



woodfield
regional concept plan

woodfield road
s e c t o r



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WOODFIELD ROAD S E C T O R

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

An element of the
Village of Schaumburg
Comprehensive Plan

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The Woodfield Road Sector of the Woodfield Regional Concept Plan was adopted under Ordinance No. 3156 in March, 1989 and revised under Ordinance No. 90-35 in March, 1990.

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CHAPTER ONE INTRODUCTION

Sector Two, commonly referred to as the Woodfield Road Sector, is situated in the west central Woodfield Regional Concept Planning area. The Woodfield Road Sector occupies approximately 410 acres of land generally located east of Plum Grove Road, north of Higgins Road, west of Route 53/I-290, and south of American Lane. Map 1 on page two features the boundaries of the entire regional planning area with Sector Two highlighted.

The Sector is approximately half vacant and is expected to experience tremendous development pressure in the near future. Many vacant parcels exist in the Woodfield Lakes Office Campus west of State Parkway and in Woodfield Park east of State Parkway (renamed National Parkway in 1991 due to implementation of the 9-1-1 system). These lots, originally planned for low to mid-rise office developments are experiencing development pressure for non-office uses due to the low market demand for this type of office space today. A similar lack of demand is projected to continue into the near future.



The Woodfield Road - Sector Two area encompasses approximately 410 acres located between Plum Grove Road and Route 53/I-290, north of Higgins Road. The Sector is the heart of office development within the Regional Center.

The large number of individual property owners in the Sector, combined with the trend to convert properties to non-office uses, will hinder integrated and coordinated development of the Sector. Therefore, the Concept Plan for the Sector must concentrate on means by which future subdivision and development approvals can be reviewed within a framework that encourages visual and functional linkages between parcels.

Sector Two is comprised mainly of land zoned or used for office development. However, retail nodes are found in the east end of the Sector along Mall Drive and on the One Schaumburg Place site south of Woodfield Mall at Route 53/I-290. Other uses in the Sector primarily serve the office employees, and include banks, hotels, health clubs and restaurants. The Sector is, and is intended to remain, primarily an office district.

The Concept Plan outlines areas in which future office uses should be targeted. These areas should be developed for offices only. Substantial justification for a change in this designation must be brought forth by the petitioner requesting the change for these areas to be developed for non-office uses. The Plan denotes locations where service uses would be appropriate as accessory uses for the primary office areas. The Plan recognizes the need for service uses to be located near employment centers. Proximity of various uses to each other promotes pedestrian activity and enables people to walk to a restaurant for lunch, for instance.

Land use decisions like these in the Concept Plan are based on thoughtful consideration of many of the forces affecting future development of the area. These forces are numerous and include, for example; market demands, needs of the community as a whole, effects of small lot development, impacts on roadways and adjoining land uses, tax and revenue base assessments, accessibility, visibility, physical constraints and environmental impacts. For instance, parcelization of large tracts of land along major arterials or parcelization of land adjoining or across from residential properties for retail or service uses is neither recommended nor appropriate in the Sector due to outcomes such as negative visual impacts and the hindrance of traffic flow in the area.

The Woodfield Road Concept Plan evaluates the existing conditions in the planning area and assesses its development potential in relation to the overall concept planning area. This information is then used to forecast future traffic on the Sector's roadways, and to formulate a physical plan and set of guidelines for future development of the Sector. These guidelines are in addition to those required under separate Village codes and ordinances. Additional regulations other than those found in this Plan may be required due to changed conditions upon development of any given parcel in the Sector.

Historical Development

Sector Two was largely vacant agricultural land until development of Woodfield Mall, which opened its doors in 1971. The mall spurred development of nearby low to moderate intensity office projects to the west and south including Woodfield Park Plaza on Plaza Drive, One Woodfield Place at the southeast corner of Mall Drive and Woodfield Road, and Woodfield Grove Business Center east of Cragin Federal Bank at the northeast corner of Higgins and Plum Grove Roads. Restaurants also emerged on either side of Mall Drive in close proximity to the mall and the office developments.

Smaller office structures were constructed on the west side of Meacham Road, south of American Lane, along with the Chicago Health Club at the northwest corner of Meacham Road and American Lane, in the late seventies and early eighties. The Citicorp Office Plaza at the southwest corner of Woodfield Road and Mall Drive and the first phases of the Woodfield Lakes Office Campus were also ready for occupancy at this time. The La Quinta Hotel and the Drury Inn were developed and additional restaurant and retail development along Mall Drive continued during this time period.

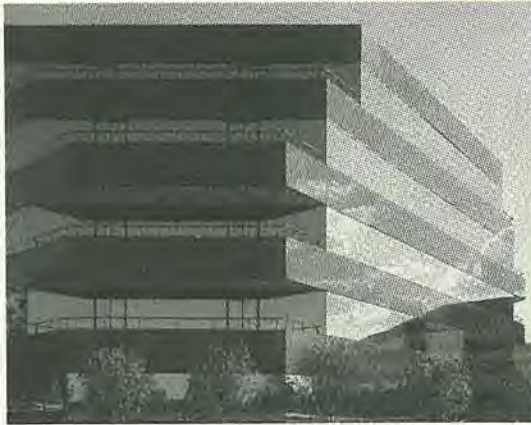
The mid-80's to the present saw construction of two hotels west of Meacham Road to serve the more recent office development in that area of the Sector combined with the lack of demand for office space on these parcels. The 188 room Compri Hotel sits at the northwest corner of Woodfield Road and National (State) Parkway within the Woodfield Lakes Office Campus. The Hampton Inn with 130 rooms located near the northeast corner of Higgins Road and National Parkway serves the Woodfield Financial Center. After the oil crisis subsided, office construction rebounded from the somewhat sluggish growth rate it had experienced the previous years.



Woodfield Park Plaza III constructed in the 1970's is shown above in contrast to the newer Zurich Towers beyond built in the late 1980's.



The Compri Hotel built in the mid-1980's is one of five existing hotels in the Woodfield Road Sector. An additional hotel, the Summerfield Suites hotel, is planned to open in 1991.



Four Woodfield Lake



Two Woodfield Lake



Schaumburg Corporate Center

TABLE 1 HISTORICAL HIGHLIGHTS

1974	Woodfield Park Plaza I and II construction completed	1984	Schaumburg Corporate Center under construction
1975	Woodfield Grove Office Court under construction	1985	Woodfield Financial Center leases first office space
1977	Woodfield Park Plaza III opens	1986	Southwick Office Center opens Hampton Inn receives lodgers
1979	Citicorp Office Plaza completed	1987	Zurich Towers Phase I complete
1980	Woodfield Lakes I holds ground breaking ceremonies	1988	Woodfield Lakes IV under construction
1980	Audit Bureau of Circulation under construction	1989	Zurich Towers Phase II under construction Municipal helistop opens
1981	Woodfield Bank opens its doors LaQuinta Hotel breaks ground	1990	One Schaumburg Place breaks ground
1983	Drury Inn welcomes first guests	1991	Summerfield Suites hotel and Benihana's restaurant begin construction

Source: Village of Schaumburg Planning Department, March, 1991.

Office buildings developed in the 80's include Southwick Office Centre at the northwest corner of Woodfield and Meacham Roads, Zurich Towers at the northeast corner of Woodfield and Meacham Roads, Schaumburg Corporate Center at the southeast corner of Woodfield and Meacham Roads, and additional phases of the Woodfield Lakes Campus west of National Parkway between American Lane and Woodfield Road.

The most recently constructed developments include Homewood Suites, a 108 room extended stay hotel located at the southeast corner of American Lane and Plum Grove Road, Zurich Towers, Phase II, at the northeast corner of Meacham and Woodfield Roads and Woodfield Lake Office Campus, Phase IV on the west side of National Parkway south of American Lane.

Now under construction is One Schaumburg Place consisting of approximately 750,000 square feet of retail, 465,000 square feet of office, and a 400 room hotel south of Woodfield Mall at Route 53/I-290, Summerfield Suites on the east side of Plum Grove Road south of Woodfield Office Court and the Benihana Restaurant at the northeast corner of National Parkway and Higgins Road.

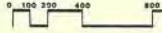
Also planned is an expansion to Woodfield Mall to incorporate a Nordstrom's Department Store as a fifth anchor tenant, and a 5,000 square foot office and hangar facility for the public heliport.



One Schaumburg Place, shown here under construction in February of 1991, is the second largest retail structure in the Village with over 750,000 square feet of floor area. Ultimately, the development is planned to include a twenty-two story office tower and a 400-room hotel.



Located on the east side of Plum Grove Road on the western boundary of the Regional Center, Summerfield Suites residence hotel will provide a transitional use between the multi-story office buildings of Woodfield Lake Office Campus to the east and multiple-family residential uses to the west.



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR EXISTING DEVELOPMENTS



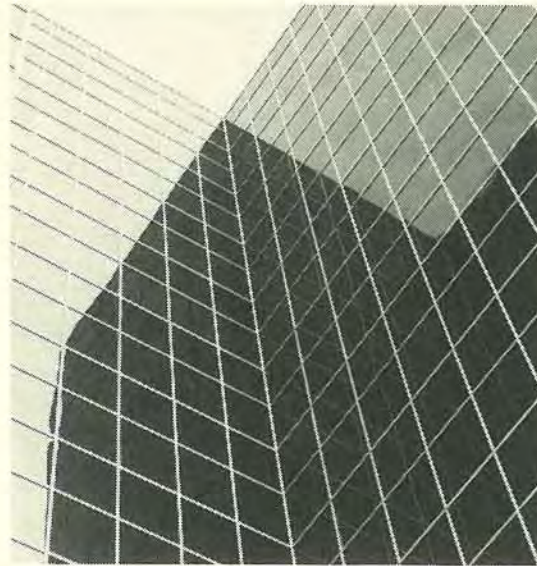
DEVELOPMENTS

- | | | | |
|--------------------------------------------|--------------------------------------|------------------------|--------------------------------|
| 1 HOMEWOOD SUITES | 16 AUDIT BUREAU OF CIRCULATIONS | 31 ILLINOIS BELL | 42 DRURY INN |
| 2 ROLM CORPORATION | 17 ANSVAR | 32 RED LOBSTER | 43 BARRY'S RIBS |
| 3 WOODFIELD LAKE OFFICE COURT | 18 SOUTHWICK OFFICE CENTER | 33 SIZZLER | 44 LA QUINTA INN |
| 4 DIRECT MARKETING TECHNOLOGY | 19 WOODFIELD FINANCIAL CENTER | 34 PATRICK BMW | 45 WOODFIELD SHELL |
| 5 THREE WOODFIELD LAKE | 20 HAMPTON INN | 35 PATRICK CADILAC | 46 DENNY'S |
| 6 FOUR WOODFIELD LAKE | 21 NBD WOODFIELD BANK | 36 PATRICK USED CARS | 47 WENDY'S |
| 7 ONE WOODFIELD LAKE | 22 WOODFIELD PARK PLAZA I | 37 ONE WOODFIELD PLACE | 48 BENNIGANS |
| 8 TWO WOODFIELD LAKE | 23 ZURICH TOWERS I | 38 HOMEMAKERS | 49 ONE SCHAUMBURG PLACE RETAIL |
| 9 COMPRI HOTEL | 24 ZURICH TOWERS II | 39 BONKERS | 50 BENIHANA'S |
| 10 CRAGIN FEDERAL | 25 WOODFIELD PARK PLAZA II | 40 UNITED AUDIO | 51 SUMMERFIELD SUITES |
| 11 WOODFIELD GROVE | 26 AMERISTAR FINANCIAL CORP. | 41 EL TORITO | |
| 12 FIRE STATION | 27 WOODFIELD PARK PLAZA III | | |
| 13 CHICAGO HEALTH CLUB | 28 AMERICAN HARDWARE MANUFACTURERS | | |
| 14 SAVINGS OF AMERICA | 29 SCHAUMBURG CORPORATE CENTERS I-IV | | |
| 15 AMERICAN VETERINARY MEDICAL ASSOCIATION | 30 CITICORP OFFICE PLAZA | | |



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MAP 2

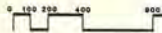


CHAPTER TWO EXISTING CONDITIONS




The following is an inventory and analysis of the physical factors influencing the future growth and land uses in the planning area. Also included are analyses of existing development itself; existing zoning, existing land uses, existing building heights and intensities, and the existing transportation network and traffic volumes. This combination of existing conditions present in the Sector provides a base from which to plan the growth and development of the vacant portions of the planning area. Existing developments within the Sector may be found on Map 2 on the opposite page.

Soils

Soils in the Sector fall primarily within the Markham-Ashkum Association. These soils are moderately to poorly well drained soils formed in silty clay loam material. The slopes generally range from two to five percent with slopes reaching to ten percent in some areas. The soil conditions are abstracted from the U.S. Department of Agriculture's



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR SOILS INTERPRETATION & BUILDING SITE SUITABILITY

- SLIGHT LIMITATIONS 
- MODERATE LIMITATIONS 
- SEVERE LIMITATIONS 



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SOURCE: U.S. Department of Agriculture, Soil Conservation Service, Soil Survey of DuPage and part of Cook County, Illinois, May, 1979

Soil Survey of DuPage and part of Cook County, May, 1979. While the soils create moderate to severe limitations on development, all areas of the Sector except for those in the flood plain west of National Parkway are suitable for development. This is due to the ability of the sites to be properly engineered under current engineering practices. None of the land in the Sector is designated on the National Wetlands Inventory prepared by the U.S. Fish and Wildlife Service, May, 1983 as a wetland requiring protection or mitigation. A small Palustrine emergent area which seasonally floods is shown near the intersection of the future Kern Drive and National Parkway. It is unlikely that the area is large enough to be environmentally significant. Building site suitability is depicted in Map 3 on page eight.

Drainage

Sector Two is divided into two similar sized drainage areas. The first drainage area covers the west half of the Sector, bounded roughly by Plum Grove Road on the west, Higgins Road on the south, Meacham Road on the east, and American Lane on the north. The second drainage area serves the east half of the Sector, bounded by Meacham Road on the west and Route 53/I-290 on the east.

The west half of the planning area drains into the West Branch of the Salt Creek. The large lake in the Woodfield Lakes Office Campus is part of the West Branch of the Salt Creek drainage system. Portions of the creek are piped underground north and south of the lake. A ridge located just east of, and parallel to Meacham Road causes the eastern side of the west drainage area to flow west into the creek. The west half of the western drainage area drains from the west side of Plum Grove Road, eastward into the creek. The creek and associated flood plain divide the west half of the Sector in two.

The eastern half of the Sector, or the second of the two drainage areas, drains eastward from the ridge along Meacham Road into the lake/creek system in the Busse Woods Forest Preserve, just east of

the Route 53/I-290 expressway and then into the Salt Creek. A detention pond in the Zurich Towers development collects and detains water running from Meacham Road to the east.

Two areas in the Sector require special improvements to ensure proper drainage. The West Branch of the Salt Creek flows through the unincorporated Winkelhake property north of Higgins Road between Plum Grove Road and Meacham Road. A large portion of this property is, therefore, in a flood plain. Additional storm water retention, similar to that in the Woodfield Lakes Office Campus, will need to be constructed upon development of this area.

Retention or detention facilities will also need to be constructed on the One Schaumburg Place property (bounded by Martingale Road on the west, Higgins Road on the south, Route 53/I-290 on the east, and Woodfield Road on the north) upon development of the parcel. Both of these drainage improvements should be incorporated into the development as public open space or design amenities.

A drainage study is also underway for the entire drainage system in the west half of the Sector and its relation to the areas north of Golf Road. There are some flooding problems near the heliport site and in surrounding areas. Some improvements are needed to National/State Parkway through the sector and through the Golf Road and State Parkway sectors. Some of the flooding problems should be rectified by the reconstruction of National/State Parkway.

Vegetation

The existing vegetation within Sector Two is sparse and scattered. There are only two groupings of trees of considerable size within the planning area. The first grouping is located on either side of the south entrance drive to the Schaumburg Corporate Center. The second "Y"-shaped grove of trees is located along the West Branch of the Salt Creek on the unincorporated Winkelhake property west of National Parkway.



Existing trees at Schaumburg Corporate Center were preserved as a natural feature for the site which also provides a dense wooded buffer for the residences to the south.

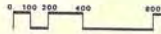
The tree groves at Schaumburg Corporate Center were preserved as part of that project's development, and are generally in vigorous growing condition. They are by far the healthiest, most attractive group of trees in the Sector. The other two groupings consist of declining or dead lowland tree species, including Swamp Willow, Chinese Elm, Apple, Northern Catalpa, Tree of Heaven, and Box Elder, as well as a few Maples. The other existing vegetation on the undeveloped sites within the planning area are primarily a mixture of scrubby shrubs and prairie grasses interspersed with "invader" grass species.

Much of the existing vegetation is either not worthy of preserving or will need to be eliminated to accommodate the future development of the area. However, an effort should be made to save small clusters of trees or individual ones that are healthy and attractive because they do significantly enhance a development and take many years to replace.

To help insure the preservation of existing trees, the Village's Zoning Ordinance requires developers to prepare a tree survey and preservation plan indicating those trees on a site that are to be saved and incorporated into the site development. The preservation plan also addresses various methods for ensuring the survival of the trees during and after construction. Existing vegetation is shown in Map 3 on page eleven.

