ALGONQUIN ROAD SECTOR

WOODFIELD REGIONAL CONCEPT PLAN

An element of the Village of Schaumburg Comprehensive Plan

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The Algonquin Road Sector of the Woodfield Regional Concept Plan was adopted under Ordinance 92-88 on July 28, 1992.
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Situated along the northern periphery of the Village, Sector Seven, or the Algonquin Road Sector, as it is otherwise known, is the largest of the seven planning areas which together comprise the Woodfield Regional Center (see Map 1). The Algonquin Road Sector contains approximately 740 acres of land and occupies that portion of the Woodfield Regional Center located north of the Northwest Tollway (Interstate 90). Although it is home to numerous businesses and a variety of land uses, the Algonquin Road Sector is dominated by the international headquarters of Motorola, Inc., the largest employer in the northwest suburban region of the Chicago metropolitan area.

Located at the convergence of two expressways, the Northwest Tollway and Illinois Route 53 (Interstate 290), the Algonquin Road Sector is well served by a hierarchical road network. Algonquin Road (Illinois Route 62) bisects the Sector and provides the area's many businesses with east-west access. Meacham Road serves to link the Algonquin Road Sector to the balance of the Woodfield Regional Center located to the south. North-south travel is also possible via Quentin Road which provides access to the City of Rolling Meadows and the Village
MAP 1. Sector 7 - the Algonquin Road Sector, situated along the north Village boundaries, is the largest portion of the Woodfield Regional Center. The diversity of land uses is preserved under the Concept Plan guidelines, while support for a regional office node has been woven into the Plan's recommendations. The small percentage of land area remaining undeveloped belies the visible changes anticipated for the area immediately surrounding the future Meacham Road Interchange.

of Palatine which abuts the Sector to the north. Direct access to the expressways is provided via the Algonquin Road interchange with Illinois Route 53. Access will be further enhanced when a partial interchange to the Northwest Tollway at Meacham Road is constructed.

Land use and development guidelines for Sector Seven are currently provided by the Economic Development Element of the Village Comprehensive Plan, adopted in 1980. That Plan anticipated several broad land use designations. One of these designations, a large parcel, employment-oriented area, was delineated to generally straddle Meacham Road, south of Algonquin Road, and included the Motorola campus. Another broad designation called for high density residential development along the north side of Algonquin Road, west of Meacham Road. Further construction of small parcel employment uses in the Tollway Industrial Park was also envisioned to complete development in the southwest portion of the Sector. However, land use patterns have changed in the past decade as the
Sector developed. Demand for office space has influenced development decisions and significant projects such as Lakewoods Corporate Center, Schaumburg Atrium Center, Plum Grove Executive Center and the Salt Creek Office Center were developed on parcels targeted ten years ago for high density residential and community commercial use. These trends have set the tone for future expectations in Sector Seven.

Much like the policies put forth in the Village’s Economic Development Element, the Algonquin Road Sector Concept Plan seeks to encourage the continued development of the area as a major employment center. Toward that end, with the exception of the Walden Apartments and Prairie Square Walden Condominiums, both of which are located in a larger mixed-use development, residential uses have been excluded from the concept planning area.

At this point, the land area in Sector Seven is predominantly developed or, if undeveloped, is subject to an approved development plan. However, this Concept Plan can significantly shape use of the undeveloped parcels along the Northwest Tollway which collectively represent the majority of vacant acreage in the Sector. The proposed improvements to the Tollway Interchange at Meacham Road will, most likely, strongly influence the nature and pace of development in the immediate vicinity, particularly for the nearly 45-acre site, referred to as Regency Point, located immediately northeast of the future interchange.

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

The Algonquin Road Sector, as a whole, will play a vital role within the Regional Center as a multiple purpose area and important office node.
Any deviations from the policies and directives of the Concept Plan should be justified by a petitioner, and all modifications must be based upon a change in existing conditions or new information which was not considered in the preparation of this Concept Plan. The directives contained in the Concept Plan are in addition to the zoning, subdivision and other requirements and policies for development of property within the Village.

**Historical Development**

As late as the mid-1960s, the Sector Seven planning area was comprised entirely of large farmsteads, horse farms and open lands. Construction of the Northwest Tollway (Interstate 90) in the late 1950s made the Village, as a whole, more readily accessible and, in turn, caused increased development pressure for regional commercial land uses to serve the rapidly growing northwest suburban area. Later, in 1962, Illinois Route 53 (I-290) was constructed north of the Northwest Tollway, and the potential for regional commercial, industrial and office uses in the Algonquin Road area was further enhanced. Impacts from construction of the expressways were felt in a number of ways. The bridges over Meacham Road and Algonquin Road enabled continuous traffic flow along the rights-of-way, in spite of the construction of the expressways. Access to Algonquin Road from the regional transportation network was improved with the full interchange built concurrent with Illinois Route 53 at its juncture with the Northwest Tollway. This, in turn, made east-west access a major influence on development in the Sector.

Some components of the areas' early roadway network were affected when the regional expressways were constructed. Plum Grove and

*The Communications Division manufacturing facility of Motorola has doubled in size since it began operation in Schaumburg in March, 1967. Production of the two-way radio at this location contributed to the company’s enormous international success.*
Central Roads were vacated in 1965 as the new expressway system weakened their contribution to the roadway network.

These closures, in turn, enabled the creation of a single parcel of land more than 300 acres in size. That parcel became the Motorola Center. It was a land trade in 1964, for expansion purposes, which brought Motorola, Inc., one of the first and most significant land developments in the Sector, to its present home on Algonquin Road. Other Motorola, Inc. facilities in Franklin Park and Chicago continued to operate. Accounts by the Rolling Meadows Herald and other historic records tell of the foresight and desire, on the part of the Village, for Motorola's development to "help the Village attract other prestige industry." In 1967, the 674,000-square-foot Communications Division manufacturing facility, at the northeast corner of the site, began producing two-way radio systems and equipment. Even as this original manufacturing facility underwent major expansion twice in fifteen years, plans for a twelve-story office building on the campus were instrumental in balancing land uses and focusing the company's international operations on the site. In 1976, Motorola's new corporate headquarters opened in the office tower. Motorola, Inc. would eventually move into the manufacture of cellular radiotelephone systems and equipment and continue to develop three additional buildings on the Motorola Center.

Other early developments in this part of the Village were mainly industrial projects. The first subdivision of what is today known as the Tollway Industrial Park occurred in 1966. Throughout the seventies and early eighties, the Tollway Industrial Park lots were developed with buildings to suit specific users, resulting in a wide range of manufacturing activities and facilities.

Housing was introduced within the Sector with the construction of the Walden apartments and townhomes in 1973 and 1975. Fueled by the commercial activity of nearby Woodfield Mall, full build-out of the Walden Development, on the east end of the Sector, throughout the seventies, gave rise to a mix of residential, office, hotel and restaurant uses. Establishment of these developments set the tone for a mix of land uses that would continue west along Algonquin Road. During the mid- to late-nineteen eighties, the western portions of the Sector were developed with office complexes on the north side of Algonquin Road, commercial enterprises

The Walden apartments and townhomes, as seen here across Thoreau Drive North, were completed in 1973 and 1975, respectively. In addition to the multiple-family residential component, the Walden planned unit development contains a mix of office and hotel uses visible behind the apartment buildings.
along the south side of Algonquin Road and more Tollway Industrial Park infill construction.

Recent construction activity in the Algonquin Road Sector has concentrated on the Motorola Center campus. Since the late seventies, when the campus consisted of one manufacturing facility and a twelve-story office building, continuous expansion has added over 700,000 square feet of industrial/office space, as well as several new structures containing the Galvin Center, Museum of Electronics, Partnership Center, Archive Center and Continuing Education facilities. With over 8,500 employees, Motorola, Inc. is the largest employer in Schaumburg.

Over three hundred acres of farmland was once situated on what is now Motorola Center. Construction of the adjacent expressways and Motorola Communications Division in the mid-1960s influenced the rapid development of the Algonquin Road Sector. (Courtesy of Motorola Museum of Electronics)
<table>
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<th>Year</th>
<th>Event</th>
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<tr>
<td>1956</td>
<td>Construction begins on the Northwest Tollway (I-90)</td>
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<td>1962</td>
<td>Route 53 Expressway is constructed north of the Northwest Tollway with a full-access interchange at Algonquin Road</td>
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<tr>
<td>1966</td>
<td>Construction begins on 674,000-square foot Communications Division of Motorola Inc., the first building on the Motorola Center campus</td>
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<td>1966</td>
<td>First Plat of Subdivision for Tollway Industrial Park is approved by Village Plan Commission</td>
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<tr>
<td>1970</td>
<td>Algonquin Road is upgraded from two lanes to its present width</td>
</tr>
<tr>
<td>1973</td>
<td>Walden Apartments are completed</td>
</tr>
<tr>
<td>1976</td>
<td>Motorola’s new world headquarters are officially located in the Schaumburg Motorola Center campus</td>
</tr>
<tr>
<td>1978</td>
<td>Walden mixed-use complex adds three office buildings north of Arbor Drive</td>
</tr>
<tr>
<td>1979</td>
<td>Salt Creek Office Center I is completed and Phase II begins construction</td>
</tr>
<tr>
<td>1982</td>
<td>A 350,000 square foot addition to the Motorola Communications Division manufacturing facility is completed, increasing the size of the facility to over 1.3 million square feet</td>
</tr>
<tr>
<td>1985</td>
<td>Four new low-rise office buildings in Schaumburg Atrium Center open to tenants</td>
</tr>
<tr>
<td>1986</td>
<td>First of three planned office buildings in Lakewoods Corporate Center is constructed at the northeast corner of Algonquin and Quentin Roads</td>
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<tr>
<td>1991</td>
<td>Grand opening is celebrated for the new Motorola Museum of Electronics</td>
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Source: Village of Schaumburg Planning Department, May, 1992
With the history of the Algonquin Road Sector in mind, this Chapter conducts a focused examination of conditions present in this part of the Village today. These conditions include both existing physical conditions and environmental conditions. Items addressed include soils, drainage, existing vegetation, the availability of utilities, existing land use and zoning patterns, existing building intensities and an evaluation of the existing transportation network serving the area. The analysis provided on the pages to follow reveals limitations and resources in the area which can influence or hinder future development. These factors obviously will have a strong effect on any future development and redevelopment which will occur within the Algonquin Road Sector.

Soils

Soil and terrain quality were measured to determine whether limitations to development exist and
the extent to which construction in the future must be accompanied by soil replacement or significant grading. The Building Site Suitability Map portrays these conditions and distinguishes between limitations which are slight, moderate and severe. Slight limitations may be accommodated easily in the development process. Moderate limitations can be overcome and minimized by special engineering and design. The severe limitations, which indicate a lack of suitability of the site for development, require major design specifications and/or extensive maintenance in the future. The extent to which the Sector has been built to date with few major drainage and/or channelization improvements reflects the consistent lack of major limitations to development. Soil borings should be extracted, in conjunction with an engineering analysis, to determine the soil type and degree of limitation, if any, to development of a particular site.

