



STAR LINE AREA T.O.D. DISTRICT PLAN

**An Element of the Village Comprehensive
Plan**

**Prepared by the Village of Schaumburg
Community Development Department
2008**



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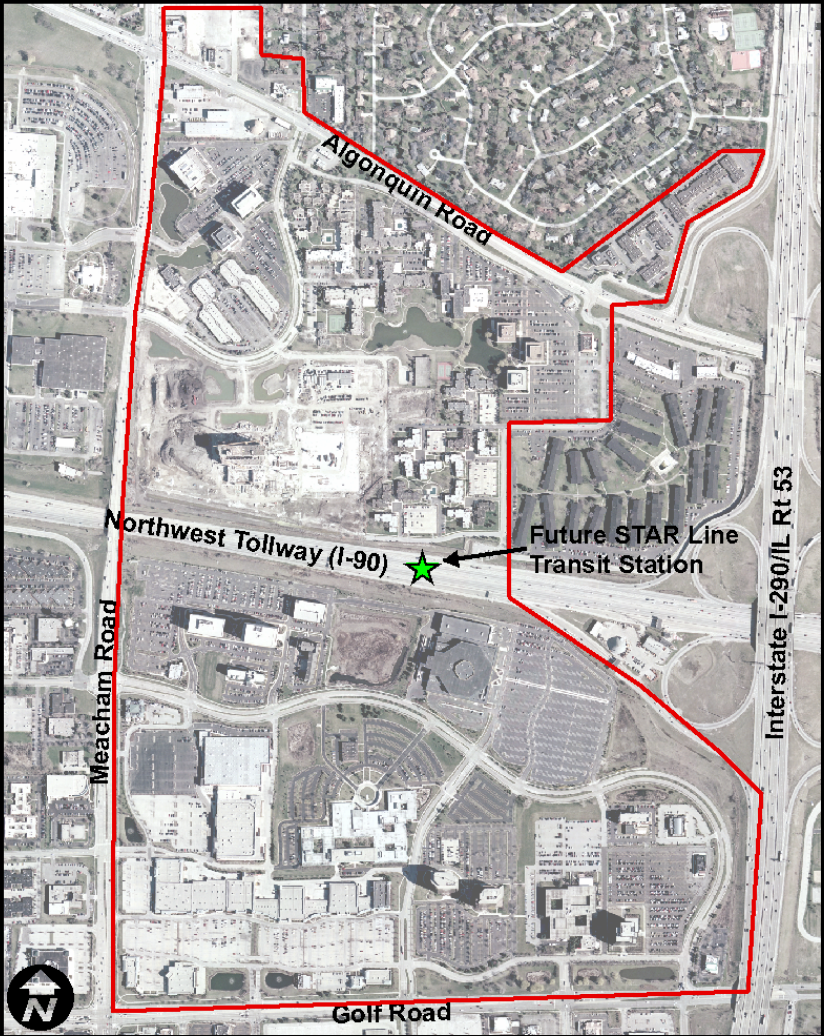
Kenneth J. Fritz, Village Manager

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Village of Schaumburg TOD District



Metra STAR Line Route



STAR Line Area/TOD District Plan

An Element of the Village Comprehensive Plan

1.0 Introduction

The Village of Schaumburg Comprehensive Plan recommends that concept plans be prepared for distinctly outlined areas or neighborhoods of the community. One such locale is the area located around the future STAR Line Transit Station. The 55-mile route Suburban Transit Access Route (STAR Line) is a rail line proposed to connect nearly 100 communities within the Chicago suburbs. The STAR Line will provide rail access from O'Hare Airport along the I-90 corridor to Hoffman Estates continuing south to Joliet. It will include stations in several communities including Schaumburg, Arlington Heights, Naperville, and West Chicago and will provide connections to existing rail lines which currently connect the city of Chicago with the suburbs. The proposed Schaumburg station is located in the center of the TOD District which this concept plan is governing.

The definition of a TOD District is a mixed use community within an average half mile walking distance of a transit stop and core commercial area. The goal of such a district is to intermix several types of uses within close proximity of each other to ensure pedestrians can walk from one location (home) to another (retail or work). Transit use becomes a practical means of travel when housing, retail, and job centers are located near one another. The key concept in mixing land uses in transit oriented districts is to create communities where daily activities, such as dropping off children at pre-school, picking up dry-cleaning, and going grocery shopping are all in close proximity to one another and to a transit station so that a car trip is not a necessity. This arrangement allows riders and pedestrians to keep daily trips short and convenient, and can dramatically cut down on car trips that are not work related. TOD

Districts are most successful when there is a critical mass of housing types and commercial uses that reinforce one another and generate demand for transit.

The STAR Line Area/TOD District (TOD District) is located in the Village's northeast quadrant and forms the eastern edge of the Woodfield Regional Center (WRC). This area of the WRC has seen significant development over the past fifteen years. Growth is anticipated to experience significant infill and redevelopment with the addition of the future STAR Line. The TOD District consists of approximately 360 acres of land situated north of Golf Road, west of Interstate 290/Route 53, south of Algonquin Road, and east of Meacham Road. In addition to the future rail line, the TOD District is bounded by large arterial roadways and Interstate highways which carry high traffic volumes to and from retail and employment destinations in the Village and surrounding region. The TOD District is fully developed and exhibits a predominance of office and office/service land usage. Most of the existing uses in the district are mid-rise to high-rise office buildings, hotels, and restaurants. Public uses in the district include the Renaissance Hotel and Convention Center and Roosevelt University Schaumburg Campus. The area also includes large big box retail businesses including Ikea and the Woodfield Village Green Shopping Center.

The TOD District is an area of the Village that is prime for redevelopment. The introduction of the Convention Center and future STAR Line station will spur new development and redevelopment in this region. A pedestrian friendly environment with increased density, mixed-use development, and transit oriented design will visually and economically enhance the area. Redevelopment efforts should expand upon the existing commercial nature of the WRC, while introducing additional high-density residential development within the TOD District. While there are limited amounts of vacant land within the district for future new

development, the TOD District currently has significant amounts of land reserved for surface parking areas. As these sites redevelop, structured parking should be encouraged to provide a more efficient use of land in the future.

The TOD District Plan incorporates long-range planning directives from several other resources including:

- Village Comprehensive Plan
- Algonquin Road Sector of the Woodfield Regional Concept Plan (adopted 1992)
- Golf Road Sector of the Woodfield Regional Concept Plan (adopted 1990)
- Unocal Sector of the Woodfield Regional Concept Plan (adopted 1993)
- Northwest Meacham Road Concept Plan and Design Guidelines (adopted 2006)
- Design Guidelines for the Cook County Highway Department Property (adopted 2006)

Additionally, the TOD District Plan will be supplemented by the Woodfield Regional Center Design Guidelines, which were rewritten and adopted in 2004, and the Village Biodiversity Recovery Plan, which was also adopted in 2004. These resources provide the backdrop for TOD District redevelopment initiatives.

1.1 Goals of the TOD District

The recommendations of the TOD District Plan are based on several principle goals for the planning area. These goals are as follows:

- Promote and improve the economic viability of the TOD District.

- Promote future land uses which are compatible with and support the STAR Line, future Schaumburg STAR Line Station, and the Renaissance Hotel and Convention Center.
- Develop an environment that is pedestrian friendly, walkable, encourages connectivity to transit options, provides integral and external neighborhood connectivity, and provides an attractive streetscape.
- Encourage urban design techniques which maximize the use of available land to create an environment which incorporates more urban form, uses, and density.
- Provide a mixed-use environment within an average ½ mile radius of the proposed transit station.
- Encourage redevelopment or reuse of existing underutilized parcels for future development with greater density
- Reinforce architectural and site design standards within the TOD District as set forth in the Woodfield Regional Center Design Guidelines.
- Coordination of planning and development efforts with the City of Rolling Meadows.
- Continue to improve vehicular and pedestrian access and circulation within the TOD District by completing roadway, sidewalk, and bike path gaps and projects.

1.2 Historical Perspective of the TOD District

The development of the Village is credited to the first European settlers of the region. In the mid 1800's, German settlers founded Schaumburg Township, who were attracted to the area by fertile and abundant farmland. A farming community was established through the early 1920's, at which point the automobile was introduced to the area. Roadways were constructed to accommodate the automobile, including Golf Road in the late 1920's, yet the agricultural character of the area remained until after World War II. In response to

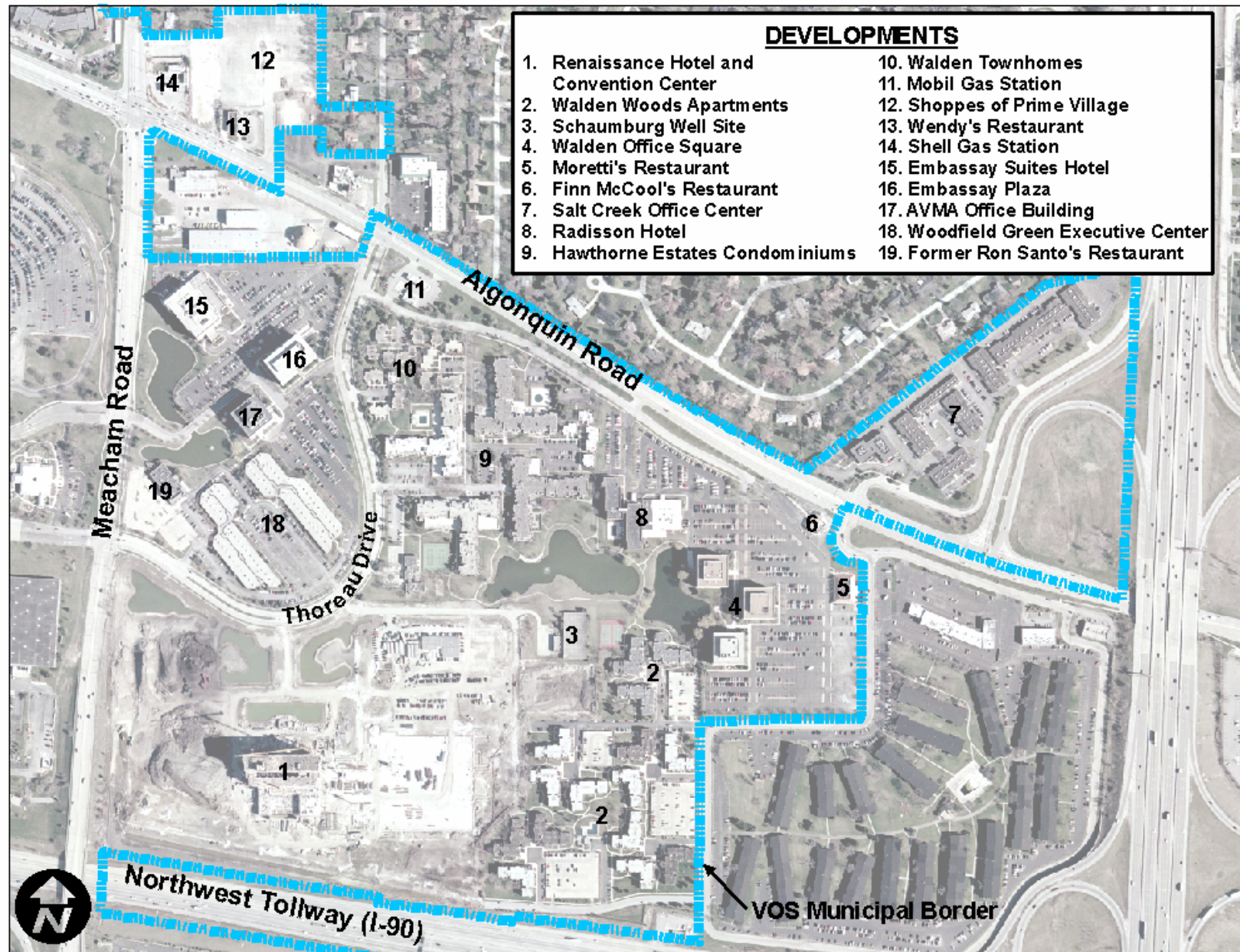
growing development in the region, the Village of Schaumburg was incorporated in 1956.

The proposed TOD District was one of the areas of the Village which saw the initial stages of development within the community. In 1960, Pure Oil (later known as Unocal) moved into its regional headquarters to the northeast of the intersection of Meacham Road and Golf Road. By 1962, both the Northwest Tollway (I-90) and I-290 Connector were completed which provided the Village with significant transportation access to the Chicago region. As a result of this new found transportation access, the Village of Schaumburg started to experience significant economic and physical growth. During the 1970's several developments were completed within the TOD District area. These included the Walden Apartments (1973), Walden Office Towers (1978), and 479-room Hyatt Regency Hotel (1979). In 1975, the Village of Schaumburg approved the Woodfield '76 development, an integrated community, under an annexation agreement between Unocal and the Village of Schaumburg. While the plan was never fully realized, the annexation led to the continued development of the region in the 1980's with the construction of the Centennial Center I (1981) and Century Center I and II office buildings (1985, 1989). The 1990's saw the continued maturation of the region with the construction of the Woodfield Village Green Shopping Center, IKEA, Windy Point Office Development, the RAM and Sweet Tomato's restaurants, and other developments. Following the turn of the century the Village of Schaumburg developed the Renaissance Hotel and Convention Center at the northeast corner of Meacham Road and the Northwest Tollway (I-90).