Utilities

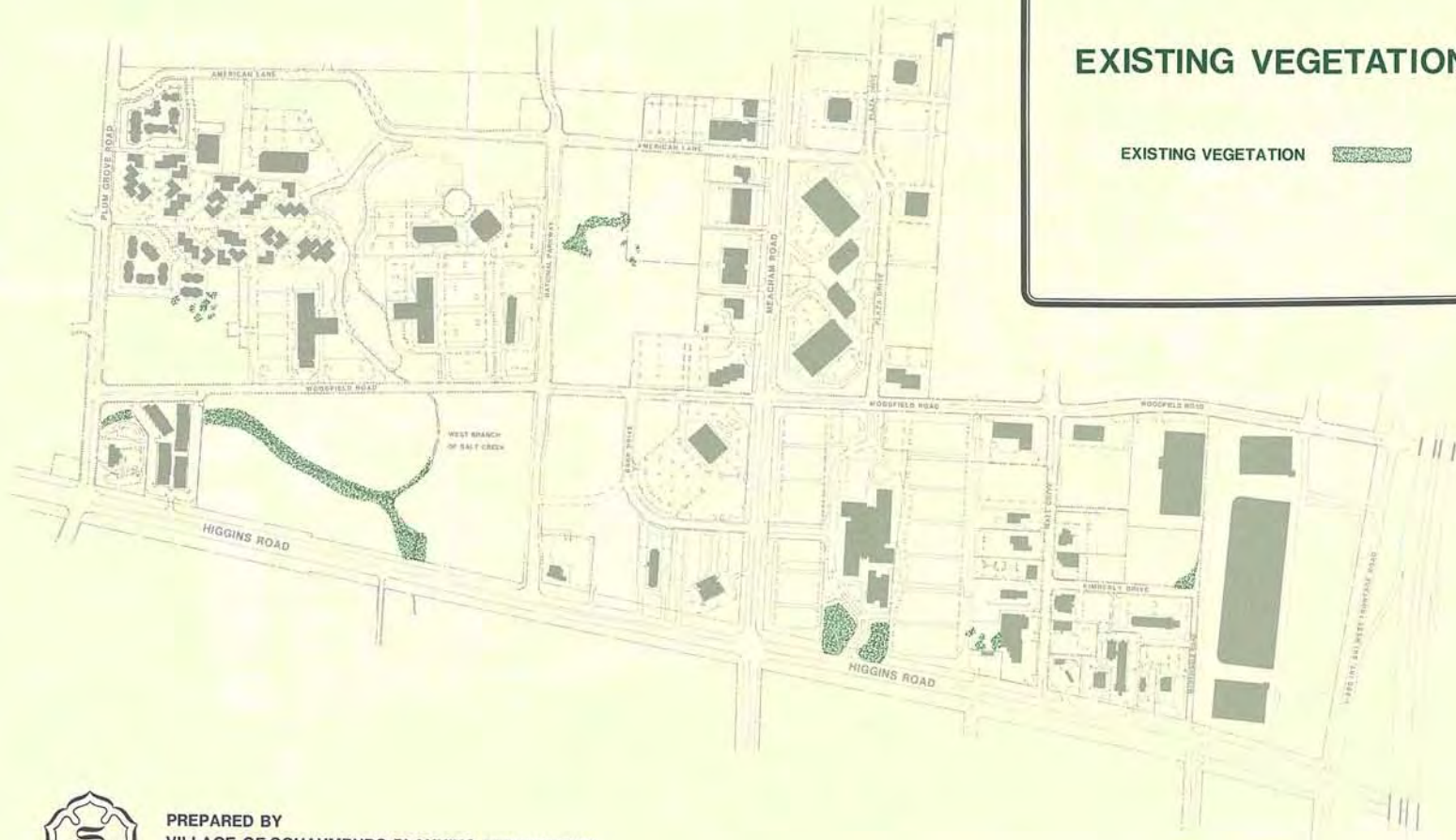
Sector Two is fully serviced by public water and sewer systems, except for the large unincorporated Winkelhake parcel located between Woodfield Road and Higgins Road, west of National Parkway. Although this system of utilities has been constructed to adequately meet the current demands for



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

EXISTING VEGETATION

EXISTING VEGETATION



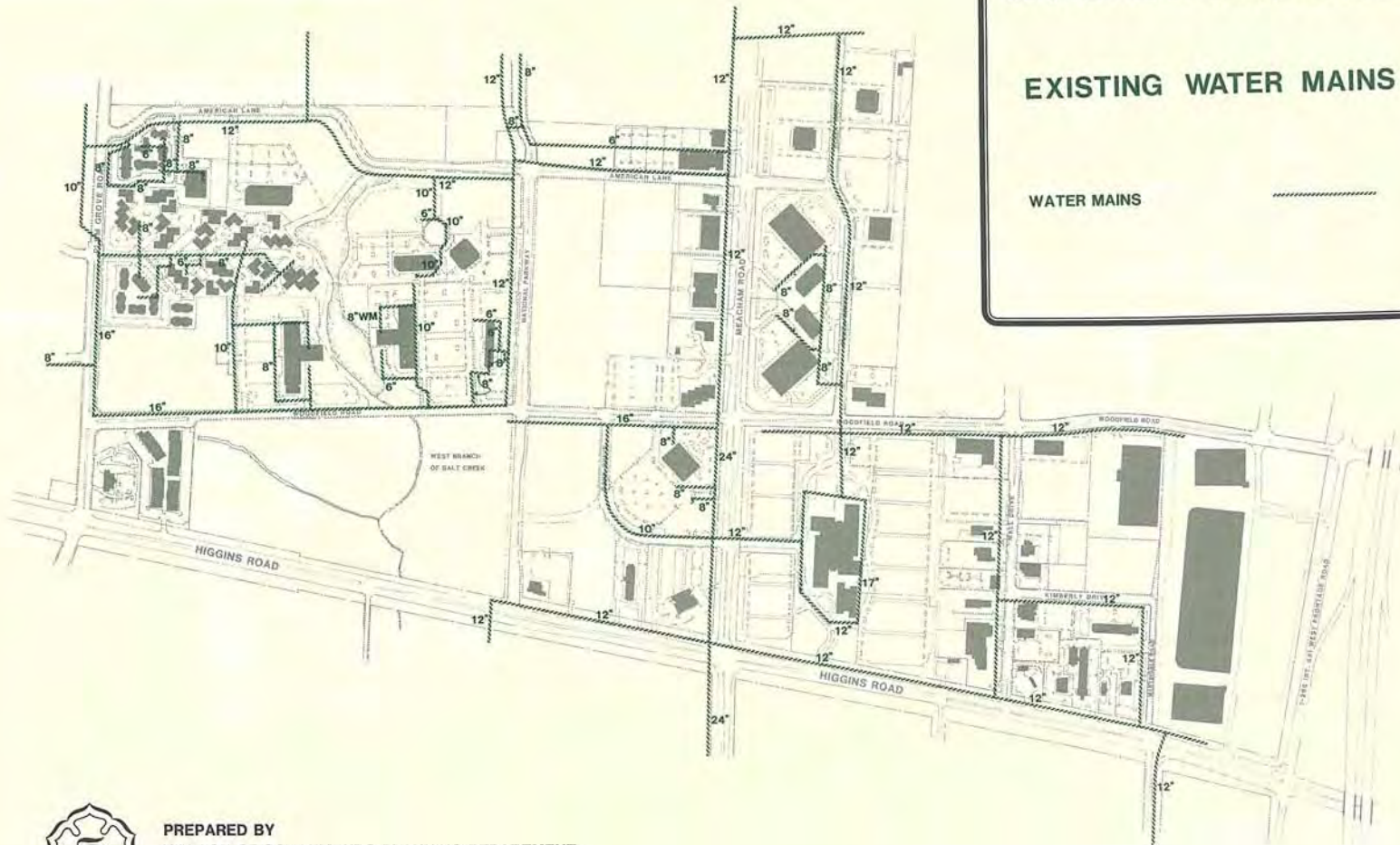
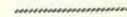
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EXISTING WATER MAINS

WATER MAINS



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WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

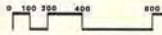
EXISTING STORM SEWERS

DIRECTION OF FLOW > > > >

STORM SEWERS ————



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WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

EXISTING SANITARY SEWERS

SANITARY SEWERS



DIRECTION OF FLOW



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the area, additions and expansions to the water and sewer networks will be required to accommodate future demand. There is, or will be sufficient capacity to accommodate the development of all of the vacant portions of Sector Two.

Ranging in size from six to twenty-four inches in diameter, the water mains in the Sector generally parallel the existing roads and interior driving aisles within the developed areas. All of the smaller water lines feed into the large twenty-four inch diameter water main line that runs north-south along the west side of Meacham Road. Existing water mains are shown on Map 5 on page twelve..

The storm sewers range in size from six inches to ninety-six inches in diameter. The main lines parallel the existing roadways. The western part of Sector Two drains into the West Branch of the Salt Creek which has been designed as a long, linear lake within the Woodfield Lakes development. The eastern half of the Sector, for the most part, feeds into the main line along Woodfield Road, east of Meacham Road and travels under the Route 53/I-290 expressway. The two drainage systems focus on the West Branch of the Salt Creek for those areas west of Meacham Road and on the Salt Creek which runs through the lake/creek system of the Busse Woods Forest Preserve, for those areas east of Meacham Road. Storm sewer locations are shown on Map 6 on page thirteen.

As seen on Map 7 on the opposite page, sanitary sewers within the planning area vary in size from six to fifteen inches in diameter. Several smaller lines are located along interior property lines or through parking lots. Most of the larger sanitary sewer lines in the planing area are located parallel to the area's roadway network. Extensions of this system will be necessary to serve the vacant parcels in the Sector.

Existing Land Uses

Sector Two, as shown on Map 8 stretches east to west from the high intensity office and retail development adjoining the Route 53/I-290 expressway that form the eastern boundary of the

Sector to the residential areas located west of Plum Grove Road.

Of the 416 total acres in the Sector, 278 acres or sixty-seven percent contains existing development shown in Table 2. Therefore, thirty-three percent of the land in the Sector is available for development. The fact that the Sector is largely vacant combined with development pressures in the area, accounts for the adoption of a Concept Plan for this area prior to any other sector. Most of this vacant land is zoned B-3 Planned Office Business District. The only vacant parcels not zoned B-3 are the unincorporated R-5 single-family residential Winkelhake property, the vacant B-2 retail lots north of Kimberly Drive, and the small B-4 retail triangular parcel at the northeast corner of American Lane and Plum Grove Road.

The dominant land use in terms of already developed land is office, which represents over forty percent of the total land area, and sixty percent of the developed acreage. The 167 acres of land devoted to office uses contain twenty-two free-standing buildings or connected office towers totalling 3,874,000 square feet of building area.

Retail uses occupy the second most land area in the Sector and account for over twenty-two percent of the Sector's total acreage and thirty-four percent of the developed area. Retail uses consist of the One Schaumburg Place mall, restaurants, hotels, banks, automobile dealerships, one service station/car wash, a health club, a furniture store and a stereo equipment store. The retail uses are mostly service oriented to accommodate the day time population of the office developments. Over half of the retail outside the regional mall is composed of sit-down restaurants and hotels. The six hotels, LaQuinta Inn, Drury Inn, Compri Hotel, Hampton Inn, Homewood Suites and Summerfield Suites provide a total of 800 lodging rooms and meeting facilities for 400 people.

There is only one development in the Sector that could be considered an industrial use. The 75,000 square foot Rolm building, constructed in 1982, was planned as a service center and a warehouse. While some of the building is devoted to offices, the majority is used for the testing, repair and storage of telecommunications equipment.

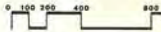


The Drury Inn, constructed in 1983, was one of the first of eleven hotels developed in the Regional Center during the 1980's and early 1990's.

**TABLE 2
EXISTING LAND USES**

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Office	167.0	40.2
Commercial	95.0	22.8
Public	16.0	3.8
Vacant	<u>138.0</u>	<u>33.2</u>
TOTAL	416.0 acres	100.0%

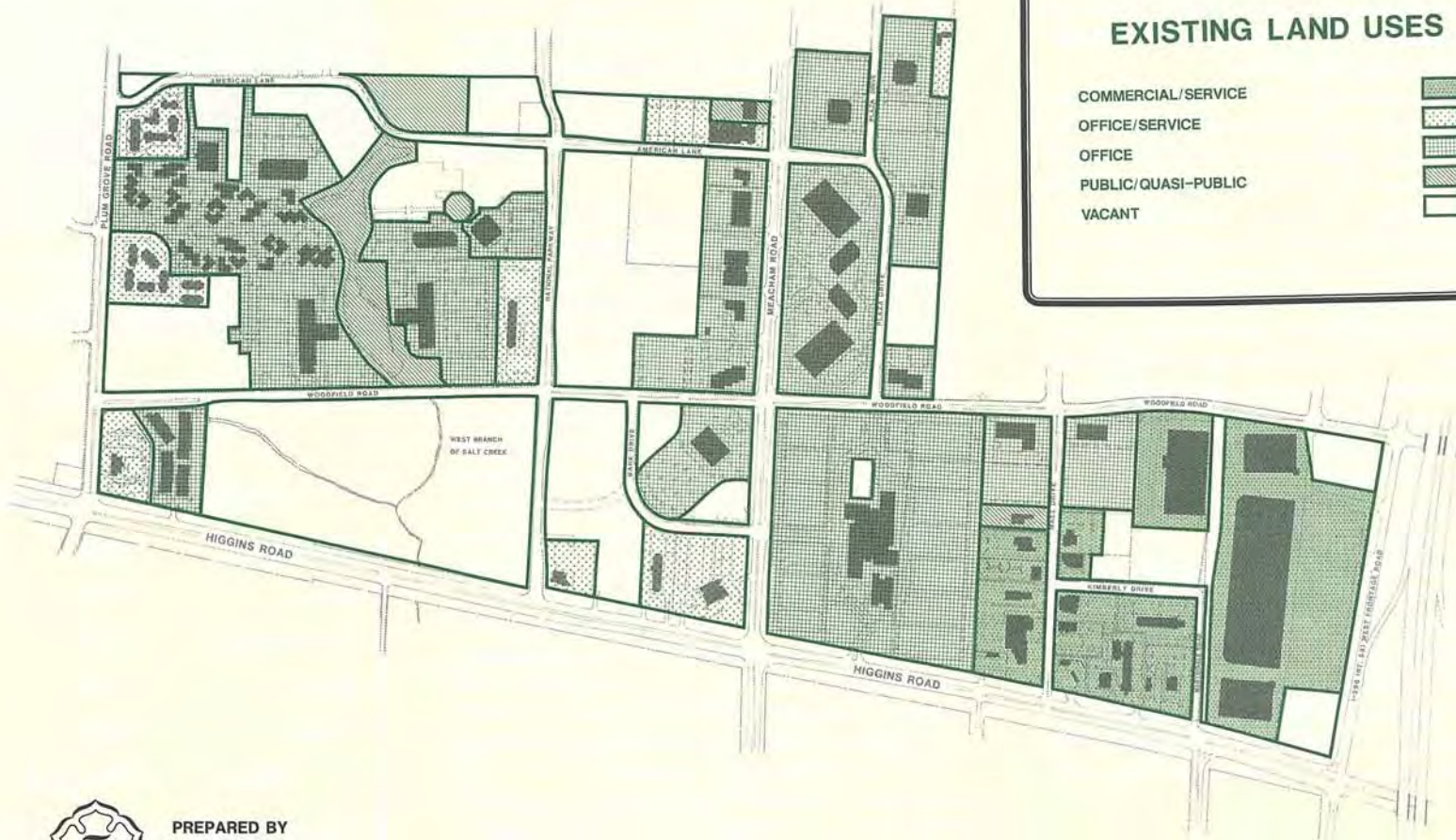
Source: Schaumburg Planning Department,
March, 1990



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

EXISTING LAND USES

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



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Direct Marketing Technology

Adjacent Land Uses

The Rolm building is located west of the Direct Marketing Technology building along American Lane near Plum Grove Road.

Public and quasi-public uses in the Sector include the Illinois Bell switching station on Mall Drive and Fire Station No. 2 on Meacham Road. Public uses occupy sixteen acres and account for just over three percent of the Sector's land area, and six percent of the developed area. Although vacant in terms of structures, a helistop site is also located on the north side of American Lane. The helistop was officially opened in the Fall of 1989 as a sod landing area. Future improvements to include an office and hangar facility may be made if the demand for such a facility increases.

The various sectors of the Woodfield Regional Concept Plan, while studied individually, are components of the regional center and the community at large. The Concept Plan for Sector Two is, therefore, dependent on the existing development and future growth of the surrounding area.

The areas surrounding the Woodfield Road Sector are primarily developed except for the Polk-Brach property to the south across Higgins Road. The Concept Plan for the Polk-Brach properties designates development of the area for predominantly single-family use. The existing Del Lago townhomes are located on the south side of Higgins Road, just west of National Parkway extended. East of Meacham Road, south of Higgins

Road, is the Lexington Fields Estates single-family subdivision and the Woodfield Corporate Center located between Martingale Road and the Route 53/I-290 expressway.

Higgins Road greatly influences the Sector by providing the lots along it with visibility to an arterial roadway, albeit with the need for limiting access to maintain the traffic flow along the roadway. The road also serves as a physical barrier to the land uses to the south.

To the north, along Golf Road, are numerous commercial uses including Woodfield Ford, Lee Wards, SportMart, and the Woodfield Commons Shopping Centers. North and east of the Sector Two boundaries lies the Woodfield Mall shopping center and outlots. These commercial areas contain predominantly one-story structures and, therefore, heights of buildings adjoining these areas should be restricted.

West of Sector Two are two residential developments, Versailles on the Lake apartments and Weathersfield North townhomes on the west side of Plum Grove Road. Two small retail centers are located north and south of the residential areas at the corners of Plum Grove Road with Golf and Higgins Roads. To preserve the integrity of the residential areas, future development should be less intense in terms of noise, light, signage and floor area ratios than in other areas of the Sector, should have lower building heights, and create less traffic movements on adjoining streets. Tracts of land along the east side of Plum Grove Road should not be parceled and sold for different uses with separate curb cuts, individual signage and uncoordinated development.

The east border of Sector Two consists of the Route 53/I-290 expressway. East of the expressway is the Busse Woods Forest Preserve. The expressway provides high accessibility and visibility and more intense uses would be appropriate in this area because of these characteristics and the lack of any negative impacts on adjoining property to the east.

Existing Zoning

Concept plans, as elements of the Village's Comprehensive Plan, are designed to reflect the community's desires and needs and serve as guides for long-range development of a specific area of the Village. The Zoning Ordinance and Official Zoning Map, on the other hand, reflect current land uses or, if the property is vacant, permitted future uses.

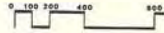
Existing zoning should reflect either the existing or proposed land uses in the Concept Plan. Where zoning as shown on Map 9 is inconsistent with the Concept Plan or an existing use, a Village-initiated rezoning may be warranted.

Historically, Higgins Road has served as the dividing line between the office and retail development in the regional center and the residential development to the south. As Sector Two is located north of Higgins Road there is no existing residential zoning in the planning area. Except for hotel or institutional uses, residential development is unlikely to occur within the Concept Planning area as most available land is surrounded by existing office or commercial development. However, dependent on the location and design of the project, a mixed-use development may be appropriate on one of the larger vacant parcels in the planning area.

The majority of Sector Two is zoned B-3 Planned Office Business District. Most of the B-3 areas contain office campuses or office structures. Auxiliary service uses such as hotels, banks, restaurants, and health clubs are located within the office structures or on adjoining parcels.

The second most predominant zoning classification within the Sector is B-2 General Retail. The one area zoned B-2 is located between Mall Drive and Martingale Road. Restaurants, two hotels, a service station/car wash, and limited retail uses can be found along Mall and Kimberly Drives.

There are three small portions of the planning area zoned B-4 Retail, Service and Motor Vehicle District. These include the Village fire station and



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

EXISTING ZONING

BUSINESS DISTRICTS

- | | |
|------------------------------------------|--|
| B-2 GENERAL RETAIL | |
| B-3 PLANNED OFFICE BUSINESS | |
| B-4 RETAIL, SERVICE,
OR MOTOR VEHICLE | |
| R-5 UNINCORPORATED | |



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Chicago Health and Racquet Club

Chicago Health Club northwest of American Lane and Meacham Road, the Patrick dealership on Mall Drive, and a small triangular lot at the northeast corner of Plum Grove Road and American Lane.

