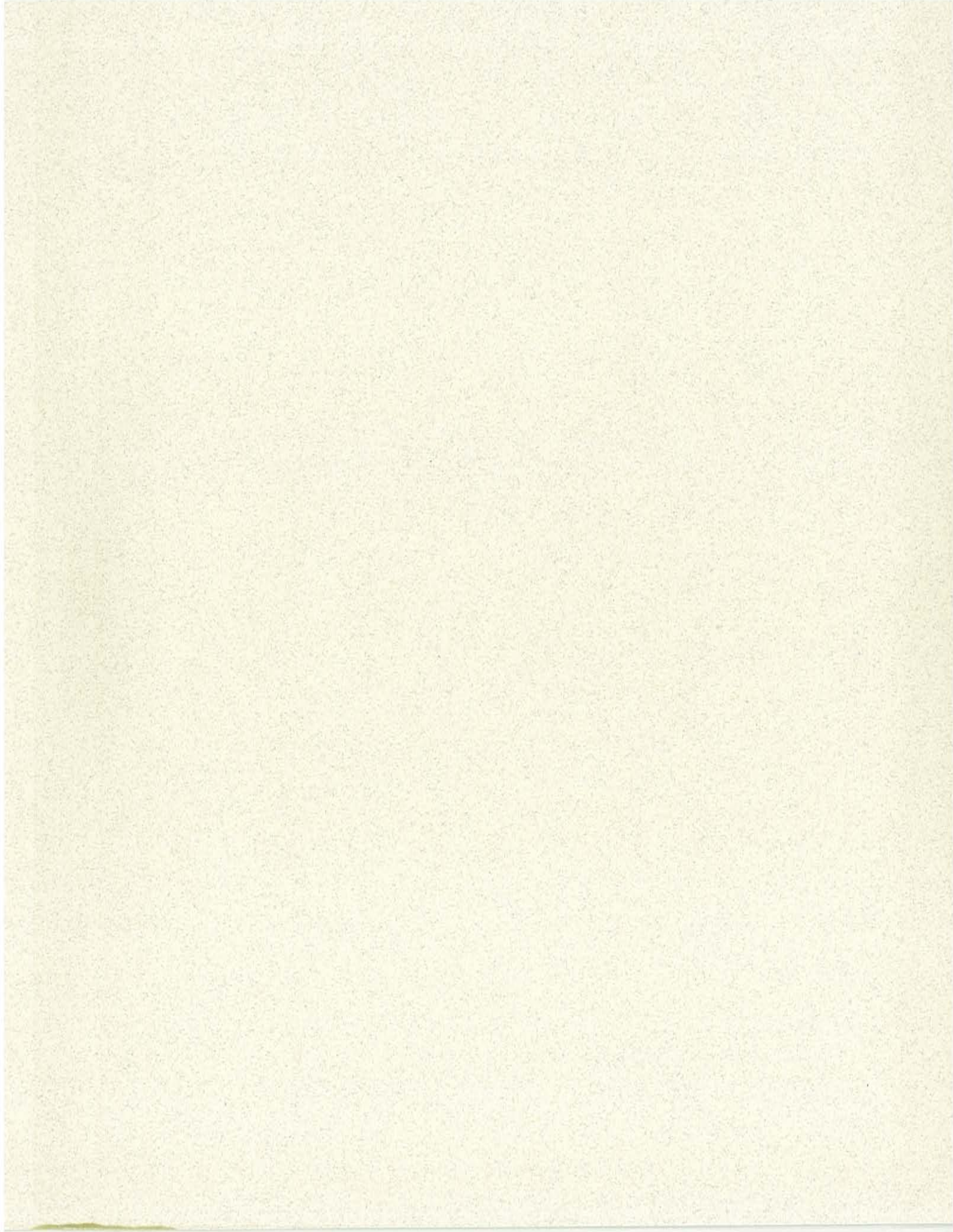




woodfield
regional concept plan

state parkway
s e c t o r





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STATE PARKWAY S E C T O R

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

An element of the
Village of Schaumburg
Comprehensive Plan

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The State Parkway Sector of the Woodfield
Regional Concept Plan was adopted under
Ordinance 91-171 on December 10, 1991.

TABLE OF CONTENTS

CHAPTER ONE		CHAPTER FOUR	
INTRODUCTION	1	DIRECTIVES	49
Historical Development	6	Directives	50
		Subdivisions	50
		Outside Storage	51
		State/National Parkway	52
		Wetlands	52
		Tree Preservation	52
		Permitted Non-Industrial Uses	52
		Special Uses	53
		Tollway/Meacham Road Aesthetics	53
		Meacham Road Land Uses	53
		Sidewalks and Bikepaths	54
CHAPTER TWO			
EXISTING CONDITIONS	9		
Soils	9		
Drainage	12		
Vegetation	12		
Utilities	14		
Existing Land Uses	18		
Adjacent Land Uses	21		
Existing Zoning	22		
Existing Building Heights	24		
Existing Floor Area Ratios	24		
Transportation Network	27		
Transit System	27		
Roadway Network	27		
Existing Traffic Conditions	28		
Traffic Volumes	28		
Roadway Adequacy	31		
Intersections	31		
		L I S T O F M A P S	
CHAPTER THREE		MAP 1	
CONCEPT PLAN	35	Woodfield Regional	
Industrial/Office	36	Concept Planning Areas	2
Commercial/Service	38	MAP 2	
Public/Quasi-Public	38	Industrial Parks	3
Floor Area Ratios	39	MAP 3	
Building Heights	39	Existing Developments	8
Transportation Network Improvements	40	MAP 4	
Average Daily Traffic	40	Soils Interpretation and	
Roadway Adequacy	40	Building Site Suitability	10
Intersection Adequacy	43	MAP 5	
Future Transportation Improvements	43	Designated Wetlands	11
Roadway Improvements/Extensions	43	MAP 6	
Intersection/Signal Improvements	43	Existing Vegetation	13
Future Tollway Interchange	44		
Improvements	44		
Summary	45		

TABLE OF CONTENTS

MAP 7 Existing Water Mains	15	MAP 18 CONCEPT PLAN MAP	34
MAP 8 Existing Storm Sewers	16	MAP 19 Future Average Daily Traffic	41
MAP 9 Existing Sanitary Sewers	17	MAP 20 Future Link Level of Service	42
MAP 10 Existing Land Uses	19	MAP 21 Future Intersection Level of Service P.M. Peak Hour	46
MAP 11 Existing Zoning	23	MAP 22 PROPOSED ROADWAY NETWORK IMPROVEMENTS	47
MAP 12 Existing Building Heights	25	MAP 23 Proposed and Existing Sidewalks and Bikepaths	55
MAP 13 Existing Floor Area Ratios	26		
MAP 14 Average Daily Traffic	29		
MAP 15 Existing Traffic Volumes	30		
MAP 16 Intersection Level of Service A.M. Peak Hour	32		
MAP 17 Intersection Level of Service P.M. Peak Hour	33		

TABLE OF CONTENTS

LIST OF TABLES

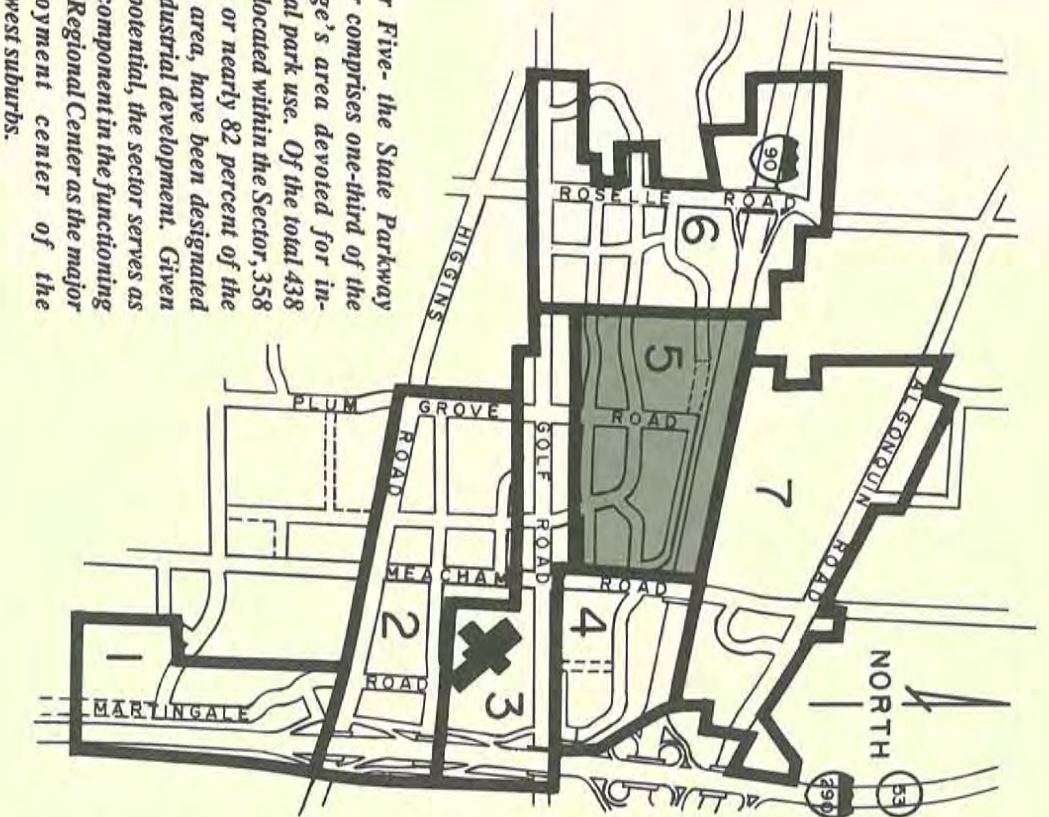
TABLE 1 Historical Highlights	4
TABLE 2 Existing Land Uses	18
TABLE 3 Concept Plan Land Use Distribution	36
TABLE 4 Vacant and Occupied Land by Land Use Category	37
TABLE 5 Building Square Footage of Existing and Future Development	38
<hr/>	
A P P E N D I C E S	
<hr/>	
APPENDIX 1 Vacant Land Summary Data	57
APPENDIX 2 Existing Land Use Summary Data	58



CHAPTER ONE INTRODUCTION

Sector Five, the State Parkway Sector, is located in the north central portion of the Woodfield Regional Center Concept Planning area. The State Parkway Sector consists of approximately 438 acres located north of the commercial parcels along Golf Road, east of the Copley Center office/industrial park, south of the Northwest Tollway/I-90, and west of Meecham Road (Map 1). The State Parkway Sector is the only sector in the Woodfield Regional Concept Planning area that is entirely bounded by other land in the Regional Center except for a small portion of its northern boundary near the Mazak and BMW buildings. Here, the Sector borders unincorporated Cook County west of the Motorola campus which is not included in the Regional Center Concept Plan.

Nearly all of the land in the Sector is zoned or used for Industrial/Office uses. The Sector is composed of four low-intensity Industrial/Office parks: Woodfield Business Center I and II, Schaumburg Center for Commerce, and the Schaumburg Industrial Park. The locations of these four parks are identified on Map 2. Woodfield Business Center I and II which opened in 1980 and 1982, respectively,



Sector Five- the State Parkway Sector comprises one-third of the Village's area devoted for industrial park use. Of the total 438 acres located within the Sector, 358 acres, or nearly 82 percent of the entire area, have been designated for industrial development. Given such potential, the sector serves as a key component in the functioning of the Regional Center as the major employment center of the northwest suburbs.

comprise approximately 199 acres of the west half of the Sector. A portion of these two parks is also located to the west in the Roselle Road Sector. Schaumburg Center for Commerce opened in 1980 and is located south and east of Plum Grove and Wiley Roads and consists of only twenty-six acres. The oldest of the four parks is the Schaumburg Industrial Park which opened in 1968. The park consists of approximately 200 acres and is located

west and north, respectively of Meacham and Golf Roads. The State Parkway Sector contains one-half, or four of the Village's eight industrial parks. The planning area contains approximately one-third of the land devoted to office/industrial parks in the Village. The other four parks are Copley Center, Schaumburg Technological Center, the Tollway Industrial Park, and the Spectrum (Center) Industrial



WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

4 INDUSTRIAL PARKS

- WOODFIELD BUSINESS CENTER I
- WOODFIELD BUSINESS CENTER II
- SCHAUMBURG INDUSTRIAL PARK
- SCHAUMBURG CENTER FOR COMMERCE



PREPARED BY
VILLAGE OF SCHAUMBURG PLANNING DEPARTMENT
JUNE 1991

TABLE 1
HISTORICAL HIGHLIGHTS

1956	Construction is begun on the Northwest Tollway
1968	Schaumburg Industrial Park opens
1973	Golf Road is widened from two to four lanes
1978	Kamko and Elcedo buildings receive Village Board approval
1979	Roselle Road is widened from two to four lanes
1980	Woodfield Business Center and Schaumburg Center for Commerce business parks open
1981	Yamazen and Radiation Sterilizers open for business
1984	Northwest Tollway interchange at Roselle Road opens
1985	Federal Express and Metromedia hold ground breakings
1987	Mazak and Kin West are granted Site Plan approvals
1988	Jefferson Smurfit and BMW begin construction
1990	Willow Lake Office Plaza begins construction



Mazak Corporation

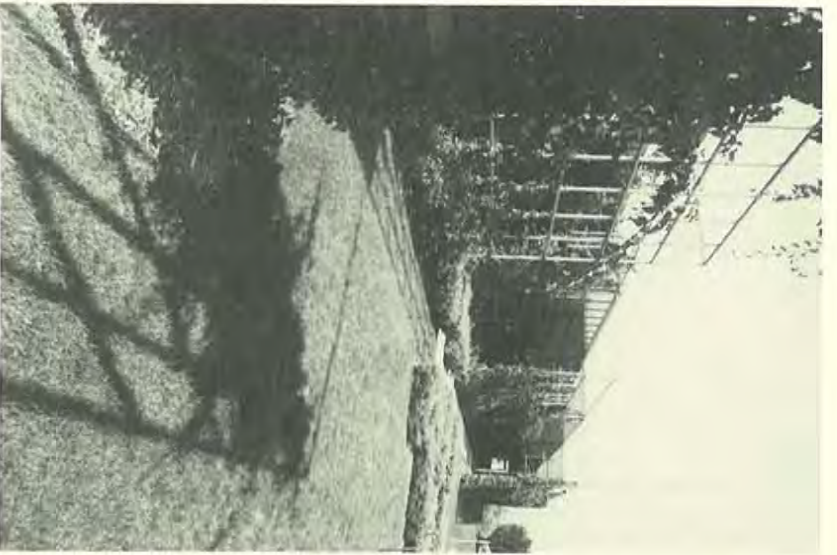
Park. If the Motorola Campus is included as a ninth industrial park, the land area in Sector Five would comprise approximately one-fourth of all of the industrial land in the Village. Additional discussion of the industrial/office land uses, including automobile and service uses, may be found under the Concept Plan chapter.

Approximately eighty percent of the land area in Sector Five is already developed. The remaining vacant parcels account for ninety-one acres of land in twenty-four parcels. It is expected that this vacant land could be developed as thirty additional building sites containing an additional two million square feet of industrial/office space. This would represent nearly a fifty-eight percent increase over the existing 3.6 million square feet of development in the Sector today. The two million additional square feet is based on the assumption that the vacant lots will develop at their maximum floor area ratios of 45 and 60. This assumption was used to ensure that the roadway network could carry all additional traffic generated by development of the vacant land. It is

more likely that most of the vacant sites will develop at a floor area ratio nearer to .4. This density would generate an additional 1.4 million square feet of development, or approximately one-third more building square footage than currently exists.

Using the maximum floor area ratios helps account for possible increases in floor area ratios that may be granted in the future through variations. Use of such ratios also allows for redevelopment of the underutilized parcels at higher floor area ratios and for expansion of existing buildings in the Sector. Such expansions and redevelopment are acceptable in this low intensity area. In other sectors, such as the Woodfield Road Sector, expansions of large office complexes could result in substantial increases in peak hour traffic unaccounted for in the concept plan for that Sector. This problem is not inherent in a low intensity industrial park.

The Sector contains 104 separate buildings and complexes. Of these, eighty-five are industrial, seven office, six automobile related, three health club facilities, and three quasi-public buildings.

