



woodfield

regional concept plan

unocal sector



woodfield

regional concept plan

u n o c a l s e c t o r



UNOCAL SECTOR

WOODFIELD REGIONAL CONCEPT PLAN

An element of the
Village of Schaumburg
Comprehensive Plan

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The Unocal Sector of the Woodfield
Regional Concept Plan was adopted under
Ordinance 93-83 on June 8, 1993.

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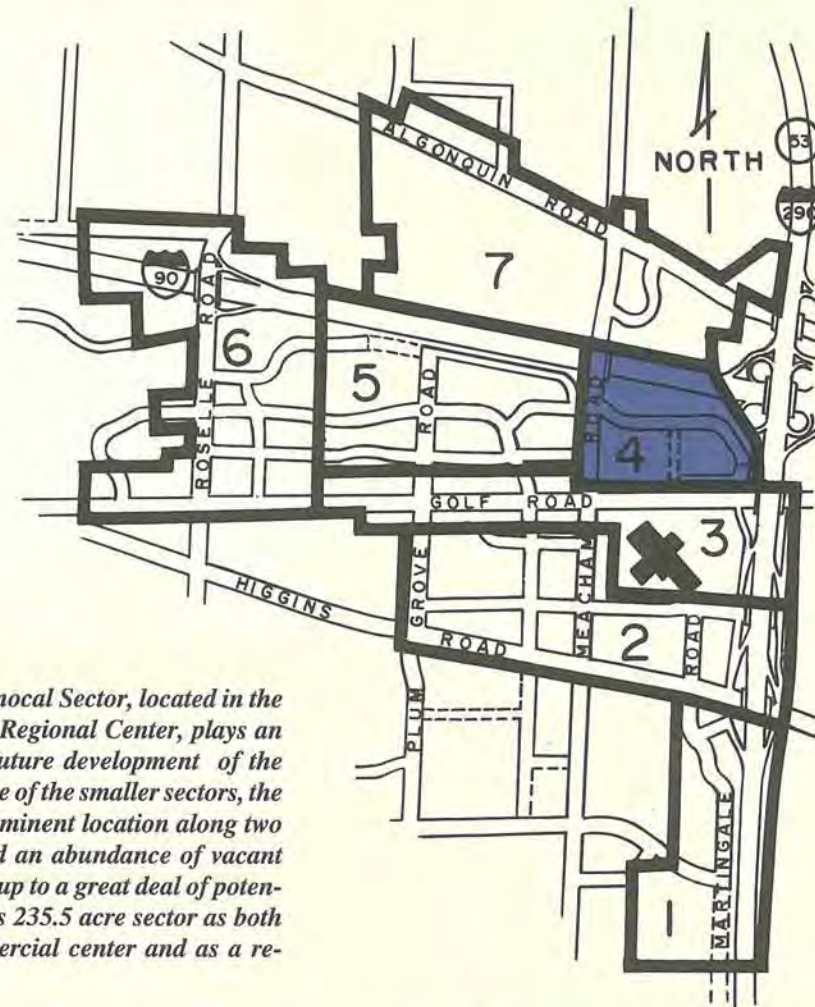


CHAPTER ONE INTRODUCTION

Located in the heart of the Woodfield Regional Center, the Unocal Sector is emerging as a dominating presence in the downtown of the northwest suburbs. The Unocal Sector, or Sector Four, is one of seven designated planning areas that make up the Woodfield Regional Center. (These sectors are depicted on Map 1.) Although the Unocal Sector is one of the smaller sectors at 235.5 acres, it plays an important role in the development of the Woodfield Regional Center.

The Unocal Sector is bounded by four major roads: the Northwest Tollway, I-290, Golf Road and Meacham Road, which makes this Sector one of the most visible and prominent sites within the Village and throughout the Chicago metropolitan area. In addition to its prime location, approximately 76 acres, over one-third of the Sector, is undeveloped. This combination of a prominent location and undeveloped land make the future development of this Sector of utmost importance to the Woodfield Regional Center.

Located at the intersection of two interstate highways and two regional arterials, the Unocal



MAP 1: Sector 4- the Unocal Sector, located in the heart of the Woodfield Regional Center, plays an important role in the future development of the region. Although it is one of the smaller sectors, the Unocal Sector has a prominent location along two interstate highways and an abundance of vacant land. These factors add up to a great deal of potential for the future of this 235.5 acre sector as both a major regional commercial center and as a regional office corridor.

Sector is well served by the regional transportation network. Access to the tollways is relatively convenient with nearby interchanges at Roselle Road and Higgins Road. This access will improve considerably with the addition of the proposed interchange at Meacham Road. The Meacham Road interchange will provide almost direct access to the tollway system from this Sector. Direct access to the site is provided along Golf Road and Meacham Road. Golf Road services the east-west traffic throughout the regional center, and Meacham Road services the north-south traffic. McConnor Parkway is a local business road which carries traffic

through the Sector and provides access to developments within the site as well.

In addition to its excellent location, the Unocal Sector is distinctive within the Woodfield Regional Center. The Unocal Sector was the only sector to be annexed while the property was under common ownership. The common ownership created the opportunity to establish a plan and development criteria which promoted an integrated, intense, mixed-use development for the Sector. The plan, known as Woodfield 76, would have created a self-sufficient community with high-rise buildings of offices, homes, and shops.

The mix of uses found within the Sector today, Office, Commercial/Service, and Office/Service, are the result of this plan. These uses and their intensity are beginning to establish this Sector as both a regional office corridor and a regional commercial center. The development of the vacant land remaining within the Sector will only solidify this dual role.

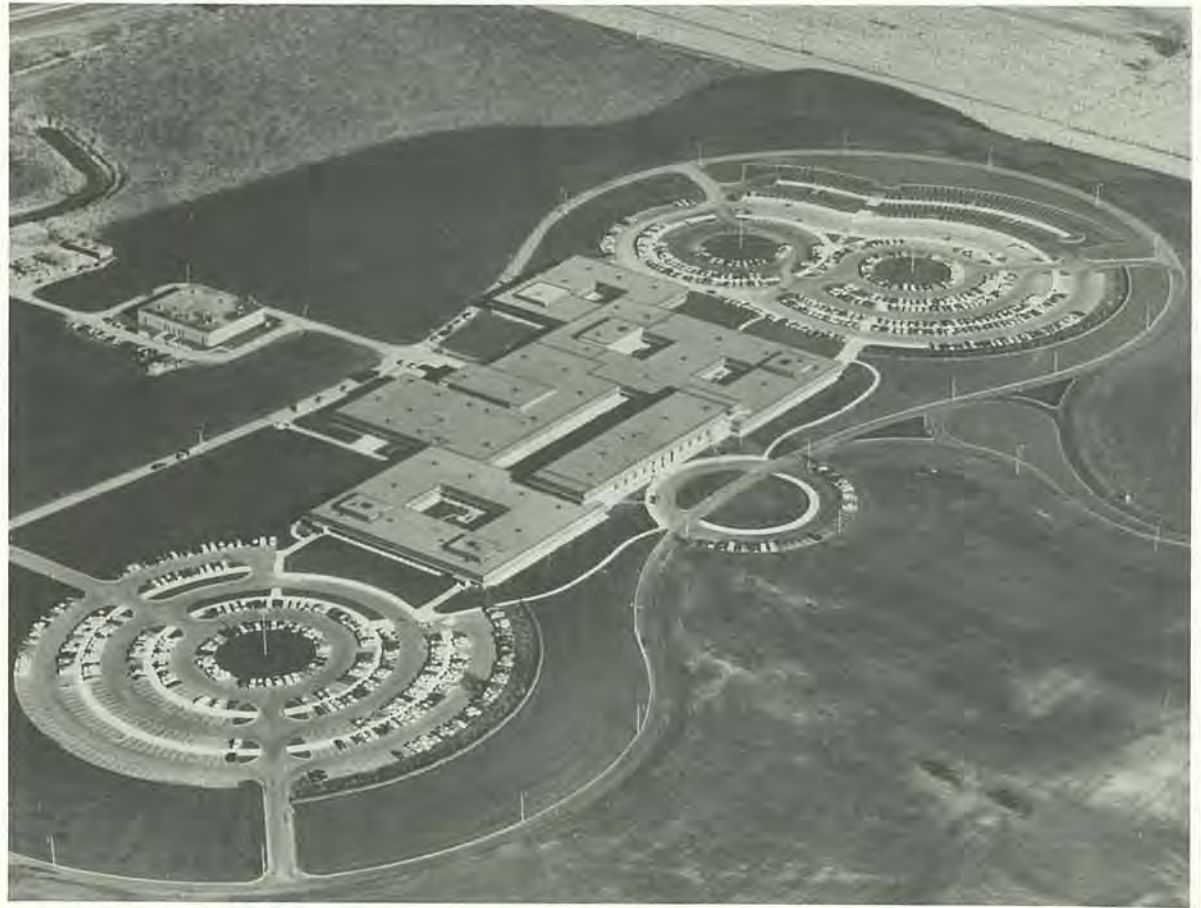
The intent of this Concept Plan is to foster and ensure that the Unocal Sector is developed as both a major office corridor and a major regional commercial center for the community. Since the Unocal Sector is strategically located within the regional center, it functions as an important activity node for the community. Future development of this area should reflect the intense mixed-uses which have been anticipated for this Sector for the last twenty years since Woodfield 76 and which will be anticipated for the next twenty years.

The Unocal Sector Concept Plan describes existing conditions in the area and outlines the types, arrangements, and intensities of land uses along with roadway improvements anticipated over the next twenty years. The recommended land uses and development guidelines are based on thoughtful analysis of goals and objectives contained in past adopted plans for the area, changes in market conditions, acknowledged need for managed growth and the Village's desire for future use and enjoyment of the area.

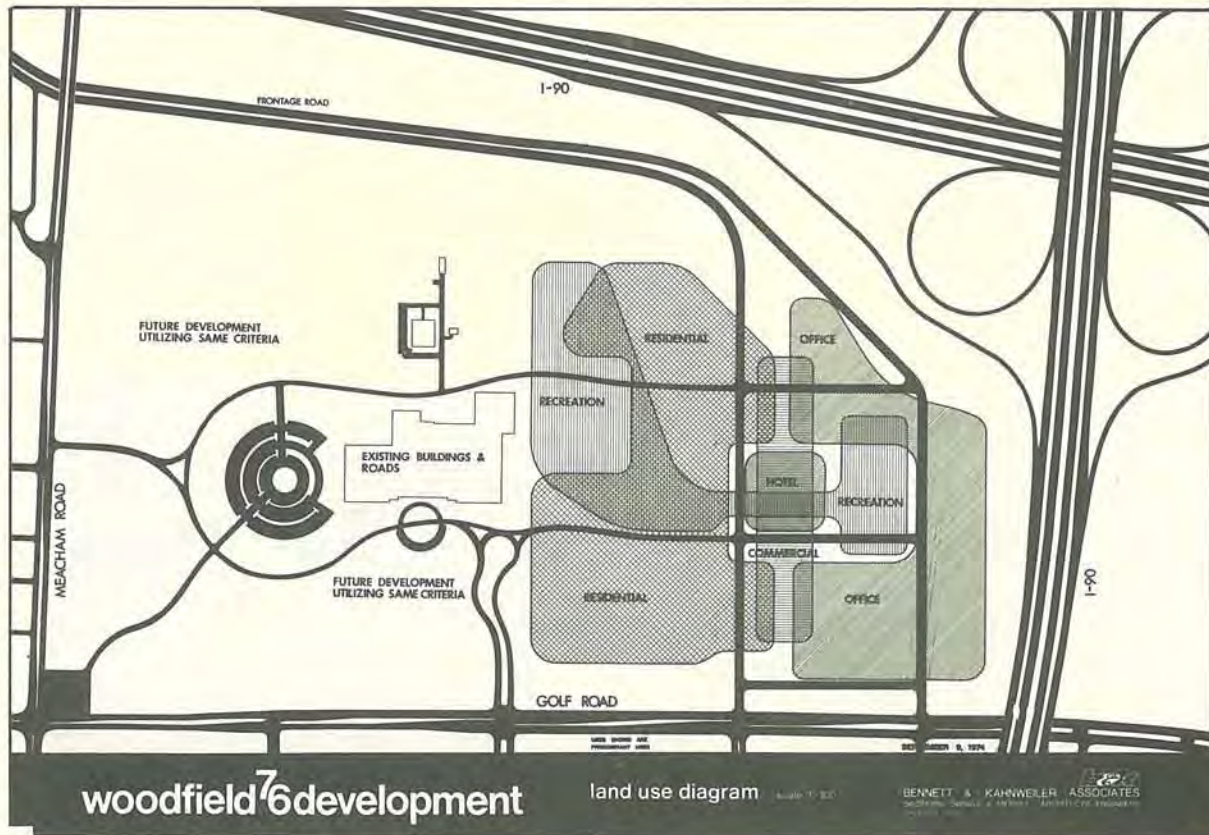
Any deviations from the policies and directives of the Concept Plan and the current annexation agreement should be justified by a petitioner, and all modifications must be based upon a change in existing conditions or new information which was not considered in the preparation of this Concept Plan. The directives contained in the Concept Plan are in addition to the zoning, subdivision, and other requirements and policies for development of property within the Village.

Historical Development

The history of the Unocal Sector began in the 1950's when Unocal, then Pure Oil, began searching for a location for its new regional headquarters. The selection was based upon several criteria, including transportation, schools, land cost, and even nuclear threat. After analyzing dozens of sites throughout the Chicago Metropolitan area, the corporation selected the unincorporated Schaumburg site, their



Pure Oil's new regional headquarters circa 1960. This state-of-the-art facility offered the rural setting that was so popular for the corporate image at this time. The horizontally oriented structure offered landscaped courtyards and the suburban location offered quiet living. Photo courtesy of Unocal Inc.



Woodfield '76 Land Use Plan. This plan illustrates the integrated, multiple-use development proposed and approved for the Unocal property in 1974. This plan would have allowed over 21 million square feet of development within the 235.5 acre site.

current location, bounded by the newly constructed Northwest Tollway (I-90) and Route 53 (later expanded into the I-290 expressway), Golf Road (Route 58) and Meacham Road. In 1958, Unocal purchased the 235-acre site. For the next two years, Unocal monitored the feverish construction while trying to find suburban living accommodations for their employees. Then finally, during Halloween weekend in 1960, Unocal moved its corporate regional headquarters into its new state-of-the-art facility and became one of the first corporate offices to move out to the Schaumburg area from Chicago. The site was the epitome of the new suburban cor-

porate image. The main office building was designed by the prestigious architectural firm of Perkins and Will. The site included ample parking, open fields and the serenity of quaint farmsteads to view from the office windows in stark contrast to the ubiquitous urban work environment.

But this rural image soon evolved into an urban one. By the early 1970's, the Village of Schaumburg began to emerge as a regional employment center. To complement this role, the Village established a growth policy to promote a concentrated, self-contained, urban entity; a satellite city having all the amenities of modern urban life. This area later became known as the Woodfield Regional Center. About this same time, the entire country was experiencing sour economic conditions and an energy crisis. Based upon the impending circumstances, Unocal made the decision to develop the remainder of the property. It was no longer feasible to have valuable land set aside for aesthetic purposes. Unocal realized that considerable profit could be made from the development of their property which could help offset the income loss in their petroleum products business.

In 1974, Unocal proposed Woodfield Metro '76, the embodiment of a planned and highly integrated community. The plan called for intense development of their property as an urban core which would include a vast mix of uses: a major hotel, office complexes for national headquarters of prominent corporations; the best night clubs, restaurants, theaters, cultural attractions, and recreational activities; a wide selection of residential alternatives; a variety of transportation options, including a monorail system that would traverse the development and connect to Woodfield; and a 100-acre lake as the key aesthetic element of the community. This community would consist of 21.9 million square feet of development, including: 6.8 million square feet of office use, 3.6 million square feet of retail/hotel use, and 11.4 million square feet of residential use. The area of the lake was not calculated as part of the total development area. Chart 1 outlines the uses and proposed areas for each use of this proposal. The entire complex was to be developed under unified control to ensure compatible architectural

design. It was highly efficient in the use of space and would promote pedestrian access and public transportation, which were important considerations in the middle of an energy crisis.

The Village of Schaumburg was intrigued by this plan, and in 1975, the Woodfield '76 Annexation Agreement was approved. Upon annexation, the entire 235-acre Unocal site was zoned as a Planned Metro Development District (PMD). This zoning district was created specifically for the site in an attempt to reflect the unique characteristics of this planned development. A new classification was necessary because the standard single use zoning district would not facilitate this development. The PMD district allowed the diversity, intensity, and mix of uses being proposed. The development included unique concepts such as covered walkways connecting buildings, mixing uses within buildings, a monorail system, recreational uses next to businesses and office buildings, zero lot lines, and many other out-of-the-ordinary details. Without this new zoning district, the development would not have been allowed.

For whatever reasons, economic or otherwise, the Woodfield '76 vision never completely materialized. Only a trickling of development occurred within the Sector under the original annexation agreement. In 1979, Hyatt constructed a 479-room hotel and conference center along Golf Road. This was to be the beginning of Woodfield '76 project. And during the same year, Tishman Corporation brought to the Village phase one plans to start the development of the office sector. The corporation had intended to complete a multi-phase development, including three office towers. But by 1981, only Centennial Center I stood. The remaining phases were never built.

By 1984, Unocal again approached the Village of Schaumburg to negotiate changes to the Woodfield '76 annexation agreement. The amendments Unocal proposed were extensive. The original agreement allowed a total development of 21.9 million square feet on the 235-acre Unocal site. The revised proposal had reduced the total amount of the development by 54 percent to 10 million square feet. The reductions applied to all of the proposed uses.



Woodfield '76: An artist's rendering of the Woodfield '76 self-contained community. Note the recreational, commercial, residential and office uses. This high-intensity development reflects the social and economic climate of the early 1970's. The energy crisis and environmental issues were at a peak. Self-contained communities such as this were viewed as another form of urban lifestyle. Illustration credit: Tan & Voss, 1974.

UNOCAL DEVELOPMENT PROPOSALS DEVELOPMENT INTENSITIES

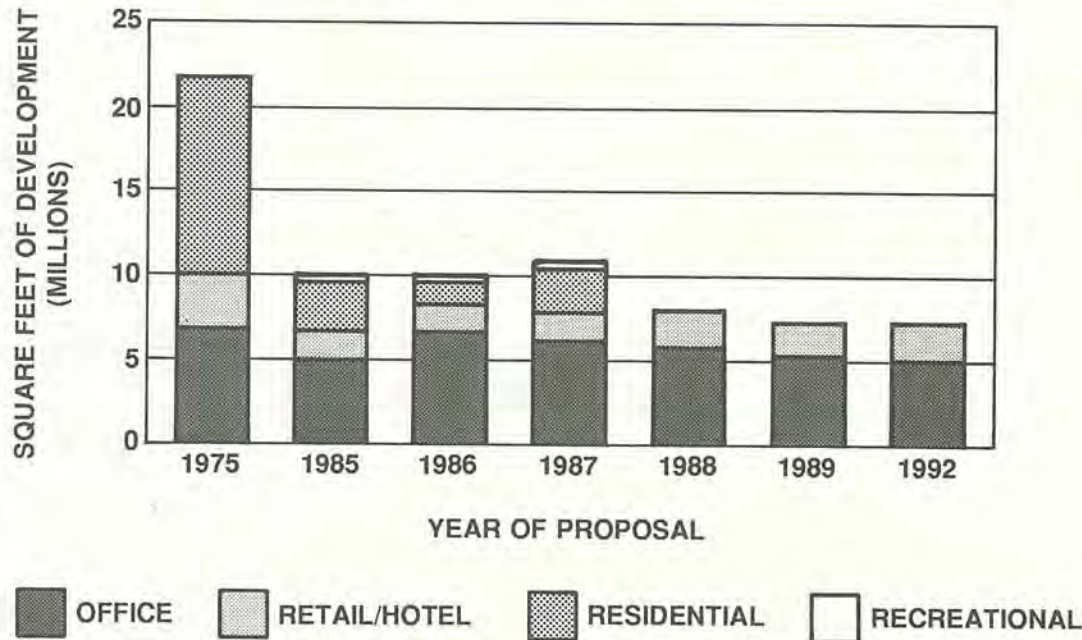


CHART 1: Historic progression of Unocal development proposals.

Some of the uses, however, were reduced more than others. The residential portion of the original plan was reduced the most. Residential uses were reduced by 73 percent or from 11.4 million square feet to 3 million square feet. The hotel/retail land uses were reduced by 55 percent, and the office sector was reduced by 26 percent. (Chart 1 outlines these changes.)

All the unique amenities had vanished from the proposal. The cultural aspects, the monorail system, and the lake were all deleted. The security of unified control was also threatened. To partially compensate for these losses, a small amount of space for recreation, restaurant and health club uses, was

added. All that remained was a typical suburban development.

The Unocal request reflected the market trends of the time to build office space while trying to maintain the intensity and delete the unique amenities which had been approved under the Woodfield '76 plan. Given this fact, it is not surprising that the Village of Schaumburg denied this request. Unocal continued to promote versions of their development plans and negotiations to change the annexation agreement continued throughout the rest of the 1980's. The successive proposals varied little from the first amendment request in terms of density, and, as the market shifted over time, the proposed uses became more and more homogenous. By 1988, the residential and recreational aspects had disappeared completely, and the retail/hotel category slowly emerged into merely retail. The office element remained constant. Throughout the negotiations, the Village sought to maintain unified control component as the one remaining unique characteristic of the site.

While the negotiations carried on, limited development continued within the Sector under the original annexation agreement. In 1985, the Fifield Corporation brought in plans to construct two office towers on the site immediately west of the Hyatt. Century Centre I was completed in 1985 and Century Centre II was completed in 1989. The only other new development in the Sector was the Bay Street Restaurant which opened in 1987. During that same year McConnor Parkway was opened.

In 1989, some headway was made in negotiations as the Village of Schaumburg approved an amended annexation agreement with Unocal. The site was rezoned, B-5 Planned Regional Center and B-3 MUPUD Planned Office Business/Mixed Use Planned Unit Development, to allow for a regional mall and office development. The BCED mall, proposed by a Canadian corporation, was to be an up scale complement to Woodfield Mall to the south. The plan boasted an enclosed structure with three wings and featuring major anchors such as Bloomingdales, Nordstroms, and Nieman-Marcus. The new agreement also included a site for a regional convention center and a Pace facility, a concept from

the original Woodfield '76 plan. The Village also approved strict covenants and restrictions on the development to ensure the design standards provided for an integrated development rather than separate developments that did not complement each other architecturally.

This time, however, strategic influences interrupted development when BCED corporate policy changed to limit their business practice to Canadian soil. So the plan changed again, but only in terms of the retail use. By 1993, the Village approved Woodfield Village Green, another regional retail use with a different twist. This mall will also complement Woodfield Mall by catering to the value-oriented store/warehouse market. The mall facade was designed to invoke thoughts of a small town business district and invites customers to stroll from store to store. The office uses and convention center site, however, remained unchanged within this Second Restated and Amended Annexation Agreement.

