skyway is necessary to functionally tie the office corridor to the retail uses to the north. The Village's Concept Plans have envisioned that the uses within the Regional Center would be integrated to promote interaction, and this recommendation encourages an effective method to achieve this goal which is compatible with the surrounding built environment, and justified based upon developing pedestrian patterns.



The use of enclosed walkway/skyway systems should also be encouraged upon development of Fredrickson property.

## Development Design

### Crown Lighting

The general policy for crown lighting is that all buildings in excess of ten floors or 125 feet in height should be required to provide some type of crown or parapet illumination. With respect to the existing buildings within Woodfield Corporate Center, crown lighting should be extended to all structures regardless of height.



As for future development of the Fredrickson property, a crown lighting program should be required if ultimate building heights will contribute to the overall effect of such a program. For example, crown lighting of a one-story campus will not enhance the lighting of other high-rise buildings and will detract from the overall intent. Further, if a program is required, such should be complimentary to the one utilized at Woodfield Corporate Center to the north. Crown lighting for this property is particularly significant in that its location marks the gateway into the Village from the south along I-290.

### Structured Parking

Particularly absent within this Sector are surface parking lots. With exception of the two lots to be redeveloped with construction of the Prudential II office building and surface parking for the Marriott Hotel, there is relatively none.

The use of low-rise parking structures adds to the visual massing of the Sector and has resulted in buildings which are more closely sited to each other. Generally, parking structures are located to the least visible part of the site so that buildings are afforded the highest level of visibility from I-290. Future development should continue the use of structured parking or achieve site development in which surface parking is effectively hidden from view. More urban character is desired rather than the often used screening of parking areas with berms and landscaping.

### Building Siting

The siting of the existing buildings within Woodfield Corporate Center is based upon an exciting and dynamic use of parallel and angled building footprints. Generally, buildings are parallel with Martingale Road, which results in angled footprints along curves. In addition, buildings are angled to each other when constructed in pairs. As a result, the Corporate Center has a more compact appearance from the north and south.

Future buildings should be sited to complement this building massing, particularly when viewed



from a distance. Special consideration should be made to protect the view of other buildings and add to the collective visual massing.

## Tree Preservation

Given that the Sector served as farmlands prior to development, there are few existing stands of trees. Most are situated adjacent to the detention area west of the Marriott Hotel or around the remains of a farmhouse on the Park District site.

The existing trees on the property behind the Marriott are protected since this parcel was set aside as open space, however, the trees near the southern end encroach into the northwest corner of the Fredrickson property. Since this area is low and comprised of wetlands, it is unlikely that this part of the property can be developed. However, the Village should ensure that these trees are preserved in review of future development proposals.

## Activity Node Amenities

The strength of the office corridor is enhanced by the extent to which it contains multi-purpose activities which may be accessed throughout the day and evening. Therefore, during the development review process, the Village should encourage the provision of certain kinds of employee and visitor amenities. The amenities would ideally be formulated as a package containing numerous uses, including any or all of the following:

- *Recreational: health clubs, walking paths, etc.*
- *Cultural: lobby art, exhibits, visiting speakers, classes, etc.*
- *Child care.*
- *Restaurants and cafeterias.*

- *Small grocery or convenience stores.*

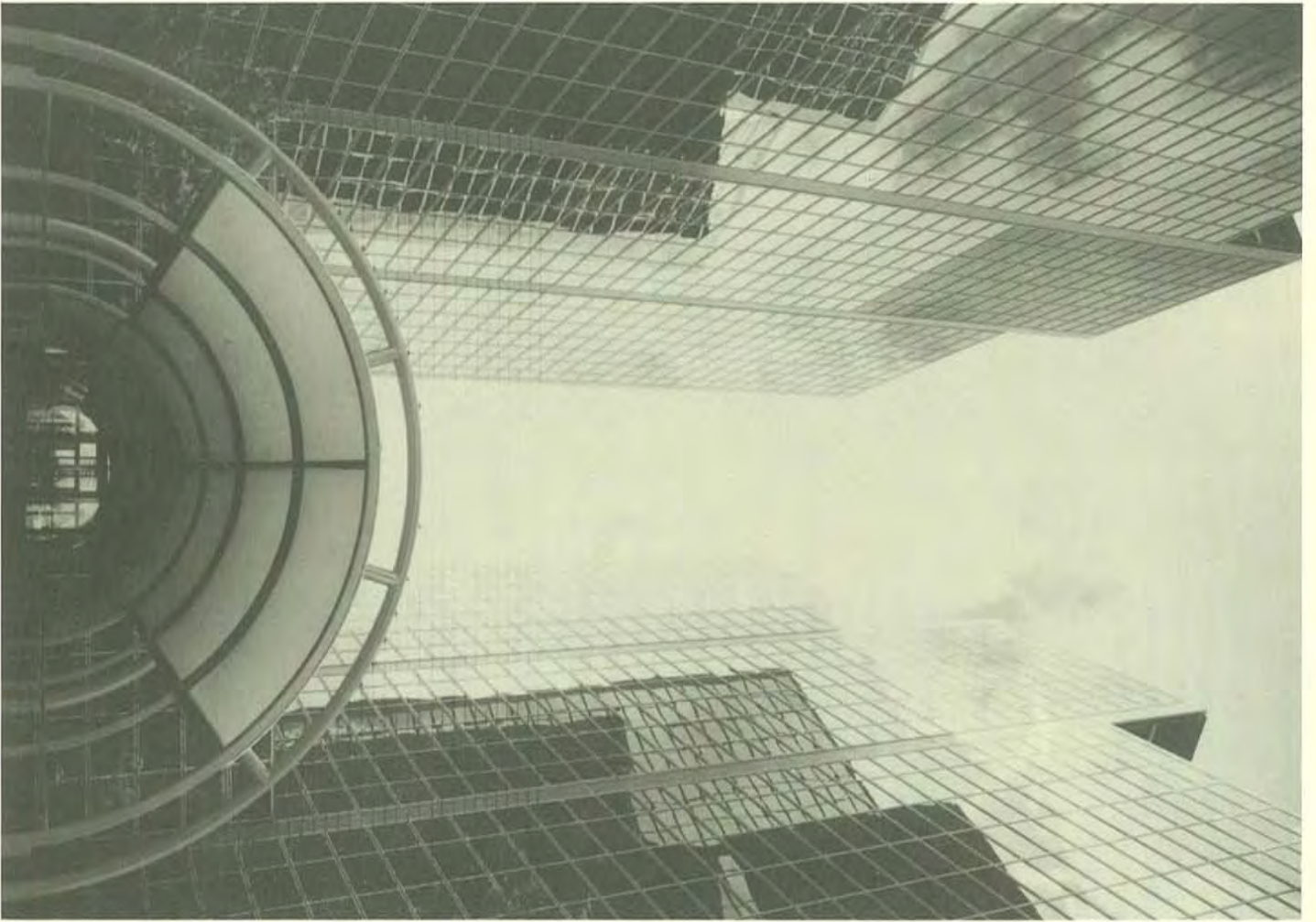
Similar to language contained in the Village child care policy, certain incentives may be extended to developers if employee and visitor amenities are constructed. These incentives would include, but not be limited to, shared parking and zero floor area ratio calculations.