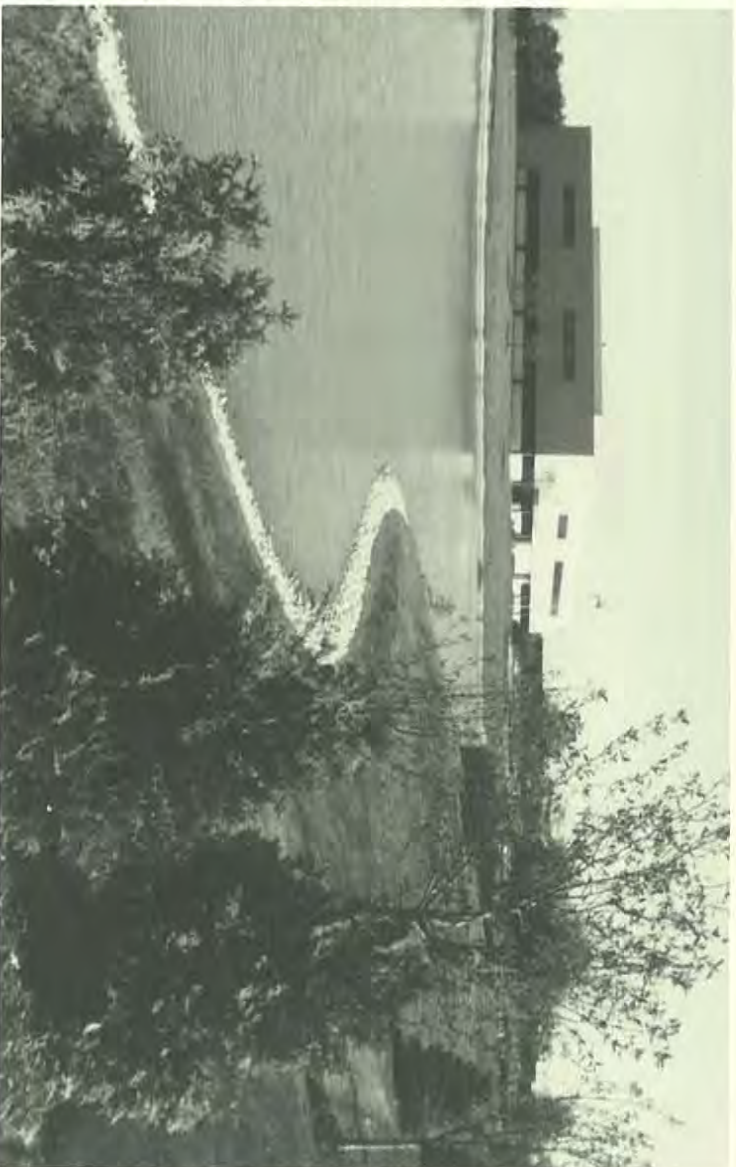


Metromedia Paging

The current Comprehensive Plan, Managing the Growth of Schaumburg, designates all of the land east of Plum Grove Road for Small Parcel Employment and the area west of Plum Grove Road for Regional Multi-Use. The Regional Multi-Use corresponds to the M-P Zoning District, and the Small Parcel Employment is reflected in the M-1 Zoning District. While the former Comprehensive Plan designates the area near Meacham Road for Small Parcel Employment, the M-P zoning reflects the Village's desires to avoid the stripping of Meacham Road for multiple parcels with quasi- or non-industrial land uses. Because of the industrial homogeneity of the Sector, the State Parkway Sector Concept Plan is fairly simple in terms of its land use recommendations in that it designates all of the land in the Sector for Industrial/Office uses except for the

open space, right-of-way, and public land uses which are designated to remain for Public/Quasi-Public use and the Commercial/Service use of the Woodfield Plaza parcel. Under the Directives of the Sector Five Concept Plan, there are, however, more detailed land use recommendations regarding the type and location of non-industrial uses which may warrant amendments to the Plan.

The recommendations contained in the Concept Plan are based on extensive research of the existing conditions in the Sector and future needs of the entire Regional Center. Substantial justification must be made by a petitioner desiring to modify the Plan recommendations. The Plan is intended to serve as a guide, however, and supplements the regulations found in other Village codes and ordinances. A change in existing conditions may warrant amendments to the Plan, therefore, the Plan should be reviewed periodically to ensure its relevance to the future development of the Sector.



Smith Kline Beecham Laboratories



Since establishing its corporate headquarters in Schaumburg in 1976 (the company opened the plant at Motorola Center in 1968), Motorola has opened a number of division operations within the industrial parks of the State Parkway Sector.

Historical Development

Upon construction of the Northwest Tollway/I-90 in the late 1950's the Village became more accessible, and development pressures to convert farmland into bedroom subdivisions mounted. This residential development of the sixties was followed by commercial, office, and industrial development in the seventies.

Growth in the Sector has been steady over the past twenty years, with new construction occurring every building season. New buildings were even erected during the early 1980's when construction starts slowed throughout the metropolitan area. Construction is expected to continue at a steady pace with the remaining scattered vacant sites developed over the next ten years. The larger vacant tracts of land in Woodfield Business Center Two East, near Commerce Drive and Basswood Road, are expected to be built out over the next decade.

The Sector developed in concert with the construction of Woodfield Mall and the movement of large corporate headquarters into the Village in the late sixties. The first industrial park in the Sector, the Schaumburg Industrial Park opened in 1968. The earliest construction in the Sector took place along Wiley Road, adjoining Meacham Road, and along the north side of Remington Road, east of Plum Grove Road. The 1970's also saw the widening of Golf Road from two to four lanes in 1973 and the widening of Roselle Road in 1979. Both of these roadways funnel traffic into the Sector from the west and south.

During the early 1980's many of the buildings west of Plum Grove Road adjoining Remington Road and State Parkway were developed. In 1984, the tollway interchange at Roselle Road opened, increasing the accessibility of the Sector further. Through the 1980's construction starts in all portions of the Sector took place. Many of these new buildings, rather than being developed for a specific user, were constructed as multi-tenant buildings and

catered to office/warehouse users rather than assembly or manufacturing tenants. A number of these office buildings are located near Meacham Road, as they receive more traffic and prefer more visibility than a larger industrial building frequented largely by its employees.

The last half of the decade saw the arrival of another new tenant in the Sector - the automobile service and preparation facilities. As the dealerships along Golf Road expanded their inventory, demand grew for additional land nearby to store or prepare vehicles for sale. Many commercial uses with excess parking or underutilized lots leased land to the dealerships for storage. Parcels in Sector Five were purchased to be used as dealer preparation facilities

and vehicle storage lots. These uses are allowed by ordinance only in the M-1 Manufacturing Districts in the Sector.

The Sector has also become a hub for foreign owned manufacturing companies in the Village, particularly Japanese firms. These include among others, Futaba (vacuum fluorescent displays and keyboards), Nichicon (electronic components), Sugino (drilling, tapping, water jets, cutting equipment), Mazak (industrial machinery), FYH (ball bearing and units), NHK (auto parts and industrial goods - import/export), Okuma (machine tool service), Yamazen (machinery, tools and industrial equipment), Yokohama (rubber tires, belts, hoses, etc.), and Kitagawa (power chucks).



Kitagawa



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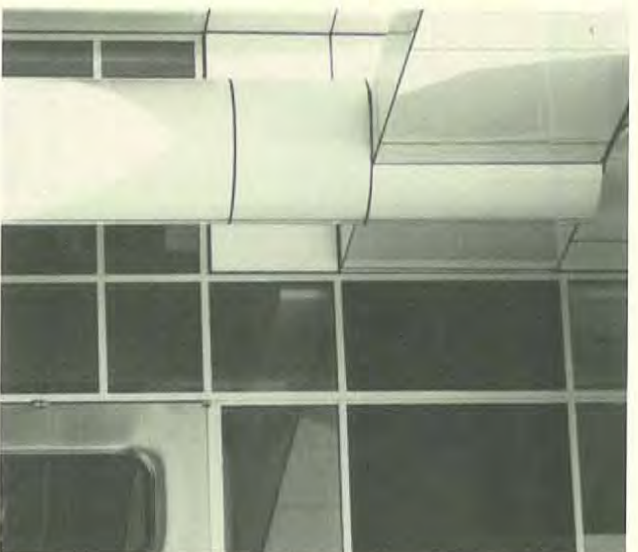
WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

EXISTING DEVELOPMENTS

- DEVELOPMENTS**
- 1 SOUTHLINE
 - 2 PATRICK PREP CENTER
 - 3 FEDERAL EXPRESS
 - 4 COPPER SYSTEMS
 - 5 NETWORK SOUND
 - 6 POLYMER
 - 7 MOTOROLA INCORPORATED
 - 8 PUTYBA
 - 9 PREMIER ELECTRONICS
 - 10 RENSILAW
 - 11 ACKERMAN'S FURNITURE
 - 12 500 TERMINATION
 - 13 BRASSWOOD OFFICE PLAZA
 - 14 OMBRON
 - 15 FINN-POWER INCORPORATED
 - 16 DONNOLDS IMPORTERS
 - 17 ALPHA AMERICAN INDUSTRIES
 - 18 VAMAZON CORPORATION
 - 19 COMMONWEALTH EDISON
 - 20 MONTANA LUMBER OAK STEEL
 - 21 TOBINO BAKING COMPANY
 - 22 PULIN TECH CENTER
 - 23 MICHIGAN COURT OFFICE PLAZA
 - 24 CABLESHARE INCORPORATED
 - 25 TELBECANNOUE
 - 26 CELLULAR ONE
 - 27 DATA WALL SYSTEMS
 - 28 STERLING HYDRAULICS LIMITED
 - 29 GRAND ILLUSION
 - 30 DUANE MITE
 - 31 ADV DATABYTE MIDWEST
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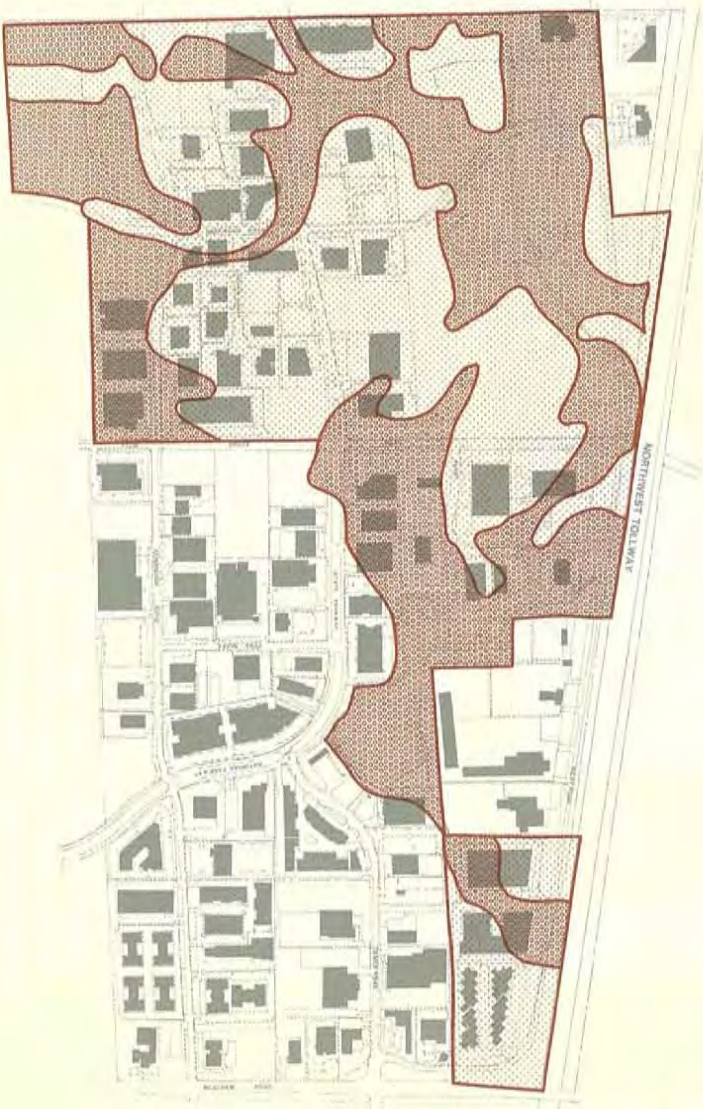
CHAPTER TWO EXISTING CONDITIONS



The existing conditions present in Sector Five will have a major impact on the development of the remaining parcels. The vacant sites are mostly small and scattered; therefore, their use is largely controlled by surrounding land uses and intensities. Another major controlling factor for the large vacant tracts found in the Woodfield Business Center II East is the presence of federally regulated and protected wetlands. The existing conditions that follow contain information on soils, wetlands, drainage, vegetation, utilities, land uses, adjacent land uses, zoning, building heights, floor area ratios, transit systems, roadway network, traffic volumes, roadway adequacy, and intersections within Sector Five. Existing developments are shown on Map 3.

Soils

Soil conditions in the Sector are taken from the May, 1979 Soil Survey of DuPage and part of Cook County, prepared by the U.S. Department of



WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

SOILS INTERPRETATION & BUILDING SITE SUITABILITY

- SLIGHT LIMITATIONS
- MODERATE LIMITATIONS
- SEVERE LIMITATIONS



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JUNE 1991



WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

DESIGNATED WETLANDS

- NATIONAL WETLAND INVENTORY
- SCHAUMBURG WETLAND PROTECTION DISTRICT



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JUNE 1991



The wetlands between Basswood and Plum Grove Roads north of State Parkway have been preserved as a condition of zoning approval for the Woodfield Business Center II.

Agriculture. The majority of the Sector's land south of State Parkway is considered urban land. Soils in the northeast portion of the Sector are Markham and Elliot silt loams with one to five-percent slopes that are somewhat poorly drained. Soils in the southwest quadrant of the planning area are also Markham silt loams that are partially eroded on steeper five to ten percent slopes along the west boundary of the Sector. In the wetland and lake areas north of State Parkway are Muskego and Houghton mucks, with zero to two percent slopes that are deep and very poorly drained. Most of the planning area contains soils having moderate to severe development limitations. These limitations are due to a large portion of the planning area being located within the 100 year flood plain. Nearly all of the vacant land is, however, developable through proper engineering. The only area which is not developable is the wetland

located between Basswood and Plum Grove Roads south of Commerce Drive. This wetland is depicted on the May, 1983 National Wetlands Inventory, prepared by the U.S. Fish and Wildlife Service. The wetland is a seasonal Palustrine emergent wetland which has been partially drained.

The zoning approvals for Woodfield Business Center II, granted in 1981, designated 19.6 of these acres as wetlands and open space to be preserved. These same acres are mapped and reflected in the Village's Zoning Ordinance as designated wetlands to be protected.

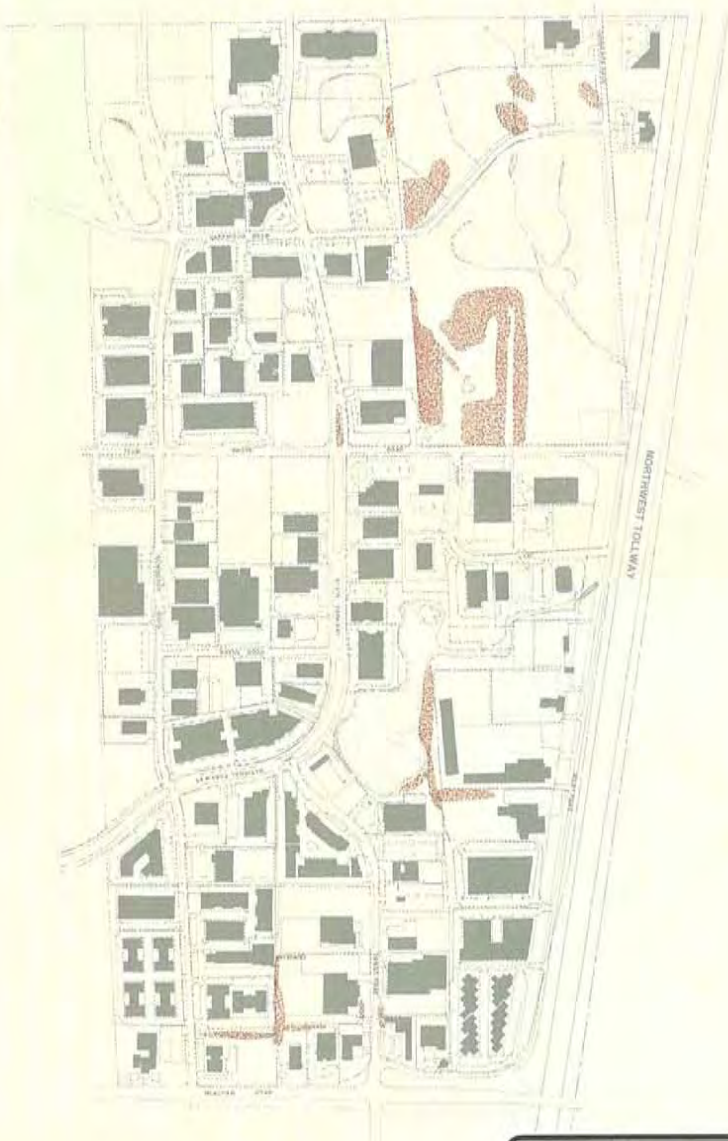
The lake at the southwest corner of Basswood and Remington Roads, the small wetland areas opposite Penny Lane on the west side of Plum Grove Road, Lake Dinkel north of State Parkway near Tower Road, and several other smaller areas throughout the Sector are also shown on the National Wetlands Inventory. Most of these lands have already been set aside as permanent open space and are shown as Public/Quasi-Public uses on the existing land use map. Soil conditions are found on Map 4. Existing wetlands are shown on Map 5.