Other milestones were also occurring during all of the negotiating. In 1991, Santa Fe Industries relocated its headquarters from downtown Chicago into the Century Center II office building bringing its 725 person workforce to Schaumburg. This was closely followed by the 1992 announcement that Unocal intended to close its regional office by 1993, leaving the Unocal office open to redevelopment or reuse by other large employers or institutions.

The history of the Unocal Sector is dynamic. From the grandiose Woodfield '76 plan to the home town atmosphere of Woodfield Village Green, the Unocal Sector has been the subject of several elaborate plans. Throughout all, the Village has strived to guide the development of this Sector in the best interest of the community, and the Village will continue to oversee the development of the Unocal Sector to ensure that the future land uses and building designs are complementary and consistent with this Concept Plan.

**TABLE 1
HISTORICAL HIGHLIGHTS**

1958	Northwest Tollway (I-90) opens
1960	Pure Oil moves its regional headquarters to new building at Northwest Tollway, Route 53, Meacham Road and Golf Road
1962	I-290 Connector replaces Route 53 and connects the Northwest Tollway with the Eisenhower Expressway
1965	Union Oil and Pure Oil merge
1975	Woodfield '76, an integrated community, is approved and zoned PMD, Planned Metro Development, under annexation agreement between Unocal and Village of Schaumburg
1979	The 479-room Hyatt Regency Hotel is constructed
1981	The 13-story Centennial Center I is opened
1984	Unocal begins negotiations to amend the annexation agreement
1985	Century Centre I, an 11-story office tower, is constructed
1987	Bay Street Restaurant is constructed
1987	McConnor Parkway is dedicated
1989	Unocal and the Village of Schaumburg enter into an amended annexation agreement. Unocal site is rezoned to B-3 Planned Office Business and B-5 Planned Regional Center to allow for development of an up scale regional mall.
1989	Century Center II, the twin tower to Century Centre I, is constructed
1991	Santa Fe Industries relocates from Chicago to Century Centre II
1992	Unocal announces intent to close its Schaumburg office
1992	Centennial Center is rezoned to B-3 Planned Office Business District
1993	Construction begins on the Woodfield Village Green shopping center

Source: Village of Schuamburg Planning Department, January, 1993



PREPARED BY
VILLAGE OF SCHAUMBURG PLANNING DEPARTMENT
AUGUST 1992



WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR EXISTING DEVELOPMENTS

- 1 WOODFIELD VILLAGE GREEN
- 2 UNOCAL HEADQUARTERS
- 3 CENTURY CENTRE 2
- 4 CENTURY CENTRE 1
- 5 WOODFIELD HYATT
- 6 CENTENNIAL CENTER
- 7 BAY STREET RESTAURANT



MAP 2



CHAPTER TWO

EXISTING CONDITIONS

The Unocal Sector, located at the intersection of the Northwest Tollway and Interstate 290 as well as at Golf Road and Meacham Road, is highly visible to tens of thousands of people each day. This high profile site is ideal for large corporations or other businesses desiring to be recognized. Yet a large section of the Sector, 30 percent, still remains vacant. The land uses which have occurred within this Sector are varied, including Commercial/Service, Office, and Office/Service uses, as illustrated on Map 2. Because of the visibility, location, and the variety of land uses available, the character of the future development of this Sector is especially important to the community. These factors, as well as those analyzed in this chapter, will have considerable impact of the future development of the Sector.

As noted above, also critical to the development of the Unocal Sector are other less prominent existing physical conditions, both natural and man-made. This chapter will focus on these influential conditions. The factors discussed include soils, drainage,



This wetland area was expanded by Unocal for use as a detention basin. The existing vegetation surrounding the area is representative of wetland plants which prefer hydric soils. This, the only naturally occurring vegetation within the Unocal Sector, includes willows, cottonwoods and cedars.

wetlands, vegetation, utilities, land uses, zoning, building heights, floor area ratios, traffic volumes, and intersection adequacy.

Soils

Soil and terrain quality were measured to determine whether limitations to development exist and the extent to which construction in the future must be accompanied by soil replacement or significant grading. The Building Site Suitability Map, or Map 3, portrays these conditions and distinguishes between limitations which are slight, moderate, and severe. Slight limitations may be accommodated easily in the development process. Moderate limi-

tations can be overcome and minimized by special engineering and design. The severe limitations, which indicate a lack of suitability of the site for development, require major design specifications and/or extensive maintenance in the future. The extent to which the Sector has been built to date with few major drainage and/or channelization improvements reflects the consistent lack of major limitations to development. Soil borings should be extracted, in conjunction with an engineering analysis, to determine the soil type and degree of limitation, if any, to development of a particular site.

In general, the Unocal Sector is composed of Urban land-Markum-Ashkum soils. Typical of the northwest suburbs, these soils are characterized by deep, gently rolling to level areas. The soils are moderately well to poorly drained and have a clayey and silty subsoils. Specifically, five discrete soil types are found within the Sector.

Urban land-Orthens complex is a soil with few development limitations and is characterized by clay components. The Urban land designation represents areas where development has occurred and soil mapping is not possible. The majority of the Unocal Sector is categorized as Urban land since extensive development has occurred on the site.

The Markum, Ashkum and Elliot soils are characterized as clayey soils which are moderately drained. These soils lack strength and in most cases require replacement of the base material prior to grading. The undeveloped land located north and east of McConnor Parkway and north of the Hyatt Regency Hotel contain these soil types.

The final soil type found within the Sector is Muskego and Houghton Muck. This soil is poorly drained and composed of organic materials. This highly unstable and compressible soil is, therefore, unsuitable for most urban development. These mucky soil types are generally used for detention areas or lakes. Within the Unocal Sector, the Muskego and Houghton Muck is located just north of McConnor Parkway and corresponds to a wetland area used for detention by the Unocal office development.




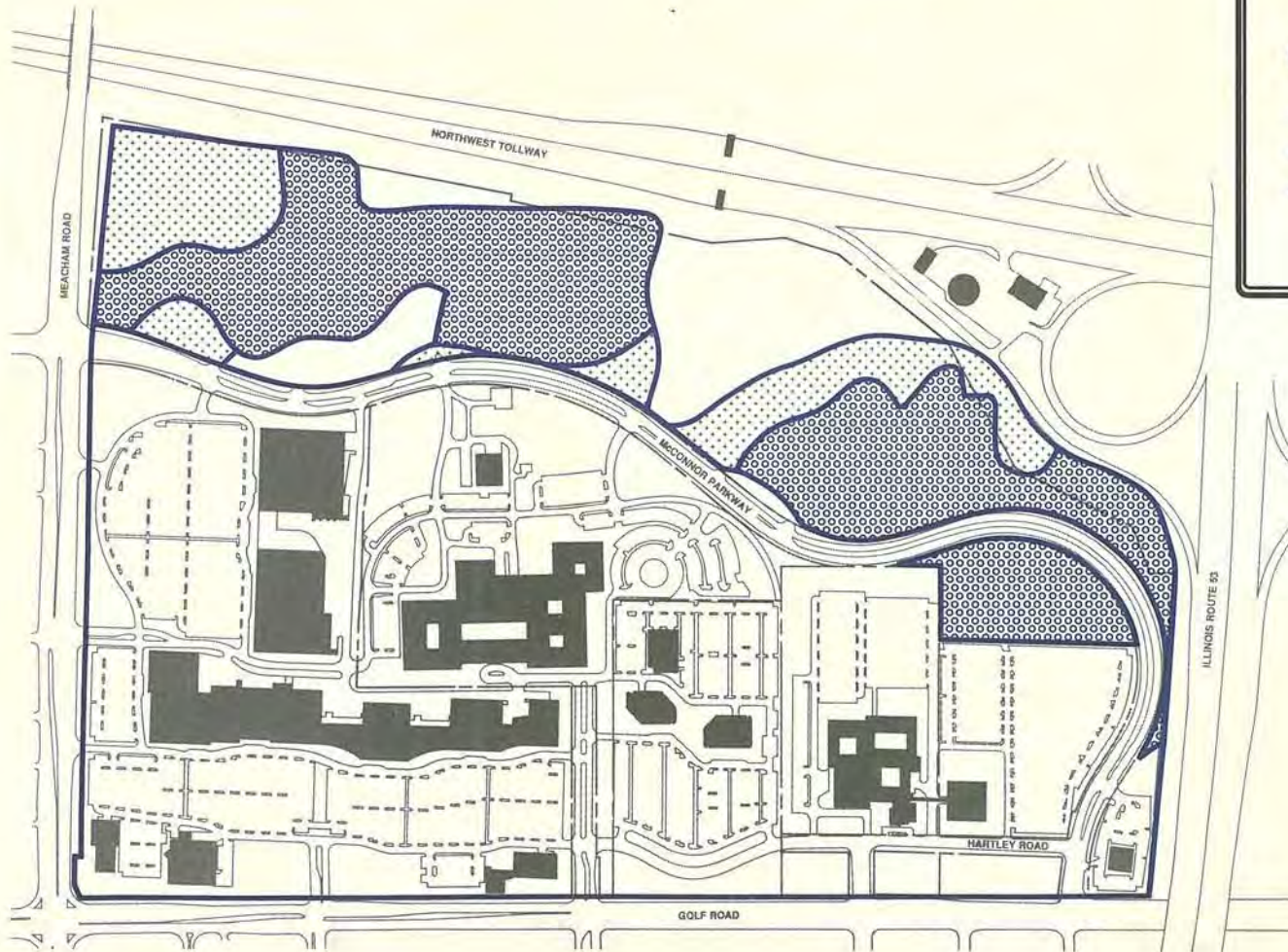
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AUGUST 1992



WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR

SOILS INTERPRETATION & BUILDING SITE SUITABILITY

- SLIGHT LIMITATIONS 
- MODERATE LIMITATIONS 
- SEVERE LIMITATIONS 



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

MAP 3



The Hyatt Regency Hotel illustrates the typical vegetation found throughout the Unocal Sector: professionally landscaped and immature.

Drainage

The 235-acre Unocal Sector is a flat expanse of land which is representative of the glacial topography of the northwest suburbs. Within the Sector, the water naturally drains into the wetland areas located north of and to the east of McConnor Parkway. These wetlands are depicted on Map 4. All drainage is contained within the site. This containment was further enhanced by the construction of the Northwest Tollway, I-290, Meacham Road and Golf Road which act as barriers to the water flow. This barrier is most evident along I-290 where a steep hill directs the water into the wetland.

The natural drainage of the Unocal Sector has been altered. The wetland area north of McConnor Parkway, depicted on Map 4, was expanded during construction of the Unocal office building to accept additional run-off from the developed area. Unocal also compensated for increased run-off by directing water off-site into Salt Creek.

Several detention basins have been constructed within the Sector in conjunction with the building and parking lot improvements. The Bay Street Restaurant has a detention pond located within the developed parcel. The Hyatt Regency Hotel, the Centennial Center, and the Century Centre towers all have corresponding detention areas located just north of Golf Road. These detention ponds are located on parcels separated from the developed property by Hartley Road and act as an aesthetic element within this Sector.

Woodfield Village Green also uses detention areas as key aesthetic elements. Several detention areas are located at the entrances to the site and act as gateways to the shopping center. One final basin is located just north of the Unocal office building and collects run-off from both the Office development and Woodfield Village Green.

Vegetation

Like other suburban settings, the Unocal Sector was used for farmland before it was developed. Therefore, the majority of the vegetation found within the site has been installed in conjunction with the office and retail development landscape design.

The first contributor of landscape features was the Unocal corporation. Upon construction of their regional headquarters over thirty years ago, Unocal planted flowering and shade trees throughout the Sector. This landscaping enhanced their new rural corporate image. These trees have since matured and are a substantial component of the Unocal Sector's environment.

Upon continued development of this Sector, the vegetation has been manipulated and updated. The Hyatt Regency Hotel and the Centennial Center contributed professional landscaping to complement the architectural design of the structures. The Century Centre towers also contributed professional landscape design with the added detail of a shared rock-garden terrace between the two buildings.

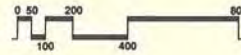
The Woodfield Village Green shopping center required the most manipulation of the existing vegetation. Upon development as many mature trees as possible were relocated to the area just north of the Unocal office building. These mature trees now stand as a gateway from McConnor Parkway to the office building.

Woodfield Village Green also added new landscaping elements to the Sector. Three garden areas located within the shopping center highlight different landscape themes: Town Square, Natural Garden, and Formal Garden. Lastly, the entrance to the Sector along Central Park Boulevard is outlined with a double row of shade trees. The median strip is covered with low-growing flowering shrubs and contrasts the enclosed feeling created by the trees along the boulevard.

The only natural vegetation within the Sector is found north of McConnor Parkway. The wetland area used for detention by Unocal is surrounded by mature vegetation. This cluster of trees is rather unimpressive and consists of willows, cottonwoods, and cedars.



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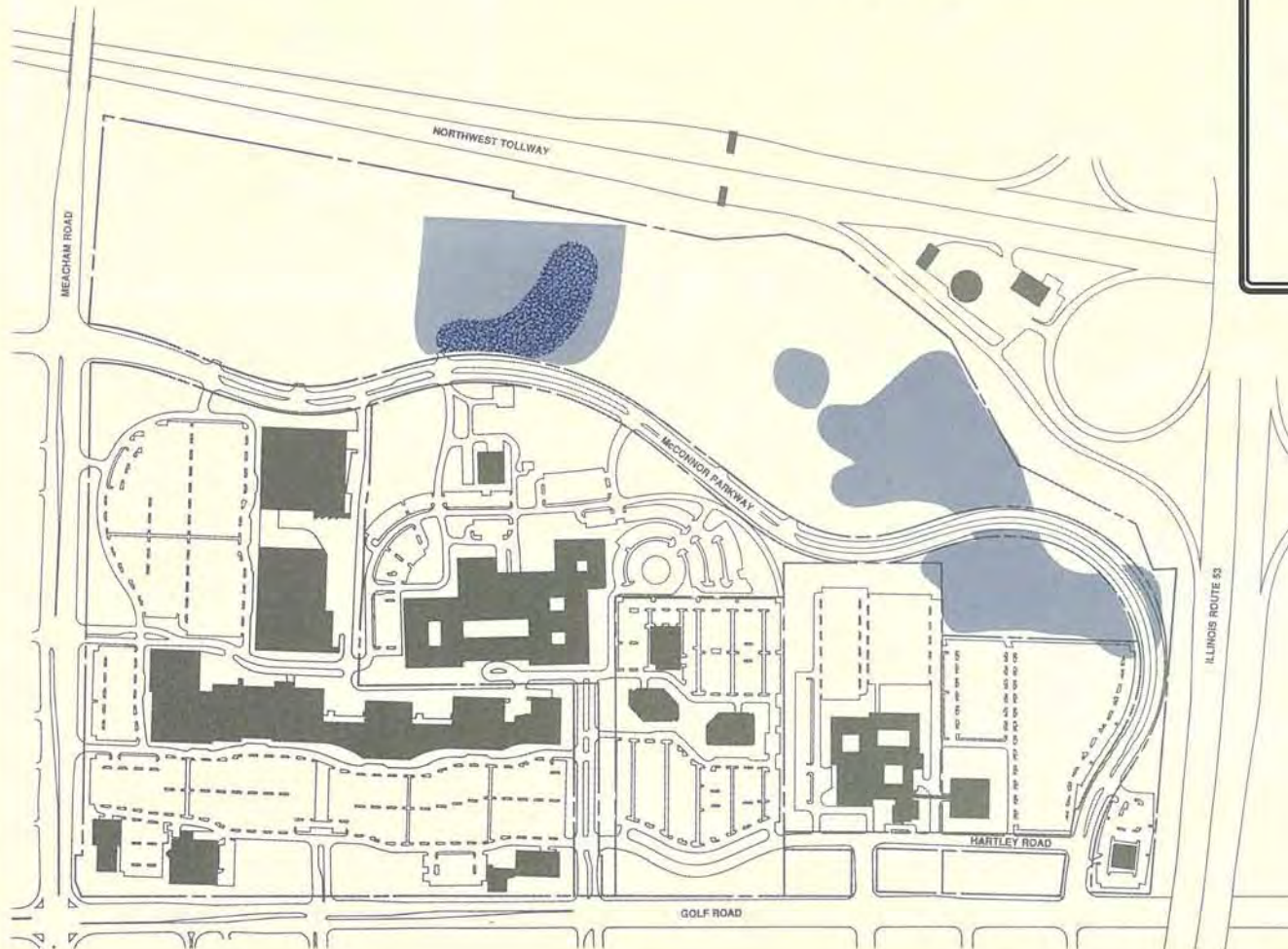
WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR

EXISTING LANDSCAPE FEATURES

EXISTING VEGETATION



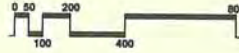
DESIGNATED WETLANDS



MAP 4



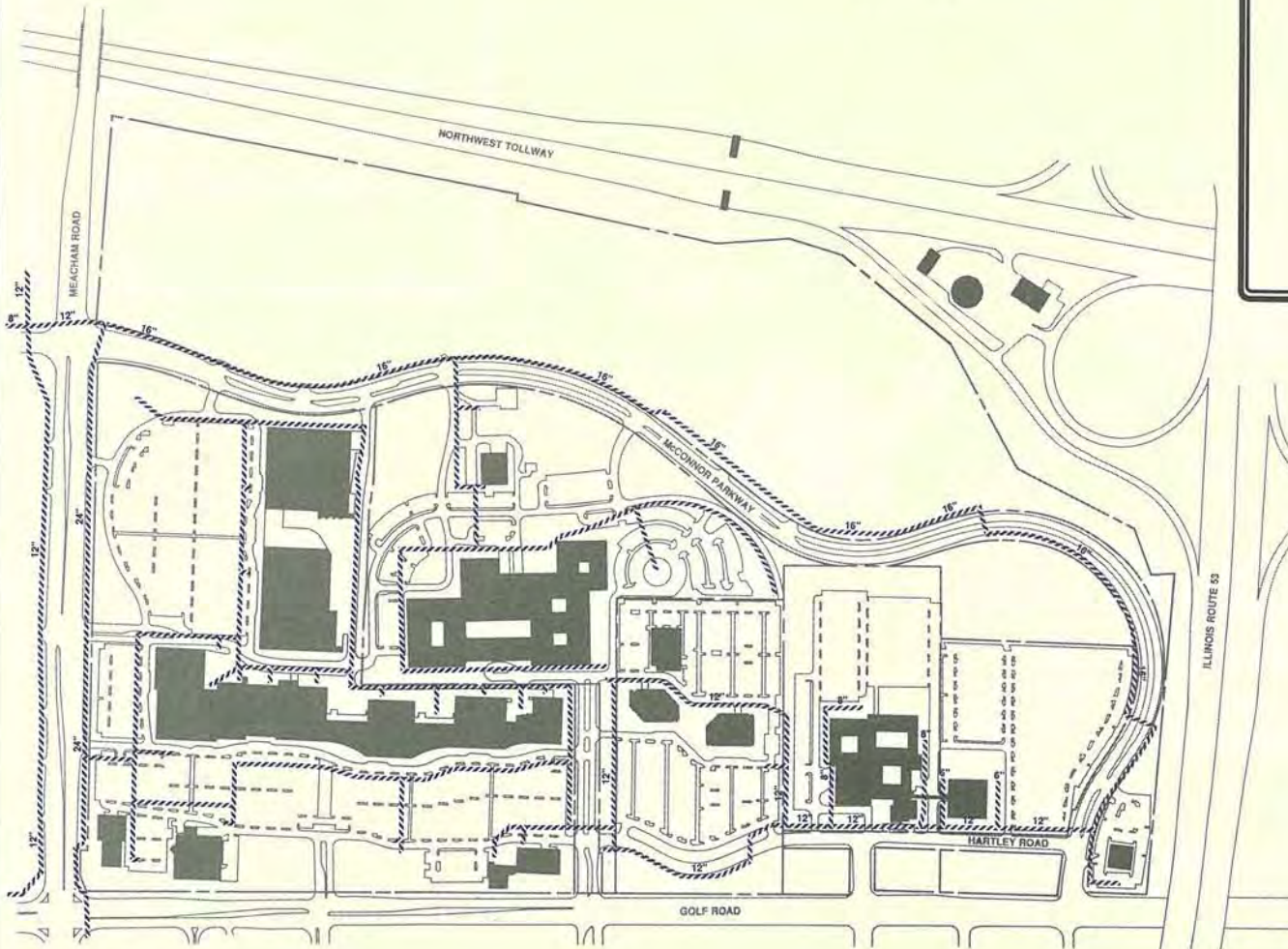
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WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR

EXISTING WATER MAINS

WATER MAINS 



MAP 5



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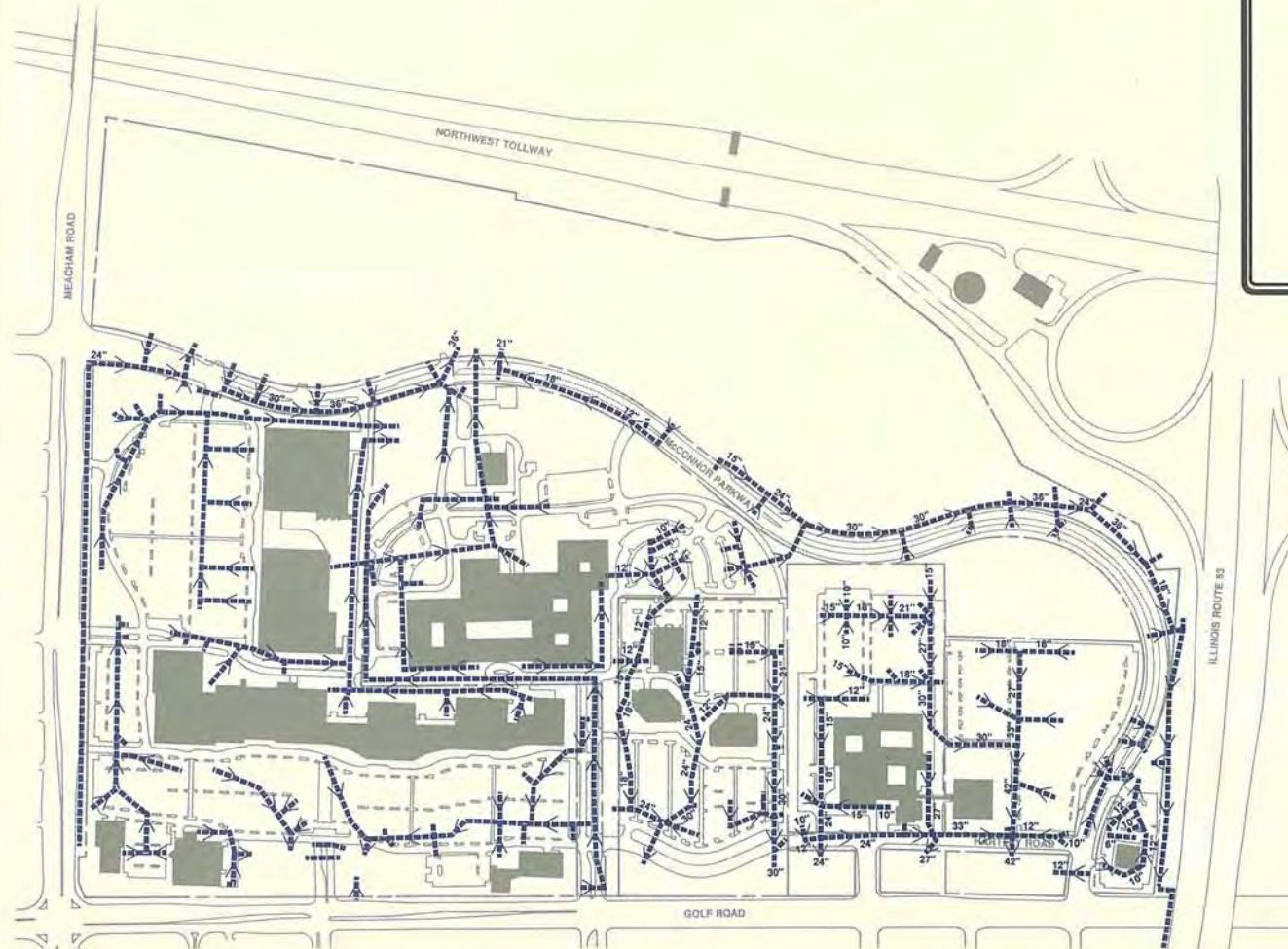


WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR

EXISTING STORM SEWERS

STORM SEWERS

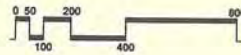
DIRECTION OF FLOW > > >



MAP 6





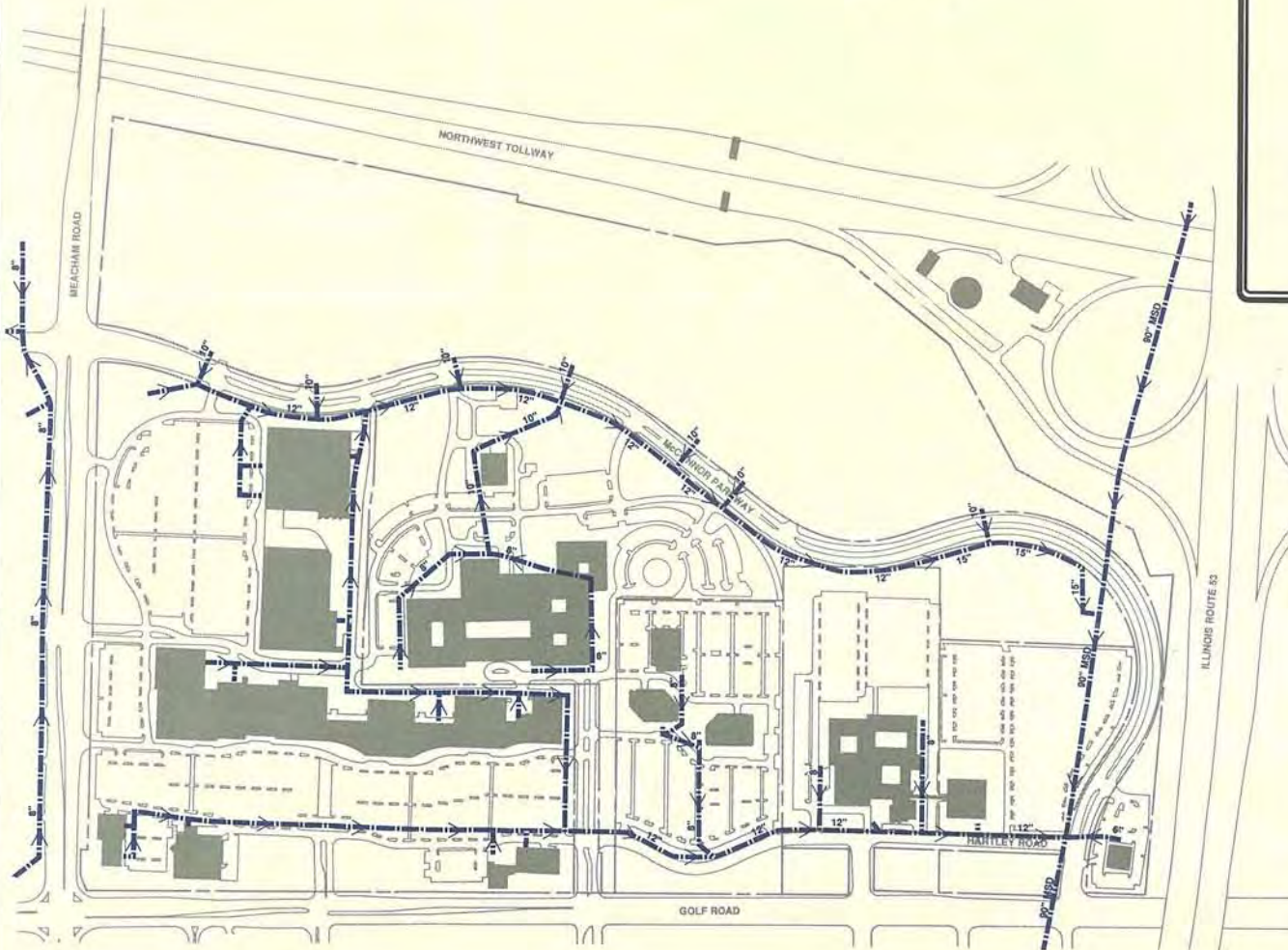
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WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR

EXISTING SANITARY SEWERS

SANITARY SEWERS 
DIRECTION OF FLOW 



MAP 7

Any plans to remove or alter the existing landscaping must be done in conjunction with Village ordinances and approved by the Village prior to modifying the site. As part of the development review, developers are required to submit a tree survey and preservation plan which specify any trees worthy of preservation.

Utilities

All of the developed parcels in the Unocal Sector are served by public water and sewer systems. Utility systems have been constructed to meet the demands of the area as it has developed over the past thirty years. They adequately serve the needs of the Sector and have the additional capacity needed to accommodate the expected future development of the area. Approximately one-third of the property is undeveloped, and any development within these areas will require connection to the public utilities.

The water mains are generally located parallel to the road network as illustrated on Map 5. A twelve-inch line runs along Meacham Road from just north of McConnor Parkway south to Golf Road. A sixteen-inch main runs the entire length of McConnor Parkway with the exception of a twelve-inch section which runs from Meacham into the site approximately 300 feet. The Unocal site is connected to the McConnor Parkway main located directly north of the office building itself. The sizes of the Unocal mains are unknown, because they were installed prior to the Village annexing the property.

The offices and hotel located along Hartley Road connect to the twelve-inch main which parallels Hartley Road. The two Century Centre towers have twelve-inch mains which circle the parking lots. The Hyatt Regency Hotel is connected by two eight-inch mains located on the east and west sides of the building. Centennial Center is serviced with two six-inch mains on either side of the structure. The Woodfield Village Green shopping center is serviced by a main which runs through the development paralleling the building footprints and is



The visual link that exists among uses is illustrated here. The display of the flags located in front of the Hyatt Regency Hotel connects to the linear treatment of the Centennial Center building. The pedestrian perspective should not be overlooked during the conceptual stages of development.

connected to the system through the twelve-inch Hartley Road main.

The storm sewer system is divided into fragmented areas draining into separate locations. Storm sewers of various magnitude are scattered throughout the site as depicted on Map 6. The Unocal office building and Woodfield Village Green shopping center are serviced by a multitude of storm sewers. The run-off from both the front and back of the Woodfield Village Green structures drain into detention ponds located along Meacham Road, Golf Road, and just south of McConnor Parkway. The Unocal office site routes the run-off north of McConnor Parkway into its original detention area found on the site. The Century Centre towers each provide individual drainage systems. Century Centre I uses ten- to thirty-inch sewers to drain its run-off into a detention pond south of Hartley Road.

Century Centre II uses twelve- to thirty-inch sewers to carry the water to a detention pond south of Hartley Road. The Hyatt has sewers on either side of the structure ranging from ten to twenty-seven inches and draining into a detention pond south of Hartley Road. The Centennial Center is serviced by ten- to forty-two- inch sewers. This system provides drainage for the entire parking area north of the Hyatt Regency Hotel and Centennial Center. The unimproved property just north of this parking area drains onto McConnor Parkway which uses fifteen- to thirty-six-inch sewers to carry the water north onto vacant land and south off the site. The Bay Street Restaurant site has six- to twelve-inch sewers draining into an on-site detention pond. With the exception of water from McConnor Parkway leaving the site, runoff is contained entirely within the site.

The sanitary sewers again tend to parallel the road network. Map 7 illustrates this point. The one exception to this rule is the ninety-inch Water Reclamation District of Greater Chicago (WRD) line which runs north-south through the eastern portion of the Sector. A ten- to fifteen-inch line runs along McConnor Parkway from approximately 400 feet east of Meacham Road until it meets the WRD line. Unocal connects to the McConnor Parkway line with a eight- to ten-inch sewer system. Hartley Road has a twelve-inch line running along it. The Century Centre towers, the Hyatt Regency Hotel, and Centennial Center all connect to Hartley Road via an eight-inch line. Bay Street Restaurant is serviced by a six-inch line. Woodfield Village Green has two separate systems servicing the site. A cluster of lines are located at the northeast corner of Golf Road and Meacham Road. These lines connect to eight-inch sewer lines located beyond the Sector boundaries on the west side of Meacham Road. An other system connects to the sewer lines along McConnor Parkway. These lines begin in an east/west direction between the main Woodfield Village Green anchor structures where the facade orientation changes from Meacham Road to Golf Road and then proceed north to McConnor Parkway.



The Centennial Center is representative of the office building boom of the 1980's, the decade when the three office towers within the Unocal Sector were built.

Existing Land Uses

Given the grand development schemes originally proposed for this Sector, it is interesting that the Unocal Sector contains a relatively small mix of land uses and a large amount of undeveloped land on its 235.5 acres, as shown on Map 8. These uses are Office, Office/Service, Commercial/Service, Vacant, and Quasi-public. Only three uses, Office, Commercial/Service, and Vacant, account for 85 percent of the Sector. The fact that vacant land is one of these major uses emphasizes the development potential for this Sector.

The Commercial/Service use, the Woodfield Village Green shopping center, comprises 26.7 percent of the total Sector. The Office uses, 26.7 percent of the land area, include the Unocal office complex, the twin Century Centre towers, and the Centennial Center. The vacant property located



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WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR EXISTING LAND USES

COMMERCIAL/SERVICE



OFFICE/SERVICE



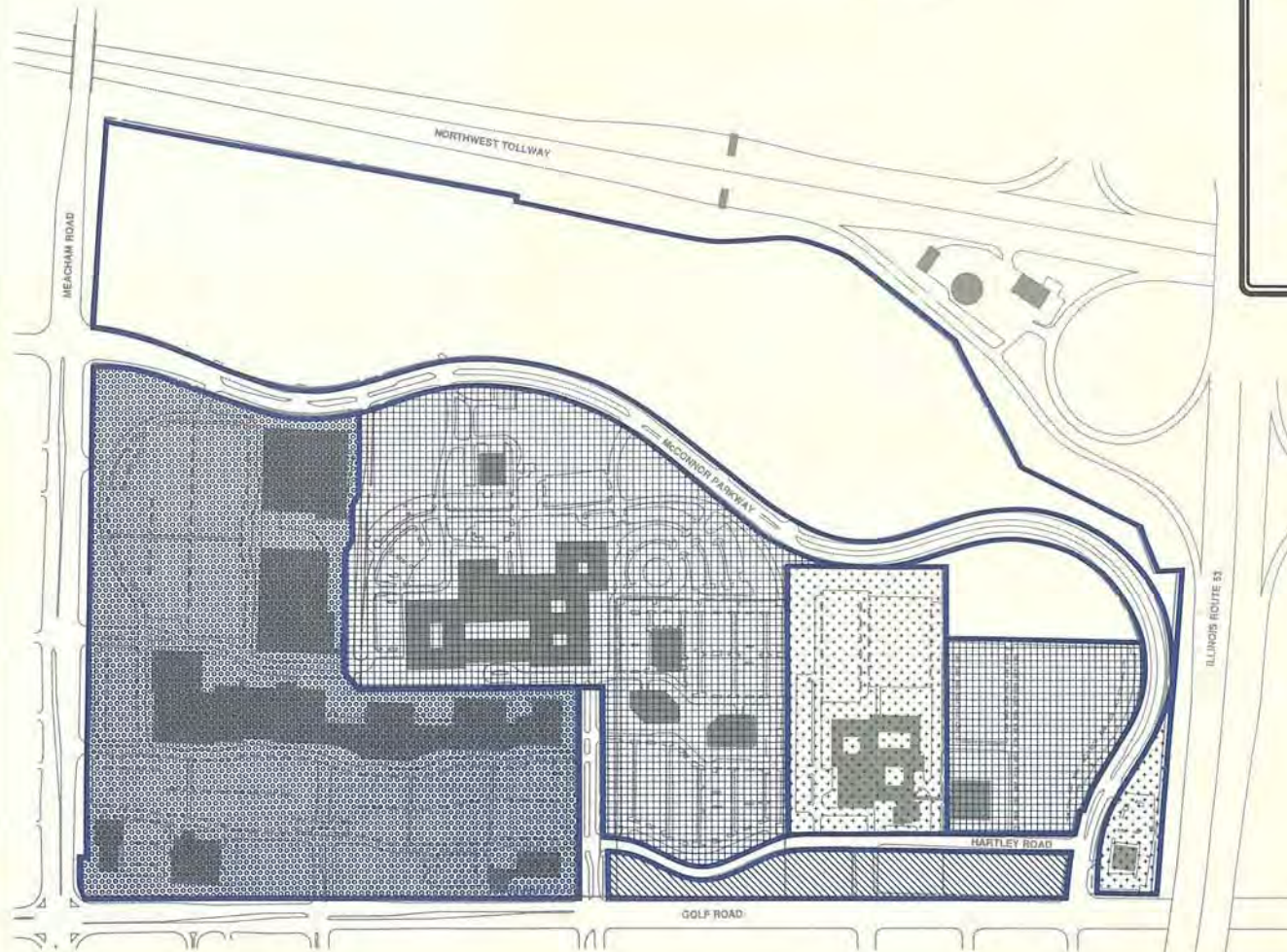
OFFICE



PUBLIC/QUASI-PUBLIC



VACANT



MAP 8

**TABLE 2
EXISTING LAND USES**

Land Use	Acres	Percent
Commercial/ Service	62.80	26.7
Office	62.87	26.7
Office/Service	15.90	6.8
Public/Quasi -public	18.85	8.0
Vacant	75.08	31.9
TOTAL	235.5	100.1*

* More than 100% due to rounding

Source: Village of Schaumburg Planning Department, January, 1993

largely along the Northwest Tollway and Interstate 290 frontage makes up 31.9 percent of the Sector, which is the largest portion of the Sector by use. The Office/Service uses represents two developments, the Hyatt Regency Hotel and Bay Street restaurant, and only 6.8 percent of the Sector. The Public/Quasi-Public designation, road right-of-ways and detention areas, account for the remaining 8 percent of the land uses in the Sector. Table 2 depicts this information.

Within this Sector the distinct uses complement each other. While the Woodfield Village Green shopping center draws people from throughout the region, it also offers amenities to the employees from the office complexes. The Hyatt Regency Hotel provides business travelers a convenient place to stay while doing business within the Sector. The Hyatt also provides a conference center for seminars and meetings. A symbiotic relationship is developing as the Office uses provide customers to the Commercial/Service uses, and the Commercial/Service uses provide the goods and services for the Office uses.

Adjacent Land Uses

The land uses found within the Unocal Sector reflect the land uses found in the surrounding area. To the south, the Woodfield Mall shopping center has the biggest impact on the Unocal Sector and the entire regional center. This mall is well known and draws customers from throughout the Chicago Metropolitan area and beyond. Woodfield Mall boasts several national department store chains as anchors and more than 200 specialty shops. The up scale character of Woodfield Mall complements the value-oriented warehouse/discount base of the Woodfield Village Green tenants. Also to the south, office towers at Woodfield Park Plaza, Zurich Towers, and along the Woodfield Mall Perimeter Drive reflect the Office use within the Unocal Sector.

The headquarters of Motorola International is located northwest of the Unocal Sector. As one of the northwest suburbs major corporations, Mo-



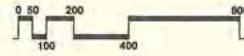
Woodfield Mall is one of the more well-known land uses in the area and draws customers from throughout the region. This use complements the Woodfield Village Green shopping center found in the Unocal Sector.

torola's 323 acre campus is a prominent site. This development includes a multi-story office building as well as many low-rise structures which house over seven thousand employees. The Schaumburg Industrial Park, found to the west of the Unocal Sector, is characterized by low-rise office and light industrial uses such as warehousing and precision manufacturing. The Motorola Center and the Schaumburg Industrial Park project an office park character to the area which continues onto the Unocal Sector.

To the north of the Unocal Sector, residential developments and vacant land for Office/Service uses are located. The Office use is consistent with the Unocal Sector Office uses and maintains the office character found along Meacham Road in this vicinity. It is important to note the Northwest Tollway's impact on surrounding uses as it divides the sites as well as provides a high-visibility corridor for



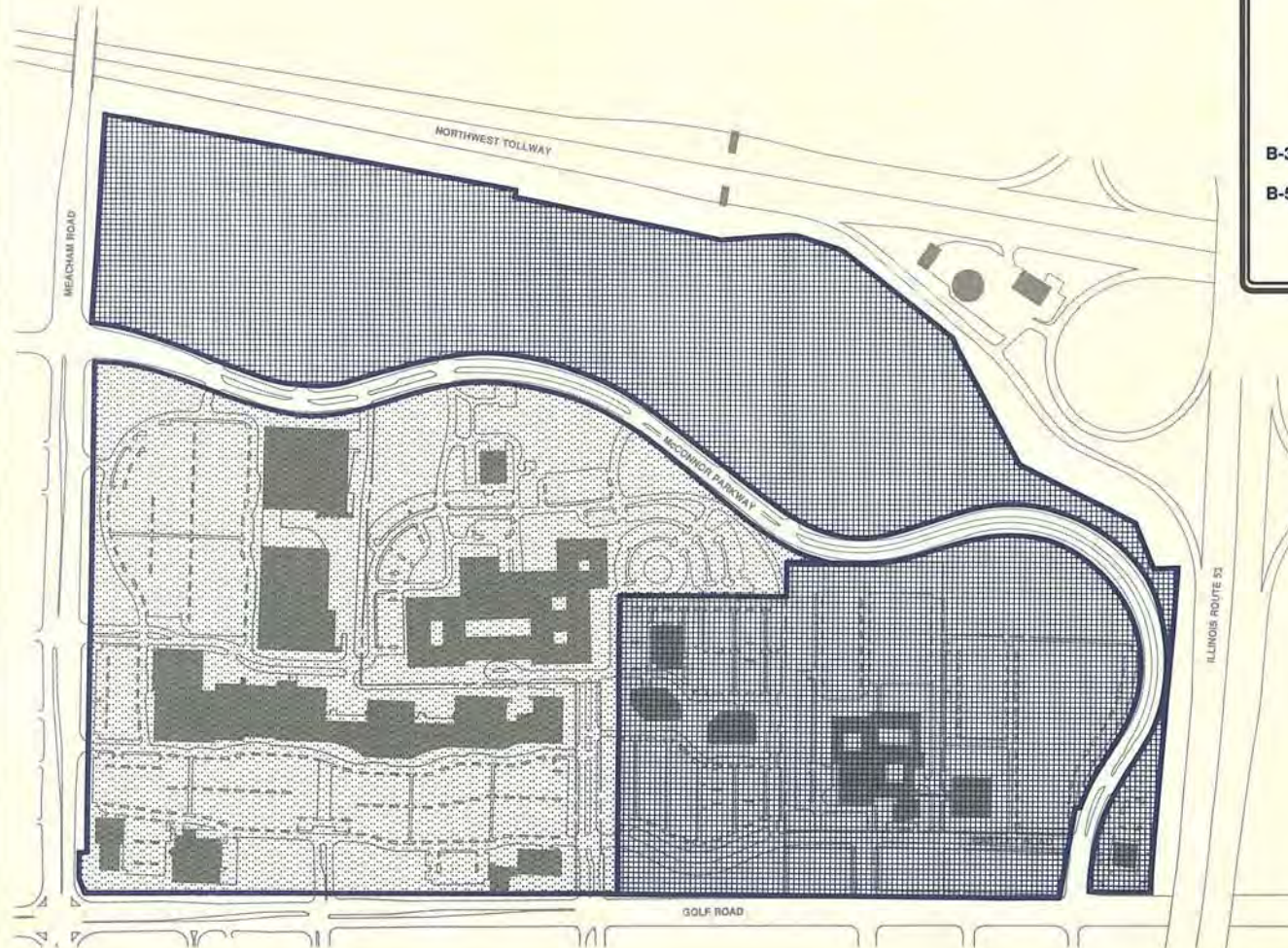
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WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR

EXISTING ZONING

- B-3 PLANNED OFFICE BUSINESS
- B-5 PLANNED REGIONAL CENTER



MAP 9



The Century Centre office towers emerge from the tree line. These eleven story buildings reflect the urban character of the Unocal Sector.

business. This division, however, is quite substantial and acts as a buffer between any potentially incompatible uses to the north.

The same comment holds true for the property to the east of the Unocal Sector where I-290 divides the Sector from adjacent land uses. However, the use on this property to the east is Office. This is consistent with the Office uses on the Unocal site and maintains the office character along the Golf Road corridor. Although the development to the east is less intense than the development on the Unocal site, it acts as a gateway to the Woodfield Regional Center as it appears from under the I-290 overpass.

The Illinois Toll Highway Authority highway maintenance buildings are found just northeast of the Unocal Sector. This Public use does not complement the existing and planned Office uses very well, but the maintenance buildings are separated by the I-90 to I-290 entrance ramp, which helps soften their impact on the adjacent uses.

Existing Zoning

Zoning is the primary tool used to implement the long-range policies and plans of the Village's Comprehensive Plan on an individual parcel basis. Specific regulations of zoning districts enable officials to monitor and maintain certain standards for the life of existing uses.

The zoning of the Unocal Sector is not complicated. Two zoning classifications cover the entire Sector: Planned Office Business and Planned Regional Center. The Planned Office Business (B-3) district encompasses the majority of the Sector. The Hyatt Regency Hotel, the Century Centre towers, Centennial Center, and the Bay Street Restaurant are all zoned B-3. This zoning appropriately reflects these Office and Office/Service uses. The 75.42 acres of vacant land, located north of McConnor Parkway and adjacent to the Hyatt Regency Hotel site, are also zoned B-3. This B-3 zoning on the vacant property will actually be developed under B-3 Multiple-Use Planned Unit Development (MU-

PUD) zoning as stated in the Amended Annexation Agreement. This classification establishes flexible parameters for the future development of this property. But currently, the zoning map depicts the unmodified B-3 zoning, since the MUPUD status will not be activated until a final development plan for this property has been approved.

The Planned Regional Center district (B-5) covers the southwestern third of the property bounded by McConnor Parkway, Golf Road, Meacham Road and Central Park Boulevard. The B-5 district permits the orderly development, redevelopment and continued maintenance of regional commercial centers and compatible uses. The Woodfield Village Green shopping center was able to take advantage of this zoning when the BCED proposal failed to materialize. The Unocal office building is also included within this B-5 zoning which allows its continued use as an office complex and other uses which complement regional commercial centers. The zoning districts are depicted on Map 9.