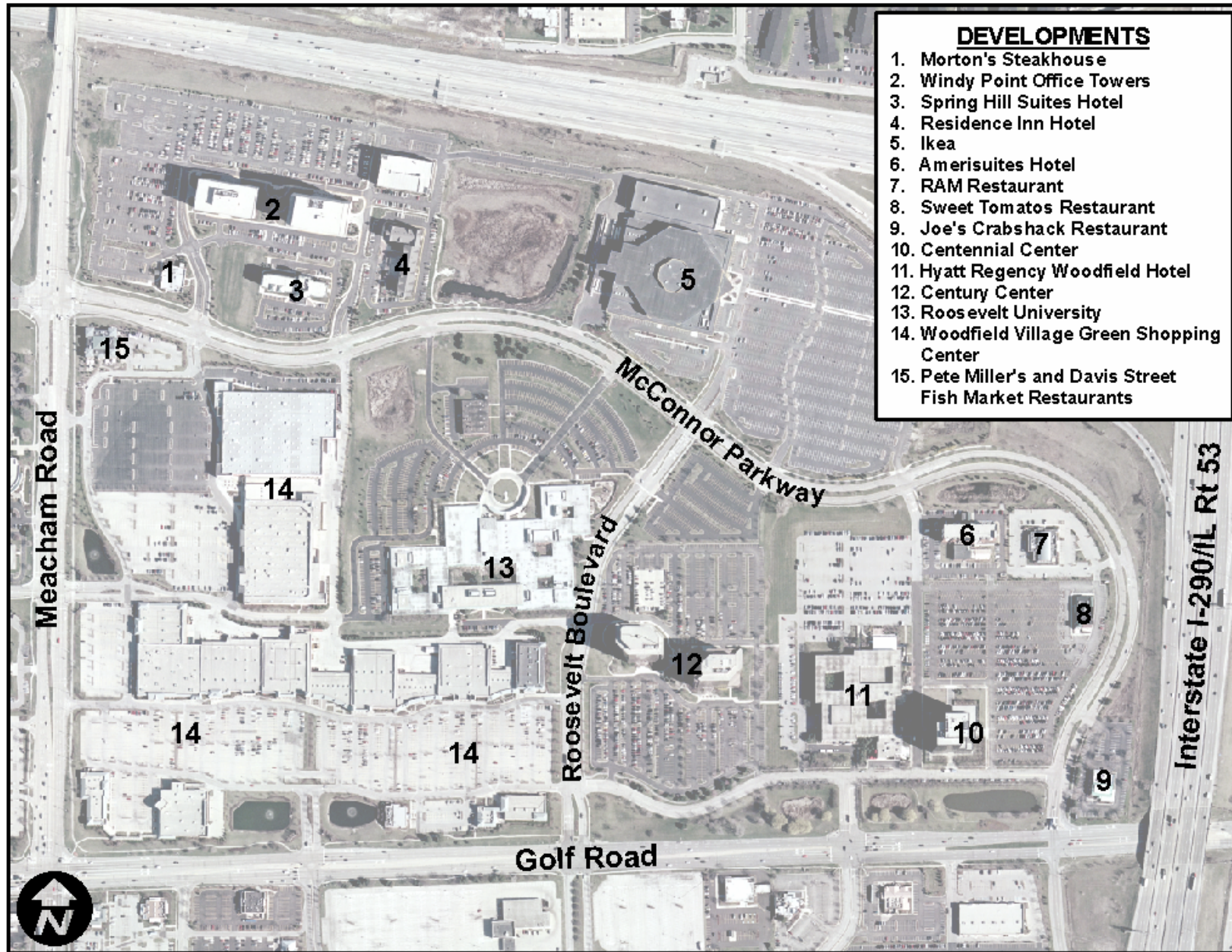


Renaissance Hotel and Convention Center and Surrounding Development

Map 1 - Existing Development North TOD Area



Map 2 - Existing Development South TOD Area



2.0 Existing Conditions of the TOD District

This section of the TOD District Plan evaluates and describes existing conditions within the area, including physical characteristics, environmental conditions, and existing land use and zoning classifications. Maps, charts, and photographs provide visual documentation of the TOD District in its existing layout.

2.1 Soils, Topography, Drainage, and Vegetation

The physical characteristics of an area are a critical factor to its development potential. Soil conditions and existing topography can present constraints or require special engineering of the site in order for development to occur. Soils within the TOD District do present certain limitations on the future development of the area. It should be noted however that a large percentage of original clay soils in the area, and which did not provide good drainage potential, have been altered over time with the development of the area. Marginal soils were removed and replaced with durable fill material during previous development. Existing buildings within the TOD District have also utilized engineering techniques, such as the use of pilings, to construct buildings in areas where soils presented challenges to standard construction techniques (i.e. Windy Point, Renaissance Hotel and Convention Center). For future development within the TOD District, it is recommended that soil borings be extracted and analyzed by qualified engineers to determine soil type and degree of limitation associated with the soil. Soil borings should especially be performed in areas located to the north of McConnor Parkway which were previously utilized as a storm water detention for the Unocal Property.



Old Unocal Detention Basin (west of Ikea)

2.2 Utilities

The TOD District is fully serviced by public water and sewer systems. These systems have been designed to meet the current demands of the district; however, modifications to these systems will be required to accommodate future development as the area redevelops. Maps 3 through 8 illustrate existing water, storm, and sanitary sewer systems.

2.3 Existing and Adjacent Land Uses

The TOD District currently contains a variety of land uses, but is predominantly an office and office/service sector. As illustrated in Maps 9 and 10, the TOD District is comprised of office, office/service, commercial, commercial/service, multi-family residential, and public lands. Very few of the existing parcels within the area are currently undeveloped. The commercial and commercial/service uses within the TOD District are comprised of two separate developments, the Woodfield Village Green Shopping

Center in the District's southwest quadrant adjacent to the intersection of Golf and Meacham Roads, and the IKEA Shopping Center located at the intersection of Roosevelt Boulevard and McConnor Parkway. The multi-family residential uses located in the district are situated to the north of I-90. The Field Pointe Apartments (bounded by Arbor Drive, Longtree Court, and I-90), Walden Townhomes (bounded by Thoreau Drive), and Hawthorne Estates Condominiums (bounded by Thoreau and Skywater Drive) comprise all of the existing residential units within the Village in this sector. However, an additional apartment complex is located to the east of the Field Pointe property within the City of Rolling Meadows. Existing public and institutional uses include Roosevelt University Schaumburg Campus and the Renaissance Hotel and Convention Center. The remainder of the TOD District is comprised of office and office/service land uses which include various office buildings, hotels, and restaurants.

Areas adjacent to the TOD District contain similar uses, but are predominantly commercial or industrial in nature. The majority of land uses to the west of the TOD District are manufacturing (Motorola and the Schaumburg Industrial Park). According to the directives of the Northwest Meacham Road Concept Plan, the industrial land uses currently present along Meacham Road between McConnor Parkway and Golf Road should be redeveloped as commercial uses. Land to the south of the sector is primarily commercial in nature with the presence of the Woodfield Mall Shopping Center and surrounding properties. This area also includes a large amount of office and office/service land uses, including the Plaza Drive Office Towers and Zurich Towers developments. Land to both the east and north of the TOD District is located outside the Village of Schaumburg's jurisdictional boundaries. Land to the east is situated in Rolling Meadows and is comprised of office and multi-family developments. Land situated in close proximity to the TOD District includes three story apartments along Arbor Drive and a strip

commercial center fronting Algonquin Road. The City of Rolling Meadows is developing long range plans to redevelop this region with denser, high-rise and mid-rise residential development to take advantage of the future STAR Line station in Schaumburg. The Plum Grove Woodlands and Plum Grove Estates single-family developments are situated north of the district in unincorporated Cook County. As the TOD District redevelops, land uses in its northern section should provide a buffer between the existing single-family homes and the denser urban environment that is anticipated around the STAR Line station.

2.4 Existing and Adjacent Zoning Districts

Zoning is the primary tool to implement long-range initiatives of the Village Comprehensive Plan. Specific zoning regulations enable the Village and maintain certain standards for the community. The zoning districts governing properties within the TOD District largely correspond to the land uses designated for the area with the Comprehensive Plan. Currently, the area within the district is comprised of three zoning districts; B-3 Planned Office Business District, B-3 Mixed Use Planned Unit Development, and B-5 Planned Regional Center. The northern B-3 MUPUD District includes the Field Pointe Apartments, Walden Townhomes, Hawthorne Estates and Lakeside at Walden Condominiums, and Walden Office Tower developments. The southern B-3 MUPUD District includes the Windy Point Office Development and the IKEA Shopping Center. The only property zoned B-5 is the Woodfield Village Green Shopping Center. The remainder of land within the TOD District is zoned B-3 Planned Office Business.

Adjacent zoning classifications differ from those within the TOD District but correspond to the adjacent land uses discussed previously. Properties zoned B-2 General Business, R-6 PUD, M-1 Manufacturing, M-P Planned Manufacturing, B-3 Planned Office Business, and B-5 Planned Regional Center surround the TOD

District to the west and south. Office and multi-family residential zoning districts within Rolling Meadows border the TOD District to the east while unincorporated Cook County single-family residential borders the district to the north.

2.5 Existing Transportation Networks

The TOD District is served by three functional classes of streets that make the area highly accessible from a local perspective. Regional access is also provided via nearby ramps to two expressways, the Northwest Tollway (I-90) and I-290. The Northwest Tollway is located in the center of the TOD District and is under the jurisdiction of the Illinois State Toll Highway Authority. While no existing direct access is provided to the Northwest Tollway from the TOD District, long range plans include the construction of a half-diamond interchange at I-90 and Meacham Road. The future interchange will provide an off-ramp for westbound I-90 traffic and an on-ramp for eastbound traffic. The Illinois Department of Transportation has jurisdiction over I-290 and Illinois Route 53. Access to this expressway from the TOD District is provided via ramps on Algonquin Road to the northeast of the district, and to the southeast via the frontage road system near Golf Road and the Woodfield Mall.

The TOD District is served primarily by three major arterial roadways linking adjacent areas and collector streets. A major arterial is characterized as having considerable continuity, carries heavy traffic, and has four or more lanes. Golf Road (Illinois Route 58) is under the jurisdiction of the State of Illinois Department of Transportation (IDOT) and runs east-west along the southern edge of the TOD District. This major arterial incorporates a six-lane cross-section and 45 mile per hour speed limit. Algonquin Road (Illinois Route 62) is also under the jurisdiction of IDOT and runs east-west along the northern edge of the TOD District. This major arterial incorporates a six-lane cross-section at its eastern leg within the

TOD District and a four-lane cross-section near its intersection with Meacham Road. The Illinois Department of Transportation has plans to widen Algonquin Road throughout the TOD District to a standard cross-section of six lanes in the future. The final major arterial roadway in the district is Meacham Road which forms the western border of the TOD District. Similar to Algonquin and Golf Roads, Meacham Road incorporates a six-lane cross-section throughout the TOD District. Meacham is under the jurisdiction of the Village of Schaumburg.

Collector streets carry traffic from minor streets and driveways to the primary arterial routes. In general, they carry less traffic than major arterials and are designed to serve a local population instead of a larger regional traffic perspective. There currently are four collector roadways within the TOD District: McConnor Parkway, Roosevelt Boulevard, Thoreau Drive, and Arbor Drive. McConnor Parkway is four-lanes in width and extends from Meacham Road in the District's west quadrant to Golf Road in the District's southeast quadrant. Roosevelt Boulevard is a north-south collector located in the southern portion of the District and extends from Golf Road to its terminus with McConnor Parkway and the entrance to the IKEA parking lot. Roosevelt Boulevard incorporates a four-lane cross-section. Thoreau Drive is located in the northwest quadrant of the district and intersects with both Meacham and Algonquin Road at either end. Similar to Roosevelt and McConnor, Thoreau Drive is also constructed with a four-lane cross-section. The final collector within the District is Arbor Drive. This roadway is currently under the jurisdiction of the City of Rolling Meadows and intersects Algonquin Road at its northern terminus. It meanders to the south terminating at the future site of the STAR Line station adjacent to the Walden Woods Apartments. Arbor Drive currently serves as the primary access roadway for adjacent development in Rolling Meadows south of Algonquin, as well as the Walden Woods Apartments and Walden Office Buildings within the TOD District.

The roadway incorporates a two-lane cross-section and several ninety-degree turns which impede efficient traffic flow along its route.

2.6 Existing Roadway Conditions and Levels of Service

Traffic volumes refer to the number of vehicles moving past a location during specified periods of time. Traffic volume is typically measured by figures which illustrate the total number of vehicles traveling in both directions on a specific section of roadway during a 24-hour period. The Average Daily Traffic (ADT) figures for the TOD District are illustrated in Maps 11 and 12. These figures are generated using either traffic estimates based on peak hour counts or actual 24-hour counts by machine.