Drainage

The west half of Sector Five contains the steepest slopes and drains northward and eastward into the wetlands near Commerce Drive. The natural drainage way then bends east from the Northwest Tollway/I-90 south into Lake Dinkel. Lake Dinkel and the State/National Parkway drainage ditches are remnants of the West Branch of the Salt Creek through this area. The State/National Parkway drainage is carried south in pipes under Golf Road where it eventually enters the unpiped West Branch in the Woodfield Lakes complex.

Vegetation

For a predominantly developed area, Sector Five contains some larger groupings of vegetation.



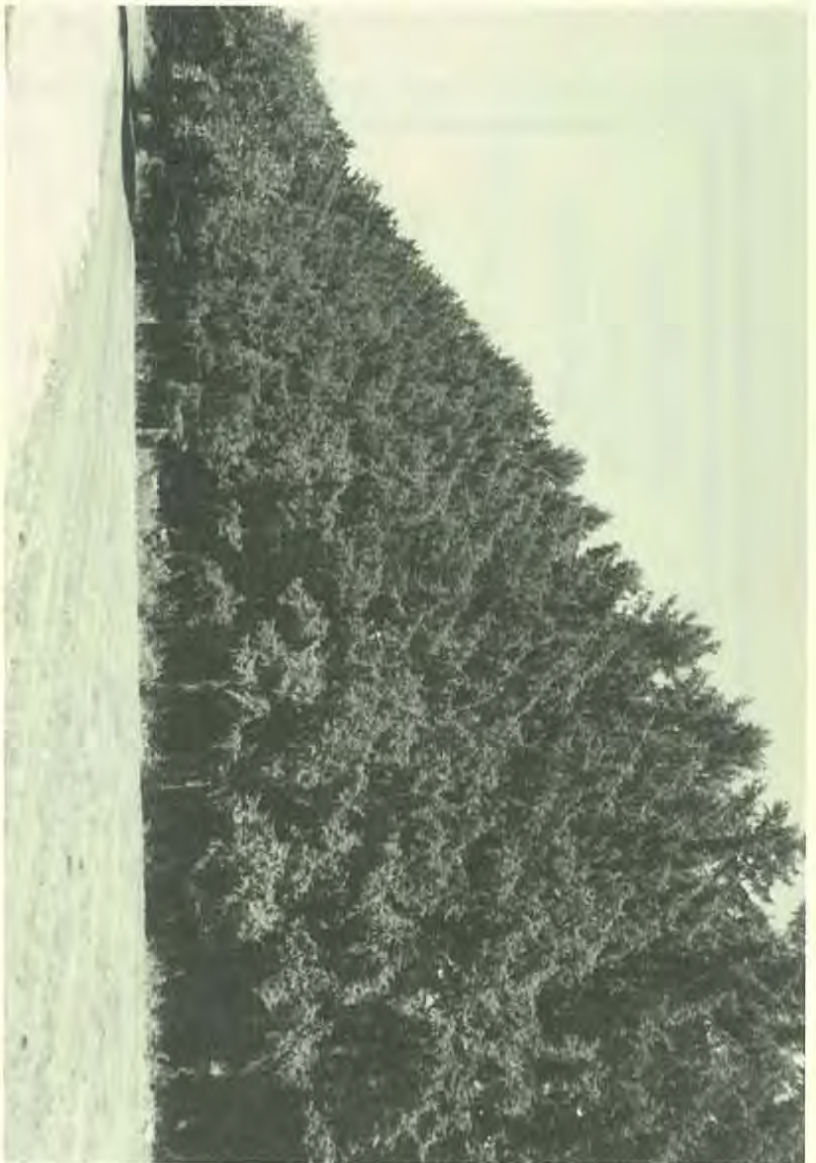
WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

EXISTING VEGETATION
EXISTING VEGETATION



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JUNE 1991



These mature spruce trees, located on the west side of Plum Grove Road near Penny Lane, should be preserved as part of development plan approval . While planted too closely to ensure long-term survival, the height and density of the stand provides an important visual focal point for the Sector from both the south and the Northwest Tollway.

Surrounding Lake Dinkel and north of Remington Road near Meacham Road are stands of Willow trees and linear areas along old hedge rows containing tree barriers from the original farm plots. The Willow trees are in fair to good condition and range in size from 24 to 36 inches.

Opposite Penny Lane on the west side of Plum Grove Road are large groupings of trees preserved adjoining an old farm house. Two large linear stands of Norway Spruce line the drive leading from Plum Grove Road to the house. These spruces range in size from 18 to 36 inches and are in poor condition, fair at best. In either case, it has always been the Village's desire to preserve these spruce trees in the present location, and they were consequently

reflected on the development plans for Woodfield Business Center approved in 1981 as trees to be preserved. The trees are now found to be in poor and declining condition. Prolonged growth was inhibited by overly dense planting originally. An important factor in assessing the preservation value of particular trees is the number of vital years remaining. Ideally, when aged trees reach the point where removal is necessary, any trees planted with new construction will have reached mature size.

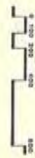
To the south of the spruce stand, along the southern property line of the large vacant parcel, is a concentration of White and Scotch Pines, 10 to 30 inches in size, in fair to good condition. West of the farm house is a variety of trees in fair condition including Sycamore, Norway Maple, Littleleaf Linden, White Birch, Elm, Larch, Buckeye, Willow, Norway Spruce and Scotch Pine. These trees range in size from 10 to 30 inches.

Another grouping of 18 to 24 inch Scotch and White Pines is located west of Basswood Road north of the Smithkline parking lot. Scattered throughout the vacant land on either side of Basswood Road are 24 to 36 inch native Locust, Willow, and Cherry trees in fair condition.

Wherever feasible, specimen trees in good condition should be preserved upon development of individual lots. Existing trees take years to replace and add greatly to the aesthetics and appeal of a new development. Map 6 depicts the existing vegetation in the State Parkway Sector.

Utilities

The siting and construction of a new standpipe to provide for water storage and satisfy fire protection requirements is the most pressing utility improvement needed within the Sector. At the time of this writing, the Village is negotiating to secure a site at the southwest corner of State Parkway and Plum Grove Road which should adequately address this need for additional capacity within the portion of the Metropolitan Water Reclamation District of Greater Chicago serving this area. In addition,



**WOODFIELD
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CONCEPT PLAN**

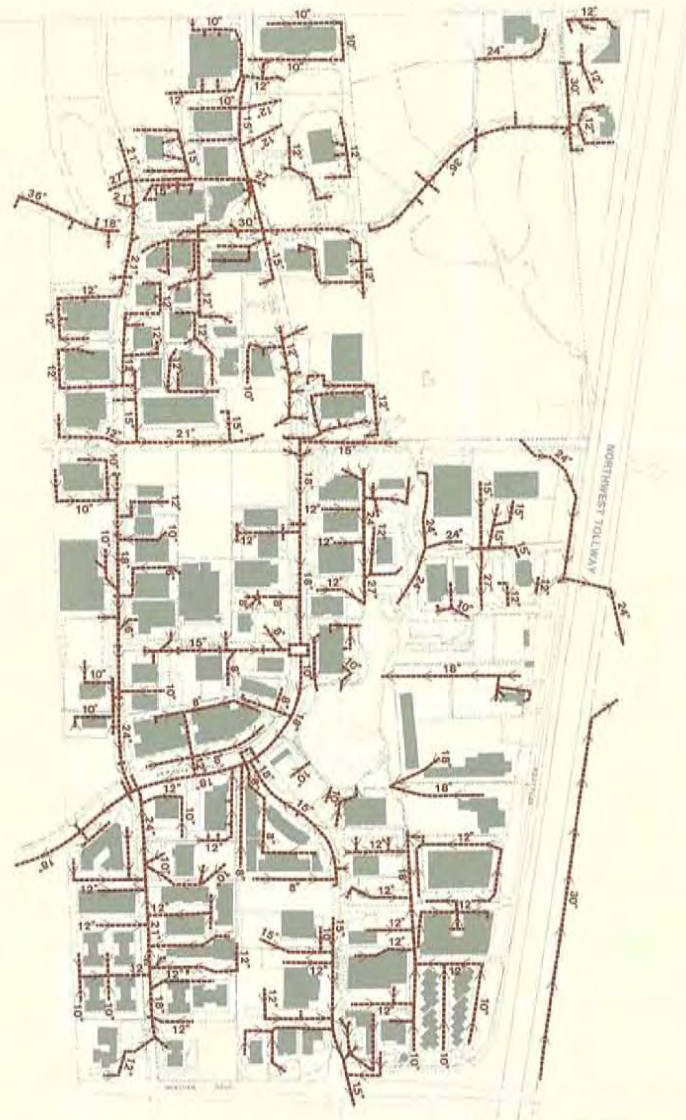
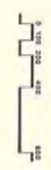
STATE PARKWAY SECTOR

EXISTING WATER MAINS

WATER MAINS



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CONCEPT PLAN**

STATE PARKWAY SECTOR

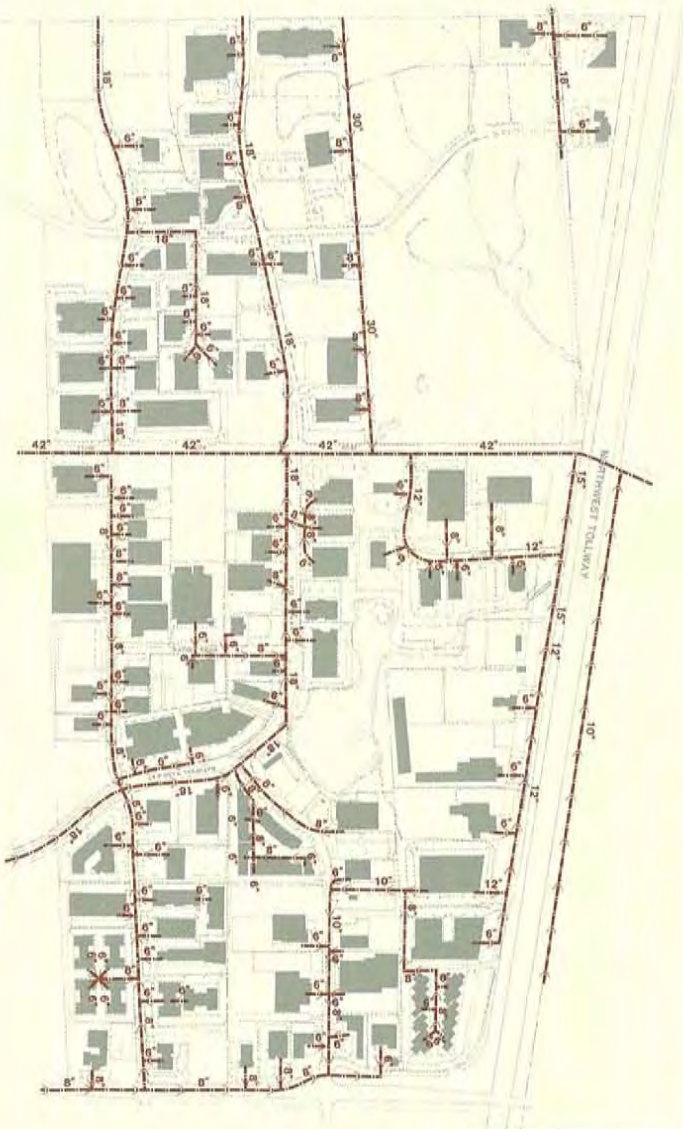
EXISTING STORM SEWERS

STORM SEWERS ————

DIRECTION OF FLOW > > > >



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JUNE 1991



**WOODFIELD
REGIONAL
CONCEPT PLAN**

STATE PARKWAY SECTOR

EXISTING SANITARY SEWERS

SANITARY SEWERS
DIRECTION OF FLOW

—>>>>>



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JUNE 1991

TABLE 2
EXISTING LAND USES

Land Use	Acres	Percent
Industrial	226.8	51.8
Office	25.1	5.7
Industrial/ Service	22.1	5.1
Public/ Quasi-Public	72.6	16.6
Vacant	91.2	20.8
TOTAL	437.8	100.0

Source: Schaumburg Planning Department,
August 1991

sewer extensions will be necessary to service the vacant lots near Remington and Basswood Roads, and water and sewer line extensions will be necessary for the vacant portions of Woodfield Business Center II East.

Water mains generally parallel the roadways and range in size from six to twenty-four inches in diameter. Ten to twelve inch mains follow the east/west roadways and larger twelve to twenty-four inch mains follow the north/south roadways to connect to the main water source. Water main extensions were provided internal to the Meacham Courts Office Plaza and the Parkway Industrial and Office Plaza to provide adequate fire protection for the multiple structures on these sites. The location of water mains within the Sector are shown on Map 7.

Storm sewers, as indicated on Map 8, are scattered throughout the Sector. In addition to feeding into main lines along the rights-of-way, these storm sewers also feed into one of several detention lakes in the Sector or into the open spillway within State/National Parkway. The storm water is carried south of Golf Road via National Parkway to the West Branch of the Salt Creek in Sector Two. A portion of the storm water is carried eastward across Meacham Road via a storm sewer along Tower Road. This storm water eventually drains into the lake/creek system of the Busse Woods Forest Preserve. The storm sewer sizes vary widely from two to thirty inches in diameter depending upon the number of properties which they serve. The open drainage way within State and National Parkways currently experiences capacity problems and flooding occurs within the area. South of Golf Road the areas on either side of the West Branch of the Salt Creek also experience flooding. A region-wide flood study is being conducted to determine the cause of the flooding and whether the flooding may be eliminated or lessened through storm sewer improvements installed as part of the State/National Parkway road reconstruction project.

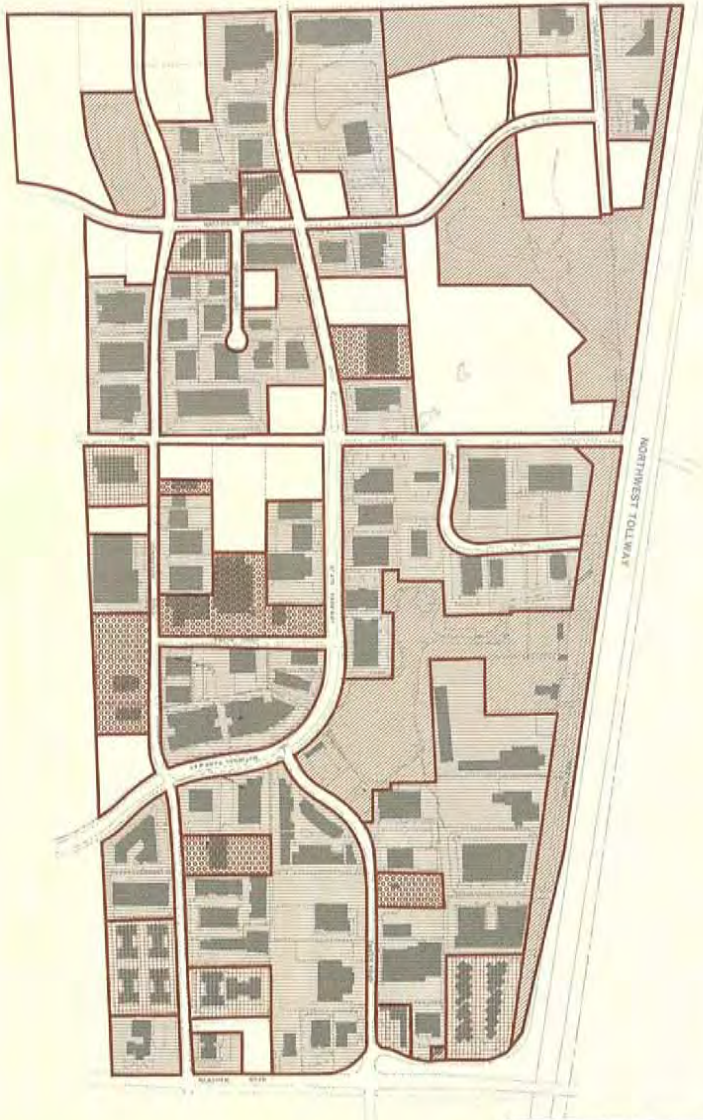
Sanitary sewers in the Sector are typically six to eight inch building connections which lead to sixteen to eighteen inch sewers that parallel the roadways. Most of the sewage is carried southward

out of the Sector in eighteen inch sewers along Meacham Road and State and National Parkways. Existing sanitary sewers are shown on Map 9.