Approximately forty-seven acres of land, commonly referred to as the Winkelhake parcel, north of Higgins Road and west of National Parkway is in unincorporated Cook County and zoned R-5 Single-Family Residential. As the parcel is surrounded on all sides by the corporate limits of Schaumburg, it would become part of the Village if the owners or developers choose to incorporate in the future. An appropriate zoning for the parcel based on the zoning of contiguous properties and the parcel's development constraints is the B-3 Planned Office Business District.

Existing Building Heights

Although there are some exceptions, the building heights in the Woodfield Road Concept Planning area generally increase in a west to east direction across the Sector as reflected on Map 10, page twenty-one. In keeping with providing compatible developments adjoining each other, the western half of the Sector contains low rise buildings adjoining the residential developments to the west.





The areas west of Meacham Road are occupied by buildings with heights of one to five stories. However, two buildings, Southwick Office Center and One Woodfield Financial Center, at the intersection of Meacham Road and Woodfield Road, rise to

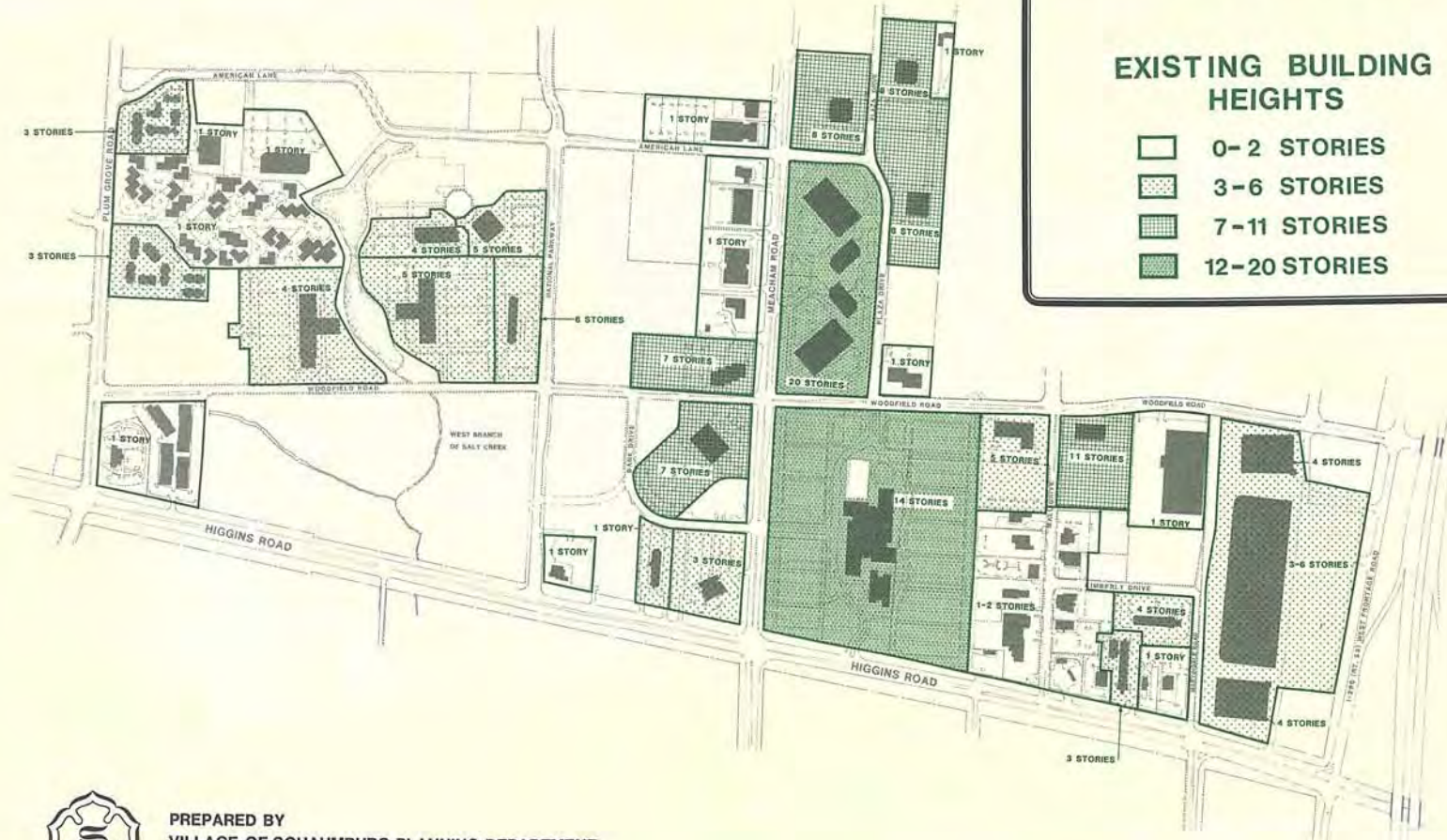


WOODFIELD REGIONAL CONCEPT PLAN

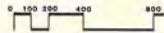
WOODFIELD ROAD SECTOR

EXISTING BUILDING HEIGHTS

-  0-2 STORIES
-  3-6 STORIES
-  7-11 STORIES
-  12-20 STORIES



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WOODFIELD REGIONAL CONCEPT PLAN

WOODFIELD ROAD SECTOR

EXISTING FLOOR AREA RATIOS

(F.A.R.'s)
(W/O PARKING STRUCTURES)

	0 - .31
	.32 - .50
	.51 - .69
	.70 - 1.20



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seven stories in height. These buildings combined with Zurich Towers and Schaumburg Corporate Center form a focal point at the intersection of Woodfield and Meacham Roads. The building heights increase on the eastern half of the Sector near the Route 53/I-290 expressway. Except for the one to three story buildings predominant in the B-2 General Retail area, the majority of buildings in the east portion of the Sector have heights of five to twenty stories. Zoning and site plan approvals have provided an existing pattern of building heights that is both rational and sensitive to surrounding land uses and structures.

Taller structures do exist or are proposed, however, across from residential areas south of Higgins Road. The impact of these structures on the residential areas is minimized by physical separation and sensitive landscaping treatments. Higgins Road, due to the 240 foot right-of-way, provides a substantial physical separation between the office and residential structures. Combined with the required building setbacks, no residential structure south of Higgins Road is likely to be closer than 300 feet to an adjoining office structure to the north.

Existing Floor Area Ratios (FAR's)

Floor area ratios are measures of intensity similar to the number of units per acre used in residential areas. The floor area ratio or F.A.R., is obtained by dividing the gross floor area of the building or buildings on a lot by the area of the lot. Floor area ratios, as shown on Map 11, parallel building heights in terms of their distribution within the planning area. Lower intensity uses are located in the northwest portion of the Sector near Golf Road and to the west and southwest across from the existing residential areas. For example, lower intensity uses with F.A.R.'s of .3 are located along the east side of Plum Grove Road.

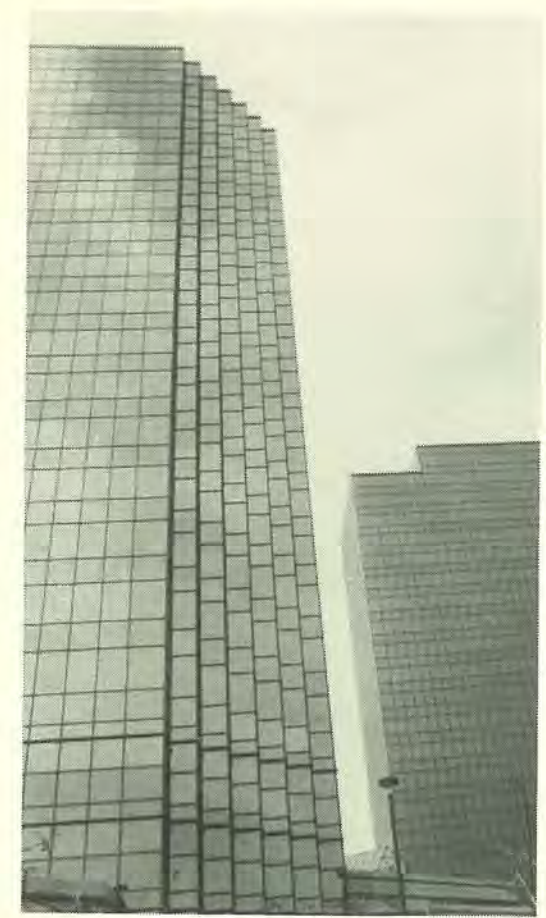
Floor area ratios increase eastward to .6 on the west side of Meacham Road at Woodfield Road. Except for commercial areas along Mall Drive with

F.A.R.'s of .2 to .4, the intensities east of Meacham Road range from .6 to 1.1. All floor area ratios noted are those for the buildings on the lot only. Parking structures are not included in the floor area ratio calculations. The project intensities, as measured by these floor area ratios, are used in determining future roadway improvements necessary in the Sector. Parking structures, however, do not contribute to traffic generated by a use on a parcel. Therefore, parking structures were excluded from the floor area ratio calculations.



Transportation Network

Sector Two is primarily served by two transportation systems, a roadway network and transit system described in detail below. Three other modes of locomotion, although insignificant when compared to the first two in terms of volumes carried, should not be overlooked: pedestrian and bicycle systems and helicopter traffic. The Design Guidelines segment of the Concept Plan outlines the needs of the pedestrian and bicycle systems in more detail. The municipal heliport, which opened in 1990, is located near the northwest corner of American Lane and National Parkway. As a sod landing pad, nearly 500 operations were conducted in the first year. A hard surface pad and lighting for the helistop are planned for construction in 1991.



Zurich Towers, completed in 1989, rise twenty floors above the Regional Center. The unique shape and architectural finish of the structures provides an exciting visual focal point for the intersection of Meacham and Woodfield Roads.



Schaumburg Municipal Helistop

Transit system

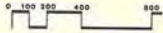
The Pace Suburban Bus Division of the RTA has three bus routes that wind through Sector Two. The routes are depicted on Map 12. Route 605 is a feeder service, operating only during weekday peak hours, from the Roselle Commuter Rail Facility to Woodfield Mall. This bus enters Sector Two at the Sector's southwest limits along Plum Grove Road and proceeds north to the intersection at Woodfield Road. There, the bus travels eastward along Woodfield Road to the Mall Drive intersection before turning north to enter the Mall parking area.

Route 405 is the "shopping mall connector" with Woodfield Mall and Randhurst Mall as its western and eastern limits, respectively. In between, the bus primarily serves Elk Grove Village. The service runs dawn to dusk on weekdays. The bus enters Schaumburg from Biesterfield Road and travels along Meacham, Old Schaumburg and Mar-

tingale Roads. The service enters Sector Two from Martingale Road, uses Higgins Road to access Mall Drive, then runs north to the Mall.

Route 606 is Pace's newest service and the agency's most successful endeavor in the Schaumburg area. The bus carries passengers from the River Road CTA train station to the Woodfield Regional Center. The service was recently expanded from peak-hour to a 5:30 AM to 6:30 PM weekday run. Route 606 enters Sector Two at the Sector's northern limits along Plaza Drive and proceeds south to Woodfield Road. The bus utilizes Woodfield Road to access Mall Drive and turns south. The route turns east at Kimberly Drive, then south at Martingale Road to exit the Sector.

Sector Two, as well as all of Schaumburg, is additionally served by the curb-to-curb transit system called Dial-A-Ride. This paratransit system is



WOODFIELD REGIONAL CONCEPT PLAN

WOODFIELD ROAD SECTOR

CURRENT AVERAGE DAILY TRAFFIC (ADT)

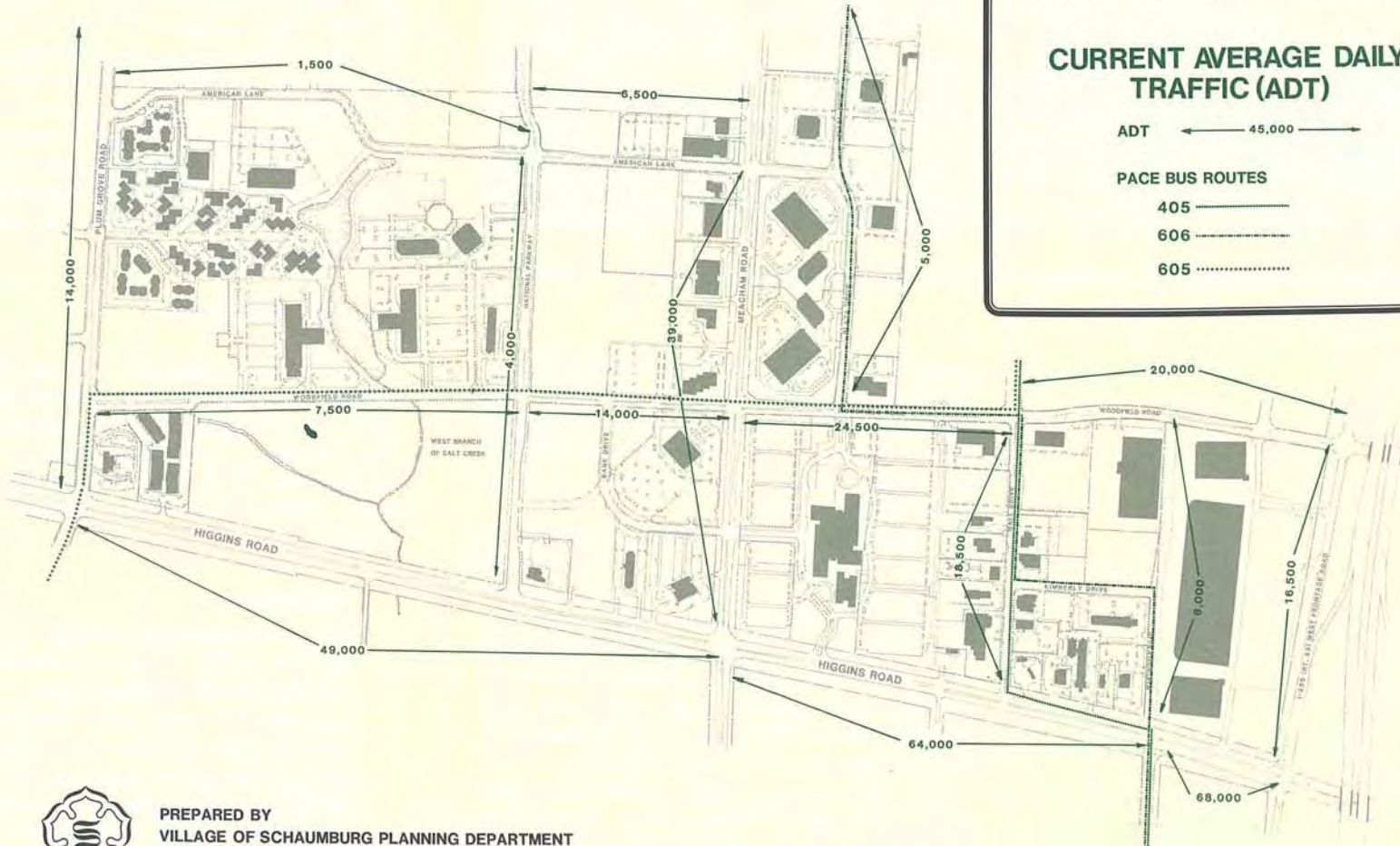
ADT ← 45,000 →

PACE BUS ROUTES

405 —————

606 - - - - -

605 ·······



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MARCH 1991



The Woodfield Shoppers Shuttle provides lunchtime service for office workers desiring a quick and easy trip from the office to the mall.

not restricted to serving elderly and handicapped, as is the case with most other paratransit systems. Instead, it is available to anyone in the Schaumburg area by reservation. Dial-A-Ride is administered by the Village of Schaumburg. The funding is shared by the Village and Pace.

Finally, the Woodfield Shopper's Shuttle, an express lunchtime door-to-door service, travels through Sector Two stopping at Zurich Towers, Woodfield Lakes and Schaumburg Corporate Center. The Shopper's Shuttle, in service on weekdays from 11:00 AM to 2:00 PM, is an innovative project bringing office employees in the area to and from Woodfield Mall. The costs of the service are shared by Woodfield Associates and the Village.

The service was expanded in 1990 to include stops at other office buildings within Sector Two along Woodfield Road and Plaza Drive.

Roadway network

Sector Two is served by three functional classes of streets that make the area highly accessible from

both a local and regional perspective. All 6.7 miles of roadway in the Sector currently experience moderate to heavy levels of traffic. Table 3 summarizes the linear mileage of streets by class.

The planning area is bordered on the east by an expressway, Route 53/Interstate 290. Route 53/I-290 provides direct access to Chicago and, via other routes, to O'Hare International Airport and most of the metropolitan region. A full interchange at Higgins Road provides Sector Two with access to Route 53/I-290. Secondary access in Sector Two to Route 53/I-290 is offered via a pair of one-way frontage roads to and from Woodfield Road. The frontage road within the planning area extends southbound from Woodfield Road to Higgins Road first as a two-lane facility, then three lanes, with a forty-five mile per hour speed limit. The State of Illinois is responsible for the maintenance of the expressway and frontage road system.

Primary Roadways

Three primary roadways serve the Woodfield Road Concept Planning area. A street classified as primary is generally characterized as having considerable continuity, carries heavy traffic, is located within one hundred feet of right of way and is a facility with four or more lanes. These are described below:

Higgins Road

Higgins Road is under State of Illinois jurisdiction (Illinois 72) and is maintained by the Illinois Department of Transportation. The road runs generally east-west the entire length of the southern border of Sector Two. Higgins Road is a divided four-lane roadway with a fifty mile per hour speed limit between Plum Grove Road and Meacham Road. At Meacham Road, the highway widens to six lanes and the speed limit is reduced to forty-five miles per hour. A barrier median separates the highway between Meacham Road and Route 53/I-290.

Plum Grove Road

Plum Grove Road serves as the western border to the planning area and is a north-south street under Village jurisdiction. This four-lane road has a speed limit of forty miles per hour. It is separated by a mountable median between Higgins Road and Woodfield Road only. Outside of the Sector, south of Higgins Road, Plum Grove Road is generally a two-lane facility and falls under Cook County jurisdiction. Widening of the portion south of Higgins Road to four lanes is expected to be completed in 1991.

Meacham Road

Meacham Road is under Village jurisdiction and cuts north-south through the center of Sector Two. The forty-five mile per hour route is six lanes with a barrier median between Woodfield Road and Higgins Road.

North of Woodfield Road, Meacham narrows to four lanes with a mountable median. The two largest intersections within the planning area, the Meacham/Higgins and the Meacham/Woodfield intersections, are also larger than most within the entire Village.

At Meacham/Higgins, the intersection offers three through-lanes, dual left-turn lanes and a right turn lane from all approaches. At Meacham/Woodfield Road, the north, east and west legs offer dual left turn lanes, two through lanes and a right-turn lane; the south leg contains an additional through-lane. South of Higgins Road, Meacham Road is under Cook County jurisdiction.