Ground conditions in Sector Seven are characterized by few variations in the type of soil and topography. Based on the survey by the U.S. Department of Agriculture and Soil Conservation Service in 1979, soil in the Algonquin Road Sector falls mainly in the category of Urban Land-Orthents complex while the remainder of soil phases belong in the Urban Land-Markham-Askum group. The Urban Land-Orthents class of soil results from alterations to the landscape, usually the result of grading and paving, and contains a mixture of medium-textured soils and a former surface layer of loam. Proper grading and storm sewer access is required of unpaved tracts containing this Urban Land soil because runoff is medium to very rapid, depending on slope and plant cover. Some low spots and excavations in undeveloped areas of Orthents, loamy collect water and are slow to dry out. The vast majority of parcels in the Sector with urban land are covered by buildings, parking lots and pavements.

Several areas in the Sector, corresponding with land that remains undeveloped or open space, contain either wet soils or a complex mixture of silt loams and silty clay loams. Two areas lying north of the Northwest Tollway, a 45-acre undeveloped area east of Meacham Road and a smaller area west of Meacham Road (on the Motorola, Inc. site) are comprised of Muskego and Houghton muck soil types. These soils are very poorly drained and typically found in depressions on uplands and along streams. Since these soils are frequently flooded for long periods from fall to spring, their vegetation is chiefly water plants. Some Drummer silty clay loam is also located on the property east of Meacham Road. Special drainage features must be incorporated into the engineering aspects of development before building in these areas.

Another distinct area in the southwest portions of the Sector, covering the Metropolitan Water Reclamation District site and part of the Motorola Center site, contains a variety of mucks and Sawmill, Markham, Grays, and Ashkum silt loams. The Sawmill, Grays and Ashkum silt loams extend further north into portions of the Tollway Industrial Park.

Markham and Grays silt loams are moderately well-drained soils found along streams. Limitations which make these soils moderately suited to development can be overcome by strengthening or replacing the base soil material or other channelization measures. Erosion, associated with the Markham type of silt loam can be reduced by maintaining plant cover and debris basins to help to reduce sedimentation. Posing greater limitations to development are the Ashkum and Sawmill silty clay loams which are poorly drained soils and flood for brief periods in spring. This soil class is normally found along drainage ways such as the West Branch of the Salt Creek which traverses Hammond Drive south of the Palmer Drive intersection. These areas are unsuitable for recreational uses and any development must be preceded by artificial drainage and protection from flooding. An approximately two-acre basin in the northwestern portions of the Motorola Center contains a wet Peotone silty clay loam situated in Tributary 1 of the Salt Creek, presenting moderate limitations to development.

Drainage

Increased land elevations on the Motorola Center property and along Meacham Road near
Algonquin Road cause drainage areas to occur at the west and east ends of the Sector with some intermittent drainage areas located close to the Northwest Tollway. Various improvements in recent years have served to minimize flooding and control drainage in these areas. The channelization of portions of the Salt Creek and installation of on-site storm detention have typified the improvements made in conjunction with development in the area. Additional drainage improvements may be required as vacant areas are developed.

At the time most Tollway Industrial Park properties were built, flood protection measures adhered to 1972 federal regulations in place at the time. To comply, these developments provided individual on-site detention of storm water runoff, typically utilizing depressed areas of surface parking lots and small basins for this purpose. To circumvent flooding problems beyond the control of on-site provisions, an artificial flood channel was constructed within the Tributary where it crosses Hammond Drive south of its intersection with Palmer Drive. As further protection for this 100-year Flood Plain, St. Michael’s Reservoir, a large berm and reservoir which extends from Algonquin Road and parallels Palmer Drive, provides emergency relief in the immediate area for excessive flooding from the west.

St. Michael’s Reservoir, constructed in the early 1980s, serves the larger Salt Creek Flood Area in the event of flooding on a scale of 100-year proportions. Large scale drainage averted by the Reservoir would collect on this unoccupied portion of St. Michael’s

This drainage channel passing under Hammond Drive, south of Palmer Drive, was installed to protect the Tollway Industrial Park from problems associated with the adjacent 100-year Flood Basin. Under the jurisdiction of the Metropolitan Water Reclamation District, this emergency flood area is further protected by the bermed reservoir constructed on St. Michael’s Cemetery property and visible in the background of this photo. Drainage areas to the west have, in particular, had to address potential hazards associated with the 100-year Flood Plain, forming two separate basins, as shown on Map 4. One of these basins coincides with Tributary 1 of the Salt Creek and enters the Sector on the west where higher local elevations are found. The Tributary generally flows in a north-easterly direction around the Tollway Industrial Park and collects in a pond on the Motorola Center grounds before being channelled under Algonquin Road.
Cemetery property and potentially overflow into the drainage basin which lies on both the Metropolitan Water Reclamation District and Motorola Center properties near the Northwest Tollway. This drainage basin is located within another 100-year Flood Plain, associated with the West Branch of the Salt Creek, and crosses the Northwest Tollway into the State Parkway Sector to the south.

Today, drainage improvements for new development must comply with the federal Flood Plain Program regulations of 1978. These regulations go beyond simply requiring detention of runoff from particular properties by mandating compensation on a 1-to-1.25 basis for any buildings or pavement which lie within the Flood Plain. New construction or redevelopment of properties in the Tollway Industrial Park will be affected most by the new regulations.

**Vegetation**

Like much of the larger community, the Algonquin Road Sector landscape was historically utilized for farming and other agricultural activity. As a result, mature vegetation has been minimal and was removed over time as properties developed into a more urban environment. For the most part, as this development occurred throughout the Sector, new landscaping features were integrated into respective development plans, often resulting in the installation of significant vegetation resources. Examples include the Motorola Center campus and the Walden Development, both of which have used landscaping to enhance the physical beauty of their sites.

Older vegetation resources in the Sector are limited to portions of the Regency Point site at the northeast corner of the Northwest Tollway and Meacham Road and the undeveloped parcel southwest of the Tollway Industrial Park. These areas contain significant stands of hawthorne, cottonwood, box elder, choke cherry and prairie crab trees which are typical of second generation growth.

Any future proposal for the development or redevelopment of properties in the Sector must contain a tree survey and preservation plan as required by the Village’s Zoning Ordinance. The preservation plan would illustrate the way in which a developer intends to retain existing trees, replace any trees which must be removed and protect vegetation to the greatest extent possible in the construction process.

**Utilities**

Nearly all parcels of land in the Algonquin Road Sector are served by public water and sewer systems. Utility systems have been constructed to meet the demands of the area as it has developed over the past thirty years. They adequately serve the needs of the Sector and contain the additional capacity needed to accommodate expected future development within the planning area. A few undeveloped properties such as Regency Point, the 46-acre site northeast of Meacham Road and the Northwest Tollway, remain to be connected with water and sewer services.

Effects of the Salt Creek tributaries and flood plains in this portion of the Village necessitate a greater and more complex storm water control system. In general, as illustrated on Map 5, the major storm sewer lines flow north and east in sewers ranging in size from twenty-four to forty-eight inches in diameter. A break in flow occurs at the intersection of Palmer and Hammond Drives where run-off from industrial properties south of Palmer Drive enter the Salt Creek tributary via thirty-inch outlets. North of this break-point, storm water is carried north along Hammond Drive in pipes ranging from fifteen to thirty inches in diameter, eventually collecting in the flood basin east of Hammond Drive. The same flood basin is served by a second storm water outlet which catches run-off from Palmer Drive and office complexes on Algonquin Road, west of Plum Grove Road. This outlet, forty-two inches in diameter, is located on the south side of Algonquin Road, adjacent to the Snuggery property.

Storm water generated by the Motorola Center is completely served by a system containing on-site
mains which range from ten to forty-eight inches in
diameter, four detention ponds around the periphery
of the site and a drainage ditch which parallels a
perimeter drive around the Communications
Division facility. The drainage ditch is incorporated
into a rolling landscape fronting Algonquin Road
and Meacham Road and is served by storm sewer
outlets ten, twenty-four and thirty-six inches in
diameter. The largest on-site main is comprised of a
gradually increasing sewer line which basically
bisects the Motorola Center and ends in a forty-eight
inch outlet to the detention pond on the south side of
Algonquin Road. Run-off from building sites on the
west end of the Center feed directly into the Salt
Creek tributary flood basin east of Hammond Drive.
Several storm sewers, eighteen and twenty-four in-
ches in size, were installed in conjunction with the
construction of inner drives on the western portions
of the Motorola site and flow into the tributary flood
area. Storm water collected from parking lots and
built portions of the Motorola Center near the
Northwest Tollway are carried via a sewer thirty-six
inches in diameter and collects, along with a thirty-
inch sewer along the north side of the Tollway, in
the detention pond south of the new Galvin Center.
Storm water from development at the southeast
corner of the Motorola Center exits eighteen and
fifty-foot mains into an open detention area and
continues into a thirty-inch sewer along the north
side of the Northwest Tollway.

East of Meacham Road, forty-two-inch storm
sewers carry run-off north out of the area along the
east side of Meacham Road and east out of the area
north of Arbor Drive. Four smaller storm sewer
systems contain water south of Algonquin Road.
Most storm water in the area north and west of
Thoreau Drive North flows in twelve to thirty-inch
sewers into the detention ponds located on the east
side of Meacham Road, straddling Drummer Drive.
Excess volume from this detention area may be
diverted along a southeasterly flowing sewer which
increases in size to a forty-two-inch outlet and ter-
minates south of the Walden Apartment complex.
Paved surfaces east of the Best Western Hotel, in-
cluding the residential area north of Longtree Court,
generate water run-off which flows in eight, fifteen,
and thirty-inch sewers into the detention pond west
of the Walden Office Center. Overflow from this
detention pond is accommodated by the forty-two
inch storm system which exits the concept planning
area to the east. South of Longtree Court and west
of Arbor Drive, storm water flows west along all
inner drives into the open drainage basin created by
the vacant Regency Point property. These sewers
vary in size from fifteen to thirty-six inches.

Storm water needs of the Salt Creek Office
Center are served by a separate system. The northern
half of the Center utilizes an on-site detention area,
accessed by twelve-inch sewers, while the southern
half runs into a fifteen-inch sewer flowing east along
the north side of Algonquin Road.

Two sites previously used for water storage,
which have been abandoned, are the tank at the
southwest of the intersection of Quentin and Algon-
quin Roads and Well Site No. 21 located southeast
of Thoreau Drive North. The latter now functions as
a Village reservoir, with a capacity of two million
gallons. Lake Michigan water is supplied to the
Village via water mains leading from O'Hare Air-
port along the north side of the Northwest Tollway.
Within the Sector, water mains generally parallel the
roadways and range in size from two to sixteen
inches in diameter. Eight to ten-inch mains follow
the east/west roadways and larger ten to sixteen-inch
mains follow the north/south roadways to connect to
the main water source. Two twelve-inch feeder
water mains cross the Tollway, one west of
Meacham Road and the other southeast of the
Tollway Industrial Park. These tie into the twelve-
inch water main paralleling the north side of
Northwest Tollway which connects at three loca-
tions to eight-inch mains in the Motorola Center.
The location of water mains within the Sector are
illustrated on Map 6.