Existing Land Uses

The existing land uses, shown in Map 10, reveal a pattern of predominance by manufacturing and office uses. These uses reflect the manufacturing zoning present throughout the Sector. In addition to the industrial and office uses, several public and quasi-public uses are located in the northern half of the planning area. These uses are mainly utility uses commonly found in industrial parks. They include Village well sites, rights-of-way for gas and electric lines, a headquarters building for the gas company, an electric substation, a State of Illinois motor vehicle emissions testing facility, and several lakes, wetlands and open space. The utility rights-of-way generally parallel the Northwest Tollway/I-90 right-of-way. The wetlands and lakes are also generally found in the north and west portions of the Sector near the Tollway where the land drops in elevation.

Table 2 shows that of the 438 acres in Sector Five, 347 are already developed. Fifty-two percent of the total land area in the Sector is devoted to Industrial/Office uses. Of the 347 developed acres, 227 or sixty-five percent, are devoted to such uses. These 227 acres contain 2,970,000 square feet of development in seventy-six buildings or complexes. Industrial/Office uses are those whose primary business is industrial or manufacturing and in which a portion of the building is devoted to office use. The Industrial/Office designation is also given to multi-tenant buildings where the majority of tenants are industrial, yet there may be some individual businesses who are primarily office oriented. The Pivot Point Beauty School, for example, is designated as industrial/office because, although the school is office-oriented, the loading zone is used for its operation. In the future, if the Pivot Point Beauty School relocates, the building is likely to be converted for an industrial use.



WOODFIELD REGIONAL CONCEPT PLAN

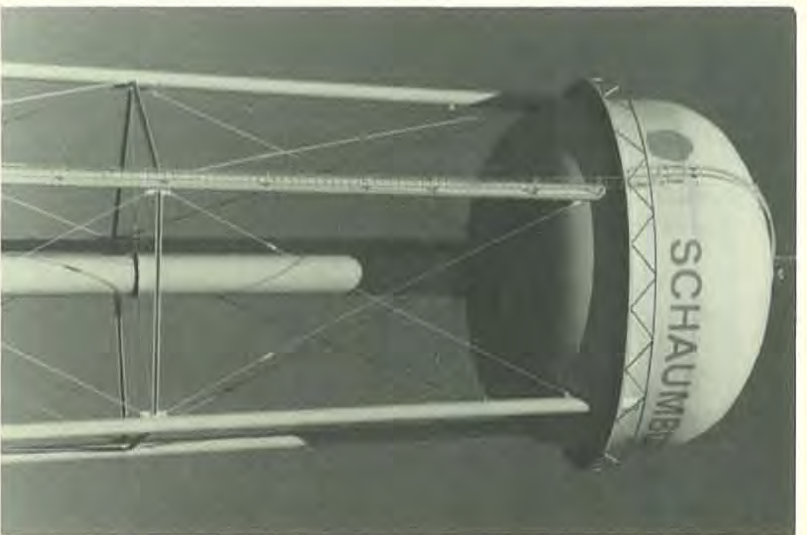
STATE PARKWAY SECTOR

EXISTING LAND USES

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



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JUNE 1991



Village of Schaumburg Water Tower, Wiley Road



State of Illinois Vehicle Emissions Testing Center

The second largest land use category in the Sector is the Vacant land use category with ninety-one available acres comprising slightly less than nineteen percent of the land area in the Sector. There are twenty-one separate parcels of land which could be developed into an estimated thirty building sites. Each of these vacant sites is designated for Industrial/Office use with exception of the Woodfield Plaza site, which is planned for Commercial/Service use.

The third largest land use category is Public/Quasi-Public uses which occupies approximately seventeen percent of the land area in the planning area. Of the nearly seventy-three acres of Public or Quasi-Public land in the Sector, building structures occupy only 15,000 square feet of area. Three quasi-public buildings exist in the Sector, an 8,000 square foot Northern Illinois Gas Company

Headquarters along Wiley Road, a 4,000 square foot Commonwealth Edison Substation along Wiley Road, and a 3,000 square foot Illinois Emissions testing facility on Tower Road.

Both the Industrial/Service and Office categories each comprise approximately five percent of the land area in the Sector with Office uses slightly outnumbering the Industrial/Service uses. In comparing these rankings in terms of building square footage rather than land area, the Office and the Industrial/Service categories climb to second and third place respectively behind the Industrial/Office land use category. As the Public lands contain few or very small structures and the Vacant land contains no structures, naturally these two land use categories rank fourth and fifth when building square areas are compared.

The Office land uses comprise 323,000 square feet of buildings on just over twenty-five acres of land. Only seven developments are considered to be predominantly Office uses. These include Basswood Office Plaza, Metromedia Paging, Plum Grove Corporate Center, Meacham Court Office Plaza, Remington Office Courts I and II, and the new Americenter building. These parcels designated as Office are those where the primary use of the building is office, although warehousing or distribution or assembly may be accessory to these uses. The office designation is also given to multi-tenant buildings containing a predominance of office users although there may be individual tenants which are entirely manufacturing uses.

Twenty-two acres of land are devoted to Industrial/Service uses. There are nine such uses with 266,000 square feet of development. Six of these uses are automobile related and include the Patrick body shop, Woodfield Ford body shop and storage, Larry Faul Oldsmobile, Schaumburg Mazda, Larry



Woodfield Racquet Club

Faul Body Shop, and Dunn Rite car and truck rental. The three remaining land uses in the Industrial/Service category are recreational uses: Woodfield Racquet Club, Gymkhana Gymnastics Club, and the Signature Fitness Center, all three of which are located on Payne Road. Industrial/Service uses are those which serve as accessory services for the employees of the business parks, health clubs, hotels, etc.. Additionally, Industrial/Service uses are primarily service oriented, but due to their nature or space demands, are located in industrial rather than commercial areas. These include body shops, storage facilities, dealer preparation areas, and the like.

Adjacent Land Uses

The sectors in the Regional Concept planning area are studied individually, but the land areas adjoining each of the sectors greatly influence the



Woodfield Ford Body Shop

uses and land use trends among sectors. Sector Five is bounded by two major roadways to the east and north and by existing development to the west and south.

To the north of the Sector is the Northwest Tollway/I-90 which separates the Sector from the Algonquin Road Sector to the north. Generally, higher intensity developments are permissible along such roadways due to the lack of negative impacts such intensity will have on adjoining land uses and due to the normally higher land values associated with easy access and visibility afforded by such expressways. However, the majority of the land in the Sector adjoining the Tollway is not considered usable due to the existence of wetlands and lowlands in the area. Historically, the only Tollway access was located at Route 53/I-290. The half interchange was constructed at Roselle Road in the mid-1980's. Therefore, the higher intensities normally found near the Northwest Tollway/I-90 are not prevalent through the Sector. Rather, development that has occurred has been low intensity industrial and office headquarters buildings. Given the zoning of the property and existing land uses it is unlikely that the remaining vacant land along the tollway will develop at higher intensities. The potential for a full interchange at Roselle Road and a half interchange at Meacham Road is being investigated in conjunction with toll booth relocations. These improvements could enhance the likelihood for slightly higher intensities adjoining the Northwest Tollway/I-90.

To the west of the Sector are two other industrial parks - Woodfield Business Center and the Copley Center. Slightly higher intensities and taller structures may continue to develop in these parks due to their proximity to the Roselle Road interchange. The land uses, however, are identical to those in this Sector.

South of the Sector are the Golf Road Sector commercial lots. The Golf Road sites are used by many of the Village's automobile dealers. These land uses influence the Sector by requiring additional less valuable land to meet their accessory storage and repair needs. Several of these accessory

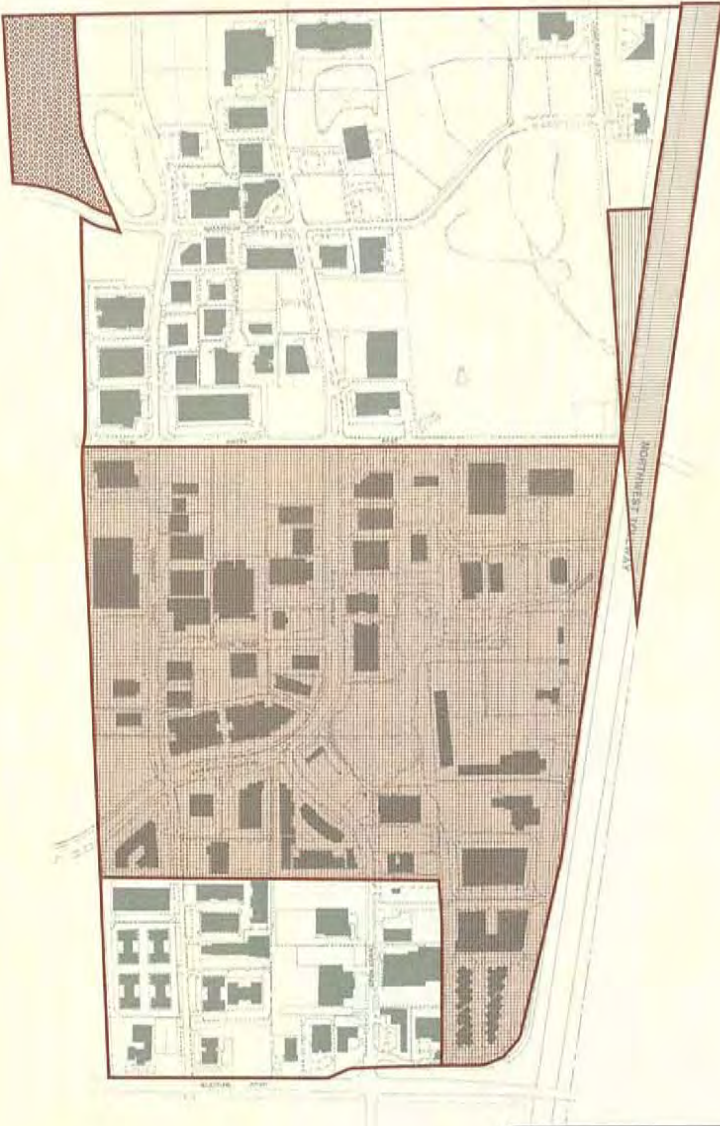
automobile storage and service uses have, therefore, located in the State Parkway industrial parks.

To the east of the Sector is Meacham Road and, beyond Meacham Road, the future Unocal office and retail development of the Unocal Sector. Like most major thoroughfares, Meacham Road has experienced the pressure for conversion of its industrial frontage to commercial and service uses. In fact, a number of the current uses along the road do have service characteristics which cater to the general public. The office uses in the Sector front or adjoin Meacham Road to allow for easy access by the public. A Skylight Inn Hotel was approved for the parcel north of the Baptist Church site at the northwest corner of Remington and Meacham Roads in 1986. The land was subdivided, creating the irregular flag lot, however, the hotel was never constructed. The Concept Plan does not recommend that such service uses be developed along Meacham Road as they will serve to increase the commercialization and conversion of properties along the thoroughfare for such uses. Such flag lots should also be discouraged.

Existing Zoning

The existing zoning in the Sector is shown on Map 11. All of the land in the Sector is zoned M-1 Manufacturing, M-P Planned Manufacturing, or B-2 General Business District. The Woodfield Business Center and all other land west of Plum Grove Road is zoned M-P Planned Manufacturing, except for the Woodfield Plaza shopping center site, which is zoned for B-2 General Business District. East of Plum Grove Road all of the land is zoned M-1 Manufacturing, except for the southeast quadrant of the Sector which is zoned M-P Planned Manufacturing. This M-P Zoning District includes the entire Meacham Road frontage except for the Meacham Court Office Plaza, and extends approximately four lots westward from Meacham Road.

The main difference between the M-1 Manufacturing District and M-P Planned Manufacturing District is that the M-1 areas allow traditional



WOODFIELD REGIONAL CONCEPT PLAN

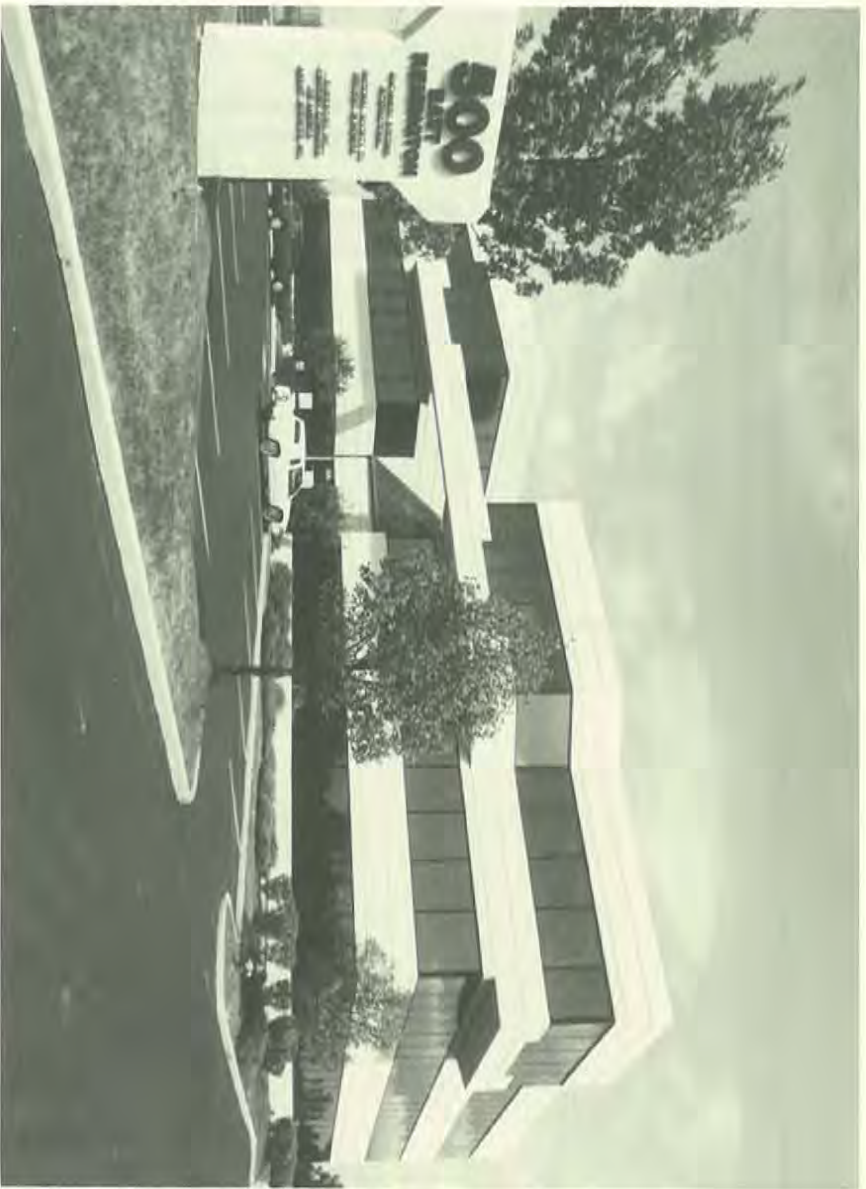
STATE PARKWAY SECTOR

EXISTING ZONING

- M-1 MANUFACTURING
- M-P PLANNED MANUFACTURING
- B-2 GENERAL RETAIL
- P-1 UNINCORPORATED
- R-3 UNINCORPORATED



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The 500 Remington Building, which contains nearly 40,000 square feet of office space, is one of two office structures within the Sector having more than two floors.

manufacturing uses on small lots. In contrast, the M-P Zoning District requires larger tracts of land to be pre-planned for roadway and lot configurations, and allows high tech, research, development, light assembly and office warehouse uses. Woodfield Business Center and the manufacturing areas west of Plum Grove Road were zoned M-P due to their proximity to residential areas to the west and south. The M-P area along Meacham Road was zoned in this manner to ensure that the uses and character of the business park along the roadway was in keeping with the surrounding planned office developments and the large lot, planned office character of Meacham Road. The areas internal to the Sector are zoned M-1 where more intense manufacturing uses

are appropriate. Given the appropriateness of the existing zoning, unlike other sectors, it is, therefore, not recommended that any portions of the planning area be rezoned as they are currently appropriately zoned.