Existing Building Heights

The building heights found within this Sector (depicted on Map 10) reflect the design trends popular at the time of their individual construction. The Unocal office complex reflects the desire to project a rural flavor. With only two-stories and horizontal proportioning even this massive building appears to be on a human scale when contrasted with the surrounding open space. This same low-key profile is projected by the Woodfield Village Green shopping center development. The facades of the buildings are reminiscent of a small town central business district, inviting pedestrian use throughout the development.

This rural character is not reflected in the rest of the Sector. These structures are the product of a more urban era. Built between 1979 and 1989 these structures have a vertical approach to design that is illustrated in the heights of these structures. The Centennial Tower is thirteen-stories tall and the Century Centre towers are eleven-stories tall. The

Hyatt Regency Hotel is only five-stories tall yet its massing creates the feeling of a larger urban building. Even the one-story Bay Street Restaurant reflects a more urban feeling as a simple stand-alone development on an out-lot.

The combination of the two-story Unocal office building and the Woodfield Village Green shopping center and the high-profile Centennial Center and Century Centre towers in this Sector challenges future development to be creative to bring these two divergent styles together into one integrated development.

Existing Floor Area Ratios

Floor area ratio (FAR) is a flexible tool which assists in planning the future built environment. The ratio measures the mass or bulk of buildings compared to the area of land on which they lie, the intensity of the use. It also allows planners to fix an “invisible” envelope within which future construction can occur. The FAR is calculated by dividing the gross floor area of a building or buildings, excluding parking structures, on a parcel by the area of the parcel. A development is relatively intense if the resulting figure is large.

The Village Zoning Ordinance regulates the FAR for each zoning district. The B-3 Planned Office Business and the B-5 Planned Regional Center zoning are allowed to develop with a FAR of .80 and 1.40 respectively. Although the current structures do fall within these parameters, the FAR’s in this Sector are greater than those of the Village in general.

The Century Centre towers have a .74 FAR. This figure represents the most intense development within the Sector. And although the Hyatt Regency Hotel is a considerably bigger building than the individual towers, it has a FAR of only .53, since it is situated on a larger lot. The Centennial Center is also a larger building than the Century Centre towers, but again it has a low FAR of .33 due to the size of the lot. The Bay Street Restaurant has the lowest FAR of the Sector, .07. The size of the building is



Details such as this on the Century Centre I building add to the aesthetic quality of the Unocal Sector.

significantly smaller than the size of the lot.

Although the B-5 District allows a relatively intense development at 1.40 FAR, the intensity of the development in the B-5 District in the Unocal Sector do not reflect this. The Unocal office building has a .20 FAR and the Woodfield Village Green shopping center has a .23 FAR. This lower FAR acts as a transitional intensity from the Village into the greater intensity of the Unocal Sector. This is appropriate since the intensities typically found throughout the Village are more representative of these lower FAR’s. These figures are depicted on Map 11.

Existing Visual and Aesthetic Elements

The Unocal Sector offers different visual impressions to people both passing by and using the Sector. When approaching the Sector from the south and north along Meacham Road and from the west along Golf Road, the Woodfield Village Green shopping center welcomes people to a quaint small town business district community. The rolling land-

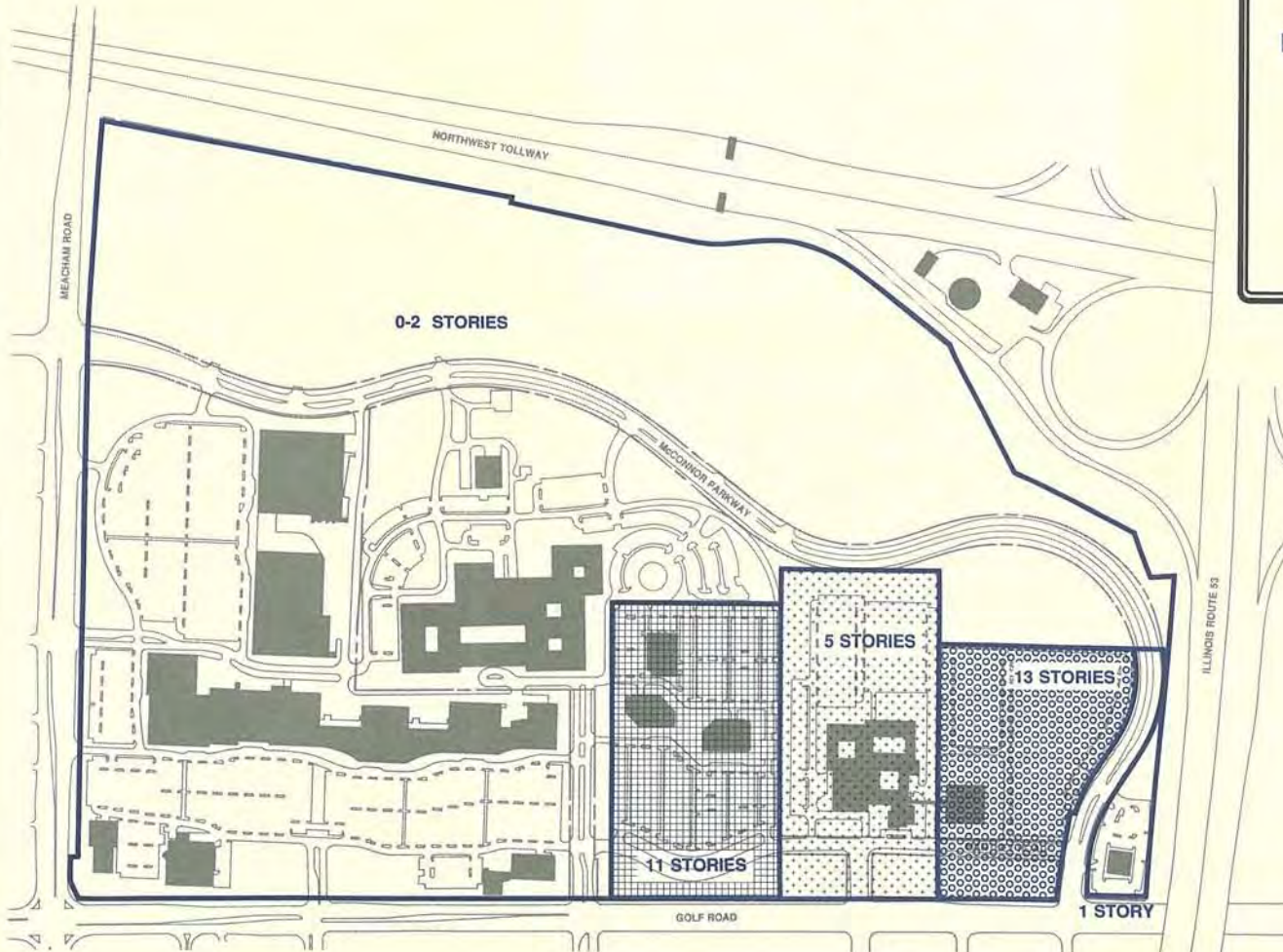
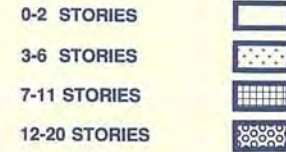


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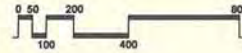
EXISTING BUILDING HEIGHTS



MAP 10



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WOODFIELD REGIONAL CONCEPT PLAN

UNOCAL SECTOR

EXISTING FLOOR AREA RATIOS (F.A.R.)

(W/O PARKING STRUCTURES)

.00-.31



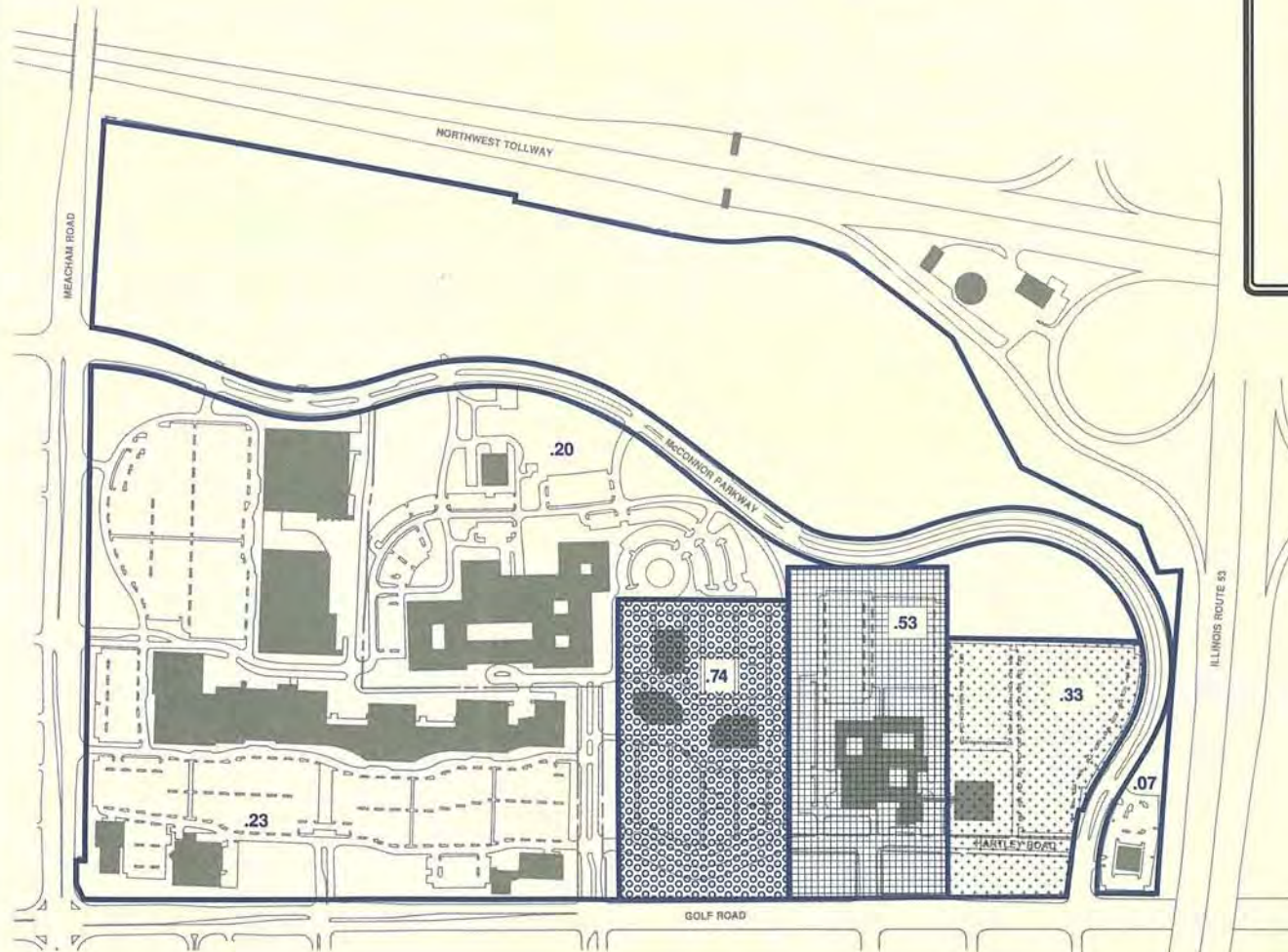
.32-.50



.51-.69



.70-1.20



MAP 11

scape and quaint facade design evoke a small town atmosphere to potential customers and summons them to investigate further. This sensation is contrasted by the development located east of this development. People approaching the Sector from the east along Golf Road and viewing it from the Northwest Tollway and Interstate 290 are welcomed to Schaumburg by prominent office towers. These structures convey a sense of strength and stability about the community to tens of thousands of people who pass by the Sector each day.

Currently no architectural theme exists among the structures located within the Sector. Infill will be necessary to bridge the gap in design. Streetscape and landscaping can be designed to tie the buildings together as well. The future will bring these additional features to the Sector which will contribute to both themes, small town and corporate, and bridge the gap which currently exist between them.

Transportation Network

The Unocal Sector is served primarily by two transportation systems, a roadway network and a transit system. Both are described in detail below. Two other modes of transportation, bicycles and walking, can play a positive role in the mixed-use, workday environment developing in the Sector and should not be overlooked. Nevertheless, the automobile retains its predominant role as the chief mode of transportation in the area.

Transit System

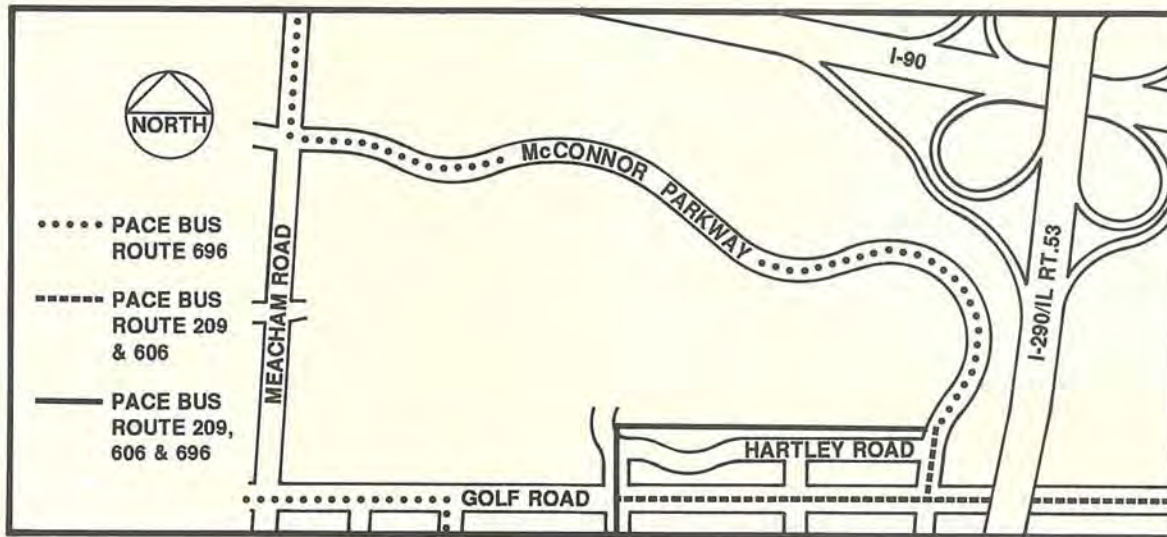
The Pace Suburban Bus Division of the Regional Transportation Authority offers three fixed route bus services that travel in or near the Unocal Sector. Map 12 depicts these routes.

Pace Route 606 is one of Pace's most successful. It provides frequent service, all day Monday through Saturday. The route begins at the CTA Rapid Transit line's River Road Station and enters the Sector from the east along Golf Road after serving Mount Prospect, Arlington Heights and Rolling Meadows. It quickly exits the Sector to serve Woodfield Shopping Center, terminating in Schaumburg at the Woodfield Corporate Center. With its link to the CTA Rapid Transit line, riders can easily travel to O'Hare International Airport or downtown Chicago.

Pace Route 696 operates all day, weekdays only. Its eastern terminus is Randhurst Mall in Mount Prospect. The route enters the Sector from the north along Meacham Road and proceeds east through the Sector along McConnor Parkway. After serving the Hyatt Regency Hotel, Route 696 exits the Sector to the west along Golf Road, eventually terminating at Harper College.

Pace Route 209 operates all day, seven days per week. It begins service at the CTA Rapid Transit line's Harlem Road Station. The route enters the Sector from the east along Golf Road and terminates at Woodfield Mall.

In addition to the three Pace routes described



MAP 12: Pace Bus Routes

above, two other bus transit alternatives are available in the Unocal Sector. The Village of Schaumburg and Pace cosponsor the Dial-A-Ride Transportation (DART) paratransit program. DART is a general public, reservation-based, curb-to-curb system operating in Schaumburg and a small portion of Hoffman Estates. It operates Monday through Saturday.

The Shopper's Shuttle is an award-winning, innovative transit program cosponsored with Woodfield Mall, One Schaumburg Place and Pace. It operates weekdays from 11:00 A.M. to 2:00 P.M. The Shuttle's Golf Road Route stops at Centennial Center, the Hyatt Regency Hotel, Century Centre I and II, and the Unocal office building. Riders travel to Woodfield Mall and One Schaumburg Place for shopping or lunch for a low fare.

Roadway Network

The Unocal Sector is served by three functional classes of streets that make the area highly accessible from a local perspective. While direct regional access is currently unavailable, indirect access is afforded via nearby ramps to two expressways, the Northwest Tollway (I-90) and I-290. The Northwest Tollway is located adjacent to the north side of the planning area and is under the jurisdiction of the Illinois State Toll Highway Authority. The Illinois Department of Transportation has jurisdiction over I-290, also known as Illinois Route 53, in this location. It is located adjacent to the east side of the Sector. Table 3 summarizes the lineal mileage of local streets by class.

Primary Roadways

Two primary roadways serve the Unocal Sector. A street classified as primary is characterized as having considerable continuity, carries heavy traffic, is located within at least 100 feet of right of way and is a facility with four or more lanes. They are described below:

Golf Road

Gold Road (Illinois Route 58) is under State of Illinois jurisdiction and maintained by the Illinois Department of Transportation. This six-lane wide road runs east to west along the Sector's southern border. It has a 45 mile per hour speed limit.

Meacham Road

Meacham Road borders the planning area's west side and is under Village of Schaumburg jurisdiction. However, the Meacham Road bridge over the Northwest Tollway remains under State of Illinois jurisdiction. The six-lane wide route has a 45 mile per hour speed limit.

Collector Streets

Collector streets carry traffic from minor streets and driveways to the primary routes. They are typically located within a minimum of 80 feet of right of way. One street within the Sector falls under this classification:

McConnor Parkway

McConnor Parkway, a four-lane wide Village street extending from Meacham Road in the Sector's northwest quadrant to Golf Road in the Sector's southeast quadrant, falls under this classification. The speed limit is 35 miles per hour.

Business Streets

Business streets look and function like Collector streets, carrying traffic to primary roadways. They are also under Schaumburg's jurisdiction, but differ from Collector streets in that they are generally located within narrower, 66 feet right of way. One street within the Sector falls under this classification:

Hartley Road

Hartley Road is a business street with a 25 mile per hour speed limit. It extends westward from McConnor Parkway, just north of and parallel to Golf Road. Hartley fronts Centennial Center, the Hyatt Regency Hotel and Century Centre I and II before terminating near the intersection of Golf Road at Woodfield's Center Driveway.

**TABLE 3
STREET CLASS MILES**

Primary	1.3 miles
Collector	0.9 miles
Business	0.3 miles

Source: Village of Schaumburg Planning Department, January, 1993



McConnor Parkway, a four-lane wide Village street, sees little traffic. Only 1,000 cars per day take advantage of this tree lined road which spans the Unocal Sector from Golf Road to Meacham Road.

Existing Traffic Conditions

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

Traffic Volumes

Traffic volumes are a count of vehicles moving past a location 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 traveling in both directions on a given section of roadway during a 24-hour period. The ADT figures for the Unocal Sector are shown in Map 13. These are estimates based on peak hour counts.

The heaviest daily traffic inside the Unocal Sector, 47,500 ADT, is located along Golf Road between the I-290 overpass and McConnor Parkway. Golf Road ADT generally declines to the west, reaching a low of 31,100 ADT, until it nears its intersection with Meacham Road. Meacham Road experiences its highest ADT of 33,700 vehicles near the Golf Road intersection. To the north, Meacham Road ADT declines steadily to a low of 18,500 near the Meacham Road bridge.

McConnor Parkway currently sees little traffic. While 8,000 ADT is experienced near its intersection with Golf Road, the route generally carries about 1,000 cars per day.

The busiest periods of traffic flow are called peak hours. Peak hours typically occur twice each weekday between 7:00 a.m. and 9:00 a.m. in the morning and 4:00 p.m. and 6:00 p.m. in the late afternoon. In fact, peak hour counts are more useful than ADT for assessing roadway function and adequacy. Peak hour traffic is represented in Map 14.

Systematic variations in directional traffic flow are common during peak hours due primarily to suburban commute patterns. As a general rule, flow is predominantly eastward in the morning and west-

ward in the evening. This holds true for Golf Road in the Unocal Sector. In contrast, Meacham Road shows no predominant north-south travel pattern with equal amounts of traffic moving in both directions during peak hours.

Roadway Adequacy

Traffic volume figures at any given location are made even more useful by comparing them with the ability of a roadway to accommodate that volume. Such an assessment, determining the road's adequacy or success at accommodating traffic, forms the heart of traffic impact studies and traffic planning. Simply stated the actual peak hour traffic volume is compared with the peak hour capacity of the road or intersection. A road with more lanes will capably handle more cars than a road with fewer, and therefore has more capacity.

Level of Service

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

LOS-A

describes a condition of free flow with no delay.

LOS-B

describes a condition of free flow with acceptable, or infrequent, periods of delay.

LOS-C

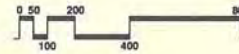
is considered average for suburban locations, and although flow is somewhat restricted during peak travel hours it is considered acceptable by motorists.

