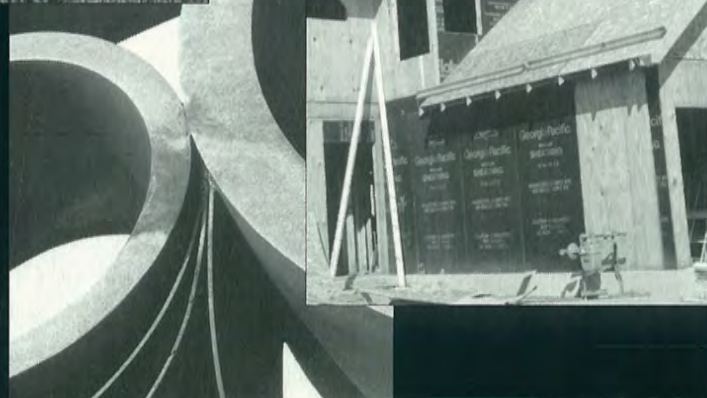
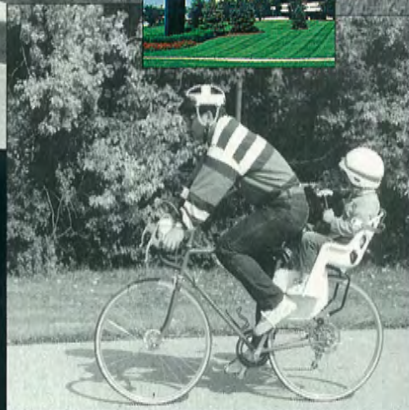


VILLAGE OF SCHAUMBURG



1996

COMPREHENSIVE PLAN



VILLAGE OF SCHAUMBURG
COMPREHENSIVE PLAN 1996

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INTRODUCTION

Great communities do not just happen. They are the result of years of applied wisdom and perseverance.

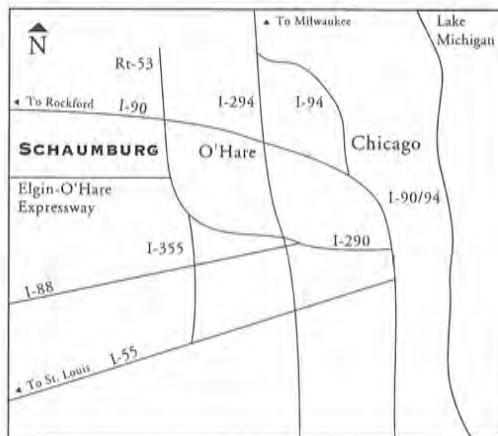
Schaumburg's Village motto reflects this understanding: Progress Through Thoughtful Planning. Over the years, Schaumburg adhered to this credo and successfully melded quality of life and economic diversity into an exceptional community.

Located 26 miles northwest of downtown Chicago at the convergence of the Northwest Tollway (Interstate 90) and Illinois Route 53 (Interstate 290), the Village of Schaumburg has emerged as the pre-eminent community in the Chicago metropolitan area's thriving northwest

suburbs. Map 1 identifies Schaumburg's location in Northeastern Illinois. Incorporated on March 7, 1956, Schaumburg has grown from a small farming town of 130 residents and a land area of two square miles, to a bustling suburban community with 73,000 residents occupying approximately 19 square miles.

The Village motto, Progress Through Thoughtful Planning, has served as the keynote of the community. While many of its neighbors were limiting development primarily to single-family residential construction, Schaumburg had the foresight to actively encourage a mix of development types. The Village's first comprehensive plan, adopted in 1961, earmarked a large portion of the community for intensive industrial, commercial, and office development. This emphasis on long-range planning has turned Schaumburg into a thriving commercial and employment center. The more than 3,400 businesses located in the community presently employ over 70,700 individuals. Schaumburg contains approximately 9,400,000 square feet of commercial space, including 66 shopping centers, numerous free-standing stores and car dealerships. The shopping centers include three regional centers: Woodfield Village Green, One Schaumburg Place, and Woodfield Mall, the nation's largest fully-enclosed climatically controlled shopping center. Retail sales in

Map 1: Village of Schaumburg location in northeastern Illinois.



Schaumburg in 1994 generated over \$24.6 million for the Village coffers, a figure exceeded in the State of Illinois only by the City of Chicago.

The Village also has a substantial office and industrial base. There is currently 11.1 million square feet of office space located within the Village. This includes fifteen major office complexes and corporate headquarters. The community is also home to some 9.7 million square feet of industrial space, most of which is located in the Village's eight industrial parks.

A product of this growth is the Village's strong fiscal posture. While many communities are struggling to provide municipal services in an era of rising costs and a diminishing tax base, Schaumburg continues to remain financially sound. Despite the 1990 recession, Schaumburg continued to grow and prosper. The Village has never levied a municipal property tax, a fact few communities anywhere can claim. Income

received from various other sources, primarily the Village's share of sales tax revenue and user fees, has been sufficient to cover the full range of municipal services provided by the community.

Schaumburg is more than a bustling center of economic activity. It is also a comfortable place in which to live, to raise a family and to simply relax and enjoy life. Village residents have the unique opportunity to both enjoy the pleasant tranquility of suburban living, as well as the numerous amenities available throughout the Village. Led by Woodfield Mall, shopping opportunities are also available in the more than 65 shopping centers throughout the Village. Residents also have the option of dining at the 231 restaurants located throughout the Village. The school system is among the finest in the nation and one of the largest in Illinois. The Schaumburg Township District Library, founded in 1963, offers a quality selection of reading materials on subjects as varied as the imagination. Also central to the leisure activities of Village residents are the many programs and facilities of the Schaumburg Park District.

The Village's 32,324 housing units cover the spectrum of design and construction types. While the traditional single-family home remains the most common housing type, Schaumburg contains a growing number of unique townhome developments, duplexes, quadruplexes, manor homes, and garden and mid-rise apartments.

The impressive Schaumburg skyline emerges from the horizon along Route 53 for the thousands of people that arrive at the Village each day to work, shop, and play.



While many of Schaumburg's achievements focus on new development, the Village is also a leader in historic preservation. The community's Great Hall and Old Village Hall were at one time a farmstead and a barn which now function as valuable community buildings housing a youth and senior center and meeting rooms. The community's Olde Schaumburg Centre, centered upon the intersection of Schaumburg Road and Roselle Road, encompasses the original heart of the community. Ultimately, it will include a host of restored and creatively re-used historic buildings, as well as numerous new structures and public infrastructure improvements designed to recreate a turn-of-the-century atmosphere.

The careful planning and extraordinary foresight of Village leaders has combined to create a strong and diverse community. A community that has a strong fiscal base, a plentiful housing stock, excellent recreational opportunities, and a good quality of life in general.

HISTORY

Although the Village of Schaumburg was not incorporated until March 7, 1956, the heritage of Schaumburg dates back to the mid-nineteenth century when settlers first began to arrive from Germany and the eastern United States.

Legend has it that the earliest settler was

Trumbull Kent from Oswego, New York. Kent, a "Yankee" as settlers from New England were called in the west, founded a settlement in 1835 not far from what is now called Olde Schaumburg Centre, formerly known as Sarah's Grove. However, the first recorded settler of Schaumburg Township was German born Johann Sunderlage. Johann, according to legend, was a member of the survey team that divided Cook County into townships around 1833. He liked the area so well that, upon completion of the project, he brought his family from Germany and settled in the area around 1836. Johann and Trumbull represented the predominant groups that settled Schaumburg Township in its early days. In 1840, about 56 percent of the Township households were Yankees from the eastern United States, and about 28 percent were German born. By the 1850, the population mix had changed to 28 percent Yankee and 48 percent German.

Although records show little if any antagonism

Established by the first German settlers, the original St. Peter Lutheran Church stands today as a testament to the beginning of the Village of Schaumburg.

between the Yankees and the Germans, by 1870 Schaumburg Township had become completely German. Land records show that all the property in the Township was owned by German immigrants or their descendants. This pattern emerged as many Yankee settlers continued to travel west for the promise of newly opened lands on the Great Plains. The land they occupied in Schaumburg was then purchased by German born immigrants.

Schaumburg Township remained almost exclusively under German ownership until the Great Depression. The Depression caused the foreclosure on some German-owned farms which were then purchased by non-German individuals and companies. Despite this fact, German heritage remained important in the area. German was the first language of the majority of households until the 1950's. St. Peter Lutheran Church, the community's oldest church, held services in German as late as 1970.

Schaumburg Township was originally known as Sarah's Grove. This name was derived from a grove of woods that ran through the northwest portion of the Township, but the name was never made official. Until 1851, the area's official name was Township 41. At the 1850 Township meeting, residents discussed two names for the Township; Lutherville and Lutherburg were suggested as possibilities. In the middle of the discussion Frederick Nerge, a



prominent German landowner, put his fist down on the table and called out, "Schaumburg ichall et heiten!" (It will be called Schaumburg!). With this statement a consensus was reached on the Township's official name.

The name Frederick Nerge chose was the name of the part of Germany where many of the Township's residents originated, Schaumburg-Lippe. The majority of German settlers were, however, from the Hesse-Kassel or Hanover districts, but apparently those from the Schaumburg area had more influence in the community's affairs.

From its early days Schaumburg Township prospered. The area's main occupation was farming and its agricultural products consisted of potatoes, dairy products and raising cattle. The land was a very

large meadow and extensive wilderness surrounded it. Wildlife such as geese, ducks, quail, prairie chickens, rabbits and deer were very abundant.

In 1858, a small market area emerged at what is now the intersection of Schaumburg and Roselle Roads. Schaumburg Centre functioned as the central service district for the surrounding agricultural producers. It included two general stores, four cheese factories, a cobbler, a tailor, a wagon maker, and a blacksmith.

Most of the early growth in the Northeast region of Illinois occurred first along the Fox River Valley and second along the major rail lines. Since neither of these transportation networks served Schaumburg Township, the Township remained rather isolated. Hardly any roads existed and the few that did were often impassable. To reach the market, Schaumburg farmers had to travel 27 miles by oxen or horses to Chicago, which only had about 35,000 inhabitants at that time.

In 1900, during a period of German nationalism, a 50th anniversary brochure had the following account: "Schaumburg has, as an important English daily newspaper said: The reputation of being the model community of Cook County. Also, the town of Schaumburg is an example of a community for all other towns in Cook County and probably in other counties, too. Schaumburg is prompt in the

payment of its taxes; it supports churches and schools; it has also the best roads in the land and - Schaumburg has never had a jail. Finally, it is not just for the settlers only, but also for foreigners."

This isolation was broken, however, as the automobile became the primary means of transportation. Two projects, the expansion of O'Hare Field into a major international airport in 1955 and the construction of the Northwest Tollway in 1956, put Schaumburg in an ideal location for suburban growth. In response to development pressures, the area encompassing what was known as Schaumburg Centre, was incorporated in 1956. At that time, the Village consisted of two square miles and a population of 130 residents.

Incorporation enabled the Village to control its growth and development. Early Village leaders are credited with the foresight and planning that has

At the time it was constructed, Woodfield was the largest enclosed mall in the world. Today, Woodfield maintains international notoriety by offering the most retail space in the world under one roof.

Weathersfield was the first suburban subdivision in the Village and now boasts over 4,000 housing units.

made later economic growth possible. The original comprehensive plan adopted by the Village Board in 1961, reserved large tracts of land for industrial, commercial, and office development. Growth in these sectors has made the Village a major area employer and the State's second largest retail center. Schaumburg's expansion during the 1960's changed the character of the community dramatically. Schaumburg was no longer a quiet rural community. In 1959, Alfred Campanelli began construction of the first large residential subdivision in the Village, known as Weathersfield. The subdivision now contains several thousand single-family homes built in 22 stages over two decades. In all, Campanelli has constructed over 6,800 housing units or approximately 25 percent of the Village's housing stock. In 1967, the International Village apartment complex



opened as Schaumburg's first multiple-family housing development. The following year, Motorola began to construct its corporate headquarters in the community on a site located adjacent to the Northwest Tollway. The Motorola Center complex has grown to a facility that now employs approximately 7,000 persons.

The 1970's saw a continuation of the tremendous growth that took place in the previous decade. By 1970, the Village population had grown to 18,730. That same year, a second expressway, Interstate 290, opened on the eastern boundary of the Village providing another link to Chicago and further enhancing its stature in the eyes of the region's many developers. The following year, the 2,200,000 square foot Woodfield Mall shopping center opened in Schaumburg. During the remainder of the decade Schaumburg experienced phenomenal commercial,



Zurich Towers was built in the 1980's contributing substantially to the Village's urban skyline.

office, industrial and both single-family and multiple-family residential development.

By 1980, Schaumburg had expanded to 18.3 square miles of land area, and its population had swelled to 53,305 residents. During the early and mid 1980's, development focused on large corporate office buildings and the emerging Woodfield Regional Center along Golf Road. The late 1980's were characterized more by the vast expansion of small industrial and warehouse uses in the industrial and business parks in the Village's northeast and southwest quadrants. Other development such as large manufacturing facilities, commercial retail centers and large suite hotels boomed in the 1980's. Steady growth is expected to continue throughout the 1990's as these uses develop further.

By 1990, Schaumburg's population, while still increasing, was beginning to slow as residential land was rapidly disappearing. The population in 1990



had risen to 68,586, an increase of 15,281 persons since 1980. Although this is still an impressive growth rate, it is apparent Schaumburg is nearing residential build-out and that future increases would be diminishing. Office development in the 1990's has also slowed. The once booming office market slumped due to the large supply of office space in the northwest suburbs and the limited demand by typical users in the financial, insurance, and real estate sectors. Yet, the Schaumburg commercial market enjoyed substantial expansion during this period. Since 1990, Schaumburg has witnessed the development of 1.9 million square feet of commercial space including a variety of retail uses. One Schaumburg Place offers a mix of value-oriented stores, while the new Woodfield Village Green includes super-store tenants. A bright future is also reflected in the recent Woodfield Mall expansion which includes approximately a half million square

feet of commercial space to accommodate Nordstrom Department Store and a variety of other retail stores.

The Fall of 1993 also brought the opening of the Elgin-O'Hare Expressway. This expressway connects Schaumburg to neighboring communities to the southwest and Interstate 290 to the southeast. It also provides convergent access to Spectrum Industrial Park and the nearby Schaumburg Regional Airport, which the Village purchased in 1994 for planned renovation of the facility.

As Schaumburg moves into the twenty-first century, it is expected to grow more slowly compared with the phenomenal growth rates in the past.

Residential growth both in the single-family and multiple-family market is expected to continue at a steady rate. The majority of this residential growth will continue to take place on the eastern and western boundaries of the Village; the Polk-Brach property on the east and the Odium Farm and Lambert properties on the west. Office development will take place in the Woodfield Regional Center, while the majority of industrial development is expected to occur in the Spectrum Industrial Park, the Woodfield Business Center and the Copley Center.

COMPREHENSIVE PLAN GOALS

The Village of Schaumburg consists of an interdependent array of land uses and activities. People live, work, learn, play, and thrive within this community. The economic activity within the Village is second only to Chicago in the State of Illinois. In 1994, over 73,745 people lived in the residential neighborhoods of the Village. The school districts, library, police department, fire department and park district offer among the best services found within the state. The transportation network, which boasts substantial credit for the development of this community, carries masses of people to and through the Village every day. All of these activities efficiently and effectively combine to create a quality of life that is remarkable.

The Village of Schaumburg Comprehensive Plan will provide guidance for the maintenance and strengthening of the Village's future. The type and

intensity of development as well as policies, programs and strategies developed will greatly influence the Village's future. The coordination of the land use, transportation, housing, and economic programs will ensure that the Village is able to accommodate its planned growth and redevelopment. The Plan will also seek to maintain the Village's current attractiveness and quality of life.

This Comprehensive Plan unifies the number of concept and scattered parcel plans that have guided the growth of the Village for the last fifteen years. Including the Woodfield Regional Concept Plan, the Triangle Sector Concept Plan, the Irving Park Road Concept Plan, the Scattered Parcels Plan, and the Polk Brach and Odlum Farm plans, these documents focus on specific areas within the Village that have required particular attention. This Plan brings all the plans together and expands upon them. The Goals set forth here are the continuing mission of the goals the Village has strived for in the past.

GOALS FOR PLANNED GROWTH

To ensure the future success and continued quality of life of the Village of Schaumburg, the Comprehensive Plan is guided by goals as outlined herein. The Comprehensive Plan is not just a plan that outlines the design and arrangement of future land uses. The Comprehensive Plan is also a policy statement, a series of guidelines used by the local Village authorities and the citizenry to address specific issues that arise within the community.

The policies in the Comprehensive Plan are linked and serve to achieve the following five principal goals:

Economic Viability

promote, maintain, and strengthen the economic vitality of the Village of Schaumburg.



Housing Diversity

provide and maintain a high quality housing stock that offers a diversity of both styles and prices.



Transportation Efficiency

ensure the provision of an adequate transportation network designed to enhance rather than detract from the Village's variety of activities.



Open Space Integrity

provide open space and active/passive recreation uses in parks, wetlands, and floodplains. Preserve and protect the natural environment and provide areas to be used by both the Village's residents and employees.

Character

improve the general appearance of the area and promote the construction of high-quality development compatible with both the Village's current design standards and with the existing character of the Village.



THE ORGANIZATION

The remaining chapters of this plan address the specific policies of land use, housing, economy, transportation, natural amenities, and public facilities.

The Directives delve into the action plan to ensure that the goals are achieved, and the Design

Guidelines illustrate the aesthetic qualities and design standards the Village will strive for as development continues in Schaumburg. All of the policies were developed based upon the existing conditions and anticipated trends of the Village. These conditions are included in the second half of this document.



COMPREHENSIVE PLAN LAND USE

The Village of Schaumburg has planned the development of the community since its inception. The results are a maturing community that offers its residents innumerable amenities and opportunities. The maintenance and improvement of these assets are the key to the longevity of the success of the community.

While the existing conditions combine to create a successful community now, the needs of the community change over time. These changes need to be anticipated and addressed. Therefore, the Comprehensive Plan will identify areas that must be addressed to ensure the continued success of the Village into the future. These categories include land use recommendations, housing options, economic issues, natural amenities, transportation improvements, public facilities and utilities, directives, and design guidelines.

LAND USE









One element that contributes to the success of a community is its land use. The physical mix or separation of land uses, the diversity of the land uses, the intensity of the land uses, the architecture of the land uses, and the character of the land uses all

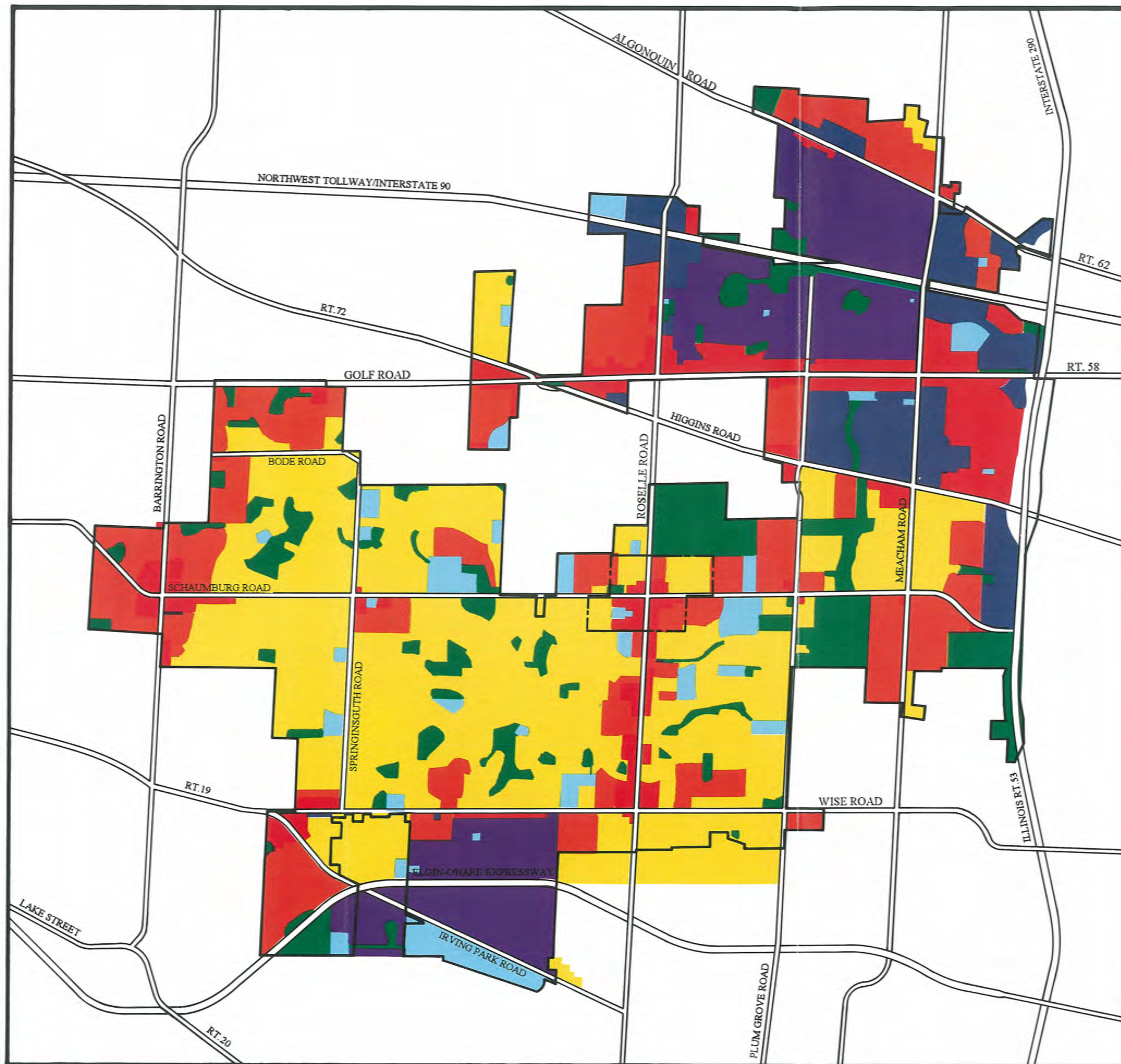
combine to deeply influence a community. This relationship of land use and community success has been and continues to play a crucial role in the development of the Village. A balance of diverse land uses has been established. The Land Use Plan Map, Map 2, identifies that this balance will be maintained in the future. The majority of commercial, office, and industrial uses are located within the Regional Center. The Irving Park Road Region will consist of a mix of uses including industrial, commercial, and residential. The Community Center is the residential heart of the Village, with commercial opportunities available to service the residents, as the Land Use Plan Map vividly reveals.



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

LAND USE PLAN

-  RESIDENTIAL - SINGLE-FAMILY
-  RESIDENTIAL - MULTIPLE-FAMILY
-  COMMERCIAL &
COMMERCIAL/SERVICE
-  OFFICE & OFFICE/SERVICE
-  INDUSTRIAL & INDUSTRIAL/OFFICE
-  OPEN SPACE/PARK SITES
-  PUBLIC FACILITIES/INSTITUTIONAL
-  OLDE SCHAUMBURG CENTRE






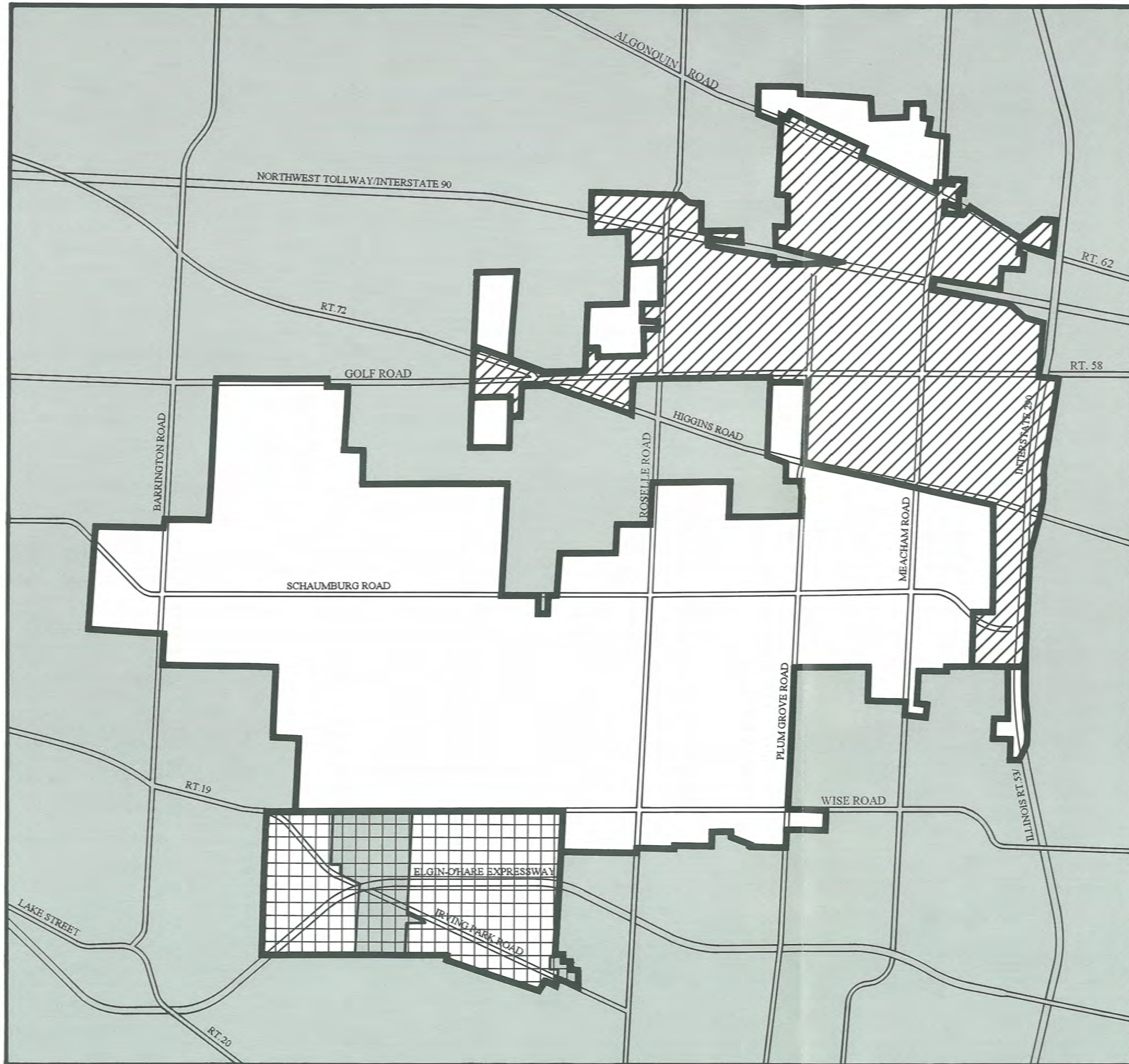
PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

REGION MAP

-  REGIONAL CENTER
-  IRVING PARK ROAD REGION
-  COMMUNITY CENTER



PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995

The following discussion will focus on how this balance of land uses will be enhanced and expanded in the three regions of the Village: the Regional Center, the Irving Park Road Region, and the Community Center (see Map 3). The discussion will continue by addressing redevelopment potential of areas and specific sites in the Village that need particular attention.

THE REGIONAL CENTER

The Regional Center is thoroughly planned within the pages of the Woodfield Regional Center Concept Plan and the Triangle Sector Concept Plan. The Woodfield Regional Center Concept Plan is

composed of ten individual documents: the introduction, the design guidelines, seven concept plans, and a land use plan map. Each of the seven concept plans focus on a different part of the Regional Center discussing existing and proposed land uses, transportation issues, and formulating directives (see Map 4). The Triangle Sector Concept Plan (illustrated on Map 5) was completed separately after the Woodfield Regional Concept Plan yet it focuses on the western extreme of the Regional Center with the same detail of the sectors in the Woodfield Regional Concept Plan.

The Woodfield Regional Concept Plan and the Triangle Sector Concept Plan have been adopted as part of the 1980 Village of Schaumburg Comprehensive Plan and are hereby incorporated into this 1995 Comprehensive Plan. Each sector of the Woodfield Regional Concept Plan and the Triangle Sector Concept Plan make recommendations for future development within the Regional

Map 4: Woodfield Regional Concept Plan Sector boundaries.



Center. The detail found within the documents themselves cannot be repeated here, however, a brief overview and summary of each is appropriate. Also, since the time that these plans were written and approved, subtle changes have occurred that warrant the noted clarifications within the discussion of the individual plans.

Design Guidelines

The Design Guidelines are an essential part of the Woodfield Regional Concept Plan as they act as both the aesthetic and functional basis for development. The guidelines address site planning and layout, parking and traffic circulation, building

design and orientation, landscaping and open space, and site elements and street furniture. Together these elements help to define the Regional Center's identity, create an aesthetic streetscape, and provide usable spaces within the mix of uses.

Algonquin Road Sector

The Algonquin Road Sector, see Map 4 Sector 7, extends from Quentin Road to Illinois Route 53 along Algonquin Road. This concept plan proposes no drastic changes within its boundaries. The existing mix of uses is reaffirmed by the concept plan.

Industrial uses represent the most land uses, including the 323 acre Motorola Complex. Office uses, retail uses, and residential uses (the only existing residential uses included in the Regional Center) make up the balance of uses.

This area includes a large 45.5 acre vacant parcel, Regency Point. The imminent uses for this site will not only impact the adjacent property, but also the region with its prime location along the Northwest Tollway. The potential for this property is great. Designated for office/service development, it is encouraged to develop as a mix of office and related service uses within a unified park-like environment, containing an extensive internal circulation system. This development should combine with the Walden Planned Unit Development to form an integrated neighborhood.

Siemen's Office Plaza, along Roselle Road, welcomes people to Schaumburg as they drive along the Northwest Tollway.

The key to developing this property is the integration with surrounding development to create a regional node.

A cluster of general businesses are located at the northeast corner of Algonquin Road and Meacham Road. These uses contribute to the mixed uses of the sector and are appropriate as they are. While the Algonquin Road Concept Plan suggests these parcels be rezoned for regional office uses for compatibility with the uses to the south, both the parcel sizes and location to the north are not conducive for this designation. Therefore, the existing uses are not inappropriate to the sector.

Roselle Road Sector

The Roselle Road Sector, see Map 4 Sector 6, extends south from Central Road to Golf Road along Roselle Road. The land uses designated within this concept plan are among the most diverse within the concept plans.

Commercial/service, industrial/office, office, office/service, public/quasi-public uses are all found within the Roselle Road Sector. In general, commercial/service uses are located along Golf Road and Roselle Road, industrial/office uses are located off Roselle Road within the industrial park, and office/service uses are at the intersection of the Northwest Tollway and Roselle Road.



Many parcels within the Roselle Road Sector offer unique potential for both development and redevelopment. For the most part, the property along the Northwest Tollway is designated for office uses to reflect the desire to maintain this area as a high profile, prestigious site. This will also reflect the Village of Schaumburg as a prominent community in northeastern Illinois.

Another parcel demanding specific note is the now partially vacant K-mart Shopping Center, Schaumburg Corners. While this was one of the first neighborhood shopping centers servicing this area, the center is now without its major tenant, K-mart. It is also probable that the Dominick's food store will close at this location leaving the majority of this site vacant. Still a prime commercial site, the redevelopment of this site should greatly improve the

aesthetics and function of the shopping center. Architecture and site design reflect outmoded and obscure practices and must be updated. The redevelopment has the potential to improve not only the general appeal of the center, but also the automobile circulation, both on-site and off-site. This is especially important to the traffic flow at the intersection of Roselle Road and Golf Road, one of the most dangerous intersections in the State of Illinois. However, because of its location along Roselle Road and Golf Road, access is limited. Possible access from Remington Road to the north or the possible installation of traffic signal may help provide the additional access as incentive to redevelop this site. Redevelopment can also help create an activity node, drawing residents to interact and creating a neighborhood center.

State Parkway Sector

The State Parkway Sector, see Map 4 Sector 5, follows State Parkway east from the boundary of Roselle Road Sector to Meacham Road. This concept plan is quite homogenous in terms of the mix of land uses. Industrial/office uses cover the majority of the land uses with public/quasi-public uses meandering through it. Including three industrial parks, this area is clearly earmarked for light industrial development. The public/quasi-public designations reflect the environmentally sensitive land that will be incorporated into park lands for both preservation and passive recreation. This element adds a unique quality to the industrial development, by creating a soft open character in what is usually associated with less attractive development.

Unocal Sector

The Unocal Sector, see Map 4 Sector 4, is bounded by the Northwest Tollway, Illinois Route 53, Golf Road, and Meacham Road. This 235-acre site has quite a history. It was to be developed as a 21,900,000 square foot self sufficient development fully equipped with a monorail system, homes, offices, schools, restaurants, recreation, and much more. Today, only remnants of this scheme remain: office, institutional, hotel, and retail uses are found here.

With this outstanding location at the intersection of two state highways and as one of the largest contiguous vacant parcels in the Village, the prop-

erty north of McConnor Parkway has extraordinary development potential. This area is ideal for a continued high profile development that takes full advantage of the visibility and excellent highway access for employees, and fully enhancing this area as a gateway to Schaumburg. A mix of uses that offer distinctive regional opportunities to the Village will be considered. As an example, the IKEA furniture store that is located along McConnor Parkway provides this type of unique regional use. The architecture and design of the uses must respect this location and create an image that communicates to all of Northeastern Illinois that Schaumburg is a destination unto itself, not just a Chicago bedroom community. The Village is an entity that commands respect and the development within its boundaries must reflect this quality, especially in this high profile site in the center of the Regional Center.

Another unique aspect of the Unocal Sector is the adaptive reuse of the Unocal Regional Headquarters office building. This 285,000 square foot structure was recently vacated by the Unocal Corporation. This large facility coupled with its ideal location in the middle of the Regional Center makes it an ideal location for an educational use. It is accessible and convenient to students from the entire region, and it is adjacent to many uses that would be convenient for the students' use.

Roosevelt University agreed and acquired this site for a campus adding considerably to the diversity of the Regional Center.

Golf Road Sector

The Golf Road Sector, see Map 4 Sector 3, runs along Golf Road from just east of Basswood Road to Illinois Route 53. This sector is the heart of the commercial/service development within the Regional Center. Including Woodfield, this sector boasts a plethora of shopping centers, automobile dealerships, restaurants, and other miscellaneous commercial uses. This sector also designates property for office/service uses, along the perimeter of Woodfield.

While this sector is almost completely developed, a great deal of redevelopment activity is promised for this area. Woodfield, for example, has undergone a major expansion adding 500,000 square feet of commercial space. Much of the development within this sector is beginning to feel the effects of aging and changing whims of the consumer and are looking to become more attractive once again. This is a perfect opportunity to establish a much more consumer friendly environment by improving circulation, access, public transportation amenities, landscaping, and sign programs, for example. As details such as these as brought up to current standards, the entire character of Golf Road

will begin to re-emerge as an attractive, user-friendly commercial boulevard.

One large parcel remains vacant within the Golf Road Sector. Known as the Price Club property, this land is planned for retail/commercial uses. This site is anticipated for one integrated development that will contribute to the wealth of commercial development found along Golf Road.

Woodfield Road Sector

The Woodfield Road Sector, see Map 4 Sector 2, is defined by Higgins Road on the south, Illinois Route 53 on the east, American Lane on the north, and Plum Grove Road on the west. The designated uses within this plan include commercial/service, office/service, office, and public/quasi-public. The commercial uses are focused along Illinois Route 53 near Woodfield. The office and office/service uses are found along Meacham Road and continue west to

Plum Grove Road creating a large office development and contributing to the Meacham Road office corridor.

The largest area of vacant land within the area of the Woodfield Road Sector fronts Higgins Road and Woodfield Road. This unincorporated 30 acre parcel is suited for office development. This designation appropriately reflects the surrounding uses and continued infill of the Regional Center. The expansion of the office designation to an office/service designation is also appropriate for this site as it reflects the number of hotel uses in the vicinity. To continue to enhance the immediate area, this acreage should be developed under a unified plan with complimentary architectural detailing and integrated access and parking arrangements. Development of this property would also greatly increase the traffic flow along Woodfield Road which would require improvements of this roadway. All of these aspects must be considered upon annexation and development of this property.

Woodfield Corporate Center and the Schaumburg Marriott fill the Martingale Road Sector with office and hotel uses.



Martingale Road Sector

The Martingale Road Sector, see Map 4 Sector 1, is found at the southern extreme of the Regional Center along Martingale Road. The existing uses within this sector reflect a homogenous district. While the plan recommends that this sector maintain this office character, it also designates some land

for a mix of uses including a small commercial/service parcel and a large public/quasi-public site. Currently, this sector acts as a gateway to the Village with eight, 11, 12, and 21 story office and hotel towers rising over the horizon. These towers are further enhanced by the crown lighting that greets commuters and travelers as they approach the Village from every direction. This same high profile design is required of future development along Martingale Road.

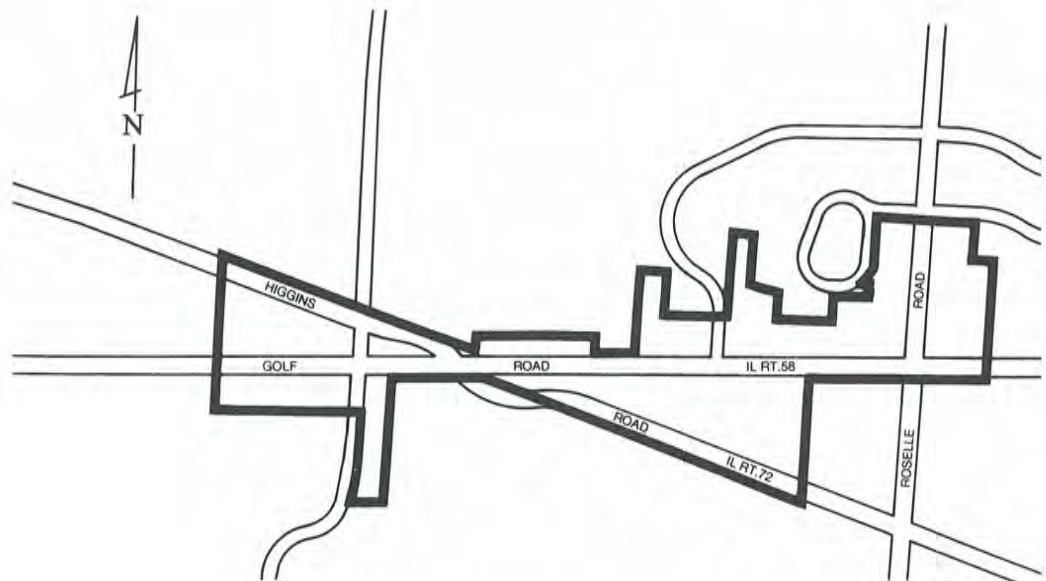
The Martingale Sector has a great deal of development potential remaining. Adjacent to the office and hotel development, a vacant 31 acre parcel along Schaumburg Road is slated for high intensity office/service development, up to 28 stories tall. While the office uses would be consistent with the

established uses, the concept plan notes that high intensity residential uses would also be appropriate here. Residential uses already exist directly west of the property and this use would act as a transition between the residential and office. It is important to note that the high intensity is the key to residential development here. This parcel is part of the Regional Center and development on this land must continue to play the role of gateway to the community and add to, not detract from, the overall character of the high intensity Regional Center.

Triangle Sector

The Triangle Sector Concept Plan, while part of the Regional Center planning area per this document, it is not fully incorporated within the Woodfield

**Map 5: Triangle Sector
Concept Plan boundaries.**



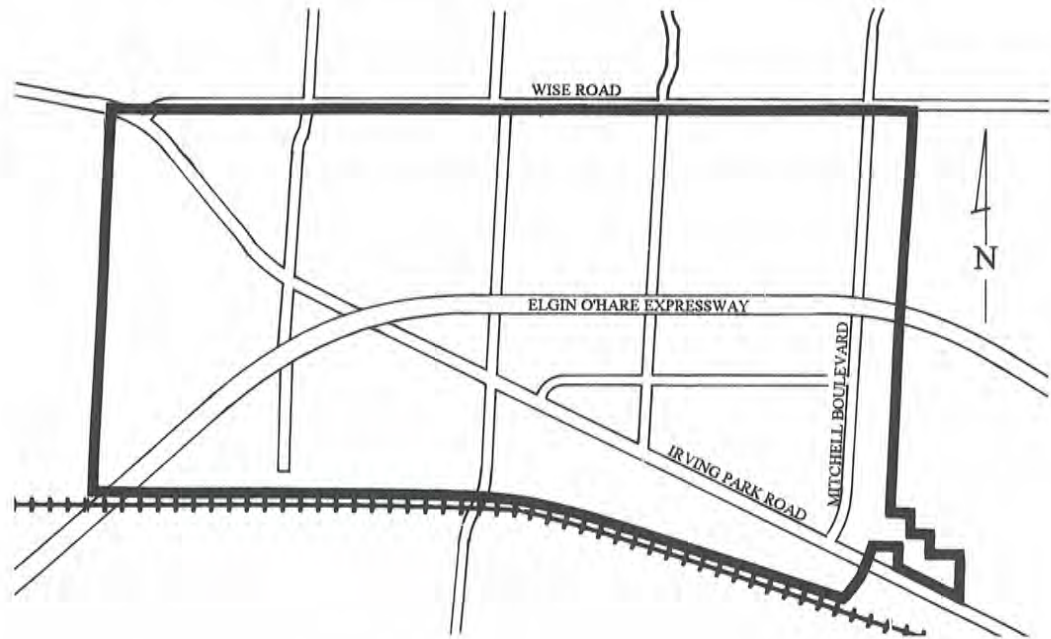
Regional Concept Plan. Yet, this area required the special attention that a concept plan provides. This concept plan focuses on the western extreme of the Regional Center, at the intersections of Illinois Route 72 (Higgins Road), Illinois Route 58 (Golf Road), and Roselle Road. (See Map 5.) This area was the first modern commercial node when the Village of Schaumburg incorporated in the 1950's. This development is characterized by small lots and innumerable curb cuts off three of the busiest roads in the state. The concept plan addresses the problems inherent in the existing development.

The majority of land within the Triangle Sector has been developed; therefore, the heart of this plan addresses redevelopment. For example, many of the parcels within this sector are much smaller than current standards would permit, or nonconforming parcels. Upon redevelopment of these parcels, the plan recommends that these parcels be consolidated. This practice will not only create the ability to establish

integrated design and character, but will also allow traffic patterns to be improved by establishing shared access, cross-access, and mass transit sites, for example.

This plan also stresses the individual character of both Golf Road and Higgins Road. Commercial development should be oriented toward Golf Road to fully establish this road as the commercial corridor. Higgins Road, on the other hand, should not be used as the frontage for commercial development. This road should be enhanced as a thoroughfare without curb cuts, as curb cuts encourage traffic to slow and disturb the traffic flow. Higgins Road and Golf Road provide two distinct functions and their character should reflect these functions.

Map 6: Irving Park Road
Concept Plan boundaries.



IRVING PARK ROAD REGION

At the southern edge of the Village, the Irving Park Road Region also plays a substantial role in the commercial development of the Village. See Map 6. Completed in 1991, the Irving Park Road Concept Plan was adopted to formally define the goals for this area of the Village. These goals include: promote development in the Spectrum Industrial Park, ensure sympathetic development of environmentally sensitive lands, and revitalize the commercial corridors.

The Irving Park Road Concept Plan is unique in that a substantial amount of unincorporated land is intermixed with incorporated land. In general, the unincorporated land comprises the vacant land within the sector. Nestled in between Rodenburg Road and Springinsguth Road, this property is

designated for planned manufacturing development.

This designation encourages low-rise office development as well as a mix of light industrial and office uses. This designation will also allow the sensitive treatment of the environmental constraints, wetlands and environmentally sensitive features, that would not support development on the property which are designated for public/quasi-public uses. Preservation of these lands will not only provide recreational and educational wetlands, but will also prevent development from deteriorating and collapsing due to poor soils and drainage.

Irving Park Road and Wise Road are major arterials in this region, yet they play slightly different roles. Irving Park Road acts more as a thoroughfare than Wise, which is a community oriented commer-

This field north of the Commuter Rail Station and adjacent property is designated as planned manufacturing and public/quasi-public uses to preserve the wetland areas found here.



cial corridor. Future development along Irving Park Road should use existing curb cuts or access should be obtained from secondary roadways. Wise Road has much more flexibility in terms of curb cuts as many currently exist to service existing uses. Wise Road also maintains a concentration of automotive service uses, which is a community need that is only found in one other locale of the Village, along Higgins Road as the west end of the Village. Due to this need, these automotive service uses should be supported by this plan along the southern frontage of Wise Road.

At the far southeastern edge of the Irving Park Road planning area, two parcels are zoned for commercial uses. The possibility exists that these properties will disconnect from the Village of Schaumburg. While the Village will consider this request, the disconnection must follow the State of Illinois laws and requirements for such an action. For example, the parcel located in the interior, between the rest of the Village and the other parcel, cannot disconnect alone, leaving the other parcel isolated from the Village.

COMMUNITY CENTER

The Community Center represents the balance of the Village of Schaumburg, the areas not encompassed by the Regional Center or the Irving Park Road Region. Within this area, 73,745 people live, shop, learn, play, and thrive. The land uses within these areas are dominated by single-family and multiple-family homes. With the exception of a few uses, the commercial and institutional uses found within this residential community are there to serve the residents of the Village. The intent of this plan is to strengthen this community, to maintain the established character and quality of life that is expected for the Village of Schaumburg.

Infill Development

The development potential remaining for residential development is limited, because only a few parcels of vacant land remain in the Village. This type of scarcity tends to increase the property value of the vacant land; thereby, encouraging the development of multiple-family units on the property in an attempt to recoup the cost of the land. However, this basis for multiple-family development is not appropriate for the Village. Single-family development is preferred for infill development. This preference is supported by an obligation to provide a mix of housing types and preserve the congruity of single-family neighborhoods.

The Village currently has a strong mix of housing types which is commendable for a suburban community. Most suburban communities grew as bedroom communities to Chicago and now have a housing stock comprised solely of single-family homes. These communities now feel pressure to provide more diverse housing opportunities to residents. The Village already provides a myriad of housing styles and ownership options. Therefore, the preference for single-family development where appropriate is justified.

While the majority of housing units are found in multiple-family developments, the single-family developments account for the majority of land in the

Village. These single-family developments have established distinctive neighborhoods which contribute to the Village's sense of community. Any redevelopment opportunities and vacant parcels found within these neighborhoods threaten the single-family area. The policy to encourage single-family development on infill lots and for redevelopment will preserve the neighborhoods throughout the Village.

This policy will also work to maintain the character of the existing neighborhoods. While it may seem that this limited additional development will not impact the overall character of the community, this is not the case. The homes that have been built reflect a diverse cross section of housing types, from large single-family homes to high-rise apartment buildings. As these housing types have developed, they have established neighborhoods of distinct housing types. As the remaining infill property is developed, each must be carefully scrutinized to ensure that it will augment the existing development. For example, when single-family development is the prominent land use in an area, the vacant land must be sympathetic to this established use. This means that the new construction must be single-family, and that the architecture and site plan of the new development blend with the established character. Therefore, height, density and design are determined by the existing development.

The maintenance of the character should also be carried over into the commercial developments of the community. The sensitive development of infill lots, or outlots, in shopping centers will help maintain the character of neighborhoods. Development design of these lots should be compatible with its corresponding shopping center to emphasize that the parcels are part of the entire development.

Olde Schaumburg Centre

The Village of Schaumburg was founded by European settlers in 1833. This settlement was the beginning of the Village of Schaumburg that exists today. The Olde Schaumburg Centre historic district was created to honor the memory of the first people to call Schaumburg home. The character of the community they created at the intersection of Schaumburg Road and Roselle Road remains standing today in several of the original buildings.

However, as time took its toll, some of the original buildings have not survived, leaving holes or allowing inappropriate development to establish itself in the streetscape. It is the intent of the Olde Schaumburg Centre to maintain and enhance, as much as possible, that original character of the community that became Schaumburg. Through this role, infill development is reviewed to ensure compatibility with the character of the Centre.

Town Square

One of the largest areas within the Olde Schaumburg Centre that is in urgent need of redevelopment is known as the Town Square Shopping Center. This shopping center was built in 1970 characterized by one story almost “western” motif buildings, set far back from Roselle Road. Unfortunately, the early 1970’s were the center’s best years, and it has deteriorated since then. By the early 1990’s, many of the store fronts stood vacant, the pond was overgrown and ignored, the parking lot was overwhelmed by potholes. The overall condition of the development was deplorable.

Olde Schaumburg Centre is the historic center of the Village, a constant reminder of the accomplishments and visions of the Village founders.



In an effort to actively take charge of this declining situation, the Village of Schaumburg created a Tax Increment Financing (TIF) District for the non-residential areas of the Olde Schaumburg Centre. This TIF District will allow the Village to provide financial incentives and capital improvements to encourage redevelopment of property within the district. The Town Square development is the current focus of the TIF activities.

It is the intent of the redevelopment of Town Square to recreate the community's downtown or town center where residents congregate to run errands and relax to enjoy each other's company. Specific uses have been determined for the site to create an activity node. Community uses such as a library, grocery store, retail uses, restaurants, professional offices, and public recreational space are all among the uses anticipated for the site. The existing pond will be incorporated into a formal garden with a pedestrian walkway encompassing its circumference.

The architectural and site design of the buildings are as important as the uses in Olde Schaumburg Centre. This redevelopment project is anticipated to be a major contributor to the overall character of Olde Schaumburg Centre; therefore, the architecture and site design will be scrutinized. The architecture will reflect turn-of-the-century styles similar to that of the actual historic structures found within the Olde Schaumburg Centre. The site design, as well, will have to attempt to

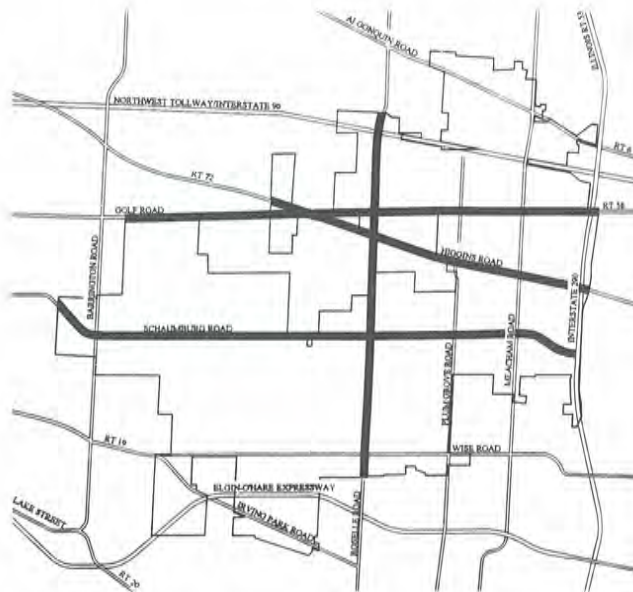
incorporate the trends that were found at the turn-of-the-century. The buildings will be brought up to the roads, not set back. The roadway system will reflect a grid system, not a meandering stream.