Existing Building Heights

All of the buildings in the Sector are one or two stories in height, with two exceptions -the 500 Remington Building and the Basswood Office Plaza both located in the west half of the Sector. The 500 Remington Building is a three-story structure and the Basswood Office Plaza, the only building in the Sector with structured parking, is a four-story structure.

Existing and planned buildings adjoining the Sector exceed the heights found in the Sector, often substantially. Although as yet undeveloped, the Copley Centre to the west allows higher structures. Taller structures are also existing in the Motorola Center or planned for the proposed Regency Point development adjoining the Northwest Tollway/I-90. The Uncol annexation agreement also allows for taller structures along the Tollway east of the planning area. Existing building heights are shown on Map 12.

Existing Floor Area Ratios

The floor area ratio is used as a measure of intensity in an industrial park similar to units per acre used in a residential development. The floor area ratio, or FAR, is calculated by dividing the gross floor area of the building or buildings on the lot by the area of the lot. Floor area ratios in the Sector, like building heights, are low. The highest floor area ratio in the Sector is .5. There is no pattern in the location of higher intensity uses in the Sector as the difference between a lot with a 2 floor area ratio and a 4 floor area ratio, for example, can be very minor. Existing floor area ratios are shown on Map 13.



WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

EXISTING BUILDING HEIGHTS

- 0 - 2 STORIES
- 3 - 6 STORIES



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WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

EXISTING FLOOR AREA RATIOS (W/O PARKING STRUCTURES)

- 0 - .31
- .32 - .50





Transportation Network

The automobile is the predominant mode of transportation in the Sector. Transit options are limited, but available. Pedestrian and bikeway systems are at best intermittent and, not surprisingly, underutilized.

Transit system

The Pace Suburban Bus Division of the Regional Transportation Authority offers two fixed-route bus services. These are described below:

Pace Route 696 operates all day, on weekdays only. Its eastern terminus is Randhurst Mall in Mount Prospect. The bus travels to Harper College via Woodfield Mall. The route was recently extended into Elk Grove Village. It enters the State Parkway Sector from the south along Plum Grove Road, uses State Parkway, and exits the Sector to the northwest along Commerce Drive.

Pace Route 699 also operates all day, on weekdays only. Its southern terminus is Woodfield Mall. The bus travels north into Palatine near the Dundee/Rand intersection. It enters the State Parkway

Sector from the south along Plum Grove Road, uses State Parkway, and exits the Sector to the northwest along Commerce Drive.

In addition to the two routes described above, the Village and Pace co-sponsor the Dial-A-Ride Transportation (DART) paratransit program. DART is a general public, reservation-based, curb-to-curb system operating within the Village of Schaumburg and portions of Hoffman Estates.

Roadway network

The State Parkway Sector does not include any primary or arterial roadways. Meacham Road along the east boundary of the Sector will be studied as part of the Unocal Sector. The Northwest Tollway/I-90 borders the Sector to the north and will be discussed under the Unocal, Algonquin and Roselle Road Sectors. These Sectors contain existing or planned interchanges with the Tollway. The network is nevertheless successful in carrying traffic to and from regional arterials outside of the Sector.

Collector Streets

Collector Streets generally carry traffic from minor streets to primary streets. They are typically under Village of Schaumburg jurisdiction and located within 80 feet of right of way. Only one route within the Sector meets this classification.

State Parkway/National Parkway

National Parkway enters the Sector from the south and exits the Sector as State Parkway to the west. It is a boulevard design east of Plum Grove Road with a 25 mile per hour speed limit throughout. Outside of the Sector this route connects Illinois Route 58 with Roselle Road.

Special Collectors

A Special Collector is slightly wider than a standard collector street. They are under Village

jurisdiction and located within an 80 foot right-of-way. Three routes fall under this classification.

Wiley Road

Wiley Road currently extends from the northern terminus of Plum Grove Road to Tower Road. It is one lane in each direction with a 25 mile per hour speed limit. Ultimately, this route may connect with Commerce Drive, located in the northeast portion of the Sector.

State Parkway

State Parkway west of Plum Grove Road is a special collector. It is one lane in each direction with a 25 mile per hour speed limit.

Remington Road

Remington Road west of Plum Grove Road is a special collector. It is one lane in each direction with a 25 mile per hour speed limit.

Business Streets

Business Streets look and function like collector streets, carrying traffic to and from primary streets. They are under Village jurisdiction. They differ from collectors in that they are located within narrower rights of way, only 66 feet wide. Only one route within the Sector meets this classification.

Plum Grove Road

Plum Grove Road runs north and south through the Sector. The route is two lanes in each direction with a 35 mile per hour speed limit. This route connects Golf Road (Illinois Route 58) on the south with all of the east-west roads in the Sector.

Industrial Streets

Industrial Streets are designed to accommodate local truck traffic. They are typically 40 feet wide in a 66 foot right of way and will carry traffic to both

collector and primary streets. Industrial Streets are under Village jurisdiction. Four industrial streets are present in the State Parkway Sector.

Tower Road

Tower Road extends from Meacham Road to State Parkway. The route is one lane in each direction. The speed limit is 25 mile per hour.

Remington Road

Remington Road runs east and west through the Sector. It is one lane in each direction with a 25 mile per hour speed limit.

Payne Street

Payne Street is a short north-south road between State Parkway and Remington Road. It is one lane in each direction with a 25 mile per hour speed limit.

Penny Lane

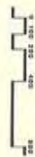
Penny Lane is a short curvilinear road between Plum Grove Road and Wiley Road. It is one lane in each direction with a 25 mile per hour speed limit.

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



**WOODFIELD
REGIONAL
CONCEPT PLAN**

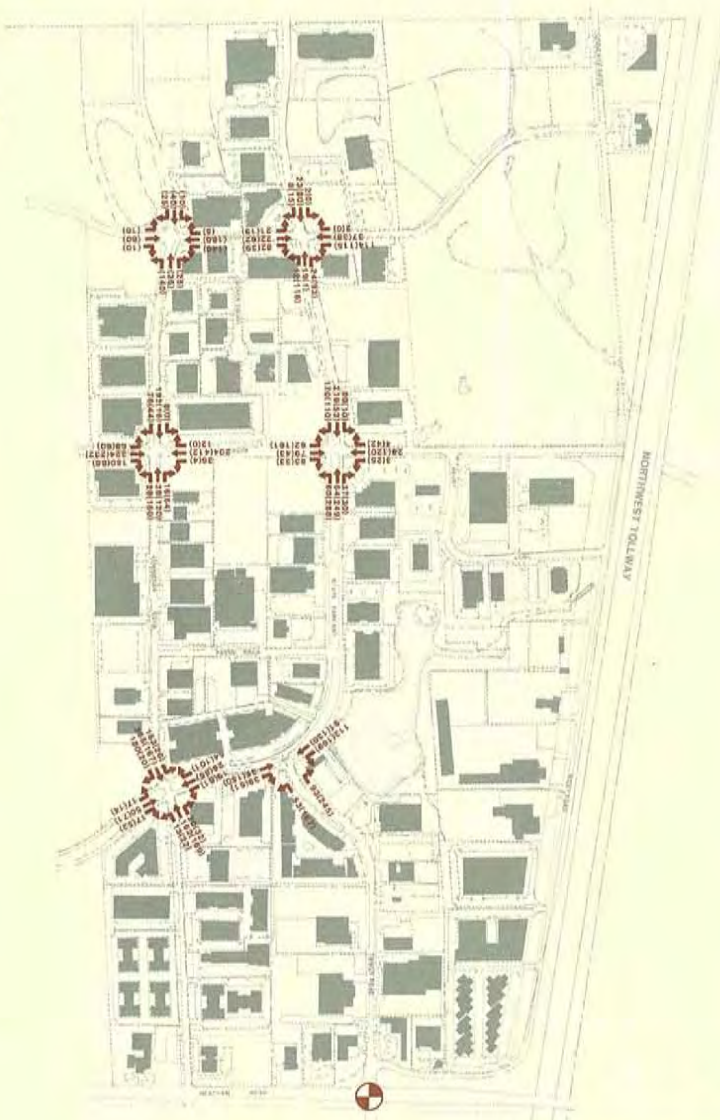
STATE PARKWAY SECTOR

**CURRENT AVERAGE
DAILY TRAFFIC**

ADT 





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WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

EXISTING TRAFFIC VOLUMES

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



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SOURCE: VILLAGE OF SCHAUMBURG ENGINEERING DEPARTMENT

a given roadway in a twenty four hour period. The ADT figures for the State Parkway Sector are shown on Map 14.

The heaviest daily traffic is experienced, not surprisingly, along Plum Grove Road south of State Parkway. This route, carrying 7,000 to 8,500 vehicles each day, is used to enter and exit the Sector from Golf Road. These volumes are not considered heavy, particularly when compared with primary routes such as Meacham Road which carries 30,000 ADT. A similar role is played by Remington Road between National Parkway and Meacham Road, but to a lesser extent in terms of traffic volume (7,000 ADT).

Not far behind in traffic volume is State Parkway between Plum Grove Road and Tower Road. In addition, Tower Road between State Parkway and Meacham Road carries 6,500 ADT to and from Meacham Road.

The busiest periods of traffic flow are called peak hours, which occur typically twice each week-day between 7:00 a.m. to 9:00 a.m. in the morning and 4:00 p.m. to 6:00 p.m. in the evening. In fact, examination of peak hour traffic is more useful than ADTs for assessing roadway function and adequacy. Peak hour counts are shown on Maps 15.

Systematic variations in directional traffic flow are common during peak hours due primarily to commuter patterns. Directional splits within the State Parkway Sector, shown in Map 15, tend to be less dramatic than in other Sectors. Nevertheless, the expected eastward flow in the morning and westward flow in the evening do exist. North-south traffic flow is balanced except near Golf Road where there is some tendency for northbound flow into the Sector in the morning and southbound flow from the Sector in the evening.

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, determined as the road's Level of Service (LOS), forms the heart of traffic impact

studies and traffic planning. Simply stated, the actual peak hour traffic volume is compared with peak hour capacity on each stretch of road. Of course, a road with more lanes has greater ability to carry traffic than one with fewer lanes.

LOS designations are alphabetical, with LOS-A representing the least congestion and LOS-F, the most.

In the State Parkway Sector no roads function below LOS-B. Therefore, no significant delays are typically experienced by drivers here, and a significant amount of capacity remains.

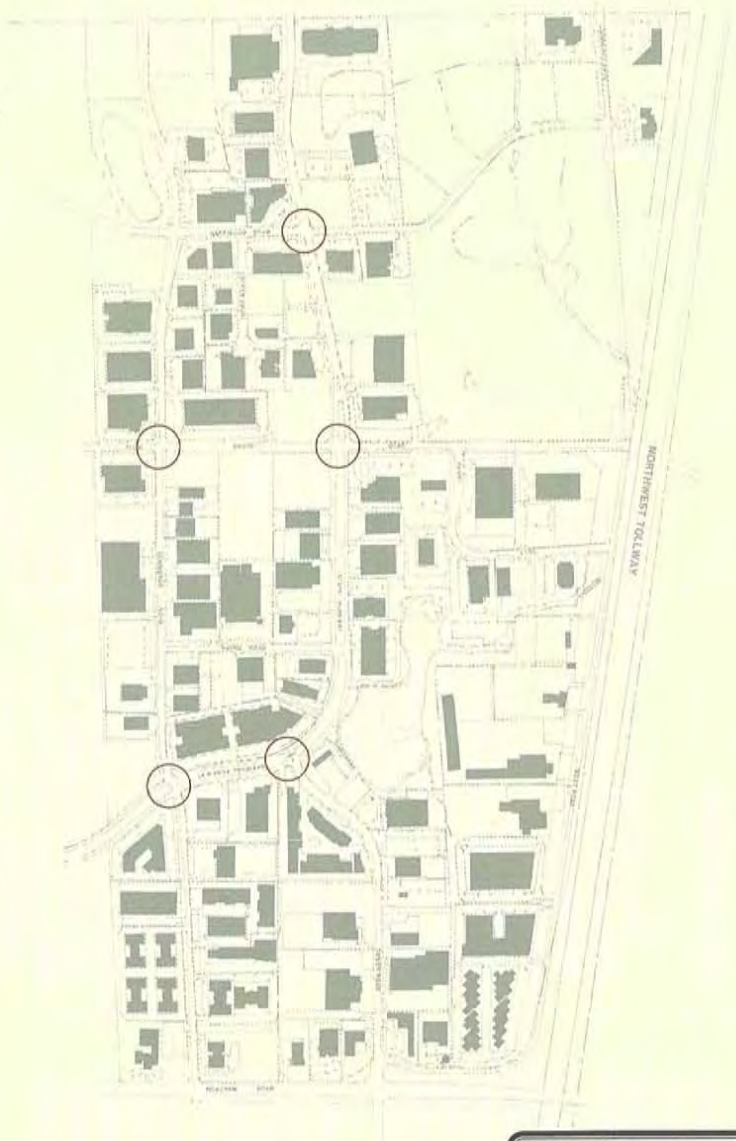
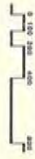
Intersections

The Level of Service for each intersection within the State Parkway is shown for the morning rush hour on Map 16; for the evening rush hour on Map 17.

No intersections within the Sector function below LOS-B during either peak hour. As with the roadways themselves, no significant delays are experienced and capacity remains.

The frequency of accidents at intersections helps alert planners to any special problems that may exist. Within the State Parkway Sector, the intersection of National Parkway/Remington Road sees a moderately high accident rate. No other intersections pose a problem.

National Parkway's boulevard design may be responsible for the confusion at this location. "Do Not Enter" signs were installed to discourage drivers from entering the wrong lanes of the boulevard and accident statistics suggest this has provided some relief, however accidents continue to occur. Some confusion may exist as to whether all four legs of the intersection are stop-controlled. Currently, only the two legs of Remington Road are controlled with stop signs. Four-way stop control should be investigated or signage added noting that traffic on National Parkway does not stop.