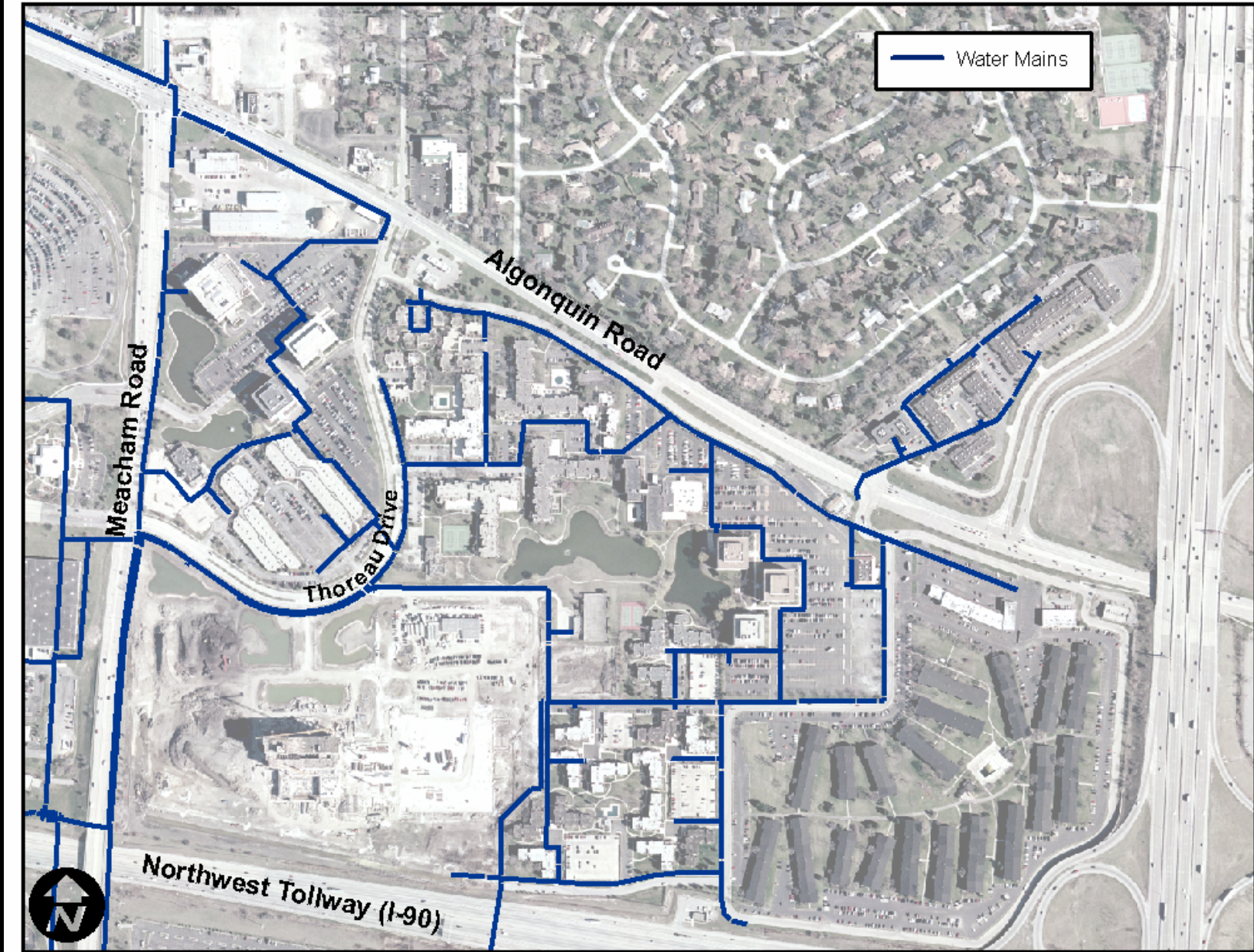
Traffic is heavy throughout the TOD District, but the area is designed to accommodate this traffic and handle this traffic flow safely. Golf Road carries approximately 46,000 ADT eastbound and westbound, Meacham Road carries 33,000 ADT northbound and southbound, and Algonquin Road carries 40,500 ADT eastbound and westbound through the district. As is normally the case with major arterial roadways, peak traffic hours occur typically between 7:00 am and 9:00 am in the morning and 4:00 pm and 6:00 pm in the late afternoon/early evening hours. Traffic flow is predominantly eastward in the morning and westward in the evening along both Golf Road and Algonquin Road while Meacham experiences a fairly even distribution of traffic flow during peak periods. Peak hour counts, along with ADT numbers, provide useful information for evaluating roadway functions and adequacy.

The notion of Level of Service (LOS) aids with delineating and clarifying the relationship between traffic volume and roadway capacity. Six levels are commonly recognized:

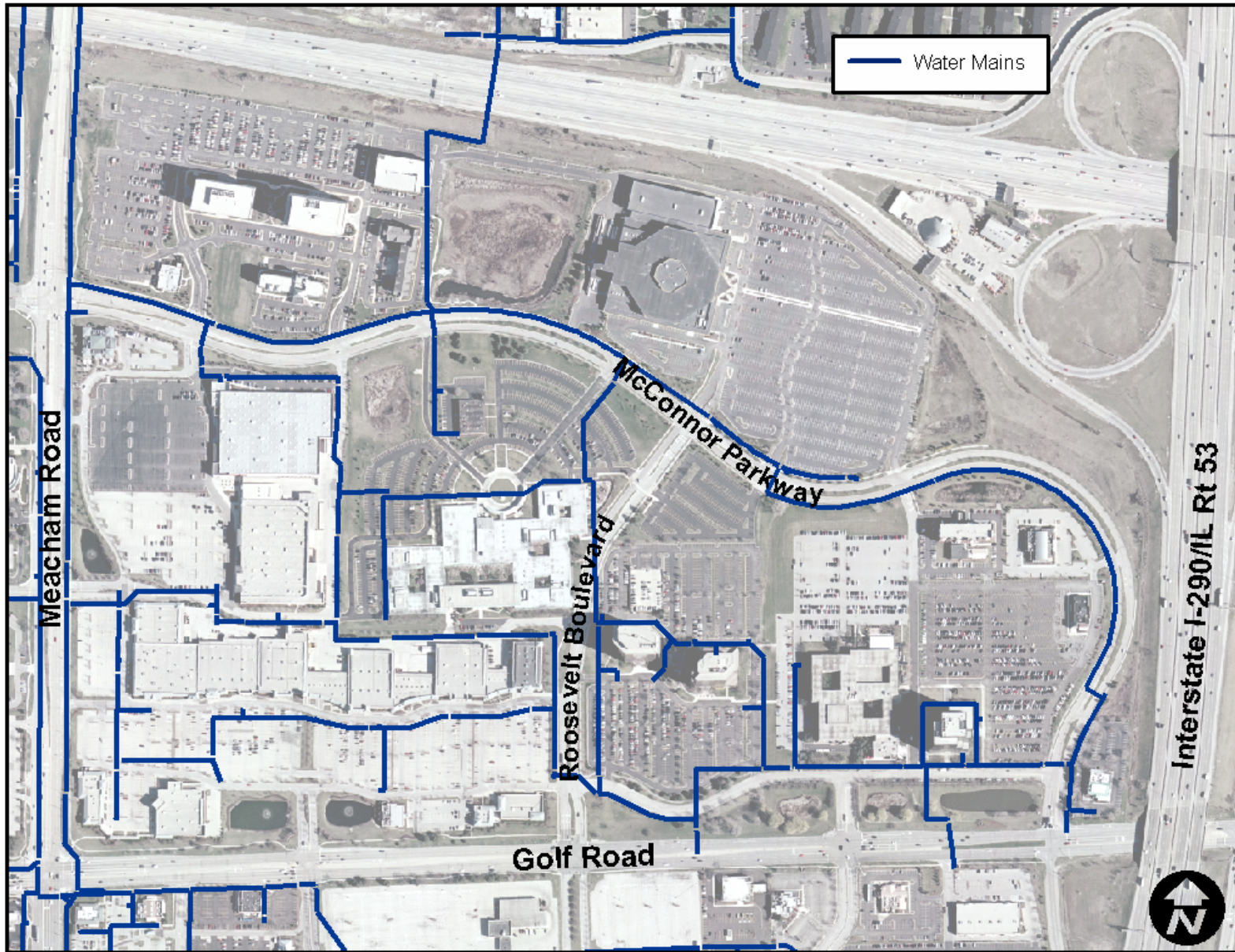
- LOS-A describes a roadway or intersection condition of free flow with no delay.
- LOS-B describes a condition of free flow with acceptable or infrequent periods of delay.
- LOS-C describes a condition of somewhat restricted flow during peak travel hours and is considered acceptable by most motorists.
- LOS-D describes a condition that experiences regular delays during peak travel hours but is still considered to be somewhat reasonable to most motorists.
- LOS-E describes the actual capacity of the roadway or intersection, and motorists typically view these locations as congested.
- LOS-F describes roadways and intersections experiencing forced flow. Typically, it is not until traffic reaches LOS-F that motorists seek alternate streets to avoid traffic congestions, thereby impacting adjacent roadways.

As previously stated, the wide cross-sections of each of the major roadways traveling through the TOD District are designed to accommodate the existing and future demand of these roadways. As a result these roadways currently operate at an acceptable “C” level of service. The intersection of Meacham and Algonquin may currently operate at a level of service “E”, but future improvements to this intersection done in conjunction with the widening of Algonquin to six lanes, should increase service levels at this location.

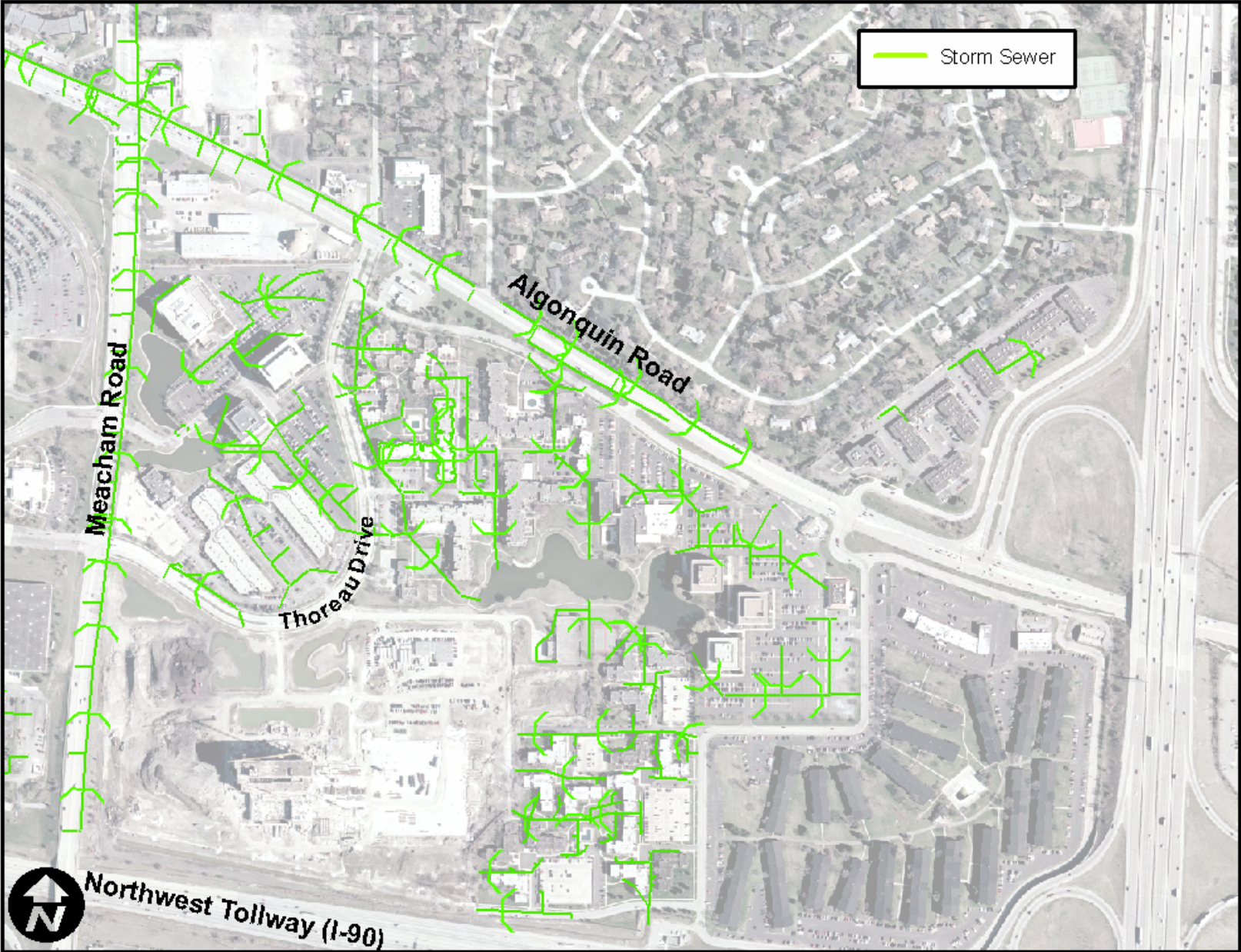
Map 3 - Existing Water Mains North TOD Area