The challenge of this development is to recreate the feel of the turn-of-the-century, yet bring it up to twenty-first century standards that demand automobile access and efficient access. This will, by no means be easy, but out of respect to the community's founders, the attempt and success is worth it.

Adaptive Reuse

Many of the original historic structures within Olde Schaumburg Centre were homes, not businesses. In this, a challenge lies to take residential structures and establish viable uses within them. Without viable uses, these structures are in danger of deteriorating due to lack of maintenance or care. If a lucrative use is established, then it is in the best interest of the owner to maintain the building. The Turret House, located on Schaumburg Road, for example, used to be the home of the Menke family, today the house is used for professional offices. Other homes are not faring so well. Just east of the Turret House, another home sits vacant waiting for the appropriate use. These homes would serve quite well for professional offices, just as the Turret House, and, through a lucrative use, be maintained.

Map 7: Major Commercial Corridors within the Village of Schaumburg.



Major Commercial Corridors

The Village of Schaumburg offers a different character to various people based simply on the roads they travel. Individuals who commute through the Village on their way to work see rivers of traffic lined with commercial development if they take Golf Road, or towering office complexes if they take Higgins Road. Individuals who work in the Village not only experience Golf Road and Higgins Road, but they are exposed to another side of the Village when they use local roads, such as National Parkway or Meacham Road. Those who live here are much more familiar with Schaumburg Road and Roselle Road. Each of these roads invoke a unique image of Schaumburg.

In some cases, these images are positive. In other cases, these images are negative. In some cases, special care has been taken to create an image for a corridor; in others, the image has emerged all by itself. For example, Meacham Road has been carefully planned as an office corridor. This corporate image is reflected today along the streetscape of this road. While, on the other hand, Roselle Road has developed over some time and a more eclectic assortment of uses are found along this road, not creating a specific identity at all. Some of these corridors need to be further refined and defined. Four main roads that need to be addressed are: Schaumburg Road, Golf Road, Higgins Road, and Roselle Road (see map 7).

Even if these four roads improved, with treatments as simple as adding landscaping, the character and the image of the Village would improve substantially. People would be able to look past the built environment to the planted environment and see that the Village is concerned with improving the streetscape throughout the community. The streetscape is what the majority of people see first when they look at the Village; therefore, to enhance the image of the Village, the streetscape must be addressed.

Schaumburg Road

Schaumburg Road has been planned as a community corridor since the late 1970's. And the development that has occurred along this road has remained true to this vision of a community corridor. Churches, schools, local government agencies, the police department, a cultural center, and the post office have all located along this road. Sidewalks and bikepaths were also developed that connect the uses to make the services along this road even more convenient for residents. This community corridor has been an example of successful planning, with continued success anticipated with the redevelopment of the town center, at Roselle Road, bringing the library and new parks to the road.

With the uses along this road firmly established, attention can turn to aesthetics. Potential exists to add substantially to this road by installing trees within the

median all along the road where feasible. The vegetation would soften the four lanes of pavement that now exists. It would accentuate the directional and access features. And it would definitively create a unique and pleasant image for the Village. The community's community corridor would be the focal point and trademark of the Village.

Golf Road

As with Schaumburg Road, the uses along Golf Road have been firmly established. This is a retail corridor. For many years, this road was seen as the quintessential suburban strip of commercial development. Just building after building trying to catch the consumers' attention with large signs and basic building designs. Much of this remains today, but the corridor is emerging as more than a bleak commercial corridor. Through the efforts of the Village, landscaping and signage requirements are softening the harsh image along this road. Trees are growing where cars used to park. Signs are starting to actually direct and guide patrons to the destination, not visually drag them in. The corridor is more attractive.

More can still be done along this road. In the Golf Road Sector of the Woodfield Regional Concept Plan and the Triangle Sector Concept Plan, direction is given to undertake a corridor study to establish guidelines for enhancing the road. For exam-

ple, an integrated landscape program along the road would help to identify the area as both the Village of Schaumburg and a pleasant place to do business.

Continued cooperation with the Illinois Department of Transportation will also help to enhance this road. During road construction projects, landscaping and access considerations can be addressed. This coordination of activities will save time and money.

Higgins Road

Higgins Road does not boast the intense commercial development that Golf Road does. In fact, most of the development along Higgins Road is quite varied. The uses range from residential to office to commercial. Much of this varied development is not oriented toward Higgins Road, which creates an isolated feeling. While this isolation is ideal for a traffic thoroughfare and must be continued, the character of the roadway should be and is being softened for the benefit of the road's travelers.

In cooperation with the State of Illinois Department of Transportation, boulevard trees have been planted along a portion of the Higgins Road median. This treatment has added so much to this road. It is the beginning of creating a linear visual park down the corridor, adding interest and soothing focal points for those driving along the road.

Vacant parcels also exist along this road as the numerous concept plans indicate. These parcels are planned for office/service development. This will further identify the road as an office corridor. This type of use will facilitate the road as a thoroughfare by limiting access off Higgins Road.

Roselle Road

The character of Roselle Road may be among the most diverse in the Village. Beginning at the north extreme of the Village, the uses adjacent to this road include golf courses, high-rise office buildings, single-family homes, historic property, strip commercial centers, multiple-family homes, medical facilities, and even an old farmstead. No one particular quality stands out. Development along this road must be sensitive to the surrounding land uses and character. Again, this is particularly true in the Olde Schaumburg Centre. In essence the older commercial developments found along this road should be brought into compliance with existing landscaping requirements to enhance the corridor. Simply because this road offers many unique styles, does not mean that any one style or type of development can be neglected. Redevelopment of some of the less attractive commercial centers, such as Farmgate and Weatherway Plaza, would dramatically improve the streetscape along this roadway.

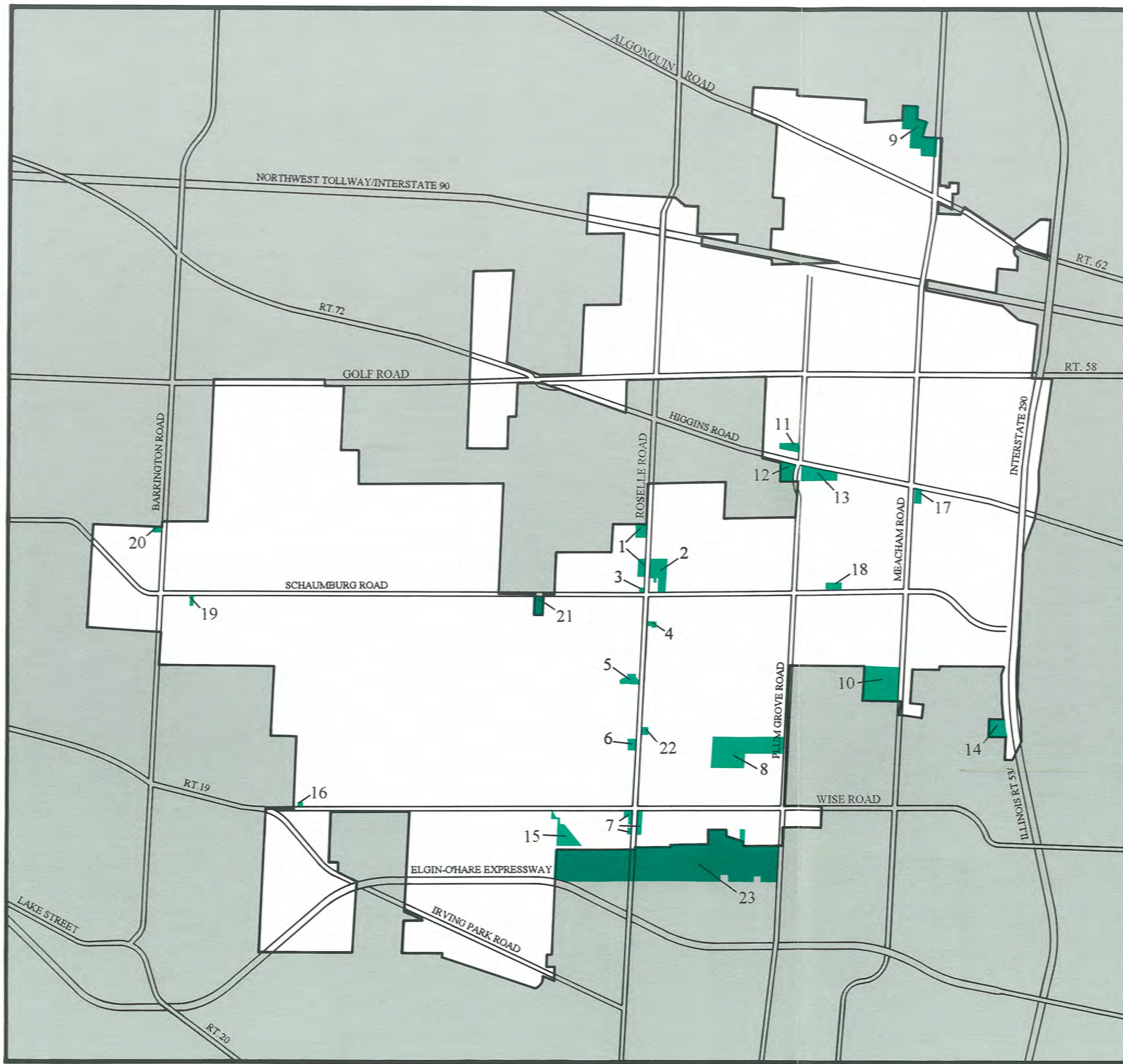
Scattered Parcels

Many parcels within the Village of Schaumburg remain vacant or are not developed to their full potential. The potential development of most of the parcels are discussed specifically within the Woodfield Regional Concept Plan, the Triangle Sector Concept Plan, or the Irving Park Road Concept Plan. The several specific parcels are not covered by these concept plans yet need to be addressed as illustrated on Map 8. The land use opportunities and environmental considerations of these parcels, both for the built and natural environment, are discussed in detail below to guide their future development.



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

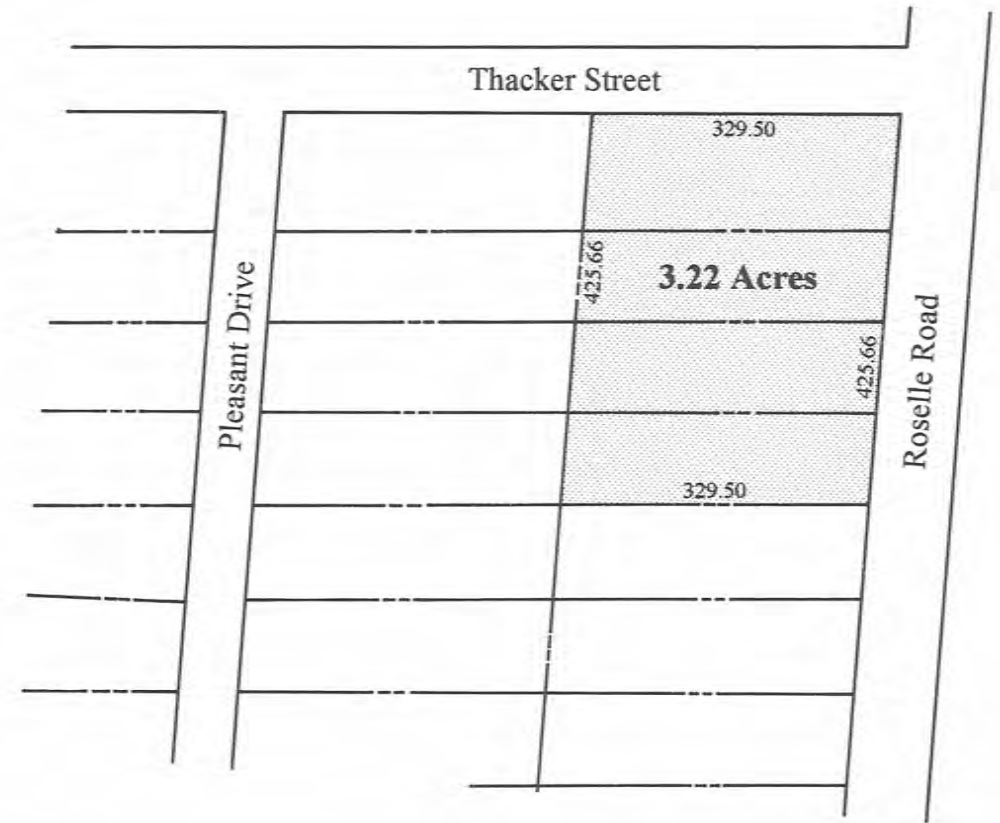
SCATTERED SITES PARCELS



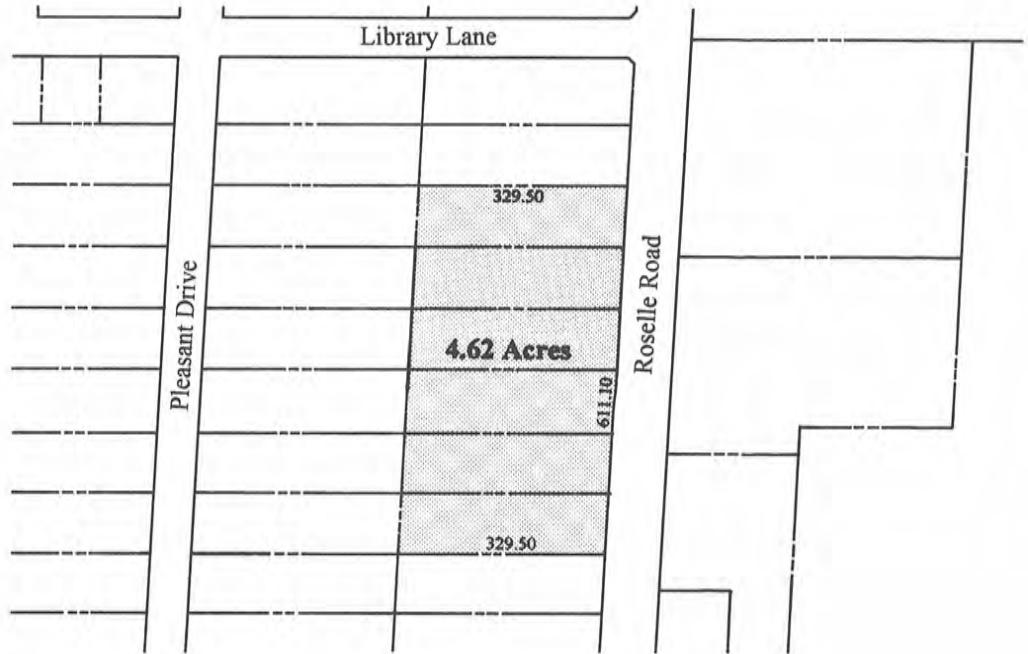
- 1 North Roselle Road Sites
- 2 Northeast Olde Schaumburg Centre
- 3 Northwest Corner of Schaumburg Road and Roselle Road
- 4 Illinois Avenue
- 5 Farmgate Commercial
- 6 Central Roselle Road Lots
- 7 South Roselle Road Lots
- 8 High School District 211 Property
- 9 Loeber Farm on Meacham Road
- 10 Greco Property (Quarry)
- 11 Hippodrome Adjacent Property
- 12 Southwest Higgins Road and Plum Grove Road
- 13 Winklehake Residential Property
- 14 Partipilo Property
- 15 Orchard Springs
- 16 Mercury Drive
- 17 Southeast Corner of Meacham Road and Higgins Road
- 18 Polk Brach - Small Lot on Schaumburg
- 19 Knollwood and Schaumburg
- 20 Unincorporated on Old Church Road
- 21 Unincorporated Land on Schaumburg Road
- 22 Unincorporated on Roselle Road
- 23 Unincorporated Along Nerge Road - Residential

PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995

North Roselle Road
Sites (A)



North Roselle Road
Sites (B)

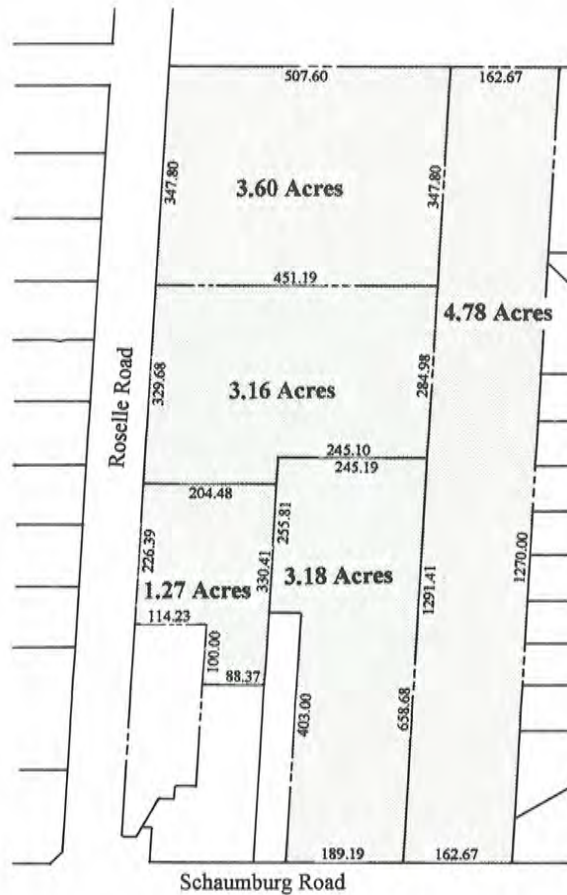


These lots were originally developed as part of a single-family development. Today, they maintain their use as single-family residential. This plan recommends that this residential land use continue to prevent the further encroachment of business activities along Roselle Road creating potential traffic problems. This use will also aid in maintaining the character of the Olde Schaumburg Centre area.

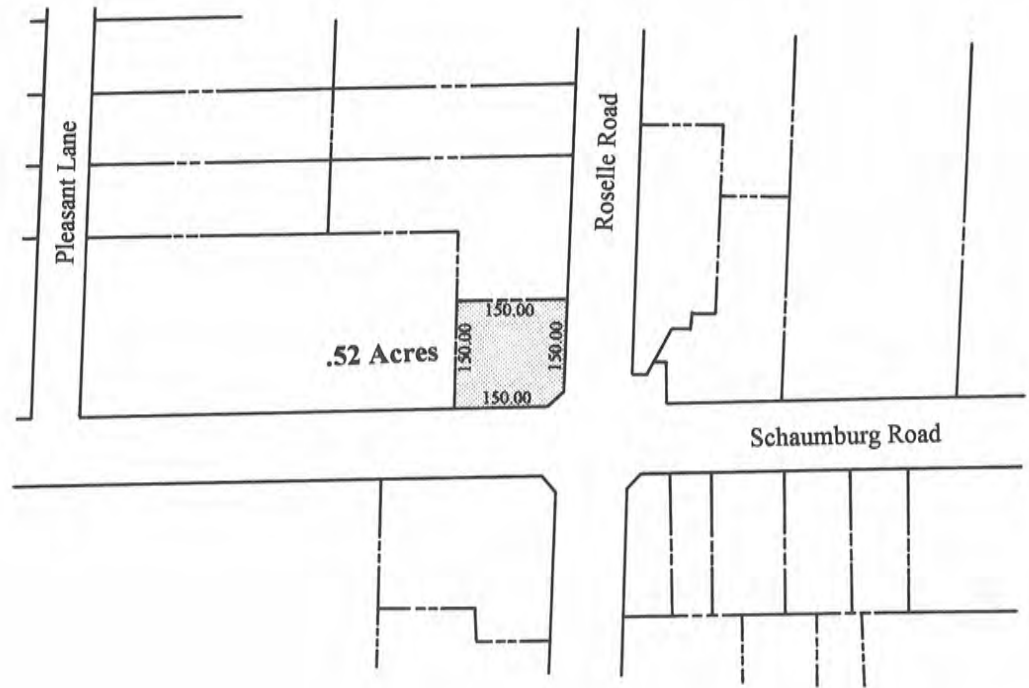
Four unused parcels in this location offer diverse land use opportunities and have the potential to significantly augment the historic center of Schaumburg. Separately the 3.60 acre Schaumburg Transportation site, the 3.16 acre Schaumburg Lanes site, and the vacant 1.27 acre parcel have the B-2 General Business zoning and the potential for small-scale commercial uses that would be appropriate for this area. The 3.19 acre parcel with frontage on Schaumburg Road also has the zoning for a small-scale business, however, its best use may be realized by consolidating with adjacent parcels including the

three previously mentioned. Due to its vicinity to the Schaumburg Park District Golf Course and residential use on the west side of Roselle Road, residential development is viable here. Any development proposed for this location, residential or commercial, must respect the historic nature of this area in terms of the site plan, architectural treatments, and landscaping. Existing structures that do not contribute to the historic element of the area are encouraged to be removed to allow new structures that do enhance the history of the Olde Schaumburg Centre.

Northeast Old Schaumburg Centre (Schaumburg Transportation/ Schaumburg Lanes)



Northwest Corner of
Schaumburg Road and
Roselle Road



Vacant for years, this .52 acre parcel was formerly used as an automobile service station. Today this abandoned site sits in the middle of the Olde Schaumburg Centre detracting from efforts to enhance this area. While a service station may no longer be a viable use on this site, its location is ideal for numerous other small commercial uses. For example, adjacent to Schoolhouse Square, development of this parcel could easily play off this historically sensitive development. The parcel could be incorporated into the adjacent parcels and its development be a continuation of either shopping center.

Illinois Avenue

Located within Olde Schaumburg Centre, this 1.38 acre site offers development potential for small-scale commercial or office uses. The zoning of the property, B-2 General Business district, reflects these potential uses, allowing for 35 foot tall structures and minimal setback requirements. Since this property is found within Olde Schaumburg Centre, the development must respect the historic character of the district. The site plan, architecture, and landscaping must all incorporate elements of the turn-of-the-century period. As infill development, it must also be sympathetic to its surroundings.



Farmgate Commercial



Originally, this 4.80 acre site was proposed as part of the adjacent Farmgate Shopping Center. Today it sits vacant while maintaining its development potential. It fronts Roselle Road, Farmgate Drive, and Old Mill Drive creating excellent access to both local traffic and neighborhood traffic. This area can act as a transitional use between commercial and single-family development; therefore, either residential or commercial uses would be suitable for this site. The character, scale, design, and site plan of the development must respect the existing conditions of uses surrounding the property. Any development of

the property would have to take place in the rear of the site because of the existing detention pond located in front of the property. It is currently zoned B-2 General Business district which will allow for commercial development and it will restrict the intensity of the development to a level that is compatible with the surrounding developments. If residential was proposed for the site, while the straight R-6 Single-Family district is feasible, the R-6 Planned Unit Development would be the most appropriate at this site creating the ideal transition between business and residential uses.

Central Roselle Road Lots



The Central Roselle Road Lots are three adjacent parcels located on the west side of Roselle Road north of Hartford Drive. The three lots combined make up about 4.74 acres. The parcels are currently single-family residential, built under agricultural zoning. The original agricultural zoning still exists on these parcels. Their location along Roselle Road and their combined size of less than five acres lends itself to a commercial land use that would best utilize property. However, the commercial uses

should be limited to service uses and professional offices to serve the immediate residential base and not to draw from a larger regional population. Upon redevelopment, the property should be rezoned to B-1 Limited Office Business district or B-2 General Business district to address these uses. The property should be developed as a unified development with one access point and a frontage drive along Roselle Road for the three parcels allowing for cross-access among the parcels.

Similar to the north Roselle Road lots, these lots were originally platted as part of a single-family residential development. While Wise Road and Roselle Road have become significant transportation corridors, these lots remain viable for residential development. This viability is illustrated by the surrounding residential development that exists both on Roselle Road and Wise Road. The perpetuation of these lots for residential uses will maintain the integrity and character of these surrounding residential neighborhoods. Reaffirming these lots for single-family residential uses also supports the infill and development of single-family homes throughout the Village.

South Roselle Road Lots



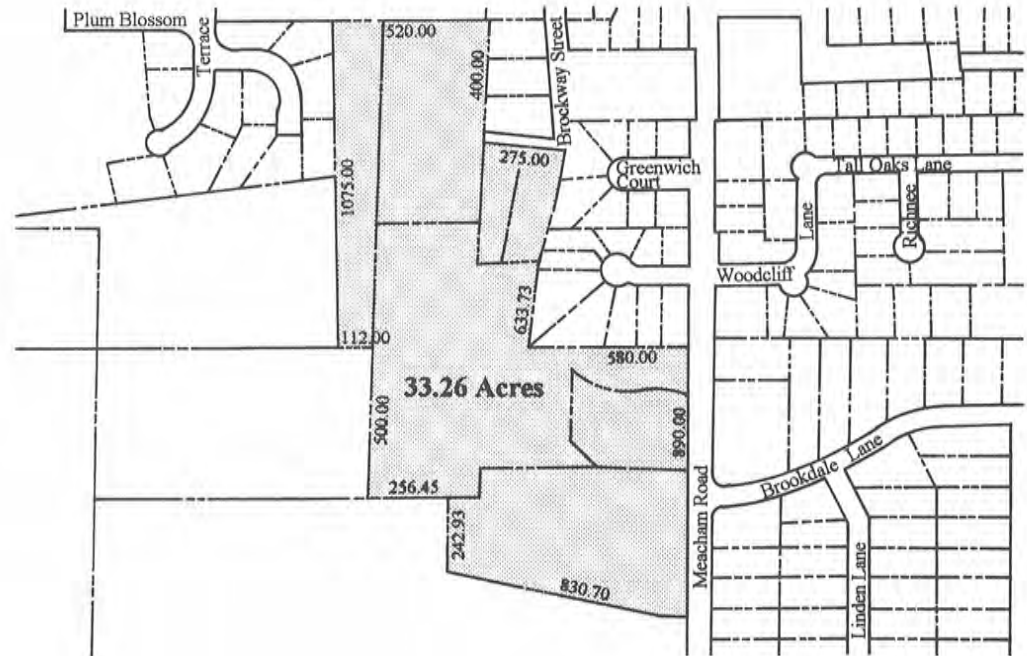
This 60 acres of vacant land is owned by High School District 211 as a site for a potential high school. While a high school use would be appropriate here nestled among residential development, it is possible that a high school will never be built. If this scenario becomes a reality and the high school district opts to sell the property for development, a continuation of the residential uses would be the best use for the property. Single-family residential zoning, R-6C or R-7C, would be consistent with the surrounding uses and zoning. The cluster element of this zoning is crucial to the development of this site,

because a creative site plan is anticipated for this property. Carefully planned single-family development that respects the existing conditions of the property is appropriate at this location. The site plan should be sensitive to the creek that runs along the northeastern portion of the property as well as any wetlands found in the middle of the property. Finally, a thoroughfare between Summit Drive and Plum Grove Road is anticipated for this location. This will increase access options for both the development's residents and the entire area's residents.

High School District
211 Property



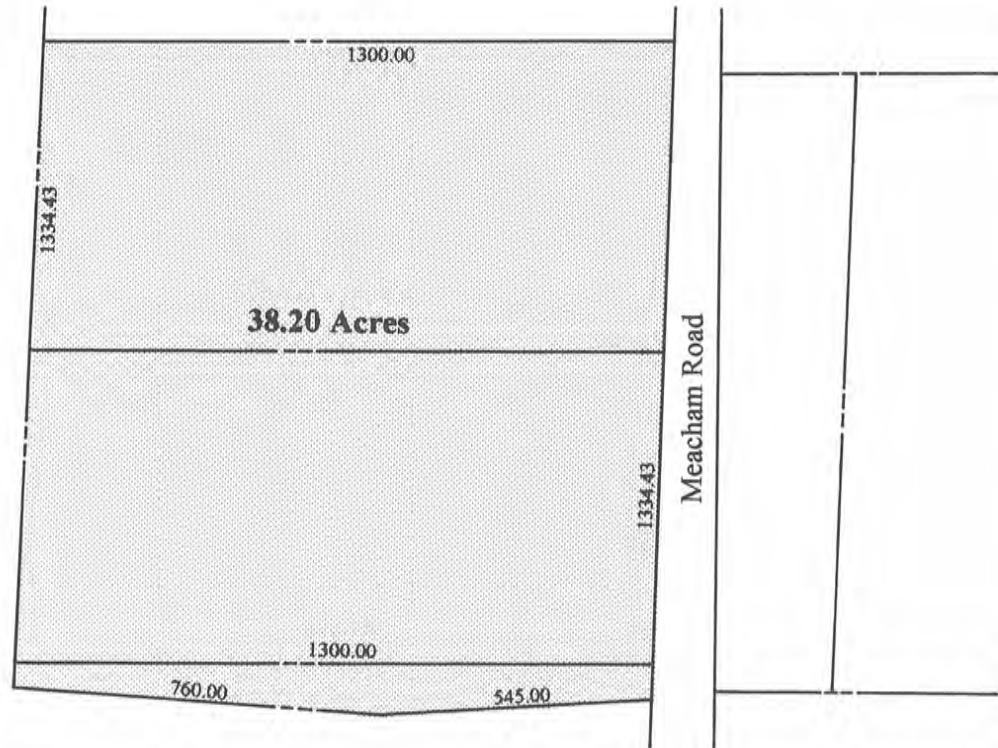
**Loeber Farm on
Meacham Road**



The Loeber Farm is a 33.26 acre farm located at the northern extreme of the Village near Meacham Road. Currently zoned R-4 Single-Family Residential, this property continues to be used for agricultural pursuits. When this property is developed more fully, it will be developed for low-density single-family residential uses. A creative site plan that clusters the home sites and leaves large areas of open space is necessary to address the environmental factors found on the site, including poor soils, flood-

plain and mature vegetation. The soils found on this property appear to be poor soils for development. A large floodplain area is also found here which corresponds to the creek that runs through the property. The vegetation on this property is mature and adds significantly to the character found along Meacham Road in this area. Overall low density, possibly clustered, development will allow a sensitive treatment to these factors.

Greco Property (Quarry)



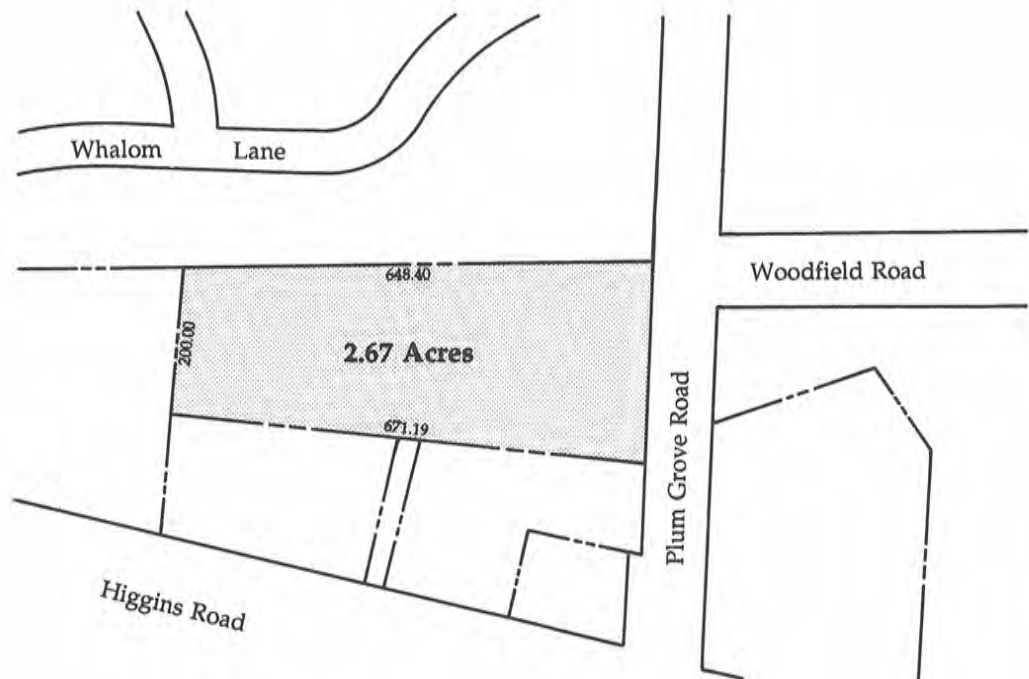
Located on Meacham Road adjacent to Elk Grove Village, this 38 acre property offers unique development possibilities. It is a former quarry currently being used as a clean-fill site, and development of the area is not realistically expected for another 10-20 years. Prior to development, it will be necessary to study the potential environmental constraints that remain from the existing use. Once the site is determined to be appropriate for develop-

ment, residential or recreational uses should be considered. A multiple-family residential development under a Planned Unit Development would be able to address the unique site considerations, provide open space and allow a number of housing units. The recreational uses should be addressed if the property is not able to support or maintain the structural integrity of housing units.

The existing uses at this corner include a restaurant, a gas station, a small strip center, and an office building. The continuation of these land uses is supported by the Comprehensive Plan as the uses service the surrounding residential development and office buildings. The vacant site is located on Plum Grove Road just north of its intersection with Higgins Road. The 2.67 acre site is adjacent to retail, low-rise office, and multiple-family residential development with additional office and recreational

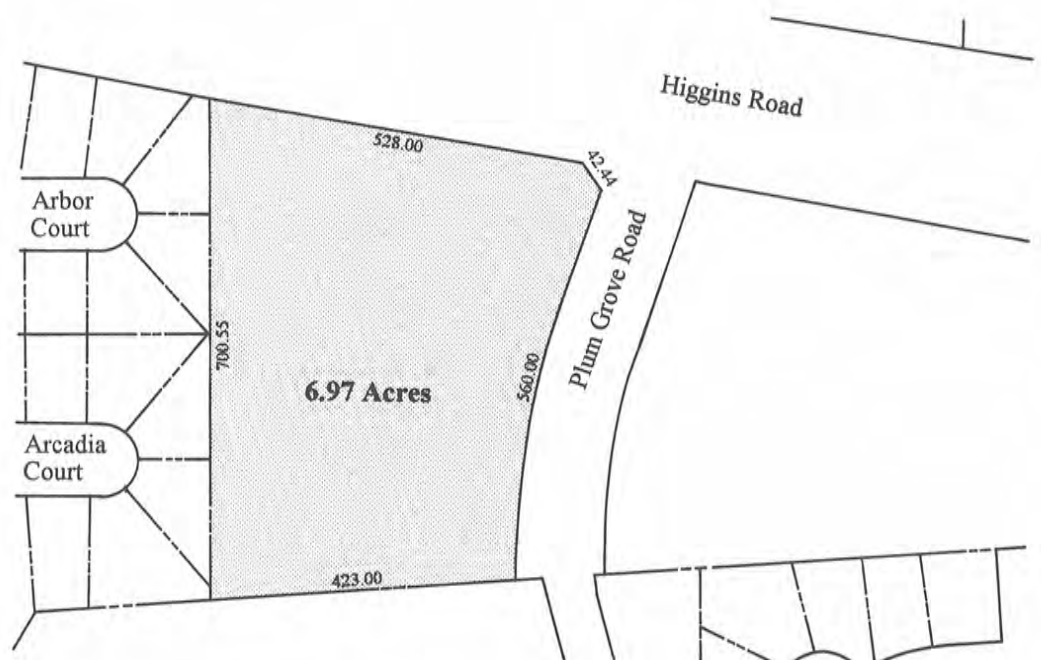
uses located just east of the site on Woodfield Road. This site would be suitable for office/service uses compatible with the adjacent uses. To aid the traffic congestion along Plum Grove Road, access should line up with Woodfield Road on the north end of the property. The development of the property would also have to be aware of the stream on the north boundary of the property and the stability of the soils for development.

Hippodrome
Adjacent Property

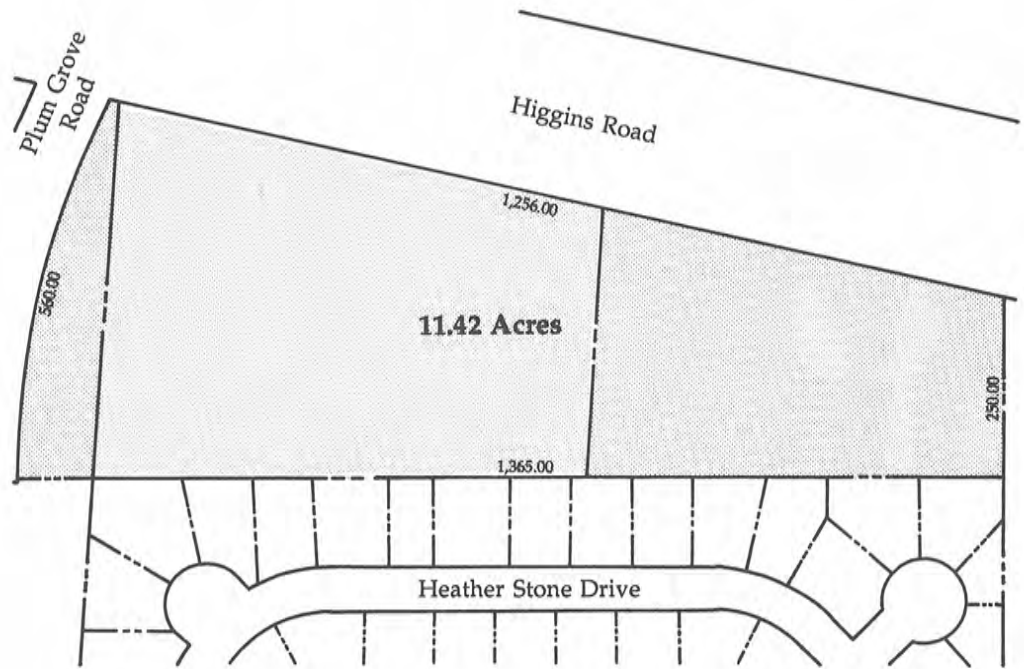


At the southwest corner of Higgins Road and Plum Grove Road, this 6.97 acre parcel is zoned B-2 reflecting a general business land use. This general business is an appropriate use for this site; however, a less intense compatible use would also be considered for this site. Adjacent to residential land uses to the south and west, the buffering of the development will be necessary to create a compatible use given the 35 foot allowed height and a Floor Area Ratio potential of .40. No noteworthy natural amenities are known to be located on the site.

Southwest Higgins Road and Plum Grove Road



Winklehake Residential
Property



Located at the southeast corner of Plum Grove Road and Higgins Road this property is designated only for single-family residential development. Currently used as a viable 11.42 acre farmstead, this property will require annexation upon development. Access will be provided by the residential uses to the south via the interconnect with the Plumwood Subdivision and Verde Drive with the Del Lago Planned Unit Development.

Partipilo Property



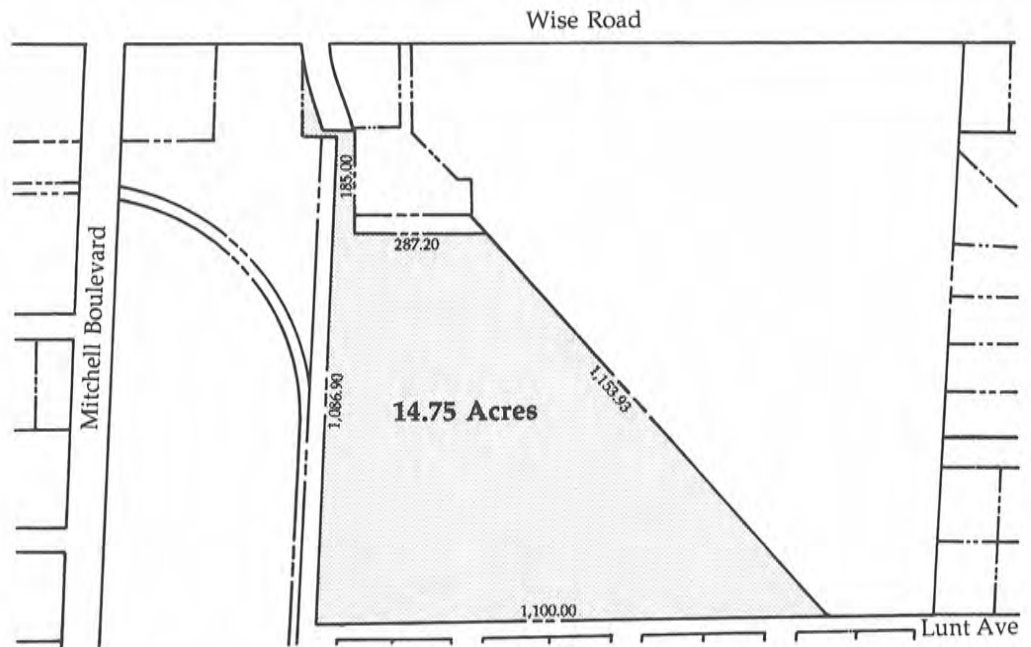
This 8.26 acre site is isolated from the rest of the community by the John E. Egan Water Reclamation Plant. This isolation has left the property without water lines or sanitary sewer lines. This situation is coupled with the fact that this site has significant environmental constraints on it. The soils are wetland soils and standing water consumes a large portion of the property. These wetlands, in fact, are connected with a much larger wetland system. Any fill of this property would impact the

entire system and would require review by the Army Corps of Engineers. The best use, given the existing environmental factors, would be to preserve its wetland status for passive recreation and educational purposes. This recreational use is supported by a future proposal to install a bikepath overpass about a quarter-of-a-mile south to cross Martingale Road and Illinois Route 53. This area is best suited for recreational purposes or a low-intensity use such as a transmitter tower or relay station.

This triangular 14.75 acre site, located south of Wise Road, is suitable for a multiple-family residential development, with either owner-occupied or rental units. The parcel was originally planned as part of the adjacent New Kensington Place apartments, but was never developed. And it continues to provide the opportunity to act as a transitional use

between New Kensington Place apartments on the east and the Spectrum Industrial Park on the west. This site does contain questionable soils for intense development; so, prior to development, the soils must be tested to ensure stability. The site plan should reflect these environmental constraints and treat them as sensitively as possible.

Orchard Springs



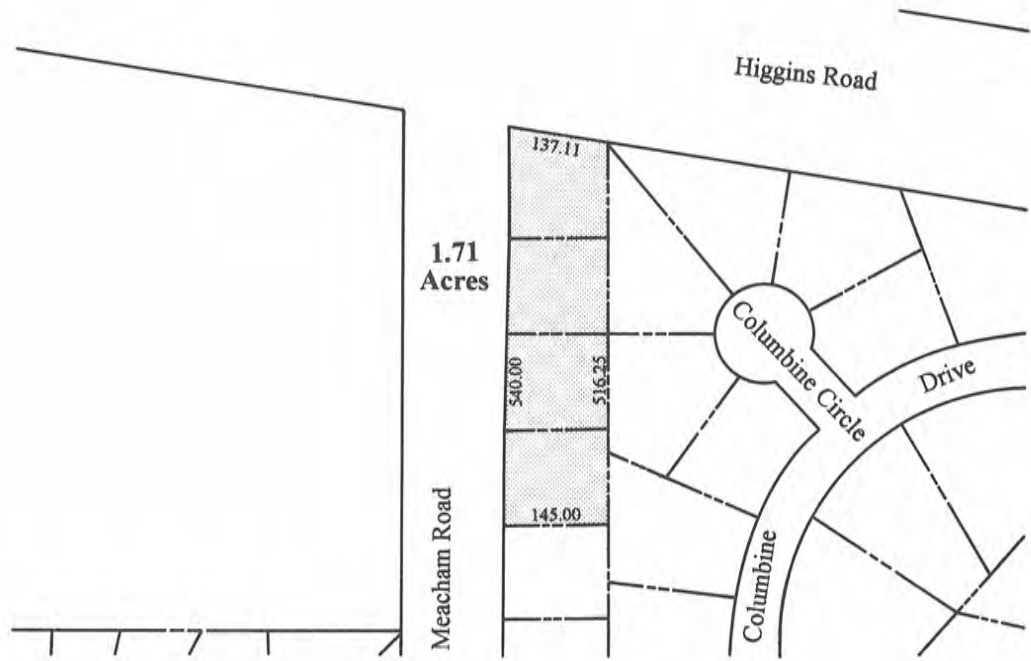
Two vacant parcels are located at the northwest corner of Mercury Drive and Wise Road. These 1.27 and 1.37 acre sites are well suited for commercial development. They have excellent visibility along Wise Road and would function well for small retail/service center or restaurant. The current zoning is B-2 General Business which would permit this

type of retail use. Also a multiple-family development is directly to the north of this property. A continuation of this development onto this property would also be appropriate under a Planned Unit Development. To maintain the traffic flow along Wise Road, development of these sites should address the possibility of shared access onto Mercury Road.

Mercury Drive



Southeast Corner
Meacham Road and
Higgins Road



Similar to the south Roselle Road lots, these lots were originally platted for single-family residential development, and they remain viable for single-family uses. This designation is consistent with the infill discussion supporting the perpetuation of single-family development in established neighborhoods.

This designation is also appropriate due to the size of the lots. Any business development would require buffering along single-family development, parking, access, and a structure and would find it difficult to fit on these individual non-conforming lots.

Polk Brach-small lot on
Schaumburg Road

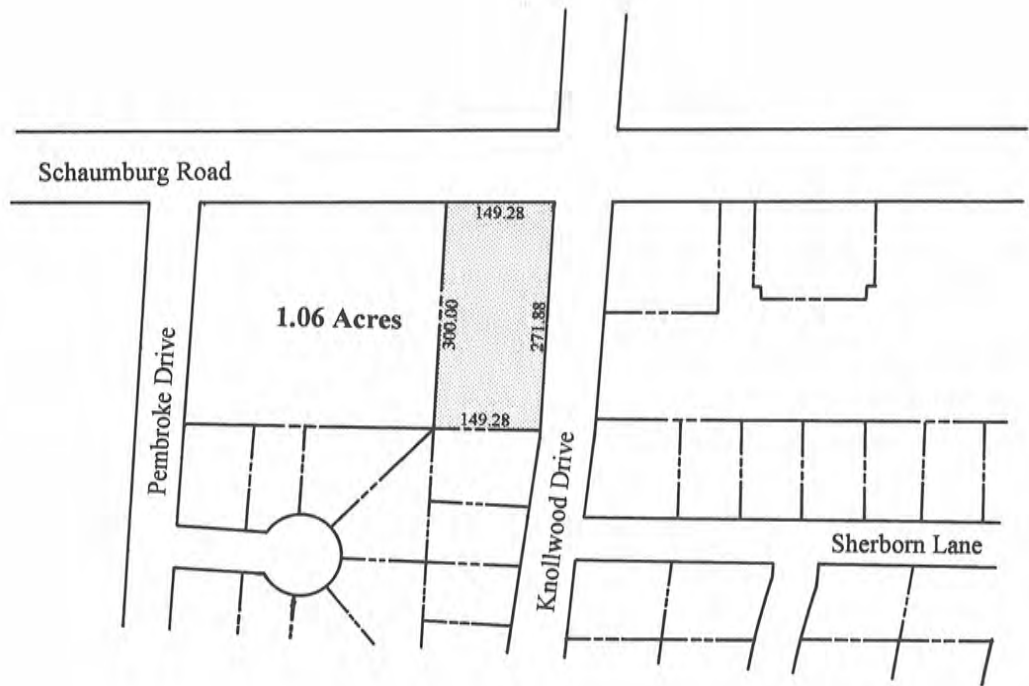


The majority of this small 1.88 acre parcel falls within the 100-year floodplain and consists of poorly drained soils. As such, the development potential of this property is limited. While it is zoned for residential uses, this site does not have the capacity for a single-family subdivision or multiple-family development. However, a commercial development is not appropriate on this site given its poor visibility on Schaumburg Road and surrounding residential land uses. Therefore, this site would be best served by a religious, public, cultural, child care,

or open space use. This site's location also warrants special consideration for ingress and egress due to its poor site distance on Schaumburg Road. Prior to any development of this parcel, soil testing and floodplain and wetland designation must be done to determine the buildable area on this parcel. Based on the general floodplain and soil maps available, it appears that development will be focused on the western edge of this property, in which any building and parking would have to be located.

This 1.06 acre parcel is located at the southwest corner of Knollwood Drive and Schaumburg Road. Zoned B-2 General Business, this property is well suited for commercial development. Properties adjacent to the east and west are commercial uses which also reinforce the commercial use for this property. The development of this property must respect the adjacent residential uses to the south and provide buffering treatments to reduce any impact the commercial use may have.