Collector Streets

Collector streets serve primarily as roads that carry traffic from both minor streets and driveways to primary streets. Typically situated within eighty feet of right of way, collector streets fall under Village of Schaumburg jurisdiction. Four streets fall under this design classification:

Woodfield Road

Woodfield Road is an east-west collector street between Plum Grove Road and Meacham Road. The road varies in design from four lanes at its western terminus where it falls entirely within the Village, to two lanes where it borders unincorporated area, to four again. The maximum speed along Woodfield Road is thirty-five miles per hour. Woodfield Road runs the length of the planning area, to the east of Meacham Road where it becomes a business street. A barrier median serves the route for the westernmost five hundred feet and from National Parkway to Plaza Drive.

American Lane

American Lane is also an east-west collector street between Plum Grove Road and Meacham Road. The westernmost 1,500 feet of the facility is two-lane. From that point to Meacham Road, the route is four lanes. American Lane has a twenty-five mile per hour speed limit and extends a short distance east of Meacham Road as a business street to Plaza Drive.

National Parkway

National Parkway is a north-south, four-lane collector. National Parkway south of Tower Road was renamed from State to National Parkway in 1990 upon implementation of the emergency 9-1-1 system. The remaining segment from Tower Road west to Roselle Road which runs in an east-west vs. north-south direction is still referred to as State Parkway. Within Sector 2, north of Woodfield Road, National Parkway

**TABLE 3
STREET CLASS MILES**

Primary	2.75 miles (41%)
Collector	1.90 miles (28%)
Business	2.05 miles (31%)

Source: Village of Schaumburg
Planning Department, March, 1991

is four lanes wide with a twenty-five mile per hour speed limit. South of Woodfield Road, the route is a two-lane business street and terminates at Higgins Road. A southward extension from Higgins Road to Schaumburg Road is planned upon development of the Park St. Claire subdivision on the Polk-Brach farm.

Martingale Road

Martingale Road is a north-south, two-lane street with a rural cross section and a thirty mile per hour speed limit. The road is located in the southeast quadrant of the planning area between Higgins Road and Kimberly Drive. Widening and extension of this road south to Rohlwing Road and the Biesterfield interchange will be completed in 1991. The north extension of the road to Woodfield Road as part of the One Schaumburg Place development opens in 1991.



The extension of Martingale Road from Higgins Road to Woodfield Road was completed in conjunction with construction of One Schaumburg Place in 1991.

Business Streets

The remaining streets within the Woodfield Road Sector are business streets. These streets look and function like collector streets, carrying traffic to primary roadways. They are also all under Village of Schaumburg jurisdiction. However, they differ from collectors in that business streets are generally within sixty-six foot rights of way. Five streets are functionally classified as business:

American Lane

American Lane is a two-lane facility with a maximum speed limit of twenty-five miles per hour running east-west between Meacham Road and Plaza Drive in the northeastern section of the planning area.

Woodfield Road

Woodfield Road is a four-lane, east-west facility from Meacham Road to the Route 53/1-290 expressway with a thirty-five mile per hour speed limit. This length of road is served by a mountable median, except for the short section east of Mall Drive and the length west of Plaza Drive where barrier medians are in place.

Kimberly Drive

Kimberly Drive, located in the southeast quadrant, also runs east-west as a four-lane road between Mall Drive and Martingale Road with a thirty mile per hour maximum speed.

Plaza Drive

Plaza Drive runs north-south from its terminus at Golf Road to the north boundary of the Sector. As it enters the Sector it bends east then south to Woodfield Road. It is a two-lane facility with a forty-five mile per hour speed limit.

Mall Drive

Mall Drive is a north-south business street in the southeast quadrant of the planning area with Woodfield Road serving as its north limit and Higgins Road as its south limit. This short route has a maximum speed limit of thirty-five miles per hour and is four lanes through its entire length. The street is characterized by numerous driveway cuts in close proximity to one another.

No unusual curves or sharp grades affect the road network's function within the Woodfield Road planning area.

Existing Traffic Conditions

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

Traffic Volumes

Traffic volumes are a count of moving vehicles in some specified period of time. Average Daily Traffic (ADT) is useful for making general comparisons of existing and future traffic flows. Each ADT figure represents the total number of vehicles travelling both directions on a given roadway in a twenty-four hour period. The ADT figures for Sector Two are shown on Map 12 on page twenty-five.

Map 12 indicates that the heaviest daily traffic is experienced in the southeast corner of Sector Two, where Higgins Road carries 64,000 vehicles per day. Greater volumes of traffic are experienced on a daily basis in the eastern half of the Sector. Large increases in ADT are experienced along Higgins and Woodfield Roads east of Meacham Road, compared with those west of Meacham Road. The north-south streets do not demonstrate as much variation.

The busiest periods of traffic flow are called peak-hours. Peak hours typically occur on week-days between 7:00 AM to 9:00 AM in the morning, and 4:00 PM to 6:00 PM in the evening. Examination of peak hour traffic is more useful than using ADTs for assessing roadway function and adequacy. Peak hour counts for 1989 are provided on Map 13, shown on the following page.

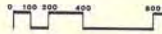
Systematic variations in directional traffic flow are common during peak hours due primarily to commuting patterns. The largest directional variation is seen along Plum Grove Road, where eighty-five percent of the traffic flow is southbound in the evening. Not far behind are the west legs of Woodfield Road, where eighty percent of the traffic is westbound in the evening rush hour. This emphasis in the western portions of Sector Two is due to the dominance of office land uses in that part of the planning area. As one proceeds eastward, the directional variation is not as strong (the split is about sixty-forty) due to the influence of the nearby retail land uses that see a slightly later evening peak period of traffic.

Roadway Adequacy

Traffic volume figures at any given location are made even more useful by comparing them with the ability of a road to accommodate that volume. Such an assessment, establishing a road or lane'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 peak hour capacity on each stretch of road.




Levels of Service

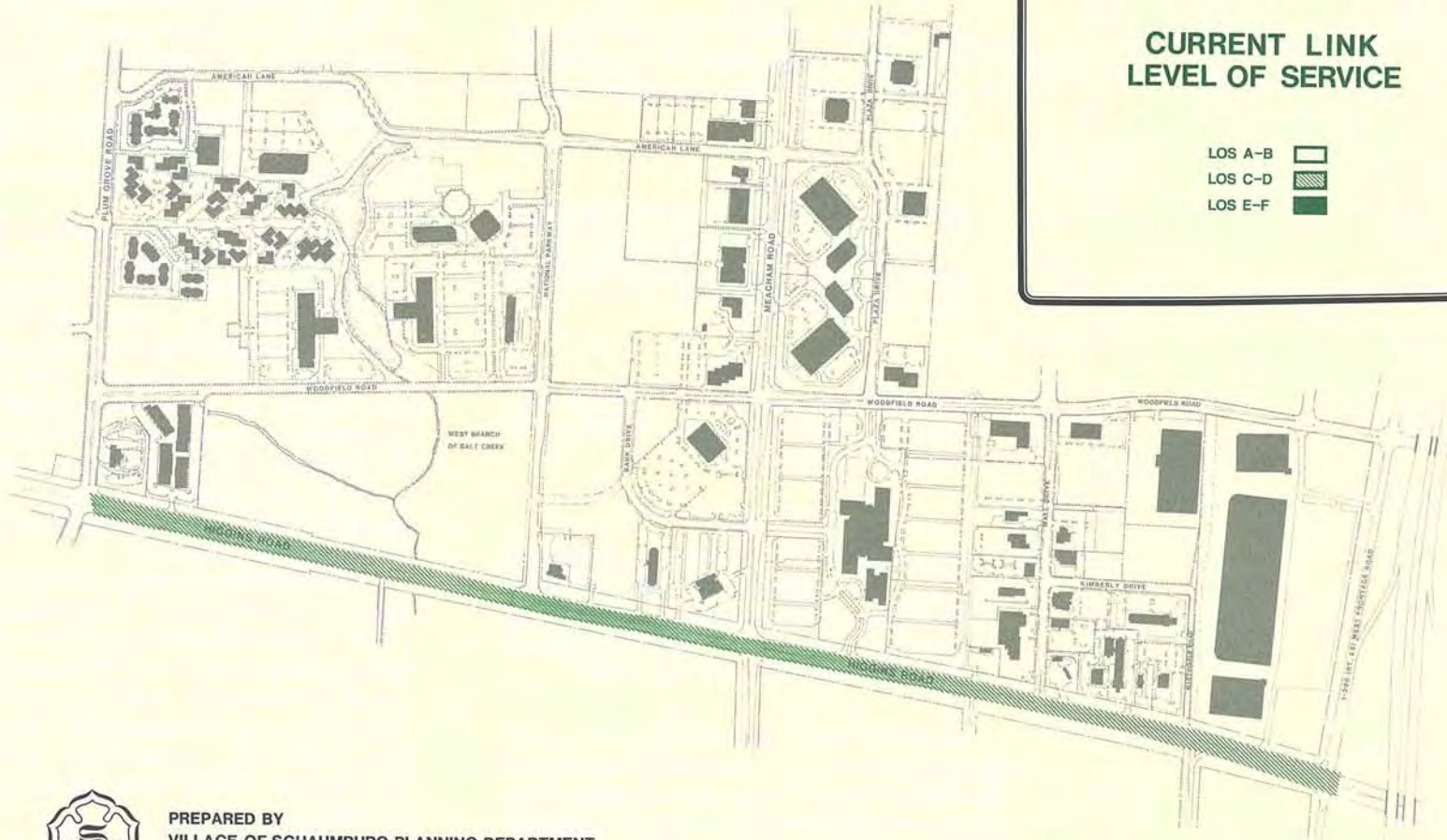
The concept of Level of Service (LOS) helps define and clarify this volume/capacity relationship. Six levels (and definitions) are commonly accepted in the profession:



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

CURRENT LINK LEVEL OF SERVICE

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



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MARCH 1991

Intersections

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 traffic flow is somewhat constricted, it is considered acceptable by motorists.

LOS D

describes a roadway or intersection that experiences regular delays during peak hours of travel, but are still considered to be reasonable by the vast majority of drivers.

LOS E

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

LOS F

describe roads and intersections experiencing forced flow. Typically, it is not until traffic reaches this level of service that drivers begin to seek alternative routes to bypass congested areas, thus impacting adjacent streets.

Naturally, a road with more lanes has proportionately greater ability to carry traffic than one with fewer lanes. The roads with the most lanes in each direction are concentrated in the southeast quadrant of Sector Two. Given the higher traffic volumes in this area, a larger number of lanes is needed to provide sufficient capacity. With this background, it can be shown that Higgins Road experiences LOS C or D during peak travel hours. All other routes either experience no delays or moderate delays.

In the morning, only the Higgins Road at Plum Grove Road intersection is seen as congested; the three other intersections along Higgins Road - Meacham, Mall, and Martingale, experience acceptable delays.

In the evening, one additional intersection sees heavy congestion: Meacham Road at Woodfield Road. This change occurs primarily due to a four-fold increase in southbound traffic during the evening peak hour compared with that for the morning, and a similar eight-fold increase in the westbound to southbound left-turn movement. All of the other intersections along Higgins Road and those along the West Frontage Road experience moderate delays.

The Plum Grove Road at Woodfield Road intersection is shown as operating with little or no delay during the peak hours of traffic. However, during the evening peak hours in particular, drivers perceive this intersection as being very congested. From a traffic and transportation planning standpoint however, the delays seen by drivers near this intersection are due entirely to its proximity to the intersection of Higgins/Plum Grove, which experiences severe capacity problems. The Plum Grove/Woodfield intersection itself functions well below capacity at this time.

When examining existing conditions of intersections and developing recommendations for near-term implementation, several other considerations should be kept in mind. For example, the type of intersection control, if any, is important. The capacity of an intersection is influenced by whether the intersection is signalized and whether stop or yield signs are located on any of the legs of the intersection.

Certainly, the number of accidents experienced in or near a specific intersection assists in prioritizing intersections for improvement, or for identifying intersections with certain built-in safety problems. No intersections were identified as having uncharacteristically high accident rates in Sector Two.

Finally, examining intersection geometrics may help identify a deficiency. For example, the Higgins/Plum Grove intersection would probably benefit greatly from an addition of separate right-turn lanes on all four legs. Currently, all of the right-turn movements are shared with the rightmost through-traffic lane.

Intersection Deficiencies

The intersections requiring special attention in Sector Two are as follows:

Higgins/Plum Grove

The bulk of the problems during the morning rush hour are in this intersection's inability to adequately serve right-turn movements. While some left-turn demand goes unmet, the right-turn movement is more desperately needed.

In the evening rush hour, the inadequacy of the left-turn movements becomes the predominant problem.

Woodfield/Meacham

This intersection was recently improved, but still experiences problems in the evening peak hour. However, little improvement is possible at this intersection because the deficiencies are primarily with the left-turn movements and three of the four legs are already served by dual left-turn lanes. Nevertheless, the addition of a second left-turn lane to the north leg would offer some benefit.

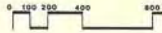
No other intersections within the Woodfield Road Sector require immediate attention.



Woodfield Road intersections with Plaza Drive and Meacham Road, 1983. Woodfield Lake One and Two are visible in the distance.



Intersection of Meacham and Woodfield Roads, looking southwest, 1991.






WOODFIELD REGIONAL CONCEPT PLAN

WOODFIELD ROAD SECTOR

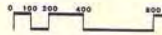
CURRENT INTERSECTION LOS

AM PEAK HOUR

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



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WOODFIELD REGIONAL CONCEPT PLAN

WOODFIELD ROAD SECTOR

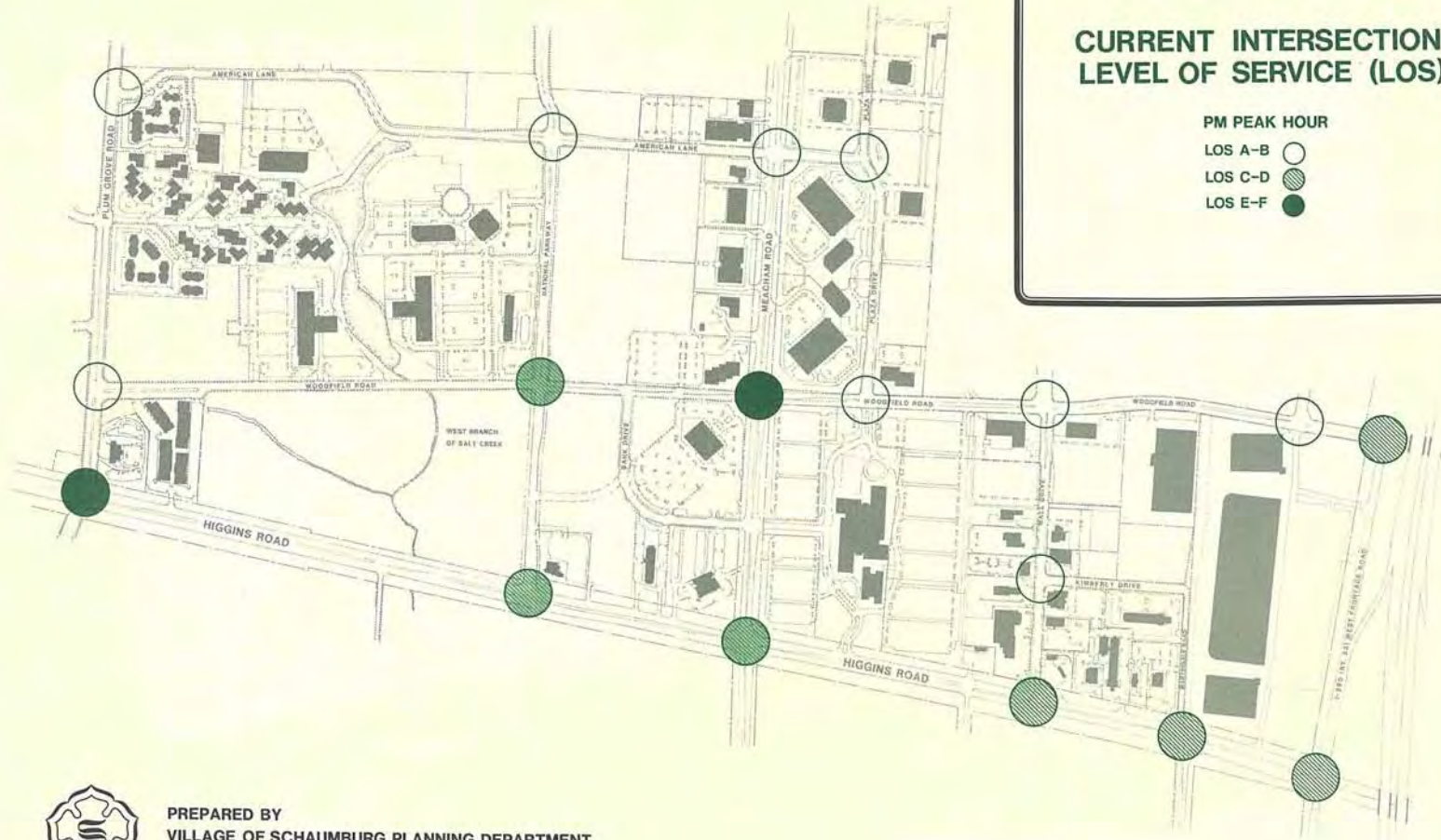
CURRENT INTERSECTION LEVEL OF SERVICE (LOS)