Several large sanitary sewer lines carry sewage
from other parts of the Village, south of the Sector
within the Metropolitan Water Reclamation District.
A forty-two-inch sewer enters the Sector from south
of the Northwest Tollway, aligned with Plum Grove
Road, traverses the Motorola Center and continues
eastward along the south side of Algonquin Road,
eventually increasing to a sixty-inch sewer which
exits the Sector's eastern boundary. Another sewer, thirty-six inches in diameter, enters the Sector from the west along the north side of Algonquin Road and merges with the larger sewers near Plum Grove Road. Feeder lines from eight to eighteen inches take sewage from individual building sites into the system. Residential developments, north of the Lakewoods Corporate Center and between Plum Grove Road and Meacham Road on the north side of Algonquin Road, also access this sewage system. Only the northern half of the Salt Creek Office Center generates sewage into a separate system which flows north out of the Sector along the Route 53 Freeway and sewers eight inches in diameter. Existing sanitary sewers are shown on Map 7.

Existing Land Uses

Since properties in the Algonquin Road Sector began to develop into a more urban environment, a constant rate of development has left few developable, vacant parcels remaining. Of the 720 acres of land located within the Sector, all but 70 acres, or 91%, are currently developed. The seven vacant parcels in the planning area comprise only 9% of the total land area. The breakdown of existing land uses in Table 2 illustrates the comprehensiveness of uses developed over the past three decades. Included are public/quasi-public, multiple-family residential, commercial/service, office, office/service and industrial uses.

As the largest land use in the Algonquin Road Sector, Motorola Center occupies over 43% of the land area. Since construction of the original manufacturing facility, additional uses have been developed, resulting in an exciting Industrial/Office campus. The new Motorola Museum of Electronics contains state-of-the-art educational facilities where contemporary electronics technology and Motorola company history can be explored. The touch-screen interactive videos in the Radio Communications exhibit explain the radio frequency spectrum and how radio waves are sent and received. (Courtesy of Motorola Museum of Electronics)
Greater than half of the area's land is devoted to Industrial and Industrial/Office uses which are concentrated south of Algonquin Road and west of Meacham Road (see Map 8). The vast majority of industrially-related land uses is represented by the 323-acre Motorola Center which is classified as an Industrial/Office land use. As the company's international headquarters, the Motorola Center is made up of large-scale office structures, as well as manufacturing facilities. Today, Motorola, Inc. buildings include a Communications Division manufacturing facility of more than 1.3 million square feet, a twelve-story office building, a two-story computer services center, the 88,000 square foot Galvin Center for Continuing Education, the Motorola Museum of Electronics and the Motorola Partnership Center.

Industrial land uses are characterized by facilities which devote a greater proportion of space to manufacturing and assembly operations as compared with Industrial/Office uses. Over thirty such facilities, occupying over 91 acres, are currently classified as Industrial uses. These businesses, all located in the Tollway Industrial Park, operate light assembly, distribution and warehousing types of facilities. The old S. B. Thomas baking company building on the south side of Algonquin Road, west of Palmer Drive, is currently vacant, creating an opportunity for another food preparation facility. Laidlaw recycles paper, glass, plastic and aluminum at its facility on the east side of Palmer Drive.

Although they occupy only slightly less than nine percent of the Sector's land, Office developments represent the second most prevalent use of land among all occupied properties. For the most part office buildings have been developed within well defined office campuses, such as Lakewoods Corporate Center, Plum Grove Executive Center, Schaumburg Atrium Center, Salt Creek Office Centers I and II, Walden Office Square, as well as

<table>
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<th>Land Use</th>
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<th>Percent</th>
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<tr>
<td>Commercial/Service</td>
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<td>743.14</td>
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</tbody>
</table>

Source: Village of Schaumburg Planning Department, May, 1992

Walden Office Square, comprised of three five-story buildings and having a floor area ratio of .60, is representative of the bulk and density envisioned by the Plan for the office node.
the Walden International area containing the Woodfield Green Executive, Transamerica and American Veterinary Medical Association office buildings, each of which comprise between ten and eighteen acres. Tenants of office space include small-scale financial, insurance and marketing interests, and in some cases, the back offices of large corporations lease space in the Algonquin Road Sector. Office campuses are distributed evenly throughout the Sector.

The Embassy Suites Hotel is the only Office/Service use in the Sector. Together, the Office and Office/Service uses are among the Sector’s newest developments, built since the late 1970s.

Commercial/Service uses occupy almost thirty acres, or 4% of the Sector’s land area. This land use category is represented by a wide variety of businesses, including restaurants, small shopping centers and auto service stations which intermittently front Algonquin Road throughout the Sector.

The Walden multiple-family residential component of the planned unit development contains five separate associations for condominiums, apartments and townhomes. This complex is among the oldest developments and represents just under 6% of the Sector’s land area.

The 45-acre site located northeast of Meacham Road and the Northwest Tollway may be the most prominent vacant property in the Algonquin Road Sector. Since 1968, many large-scale development plans have been considered for this area by the Village, first as part of the larger Walden International development and more recently as Regency Point. The present development agreement provides for construction of 1.2 million square feet of office, hotel and restaurant buildings in four phases. Due to significant changes in market conditions and the amount of time which has elapsed, the development agreement should be revisited. The Concept Plan chapter contains recommendations for future development of the Regency Point site and all other vacant properties in the Sector.

Public/Quasi-Public uses include well sites, water detention areas and public rights-of-way which together amount to 114 acres, or 15% of the Sector’s land area. The vast majority of publicly used land, 71 acres, is devoted to the public roads and streets traversing the Sector. At slightly under 10%, the percentage of public rights-of-way in the overall planning area is relatively small.

Public lands are also occupied by major flood control facilities located south and west of the Tollway Industrial Park and under the jurisdiction of the Metropolitan Water Reclamation District. The Cook County Highway Department District One maintenance facility, located immediately southeast of the intersection of Algonquin and Meacham Roads, houses equipment and vehicles used to maintain County roads in the northwest suburban area. A strong likelihood exists for Cook County relocating this facility to another larger location within the next several years.

**Adjacent Land Uses**

The Algonquin Road Sector is generally bounded by St. Michael’s Cemetery on the west, the Northwest Tollway to the south and the Village corporate boundaries on the north and east.

Sector Seven interacts with and is, at the same time, limited by surrounding jurisdictions, more than any other Sector of the Woodfield Regional Center. St. Michael’s Cemetery, controlled by the Catholic Bishops of Chicago, lies in unincorporated Schaumburg and Palatine Townships on the west. Harper College, within the Palatine municipal boundaries, is located on the north side of Algonquin Road, west of the Sector. Rolling Meadows and unincorporated Schaumburg and Palatine Townships are completely developed with multiple and single-family residences on the north. Further defining the Sector is Illinois Route 53, a major access point into the Sector, which lies to the east.

Two other Sectors of the Woodfield Regional Center lie adjacent to the planning area on the south side of the Northwest Tollway. Sector Four, the Unocal Sector, is located on the east side of Meacham Road and contains the regional headquarters of Union Oil. Most of the 230-acre site comprising the Union Oil facility is currently un-
developed. Sector Five, the State Parkway Sector, is characterized mainly by industrial/office developments. Both adjacent Sector planning areas are connected to the Algonquin Road Sector by Meacham Road.

**Existing Zoning**

Zoning is the primary tool used to implement the long-range policies and plans of the Village's Comprehensive Plan on an individual parcel basis. Specific regulations of zoning districts enable officials to monitor and maintain certain standards for the life of existing uses. In the Algonquin Road Sector, two business, one manufacturing and one residential planned unit development classification are currently used.

The M-1 Manufacturing Zoning District currently governs all properties used for industrial purposes and is the predominant zoning classification in Sector Seven. Permitted within this Zoning District is a range of manufacturing, production, processing, wholesaling, warehousing and office uses which are conducted in a clean, quiet and unoffensive manner with respect to adjacent Zoning Districts. The M-1 Zoning District is distinguished from other manufacturing classifications by a smaller permitted lot size and a higher level of manufacturing intensity. A wide range of manufacturing lot sizes exists in the Tollway Industrial Park. The M-1 Zoning District also applies to public facilities such as the property owned by the Metropolitan Water Reclamation District located south of the Tollway Industrial Park.

Business classifications, split between B-2 General Retail Business and B-3 Planned Office Business Zoning Districts, are the second most prevalent zoning classification in the Sector. The B-2 General Retail Business District is distinguished as the primary commercial retail and service zoning district of the Village and permits an intensive mix of retail, service and office uses, consistent with the Commercial/Service land use designation. The B-3 Planned Office Business District, on the other hand, is tailored to govern large office uses, research and development activities and ancillary commercial functions located on lots a minimum of five acres in size. While the B-2 Zoning Districts appropriately apply to restaurant, auto service and shopping center properties which front Algonquin Road, in other instances, large office complexes are located in this Zoning District. These complexes, located on the north side of Algonquin Road, include the Lakewoods Corporate Center, Plum Grove Executive Center, Schaumburg Atrium Center and Salt Creek Office Center and are out of character in the small parcel B-2 General Retail Zoning District. Appropriately zoned under the B-3 Planned Office Business District is the former Walden International complex located north and west of Thoreau Drive North, comprised of office and office/service uses such as the Moorgate Office Center, Embassy Suites Hotel, Joe Senes's Sports Grill and Woodfield Green Executive office buildings.

The B-2 Planned Unit Development (PUD) Zoning District covers the entire mixed use Walden development south of Algonquin Road and east of Thoreau Drive and Regency Point. The mixed use development includes the Walden Apartments and Walden Prairie Square Condominiums, Walden

![The current B-2 Zoning District governing the Salt Creek Office complex is inconsistent with the existing office land use.](image-url)
Mobil gas station, Schaumburg Best Western Hotel, Walden Office Square and outlot restaurants on Algonquin Road and Arbor Court.

P-1 Unincorporated is a Cook County zoning classification which governs publicly-owned unincorporated land. The public road maintenance facility currently located at the southeast corner of Algonquin and Meacham Roads is consistent with this classification.

While the individual buildings contained within office complexes are of consistent height, some variation exists among these complexes. Schaumberg Atrium Center, one-story in height, contrasts with neighboring five-story Lakewoods Corporate Center along Algonquin Road. Likewise, the five-story Transamerica and American Medical Veterinary Association buildings differ in scale from the Woodfield Green Executive office buildings which are one story in height. The taller of the Sector office buildings are consistent with adjacent apartment and condominium buildings found within the Walden Development and immediately outside the Sector boundaries.

A low-rise image is conveyed by properties in the Sector's industrial areas. With one exception, the Tollway Industrial Park contains structures of one to two stories in height.

Under current provisions of the Village Zoning Code, a building height of thirty-five (35) feet is allowed in the B-2 Zoning District; fifty (50) feet is permitted in the B-3 Zoning District; and forty-five (45) feet is allowed in the M-1 Zoning District. Deviations from permitted heights occur in several office developments in the B-2 Zoning District.

Existing Floor Area Ratios

Existing Building Heights

Buildings in the Algonquin Road Sector vary in height throughout the area and within land use categories, as presented on Map 10. The Sector's tallest building is the twelve-story Motorola Center corporate headquarters which contrasts strongly with the balance of buildings located throughout the campus, three stories or less in height.

Floor Area Ratio (FAR) is a flexible tool which assists in planning the future built environment. The ratio measures the mass or bulk of buildings as compared with the land on which they lie. It also allows planners to fix an “invisible” envelope within which future construction must be contained. The FAR is calculated by dividing the total floor area of buildings, excluding parking structures, by the area of the lot on which they are located.