**Knollwood and
Schaumburg**

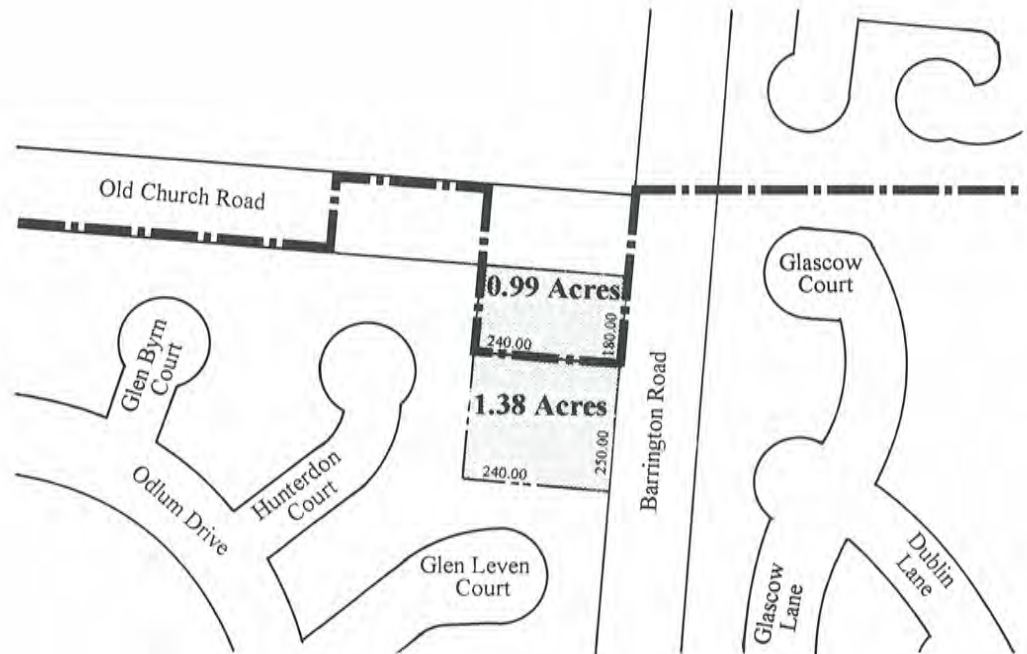


The vacant parcel that is within the Village limits is currently zoned R-6 PUD. This residential zoning supports this parcel's development for a community use such as a clubhouse. Rezoning the parcel for business uses would be considered if it were consolidated with the parcel to the north so access would originate from Old Church Road. The unincorporated parcel to the north is a small, one acre, site located at the far western edge of Schaumburg at the corner of Old Church Road and Barrington Road. This commercial bank site lies

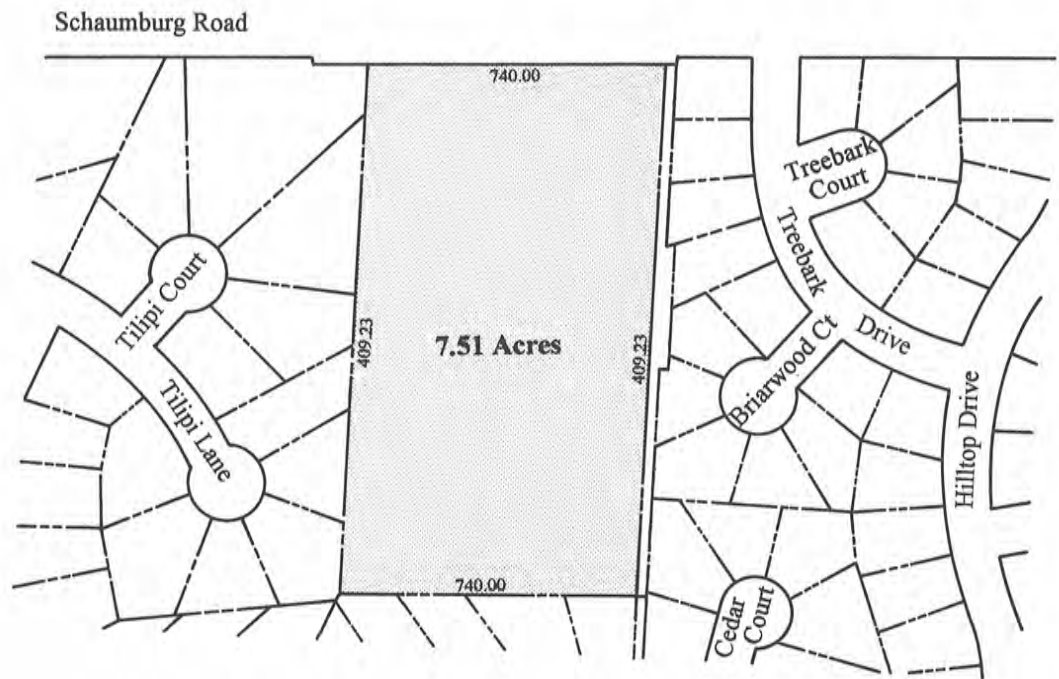
adjacent to commercial to the north, multiple-family residential to the east and west, and south.

Annexation to the Village of Schaumburg would require the development on the site to bring any deficiencies into conformance with Village standards. The appropriate zoning for the use would be B-2 General Business; however, due to the residential nature of the surrounding development, the continued use as a bank or community use such as church or day care center would be preferred under this zoning district.

Unincorporated and Incorporated on Old Church Road



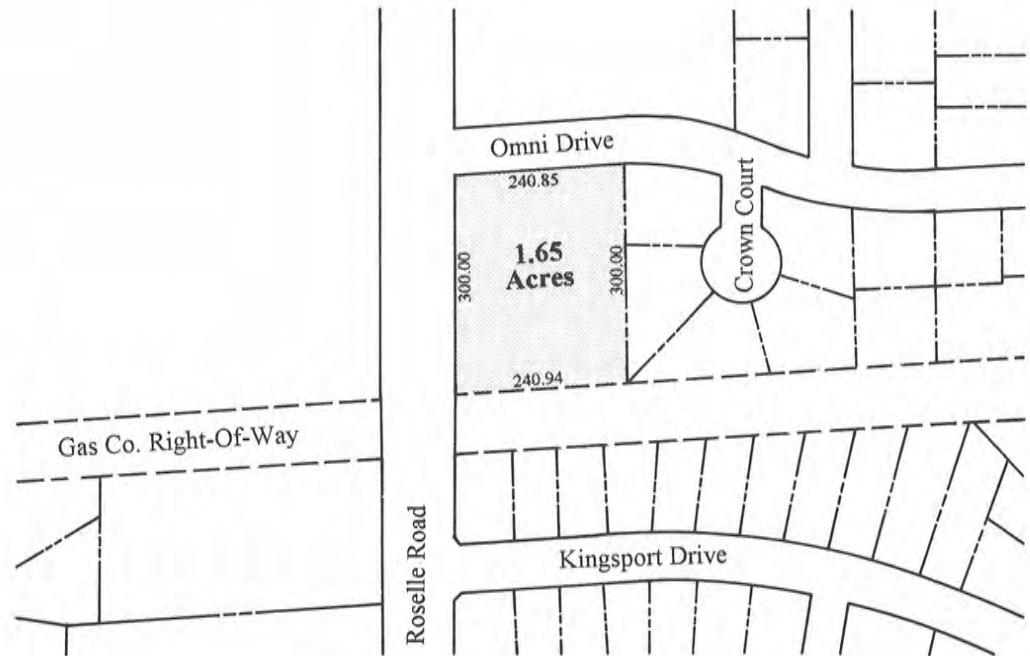
Unincorporated land on
Schaumburg Road



Currently this area consists of three parcels combined for 7.51 acres of land in unincorporated Cook County. Upon annexation to the Village, the property would be zoned R-6 single-family residential. However, it is important to note that this property offers challenging situations to developers. Ideally access would be provided through the existing subdivision surrounding the site to limit the curb cuts along Schaumburg Road. Unfortunately, the area is fully developed and any access would

require the purchase and demolition of at least two homes. Therefore, the alternative would be construction of a single cul-de-sac off of Schaumburg Road. While a cul-de-sac is not the ideal design, it would not be inconsistent with other small developments off of Schaumburg Road. Development of this property must also preserve any substantial vegetation. An inventory of existing trees must be submitted for review to determine specific items for preservation.

Unincorporated on
Roselle Road

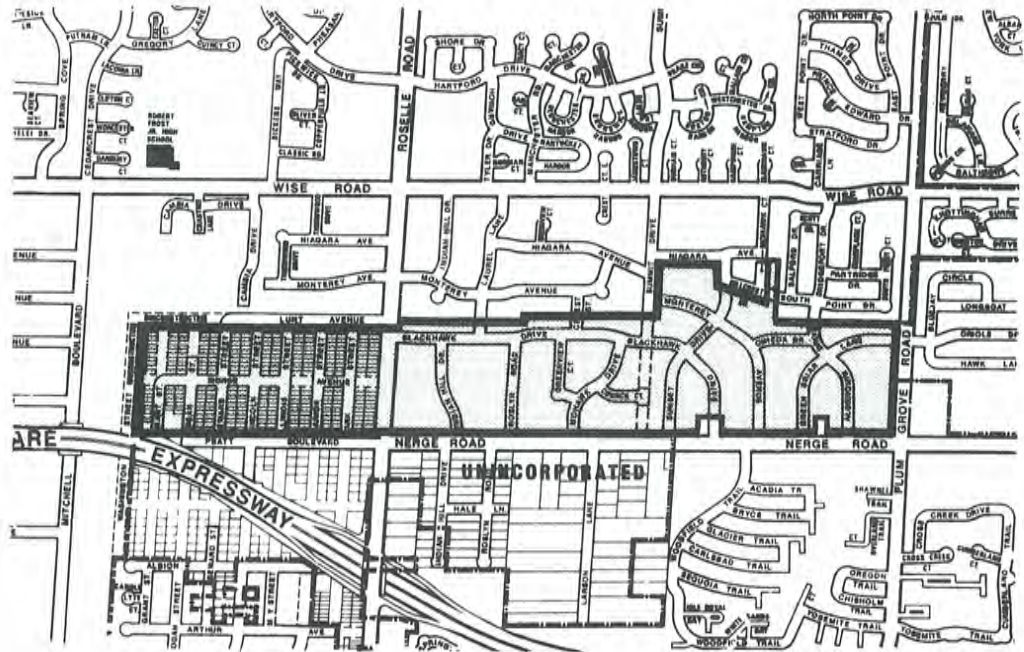


This 1.65 acre parcel is owned by the Natural Gas Pipeline of America as a monitoring station. If this property is annexed to the Village, this public use would be honored; however, this use requires only a portion of property. The part of the parcel that is not used by the gas company should be landscaped. This treatment would enhance the streetscape along Roselle Road. Other possibilities include single-family residential uses with access extending from Omni Drive similar to Crown Court to the east.

This area, the Sunset Hills and the Highlands subdivisions, is part of a larger unincorporated area governed by an annexation agreement between the Village of Schaumburg and the Village of Roselle as well as the general annexation policy of the Village. According to this agreement with Roselle, the defined area could be annexed by the Village of Schaumburg. Upon annexation the area would be zoned R-6 Single-Family Residential to reflect the

established residential neighborhoods. Under the annexation policy of the Village, the property owners must provide water, sewer, streets, curbs, and gutters, sidewalks, and parkway trees, for example, to bring the area up to the standards required by the Village of Schaumburg. This requirement in and of itself may make the annexation of this area cost prohibitive.

Unincorporated along Nerge-residential





COMPREHENSIVE PLAN HOUSING

The most recent population projections for the community indicate that Schaumburg should continue to experience population growth throughout the remainder of the twentieth century, although at a slower pace than that which hallmarked the community's last 20 years. This rate will be contingent upon a number of variables including the economy, household size, housing design trends and the number of annexations still available to the Village. Recent trends toward smaller family size, as well as a scarcity of available vacant land suitable for residential development, contribute to the slower growth rate. According to projections, the population of the Village in the year 2000 will range from 76,000 to 80,000. By the year 2010, the population is expected to reach about 82,000 residents. By 2020, the Village is expected to be fully developed and have a population of 86,000.

Attracting the additional population to this area is the easy part. Schaumburg's location is ideal for people commuting to Chicago or other suburbs and the Village offers excellent schools and community facilities. Over the years, the Village of Schaumburg has worked to attract a diverse population by provid-

ing an equally diverse housing stock. The population that exists here today reflects this diversity. The future needs of this population are now key to new development and redevelopment.

In the Existing Conditions portion of this Plan, the current population is analyzed. It reveals that the population is "increasingly diverse". The median age of the population was 31.8 in 1990. This is higher than the median age of 27.7 in 1980. This comparison illustrates that the population is not as transient as it used to be. Families are not only starting their families here, they are raising them here.

The current median age also reflects the increasing elderly population. The over 60 popula-

tion is on the rise. In 1990, 9.9 percent of the population fell into this age bracket. In 1980, the population that was over 60 was only 6.6 percent, and, in 1970, it was only 2.8 percent of the population. This growing elderly population has generated a demand for several complexes dedicated to elderly housing. The Village currently has two full care nursing facilities and one independent elderly housing development with another being constructed. But as the trends indicate, the potential need warrants even more elderly congregate complexes.

Yet even as the statistics point to an increasing older population, the younger working population is still the dominant age category. The concentration of residents between the ages of 20 and 39 is 39.6 percent. The Chicago Metropolitan region concentration of this same age bracket is only 32.5 percent. This indicates that the young population can not be disregarded and housing developments must reflect their needs as well.

This is an example of a typical single-family home in the Village of Schaumburg.



As indicated previously, the Schaumburg housing stock already does an excellent job of addressing the varied needs of the population. Over half of the housing stock, some 20,615 units, including fifteen apartment complexes, focuses on the needs of the younger transient population and the older empty-nesters. The multiple-family developments are providing affordability with maintenance-free living which is particularly appealing to these populations. The average price of the attached owner-occupied home is \$105,000. This is significantly less than the single-family home averaging \$175,000 that house the also large population of family-oriented residents. Over 11,709 single-family homes are in the Village.

While the diversity of the housing stock found in the Village is commendable, the fact that more multiple-family homes exist than single-family

creates a problem. When residents want to move from the smaller multiple-family base into a larger single-family home to raise a family, they generally have to move from the Schaumburg community. This is because there are not enough single-family homes. Therefore, future housing development will focus on the single-family development. This focus will work toward balancing the mix in the Schaumburg housing market. And allow people to move and remain within the community.

HOUSING THE POPULATION

The Village of Schaumburg is also aware of and concerned about the populations who find it difficult to find homes within the Village. These populations include low-to-moderate income families, elderly, homeless, and developmentally disabled. The Village understands the importance of addressing the housing needs of these populations and possible solutions; therefore, the following objectives address the needs of low-to-moderate income households and elderly, disabled, and homeless individuals.

- 1) Assist the low and moderate income residents of the community through the provision of public improvements and facilities where such are lacking.*
- 2) Remove architectural barriers along public rights-of-way and to public facilities which impede the access of elderly and handicapped.*
- 3) Increase the supply of affordable and homeless housing within the Village through continued participation in numerous housing programs.*

While only the third objective deals directly with housing special populations, the first two address the need within the community to improve the environment for these people. The provision of public improvements upgrades areas with concentra-

Friendship Village is an existing community that specifically addresses the needs of Schaumburg's elderly population.

tions of low-to-moderate income dwellings and generally relies on Community Development Block Grant funds. The types of improvements that can receive this type of funding include streetscape improvements (curb and gutter, parkway trees, and street lights), park land improvements and acquisitions, and building improvements. These activities help to stabilize the quality of life in these older neighborhoods.

The second objective involves making the entire community a user-friendly environment for disabled residents. Funds are available to make improvements on facilities that do not meet the Americans with Disabilities Act standards. Projects such as providing ramps to sidewalks, updating bathroom facilities in public buildings, and the installation of appropriate door knobs are among the improvements the Village is making to accommodate disabled individuals. These enhancements are mandatory to addressing the basic needs of disabled residents.

The third objective directly addresses housing needs for special populations: elderly, homeless, developmentally disabled, and low-to-moderate income families. While Schaumburg is not directly involved in financially assisting the low-to-moderate income residents, the Village is involved with numerous organizations that provide programs to aid all these populations. This financial support of



such organizations is crucial to maintaining the Village's quality of life, in general, helping to ensure stability for the residents. Funding existing social service organizations is also substantially more cost effective than the Village attempting to supply the services itself.

The elderly population is currently provided for by numerous establishments within the Village including Friendship Village, Greencastle, and Lexington Square. Another elderly complex, Emerald Village was under review at the time of this writing. These facilities provide housing and additional support, health, and recreational programs for the elderly within their complexes. Through the Community Development Block Grant Program, the Village should continue to support the development of affordable housing for seniors. Social service organizations also provide the elderly population

with housing options, such as pairing roommates in a mutually beneficial relationship.

Another growing problem in suburban areas is the plight of the homeless individuals and families. It is often difficult to recognize the suburban homeless because so many actually live in their car. But their reality is just as tragic for them as the more visible urban homeless. The Village should continue to provide support to social service agencies that provide emergency housing, transitional housing, and counseling services. The Community Development Block Grant funding is an excellent resource for providing financial support for these organizations.

In terms of land uses there is a broad difference between emergency housing and transitional housing. The emergency housing usually involves an institutional environment that can support a large number of individuals, up to 50. Transitional housing is generally a single housing unit that supports one homeless family while they attempt to stabilize their lives. Transitional housing often operate like rental units with strict control over the occupants. The occupants must follow the rules set forth by the social service agency or face homelessness again. The transitional homes are the types of facilities that would be appropriate within the Village of Schaumburg in terms of the needs of the homeless and the needs of the community as a whole. The

transitional homeless homes will be located in appropriate areas within the Village.

The developmentally disabled population is supported as well by funding social service agencies. This funding is earmarked, however, specifically for acquisition and rehabilitation of group homes for more than one developmentally disabled person. The Village intends to work with non-profit social service agencies to secure homes or condominiums for use as group homes. Beyond this active participation, the Village will also support application by other agencies for group home assistance programs. Again, the group homes will be located in appropriate neighborhoods within the Village.

The low-to-moderate income families also find it difficult to locate affordable housing. Through the use of Federally funded HOME funds, the Village has created a program for low-to-moderate income

This single-family home is functioning as a group home for developmentally disabled individuals. This is an example of how the needs of the special populations can co-exist with the needs of the balance of the population.



individuals to receive funding toward the points on a mortgage or toward the down payment on a home within the Village. This program helps low-to-moderate income families who find it difficult to save enough, while paying rent, to make that down payment. This program allows families to put down permanent roots in the community and start assuming responsibilities that are associated with home ownership. While this program uses one-time funding, it is a model for potential future programs to address the same scenario.

Other programs that are currently offered to low-to-moderate income families, include Section 8 subsidies and subsidized apartment complexes. The Section 8 vouchers are provided by the Housing Authority of the County of Cook. These vouchers enable families to rent apartments that have rents that are above 30 percent of their income. The Section 8 voucher provides the balance of the rent. Also, a number of apartment complexes throughout the Village were constructed with Federal funds. These complexes must set-aside 20 percent of their apartments for low-to-moderate income families. At this time, waiting lists exist for these apartments. The continuation of these programs or similar programs will continue to support the special needs of the residents of the Village.

PHYSICAL LAND USE OPPORTUNITIES

General Housing Land Use

Single-family development is supported by the land use plan that is illustrated on Map 3 and by the scattered parcels discussion of land that has development potential. The Land Use Plan identifies property throughout the Village that is designated for single-family development. For example, the Loeber Farm and the School District 211 property are identified for single-family uses. No areas of small multiple-family development are identified for property that is better served by single-family development.

Vacant lots are found throughout the Village in several single-family residential neighborhoods. It is crucial to the character of these neighborhoods that infill development reflect the same single-family use. Small multiple-family developments will not be considered for even several adjacent lots when the surrounding land use is single-family. The neighborhoods within the Village have carefully grown into unique units, any intrusion of this unit by an inappropriate development will potentially break down the unit. The maintenance of these neighborhoods will ensure the of the quality of life that is expected from and demanded of Schaumburg. This is again, reflected by the Land Use Plan map that designates single-family neighborhoods to remain this way in perpetuity.

This cohesion of single-family development will also help to further balance the ratio between single-family and multiple-family homes within the Village. The increase in the amount of single-family homes will provide more flexibility for residents to choose to stay in the Village to raise a family. The continued support of single-family development in single-family neighborhoods will help to enlarge the supply of single-family homes.

Potential Rehabilitation Projects

While the vast majority of housing stock within the Village of Schaumburg is young, some individual homes and entire areas are beginning to show the signs of aging. The Village does not want to see any areas of the Village deteriorating and will work to maintain the quality of life and economic integrity of a neighborhood. These areas will require attention to bring the housing up to the current code and expectations for the Village.

In the single-family neighborhoods, the maintenance of individual homes should be addressed. For instance, along Lengle Avenue in the Olde Schaumburg Centre, a number of homes are in need of repair. The Village has begun to both monitor the maintenance of single-family homes throughout the community and enforce an appearance code to address these problems. To help families and indi-

viduals that cannot afford to maintain their home, programs have been established that provide financial aid. The Village should take a proactive role in the preservation of its housing stock with the establishment or support of such a program.

The multiple-family areas offer a more complicated problem. The preservation of this housing stock requires coordination with management agencies, homeowner associations, and individual owners and renters. In general, the Village needs to nurture the relationship it has with these entities and support the continued maintenance and integrity of their developments.

Special Needs Populations

Addressing the needs of the population is an essential part of assessing the housing needs that a community should provide. However, providing these facilities should be done in conjunction with maintaining a high quality of life. Discussed in the Land Use and Character Chapter, the physical land use issues of housing are key to maintaining this quality of life. The current theory for the location of housing for special needs population and low-to-moderate income residents is not to construct large scale housing developments. Individual housing units are located throughout the entire community. Therefore, no large scale public housing development

is appropriate within the Village both in terms of development characteristics and general affordable housing policy. Any large scale development that desires to provide affordable housing to low-to-moderate income residents should consist of a mix of income levels. Past proportions, for example, have reflected an 80 to 20 percent ratio of median or higher income to low-to-moderate income households. This ratio would be considered appropriate for future developments.

At the time of securing a site for transitional housing or a group home, the surrounding land uses must be respected, both in terms of use, design, and maintenance for the property. Any elderly housing development that would be built in Olde Schaumburg

Centre, for example, would have to respect the adjacent single-family development. A multiple-story institutional building would be inappropriate in this area. The same respect must hold true for other group homes, transitional homeless homes, and elderly housing being located anywhere in the Village.

Families and groups that live in homes that are being used for transitional homeless housing or group homes should be sponsored by a responsible agency who will supervise and maintain the facilities. The adherence to Village guidelines should appease doubts that single-family uses will not mix with transitional or group homes.

COMPREHENSIVE PLAN ECONOMIC DEVELOPMENT

Good planning is essential to a community's diverse and healthy economic profile. Establishing commercial districts, industrial districts, and residential districts create a confidence in a community that even the more onerous of uses are welcome within the community, albeit in their respective place. This relationship of good planning and economic health goes even deeper than establishing land use districts.

Economic health can also be influenced by the aesthetics and user friendly elements of the land use. The design guidelines that are included within the Woodfield Regional Concept Plan, the Irving Park Road Concept Plan, and the Triangle Sector

Working with Roosevelt University to locate in the Village is just one example of ways Schaumburg is working to support and enhance the economy of the Village.



Concept Plan, are also included within this Comprehensive Plan, and all reflect this understanding. Consistently upholding the design guidelines will ensure an attractive and functional business community, be it office, industrial or retail. Attractive and functional businesses will attract customers who feel comfortable at the destination of choice.

Design guidelines are an essential component to any land use plan. They establish the ground rules for an integrated community. This does not mean that the entire Village will have the same character, creating a mundane or boring community. In fact, the guidelines can be used to define a unique character for each discrete portion of the Village. Within the Village of Schaumburg, Golf Road, for example, is the regional retail corridor. This very specific use can be further defined and enhanced by design to further clarify its identity. This treatment will encourage the continued business from customers who feel comfortable shopping within this corridor. The same is true for the industrial parks to the north of Golf Road. Through the integrated design of the entire district, these businesses will enjoy a community-corporate image that will do nothing but enhance their own existing image.

Yet this outlook does only show one side of the economic sector. This complicated, many faceted environment survives or fails due to innumerable

variables. And while good land use planning is intimately related to a successful local economy, creating a comprehensive strategy to encourage economic development within the Village requires a detailed economic development plan. A plan needs to be undertaken that not only includes a general strategy, but also specific directives. This plan will attempt to address as many variables as possible through proactive programs and actions.

The Economic Development Plan will require a methodical process of research and input by business community members, who have the insight and knowledge necessary to formulate an effective and useful plan that will lead to continued success of Schaumburg's local economy.

COMPREHENSIVE PLAN NATURAL AMENITIES

The preservation of natural amenities is important to the success of a community in terms of both aesthetic and economic considerations. The aesthetics involve creating open space to establish a pleasant community in which to live and play. The economics of preserving environmental amenities involve avoiding unstable and wetland for development to ensure longevity and proper drainage of a site, and maintaining significant tree stands that add to the property value. Therefore, it is imperative to preserve the environmental amenities within the Village. Yet, as Schaumburg reaches full development, the opportunities to preserve the natural amenities are limited. Therefore, in addition to preserving the few remaining unimproved sites that include notable environmental amenities, the focus must be turned toward maintaining and enhancing the sites that have already been preserved.

WETLANDS

Throughout the Village numerous wetlands exist in various states of preservation. For those that have already been preserved, the battle is maintaining them in their natural and useful state. For those that have not been protected, the battle lies in actually preserving them.

The Village's Wetland Protection District protects people and property from potentially hazardous geological and hydrological conditions. It also prevents degradation of the land and water and ensures that surrounding development enhances rather than detracts from the natural topography, resources, amenities, and fragile environment of wetlands with the Village.

Three areas preserved by the Wetland Protection District in the Zoning Ordinance are incorporated as part of larger developments that have covenants on the property that ensure the maintenance of the wetlands. However, occasional checking of these resources should be conducted to determine if the covenants are being practiced. This is particularly crucial in the residential developments that have homeowner associations in charge of this function. While the attraction of the natural surroundings draws the residents to these areas, the reality of the conditions, such as mosquitos and the scrubby appearance of some of the natural vegetation, begin to soak in and residents start looking for ways to create a more manicured “natural” area. These people must be educated that these changes are inappropriate to the integrity of the wetland and other solutions should be researched, if feasible.

This wetland is adjacent to the Schaumburg Marriott in the Schaumburg Corporate Center development. This is just one of the wetland areas that will be protected by the scrutiny and development standards of the Village for the perpetuation of its flood protection and aesthetic value.



The preservation efforts of the other wetland areas as described in Natural Amenities Section of Existing Conditions, can be accomplished on a case-by-case basis. On the vacant parcels, the development review can address the natural or sensitive areas. In an area where a wetland is designated, a field inspection should be conducted to verify its actual status and quality. Development decisions should be based on this determination. For example, if an area is determined not to be a wetland based on the current definition, the area may not need to be preserved. However, if the area is determined to be a quality wetland, then the development should respect and maintain this natural resource.

Another possible wetland preservation tech-

This stream, Salt Creek, will host flood waters that spill over the banks during heavy rainfall. The Village was careful not to allow development within this flood zone.

nique is land banking. This process involves creating and/or enhancing wetlands in other areas when a wetland area is lost to development. Land banking establishes larger quality wetlands that offer greater benefits on a combined scale than maintaining a smaller, lower quality wetland.

FLOODPLAINS

The floodplain areas are and must continue to be treated in the same manner as the wetlands. In areas where the Federal Emergency Management Agency has designated floodplain, special note must be taken during the review of development plans. A field inspection that reveals the elevation of the property and verifies if a floodplain exists or would determine that area which is above the flood elevations. Once a property is determined to be in a floodplain, property measures must be taken to ensure that either the



floodplain is left undisturbed, or that compensation is provided for flood waters, if the floodplain requires to be filled for development. Obviously, leaving the floodplain intact is the preferred measure for development along a floodplain, but compensation will be reviewed if no alternative exists.

TREE STANDS

As noted within the Existing Conditions, Natural Amenities Chapter, only a few natural, significant stands of trees remain. Many of these are already protected in perpetuity in parks and preserves, such as the Spring Valley Nature Sanctuary and the Village of Schaumburg Woodland Trail. However, some trees do not have the luxury of being in a preserve. What they do have is the Village's Tree Preservation, Landscaping and Screening requirements, incorporated within the Zoning Ordinance.

These requirements are designed to preserve existing trees within the Village from being thoughtlessly removed. Any request to remove a tree must be reviewed and approved and may require replacement. This ordinance seeks to preserve the rare significant trees left in the Village as well as enhance the man-made landscape throughout the Village.

MISCELLANEOUS OPEN SPACE

While the Village understands the importance of preserving the more fragile of the environmental amenities, it also understands the importance of providing general open space for passive recreation.

Within the majority of the Planned Unit Developments of the Village, open space is dedicated for the use of the development's residents. Any future Planned Unit Development must also set aside open space for these purposes.

As in the case of the Olde Schaumburg Centre Park and throughout Schaumburg, the Village has taken the initiative to preserve and protect the natural landscape of the area.



The Village, itself, has worked diligently in establishing open space opportunities: the Robert O. Atcher Municipal Center, Woodland Trail, Olde Schaumburg Centre Park, and the Plum Grove Park are examples of these opportunities. The municipal grounds also provide park areas for the Village residents. The grounds boast a large pond and a creek winding through it. Currently, the stream bed has been altered in places with a cement and stone base. While this treatment has prevented erosion, it does not highlight the stream bed as a natural creek. A softer more natural treatment of the stream bed would improve the creek and the grounds of the municipal center as a whole.

The partnership between the Village of Schaumburg and the Schaumburg Township Park District has preserved many natural amenities throughout the Village. The Spring Valley Nature Sanctuary, a 135 acre preserve, and open space in Sarah's Grove, Oak Hollow, and Polk-Brach are all protected and maintained by the Park District. The Park District's role is crucial to the continued success of open space and natural amenity preservation. The cooperation between the Village and the Park District will continue to provide open space and protect the natural features for generations to come.

Within the discussion of the Scattered Parcels portion of this Plan and the various concept plans many natural amenities are identified. These ameni-

ties, in particular, should be preserved as natural resources. Singularly, the preservation of these individual amenities may appear to be excessive.

However, taken together, these resources are substantial pieces of the landscape and are invaluable to the hydrology and environment of the Village. It is crucial that development around these open space areas be done sensitively to ensure that the function of these resources are preserved.

SENSITIVE ENVIRONMENTAL PARCELS

Within the Woodfield Regional Concept Plan, the Irving Park Road Concept Plan, and the Triangle Sector Concept Plan, several parcels are denoted as public/quasi-public to preserve environmentally sensitive areas. Many parcels in the Community Center also warrant preservation. Within the

Scattered Parcels discussion, these areas are addressed. The sites with special environmental considerations include: the Loeber Farm, the Partipilo Property, Orchard Springs, High School District 211, Polk-Brach parcel, and the site north of the Hippodrome Plaza. Within the discussion of each of these sites, it is noted that development must study the environmental constraints and plan for development that is sensitive to them so they will be preserved. The Partipilo site, in particular, is only practical for recreational use or possibly for a relay station tower since almost the entire parcel is a wetland with extremely poor soils.



COMPREHENSIVE PLAN TRANSPORTATION

The Village of Schaumburg is the diverse community it is today due in part to the roadways that encircle the Village. Historically, traffic in the Village has been one of its most infamous features. Improvements to the transportation within the Village is one of the keys to its continued success. As the development continues in the Village, traffic will only increase adding to the already busy roadways. Steps must be taken to diminish the effect of this increased use.

In the future, the Village will develop a detailed transportation plan. The following discussion lends general insight into significant areas of that transportation plan.

REGIONAL TRAFFIC

Since Schaumburg is a regional employment center, the traffic in the Village of Schaumburg is primarily generated from throughout the region as people drive here to shop and work, or drive through the Village on their way to work. Commuters take advantage of the excellent roadway system that exists. However, as the development increases, improvements to the roadway system must be identified. These improvements will aid the flow of

traffic as it uses the regional transportation network. These improvements should be focused along the highways and regional corridors.

Meacham Road runs north/south in the Village, crosses and provides access to the heart of the Regional Center. A key future improvement for this road that would substantially improve the access to the Village and aid regional traffic is the construction of an east-bound entrance and a west-bound exit ramps to the Northwest Tollway. This access will allow direct access from the Northwest Tollway to the Regional Center. Currently, traffic is directed in a round-about manner onto Illinois Route 53 back down to Golf Road or Higgins Road. The Unocal Sector and the Algonquin Road Sector of the Woodfield Regional Concept Plan address this interchange in great detail.

Roselle Road also runs north/south through the Village, intersects with the Northwest Tollway, and channels traffic in the center of the Village. Roselle Road currently has an east-bound entrance ramp and a west-bound exit ramp from the Northwest Tollway. The expansion of this access to a full access interchange would significantly enhance the transportation system providing access to communities west of the Village. Many of the people who work in Schaumburg live west of the Village. A full access interchange at this location

The Village of Schaumburg recently completed upgrading the Schaumburg Regional Airport with a new 3,800 foot hard surface runway. Future additions to the airport will include a new terminal and restaurant.



would enable these employees to use the tollway system to commute, freeing up the local roadways. The Roselle Road Sector of the Woodfield Regional Concept Plan addresses this intersection in detail.

Three local intersections in particular that a full interchange at Roselle Road would improve are the intersections of Golf Road, Higgins Road, and Roselle Road (also known as the Triangle area). One of the most dangerous intersections in the Village, the Golf Road and Higgins Road intersection would experience some relief of traffic as commuters avoid it by using the Tollway system instead of Golf Road or Higgins Road; the two major roads that provide access to the west of the Village. However, further improvements are imperative in this Triangle area as well. Currently the intersections are substandard and need substantial expansion to begin to support the type of use they get. The Triangle Sector Concept Plan addresses this situation in greater detail.

SIGNAL COORDINATION

The east/west traffic that traverses the Village corresponds to typical rush hour commuting patterns. To aid the flow of traffic on these east/west roads throughout the Village, the signals should be coordinated to reduce the amount of start and stop congestion that occurs. For instance, Schaumburg Road has fourteen stoplight intersections on a six-and-a-half mile stretch of road and Higgins Road has eleven along the stretch running from Route 53 to the Village limits on the west. The potential for commuters to have to stop and stand at a number of stoplights is great. If the lights are coordinated, not only would the standing time be reduced thereby aiding pollution from reduced exhaust, but the traffic flow would be facilitated allowing traffic to get through the Village more efficiently.

Arguments exist that this coordination will increase the traffic through the Village. This may appear to be the case as the concentration of traffic will be on the major arterials. However, overall the amount of traffic traversing the Village will remain constant. The cut through traffic that currently uses side streets to avoid the frustration of stop and start traffic on major arterials will once again use the major arterials, thereby increasing the amount of traffic on the main arterial. Yet, this will free up the side streets for the local users.

MASS TRANSIT AND ALTERNATIVE

TRANSPORTATION OPTIONS

While roadway improvements are imperative to creating a realistic transportation system in this day and age, mass transit and other transportation options do need to be considered and promoted to aid the overall transportation system in the long run. Relying solely on the automobile for transit is a shortsighted outlook that is detrimental to the environment and community. Existing mass transit options are discussed within the Existing Conditions Section, Transportation Chapter. The following discussion addresses ways to enhance this existing system.

Recently, the Pace bus system has been making changes and investing in public transportation in the suburban market. For example, they have rerouted

some of the buses to better serve their patrons. Pace has also recently constructed a bus terminal within the Regional Center. This type of commitment supports mass transit within the Village. The Village itself needs to continue to support this transportation alternative, because as people turn to the bus system as a convenient and feasible alternative, the roadways will begin to be less congested.

AIRTRANSIT

In 1995, the Village of Schaumburg re-opened the Schaumburg Regional Airport. This transportation option significantly contributes to the balanced system in the Village. The airport

Found at the southern extreme of the Village, the train carries commuters to and from their jobs every day freeing up valuable space on the roadways.

provides a 3,800 foot hard-surface runway. The Village is committed to continued improvements of the air transport option with an on-site restaurant, additional and improved hangar and tie-down space, and site road improvements.

The Village's helistop within the Regional Center compliments the air transit system as well. The lighted, hard-surfaced helistop is available for public use. In conjunction with the upgraded airport, an additional helistop will be provided. This will further enhance the air transit option within the Village.

RAIL

The commuter rail facility located at the southern extreme of the Village offers commuters an alternative to automobile travel for the majority of the employees commute. The facility provides ample

parking which will be able to accommodate the commuters through the timeframe of this plan. The Village of Roselle constructed a parking facility on the southern side of the train station which will help meet the growing need for parking at this station. Also the residential growth within the Village is leveling off; therefore, the need for parking will also be leveling off. However, support of this facility via landscaping and public amenities should continue for this site to encourage the use of rail transit.

BIKEWAYS

In 1993, the Village of Schaumburg adopted the Year 2000 Bikeway Plan. This plan identifies future routes for bikeways that will safely lead bicyclists through the Village. Both on-street and off-street bikeways are planned. The web of paths provide excellent opportunities for bicyclists to ride to work, school,



or play. Eventually, the path system in the Village will offer over 80 miles of bikeways and will interconnect to a regional system of bikeways that lead northwest to Wisconsin or to the south end of Chicago.

PERSONAL RAPID TRANSIT

The Plan supports alternative transit systems, including new systems that are just beginning to be tested. The Personal Rapid Transit (PRT) system is just such an option. The PRT is a rail system that incorporates personal cars that will hold up to four people. The entire system will loop the Regional Center on a track between 2.5 and five miles long with stops at office complexes, shopping centers,

parking lots, and other points of interest. Passengers will be able to program their destination in the cars and then proceed directly to that destination without making stops to accommodate other passengers, as with typical mass transit systems. This transit system will not only reduce the trip time for those using the system, but also aid in reducing the number of cars on the road, reducing the automobile trip time in the Regional Center as well and lessen the exhaust pollution from both the reduction of automobiles on the road and the electric PRT car.



DIRECTIVES LAND USE

In land planning, the typical tools for implementing land use plans are the zoning ordinance and subdivision control ordinance.

These tools guide the development of land in the Village of Schaumburg; however, additional more proactive steps may be undertaken to bring the Village up to the standards the Comprehensive Plan has set forth. Called “directives”, these steps address how to resolve specific needs within the planning area. Directives include subdivision considerations, cross-access between sites, entry treatments, and bikeway additions. The following discussion will review some of the directives included within the Woodfield Regional Concept Plan, the Triangle Sector Concept Plan, and the Irving Park Road Concept Plan as well as introduce directives that will address the Community Center.

CONCEPT PLAN DIRECTIVES REVIEW

The existing concept plans include innumerable directives to ensure the Plans’ goals are met. The directives in each of the concept plans are unique to each area. Each concept plan addresses ways to improve the weaknesses of each of the unique areas. The following will briefly review some of the directives of each concept plan to illustrate this point.

WOODFIELD REGIONAL CENTER

The Woodfield Regional Center is composed of seven different sectors, each maintaining its own set of directives. This is important on two levels. First, many of the directives are reiterated throughout the plans to emphasize an overall goal that is important to establish throughout the regional center. Second,

each sector has a distinct character, and many of the directives help to define the unique character of each discrete sector.

Several directives address overall goals desired throughout the Woodfield Regional Center. Development design, activity node amenities and child care issues are found in many of the sector plans. The development design addresses the desire to create a unifying feature throughout the Woodfield Regional Center to make it identifiable by those approaching the Village. Crown and exterior lighting on the high-rise structures throughout the Center are key to creating this definition.

Activity nodes are also recommended within many of the sectors to create interaction among people who use the areas. This interaction is often lost in suburban development. It is important not to lose sight of this social element in land use planning. This social element is also addressed by the child care concerns.

The skyline of the Village reveals only a portion of the uses that are located within the Regional Center. Activity nodes and other social aspects are inherent within this urban center.



Regardless of the character of the sector, child care is essential as more two-income families form. The Woodfield Regional Center is an employment destination and many employees would prefer to have their children close to their work place. The sector plans encourage the establishment of quality child care enterprises throughout the Center.

While trying to establish an overall identity for the Woodfield Regional Center, each sector is also distinct, and the directives also address ways to perpetuate and enhance this character. The Algonquin Road Sector and Golf Road Sector both include directives to enhance the streetscapes along each respective corridor. While the general directive is the same, the actual design of the streetscape amenities form divergent images. The Unocal Sector, the State Parkway Sector, and the Martingale Road



This wetland just north of McConnor Parkway offers a great deal of potential for a public open space with a pedestrian walkway along the banks of the open water.

Sector all contain wetlands, yet each have different development potential. The wetland areas within the State Parkway Sector are planned to be maintained for aesthetic and passive recreational purposes. This type of treatment will generate a natural setting in a light industrial area, which is quite unique for industrial uses. The wetland area in the Martingale Road Sector acts as a natural area buffer between the office and hotel developments and the residential development to the west. Due to its location behind the Marriott Hotel, this area does not create a presence of open space for the general public. It is isolated. The Unocal Sector contains two wetlands. The smaller of the two, tucked between McConnor Parkway and Illinois Route 53 access ramp, is to be preserved as public open space. The larger is located in a prime location directly north of the Unocal Office building. While development of this wetland is not recommended due to soil instability, a more urban treatment of

the area would be a practical use. A pedestrian walk around the open water with park benches and outdoor activities would create a handsome activity node for the area encouraging interaction among the various uses of this sector.

A handful of directives exist that are found only in one sector. The Martingale Road Sector proposes a skyway over Higgins Road connecting Woodfield Corporate Center to One Schaumburg Place. The Golf Road Sector proposes developing a promotional program for the local businesses along the corridor. The program would include a banner identification program, coordinated directional signs, advertising and a business location map. The State Parkway Sector includes a directive that addresses the maintenance of outdoor storage areas.

The directives of the Triangle Sector Concept Plan address the redevelopment needs of the Sector, such as the Schaumburg Corners Shopping Center. The directives call for the installation of landscape islands and improved internal traffic circulation for this and other centers throughout the sector.

THE TRIANGLE SECTOR AND THE IRVING PARK ROAD SECTOR DIRECTIVES

Both of the remaining concept plans, Triangle Sector Concept Plan and the Irving Park Road Concept Plan, also include directives specific to the sectors. Many of the directives contained within the Triangle Sector are similar to those in the Woodfield Regional Concept Plan. The Irving Park Road Concept Plan includes guidelines for the implementation of the concept plan, which diverge from those found within the regional center plans.

The Triangle Sector includes directives that focus on enhancing the two main corridors: Higgins Road and Golf Road. The directives propose the consolidation of smaller lots, upon redevelopment, which will allow for integrated commercial development that is oriented toward Golf Road. Higgins Road is proposed as a thoroughfare with limited access to allow for the free movement of traffic. This



plan also expands on the directives of the Golf Road Sector of the Woodfield Regional Concept Plan to develop a landscape and sign program along the corridor to create a sense of place. In essence, the directives of this concept plan are attempting to create a user friendly environment for employees and consumers alike.

The Irving Park Road Concept Plan indulges the mixed use nature of the area, with much of the focus on transportation issues. This area includes the Elgin-O'Hare Expressway, the Schaumburg Regional Airport, several arterials, a railroad spur line, and bikeways that the directives address to ensure that these areas incorporate design that beautifies the character. Maintenance of property in this area is also addressed proposing inspection programs and open space acquisition to improve the appearance of the area.

The Town Square redevelopment project provides a great deal of potential for pedestrian access to the commercial center, because residential development surrounds this site to the west and south.

COMMUNITY CENTER DIRECTIVES

Within the Community Center, many actions can be taken to strengthen the community as a whole. These same considerations should be given to the scattered parcels on a specific basis.

Pedestrian Access

One of the successes of the residential community is the mix and location of commercial/service uses that benefit residents. While these uses were constructed for an automotive oriented clientele, the proximity of these businesses to residential development lends itself to pedestrian use as well. Where feasible, sidewalks should be located leading to and from businesses to encourage residents to walk to their destination. As an example, the redevelopment of Town Square Shopping Center provides this type of opportunity. The condo-

minium development, Town Square

Condominiums, lies directly to the south of this site. Currently there is a sidewalk from the Town Square condominiums to the Town Square Shopping Center along Roselle Road. Additional access points between the developments will encourage pedestrian use as opposed to automobile traffic. This type of access will also contribute to the use of these businesses as the added effort of using the car will be unnecessary.

Buffering Between Uses

The mix and location of the uses in the residential community is crucial to its success. This is further enhanced by ensuring that less compatible neighboring uses have a buffer between them. A buffering treatment provides visual and audio screening from the more intense use; therefore, the intense use does



A park such as this attracts a great deal of traffic during sporting events. The Village and the Schaumburg Park District have been working together to improve the parking situation and promote pedestrian and bicycle activity instead of automobile traffic.



not detract from the less intense use. Buffering is typically found between commercial and residential development. This is particularly important in the residential section of the Village.

This may seem to contradict the pedestrian access directive, but it does not. The overall boundary between uses may be buffered by vegetation, berms, and even fencing, yet provide access to pedestrian traffic.

Activity Nodes

Within the residential community several activity nodes currently exist in the form of the shopping center, schools, parks, and other cultural arenas. However, it is important to continue the practice of creating activity nodes that address the divergent interests of the residents. Again, take the Town Square property as an example. The future development plans for this property include a grocery store,

the library, restaurants, specialty shops, parks space, and a small amphitheater for outdoor concerts and performances. This mix of uses will draw people to the area at every time of the day and will allow them to run errands and enjoy various leisure activities. It is anticipated that this type of development will encourage more interaction among residents creating a much stronger community.

Parking by Activity Nodes

In many areas within the residential community, parking problems arise as people attempt to drive to recreational and cultural destinations that do not provide parking facilities. For example, many park sites are used for team sports thereby attracting families to both practice and games. These families park on streets that do not allow parking, or they create traffic problem for residences on adjacent property. These scenarios can be both dangerous and annoy-

ing. The Village has been working with the Schaumburg Park District to provide off-street parking, limited on-street parking, and to encourage pedestrian and bicycle transit. While in many cases providing parking is not feasible, these parks were located to be convenient for resident use. This situation is ideal for pedestrian and bicycle traffic which should be encouraged.

Sign Design Review

Special attention should be given to the design of identification and free-standing signs on commercial sites throughout the residential community. One of the most visible and unappealing characteristics of the older commercial strip areas is the size, proliferation, and character of poorly maintained, designed, and located signs. The 1994 revision of the Sign Ordinance refines the size and location of the signs. The Ordinance includes an amortization clause that requires non-conforming signs to be updated within a specific time frame. This clause is

the key to improving the sign programs and thereby enhancing the visual appearance of the commercial centers and the community as a whole. This ordinance must be enforced if the aesthetic appearance of the Village is to improve.

Adaptive Reuse

Supporting adaptive reuse options for structures within Olde Schaumburg Centre is crucial to the district's success. Many of the structures were originally residences. Today their preservation may rely on the ability of the owner to economically use their property for a commercial or other non-residential use. Therefore, the Village should look favorably upon requests for special consideration from Zoning Ordinance requirements if the result will protect the historic structures within the Village. The Village should also research financial programs that may exist for the preservation of historic structures, such as tax abatement programs.

Village-Initiated Rezoning

The individual concept plans identify recommended zoning changes. Beyond the scope of these plans, possible zoning changes are discussed in the Scattered Parals discussion of this Plan. However, in these cases, the current zoning classifications are not inappropriate for development of the sites. Any changes to the zoning classifications are other options that are supported by this plan, but the Village will not take the initiative to rezone the property.

Subdivisions

Few areas remain within the Village of Schaumburg that have the potential for subdivision. The following scattered parcels represent a cross section of subdivision issues that are found throughout the Village.

Commercial Land Uses

Six of the scattered parcels are recommended for commercial development: Central Roselle Road lots, 5.0 acres; Illinois Avenue, 1.38 acres; Farmgate Commercial, 4.8 acres; Mercury Drive, 1.27 acres and 1.37 acres; Feinberg Property, 4.04 acres; and Hippodrome property, 2.67 acres. The plan does not recommend that any of these parcels be further subdivided. The larger lots sizes are more conducive to an integrated commercial development. The

Central Roselle Road lots, in fact, include three individual lots. And while each can be developed for a unique use, the access and cross-access must be coordinated as if it were one unified development, reflecting the plan's recommendation to not further subdivide the other noted parcels to maintain cohesion.

Residential Land Uses

Eight sites offer limited potential for residential development. Each has unique requirements that must be addressed prior to subdivision. High School District 211 Property, 60 acres, has considerable promise to be developed for single-family residential development. Subdivision of this property under the R-7C Single-Family Residential Cluster Development is recommended to the address environmental factors found on the site. The Loeber Farm would also benefit from the R-7C cluster development which would protect the mature trees and floodplain that are located on the land. The Winklehake Residential Property does not have as many environmental constraints and could be subdivided under the R-7 Single-Family Residential District requiring 10,000 square foot lots.

The Greco Property should also be subdivi-

vided under the R-6PUD Single-Family Residential Planned Unit Development classification allowing for the open water and steep slopes created by mining the site. Orchard Springs would also benefit from development under the R-6 PUD classification to address tree preservation and environmental considerations of the properties. An overall development plan must be submitted under the PUD requirements.

Finally the remaining three sites appropriate for residential development are located within the Olde Schaumburg Centre. The North Roselle Road Sites are not recommended to be subdivided any further. Even consolidated, they do not lend themselves to a Planned Unit Development. Smaller lots would create additional access problems from the busy Roselle Road. However, if the property on the east side of Roselle Road, Northeast Olde Schaumburg Centre (3.16 acres) and the Schaumburg Transportation Property (3.6 acres), would be able to consolidate with surrounding property, a large enough parcel would be created that would be able to be developed as a Planned Unit Development. With each of these three sites, they must comply with the Olde Schaumburg Centre requirements in terms of site plan and design.

Corridor Plans

The character and treatments of the major arterials in the Village needs to be studied and plans need to be developed to establish a strong sense of identity of the Village and communicate that to the millions of non-residents that visit the Village yearly.

Schaumburg Road, for instance, is the community corridor of the Village and has a unique opportunity to draw the community together. To enhance the personal scale of the community, parkway trees and appropriate street lights should be installed along this road. This treatment would unify the road from the east end of town to the west end and soften the appearance of the four lane wide road. Corridor Plans should be developed to address the character of the several major arterials in the Village including Schaumburg Road, Golf Road, Higgins Road, and Roselle Road.



DIRECTIVES

HOUSING

REHABILITATION PROJECTS
 Several homes and multiple-family developments within the Village are beginning to show evidence of aging. The roads and public amenities are substandard. Eventually, the buildings themselves will begin to show signs of aging, thereby, requiring structural improvements. The Village should use information gathered from inspections to assess and prioritize rehabilitation projects.

When homes and developments are found to be in need of repair, the implementation of the Village Appearance Code should be fairly enforced. If a financial hardship is placed upon the owner of the property, they should be directed to programs that can provide financial aid. For single-family homes, the Village should research the need to establish a program that provides funding and/or low interest loans to homeowners who cannot afford the improvements mandated by the Village's Appearance or Building Codes. For multiple-family developments the Village should research the options of low interest Revenue Bonds. The Community Development Block Grant program can be used for a

number of eligible activities in several census districts which have a concentration of low and moderate income persons. In many cases eligible areas correspond to areas that may require rehabilitation attention. These additional funds should be used as an incentive to include rehabilitation projects in the eligible areas. This will not only aid the Village in terms of maintaining a quality housing stock, but also benefit residents of low and moderate incomes.

The Village should also research the possibility of developing an educational program that informs residents of the how-tos of home maintenance. This program could include multi-media such as print and cable television and address such topics as yearly to once-in-a-lifetime maintenance issues to financial options that are provided privately or publicly. This

type of educational vehicle, for instance, will help the first-time homeowner know what to look for and how to address it when a problem arises.

LOW AND MODERATE INCOME

HOUSING ASSISTANCE

The Village received funding from Cook County to run a First Time Home Buyers program. This program provided low interest loans to aid low-to-moderate income residents or employees in buying their first home, within the Village of Schaumburg. The difficulty with the program is that after residents are income qualified, meaning they have to make less than 80% of the Village's Median Family Income, many still cannot afford to buy a three-bedroom home in the Village. Many large families are not able to take advantage of the program as the gap between income and housing costs widen for low income residents.