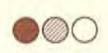


WOODFIELD REGIONAL CONCEPT PLAN

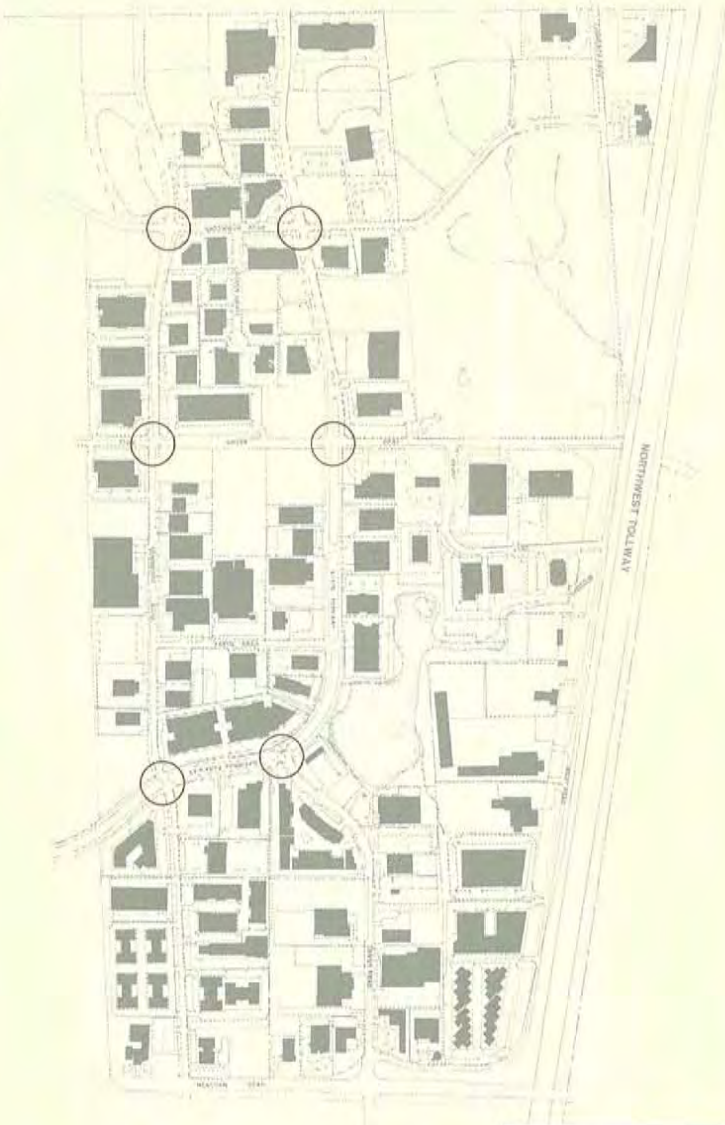
STATE PARKWAY SECTOR

CURRENT INTERSECTION LEVEL OF SERVICE

- A.M. PEAK HOUR
- LOS A-B
- LOS C-D
- LOS E-F



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WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

CURRENT INTERSECTION LEVEL OF SERVICE

- P.M. PEAK HOUR
- LOS A-B
- LOS C-D
- LOS E-F



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WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

CONCEPT PLAN MAP

INDUSTRIAL/OFFICE

COMMERCIAL/SERVICE

PUBLIC/QUASH-PUBLIC

PROPOSED FLOOR AREA RATIO

(FOR PASSING STRUCTURES)

MAXIMUM BUILDING HEIGHT

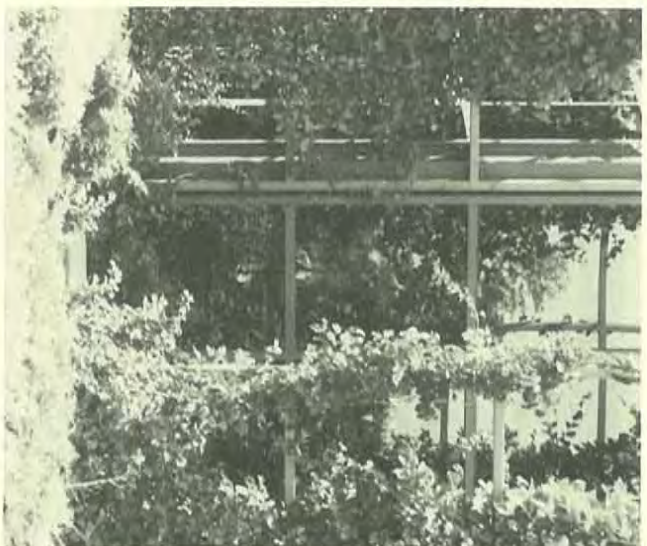


F.A.R.

STORIES



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JUNE 1991



CHAPTER THREE CONCEPT PLAN

The State Parkway Sector Concept Plan, shown on Map 18, notes the land uses, intensities and building heights for the planning area. When reviewing the Concept Plan for the main policies relative to any particular parcel, the Concept Plan map will be the first place to look. In addition, one should consult the proposed roadway improvements, directives, and the design guidelines. Of course, the text of the entire plan will further explain the basis and background behind the information contained in these portions of the Plan.

The Plan should be consulted for any new development or redevelopment of any area in the Sector. The recommendations in the Plan are intended to guide future land use decisions over the next twenty years. Any roadway improvements, land uses, building heights or other elements of this plan which a person may seek to vary in the future should be reviewed carefully. Substantial justification must be given based on changed conditions from the time the Plan was adopted to warrant such a deviation.

**TABLE 3
CONCEPT PLAN LAND USE
DISTRIBUTION**

Land Use	Acres	Percent
Industrial/ Office	358.0	81.8
Commercial/ Service	16.0	3.6
Public/ Quasi-Public	63.8	14.6
TOTAL	437.8	100.0

Source: Village of Schaumburg Planning Department, August 1991

Unlike other Sectors of the Woodfield Regional Center Concept Plan, the Concept Plan for the State Parkway Sector recommends that the land uses remain generally uniform throughout the planning area. While mixed land uses such as entertainment, educational, commercial, office, and/or residential may be appropriate in other sectors, such land use mixes are not conducive to the proper functioning of the area nor recommended in an industrial park. Only three land use categories are reflected in the Concept Plan as follows: Industrial/Office, Commercial/Service and Public/Quasi-Public. Table 3 describes land use distribution in the Sector and Table 4 describes figures vacant and occupied land by land use category.

Industrial/Office

Except for the lake at the southwest corner of Basswood and Remington Roads, the two wetland areas, Lake Dinkel, the gas and electric company rights-of-way, and the Woodfield Plaza retail site, all of the land in the Sector has been designated for Industrial/Office uses, accounting for 358 acres. Rather than using the land use planning convention of Office/Industrial as the name for the land use category, Industrial/Office was used to emphasize that the area is to remain primarily an industrial park. Office and service uses are acceptable if permitted under the zoning of the individual parcel. The areas designated as such include all of the parcels with existing Office and Industrial/Service uses, all of the vacant land, and the following public/quasi-public land uses which could be redeveloped for Industrial/Office uses in the future: Northern Illinois Gas Company headquarters, Commonwealth Edison Substation, Well #10, and the Illinois Emissions testing facility.

While the Sector is to remain an Industrial/Office node, it should be noted that Industrial/Service and Office uses will be allowed if they are permitted in the M-1 or M-P Zoning Districts. In the M-P District, the service uses are fairly limited. They include uses such as banks, photographic processing



Basswood Executive Plaza, completed in 1986, is the tallest building in the Sector. Having four floors with 55,000 square feet of office space, the development is unique in that it is the only one in the planning area to have decked parking.

establishments, parcel pick-up and delivery services, employment agencies and real estate offices. These uses are also permitted in the M-1 Manufacturing District. However, in addition to those permitted service uses, the M-1 District also allows ambulance services, motor vehicle body shops, repair and service, taxicab offices and storage, catering establishments, and diaper and towel linen services.

The Concept Plan, while designating the land in the Sector for Industrial/Office uses, does not seek to discourage these permitted service uses. Automobile repair and storage are encouraged to maintain the viability of the dealerships along Golf Road and elsewhere in the Village. However, these automobile uses should be restricted to locations within the M-1 Zoning District where they are allowed as a permitted use. One such existing use, the

**TABLE 4
VACANT AND OCCUPIED LAND BY LAND USE CATEGORY**

<u>Land Use</u>	<u>Vacant</u>	<u>Percent</u>	<u>Developed</u>	<u>Percent</u>
Industrial/Office	75.2	82.5	282.8	81.6
Commercial/Service	16.0	17.5	0.0	0.0
Public/Quasi-Public	0.0	0.0	63.8	18.4
TOTAL	91.2	100.0	346.6	100.0

Source: Village of Schaumburg Planning Department, August 1991

Patrick automobile storage and detailing facility located west of the northwest corner of Plum Grove Road and State Parkway is located in the M-P Manufacturing District. This use has become a legal non-conforming use with the recent changes to the manufacturing districts. Should Patrick abandon the site, an Industrial/Office use or permitted Industrial/Service use should occupy the structure both in accordance with the Concept Plan and with the M-P Zoning District regulations. It should be emphasized that Industrial/Service uses and pure Office uses are allowed under the Concept Plan as long as they are permitted uses in the Zoning District in which they seek to locate.

Uses designated as Special Uses in the M-1 and M-P Zoning Districts are not land uses encouraged to locate in these areas under the Concept Plan. For example, the stripping of Meacham Road for hotels and restaurants or other Special Uses is not appropriate. Any Special Use request in the State Parkway Sector will be reviewed very closely to determine that the use: 1) does not strip any roadway for service or similar uses; 2) is compatible with the adjoining land uses; 3) does not undermine the maintenance of the Sector as a functioning industrial/office park; and 4) does not create traffic pattern designed to encourage use of the industrial park by the general public. For example, retail and service uses, such as an oil change facility, when

offered to the general public would be more appropriate in a B-4 Zoning District as a permitted use or in B-2 Zoning District as a Special Use. However, the same facility, when designed for sole use by automobile dealerships as an accessory use to service their own vehicles, would be appropriate within an industrial park setting.

Willow Lake Office Center, an office and warehouse complex containing 104,000 square feet, was completed in 1991.





The lake at the southwest corner of Basswood and Remington Roads was developed to provide retention/detention for Woodfield Business Center I. However, with the addition of walkways, benches, plantings and a fountain, the lake also serves as a visual and recreational amenity for the surrounding office and industrial development.

Commercial/Service

The Woodfield Plaza shopping center parcel is the only site in the Sector Five planning area designated for Commercial/Service uses. This sixteen-acre site was originally zoned for manufacturing uses and subsequently rezoned for general retail uses. The site has not been included as part of the Golf Road Sector Plan. A portion of the Woodfield Plaza development is located across the access driveway at the northwest corner of Golf and Basswood Roads in the Golf Road Sector planning area.

Public/Quasi-Public

The lake at the southwest corner of Basswood and Remington Roads, the two wetland areas, Lake Dinkel and the gas and electric company rights-of-way have been designated as Public/Quasi-Public. These open spaces and utility rights-of-way are expected to remain permanent open space over the twenty year planning time frame of the Plan.

TABLE 5

BUILDING SQUARE FOOTAGE OF EXISTING AND FUTURE DEVELOPMENT

Land Use	Existing (SF)	Percent	Future (SF)	Percent	Total (SF)	Percent
Industrial/Office	3,559,000	99.6	2,052,671	86.5	5,611,671	94.4
Commercial/Service	0	0.0	175,270	7.4	175,270	2.9
Public/Quasi-Public	15,000	0.4	143,800	6.1	158,800	2.7
TOTAL	3,574,000	100.0	2,371,741	100.0	5,945,741	100.0

SF denotes square feet

Source: Village of Schaumburg Planning Department, August 1991

Floor Area Ratios

While the Sector is largely industrial, the floor area ratios vary according to the underlying zoning. The parcels could develop at their highest allowable floor area ratios: .45 in the M-1 Zoning District and .60 in the M-P Zoning District. Predicated upon total buildout, an additional two million square feet of Industrial/Office uses are could be developed in the Sector. Certainly some of the uses will develop at lower intensities and for Industrial/Service or pure Office uses. As previously discussed, the maximum floor area ratios were used to ensure that the roadway network will be capable of handling the additional traffic generated by the future development. Building expansions and redevelopment could be accommodated due to the overestimation of intensities through the use of this formula.

The Concept Plan reflects the intensities allowed by the underlying zoning. More intense uses at .60 floor area ratio are, therefore, allowed in the west half of the Sector and along Meacham Road. The higher intensity along Meacham Road is in keeping with the Meacham Road character and serves as a transition to the more intense development planned for the Unocal property. The higher intensities allowed west of Plum Grove Road reflect the Village's desire to encourage high tech office/industrial uses, often located in multi-story structures, in this area. These uses are more compatible with the residential uses west of Roselle Road and south of Golf Road in this area.

The parcels designated for Public/Quasi-Public land uses are shown with floor area ratios of .20. This designation is given to all such designated lands as small maintenance structures, recreational buildings, shelters, and other similar facilities are acceptable structures to be placed on the property. These designations are not meant to encourage development of these parcels.

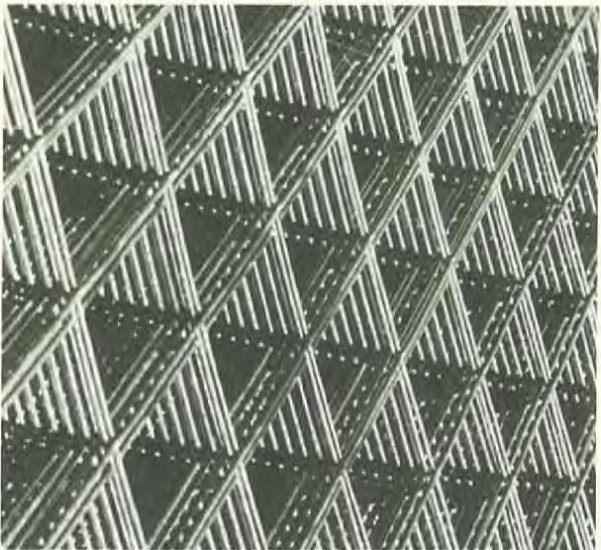
Given the square footage of existing development and the assumptions of floor area ratios described above, Table 5 describes anticipated square footage of the Sector at buildout.

Building Heights

Like the floor area ratios, the Concept Plan recommends building heights in keeping with the zoning of the individual sites. The maximum building height under both the M-1 and M-P Manufacturing Zoning Districts is forty-five feet. With the standard eleven foot building floor heights, forty-five feet allows a maximum four story structure.

All of the land in the Sector, except the areas designated as Public/Quasi-Public, are shown with a maximum building height of four stories. A two story building height limit is recommended for the public lands to allow for the small structures as outlined above.

Taller structures may be compatible visually with adjoining structures near the Tollway if they are stepped back toward the lower structures to the south. However, extensive conversion of all of the properties along Wiley Road and Commerce Drive for high rise office structures could pose problems on the roadway network in the Sector. This is particularly true if the extension of Commerce Drive is not completed as originally planned. Should such a development proposal be brought forth in the future, an extensive traffic study including the traffic impact of the development on the surrounding roadway network would need to be submitted. The future traffic projections for Golf Road, Meacham Road, and other area roadways do not include traffic for any high-rise office structures in the State Parkway Sector.



Average Daily Traffic

Map 19 presents future projected Average Daily Traffic (ADT) estimates for the State Parkway Sector. The review of ADT figures is useful for making general comparisons of existing traffic with future flows.

In general, the east-west flow of traffic is projected to double in volume from current levels through the State Parkway Sector. The exception to this trend is limited to the westernmost legs of State Parkway and Remington Road. Here, with the extension of these routes west to Roselle Road increasing numbers of drivers will take advantage of the improved continuity. The development of several large parcels to the west of the State Parkway Sector will also contribute to the increased traffic in this area.

Traffic flow along north-south routes is expected to increase, but not to the same extent that the east-west routes will experience. Furthermore, no overall pattern exists to the changes forecasted. This is not surprising because the role of these routes in the State Parkway Sector is largely limited to carrying traffic to and from the major east-west routes.

Nevertheless, large increases in ADT can be expected near the south border of the State Parkway Sector as drivers attempt to access Golf Road. Plum Grove Road sees the most consistent increase throughout the Sector, from 50 to 100 percent, continuing a trend recognized in the Woodfield Road and Golf Road Sectors.

While not specifically in the State Parkway Sector, Meacham Road traffic bordering the Sector's east side is projected to increase by 50 percent, from about 30,000 ADT to 45,000 ADT.

Roadway Adequacy

Traffic volume figures at any given location are made even more useful by comparing them with the ability of a road to carry that traffic. The concept of Level of Service (LOS) was introduced in earlier sections of this document and describes in general

Transportation Network Improvements

The Village of Schaumburg employed a computer traffic model to project future traffic for the State Parkway Sector. Possible future deficiencies in the roadway network's ability to accommodate future growth are identified by the model. Deficiencies may be addressed by expanding road capacities, developing ridesharing or transit programs, employing transportation system management techniques to enhance traffic flow, or by adjusting land uses to alter their impact on the transportation network.

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



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JUNE 1991

**WOODFIELD
REGIONAL
CONCEPT PLAN**

STATE PARKWAY SECTOR

**AVERAGE DAILY TRAFFIC
CURRENT (FUTURE)**



WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

FUTURE LINK LEVEL OF SERVICE

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



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terms the relative ease of movement experienced by drivers along the route or through an intersection. LOS designations are arranged alphabetically from LOS-A, representing unrestricted flow, to LOS-E which represents a roadway operating at capacity. One additional designation, LOS-F, describes roads or intersections where most drivers are delayed and seek alternate routes.