LOS-D

describes a roadway or intersection that experiences regular delays during peak travel hours



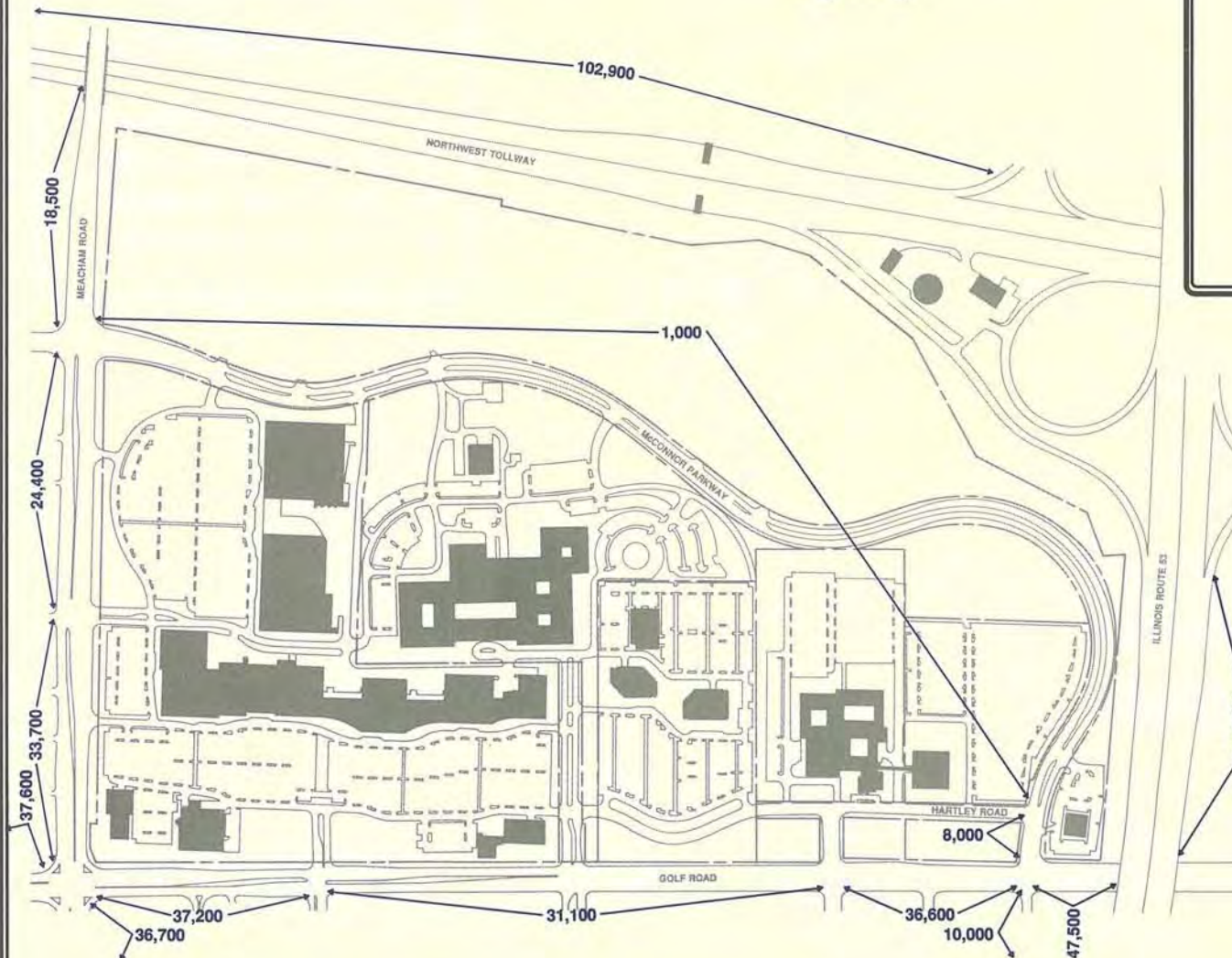
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WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR

CURRENT AVERAGE
DAILY TRAFFIC (ADT)

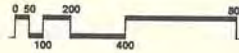
ADT ← 1,000 →



MAP 13





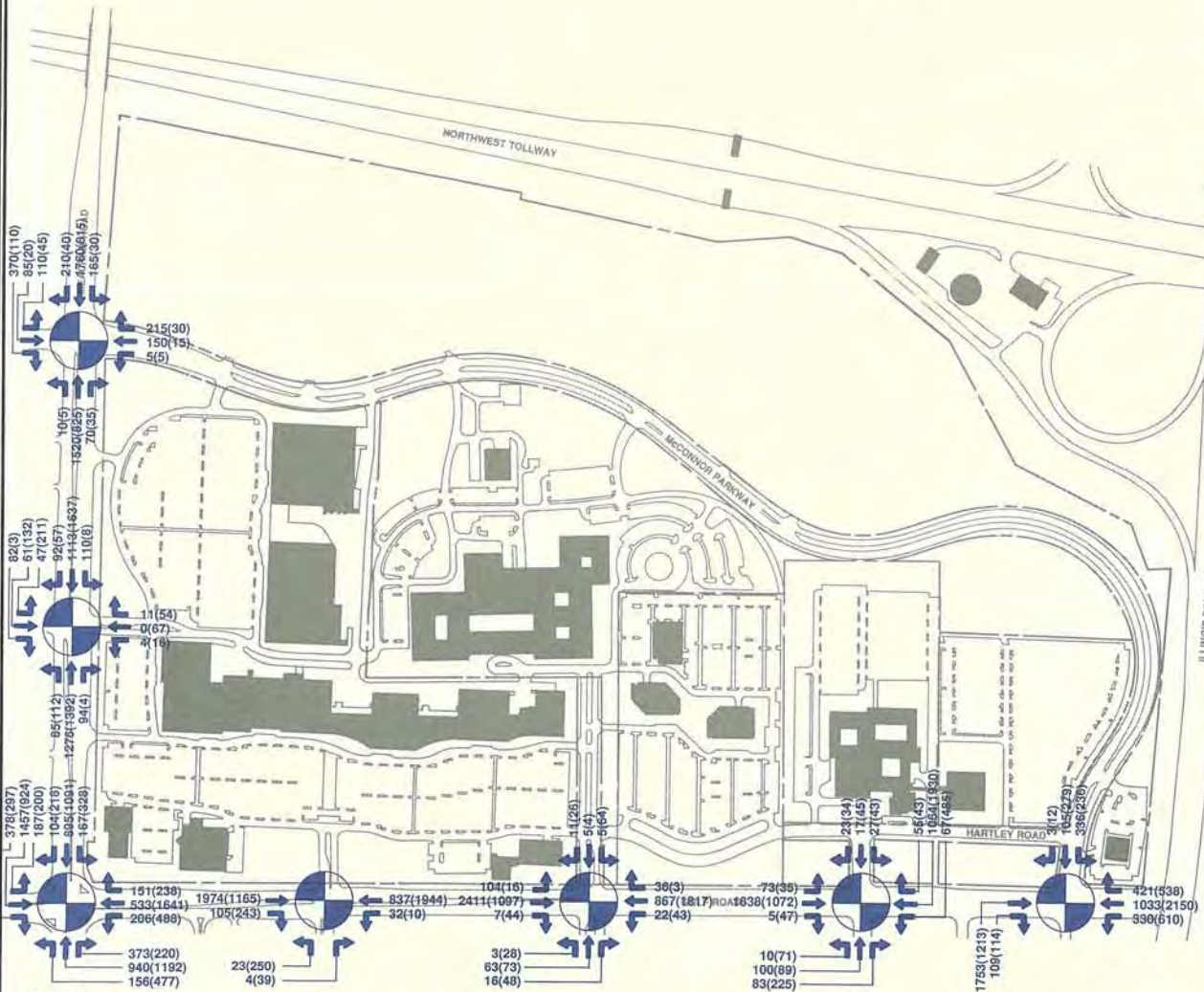
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WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR

EXISTING TRAFFIC VOLUMES

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



SOURCE: VILLAGE OF SCHAUMBURG ENGINEERING DEPARTMENT EXCEPT MEACHAM/McCONNOR (BARTON-ASCHMAN ASSOCIATES, INC.)

MAP 14

but are still considered to be reasonable by a majority of drivers.

LOS-E

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

LOS-F

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

The roadway adequacy of the Unocal Sector is above average, since no street exceeds a designation of LOS-B. This means that traffic flows freely through the area with few delays. Any delays experienced are generally caused by inadequate intersection capacity. The causes of intersection capacity is discussed below.

Intersections

Intersections are more often the source of delay and frustration for drivers than are the roadway segments located between intersections. However, within the Unocal Sector all intersections but one experience little if any congestion and significant capacity remains.

When examining existing intersection conditions and developing recommendations for near-term improvements, several matters must be kept in mind. For example, the type of stop control—whether traffic signals or stop signs—influences capacity. Also, the number of accidents and their severity, coupled with their nature, may assist the intersection designer in identifying problems and solutions. Finally, existing intersection geometrics may provide clues to resolving any capacity deficiencies.

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

Intersection Deficiencies

As noted above, no service level problems are experienced throughout the Unocal Sector. Minor delays are, however, experienced by drivers passing through the Golf/Meacham intersection during the evening rush hour. These delays are considered acceptable by the majority of drivers and do not require immediate attention.

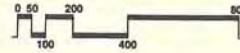
An analysis of accident reports suggest that no intersections within the Unocal Sector present a significant accident risk for drivers.



Bay Street Restaurant, located adjacent to I-290, takes advantage of this location as 142,000 cars pass by each day.



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WOODFIELD REGIONAL CONCEPT PLAN

UNOCAL SECTOR

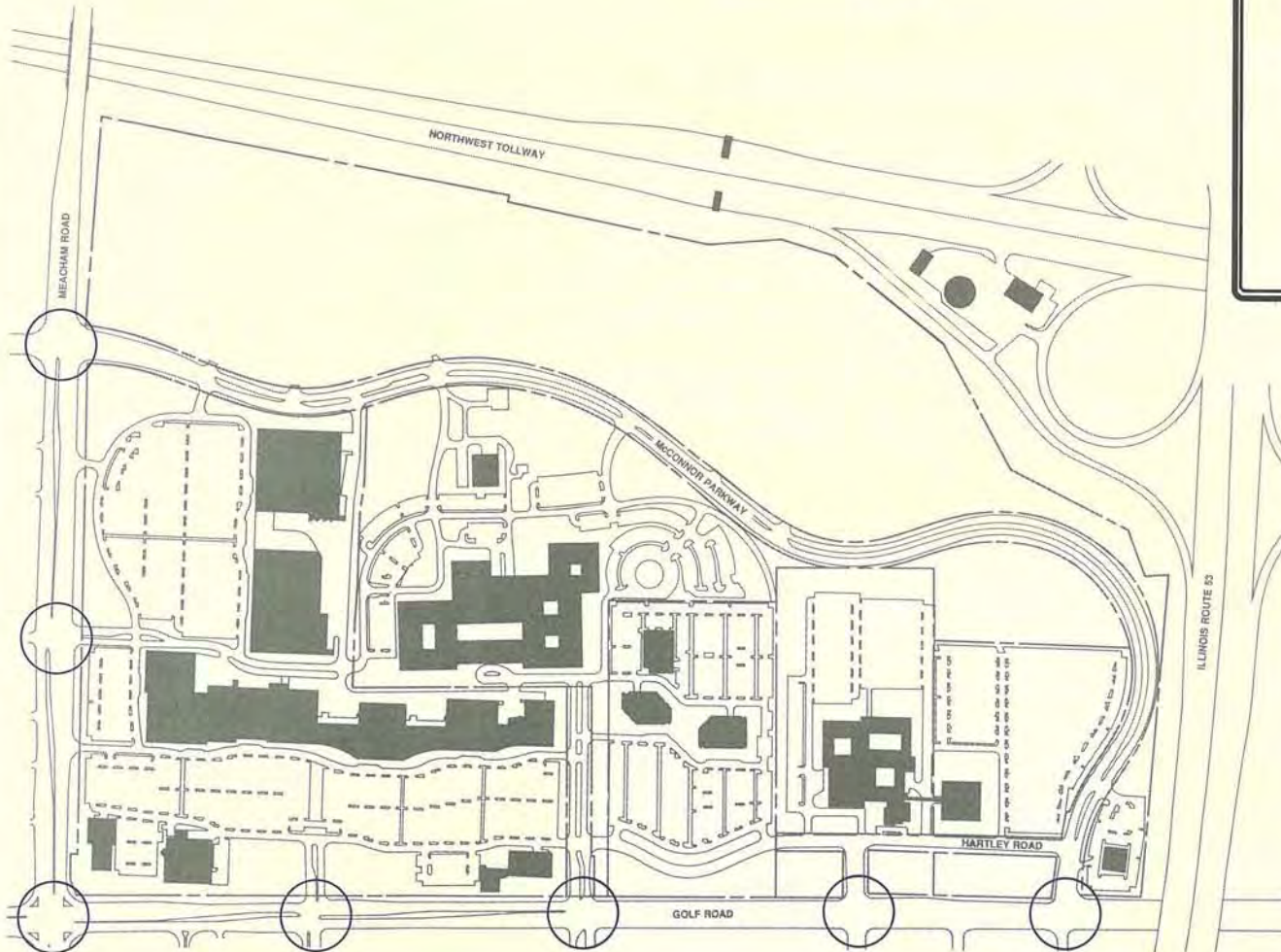
CURRENT INTERSECTION LEVEL OF SERVICE (LOS)

A.M. PEAK HOURS

LOS A-B 

LOS C-D 

LOS E-F 



MAP 15



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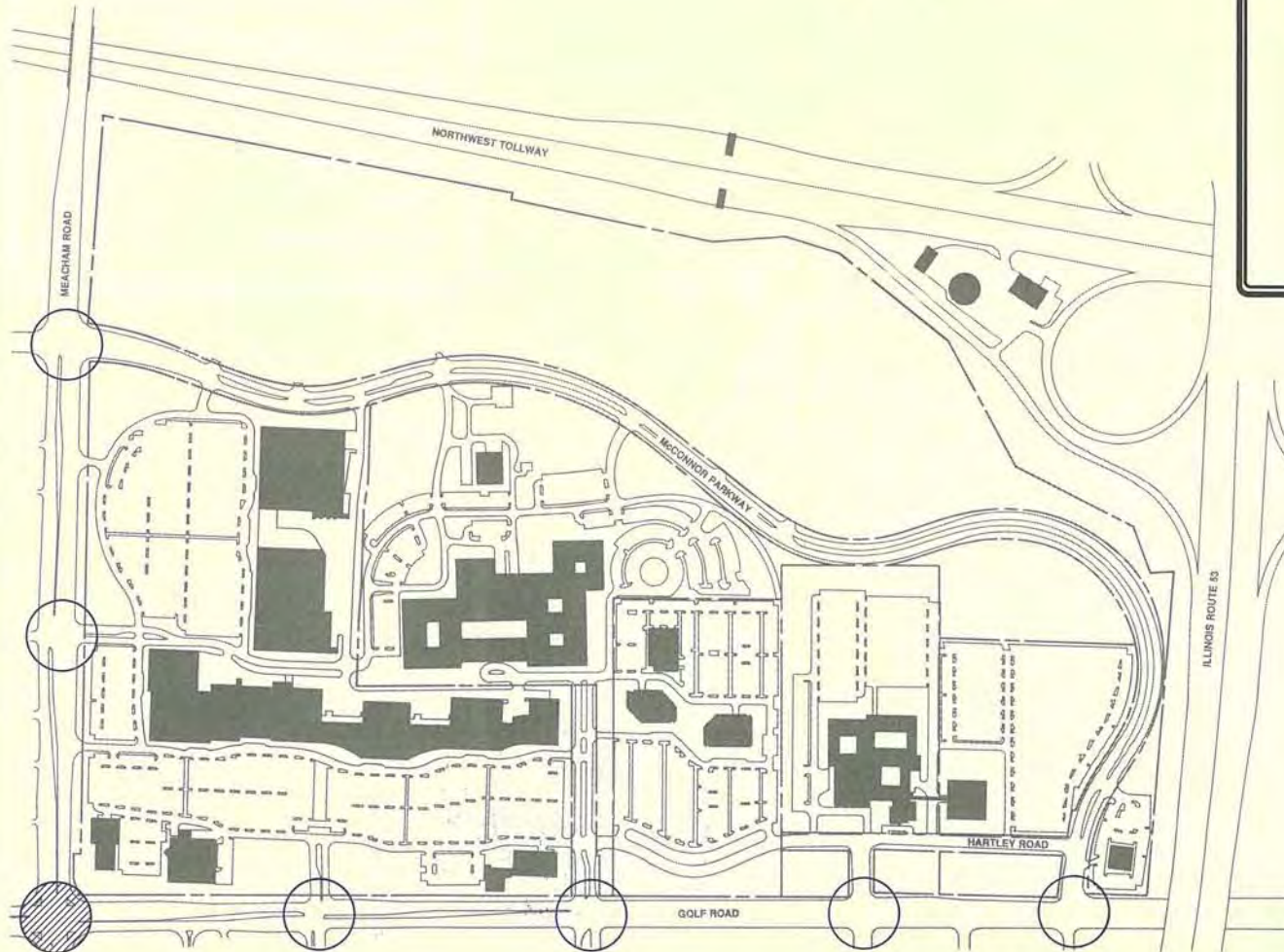
WOODFIELD REGIONAL CONCEPT PLAN

UNOCAL SECTOR

CURRENT INTERSECTION LEVEL OF SERVICE (LOS)

P.M. PEAK HOURS

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



MAP 16



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AUGUST 1992

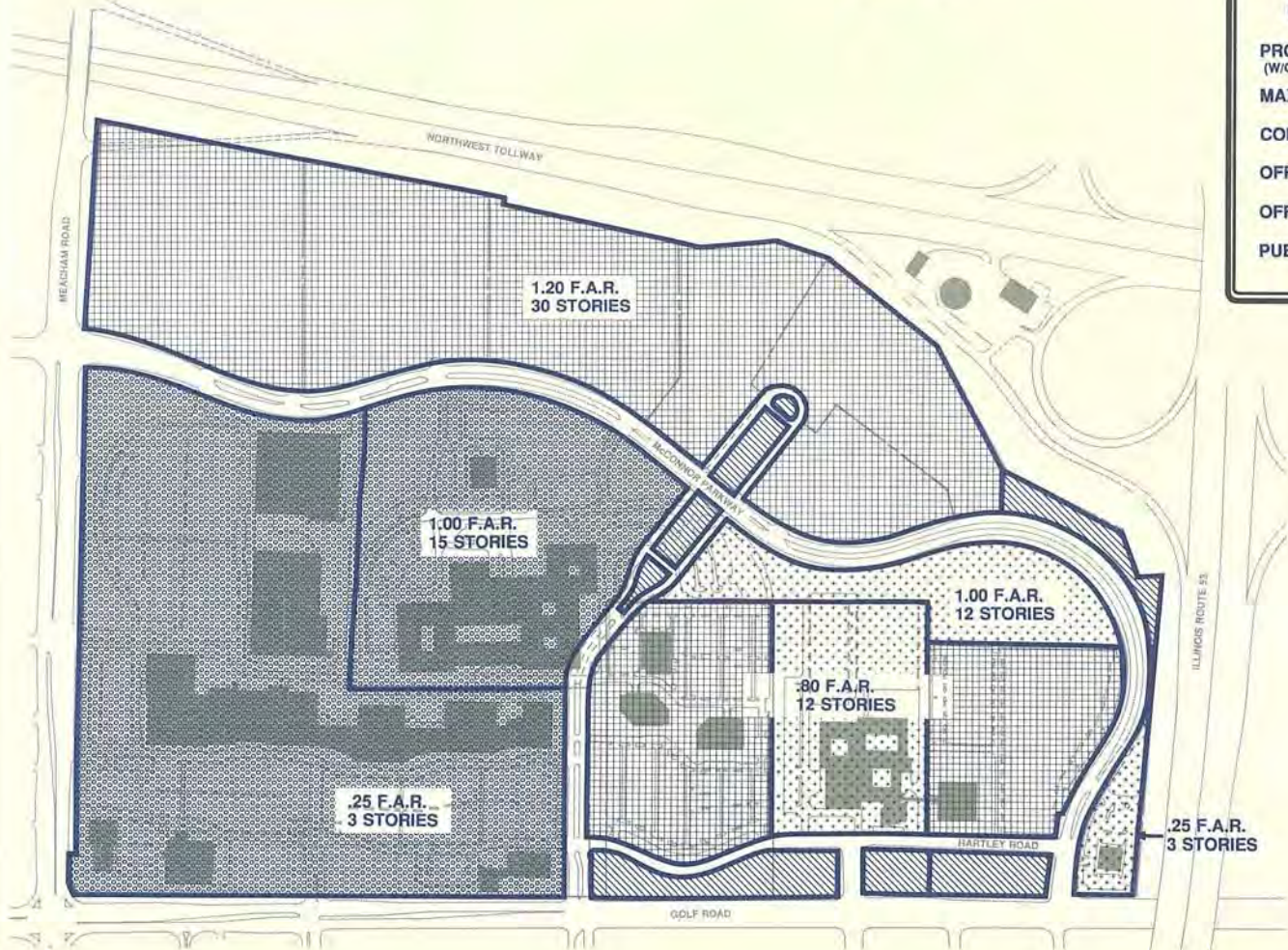


WOODFIELD REGIONAL CONCEPT PLAN

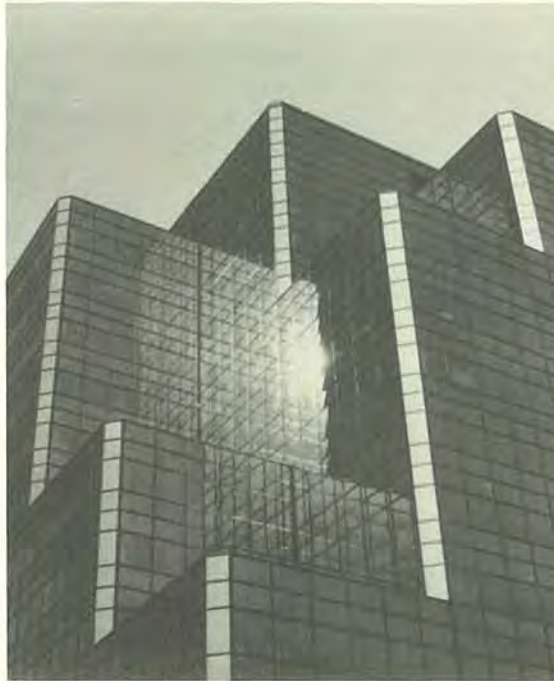
UNOCAL SECTOR

CONCEPT PLAN LAND USE

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



MAP 17



CHAPTER THREE CONCEPT PLAN

The Concept Plan, as an integral part of the Village's Comprehensive Plan, establishes a blueprint for the development that is envisioned to occur in the planning area. This chapter of the Unocal Sector Plan includes policies intended to guide development of the planning area over the next twenty years. The planned future land uses, intensities and building heights of developments in the Unocal Sector are shown on the Concept Plan Land Use map on the opposite page. These designations are based on the analysis of the existing conditions, the projections of roadway capacities, and the Second Restated and Amended Annexation Agreement, which governs the Unocal property. The Concept Plan Land Use map on the facing page, in conjunction with the proposed roadway network improvements, represents the policy objectives for the Unocal Sector.

The Unocal Second Restated and Amended Annexation Agreement includes specific development guidelines which are intended to implement the policies set forth in the Agreement. The Directives

TABLE 4
CONCEPT PLAN
LAND USE DISTRIBUTION

Land Use	Acres	Percent
Commercial/ Service	97.95	41.6
Office	90.61	38.5
Office/Service	25.00	10.6
Public/Quasi- Public	21.94	9.3
TOTAL	235.50	100.0

Source: Village of Schaumburg Planning
Department, March, 1993

Chapter (Chapter Four) of this Concept Plan and the Design Guidelines, a separate document of Woodfield Regional Center Concept Plan, are intended to supplement the guidelines of the Amended Annexation Agreement for the Unocal Sector. While the Concept Plan Land Use map provides a broad sense of the uses permitted in the Sector, the Amended Annexation Agreement and the supplemental guidelines will ensure that development is consistent with the development objectives for the Unocal Sector.

Concept Plan Overview

Located in the heart of the Woodfield Regional Center and at the intersection of two state highways, the Unocal Sector is one of the more significant sectors of the regional center. Based on this location, the Concept Plan recommends that the Unocal Sector be reserved for some of the highest intensity mixed-use development in the northwest suburbs.

The Unocal Sector Concept Plan is comprised of four land use categories: Commercial/Service, Office/Service, Office, and Public/Quasi-Public. The Commercial/Service and Office uses are anticipated to be the two major land uses in this Sector. The majority of the Office/Service and Public/Quasi-Public uses reflect existing conditions and are not expected to develop on much of the vacant property. Both of these categories, Office/Service and Public/Quasi-Public, will only occupy a total of one-fifth of the land in this Sector. Table 4 outlines the amount of land reserved for each land use category based on the full build-out of the Sector.