The Village should continue to look at funding options such as this and develop a program to address the needs of this population. In addition to financing, the Village needs to encourage new rental housing developments to set-aside 20 percent of their units at below market rates. These rents could be partially funded by the market rent units, HOME funds, tax exempt financing, or through the sale of tax credits. The units should be mixed throughout the complex and not concentrated in one building or one style of unit.



Greencastle is one of the elderly housing facilities within the Village. This development provides affordable housing and social service programs for this growing population.

ELDERLY HOUSING

The Village is fortunate to have three quality elderly housing facilities. As the population ages the need continues to grow for additional facilities. The Village should continue to encourage developers to establish elderly housing complexes in Schaumburg by recommending potential sites and monitoring potential funding resources.

When locating sites for elderly housing, it is important to choose areas that are accessible to numerous amenities that seniors find necessary. For example, pedestrian or mass transit access to medical care and grocery stores is essential. Access to the library, community activities, and shopping centers does not have the same priority; however, these options add considerably to the elderly populations lifestyle. Some areas that would be appropriate for elderly housing include the parcel north of the Hippodrome, vacant areas in Village in the Park, and the northeast Roselle Road parcels.

SPECIAL NEEDS POPULATIONS

The main special needs population that live in the Village of Schaumburg are elderly, developmentally disabled, and homeless. These populations are defined as priority populations. The Village has outlined a strategy to locate additional group homes for the developmentally disabled and transitional housing units for the homeless in Schaumburg. This Comprehensive Plan supports this activity.



DIRECTIVES

NATURAL AMENITIES

FLOODPLAIN AND WETLAND PRESERVATION

It is imperative that the floodplain and wetlands throughout the Village be maintained. These lands are a natural resource that filter contaminants from the water, store vast quantities of floodwater, and provide habitats for a diverse community of plants and wildlife. The Village has identified three of the largest wetlands and floodplain areas within the Village and has protected them through a Wetland Protection District. The continued implementation of this ordinance will aid substantially in protecting wetlands. This implementation coupled with a monitoring or inspection program will ensure the success of the ordinance.

PARK DISTRICT ACTIONS

When comparing the Schaumburg Park District park sites with the Federal Emergency Management Agency Flood Insurance Rate Maps, a distinct similarity is reflected. The Park District has acquired a considerable amount of floodplain land for passive and active recreational uses. This type of coordination is ideal since most marginal land will remain undeveloped in perpetuity. This both maintains storage space for flood waters and provides open space

The Spring Valley Nature Sanctuary has preserved 135 acres of prairie land and wetland within the Village. This type of preservation is essential to the Village's strong natural environment.



for residents. Continued support should be given to the Schaumburg Park District in their efforts to acquire and maintain floodplain for park land.

EDUCATION AND TREE PRESERVATION PROGRAMS

Developed single-family residential lots, except those located in Planned Unit Developments, are exempt from the existing Tree Preservation, Landscaping, and Screening Ordinance. However, this does not imply that the preservation of trees in these areas is not important. Therefore, the Village should encourage educational programs that help residents learn the significance of maintaining healthy trees and vegetation and teach them how to nurture healthy trees and vegetation.

Both the Park District and the Village of Schaumburg have already taken steps to educate the public on the value of the area's natural resources.

The Park District's Spring Valley Nature Sanctuary holds special activities and classes regarding these resources. The Village of Schaumburg has publications regarding the Municipal Center Woodland Trail that is located east of the Robert O. Atcher Municipal Center and has developed a passive park called Olde Schaumburg Centre Park in the Village's Olde Schaumburg Centre. While these actions slowly cultivate the public's understanding and awareness of the value of these resources and earn their respect for them, they should be expanded to other media including television via cable access to address a wider audience.

TREE PRESERVATION ORDINANCE

The remaining trees in the Village are currently protected by the Tree Preservation, Landscaping, and Screening Ordinance or by the individual Planned Unit Development landscape plans. The Village has been diligent in inspecting property for compliance of these ordinances and through this effort has created a pleasing environment for the entire Village. The Village must continue the inspection program to ensure the perpetuity of the quality environment.

DIRECTIVES TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION AND COOK COUNTY

The roadway system that services the Village of Schaumburg is composed of roads under various jurisdictions, including Illinois State Highway Authority, Illinois Department of Transportation (IDOT), Cook County Highway Department, and the Village of Schaumburg. Cooperation among these entities has always been key to the coordination and implementation of projects. This continued cooperation becomes even more important when projects such as the Triangle Study area (Golf Road, Higgins Road, and Roselle Road), the Meacham Road interchange, the Roselle Road full interchange, Woodfield Road and Wise Road interconnects, and the Schaumburg Road activities are being recommended for action. It is essential that these projects be completed for the Village and regional traffic to function as smoothly and efficiently as possible.

BOULEVARDS AND PARKWAYS

In an attempt to beautify the Village, this Comprehensive Plan recommends that a tree line and green medians be installed along the center of Schaumburg Road and Higgins Road. This treatment would profoundly heighten Schaumburg Road's role as the community corridor because it unifies the entire road and creates a sense of place. They will be able to identify the road as part of the community and not just a river of traffic. The landscape treatment will also help to break the west stream of traffic from the east stream of traffic. While Higgins Road is not a community corridor, this tree lined treatment will accentuate this road's role as a thoroughfare. And while the trees will not improve the traffic on the road, they will improve the environment along this high use road.

CROSS-ACCESS/LIMITED ACCESS

Upon redevelopment, expansion, or any other approval sought from the Village, cross-access between lots should be provided when appropriate. Cross-access is essential in retail areas where many trips between sites take place. This will limit additional traffic and avoid unneeded turn movements along the major arterials. If the cross-access cannot be installed at the time of approval, the owner of the property should be required to submit a letter to the Village agreeing to provide access in the future and pay his fair share of the cost of the improvement at that time or submit a letter of credit for the improvement.

SIDEWALKS AND BIKEWAYS

An integrated and contiguous pedestrian and bicycle circulation system throughout the Village will help to minimize automobile trips by providing employees with alternatives which encourage walking and

This is one of the numerous bikeways that are located throughout the Village to encourage alternative transportation options for residents.



bicycling between uses. These amenities will also be designed to maximize safety and convenience and encourage their use.

MASS TRANSIT

Mass transit is a key component to the transportation network in the Village. In an effort to expand upon the potential of mass transit, the Village should continue to study unique mass transit options. One such unique strategy is a Personal Rapid Transit (PRT) system. This mono-rail system proposes carrying up to four individuals in their own car and allows them to program their destination on a set course. They do not have to make every stop on the track, like typical mass transit options. The combination of privacy in a solitary car

and flexibility to program a specific destination is ideally suited to the suburban lifestyle. Continued dialogue with representatives from PRT systems is essential if the Village is to continue to solve the transportation challenge in the suburbs.

The staple mass transit options must also remain a priority. The PRT system that is being proposed will address the immediate Regional Center area. The system does not have the flexibility to go to the client like the Pace buses do. The buses fill a critical need of people without automobile access. It is essential that the Village and Pace continue to determine ways to ensure that this transit option endures until the need disappears or it is addressed via another method of transit.

TRIP REDUCTION AND THE COMPRESSED WORK WEEK

While the Clean Air Act originally began as a federal mandate to reduce air pollution, it evolved into a transit option program. Companies developed

employee commute options programs that included flexible schedules, compressed work weeks, car pools, and other incentives to get their employees to change their commuting habits. These alternatives will contribute substantially to protecting the air quality and environment as well as easing traffic congestion in the Village.

FUTURE RIGHT-OF-WAY DEDICATIONS

To accommodate increased traffic needs, additional dedicated public rights-of-way will eventually be required along certain arterials within the Village. In the future, upon redevelopment or expansion of uses, developers must be informed of these future roadway plans. This will allow the developer the opportunity to submit plans that will facilitate the future road improvements (i.e. structures, signs, and parking facilities will be set back enough to allow for the future rights-of-way). Property along the following roads will be considered for dedication:

Algonquin Road

Golf Road

Higgins Road

Irving Park Road

Meacham Road

Roselle Road

Wise Road



DESIGN GUIDELINES

Since its incorporation in 1956, the Village has worked diligently to build a community that offers a high quality of life that is reflected in its built environment. One of the goals of the Comprehensive Plan definitively promotes the character of the Village:

“Improve the general appearance of the area and promote the construction of high quality development compatible with both the Village’s current design standards and with the existing character of the Village.”

The following design guidelines are provided to illustrate the ways that the Village can be improved. The majority of these points apply to the business community; however, where common sense prevails, the residential community should attempt to comply to the best of their ability.

SITE PLANNING AND LAYOUT

GATEWAY FEATURES

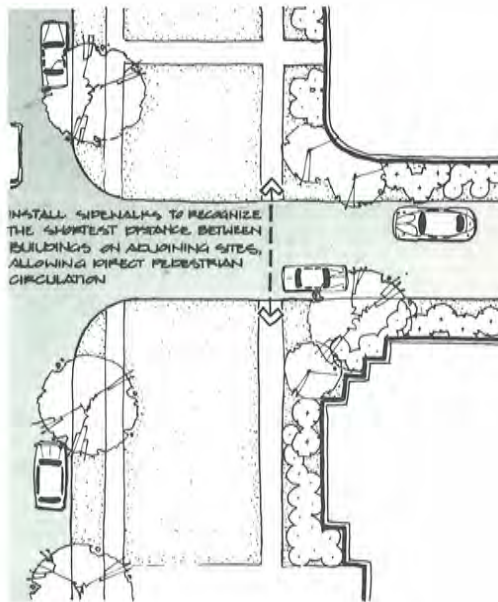
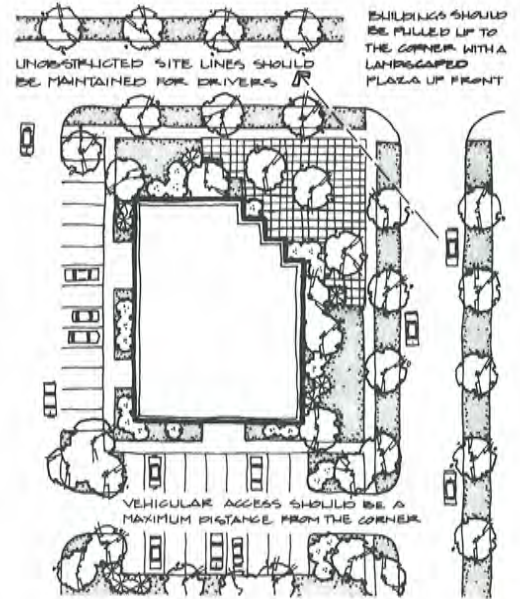
Special identification features should be provided on public right-of-way at entrances to the Village of Schaumburg. Sites located along Village boundaries, particularly on corners, should provide identification for Schaumburg as part of an attractive entry feature, sculpture or landscape plaza or design.

FOCAL POINTS

Focal points such as buildings, building features, landscaping or fountains should be provided at all T-intersections of both public and private roads to identify the end of the road and create a visual attraction.

CORNER SITES

Corner sites have special design constraints and attributes and should be designed with attractive front building facades along both streets. Sight lines for drivers should be maintained at the corner and this space designed as an appealing public pedestrian plaza. Vehicular access to the site should be located a maximum distance from the corner or shared with an adjoining parcel.



FUNCTIONAL SIDEWALKS

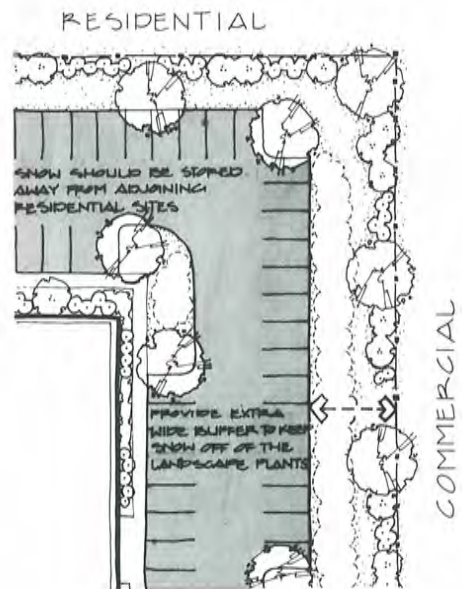
Projects should be designed to recognize the shortest routes between buildings, including buildings on adjoining parcels, and direct pedestrian routes should be installed in these areas.

WELL-DEFINED PEDESTRIAN WAYS

Pedestrian ways should be clearly delineated and physically separated if possible through the use of landscaping, grade separation, or pavement type from areas used for traffic circulation or other activities particularly in extensive parking areas.

SNOW STORAGE

Areas should be provided for snow storage that do not interfere with pedestrian or vehicular movement. The storage areas should not be located along a common property line with residential property causing fence and landscaping maintenance problems for adjoining residences.

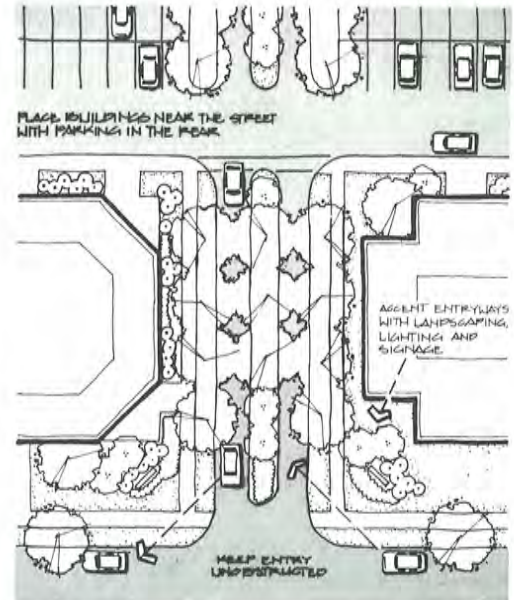


PARKING AND TRAFFIC CIRCULATION

APPROACHES TO THE SITE

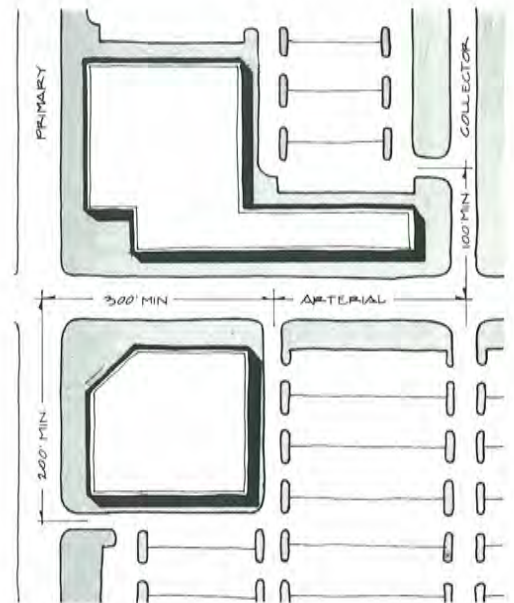
Approaches to a site should be planned to encourage safe movements both on-site and in the roadway.

Main entrances should be easily identifiable by use of lighting, landscaping, signs, and design. Unobstructed views from all directions should be maintained. The use of wider turning radiuses, particularly on major roadways, should be encouraged to provide a safe flow of traffic to and from sites. Once on the site, aisles should be located a reasonable distance from the road so that turning choices do not have to be made quickly causing a potential back-up of cars into the public right-of-way.



DRIVEWAY SEPARATIONS

All driveway cuts should be located according to the minimum spacing requirements outlined in the Subdivision Control Ordinance. A minimum distance of 300 feet on an arterial, 200 feet on a primary, and 150 feet on a collector road should be maintained between existing and/or proposed driveways. When possible driveways should align with those across the street and be located a maximum distance from adjoining curb cuts and intersections.



SHARED DRIVEWAYS

Shared driveways should be built into any project where possible. Fewer curb cuts makes it easier for drivers to distinguish their exact destination. This technique produces fewer conflicts with traffic flow in the roadway, and allows more use of the various parcels of land by reducing the amount of pavement provided by duplication of driveways.

CROSS-ACCESS

Cross-access should be provided and well-defined between adjoining sites where patrons, employees or other persons may likely visit both sites during the same trip. Such access greatly enhances the sites accessibility and promotes trips to adjoining sites that may otherwise not be made. Cross-access also remarkably reduces conflicts on the main thoroughfares which, in turn, lessens traffic congestion by increasing the functional capacity of the roadway. The access points should be clearly marked so individuals unfamiliar with the development would still be able to use the cross-access points.

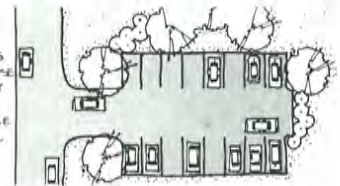
MAIN CIRCULATION AISLES

Main circulation drives should be separated from parking in all but the smallest developments. This provides for clearer routes through sites and increases the safety of pedestrians who would otherwise be hidden by parked cars. This policy also enhances the fire lane access required for emergency vehicles.

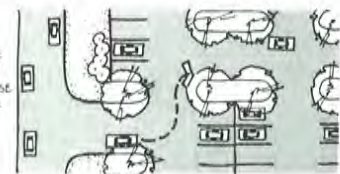
PARKING LOT CIRCULATION

For proper circulation in a parking lot, dead-end aisles, single-loaded aisles, and aisles jogs should be avoided or minimized.

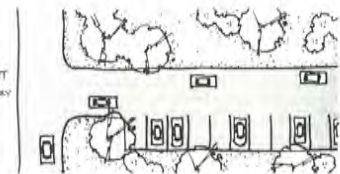
DEAD-END AISLES RESULT IN HAZARDOUS REVERSE MANEUVERS USE ONLY IN THE SMALLEST LOTS AND PROVIDE A TURN-AROUND SPACE AT THE END OF THE PARKING LOT.



AISLE JOGS HINDER MOVEMENTS AND CAUSE VEHICLES TO VEER INTO ONCOMING TRAFFIC USE ONLY TO FOLLOW TRAFFIC WHERE NO OTHER ALTERNATIVE IS AVAILABLE.



SINGLE-LOADED AISLES ARE INEFFICIENT AND ADD UNNECESSARY PAVEMENT TO A LOT.



MANEUVERABILITY IN PARKING AREAS

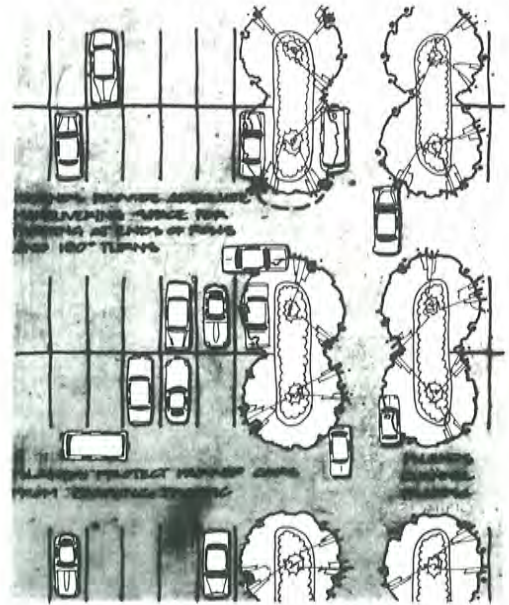
Curbed islands should be provided at the end of all rows of parking to protect the parked vehicles from passing cars, to provide areas for shade trees, and to facilitate safe maneuvering into and out of parking spaces.

HANDICAPPED ACCESSIBILITY

Facilities to accommodate access to buildings and sites by the handicapped should be furnished. Parking spaces should be located next to the main entrances, signage should be used to identify the spaces, curb depressions should be installed to permit access to and from parking areas, and ramps to the ground floor of the building should be provided.

TRANSIT STOPS

All developments should provide public plazas to accommodate future transit stops that may be required. Transit stops serve as major pedestrian gathering area. Their safety and aesthetics should be promoted to further encourage use of transit throughout the community. Wide decorative paved areas, windbreaks, lighting, glazed enclosures, landscaping, and trash receptacles all increase the comfort of those waiting there. These areas should also be handicapped accessible by providing curb depressions and signs.



LOCATION OF LOADING AND PARKING AREAS

All parking and loading areas, as the least attractive element of a streetscape, should be hidden from the street by the building or extensive landscaping and located at the sides or rear of the building.

BUILDING DESIGN AND ORIENTATION

FACADES ALONG THE STREET

The length of the buildings facade should be maximized at the street line as the facade is the most attractive element of any streetscape. The attractive elements should be emphasized to improve the overall character of the streetscape.

BUILDINGS CLOSE TO THE STREET

Buildings should be located at the minimum setback line as close to the street as possible to increase their prominence in the streetscape. This maintains the “human” scale of the streetscape. In other words, this makes it easier for people to relate to the structure, the building is not distant and unapproachable.

GLAZED FACADES AT STREET LEVEL

The street facade at ground level should be primarily of glass and windows. People seeing other people adds interest and gives pedestrians a greater sense of public safety.

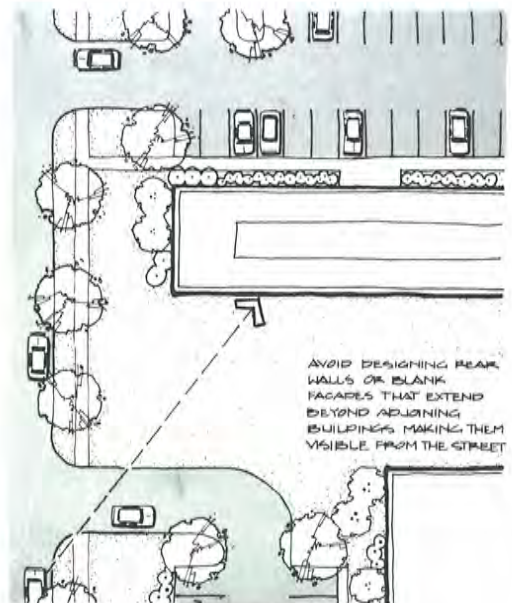
SECONDARY ELEVATIONS ALONG ARTERIAL

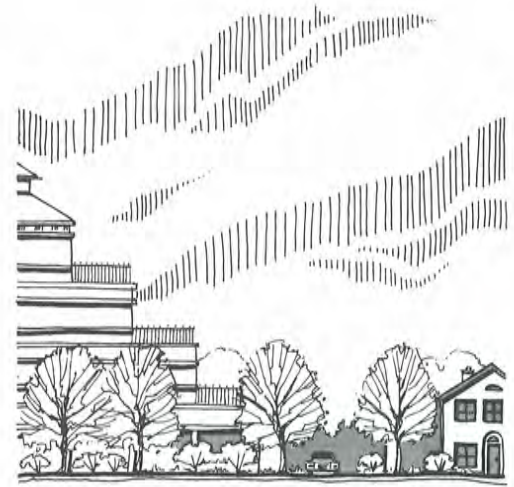
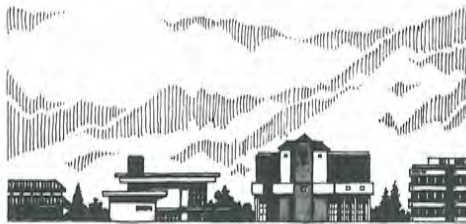
ROADWAYS

All buildings constructed with a secondary or rear elevation exposed to a roadway should provide architectural elements that are aesthetically pleasing and contribute to the overall streetscape. These elevations can impact a streetscape as much as the primary facades can and must be treated with the same sensitivity.

BLANK WALLS

Extensive blank facades should not be exposed to the street as they create a monotonous, bland appearance, particularly if there is an expansive space between the blank facade and the adjoining building.





BUILDINGS ADJOINING
RESIDENTIAL SHOULD
BE STEPPED TO ALLOW
ADEQUATE LIGHT, AIR,
AND PRIVACY.

BUILDING MASSING

Building massing should relate to the size and shape of that of adjoining buildings. The contrast of larger buildings next to smaller buildings should be lessened.

SCALE OF BUILDINGS NEXT TO RESIDENTIAL PROPERTY

Suburban residents generally value a feeling of openness around their home. Therefore, buildings adjoining residences should be stepped or scaled back to respect this desire rather than merely using similar architectural features as may be acceptable in a commercial area.

BUILDING FACADES WITH INTERNAL ILLUMINATION

Internally illuminated panels on building facades which appear as symbols or signs rather than as acceptable accent lighting on a structure should be

avoided. The use of this lighting technique in signs and symbols can create a visually offensive streetscape as more and more of these signs are installed along the road.

ROOFTOP MECHANICAL EQUIPMENT

All mechanical equipment should be hidden from view by making the equipment part of an integral architectural feature of the building. On lower buildings, parapet walls may be acceptable if high enough to properly screen the units. These methods should be used rather than individual unit screens on all new buildings and on existing buildings wherever feasible.

OVERHEAD DOORS

All overhead doors should be of a dark color that makes these features recede into the facade of the structure rather than be accentuated. Overhead doors should be the same dark color as the facade of the building and should not be painted the lighter color of the trim or secondary surface material of the structure to avoid accentuating the doors.

All existing overhead doors, particularly those visible from the roadway or from the residential property, should comply with this requirement as part of any request from the Village, including new occupancies.

LANDSCAPING AND OPEN SPACE

FRONT YARDS

The front yard between the building and the public sidewalk should be designed primarily as a pedestrian activity area with hard surface walks and plazas, shade trees, fountains, benches, planters, protective overhangs, bus shelters, and similar site features. This will encourage activity nodes where people feel comfortable enjoying the surroundings and each other. Without these amenities, these areas are simply seen as an encumbrance between the car and the building.

LANDSCAPING ON VACANT PROPERTY

Sensitive landscaping treatments should be provided on vacant property, to provide continuous attractive visual elements along the street frontage. Vacant lots that are not maintained are unsightly and impact the surrounding development that has worked hard to establish a manicured landscape.



CONTINUOUS VERTICAL
ELEMENTS SHOULD BE
PROVIDED ALONG THE
STREET TO INFILL VOIDS

PARKING AREAS ADJOINING RIGHTS-OF-WAYS

If any parking areas are located along a roadway, a landscaped area consisting of berms planted with evergreens, shade trees, ornamental trees and shrubs should be provided. As these are the least attractive element of any streetscape, they should be completely screened. Such a requirement will encourage buildings to be placed near the roadway for visibility.

FOUNDATION LANDSCAPING

Foundation landscaping should be provided around all buildings. A mixture of shrubs, evergreens, and small trees should be used to accent architectural features and soften walls.

BLANK FACADES, WALLS, AND FENCES

The effect of long stretches of walls or fences should be softened with trees or shrubs to add interest to an otherwise dull expanse.

PARKING LOT ISLANDS

In parking lot islands, live landscaping should be used. One shade tree should be provided in single islands, approximately seven feet by 18 feet, and two shade trees in double islands, seven feet by 36 feet. Ground cover, sod, or low shrubs and mulch should be used in the remainder of the island rather

than gravel, decorative stone or bark chips which spill into traffic aisles and parking spaces.

EXISTING TREES AND NATURAL AMENITIES

Existing trees and other natural features should be given high priority in site development and creative building design should be used to preserve existing vegetation, waterways, slopes, wetlands, and similar features wherever possible.

STORM WATER FACILITIES

Storm water facilities should be designed as retention lakes rather than dry detention basins wherever possible. The retention lakes should have usable open space around them with paths and landscaping and should be naturally contoured rather than rigid and rectangular. If dry detention basins are provided, they also should be naturally shaped and have a dual use. Such basins should double as recreational facilities including such things as jogging paths, picnic areas and ball fields. Subdivisions should be planned to accommodate larger, usable detention areas rather than several smaller, less easily maintained facilities.

SITE ELEMENTS AND STREET FURNITURE

FREE-STANDING SIGNS

Free-standing retail, service, and entertainment signage should, wherever possible, be designed as monument type signs or any exposed poles should be screened with tall evergreens and ornamental trees. The signs should compliment the architecture of the building and be located a maximum distance from adjoining signs.

SIGN DESIGN

The number of items of information on a sign should be limited so they remain readable. Directory signs for any use except multi-tenant retail shopping centers should be avoided. Rather than allowing numerous colors, two or three colors on a sign should be encouraged to enhance the signs legibility.

WALL SIGNS

Building signs should be integrated into the facade and/or landscape design to add to the sites attractiveness rather than simply creating clutter.

SIGNAGE FOR OUTLOTS

Shopping center outlots should use wall signs rather than free-standing signs to reduce the clutter in the street. Covenants restricting free-standing signs on

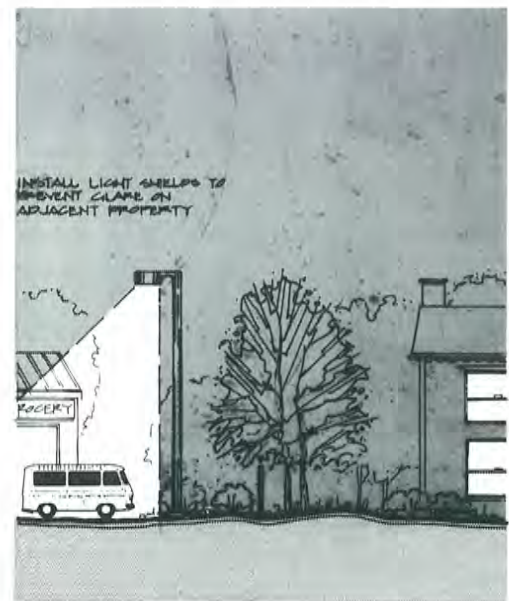
these lots should be recorded when the shopping center site plan or amendment is approved.

COMMON DESIGN FOR SITE ELEMENTS

Lighting fixtures, signage, and other site furniture which compliments the architecture of the building and carry the same design scheme throughout the site or development should be employed. Directional signage with a similar design, for example, used throughout an area enables users to readily become acquainted and comfortable moving about the site.

GLARE FROM LIGHTS AND SIGNS

Site, building, and sign illumination should be focused on the subject property. Excessive illumination that causes glare onto adjacent properties, especially residential, should be discouraged or prohibited.



PEDESTRIAN LIGHTING

The comfort and safety of pedestrians should be increased by providing pedestrian level lighting along pedestrian ways. Brightly lit walkways define appropriate routes, add to the excitement of an area, and promote evening activity by increasing public safety.

EXTERNAL LIGHTING SOURCES

Year round evergreen landscaping or architectural features of the building should be used to screen all lighting fixtures that are used to illuminate buildings and/or signs.

WEATHER-PROTECTIVE OVERHANGS

Weather protective overhangs such as canopies, awnings, and arcades should be used for building entrances, waiting areas, transit stops, main pedestrian routes or activity areas. These overhangs should be designed for compatibility with the buildings architecture rather than being added as after thoughts which detract from the building's appearance.

BICYCLE PARKING

Bike racks should be provided in a convenient location near the entrance of buildings that are accessible to bicycle traffic. All sites located along a bikeway should install rest stops with seating areas, refuse receptacles, drinking fountains, and similar amenities for the cyclist.

DROP-BOXES AND SERVICE AREAS

All developments should provide a service area for newspaper stands, mailboxes, and private letter carrier boxes. These should be located near the main entrances to the building, in places where people gather, or adjoining a drop-off or pull-off lane.

SATELLITE DISHES AND ANTENNAS

All satellite dishes and antennas should be located in the most inconspicuous place on the site. Satellite dishes should not be visible from the roadway. Dishes should be screened to the maximum extent feasible and be painted a natural or earth-tone color to blend into the surrounding landscape.



SECTION III: EXISTING CONDITIONS

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EXISTION CONDITIONS

INTRODUCTION

The term “edge city” defines the new regional downtown that has emerged at the out-skirts of the traditional central cities. These edge cities fill the role of the central city by providing jobs, homes, schools, shopping, cultural and recreational opportunities, everything the central city offers. Yet the character of the edge cities are substantially different from their counterpart. For example, the homes are on larger lots and have garages, parks are abundant, industrial development is innocuous, and the transportation system is designed to suit the staple transit option, the automobile. The Village of Schaumburg is the quintessential edge city.

Fortunate to be located at the convergence of two major highways supplying superior access to the region, the Village of Schaumburg has in fact emerged as one of the foremost “edge cities” in the United States. The Village is home to major high technology corporations such as Motorola and Santa Fe, and large service oriented companies such as Zurich-American and the Signature Group. Schaumburg also provides unparalleled retail opportunities in the 65 shopping centers located throughout the Village. Excellent transportation

opportunities are also provided by the Village such as the municipal helistop and regional airport, public transportation, and a top quality local roadway network.

But Schaumburg offers much more than just the stereo-typical edge city. Since its incorporation in 1956, the Village leaders have strived and painstakingly worked to create a complete community that is able to focus on the residents and their needs as well as the businesses and their needs. This effort is clearly illustrated by the diversity in the housing market that offers simple apartment homes to sprawling single-family homes with large yards. The Village offers excellent public facilities, including an award winning park district, an active cultural center, a teen center, a senior citizen center, and a family counseling service. The Village has an excellent township library and a top-notch school system. And many other amenities reveal the importance the concept of community has in this diverse village.

The existing conditions of Schaumburg cover a number of areas. Public facilities, residential demographics, economic base, natural amenities, utilities, and the transportation system, all combine to define Schaumburg. The following section will expound on all of these aspects to establish a multi-dimensional picture of the state of the Village today.



EXISTING CONDITIONS

LAND USE

Consisting of 19.13 square miles, the Village of Schaumburg boasts a diverse mix of land uses from modest single-family homes, to 22 story high rise office complexes, and 100 acre industrial parks. Specifically, there is over 9.8 million square feet of commercial development, 11.1 million square feet of office development, 9.7 million square feet of industrial development, and over 32,324 housing units. All of these uses successfully coexist within one community. Table 1 reflects the total area of the Village and the land use percentages.

The success of this mix of uses is traced back to the early days of the Village. The founders had the foresight to create a comprehensive plan that, in general, identified a mix of uses where the more incompatible uses were segregated. They understood that while each use is a contributing element to the whole, they are separated to minimize the conflicts that may arise. Today the Village leaders continue to adhere to the thoughtful planning of the Village to ensure that the mix of uses will benefit the community as a whole.

TABLE 1
EXISTING AND PROJECTED LAND USE BY TYPE, 1995-2020

Land Use Classification	1995		2020*	
	Square Miles	Percent	Square Miles	Percent
Single-Family Residential	6.5	34.0	7.5	36.4
Multiple-Family Residential	3.3	17.3	3.5	17.0
Commercial	1.5	7.9	2.0	9.7
Industrial	2.3	12.0	2.5	12.1
Office	1.2	6.3	1.5	7.3
Agricultural or Vacant	1.0	5.2	0.2	1.0
Public/Quasi-Public	1.8	9.4	1.8	8.7
Roads	1.5	7.9	1.6	7.8
TOTAL	19.1	100.0	20.6	100.0

*Includes probable annexations

SOURCE: Village of Schaumburg Planning Department, August 1995

To better define the Village as it exists today, it helps to break it down into three distinct areas that have unique characteristics: the Regional Center, the Irving Park Road Region, and the Community Center. Map 3 (located in the Plan Chapter) illustrates these divisions. The Regional Center is composed of the regional uses, office, retail, and industrial, which draw employees and customers from throughout the northwest suburbs and beyond. This center contributes the majority of business development in the Village. The Irving Park Road Region also contributes substantially to the business base of the Village, yet it accomplishes this on a

different scale. The businesses here are generally of a smaller scale. And finally, the Community Center is composed of the residential component and related support uses of the Village. This area consists of homes, neighborhood stores, the library, and schools, for example.

While these three regions offer unique opportunities to residents and employers alike, they unite to form a cohesive and successful whole that is greater than its parts. To begin to fully appreciate how the "whole" works, the following discussion will thoroughly examine the existing land uses of each of the three parts as defined above.

REGIONAL CENTER

The Regional Center is located at the intersection of two major Interstates: Interstate 90 and Interstate 290. These roads have been one of the keys to the Village's success. They provide exceptional automobile access to the Village. Based on this transportation factor, corporate and commercial developments were attracted to the Village in the 1960's and 1970's. Corporations including Motorola and Unocal were among the first to build here in the late 1950's and early 1960's. In the late 1960's the commercial sector

realized the potential of this location and Woodfield Mall became a reality. As a result of these early occurrences, over 20 million square feet of development emerged and identified Schaumburg as a leader in the northwest suburbs of Chicago.

Specifically, the Regional Center consists of large scale office, commercial, and light industrial uses. The following will discuss the aspects of each: commercial, office, and industrial development.

RETAIL DEVELOPMENT

The retail development within the Regional Center is nothing short of phenomenal. To begin with, this area includes three regional malls all containing over a half million square feet; Woodfield Mall, 2.7 million square feet, Woodfield Village Green, 620,000 square feet; and One Schaumburg Place, 760,000 square feet. A multitude of other shopping centers are located within the Regional Center. All of these centers are listed on Table A in the Appendix and depicted generally on Map 9. Within the Regional Center, the retail centers cater to a regional population. They offer specialty and discount items to top-of-the-line and second hand merchandise. The Regional Center is also home to many automobile dealerships along Golf Road, nestled among the other retail uses. Due to the numbers of dealerships in such a small location, it is

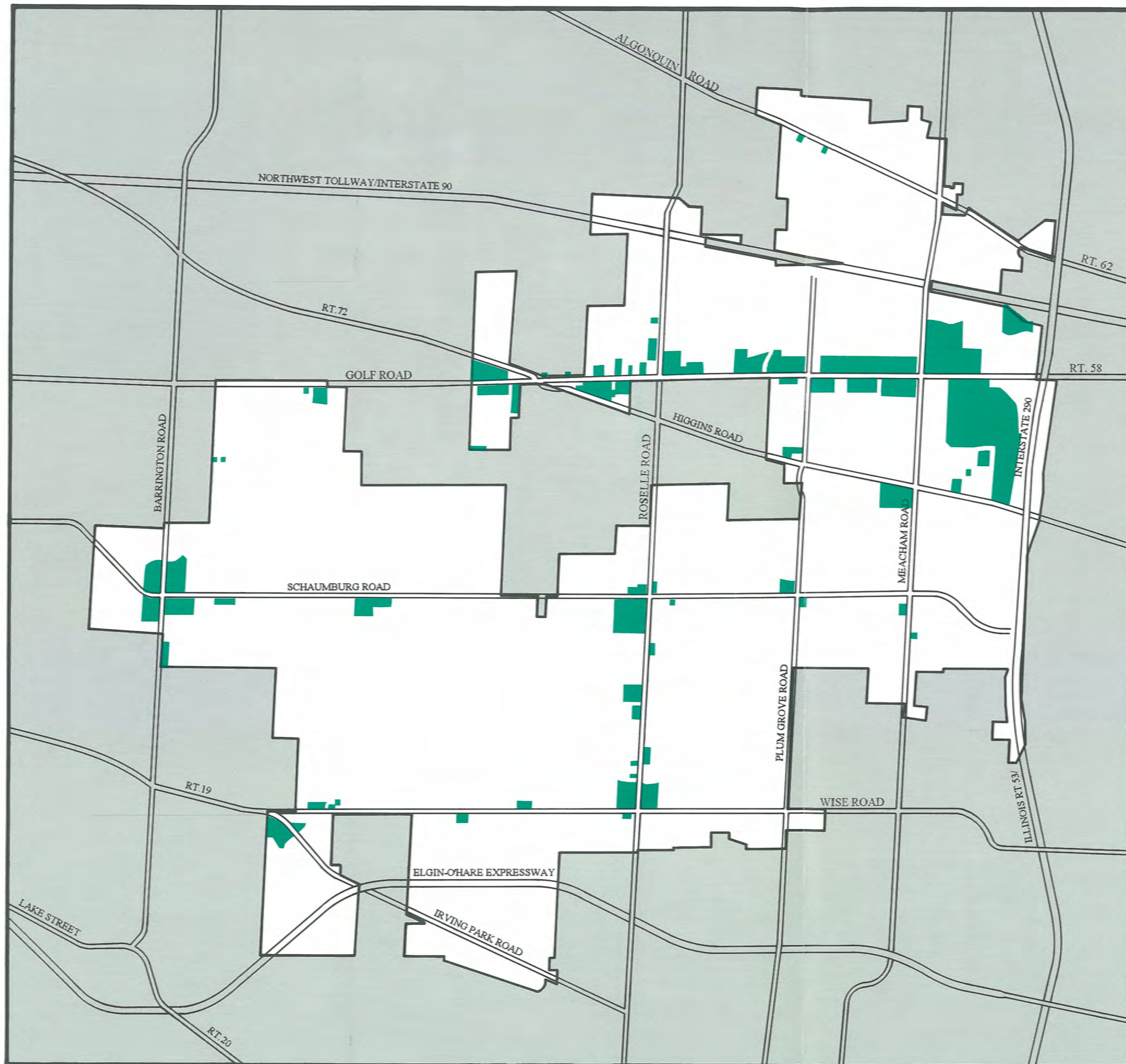
relatively easy for customers to shop for numerous makes of cars while only driving a short distance from dealer to dealer. These dealerships as well as other auto related businesses make up the largest commercial segment of the Schaumburg economy. This commercial development also hosts many stand-alone, solitary retail establishments and restaurants. Table A also lists the automobile dealerships and the larger stand-alone retail establishments of the regional center. This diversity of the specific uses in the retail sector is an analogy to the diversity of uses, including office and industrial uses, throughout the Regional Center. Each offering a vital component to the Regional Center.



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

MAJOR RETAIL DEVELOPMENT

 RETAIL SITES



PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995

The Century Centre office buildings contribute to the quality inventory of office buildings within the Village of Schaumburg.

OFFICE DEVELOPMENT

The office sector of the Regional Center creates a skyline that few suburbs can boast. Composed of high-rise and low-rise office complexes, the 11.1 million square feet of office space houses everything ranging from corporate headquarters and sole-proprietorships. These buildings are as small as 20,000 square feet and as large as 500,000 square feet. They range from one story to 20 stories. The major office buildings in the Village are all located within the Regional Center. The Zurich American Insurance Towers are the largest office towers in the Village and reflect the image that Schaumburg wants to portray to the rest of the region. The Woodfield Corporate Center, composed of five office towers, is another example of quality development. Located at the southern end of the Regional Center, this complex connects the modern office buildings with flowing landscaping, pedestrian bridges, and careful building orientation. These office complexes and numerous others are listed on Table B in the Appendix, and their locations are defined on Map 10. Unless otherwise noted, these office structures are found exclusively within the Regional Center. As the table and map indicate, the Regional Center has a strong office component that blends with the other retail and industrial uses creating an intense economic center in the northwest suburbs.

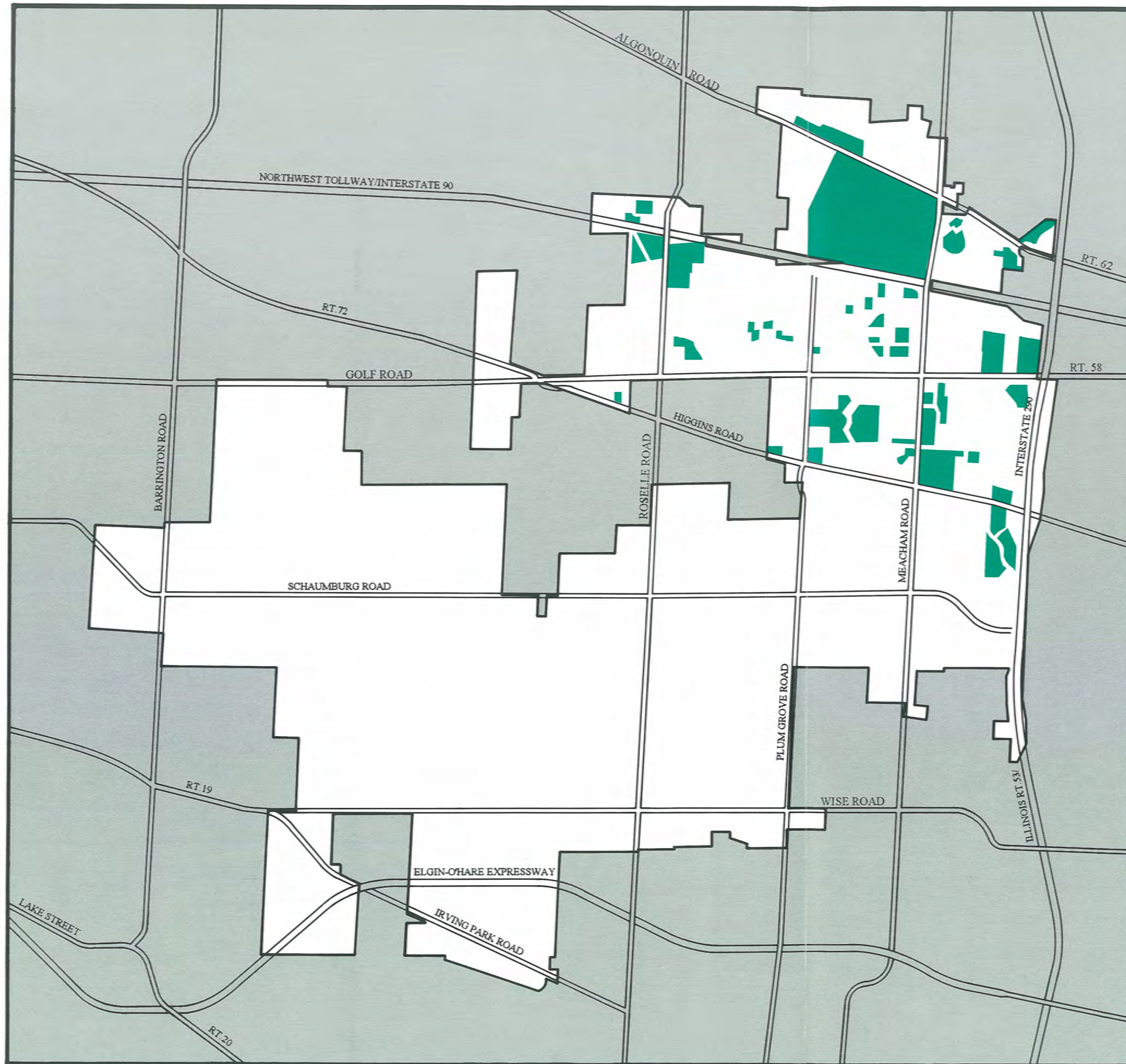




VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

MAJOR OFFICE DEVELOPMENT

 OFFICE SITES



PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995

INDUSTRIAL DEVELOPMENT

Industrial development is also a substantial component of the Regional Center. The ten industrial parks found in the Regional Center occupy 1,600 acres of land. See Map 11 for specific locations of the industrial development. In general, Schaumburg's industrial development is composed of light industrial, warehousing facilities, research and development activities, and office/industrial uses. The majority of the development in the industrial parks is on a small scale. The buildings are one-story and generally resemble office buildings from the road. The industrial characteristics are usually concealed by the secondary and tertiary facades of the buildings. The Copley Center, for instance, offers many amenities. The development incorporates attractive buildings, aesthetically pleasing landscaping, detention ponds with fountains, and open space with foot paths and gazebos. The Motorola complex also deserves special note. This unique development, occupying 325 acres, combines industrial, office, and service uses for employees. This complex also houses a museum which is open to the public and highlights the innovative and technological products that Motorola has developed and manufactured over the years.

Within the Regional Center, the industrial development is clustered around Interstate 90. This location is ideal for a number of reasons. First, this location allows for high visibility for buildings fronting the tollway. For instance, Motorola, BMW of North America, and Mazak are all visible to the tens of thousands of people driving by each and every day. Second the access to the tollway via the Roselle Road interchange is beneficial to the companies attempting to transport their products. And finally, this location allows for the separation of industrial uses from the retail activities along Golf Road. While it may be convenient for employees of the industrial uses to use retail uses such as restaurants, typically, industrial and retail uses do not form a significant symbiotic relationship. Therefore, the separation of these two uses is pragmatic, so conflicts do not arise from differing needs of the business uses from retail uses.

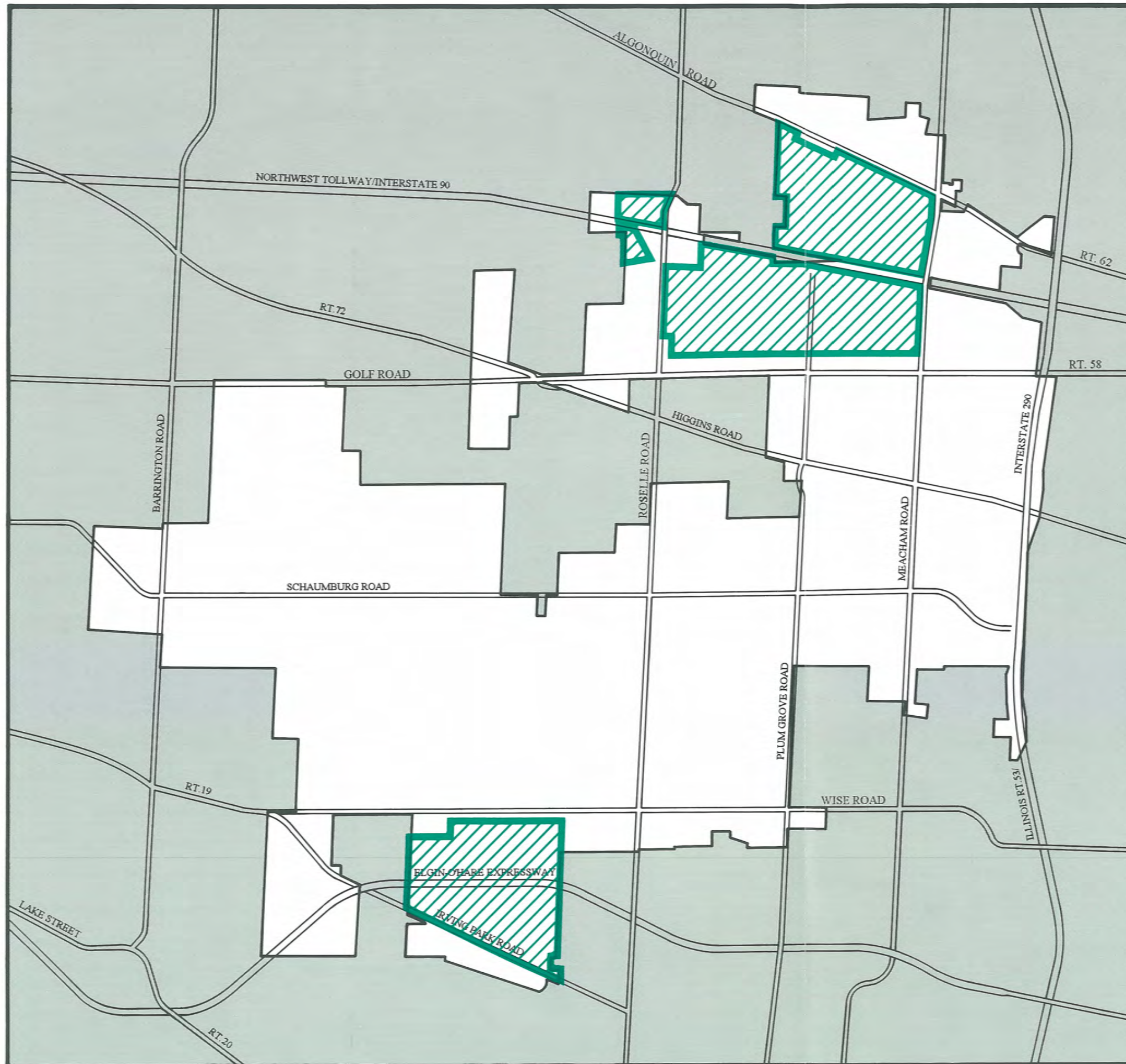


VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

INDUSTRIAL DEVELOPMENT



AREAS OF INDUSTRIAL
DEVELOPMENT



PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995

TABLE 2
MAJOR INDUSTRIAL PARKS/DEVELOPMENTS : Regional Center

INDUSTRIAL PARK	YEAR OPENED	AREA (ACRES)
Copley Center	1990	99.6
Motorola Center	1956	325.0
Schaumburg Center for Commerce	1980	37.7
Schaumburg Industrial Park	1968	200.0
Schaumburg Technological Center	1982	27.0
Spectrum Industrial Park	1968	586.5
Tollway Industrial Park	1974	92.1
Woodfield Business Center I	1980	120.4
Woodfield Business Center II	1982	128.3
Woodfield Business Center III	1994	32.8
TOTAL		1,649.4

SOURCE: Village of Schaumburg Planning Department, July 1995

TRANSPORTATION confidence the public transit system has in providing
The Regional Center also offers various transportation related land use opportunities. The Municipal Helistop is located within the office sector along American Lane. This helistop provides corporations

and individuals with the ability to have helicopter access. This service is becoming more of a necessity than a luxury as more and more corporate officials use this type of transportation to efficiently move around the Chicago Metropolitan area.