The regulation of floor area ratios is accomplished through implementation of the zoning districts. Current provisions of the Village Zoning Ordinance allow FARs of up to .80 in the B-3 Zoning District. The B-2 and M-1 Zoning Districts set comparable standards of .40 and .45 FAR, respectively. To attain the scale envisioned by the B-3 Planned
Existing Visual and Aesthetic Elements

Office Business District, FARs of up to .80 are allowed.

All but three properties in the Sector have floor area ratios (FARs) under .50. Typical of most light industrial structures, the Tollway Industrial Park contains FARs between .17 and .50. Higher ratios characterize facilities whose manufacturing processes are horizontally-oriented, usually requiring a larger building footprint. Office buildings in the Sector contain FARs of between .25 and .45, typical of low-rise and mid-rise developments with adjoining surface parking. While the office buildings within the Lakewoods Corporate Center and Walden Office Square contain FARs consistent with other office complexes in the Sector, their scale does exceed the permitted .40 FAR of the underlying B-2 Zoning District. This discrepancy will be addressed in the Directives chapter.

Many images are conveyed by the built environment in Sector Seven. The mixed use complex containing the Walden Office Square, Hotel Schaumburg Best Western and Walden Apartments not only represents a day-round balance in land use and activity, but contains natural visual amenities which depart from the built environment.

The Motorola Center contains building setbacks and landscaping which, given the extent of frontage along Algonquin Road, defines this corridor as an open, green thoroughfare, west of Meacham Road. This image continues eastward along the south parkway between Algonquin Road and Sky Water Drive and will be strengthened in the future with landscape improvements reaching the Village corporate boundaries. The existence of bike paths and sidewalks traversing these areas increases their value to residents, employees and visitors.

Transportation Network

Sector Seven is served primarily by two transportation systems, a roadway network and transit system. While modest compared with the volumes of auto or bus users, sidewalks and bicycle paths offer a good alternate mode of transportation between the nearby residential areas and the Motorola Center and other commercial land uses. Although options exist, the automobile remains the predominant mode of transportation in the area. The Directives chapter outlines the needs of the pedestrian and bicycle systems in more detail.

Transit System

The Pace Suburban Bus Division of the Regional Transportation Authority offers two fixed route bus services which travel through the Sector (see Map 12.) Both routes are focused on the primary Sector roadway, that of Algonquin Road. Pace Route 696 operates all day, weekdays only. Its eastern terminus is Randhurst Mall in Mount Prospect. The bus travels to Harper College via Woodfield Mall. It enters the Algonquin Road
Sector from the east along Algonquin Road and exits to the south along Meacham Road.

Pace Route 699 also operates all day, weekdays only. Its northern terminus is in Palatine near the Rand Road and Dundee Road intersection. The route enters the Algonquin Road Sector from the north along Quentin Road and exits the Sector to the west along Algonquin Road. After stops at Harper College and Woodfield Mall, the service terminates in Elk Grove Village near the intersection of Arlington Heights Road and Biesterfield Road.

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

Roadway Network

The Algonquin Road Sector is served by two expressways and three functional classes of streets that make the area highly accessible from both a local and regional perspective. All 4.7 miles of non-local roads in the Sector experience light to moderate traffic loads. Table 3 summarizes the linear mileage of streets by class.

The planning area is bordered on the east by an expressway, Interstate 290 which provides full north-south suburban regional access. Excellent regional access is provided by ramps located at Algonquin Road. In addition, Interstate 290 accesses the Northwest Tollway (I-90) via full interchange located just southeast of the Sector. Interstate 90 borders the Sector planning area on the south and permits travel to O’Hare International Airport and Chicago to the east and interstate travel to the west and northwest. The Illinois State Toll Highway Authority is responsible for maintaining the Northwest Tollway.

Primary Roadways

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

Algonquin Road

Algonquin Road (Illinois Route 62) is under State of Illinois jurisdiction and maintained by the Illinois Department of Transportation. This four-lane road runs northwest to southeast, along the Sector’s northern border. West of Quentin Road, Algonquin Road has a 45 mile per hour speed limit. It is limited to a speed of 40 miles per hour, east of Quentin Road.

The State of Illinois has designated Algonquin Road as a Strategic Regional Arterial (SRA), therefore, the route receives special attention from regional transportation planners as they plan future mobility needs. The Illinois Department of Transportation intends to begin a preliminary SRA engineering study of Algonquin Road by 1994.

Meacham Road

Meacham Road is under Village of Schaumburg jurisdiction south of Algonquin Road and Cook County jurisdiction to the north. This four-lane wide route has a 40 mile per hour speed limit on the Cook County section and a 45 mile per hour limit along the Village’s portion.

Collector Streets

Collector streets serve primarily to carry traffic from minor streets and driveways to primary roads. They are typically located within a minimum of 80 feet of right-of-way. Three streets fall under this classification:

Quentin Road

Under Cook County jurisdiction, Quentin Road extends north from Algonquin Road near the

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### TABLE 3

<table>
<thead>
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<th>STREET CLASS MILES</th>
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<td>Industrial</td>
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Source: Village of Schaumburg Planning Department, May, 1992
Sector's northwest corner. The facility is four lanes wide with a 35 mile per hour speed limit.

**Plum Grove Road**

Under Cook County jurisdiction, Plum Grove Road extends north of Algonquin Road opposite the westernmost entrance for the Motorola campus. This facility is two lanes wide with a 35 mile per hour speed limit.

**Thoreau Drive North**

Thoreau Drive North links Meacham Road with Algonquin Road, serving the quadrant located southeast of the Meacham/Algonquin intersection. Falling under Village of Schaumburg jurisdiction, this four-lane wide route has a 25 mile per hour speed limit.

**Industrial Streets**

Industrial Streets are designed to accommodate local truck traffic. They are typically 40 feet wide in a 66 foot right-of-way and carry traffic to both collector streets and primary roadways. Industrial Streets fall under Village jurisdiction. Two Industrial Streets are found within the Algonquin Road Sector:

**Hammond Drive**

Hammond Drive extends south from Algonquin Road about 1,700 feet east of the Quentin/Algonquin intersection. One lane in each direction, the route has a 25 mile per hour speed limit.

**Palmer Drive**

Palmer Drive extends south from Algonquin Road to Hammond Drive. The two-lane wide route has a 25 mile per hour speed limit.

**Traffic Volumes**

Traffic volumes are a count of vehicles moving past some point in a roadway during a specified period of time. Average Daily Traffic (ADT) is useful for making general comparisons of existing traffic flows. Each ADT figure represents the total number of vehicles travelling in both directions on a given roadway in a 24-hour period. The ADT figures for the Algonquin Road Sector are shown in Map 13.

The heaviest daily traffic is located east of Meacham Road along Algonquin Road. This route carries about 39,000 vehicles each day as drivers travel to and from the expressway located east of the Sector. West of Meacham Road, ADT declines to 37,400 and to 27,800 west of Quentin Road. Meacham Road, south of Algonquin Road, carries 31,200 vehicles per day. North of Algonquin, this figure drops 40 percent to 18,500. All other routes within the Algonquin Road Sector carry significantly fewer vehicles per day, usually under 6,000.

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

Systematic variations in directional traffic flow are common during peak hours due primarily to commuting patterns. As a general rule, flow is predominantly eastward in the morning and westward in the late afternoon following the commute pattern found throughout the northwest suburban area. These directional splits tend to be rather dramatic in the western half of the Algonquin Road Sector. In the east, the splits are closely balanced as equal numbers of drivers both enter and exit the Sector. Meacham Road traffic is primarily southbound in the morning and northbound in the evening. Given that residential properties are located north of the Sector, this pattern is not surprising.
Roadway Adequacy

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

Level of Service

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

LOS-A

*describes a condition of free flow with no delay.*

LOS-B

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

LOS-C

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

LOS-D

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

LOS-E

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

LOS-F

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

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

Intersections

Intersections are more often the source of delay and frustration for drivers than are the roadways between intersections. This is evident in Sector Seven. With few exceptions, the evening peak hour presents fewer traffic delays than the morning.

When examining existing conditions of intersections and developing recommendations for near-term implementation, several considerations should be kept in mind. For example, the type of intersection control—whether traffic signals or stop signs, if any, are present— influences capacity. Also, the number and severity of automobile accidents, coupled with their nature, may assist the intersection designer in identifying needs or determining solutions. Finally, deficient intersection geometrics be traced to a problem.

The Level of Service for each intersection within the Algonquin Road Sector is shown for the morning rush hour on Map 15 and for the evening rush hour on Map 16. The majority of intersections operate with few if any delays during both morning and evening peak hours.

Intersection Deficiencies

Two intersections present drivers with severe congestion during the morning peak hour. Both are used by employees of Motorola, Inc. to access the workplace from Algonquin Road. In both cases, the conflict occurs when Algonquin Road's strong eastbound travel demand meets the high westbound-to-southbound left turn demand from Motorola employees. The left turn demand exceeds the lane's capacity.

Minor delays are experienced by morning rush hour drivers at the Algonquin/Quentin, Algonquin/Palmer and Algonquin/Thoreau Drive North intersections. These delays are considered acceptable by most drivers and do not require immediate improvement.

Only one intersection within the Algonquin Road Sector poses a moderate accident concern. The Algonquin/Meacham intersection ranks fourth in Schaumburg in terms of the number of accidents. Its slightly skewed layout and pavement line locations may be the cause.
CHAPTER THREE

CONCEPT PLAN

The Concept Plan, as an integral part of the Village’s Comprehensive Plan, provides a valuable reference as to what development and progress is expected to look like conceptually. This long-range planning process results in reliable parameters for all future decisions concerning land uses and the environment. Contained in this chapter of the Algonquin Road Sector Concept Plan are policies intended to guide development of the planning area over the next twenty years. The planned future land uses, intensities and building heights of developments in the Algonquin Road Sector are shown on the Concept Plan Land Use map on the next page.

These land use designations, and associated policies, are based on an analysis of existing conditions, a desire to achieve managed growth and the convenience and safety of persons living and working in the Village. The Concept Plan Land Use map, in conjunction with the proposed roadway network improvements, represent the policy objectives for the Algonquin Road Sector.

The Directives chapter of this Concept Plan and the Design Guidelines, a separate Woodfield Regional Center document, are intended to imple-
TABLE 4
CONCEPT PLAN LAND USE DISTRIBUTION

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*Less than 100% due to rounding.

Source: Village of Schaumburg Planning Department, May, 1992

The Concept Plan policies refocus land uses, in the area east of Meacham Road, to serve as an Office and Office/Service node. To prevent sporadic development of stand-alone shopping centers or retail commercial uses, many existing commercially-oriented properties have been redesignated for Office/Service land uses. The planned installation of Tollway interchange ramps at Meacham Road will, undoubtedly, strengthen this area's potential for sustaining large office/service uses.