The Unocal Sector Concept Plan reserves equal amounts of land for Commercial/Service and Office uses, creating, in effect, a multiple-use sector. This Sector is similar to the Algonquin Road Sector and Roselle Road Sector, which can also be characterized as multiple-use sectors. The Unocal Sector will offer diverse land use opportunities to the Village. Specifically, the Unocal Sector's role will be as both a regional office corridor and a regional commercial center. This diversity and the regional orientation are concepts which have been promoted

for this property for the last twenty years.

The Unocal Sector Concept Plan addresses the development potential of the Unocal Sector for the next twenty years. Within this time frame, development of the vacant land and redevelopment of improved property will be completed in conformance with this Concept Plan and the Second Amended and Restated Annexation Agreement governing the Unocal property, adopted in January 1993. The Agreement includes provisions for three phases of development which include the development of the 668,000 square foot Woodfield Village Green shopping center, a proposed 360,000 square foot convention center, 3.6 million square feet of office development, and the potential redevelopment of the Unocal office building site. The Agreement outlines the specifics for development intensity (floor area ratios), building height, gross floor area, and building envelopes. The proposed office towers will be clustered in three distinct areas located between McConnor Parkway and the Northwest Tollway. The office towers will range in height from a minimum of ten stories to a maximum of thirty stories. If the redevelopment of the Unocal office building site occurs, 35 acres will become available for an additional 1.5 million square feet of Commercial/Service and Office development. This development will be oriented toward the planned office tower development to the north. The proposed convention center site is located just south of McConnor Parkway adjacent to the Hyatt Regency Hotel site and will link the existing development to the south and the future development to the north. The mix and massing of the development will solidify this Sector's role as a regional entity and a focal point of the Woodfield Regional Center.

A breakdown of the Concept Plan Land Use map is shown on Table 5. This table compares the amount of land available for development with the amount of land already occupied by existing development in each category. As mentioned in the last chapter, over 30 percent of the land in the Unocal Sector is vacant. This indicates substantial potential for growth. Nearly 80 percent of this new development is reserved for Office use and 11 percent will be for Office/Service use. The Concept Plan Land

TABLE 5
CONCEPT PLAN VACANT AND OCCUPIED LAND
BY LAND USE CATEGORY

Land Use	Vacant	Percent	Developed	Percent
Commercial/Service	0.00	0.00	62.80	39.6
Office	63.52	82.5	62.24	39.3
Office/Service	10.44	13.5	14.56	9.2
Public/Quasi-Public	3.08	4.0	18.86	11.9
TOTAL	77.04	100.0	158.46	100.0

NOTE: The Unocal office parcel changes land use designation from Office to Commercial/Service

Source: Village of Schaumburg Planning Department, March, 1993

Use map reflects additional growth potential that is not reflected on Table 5. The Unocal office site is currently occupied by an Office use. The Concept Plan, however, designates this site as Commercial/Service. This designation reflects the Amended Annexation Agreement which anticipates potential redevelopment of this site as a Commercial/Service or Office site. The possible redevelopment of this site adds to the growth potential of this Sector.

The future development of this Sector is anticipated to be significant, adding to the already high profile development existing within the area. The breakdown of land uses, existing and future, in square feet is outlined in Table 6. This table provides an accurate summary of the built environment currently found in the Sector (as catalogued in Ap-

pendix II). The Public/Quasi-Public category can not be calculated in this manner; therefore, it is not included in the Table. This data is then compared to the anticipated build-out of vacant and redeveloped land in each category to determine the extent of change. These figures are consistent with the projected square feet estimated for this Sector as found in the Amended Annexation Agreement.

It is important to note that the figures in Table 6 represent the most optimistic view of the full build-out potential of the Unocal Sector. Based on the current development patterns, however, it is unlikely that the figures presented in Table 6 will ever be achieved. But the Concept Plan continues to promote these greater intensities for the Unocal Sector because they are appropriate for this prominent location.



Santa Fe moved into the Century Centre II tower in 1991 bringing its 725 person work force to Schaumburg.

TABLE 6
**CONCEPT PLAN SQUARE FEET OF EXISTING AND FUTURE
NON-RESIDENTIAL DEVELOPMENT**

Land Use	Existing	Percent	Future	Percent	Total	Percent
Commercial/Service	668,000	32.9	1,532,000	27.1	2,200,000	29.0
Office	979,473	48.3	3,600,000	63.9	4,293,000 (1)	58.2
Office/Service	381,800	18.8	500,000	8.9	881,800	12.0
TOTAL	2,029,273	100.0	5,632,000	100.0	7,374,800	100.0

(1) Unocal office site redeveloped as Commercial/Service

Source: Unocal Second Amended and Restated Annexation Agreement, January 1993

Based on the development as outlined in Table 6, the character of the Unocal Sector will intensify substantially. The built environment will more than triple in area. Upon full development, the Office, Commercial/Service, and Office/Service development will include 7.4 million square feet of building space. Over half of this space, 4.3 million square feet, will be contained within the Office land use category. The intensity of this office development combined with its location, adjacent to the Northwest Tollway, will establish this Sector as a major regional office corridor. With 2.2 million square feet of development potentially devoted to Commercial/Service uses, the Sector will also flourish as a major commercial center. The 0.9 million square feet reserved for Office/Service uses will allow flexibility within the Sector to develop uses which

complement the intense office and commercial uses. Specifically, the development of a convention center would be an invaluable amenity to the adjacent Office, Office/Service, and Commercial/Service uses as the convention center draws customers to the uses and the uses provide the services desired by these customers.

The "non-built" environment will also be enhanced with the future development of the Sector. A large detention area is designated in the eastern section of the Sector along McConnor Parkway. This detention area is also planned to be a landscaped amenity within the Sector. It is Central Park, however, that is planned as one of the key aesthetic amenities within the context of this Concept Plan. This centrally-located park will serve both an aesthetic purpose as well as a social one by inviting people to take advantage of its open area.

Commercial/Service

The Concept Plan designates 42 percent or 97.95 acres of this Sector for Commercial/Service land uses. The Woodfield Village Green development encompasses 62.80 acres of this area. The remaining 35.15 acres of Commercial/Service designation is identified as the Unocal office parcel. This parcel is designated contrary to its current use because it is possible that it will be redeveloped as a Commercial/Service use during the horizon of this Concept Plan.

The Woodfield Village Green shopping center is comprised of 668,000 square feet of suburban power stores. A center of this size and specialty use is ideally located across from Woodfield Mall. Both centers draw customers from throughout the region. Rather than compete for the same clientele, each center caters to a different merchandise mix which make the centers complementary uses.

The Concept Plan designates the Unocal office site as Commercial/Service. This designation reflects the current market conditions which encourage commercial development. The Concept Plan also recognizes this market to be dynamic;

therefore, a mixed-use of Commercial/Service and Office uses or even pure Office development is foreseeable for this site. This flexibility is appropriate for this site since it is in a transitional location between the planned high-rise office towers to the north and the Woodfield Village Green shopping center to the south.

The redevelopment expects an additional 1.5 million square feet of Commercial/Service building space on this parcel. The anticipated FAR for this site is 1.00. This 1.00 FAR represents the intensity for office development on this site. This FAR would be reduced substantially if the property were to be developed for Commercial uses. Although the new use is expected to have a larger building massing than the town center environment of the Woodfield Village Green shopping center, the design treatment should integrate the two developments and blend well with the planned high-intensity office towers north of McConnor Parkway.

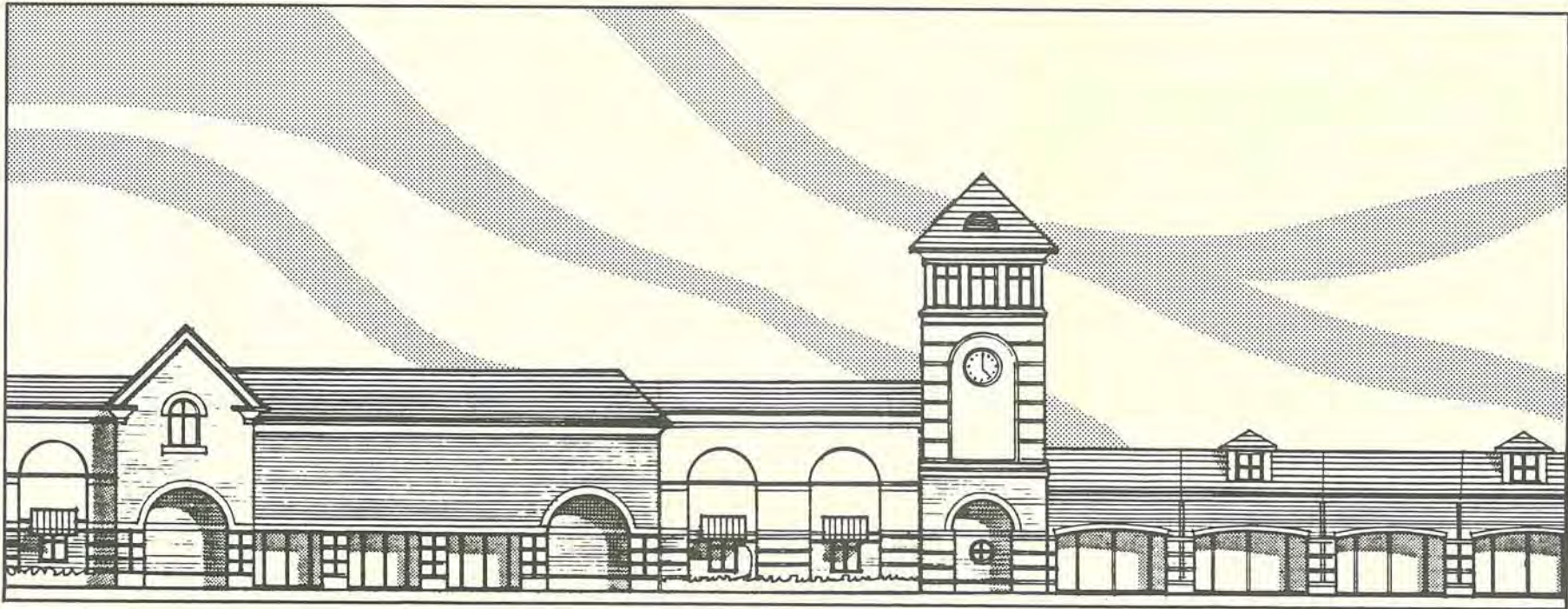
While the redevelopment of the Unocal office parcel is a possible scenario within the time frame of this Concept Plan, the continued use of the existing office building without significant building modifications is a more realistic possibility. In conjunction with the development of the Woodfield Village Green shopping center, the Unocal office building was reoriented to facilitate continued use of the structure since the original entrance was effectively isolated by the Woodfield Village Green shopping center. This reorientation consisted of turning an existing rear entrance into the main entrance thereby making the primary facade of the office face McConnor Parkway instead of Golf Road. To further accommodate this reorientation, parking and landscaping were redesigned to emphasize the new entrance. The potential for reuse of this office building brings additional flexibility to the Sector, as the structure could be used for educational or even medical uses in the future. The Concept Plan fully supports the continued use of this structure.



The Concept Plan promotes the continued use of the Unocal office building; however, it is designated for potential redevelopment into Commercial/Service or Office uses. This flexible treatment of the Unocal office building site reflects the Amended Annexation Agreement as well as the current and anticipated market trends.

Office/Service

Accounting for only 11 percent of the Unocal Sector, the Office/Service designation reflects only three parcels within the Sector which total 25.00 acres. The Hyatt Regency Hotel and Bay Street Restaurant are two established Office/Service developments. In addition, 10.44 acres of vacant land south of McConnor Parkway and north of the Hyatt Regency Hotel have been designated for Office/Service land uses. This designation coincides with the parcel identified in the Amended Annexation Agreement for the convention center. The Concept Plan indicates a 1.0 FAR for this site. This FAR is greater than the .80 FAR allowed by right under the Zoning Ordinance for B-3 Planned Office Business district. This allocation of additional intensity is deemed necessary because it provides greater flexibility for the design of the development and will encourage the integration of the convention center into the rest of the Unocal Sector.



The Woodfield Village Green Shopping Center contributes 668,000 square feet of Commercial / Service uses to the Unocal Sector.

If the convention center is not built, the Office/Service designation remains appropriate for this site. This category is flexible and allows for both Office and other Office-compatible uses. The Concept Plan endorses the development of free standing uses such as restaurants and banks on this site only if they are included as part of a larger development proposal.

Office

Over 82 percent of the vacant land within the Unocal Sector has been planned for Office use. The 63.52 acres of vacant land and the 27.09 acres of developed office land accounts for the 90.61 acres of Office designation of the Concept Plan. The existing office towers include Centennial Center and the two Century Center towers. These three towers

are the beginning of the anticipated regional office corridor, which is expected to be continued north of McConnor Parkway.

The Unocal Sector's location is ideal for the high-profile office development that the Concept Plan envisions. The current B-3 Planned Office Business zoning of the property reflects this planned use. However, the development intensities allowed by right under that Zoning District do not reflect what is envisioned for this property. The Concept Plan therefore concurs with the Amended Annexation Agreement which specifies an average FAR of approximately 1.20 and building heights between ten and thirty stories for this designated area. Specifically, this area is anticipated to be divided into six parcels. These B-3 parcels will have FARs ranging from 1.09 to 1.41. The most intense development, 1.41 FAR, will be directed to the parcel located at the terminus of Central Park Boulevard, the highest profile site. The intensities of the

remaining parcels will be greater near this high-profile site and along Meacham Road with the less intense development nestled in between these two areas. These parameters will allow the Unocal Sector to develop as a major office corridor and gateway into Schaumburg.

Other uses allowed within this area are as outlined under the Planned Office Business sections of the zoning ordinance. Hotels or educational institutions are permitted as long as they meet the building height, intensity and design requirements set for this area of the Sector. Specific design criteria are an integral part of this plan and include details such as crown lighting and parking structures which will be discussed in the Directives chapter.

Public/Quasi-Public

Approximately 9 percent, 21.94 acres, of the Unocal Sector is designated for Public or Quasi-Public uses. This acreage includes all of the existing road right-of-ways and the detention areas along Hartley Road. Also included in this category is a new 1.73 acre detention area located just east of McConnor Parkway. This site is ideal for this land use because it is designated as a wetland on the Cook County Soil and Water Conservation District Wetland Map, and the parcel is small with an odd configuration.

The rest of the increase in the Public/Quasi-Public land use category results from the extension of Central Park Boulevard to McConnor Parkway. This extension will provide access from Golf Road up through the center of the Sector to McConnor Parkway. A park will be located at the northern terminus of Central Park Boulevard to serve the surrounding office towers. This park, Central Park, is planned as the key focal point from within the Unocal Sector. It will be flanked by Central Park Boulevard and will carry the line of sight directly to the office towers as the park area opens up from the tree-lined boulevard.



Thirty-four's is an example of an ancillary use to an Office/Service use. This use encourages continued activity within the Unocal Sector after the typical peak hours have passed.

Land Use Opportunities

During the last several years, the development potential for certain land uses has changed dramatically. In contrast to the building boom which occurred in the 1980's, experts predict that the growth in hotel and office development will be flat into the beginning of the next century. This slow absorption rate is attributed to the weak demand for the existing office and hotel space.

This scenario does not bode well for the development activities of communities, such as Schaumburg, who have a considerable amount of vacant land zoned for Office and Office/Service uses. In addition, much of this vacant land is interspersed between fully-developed parts of the Regional Center. As a result, development within the Regional Center is too far apart to create a compact, high-rise corporate center. Given the amount of vacant land and the current absorption rates for existing development, it is unlikely that creation of a compact center will be realized within the Concept Plan horizon.

Recognizing that the development world is dynamic, the Woodfield Regional Center Concept Plans assert a forward thinking program which calls

for “reigning in the Regional Center.” This concept holds that those vacant lands situated on the periphery of the Regional Center, which may have been planned for large-scale office and hotel development, should be afforded some alternative development strategies. In the case where such uses are short term, they will ultimately be replaced by the highest and best use when the market turns favorable for that use. Consequently, opportunities for Office and Office/Service development can be channeled into the core of the Regional Center to further the creation of a compact corporate center.

The Unocal Sector is in the heart of the Woodfield Regional Center and is one of the areas designated to receive the focus of future office development resulting from the “reigning in of the Regional Center”. Therefore, short term development which would detract from development of the highest and best use of the property should be discouraged within this Sector.

It is also important to note the built-in diversity of land use opportunities outlined in the Concept Plan. The Unocal Sector has considerable room for Commercial/Service, Office, and Office/Service development. The Unocal office site specifically has the opportunity to be developed as Commercial/Service, Office or a combination of these two uses. Therefore, development requests should not deviate from the Concept Plan designations. For instance, the current market is prime for commercial development. The Unocal Sector incorporates over a million and a half square feet of future Commercial/Service development. Any request for commercial development within this Sector should be filtered to designated Commercial/Service areas or to other commercial areas in the Village.

This filtering system should also hold true for other requests, which do not reflect the Concept Plan designations. One exception to this rule would be a request for an alternative residential use. Although this use is not specifically designated on Concept Plan Land Use Map, this option is one which would be considered appropriate within certain areas of the Unocal Sector. This use is discussed more thoroughly below.

Multiple-Family

As an alternative to office development within the Unocal Sector, the Concept Plan would consider the possibility of high-rise higher-density multiple-family residential uses north of McConnor Parkway, provided certain development criteria is followed. This use would help solidify the integrated urban character of this Sector by allowing individuals the opportunity to live and work in the same vicinity.

If Multiple-Family Residential uses are proposed for this Sector, the development should satisfy specific criteria to maintain the character and function of the Sector. These criteria are outlined below.

- *The minimum project density should be 25-30 units per acre, with a mixture of owner-occupied and rental units.*
- *Building massing and height should be consistent with that set forth in the Amended Annexation Agreement. For example, a minimum ten story building height would be required to develop along Meacham Road and McConnor Parkway. A minimum twenty-five story building height would be required at the terminus of Central Park Boulevard.*
- *Parking must be located in parking structures. Also, all parking should be shielded from the adjoining roadways.*
- *Ground floor retail may be considered within the mixed-use environment.*
- *Office and residential uses may be combined within the same structure.*

Floor Area Ratio

The Concept Plan Land Use map depicts the planned building intensities in the Unocal Sector. These intensities, measured in floor area ratio (FAR), vary mainly by land use category. The maximum FAR permitted by the underlying Zoning Districts were factored into the selection of desired FARs for future development, which are depicted on the Concept Plan Land Use map. The Amended Annexation Agreement also contributed to the FAR selection. Essentially, this means that the FARs depicted do not necessarily correspond to the Zoning District requirements.

The most intense development designated by the Concept Plan is for Office land uses. Intensities of this extent allow for the development of office towers which will establish the Unocal Sector as a major regional office corridor. The Concept Plan map depicts the intensity of the anticipated office development to be 1.20 FAR. This FAR is generalized and reflects specific intensities which have been established for this area by the Amended Annexation Agreement. These intensities are arranged to create a tiered effect with the buildings generally increasing their intensities as the center of the Sector is approached. The intensities start a 1.15 at Meacham Road, drop to 1.09 on the adjacent parcel, and then continue back up to 1.29, 1.32, 1.41, and 1.40 on the consecutive parcels to the east along McConnor Parkway. The cluster of towers at the terminus of Central Park Boulevard represents the most intense development of the Unocal Sector.

Other future developments will complement these tiered building heights. The undeveloped Office/Service parcel located south of McConnor Parkway has a maximum FAR of 1.00 which would allow approximately a half million square feet of floor space. This would provide ample capacity for the proposed convention center.

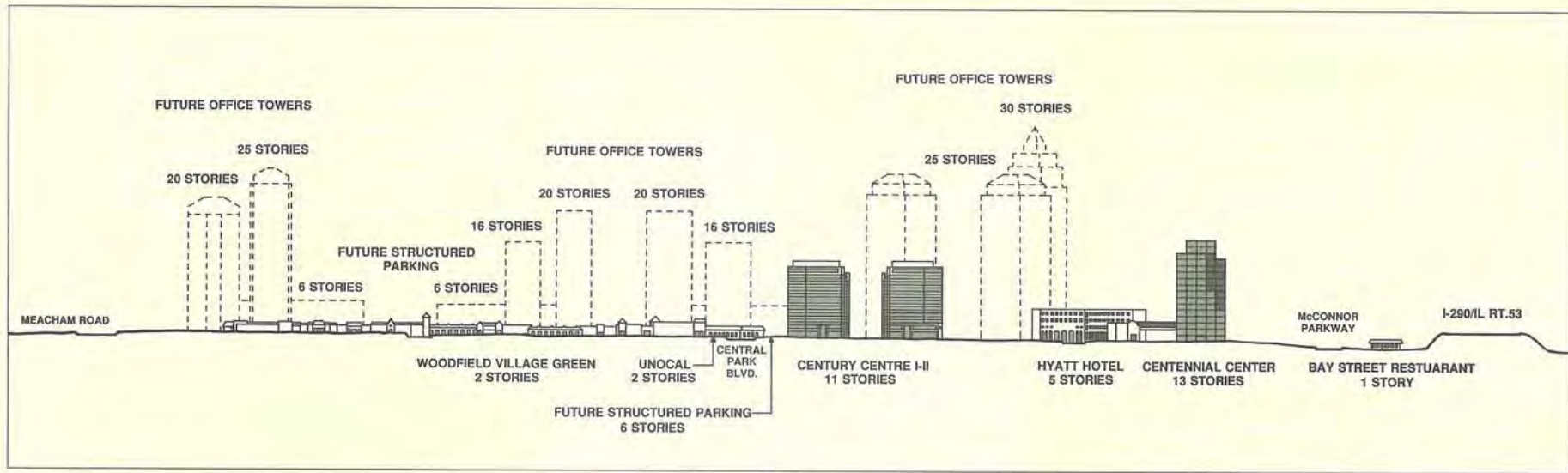
Combined, the Unocal office property has a planned FAR of 1.00. This FAR will permit an additional 1.5 million square feet of retail mixed-use development in the Sector. Although this development is anticipated to be relatively intense, it will



From the street level perspective, the Hyatt Regency Hotel appears unassuming compared to its tall neighbors. But the fact is, the Hyatt is a more intense development, .53 FAR, than the Centennial Center office tower, .33 FAR. This is due to the proportionately larger footprint of the Hyatt, which increased the square footage of the five-story structure.

help create a tiered profile of the Sector along the local roads, Meacham Road and Golf Road. The intensities within the Sector increase as development moves from the southwest to the northeast, or toward the intersection of the Northwest Tollway and I-290.

The FARs anticipated for the existing development vary by use. The existing Centennial Center, the Century Center towers, and the Hyatt Regency Hotel have a planned FAR of .80. This FAR is consistent with the B-3 Planned Office Business Zoning requirements. The Bay Street Restaurant has a planned FAR of .25. This FAR is realistic in light of the use of the property. A restaurant requires proportionately more parking area for its users than do Office uses. This limits the allowed footprint of the structure, thereby reducing the FAR of the development given a consistent building height. The Woodfield Village Green shopping center has a current FAR of .25. This FAR is maintained on the Concept Plan. This development is part of the overall development plan of the Amended Annexation Agreement. This intensity was established to complement the future development and intensities of the Amended Annexation Agreement.