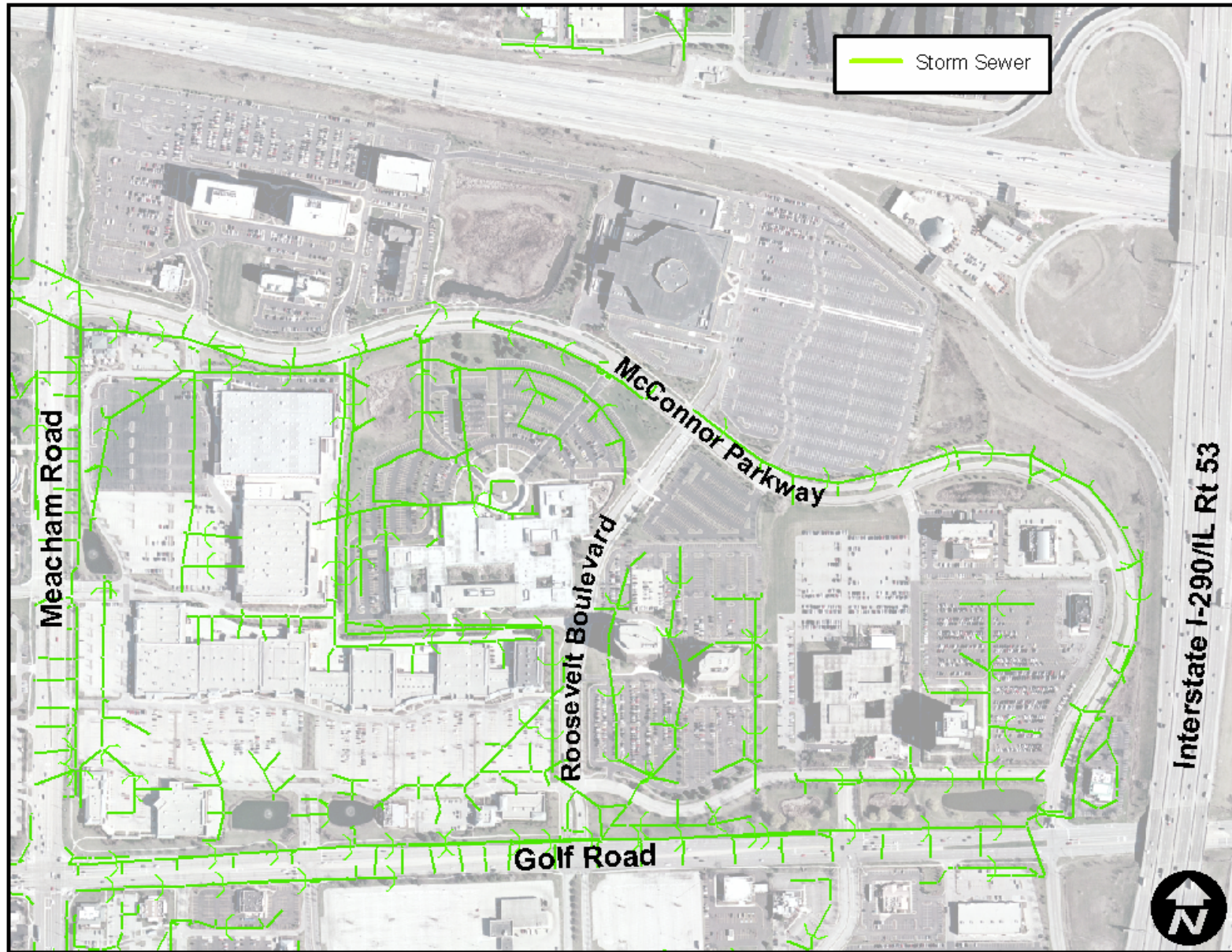
Map 4 - Existing Water Mains South TOD Area



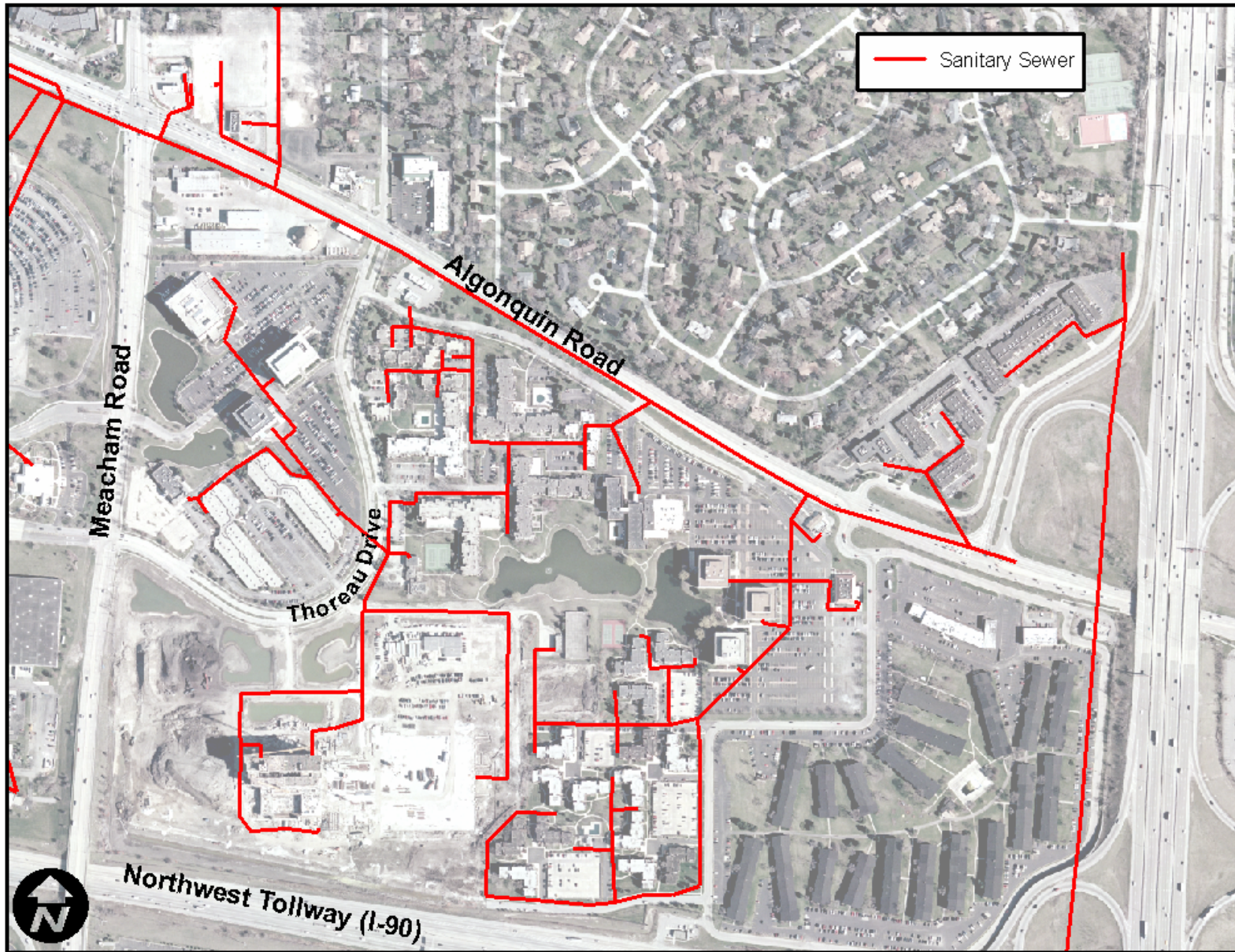
Map 5 - Existing Storm Sewer North TOD Area



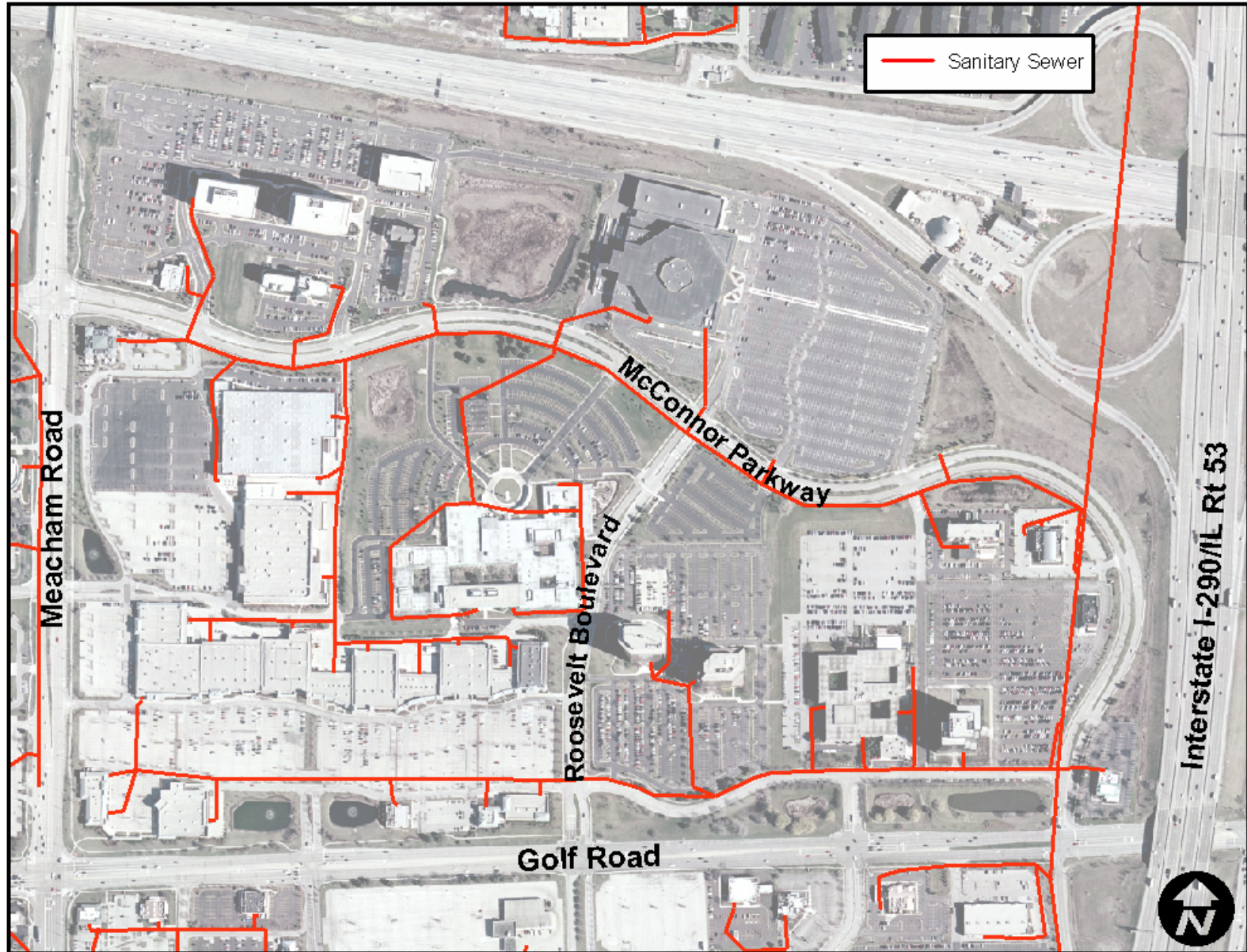
Map 6 - Existing Storm Sewer South TOD Area