A breakdown of the Concept Plan Land Use map is shown in Table 5. Here, the amount of land available for development is compared with that already occupied by existing development in each category. As mentioned in the last chapter, only 10% of the Sector land area is vacant and developable. This indicates a moderate potential for growth on unoccupied properties. Nearly 70% of this new development will occur in the Office/Service category. The number of acres developed as Office/Service is expected to jump over eight-fold. Close to 17% of vacant land, is anticipated for in-fill construction within the Tollway Industrial Park. As will be described in more detail in the Floor Area Ratio section, profoundly more growth could be experienced by redeveloping existing office properties in the Algonquin Road Sector, since allowable office building intensities under the Concept Plan exceed the low-density nature of most existing buildings. No vacant land is designated by the Concept Plan for new Commercial/Service, Industrial/Office, Multiple-Family Residential or Public/Quasi-Public uses.

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

Concept Plan Overview

Seven distinct land use categories make up the Algonquin Road Sector Concept Plan: Commercial/Service, Office, Office/Service, Industrial, Industrial/Office, Multiple-Family Residential and Public/Quasi-Public. Table 4 delineates the amount of land reserved in each category assuming full build out of the Sector, including both vacant and previously developed land. The Algonquin Road Sector contains a greater variety of land uses than any other Sector in the Woodfield Regional Center. Glancing at Table 4, it is evident that many land uses will continue to characterize the planning area.

The overall emphasis on the Industrial/Office designation, which occupies over 43% of the Sector's land area, actually reflects the continued presence of Motorola, Inc., the only Industrial/Office use in the Sector. Office, Office/Service, Industrial and Public/Quasi-Public uses are designated equivalent acres, indicating a lack of dominance by any one type of use. The Commercial/Service designation is planned to occupy an increasingly smaller role in the Sector overall and a more concentrated profile along the south side of Algonquin Road, west of Motorola Center. This shift from Commercial/Service east of Meacham Road is planned to be absorbed entirely by Office/Service land uses. While there is considerable overlap in the specific kinds of development allowed under both designations, new service uses will cater to the planned office node, east of Meacham Road.

The western half of the Sector will continue to sustain an overall balance of industrial, commercial and office developments. This part of the Algonquin Road Sector will be characterized by separate groupings of certain uses. The Tollway Industrial Park, while somewhat removed from the balance of the area, will serve the light manufacturing needs of small to medium sized industrial businesses. The commercial properties, north of the Tollway Industrial Park, will be further strengthened as the Sector's main commercial center. Office complexes located along the north side of Algonquin Road, would remain an office center, while higher building intensities are permitted in the event of redevelopment.

PRECEEDING PAGE: Two robotic workstations assemble custom-made souvenirs for visitors to the Motorola Museum of Electronics. The exhibit demonstrates the art of Flexible Manufacturing used by Motorola to create products according to customer specifications. ( Courtesy of Motorola Museum of Electronics)
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<td>Multiple-Family Residential</td>
<td>0.00</td>
<td>0.0</td>
<td>43.04</td>
<td>6.4</td>
</tr>
<tr>
<td>Public/Quasi-Public</td>
<td>0.00</td>
<td>0.0</td>
<td>114.13</td>
<td>16.9</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>69.26</strong></td>
<td><strong>100.1</strong></td>
<td><strong>673.88</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

*More than 100% due to rounding.

Source: Village of Schaumburg Planning Department, May, 1992

Ultimately, Office and Office/Service uses will occupy nearly equal amounts of land. However, it is feasible that instead of being developed as service-oriented uses, some or all of the vacant areas designated for Office/Service uses will develop entirely as office uses. The current slower market for large-scale office space indicates this is improbable in the short term. Nonetheless, the transportation network was studied based on office uses, the most traffic-intensive option permitted in the Office/Service category, so that peak hour traffic can be assessed. This type of worst case scenario analysis will lead to more thorough solutions for traffic alleviation in the Sector.

The existing and future development, in square feet, is illustrated in Table 6 by land use category, excluding residential and public land uses. This Table utilizes the number of square feet built for existing land uses (as catalogued in Appendix II) and provides an accurate picture of the type of built space
TABLE 6
CONCEPT PLAN SQUARE FEET OF EXISTING AND FUTURE NON-RESIDENTIAL DEVELOPMENT

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing</th>
<th>Percent</th>
<th>Future</th>
<th>Percent</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial/Service</td>
<td>259,000</td>
<td>5.1</td>
<td>0</td>
<td>0.0</td>
<td>259,000</td>
<td>3.7</td>
</tr>
<tr>
<td>Office</td>
<td>1,044,586</td>
<td>20.4</td>
<td>263,712</td>
<td>14.2</td>
<td>1,308,298</td>
<td>18.8</td>
</tr>
<tr>
<td>Office/Service</td>
<td>163,000</td>
<td>3.2</td>
<td>1,314,425 (1)</td>
<td>70.9</td>
<td>1,477,425</td>
<td>21.2</td>
</tr>
<tr>
<td>Industrial/Office</td>
<td>2,423,000</td>
<td>47.3</td>
<td>2,000 (2)</td>
<td>0.1</td>
<td>2,425,000</td>
<td>34.8</td>
</tr>
<tr>
<td>Industrial</td>
<td>1,228,000</td>
<td>24.0</td>
<td>274,231 (3)</td>
<td>14.8</td>
<td>1,502,231</td>
<td>21.5</td>
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<tr>
<td>TOTAL</td>
<td>5,117,586</td>
<td>100.0</td>
<td>1,854,368</td>
<td>100.0</td>
<td>6,971,954</td>
<td>100.0</td>
</tr>
</tbody>
</table>

(1) Includes future redevelopment of County Highway Department property (64,120 square feet).
(2) Accounts for future Industrial/Office development of single-family residential property at the southwest corner of Meacham Road and Drummer Drive.
(3) Includes development of parcels presently used as parking lots in Tollway Industrial Park.

Source: Village of Schaumburg Planning Department, May, 1992

It bears noting that there are approximately ten instances where the existing use differs from the land use designation on the Concept Plan Land Use map. Most of these differences affect existing Commercial/Service uses which have been designated for Office/Service land use by the Concept Plan. Since Office/Service developments are almost always more bulky than commercial uses, the existing square feet column represents a very conservative estimate of the built environment which may evolve as these parcels are redeveloped throughout the twenty-year horizon.

Seventy-one (71%) percent, or over 1.3 million square feet, of new development is expected to consist of Office/Service facilities. Another .3 million square feet is likely to be developed in the Industrial category which compares with the 1.2 million square feet of industrial buildings already constructed in the Tollway Industrial Park. Fewer Office, Industrial and/or Industrial/Office buildings will be erected in the future, in large part because these areas have already been built out.

Commercial/Service

The Concept Plan designates 9.25 acres, fronting Algonquin Road between Palmer and Hammond Drives and on the east side of Hammond Drive, for Commercial/Service uses. Whereas commercial uses are currently sporadically located along Algonquin Road spanning the planning area, the Concept Plan envisions a reduction in the overall acreage devoted to this type of land use and its concentration west of the Motorola Center.

These land use changes are recommended for two important reasons. First, the eastern half of Sector Seven is being planned as a major office node serving the Regional Center. To support this objective, properties suitable for service-type uses have been redesignated (from Commercial/Service) to Office/Service. Second, the curb cuts required to serve retail commercial centers should be kept to a strict minimum along Algonquin Road. This
measure will ensure proper traffic flow along this primary roadway and Strategic Regional Arterial.

The B-2 General Retail Zoning District which applies to the Commercial/Service properties is to be retained, and village-initiated rezonings are proposed for the two industrially-zoned parcels at the southeast corner of Hammond Drive and Algonquin Road.

As the Concept Plan Land Use map illustrates, the Commercial/Service designation applies to existing restaurants and small shopping centers. As redevelopment of this area occurs, site design measures specified in the Directives chapter should be undertaken. Additionally, retail and commercial service uses will be encouraged in this area to serve the daytime needs of nearby office and industrial employees and visitors.

**Office**

Areas designated for Office use include all existing office complexes which form two distinct office areas in the Algonquin Road Sector. One area, a planned regional office node, lies east of Meacham Road, is complemented by a large amount of Office/Service land uses. The second area is a collection of three small office centers located north and east of the intersection of Algonquin and Quentin Roads. Ten acres of vacant Office land lie in the uncompleted second and third phases of the Lakewoods Corporate Office Center.

All of the properties designated for Office use on the Concept Plan Land Use map are currently zoned or are expected to be zoned B-3 Planned Office Business District. The existing office complexes north of Algonquin Road which lie within the B-2 General Retail Business District would more appropriately belong in the B-3 Zoning District.

To serve the needs of the larger Regional Center, greater massing within an office node is planned. Associated with the Office land use designation on the Concept Plan Land Use map are recommended building intensities and heights. A floor area ratio of .60 and a height limit of five stories applies to most.
office complexes. Except for the Transamerica, American Veterinary Medical Association and Lakewoods Corporate Center buildings, this represents an increase in the potential bulk of office buildings compared with existing developments.

The Concept Plan traffic evaluations calculated that the transportation network serving areas designated for Office can accommodate increased traffic associated with redevelopment to higher intensities.

The Concept Plan FARs and building heights are presented as maximum standards and, therefore, future development proposals for less bulky buildings will be considered by the Village.

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**Office/Service**

Located entirely east of Meacham Road, all properties designated Office/Service are either currently zoned, or are recommended to be rezoned, to the B-3 Planned Office Business District. This Zoning District governs both Office and Office/Service development. The Concept Plan Land Use map provides for comparable amounts of Office and Office/Service uses, 77 acres and 78 acres, respectively. While a parcel designated Office/Service may be developed exclusively for office use, the reverse is not encouraged as a policy of the Concept Plan. It is feasible, therefore, that a greater amount of office use would be built out in the long-run, assuming current economic conditions change favorably.

Over 61% of land designated for Office/Service uses is still vacant. Considering these properties constitute over two-thirds of the vacant land in the entire Sector, the emphasis on office and/or office/service use will become increasingly visible as build-out occurs over the next twenty years.

The Office/Service designation has been placed adjacent to and around areas designated for Office use and includes the Joe Sensor Sports Grill property and the vacant parcel to the north across Drummer Drive; the Embassy Suites site; the Cook County Highway Department property; the developed area northeast of the intersection of Meacham and Algonquin Roads; and the restaurant and hotel parcels surrounding the Walden Office Square. The largest Office/Service property, the 45-acre Regency Point site, is encouraged for development of a mix of office and related service uses within a unified park-like environment, containing an extensive internal circulation system. This new complex would combine with the Walden International properties north of Thoreau Drive North to form a regional office node.

Office/Service uses are located along primary roadways and are intended to be developed for office and/or service and ancillary office uses. The mix of uses created by Office/Service developments, within the larger office nodes, is desired for its...
positive effect on the economic base, employee convenience and peak hour traffic relief for employees of service enterprises. Desired uses in the Office/Service areas include office buildings, hotels, banquet halls, recreational uses such as health clubs, banks, governmental offices, higher level educational institutions, such as satellite campuses, and full-service restaurants. Special consideration will be given to small grocery stores, drug stores and other services which would be convenient to nearby residents of the Walden multiple-family buildings. These uses should blend with the larger unified developments.

Since strictly office uses are considered to be more intense with respect to the number of employees and work hours which adhere to peak hour movement, all traffic analyses of the Concept Plan provide a worst case scenario by assuming Office/Service uses will build out with buildings used exclusively as office space.