Building Heights for the Unocal Sector are depicted in this illustration. The maximum building height is shown at the terminus of Central Park Boulevard. The Amended Annexation Agreement specifies building heights which will create a tiered effect within the Sector.

Building Heights

The building heights throughout the Unocal Sector are varied. This trend is expected to continue in the future. The heights approved within the context of the Amended Annexation Agreement start at two stories and continue up to a maximum of thirty stories. The allowed building heights also reflect the anticipated tiered development as per the FAR discussion.

The office development will be comprised of the tallest buildings in this Sector. The tallest building, twenty-five to thirty stories, will be located at the terminus of Central Park Boulevard. This building will be surrounded by slightly shorter towers, twenty to twenty-five stories. Two other office tower clusters will have towers from ten to twenty-five stories. These office tower clusters will be located to take full advantage of local and regional views established from Central Park Boulevard, McConnor Parkway, the Northwest Tollway, and I-290.

The Commercial/Service uses planned for the Unocal office site have the potential to be approximately fifteen stories tall. This height is comparable to the heights of the existing development along Hartley Road. The Century Centre towers, the Hyatt Regency Hotel, and the Centennial Center all reflect twelve story building heights. These heights are also compatible with the convention center site planned building heights which are a maximum height of twelve stories. Finally, the Woodfield Village Green shopping center and the Bay Street restaurant are planned to have a three story maximum building height.

Transportation Network Improvements

The Village of Schaumburg employed a computer traffic model to project future traffic for the Unocal Sector. Possible future roadway deficiencies resulting from future growth were then identified. These deficiencies may be addressed by expanding roadway capacities, developing ride sharing or transit programs, and employing Transportation System Management techniques to aid traffic flow. They may also be improved by adjusting land uses to alter their impact on the transportation network.

Existing land use and road network data were entered into the traffic model and calibrated to reflect current conditions. Once land use changes associated with the proposed Concept Plan were incorporated, future traffic conditions could be assessed. Assumptions were made about regional growth, as well. Entering land use and roadway data into the traffic computer model yields future directional peak hour traffic volumes for all segments of the Unocal Sector roadway network.

Average Daily Traffic

Map 18 presents future Average Daily Traffic (ADT) estimates. The review of ADT figures is useful for making general comparisons of existing traffic with future flows.

The largest increases are seen in the Unocal Sector along Meacham Road near the Northwest Tollway. The increases are the combined result of new development and the additional access provided to and from the Northwest Tollway, the proposed Meacham Road Interchange. A half-diamond interchange design, oriented to the east, was included in the analysis. The result is a 260 percent increase in ADT, to 66,600 vehicles per day, along Meacham Road between McConnor Parkway and the Northwest Tollway. Farther south along Meacham Road, the magnitude of the increase declines. Near



The Concept Plan anticipates that the current roadway network will be able to absorb the additional traffic generated by the new development.

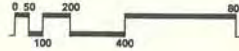
Meacham Road's intersection with Golf Road, only a 51 percent increase—from 33,700 ADT to 51,000 ADT—is anticipated.

Along Golf Road, somewhat more modest increases are projected. Near the Golf/Meacham intersection, a fifty percent increase in ADT will result in 55,800 vehicles traveling every weekday on Golf Road. To the east, Golf Road is generally expected to experience smaller increases in daily traffic.

McConnor Parkway sees the largest increase in traffic. This is not surprising because, under the scenario analyzed by the traffic model, the Unocal Sector is transformed from having relatively little development today to experiencing full build-out. In the future, the road will carry 20,000 to 29,000 ADT. Central Park Boulevard, a new route running generally north and south through the Sector's center, is projected to see 17,000 ADT.



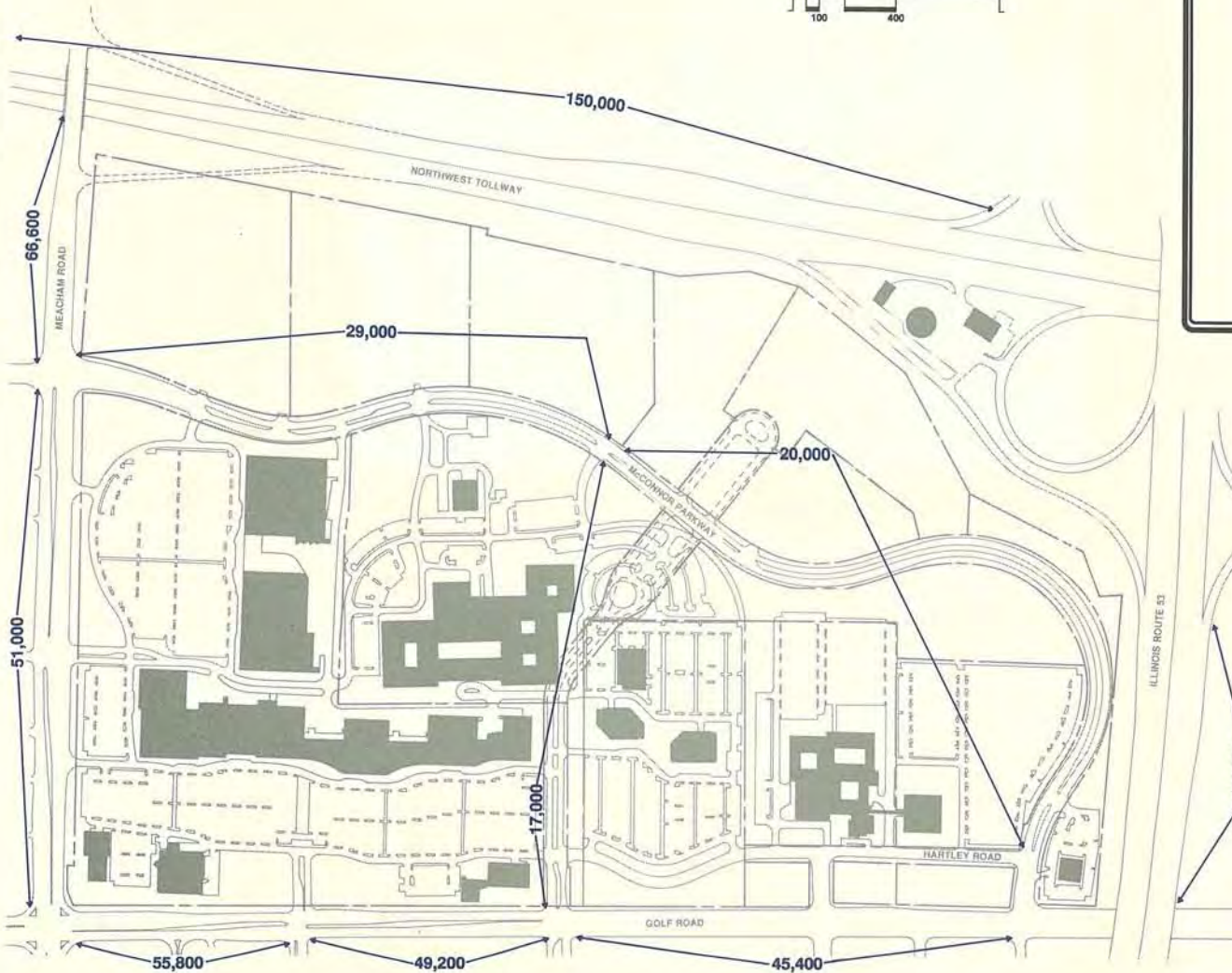
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AUGUST 1992



WOODFIELD REGIONAL CONCEPT PLAN UNOCAL SECTOR

FUTURE AVERAGE
DAILY TRAFFIC (ADT)

ADT ← 1,000 →



MAP 18

Roadway Adequacy

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

A review of projected traffic volumes indicates that none of the roadways within the Unocal Sector are expected to exceed capacity and, therefore, are not expected to experience travel delays.

Intersection Adequacy

A Level of Service analysis was also performed on intersections with the Unocal Sector. Intersections in Schaumburg more often serve as the source of delays for drivers than do the roadways themselves. Overall, the results do not anticipate significant delays within the Sector. The results for the morning rush hour are presented in Map 19 and for the evening rush hour in Map 20.

In the morning, no intersections are operating at or beyond capacity. However, several intersections are expected to operate near capacity at LOS-C or LOS-D. Without exception the conflict causing the delay is due to the presence of heavy left turn demand competing with oncoming traffic passing straight through the intersection. However, improvements are not anticipated at this time.

A very similar picture emerges during the evening rush hour. Two exceptions include the Golf Road/West Mall Drive intersection, which worsens to LOS-C, and the Meacham Road on-ramp which improves to LOS-B. It is unlikely, however, that additional road improvements will be required in either case.

Future Transportation Improvements

Based on the analysis above, all future levels of congestion experienced by travelers in the Unocal Sector will be generally accepted by the majority of drivers and no further improvements are recommended other than those related to improving access. However, caution is advised when using the projections on which this conclusion is founded. Traffic modeling is, at best, an art based on certain scientific theories. As such, it is subject to certain sampling and projection errors.

Golf Road's intersection with Meacham Road provides a good example. Analysis shows the intersection's future level of service will be LOS-D, slightly below capacity. Given the margin of error, the intersection could almost as easily function at capacity. On the other hand, considering the same margin of error, the intersection might function slightly better.

The Levels of Service presented reflect a worst case scenario. To insure this scenario does not occur, additional traffic management measure should be instituted. The use of transit and ride sharing programs should expand significantly in the Unocal Sector and areawide. The use of transportation system management tools like traffic signal coordination should be required. Alternative modes of transportation afforded, for example, by the construction of bicycle paths and sidewalks, is encouraged. Shared driveways and on-site cross-access will also help. These measures and programs mandated by the Clean Air Act should reduce traffic demand in or near the Unocal Sector. Should any of these measures fail to take place or occur to a lesser degree than expected, the Levels of Service presented above will most likely become a reality.

One potentially exciting project is the extension of the CTA-O'Hare, Congress, Douglas line along the Northwest Tollway to Schaumburg. This proposal is included in the region's 2010 transportation plan and would offer tremendous benefits for Schaumburg. It is therefore desirable and recommended by this Concept Plan.

Not all improvements are required to relieve traffic congestion. Improved regional access through construction of the Meacham Road Interchange will permit travel to and from the east along the Northwest Tollway. In the best sense, interchange construction is a beneficial economic development tool and, therefore, construction of the Meacham Road Interchange is recommended. Construction of this improvement is desirable and recommended by this Concept Plan.

The timing of these improvements depends on a combination of need and the availability of funding. The Unocal Sector is located within the Village's Tollway Traffic Impact Fee Sector. Some funds will be collected from developers as they build anywhere within the expansive Tollway Traffic Impact Fee Sector. Funding of the proposed interchange will come from several sources, including the Illinois State Toll Highway Authority.





PREPARED BY
VILLAGE OF SCHAUMBURG PLANNING DEPARTMENT
AUGUST 1992



WOODFIELD REGIONAL CONCEPT PLAN

UNOCAL SECTOR

FUTURE INTERSECTION LEVEL OF SERVICE (LOS)

A.M. PEAK HOURS

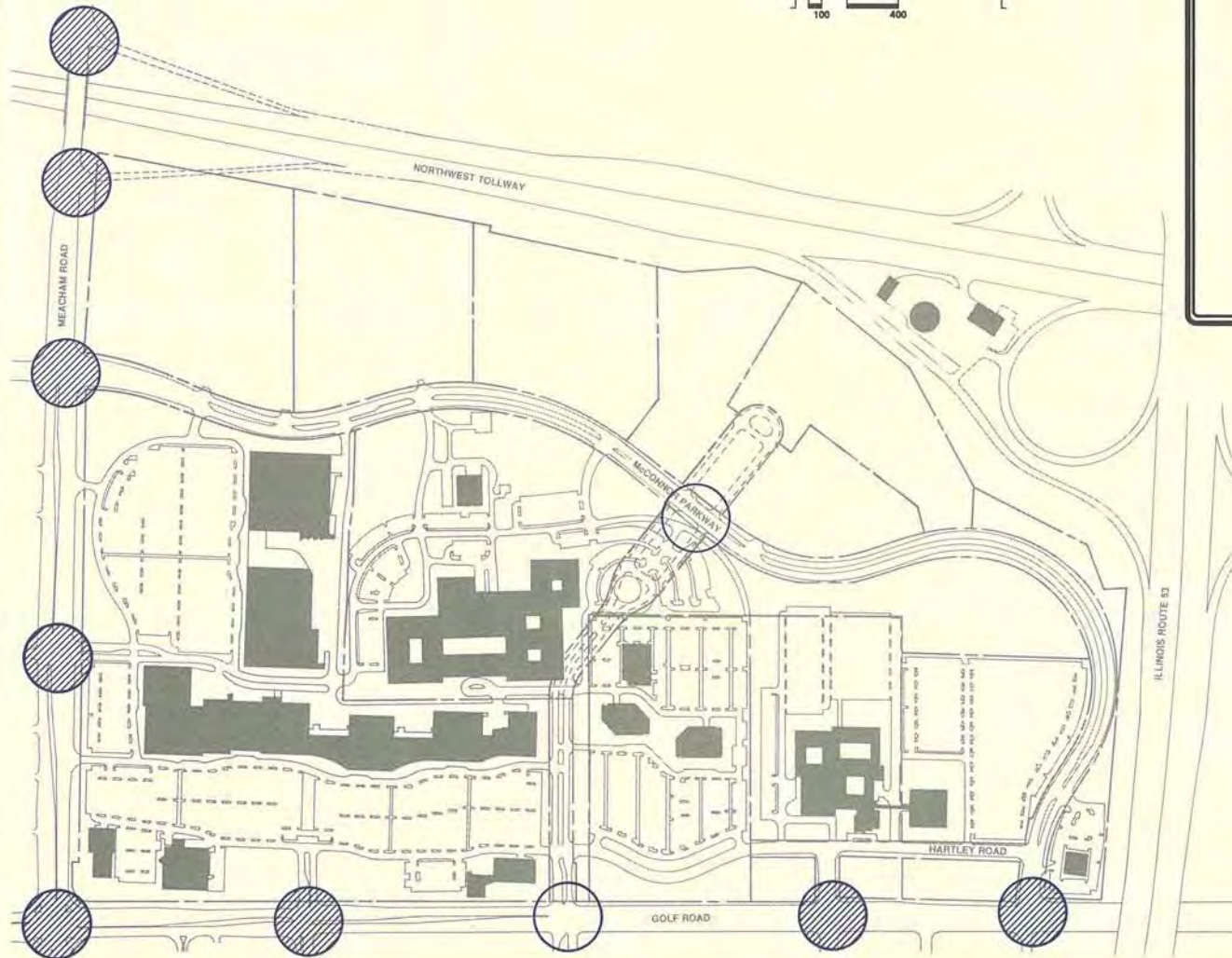
LOS A-B



LOS C-D



LOS E-F



MAP 19



PREPARED BY
VILLAGE OF SCHAUMBURG PLANNING DEPARTMENT
AUGUST 1992



WOODFIELD REGIONAL CONCEPT PLAN

UNOCAL SECTOR

FUTURE INTERSECTION LEVEL OF SERVICE (LOS)

P.M. PEAK HOURS

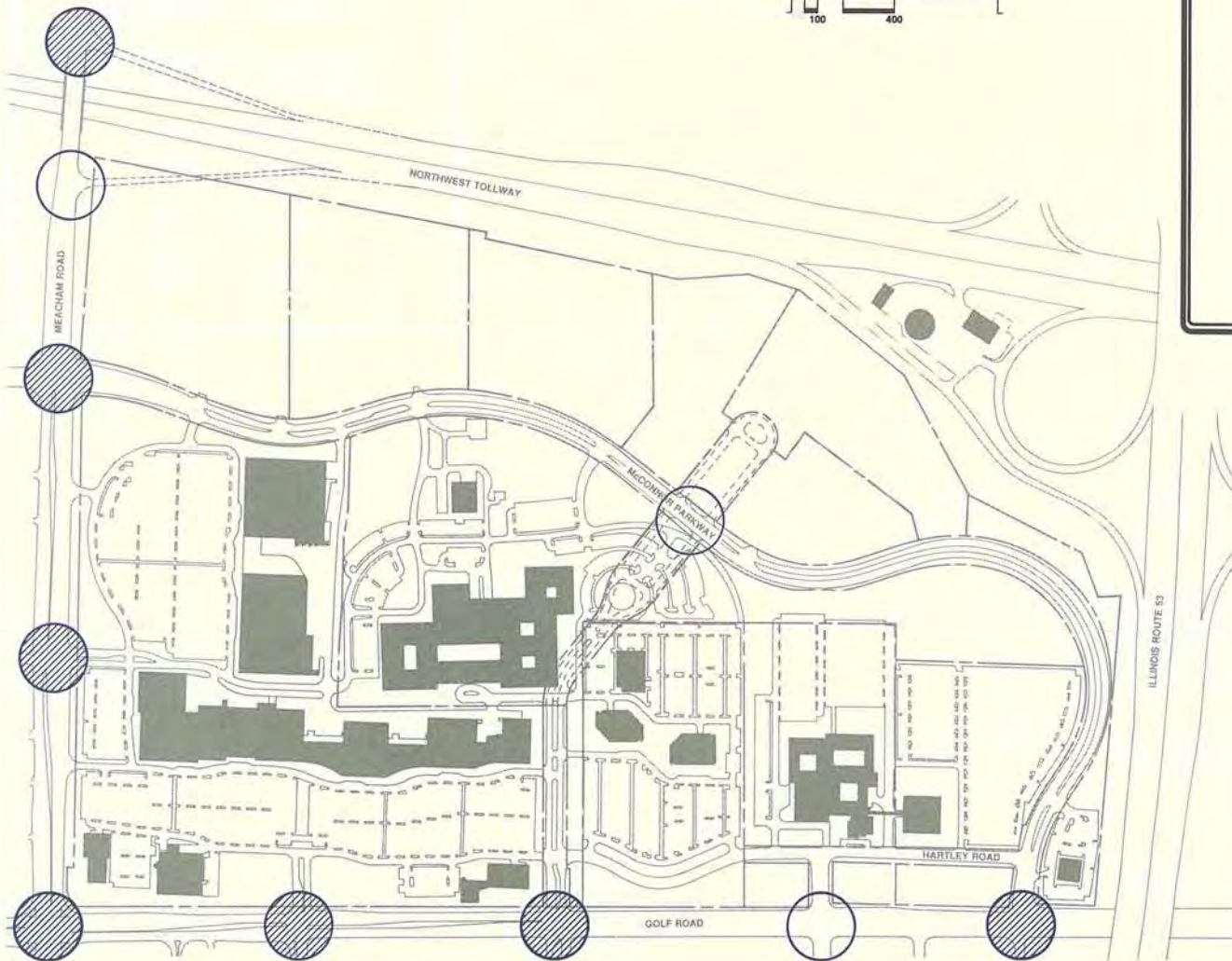
LOS A-B



LOS C-D



LOS E-F



MAP 21



CHAPTER FOUR

DIRECTIVES

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

Interim Uses

Since the market for office uses is expected to remain soft until at least the turn of the century,

alternative interim uses for the vacant property north of McConnor Parkway may be proposed. All interim uses would be classified as temporary special uses which would expire upon the development of permitted uses on the property. All interim site improvements should be temporary and complementary to the existing developments.

Recreational uses, such as soccer fields and softball diamonds, would be ideal for this area. The Woodfield Village Green shopping center, for instance, sits on land that was formerly used for soccer fields and cross-country meets. This use could be easily developed on the vacant property located north of McConnor Parkway, similar to the way the Schaumburg Park District developed the vacant property south of Schaumburg Road for recreational uses. In addition to serving as an amenity to the adjacent developments, an important community need would also be addressed.

Subdivisions

Thirty percent of the Unocal Sector is comprised of vacant land, which is currently being used for agricultural purposes. The majority of this undeveloped property is located north of McConnor Parkway. Another vacant ten acre parcel, referred to as the convention center site, is located south of McConnor Parkway adjacent to the Hyatt Regency Hotel site. Both of these vacant properties have subdivision potential. The last site which has the potential to be subdivided is the existing thirty-six acre Unocal office building site. Within the horizon of this plan, redevelopment of this property is foreseeable and, therefore, the request for subdivision of this property is likely.

Unocal Office Corridor (B-3)

The Concept Plan recommends the B-3 Planned Office Business district be subdivided in accordance with the Amended Annexation Agreement. The parcelization outlined in this agreement is reflected on the Concept Plan map. All of these parcels exceed the five acre requirements of the zoning ordinance for the B-3

Planned Office Business district. This larger parcel size will easily accommodate the high intensity development anticipated for this property. Parcels any smaller than the sizes outlined in this Concept Plan will promote less intense development and will diminish the potential of this Sector to act as a major regional office corridor and gateway to Schaumburg.

Office/Service Parcel (B-3)

The vacant Office/Service parcel (convention center site) is located adjacent to the Hyatt Regency Hotel. Currently, a section of this parcel is part of the Hyatt Regency Hotel property. Resubdivision of these two parcels, transferring approximately one-and-a-half acres of the Hyatt Regency Hotel land to the vacant parcel, is necessary to facilitate the intended use of this site as a convention center. The total area of the convention center site will be approximately ten acres.

While this resulting ten acre parcel could be subdivided into two five acre parcels, as is permitted under the B-3 Planned Office Business requirements of the zoning ordinance, the concept plan recommends that this parcel be developed as one unified development, as proposed by the Amended Annexation Agreement, rather than two separate developments. Subdivision of this property would encourage isolated parcels of less intense development.

Commercial/Service Parcel (B-5)

The Concept Plan also recognizes the Unocal office site as property with the potential for future subdivision since this parcel is anticipated to redevelop within the time frame of this plan. The Concept Plan recommends the property be divided in accordance with the Amended Annexation Agreement, which outlines ingress and egress points and internal circulation routes for the property. Consideration will also be given to the mixed-use prospects for this property. Furthermore, the design for the redevelopment of this property must be architecturally compatible with the surrounding retail and office developments.

Access: Vacant Parcels

Restricting automobile access into and out of parcels is necessary to maintain the efficient flow of traffic along main and arterial roadways in the Sector. As existing vacant parcels are developed, access should be restricted. In general, along McConnor Parkway and Central Park Boulevard, curb cuts will only be allowed every 150 feet, or 200 feet away from a full intersection. Right-in/right-out access will be allowed when no break exists in the median. The following discussion more fully outlines the proposed access points along McConnor Parkway and Central Park Boulevard.

McConnor Parkway

Twelve access points are depicted along McConnor Parkway under the Amended Annexation Agreement. Four of these access points will be reserved for private roads servicing the office sites. The remaining eight access points will be for right-in/right-out access drives, which will provide access to the entrances of the office towers. These cuts will allow four loop-drives and will create courtyard areas in the front of each of these buildings. The largest of these courtyard areas will be at the north end of Central Park where Central Park Boulevard intersects with McConnor Parkway.

Central Park Boulevard

Central Park Boulevard will be completed upon construction of the office tower development north of McConnor Parkway. Currently, Central Park Boulevard allows access to Hartley Road and the Woodfield Village Green development. Upon redevelopment of the Unocal office site, access to Central Park Boulevard will be provided. Lastly, Central Park Boulevard will intersect with McConnor Parkway improving roadway access throughout the Sector.