At the other end of the spectrum, the regional center is home to a Pace Transportation bus terminal. Located along Kimberly Drive across from One Schaumburg Place, this facility demonstrates the

this type of transportation to the residents of the area. The need is increasing and the terminal will help address this need.

PUBLIC FACILITIES/INSTITUTIONAL USES
Only limited public offices and facilities are found in the Regional Center. This is the case because the developments in the Regional Center cater to the needs of the region as a whole. Many of the public facilities are better located closer to the residents who use them, not in the Regional Center. Therefore, two fire stations, numerous water storage facilities, the helistop, the Pace bus facility, and a

post office are located within the Regional Center. These public facilities specifically service the needs of the businesses located within the Regional Center. They do not service the needs of the residents of the Village. Those facilities are more appropriately located in the Community Center.

A major regional institutional use found in the Regional Center is Roosevelt University. Located in the heart of the Regional Center along McConnor Parkway, this university is a recent addition to the area. It is the largest university facility in the northwest suburbs, enrolling over 2,900 students in over 60 degree programs.

ZONING

The Regional Center includes a diverse cross section of zoning districts. This allows for the diversity of uses that are desired for this area, from small sole-proprietorships to the grand shopping centers. The zoning districts found here reflect the commercial, office, and industrial uses as previously outlined. (See Map 12) In general, these districts are divided into two categories, business districts and manufacturing districts. The Village of Schaumburg incorporates five business districts that allow uses from small professional offices to high-rise office towers. These districts are B-1 Limited Office, B-2 General Business, B-3 Planned Office Business, B-4 Retail, Service, Motor Vehicle, and B-5 Planned Regional Center. The two manufacturing districts are M-1

Manufacturing and M-P Planned Manufacturing. The manufacturing districts within the Village reflect differences in intensity, permitted land uses, and design allowed within the district. One other unique zoning classification is found in the Regional Center, Mixed Use Planned Unit Development. This classification reflects a special development that was approved for an area, and is designated in conjunction with a underlying zoning district, in this case B-3 Planned Office Business.

The business districts are abundant in the Regional Center. Each of the business districts is found in the Regional Center, from B-1 to B-5. The B-1 Limited Office district is scarce in the Regional Center, in fact, only one area containing three adjacent vacant parcels have this designation. Located north of Golf Road and east of Valley Lake Drive, these three parcels are appropriately zoned to act as a transition between the intense commercial activity to the south along Golf Road and the multiple-family residential development to the north.

The B-2 General Business district is found throughout the Regional Center, with the greatest concentration found along Golf Road. The types of uses found in the B-2 district are shopping centers, restaurants, and stand-alone retail stores. Examples of the uses within the B-2 districts include Woodfield Plaza Shopping Center, Portillo's restau-

rant, and Best Buy. Intertwined among the B-2 districts are properties zoned B-4 Retail, Service, Motor Vehicle. These uses include automobile dealerships, automotive service stations, and gas stations. The combination of these two districts creates a diverse commercial environment from single retail stores to large automobile dealerships and shopping centers. The intensity of these two districts also conveys the character of Golf Road in general, a wealth of commercial development.

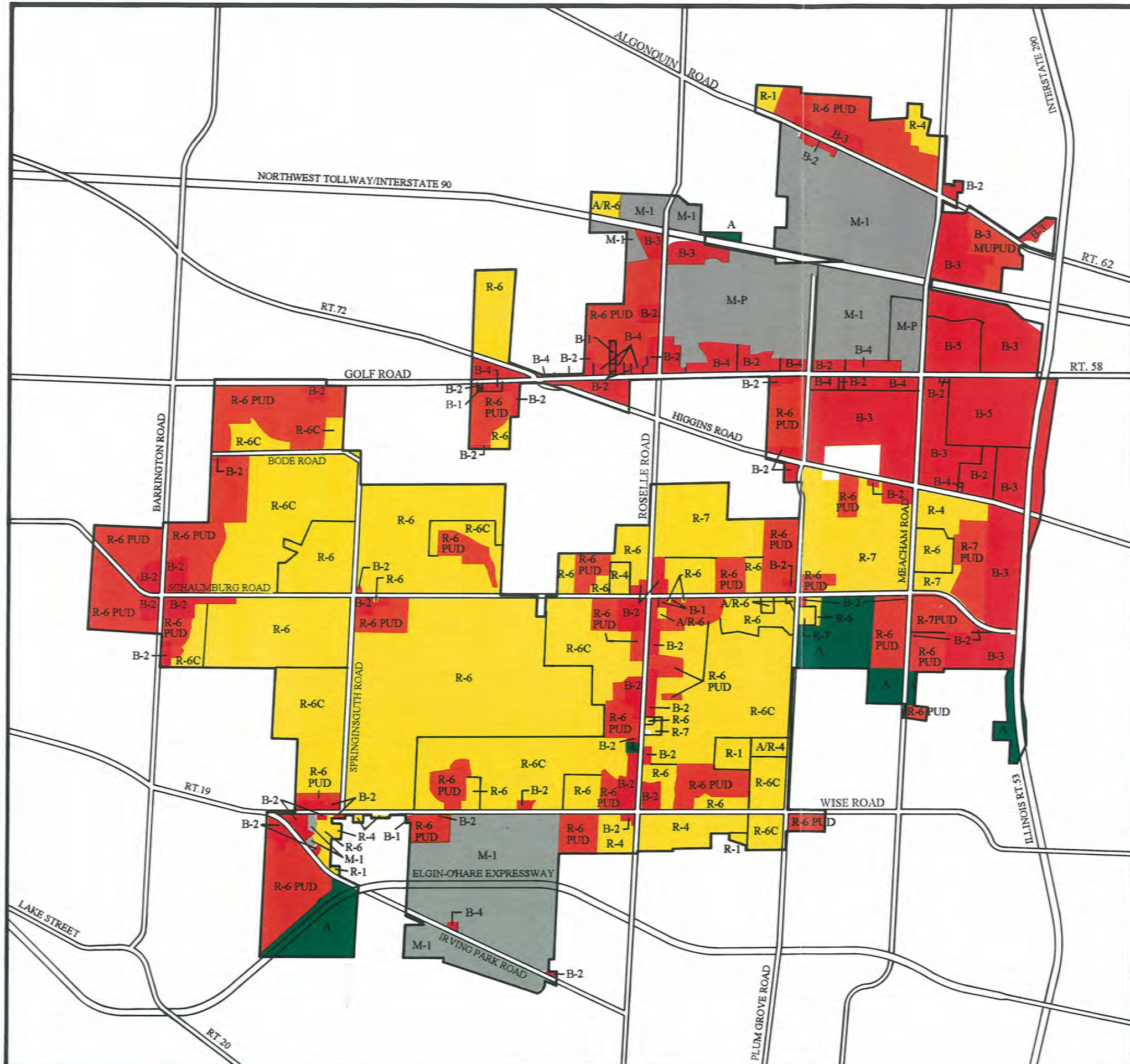
The corporate office development within the Regional Center has been carefully planned. This planning is evident in the zoning of properties. B-3 Planned Office Development is the zoning district which encourages high rise office development. Each of the office towers is appropriately zoned for this use. Large concentrations of property zoned B-3 are found along Meacham Road both north and south of Interstate I-90. The largest of these concentrations is located adjacent to Woodfield and extends west to Plum Grove Road. This area boasts Zurich Towers, Schaumburg Corporate Center, and Woodfield Lakes Office Complex. South of Higgins along Martingale Road, Woodfield Corporate Center and the Marriott Hotel are all zoned B-3. An area of vacant property north of McConnor Parkway is also zoned B-3. The development of this area as a high-profile office center will significantly add to both the



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

ZONING DISTRICTS

- A** AGRICULTURAL (5 ACRES)
- R-1** SINGLE FAMILY (2.5 ACRES)
- R-4** SINGLE FAMILY (20,000 SQ.FT.)
- R-6** SINGLE FAMILY (10,000 SQ.FT.)
- R-7** SINGLE FAMILY (10,000 SQ.FT.)
- R-6C** CLUSTER (8,750 SQ.FT.)
- B-1** LIMITED OFFICE
- B-2** GENERAL BUSINESS
- B-3** PLANNED OFFICE BUSINESS
- B-4** RETAIL, SERVICE, MOTOR VEHICLE
- B-5** PLANNED REGIONAL CENTER
- M-1** MANUFACTURING
- M-P** PLANNED MANUFACTURING
- PUD** PLANNED UNIT DEVELOPMENT
- MU PUD** MIXED-USE PLANNED UNIT DEVELOPMENT



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Woodfield Village Green is the newest of the major shopping centers that is zoned B-5 Planned Regional Center, that specifies it for regional use.

office corridor that already exists along Golf Road with the Century Centre Towers and Centennial Center as well as the Meacham Road office corridor character. One other area of vacant B-3 property is found just north of the Tollway and Meacham Road. This area will also be a major contributor to the office sector of the Regional Center. While the zoning of the office development appears to reveal an extremely homogenous environment, it is imperative to remember that this office sector is just one of three types of sectors in the Regional Center. The entire Regional Center offers a diverse array of uses and zoning districts.

The B-5 Planned Regional Center is a specific zoning classification that reflects only the largest commercial development, the regional shopping center. The B-5 district is only found in two areas of the Village, at Woodfield Mall and Woodfield Village Green. These two centers are among the largest in

the region and require zoning that anticipates regional uses and ensures the development will benefit the immediate surroundings and not just service the region. The other regional mall of note in the Village, One Schaumburg Place, is not zoned B-5. It is currently zoned B-3 to reflect the future plans for the site which includes a multiple-story office building and hotel, but the property should be rezoned to B-5 in the future to reflect its regional orientation.

The manufacturing districts apply to over a thousand acres of land. The M-1 Manufacturing district is the more basic of the two districts, allowing industry, in general. To differentiate, the M-P Planned Manufacturing district is the zoning granted for industrial parks submitted with an overall plan with such provisions as public amenities, landscape features, and attractive facades. The M-1 district is the original general manufacturing district, therefore, the earlier industrial parks reflect this zoning, such as the Tollway Industrial Park and the Motorola complex. The M-P zoning was granted for Copley Center and Woodfield Business Center I and II, for example. These developments submitted specific and comprehensive development plans before the zoning was granted. A few miscellaneous parcels are also zoned M-1 and in general reflect the zoning at the time of incorporation and were developed accordingly.

The final area of the Regional Center is zoned B-3 MUPUD, which has an underlying zoning of B-3 Planned Office Business and a Special Use for a Mixed Use Planned Unit Development. This zoning reflects the unique character of this development. Submitted as one unified plan, this area, the Walden development, is host to a number of land uses. Three office buildings, two restaurants, and a hotel are found within the same development as multiple-family residential. Due to its unique mixed character, a single zoning district would not be adequate. The Special Use designation of MUPUD allows for careful review of the project and its impact on the surrounding community. The Walden development is the only existing Mixed Use Planned Unit Development within the Village.

HEIGHT

The skyline of the Regional Center is one of the most distinctive outside of Chicago. The Village has attempted to provide more than just one or two tall buildings jutting out from the tree tops. Numerous office towers combine to create a skyline with various architectural features and forms. As people approach the Village from the north, south, east, or west, they can identify the Village by the cluster of office towers that rise over the horizon.

In particular, the Zurich Towers, the Woodfield Corporate Center, Schaumburg Corporate Center, Century Centre I and II, and Centennial Center all contribute to create a prominent profile for the Village in the northwest suburbs. In the center of the Regional Center, the Zurich Towers both boast 20 stories each and Schaumburg Corporate Center boasts 14 stories. The Woodfield Corporate Center buildings range from eight to 21 stories with the Prudential Office Buildings at 11 and 16 stories each, on the southern edge of the Regional Center. To the north of the Regional Center, the cluster of the two Century Centre towers add 11 stories each to the skyline. The Centennial Center contributes 13 stories to the skyline. Many other office structures in the Regional Center substantially add to the skyline with building heights of up to 11 stories. Map 14 illustrates that the taller structures in the Village are located exclusively within the Regional Center.

It is obvious from the previous paragraph that the skyline of the Regional Center is owed to the office structures. The retail and manufacturing establishments are designed on a smaller scale with average heights of two stories. Even the massive Woodfield and Woodfield Village Green shopping centers are less than two stories. Golf Road is lined with one story retail developments. The industrial

parks north of Golf Road also reveal the one to two story structures that have been built for light industrial and office uses.

A few exceptions do exist. Several hotels within the Village are three to 12 stories in height. The majority of these establishments are located near the office parks within the Regional Center and enhance the skyline created by the offices. For example, the Schaumburg Marriott's 12 story building blends in well with the Prudential and Woodfield Corporate Center office towers along Martingale Road. The Summerfield Suites, Homewood Suites, both three stories, and Wyndham Hotel, six stories, blend in well within the lower profile Woodfield Road office development.

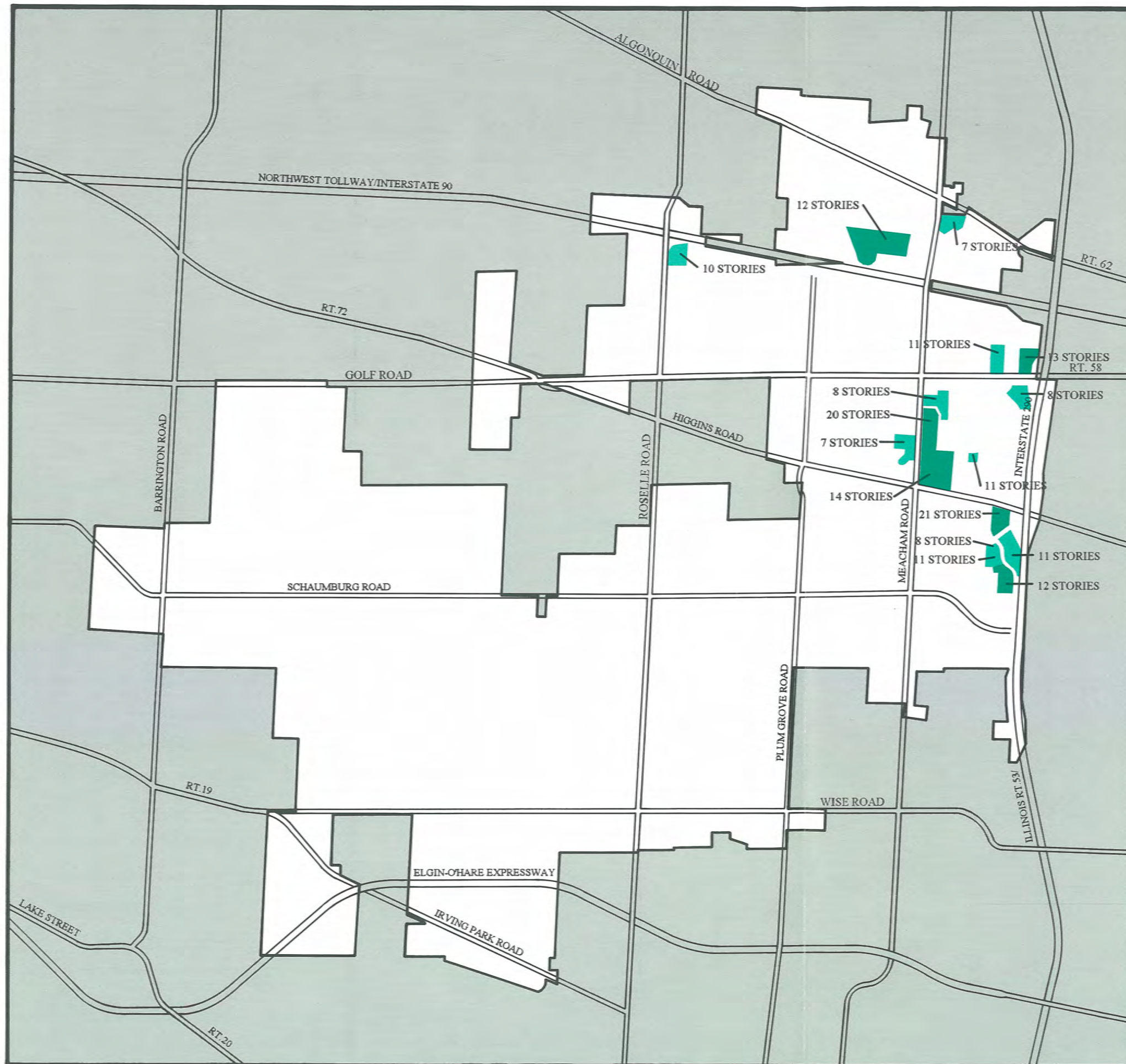
Other exceptions include a variety of uses. Medieval Times and One Schaumburg Place are unique structures and create a presence all their own with their three stories. Three industrial uses top the two story ceiling. Motorola's office tower is 12 stories tall and the visual center of their high-tech industrial campus. Basswood Plaza and 500 Remington are less obvious with four and three stories, respectively. Finally, Walden Apartments are part of a Mixed Use Planned Unit Development that includes five to six story office buildings, a hotel, and restaurants. The apartments top at three stories and blend in well with the surrounding developments.



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

EXISTING BUILDING HEIGHTS

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



The high profile skyline is maintained into the night by the unique lighting programs the office towers have developed. These programs aspire to a number of roles. Each program is unique to each office development. Therefore, the character of each development is further defined by the exterior lighting. Woodfield Corporate Center is identifiable by hundreds of thousands of people as this development, with its distinctive white crown lighting, acts as a beacon to people arriving at the Village from the east and south. Centennial Center dons a blue crown announcing its presence on the north end of the community. Others adopted "spotlighting" techniques which illuminate the entire building. The Century Centre towers use this technique to show off the architectural details of the buildings, such as the marble treatment on the walls. The other role this activity plays is community wide. The combination of the exterior lighting treatments creates an image for the Village as a whole. People not only recognize the separate office developments, but also identify Schaumburg as well. A community image is defined by the nighttime and daytime skyline.

INTENSITY

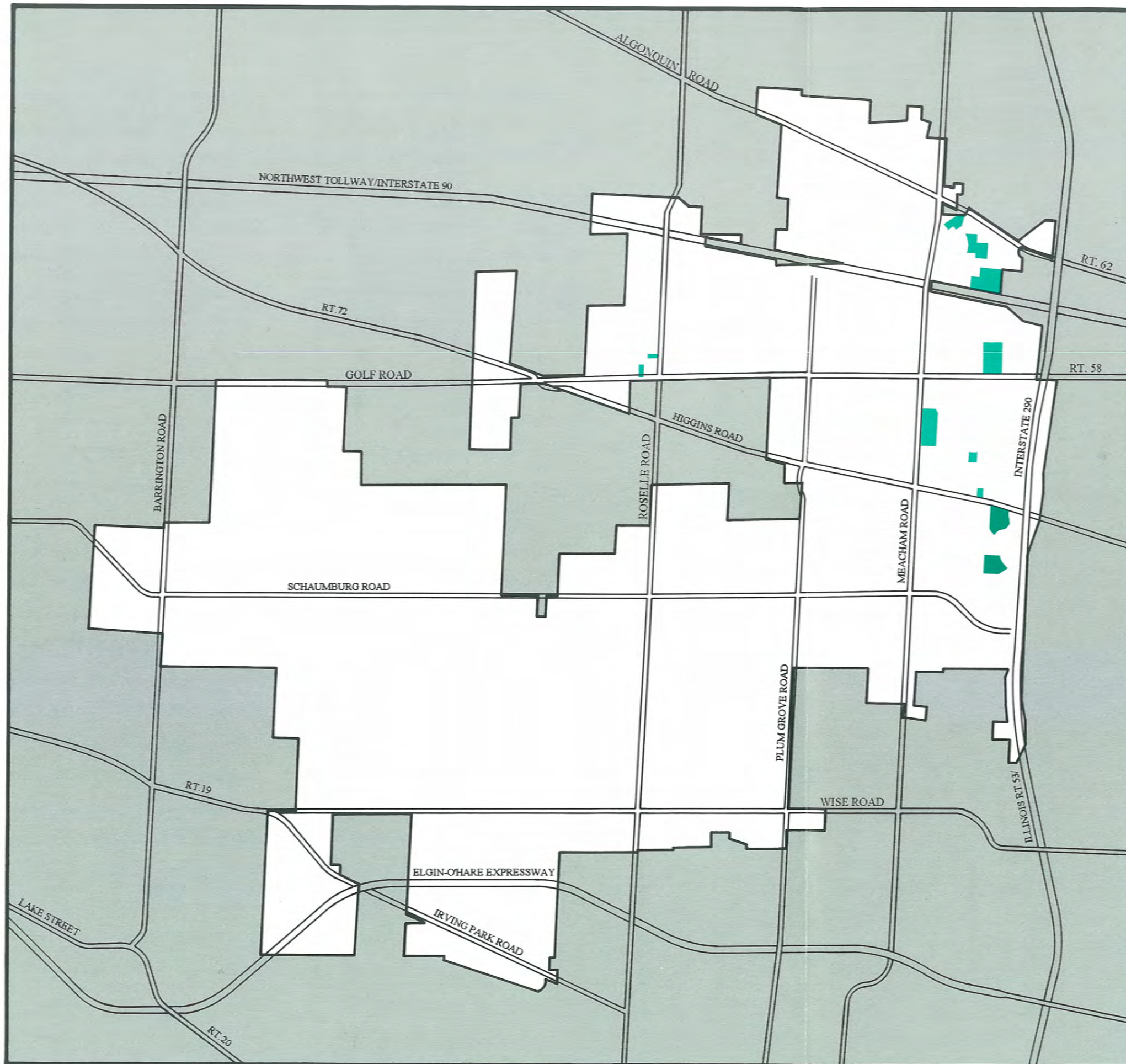
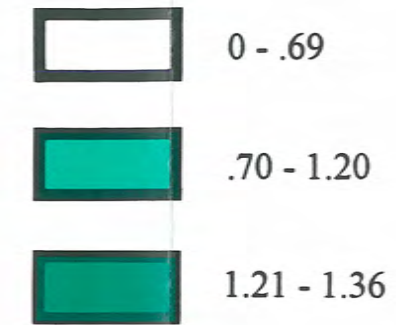
Floor Area Ratio (FAR) is a flexible tool which assists in planning the future built environment. The ratio measures the mass or bulk of building compared to the area of land on which they lie, the intensity of the use. It also allows a community to fix an "invisible" envelope within which future construction can occur. The FAR is calculated by dividing the gross floor area of a building or buildings, excluding parking structures, on a parcel by the area of the parcel. A development is relatively intense if the resulting figure is greater than .50.

The intensity of the development in the Regional Center varies as much as the heights do. This variation is evidenced by the diverse skyline that is unique among suburban communities. In general, the office towers have some of the highest



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

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



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intensities with the strip retail centers and light industrial developments contributing low intensity figures. Even with the higher intensity development, intensities reminiscent of a metropolitan city, the Village maintains an open environment with abundant parking, landscaped grounds, and green space. This balancing act of high intensity development and open areas is executed by carefully reviewing requests that exceed the Floor Area Ratio (FAR) that is allowed by right under the Zoning Ordinance. The development that has exceeded the requirements was carefully weighed to determine the benefit to the community before it was allowed.

The majority of the development within the Regional Center have lower Floor Area Ratios (FAR), falling between 0.01 and 0.69 FAR. These intensities characterize development with buildings surrounded by larger lots made up of parking lots and landscaped areas. The retail development along Golf Road and the light industrial/office development along Remington Road and State Parkway all clearly illustrate this, as shown on Map 14.

The highest intensities within the Regional Center are in the range of .70 and 1.36 Floor Area Ratio (FAR) and are generally reflected by the high rise office towers situated on relatively smaller parcels. Woodfield Corporate Center I and II and Woodfield Corporate Center IV have a 1.36 FAR

and 1.32 FAR respectively. The Zurich American Towers have a FAR of 1.10. Four other office buildings have the higher intensity FARs: TransAmerica at .82 FAR, Century Centre I and II at .74 FAR, and One Woodfield Place at .72 FAR. The office buildings with higher FARs generally have incorporated the use of a parking garage. This practice allows landscaping and open space to exist on the sites while maintaining the required parking for the larger buildings. These buildings, while they have rather high FARs have contributed to the environment of the Regional Center as a whole by reducing the amount of asphalt for parking lots that is typical of most suburbs.

The other higher intensity developments throughout the Regional Center represent varied developments. The Walden Planned Unit Development, for example, offers high density residential opportunities that include intensities of .93, .80, and .72. While the La Quinta Inn on Higgins Road is not one of the largest structures in the area, it is situated on a parcel that is relatively small for this building creating a relatively high Floor Area Ratio (FAR) of .70. And finally, at the west end of the Regional Center, the Boston Chicken restaurant and Floors by Vinci have .80 and .82 FAR, respectively. These areas were among the first to be developed after Schaumburg incorporated and the

development practices reflect the older trends with smaller lots and clustered buildings.

These Floor Area Ratios have been directed and allowed in the Regional Center through the Zoning Ordinance. Two zoning districts are particularly responsible for these intensities, the B-3 Planned Office Business and the B-5 Planned Regional Business. The B-3 district allows .80 FAR and the B-5 district allows 1.40 FAR. Many of the office developments have maximized upon the allowed intensity in the B-3 district.

IRVING PARK ROAD REGION

The magnitude of the Regional Center should not take away from the importance of the development of the Irving Park Road area. This area has its own history and consists of several unique developments. Loosely defined by Wise Road on the north, Irving Park Road on the south, and Mitchell Boulevard on the east and Rodenburg Road on the west, this area is home to Spectrum Industrial Park, the first industrial park in the Village. Formerly known as the Centex Industrial Park, the developers of this park took advantage of the excellent transportation opportunities available to this site to assemble their industrial park. Rail service, Irving Park Road, and the newly renovated Schaumburg Regional Airport,

run along the southern extreme of this sector. The newly constructed Elgin-O'Hare Expressway, which bisects the park, further supplements this access.

A quick summary of the Irving Park Road Region is that this a general industrial area. Yet intricacies exist here and any definition of the area dissolves as it is scrutinized more closely. This region includes some multiple-family and single-family residential developments, the Village's commuter rail station, an airport, retail businesses and the industrial developments. The majority of the residential development is multiple-family, consisting of townhomes, manor homes, condominiums, and apartments, and is located south of Irving Park Road. The other two residential developments are a bit unique. A cluster of single-family homes, part of the large Weathersfield development, is located along Fairlane Drive north of Irving Park Road, and a multiple-family development is nestled at the northwest corner of the Spectrum Industrial Park. The retail business in this sector is located along Wise Road in both industrial zoned and business zoned property. It is most abundant at the intersection of Irving Park Road and Wise Road; however, retail is scattered along Wise Road with shopping centers and sole-proprietorships offering general retail to automotive services. The transportation facilities, airport and railroad station, are both located south

of Irving Park Road and separated from surrounding development by roadways.

The physical appearance of the majority of the development is typical of the era in which it was built: the early 1970's. The light industrial buildings, constructed on small lots, are one-story buildings with overhead doors and docks facing the street. At the time of development, landscaping and other aesthetic features were not a priority; so, few of these amenities exist. This type of development continues to fill an essential niche in the industry. It provides appropriate and affordable space for smaller companies. The commercial development reflects the same scenario: small lots, small buildings, lack of landscaping and aesthetic treatments. And while these areas are experiencing the benefits of the good location, improvements are possible in terms of aesthetics, landscaping and lot configuration.

TRANSPORTATION

The transportation facilities in the Irving Park Road region deserve additional comment. Since Irving Park Road was constructed, this area has had the benefit of good automotive access. However, the Milwaukee Road railroad was the catalyst for development here, providing the crucial access needed for industrial development. The roadway network including the Elgin-O'Hare Expressway with direct

access to the industrial park, a state highway, and several local roads provides additional opportunities for the transport of goods. The transport of people is afforded by a number of opportunities other than roadways, including a railroad commuter facility, the Schaumburg Airport, and bus service. The combination of all these forms of travel create unique possibilities for the businesses that settle here.

The Schaumburg Regional Airport deserves special note. In 1995, the airport re-opened after the Village upgraded the facility. The runway was expanded to 3,800 feet with an improved hard-surface. Future improvements include the construction of an on-site restaurant, on-site road improvements, and additional and improved hangar space. This facility fills an air transport niche that services small aircraft which find the larger airports like O'HARE difficult if not impossible to manage. Providing this niche makes this air transit facility invaluable.

This Sector, as mentioned, also includes the commuter rail facility. This form of transit is also invaluable to thousands of people who have to commute to their jobs, generally in downtown Chicago. The Village understood this need and constructed a parking area for ample parking, bus canopies, and attractive landscaping. With the additional parking provided by the Village of Roselle to

the south of the train station combined with the stabilizing residential growth in the area, it is anticipated that no additional parking will be required at this site.

PUBLIC FACILITIES

As with the Regional Center, only a limited number of public facilities are located within the Irving Park Road area. The fire station and water tanks located here service the developments directly. Also found within this sector are two major public transportation facilities: the Milwaukee Road railroad and the Schaumburg Regional Airport. While these service the entire community, they are located here due to circumstances other than the convenience of residents. The Milwaukee Road Line dictates the location of the commuter train facility. And the industrial development is an appropriate location for an airport, as its impact is removed from residential development.

ZONING

The Irving Park Road Region incorporates a variety of zoning districts, indicating the variety of land uses that are found, see Map 12. Approximately 30 acres, a portion of the Elgin-O'Hare Expressway and the commuter rail facility, are zoned A Agricultural. Not necessarily representative of the

uses, agricultural areas retain the zoning they had upon incorporation. A few miscellaneous parcels sport the R-4 Single-Family Residential and R-1 Single-Family Residential designations. These lots are scattered along Wise Road and Springinsguth Road. The small area of R-6 Single-Family Residential winds along Fairlane Drive north of Irving Park Road. The remaining residential developments are designated R-6 PUD Single Family Residential Planned Unit Development. This designation represents developments that have received special approval to develop a cohesive multiple-family development. The planned unit developments in this region are composed of apartments, townhomes, manor homes, or condominiums. All but one of these developments is located south of Irving Park Road and north of the Elgin-O'Hare Expressway.

The commercial and industrial designations are diverse as well. B-1 Limited Office, B-2 General Business, and B-4 Retail, Service, Motor Vehicle are distributed throughout the Irving Park Road Region. They tend to be clustered at the intersection of Wise Road and Irving Park Road, yet some parcels of business zoning are found further east on Wise Road and Irving Park Road. Finally, the manufacturing zoning, M-1, dominates the region as the 598 acre Spectrum Industrial Park retains this zoning classification. The industrial zoning also classifies the airport and the

few parcels found along Irving Park Road by Mercury Drive and along Mercury Drive. In general, this zoning classification represents the uses that already exist; however, a few exceptions are made along Wise Road. Many automotive repair shops and shopping centers are found here, and while the manufacturing zoning allows this type of use, the B-4 Retail, Service, Motor Vehicle and B-2 General Business would be more appropriate.

HEIGHT

The character of the Irving Park Road Sector is not defined by height. Few of the commercial buildings exceed two or three stories. This area is not intended to be a high profile region. It services area residents and employs light industrial workers. The taller buildings are multiple-family residential developments. Greencastle is a retirement development with two, five-story apartment buildings. Adjacent to Greencastle, the Country Lane Condominiums also boasts five story structures along Irving Park Road. The other residential development is multiple-family and single-family development located off Irving Park Road and Wise Road. Map 14 depicts this information.

The Irving Park Road Sector does not offer a great deal of variation of building heights. These low heights are allowed by right within the zoning

district. The structures exceeding the 35 foot height maximum of the B-2 General Business and B-4 Retail, Service, Motor Vehicle districts required variations prior to development. They were granted based on the belief that the development would have an overall beneficial impact on the community.

INTENSITY

As noted before within the Regional Center discussion, Floor Area Ratios (FARs) define the intensities of existing and future development, the proportion between the size of the building and the size of the parcel on which the building sits. Within the Irving Park Road Region, the FARs are fairly consistent with the average FAR for the area of approximately .30. This figure is well within the allowed FARs for all the relevant zoning districts: business and manufacturing. These districts allow between .35 and .45 FAR. The B-1 Limited Office District at .35 FAR, the lowest, and the Manufacturing District at .45 FAR. A few exceptions to the allowed intensities do exist as the Spectrum Industrial Park is the oldest industrial park in the Village and requirements have changed leaving nonconforming structures as they relate to FARs. Originally the manufacturing district allowed FAR's of up to .60. The allowed FAR was reduced in 1989 to the current .45. Map 15 clearly illustrates the low intensity of the development of this area.

COMMUNITY CENTER

The balance of the Village is the residential community. The residents of the Village live, shop, learn, and play here. Within this community, several groupings of uses are found and will be discussed in detail. The largest group is the single-family residential development. This use, as noted on Table 1, makes up 35.6 percent of the Village's land area. This is more coverage than any other use in the village. The multiple-family residential uses only occupy 17.6 percent of the Village, yet, it is interesting to note that of the 32,324 housing units in the Village, 63.8 percent of them are within multiple-family developments. Only 36.2 percent of the homes in the community are single-family. The other groupings in the residential community are the clusters of business uses along Schaumburg Road, Roselle Road, and Barrington Road. In general these businesses service the residents of the Village. They do not draw the regional traffic to the extent that the Regional Center does. They depend on repeat business from the community they serve.

SINGLE-FAMILY HOMES

The single-family homes in the Village offer the same type of diversity that is evident in the other uses found throughout the community. All types of homes can be found in Schaumburg. There are

modest ranches and split level homes with one car garages, more elaborate two-story homes with two car garages, and large extravagant homes with three car garages. It is interesting to note that the style of home quickly reveals the era within which it was built, the more modest homes being the older homes. For example, the first single-family subdivision in the Village was the Weathersfield development. This was a 22 phase development that was built over 20 years. The first phase built in the early 1960's consisted of the split level, one car garage home. At this time, these elements were all that a typical family needed. They only had one car, and the home was far superior to the urban apartments they were used to.

As the development progressed moving south and east toward Roselle Road, the style of homes also progressed to reflect the changing needs and desires of the residents. Residents began to drive two cars and each child needed a bedroom of their own; so, the houses and the garages got bigger. Eventually, as illustrated by the Lexington homes development, east of Roselle Road, the homes took on an even bolder appearance. Two story, two car garage homes with four bedrooms, living room, dining room, family room, basement, kitchen, and plush yards were the status quo. This level of comfort was taken one step further at the Park St. Claire, Plumwood,

and Barclay Point developments. These upscale developments boast homes with three car garages, and, while the number of rooms is the same, the overall size of the home has increased substantially, from 1,800-2,000 square feet to 3,000-4,000 square feet. The neighborhoods within the residential community are distinct and offer characteristics all their own. And through their character, a bit of history is revealed.

MULTIPLE-FAMILY HOMES

The history and trends of the multiple-family neighborhoods is also evident in the design of the developments. Developers, over the years, change their proposals to be more marketable. For instance, the earlier multiple-family developments were apartment complexes. Then came the condominium complexes, leading to the manor homes, quadruplexes, and today the townhomes are popular. Each progression better reflects the needs of the residents who are looking for comfortable and livable space.

Each progression has a different character and offers unique opportunities to the Village. The very first multiple-family development, International Village, was an apartment complex. This complex consisted of four-story buildings. Each building's architectural treatment resembles elements from different countries from around the world. Another


apartment complex has seven- to ten-story buildings situated in a park-like setting with a large community building. A condominium complex offers its residents the same types of amenities as apartments, yet allow the residents the investment opportunities that ownership of their condominium offers. The other multiple-family developments, including townhome, manor home, quadruplexes, and duplexes, reflect the dual desire of residents to live in homes that resemble single-family residential units, yet require no outdoor maintenance of the yards and open space on the part of the resident.

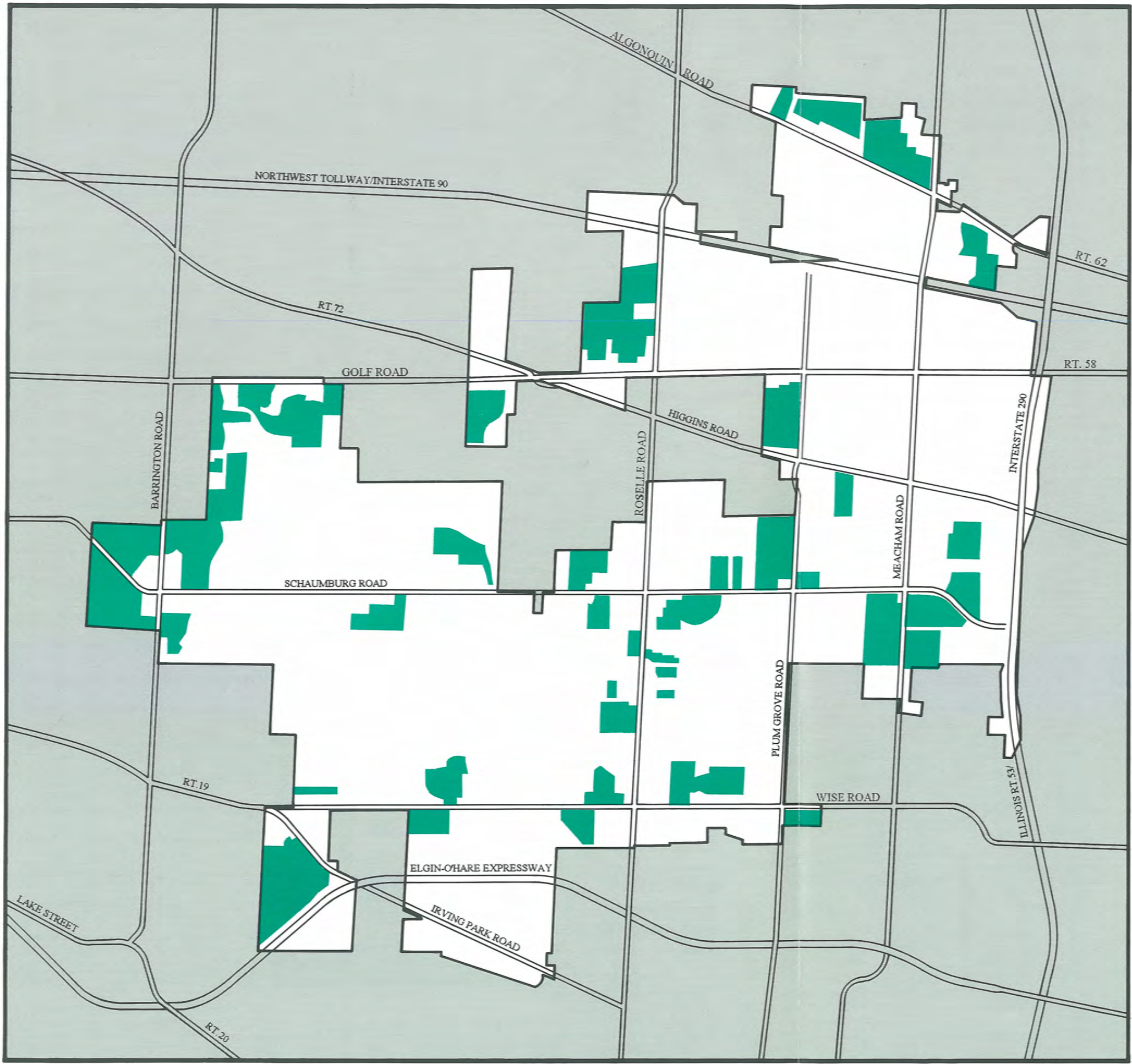
The multiple-family developments are found throughout the Village. Seven multiple-family developments are located in the northern extreme of the Village along Algonquin Road. Thirteen are found at the far western extreme of the Village along Barrington Road and Golf Road. Six are found south of Irving Park Road. Five are located in the east along Meacham Road and Schaumburg Road. The remaining 38 are scattered in the rest of the Village. The multiple-family developments are identified on the Planned Unit Development map, Map 15.



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENT

 MULTIPLE-FAMILY
RESIDENTIAL DEVELOPMENT



PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995

BUSINESSES

The Community Center contains three significant business corridors that service the local population of the Village. These developments are located along Roselle Road, Schaumburg Road, and Barrington Road. Each of these corridors offer varying degrees of local, neighborhood, and regional service.

SCHAUMBURG ROAD

The 1980 Comprehensive Plan, Managing the Growth of Schaumburg, recommended that Schaumburg Road be cultivated as the community corridor of the Village. This recommendation was subsequently followed by the Community Corridor Plan. Today many of the uses found along this road are intended to service all the community needs of the residents, including public facilities, churches,

and retail business establishments. This corridor includes the Olde Schaumburg Centre. The Olde Schaumburg Centre was designated as an overlay district in the 1970's to preserve the heritage of the first settlers of the area. Along with maintaining the actual historic buildings at this location, the new development must respect its surroundings and reflect the architectural styling of the Midwest in the 19th Century. With this in mind, the southwest corner of Schaumburg Road and Roselle Road is being redeveloped as a community center offering a library, a grocery store, restaurants, professional offices, a pond, a promenade and an amphitheater for public performances.

Compared to the other two commercial corridors in the residential community, Barrington Road and Roselle Road, retail uses are not as abundant along Schaumburg Road, and the focus is on neighborhood business and community uses as this is the "Main Street" of the community. The retail uses that are located along the corridor provide standard products and services required of the local residential base. For instance, convenience stores, dry cleaners, small restaurants and take out places, and card shops are common along Schaumburg Road. The character of this road is shaped by the variety of uses, public and private, along the corridor and reflects the needs of the community. The balance of uses include

Olde Schaumburg Centre is the original business district of the Village. Today it is the historic core of the Village. The Turret House is a prime example of the adaptive reuse of the historic structures found within Olde Schaumburg Centre. It was converted from its original residential use to an office use.



churches, schools, government offices, a police and fire station, and parks.

ROSELLE ROAD

Roselle Road is a much stronger retail corridor than Schaumburg Road. Consisting of the typical strip development design, the existing developments are on a slightly larger scale than those on Schaumburg Road. The shopping centers include a grocery store, a drug store, fast food and sit down restaurants. A number of banks are found along Roselle Road both on outlots of shopping centers and on individual lots. There are medical facilities housing doctor and dentist offices along Roselle Road which relate well to the needs of the residential population. These uses provide essential goods and services to the residents. So Roselle Road's character is shaped by the mix of retail and office uses that the community residents rely on for everyday necessities.

BARRINGTON ROAD

With construction beginning in the mid 1980's, the commercial uses along Barrington Road are rather different from those found along Roselle Road and Schaumburg Road, both in focus and design. The commercial development on Barrington Road is clustered close to and at the intersection of Barrington Road and Schaumburg Road and is now a major retail hub. The uses at this location are regional in nature and reflect some of the same retail development found in the Regional Center. Yet while these uses typically draw customers from an area beyond the Village's boundaries, they do not draw people from the entire northwest suburban area as the Regional Center does. These uses are located in large shopping centers of over 150,000 square feet. These centers not only include the major anchor tenants, they also offer restaurants and grocery stores and doctors offices. Again, a mix of uses exist here to cater to the diverse needs of the local customers, yet the mix also includes the larger anchors that address the needs of customers for miles around. The location of these business are noted on the Major Retail Development map.

ZONING

The zoning of the Community Center is consistent with the uses, see Map 13. The zoning districts

found within this area include: A Agricultural (2.5 acres dwelling/unit(d/u)), R-1 Single Family (20,000 square feet d/u), R-4 (10,000 square feet d/u), R-6 (10,000 square feet d/u), R-7 (10,000 square feet d/u), B-1 Limited Office, B-2 General Business, and B-4 Retail, Service Motor Vehicle. Three classifications that represent special criteria are also included: R-6 PUD Planned Unit Development, R-6C Cluster, and R-7 PUD Planned Unit Development.

The Agricultural district allows activities limited to residential and agricultural uses. However, the property that is actually zoned A Agriculture within the Village does not generally reflect these two uses. For example, the Spring Valley Nature Sanctuary is a Park District facility. This project maintains a portion of this property in a natural state and the balance functions as a historic farmstead, all open to the public. The Schaumburg Commuter Rail Facility, the WGN radio relay

station, and an old gravel mine are also zoned A. These uses are not generally thought of as residential or agricultural. Only four agriculturally zoned parcels function as a residential use. None of the agriculturally-zoned property is formally used for agricultural purposes.

Single-family residential development is represented by the R-1, R-4, R-6, R-7, and R-6 C districts. The vast majority of the residential community is zoned R-6 and R-6C. Two areas of R-7 are found along the east and west side of Meacham Road. A few areas of R-4 are scattered from the northern extremes of the Village to the southern extremes. The R-4 to the north is approximately a 40 acre parcel which contains a farmstead. This parcel has potential for subdivision. The R-1 district is also scarce throughout the Village. One large vacant parcel of R-1, on Summit Drive, is owned by High School District 211, and it is likely that this zoning district will be amended to R-6 or R-7 upon development, if and when the School District decides to either develop the property or sell it to a developer.

The commercial development within the Community Center is generally zoned B-2 General Business district. This general business district is compatible with the residential neighborhoods. It requires buffering between the uses and the intensity

is limited to a reasonable range. The business zoning corresponds to the commercial development addressed under the Roselle Road, Schaumburg Road, and Barrington Road discussion.

The B-1 Limited Office district is also found within the Community Center. While this use addresses uses such as professional offices and small businesses, it corresponds nicely to adaptive reuse of old residential uses into professional offices or limited business uses with little effect on adjoining properties. This district reflects a two-fold goal. It acts as a buffer zone between more intense uses and residential uses and allows an outlet for transitional areas that are no longer appropriate for residential uses, yet the structures are worth preserving. This district is most abundant within the Olde Schaumburg Centre where historic homes are a limited and valuable resource.

HEIGHT

Throughout the Community Center, the subdivisions reflect low profile, residential and business development. The original subdivisions catered to the family seeking the American Dream of their own single-family home situated on their very own lot. The trend has continued today and the majority of the land within the Community Center is covered by single-family development.

A few exceptions do exist, however, to the low profile development. Bar Harbour, 21 Kristin Place, and Village in the Park are all multiple-family residential developments that rise above the one and two story homes. These complexes include ten story buildings housing residents and are the tallest buildings in the Community Center of the Village.

The business development along Schaumburg Road, Roselle Road and Barrington Road respects the residential character of this part of town. The development is also low key with one and two story shopping centers and businesses. Even the larger of the business developments in this area, such as Nantucket Square and Prairie Towne Center, do not exceed two stories in height.

INTENSITY

The Floor Area Ratios (FARs), as discussed previously, indicate the intensity of development. Within the Community Center, the FARs are modest. The business developments, illustrated by the shopping centers, reflect FAR's in the range of .20 to .28. This area is not intended to be developed to the degree the Regional Center is. High FARs would not be appropriate in this area with the residential development. This open character is desirable for the Community Center.

TABLE 3
HOUSING UNITS BY TYPE

TYPE OF UNIT	NUMBER OF UNITS	PERCENT OF TOTAL	PERCENT OF MULTIPLE-FAMILY
Single Family	11,709	36.2	—
Multiple Family	20,615	63.8	—
Duplex	224	0.7	1.1
Townhome	3,889	12.0	18.9
Quadplex	1,741	5.4	8.4
Manor home	3,369	10.4	16.3
Apartments	8,242	25.5	40.0
Condominium	3,150	9.7	15.3
TOTAL	32,324	100.0	100.0

SOURCE: Village of Schaumburg Planning Department, July 1995

HOUSING

While the zoning districts identify the types of development, the graphic representation of the district may be misleading in terms of the sheer numbers of types of housing units found in the Village. The map reveals areas of single-family residential development from one end of the Village to the other. The map also illustrates the spotted loca-

tions of the multiple-family development throughout the Village. It is interesting to note that the total number of housing units located within the Planned Unit Developments or multiple-family developments actually exceeds the total number of single-family homes in the Village. Table 3 illustrates this point. These facts and figures are broken down further in the Housing Chapter.

EXISTING CONDITIONS HOUSING AND POPULATION BASE

The Village's population and housing stock are interdependent. Without the housing to support it, the population will not grow. And without a population wanting to move into the community, no housing stock will be constructed. Therefore, this chapter will focus on the population, its growth and characteristics, and the housing stock, its size and characteristics.