PM PEAK HOUR

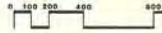
LOS A-B 

LOS C-D 

LOS E-F 







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MARCH 1991



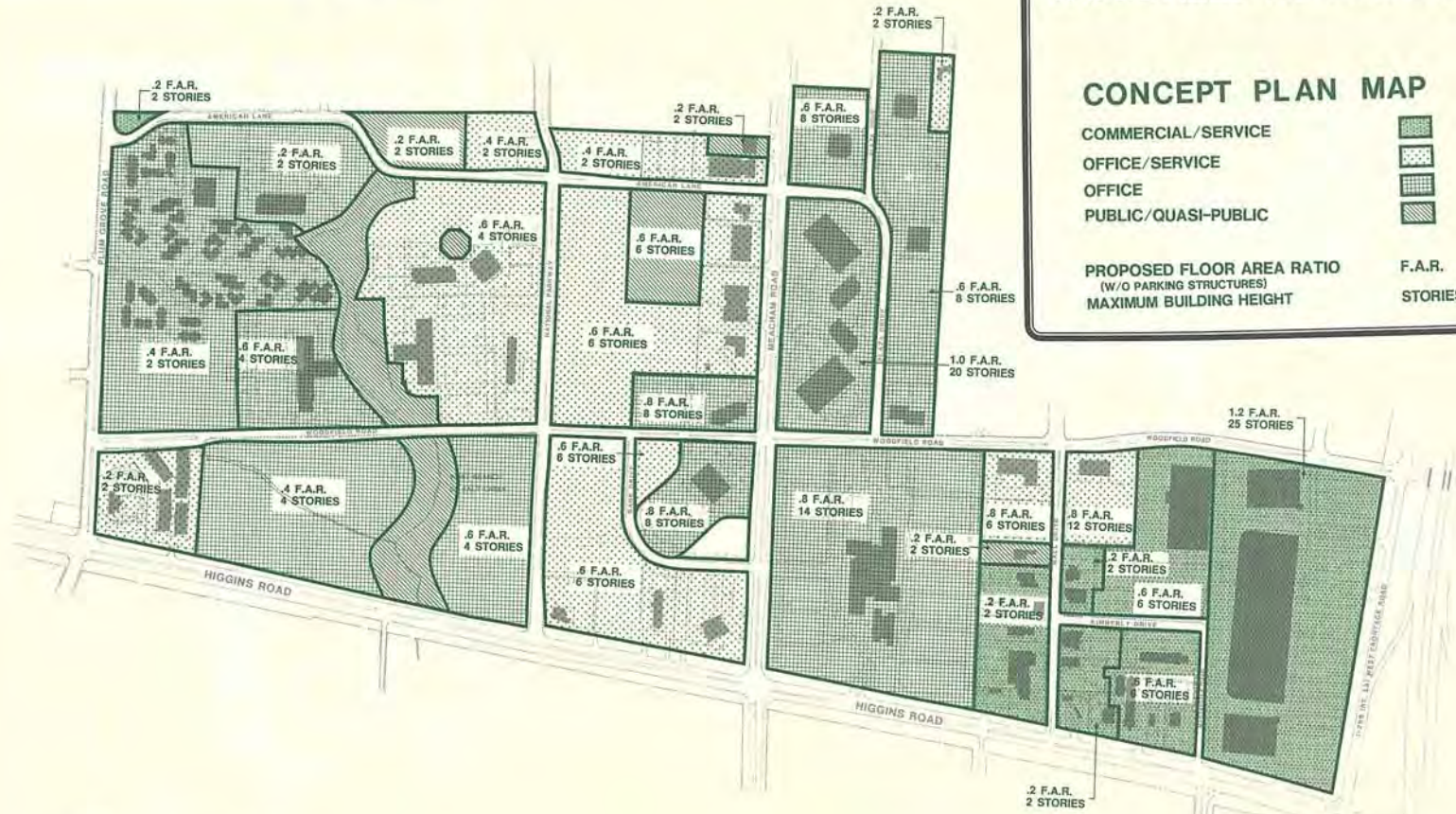
WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

CONCEPT PLAN MAP

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

PROPOSED FLOOR AREA RATIO
(W/O PARKING STRUCTURES)
MAXIMUM BUILDING HEIGHT

F.A.R.
STORIES



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MARCH 1991



CHAPTER THREE CONCEPT PLAN

The Concept Plan Map for the Woodfield Road Sector, shown on Map 17 on the opposite page, outlines the proposed land uses, intensities, and building heights for the planning area. This Concept Plan Map in combination with the proposed roadway network improvements, directives and directions, and the design standards are the main policies to be consulted when investigating any particular site and its relation to the Concept Plan. The Plan provides detailed guidelines for development of the vacant parcels and redevelopment of the lots with existing structures in the Sector. While the map is important for quick analyses of what can and cannot be done on any given parcel, the detailed guidelines must be followed to ensure the future success of the Regional Center as a whole.

The recommendations contained in the Plan are intended to guide development of the planning area for the next twenty years. The recommendations are based on existing land use and transportation network characteristics in and surrounding the Sector and known changes to these uses and systems. The Plan is intended to serve as a guide to future devel-

**TABLE 4
CONCEPT PLAN
LAND USE DISTRIBUTION**

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Office	197.0	47.4
Office/Service	115.0	27.6
Commercial/Service	72.0	17.3
Public/Quasi-Public	32.0	7.7
TOTAL	416.0 acres	100.0%

Source: Village of Schaumburg Planning Department, March, 1991



The Concept Plan envisions that the majority of vacant land in the Sector will develop as low- to mid-rise office structures similar to existing developments near Plum Grove Road.

opment and any uses, intensities, or alternative transportation improvements proposed should be based on changed conditions or justification provided as to their appropriateness for deviation from this plan.

Four land use categories are reflected in the Concept Plan and are as follows: Office, Office/Service, Commercial/Service, and Public/Quasi-Public. Table 4 summarizes the land areas occupied by each land use category in the Concept Plan Map. The land areas shown indicate the total acreage for both vacant and developed land in each category.

Nearly half of the vacant land in the Woodfield Road Planning area is designated for office uses. Combined with Office/Service uses, these two categories compose two-thirds of the land area in the Sector. Unlike other areas of the Regional Center, Sector Two is planned to remain largely an Office and Office/Service employment node.

Table 5 shows the breakdown of land areas in the Concept Planning area and compares the amount of land available in each category with that already

occupied by existing development. Two-thirds of the land area, or 277.6 acres, is already developed, while one-third, or 138.4 acres is vacant and developable. Only one-third of the land designated for offices is still vacant and fourteen percent of the commercial land, yet nearly half of the land designated for office/service uses is available. While there is more land overall designated for Office uses, land designated in the Concept Plan for Office/Service uses approaches that for offices. The designation of more of the B-3 land for service uses will reduce the peak hour traffic congestion in the Sector and provide nearby services for the office employees.

However, it is feasible that instead of developing for service uses, that all of the vacant areas designated for Office/Service uses will in fact develop entirely as office uses. The current slower market for office space of this type, however, lessens the likelihood of such an event occurring. Nonetheless, the transportation network was studied based on office uses developing throughout the area so that peak hour traffic can be accommodated in the future.

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

<u>Land Use</u>	<u>Vacant</u>	<u>%</u>	<u>Developed</u>	<u>%</u>
Office	61.9	44.7	135.1	48.7
Office/Service	51.0	36.8	64.0	23.0
Commercial/Service	9.8	7.1	62.2	22.4
Public/Quasi-Public	15.7	11.4	16.3	5.9
TOTAL	138.4 acres	100.0%	277.6 acres	100.0%

Source: Village of Schaumburg Planning Department, March, 1991

Table 6 shows the existing and future square footage of development by land use category. Unlike Table 5, Table 6 uses the actual existing land uses, rather than its designation on the Concept Plan Map. For example, an existing office building may be located in an area designated for Office/Service uses on the Concept Plan. Table 6 shows the office building as an Office use, whereas Table 5 would show the office building under the Office/Service designation. Therefore, Table 6 along with its assumptions, provides a fairly clear picture of how the Sector could develop over the next twenty years.

Nearly seventy percent of the square footage of development in the Sector is expected to be Office. An additional 2,616,000 square feet of office development is projected in Sector Two alone. The remaining development is largely Office/Service uses with over 1,030,000 additional square feet projected for the future. Only three percent, or 140,000 square feet of commercial uses is expected. Slightly more than one percent of the Sector is expected to be devoted to permanent public or quasi-public structures.

TABLE 6
SQUARE FOOTAGE OF EXISTING AND FUTURE DEVELOPMENT

<u>Land Use</u>	<u>Existing</u>	<u>%</u>	<u>Future</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Office	3,874,000 (1)	71.7	2,616,202 (5)	68.4	6,490,202	70.3
Office/Service	522,000 (2)	9.7	1,030,460 (6)	26.9	1,552,460	16.8
Commercial/Service	993,000 (3)	18.4	139,758 (7)	3.5	1,132,758	12.3
Public/Quasi-public	16,000 (4)	.3	45,000 (8)	1.2	61,000	.6
	5,405,000	100.0	3,831,420	100.0	9,236,420	100.0

- (1) Includes all existing office structures.
- (2) Includes all existing banks, hotels, and health clubs.
- (3) Includes all restaurants (including Type A although also allowed in Office/Service), retail and automobile uses.
- (4) Includes the Illinois Bell switching station and Fire Station 2.
- (5) Includes an estimated 465,000 square feet of office on One Schaumburg Place site, and assumes that fifty percent of the areas designated as Office/Service areas will develop for office uses and all Office areas for offices.
- (6) Includes an estimated 400,000 square foot hotel on the One Schaumburg Place site and assumes that fifty percent of the Office/Service areas will develop for service uses.
- (7) Includes the Kimberly Dr. lots and a 1,500 sq. ft. bldg. on the B-4 site at the NEX of Plum Grove Rd. and American Ln.
- (8) Assumes a 40,000 sq. ft. post office and a 5,000 sq. ft. heliport office/hangar structure.

Source: Village of Schaumburg Planning Department, March, 1991

Office

All of the areas designated for Office uses are zoned or expected to be zoned upon annexation to B-3 Planned Office Business District. The areas designated for office use include the Woodfield Park parcels, the Sheehan (American Hardware Manufacturers Association) building, the Zurich Towers parcels, the Schaumburg Corporate Center, Southwick Office Center, Woodfield Financial Center, the Winkelhake property, and the western portion of Woodfield Lakes.

The Office areas are located on arterial or collector streets for easy peak hour traffic access. More intense office development is located on either side of Meacham Road, the majority of which is already developed or under construction. The majority of vacant areas designated for office use are located along Plum Grove and Higgins Roads. These vacant areas are designated for predominantly two-story office structures which would serve as proper transitional uses adjoining the residential areas to the west and south. The Concept Plan designates the unincorporated Winkelhake parcel for office use. This parcel will be difficult to develop due to a



The artist's rendering above illustrates the ultimate development of Schaumburg Corporate Center. Plans for Phase 3 include construction of a second fourteen-story glass tower to mirror the architectural design of the existing structure on the southeast corner. Development of the second tower will add another 350,000 square feet of office space to the existing 914,000 square feet.

number of constraints, the foremost of which is the location of the West Branch of the Salt Creek running through the center of the tract. Therefore, the parcel should be designed as a planned development under the B-3 Planned Office Business District classification.

Unlike the Office/Service areas, the Concept Plan Map targets these areas for Office use only. While it is possible that a landowner could petition for a Special Use for a service use in these B-3 Office Districts, the Concept Plan Map clearly indicates the specific areas intended to be used strictly for office development. Alternative land uses must be compatible with the residential areas to be considered in lieu of low intensity office structures in these specified locations. Uses with evening traffic, noise, lights, and illuminated signage would not be appropriate in these areas, particularly along the east side of Plum Grove Road.

One such use is the Homewood Suites hotel at the southeast corner of American Lane and Plum Grove Road. The Concept Plan designates the site for office use. Should the hotel site be redeveloped, it should be for office use. The hotel, unlike the other four hotels in the Sector, is an extended stay hotel. Therefore, there are no restaurant or extensive banquet facilities and the guests are normally long term lodgers. These characteristics in addition to the low traffic generated and the two and three story structures, make the use more compatible than a full-service hotel with the residential areas to the west. The site is also a corner site, and has commercial zoning directly to the north. An exception to the Concept Plan recommendations was also made to allow construction of the Summerfield Suites hotel slated for a 1991 opening.

All existing uses and zoning in the Office zones are in keeping with the criteria in the Concept Plan. Redevelopment pressures for older office buildings in the Sector, such as the Woodfield Park Plaza structures have been experienced. However, the Concept Plan denotes these sites to remain moderate intensity office sites.

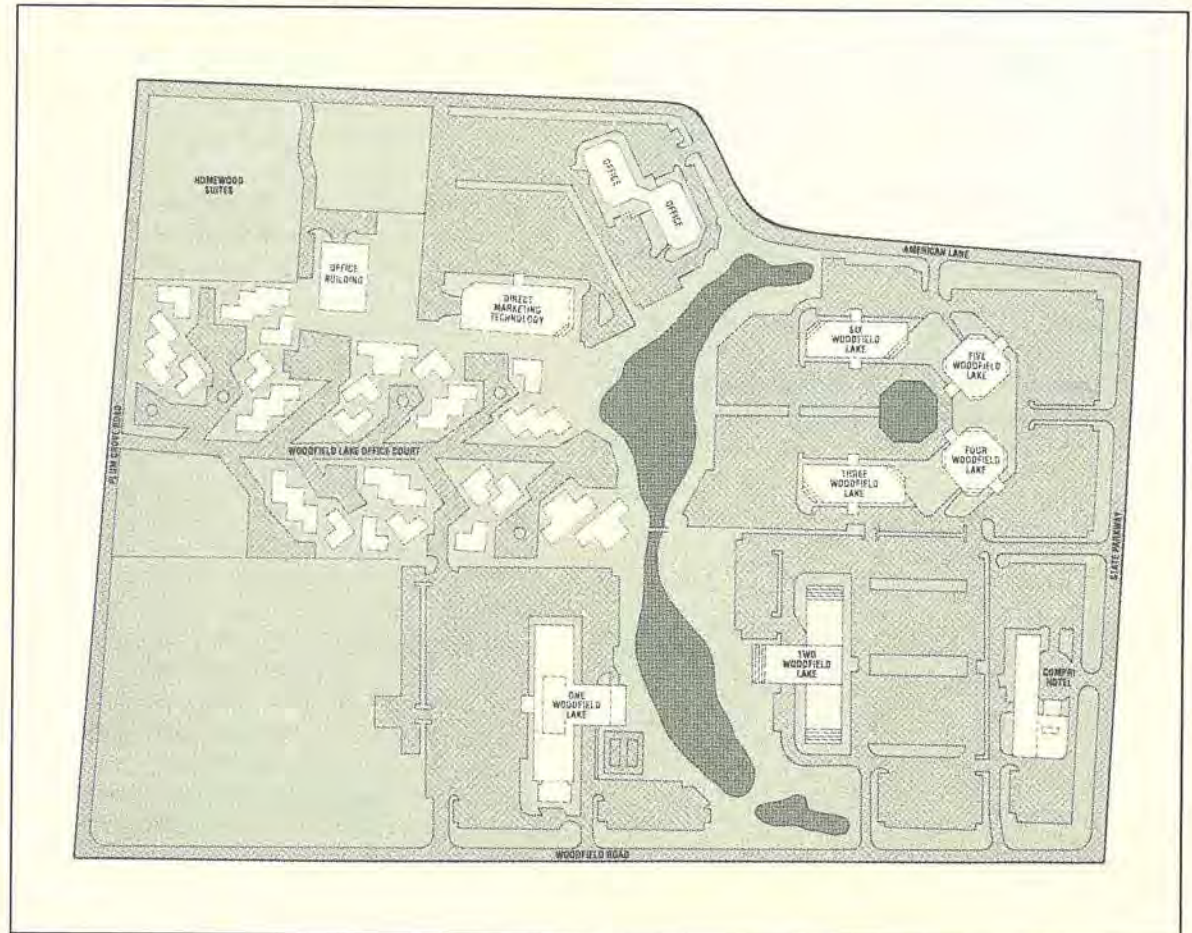
Existing and future Office uses comprise over forty-seven percent of the land area in Sector Two. Of the 197 acres devoted to Office uses on the

Concept Plan Map, thirty-one percent, or 61.9 acres, is vacant and the remainder, sixty-nine percent, or 135.1 acres, is already developed or under construction.

Office/Service

All of the areas designated for Office/Service uses are zoned B-3 Planned Office Business District except for the two developments located at the northeast corner of Plum Grove and Higgins Roads (Cragin Federal and Woodfield Grove) and the northwest corner of Meacham Road and American Lane (Chicago Health Club).

BELOW: The Woodfield Lake Office Campus, comprised of 103 acres near the western boundary of the Regional Center, includes numerous low- and mid-rise office buildings surrounding a lake with a fitness trail and sculpture garden. While a large portion of the project has been developed, future phases include construction of Woodfield Lake Five and Six, an office building along American Lane and a low intensity office use at the corner of Woodfield and Plum Grove Roads.





The site for Woodfield Financial Center was designed with two outlots to accommodate future development of offices, restaurants, banks, banquet halls or some other similar office/service type use.

The proposed Office/Service areas include the southwest and southeast corners of Mall Drive and Woodfield Road, the areas on either side of National Parkway north of Woodfield Road, the former Woodfield Bank drive-through facility, the areas east of National Parkway south of Woodfield Road, and the northeast corner of Higgins and Plum Grove Road.

Office/Service areas are located along collector roadways and are intended to be developed for office and ancillary office or service uses. The mix of land uses in the area is desirable to provide for a broadened economic base, provide services for the employees in the area, and to lessen the peak hour traffic impact.

Bounded by Woodfield Road on the north, Higgins Road on the south, Meacham Road on the east and National Parkway on the west, the Kern property currently contains a bank and a hotel. A Benihana's restaurant also opens in 1991 at the northeast corner of National Parkway and Higgins Road. The vacant Office/Service parcels are expected to develop in a similar fashion with additional office and service activities. Woodfield Park and Woodfield Lakes Office Campus both of which are located along National Parkway also contain service uses such as a hotel, health club, and a restaurant. A U.S. post office is also proposed on the south side of American Lane opposite the Chicago Health Club.

Desired uses in the Office/Service district include offices, hotels, banquet halls, recreational uses such as health clubs, banks, governmental offices, higher level educational uses, such as satellite campuses, and Type A restaurants. These uses are desirable and are appropriate in designated areas adjoining similar land uses. However, this Office/Service designation is meant to provide for primarily office uses and to allow for such service uses on outlots of office buildings or within the office building itself. Stripping and subdivision of smaller lots along National Parkway or any other road in the Sector for such service uses is not appropriate. Such uses should be oriented to the larger office development which it is a part of wherever feasible, albeit with the need for a public orientation as noted in the design guidelines. This land use

category is not intended to allow commercial uses where they are not appropriate. The only commercial area to be maintained in the Sector is along Mall Drive and in the regional shopping center on the One Schaumburg Place site. The Chicago Health Club is designated for Office/Service use. Although zoned B-4, redevelopment of the parcel for uses typically found in a B-4 Zoning District would be inappropriate at this location. An office or similar service use should be constructed on the site were it to redevelop.

The smaller office buildings between American Lane and Woodfield Road on the west side of Meacham Road are also likely candidates for redevelopment. The stripping of Meacham Road for commercial or service uses would not be compatible with the surrounding office campuses. The parcels should be redeveloped for office or service uses and preferably consolidated to eliminate multiple curb cuts along Meacham Road.

Office/Service tracts comprise nearly twenty-eight percent of the land area in Sector Two. Of the 115 acres devoted to such uses in this Sector, forty-four percent, or 51.0 acres, of the land area is vacant, and fifty-six percent, or 64.0 acres, is developed.

Commercial/Service

Most of the existing B-2 General Retail and B-4 Retail, Service and Motor Vehicle areas in the Sector are designated Commercial/Service areas. Also designated as Commercial/Service is the One Schaumburg Place property, currently zoned B-3. The development of the property for a regional shopping center makes the Commercial/Service designation appropriate for the site and supports the need for its rezoning to B-5 Planned Regional Center Business District in keeping with the use of the property. The parcels adjoining Mall and Kimberly Drives, the One Schaumburg Place property, and the B-4 triangular parcel south of Woodfield Ford are noted as Commercial/Service areas. Commercial/Service areas are generally located on arterials or special collector roadways for visibility and accessibility by the general public.

The only parcels zoned B-2 or B-4 not included in this district are Cragin Federal Bank and the Woodfield Grove Business Center at the northeast corner of Plum Grove and Higgins Roads, and the Chicago Health Club northwest of Meacham Road and American Lane. These areas were designated Office/Service areas rather than Commercial/Service as it is not desirable to encourage typical strip retail development along Higgins Road, Plum Grove Road, Meacham Road or American Lane. As the zoning on these three parcels is inappropriate, it is recommended they be rezoned to a more appropriate zoning classification such as B-3 Planned Office Business District.