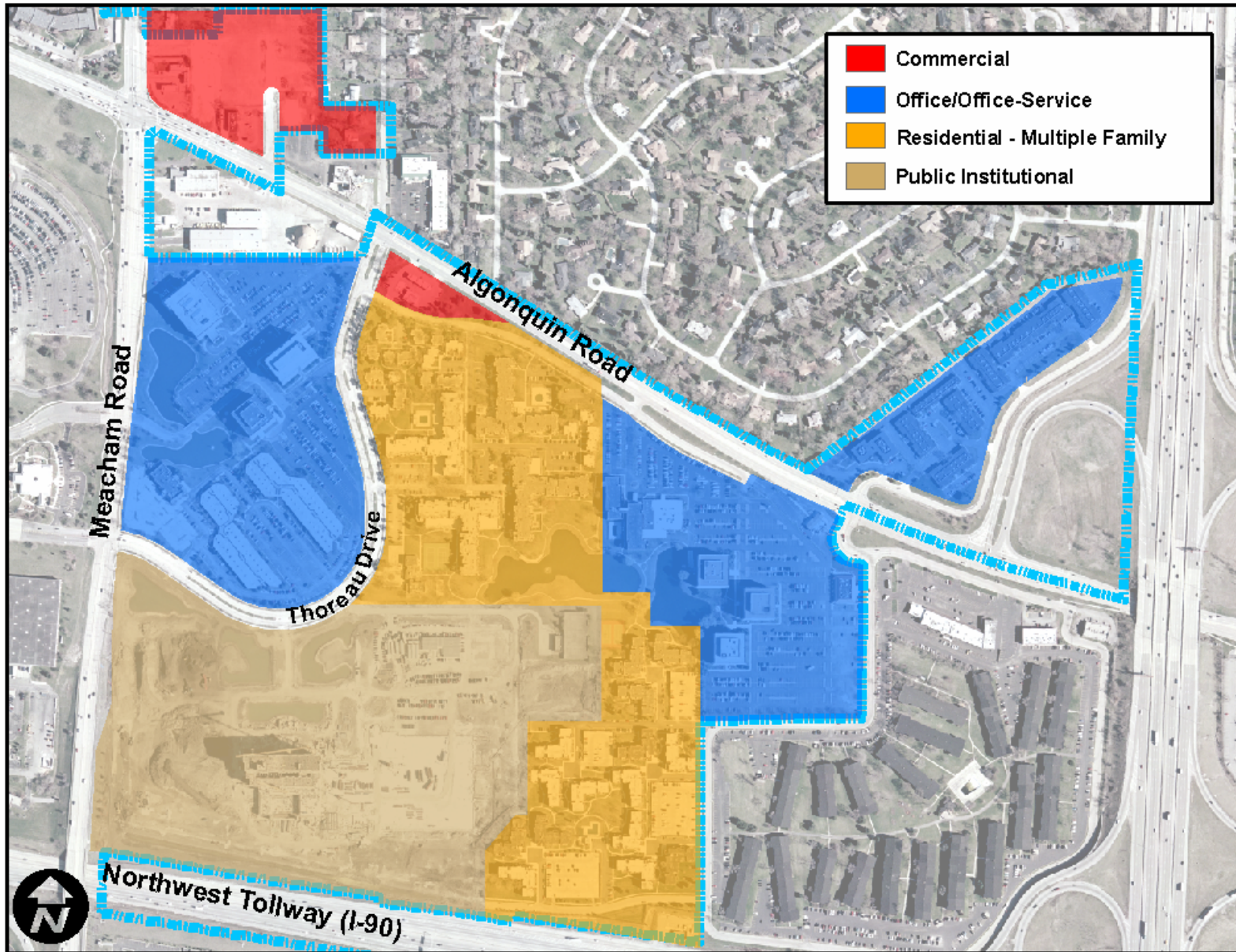
Map 7 - Existing Sanitary Sewer North TOD Area



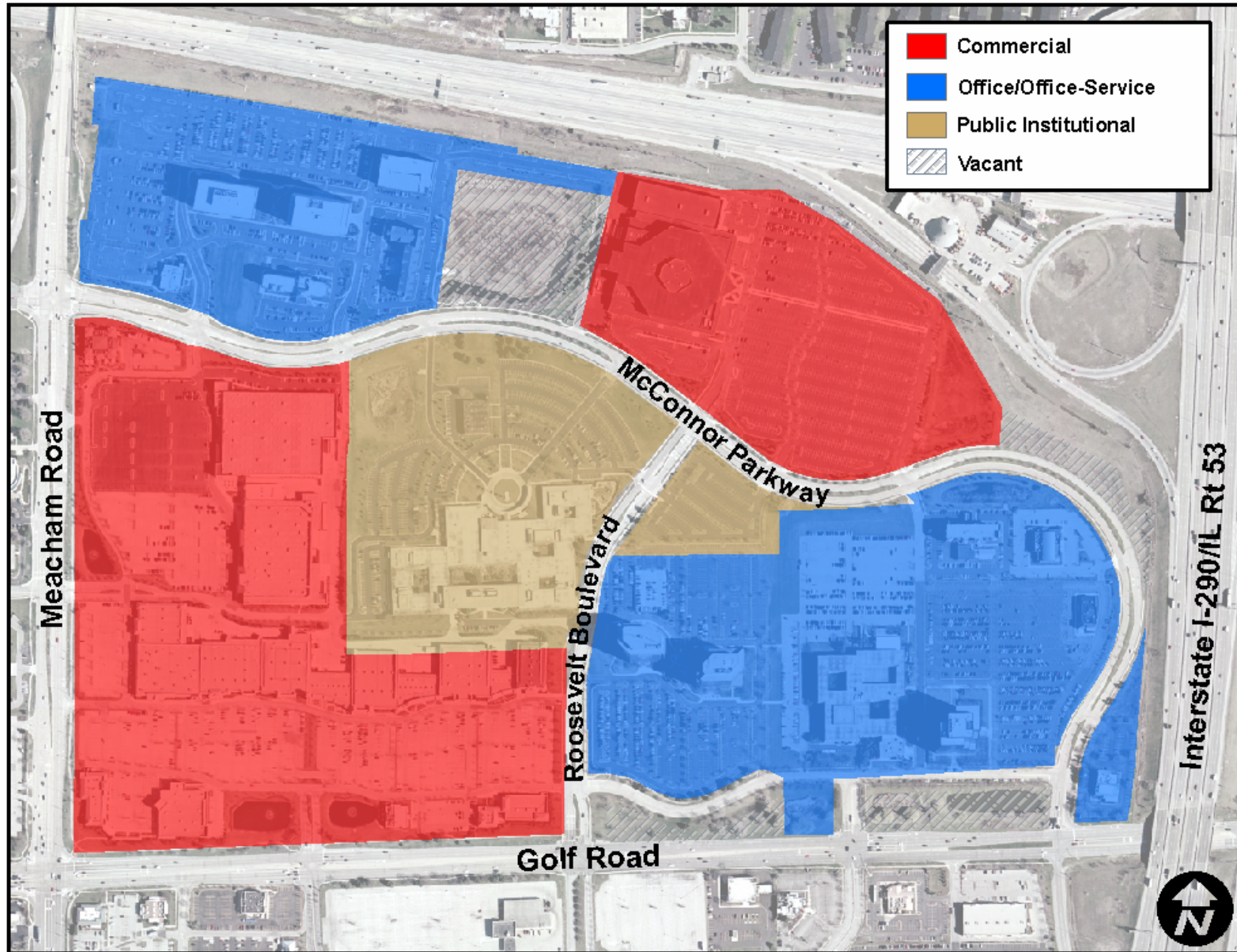
Map 8 - Existing Sanitary Sewer South TOD Area



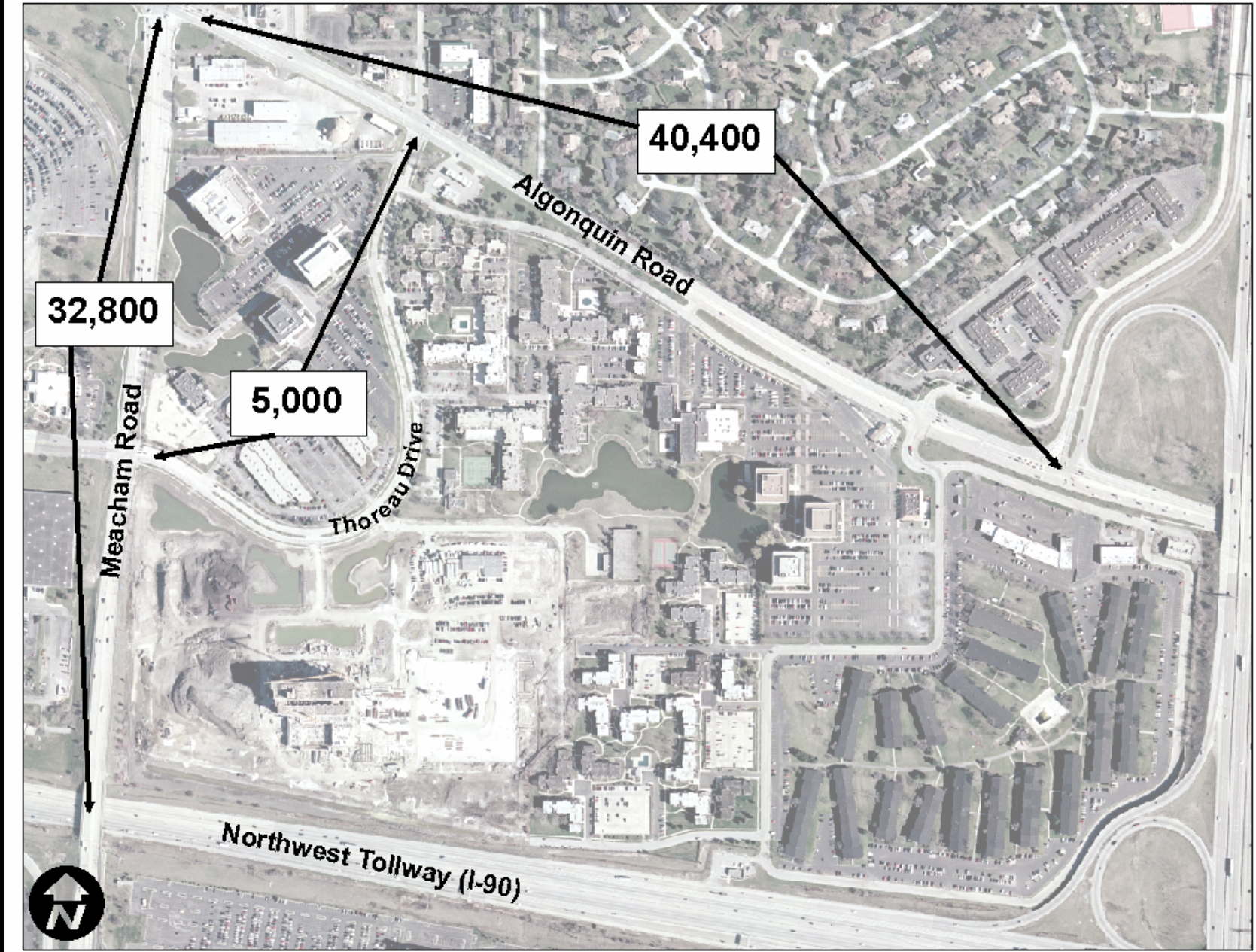
Map 9 - Existing Land Use North TOD Area



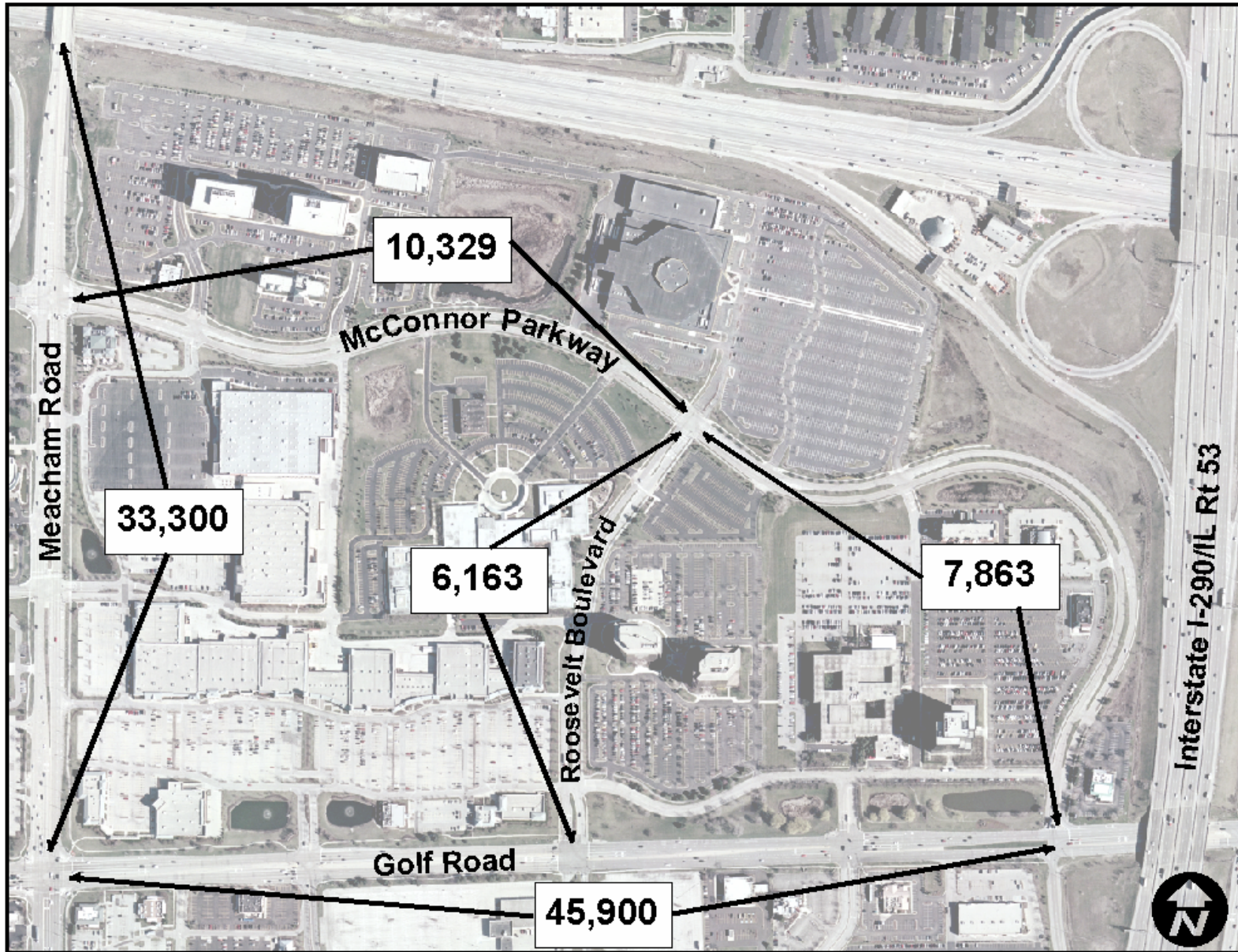
Map 10 - Existing Land Use South TOD Area



Map 11 - Existing Average Daily Traffic (ADT)



Map 12 - Existing Average Daily Traffic (ADT)



3.0 TOD District Plan

The TOD District Plan is expected to guide the development of the area for years to come. The policies and directives are based on an analysis of existing land uses and traffic patterns, construction of new transit infrastructure, and the need to create a pedestrian friendly urban environment that can support the future STAR Line.