POPULATION GROWTH

Since its incorporation in 1956, the Village of Schaumburg has grown from a population of 130 to be among the ten most populous communities in northeastern Illinois. From 1956 until the early 1960's, Schaumburg experienced slow but steady population growth. Since that time, the population increase of the Village has been nothing short of phenomenal. In 1970, the Village population reached 18,730, an astounding increase of 1,799.6 percent since 1960. In contrast, the population of the entire six county northeastern Illinois region has increased by only 12.2 percent during the same period.

The Village continued to experience tremendous population growth throughout the 1970's. Although slowed by a pallid national economy and

a depressed local housing industry, by 1980, the population of the Village had increased by 34,575 to 53,305. During this period, the population of northeastern Illinois remained relatively constant, increasing by only 1.8 percent from 1970 to 1980.

Since 1980, Schaumburg's population has continued to increase steadily. The 1990 census indicated an increase of 15,281 persons or 28.7 percent. In contrast, the Chicago metropolitan area only increased by 2.5 percent during this period.

The community's population currently stands at 73,745. For the most part, this population tends to be younger, more racially homogeneous, and better educated when compared to the northeastern Illinois region to which it belongs.

AGE DISTRIBUTION

Schaumburg's population has matured slightly since 1980. The median age for the Village in 1990 was 31.8 years compared to 28.2 in 1980. In 1980, 27.7 percent of the Village's population was under 18 years of age, and 5.9 percent was 65 years or more. In 1990, 23.5 percent of the population was under 18 years of age and 7.3 percent were 65 years or older. The largest population group in Schaumburg is between 20 and 39 years of age, accounting for almost 40 percent of the entire population.

When compared to the age distribution for the entire Chicago metropolitan region in 1990, Schaumburg's median age is only slightly higher. Schaumburg shows a much larger concentration in the 20-39 age group, 39.6 percent compared to the regional average of 32.5 percent. This concentration of younger residents represents a large work force which is perpetuated by the transient nature of the population. Schaumburg also has fewer persons 60 years of age or older than the average for the region. Of the Village's total population 9.9 percent are 60 or older compared to the regional figure of 14.4 percent.

RACIAL COMPOSITION

The racial composition of the community reflects a small but growing minority population. In 1970, the Village's minority population accounted for 2.6 percent of the total, the largest minority group being persons of Spanish origin. By 1980, the minority population had increased to 4.9 percent of the Villages total population. Reflecting the growing diversity of the community, this figure increased to 9.4 percent in 1990. The largest minority group was the Asian or Pacific Islanders, with a population of 4,414 or 6.4 percent, followed by Hispanics, numbering 1,649 or 2.4 percent and Blacks with a population of 1,487 or 2.2 percent.

While the Village's minority population has

increased during the 1980's, Schaumburg is still much more homogeneous than the entire Chicago metropolitan region. Schaumburg's minority population amounts to 9.4 percent of the total compared to 26.2 percent for the entire region. Schaumburg, interestingly, contains a larger percentage of Asian persons than the region as a whole. Since 1980, the Asian population in the Village has nearly tripled.

MARITAL STATUS

The Village of Schaumburg prides itself on being a family oriented community and offers an environment that fosters the family unit. Of the 53,861 persons aged 15 years or older residing in the Village in 1990, 56 percent were married and living together. This is over 10 percentage points higher than the average for the northeastern region. Another 30 percent were single as compared to 29.8 percent for the region. In addition, 8.8 percent of Village residents were divorced, which almost equaled the regional average. Lastly 5.2 percent were widowed, and 1.4 percent were married but separated.

These figures indicated an increase in the amount of single and divorced persons as well as widowed persons while the amount of separated persons residing within the community has remained virtually constant since 1980.

SUMMARY

These population statistics combine to reveal the needs of the residents. A younger population generally seeks out apartment complexes due to their temporary nature and their limited financial means. The young families can focus on the multiple-family developments as they require no exterior care and are relatively affordable. The larger homes are available for older more settled families that have the time and money to maintain them. This trend is illustrated to some extent by Table 4 which shows that the diversity in housing stock expanded as the population began to reflect a more diverse cross section.

EDUCATIONAL ATTAINMENT

Schaumburg residents, for the most part, are better educated than the Chicago metropolitan area as a whole. A larger percentage of Village residents have completed high school and college than the average for the northeastern Illinois region. Of the 45,321 Schaumburg residents over the age of 25 in 1990, over 90.6 percent of Schaumburg's adults 25 years of age or older had graduated from high school, compared to a regional average of only 67.5 percent.

A larger contrast in educational attainment is evident at the post-secondary level. Fully 31.6 percent of Village residents had completed one to

TABLE 4
HOUSING AND POPULATION GROWTH, 1960-1993

	1960	1970	1980	1990	1994
Population	986	18,351	53,305	68,586	73,745
Dwelling Units	286	5,013	21,514	29,499	32,324
Single-Family	286	4,587	9,381	11,073	11,709*
Multiple-Family	0	426	12,133	17,894	20,615*
Mean Household Size	3.44	3.66	2.47	2.32	2.27

* These figures were determined by the Planning Department through the review of case files.

SOURCE: U.S. Bureau of the Census, April 1990 and Special Census conducted by the U.S. Bureau of the Census in November 1994.

TABLE 5
NEW RESIDENTIAL CONSTRUCTION, 1970-1993

YEAR	SCHAUMBURG UNITS BUILT	RANK*	PERCENT OF AREA TOTAL	CHICAGO METRO AREA TOTAL
1970	514	1	3.55	14,470
1971	1,034	2	4.01	25,788
1972	1,470	1	6.08	24,788
1973	1,210	1	6.18	19,564
1974	675	2	5.81	11,614
1975	560	3	3.75	14,938
1976	1,205	1	4.89	24,631
1977	1,763	1	5.38	32,787
1978	1,072	1	3.69	29,073
1979	591	2	4.40	13,437
1980	**	—	—	6,035
1981	163	2	3.39	4,802
1982	201	1	3.94	5,108
1983	424	4	3.29	12,887
1984	646	3	4.52	14,292
1985	525	4	3.35	15,670
1986	773	2	3.26	23,721
1987	662	3	2.69	24,562
1988	793	2	3.17	24,965
1989	550	1	2.51	21,910
1990	345	2	1.84	18,751
1991	357	—	2.06	17,349
1992	557	10	2.73	20,408
1993	496	-	2.14	23,150
1994	506	-	2.46	20,516

*"Rank" refers to Schaumburg's rank among the top ten Chicago-area communities in new housing construction

**Schaumburg was not in the top ten among Chicago area suburban communities in new home construction in 1980

SOURCE: Bell Federal Savings and Loan, Chicago, Illinois 1991/1993/1994/1995, Village of Schaumburg Building Department, 1995

three years of college as opposed to 16.5 percent in the region as a whole. Schaumburg stands well above the regional average of persons who completed four or more years of college with 34.2 percent compared to 18.5 percent for the region.

These statistics are supported by the excellent

public education system that Schaumburg residents receive as they attend class at both the primary and high school levels. The majority of the primary schools are managed by Elementary School District 54. Unit School District 46 and Elementary School District 15 also provide outstanding educational

opportunities to the remaining students. The majority of high school students attend High School District 211 schools. And again, the remaining high school students attend Unit School District 46 high schools.

COMPOSITION OF HOUSING STOCK

A wide variety of housing choices are available in Schaumburg. Housing types range from well maintained single-family homes in numerous styles and designs, to unique garden and mid-rise apartments, duplexes, town homes, quadruplexes, and manor homes. Currently there are 32,324 housing units located in the Village. The single-family detached units, the predominant single housing type in the community, accounted for 11,709 units for 36.2 percent of the total housing stock. A variety of multiple-family housing types comprised the remaining 20,615 units or 63.8 percent of the housing stock. Of the multiple-family units, 40.0 percent were apartments, 18.9 percent were town homes, 16.4 percent were manor homes, 15.3 percent were condominiums, 8.4 percent were quadruplexes units, and 1.1 percent of all multiple-family housing units were duplexes. Map 15 and Table C in the Appendix provide geographical and specific information on the Planned Unit Developments.

Housing prices have increased substantially

since the Village's initial growth in the 1960's. In 1970, the average home value was approximately \$30,000. By 1995, the price range for a single-family home in Schaumburg had increased to between \$90,000 and \$600,000 with an average selling price of approximately \$175,000 for a detached single-family home. The price range for attached owner-occupied units in 1995 was between \$60,000 and \$200,000 with an average selling price of approximately \$105,000. Average monthly rents have also increased during the 1980's. The average monthly rent in 1983 was approximately \$425 a month with a range of \$350 to \$675 per month. By 1990 the average monthly contract rent was \$706. Rents in 1995 ranged from \$510 to \$1400 with an average of approximately \$780 for a two bedroom apartment and \$655 for a one bedroom apartment.

In 1990, the Village housing stock contained 29,499 units, 98.9 percent of which have been constructed since 1960, while 83.0 percent, or 24,486 units, had been built since 1970. Since 1980, 7,985 housing units, or 27.0 percent of the total number of existing units have been constructed. (See Table 4). The housing stock included approximately 32,324 units in 1995.

Beginning with the 1960's and continuing until the housing industry collapsed in 1979, Schaumburg experienced exceptional numbers of

annual housing starts. The Village of Schaumburg has been among the top five communities of the region in new home construction every year, except one, between 1970 and 1990. Construction in Schaumburg during this time period averaged well over 1,000 units annually since 1970. During the 1970's and 1980's more residential homes were built in Schaumburg than in any other community in northeastern Illinois. The Village remained a leader in housing construction during the recession of 1990 when most building markets suffered greatly. See Table 5.

Reflecting the growth of the community itself, virtually all of the housing has been built since 1960 and is in good to excellent condition. There are a few exceptions to this generalization, however. The Village continually surveys the condition of the residential development throughout the community. Through these surveys and based on the age of the development, a number of the older Planned Unit Developments have been identified that are beginning to show their age in terms of the condition of the roadways, curbs, landscaping, and a few of the buildings themselves. Some areas are not being maintained to the standard of other Village developments. Intervention on the part of the Village may be necessary to renew these areas.

SPECIAL NEEDS HOUSING

As the community has matured, specific housing needs of the population have been identified and addressed through developing unique housing developments. A number of retirement facilities, group homes, and homeless facilities are located within the Village.

A variety of assisted living and independent living facilities that serve the elderly population are scattered throughout the Village. Friendship Village, located off Schaumburg Road, provides long-term nursing care for residents. Its large campus has 609 apartments available, yet they still have a lengthy waiting list for these units. Greencastle is a U.S. Housing and Urban Development subsidized independent housing facility, versus the assisted living found at Friendship Village. This facility is located at the southwestern end of the Village near Irving Park Road and offers 132 units to the elderly population. A waiting list is also lengthy for Greencastle's units. The Lexington Health Care is another assisted living facility, yet it does not provide apartment living. It is better described as a nursing home that provides 24-hour care.

A number of homes catering to individuals with special needs are scattered in the Village. Three group homes attend to the needs of developmentally disabled individuals. The Clearbrook Center, located along Springinsguth Road, is home to six develop-



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

COMMUNITY DEVELOPMENT BLOCK GRANT

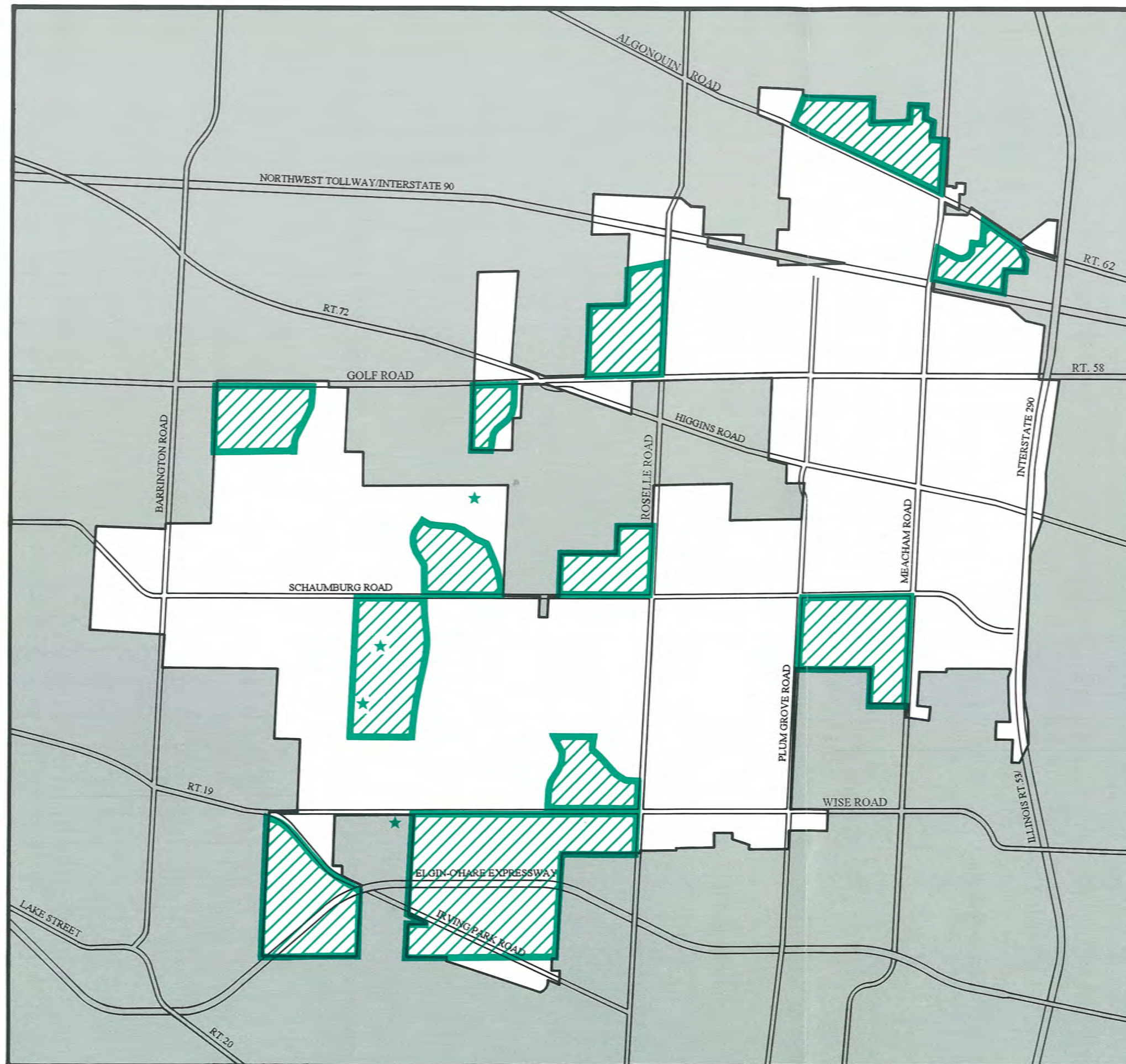
ELIGIBLE AREAS & GROUP HOMES



ELIGIBLE AREAS



EXISTING GROUP HOMES



PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995

mentally disabled individuals. Blare House, on Parker Drive, is home to four autistic residents. Little City Foundation has a home, on Wise Road, for eight individuals. One shelter for troubled girls, the Jennings House, is found on Civic Drive.

COMMUNITY DEVELOPMENT BLOCK GRANT

ELIGIBLE AREAS

As part of the U.S. Department of Housing and Urban Development Community Development Block Grant program, areas within the Village have been identified as having concentrations of low-to-moderate income households. Within the context of the Village of Schaumburg, low-to-moderate income is defined as households with incomes of less than 80 percent of the median family income of the

Village. Therefore, based on the 1990 Census information, the households that earn less than \$43,670 per year are considered low-to-moderate income homes. Eligible areas are defined by the concentration of households with low-to-moderate incomes in census block groups. The 25 percent of these block groups with the highest concentration are eligible to receive funds from the Community Development Block Grant funds. These areas indicate to the Village where additional effort may be focused for potential housing and rehabilitation projects. Map 16 identifies the CDBG Eligible Areas.

EXISTING CONDITIONS

ECONOMY

Schaumburg is characterized by a balanced economy of office, commercial, and industrial development. This balance provides residents and visitors with an opportunity to live, shop and work in the Village thereby contributing to and benefitting from Schaumburg's economic stature.

RESIDENT LABOR FORCE PARTICIPATION

Schaumburg's labor force is comprised of those Village residents aged sixteen years or older who are either employed or actively seeking employment. The composition of the labor force and its skills and education are factors used by business and industry in determining appropriate locations for plants and offices. Since all residents do not work in the Village and residents from other municipalities work in Schaumburg, the composition of the labor force and the type and mix of businesses in the community may not necessarily correspond to the composition of the residents of the community.

Paralleling the population growth of the community itself, Schaumburg's resident labor force increased dramatically since 1970, when it consisted of 10,603 individuals. By 1980, Schaumburg's labor force had grown to 28,768, an increase of 171.3

percent from 1970. Between 1980 and 1990, the labor force increased by another 27 percent to 36,587 people. By December, 1994, the labor force had once again jumped dramatically. In just four years the figure reflected 63,526 people, a 26,939 person increase from 1990.

The rapid expansion of the Village's labor force during the 1970's can be attributed primarily to two factors. First, the population of the community increased from 18,730 in 1970 to 53,305 in 1980, an increase of 34,575 or 184.6 percent. Second, and perhaps more importantly, there was a rapid increase in labor force participation among women, particularly married women between the ages of 25 and 45 years of age, a phenomenon which occurred

throughout the United States during this period.

In 1970, for instance, only 38.2 percent of all women living in Schaumburg, sixteen years of age or older, were employed or actively looking for employment. By 1980, this figure had jumped to 70.9 percent. In contrast, labor force participation among males remained relatively constant from 1970 to 1980. In 1970, 94.0 percent of all males living in the Village sixteen years of age or older were employed or actively looking for employment, while in 1980, labor force participation among males was 93.4 percent. Overall, 31,391 or 82 percent of all persons living in Schaumburg who were sixteen years of age or older were either employed or actively seeking employment in 1980.

The employment increase during the 1980's mainly resulted from Schaumburg's continued population growth. From 1980 to 1993, Schaumburg grew by 18,695 persons. The resident labor force during this same period grew by 17,901 persons. The resident labor force for Schaumburg should continue to follow the population trend, which means the Village's resident labor force is expected to reach 50,000 by the year 2000.

The jump in number employed from 1990 to 1993 was a substantial increase for a short time period. Although the population increased by approximately 3,400 during this same time period, this can

not fully account such an increase in the labor force of over 10,000 people. Societal trends must have also played a significant role in this phenomenon. For example, as the cost of living increases, more people need to work to afford their home and life style; thereby requiring the number of two-income families and home-occupations to grow rapidly. Retired people returning to the work force for financial or personal reasons may have also been a factor in the substantial jump in the number of jobs in Schaumburg.

LABOR FORCE AND INDUSTRY AND OCCUPATION

Schaumburg's labor force in 1980 was concentrated primarily in manufacturing, retail trade and professional and related service industries. Few Village residents are employed in agriculture or the public and the quasi-public industries of public administration and communications.

While a large portion of the Village labor force was employed in manufacturing, relatively few residents were employed directly in the production process, typically represented by operators, fabricators and laborers.

Compared to the Chicago Metropolitan area, a larger percentage of Schaumburg's labor force in 1980 was employed in managerial and professional specialty occupations and technical sales and administrative support. A smaller percentage of

Schaumburg's work force was employed in occupations such as operators, laborers, etc.

As a result of the tremendous office, commercial and industrial development occurring in the Village in the latter half of the 1980's, Schaumburg has emerged as a major employment center. In 1986, Schaumburg had a non-public labor force of 34,638. By 1990, the number of non-public employees working in Schaumburg had increased by more than 20,000 persons or 70 percent to 54,983 employees. While the Schaumburg employment center continued to grow, the rate of growth was less dramatic between 1990 and 1992. By 1993 a total of 63,526 people were employed in Schaumburg. This 15.5 percent increase, while relatively low, is a credit to the Village when the nation's economy is taken into consideration. Any increase during the early 1990's is considerable when compared to the rest of the country which was experiencing an economic recession.

Attributed to the large office and retail base of the community, a full 70.2 percent of the persons working in Schaumburg in 1992 were employed in non-manufacturing jobs (the most recent data available). The major non-manufacturing employment sectors are: 1) retail trade; 2) business, health and professional services; 3) finance, insurance, and real estate (FIRE); and 4) wholesale trade. The largest employment category for the Village, the retail trade

sector, employed 16,100 persons or 26.1 percent of the Village's total labor force in 1992.

Between 1990 and 1992, the number of non-manufacturing jobs within each employment category increased at different rates. The finance, insurance, and real estate sector experienced the greatest net growth in employment base. This sector added 2,375 jobs during this time. The communication, utilities, wholesale trade and business, health and professional services are next with 1,374; 1,473; and 1,998; respectively. All of these sectors experienced healthy growth rates, between 19.7 and 99.2 percent increases. The retail trade sector, however, seemed to maintain status quo expanding from 16,067 jobs to 16,100, for only 33 new jobs between 1990 and 1992. This lack of activity in this sector is remarkable considering the substantial increase of 5,000 jobs that occurred between 1986 and 1990. However, this stagnation with the retail sector was expected to start moving again dramatically after the opening of the Woodfield Village Green shopping center and the completion of the Woodfield Mall expansion.

Compared to the non-manufacturing sector, the manufacturing sector experienced an overall decline in employment during the early 1990's. Between 1990 and 1992, employment in this sector fell 6.7 percent from 14,342 to 13,384 for a net loss

of 958 jobs. Despite this slight set-back, the industry continues to maintain a significant contribution to the employment base accounting for 21.7 percent of the jobs in the Village.

The loss of jobs of the manufacturing sector can be attributed solely to the non-durable manufacturing sector. This sector accounted for a loss of 1,148 jobs, a 42.8 percent decrease from 1990. This sector, it should be noted, appears to be quite volatile. Between 1985 and 1990, it increased its employment base by 2,137 or 391.4 percent. And now, half of these recently created jobs have disappeared. Therefore, jobs found within petroleum and coal production, printing and publishing, rubber and plastic, paper and allied products, food and kindred products, do not appear to be stable and are most susceptible to national shifts and trends, and, in time, this sector's employment base is expected to rebound once again.

The durable goods portion of the manufacturing sector endured a bit better than its non-durable counterpart. This sector actually experienced a gain in employment of 190 jobs between 1990 and 1992. With Motorola accounting for approximately 60 percent of this sector and representing the electronic machinery manufacturing class, the other 40 percent of the durable manufacturing jobs fall into five other classifications: industrial machine and equipment,

fabricated metal products, primary metals, transportation equipment, and instruments and related products.

Despite its overall decline in Schaumburg, manufacturing comprises an important element of the Village's diversified economic base. The jobs created in the manufacturing sector are generally higher-paying and more stable than non-manufacturing jobs. And although the net number of manufacturing jobs dropped between 1990 and 1992, it is believed this is a reflection of the nation's stressed economic times. As the country rebounds, the Village is expecting the manufacturing sector to regain its growth throughout the rest of the 1990's and into the next century.

EMPLOYMENT

While Village residents prove to be a valuable resource for community businesses, the majority of persons employed in Schaumburg live outside the Village. Over the last two decades, Schaumburg has become one of the dominant employment centers in the northwest suburban Chicago area. With the heaviest concentration of employment in the Woodfield Regional Center, approximately 3,400 businesses located in the community employ approximately 70,700 individuals. Employers in the community range from multi-national corporations employing several thousand, to small cottage industries employing only a handful. Because Schaumburg is home to a number of corporate headquarters and sales offices of manufacturing firms, many people in the work force are employed in occupations such as managerial, professional specialty, sales and administrative support jobs.

Most of the major employers in the Village are located in the Woodfield Regional Center, which occupies the northeast quadrant of the Village. Among the largest employers in the Regional Center are Motorola (7,000 employees), Zurich American Insurance Group (2,000 employees), Signature Group Insurance (1,350 employees), Advantis (1,025 employees), Santa Fe (600 employees), and Cellular One (895 employees). Substantial employment is also found in

Woodfield Mall, with an estimated workforce of 3,200 people. There are also many large office campuses in the Regional Center, such as the Zurich American Towers, Centennial Center, Century Centre I and II, Schaumburg Corporate Center, Walden International, Woodfield Corporate Center, Woodfield Lake Office Campus, and Woodfield Park. All of these structures contribute to the striking skyline emerging from the Village and augment the increasingly urban character of the community.

The public sector is also represented here. Two of the top ten employers within the Village of Schaumburg are public entities. School District 54 (K-

8th grade), and the Village of Schaumburg boast over 1500 and 650 employees respectively. Other major employers in the public sector include the Illinois Department of Transportation with 600 employees, the U.S. Post Office with 400 employees, and the Schaumburg Park District with 380 employees in the winter and over 625 employees in the summer.

As Schaumburg continues to develop, employment within the community is expected to increase correspondingly. By the year 2000, businesses located in the community are projected to employ a work force of 85,000. Upon full development of the Village, expected to occur near the year 2020, employment in Schaumburg is projected to climb to 125,000.

LABOR FORCE COMMUTING CHARACTERISTICS

As might be expected of a rapidly growing suburban community located in a major metropolitan area, Schaumburg's resident labor force is employed in numerous locations spread throughout the six-county Chicago metropolitan region with the automobile serving as the primary means of transportation to work.

Of the 41,648 Village residents employed in 1990, 22.7 percent worked in Schaumburg, 13.8 percent of the Village's work force was employed in downtown Chicago and 62.7 percent of the labor force worked elsewhere in the Chicago metropolitan area. Only 338 Village residents or 0.8 percent of the labor force were employed outside the six-county Chicago metropolitan region in 1990.

TABLE 6
MEANS OF TRANSPORTATION TO WORK FOR VILLAGE RESIDENTS

MEANS OF TRANSPORTATION	NUMBER	PERCENT
Automobile, Truck, or Van	38,542	92.5
Drive Alone	(35,124)	(84.3)
Shared Ride*	(3,418)	(8.2)
Public Transportation**	1833	4.4
Walking, Bicycling	476	1.2
Motorcycle	17	0
Other Means	166	.4
Work At Home	614	1.5
TOTAL	41,648	100.00

*Includes carpooling, vanpooling, and other means of ridesharing

**Includes buses, railroads, and taxicabs

SOURCE: U.S. Bureau of the Census, April, 1990

The 1990 census figures reflect the same trend that was evident in the 1980 data, people drive to work. However, between 1980 and 1990, the area where people worked expanded to the entire metropolitan area, and a smaller percentage of people worked either within Schaumburg or in downtown Chicago. No drastic change, such as increased fuel prices, has occurred to alter the trend of people commuting substantial distances to work.

The 1990 census showed that only 9,464 people who live in Schaumburg also work in Schaumburg. This indicates that over 50,000 individuals, or 85 percent, of the Schaumburg work force live outside of the Village. As a regional

employment center, Schaumburg attracts employees from a wide area. Because the majority of the jobs created are service and retail type, which are generally lower-paying than industrial or professional occupations, the income is usually lower than the amount needed to purchase housing in Schaumburg; so, the workers are forced to commute from other areas to Schaumburg for work. Complicating this matter, the rapid growth of Schaumburg has caused housing prices to rise as more housing is needed than is available.

Like most suburban areas, Village residents overwhelmingly commute to work in an automobile, and most drive alone. Table 6 shows that a large majority of Schaumburg's resident labor force (38,542 or 92.5 percent) used an automobile, truck or van as their primary means of transportation to work in 1990. Of the total labor force 84.3 percent drove alone, while 8.2 percent carpooled, vanpooled, or utilized some other means of ridesharing. Only 7.5 percent of the Village work force employed other means of transportation to work. Of these, the majority used bimodal public transit. The public transit system was the second leading means of transportation to work for 1,833 Village residents or 4.4 percent of the labor force. Another 476 residents, or 1.2 percent of the work force, walked, bicycled, or employed some other means of trans-

portation to work. Finally, 1.5 percent of Schaumburg's labor force worked at home and, hence, did not require transportation to work. A total of 17 people chose a motorcycle as their principal form of transportation to work.

INCOME CHARACTERISTICS

As the Village of Schaumburg has grown, the personal wealth of its residents relative to that of residents in other communities in the northeast region has increased dramatically. The per capita annual income for Schaumburg in 1969 was \$3,755. This figure equaled 98 percent of the average for the surrounding three county region. By 1980, Schaumburg's per capita income exceeded the regional average by 19 percent. From 1979 to 1983, Schaumburg's per capita income rose 31.9 percent to \$13,259, while per capita income in the surrounding region and the State rose by 26.6 and 27.7 percent respectively. By 1989 the per capita income has grown another 51.7 percent to \$20,826.

In 1979, Schaumburg's median household income was \$26,273 ranking 67th among the 1,138 U.S. cities with populations of 25,000 or more. The 1986 median household income for Schaumburg, at \$38,236, was 37 percent above that of the Chicago area as a whole. The 1990 median household income is estimated to be \$47,029 or 12.6 percent

above the Chicago metropolitan area average of approximately \$41,745.

Reflecting the comparative wealth of the community, 46 percent of the households in Schaumburg in 1990 were estimated to have incomes of \$50,000 or more. Over 15 percent had incomes between \$40,000 and \$49,999, and 24.1 percent had annual incomes between \$20,000 and \$39,999.

BUSINESS DEVELOPMENT

The Village of Schaumburg has worked hard to create diversity in its land uses that allows and promotes a balanced economic base in business activities. This philosophy has been a key of Schaumburg's economic success. Many communities specialize in one type of industry that may be successful for a given amount of time. However, this is a risky undertaking, because when that one industry finds it more profitable to operate elsewhere, or just goes out of business, the community loses jobs, income, and pride. Schaumburg has focused its attention on a wide range of industries, and this has helped to maintain the Village's economic strength.

The proactive stance that the Village has undertaken goes beyond thoughtful land use planning. The Village created the Schaumburg Business Development Commission to address the needs of the business community, to both attract new busi-

nesses to the Village and retain the existing businesses. Examples of some programs this Commission is involved in include: hosting business appreciation functions and informational forums; attending industry conventions and trade shows; advertising in local, state, national and international publications; and providing feedback to the Village regarding changes in Village policy. The Business Development Commission plays a crucial role in the success of business activities in the Village.

INDUSTRIAL DEVELOPMENT

Schaumburg presently contains 12,249,352 square feet of industrial space occupying over 1000 acres of land. Such development consists primarily of light industrial and warehousing facilities located in the Village's ten industrial parks. Industrial parks include the Spectrum Industrial Park, Motorola Complex, Woodfield Business Center I, II, and III, Schaumburg Industrial Park, Schaumburg Center for Commerce, the Tollway Industrial Park, Schaumburg Technological Center, and Copley Center. The only single-user industrial park is the Motorola property. This park is unique because it includes a mix of uses: corporate headquarters, offices, a museum, a credit union, and a day care center, beyond the dominant industrial use. The Copley Center and Woodfield Business Center II

and III are also unique in that a great deal of development potential remains here. With quality infrastructure provided and attractive public amenities, such as parks and gazebos, these sites are ideal for future development. A list of major Industrial Parks is provided in Table 2 in the Existing Land Use Chapter.

Industrial development has slowed somewhat in relation to the rapid development of the mid-1980's. But, the pace of industrial growth in the Village is expected to remain steady even as other adjacent locations, such as Elgin industrial sites and Turnberry Lakes in Hanover Park and Roselle, continue to attract development. This steady development will occur as the Village attracts companies who demand a highly skilled labor force and a prestigious address.

COMMERCIAL DEVELOPMENT

Focused upon Woodfield Mall, Schaumburg has grown to become the retail commercial hub of the northwest suburbs. Only the City of Chicago surpasses Schaumburg in retail sales in the State of Illinois. In 1990, retail sales in the Village totaled over \$1.5 billion. The largest sales generators have been automobile dealerships and service stations, general merchandise establishments, and apparel stores. The Village presently contains 10,224,841

square feet of commercial space, the bulk of which is located in and around Woodfield Mall. Led by the 2.7 million square foot Woodfield Mall, there are presently 65 shopping centers and numerous free standing stores in the Village. Major shopping centers include:

- *Woodfield Mall, including five major anchor stores and a total of 2.7 million square feet of retail space.*
- *One Schaumburg Place, containing 762,600 square feet of retail space, and a nine screen movie theater complex;*
- *Woodfield Village Green, 620,000 square feet of power/warehouse retail space;*
- *Woodfield Commons, containing 231,962 square feet of commercial space;*
- *Scharrington Square, containing 201,076 square feet;*
- *Park St. Claire Plaza, with 237,966 square feet of commercial floor area;*

One Schaumburg Place offers a unique shopping and recreation opportunity with a movie theater, restaurants, and a glass promenade along the store fronts.



- *Prairie Towne Center containing 263,647 square feet of retail space;*
- *Shops at Schaumburg Court, containing 237,141 square feet*
- *Park Plaza, with 194,000 square feet of retail space;*
- *Schaumburg Corners, with 156,245 square feet of space;*
- *Nantucket Square, containing 132,273 square feet of retail floor area; and*
- *Schaumburg Towncenter, with 114,527 square feet of retail space.*

OFFICE DEVELOPMENT

Office development is rapidly becoming the dominant element in the economic structure of the Village. Currently 11,111,958 square feet of office space is located within the Village. This includes many major office complexes and corporate headquarters such as:

- *The Signature Group Headquarters, the insurance division of Montgomery Wards, located in Woodfield Corporate Center;*
- *Zurich American Insurance Companies Headquarters, occupying the twin 20 story, 800,000 square foot (total) Zurich Towers;*
- *Santa Fe Corporate Headquarters, which relocated from Chicago to the 230,000 square foot Century Centre II;*



Woodfield Corporate Center, highlighted by crown lighting during the evening, creates a majestic skyline along Martingale Road and is a landmark to commuters along Route 53 and throughout the region.

- *The American Veterinary Medical Association Headquarters, relocated to the 76,000 square foot office building formerly known as Moorgate Office Center;*
- *Schaumburg Corporate Center, with 916,438 square feet of office space;*
- *Walden Office Center, with 216,600 square feet of office space;*
- *Woodfield Corporate Center, with 1,520,663 square feet of office space completed to date;*
- *Woodfield Lake Office Campus, containing 660,448 square feet of leasable area;*
- *National Plaza Buildings with 453,732 square feet of office space;*
- *Centennial Center, containing Met Life, with 264,000 square feet of office space; and*
- *Century Centre I, containing Pioneer Financial Services, with 230,000 square feet of office space.*

Major office buildings are listed in Table B in Appendix and shown on Map 10.

PROPERTY TAXES

Municipal taxes on property as well as those by other taxing bodies vary considerably throughout Northeastern Illinois, as well as statewide. In spite of this variability, property taxes are the largest single source of revenue for many Illinois municipalities, but not Schaumburg.

The Village of Schaumburg has never levied a municipal property tax. This extraordinary situation is due to the Village's ability to rely on retail sales tax receipts to finance municipal services. In 1993, sales tax receipts generated nearly 65 percent of the Village's \$35.8 million in general fund revenues.

Other sources of locally-generated income include a local share of state income taxes and hotel/motel taxes, license fees, building permits, and user fees.

As seen in Table D in the Appendix, the 1993 tax bills for Schaumburg property owners included levies from 16-17 different taxing bodies. Ranges ranged from a high 3.349 per \$100 of equalized assessed valuation for School District 54 to a low of \$.005 per \$100 of equalized assessed valuation for the Township General Assistance Fund. Map 17 illustrates Township boundaries and surrounding communities.

SALES TAX REVENUE

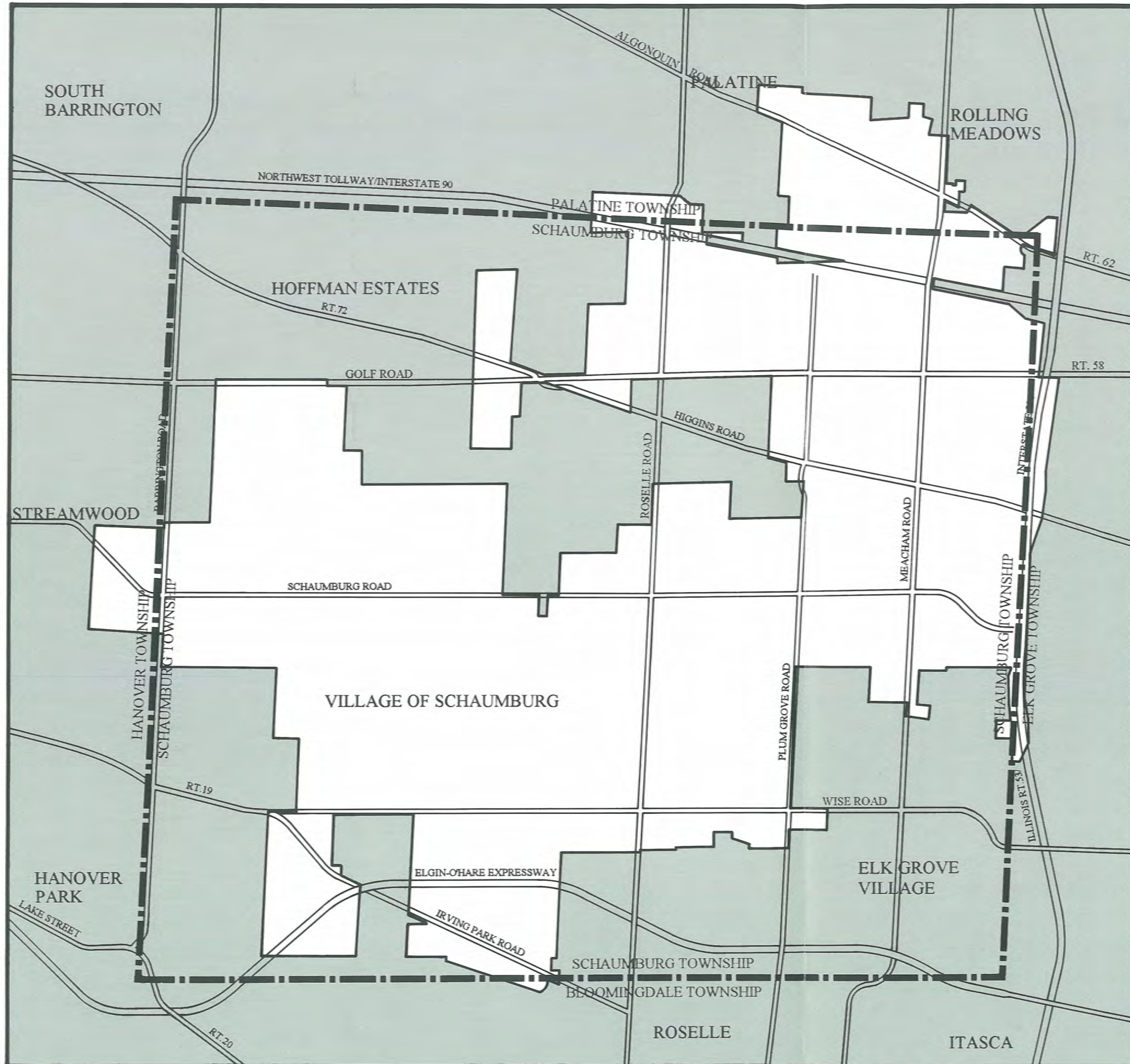
The ongoing and substantial growth of Schaumburg has a direct affect on the growth of sales tax revenues for the Village. In 1970, prior to the opening of Woodfield Mall, annual sales tax receipts from commercial establishments in Schaumburg totaled \$174,000. This amounted to only \$9.39 per capita. In comparison, per capita sales tax revenue for Northeastern Illinois was \$18.00 per capita. With the development of Woodfield Mall and the Village's retail core, sales tax receipts for the Village jumped dramatically. By 1975, sales tax receipts rose to \$4,199,122, an increase of 2,313.3 percent over the 1970 figure. As well, per capita sales tax receipts rose to \$105.29 per capita. This growth far out paced retail sales tax growth for all of Northeastern Illinois, which was \$30.88 per capita in 1975.


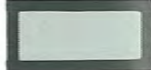
Since 1975, sales tax receipts have continued steady growth. By 1980, sales tax receipts had grown to \$6,852,000 with per capita tax receipts rising to \$128.54, a 22.1 percent increase over the 1975 level. Between 1980 and 1985, sales tax receipts nearly doubled, with revenues at a level of \$12,574,220, and a per capita sales tax revenue growing to \$212.12. In recent years, sales tax revenues have grown at a more moderate pace, due to a slow rise in the rate of inflation. The 1992 sales tax receipts were estimated at \$16.1 million, with per capita sales tax projected at \$235.29. The addition of a local sales



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

TOWNSHIP BOUNDARIES AND SURROUNDING COMMUNITIES



-  TOWNSHIP BOUNDARIES
-  SURROUNDING COMMUNITIES

tax along with state sales tax receipts pushed revenues to approximately \$18.6 million in 1991 and \$21.5 million in 1992. The increases continued into 1993 and 1994 with sales tax revenues of \$23.8 million and \$24.6 million generated, respectively. It is anticipated that the 1995 sales tax revenues will continue to increase with \$25.0 million with a sales tax rate of 8.25 percent, prepared food and beverage tax of 10.25 percent, hotel/motel tax of four percent, and an automobile sales tax of seven percent.

TABLE 7

SALES TAX RECEIPTS, 1975-1995

	1975	1980	1985	1990	1995 Projected
Sales Tax Receipts (\$'s)	4,199,122	6,582,000	12,574,220	16,137,412	25,049,274
Percent Increase	—	63.2	83.5	28.3	55.2
Receipts Per Capita (\$'s)	105.29	128.54	212.12	235.29	339.67
Percent Increase	—	22.1	65.0	10.9	44.4

SOURCE: Village of Schaumburg Planning Department, August 1995

EXISTING CONDITIONS

PUBLIC FACILITIES

The Village of Schaumburg is home to numerous public facilities. Based on their numbers and their uses, these facilities have significant impact on the community. For instance, these facilities include schools, park district buildings, fire stations, police stations, and municipal buildings. The majority of these facilities are located in the community center within the Village. In fact, Schaumburg Road successfully functions as a community corridor as many of the public facilities are located along this road. The locations of these facilities is depicted on Map 18.

SCHOOLS

Schaumburg's schools are among the finest in the nation. Residents feel a sense of pride in the wealth of educational opportunities available for all ages, from pre-school through college and continuing education programs. The Village is home to 11 elementary schools, two junior high schools, one high school, and two parochial schools.

Elementary School District 54 services Schaumburg Township, which encompasses the majority of the Village. Twenty-three elementary schools and four junior high schools are nestled into

the residential neighborhoods supplying unity, camaraderie, and pride to each neighborhood. They do not draw residents from throughout the entire community. They allow for a more intimate development of family friendships that are based on the children's activities with the schools. This district also operates its administrative activities from its center on Schaumburg Road and a 12.5 acre nature center located at Robert Frost Junior High school. While these uses generally do not generate activities beyond those who work and are educated there,

they are conveniently located for residents of the community and are close to the schools they oversee. The location of the administrative offices also emphasizes the community corridor along Schaumburg Road.

Schaumburg High School is the only public high school located within the Village of Schaumburg. Schaumburg High School is part of District 211, the largest high school district in Illinois. Located along Schaumburg Road, the school fits in well with the wide range of community oriented uses that are also found along Schaumburg Road. For example, the Village's public safety building is adjacent to the school. The Schaumburg Park District has a large recreational park straddling Schaumburg Road in this same vicinity. Continuing east and west along Schaumburg other uses such as churches, a fire station, post office, and government offices are found.

Although District 211 and 54 serves the vast majority of Schaumburg residents, Community Consolidated School District 15 and Elgin Unit District 46 also provide educational opportunities to Schaumburg students. While neither of these districts have schools located within the Village of Schaumburg, students from the Village attend their schools.

There are two parochial schools located in Schaumburg, St. Peter Lutheran School, and Schaumburg Christian School. St. Peter School

opened in 1848 in conjunction with St. Peter Lutheran Church, the community use at the time. It is still in operation today, contributing an excellent community use along Schaumburg Road.

Schaumburg Christian School is associated with the Bethel Church campus located along Roselle Road next to Schaumburg Township Library. This use, while it is not located along Schaumburg Road, does contribute to Schaumburg Road's role as a community corridor as the school focuses residential activity within the direct area.

A future parochial school is also anticipated at the intersection of Irving Park Road and Rodenburg Road. St. John's annexed to the Village in 1995 and will be building an addition that will house an elementary school, kindergarten through eighth grade. This use adds substantially to the variety of educational opportunities available in the Village.

HIGHER EDUCATION

Roosevelt University is a full-service university. The only one in the northwest suburbs offering more than 80 undergraduate majors and pre-professional programs and 41 graduate programs. This university has its suburban campus located in the heart of Schaumburg's Regional Center, in Unocal's original regional headquarters. The university has not only provided Schaumburg with a major university, it has

adapted an entire vacant office building for educational uses. This created a definitive presence within the Village fostering a university environment of students and professors interacting in both educational and social situations. The mix of uses within this site is exciting. In addition to Roosevelt, the site offers Woodfield Village Green regional shopping center, three office towers, a hotel and the university. This area has the potential to offer a unique and diverse environment.

Schaumburg is also home to a number of other continuing education schools. Both the Lake Forest Graduate School of Management and the Olivet Nazarene University hold classes in the Motorola Galvin Center off Algonquin Road. The North Central College of Continuing Education is on Woodfield Road within the Schaumburg Corporate Center. Lewis University holds classes in the

The Schaumburg Prairie Center for the Arts is found on Schaumburg Road, providing cultural opportunities to Village residents, such as plays, musicals, art shows, and concerts.



Woodfield Financial Center. The Ray College of Design is found in the 1051 Perimeter Drive office building adjacent to Woodfield. While these institutions play a significant role providing invaluable educational opportunities to area residents, they are located within office developments and the uses are absorbed by these developments. They do not tend to create a lot of interplay among the school uses and the office uses.

Located contiguous to the community in nearby Palatine is William Rainey Harper Community College. Harper College is a two-year community college offering both courses traditionally associated with junior colleges and career programs providing training in a variety of vocations. ITT Technical Institute is in Hoffman Estates on Higgins Road.

PUBLIC FACILITIES AND THE COMMUNITY CORRIDOR

As the Village has grown over the years, so, too, have the need for municipal buildings and facilities.

Currently, the Robert O. Atcher Municipal Center, the Prairie Center for the Arts, the Public Safety Building, and Fire Station 1 are all located along Schaumburg Road. The Public Works Department, the Schaumburg Municipal Helistop, the Schaumburg Regional Airport, the Barn, and the other fire stations are found throughout the community.

The Robert O. Atcher Municipal Center and the Prairie Center for the Arts combine to offer the community a convenient place to do local government business, enjoy cultural events, or participate in recreational activities. These two buildings are compatible to each other and are built around a courtyard and pavilion. Surrounding these two buildings is a wonderful park-like setting. An attractive pond and fountain are available to residents as they relax on park benches and picnic tables. A woodland trail winds around behind the Prairie Center for the Arts and intertwines with the bikeway that transverses the grounds. The entire grounds are a center for activity. The grounds are the site for a number of events including the annual Septemberfest festival and Prairie Arts Festival, underscoring the fact that the municipal center grounds are a focal point of residential activity.

The community function of Schaumburg Road is further enhanced by numerous other public facilities located along this traffic arterial. The Public Safety Building (police department) is also centrally-located along this road and is adjacent to another important public use, Schaumburg High School. These public uses are adjacent to Park District land which creates a cluster of community uses along this road further enhancing this corridor. Fire Station 1 is nestled in between two shopping centers toward the western end

of Schaumburg Road. And the U.S. Post Office is located on this corridor west of Roselle Road.

Olde Schaumburg Centre is found at the intersection of Schaumburg Road and Roselle Road. This area was dedicated to preserving the heritage of the Schaumburg community. While it is comprised of many private uses, the area does act as the anchor for the community with municipal parks located in amongst these uses. These parks act not only to preserve natural wetlands but also provide passive recreational and educational functions. This mix of public and private uses acts together to promote interaction among residents of the Village.

While not contributing directly to the Schaumburg Road Community Corridor, the Barn is located just off Schaumburg Road on Civic Drive. This facility provides social services to young and old alike as teenagers and elderly who participate in the recreational and social services offered. The building itself stands as a testament to the community. Originally used for agricultural pursuits, its subsequent uses include its occupation as a Village Hall and community center. This building will continue to be a landmark to the community for years to come.