Commercial/Service areas are reserved primarily for retail uses and those uses typically found in a B-2 General Retail Business District. Other permitted uses such as banks and offices, and Special Uses in the B-2 District such as hotels and restaurants are also appropriate uses for this category.

Mixed-use developments such as the One Schaumburg Place development proposed at the northeast corner of Higgins and Martingale Roads also fall within this category. The development proposed for this parcel is a typical regional shopping center, which is predominantly retail in nature but also contains large hotel and office components. While currently zoned B-3, the parcel should be rezoned to B-5 in the future. All B-5 Planned Regional Center Business Districts in the overall concept planning area should be noted as commercial/service areas.

The Patrick automobile dealerships at the northwest corner of Mall Drive and Higgins Road are zoned B-4. While the upscale dealership may be more appropriate here than a typical dealership, should the parcel redevelop, a more appropriate zoning classification would be B-2 in keeping with the remainder of the parcels along Mall Drive. The B-4 triangular parcel at the northeast corner of American Lane and Plum Grove Road is probably not large enough for development as a separate use. The parcel when developed should be consolidated and developed as part of the parcel to the north.

Redevelopment of the small commercial sites along Mall Drive should remain primarily for restaurant and entertainment uses as visibility is limited for typical commercial uses and the restaurants are within walking distance of many nearby office buildings. The Homemaker's site, were it to redevelop, would be appropriate for most B-2 uses; particularly a hotel, entertainment, or retail use.

Commercial/Service uses comprise seventeen percent of the land area in Sector Two. Of the seventy-two acres devoted to such uses in the Concept Plan, thirteen percent, or 9.8 acres, is vacant, and eighty-seven percent, or 62.2 acres, is already developed.

Public/Quasi-Public

Four areas in the Woodfield Road Concept Planning area are designated for public or quasi-public uses. These include the Illinois Bell facility on Mall Drive zoned B-2, Fire Station No. 2 on the west side of Meacham Road zoned B-4, the heliport site zoned B-3, and the Salt Creek open corridor on the Woodfield Lakes Office Campus and proposed on the Winkelhake property, also zoned or proposed to be zoned B-3. It is recommended that in conjunction with the rezoning of the Chicago Health Club, that the Fire Station site be rezoned to B-3 to avoid the stripping of Meacham Road for B-4 uses in this location.

Public uses vary in terms of their locational needs. Open space areas generally are internal to developments and fire stations and other public buildings are generally located on collector streets where they are accessible to the general public. Public uses comprise eight percent of the Sector, of which forty-nine percent, or 15.7 acres, is vacant, (the post office site and undeveloped Winkelhake open space) and the remainder, fifty-one percent, or 16.3 acres, is already developed with the telephone switching office, heliport, fire station, and Woodfield Lakes open areas.

Floor Area Ratios

Land use intensities are restricted through the use of floor area ratios (F.A.R.'s) in the Concept Plan. These F.A.R.'s may then be directly used to calculate traffic generated from each land use in the Concept Plan Map. The F.A.R.'s, as previously noted, exclude parking structures in their calculation. All parking structures should form an integral part of the architecture of the overall development and heights of such structures should be minimized. The use of underground parking or parking comprising the first stories of a building is encouraged.

Proposed land use intensities in the Sector generally increase as you move eastward with the lowest intensities of around .2 near Plum Grove Road and the highest intensities of over 1.0 east of Meacham Road. The exception to this rule is along Mall Drive which is noted to remain at a floor area ratio of .2 and the bank drive-through facility adjoining the mall. These intensities are designated for this area to prohibit the conversion of the area to high-rise office space and to maintain such uses in this location to service the surrounding offices.

The lowest intensities are found adjoining the residential areas to the west and south, and the single-story commercial areas along Golf Road. Higher intensities along Meacham Road and Route 53/I-290 are proposed in keeping with the nature of these roadways.

The development or redevelopment of any parcel in the Sector should consider the intensities and building heights designated in the Concept Plan, although individual zoning districts may permit higher floor area ratios or building heights.

Building Heights

Building heights also generally increase from the west to the east of the Sector. Two story structures are located on the east side of Plum Grove Road and twenty story office towers may be found east of Meacham Road on the Zurich site or the One

Schaumburg Place property. The areas north of American Lane are proposed to be a maximum of two stories to be in keeping with one story development along Golf Road. This area, therefore, does not follow the east-west progression of building heights.

Lower building heights east and west of the heliport site are also required for proper approach and departure paths. Lower building heights are proposed adjoining residential areas and existing single-story structures to provide transition and to avoid negatively impacting the existing development. Map 18 on the following page shows a cross-section of the Sector along Woodfield Road and compares the proposed building heights with the existing building elevations.



The above illustration depicts the office tower proposed as a future phase of the One Schaumburg Place development. The twenty-two story tower will contain nearly 400,000 square feet of leasable office space and will be accessible to parking structures and the retail center by skywalks.



Transportation Network Improvements

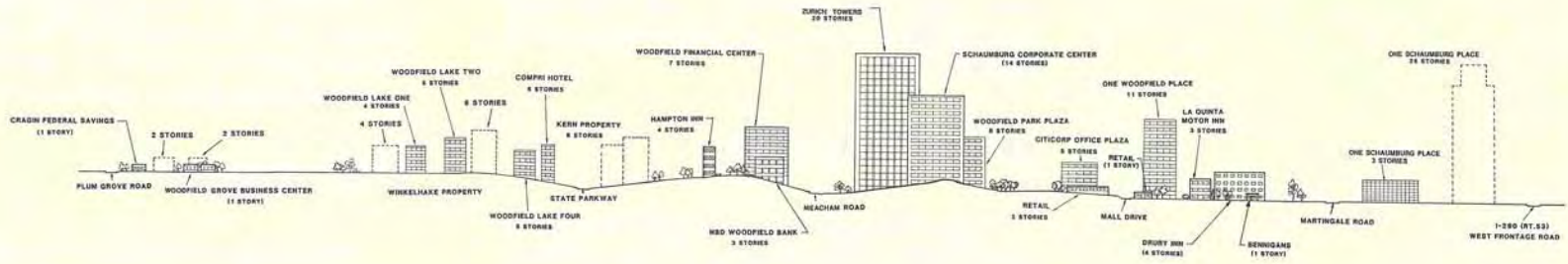
The Village of Schaumburg employed a computer-assisted traffic model to project future traffic for Sector Two. Possible future deficiencies in the roadway network to accommodate future growth are then identified. Deficiencies in the existing network



NO SCALE

WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

EXISTING AND PROPOSED
BUILDING HEIGHTS



LOOKING NORTH FROM HIGGINS ROAD TO WOODFIELD ROAD



PREPARED BY
VILLAGE OF SCHAUMBURG PLANNING DEPARTMENT
MARCH 1991

may be addressed by expanding road capacities, developing ridesharing and transit programs, employing Transportation System Management techniques to improve traffic flow, or by adjusting land uses to alter their impact on the transportation network. It should be noted that the following recommendations for roadway improvements may not include all on-site or adjacent site improvements that relate to each individual parcel in the Sector, such as deceleration lanes, right-of-way dedications, and the like.

Existing land use and road network data was entered into the traffic model and calibrated to reflect current traffic conditions. Projected land uses based on the Sector's Concept Plan and known major future changes to the roadway network were added to the computer system allowing future traffic patterns to be projected. Assumptions were made about growth in neighboring sectors and for the region, as well. The most intensive land uses likely to occur were used to project traffic demand. For example, in the Office/Service areas all future land uses were projected to be office uses. This procedure yields future directional peak hour traffic volumes for all segments of the street network in Sector Two.

Average Daily Traffic

Map 19 presents current and projected Average Daily Traffic (ADT) estimates. Future ADT estimates for a segment of road are in parentheses next to the figures for the current ADT. The review of ADT figures is useful for making general comparisons of existing and future traffic flows.

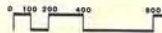
East-west routes experience a variety of changes in the amount of traffic carried. Higgins Road should experience a moderate increase in traffic, from four to twenty-two percent along the route. Most of Woodfield Road sees little change from current traffic levels, except for the eastern segment between Mall Drive and Route 53/I-290 where the ADT is projected to increase by two-thirds over existing traffic. This increase is due largely to the development of One Schaumburg Place (Tucker

property). Traffic along American Lane between National Parkway and Meacham Road increases dramatically due to development of the vacant portions of Woodfield Park, however the remainder of American Lane experiences only moderate changes.

All north-south traffic volumes increase, the most dramatic of which occurs along National Parkway. Currently carrying only 4,000 ADT, National Parkway is expected to ultimately increase more than three hundred percent to 17,500 ADT. There are two reasons for this increase. One, the continued growth in the Woodfield Lake office campus area and development of the vacant Winkelhake property and Woodfield Park properties. Two, the improved continuity of the route due to the extensions and upgrades. Plum Grove Road is also expected to see a large increase in traffic. Relative to these two routes, traffic along Meacham Road, Plaza Drive and the Southbound Frontage Road increases, but only moderately. Mall Drive traffic is projected to increase by about two-thirds unless Martingale Road is improved and extended between Higgins Road and Woodfield Road. The extension of Martingale Road in conjunction with the development of the One Schaumburg Place property, will provide significant relief from such increases in future traffic levels along Mall Drive.

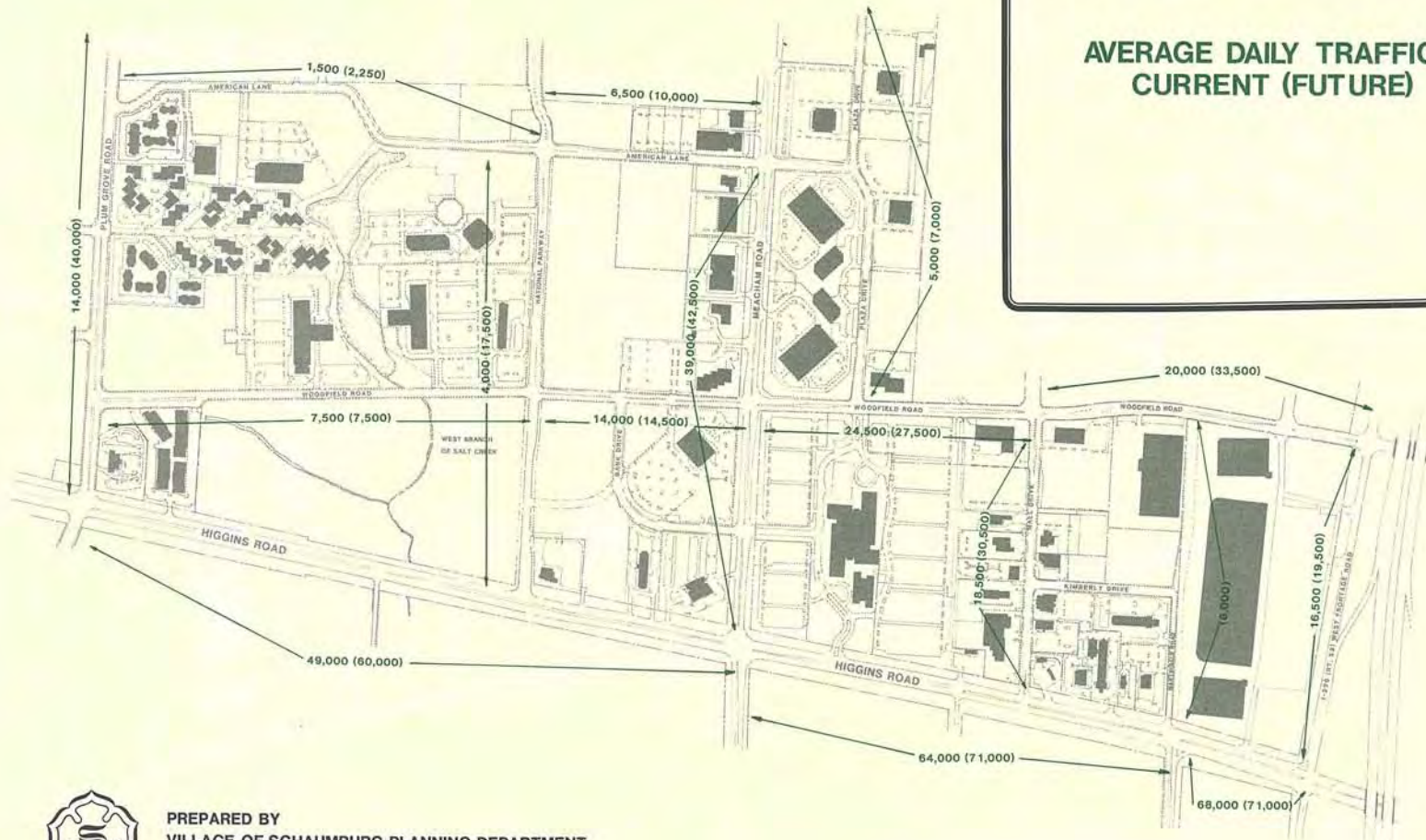
Roadway Adequacy

Traffic volume figures at any given location are made even more useful by comparing them with the ability of a road to accommodate that volume. The concept of Level of Service (LOS) presented previously under the discussion on the existing roadway network, describes in very general terms the relative freedom of movement experienced by drivers at an intersection or along a road segment. Level of Service designations are arranged alphabetically from LOS-A, which represents unrestricted flow, to LOS-E which represents a road with traffic volumes equal to that road's capacity. One additional designation, LOS-F, describes roads or intersections where most drivers seek alternative routes.



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

**AVERAGE DAILY TRAFFIC
CURRENT (FUTURE)**






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MARCH 1991



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

FUTURE LINK LEVEL OF SERVICE

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



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Map 20 shows Level of Service for Sector Two after all vacant parcels in the area have been developed. Currently, only Higgins Road experiences LOS-C and LOS-D in various segments of Sector Two, indicating that at present some additional capacity remains. No other routes are approaching capacity in Sector Two.

Projections indicate that the portion of Higgins Road located in Sector Two will approach, but not exceed, its capacity in the future. While not necessarily requiring improvement, a recommendation is made to add lanes on Higgins Road west of Meacham Road to better accommodate the recommended intersection improvements along the route. One additional segment of road will begin to experience highly localized functional problems during peak traffic times only: American Lane between Meacham Road and Plaza Drive, due largely to its short length and the intense site-related traffic of Zurich Towers.

Intersections

A Level of Service analysis of intersections within Sector Two was performed in addition to those on the roadway links. The results are presented in Maps 21 and 22 on pages fifty and fifty-one, representing morning and evening peak hour mobility.

As mentioned previously, the intersection of Higgins Road at Plum Grove Road is currently at or above capacity during both morning and evening rush hours. In addition, the intersection of Meacham Road at Woodfield Road experiences capacity problems in the evening rush hour. All other intersections along Higgins Road currently see functional problems, but have capacity available.

Future intersection Levels of Service are identified on Map 21 for morning rush hour. While the intersections of Higgins/Martingale and Meacham/American grow more congested over time, only the Higgins/Martingale intersection requires special attention.

In the evening (Map 22), four intersections worsen considerably. Traffic flow along Meacham Road deteriorates at American Lane. The Higgins/Mall and Higgins/Martingale intersections also worsen. All other intersections experience few if any additional problems.

Future Transportation Improvements

The structural improvements required in the Woodfield Road Sector can be classified as either: road improvements and extensions; or intersection and signal improvements. The detailed descriptions of each of these improvements follow and are shown on Map 23 on page fifty-four.

Roadway Improvements and Extensions

The improvements and extensions to the roadways in the Woodfield Road Concept Planning area are as follows:

Higgins Road

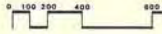
Widen the arterial to a six-lane cross-section from Meacham Road through the Plum Grove Road intersection before tapering back to four-lanes.

Route 53/I-290 Off- Ramp

Relocate the I-290 off-ramp to the Southbound Frontage Road, northward from its current location.

Kern Drive

Extend from Bank Drive to National Parkway as a forty foot wide local business street in an eighty foot right-of-way.