Sidewalks and Bikepaths

An integrated and contiguous pedestrian and bicycle circulation system within the Unocal Sector will help to minimize automobile trips by providing employees with alternatives which encourage walking and bicycling between uses within the Sector. These amenities will also be designed to maximize safety and convenience and encourage their use.

An integral part of the Woodfield Village Green development is the pedestrian friendly design. While a sidewalk currently runs along Golf Road to Hartley Road, the developments along Hartley Road offer a sidewalk surrounding the detention ponds that should be interconnected. The same pedestrian friendly features should be included in other projects throughout the rest of the Sector upon future development. Sidewalks along McConnor Parkway connecting the office developments and landscaping amenities, such as Central Park, should also be provided. These sidewalks should be lighted and landscaped to provide for the personal safety and aesthetic well-being of the pedestrian.

The Unocal Sector presently has a bikepath which runs along Meacham Road on the outer limits of the Woodfield Village Green shopping center. Bikepaths connecting this existing path with those located in adjacent sectors and developments within the Sector should be installed in conjunction with the future development of the Sector to create an integrated and contiguous bikeway system. In general, the paths should be off-street and sited on dedicated public right of ways or on private property, if easements are granted. Bicycle racks or lockers should also be provided throughout the Sector to encourage the use of bicycles.



The addition of bikepaths, such as this one (below), and the installation of bicycle racks (above) throughout the Sector will encourage the use of alternative methods of transportation between uses.





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AUGUST 1992



WOODFIELD REGIONAL CONCEPT PLAN

UNOCAL SECTOR

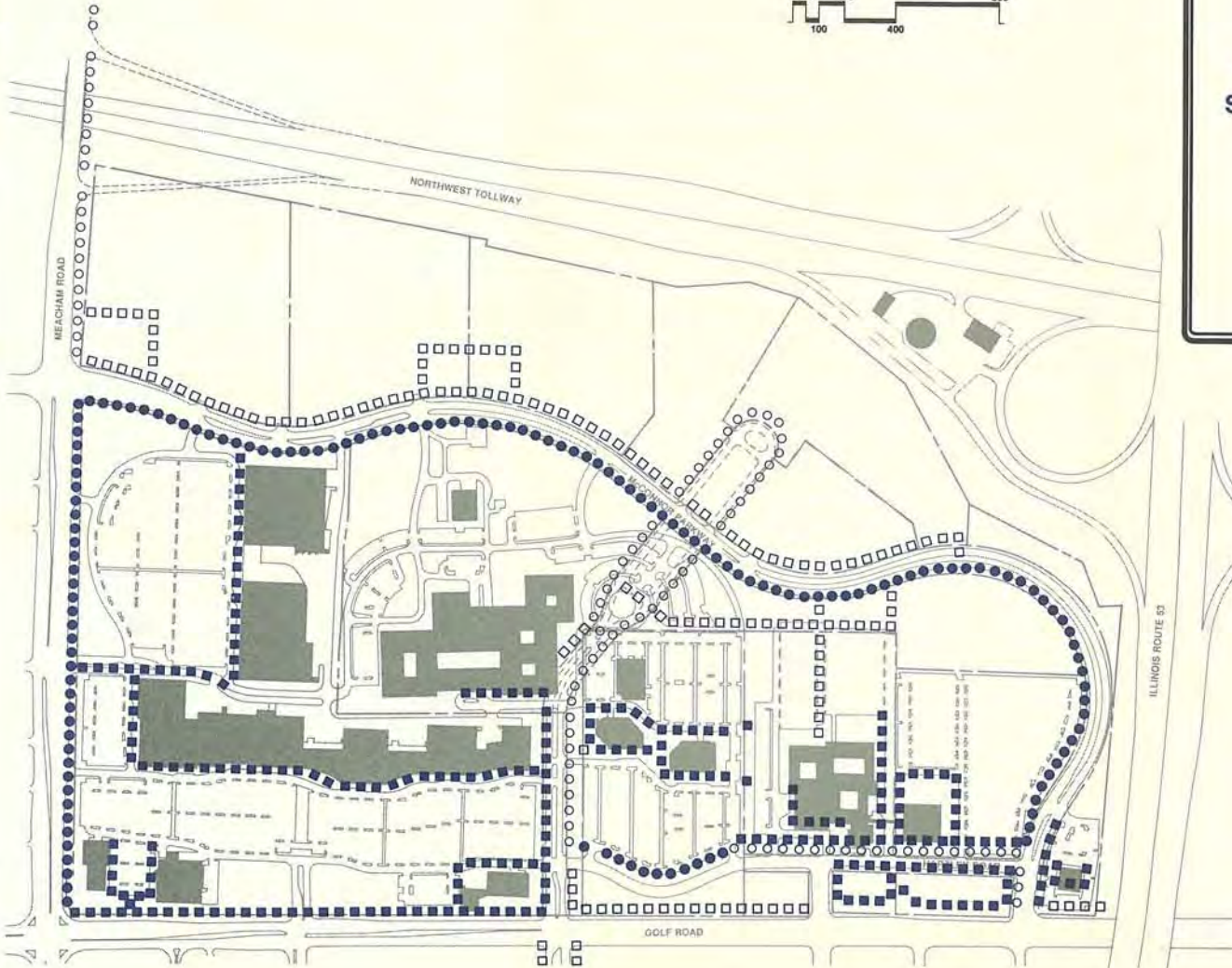
EXISTING AND PROPOSED SIDEWALKS AND BIKEPATHS

SIDEWALKS

EXISTING ■■■■■
PROPOSED □□□□□

BIKEPATHS

EXISTING ●●●●●
PROPOSED ○○○○○



MAP 20

Activity Node Amenities

A symbiotic relationship currently exists among the many uses of the Unocal Sector. For example, employees from the office buildings take advantage of the convenient retail/service opportunities close at hand and the retail businesses attract customers from the office towers. The strength inherent in this relationship of these different uses can be further enhanced by providing additional multiple-purpose activities which may be accessed throughout the day and evening. Not only will this create an activity center, but traffic congestion will be eased as individuals discover the convenience of working and shopping in the same vicinity.

Therefore, during the development review process, the Village should encourage the provision of certain types of employee and visitor amenities. The amenities would ideally be formulated as a package containing numerous uses, including any or all of the following:

- *Recreational: health clubs, walking paths, bike paths, etc.*
- *Cultural: lobby art, exhibits, visiting speakers, classes, etc.*
- *Child care*
- *News stands, print shops*
- *Restaurants, cafeterias, delis*
- *Dry cleaners, florists, small grocery or convenience stores*

Certain incentives may be extended to developers, if employee and visitor amenities are constructed as part of the development. These incentives would include, but are not limited to, shared parking and zero floor area ratio calculations.

Outdoor Vendors/Eating Areas

The Concept Plan envisions the work of outdoor food and ice cream vendors as an integral part of the day long use of open space, parks and plaza areas within the Unocal Sector. The current Village ordinance regulating the activities of outdoor vendors would be amended for certain restricted areas deigned as activity nodes.

Outdoor eating areas should also be encouraged in conjunction with restaurant uses. These eating areas would enhance and draw upon activity among various land uses throughout the Sector. Ideally, these areas would take advantage of the landscaping amenities anticipated for the Sector, such as the vista overlooking Central Park.



Landscaping amenities should be used to enhance other uses. Outdoor eating areas would draw upon activity nodes and take advantage of the environment. Century Centre I and II have created an environment which welcomes the use of the outdoors.

Development Design

The development design of the Unocal Sector must address two issues, compatibility within the Sector itself and compatibility within the Woodfield Regional Center as a whole. The Unocal Sector is strategically located within the heart of the regional center. This high-profile location puts added pressure on this Sector to be aesthetically pleasing and distinct. This Sector will convey an image of Schaumburg to the northwest suburbs as motorists pass through the area on the adjacent interstates.

The design of the future buildings must also be sensitive to the existing local development within the Unocal Sector. This Sector was originally envisioned as a completely integrated community. This integrated concept continues to be a desirable goal for the development of this Sector. The individual developments should be united by a common design element such as architecture or landscaping. These concepts are discussed in more details below.

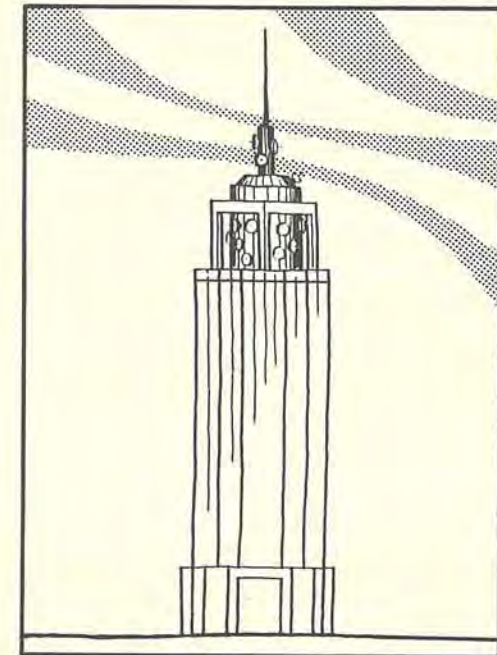
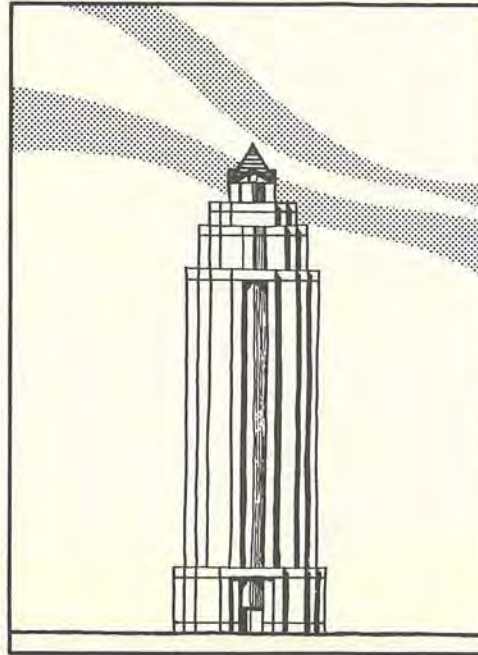
Specific design guidelines for this Sector were

developed to guide development to reflect the regional center and enhance local development within the Sector. Such details include structured parking, crown lighting, building siting, and signage.

Crown Lighting

The general policy for crown lighting within the Village is that all buildings in excess of ten stories or 125 feet in height will be required to provide some type of crown lighting or parapet illumination. As with the Martingale Sector, the Unocal Sector is a gateway to the Village. This detail is particularly important for it will identify this Sector as part of Schaumburg's Woodfield Regional Center.

Currently no development within the Unocal Sector has crown lighting. The Century Centre towers, however, do have exterior lighting which is effective in its own right. Centennial Center has no exterior lighting and the building effectively disappears at night. With these examples in mind, the Concept Plan recommends that the crown lighting program be imple-



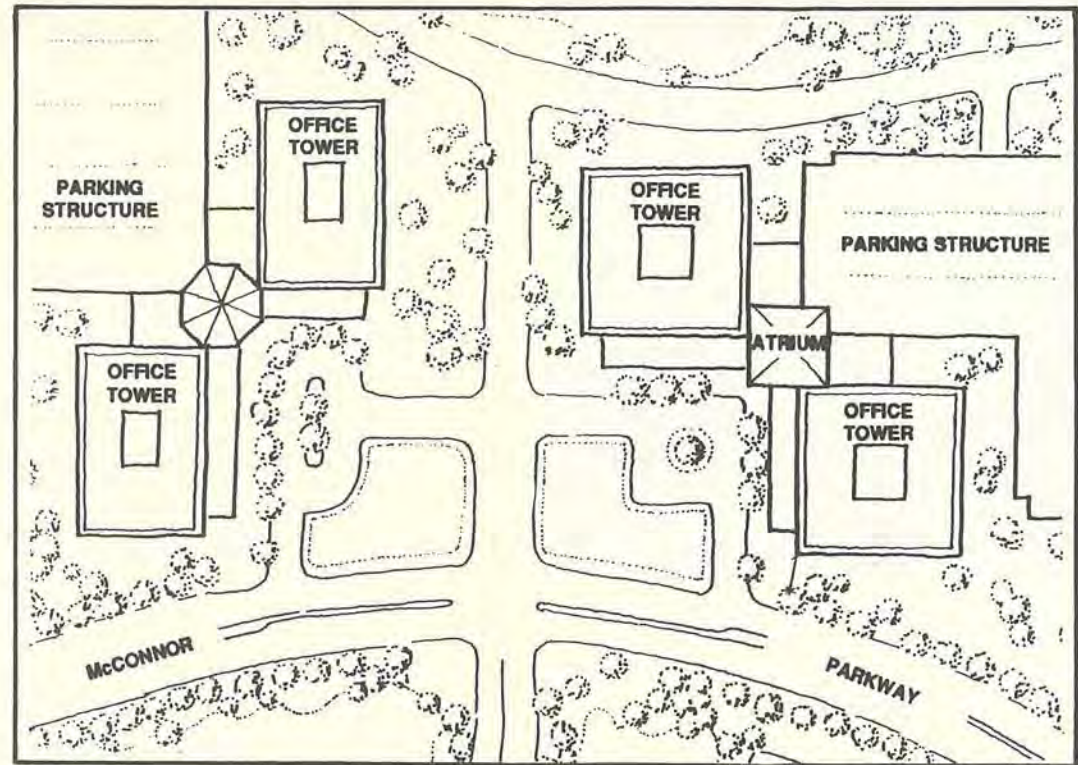
The Unocal Amended Annexation Agreement defines specific design guidelines for the office tower development. These renderings illustrate the architecture anticipated for the development north of McConnor Parkway.

mented in this Sector. This requirement would apply to the development of all new buildings and the redevelopment or site modifications of existing buildings. For example, the installation of crown lighting may allow an office building more signage flexibility or a larger variation.

The anticipated building heights of the future office towers, ten to thirty stories, would lend themselves well to this treatment. The program should ensure the crown lighting of individual structures contributes to the overall effect of the program. For instance, crown lighting of the one-story Bay Street Restaurant would be inappropriate and detract from the overall intent of the program.

Structured Parking

Currently the Unocal Sector has an abundance of asphalt parking lots. Future development will be required to locate all parking uses in parking structures, up to six stories tall, to serve the adjacent office towers. This will allow for buildings to be tightly clustered to each other as proposed in the amended annexation agreement. Generally, these structures will be located to the side or rear of the development to enhance the front facade of the office towers. The Unocal Sector, however, offers a bit of a challenge since both the local view along McConnor Parkway and the regional view along the Northwest Tollway are important to this development. Innovative siting and design will be required to create the optimal view from a local and regional standpoint. For example, below grade parking would be appropriate as the accessory use would be hidden from sight. Parking structures to be used as a base or podium for an office building would be inappropriate as attention would be drawn directly to the use. Structured parking will utilize creative landscaping techniques to reduce the harsh expanse of asphalt. The parking structures are expected to service both the Office and Office/Service uses.



Building Siting

The siting of future buildings must respond to the regional visibility of this site which the Northwest Tollway and McConnor Parkway render. Therefore, the clustering of structures as presented in the Amended Annexation Agreement should be preserved. The location of these office tower clusters is based upon local and regional view corridors.

This siting plan will take advantage of the site lines, entrance approaches, and the vistas created by the curves of McConnor Parkway. While the building will be designed to face McConnor Parkway, care must be taken to ensure that the secondary facades facing the tollway are equally attractive. This clustering of the office towers will also enhance the loop drives as the buildings will be oriented toward these landscaped amenities.

To take advantage of the regional and local exposure the Unocal Sector offers, three clusters of office towers have been proposed. This illustration depicts one of the clusters and the resulting courtyard entrance.



The additional effort given to landscaping is evident in this sculpture here on the Century Centre I grounds. The Concept Plan encourages this type of detail for the Unocal Sector.

The building siting for the future Commercial/Service use of the Unocal office site should be oriented toward the office tower development north of McConnor Parkway and have frontages on Central Park Boulevard and McConnor Parkway. This will help integrate the developments within the Sector.

Signage

The Unocal Sector's location on major tollways and local business streets provide the office towers with high visibility for their signs. The type of signage needed depends on the location and direction of the proposed sign. Signage requirements for the north and east elevations differ considerably from the proposed audience of the south and west. The Village sign ordinance is sensitive to this situation. The sign ordinance allows additional signs to be mounted but does maintain the gross square footage allowed per structure. Therefore more signs can be used, but they would be smaller. Ground monument signs, not pole signs, are also permitted for local identification. This should be appropriate for the special situation of this Sector. Larger variations to the sign ordinance could be granted to encourage the installation of crown lighting.

Landscape Amenities

Central Park Boulevard is anticipated to be the primary public amenity and design feature of the Unocal Sector. Modeled after Pennsylvania Avenue in Washington D.C., it is envisioned as an urban design element with sufficient scale and formality to emphasize the entrance and the area leading to the primary office tower cluster at the terminus of Central Park Boulevard. The use of this park should include public events such as concerts, community services, and athletic events. The park should be lighted at night to provide for the safe and enjoyable use of the facility.

Wetlands

Two wetland areas are found within the Unocal Sector. One is divided by McConnor Parkway and is located north of the Centennial Center office tower and Bay Street Restaurant. The second is located north of McConnor Parkway almost directly north of the existing Unocal office building. The wetland areas are both designated on the Cook County Soil and Water Conservation District Wetland Inventory Map. The Army Corps of Engineers must be contacted prior to work being done in this area for possible permit requirements. Due to the instability of the organic soils for structural soundness, development of these areas should be directed away from these natural features and preserved wherever possible.

The wetland along McConnor Parkway has been designated as Public/Quasi-Public on the Concept Plan map. This area is anticipated to be used for a detention area. This use is appropriate as no structures will be threatened by unstable soils.

Transportation

To further facilitate traffic flow through the Unocal Sector, programs for alternative transportation should be promoted. Ride-sharing, mass transit and flex-time scheduling are all examples of programs which would reduce peak-hour traffic flow and ease traffic congestion. These programs would also be in accordance with the Federal Clean Air Act which mandates reduced commuting trips for businesses with more than one hundred employees.

One alternative to typical suburban transportation options is the Personal Rapid Transit (PRT) system. This system is similar to the monorail system proposed under the original Woodfield 76 annexation agreement. The PRT system would be consistent with transportation goals of reduced vehicle miles traveled by commuters. Therefore, the Concept Plan recommends potential PRT routes and design considerations should be addressed as the

Sector builds out. Although the Village of Schaumburg is not the site of the demonstration project, the Concept Plan continues to support the concept of this mode of mass transit and the Unocal Sector as a target for any future expansion route for a PRT system.

Child Care

The rising number of women in the work-place has changed lifestyle patterns in many ways. One area of increasing importance is the need for affordable day care for working parents. Although the Unocal Sector Concept Plan does not contain extensive demographic information regarding persons who work in and live near the Sector, media reports and Village-wide demographic information attest that on-site employer supplied child care is a valuable employee benefit and service. Employer supplied child care would serve to reduce the number of automobile trips made by parents during a.m. and p.m. peak hours in the dropping-off and picking-up of children. It could also make great strides on the issue of affordable child care and increase the quality time between parent and child.

The Unocal Sector, with almost 4.1 million square feet of additional Office and Office/Service space expected in the next twenty years, represents a significant employment center in the northwest suburbs. The Concept Plan recommends that ample child care services be provided within close proximity to the employees of the Sector. Therefore, the Village child care policy, which contains incentives for construction of new child care facilities, should be emphasized for all new development projects in the Unocal Sector.



APPENDIX 1
VACANT LAND SUMMARY DATA: SECTOR FOUR

PARCEL LOCATION	PARCEL I.D. NO.	PARCEL SIZE (ACRES)	CONCEPT PLAN DESIGNATION	PROPOSED F.A.R.	EXISTING ZONING	POTENTIAL DEVELOPMENT SQUARE FEET
SEX of McConnor Parkway and Meacham Road	7-12-301-006 pt	64.25	Office	1.20	B-3	3,600,000
North of McConnor Parkway	7-12-400-006 pt					
North and South of McConnor Parkway	7-12-400-009 pt					
North of McConnor Parkway	7-12-400-008 pt					
South of McConnor Parkway	7-12-400-012 pt	9.1	Office/Service	1.0	B-3	500,000
East of McConnor Parkway	8-07-301-002	1.73	Public/Quasi-public	—	—	—
TOTAL		75.08				4,100,000

APPENDIX 2
EXISTING LAND USE DATA: SECTOR FOUR

PUBLIC/QUASI-PUBLIC

PARCEL NAME	CONCEPT PLAN DESIGNATION	PARCEL I.D. NO.	BUILDING SQUARE FEET	PARCEL SIZE (ACRES)	FLOOR AREA RATIO (F.A.R.)
Hyatt Regency Hotel Detention	Public/Quasi-Public	7-12-400-011	—	.85	—
	Public/Quasi-Public	7-12-400-010 pt	—	.84	—
Century Centre I Detention	Public/Quasi-Public	7-12-400-016	—	.65	—
Century Centre II Detention	Public/Quasi-Public	7-12-400-015	—	.65	—
Centennial Center Detention	Public/Quasi-Public	7-12-400-007	—	1.60	—
TOTAL PUBLIC/QUASI-PUBLIC				4.78	

COMMERCIAL/SERVICE

PARCEL NAME	CONCEPT PLAN DESIGNATION	PARCEL I.D. NO.	BUILDING SQUARE FEET	PARCEL SIZE (ACRES)	FLOOR AREA RATIO (F.A.R.)
Woodfield Village Green	Commercial/Service	7-12-400-008 pt 7-12-400-007 7-12-301-006 pt	668,000	61.33	.23
TOTAL COMMERCIAL/SERVICE			668,000	61.33	

APPENDIX 2
EXISTING LAND USE DATA: SECTOR FOUR

OFFICE/SERVICE

PARCEL NAME	CONCEPT PLAN DESIGNATION	PARCEL I.D. NO.	BUILDING SQUARE FEET	PARCEL SIZE (ACRES)	FLOOR AREA RATIO (F.A.R.)
Hyatt Regency Hotel	Office/Service	7-12-400-010pt	345,000	13.59	.53
Bay Street Restaurant	Office/Service	8-07-301-003	7,000	2.31	.07
TOTAL OFFICE/SERVICE			352,000	15.90	

OFFICE

PARCEL NAME	CONCEPT PLAN DESIGNATION	PARCEL I.D. NO.	BUILDING SQUARE FEET	PARCEL SIZE (ACRES)	FLOOR AREA RATIO (F.A.R.)
Unocal	Commercial/Service	7-12-400-008 pt 7-12-400-009 pt 7-12-400-006 pt 7-12-400-012 pt	285,000	35.77	.20
Century Centre I	Office	7-12-400-014	230,000	8.05	.74
Century Centre II	Office	7-12-400-013	230,000	8.05	.74
Centennial Centre	Office	7-12-402-007 7-12-402-004	264,000	11.00	.33
TOTAL OFFICE			1,009,000	62.87	
TOTAL OCCUPIED LAND IN ALL LAND USE CATEGORIES				144.88	