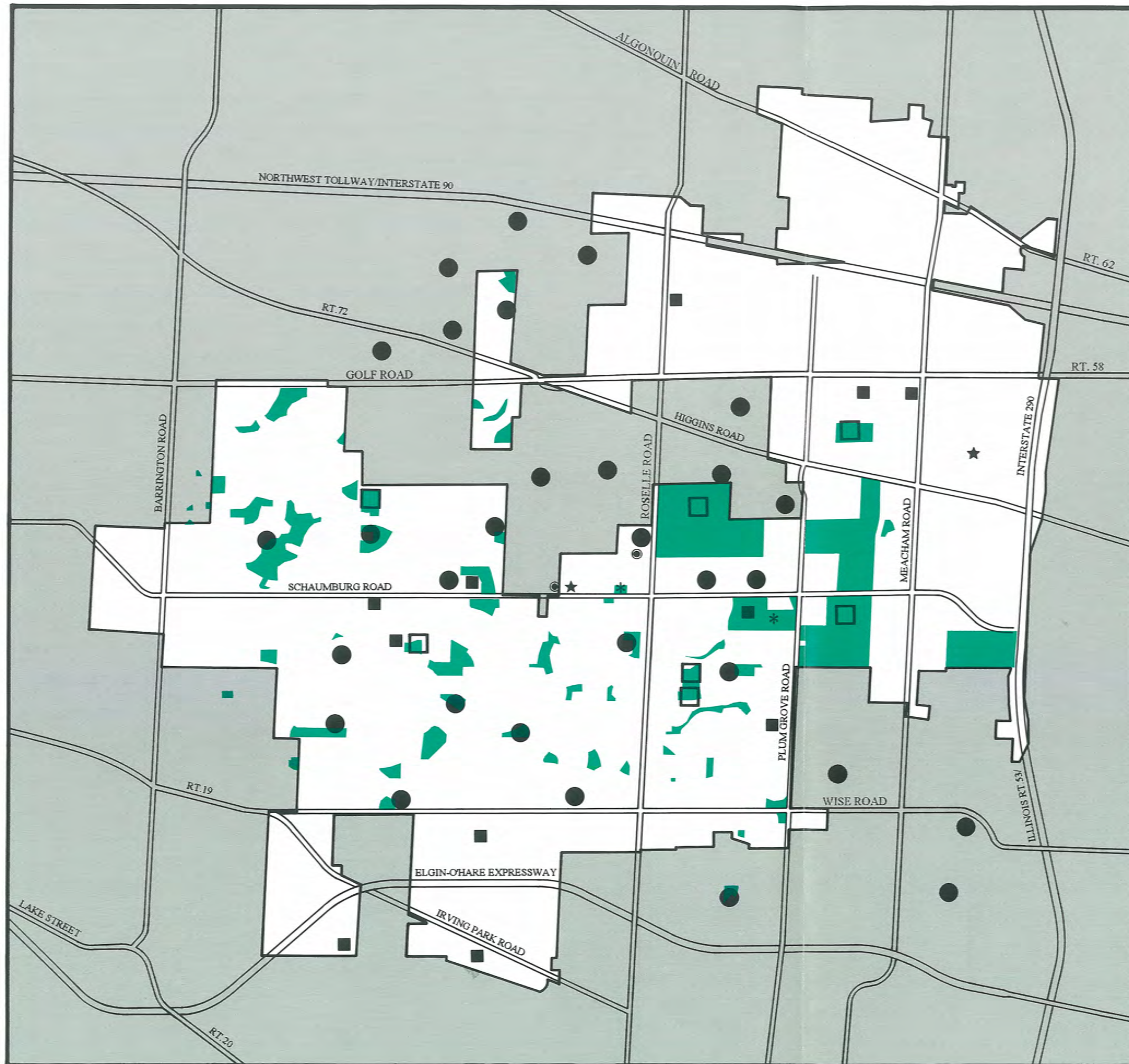
Numerous other public facilities are scattered throughout the Village. The three remaining fire stations are found in the Spectrum Industrial Park,



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

PUBLIC FACILITIES

-  PUBLIC SCHOOLS & FACILITIES
(INCLUDES TWO PRIVATE SCHOOLS)
-  MUNICIPAL FACILITIES
-  TOWNSHIP FACILITIES
-  FEDERAL FACILITIES
-  SCHAUMBURG PARK DISTRICT
FACILITIES
-  SCHAUMBURG PARK DISTRICT SITES
*VILLAGE OWNED AND MAINTAINED OPEN SPACE



near the intersection of Meacham Road and Golf Road, and on Roselle Road near the tollway. Two unique transportation facilities, the Schaumburg Municipal Helistop and the Schaumburg Regional Airport, are found within the Regional Center and at the southern extreme of the Village, respectively. And finally, the Public Works Department facilities are found on Plum Grove Road just south of Weathersfield Way.

TOWNSHIP FACILITIES

On the edges of Olde Schaumburg Centre, the Schaumburg Township Public Library is an important public use that attracts myriads of people daily. Both young and old patronize this facility which serves to bring residents together creating an environment for learning, discovery and leisure for all generations.

While the Schaumburg Township offices are located within the corporate boundaries of neighboring Hoffman Estates, this use also functions as a public use on Schaumburg Road. This use should maintain its location at some point along Schaumburg Road, even when the current facilities are obsolete and expansion is required.

The Schaumburg Township Public Library will also be located along Schaumburg Road in the future. A new facility will be constructed in the redeveloped Town Square. The library's location at

this site will significantly enhance the community center that is anticipated for this development.

SCHAUMBURG PARK DISTRICT

The other major contributor to public facilities within the Village of Schaumburg is the Schaumburg Park District. The Park District provides over 1000 acres of park land and three major community facilities for passive and active recreational and educational uses. The 57 parks dot the residential community with a new complex for field sports under construction on the east end of the Village.

Many of the parks have bike trails connecting the parks creating a necklace of green space throughout the area. These parks include the 135 acre Spring Valley Nature Sanctuary that not only offers the education and recreation that is vital the Park

District programs, but also preserves the environment in its natural state. Both an 18 hole and a nine hole golf course are located for the enjoyment of the residents of the Village. See Map 18: Public Facilities

EXISTING CONDITIONS TRANSPORTATION

Many factors contributed to Schaumburg's phenomenal growth. One of the most significant is the Village's superb location in the regional transportation system. Located southwest of the convergence of two major expressways, the Northwest Tollway (Interstate 90) and Interstate 290 (Illinois Route 53), Schaumburg is at the hub of the thriving northwest suburbs and within easy reach of the City of Chicago and O'Hare International Airport, and the entire metropolitan area. The Elgin-O'Hare Expressway contributed to this superb access when it opened in 1993.

AREA ROADWAY NETWORK

The core of Schaumburg's transportation system is the 165 miles of roadways that bisect the community. Arranged hierarchically, this network serves a range of transportation functions. For a complete list, see Table E in the Appendix and Map 19.

There are three major controlled-access expressways in the community, Interstate 90, Interstate 290, and the Elgin-O'Hare. These routes provide direct access from the Village to the rest of the Chicago metropolitan area and beyond. Using

these roadways, it is a 25 minute drive from Schaumburg to the bustling O'Hare International Airport and a 45 minute drive during non-rush hour traffic to downtown Chicago. Each of the roadways permits six lanes of traffic at a speed limit of 55 miles per hour. The Illinois State Toll Highway Authority is responsible for the Northwest Tollway, while the Illinois Department of Transportation (IDOT) maintains Interstate 290.

The other access-controlled expressway opened in 1993. The Elgin-O'Hare Expressway was planned since the early 1960's to extend from Elgin to O'Hare Airport. The first phase of the expressway which was constructed, extends from Lake Street (Illinois Route 20) southwest of Schaumburg to Interstate 290. The Elgin-O'Hare Expressway traverses the Village along its southern boundary, extending through the Spectrum Industrial Park and turning south toward Hanover Park. This new expressway has an interchange at Gary Avenue, which was extended north to improve connection between Schaumburg and DuPage County. Other interchanges, via a system of frontage roads, are at

Wright Boulevard, Rodenburg Road, Irving Park Road, and Springinguth Road.

Twelve arterial roadways are interspersed throughout the community. Algonquin Road (Illinois Route 62), Golf Road (Illinois Route 58), Irving Park Road (Illinois Route 19), Higgins Road (Illinois Route 72), Schaumburg Road, Roselle Road, Meacham Road, Barrington Road, Plum Grove Road, Central Road, Martingale Road, and Wise Road are all included in this category. These roadways primarily carry high volumes of through traffic and vary in width from four to six lanes with maximum speed limits ranging from 30 to 50 miles per hour. Of these roadways, Algonquin Road, Golf Road, Higgins Road, Barrington Road and Irving Park Road are maintained by IDOT; the Cook County Highway Department (CCHD) is responsible for Schaumburg Road, Central Road and Roselle Road. Both the Village and CCHD maintain Meacham, Plum Grove, and Wise Roads. The Village is responsible for Martingale Road maintenance.

There are 13 collector thoroughfares in the Village: Springinguth Road, Weathersfield Way, Summit Drive, Salem Drive, State Parkway, Bode Road, Mitchell Boulevard, Wright Boulevard, Rodenburg Road, Braintree Drive, Cedarcrest Drive, Walnut Lane, and Knollwood Drive. The collector roadways carry moderate volumes of vehicular traffic

and vary in width from two to four lanes with speed limits ranging from 25 to 40 miles per hour. With the exception of Bode Road and Springinsguth Road, which are maintained by both the Village and CCHD, the Village of Schaumburg is responsible for the upkeep of these roadways.

Local streets compose the remainder of the community's roadway network. Comprising approximately 70 percent of Schaumburg's roadway system, these streets carry low traffic volumes and function primarily to provide access from higher volume thoroughfares to abutting residential properties. These roadways are generally two lanes in width with maximum speed limits varying from 20

to 30 miles per hour. The Village is responsible for the maintenance of all minor local streets.

BUS TRANSPORTATION

Bus service is available in the Village in a variety of ways. Pace Suburban Bus Service, the suburban bus division of the Regional Transportation Authority (RTA), operates a number of bus routes in the community. These routes provide access to many other northwest suburban communities, hospitals, Harper Community College, Woodfield Mall, and many local shopping centers, schools, and parks.

Pace also offers commuter bus service to the Schaumburg and Roselle Milwaukee Road Metra commuter rail stations. These routes operate during the morning and evening hours and provide Schaumburg residents with fast, efficient transportation to both rail stations.

DIAL-A-RIDE

Supplementing the Pace bus service is the Village Dial-A-Ride Transportation (DART) service. Jointly sponsored by the Village and Pace, DART offers convenient curb-to-curb public transportation to any point in Schaumburg and parts of Hoffman Estates. DART is the largest paratransit operation in the suburban Chicago metropolitan area.

In addition to the Pace and DART systems, Schaumburg Township operates a mini-bus service for

township residents 60 years of age or older and those who are disabled. The mini-bus program provides transportation for senior citizens to local shopping centers, area hospitals, medical offices, Harper Community College, the Schaumburg commuter rail station, local churches, and other similar destinations. With the exception of medical appointments, the mini-bus service is limited to the Schaumburg Township area and may not be used for transportation to and from any place of employment.

Finally, the Village, Pace, Woodfield Mall and One Schaumburg Place jointly operate a lunchtime shuttle service from office buildings along the Martingale Road, Woodfield Road, and Golf Road corridors to Woodfield Mall and One Schaumburg Place.

RAIL TRANSPORTATION

Two Metra commuter rail lines serve the Village. The Metra line skirts the southern boundary of the community and provides a direct link between Schaumburg and the City of Chicago. The Schaumburg Commuter Rail Facility is located at the southern terminus of Springinguth Road, south of Irving Park Road (Illinois Route 19). Commuters using this station will have an approximately 50 minute express ride on the Metra to Union Station in downtown Chicago.

Running through the northwest suburbs, the Chicago & Northwestern rail line is only a fifteen minute drive north from Schaumburg. The commuter station in Palatine, near the Arlington Park Race Track is easily accessible for use by many Village residents.

AIR TRANSPORTATION

O'Hare International Airport, the world's busiest airport, is located only 12 miles from Schaumburg via the Northwest Tollway (Interstate 90). Nearly 66.5 million passengers and more than 1.38 million tons of cargo pass through O'Hare Airport annually. The airport offers direct flights to virtually every major city in the United States and the world.

Individual and corporations owning small airplanes may fly directly to Schaumburg Regional Airport and its 3,800 foot hard-surface runway located in the southern portion of the community. The airport does not have scheduled passenger service. Currently, there are approximately 140 private aircraft based at the airport, most of which are single engine planes. The Village purchased the airport in 1994 and upgraded the runway the following year. Future improvements will include an on-site restaurant, additional and improved hangar and tie-down space, and road improvements to the site.

To complement existing air transportation, the Village constructed a lighted, hard-surface heliport for public use. Located just south of Golf Road one mile west of Woodfield Mall, this facility provides convenient access from the Village to O'Hare Airport, Midway Airport, and other points in the Chicago metropolitan region. There are no landing fees.

BICYCLE TRANSPORTATION

In addition to the roadway and mass transit systems, Schaumburg has the most extensive bikeways network in the Chicago suburbs. This system currently contains approximately 80 miles of bikeways for the enjoyment of Village residents. Approximately half of the total bikeway miles are Class I off-street paths. The remainder are Class II on-street bikeways.

COMMUTING CHARACTERISTICS

Like most suburban areas, Village residents overwhelmingly commute to work in cars, and most drive alone. The 1990 Census revealed that a large majority of Schaumburg's resident labor force (38,542 or 92.5 percent) used an automobile, truck or van as their primary means of transportation to work in 1990, as shown on Table 10. Of the total labor force 84.3 percent drove alone, while 8.2 percent carpooled, vanpooled, or utilized some other means of ridesharing. Only 7.5 percent of the Village work force employed other means of trans-

portation to work. Of these, the majority used bimodal public transit. The public transit system was the second leading means of transportation to work for 1,833 Village residents or 4.4 percent of the labor force. Another 476 residents, or 1.2 percent of the work force, walked, bicycled or employed some other means of transportation to work. Finally, 1.5 percent of Schaumburg's labor force worked at home and, hence, did not require transportation to work. A total of 17 people chose a motorcycle as their principal form of transportation to work. (These figures were derived from 1990 Census Data).

ROADWAY ADEQUACY

Table E in the Appendix provides data on the traffic volumes along the major roadways throughout the Village. These figures clearly illustrate the varying capacity of the roads, from expressways to major collector roadways. For example, Illinois Route 53 has as many as 152,000 cars a day using the road, while Summit Drive has as few as 3,400 cars a day using this road.

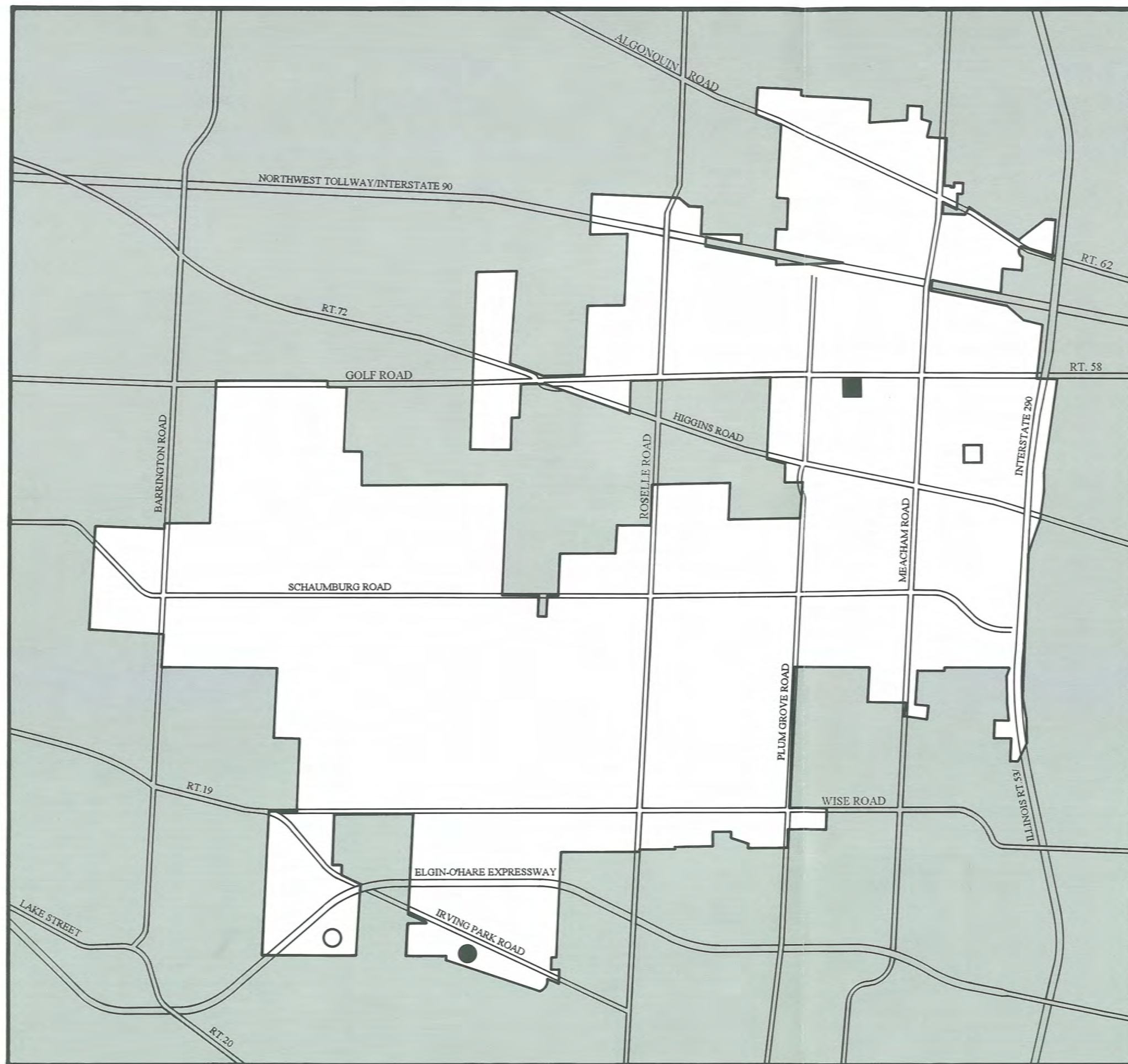
These figures also illustrate the commuting pattern of those who use automobiles to get to work, as discussed above. A fairly obvious example, Golf Road and Higgins Road have many more cars using the roads toward the east end of town than in the west. This illustrates that commuters use the roads for their highway access at Illinois Route 53 and jobs in the Regional Center. This conclusion corresponds to other data on commuter activity. Another example illustrates the less obvious trends along other roads. Weathersfield Way is used, as it appears, to bring people to Roselle Road from both the east and the west. The high figures of 11,200 and 9,200 are found directly adjacent to Roselle Road and the numbers decline further away from Roselle Road.



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

TRANSPORTATION FACILITIES

- SCHAUMBURG REGIONAL AIRPORT
- SCHAUMBURG HELISTOP
- COMMUTER RAIL STATION
- PACE BUS TERMINAL



EXISTING CONDITIONS

UTILITIES

Private corporations and public agencies provide utility services for the Village of Schaumburg. As the Village has grown, these agencies have also grown and adapted to continue to provide the best service to the residents of the community. While divergent in terms of the services they provide, these agencies ensure efficient services while satisfying an ever increasing utility demand.

WATER

The Village provides all public water service for Schaumburg. In 1992, the Village pumped 3.5 billion gallons of water for an average demand of ten million gallons per day. The projected water demand for the year 2000 is expected to exceed 12 million gallons per day. To meet this demand, the Village became a member of the Northwest Suburban Municipal Joint Action Water Agency (JAWA) and in December 1985, began receiving Lake Michigan (Chicago) water to supplement its well supply. On May 1, 1988, the Village shut down all of its remaining wells and began receiving 100% of its water from Lake Michigan. Seven wells remain available for emergency use only.

Numerous water storage tanks are found throughout the Village. See Map 20 for the locations of the tanks. These tanks competently service the existing development. However, as demand increase, it may be necessary to add water tanks to increase the pressure to the area that is being developed. Most recently, a water tank was constructed within the Woodfield Business Center. This tank will increase the water pressure to developments such as Woodfield Village Green, a 620,000 square foot regional shopping center, and prepare for the potential development that will occur north of McConnor Parkway.

A number of private wells currently exist on older, large lots and subdivisions in Schaumburg.

These wells are being steadily replaced as public water lines become available, but some residents still use these wells for outside watering.

To illustrate the excellent water system the Village provides, this system contributes to Schaumburg's Class 2 fire rating. Fire ratings reflect the relative safety of a community and are used by insurers to determine the cost of fire insurance. (The best rating any community can receive is Class 1; the least desirable rating is a Class 9.)

SANITARY SEWERS

While the Village of Schaumburg itself does not have a sanitary sewer treatment facility within its boundaries, the Village's sanitary sewer system is part of the Metropolitan Water Reclamation District of Greater Chicago (MWRD). Most of the Village's sanitary sewer lines discharge into MWRD interceptor lines which are connected to two MWRD operated water reclamation plants. The John E. Egan Water Reclamation Plant treats waste water from the east half of the Village as shown on Map 20. This facility is located just south of the Village of Schaumburg boundaries along Meacham Road. The second facility used by the Village is the Hanover Park Water Reclamation Plant, located within the corporate limits of Hanover Park at the intersection of Barrington Road and Irving Park Road. This plant treats waste from the west half of the Village.

The sanitary sewer system is a separate system rather than part of the storm sewer system. Between 1980 and 1990, the Village spent over \$5 million to rehabilitate the sanitary sewer system. Individual septic fields are generally not allowed except in some pre-existing developments. Therefore, all new developments must be connected to this sanitary sewer system. Based on the capacity of both of the treatment centers that service Schaumburg, no capacity concerns are anticipated for development within the Village.

STORM SEWERS

Since 1972, the Village has required on-site stormwater detention practices. Today, these practices are illustrated by a network of storm sewer lines and storm water retention/detention ponds that form the Village's storm sewer system. The storm sewers discharge into several creeks that run throughout the Village. Most of the storm water retention/detention ponds are located on park sites and also serve as recreational facilities and amenities for both residential developments and office campuses.

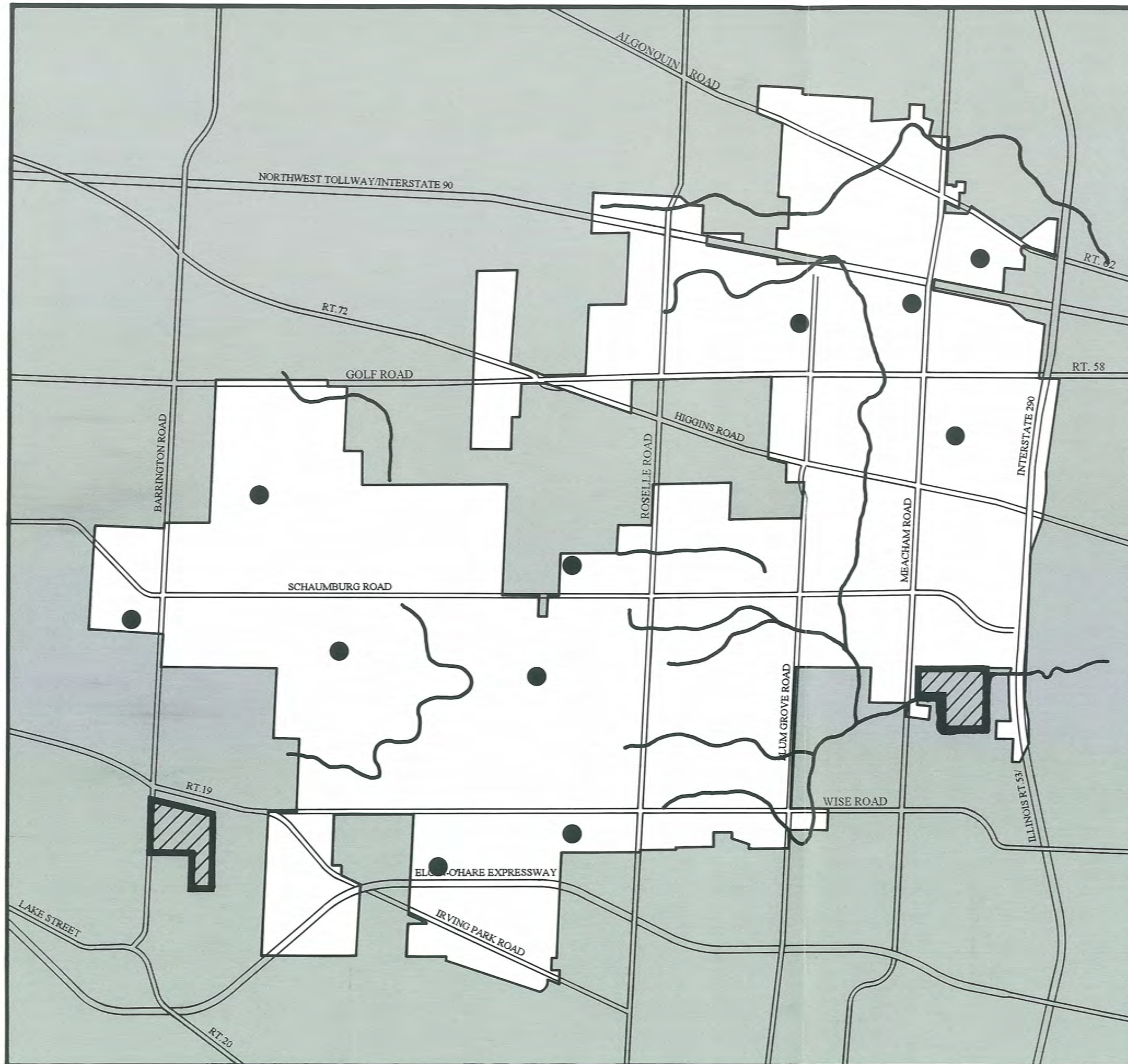
The Village has three general drainage sectors. North of Higgins Road, stormwater drains into Poplar Creek; west of Roselle Road, the stormwater drains into the west branch of the DuPage River; and east of Roselle Road, water drains into the Salt Creek. These creeks are illustrated on Map 20.



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

PUBLIC UTILITIES

- WATER STORAGE TANKS
- CREEKS
- ▨ SEWAGE TREATMENT PLANT



SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP
COMMUNITY PANEL NUMBER 170158 0005D/0010D

PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995

EXISTING CONDITIONS

NATURAL AMENITIES

In general, the land that is located in the Village of Schaumburg was native prairie land at the time of settlement. The landscape consisted of meadows, woods and wetlands. As the settlers moved into the area, much of this natural vegetation and landscape gave way to agricultural practices. Soon the landscape became vast fields of crops and pastures with cows dotting the countryside. Several large stand of oak trees remained in spite of the agricultural pursuits: Sarah's Grove, Oak Hollows, Spring Valley and the Loeber Farm.

Today, the majestic oaks of Sarah's Grove stand as a reminder of the past, while agricultural pursuits have given way to modern development. The landscape is more appropriately defined as streetscape as offices, stores, industry, and homes line the roads throughout the community. Only a few areas of land still reflect the meadows and agricultural uses that made the community what it is today. For example, the Spring Valley Nature Sanctuary is a 135 acre testament to the landscape as it was with meadows and wetlands maintained in their natural state.

The Schaumburg Park District owns the majority of the park land and open space of the Village landscape, including the Spring Valley Nature

Sanctuary, two golf courses, three community centers within park land, and innumerable neighborhood parks. The Village of Schaumburg, itself, owns three park areas that also provide valued open space. Some privately owned land remains in an undeveloped state or in use for agricultural pursuits, but it is anticipated this property will be developed contributing to the streetscape of the Village.

FLOODPLAINS AND WETLANDS

Over the years, the importance of floodplains and wetlands has changed drastically. When the north-eastern Illinois area was originally settled by Europeans, wetlands were drained and floodplains

were filled, because the most important thing to the settlers was good land for farming. Today, the outlook is different. Wetlands and floodplains are important natural resources as they store flood waters and filter out contaminants in the water. As more of these resources get engineered for development, the potential for flood damage to property and poor water quality increases. The following discussion identifies these natural amenities that remain within the Village of Schaumburg. The Federal Emergency Management Agency has identified the floodplains within the Village and the U.S. Department of the Interior has identified wetlands. Both resources are depicted on Map 21.

FLOODPLAINS

Floodplains are not abundant within the Village, yet they do exist. The majority of the floodplains run along the creeks and river branches. The Salt Creek, on the west side of the Village, and its tributaries, accounts for a considerable portion of the floodplain. The land that banks the creek has a gradual slope that allows the flood water to stretch over 700 feet from the stream bed. In a few cases, ponds are engulfed as part of the floodplain area around Salt Creek, further expanding the floodplain area along the creek. The West Branch of the DuPage River, on the other hand, has quite a confined floodplain. The slope of the banks only allow flood waters to extend 50 feet from the stream bed. Two exceptions to this rule are found along this branch where the slope on the banks wane and the water will flow out into the low areas.

Several depressional floodplain areas also dot the Village's landscape. Most of these spots are in the southern end of the community, north and south of Wise Road. These areas are associated with ponds or wetland conditions. The largest is the open space portion of a residential area and is incorporated into recreational and aesthetic purposes. Another is part of a school district nature sanctuary and is preserved as a natural wetland and woodland for educational purposes.

WETLANDS

Large wetland areas within the Village are protected by the Village's wetland protection district incorporated within the Village of Schaumburg Zoning Ordinance. The purpose of the wetland protection district is to protect people and property from potentially hazardous geological and hydrological conditions; prevent environmental degradation of the land and water; and ensure that development enhances rather than detracts from or ignores the natural topography, resources, amenities, and fragile environment of wetlands within the Village.

One large wetland area, protected under the ordinance, is located within the industrial property south of the Northwest Tollway. Any development adjacent to this wetland area must thoroughly respect the environmental constraints and even enhance them. The wetlands themselves will remain untouched by development.

Another protected wetland area is found within a large residential development including Park St. Claire, the Essex Club, and Astoria Park. This area has been permanently set aside as open space and is being touted as part of the developments' unique attributes. By protecting this wetland area, the homes will not receive extra runoff protecting the homes from water damage, also acting as a water treatment facility, filtering runoff as it continues through the

system. In addition, the protection of this land will preserve habitat for wildlife.

The only other wetland areas protected by the wetland ordinance is located at the southern end of the Village, west of Springinsguth Road. Now incorporated within a multiple-family development, Briar Pointe, this wetland area will be protected as part of the open space areas of this Planned Unit Development. Two large wetland areas are also found east of Springinsguth Road in unincorporated Cook County, and, therefore, do not fall in the Village's jurisdiction at this point.

Many other smaller wetlands are scattered throughout the Village. Two of these areas, just west of the Schaumburg Marriott and north of McConnor Parkway, are referenced within the

Woodfield Regional Concept Plan. These wetlands are preserved and managed as integral parts of the surrounding developments. Their natural, almost primitive appearance, contrasts sharply against the surrounding high profile corporate developments. They allow those that experience the wetlands to appreciate both sides: natural and corporate. The loss of either of these amenities would rob people of this opportunity of perspective.

Still other wetlands offer expanded opportunities. Two school districts own land with two separate wetlands. The School District 54 site on Wise Road is used for the education of the District's students on a number of issues, from wildlife to hydrology. Even though School District 54 owns and currently maintains this property in its natural state, the possibility exists that this property could be sold and developed. The High School District 211 property is found on Summit Drive. This property is available as a future high school site, yet the wetland portion of the area remains undisturbed today, providing open space for residents and habitat for wildlife.

SCHAUMBURG PARK DISTRICT

The Spring Valley Nature Sanctuary, developed and operated by the Schaumburg Park District, provides a range of unique opportunities for recreation and education in Schaumburg. The Sanctuary consists of

135 acres of meadows, woods, and wetlands. These protected natural habitats provide homes for a variety of plants, birds and other wildlife, many of which are disappearing from the area. The Sanctuary has three trails, each designed to follow one of the three ecosystems in the sanctuary.

Continual efforts are made by the Sanctuary staff and a host of community volunteers to restore the natural habitats within the Sanctuary through reforestation, prairie restoration, and wild flower planting. New educational programs are continually initiated to help the public develop an appreciation for the natural environment and efforts at conservation and preservation. Such efforts coincide with a growing awareness of the need for conservation, especially of wetland areas, in the northeast region and throughout the State of Illinois.

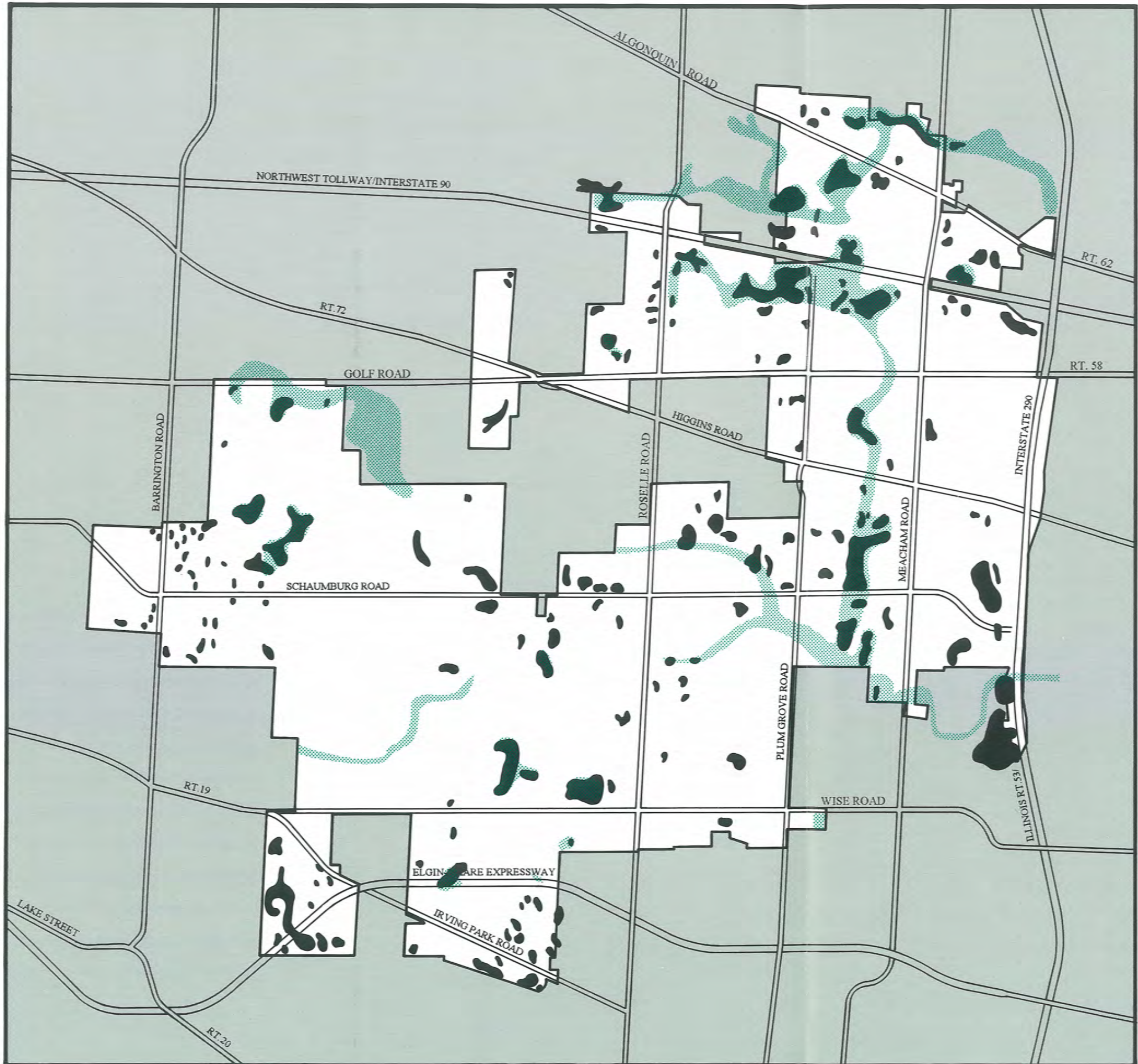
The Spring Valley Heritage Farm, located in the Schaumburg Park District's Spring Valley Nature Sanctuary, is a circa 1880 working farm, with crops and vegetables grown "the old-fashioned way" with horses and a plow. Cows, chickens, pigs and other farm animals are raised creating all kinds of long forgotten chores. Cooking, sewing, harvesting, woodworking and music making are all being done authentically. This site vividly illustrates the landscape as it existed during the days of the early settlers.



VILLAGE OF SCHAUMBURG COMPREHENSIVE PLAN

NATURAL AMENITIES

-  FLOOD PLAIN
-  WETLANDS



SOURCE: U.S. EPA NATIONAL WETLAND INVENTORY MAP U.S. DEPARTMENT OF THE INTERIOR
FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP
COMMUNITY PANEL NUMBER 170158 0005D/0010D

PREPARED BY VILLAGE OF SCHAUMBURG DEPARTMENT OF PLANNING
JANUARY 1995

The remaining Park District property is dedicated more to the recreational end of open space preservation. As noted earlier, the Park District owns two golf courses and three community centers. The grounds for these uses reflect typical suburban design with open space and pleasing landscaping. However, these uses do not contribute to the native features of the Village. On the other hand, the parks that flow through the Village do significantly protect floodplains. While these are uses for baseball games, soccer games, and numerous other organized sports, many of these sites were designed with the natural environment in mind, providing open space along flood plain. This treatment creates both an open space environment and a zone that protects the property throughout the Village from flood damage.

MUNICIPAL PROPERTY

The Village of Schaumburg has also taken an active role in preserving open space and the natural environment for its residents. A key feature of these open space opportunities is the 20 acres of natural landscape adjacent to the Robert O. Atcher Municipal Center Grounds. Within this acreage, an impressive variety of natural landscapes are nurtured. The Woodland Interpretive Trail educates residents about the range of natural habitats that can be found within such a limited area. This trail identifies open-land meadow, edge area, woodland, and creek habitat as it winds through the woodland area of the

open space. A large prairie area is also found within these grounds. Each year the prairie is burned to restore and encourage the natural vegetation of the land. With this variety of quality natural environments, this property is an invaluable resource to the Village and its residents.

Adjacent to this natural open space, the more formal open space of the Robert O. Atcher Municipal Center is found. This complex consists of the Robert O. Atcher Municipal Center, the Prairie Center for the Arts, and its surrounding parkland. It includes a three acre lake with a striking lighted fountain, an outdoor stage for community performances, benches, picnic tables, a gazebo, and bikeways. Residents enjoy this amenity intensely which is evidenced by the constant activity here

including fishing, strolling, jogging, biking, and just sitting back to watch the antics of the swans and ducks that call the pond their home. The Village also owns and maintains the Olde Schaumburg Centre Park. While the Olde Schaumburg Centre Park, located near the intersection of Schaumburg Road and Pleasant Drive, is a man-made pond, it is enhanced with native plant materials and wild flower plantings. This area recreates a natural wetland environment as it would have been found prior to European settlement. The park does include a few recreational amenities including an old-fashioned brick sidewalk with turn-of-the-century site furnishings and a gazebo.

The Village also maintains Old Plum Grove Park. Originally planned as a respite for bicyclists using the area bikeways, this park is found at the southwest corner of the intersection of Schaumburg Road and Plum Grove Road. It provides park benches and a gazebo, and is strictly a recreational park, no existing or recreated natural amenities are found here.

MISCELLANEOUS

A number of other parcels and natural features are scattered throughout the Village on private property. Many large stands of mature trees are found throughout the Village and significantly enhance the environment of the areas where they grow. Sarah's Grove, a historic stand of oak trees, is still partially intact. The trees are now incorporated into existing developments. South of Schaumburg Road, the trees are located in a 4.5 acre portion of a single-family resi-

dential development. To the north of Schaumburg Road, Friendship Village, a residential retirement community, preserved many of the mature trees creating a striking entrance feature for the development. Together, these developments preserve and maintain the valuable trees for future generations of Schaumburg residents to enjoy.

In a planned manufacturing area, Woodfield Business Centre, on the north end of the Village, a significant mix of natural features exist. This area includes wetlands and woodlands. These features wind through the industrial development and have been, for the most part, integrated into the plan of the area. The wetlands are to be maintained and protected by both local ordinance and federal law. The stands of

SUMMARY

To reiterate the concept put forth in the introduction: Great communities do not just happen. They are the result of years of thoughtful and painstaking planning.

Schaumburg's Village motto reflects this understanding: Progress Through Thoughtful Planning. Over the years, Schaumburg adhered to this credo and successfully melded quality of life and economic diversity into an exceptional community.

The Village of Schaumburg consists of an interdependent array of land uses and activities. People live, work, learn, play, and thrive within this community. All combining to create a quality of life that is remarkable.

The policies and objective found throughout the Village of Schaumburg Comprehensive Plan provide guidance for the maintenance and strengthening of the Village's future. The type and intensity of development as well as policies, programs and strategies developed within these pages will ensure a bright future for the Village. The coordination of the land use, transportation, housing, and economic programs and activities will ensure that the Village is able to accommodate its planned growth and redevelopment. The implementation of this Plan will also seek to maintain the Village's current attractive-

ness and quality of life. This coordination is reflected by the five major goals of the Plan:

ECONOMIC VIABILITY

promote, maintain, and strengthen the economic vitality of the Village of Schaumburg.

HOUSING DIVERSITY

provide and maintain a high quality housing stock that offers a diversity of both styles and prices.

TRANSPORTATION EFFICIENCY

ensure the provision of an adequate transportation network designed to enhance rather than detract from the Village's variety of activities.

OPEN SPACE INTEGRITY

provide open space and active/passive recreation uses in parks, wetlands, and floodplains.

Preserve and protect the natural environment and provide areas to be used by both the Village's residents and employees .

CHARACTER

improve the general appearance of the area and promote the construction of high-quality development compatible with both the Village's current design standards and with the existing character of the Village.

Through the goals and the policies contained herein, the Comprehensive Plan will ensure the future success and continued quality of life of the Village of Schaumburg.

APPENDICES

The tools available to guide development are as important as the natural and man-made environment that exists. To date, the Village of Schaumburg has developed, adopted, and used numerous codes and ordinances to ensure that the Village would emerge as the community it is today. The following will briefly review the tools and procedures the Village uses.

MUNICIPAL CODE

The governing tool of the Village, the Municipal Code defines the role of local government to protect the health, safety, and welfare of the residents and visitors to the Village. To accomplish this task, the Municipal Code specifically regulates numerous activities and adopts by reference the many other ordinances and codes that regulate activities, such as the Zoning Ordinance and the Subdivision Control Ordinance. The following topics are some of those addressed within the Municipal Code:

- business licenses
- garbage, refuse, and recycling
- weed control
- pollution, hazardous substances
- food service and commercial sanitation
- day care center requirements
- fire lane requirements
- sale and distribution of alcoholic beverages
- smoking requirements in public places
- coin operated amusement devices
- advertising

BUILDING CODE (BOCA)

The Building Code sets the minimum standards for materials, installation and construction in the Village. Any new construction or repair work must be reviewed and inspected to ensure these standards are met. The following are some activities that require building permits:

- construction
- alterations
- demolitions
- heating, plumbing, electrical work
- water heater replacements
- fence installation
- storage or tool sheds
- residing or reshingling

ZONING ORDINANCE

The Zoning Ordinance regulates the uses, intensities, and locations of developments in the Village. The Zoning Ordinance requires Site Plan Review of all construction on vacant and existing developments to ensure compliance of all codes and ordinances within the Village. This procedure provides the opportunity for each relevant department to review and comment on the request. Some of the issues addressed by the Zoning Ordinance are:

- setback, height, and bulk requirements
- permitted, accessory and special uses

- outdoor storage
- outdoor sidewalk sales and landscaping sales
- off-street parking requirements
- wetland protection
- accessory structures
- requests for variations of the requirements

TREE PRESERVATION, LANDSCAPING AND SCREENING ORDINANCE

Incorporated within the Zoning Ordinance, this ordinance affirms that the carefully planned environment of the Village will be protected. Through inspections and fines, the ordinance ensures that adopted landscape plans are maintained and that existing mature vegetation is preserved from careless destruction. Any removal of trees must be reviewed by the Village to determine if the tree is dead, dangerous, or not worthy of preservation. Only existing single-family residential development is exempt from this ordinance. Types of activities regulated by this ordinance include:

- removal of dead or dangerous trees
- altering existing landscape plans
- parking lot landscaping
- allowed landscaping materials
- foundation landscaping

WETLAND PROTECTION DISTRICT

Incorporated as an overlay in the Zoning Ordinance, the Wetland Protection District protects property in and adjacent to wetlands from potentially hazardous conditions, prevents environmental degradation of the land and water, and ensures that development enhances this resource. Three wetland areas are addressed in which the natural topography, amenities, and fragile environment are particularly sensitive areas. This overlay requirement addresses the following issues:

- topography, soils, geology, and hydrology of the site
- minimizing disruption to the land and animal life
- minimize disruption of natural drainage ways
- compatible landscaping
- timing of development to minimize impact on wetlands

SIGN ORDINANCE

As a specific element of the Zoning Ordinance, the sign ordinance was adopted to help create functional and attractive streetscapes within the Village. The ordinance ensures that the sign allowed will, at the same time, effectively identify businesses and also establish an uncluttered aesthetically pleasing environment that will entice customers to return again and

again, not frustrate them with visual chaos. Some of the aspects of this ordinance's regulations are:

- size of signs
- height of signs
- temporary signs
- number of signs
- amount of information

SUBDIVISION CONTROL ORDINANCE

The Subdivision Control Ordinance was adopted to provide for the harmonious development of the land within the Village. It ensures that transportation and utility infrastructure are coordinated, and adequate parcel sizes are maintained for the uses they are to support. This ordinance also requires that easements are granted for utility access. Drainage issues are addressed by this ordinance, as well, requiring the review of the proposed grading of property and construction of detention ponds to store additional runoff created by the proposed development. Types of activities regulated by this ordinance include:

- changing or altering the approved site plan
- regrading of property
- developing or reconstructing the property
- altering the approved drainage system
- altering curbs and gutters along property
- creating easements and right-of-ways

HOME OCCUPATIONS

Telecommuting and working from the home is emerging as a popular and convenient alternative to commuting. The Home Occupation Ordinance requires any profit-generating business operating from the home be reviewed for compliance. In general, a home occupation that involves the basic use a computer, telephone, fax, desk and filing cabinets is allowed. This ordinance is in place to prevent residentially zoned neighborhoods turning into commercial uses.

OLDE SCHAUMBURG CENTRE

Olde Schaumburg Centre defines the area at the intersection of Schaumburg Road and Roselle Road. This area is the site of the original developments of Schaumburg. Buildings dating back to the nineteenth century characterize this district. In an attempt to preserve the heritage the original settlers brought to the Schaumburg area, this District was designated for protection in the 1970's. Specific development guidelines have been adopted for this district to maintain its valued character and heritage.

TAX INCREMENT FINANCING DISTRICT

The Village currently has one tax increment financ-

ing (TIF) district. Located within the Olde Schaumburg Centre District, this TIF district was established to provide financial incentives and capital improvements to encourage economic growth and redevelopment of the area. Possible uses for the revenues generated by the TIF district includes acquisition of land and selling it for redevelopment, streetscape and transportation improvements, and common area development.

AMERICANS WITH DISABILITIES ACT (ADA)

This law is a national mandate that requires any public space be accessible to handicapped individuals. The requirements can include installation of wheelchair ramps, special door knobs, signs and fixtures at levels low enough for wheelchair bound individuals to reach, and signs in braille for blind individuals.

COMMUNITY DEVELOPMENT BLOCK

GRANT FUNDING

A substantial Federal funding source, the Block Grant funds are expended on housing programs for low-to-moderate income families and populations with special needs. The Village can use the funding to upgrade municipal facilities to American with Disabilities Act standards, public improvements to areas with high concentrations of low-to-moderate

income families, and to subrecipients who provide programs directly to these populations. This funding has been stable in the last few years, but it is a political entity and its stability is never assured.

HOME FUNDING

Home funding is also a Federal source. This money is available for the purchase of homes by low and moderate income families. The Village of Schaumburg used this resource for a program to offer financial assistance to first time home buyers who have lived or worked in the Village for more than a year. This funding is aimed at giving people, who cannot afford it on their own, the opportunity to buy their own home.

ISTEA FUNDING

Another form of Federal funding, the Intermodal Surface Transportation Efficiency Act (ISTEA) has leveled the playing field among transportation alternatives in terms of funding opportunities. Funds usually earmarked for highway work is now available for bikeways, sidewalks, and other transportation options. To date, the Village has used this funding for a limited number of bikeways throughout the Village.