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

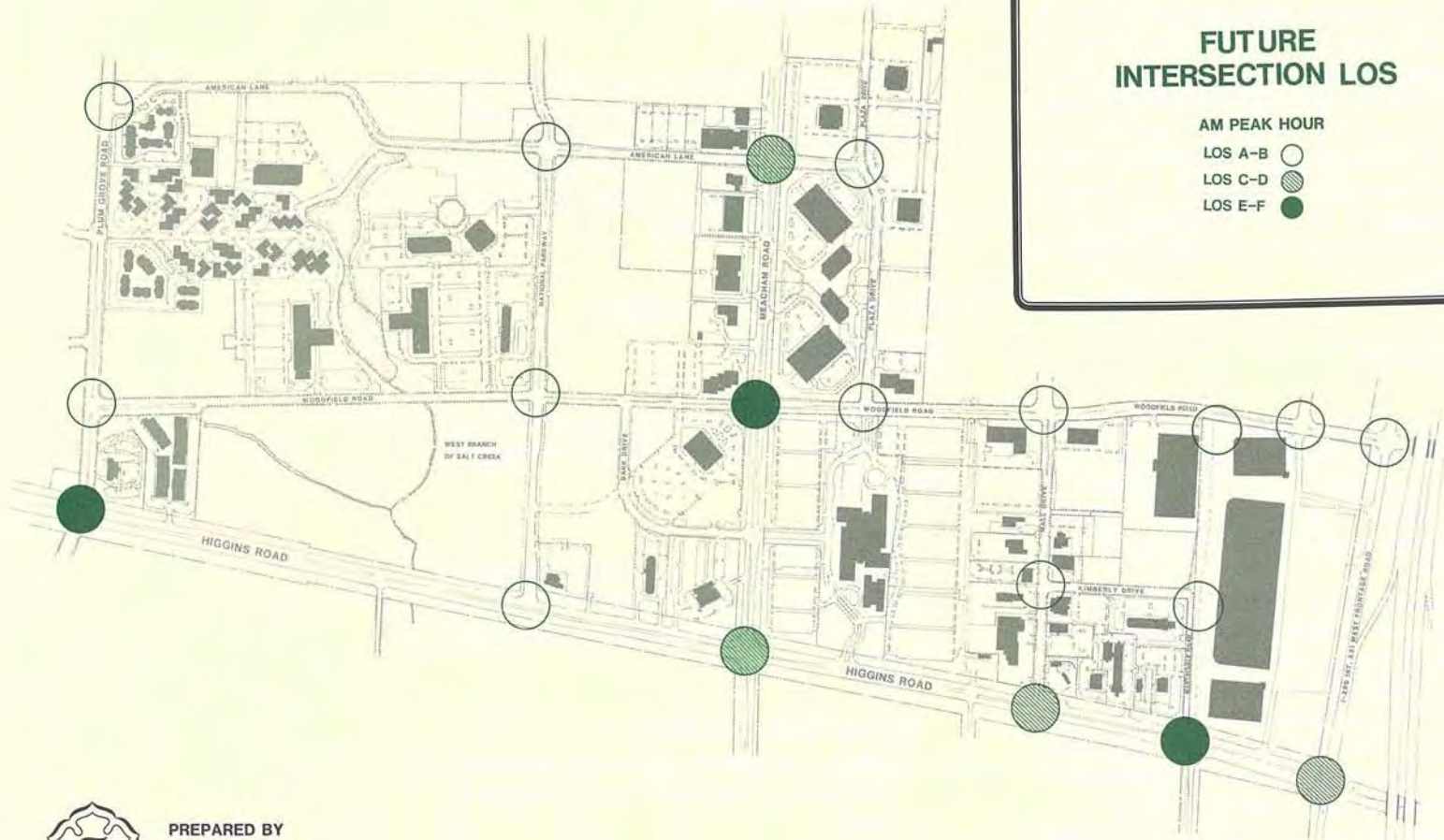
FUTURE INTERSECTION LOS

AM PEAK HOUR

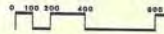
LOS A-B ○

LOS C-D ◐

LOS E-F ●




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MARCH 1991




WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

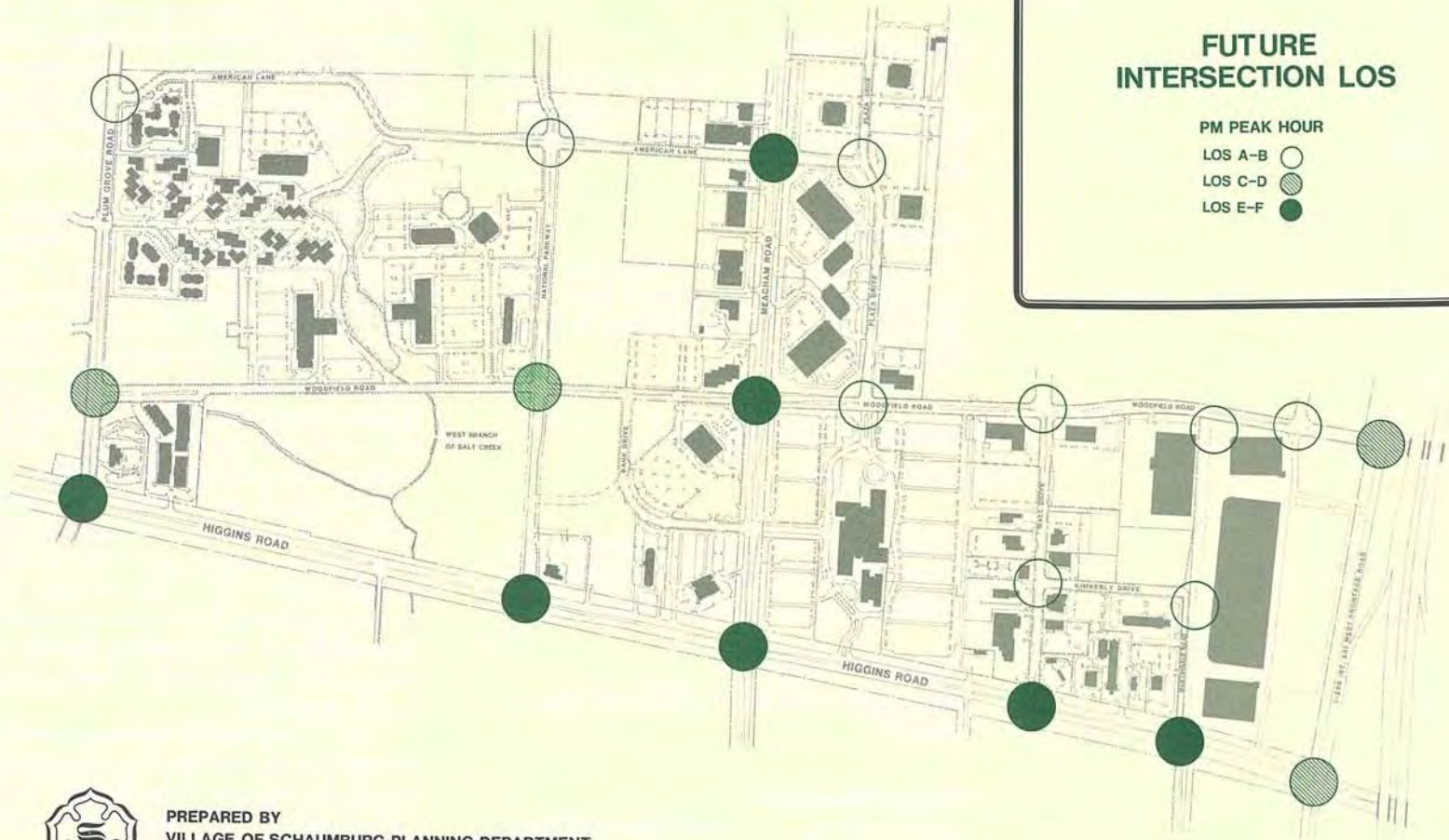
FUTURE INTERSECTION LOS

PM PEAK HOUR

LOS A-B 

LOS C-D 

LOS E-F 



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MARCH 1991

Martingale Road

Construct as a five-lane special collector from Woodfield Road to Higgins Road, sixty feet wide within a one hundred foot right-of-way.

Southbound Route 53/I-290 Frontage Road

Add a third southbound twelve foot wide lane from Woodfield Road to Higgins Road.

National Parkway

Widen as a four-lane, forty-seven foot wide special collector roadway within an eighty foot right-of-way from Woodfield Road to Higgins Road.

Woodfield Road

Widen as a four-lane, forty-seven foot wide special collector roadway within an eighty foot right-of-way from National Parkway to Plum Grove Road.

Intersection and Signal Improvements

In addition to the roadway improvements, a number of changes to the design of the intersections in the planning area are required as outlined below:

Higgins/Martingale

Improve the intersection, adding turn lanes as required.

Higgins/Plum Grove

Improve the intersection to include right-turn lanes and dual left-turn lanes on all legs.

Higgins/National Parkway

Signalize and add through and turn lanes on Higgins Road.

Meacham/ American

Signalize and add turn lanes as required.

Martingale/Woodfield

Signalize and improve the intersection by adding turn lanes as required.

These improvements are dependent upon the build-out of the vacant areas in the Sector and available financing. Many of the improvements are site related and will be installed upon development of the adjoining parcels. Other improvements are pooled improvements and their costs will be borne by off-site developer contributions and county, state, and federal road program dollars.

However, a shortfall of approximately one million dollars exists for transportation improvements required in Sector Two alone. The construction of the above improvements alone is estimated to cost approximately \$7,000,000 in 1991 dollars.

Approximately \$3,500,000 can be contributed by pooled developer fees under the current traffic impact fee program. Another \$2,500,000 may be recoverable from the county or state. Thus, approximately \$1,000,000 is unaccounted for.

Few options are available to finance this deficiency other than by increasing developer contributions, creating special taxing districts, increasing or levying additional taxes, or issuing bonds paid through other revenue sources. The Concept Plan is not a financing document but as a planning tool brings to light certain topics requiring further discussion.

While the proposed improvements will accommodate growth in Sector Two, growth outside the Regional Center may dictate the need for additional improvements to the Higgins/Meacham intersection. These improvements may be extensive and costly, and unless addressed on an area-wide level, may necessitate the need to abide a certain amount of congestion at this intersection.

In addition to these improvements, future subdivision of land in the Sector should be controlled to avoid multiple ownership and piecemeal development. Development plans for the large vacant parcels such as One Schaumburg Place, Woodfield Park, and Winkelhake must be submitted prior to development on any individual portion of these areas. In this way, access may be controlled and predetermined to avoid negatively impacting the flow of traffic on adjoining roadways.

All of the significant future travel delays in the Woodfield Road Sector are projected to be the result of insufficient capacity at various intersections, most notably the Higgins/Meacham intersection and, to a lesser extent, the Higgins/Martingale intersection.

While the above physical improvements will relieve this congestion for the most part, a number of management programs will augment the network improvements. The Village should actively encourage the creation, support, or expansion of transit services where desirable. The Metra train, Pace suburban buses, the Village Dial-A-Ride program, the heliport, and the Woodfield Shopper's Shuttle are a few of the alternative modes of transportation available. In the regional planning area, transit plays a minimal role. Rider subsidies and convenience will need to increase substantially before transit plays any significant role in traffic reduction.

The Shopper's Shuttle, unlike a typical transit service, supports other transit systems and should be encouraged. The Shuttle provides mobility to transit users and ridesharers who would otherwise be without transportation once at work. Expansion of the Shuttle to any future regional mall, including the One Schaumburg Place Mall, or between regional malls is recommended. Increased placement of bus shelters would provide support to the bus transit systems as well.

The expansion of the Village's bike path and sidewalk system will also provide those workers who live in the Village with a safe, direct route to work.

The Village should continue to require the establishment of transit coordinators within each development to encourage the use of ridesharing or van-pooling and make available to employees infor-

mation regarding transit and transportation in the area.

Combined, these programs can cumulatively or effectively reduce traffic volumes by as much as five percent - sufficient enough to reduce the burdens on the targeted problem intersections described above.



Artist's rendering of One Schaumburg Place upon completion.



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

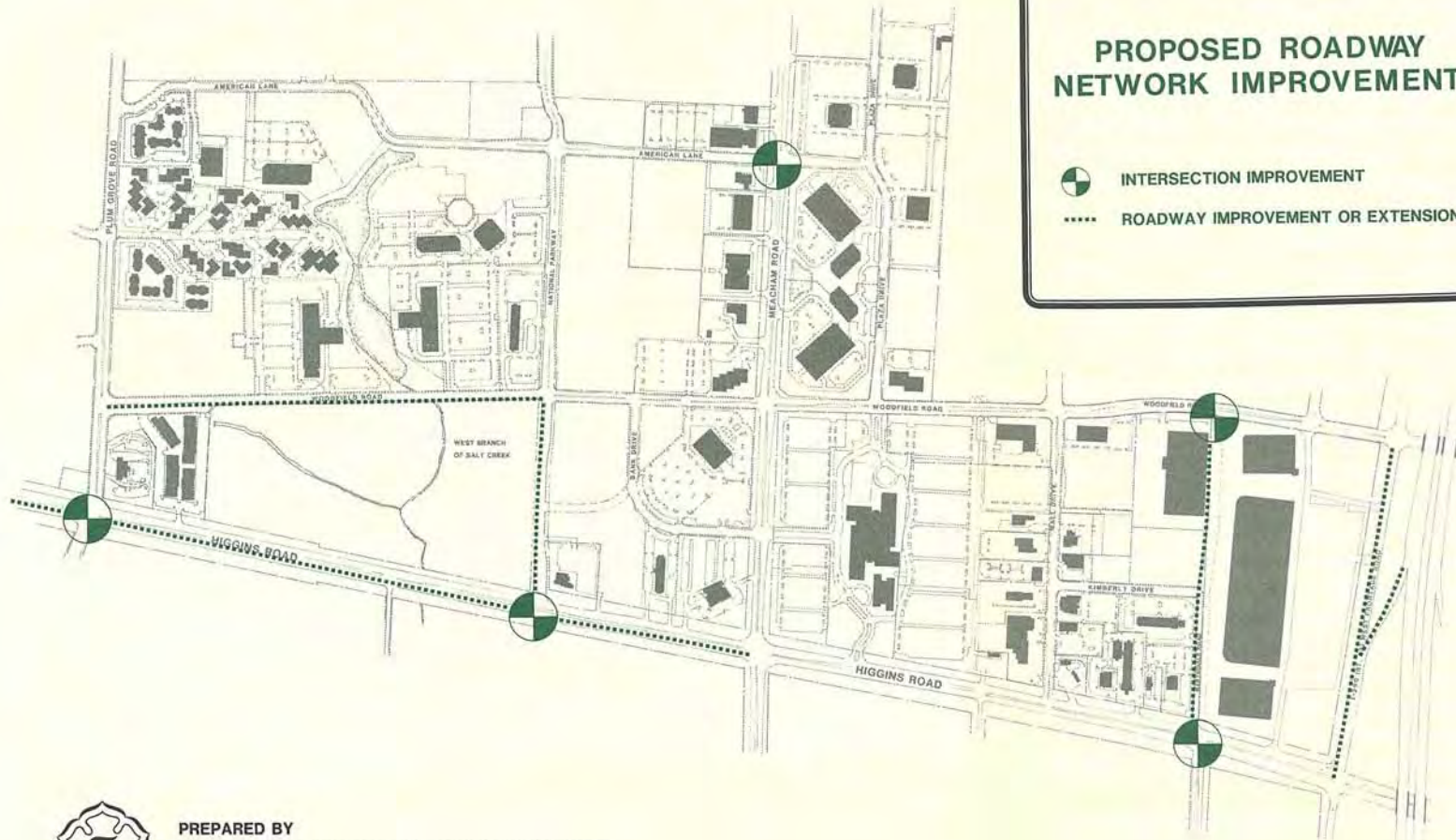
PROPOSED ROADWAY NETWORK IMPROVEMENTS



INTERSECTION IMPROVEMENT



ROADWAY IMPROVEMENT OR EXTENSION



PREPARED BY
VILLAGE OF SCHAUMBURG PLANNING DEPARTMENT
MARCH 1991



CHAPTER FOUR DIRECTIVES AND DIRECTIONS

In addition to the design guidelines that apply to all parcels within the Regional Center, the Woodfield Road Sector has unique problems. The following policies of the Sector Two Concept Plan should be consulted when considering use of property in the Sector. These guidelines are listed as “Directives.” They serve to express the Village’s desires for the area that go beyond typical zoning and subdivision regulations.

Following the directives are also “Directions” - additional steps to be taken to ensure the viability of the Sector, other plans or areas of study that are needed, or special actions or thoughts to be considered in the future that apply to the area covered by the Woodfield Road Concept Plan. These directions provide guidance for areas of consideration normally beyond the scope of a Concept Plan. They may also suggest activities or programs that may aid in the implementation of the guidelines of the Concept Plan itself.

DIRECTIVES

Subdivisions

To control the parcelization of large tracts of land into smaller parcels certain areas in the Sector may not be developed unless a coordinated concept plan for the entire parcel is approved showing controlled access for the subdivision and specifying cross-access with adjoining parcels. The following parcels must comply with this requirement concurrent with site plan approval for the first development wishing to proceed in that area:

Woodfield Lakes

(two parcels) between Woodfield Lakes Office Court and Woodfield Road on the east side of Plum Grove Road,

Winkelhake parcels

between Woodfield Grove and National Parkway,

Woodfield Financial Center

between Woodfield Road and Higgins Road east of National Parkway, and

Anderson parcels

(two parcels - second and third resubdivisions) east of National Parkway between American Lane and Woodfield Road. Cross-access should be provided between these parcels and the parcels to the east along Meacham Road.

Access points

Restrictions on the number of access points in the Sector is important due to the heavy volumes of traffic on most of the streets in the Sector. The following should be adhered to:

Higgins, Meacham, and Plum Grove Roads

No additional full access points should be provided to Higgins Road, Meacham Road or Plum Grove Road through the Sector.

National Parkway

Access points along National Parkway should be restricted to three between American Lane and Woodfield Road aligned with existing curb cuts on the west, and one between Woodfield Road and Higgins Road opposite Bank Drive extended. (Kern Drive)

Woodfield Road

All access points along Woodfield Road should be aligned with access points across the right-of-way and a shared drive should be provided opposite Bank Drive north of Woodfield Road.

Mall Drive

No additional access cuts to Mall Drive should be allowed, and upon redevelopment of lots along the Drive, cross-access, shared drives and reductions of curb cuts should be enforced to reduce the number of left-turn conflicts.

Meacham Road Lots

Upon redevelopment of the lots between Woodfield Road and American Lane on the west side of Meacham Road east of National Parkway, cross-access, shared driveways, and reduction of curb cuts should be encouraged to provide increased accessibility to these lots from American Lane, National Parkway or Woodfield Road. Potential easements for access to the rear of these lots to the vacant portions of Woodfield Park may be beneficial for increased mobility.



Mall Drive, with its numerous commercial uses, contains many driveway access points along its short length. The Plan recommends that no additional curb cuts be permitted along the Drive.

Residential Buffering

Special landscape screening required by the landscape ordinance is necessary in areas across from existing residential property. Areas requiring such screening include:

Plum Grove Road

The land on the east side of Plum Grove Road.

Higgins Road

The parcels on the north side of Higgins Road.



Development north of Higgins Road will need to be sensitive to homes in Park St. Claire, Plumwood Estates and on the redeveloped Winkelhake farm.



Numerous one- and two-story structures located along the west side of Meacham Road are likely to redevelop in the future. Should these lots redevelop, the opportunity to integrate the sites with those to the west will then be possible.

Entry Treatments

Special entry treatments as outlined in the design guidelines should be provided upon development, redevelopment, or any special site plan change or approval at these prominent intersections:

Higgins Road and National Parkway

The northwest and northeast corners of Higgins Road and National Parkway,

Higgins Road and Route 53/I-290

The northwest corner of Higgins Road and the Route 53/I-290 frontage road,

Woodfield Road and Route 53/I-290

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

Higgins Road and Meacham Road

The northwest and northeast corners of Higgins Road and Meacham Road.

Sidewalks/Bikepaths

Some areas in the Sector conflict with the adopted Bikeways Plan due to the lack of bikepaths where required under the plan.

Existing sidewalks planned as future bikepaths

There are areas in which existing sidewalks are located that are shown on the Bikeways Plan as future bikepaths. These locations are as follows:

Cragin Bank frontage on Woodfield Road, Woodfield Grove Business Center, Schaumburg Corporate Center, Citicorp Office Plaza, and One Woodfield Place.

Unless these areas are redeveloped or expanded in the near future, the Village may need to replace these sidewalks with bikepaths or widen the five foot walks to eight feet to accommodate bicyclists. The

Woodfield Road path is crucial in providing proper access and circulation for bicyclists in this area.

Existing development/no sidewalk or bikepath

There are also areas that are already developed which have neither a bikepath or a sidewalk in the right-of-way such as the Woodfield Park Plaza I-III. Should such parcels redevelop or if significant legislative relief is requested, the sidewalks should be installed by the developer at that time. If the need for such walks or a path becomes apparent prior to that time, the Village should install the walk or path and could potentially be reimbursed for the expense upon development or zoning approval of a different or expanded use for the lot.

Bikepaths located on private property

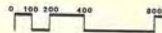
The only future bikepath in the Sector designated to be located outside of the parkway is the loop shown on the Winkelhake property. This system is intended to be similar to that on the Woodfield Lakes property and to be linked to both the existing pathway system there to the north and the future pathway system on the Polk-Brach properties to the south across Higgins Road. The ultimate design of this path is dependent upon the type of development to occur on the site, however, a public open space and bikeway system should be incorporated into any development plans for the parcel.