**Industrial**

All of the properties planned for Industrial use are contained in the Tollway Industrial Park and are appropriately zoned under the M-1 Manufacturing District. This area, located on the western boundaries of Sector Seven, south of Algonquin Road, will remain an important industrial area within the Woodfield Regional Center. Large-parcel development is anticipated for the two remaining vacant properties which are 7.7 and 3.8 acres in size. The Tollway Industrial Park presently contains twelve parcels under one acre in size and is envisioned to continue serving the needs of both large and small-scale warehousing and light manufacturing users.

Existing industrial developments south of the intersection of Hammond and Palmer Drives have incorporated flood control facilities adequate to handle the effects of their location near the West Branch of the Salt Creek and flood basin. Future development of the 7.7-acre parcel south and west of this intersection may be accommodated with sufficient drainage and detention features. Protection from major flooding will continue to be provided for this area by the St. Michael’s reservoir and emergency flood basin located along the western boundary of the Sector and south of the Tollway Industrial Park.

**Industrial/Office**

Only one development, the 323-acre Motorola Center, is designated for Industrial/Office use. Motorola, Inc. currently contains over 2.4 million square feet of office, corporate and manufacturing space. Although this represents over one-quarter of the Sector’s built environment, the campus is distinguished by its low density and open space. While it is not considered vacant land, per se, the vast amount of undeveloped land remaining within the Motorola Center affords an opportunity for further development. The Concept Plan designates an FAR of .20 to accommodate limited additional construction of

Development of the two remaining Tollway Industrial Park parcels is expected to resemble existing buildings, such as the Siwert Group/DAR Foods facility on Hammond Drive. Seventeen percent of vacant land in the Sector is devoted to new Industrial uses.
Motorola facilities which would, at this level, ensure continuation of a low-density, open development.

The M-1 Manufacturing District underlies the Industrial/Office designation and permits the manufacturing component of Motorola, Inc. operations. Office and corporate buildings located within the Motorola Center are permitted as ancillary land uses and, as such, are allowed by the current Zoning District.

Multiple-Family Residential

The apartment, townhouse and condominium properties within the Walden mixed-use area are designated for multiple-family land use throughout the concept planning time frame. No vacant parcels in the Algonquin Road Sector are designated for additional residential development. However, new Office/Service construction adjacent to the Walden residential area is encouraged to include services which would be convenient to residents. Natural amenities such as Harmony and Unity lakes located east of residential properties should be incorporated within future developments on the west, such as Regency Point, and will be oriented as a continuation of the mixed use environment in this portion of the Sector.

Public/Quasi-Public

With the exception of the Cook County Highway Department, all properties currently used for public purposes are designated for continued public use. Most of the Public/Quasi-Public acreage is dedicated for public rights-of-way and flood control properties. To reflect the planned use of Metropolitan Water Reclamation District property, located in the southeast quadrant of the sector, as a 100-year floor basin, FAR and building height limits are not applicable. Since no vacant parcels in the Sector are designated for new public uses, this land use category is expected to have a slightly smaller presence among all land uses, decreasing from 15.8 to 14.9 percent.

While the potential for increased water storage capacity at the Village Well Site No. 21 exists, an expansion of this type would not be visible as the existing reservoir is located underground.

Floor Area Ratios

The Concept Plan Land Use map depicts the planned building intensities in the Algonquin Road Sector. These intensities, measured in floor area ratio (FAR), vary mainly by land use category. The maximum FAR permitted by underlying Zoning Districts were factored into the selection of desired FARs for future development which are expressed on the Concept Plan Land Use map. Essentially, this means that, although a landowner or developer may, by right, be allowed to construct a building containing the maximum FAR, the Concept Plan is encouraging, in some cases, that a lower FAR would contribute to better overall development of the Sector.

New industrial development is expected to remain fairly consistent with existing development found in the Tollway Industrial Park, within .45 FAR. Higher intensities are planned in conjunction with the office node east of Meacham Road. New Office and Office/Service development will be regulated by zoning provisions of the B-3 Planned Office Business District which limits FAR to .80. However, the Concept Plan recommends an FAR cap of .60 for the Regency Point property. While individual phases of the development may exceed .60, the overall FAR for the area is limited to .60. As stipulated in the conceptual development approvals for Regency Point, higher intensity buildings should be located in the southwest corner of the site with less intense uses acting as a transition to the residential area to the east.

New development and/or future redevelopment of the existing office centers north and east of Algonquin and Quentin Roads, as well as the Walden
International area, are recommended for FARs of .60. This reflects an increase from existing developments, in many cases, to accommodate the area’s potential as a significant office node within the Woodfield Regional Center. Another lower level of building intensity (.40 FAR) is designated for any future redevelopment of the Salt Creek Office Center, Walden Office Square and properties at the northeast corner of Algonquin and Meacham Roads, ensuring compatibility with adjacent single-family neighborhoods in Rolling Meadows and unincorporated Palatine Township. Anticipated redevelopment of the Cook County Highway Department property is recommended to contain building intensities consistent with the lower intensities immediately at the intersection of Algonquin and Meacham Roads.

Building Heights

Building heights will continue to be varied as the Algonquin Road Sector is developed in the future. The maximum height in the Sector is suggested for properties immediately surrounding the proposed Meacham Road interchange. To capture the benefits of expressway visibility and accessibility, the Regency Point property could develop to as many as twelve stories. A twelve-story limit is also recommended for the Motorola Center to reflect the existing high-rise corporate office structure, and any future development at this scale is directed to that undeveloped area near the Northwest Tollway. Any additional construction on undeveloped portions of the Motorola Center along the Algonquin Road frontage should not exceed existing building heights.

New buildings in the Office and Office/Service node east of Meacham Road and the existing office center in the northwest quadrant of the Sector are limited to five stories, compatible with the phase I Lakewoods Corporate Center, Transamerica, American Veterinary Medical Association and Walden Office Square buildings.

Building height limits of three stories at the northeast and southeast corners of the Algonquin and Meacham Roads intersection is designed to maintain the low-rise image of Algonquin Road created by the Motorola Center and maintain compatibility with adjacent single-family residential neighborhoods. Any redevelopment of the Salt Creek Office Center would also be limited to a three-story height for the reasons enumerated above.

Transportation Network Improvements

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

Existing land use and road network data were entered into the traffic model and calibrated to reflect current traffic conditions. Once land use changes associated with the proposed concept plan
were incorporated, future traffic conditions could be assessed. Assumptions were made about regional growth, as well. In the Algonquin Road Sector, assumptions about redevelopment were also made and incorporated into the traffic model.

Entering land use and roadway data into the traffic computer model yields future directional peak hour traffic volumes for all segments of the Algonquin Road Sector roadway network.

**Average Daily Traffic**

Map 18 on page 48 presents future Average Daily Traffic (ADT) estimates. The review of ADT figures is useful for making general comparisons of existing traffic with future flows.

Algonquin Road will experience an overall increase in ADT, with the largest increase occurring next to Motorola, near the Sector's center. At that location, future ADT is expected to average 50,000 vehicles per day, a 35 percent increase over current levels. Further west, the increase is only about 10 percent over existing ADT.

Despite the higher land use densities proposed for the Sector's southeast region, little ADT increase is forecasted for Algonquin Road east of Meacham Road. Current ADT is about 39,000 and only another 1,000 cars per day are expected in the future. This smaller than expected increase is the result of adding access to the Northwest Tollway from Meacham Road. Algonquin Road Sector traffic is diverted to the Meacham Road ramps.

In fact, Meacham Road will experience the Sector's largest primary road traffic increase. Just north of the Northwest Tollway, ADT will average about 53,000 vehicles. Many of these drivers are expected to use the proposed Meacham Road ramps.

Average Daily Traffic along Quentin Road could reach 9,000 vehicles, an increase of 3,200 cars from current levels. Thoreau Drive North will see a 250 percent ADT increase to 12,000 vehicles due largely to development of the Regency Point property and the increased land use densities permitted in the vicinity.

Only minor increases in ADT are expected along all other routes in the Algonquin Road Sector.

**Roadway Adequacy**

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

Map 19, shown on page 49, shows Level of Service for roads in the Algonquin Road Sector. Intersection service levels (more often the cause for congestion than the roads themselves) are addressed later in this document.

Few Sector roadways will pose problems for Algonquin Road Sector drivers. Some congestion, considered acceptable by most drivers, is anticipated to occur along Meacham Road between Thoreau Drive North and the Northwest Tollway. This location should experience moderate congestion during both morning and evening rush hours.

**Intersection Adequacy**

A Level of Service analysis was also performed on intersections within the Algonquin Road Sector. The results for the morning rush hour are presented in Map 20 and for the evening rush hour in Map 21.

In the morning, the two intersections providing Motorola with access from Algonquin Road will experience congestion at LOS-E and LOS-F levels. This is the result of westbound-to-southbound Motorola employees attempting to access the property. The same problem exists today at these two locations. In addition, the Illinois Route 53 ramp
intersections with Algonquin Road experience congestion. The problems, also at LOS-E and F, result from the large number of drivers exiting from southbound Illinois Route 53 attempting to turn left onto eastbound Algonquin Road, as well as the number of eastbound drivers turning left from Algonquin Road to access the northbound Illinois Route 53 ramps.

The evening rush hour poses a very different pattern of congestion. The Algonquin/Meacham, Algonquin/Thoreau Drive North, Algonquin/Illinois Route 53 southbound on-ramp intersections and the Meacham/Thoreau Drive North interaction will experience heavy congestion. Algonquin/Meacham drivers suffer from inadequate left turn capacity for the eastbound-to-northbound movement. A similar left turn problem exists for eastbound Algonquin Road drivers attempting to gain access to the Illinois Route 53 southbound on-ramp. Inadequate left turn capacity from Thoreau Drive North is expected onto both Algonquin Road and Meacham Road.

Congestion levels for all of the intersections described above can be reduced if improvements are made. These improvements are discussed later in this document.

All other Algonquin Road Sector intersections should experience only moderate levels of peak hour congestion, if any.

**Future Transportation Improvements**

The structural improvements required to reduce expected traffic congestion in the Algonquin Road Sector are limited to intersection improvements. These are discussed below.

**Intersection Improvements**

Improvements required to intersections in the Sector are as follows:

**Algonquin/Plum Grove**

Lengthening the westbound left turn lane will help provide more storage for Motorola employees. More storage will help remove vehicles with drivers desiring to turn left from Algonquin Road's westbound through-lanes, improving westbound capacity. However, the addition of a third access point to Motorola from Algonquin Road should be considered. The new driveway must be properly spaced for safety reasons, as well as to not cause an unanticipated reduction in Algonquin Road's eastbound capacity.

**Algonquin/East Motorola Driveway**

Insufficient room exists to add storage to the westbound-to-southbound left turn lane. A second left turn lane will resolve the problems experienced at this location. Such an improvement also will require widening the southbound Motorola driveway and signal modifications. As an alternative, if a third access point to Motorola from Algonquin Road can be identified, such an improvement should be considered subject to the criteria described above.

**Algonquin/Meacham**

The addition of a second eastbound-to-northbound left turn lane will resolve this intersection's expected capacity problems.

**Algonquin/Thoreau Drive North**

The addition of a northbound-to-westbound left turn lane is required to resolve the capacity concerns at this location.