3.1 TOD District Use Overview

The TOD District has developed over time into a viable commercial and office node. The district is currently comprised of several office buildings, hotels, and restaurants designed to serve the office population in the area. The recent construction of the Renaissance Hotel and Convention Center only further enhances the area's strength in serving a business environment; however, the TOD District Plan will redefine the area and establish commercial, service, and residential developments that are transit supportive. The opportunity for redevelopment within the TOD District allows for growth within these land uses that will compliment and support both the STAR Line and the Convention Center.

3.2 Mixed-Use Development

Mixed use development allows for two or more different land uses on the same tract of land, providing more variety of linked uses. Mixed uses can develop either "horizontally or vertically." "Horizontal" mixed use allows for two different types of uses on one or more parcels, but uses are segregated in separate buildings. This type of mixed use development is currently found in the TOD District within the Walden International Mixed Use Planned Unit Development (MUPUD). The MUPUD contains several separate multi-family residential buildings (Field Pointe Apartments, Hawthorne and Lakeside Condominiums), office buildings (Walden Office Towers), and restaurants (Finn McCool's and Morretti's). "Vertical" mixed use allows for a single building to contain several

different uses, such as a multi-story building with retail and service uses on the ground floor and residential or office uses on the upper floors. While either type of mixed use development would be appropriate for the TOD District, vertical mixed use would be more spatially and economically feasible and would help to create a more urban environment and density to better support the future STAR Line Station. Vertical mixed use should be encouraged along major collector roadways within the TOD District including McConnor Parkway, Arbor Drive, and Thoreau Drive.



Example Vertical Mixed-Use Development

3.3 Office Development

While mixed-use development would create an ideal urban environment, different uses should be centralized in various parts of the TOD District. As previously discussed, the existing conditions of the TOD District serve to create a strong office environment. The area already has a significant office development with over 2,000,000 square feet of office development. Office development should continue to be strengthened as the TOD District is developed. While it is important to have a mixture of uses within close

proximity to a single station, it is also important to have a wide range of uses along the entire transit line at each station location. Ensuring a mix of uses along the transit route will allow for individuals to live in one community's TOD District area, and travel on the STAR Line to work in another. Since Schaumburg has served as an office and commercial center successfully over the past 50 years, the TOD District should be developed to continue to build upon this strength.



Walden Office Towers

Generally speaking, transit riders are more willing to walk longer distances when returning home from a days work than they are when arriving to work in the morning. This is based on the premise that individuals are usually in a rush to get to work as they have to be there by a certain time. Conversely, individuals do not generally have a specific time that they need to return home by, and as a result are willing to walk slightly longer distances to get to their residences. Based on these principles, office uses should be more centralized around the future STAR Line station. In general, density of office uses should be created within a ¼ mile radius of the station's

location. The existing Windy Point Office Towers and Walden Office Towers are located within this area, but additional office uses should also be encouraged on the Walden Apartments property when this site redevelops. To encourage greater density of office uses around the STAR Line station, 75% of future uses on this parcel should be reserved for office uses. The remaining 25% could be utilized for residential or other service uses. Office and office/service development should also be encouraged to the west and north of Thoreau Drive, and in the area south of the proposed transit station.



Windy Point Development

3.4 Residential Development

Another important principle of transit oriented development is to incorporate residential uses within close proximity to the station area. As previously discussed, these uses could be located in slightly further distances from the station area. Residential development should be limited to high and medium densities within the district area. Appropriate residential development within the TOD District should include high-rise and mid-rise condominium buildings in areas close to the STAR Line station, as well as mid-rise condominium and urban style row-house developments in locations located further from the station. While some residential could be incorporated into the redevelopment of the Walden Apartments property, most residential development in the northern sector of the TOD District should be located east of Thoreau Drive and west of Arbor Drive.

housing may include dormitories or faculty housing. Other residential developments should be prohibited from developing in the southern sector to help strengthen and maintain a strong office environment in this area.

By incorporating residential uses into the TOD District, the area is ensured to maintain both a daytime and evening population. This consistent flow of people through the district will help to maintain the businesses within the area and the long term economic viability of the district.



Appropriate Residential Developments for North TOD Area

In the area of the TOD District located to the south of the STAR Line station, residential uses should be limited to those which are directly associated with an educational institution. Appropriate

3.5 Commercial Development

While large big-box retailers and strip commercial development are the “norm” within the Village of Schaumburg, these types of retail uses would not be appropriate within the TOD District. Instead, commercial uses should be neighborhood-oriented, and cater primarily to the needs of the residents and office population within the TOD District. Appropriate uses include small grocery and convenience stores, drug stores, dry cleaners, banks, beauty parlors, and restaurants. Retail spaces should be limited in size (max 15,000 sq. ft.) to ensure that appropriate uses are introduced to support the mixed-use environment. Uses which do not support or encourage a pedestrian environment should be strongly discouraged. Uses which should be prohibited from the district would include gas stations, drive-through uses, and other automobile service oriented businesses. Future retail uses within the TOD District should be limited to occupying the lower levels of mixed-use buildings along McConnor Parkway, Arbor Drive, and Thoreau Drive.



Street Level Retail – Commercial Development

To provide a mix of uses that will support and compliment the Convention Center, it is recommended that more retail and entertainment uses be introduced to the north of this complex upon redevelopment. An entertainment district should be developed north

of the Convention Center to provide additional support for trade shows and their customers/clients. Commercial uses such as jazz clubs, movie theatres, restaurants, or other entertainment oriented establishments should be encouraged to create a vibrant night-life within the district.



Entertainment Commercial Development

3.6 Condominium Conversions within/around the TOD District

With the Field Pointe apartment complex located within the TOD District, the Village must pay particular attention to possible condominium conversions within the area. The Field Pointe apartment complex, located within close proximity to the future STAR Line station, is prime for redevelopment. Redevelopment of the site would be easier to perform if the property remained under one single owner, versus several owners if converted to condominiums. As a result, the Village should not support additional condominium conversions of existing low-rise residential structures within the TOD District. The Hawthorne Estates complex was previously a part of the Walden Woods complex, but was approved by the Village to convert to condominiums when the

development came under new ownership. As a result of this conversion, redevelopment of the northern sector of the TOD District may be more difficult to perform, but should still be encouraged as the district matures over time.

While the TOD District is predominantly surrounded by office, retail, and industrial uses, the International Village and Treehouse Apartment Complexes are located to the northeast of the district. The Village should determine if the conversion of these apartment complexes to condominiums would be in the best interest of the Village long term. Should any apartment complexes be wholly or partially converted into condominiums, the developer shall adhere to the Village's Residential Condominium Ordinance. Likewise, a minimum of 10% of any converted condos should be deemed affordable based on standards of the U.S. Department of Housing and Urban Development (HUD) and the Illinois Housing Development Authority (IHDA). This will allow for a mixture of housing types and price ranges within the TOD District.

3.7 Transportation Improvements within the TOD District

While the current transportation network within the TOD District is designed to support the existing land uses within its boundaries, as the area matures over time there are several transportation improvements which will need to be performed within the District to provide efficient flow of vehicles and pedestrians through the area. While the most obvious transportation improvement is the physical construction of the STAR Line and its related Schaumburg transit station, other improvements are required to ensure that the station is accessible to individuals who will utilize it and that the station is connected to other modes of mass transit. These improvements will be reviewed as follows:

3.7.1 Station Area:

The design and construction of the transit station area is paramount to providing efficient ingress and egress of vehicles and pedestrians from the station into the TOD District and surrounding areas. Since the station will be centrally located within the TOD District and the I-90 right-of-way, access to the station should be maintained from both the north and south sides of this highway. Bus transfer stations, commuter parking, and passenger drop-off and pick-up areas should be situated on both sides of the STAR Line station to ensure easy access. Providing these facilities on the north side will provide quick and easy access to the station for residents and businesses located north of the station, including those in surrounding municipalities such as Palatine and Rolling Meadows. Providing similar amenities on the south side will increase the connectivity of the STAR Line station with existing businesses and amenities within Schaumburg and the Woodfield Regional Center. Additionally, providing access to both sides of the station will disperse traffic flow to and from the station across a wider area, thereby reducing potential traffic congestion.

To avoid inefficient use of land, commuter parking areas should be located in parking structures whenever possible. On the north side of the STAR Line station, parking locations should be explored that can provide daily parking for commuters on the STAR Line, and that would also serve as additional parking for the Renaissance Hotel and Convention Center during large events. The dual purpose of such a structure would ensure its continued use and would limit the need for multiple parking structures within a limited area.

3.7.2 Arterial and Interstate Roadway System:

While the purpose of a TOD District is to create an environment where individuals are not dependent on the automobile, ultimately individuals who work or live in the district will drive from one locale to another. As a result, the roadway network both within and surrounding the TOD District needs to be able to accommodate traffic traveling to and from the district. As previously discussed, the main arterials of Golf, Meacham, and Algonquin Roads which form the boundaries of the district are all constructed, or planned to be constructed, with six-lane cross-sections. These roadways are primarily designed to move traffic over great distances from one municipality to another. As a result, as the TOD District matures, limited improvements to these roadways would be required to ensure efficient and safe traffic flow. As densities increase, improvements to these roadways may include construction of turn lanes or other intersection improvements to increase their capacity. The Village's Traffic Impact Fee Program should be reviewed to incorporate proposed modifications in the area to determine if additional roadway capacity improvements are necessary.

Other improvements may also be necessary to the interstate highway system and local ramps which provide access to both the Northwest Tollway (I-90) and I-290. Efforts to improve access, and capacity at the intersections of ramps to local arterial roadways should be coordinated with the agencies responsible for governing these roadways. Increased access to these highways will provide additional support for the TOD District in maintaining the area as a viable commercial center.

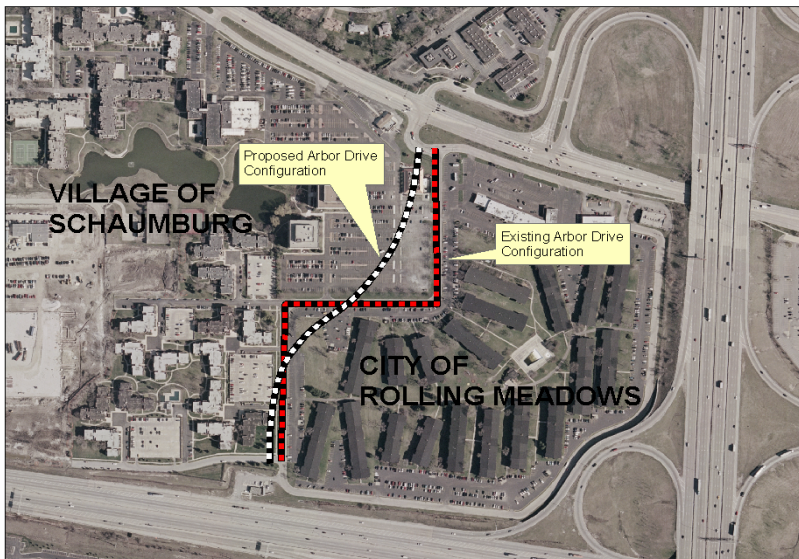
3.7.3 Collector Roadway Systems:

The majority of the improvements that will need to be performed to the transportation network within the TOD District based on the directives of this plan are to the local interior roadway system. Specifically, improvements to the system to create more of a grid-

patterned street system should be performed to increase connectivity between individual properties and create a more pedestrian friendly walk-able environment. As detailed below, improvements to Thoreau Drive, Arbor Drive, Skywater Drive, and Remington Road are recommended.