Right-of-way sidewalk/bikepath not required

A bikepath or sidewalk is normally required along all rights-of-way in the Village. However, there is a site in the Sector abutting a right-of-way where a bikepath or sidewalk is not required. This is along the eastern property line of the One Schaumburg Place parcel. This parcel borders the west frontage road to the Route 53/I-290 expressway. It is unlikely that a path would be used as there are no similar paths along the frontage road to the north or to the south. It would also be unsafe to construct a path adjoining an expressway and typically the Village has not required sidewalks along either the Northwest Tollway or the Route 53/I-290 expressway.



These existing sidewalks on the south side of Woodfield Road will need to be replaced or widened to serve as bikepaths according to the Village's Bikeways Plan.



WOODFIELD REGIONAL CONCEPT PLAN WOODFIELD ROAD SECTOR

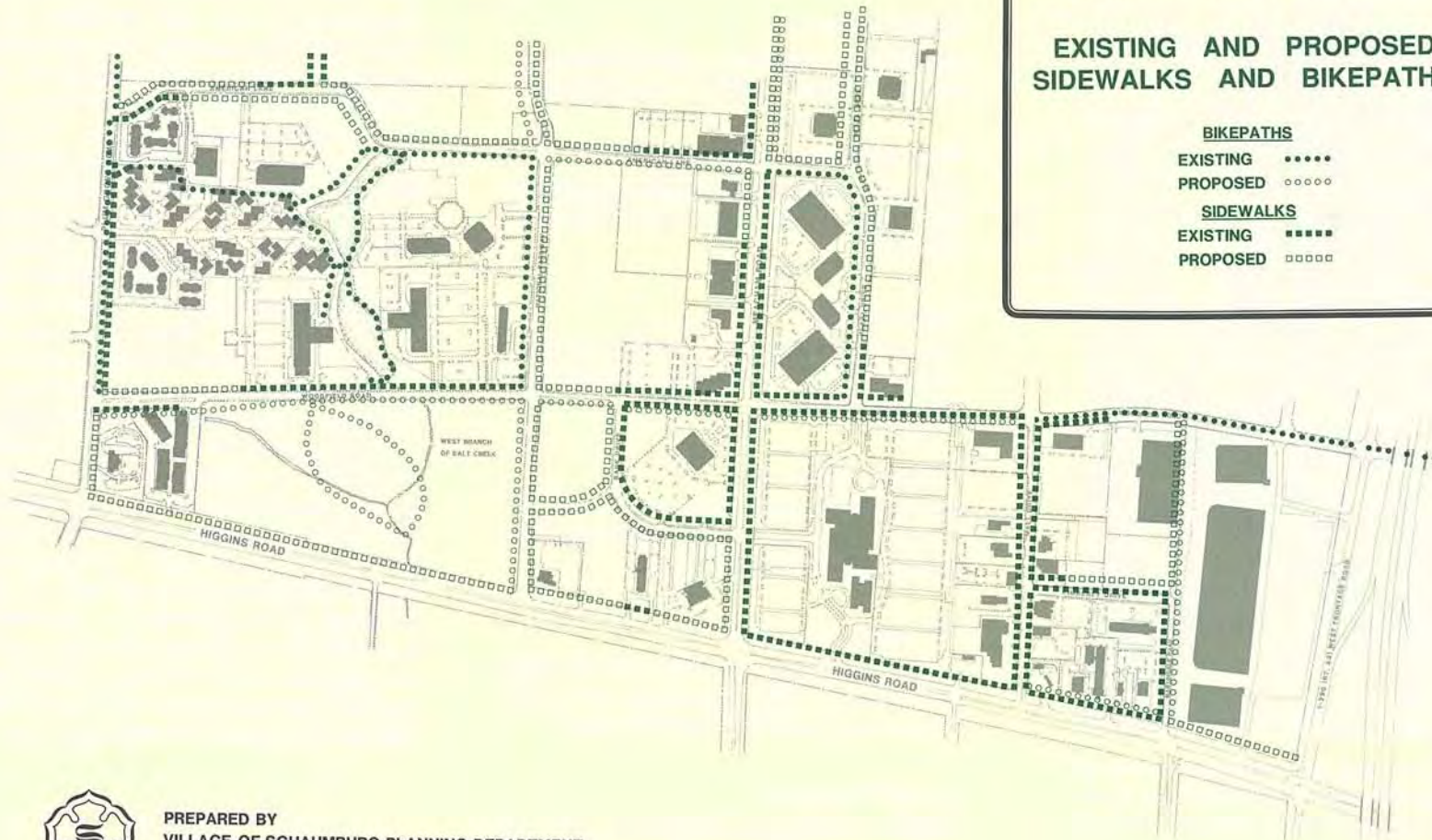
EXISTING AND PROPOSED SIDEWALKS AND BIKEPATHS

BIKEPATHS

- EXISTING
- PROPOSED

SIDEWALKS

- EXISTING
- PROPOSED



PREPARED BY
VILLAGE OF SCHAUMBURG PLANNING DEPARTMENT
MARCH 1991

D I R E C T I O N S

Village-initiated Rezonings

Rezone the following properties to bring the zoning in conformance with the existing or proposed uses of the property:

Cragin Federal

Rezone Cragin Federal from B-2 General Retail to B-3 Planned Office Business District.

Woodfield Grove Business Center

Rezone Woodfield Grove Business Center from B-2 General Retail to B-3 Planned Office Business District.

Fire Station 2

Rezone Fire Station 2 from B-4 Retail, Service, Motor Vehicle District to B-3 Planned Office Business District.

Chicago Health Club

Rezone Chicago Health Club parcels from B-4 Retail, Service, Motor Vehicle District to B-3 Planned Office Business District.

One Schaumburg Place

Rezone One Schaumburg Place property from B-3 Planned Office Business District to B-5 Planned Regional Center Business District.

Patrick Dealerships

Require rezoning upon redevelopment of the Patrick automobile dealership parcels at the northwest corner of Mall Drive and Higgins Road from B-4 Retail, Service, and Motor Vehicle District to B-2 General Retail District.

Activity Nodes

Activity nodes should be encouraged in appropriate areas of the Woodfield Road Concept Planning area for commercial, service, public, cultural and entertainment uses to complement the employment centers which dominate the Sector. These nodes should contain outdoor gathering areas, evening activities, and uses in keeping with the designated land uses on the Concept Plan Map. Unlike suburbs and free-standing communities which have neighborhood and central business districts, such nodes are often missing from suburbs developed since World War II. Communities like Schaumburg often have strip retail areas and large office or industrial campuses but lack nodes of activity that serve as focal points and community gathering places.

Activity nodes should be created through thoughtful design and active encouragement of appropriate uses and discouragement of inappropriate or poorly designed uses. An existing activity node which should be maintained and strengthened is the B-2 and B-4 properties along Mall and Kimberly Drives. An additional activity node should be created at the intersection of National Parkway and Woodfield Road. This area is so designated to reduce the likelihood of parcelization of lots along Meacham and Higgins Road for non-office uses. Like Mall Drive, this area will provide services for the office areas west of Meacham Road. However, the small lots and multiple curb cuts of Mall Drive will be avoided here with proper planning.



Rezoning of the Patrick dealerships shown above along with the Chicago Health Club and Fire Station 2 will eliminate all of the B-4 Zoning Districts from Sector Two.

Design Emphasis

The main emphasis on design for the Sector must be on the provision of public open spaces oriented to the street, interconnectivity of adjoining sites, and pedestrian oriented design. The Sector is largely office campus oriented and centered inward. The sites need to better related to one another and to the street. Outside activities and multiple-use facilities along with creative pedestrian plazas and walkways should be promoted. Pedestrian links between the regional malls and one another and to adjoining office centers should be created.

Non-Office Land Uses

While maintaining the integrity of Sector Two as an office employment area - service, entertainment, and public uses should be encouraged in appropriate areas as designated on the Concept Plan Map. These uses will provide the area with activity at all times of the day and all days of the week. The mix of uses also reduces peak hour traffic flow and adds to the vitality of the area.



The Schaumburg Corporate Center has many amenities and pedestrian spaces within the confines of the office campus. However, the development is inwardly focused and has little street presence or relation to surrounding properties.

APPENDIX 1

VACANT LAND SUMMARY DATA: SECTOR TWO

PARCEL LOCATION	PARCEL I.D. NO.	PARCEL SIZE (ACRES)	CONCEPT PLAN DESIGNATION	PROPOSED F.A.R. (EX. ZONING)	POTENTIAL DEVELOPMENT SQUARE FEET
NEX American & National Parkway	7-13-100-22	4.55	(Office/Service)	.4 (B-3)	79,192
SEX American & National Parkway	7-13-101-11	18.00	(Office/Service)	.6 (B-3)	470,448
E of SEX American & National Parkway (P.O.)	7-13-101-10	6.90	(Public)	.6 (B-3)	40,000 (1)
E side Plaza, N of Woodfield	7-13-103-11	3.37	(Office)	.6 (B-3)	88,183
SEX Bank & Woodfield (Lot 2, W. Fin. Cntr.)	7-13-300-27	1.61	(Office/Service)	.6 (B-3)	41,974
Sch. Corp. Center Phase II	7-13-300-23	.37	(Office)	.8 (B-3)	355,220 (2)
SEX Woodfield & National Parkway	7-13-300-Pt. 26	11.24	(Office/Service)	.6 (B-3)	293,768
NWX Bank & Meacham	7-13-300-28	1.80	(Office/Service)	.6 (B-3)	47,400
N side of Kimberly	7-13-400-26	.85	(Comm/Service)	.6 (B-2)	22,189
NWX Kimberly & Martingale	7-13-400-27	3.40	(Comm/Service)	.6 (B-2)	88,784
N side of Kimberly (Internal)	7-13-400-29	.92	(Comm/Service)	.6 (B-2)	23,993
One Schaumburg Place Outlots	7-13-401-Pt. 2	4.10	(Comm/Service)	1.2 (B-3)	865,000 (3)
N of NEX American & National Parkway	7-14-200-22	.07	(Office/Service)	.4 (B-3)	1,185
W of NWX American & National Parkway	7-14-200-28	2.78	(Office/Service)	.4 (B-3)	48,386
NWX American & National Parkway	7-14-200-29	.73	(Office/Service)	.4 (B-3)	12,789
NEX American & Plum Grove	7-14-200-30	.55	(Comm/Service)	.2 (B-4)	4,792
NEX Plum Grove & Woodfield	7-14-200-36	13.54	(Office)	.4 (B-3)	235,991
S side of American (Internal)	7-14-200-46	.78	(Office)	.2 (B-3)	6,795
Five Woodfield Lake	7-14-200-61	4.71	(Office/Service)	.6 (B-3)	122,996
Six Woodfield Lake	7-14-200-62	3.56	(Office/Service)	.6 (B-3)	92,992
S of American, W of National Parkway	7-14-200-64	1.91	(Office/Service)	.6 (B-3)	49,789
Seven Woodfield Lake	7-14-200-65	5.26	(Office)	.2 (B-3)	45,798
W of NWX National Parkway & Higgins	7-14-400-3	16.37	(Office)	.4 (B-3)	285,196
NWX National Parkway & Higgins	7-14-401-1	8.80	(Quasi-Public)	-- (Uninc.)	----
		13.40	(Office)	.6 (Uninc.)	350,222
		<u>8.80</u>	(Office)	.4 (Uninc.)	<u>153,338</u>
TOTAL:		138.37			TOTAL: 3,826,420

(1) Post Office site - may not develop to .6 F.A.R., Staff estimates 40,000 sq. ft.

(2) F.A.R. of .8 proposed in Concept Plan, however, 355,220 sq. ft. based on Site Plan approval.

(3) F.A.R. of 1.2 is for overall 36.0 acre site including 750,000 sq. ft. retail, 400,000 sq. ft., hotel, and 465,000 sq. ft. office.

APPENDIX 2

EXISTING LAND USE SUMMARY DATA: SECTOR TWO

PUBLIC/QUASI-PUBLIC

<u>NAME</u>	<u>(CONCEPT PLAN DESIGNATION)</u>	<u>PARCEL I.D. NO.</u>	<u>BUILDING (SQ. FT. IN 1000's)</u>	<u>PARCEL (SQ. FT. IN 1000's)</u>	<u>F.A.R.</u>
Fire Station #2 (Public)		7-13-100-11	8	43	.19
Illinois Bell Switching Station (Quasi-public)		7-13-400-31	8	48	.17
Woodfield Lakes- Campus Lake (Quasi-public)		7-14-200-38	--	329	--
Heliport (Public)		7-14-200-20	--	191	--
Woodfield Lakes- Sculpture Park (Quasi-public)		7-14-200-50	--	67	--
Woodfield Lakes- Water Fountain (Quasi-public)		7-14-200-63	--	25	--
TOTAL			<u>16</u>	<u>703</u>	

COMMERCIAL/SERVICE

<u>NAME</u>	<u>(CONCEPT PLAN DESIGNATION)</u>	<u>PARCEL I.D. NO.</u>	<u>BUILDING (SQ. FT. IN 1000's)</u>	<u>PARCEL (SQ. FT. IN 1000's)</u>	<u>F.A.R.</u>
<u>RESTAURANTS:</u>					
Benihana's	(Office/Service)	7-13-300-Pt. 25	8	95	.08
Red Lobster	(Commercial/Service)	7-13-400-19	7	70	.1
Bonkers	(Commercial/Service)	7-13-400-22/23	11	66	.16
Sizzler	(Commercial/Service)	7-13-400-32	5	56	.09
Barry's Ribs	(Commercial/Service)	7-13-408-2	7	57	.12
El Torito	(Commercial/Service)	7-13-408-5	12	76	.16
Bennigan's	(Commercial/Service)	7-13-408-7/12	14	103	.13
Denny's	(Commercial/Service)	7-13-408-10	3	45	.07
Wendy's	(Commercial/Service)	7-13-408-13	2	27	.07
TOTAL			<u>69</u>	<u>595</u>	

COMMERCIAL/SERVICE (CONTINUED)

<u>NAME</u> (CONCEPT PLAN DESIGNATION)	<u>PARCEL I.D. NO.</u>	<u>BUILDING</u> (SQ. FT. IN 1000's)	<u>PARCEL</u> (SQ. FT. IN 1000's)	<u>F.A.R.</u> (NO. OF ROOMS)
<u>BANKS OR S & L's:</u>				
Savings of America (Office/Service)	7-13-101-2	13	58	.22
Ameribanc/WF Drive-in (Office/Service)	7-13-103-3	2	54	.04
Woodfield Bank (Office/Service)	7-13-300-16	30	218	.14
Cragin Federal Savings (Office/Service)	7-14-400-6	<u>14</u>	<u>133</u>	.10
TOTAL		59	463	
<u>AUTO:</u>				
Patrick Cadillac/Used (Commercial/Service)	7-13-400-3	2	13	.15
Patrick Cadillac/Saab (Commercial/Service)	7-13-300-9			
Patrick Cadillac/Saab (Commercial/Service)	7-13-400-5	31	130	.24
Patrick Cadillac/BMW (Commercial/Service)	7-13-300-10			
Patrick Cadillac/BMW (Commercial/Service)	7-13-400-6	9	87	.10
Shell Station/Car Wash (Commercial/Service)	7-13-400-12	<u>3</u>	<u>43</u>	.07
TOTAL		45	273	
<u>HOTELS:</u>				
Hampton Inn (Office/Service)	7-13-300-Pt. 25	55	106	.52 (130)
LaQuinta Inn (Commercial/Service)	7-13-408-9	57	82	.70 (130)
Drury Inn (Commercial/Service)	7-13-408-11	58	123	.47 (125)
Compri Hotel (Office/Service)	7-14-200-58	97	202	.48 (193)
Homewood Suites (Office)	7-14-200-47	76	173	.45 (108)
Summerfield Suites (Office)	7-14-200-70/Pt. 36	<u>82</u>	<u>209</u>	.39 (114)
TOTAL		425	895	(800)

COMMERCIAL/SERVICE (CONTINUED)

NAME	(CONCEPT PLAN DESIGNATION)	PARCEL I.D NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.
<u>OTHER:</u>					
Chicago Health Club	(Office/Service)	7-13-100-16/17/20/21	38	147	.26
Homemaker's Furniture	(Commercial/Service)	7-13-400-4	118	318	.37
United Audio/ Radio Shack	(Commercial/Service)	7-13-400-25	11	33	.33
One Schaumburg Place	(Commercial/Service)	7-13-401-02	<u>750</u>	<u>1,400</u>	1.20 *
TOTAL			917	1,898	
C/S GRAND TOTAL			1,515	4,124	

OFFICE

NAME	(CONCEPT PLAN DESIGNATION)	PARCEL I.D NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.
American Veterinary Medical Association	(Office/Service)	7-13-101-3	26	100	.26
Audit Bureau of Circulation	(Office/Service)	7-13-101-4	33	145	.23
Associated Milk Producers	(Office/Service)	7-13-101-6	24	94	.26
Southwick Office Center	(Office)	7-13-101-7	147	254	.58
999 Plaza Drive	(Office)	7-13-103-8	134	282	.48
1000 Plaza Drive	(Office)	7-13-102-1	123	250	.49
1111 Plaza Drive	(Office)	7-13-103-1	123	243	.51
American Manufacturers	(Office)	7-13-103-10	21	90	.23
Zurich Towers	(Office)	7-13-103-12/13	784	840	.93
Woodfield Financial Center	(Office)	7-13-300-26	204	310	.66
Schaumburg Corporate Center	(Office)	7-13-300-18/19/20/21/22/24	916	1,732	.52
One Woodfield Place	(Office/Service)	7-13-400-17/28	179	239	.75
Citicorp Office Plaza	(Office/Service)	7-13-400-30	120	228	.53
One Woodfield Lake	(Office)	7-14-200-37	204	445	.46
Rolm Building	(Office)	7-14-200-44/45	23	75	.30
Two Woodfield Lake	(Office/Service)	7-14-200-49	241	421	.57
Three Woodfield Lake	(Office/Service)	7-14-200-59	104	152	.68

OFFICE (CONTINUED)

NAME	(CONCEPT PLAN DESIGNATION)	PARCEL I.D NO.	BUILDING (SQ. FT. IN 1000's)	PARCEL (SQ. FT. IN 1000's)	F.A.R.
Four Woodfield Lake	(Office/Service)	7-14-200-60	111	178	.62
Woodfield Lakes Office Courts I - III	(Office)	7-14-200-51	143	551	.26
Woodfield Lakes Office Court IV	(Office)	7-14-200-74	37	123	.30
Direct Marketing	(Office)	7-14-200-72/73	107	295	.36
Woodfield Grove Business Center	(Office/Service)	7-14-400-7	<u>70</u>	<u>231</u>	.30
TOTAL			3,874	7,278	
TOTAL ALL DEVELOPED LAND			5,405	12,105	

*F.A.R. of 1.2 includes 750,000 sq. ft. of retail, 400,000 sq. ft. of hotel, and 465,000 sq. ft. of office on 36.0 acre overall site.