**Algonquin/Illinois Route 53 Southbound Ramp**

The addition of an eastbound-to-northbound left turn lane (to southbound Route 53) and a southbound-to-eastbound left turn lane (from southbound Route 53) will be required to resolve anticipated future congestion problems. In fact, the State of Illinois has already begun construction of these improvements.
Algonquin/Illinois Route 53 Northbound Ramp
Inadequate capacity is projected for drivers turning left from eastbound Algonquin Road to northbound Route 53. Additional left turn capacity is being added during publication of this document by the State of Illinois.

Meacham/Thoreau Drive North
A second left turn lane will be required for drivers wishing to proceed southbound on Meacham Road from Thoreau Drive North. Such an improvement will also require widening southbound Meacham Road and signal modifications.

The final designs of these intersections will depend on several factors. Detailed Intersection Design Studies will ultimately be required. Where possible, especially along Algonquin Road and Meacham Road, the traffic signals should be interconnected to help promote continuous traffic flow.

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

With the improvements described above all roads and intersections in the Algonquin Road Sector should function below capacity.

The timing of these improvements depends on a combination of need and the availability of funding. The Algonquin Road Sector is located within the Village’s Tollway Traffic Impact Fee Sector. Some funds will be collected from developers as they build anywhere within the Tollway Traffic Impact Fee Sector. Algonquin Road is under State of Illinois jurisdiction and is also designated by the state as a Strategic Regional Arterial. Therefore, state funds and federal National Highway System funds may be available for improvements.

Alternatively, the Village should continue efforts to encourage ridesharing and transit use.

Continued support for bikepath and sidewalk construction will provide alternatives to the automobile, especially for short trips. Shared driveways and on-site cross-access will also help.
While the Design Guidelines for the Woodfield Regional Center provide general guidance in the creation of functional and livable developments and public spaces, the concepts proposed for the Algonquin Road Sector in this Plan are best implemented by considerations specific to the area. The Directives which follow are the nuts and bolts of regulating and guiding future development and are products of the broad policies contained in the Concept Plan chapter. The Directives supplement the Design Guidelines and go beyond typical zoning and subdivision regulations. In many instances, the Directives address the needs of specific parcels.

Subdivisions

The existing parcels of land in theSector are fairly well laid out for future commercial, office and industrial/office uses. 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
illustrating ingress and egress points, internal circulation and any possible cross-access with adjoining parcels. The following parcels must comply with this requirement concurrent with site plan approval for the first development wishing to proceed in that area:

**Tollway Industrial Park**

While the Concept Plan is not encouraging further subdivision of the vacant properties west of Robert’s Press and south of the Wilshire Corporation, the minimum lot size required of the underlying M-1 Zoning District would permit smaller parcels. Future site plan approval or subdivision will be reviewed by the Village.

**Motorola Center**

Currently the Motorola Center is developed on one large parcel, over three hundred acres in size. Any future subdivision of this property is discouraged as a matter of policy. The Village, however, is amenable to proposals for additional Motorola manufacturing, office or corporate facilities. New large-scale buildings are suggested for those portions of the Motorola Center immediately north of the Northwest Tollway. Small-scale buildings or additions would be considered adjacent to Algonquin Road.

The half-acre parcel of land, currently occupied by a single-family home on the west side of Meacham Road, should be incorporated into the larger Motorola Center.

**Regency Point**

Due to the planned construction of the Meacham Road Interchange westbound off-ramp, as well as the planned preservation of wetlands and flood control areas, development on the Regency Point property is unlikely to occupy the full 45-acre site.

This property is intended for development as a unified complex, containing a mix of uses. Specific proposals for subdividing the vacant Regency Point site are anticipated in conjunction with future development. Although the area is under multiple-ownership, individual development proposals should contain provisions for access to all other portions of Regency Point.

The design of any development proposal in this area should create building pads which are functionally and visually oriented toward other Regency Point components, as well as toward the larger mixed-use area comprising Walden International and the Walden residential buildings.

**Access: Vacant Parcels**

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

**Lot north of Drummer Drive**

This property is located immediately northeast of the intersection of Meacham Road and Drummer Drive. Full access to the property should be limited to Drummer Drive. No access will be allowed from Meacham Road.

**Regency Point**

Access to future individual parcels within the Regency Point development should be restricted to an internal street or drive system constructed pursuant to an approved site plan. Full access to the larger site is available from Thoreau Drive North. Limited access will be allowed from Meacham Road. One right in/right out access point may be allowed along the west boundary of the site.

**Cross Access**

South side of Algonquin Road between Palmer Drive and Hammond Drive

Upon commencing redevelopment, expansion or other change in use for any parcel in this area, cross-access between lots shall be provided.
Additionally, whenever possible, shared drives shall be utilized.

**Walden International**

Development of the vacant parcel immediately north of Drummer Drive shall make use of the internal Walden International circulation roads and the shared parking arrangement established during the Embassy Suites Hotel approval process.

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**Full access to the undeveloped site between Drummer Drive and the Embassy Suites Hotel site should be taken from existing circulation roads in the Walden International complex.**

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**Sidewalks and Bikepaths**

Many of the existing bikepaths and sidewalks in the Algonquin Road Sector were installed with improvements to the Motorola Center grounds and in conjunction with build-out of the Walden planned unit development. Recommended improvements to the Village bikeway network is based upon the Bikeways Year 2000 Plan. Completion of the bikepath along Meacham Road is currently planned abutting the vacant Regency Point site on the east side of the right-of-way. However, the Concept Plan is recommending the west side of Meacham Road as a more sound location for this bikepath, due to the safety hazard associated with crossing the planned Tollway Interchange. This Class I, off-street bikepath will continue from Thoreau Drive North and cross the Northwest Tollway by way of the Meacham Road bridge, thereby providing access to other parts of the community and the larger bikeway system. Heavy automobile traffic along the Algonquin Road and Meacham Road arterials poses special safety considerations for bicyclists. Bikeway and sidewalk systems are envisioned to be completed in the Algonquin Road Sector as illustrated on Map 24.

In spite of an extensive sidewalk network in the area, some deficiencies still exist. Sidewalks should be installed along the entire east side of Hammond Drive and Palmer Drive, south of the commercial parcels fronting Algonquin Road. The sidewalk gaps adjacent to vacant parcels within the Tollway Industrial Park should be filled at the time of development.

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**Development Design**

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**Crown Lighting**

Skyline lighting should be provided on all buildings over one hundred (100) feet or ten (10) stories in height. Lighting will visually tie the Regional Center together in the evening, help create a sense of place and add excitement to the area.

**Building Rooflines**

The tops of taller buildings, those over five (5) stories, should terminate in a manner which contributes to an attractive skyline. Angled, peaked or varied rooflines rather than flat roofs

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The landscaped parkway along the south side of Algonquin Road, at the Walden apartments, should be extended to the Village boundaries, lying in the background of this photo. Parkway improvements should be installed in conjunction with planned roadway improvements.
should be used. Rooftop mechanical equipment should be screened from view.

**Parking Lot Islands**

As properties in the Sector are developed or redeveloped, live landscaping should be placed in parking lot islands. One (1) shade tree should be provided in single islands and two (2) shade trees in double islands. Ground cover, sod or low shrubs and mulch should be used in the remainder of the island rather than gravel, decorative stone or bark ships which spill into traffic aisles and parking spaces.

**Outdoor Eating Areas**

Outdoor eating areas are encouraged for the Joe Senser’s Sports Grill property and/or the vacant parcel north of Drummer Drive if developed with restaurant uses. These eating areas would enhance and draw upon activity among various land uses in the area, as well as capitalize on the scenic small lakes found in the Walden International area.

**Streetscape Improvements**

Along portions of the south side of Algonquin Road, the image created by landscaping of the Motorola Center and the parkway adjacent to the Walden residential properties, lends to the corridor’s appearance. To further enhance visual amenities in the Sector, trees and vegetation should be placed within the Algonquin Road parkway adjacent to the Hotel Schaumburg Best Western and continue east to the Village corporate boundaries. Consistent landscaping should be incorporated into the redevelopment of the Cook County Highway Department property.

In the southeastern portion of the Sector, only a chain-link fence separates the expressway toll booth property from the New Fifth Lakewood condominiums along Woodland Drive. As a buffer from the noise and visual impacts of the Northwest Tollway, evergreen trees or other dense vegetation should be planted along the south side of Woodland Drive.

**Village-Initiated Rezonings**

The Village receives periodic requests from landowners to rezone all or portions of their property, contingent upon Village Board approval. However, as part of the comprehensive planning process it is in the best interest of the Village, in some areas, to initiate a change in the zone classification. A Village-initiated rezoning is typically undertaken to reduce the potential adverse impacts on surrounding properties or advances a broader objective Village-wide, such as concentrating land uses to create an activity node. Both Village-initiated and petitioner-initiated rezonings provide for public notice and hearing so that all affected parties may have input.

The following properties in the Algonquin Road Sector should be rezoned to bring them into conformance with the Concept Plan:

- Rezone the Lakewoods Corporate Center, Plum Grove Executive Center and Schaumburg Atrium Center parcels from B-2 General Business to B-3 Planned Office Business.
- Rezone the Salt Creek Office Center I and II and Salt Creek Office Annex parcels from B-2 General Business to B-3 Planned Office Business.
- Rezone the Sears Service Center and McDonald’s parcels, fronting the south side of Algonquin Road, east of Palmer Drive, from M-1 Manufacturing to B-2 General Business.
- Rezone the Walden Office Square parcels from B-2 PUD to B-3 MUPUD, Mixed Use Planned Unit Development.
- Rezone the Hotel Schaumburg Best Western property from B-2 PUD to B-3 MUPUD, Mixed Use Planned Unit Development.
Rezone the Ming’s Restaurant and T. G. I. Friday’s Restaurant parcels from B-2 PUD to B-3 MUPUD, Mixed Use Planned Unit Development.

Rezone, at the time of annexation, the Cook County Highway Department property from P-1 Unincorporated to B-3 Planned Office Business.

Rezone the Victor’s Restaurant, Wendy’s Restaurant and Shell Oil Service Station properties from B-2 General Business to B-3 Planned Office Business.

Activity Node Amenities

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

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

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

Child Care

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

The Algonquin Road Sector, with over 1.5 million additional square feet of office and office/service space expected in the next twenty years, represents a significant employment center in the Northwest suburbs. The Concept Plan endeavors to provide ample child care which is convenient to serve employees in the area. Therefore, the Village child care policy, which contains incentives for constructing new child care facilities, should be emphasized for all new projects in the Algonquin Road Sector, whenever feasible.