## Child Care

The rising number of women in the workplace has changed lifestyle patterns in many ways. One relatively new phenomenon has been the need for outside care of children for working parents. Although the Martingale Road Sector Concept Plan does not contain extensive demographic information regarding persons who work in and live near the Sector, media reports and Village-wide demographic information attest to on-site employer supplied child care as an important step in addressing this need. Employer supplied child care would serve to reduce the number of automobile trips made by parents during a.m. and p.m. peak hours in the dropping-off and picking-up of children. It could also make great headway on the issue of affordable child care.

The Martingale Road Sector, with almost 1.8 million additional square feet of Office and Office/Service space expected in the next twenty years, represents a significant employment center in the northwest suburbs. The Concept Plan endeavors to provide ample child care which is convenient to serve employees in the area. Therefore, the Village child care policy, which contains incentives for construction of new child care facilities, should be emphasized for all new development projects in the Martingale Road Sector.







**APPENDIX 1  
VACANT LAND SUMMARY: SECTOR ONE**

PARCEL NAME	PARCEL ID. NO.	PARCEL SIZE (ACRES)	CONCEPT PLAN DESIGNATION	PROPOSED F.A.R.	EXISTING ZONING	POTENTIAL DEVELOPMENT SQUARE FEET
Frederickson Office/Service Property	7-24-401-002	31.13	Office/Service	1.00	B-3	1,375,000 (1)
Frederickson Commercial Property	7-24-404-001	2.00	Commercial/Service	.40	B-2	34,848
<b>TOTAL VACANT</b>		<b>33.13</b>				<b>1,409,848</b>

(1) 1,375,000 square feet of office, hotel and retail development approved in 1987 under Ordinance No. 2850.



**APPENDIX 2  
EXISTING LAND USE DATA: SECTOR ONE**

**PUBLIC/QUASI-PUBLIC**

PARCEL NAME	CONCEPT PLAN DESIGNATION	PARCEL I.D. NO.	BUILDING SQUARE FEET	PARCEL SIZE (ACRES)	FLOOR AREA RATIO (F.A.R)
Detention W of Marriot	Public/Quasi-Public	7-24-201-012	---	8.84	---
Metropolitan Water Reclamation District	Public/Quasi-Public	7-24-402-001	---	39.99	---
		7-24-403-001	---	32.46	---
Public Right-of-Way	Public/Quasi-Public	---	---	44.07	---
E of Higgins Road Off-Ramp	Public/Quasi-Public	7-13-402-004	---	1.10	---
<b>TOTAL PUBLIC</b>				<b>126.46</b>	

**OFFICE**

PARCEL NAME	CONCEPT PLAN DESIGNATION	PARCEL I.D. NO.	BUILDING SQUARE FEET (1)	PARCEL SIZE (ACRES)	FLOOR AREA RATIO (F.A.R)
Woodfield Corporate Center I-II	Office	7-24-201-010	597,675	10.05	1.36
Woodfield Corporate Center III	Office	7-24-201-009	172,988	6.70	.61
Woodfield Corporate Center IV	Office	7-24-201-015	750,000	13.08	1.32
Prudential I Office Building	Office	7-24-201-002	357,984	15.50	.53
<b>TOTAL OFFICE</b>			<b>1,878,647</b>	<b>45.33</b>	

(1) Building square footage does not include parking structures.

**OFFICE/SERVICE**

PARCEL NAME	CONCEPT PLAN DESIGNATION	PARCEL I.D. NO.	BUILDING SQUARE FEET	PARCEL SIZE (ACRES)	FLOOR AREA RATIO (F.A.R)
Marriott Hotel	Office/Service	7-24-201-011	280,000	9.85	.65
<b>TOTAL OFFICE/SERVICE</b>			<b>280,000</b>	<b>9.85</b>	

**TOTAL OCCUPIED LAND IN ALL LAND USE CATEGORIES      2,158,647      181.64**