Arbor Drive:

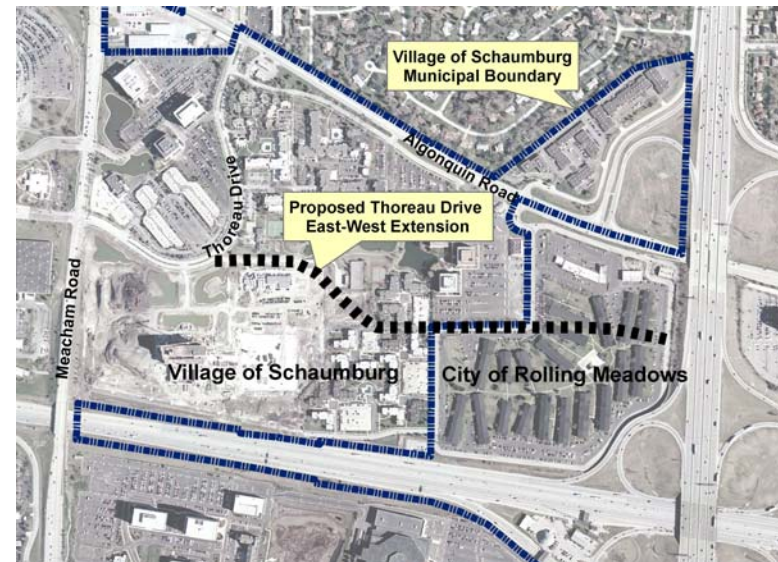
The current street configuration within the TOD District on the north side of the Northwest Tollway limits access to the future STAR Line station's location. Vehicles wishing to access this site currently are restricted to utilize Arbor Drive. Arbor Drive's design is a two-lane cross-section and incorporates several 90-degree turns as it travels from its start at the intersection with Algonquin Road to its southern terminus near the Northwest Tollway. Arbor Drive should be reconfigured to provide more of a direct route from Algonquin Road to the future STAR Line station. As seen in the following figure, this roadway should be shifted west within the Village of Schaumburg's boundaries to eliminate the three existing 90-degree turns. The cross-section for the new Arbor Drive should also be widened to four-lanes to accommodate future traffic traveling to and from the STAR Line station and future land uses within the district. Coordination with Rolling Meadows for the design and construction of this roadway will be necessary as Arbor Drive will travel through both municipalities. Construction of the roadway will also require coordination with IDOT as the intersection with Algonquin Road would be under this agency's jurisdiction. The reconfiguration of the roadway will also create a new boundary between Schaumburg and Rolling Meadows as the existing ROW for Arbor Drive will likely be vacated. Development of the land parcels which border Rolling Meadows should be coordinated with this community to ensure both compatibility of land uses and site design.



Proposed Arbor Drive Reconfiguration

Thoreau Drive:

While the reconfiguration of Arbor Drive will improve vehicular and pedestrian access in the northern sector of the TOD District from the north, access to the west and Meacham Road should also be provided. To provide this access, Thoreau Drive should be extended from Meacham Road to intersect with Arbor Drive at the northeast corner of the existing Field Pointe apartment property. The roadway should also be extended further east into Rolling Meadows to serve new development which may occur in the community.



Proposed Thoreau Drive East-West Extension

The east-west extension of Thoreau Drive will ensure that access to the STAR Line station is provided from Meacham Road and will increase the connectivity of the major arterial roadways to the TOD District. Additionally, providing this connection will increase pedestrian connectivity from the STAR Line to the northeast sector of the district, including the Renaissance Hotel and Convention Center and properties to the north of this complex on Thoreau Drive. Similar to Arbor Drive and the existing configuration of Thoreau Drive, a four-lane cross-section should be utilized to accommodate future traffic levels and ensure efficient traffic flow on this collector roadway.

Skywater Drive:

Upon any future redevelopment of all or a portion of the Hawthorne Estates Condominiums, Skywater Drive should be reconfigured to

provide increased east-west connectivity between Thoreau Drive and Arbor Drive. Currently, Skywater Drive intersects with Thoreau just south of Algonquin Road and ends in the Finn McCool’s parking lot. In addition to intersections with private roadways within Hawthorne Estates and various parking lots serving this development, the Radisson Hotel, and Walden Office Towers, Skywater Drive also has a curb-cut with access onto Algonquin Road near its western end.



Existing Skywater Drive Configuration

When reconfigured, the entrance off of Algonquin Road should be eliminated and the intersection with Thoreau Drive relocated further south. The elimination of the entrance to Algonquin Road will ensure that vehicles entering the TOD District will be limited to do so at major intersections with Thoreau Drive, Arbor Drive, and a future signalized roadway in Rolling Meadows. Limiting the number of curb cuts or conflicts on Algonquin Road will provide

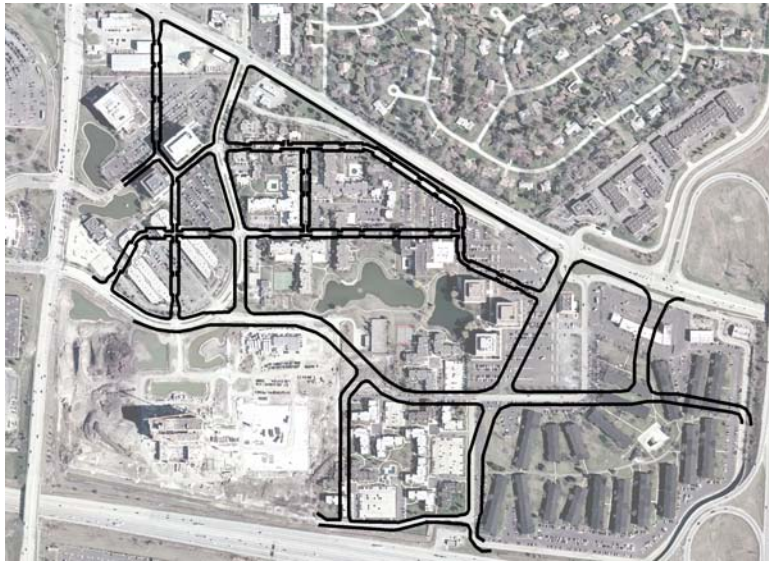
more efficient traffic flow on this roadway and clear entrances to the TOD District at these signalized intersections.



Proposed Skywater Drive Configuration

Unlike Arbor and Thoreau Drives, the cross-section for the proposed reconfiguration of Skywater does not need to be four-lanes in width. Instead, a two-lane cross-section with on-street parking should be provided since this roadway will primarily serve local uses which based on the directives of this plan are anticipated to be medium-density residential. A minimum 26 foot street width should be utilized for through traffic lanes with 8 foot wide parallel on-street parking spaces provided on either curb. On-street parking will provide parking to serve residents and visitors of surrounding residential developments, but will also provide indirect traffic calming and reduced speeds on this local roadway. On-street parking will create a tunnel effect for vehicles traveling along

Skywater Drive which will cause drivers to reduce speeds in order to remain aware of their surroundings.



Potential Street Network North

Remington Road:

The current street pattern on the south side of the future STAR Line station does not require significant alteration to accommodate future development within the TOD District. The two primary roadways, McConnor Parkway and Roosevelt Boulevard are constructed to serve the existing office and retail environment in this area, and will be able to support future development. While the need to create a grid patterned street system still exists on the south side of the station, the basic framework for this system is already in place.

The primary improvement which should be performed in the southern sector of the TOD District is the extension of Remington

Road from its current intersection with Meacham Road, east to McConnor Parkway. This roadway will further enhance the connectivity of development in the southern sector with both Meacham Road and Golf Road. Since the construction of this roadway is not vital to the sustainability of the district and the STAR Line station, its construction can wait until parcels within the district begin to redevelop. In particular, the section of the proposed roadway between Meacham and Roosevelt Boulevard can be constructed if/when the Roosevelt University property is redeveloped. Density bonuses could be provided to the developer of this parcel upon redevelopment if the developer constructed and installed this future extension of Remington Road.

Similarly, the eastern leg of Remington Road between Roosevelt Boulevard and McConnor Parkway could be constructed upon redevelopment in this area. Again, density bonuses to developers could be granted if this roadway is privately constructed and then dedicated to the Village. Due to the presence of McConnor Parkway, the proposed Remington Road extension does not need to be a four lane cross-section but instead should incorporate a narrower two-lane cross-section as it will operate similar to a local roadway. The roadway should widen at its intersections with Meacham, Roosevelt, and McConnor to provide sufficient lanes for turning and vehicles passing through these intersections. The introduction of Remington Road through the southern section of the TOD District will assist in creating smaller parcels on both its north and south sides that will encourage denser development of the area.



Proposed Remington Road Extension

In addition to Remington Road, other connecting roadways should be reviewed as development occurs to provide a grid-patterned street system in the southern sector of the TOD District. North-south local streets could be constructed between the Woodfield Village Green Shopping Center and Roosevelt University property as well as on the Hyatt Regency Hotel’s property between Walter Payton Drive and McConnor Parkway. As previously stated, creating a grid patterned street system will ensure efficient flow of vehicles within the TOD District and will ensure pedestrian connectivity throughout the area.



Potential South TOD Area Grid Patterned Street System

3.7.4 Sidewalk Gaps:

Gaps within sidewalks and bikepaths along public roadways should also be completed. While most of the roadways within the sector are relatively new and have had sidewalks and bikepaths installed on both sides, there still are a few areas in which gaps exist. As part of the development of the TOD District, these gaps should be completed to ensure that a pedestrian friendly environment exists. While sidewalks should be constructed as part of each of the roadway improvements discussed above, gaps along Algonquin Road should also be completed. Sidewalk and bikepath gaps may either be paid for upon redevelopment of the properties, or installed by the Village through the Capital Improvement Program (CIP) and reimbursed to the Village.

3.7.5 Miscellaneous Improvements

In general, the above recommended improvements to the street network and completion of sidewalk gaps will provide increased connectivity between the STAR Line station and properties within the district; however, additional improvements are also required to ensure the viability of the district. To promote a friendly pedestrian environment, wider sidewalks (10 to 12 feet) should be utilized adjacent to the STAR Line station, in areas adjacent to commercial uses, and along major pedestrian corridors to encourage pedestrian flow. Sidewalks should be equipped with design elements including benches, planting beds/pots, trees, and pavers to provide a pleasant experience for pedestrians. Additional elements including decorative street lighting, awnings, projecting signs, decorative street signs, trash receptacles, public art, and rod-iron fencing can be utilized to add to the pedestrian experience. Bike lanes, lockers, and bike racks should also be provided to encourage bicyclists within the area. Bus drop-off lanes should be provided at areas where shelters and transit stops are located with bus shelters and terminals attractively designed to blend with buildings within the District. To encourage transit connectivity, bus stops should be provided at the STAR Line transit station, throughout the interior of the district, and along its perimeter.



Various Pedestrian Design Elements



Example Bus Transfer Station and Sidewalk Design/Width

4.0 Directives

While the Village Comprehensive Plan provides general direction in the creation of functional developments and public spaces, the concepts proposed for the TOD District are best implemented by consideration which is specific to the area governed by this plan. The directives which follow are the nuts and bolts of regulating and guiding future development and redevelopment, and are shaped by an examination of existing conditions, future transit improvements, and broader ideas for improving the TOD District area for the benefit of the entire community. The directives supplement information from the WRC Design Guidelines and go beyond basic zoning and subdivision regulations. In some instances, the directives address the needs of specific parcels.

4.1 Development Requirements

Existing development within the Village of Schaumburg is suburban in nature. The community developed in an era that was heavily dependent upon the automobile for transportation and the land uses in the community reflect this trend. The Village currently has large parcels of land with large building setbacks to limit the presence of taller structures along the community's roadways. The result is the creation of large "campuses" of office and retail development with limited connectivity between individual sites except through the use of automobiles and local roadway networks. To create more of an urban environment with urban densities, form, and uses, new development standards should be established for the TOD District to encourage transit and pedestrian friendly development.

One manner in which this can be performed is to establish regulations for parcels to build up to certain points. Instead of establishing minimum building setbacks as is the case throughout the Village, build forward lines should be established to require buildings to be built within a certain distance of property lines. This

technique is currently utilized in the Village's Historic Olde Schaumburg Centre to ensure that development of the town center is consistent with historical trends.

4.2 Field Pointe Property

The Field Pointe property provides an ample opportunity for redevelopment within the TOD District. This 20 acre site is the closest property to the proposed STAR Line station and as a result will likely be the first area within the district to redevelop. The redevelopment of this parcel will likely provide the basis for future development in the area surrounding the station in the future. In addition to the construction of the STAR Line station, the property will also receive additional transportation improvements through the reconfiguration of Arbor Drive and the east-west Thoreau Drive extension. Redevelopment of the property should incorporate elements such as parking for the transit station, bus transfer facilities, and office and residential development. A large number of uses will need to be incorporated into the site's redevelopment which would encourage the use of a dense urban environment. As the site is redeveloped, a loop street system should be included in the design that would allow vehicles to travel around the parcel to access the station, without entering properties within the redevelopment. The loop street system could also provide access to the southwest corner of the Convention Center complex.

Since residential development is encouraged within the TOD District to the north of this site, and the City of Rolling Meadows will likely develop high-density residential to the east, the Field Pointe property is more suited for office development. As a result, redevelopment of this property should be limited to 75% office, and 25% residential or hotel development. To encourage density, a minimum 10 story building height should be required for new developments. The new office density will provide an employment node along the STAR Line for residents of other municipalities to utilize the transit line to

take to their workplace and will provide additional daytime population to Schaumburg that will support existing office service uses in the region. The surrounding residential will provide a similar population within the TOD District in Schaumburg to travel to other municipalities along the transit line.



Field Pointe Apartments

4.3 Hawthorn Estates / Walden Properties

The Hawthorn Estates and Walden properties are some of the larger existing developments within the TOD District encompassing over 23 acres of land. Currently, the majority of these sites are developed with three story condominium buildings and townhomes. If these sites redevelop, new streets should be incorporated that connect with Skywater Drive and Thoreau Drive and form a grid patterned system. As discussed in other sections of this plan, the area should be developed for medium and high density residential. Since the area is bordered by unincorporated single-family to the north, new developments should be limited to three to five stories along

Algonquin Road with building heights increasing towards the south of the development. The proposed reconfiguration of Skywater Drive at the northwest corner of the are will not only move this roadway’s intersection with Thoreau Drive further south, but coupled with the existing Mobil station property will create a larger parcel of land for redevelopment on the southeast corner of the intersection of Algonquin Road and Thoreau Drive. Redevelopment of this parcel could eliminate the undesired auto oriented business and develop a medium density residential building on this portion of the property.