Map 20 shows expected LOS for roads in the State Parkway Sector after all vacant parcels are developed. Some deterioration in levels of service is projected along three road segments. Moderate but acceptable delays can be expected along Plum Grove Road and along State Parkway south of Remington Road. In addition, Remington Road between State Parkway and Meacham Road will see a similar level of service. Even with the build out of all vacant parcels, the roadway network with planned improvements will be able to accommodate the additional traffic generated.

All other road segments are expected to continue to present few, if any, delays for drivers.

Intersection Adequacy

A Level of Service analysis of intersections within the State Parkway Sector was also performed. The results were the same for both the morning and evening peak travel hours and are represented on Map 21.

Delays at the State Parkway/Remington Road intersection are projected to increase to an unacceptable level. This intersection already suffers from a higher than average accident rate in the Village and, combined with the deteriorated level of service, these problems may be compounded.

All other intersections within the State Parkway Sector are projected to experience few if any delays and will function properly upon development of all of the vacant parcels in the planning area.

Future Transportation Improvements

The structural improvements required in the State Parkway Sector can be classified as either: 1) roadway improvements, or 2) intersection and signal improvements. The detailed description of each suggested and planned improvement is outlined below and illustrated on Map 22.

Roadway Improvements and Extensions

State Parkway/National Parkway

State Parkway is scheduled to be widened to two lanes in each direction between Plum Grove Road and Golf Road subsequent to the State of Illinois widening of Golf Road in 1991. Without this improvement, only moderate and acceptable delays would have been experienced by drivers between Remington Road and Golf Road. With the improvement, these same drivers should see few if any delays.

Commerce Drive

Commerce Drive should be extended from Basswood Road to Plum Grove Road. This will complete the grid system for the State Parkway Sector. Without this important connection, motorists along State Parkway would likely experience increased congestion. The expense associated with this extension is expected to be higher than normal due to poor soil quality.

Intersection and Signal Improvements

State Parkway/Basswood Road

A traffic signal will be warranted at this location. No channelization is required.



The extension of Wiley Road to Commerce Drive along the Northwest Tollway is a vital improvement needed to provide east-west access within the roadway network. It is anticipated that this link will be completed with subdivision of the 28-acre parcel within which the extension would be located.

State Parkway/Plum Grove Road

A traffic signal will be warranted at this location. No channelization is required.

State Parkway/Tower Road

A traffic signal will be warranted at this location. Channelization is recommended to aid drivers making a left turn from Tower Road to State Parkway and from State Parkway to Tower Road.

State Parkway/Remington Road

Channelization is recommended to aid drivers making left turns from all legs of the intersection. In addition, a traffic signal may be needed at this location. Before a signal may be installed, the intersection must meet at least one specific legal warrant. At this location, traffic volumes may not be sufficiently high on the minor legs alone to warrant a traffic signal;

however, should the accident rate continue to be higher than average, the two factors may combine to warrant the signal.

Future Tollway Interchange Improvements

Greatly enhanced access to the region from the State Parkway Sector would occur if two key interchange improvements with the Northwest Tollway are built.

Construction of the diamond interchange at Roselle Road would improve access to the west. Installation of a half diamond interchange at Meacham Road, oriented towards Chicago, would help travel to the east.

Both of these interchange improvements are being pursued by the Village. However, the Illinois State Toll Highway Authority has jurisdiction over tollway access requests and no agreements or plans are forthcoming as of this writing.

Summary

The final designs and functions of these road and intersection improvements depend on a host of factors. Engineering design studies will ultimately be required.

The timing of the installation of these improvements is another issue, to a large extent dependent upon the availability of funding. The Village's policy is to pay for improvements with a combination of developer funds and monies from other governmental agencies. But to a greater degree than in other Sectors, the State Parkway Sector road improvements will depend on the collection of impact fees from new development. The road improvements identified above will compete for use of these fees with other major, expensive projects in the vicinity such as Golf/Meacham and Golf/Roselle. Therefore, it is likely that the timing of this Sector's improvements will be later rather than sooner unless the Village wishes to fund one or more of the projects itself.

Other steps can be taken to reduce future travel delays within the Sector. The Village should actively encourage the expansion of transit and ridesharing. Transit rider subsidies will likely need to increase if transit is to play a significant role in traffic reduction in a suburban setting. Continued support for bikepaths and sidewalks will provide travelers with safe, short alternatives to the automobile. The Village should continue to require the establishment of transit coordinators within each development to manage ridesharing programs and transit schedules. Shared driveways and cross-access between parcels must be actively encouraged. Combined, these programs can cumulatively or effectively reduce traffic by five to ten percent—sufficient enough to reduce the burdens on several of the targeted intersections within the State Parkway Sector.



Future roadway improvements may include a half diamond interchange at Meacham Road and the Northwest Tollway, utilizing a portion of the undeveloped Unocal property north of McConnor Parkway (shown above). The design would provide for eastbound access to Chicago and a westbound exit ramp from the Tollway to Meacham.



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JUNE 1991



**WOODFIELD
REGIONAL
CONCEPT PLAN**

STATE PARKWAY SECTOR

**FUTURE INTERSECTION
LEVEL OF SERVICE**




P.M. PEAK HOUR
LOS A-B
LOS C-D
LOS E-F



WOODFIELD REGIONAL CONCEPT PLAN

STATE PARKWAY SECTOR

PROPOSED ROADWAY NETWORK IMPROVEMENT

-  INTERSECTION SIGNALIZATION
-  INTERSECTION CHANNELIZATION
-  ROADWAY IMPROVEMENT OR EXTENSION



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JUNE 1991





CHAPTER FOUR DIRECTIVES

The State Parkway Sector has a unique set of characteristics unlike those of other sectors in the Regional Center. Besides the general Design Guidelines that apply to all properties in the seven sectors, the Directives below outline additional policies specific to Sector Five only. These are the Village's specific desires for the Sector that go beyond typical zoning or subdivision standards. They are aimed at supporting and implementing the land uses and intensity recommendations of the Plan.

D I R E C T I V E S

Subdivisions

Numerous developments in the Sector are divided into several smaller parcels. Normally, consolidation of these lots is required as a condition of the approval of a site plan for a development. This is to ensure that the floor area ratios are calculated properly and that smaller parcels are not separated later, resulting in ratios that exceed the permitted maximum. Also, consolidation restricts the landowner from selling a portion of the lot which may contain parking, in turn, causing the existing structure to be non-conforming in terms of the required parking for the use. Allowing multiple parcels for a single development also makes it easier to sell land

which may or may not meet the minimum lot size, may or may not have the necessary recorded easements for use of shared detention facilities or other utilities, may or may not be developable as the plans approved for the site assumed future expansion of the existing building on the lot rather than construction of a new building and the like.

For these reasons, to name a few, the following developments containing multiple lots should be consolidated prior to any change in use, request for building or occupancy permits or any similar request from the Village:

- *Woodfield Ford Body Shop and Storage (7-11-400-41,42) Consolidation necessary only if sold for a single use, otherwise two lots may be individually sold for separate uses.*
- *Remington Office Courts II (7-12-300-16,25) Consolidation required and easements for access provided if necessary for access for parcel to the north.*
- *Northwest Structural Steel (7-11-201-11,13) Parcel appears to be unsubdivided with only parcel rather than recorded lot lines - parcels should be subdivided from surrounding lots into a single lot, existing building straddles parcel lines.*
- *Plumwood Tech Center (7-11-201-14,7-12-100-16) Parcel appears to be unsubdivided with only parcel rather than recorded lot lines - parcels should be subdivided from surrounding lots into a single lot.*
- *Cellular One (7-11-202-20,21,23,24,25) Due to multiple expansions and acquisitions, several lots must be consolidated.*
- *Sugino (7-11-202-28,29,30) Development exists on two of the three lots, future expansion*



Cellular One, located at the northeast corner of Plum Grove Road and State Parkway, was developed on several lots. Consolidation of these lots by plat will be necessary in the future to ensure that the development remains in compliance with Village code requirements.

sion planned on the third -consolidation necessary.

- *Smithkline Clinical Labs (7-11-300-12,13) Building on one lot, parking on another, consolidation necessary.*

- *Motorola (7-11-301-28,29) Building and some parking on one lot, additional parking on second lot - consolidation necessary.*

- *R.G. Ray Corporation (7-11-400-20,46) Portion of the building and parking on single lot, remainder of the building on second lot which also contains a portion of the parking lot for Parkway Industrial and Office Plaza - lots should be consolidated and any necessary parking easements executed if not already in place.*

- *Parkway Industrial and Office Plaza(7-11-400-27,28,62) This lot has two parcels for the main building and parking area which is acceptable as they are not lots of record but merely tax parcels, however, it appears that a portion of the additional parking to the rear is on a recorded lot with a portion of the R.G. Ray Corporation, the parcel has a separate tax parcel number but was never subdivided as a separate lot of record when the additional parking was installed. The additional parking lot parcel should be consolidated into the other larger parcel or the parcels resubdivided to form a more reasonable lot configuration than the "T" parcel created by the addition of the parking lot parcel into the larger parcel.*

- *Durable Manufacturing (7-11-400-77,78) The development consists of the main lot with the building and the parking, and apparently a portion of the lot to the west was purchased without proper subdivision of the lot. This portion to the west should be consolidated into the larger lot to the east.*

- *Motorola (7-11-400-64,70) The building is located on the west lot and the parking on the east lot...consolidation is necessary.*

- *Jefferson Smurfit (7-12-400-3,4) The building is on the west lot, and the parking on the east lot...consolidation is necessary.*



Northwest Structural Steel, located on Wiley Road, was originally developed on an unsubdivided lot and will require subdivision from surrounding parcels in the future to reflect actual development of the site.

Outside Storage

A number of unscreened outside storage areas have been detected as changes to the approved Site Plan, along with a general lack of landscape maintenance. While these long term maintenance problems are not excessive at this time, care must be taken to ensure that the parks in the Sector age gracefully due to their prominence in the Regional Center planning area. Additional contact with the owners of the property within the industrial and business parks in the Sector regarding the Village's regulations may correct the problem. The creation of perhaps a bi-annual site and landscape inspection



Reconstruction of the National Parkway and Golf Road intersection in conjunction with six-laning of the latter, August 1991.

program combined with windshield inspections for code enforcement will also certainly aid in preventing any deterioration of what are some of the most well planned business parks in the area.

State/National Parkway

At the time of this writing, the final reconstruction plans for State/National Parkway are unavailable. Portions of the boulevard area have wetland plant growth and may require protection and/or mitigation should they require removal. In addition, an area-wide storm water management study is being completed for the areas on either side of Golf Road between Plum Grove and Meacham Road to solve some of the flooding concerns in the area, particularly near the heliport site. The results of the study will determine the exact nature of the storm sewer and design of the State Parkway drainage ditches.

It is anticipated that the final design will dictate that a portion of the central median will remain unmountable concrete near Plum Grove Road, where the water will then be channeled underground into a large pipe the remainder of the distance to Golf Road. The road will eventually be widened with appropriate new turn lanes, and the remaining central median area, which is currently comprised of a drainageway and steep grassy slopes, will be redesigned with a narrower, gently sloping grassy area.

The existing sidewalks and/or bikepaths along the roadway may need to be removed and placed on private property to accommodate the roadway improvements. Once the engineering plans are available, they should be reviewed to find alternate locations for the bikepaths and sidewalks to be installed as part of the roadway project. Parkway trees should also be installed or replaced where necessary. Easements for the sidewalks and bikepaths may be necessary from the adjoining property owners, and the parkway trees if installed on private property, would be maintained by the individual property owner. If feasible, parkway trees should be planted in the median to add a vertical element to the

streetscape and recover some of the canopy effect lost by the ultimate distance between the parkway trees.

The reconstruction should also include an appropriate drop box location, pedestrian connections across State Parkway near the crossovers, and provision of secure bus stops in keeping with the design guideline requirements.

Wetlands

Many of the wetlands in the Sector are protected by both the Army Corps of Engineers and the Village's own Wetland Protection District regulations of the Zoning Ordinance. These wetlands are to remain as permanent open space in the planning area to be used by both the residents of the Village and employees of the area. Any changes to the wetland areas should be accompanied by justification sufficient to assess mitigation of the impacts. Like a large tree replaced by a sapling which takes many years to mature, wetlands are a very precious resource. The beneficial qualities of water and air purification, animal, plant and wildlife habitats, etc. are difficult, if not impossible, to recreate.

Tree Preservation

A number of substantial trees are located in the vacant portion of Woodfield Business Center Two near Commerce Drive and Basswood Road. The larger trees near the original farm house opposite Penny Lane as well as many of the deciduous trees through the area should be preserved in place or, at a minimum, transplanted wherever feasible.

Permitted Non-Industrial Land Uses

The Concept Plan recommends that the Sector remain an Industrial/Office node and that future uses

serve to enhance the character of the area as an office/business park. These Industrial/Service uses will be allowed if they are permitted in the M-1 or M-P Zoning Districts.

While all of the land is designated for Industrial/Office uses, some service uses are permitted and even encouraged, particularly automobile repair and storage. These automobile uses should, however, be restricted to the M-1 Zoning District where they are allowed as a permitted use.

Special Uses

Uses designated as Special Uses in the M-1 and M-P Zoning Districts are not preferred land uses encouraged to locate in the concept planning area. Rather, they represent an exception to the majority of uses. As previously stated, the stripping of Meacham Road for hotels and restaurants or other Special Uses is not appropriate. The following standards should be met by any Special Use request within the Sector Five planning area:

- *The use does not encourage use of the transportation network of the industrial park by the general public,*
- *The use does not serve to strip any roadway for service or similar uses,*
- *The use is compatible with the adjoining land uses, and*
- *The use serves to maintain and enhance the Sector as an industrial/office park.*

Tollway and Meacham Road Aesthetics

All buildings located along the Tollway, Wiley Road, or Meacham Road must be designed so that any rear facades facing the right-of-way are treated as front facades in terms of creating an interesting facade rather than a blank wall without windows or

decoration. Special attention should be given to placing loading, parking, refuse areas and similar aspects of the site in areas which are not visible from the roadway.

Meacham Road Land Uses

While discussed in various other parts of the Concept Plan, the importance of the character of Meacham Road warrants special mention. Meacham Road and portions of the Regional Center east of Meacham Road, have a very special and desired character different from the typical multi-parceled nature of the industrial parks and Golf Road. Meacham Road, Higgins Road, Woodfield Road and east Golf Road, are characterized by larger planned parcels, with fewer curbcuts, pole signs, and



The rear of the BMW offices facing the Northwest Tollway are finished with a full architectural and landscaping treatment, presenting the visual appearance of a front facade along this major roadway.

BELOW: While not located directly on Meacham Road, Americenter Office Center at the northwest corner of Wiley and Tower Roads serves as an example of the office/service uses desired to provide transition between the office uses east of Meacham Road and the industrial/office uses within the Sector to the west. The Center, which contains 16,400 square feet of leasable office space, was constructed in 1989.



small parcels which negate from the aesthetics of a roadway. The Concept Plan design guidelines seek to encourage the improvement of the streetscape through shared driveways, low profile or creatively designed retail pole signs, and provision of buildings and landscaping near the roadway rather than large seas of asphalt parking lots.

The most important characteristics of these arterials is that the land uses along them have been devoted to office and service uses.