TABLE A
MAJOR RETAIL DEVELOPMENTS

No. RETAIL USE	YEAR COMPLETED	FLOOR AREA (sq. ft.)	SITE (acres)	FLOOR AREA RATIO (F.A.R)	
SHOPPING CENTERS					
1	ALGONQUIN PLAZA <i>Southwest of Algonquin Road and Hammond Drive</i>	1975	22,000	1.47	0.34
2	BARRINGTON/WEATHERSFIELD PLAZA <i>Southeast of Weathersfield Way and Barrington Road</i>	1994	65,776	7.01	0.22
3	2375-2383 BODE ROAD CENTER <i>Bode Road, west of Knollwood Drive</i>	1975	7,581	0.98	0.18
4	BODE ROAD SHOPPING CENTER <i>Southwest of Bode Road and Knollwood Drive</i>	1984	7,000	0.99	0.16
5	BRANDESS CENTER EAST <i>Southeast of Golf Road and Stonehedge Drive</i>	1984	9,996	1.23	0.19
6	CARSON'S FURNITURE SHOPPING CENTER <i>Northeast of Golf Road and Plum Grove Road</i>	1976 Addition 1995	53,500	4.82	0.25
7	CENTURY PLAZA <i>West of Roselle Road, north of Hartford Drive</i>	1976	5,200	0.50	0.24
8	CHURCHILL SQUARE <i>North of Golf Road, west of Salem Drive</i>	1971	49,392	8.34	0.14
9	COLONY LAKE PLAZA I & II <i>Northwest of Bode Road and Salem Drive</i>	1978/1989	28,420	2.83	0.23
10	CORINIUM PLAZA I & II <i>Southeast of Schaumburg Road and Knollwood Drive</i>	1989/1991	37,936	5.3	0.16
11	FARMGATE SHOPPING CENTER <i>Northwest of Roselle Road and Weathersfield Way</i>	1979	62,350	6.28	0.23
12	FIRST UNITED RICHPORT CENTRE <i>Northeast of Roselle Road and Schaumburg Road</i>	1981	8,518	0.67	0.29
13	GOLF POINT ANNEX <i>South of Golf Road at Valley Lake Drive</i>	1985	9,000	0.68	0.30
14	GOLF POINT PLAZA <i>South of Golf Road, west of Valley Lake Drive</i>	1984	74,840	9.59	0.18
15	130 W. GOLF ROAD CENTER <i>Northwest of Golf Road and Roselle Road</i>	1978	4,000	1.03	0.09

No. RETAIL USE	YEAR COMPLETED	FLOOR AREA (sq. ft.)	SITE (acres)	FLOOR AREA RATIO (F.A.R)
16 GOLFWOOD SQUARE <i>Northeast of Golf Road and Basswood Drive</i>	1989	62,103	6.80	0.21
17 HARBOUR LANDING <i>Southwest of Meacham Road and Schaumburg Road</i>	1978	12,080	1.35	0.21
18 HARTFORD PLAZA <i>Northwest of Roselle Road and Hartford Drive</i>	1978	12,500	1.00	0.29
19 HARVEST PLAZA <i>Southwest of Wise Road and Wright Boulevard</i>	1977	29,661	2.46	.028
20 HIGH POINT COMMERCIAL CENTER <i>South of Wise Road, west of Roselle Road</i>	1989	11,703	1.40	0.19
21 HIPPODROME PLAZA <i>Northwest of Higgins Road and Plum Grove Road</i>	1977	11,000	5.58	0.05
22 HOLIDAY INN RETAIL CENTER <i>Southwest of Roselle Road and Valley Lake Drive</i>	1989	6,222	1.14	0.13
23 KINGSPORT PLAZA <i>Southeast of Roselle Road and Kingsport Drive</i>	1985	42,364	5.42	0.18
24 LEXINGTON PLACE <i>Southeast of Meacham Road and Old Schaumburg Road</i>	1987	6,587	0.85	0.18
25 MARKET SQUARE <i>Northwest of Schaumburg Road and Plum Grove Road</i>	1985	40,400	6.15	0.15
26 NANTUCKET SQUARE SHOPPING CENTER <i>Northeast of Wise Road and Roselle Road</i>	1981	132,273	15.67	0.19
27 ONE SCHAUMBURG PLACE <i>North of Higgins Road, west of IL Route 53</i>	1991	762,600	36.00	0.49
28 PARK PLAZA <i>Southwest of Irving Park Road and Mercury Drive</i>	1977	194,000	17.34	0.26
29 PARK ST. CLAIRE PLAZA <i>Southwest of Higgins Road and Meacham Road</i>	1994	237,966	22.00	0.25
30 PARKWAY PLAZA <i>North of Higgins Road, east of Golf Road</i>	1985	6,750	0.60	0.26
31 POPLAR CREEK SHOPPING CENTER <i>Southeast of Golf Road and Walnut Lane</i>	1985	60,069	8.06	0.17
32 PRAIRIE TOWNE CENTER <i>Northeast of Schaumburg Road and Barrington Road</i>	1993	263,647	26.10	0.23

No. RETAIL USE	YEAR COMPLETED	FLOOR AREA (sq. ft.)	SITE (acres)	FLOOR AREA RATIO (F.A.R)
33 REMINGTON PLAZA <i>Southwest of Roselle Road and Remington Circle</i>	1987	58,440	6.17	0.22
34 8-26 N. ROSELLE ROAD CENTER <i>Roselle Road, north of Schaumburg Road</i>	1967	10,830	1.10	0.23
35 SALEM PLAZA I & II <i>Southeast of Golf Road and Salem Drive</i>	1979/1985	76,000	6.85	0.25
36 SCHARRINGTON SQUARE SHOPPING CENTER <i>Southeast of Barrington Road and Schaumburg Road</i>	1989	201,076	20.95	0.22
37 SCHAUMBURG CORNERS (Kmart Plaza) <i>Northeast of Roselle Road and Golf Road</i>	1973	156,245	13.40	0.27
38 SCHAUMBURG MARKETPLACE (The Annex) <i>South of Golf Road and east of Valley Lake Drive</i>	1983	80,908	7.66	0.24
39 SCHAUMBURG PLAZA <i>South of Schaumburg Road, east of Springinsguth Road</i>	1973	70,000	6.70	0.24
40 SCHAUMBURG SHOPPETTE <i>Southwest of Algonquin Road and Palmer Drive</i>	1987	7,155	0.99	0.17
41 SCHAUMBURG TOWNCENTER <i>Northwest of Roselle Road and Wise Road</i>	1989	114,527	13.10	0.20
42 SCHOOLHOUSE SQUARE <i>Northwest of Schaumburg Road and Roselle Road</i>	1986	23,400	2.92	0.18
43 SHEFFIELD COMMONS SHOPPING CENTER <i>Southwest of Golf Road and Walnut Lane</i>	1975	7,000	0.79	0.20
44 SHOPS AT COPLEY CENTER <i>Northwest of Golf Road and Wilkening Road</i>	1989	71,791	8.05	0.20
45 SHOPS AT SCHAUMBURG COURT <i>Northwest of Barrington Road and Schaumburg Road</i>	1995	237,141	24.13	0.23
46 SOUND WAREHOUSE COMMERCIAL CENTER <i>Southwest of Golf Road and Plum Grove Road</i>	1986	18,825	1.96	0.22
47 SPRING COVE SHOPPING CENTER <i>Northwest of Wise Road and Spring Cove Drive</i>	1986	29,600	3.96	0.17
48 SPRING VALLEY PLAZA <i>Southeast of Schaumburg Road and Plum Grove Road</i>	1989	29,371	2.90	0.23
49 1120-1124 SPRINGINSGUTH ROAD CENTER <i>West of Springinsguth Road, north of Wise Road</i>	1970	5,200	0.51	0.23

No.	RETAIL USE	YEAR COMPLETED	FLOOR AREA (sq. ft.)	SITE (acres)	FLOOR AREA RATIO (F.A.R)
50	SUBURBAN EQUITIES PLAZA <i>Southeast of Roselle Road and Scully Drive</i>	1980	21,480	2.00	0.25
51	TARGET GREATLAND CENTER <i>Southwest of Schaumburg Road and Barrington Road</i>	1993	132,169	13.83	0.22
52	TOWN SQUARE SHOPPING CENTER <i>Southwest of Roselle Road and Schaumburg Road</i>	Planned Redevelopment	286,000	29.20	0.22
53	VALLEY LAKE PLAZA <i>Northwest of Golf Road and Valley Lake Drive</i>	1978	6,000	0.59	0.23
54	VERSAILLES VILLAGE CENTER <i>Southwest of Golf Road and Plum Grove Road</i>	1973	21,330	1.27	0.39
55	WATERBURY PLACE <i>Southwest of Schaumburg Road and Waterbury Lane</i>	1985	9,722	1.03	0.22
56	WEATHERSFIELD COMMONS <i>Southeast of Schaumburg Road and Springinguth Road</i>	1971 Renovated 1991	93,489	10.51	0.20
57	WEATHERWAY PLAZA <i>Southwest of Weathersfield Way and Roselle Road</i>	1973	38,400	3.50	0.25
58	1614-1618 WISE ROAD CENTER <i>North of Wise Road, east of Westover Lane</i>	1972	10,620	1.17	0.21
59	WISEWAY PLAZA <i>Northeast of Wise Road and Mercury Drive</i>	1976	45,000	3.60	0.29
60	WOODFIELD COMMONS SHOPPING CENTER <i>Southwest of Golf Road and Meacham Road</i>	1981	231,962	19.10	0.28
61	WOODFIELD COMMONS WEST SHOPPING CENTER <i>Southeast of Golf Road and Commons Drive</i>	1979	60,400	6.38	0.22
62	WOODFIELD CORNERS SHOPPING CENTER <i>Golf Road, east of Roselle Road</i>	1987	13,500	1.38	0.22
63	WOODFIELD MALL <i>Southwest of Golf Road and IL Route 53</i>	1971 Expanded 1994	2,720,080	190.00	0.33
64	WOODFIELD PLAZA SHOPPING CENTER <i>Northwest of Golf Road and Basswood Drive</i>	1992	175,270	17.84	0.23
65	WOODFIELD VILLAGE GREEN <i>Northeast of Meacham Road and Golf Road</i>	1994	620,000	61.33	0.23

No. RETAIL USE		FLOOR AREA (sq. ft.)	SITE (acres)	FLOOR AREA RATIO (F.A.R)
MAJOR STAND-ALONE STORES				
66	THE BEDROOM <i>Northeast of Golf Road and Plum Grove Road</i>	9,000	0.92	0.23
67	BEST BUY <i>Northeast of Golf Road and Plum Grove Road</i>	128,611	5.85	0.50
68	CARPETLAND <i>North of Higgins Road, south of Golf Road</i>	9,200	0.96	0.22
69	CLASSIC OAK DESIGNS <i>North of Golf Road, west of Salem Drive</i>	14,000	1.03	0.31
70	COMPUTER CITY <i>Northwest of Golf Road and National Parkway</i>	22,000	2.11	0.24
71	FLOORS BY VINCI <i>Northwest of Golf Road and Roselle Road</i>	46,000	1.28	0.83
72	FRANK'S NURSERY & CRAFTS <i>Northwest of Irving Park Road and Mercury Drive</i>	20,625	2.66	0.18
73	FRANK'S NURSERY & CRAFTS <i>Southwest of Golf Road and Salem Drive</i>	17,000	3.46	0.11
74	HANDY ANDY <i>Southeast of Golf Road and Plum Grove Road</i>	124,000	6.91	0.41
75	HOMEMAKERS <i>Southwest of Woodfield Road and Martingale Road</i>	118,000	7.30	0.37
76	HOUSE OF BRIDES <i>Southwest of Golf Road and Plum Grove Road</i>	23,736	2.43	0.22
77	IKEA FURNITURE <i>North of McConnor Parkway</i>	413,000 (planned)	31.0	0.28
78	MARSHALL FIELD'S HOME STORE <i>Northwest of Meacham Road and Golf Road</i>	106,000 (approved)	7.40	0.33
79	SPORTMART <i>Southeast of Golf Road and Commons Drive</i>	60,000	4.29	0.32
80	TOYS R US <i>Southwest of Golf Road and National Parkway</i>	52,000	4.26	0.28
81	UNITED AUDIO <i>Northeast of Kimberly Drive and Mall Drive</i>	11,000	0.76	0.33
82	WOLF PHOTO <i>Northwest of Golf Road and Highland Boulevard</i>	12,025	0.60	0.46
AUTOMOBILE DEALERSHIPS				
83	EMKAY, INC. <i>Northwest of Golf Road and Plum Grove Road</i>	34,000	3.95	0.20
84	HARRIS OLDSMOBILE/GMC TRUCK <i>Northeast of Golf Road and National Parkway</i>	25,000	4.84	0.12
85	JEEP EAGLE OF SCHAUMBURG <i>West of Golf Road and Higgins Road</i>	42,025	6.09	0.16

No. RETAIL USE	FLOOR AREA (sq. ft.)	SITE (acres)	FLOOR AREA RATIO (F.A.R.)
86 LARRY FAUL PONTIAC <i>Northwest of Golf Road and Roselle Road</i>	11,000	4.90	0.05
87 MURPHY BUICK SUZUKI/VOLKSWAGEN <i>Northwest of Golf Road and National Parkway</i>	33,000	3.88	0.20
88 PATRICK AUTO DEALERS <i>Northwest of Higgins Road and Mall Drive</i>	42,000	5.28	0.18
89 PATRICK BMW <i>Northwest of Golf Road and Plum Grove Road</i>	22,650	2.87	0.18
90 SCHAUMBURG AUDI <i>Northwest of Golf Road and Valley Lake Drive</i>	14,000	2.68	0.12
91 SCHAUMBURG AUTO SALES - THE TOY STORE <i>Northeast of Golf Road and Higgins Road</i>	1,824	0.85	0.05
92 SCHAUMBURG CHRYSLER PLYMOUTH <i>Northwest of Golf Road and National Parkway</i>	19,000	4.82	0.09
93 SCHAUMBURG DODGE <i>Northeast of Golf Road and Valley Lake Drive</i>	20,000	5.21	0.09
94 SCHAUMBURG HONDA- Motorcycles <i>Southwest of Golf Road and Salem Drive</i>	9,600	1.16	0.19
95 SCHAUMBURG HONDA- Automobiles <i>Northwest of Golf Road and Plum Grove Road</i>	20,000	5.21	0.09
96 SCHAUMBURG HYUNDAI <i>Northwest of Golf Road and Plum Grove Road</i>	15,896	2.30	0.16
97 SCHAUMBURG LINCOLN MERCURY <i>Northeast of Golf Road and National Parkway</i>	19,000	5.53	0.08
98 SCHAUMBURG TOYOTA <i>Southwest of Golf Road and Salem Drive</i>	29,750	9.14	0.07
99 WOODFIELD CHEVROLET <i>Northwest of Golf Road and National Parkway</i>	27,000	6.63	0.09
100 WOODFIELD FORD <i>Southeast of Golf Road and Plum Grove Road</i>	34,000	4.82	.016

SUBTOTALS	FLOOR AREA
EXISTING RETAIL	8,926,857 SQ.FT.
SHOPPING CENTERS	7,733,915 SQ.FT.
MAJOR STAND-ALONE STORES	773,197 SQ.FT.
AUTOMOBILE DEALERSHIPS	419,745 SQ.FT.
PLANNED RETAIL	699,000 SQ.FT.
GRAND TOTAL	9,625,857 SQ.FT.*

*This total does not include restaurants, automotive service stations, and other miscellaneous retail development in the Village.

SOURCE: Village of Schaumburg Planning Department, June 1995

TABLE B
MAJOR OFFICE DEVELOPMENTS

OFFICE BUILDING No. (MAJOR TENANT)	YEAR COMPLETED	NO. OF FLOORS	FLOOR AREA(sq. ft.)	GROSS SITE (acres)	FLOOR AREA RATIO (FAR)
1 AMERICAN VETERINARY MEDICAL ASSOCIATION HEADQUARTERS <i>1931 North Meacham Road</i>	1981	5	76,000	4.57	0.38
2 BASSWOOD EXECUTIVE PLAZA <i>1301 Basswood Drive</i>	1986	4	44,000 95,346 <i>(w/parking)</i>	2.10	0.48 1.04
3 BASSWOOD OFFICE CENTER <i>500 East Remington Road</i>	1986	3	39,414	1.99	0.45
4 BASSWOOD TECH CENTRE <i>1336 Basswood Road</i>	1986	1	30,020	2.09	0.33
5 CENTENNIAL CENTER (Met Life) <i>1900 East Golf Road</i>	1981	11	264,000	11.00	0.33
6 CENTURY CENTRE I (Pioneer Financial Services) <i>1750 East Golf Road</i>	1985	11	230,000	8.05	0.74
7 CENTURY CENTRE II (Santa Fe) <i>1700 East Golf Road</i>	1989	11	230,000 264,000 <i>(w/parking)</i>	8.05 0.75	0.74
8 CHATHAM CENTRE II (1) <i>Southeast of the Northwest Tollway and Roselle Road</i>	Planned	10	219,320	14.98	0.67
9 CITIBANK OFFICE PLAZA <i>1699 East Woodfield Road</i>	1978	5	120,000	5.23	0.53
10 125 COMMERCE DRIVE BUILDING <i>125 East Commerce Drive</i>	1985	1	30,000	1.30	0.53
11 COMMERCE TECH CENTER <i>50 East Commerce Drive</i>	1984	1	136,200	13.98	0.22
12 COPLEY CENTER OFFICE (2) DEVELOPMENT <i>North of Golf Road and east of Roselle Road</i>	Planned	1-11	2,428,209	120.00	0.45
13 DAMEN OFFICE BUILDING <i>200 Higgins Road</i>	1985	3	41,856	3.42	0.28
14 EMBASSY PLAZA <i>1933 North Meacham Road</i>	1985	7	117,665 143,465 <i>(w/parking)</i>	4.00 0.82	0.67
15 FREDRICKSON OFFICE PROPERTY <i>Northwest of Martingale Road and Schaumburg Road</i>	Planned	28	1,075,000 2,475,000 <i>(w/parking)</i>	31.57	0.78 1.80

OFFICE BUILDING No. (MAJOR TENANT)	YEAR COMPLETED	NO. OF FLOORS	FLOOR AREA(sq. ft.)	GROSS SITE (acres)	FLOOR AREA RATIO (FAR)
16 HILLCREST COMMONS I <i>1900-1970 North Roselle Road</i>	1983	1	71,400 <i>(4 buildings)</i>	7.83	0.21
17 HILLCREST COMMONS II <i>Northwest of Roselle Road and Hillcrest Drive</i>	Planned	5-10	476,322 <i>(2 buildings) 863,868 (w/parking)</i>	16.94	0.65
18 HILLTOP PROFESSIONAL PLAZA <i>650 East Higgins Road</i>	1982	1	46,344	4.47	0.24
19 ILLINOIS DEPARTMENT OF TRANSPORTATION BUILDING (IDOT) <i>201 West Center Court</i>	1987	4	120,000	5.37	0.51
20 LAKEWOODS CORPORATE CENTER I <i>650-750 East Algonquin Road</i>	1986	4	81,000	3.90	0.48
21 LAKEWOODS CORPORATE CENTER II <i>East Algonquin Road</i>	Planned	4	81,000	4.50	0.41
22 LAKEWOODS CORPORATE CENTER III <i>East Algonquin Road</i>	Planned	4	96,320	5.60	0.40
23 LANDMARK TOWER AT ONE SCHAUMBURG PLACE (3) (4) <i>Northeast of Higgins Road and Martingale Road</i>	Planned	22	460,000	36.00	1.00 1.60
24 MEACHAM BUSINESS CENTER <i>1305-1365 East Wiley Road</i>	1979	1	80,200 <i>(4 buildings)</i>	6.35	0.29
25 MOTOROLA CENTER <i>Southwest of Algonquin Road and Meacham Road</i>	1968-1991	1-12	1,047,120 <i>(7 buildings)</i>	325.00	0.08
26 ONE NATIONAL PLAZA <i>1111 Plaza Drive</i>	1974	8	151,602	5.92	0.59
27 TWO NATIONAL PLAZA <i>1000 Plaza Drive</i>	1974	8	151,602	5.92	0.59
28 THREE NATIONAL PLAZA <i>999 Plaza Drive</i>	1977	8	150,528	6.47	0.53
29 NORTHWEST MEDICAL CENTER <i>455 South Roselle Road</i>	1981	2	35,076	6.68	0.12
30 ONE WOODFIELD PLACE <i>(MobileComm, Charles Schwab) 1701 East Woodfield Road</i>	1974	11	179,100	5.70	0.72
31 1605 PENNY LANE BUILDING <i>1605 Penny Lane</i>	1986	1	27,742	1.93	0.33
32 1717 PENNY LANE BUILDING <i>1717 Penny Lane</i>	1985	2	30,677	2.01	0.35

OFFICE BUILDING No. (MAJOR TENANT)	YEAR COMPLETED	NO. OF FLOORS	FLOOR AREA(sq. ft.)	GROSS SITE (acres)	FLOOR AREA RATIO (FAR)
33 PLUM GROVE CORPORATE PLAZA <i>1251 North Plum Grove Road</i>	1985	1	42,000	3.17	0.30
34 PLUM GROVE EXECUTIVE CENTRE <i>920, 1002, 1014 East Algonquin Road</i>	1980	1	135,000 (3 buildings)	10.64	0.29
35 PLUMWOOD TECH CENTRE <i>1201 Wiley Road</i>	1985	1	70,070	5.00	0.32
36 PRUDENTIAL OFFICE BUILDING I (Advantis) <i>231 North Martingale Road</i>	1980	11	357,984	15.50	0.53
37 PRUDENTIAL OFFICE BUILDING II (5) <i>231 North Martingale Road</i>	Planned	16	376,533 925,703 (w/parking)	15.50	0.56 1.90
38 REGENCY POINT <i>Northeast of Meacham Road and Northwest Tollway</i>	Planned	6-9	1,200,000	45.57	0.60
39 636 REMINGTON ROAD BUILDING <i>636 Remington Road</i>	1983	2	20,120	1.24	0.37
40 700 REMINGTON ROAD BUILDING <i>700 Remington Road</i>	1984	2	23,500	1.37	0.39
41 1100 REMINGTON ROAD BUILDING <i>1100 Remington Road</i>	1978	1	20,050	2.34	0.20
42 REMINGTON BUSINESS CENTER <i>1105 Remington Road</i>	1992 Addition 1993	1	29,500	3.88	0.17
43 REMINGTON OFFICE CENTER <i>1340-1350 Remington Road</i>	1982	1	46,800 (2 buildings)	3.92	0.14
44 REMINGTON OFFICE COURT <i>1305 Remington Road</i>	1978	1	82,000 (4 buildings)	6.00	0.31
45 REMINGTON TECH CENTRE <i>1300 Remington Road</i>	1989	1	42,650	2.58	0.38
46 ROOSEVELT UNIVERSITY (6) <i>Northeast of Golf Road and Meacham Road</i>	1959	2	285,000	11.19	0.58
47 SALT CREEK OFFICE CENTER I <i>2000 Algonquin Road</i>	1979	2	47,718 (4 buildings)	3.58	0.31
48 SALT CREEK OFFICE CENTER II <i>2100 Algonquin Road</i>	1980	2	52,800 (3 buildings)	4.30	0.28
49 SCHAUMBURG/120 <i>120-160 West Center Court</i>	1984	2	36,548	2.69	0.31
50 SCHAUMBURG ATRIUM CENTER <i>846-860 East Algonquin Road</i>	1985	1	153,844 (4 buildings)	12.64	0.28

OFFICE BUILDING No. (MAJOR TENANT)	YEAR COMPLETED	NO. OF FLOORS	FLOOR AREA(sq. ft.)	GROSS SITE (acres)	FLOOR AREA RATIO (FAR)
51 SCHAUMBURG COMMERCE CENTER <i>1000 State Parkway</i>	1986	1	40,960	2.12	0.44
52 SCHAUMBURG COMMERCE CENTER <i>1124 Tower Lane</i>	1981	1	43,000	2.18	0.45
53 SCHAUMBURG CORPORATE CENTER I-II (Ameritech, Dovenmuehle) <i>1515 East Woodfield Road</i>	1986	4-14	916,438	40.20	0.52
54 SCHAUMBURG CORPORATE CENTER III (7) <i>East Woodfield Road</i>	Planned	14	350,000	40.20	0.72
55 SCHAUMBURG TECHNOLOGICAL CENTER I <i>105-165 West Center Court</i>	1983	2	57,340	3.46	0.38
56 SIEMENS CENTER (formerly Chatham Center I) (Siemens, JC Penney) <i>1901 North Roselle Road</i>	1989	10	219,320 405,982 <i>(w/parking)</i>	14.98	0.34 0.62
57 SOUTHWICK OFFICE CENTER (Texas Instrument) <i>1300 East Woodfield Road</i>	1986	7	146,749	5.83	0.58
58 455 STATE PARKWAY <i>455 State Parkway</i>	1986	2	20,000	2.36	0.19
59 SUN ANNEX (formerly Salt Creek Annex) <i>1990 Algonquin Road</i>	1986	2	20,624	1.48	0.32
60 TOWER INDUSTRIAL PLAZA <i>1100-1189 Tower Road</i>	1975	1	103,294 <i>(5 buildings)</i>	6.24	0.38
61 TRANSAMERICA <i>1933 North Meacham Road</i>	1981	6	143,000	3.99	0.82
62 UNOCAL OFFICE DEVELOPMENT (8) <i>Northeast of Golf Road and Meacham Road</i>	Planned	5-30	3,600,000 8,582,400 <i>(w/parking)</i>	79.80	1.18 2.61
63 WALDEN OFFICE SQUARE I-III <i>1821-1834 Walden Office Square</i>	1978	5-6	216,600 <i>(3 buildings)</i>	12.59	0.40
64 WILLOW LAKE TECH CENTER <i>450 State Parkway</i>	1991	2	105,000	6.81	0.35
65 WOODFIELD CORPORATE CENTER I <i>150-200 North Martingale Road</i>	1982-1984	11	367,546 691,546 <i>(w/parking)</i>	6.54	1.29 2.43
66 WOODFIELD CORPORATE CENTER II (Dun & Bradstreet) <i>250 North Martingale Road</i>	1984	13	230,129 438,129 <i>(w/parking)</i>	6.54	0.81 1.54

OFFICE BUILDING No. (MAJOR TENANT)	YEAR COMPLETED	NO. OF FLOORS	FLOOR AREA(sq. ft.)	GROSS SITE (acres)	FLOOR AREA RATIO (FAR)
67 WOODFIELD CORPORATE CENTER III (The Signature Group, Intel) <i>300 North Martingale Road</i>	1984	8	172,988 334,546 (w/parking)	6.70	0.61 1.15
68 WOODFIELD CORPORATE CENTER IV (Northern Telecom) <i>425-475 North Martingale Road</i>	1986	13-21	750,000 (2 buildings) 1,300,000 (w/parking)	13.08	1.32 2.28
69 WOODFIELD EXECUTIVE CENTER <i>1101 Perimeter Drive</i>	1978	8	172,000	6.00	0.66
70 WOODFIELD EXECUTIVE PLAZA (Harris Bank, The Ryland Group) <i>1051 Perimeter Drive</i>	1978	11	218,544 294,944 (w/parking)	6.00	0.84 1.12
71 WOODFIELD FINANCIAL CENTRE <i>1375 East Woodfield Road</i>	1985	7	204,000	7.10	0.66
72 WOODFIELD GREEN EXECUTIVE CENTER <i>1920-1930 North Thoreau Drive</i>	1985	1	118,000 (2 buildings)	8.75	0.32
73 WOODFIELD GROVE BUSINESS CENTER I-IV <i>Northeast of Higgins Road and Plum Grove Road</i>	1975	1	70,498 (4 buildings)	5.30	0.30
74 WOODFIELD LAKE OFFICE COURT I-IV <i>901-957 North Plum Grove Road</i>	1989	1	180,000 (24 buildings)	15.50	0.27
75 WOODFIELD LAKE ONE (Xerox, John Hancock) <i>1000 East Woodfield Road</i>	1980	4	204,000	10.22	0.46
76 WOODFIELD LAKE TWO (Cellular One, Prudential) <i>1100 East Woodfield Road</i>	1981	5	241,000	9.66	0.57
77 WOODFIELD LAKE THREE (Caremark, Primus) <i>900 North National Parkway</i>	1985	4	104,317	3.49	0.68
78 WOODFIELD LAKE FOUR <i>930 North National Parkway</i>	1989	5	111,131	4.09	0.62
79 WOODFIELD LAKE FIVE <i>960 North National Parkway</i>	Planned	5	111,131	4.08	0.63
80 WOODFIELD LAKE SIX <i>990 North National Parkway</i>	Planned	4	104,317	4.08	0.59
81 WOODFIELD LAKE SEVEN/ (Direct Marketing Technology) <i>955 East American Lane</i>	1988	3	107,112	5.12	0.48

OFFICE BUILDING No. (MAJOR TENANT)	YEAR COMPLETED	NO. OF FLOORS	FLOOR AREA (sq. ft.)	GROSS SITE (acres)	FLOOR AREA RATIO (FAR)
82 ZURICH TOWERS I (Zurich-American Insurance) 1400 East American Lane	1986	20	517,397 830,897 (w/parking)	8.73	1.36 2.19
83 ZURICH TOWERS II (Zurich-American Insurance) 1450 East American Lane	1989	20	333,841 647,341 (w/parking)	9.29	0.83 1.60

- 1) FAR includes Phase I sq. ft. (Siemens Center)
- 2) FAR and acreage includes shopping center sq. ft.
- 3) w/ retail and hotel
- 4) w/ parking, retail and hotel
- 5) FAR includes Phase I sq. ft.
- 6) institutional use established in 1995
- 7) FAR includes Phase I sq. ft.
- 8) Annexation Agreement under review

	GROSS FLOOR AREA (NOT INCLUDING PARKING STRUCTURES)
COMPLETED	11,111,958 sq.ft.
PLANNED	10,578,152 sq.ft.
TOTAL	21,690,110 sq.ft.

SOURCE: Village of Schaumburg Planning Department, June 1995

TABLE C

PLANNED UNIT DEVELOPMENTS & RESIDENTIAL DEVELOPMENTS

NO. DEVELOPMENT	FINAL PLAT APPROVAL	UNITS APPROVED
1 ASHTON PARK (T) <i>North of Schaumburg Road and Summit Drive</i>	1986	130
2 AUTUMN RIDGE (T) <i>Southeast of Meacham Road and Schaumburg Road</i>	1988	150
3 BAR HARBOUR (C) <i>Southeast of Meacham Road and National Parkway</i>	1971	150
4 BEECH POINT (Applegate) (A) <i>Northeast of Roselle Road and Beech Drive</i>	1973	192
5 BRIAR POINTE (T) (M) <i>South of Irving Park Road and west of Springinsguth Road</i>	1994-95	525/(265 completed to date)
6 BRIGHT RIDGE (T) <i>North of Schaumburg Road and east of Summit Drive</i>	1984	80
7 BROOKHILL (T) <i>Southeast of Beech Drive and Juli Drive</i>	1978	44
8 CARLISLE COVE (T) <i>Northeast of Weathersfield Way and Juli Drive</i>	1975	40
9 COLLEGE HILL (T) <i>Northwest of Algonquin Road and Quentin Road</i>	1982	160
10 COLONY LAKE (T) <i>Northwest of Bode Road and Salem Drive</i>	1976	216
11 COUNTRY LANE (C) <i>West of Irving Park Road and Fairlane Drive</i>	1979	284
12 DEL LAGO VILLAS (T) <i>Southwest of Higgins Road and Del Lago Drive</i>	1972/78/84	192
13 DUNBAR LAKES (T) (Q) <i>Northwest of Plum Grove Road and Shoreline Circle</i>	1974	424
14 EMERALD VILLAGE (A) <i>Northeast of Wise Road and Dickens Way</i>	1994	97/Planned
15 FARMGATE (Stratford-on-the-Hill) (M) <i>Northwest of Weathersfield Way and Old Mill Drive</i>	1974	40
16 FRIENDSHIP VILLAGE (A) <i>North of Schaumburg Road at Branchwood Drive</i>	1975	632
17 GARDEN GLENS (A) <i>Southwest of Roselle Road and Hillcrest Boulevard</i>	1986	460
18 GATEWOOD (Lexington Trails) (M) <i>North of Schaumburg Road and west of Plum Grove Road</i>	1983-84	232
19 THE GLENS OF SCHAUMBURG (M) <i>Southeast of Fairlane Drive and Irving Park Road</i>	1987	200
20 GREENCASTLE OF SCHAUMBURG (A) <i>Southeast of Irving Park Road and Mercury Drive</i>	1983	132

NO.	DEVELOPMENT	FINAL PLAT APPROVAL	UNITS APPROVED
21	HAMPSHIRE AT TOWNE PLACE (M) (T) (D) <i>West of Barrington Road and south of Schaumburg Road</i>	1991-93	368
22	HAVERFORD (T) (M) <i>West of Martingale Road and south of Camellia Lane</i>	1988	185
23	HEATHERWOOD ESTATES EAST (M) <i>Northeast of Barrington Road and Weathersfield Way</i>	1989-90	220
24	HEATHERWOOD NORTH (T) (C) <i>Northwest of Schaumburg Road and Odium Drive</i>	1993	164
25	HEATHERWOOD WEST (T) (C) <i>Southwest of Small Drive and Barrington Road</i>	1992	104
26	HIDDEN POND (C) (Clipper Cove, Schaumburg Square, Pumpkin Hill) <i>Southwest of Plum Grove Road and Hartung Road</i>	1977	240
27	KINGSPORT ESTATES (M) <i>Southeast of Plum Grove Road and Wise Road</i>	1978	180
28	KINGSPORT ESTATES WEST (M) <i>East of Mercury Drive and south of Irving Park Road</i>	1983/85-86	40
29	LAKES OF SCHAUMBURG (A) <i>Southeast of Quentin Road and Hartung Road</i>	1987-88	428
30	LAKESIDE AT WALDEN (C) <i>West of Harbour Drive at Hemlock Place</i>	1979/82	99
31	LAKEWOOD CONDOMINIUMS (C) <i>Southwest of Roselle Road and Weathersfield Way</i>	1979	478
32	LEXINGTON GREEN (M) <i>Southeast of Meacham Road and Old Schaumburg Road</i>	1979	480
33	LEXINGTON GREEN II (C) <i>Southwest of Meacham Road and Old Schaumburg Road</i>	1979	464
34	LEXINGTON LANE (C) <i>South of Schaumburg Road along Waterbury Lane</i>	1981	212
35	LEXINGTON VILLAGE (The Villages) (M) <i>Southwest of Schaumburg Road and Summit Drive</i>	1980-81	232
36	LINCOLN MEADOWS (A) <i>East of Meacham Road and north and south of Old Schaumburg Road</i>	1988	576
37	MERIBEL (T) <i>North of Holmes Way and west of Barrington Road</i>	1992	230
38	NANTUCKET COVE (Q) <i>North of Wise Road and east and west of Summit Drive</i>	1980	370
39	NEW KENSINGTON (Raintree Springs) (A) <i>Southwest of Wise Road and Cambia Drive</i>	1971	367
40	PICKWICK PLACE (A) <i>Northeast of Wise Road and Dickens Way</i>	1990	270
41	PLUM GROVE VILLAGE (A) <i>Northeast of Schaumburg Road and Plum Grove Road</i>	1981	179

NO. DEVELOPMENT	FINAL PLAT APPROVAL	UNITS APPROVED
42 RED ROCK (T) <i>North of Schaumburg Road and Holmes Way</i>	1994	276
43 REMINGTON PLACE (A) <i>Northwest of Roselle Road and Golf Road</i>	1985	528
44 REVERE CIRCLE (D) <i>Southeast of Schaumburg Road and Springinsguth Road</i>	1964	60
45 SARAH'S GROVE (T) <i>South of Schaumburg Road and east of Sumac Lane</i>	1985	142
46 SAVANNAH TRACE (A) <i>South of Irving Park Road and Mercury Drive</i>	1985	368
47 SCHAUMBURG TERRACE (Jamestown) (C) <i>Northwest of Bode Road and Knollwood Drive</i>	1973	228
48 SCHAUMBURG VILLAS (Jamestown) (C) <i>Southwest of Golf Road and Knollwood Lane</i>	1973	312
49 SHEFFIELD MANOR (Q) (C) <i>Southeast of Bode Road and Knollwood Drive</i>	1971-73	564
50 SHEFFIELD TOWNE (T) <i>Southeast and southwest of Golf Road and Walnut Lane</i>	1969-71	171
51 SIX HUNDRED EAST (C) <i>North of Algonquin Road and west of Quentin Road</i>	1971	64
52 SOUTHBRIDGE COMMONS (D) <i>South of Golf Road along Southbridge Lane</i>	1986	84
53 SUMMIT PLACE (M) <i>North of Hartford Drive and east and west of Summit Drive</i>	1983-84	152
54 TOWNE PLACE EAST (M) (T) <i>Northeast of Schaumburg Road and Barrington Road</i>	1987-88	539
55 TOWNE PLACE WEST (T) (M) <i>South of Schaumburg Road and west of Barrington Road</i>	1990/93	216
56 TOWN SQUARE CONDOMINIUMS (C) <i>Northwest of Roselle Road and Beech Drive</i>	1968	240
57 TREEHOUSE (A) <i>Northeast of Algonquin Road and Plum Grove Road</i>	1974/80	768
58 21 KRISTIN PLACE (A) <i>Northwest of Roselle Road and Amanda Lane</i>	1992	357
59 VERSAILLES-ON-THE-LAKE (A) <i>West of Plum Grove Road at American Lane</i>	1969	618
60 VILLAGE IN THE PARK (A) <i>North of Golf Road at Valley Lake Drive</i>	1970	848
61 VILLAGE TREE (International Village) (A) <i>Northwest of Algonquin Road and Meacham Road</i>	1968	732
62 WALDEN (A) (C) <i>Southeast of Algonquin Road and Thoreau Drive</i>	1979/82	869
63 WEATHERSFIELD COMMONS (Q) <i>South of Schaumburg Road and east and west of Carver Lane</i>	1969	336

NO. DEVELOPMENT	FINAL PLAT APPROVAL	UNITS APPROVED
64 WEATHERSFIELD CONDOMINIUM HOMES (C) (Weathersfield Garden) <i>North of Wise Road and west of Springinsguth Road</i>	1967	136
65 WEATHERSFIELD LAKES (Q) <i>Northwest of Schaumburg Road and Salem Drive</i>	1972	500
66 WEATHERSFIELD NORTH (T) (Co) <i>West of Plum Grove Road and north of Whalom Lane</i>	1985	311
67 WEATHERSFIELD SOUTH (D) (Q) (T) <i>Northeast of Wise Road and Pinehurst Lane</i>	1974	280
68 WELLINGTON COURT (T) <i>Southeast of Wise Road and Rodenburg Road</i>	1989	204
69 WILLOW POND (M) <i>Southwest of Meacham Road and Schaumburg Road</i>	1987	156
70 WINDSONG (A) (M) <i>Southeast of Golf Road and Knollwood Drive</i>	1984/86	328
71 WYNDHAM COVE (T) <i>Southeast of Schaumburg Road and Meacham Road</i>	1995	91/Planned
72 WYNMARK (Windsor) (T) <i>West of Knollwood Rive and south of Bode Road</i>	1988	31

A=Apartments C=Condominiums D=Duplexes
M=Manorhomes Q=Quadrominiums T=Townhomes

SINGLE FAMILY DEVELOPMENTS

NO. DEVELOPMENT	FINAL PLAT APPROVAL	NUMBER OF UNITS
73 ASTORIA PLACE <i>Southwest of Higgins Road and National Parkway</i>	1993	23
74 BARCLAY POINT <i>Northeast of Schaumburg Road and Meacham Road</i>	1989	59
75 CHURCHILL <i>Northwest of Higgins Road and Jones Road</i>	1968	143
76 COUNTRY GROVE ONE <i>Northeast of Schaumburg Road and Knollwood Drive</i>	1986	88
77 COUNTRY GROVE TWO <i>Southeast of Schaumburg Road and Pembroke Drive</i>	1987	81
78 CUTTER'S MILL <i>South of Bode Road and west of Springinsguth Road</i>	1984-85	227
79 ESSEX CLUB <i>North of Schaumburg Road and east of Plum Grove Road</i>	1990	62
80 HILL N' DALE <i>Southeast of Schaumburg Road and Braintree Drive</i>	1962	87

NO.	DEVELOPMENT	FINAL PLAT APPROVAL	NUMBER OF UNITS
81	HILLTOP <i>North of Bode Road and east of Walnut Lane</i>	1977/83	13
82	HUNTER'S GROVE <i>North of Weathersfield Way and west of Plum Grove Road</i>	1989	6
83	KINGSPORT TERRACE <i>North of Weathersfield Way and west of Roselle Road</i>	1986	99
84	KINGSPORT VILLAGE <i>North of Wise Road and east of Roselle Road</i>	1976	172
85	KINGSPORT VILLAGE EAST <i>North and south of Wise Road and west of Plum Grove Road</i>	1978/82-83	280
86	KNIGHTSBRIDGE <i>North of Higgins Road and west of Jones Road</i>	1971/73/78	107
87	LANCER <i>East of Roselle Road at Weathersfield Way</i>	1967-77	893
88	LEXINGTON FIELDS <i>Southeast of Higgins Road and Meacham Road</i>	1960	90
89	LEXINGTON FIELDS SOUTH <i>South of Higgins Road and east of Meacham Road</i>	1978	110
90	LEXINGTON VILLAGE <i>South of Schaumburg Road at Summit Drive</i>	1977/80-81	253
91	LIBRARY COVE <i>Northwest of Library Lane and Pleasant Drive</i>	1978	18
92	MEADOW KNOLLS <i>Southeast of Wise Road and Roselle Road</i>	1962	152
93	MEADOW KNOLLS WEST <i>Southwest of Wise Road and Roselle Road</i>	1990	60
94	MERRY HILL <i>Southeast of Parker Drive and Rugby Place</i>	1992	30
95	NANTUCKET COVE <i>North of Wise Road and east and west of Summit Drive</i>	1973	44
96	NANTUCKET COVE WEST <i>Northeast of Wise Road and Roselle Road</i>	1978	95
97	NOTIS ESTATES <i>North of Wise Road at Wright Boulevard</i>	1986	41
98	PARK ST. CLAIRE <i>Northwest of Schaumburg Road and Meacham Road</i>	1990-93	303
99	PHEASANT WALK <i>Northwest of Hartford Drive and Roselle Road</i>	1976	93
100	PLEASANT ACRES <i>Northwest of Schaumburg Road and Roselle Road</i>	1985	56
101	PLUMROSE <i>Northeast of Schaumburg Road and Roselle Road</i>	1989	46

NO. DEVELOPMENT	FINAL PLAT APPROVAL	NUMBER OF UNITS
102 PLUMWOOD <i>Southeast of Higgins Road and Plum Grove Road</i>	1988	105
103 RAINTREE <i>East of Roselle Road at Omni Drive</i>	1988	15
104 SPRING COVE EAST <i>Northwest of Wise Road and Cedarcrest Drive</i>	1976	155
105 SPRING COVE WEST <i>North of Wise Road at Aegean Drive</i>	1977	121
106 SPRING VALLEY ESTATES <i>Southeast of Schaumburg Road and Plum Grove Road</i>	1986	30
107 STRATHMORE <i>North of Schaumburg Road at Springinguth Road</i>	1968-78	1,890
108 TIMBERCREST WOODS <i>Southwest of Schaumburg Road and Roselle Road</i>	1970-71	527
109 WEATHERSFIELD <i>South of Schaumburg Road and west of Roselle Road and east of Barrington Road</i>	1959-76	4,294
110 WEATHERSFIELD LAKES <i>Northwest of Schaumburg Road and Salem Drive</i>	1972	131
111 WEATHERSFIELD WEST <i>Southwest of Schaumburg Road and Walnut Lane</i>	1978/83-86	390
112 WILLOWS <i>East of Meacham Road at Shady Lane</i>	1980	12
SUBTOTALS		HOUSING UNITS
EXISTING UNITS		32,324
SINGLE-FAMILY		11,709*
MULTIPLE-FAMILY		20,615
APARTMENTS		8,242
CONDOMINIUMS		3,150
DUPLEXES		224
MANORHOMES		3,369
QUADROMINIUMS		1,741
TOWNHOMES		3,889
PLANNED MULTIPLE-FAMILY UNITS		188
GRAND TOTAL		32,593

* This figure includes units not represented by formal subdivisions

SOURCE: Village of Schaumburg Planning Department, July 1995

TABLE D

PROPERTY TAX RATES BY TOWNSHIPS 1004
TAX RATES PER \$100 EQUALIZED ASSESSED VALUATION

Residential is assessed at 16%, Industrial is assessed at 36%, and Commercial is assessed at 38%. A multiplier of 2.1135 is applied to all property.

Taxing Body	Schaumburg Township	Palatine Township	Hanover Township*
Village of Schaumburg	0.000	0.000	0.000
Elementary School District	3.694	3.732	4.671
High School District	2.629	2.629	***
Community College District	0.296	0.296	0.465
Park District	0.765**	0.551	0.591
Township Library	0.368	0.395	0.384
Township	0.100	0.076	0.178
Road and Bridge	0.023	0.099	0.067
General Assistance	0.005	0.015	0.006
Consolidated Elections	0.000	0.000	0.022
Cook County	0.993	0.993	0.649
Forest Preserve District of Cook County	0.073	0.073	0.072
Metropolitan Water Reclamation of Greater Chicago	0.495	0.495	0.471
Suburban T.B. Sanitarium	0.008	0.008	0.008
Northwest Mosquito Abatement	0.010	0.010	0.009
Northwest Suburban Mass Transit District	0.000	0.000	0.000
Community Mental Health Facility & Service District	****	****	0.055
TOTAL	9.459	9.372	7.970

* - Only 1993 data was available for Hanover Township

** - A portion of incorporated Schaumburg in Schaumburg Township is in Hoffman Estates Park District (0.690)

*** - The residents of Hanover Township have only one consolidated School District rate (4.671)

**** - Only Hanover Township has a Community Mental Health Facility and Service District

SOURCE: Village of Schaumburg Planning Department, November 1995

TABLE E

SCHAUMBURG ROADWAY NETWORK BY TYPES

EXPRESSWAYS

Northwest Tollway (Interstate 90)

Design Type and Function:	Controlled access 6-lane expressway
Speed Limit:	55 mph
Maintenance Responsibility:	Illinois State Toll Highway Authority
Average Daily Traffic*:	102,900

Illinois Route 53 (Interstate 290)

Design Type and Function:	Controlled access 6-lane expressway
Speed Limit:	55 mph
Maintenance Responsibility:	Illinois Department of Transportation
Average Daily Traffic:	142,000 to 152,000 north to south

Elgin-O'Hare Expressway

Design Type and Function:	Controlled access 4-lane expressway
Speed Limit:	55 mph
Maintenance Responsibility:	Illinois Department of Transportation
Average Daily Traffic:	41,300 to 65,200 east to west (within Schaumburg limits)

ARTERIAL ROADWAYS

Algonquin Road (Illinois route 62)

Design Type and Function:	4-lane arterial roadway with mountable median; no parking is permitted
Speed Limit:	45 mph
Maintenance Responsibility:	Illinois Department of Transportation
Average Daily Traffic:	35,600

Barrington Road

Design Type and Function:	4-lane arterial roadway with mountable median; no parking is permitted
Speed Limit:	45 mph
Maintenance Responsibility:	Illinois Department of Transportation
Average Daily Traffic:	31,900

Central Road

Design Type and Function:	4-lane arterial roadway
Speed Limit:	45 mph
Maintenance Responsibility:	Cook County Highway Department
Average Daily Traffic:	11,000

Golf Road (Illinois Route 58)

Design Type and Function:	4 to 6-lane arterial roadway with mountable median; no parking is permitted
Speed Limit:	45-50 mph (varies)
Maintenance Responsibility:	Illinois Department of Transportation
Average Daily Traffic:	36,200 to 48,000 east to west

Irving Park Road (Illinois Route 19)

Design Type and Function: 2 to 4-lane arterial roadway; no parking is permitted
 Speed Limit: 45 mph
 Maintenance Responsibility: Illinois Department of Transportation
 Average Daily Traffic: 29,900

Higgins Road (Illinois Route 72)

Design Type and Function: 4 to 6-lane controlled access arterial roadway
 with non-mountable median;
 no parking is permitted
 Speed Limit: 35-50 mph (varies)
 Maintenance Responsibility: Illinois Department of Transportation
 Average Daily Traffic: 30,700 to 39,300 east to west

Schaumburg Road

Design Type and Function: 4-lane arterial roadway with mountable median;
 no parking is permitted
 Speed Limit: 40-45 mph (varies)
 Maintenance Responsibility: Cook County Highway Department
 Average Daily Traffic: 26,100 to 32,800 east to west

Roselle Road

Design Type and Function: 4-lane arterial roadway with mountable median;
 no parking is permitted
 Speed Limit: 45 mph
 Maintenance Responsibility: Cook County Highway Department
 Average Daily Traffic: 30,100 to 36,500 to 39,900 north to south

Martingale Road

Design Type and Function: 4-lane arterial roadway; no parking is permitted
 Speed Limit: 30-40 mph (varies)
 Maintenance Responsibility: Village of Schaumburg
 Average Daily Traffic: 8,000 to 13,800 to 16,500 north to south

Meacham Road

Design Type and Function: 4 to 6-lane arterial roadway with
 mountable median; no parking is permitted
 Speed Limit: 45 mph
 Maintenance Responsibility: Village of Schaumburg and Cook
 County Highway Department
 Average Daily Traffic: 16,400 to 39,000 north to south

Plum Grove Road

Design Type and Function: 4-lane arterial roadway; no parking is permitted
 Speed Limit: 30-45 mph (varies)
 Maintenance Responsibility: Village of Schaumburg and
 Cook County Highway Department
 Average Daily Traffic: 3,400 to 11,000 to 17,000 to 18,500 to
 19,000 north to south

Wise Road

Design Type and Function:	4-lane arterial roadway; parking is permitted in some locations
Speed Limit:	30-45 mph
Maintenance Responsibility:	Village of Schaumburg and Cook County Highway Department
Average Daily Traffic:	15,600 to 20,200 to 23,000 east to west

MAJOR COLLECTOR ROADWAYS

Bode Road

Design Type and Function:	2-lane collector roadway; no parking is permitted
Speed Limit:	35-40 mph (varies)
Maintenance Responsibility:	Village of Schaumburg and Cook County Highway Department
Average Daily Traffic:	6,700 to 6,900 to 9,700 east to west

Braintree Drive

Design Type and Function:	2-lane collector roadway; parking is permitted
Speed Limit:	25 mph
Maintenance Responsibility:	Village of Schaumburg
Average Daily Traffic:	2,600 to 3,800 to 4,800 to 5,800 north to south

Cedarcrest Drive

Design Type and Function:	2-lane collector roadway; parking is permitted
Speed Limit:	25 mph
Maintenance Responsibility:	Village of Schaumburg
Average Daily Traffic:	1,300 to 1,800 to 4,800 to 8,000 north to south

Knollwood Drive

Design Type and Function:	2-lane collector roadway; parking is permitted
Speed Limit:	25 mph
Maintenance Responsibility:	Village of Schaumburg
Average Daily Traffic:	1,800 to 3,800 to 5,700 north to south

Mitchell Boulevard

Design Type and Function:	2-lane collector roadway; no parking is permitted
Speed Limit:	25 mph
Maintenance Responsibility:	Village of Schaumburg
Average Daily Traffic:	4,800

Rodenburg Road

Design Type and Function:	2-lane collector roadway; no parking is permitted
Speed Limit:	30 mph
Maintenance Responsibility:	Village of Schaumburg
Average Daily Traffic:	4,800 to 5,800 north to south

Salem Drive

Design Type and Function:	2-lane collector roadway; parking is permitted
Speed Limit:	25 mph
Maintenance Responsibility:	Village of Schaumburg
Average Daily Traffic:	7,000 to 7,800 to 8,000 to 8,200 north to south

Springinsguth Road/Spring South Road

Design Type and Function: 2 to 4-lane collector roadway; parking is permitted
 Speed Limit: 30 mph
 Maintenance Responsibility: Village of Schaumburg and
 Cook County Highway Department
 Average Daily Traffic: 4,700 to 6,800 to 8,000 to 10,400 north to south

State Parkway/National Parkway

Design Type and Function: 2 to 4-lane collector roadway; no parking is permitted
 Speed Limit: 25-30 mph (varies)
 Maintenance Responsibility: Village of Schaumburg
 Average Daily Traffic: 8,600 to 8,900 to 11,300 east to west

Summit Drive

Design Type and Function: 2-lane collector roadway; parking is permitted
 Speed Limit: 25 mph
 Maintenance Responsibility: Village of Schaumburg
 Average Daily Traffic: 3,400 to 4,800 to 6,300 north to south

Walnut Lane

Design Type and Function: 2-lane collector roadway; parking is permitted
 Speed Limit: 25 mph
 Maintenance Responsibility: Village of Schaumburg
 Average Daily Traffic: 3,800 to 6,000 to 6,600 to 9,100 north to south

Weathersfield Way

Design Type and Function: 2-lane collector roadway; parking is permitted
 Speed Limit: 25 mph
 Maintenance Responsibility: Village of Schaumburg
 Average Daily Traffic: 3,400 to 4,500 to 5,000 to 6,200 to
 8,300 to 9,200 to 11,200 east to west

Wright Boulevard

Design Type and Function: 2-lane collector roadway; no parking is permitted
 Speed Limit: 30 mph
 Maintenance Responsibility: Village of Schaumburg
 Average Daily Traffic: 3,900

* - The Average Daily Traffic data are based on counts that were taken between 1990 and 1993. These are the most up to date figures available.

SOURCE: Village of Schaumburg Planning Department, August 1995

SOURCES

Village of Schaumburg Planning Department

Consolidated Plan

Woodfield Regional Center Concept Plan

Irving Park Road Concept Plan

Triangle Sector Concept Plan

Community Profile, 1994

Available Sites Inventory

U.S. Department of the Interior, Bureau of the Census, 1990 Census and 1994 Special Census

U.S. Department of the Interior, Army Corps of Engineers, National Wetland Inventory

U.S. Department of Agriculture, Soil Conservation Service, Soil Survey of DuPage and Part of Cook County,

Illinois

U.S. Department of Housing and Urban Development, Eligible Areas

Illinois Department of Employment Security

Sidwell Corporation, Schaumburg Township Parcel Maps, 1994

Bell Federal Savings and Loan, Chicago, Illinois