Outdoor Vendors

The Concept Plan envisions the work of outdoor food and ice cream vendors as integral to the daylong use of open space, parks and plaza areas within the planned office node of the Sector. The current Village ordinance regulating the activities of outdoor vendors should be amended for certain restricted areas designed as activity nodes.
## APPENDIX 1

**VACANT LAND SUMMARY DATA: SECTOR SEVEN**

<table>
<thead>
<tr>
<th>PARCEL LOCATION</th>
<th>PARCEL L.D. NO.</th>
<th>PARCEL SIZE (ACRES)</th>
<th>CONCEPT PLAN DESIGNATION</th>
<th>PROPOSED F.A.R.</th>
<th>EXISTING ZONING</th>
<th>POTENTIAL DEVELOPMENT SQUARE FEET</th>
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<tbody>
<tr>
<td>Lakewoods Corporate Center</td>
<td>2-34-102-058</td>
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<td>Office</td>
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<td>B-2</td>
<td>117,612</td>
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<td>SWX of Palmer Drive</td>
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<tr>
<td>E of Palmer/S of Algonquin</td>
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(1) 1,195,158 square feet of office and hotel development was conceptually approved for the Regency Point property in September, 1986.
## APPENDIX 2
### EXISTING LAND USE DATA: SECTOR SEVEN

#### PUBLIC/QUASI-PUBLIC

<table>
<thead>
<tr>
<th>PARCEL NAME</th>
<th>CONCEPT PLAN DESIGNATION</th>
<th>PARCEL L.D. NO.</th>
<th>BUILDING SQUARE FEET</th>
<th>PARCEL SIZE (ACRES)</th>
<th>FLOOR AREA RATIO (F.A.R.)</th>
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<tbody>
<tr>
<td>NWX Thoreau/Drummer</td>
<td>Public/Quasi-Public</td>
<td>7-12-101-023</td>
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<td>Well and Storage Tank</td>
<td>Public/Quasi-Public</td>
<td>2-33-401-013</td>
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<td>Schaumburg Reservoir</td>
<td>Public/Quasi-Public</td>
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<td>.02</td>
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<tr>
<td>NSMIAWA Pipeline, E of Hammond</td>
<td>Public/Quasi-Public</td>
<td>2-34-300-067</td>
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<td>Metropolitan Water Reclamation District, S and W of Hammond Drive</td>
<td>Public/Quasi-Public</td>
<td>7-02-100-003</td>
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<td>2-34-300-016</td>
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<td>2.45</td>
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<td>7-11-101-005</td>
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<td>25.14</td>
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<td>Sky Water Drive</td>
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<td>7-01-200-112</td>
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<td>0.87</td>
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<td>Cook County Highway Department</td>
<td>Office/Service</td>
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#### MULTIPLE-FAMILY RESIDENTIAL

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<th>PARCEL L.D. NO.</th>
<th>BUILDING SQUARE FEET</th>
<th>PARCEL SIZE (ACRES)</th>
<th>FLOOR AREA RATIO (F.A.R.)</th>
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<tbody>
<tr>
<td>Walden Apartments</td>
<td>Multiple-Family Residential</td>
<td>7-12-200-006</td>
<td>328,103 (1)</td>
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<td>(7-01-200-060)</td>
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<tr>
<td>Walden Townhomes</td>
<td>Multiple-Family Residential</td>
<td>7-01-200-113</td>
<td>85,500 (2)</td>
<td>3.74</td>
<td>.52</td>
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<td>Fifth Lakewood Associates</td>
<td>Multiple-Family Residential</td>
<td>7-12-202-007</td>
<td>629,520 (2)</td>
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<td>.93</td>
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<td>Lakeside of Walden</td>
<td>Multiple-Family Residential</td>
<td>7-12-201-017</td>
<td>85,500 (2)</td>
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<td>.44</td>
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<tr>
<td>Walden Prairie Square Condominiums</td>
<td>Multiple-Family Residential</td>
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<td>(7-12-200-010)</td>
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<tr>
<td>SWX Meacham/Drummer</td>
<td>Industrial/Office</td>
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<td>TOTAL MULTIPLE-FAMILY RESIDENTIAL</td>
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<td>1,418,143</td>
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(1) Square footage includes all above ground parking facilities and does not include subterranean parking spaces.
(2) Square footage does not include parking structures.
## APPENDIX 2
### EXISTING LAND USE DATA: SECTOR SEVEN

### COMMERCIAL/SERVICE

<table>
<thead>
<tr>
<th>Parcel Name</th>
<th>Concept Plan Designation</th>
<th>Parcel Ld. No.</th>
<th>Building Square Feet</th>
<th>Parcel Size (Acres)</th>
<th>Floor Area Ratio (F.A.R.)</th>
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</thead>
<tbody>
<tr>
<td>Walden Mobil Service Station</td>
<td>Office/Service</td>
<td>7-01-200-058</td>
<td>2,000</td>
<td>0.87</td>
<td>0.05</td>
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<tr>
<td>Joe Seneer's Sports Grill</td>
<td>Office/Service</td>
<td>7-12-101-019</td>
<td>12,000</td>
<td>2.89</td>
<td>0.09</td>
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<tr>
<td>Hotel Schaumburg Best Western/Funny Bone</td>
<td>Office/Service</td>
<td>7-12-200-011</td>
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<td>0.42</td>
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<td>Ming's Restaurant</td>
<td>Office/Service</td>
<td>7-12-201-013</td>
<td>4,000</td>
<td>1.03</td>
<td>0.09</td>
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<td>TGIFriday's Restaurant</td>
<td>Office/Service</td>
<td>7-12-201-015</td>
<td>9,000</td>
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<td>Harry G's Crab House</td>
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<td>2-34-300-051</td>
<td>6,000</td>
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<tr>
<td>Alumni Club</td>
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<td>Algonquin Plaza</td>
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<td>McDonald's Restaurant</td>
<td>Commercial/Service</td>
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<td>3,000</td>
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<td>Schaumburg Shoppette</td>
<td>Commercial/Service</td>
<td>2-34-401-028</td>
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<td>Victor's Restaurant</td>
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<tr>
<td>Wendy's Restaurant</td>
<td>Office/Service</td>
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<td>Shell Oil Service Station</td>
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<td><strong>Total Commercial/Service</strong></td>
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### OFFICE/SERVICE

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<th>Parcel Name</th>
<th>Concept Plan Designation</th>
<th>Parcel Ld. No.</th>
<th>Building Square Feet</th>
<th>Parcel Size (Acres)</th>
<th>Floor Area Ratio (F.A.R.)</th>
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<tr>
<td>Embassy Suites Hotel</td>
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<td>7-01-101-007</td>
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<td>163,000</td>
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## APPENDIX 2
### EXISTING LAND USE DATA: SECTOR SEVEN

### OFFICE

<table>
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<tr>
<th>PARCEL NAME</th>
<th>CONCEPT PLAN DESIGNATION</th>
<th>PARCEL LD. NO.</th>
<th>BUILDING SQUARE FEET</th>
<th>PARCEL SIZE (ACRES)</th>
<th>FLOOR AREA RATIO (F.A.R.)</th>
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<tbody>
<tr>
<td>American Veterinary Medical Association</td>
<td>Office</td>
<td>7-10-101-005 (7-12-101-016)</td>
<td>76,000</td>
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<td>Transamerica</td>
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<td>3.99</td>
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<tr>
<td>Salt Creek Office Center II</td>
<td>Office</td>
<td>7-01-200-055 Lot 2 (7-01-200-056) Lot 1 (8-06-100-006)</td>
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<td>Salt Creek Office Center I</td>
<td>Office</td>
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<td>Salt Creek Office Annex</td>
<td>Office</td>
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<td>Office</td>
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<td>Woodfield Green Executive Center</td>
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<td>Schaumburg Atrium Center</td>
<td>Office</td>
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<td>Plum Grove Executive Center</td>
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<td><strong>TOTAL OFFICE</strong></td>
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### APPENDIX 2

**EXISTING LAND USE DATA: SECTOR SEVEN**

#### INDUSTRIAL/OFFICE

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<tr>
<th>PARCEL NAME</th>
<th>CONCEPT PLAN DESIGNATION</th>
<th>PARCEL I.D. NO.</th>
<th>BUILDING SQUARE FEET</th>
<th>PARCEL SIZE (ACRES)</th>
<th>FLOOR AREA RATIO (F.A.R.)</th>
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<tbody>
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<td>2,423,000</td>
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#### INDUSTRIAL

<table>
<thead>
<tr>
<th>PARCEL NAME</th>
<th>CONCEPT PLAN DESIGNATION</th>
<th>PARCEL I.D. NO.</th>
<th>BUILDING SQUARE FEET</th>
<th>PARCEL SIZE (ACRES)</th>
<th>FLOOR AREA RATIO (F.A.R.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Sievert Group/DAR Foods</td>
<td>Industrial</td>
<td>7-02-100-004</td>
<td>26,000</td>
<td>2.48</td>
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<td>Auto Type</td>
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<td>7-02-100-005</td>
<td>67,000</td>
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<tr>
<td>Van Waters and Rogers, Inc.</td>
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<td>Elma-Schonander, Inc.</td>
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<td>2-33-401-014</td>
<td>30,000</td>
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<td>J. C. Penney Receiving</td>
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<td>40,000</td>
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<td>Siemens Medical Systems, Inc.</td>
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<td>2-33-401-016</td>
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<td>Plum Grove Commerce South</td>
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<td>Schaumburg Mini-Storage</td>
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<td>Laidlaw</td>
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<td>Hunter International, Ltd.</td>
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<td>2-34-300-019</td>
<td>128,000</td>
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Appendices 63
## APPENDIX 2
### EXISTING LAND USE DATA: SECTOR SEVEN

#### INDUSTRIAL/Continued

<table>
<thead>
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<th>PARCEL NAME</th>
<th>CONCEPT PLAN DESIGNATION</th>
<th>PARCEL I.D. NO.</th>
<th>BUILDING SQUARE FEET</th>
<th>PARCEL SIZE (ACRES)</th>
<th>FLOOR AREA RATIO (F.A.R.)</th>
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<tbody>
<tr>
<td>Irv’s Office Equipment Co., Inc.</td>
<td>Industrial</td>
<td>2-34-300-022</td>
<td>14,000</td>
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<td>Royal’s Reconditioning Corp.</td>
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<td>2-34-300-029</td>
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<td>Unique Awards/Chun Zu</td>
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<td>2-34-300-030</td>
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<td>Roberts Press</td>
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<td>2-34-300-033</td>
<td>40,000</td>
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<td>Gardner &amp; Geldmacher, Inc.</td>
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<td>2-34-300-037</td>
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<td>1.61</td>
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<tr>
<td>Image/Haldon Books, Inc.</td>
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<td>2-34-300-042</td>
<td>6,000</td>
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<td>MiFast Mechanical</td>
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<td>American Overhead Door/B &amp; B Maintenance, Inc.</td>
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<td>ICS Medical Services</td>
<td>Industrial</td>
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<td>9,000</td>
<td>0.83</td>
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<tr>
<td>Vacant</td>
<td>Industrial</td>
<td>2-34-300-048</td>
<td>48,000</td>
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<tr>
<td>Limousine Werks/Motorola Distribution Center</td>
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<td>Icarus Systems</td>
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<td>Frenz Tool/Electronic Specialties</td>
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<td>Parking Lot</td>
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<td>Bradco Industrial Supply</td>
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</table>

**TOTAL INDUSTRIAL**

<table>
<thead>
<tr>
<th>PARCEL I.D. NO.</th>
<th>BUILDING SQUARE FEET</th>
<th>PARCEL SIZE (ACRES)</th>
<th>FLOOR AREA RATIO (F.A.R.)</th>
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<tbody>
<tr>
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**TOTAL OCCUPIED LAND IN ALL LAND USE CATEGORIES**

673.88