Sidewalks and Bikepaths

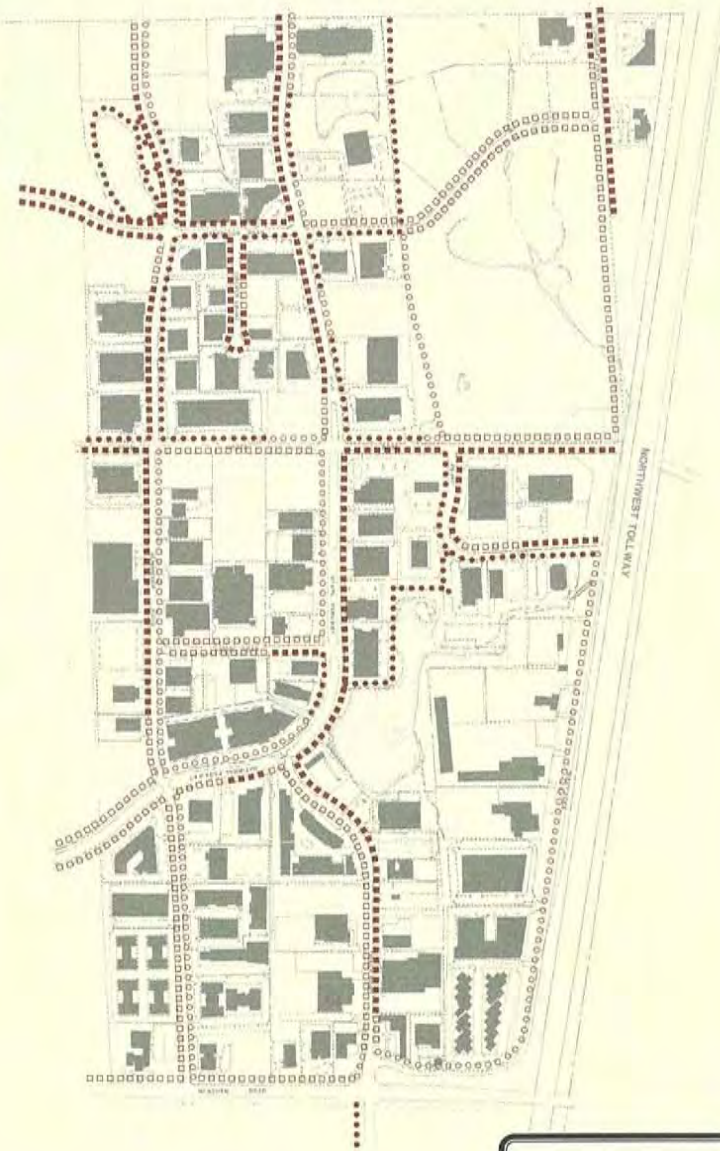
Sidewalks and bikepaths are desirable throughout the Sector. With few exceptions, these are located within existing or proposed rights-of-way. Existing and proposed bikepaths and sidewalks are identified on Map 23.

Existing Development/No Sidewalk or Bikepath

Some properties have neither a sidewalk nor bikepath because the property existed prior to the requirement for these facilities. Particularly prevalent in the eastern half of the Sector, these pathways should be installed as properties redevelop. If need for the pathways becomes apparent prior to redevelopment of the properties, the Village should assume responsibility for the installation of the sidewalks and bikepaths.

Sidewalks/bikepaths not required

A bikepath or sidewalk is normally required along all rights-of-way in the Village. One location within the planning area, however, would not benefit from the installation of a sidewalk; that being the north side of the proposed Commerce Drive extension between Basswood Road and Plum Grove Road. However, the south side of Commerce Drive is suitable for a sidewalk as the adjacent property develops from Basswood Road to Penny Lane. Finally, neither sidewalks nor bikepaths are required along the Northwest Tollway right-of-way.



**WOODFIELD
REGIONAL
CONCEPT PLAN**

STATE PARKWAY SECTOR

**EXISTING AND PROPOSED
SIDEWALKS AND BIKEPATHS**

SIDEWALKS	*****
EXISTING SIDEWALKS	□□□□□□
PROPOSED SIDEWALKS	□□□□□□
BIKEPATHS	*****
EXISTING BIKEPATHS	□□□□□□
PROPOSED BIKEPATHS	□□□□□□



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JUNE 1991



APPENDIX 1

VACANT LAND SUMMARY DATA - SECTOR FIVE

PARCEL LOCATION	PARCEL ID. NO.	PARCEL SIZE (ACRES)	CONCEPT PLAN DESIGNATION	EXISTING ZONING	PROPOSED F.A.R.	POTENTIAL DEVELOPMENT (SQ. FEET)
SWX Wiley & Plum Grove W of Plum Grove at Penny	7-11-102-6 7-11-102-8,9 (Partial)	1.3 28.4	(Industrial/Office) (Industrial/Office)	M-P M-P	.60 .60	33,610 741,138
S of the SWX Commerce & Basswood	7-11-103-3	2.0	(Industrial/Office)	M-P	.60	53,396
SWX Commerce & Basswood W of Basswood, S of Commerce	7-11-103-1 7-11-103-4	2.2 4.8	(Industrial/Office) (Industrial/Office)	M-P M-P	.60 .60	56,401 126,002
W of Basswood, S of Commerce	7-11-103-6	1.8	(Industrial/Office)	M-P	.60	48,012
W of Basswood, S of Commerce	7-11-103-7	0.7	(Industrial/Office)	M-P	.60	18,008
E of NEX State Parkway & Basswood	7-11-300-8	3.9	(Industrial/Office)	M-P	.60	100,807
NWX of State Parkway & Basswood	7-11-300-11	2.0	(Industrial/Office)	M-P	.60	53,396
SWX State Parkway & Plum Grove	7-11-301-18	3.1	(Industrial/Office)	M-P	.60	80,995
SEX Remington & Basswood S of SEX of Remington & Basswood	7-11-302-9 7-11-302-17	1.5 1.8	(Industrial/Office) (Industrial/Office)	M-P M-P	.60 .60	38,995 48,012
N of Remington, W of Basswood	7-11-303-13,16	3.0	(Industrial/Office)	M-P	.60	78,068
N of Remington, W of Basswood	7-11-303-14,17	3.0	(Industrial/Office)	M-P	.60	79,192
E of Plum Grove B/W State & Remington	7-11-400-34	5.4	(Industrial/Office)	M-1	.45	105,302
SEX of Plum Grove & State Parkway	7-11-400-36	3.0	(Industrial/Office)	M-1	.45	58,042
NEX Plum Grove & Remington	7-11-400-51	1.5	(Industrial/Office)	M-1	.45	30,148
SWX Remington & State Parkway	7-11-400-56	3.1	(Industrial/Office)	M-1	.45	60,747
N & W of NWX Meacham & Remington	7-12-300-32	2.7	(Industrial/Office)	M-P	.60	69,600
W of Basswood, N of Golf (Woodfield Plaza)	7-11-304-001 7-11-304-004 (Partial)	<u>16.0</u>	(Commercial/Service)	B-2	.25	<u>175,270</u>
TOTAL		91.2				2,055,141

APPENDIX 2

EXISTING LAND USE SUMMARY DATA - SECTOR FIVE

INDUSTRIAL/OFFICE

NAME	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.	CONCEPT PLAN DESIGNATION
Mazak	7-11-100-8	39	230	.17	(Industrial/Office)
BMW	7-11-100-9	19	104	.18	(Industrial/Office)
Jewels by Park Lane	7-11-100-10	38	126	.30	(Industrial/Office)
Kiugawa	7-11-103-2	31	129	.24	(Industrial/Office)
Gonnella/Torino Baking Co.	7-11-201-9	37	131	.28	(Industrial/Office)
Northwest Structural Steel	7-11-201-11,13	83	427	.19	(Industrial/Office)
Plumwood Tech Center	7-11-201-14	70	220	.32	(Industrial/Office)
Sterling Hydraulics 920 State Parkway	7-12-100-16				
	7-11-202-39	23	66	.35	(Industrial/Office)
Digital, Inc.	7-11-202-18	39	82	.47	(Industrial/Office)
Inmac	7-11-202-19	26	68	.38	(Industrial/Office)
Cellular One	7-11-202-20,21,23,24,25	36	253	.14	(Industrial/Office)
Telemecanique	7-11-202-37	47	115	.41	(Industrial/Office)
Motorola	7-11-202-27	80	209	.38	(Industrial/Office)
Sugino	7-11-202-28,29,30	35	294	.12	(Industrial/Office)
Omron	7-11-202-31	33	81	.41	(Industrial/Office)
Cableshare	7-11-202-35	37	95	.39	(Industrial/Office)
Compugraphics	7-11-202-36	28	90	.31	(Industrial/Office)
Federal Express	7-11-300-6	36	152	.24	(Industrial/Office)
Machinery Systems	7-11-300-9	21	72	.29	(Industrial/Office)
Sunwall	7-11-300-10	33	83	.40	(Industrial/Office)
Smith Kline Clinical Labs	7-11-300-12,13	30	403	.07	(Industrial/Office)
Willow Lake Plaza	7-11-300-14	104	293	.36	(Industrial/Office)
Renishaw	7-11-301-9	15	42	.36	(Industrial/Office)
Premier	7-11-301-10	14	47	.30	(Industrial/Office)
Ulti-Med International	7-11-301-11	22	55	.40	(Industrial/Office)
Kanso/File Management	7-11-301-21	19	43	.44	(Industrial/Office)
Trescomp	7-11-301-22	20	54	.37	(Industrial/Office)
Inacomp	7-11-201-23	22	57	.39	(Industrial/Office)
Renishaw	7-11-301-24	25	67	.37	(Industrial/Office)
RSI	7-11-301-25	30	73	.41	(Industrial/Office)
Futaba	7-11-301-27	22	87	.25	(Industrial/Office)

INDUSTRIAL/OFFICE (CONTINUED)

NAME	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.	CONCEPT PLAN DESIGNATION
Motorola	7-11-301-28,29	39	167	.23	(Industrial/Office)
Motorola	7-11-301-30	74	200	.37	(Industrial/Office)
Alpha American Industries	7-11-302-7	50	115	.43	(Industrial/Office)
Yamazen	7-11-302-8	53	127	.42	(Industrial/Office)
Components Importers	7-11-302-14	54	138	.39	(Industrial/Office)
Copper and Brass Sales	7-11-303-4	71	222	.32	(Industrial/Office)
Network Sound	7-11-303-5	39	97	.40	(Industrial/Office)
Sharick Corporation	7-11-303-6	25	82	.30	(Industrial/Office)
Omnron	7-11-303-9,11	40	146	.27	(Industrial/Office)
500 Remington/Basswood Office Center	7-11-303-15,18	39	86	.45	(Industrial/Office)
R. G. Ray Corporation Parkway Industrial & Office Plaza	7-11-400-20,46 7-11-400-27,28,62	36 148	98 355	.37 .42	(Industrial/Office) (Industrial/Office)
S A Electronics	7-11-400-30	30	65	.46	(Industrial/Office)
Forplax Chicago	7-11-400-31	30	65	.46	(Industrial/Office)
Dur-able Manufacturing	7-11-400-77,78	112	264	.42	(Industrial/Office)
A.I.C.	7-11-400-49	21	50	.42	(Industrial/Office)
Micro America	7-11-400-50	15	34	.44	(Industrial/Office)
Elcedo	7-11-400-53	6	34	.18	(Industrial/Office)
Duplicraft	7-11-400-54	13	44	.30	(Industrial/Office)
Nichicon	7-11-400-55	31	118	.26	(Industrial/Office)
Kamco Plastics, Inc.	7-11-400-58	28	48	.48	(Industrial/Office)
Granger	7-11-400-59	22	61	.36	(Industrial/Office)
Kin West	7-11-400-60	18	50	.36	(Industrial/Office)
Great Lakes Business Forms	7-11-400-61	18	66	.27	(Industrial/Office)
Motorola	7-11-400-64,70	43	168	.26	(Industrial/Office)
Grand Illusion Design	7-11-400-69	29	69	.42	(Industrial/Office)
1000 East State Parkway	7-11-400-74	41	136	.30	(Industrial/Office)
Tower Industrial Plaza	7-11-401-2	104	228	.46	(Industrial/Office)
Interad	7-11-401-4	20	101	.20	(Industrial/Office)
Cintas	7-11-401-5	27	126	.21	(Industrial/Office)
Wiley Industrial Center	7-12-100-15	95	210	.45	(Industrial/Office)
General Association Reg. Baptist Church	7-12-300-4	25	174	.14	(Industrial/Office)
KIS Photo	7-12-300-8	12	67	.18	(Industrial/Office)
Brown-Stobar	7-12-300-9	12	70	.17	(Industrial/Office)

INDUSTRIAL/OFFICE (CONTINUED)

NAME	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.	CONCEPT PLAN DESIGNATION
Industrial Electronics Service	7-12-300-10	15	53	.28	(Industrial/Office)
Power Systems, Inc.	7-12-300-11	34	265	.13	(Industrial/Office)
ECM Motor Company	7-12-300-12	49	260	.19	(Industrial/Office)
Finnsugar	7-12-300-33	14	51	.27	(Industrial/Office)
Digital, Inc.	7-12-300-23	49	127	.39	(Industrial/Office)
Remington Tech Center II	7-12-300-24	41	161	.24	(Industrial/Office)
Remington Industrial Plaza	7-12-300-28	84	205	.41	(Industrial/Office)
Remington Tech Center II	7-12-300-29	41	113	.36	(Industrial/Office)
Pivot Point Beauty School	7-12-302-2	21	63	.33	(Industrial/Office)
Jefferson Smurfit	7-12-302-3,4	75	168	.45	(Industrial/Office)
Harco Company	7-12-302-5	13	84	.15	(Industrial/Office)
TOTAL		<u>2,970</u>	<u>9,879</u>		

INDUSTRIAL/SERVICE

NAME	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.	CONCEPT PLAN DESIGNATION
Patrick Body Shop	7-11-300-7	67	153	.44	(Industrial/Office)
Woodfield Racquet Club	7-11-400-24	82	173	.47	(Industrial/Office)
Gymkhana Gymnastics Club	7-11-400-29	43	91	.47	(Industrial/Office)
Woodfield Ford Body Shop	7-11-400-41,42	16	189	.09	(Industrial/Office)
Signature Fitness Center	7-11-400-44	10	70	.14	(Industrial/Office)
Larry Faul Olds	7-11-400-52	10	29	.34	(Industrial/Office)
Schaumburg Mazda	7-11-400-57	12	40	.30	(Industrial/Office)
Larry Faul Body Shop	7-11-401-1	24	133	.18	(Industrial/Office)
Dunn Rite Rental	7-12-302-8,9	2	84	.02	(Industrial/Office)
TOTAL		266	962		

OFFICE

NAME	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.	CONCEPT PLAN DESIGNATION
Basswood Office Plaza	7-11-301-2	44	92	.48	(Industrial/Office)
Metromedia Paging	7-11-303-10	30	91	.33	(Industrial/Office)
Plum Grove Corporate Center/Prudential	7-11-400-38	48	138	.35	(Industrial/Office)
Meacham Court Office Plaza	7-12-100-14	80	276	.29	(Industrial/Office)
Remington Office Courts I	7-12-300-18	82	261	.31	(Industrial/Office)
Remington Office Courts II	7-12-300-16,25	23	170	.14	(Industrial/Office)
Americenter	7-12-302-1	16	65	.25	(Industrial/Office)
TOTAL		323	1,093		

PUBLIC/QUASI-PUBLIC

NAME	PARCEL I.D. NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.	CONCEPT PLAN DESIGNATION
Northern Illinois Gas Pipeline R.O.W.	7-11-100-3	---	11	---	(Quasi-Public)
Northern Illinois Gas Pipeline R.O.W.	7-11-102-3,4	---	203	---	(Quasi-Public)
Wetlands, WBC II East of Basswood Wetlands, WBC II	7-11-102,8,9 (partial)	---	854	---	(Quasi-Public)
East & West of Basswood	7-11-103-5	---	292	---	(Quasi-Public)
Northern Illinois Gas Pipeline R.O.W.	7-11-201-5	---	112	---	(Quasi-Public)
Northern Illinois Gas Company Area Headquarters	7-11-201-10	8	167	.05	(Industrial/Office)
Northern Illinois Gas Pipeline R.O.W.	7-11-202-4	---	86	---	(Quasi-Public)
Commonwealth Edison Substation	7-11-202-7	4	79	.05	(Industrial/Office)
Commonwealth Edison Co. Outlet D North of Lake Dinkel	7-11-202-10 7-11-202-38	---	36 49	---	(Industrial/Office) (Quasi-Public)
Outlet C North of Lake Dinkel (Cammingo Property)	7-11-202-34	---	228	---	(Quasi-Public)
Opus Lake, SWX Basswood & Remington Well #10	7-11-304-2 7-11-400-7	---	288 35	---	(Quasi-Public) (Industrial/Office)
Illinois Emissions Testing Center	7-11-400-76	3	67	.04	(Industrial/Office)
Lake Dinkel Northern Illinois Gas Pipeline R.O.W.	7-11-400-75 7-12-100-12	---	462 83	---	(Quasi-Public) (Quasi-Public)
Well #9	7-12-302-7	---	8	---	(Public, Quasi-Public)
TOTAL		15	3,161		