Auto Oriented Use – Mobil Service Station

The portion of the area which faces the existing detention ponds to the south of the development should be developed with buildings that are not only oriented towards neighboring streets, but also provide pedestrian amenities along the ponds. A “riverwalk” environment should be established with benches, public art, and other features to take advantage of this natural feature and provide a public gathering space. Pedestrian paths around the pond could be tied into neighboring properties such as the Walden Office Towers, Renaissance Hotel and Convention Center, and Thoreau Drive to provide increased access to this amenity.

4.4 Thoreau Drive Lots

As previously discussed, Thoreau Drive serves as one of the primary access roadways to the northern section of the TOD District. Thoreau currently provides access to the Hawthorne and Walden residential developments, Renaissance Hotel and Convention Center, and the office and hotel buildings located northwest of the roadway. Additionally in the future, Thoreau Drive will provide a western access point to the future STAR Line Station. As a result, Thoreau Drive will operate as a high vehicular and pedestrian traffic route and should be developed to take advantage of this traffic flow. Therefore, lots which front Thoreau Drive should encourage “vertical” mixed-use development. Properties located on the east side of Thoreau Drive should encourage mixed-use with neighborhood commercial uses on buildings lower levels and residential uses on upper stories. The west side of Thoreau should also incorporate commercial uses on the lower levels of buildings but should encourage more entertainment type venues which would support the neighboring convention center. Example uses may include jazz clubs, restaurants, and theatres. The upper levels of buildings on the west side of Thoreau Drive should incorporate a mixture of uses such as office space, hotel rooms, or residential condominiums/apartments.



Thoreau Drive and Acceptable Development along Thoreau

4.5 McConnor Parkway and Roosevelt Boulevard

Similar to Thoreau Drive, properties along McConnor Parkway and Roosevelt Boulevard should be developed to create a “vertical” mixed-use environment. McConnor Parkway is arguably the longest street within the district and as redevelopment occurs could develop into a main street corridor. Its central intersection with Roosevelt Boulevard provides an opportunity for a “town-center” feel with development of each of the intersection’s four corners. Development of mixed-uses along Roosevelt would disperse destination locations which would help to encourage pedestrian traffic throughout the TOD District and not limit pedestrian activity to McConnor Parkway. While properties located along McConnor Parkway and Roosevelt Boulevard will need to compete with those located in the Woodfield Regional Center to the south, encouraging service oriented retail and office uses will provide a mix of retail uses in the region to support the TOD District and differentiate the area from the big box retailers within the Regional Center. Service oriented uses such as pharmacies, restaurants, and dry cleaners would be acceptable uses in this area that are not currently present within the WRC.



McConnor Parkway and Roosevelt Boulevard Intersection (looking east)

4.6 Properties North of Algonquin Road

In addition to the main portion of the TOD District there are two areas of development within the Village Boundaries which are located to the north of Algonquin Road. As the TOD District redevelops, it is likely that these parcels will also see some form of redevelopment and therefore they should be included as part of the concept plan for the area. The two properties include the Salt Creek Office Center, located to the northwest of Algonquin Road and Route 53, and the properties located on the northeast corner of Algonquin Road and Meacham Road (Shell Gas Station, Shoppes of Prime Village Shopping Center, and Wendy's Restaurant). Due to their distance from the station and location north of Algonquin, higher density development may not be appropriate, but urban design techniques should be utilized when they redevelop to provide a uniform look to the area as a whole.

When redeveloped, the Salk Creek Office property should incorporate uses which would support the STAR Line transit station and surrounding office uses. Appropriate uses on this parcel would include office and office service uses such as hotels, restaurants, and office buildings. Any new development on the parcel should be limited in height to three stories and should be adequately buffered from adjacent single family properties.

Similar to the Salt Creek Office property, the properties located to the northeast of the Algonquin and Meacham intersection should be limited in height to three stories if redevelopment occurs. Appropriate uses for this property would include neighborhood commercial uses, entertainment, office, and office service uses including hotels, restaurants, grocery stores, and smaller retail establishments. Any entertainment uses should be located closer to Algonquin Road to provide sufficient buffer between these higher intensity uses and adjacent single family properties. The two remaining unincorporated parcels located to the northwest of the intersection of Algonquin Road and Thorntree/Thoreau Drive should be annexed into the Village to complete the Village boundaries in this area. Along with the annexation of the Cook County Highway Department property on the south side of Algonquin Road, the annexation of these two parcels will ensure that all properties fronting Algonquin Road between Meacham Road and Thoreau Drive are located within the Village's boundaries. While these properties are included in the TOD District concept plan, they should maintain their existing B-2 zoning. These properties are located a significant distance from the station area that auto oriented uses such as drive-throughs and gas stations would still be appropriate. As the TOD District matures and these properties redevelop, future review should be performed at that time to determine if a new zoning classification is necessary.

4.7 Cross Access and Parking

Parking policies can either be a help or hindrance to transit use, and to the viability of transit-oriented development. Expansive, poorly designed parking lots create barriers that discourage pedestrian travel and transit use. This is particularly true when pedestrians must traverse lots or circumvent them to reach a transit stop. In addition, plentiful, free parking, coupled with car-dominated neighborhood streets and land use patterns can provide powerful incentives for individuals to choose the car over other transportation alternatives.

To promote a pedestrian friendly environment, buildings should be constructed forward to the sidewalk in front of the property, with parking areas located to the side or behind the structure. This type of site design can help to strengthen the pedestrian scale of the area and can help the TOD District maintain an attractive setting for station users, bus passengers, and pedestrians. To limit the amount of land which is utilized for parking facilities, structured parking and shared parking agreements between properties should be strongly encouraged. Structured parking, although expensive, creates a more efficient use of land than surface parking. A quick look at the district today demonstrates this fact perfectly. There are currently large parking fields within the area that take up vast amounts of land. Approximately 145 acres, or 40%, of the 360 acres of land within the TOD District is devoted to surface parking lots. This equates to roughly 19,000 parking spaces. To encourage denser development, structured parking should be strongly encouraged and surface parking lots limited to a maximum of one acre in size (about 130 spaces). If larger parking lots are proposed as part of the initial development of a site, the Village should require developers to provide a conceptual plan that would show how the surface parking area could be reduced in size if additional development were to occur on the property.

While parking structures can provide an efficient use of land by vertically storing vehicles in a small land area, more often than not their outwardly appearance is not an attractive land use. At the pedestrian level, these facilities do not provide a warm and inviting place which individuals enjoy walking adjacent to. To limit the negative side effects of parking structures, and to ensure that a pedestrian environment is maintained along street frontages, parking structures should be designed so that the only openings in their facades at the street level are to accommodate vehicle and pedestrian access. In short, no vehicles inside the structure should be visible from the street. In areas where structures front major roadways within the district, opportunities may exist to provide retail tenant spaces on the street level with parking areas above. This mixed-use helps to create an inviting pedestrian environment at the base of the structure, while providing parking on levels above.



Ikea Parking Lot

In addition to structured parking, shared parking is another tool which can be utilized to encourage efficient use of land and parking facilities within the TOD District. Shared parking allows for

multiple uses or properties to utilize a single parking area to accommodate their needs. Shared parking is effective when abutting properties have peak parking demands which overlap. This concept is not new to the Village or the TOD District area as several properties within the community currently have shared parking agreements. However, as the area matures and densities increase, the need for shared parking will become increasingly more important.

Upon future redevelopment, expansion, or other substantial change in use within the TOD District, cross access between lots should be provided. Cross access is essential in limiting the number of curb cuts required on roadways within the TOD District. By sharing access drives, and interconnecting parking lots, less land along roadways will be required to accommodate vehicular traffic. As a result, buildings can be oriented towards these roadways and can be designed to frame the roadway network to create a friendlier pedestrian environment.

4.8 Elimination of Existing Curb Cuts

In general, the area located within the TOD District has been developed in a manner to limit the number of curb cuts on major roadways. This trend should continue in the future as development of the area occurs. Curb cuts to major arterials such as Algonquin Road, Meacham Road, and Golf Road should be limited as much as possible. Access to these roadways should be directed to the collector roadways of Thoreau Drive, Arbor Drive, McConnor Parkway, Remington Road, and Roosevelt Boulevard. Access to the collector roadways should also be limited to ensure even and efficient traffic flow and to reduce the number of conflicts of vehicles entering and leaving these roadways. Curb cuts to roadways should be equally separated and/or shared between properties. Curb cuts should be primarily located at mid-block locations and should align with curb cuts located on the opposite side of the street.

4.9 Right-of-Way Dedications

Dedication and expansion of public streets within the TOD District will accommodate increased traffic needs in the region and will also assist in creating a pedestrian friendly environment. Currently the majority of roadways within the TOD District are under the jurisdiction of the Village of Schaumburg. Existing roadways which are not under the Village's jurisdiction include the private roadways located within the Field Pointe of Schaumburg apartments and Field Pointe / Walden developments. As these sites redevelop, local roadways which are built to serve the new development should be dedicated to the Village. Additionally, as was discussed previously, future roadways on the south side of the station such as Remington Road should be dedicated to the Village of Schaumburg. To help finance the construction of these improvements, density bonuses could be offered to developers if the roadways are constructed as part of their development.

4.10 Village-Initiated Rezoning

As part of the comprehensive planning process, it is often in the best methodology for the Village to initiate zoning changes. Village-initiated rezoning is typically undertaken to reduce the potential adverse impacts on surrounding properties, or advance a broader Village-wide objective such as concentrating land uses to create an activity node. Public notice and the public hearing process are required so all affected parties may have input into the rezoning process.

Unlike previous rezoning initiatives in other concept plans developed by the Village which require rezoning of a limited number of parcels, the TOD District Plan requires rezoning of a broad spectrum of properties. In order to create an environment which is supportive of the STAR Line station, a new zoning district is required to guide future development within the TOD District. As a result of creating this new zoning district, each property located within the district will

need to go through the rezoning process. To ensure property owners are familiar with the proposed changes, meetings should be held with property owners that discuss the directives of this plan and the long term vision the Village has for the TOD District area. This will help property owners to buy into the plan and will assist in a smooth rezoning process.

Based on the directives prescribed within this TOD District Plan, three new zoning districts should be developed to regulate future development. As proposed, the zoning districts should include creating a TOD Business District (TOD-BD), TOD Residential District (TOD-RD), TOD Institutional District (TOD-ID) and TOD Mixed-Use Entertainment District (TOD-MUED). The districts are intended to encourage a mixed-use environment throughout the TOD District that will meet the goals and objectives of this concept plan. The proposed code will differ from the Village's current zoning regulations, which are very specific in land use regulation, and will instead focus on regulating elements of site design specific to the public realm. In general, this form-based code should regulate site design elements such as minimum and maximum building heights, transparency at pedestrian level, density, and other similar elements. While additional detail regarding these design elements should be written into the final code for each new zoning district, the following provides a general overview of the proposed districts and primary principles that should be included within each.

For purposes of land use regulation, each zoning district includes language pertaining to preferred, allowable, and prohibited land uses. Preferred uses are expected to be the predominant land use within each zoning district. Allowable uses are those which would also be acceptable within the specified zoning district but their inclusion within the zoning district should be relatively limited. Prohibited uses are those which will not be allowed within the individual zoning district. The incorporation of these elements into the zoning code

will assist in the development of a “horizontally” mixed-use environment while also maintaining separate sectors of specific land uses.

4.10.1 TOD Business District (TOD-BD)

This proposed zoning classification is intended to focus on supporting high rise office development and hotels, while also supporting the incorporation of street level shops, restaurants, and various public services into a compact walk-able area with a high level of access to transit. The TOD Business District is proposed in areas immediately surrounding the STAR Line Station to develop the critical mass of office space in close proximity to this station. The TOD Business Zoning District (TBD) is also proposed for properties within the TOD District which are closer to Golf Road as this area currently has a significant office population. This zoning district would help to support the STAR Line Station, as well as the existing office environment within the TOD District. Restaurants and retail uses should be encouraged at the street and pedestrian level of taller office buildings along the collector roadways of Arbor Drive, McConnor Parkway, and Roosevelt Boulevard within the TOD District. While high-rise office and office service uses are preferred, this zoning district would also be appropriate for high-rise residential development (greater than 5 stories) in areas located to the north of the transit station. Residential uses should be prohibited south of the transit station in the TOD-BD District. The proposed land use regulations for the TOD-BD district are therefore highlighted as follows:

- TOD Business District (TOD-BD):
 1. Preferred Land Uses: High-rise office and hotel uses, with restaurants and retail uses at street/pedestrian level
 2. Allowable Land Uses: High-rise residential (greater than 5 stories) north of transit station

3. Prohibited Land Uses: Industrial, auto oriented uses, drive through facilities, medium and low-density housing (5 stories or less), and residential uses south of transit station

4.10.2 TOD Residential District (TOD-RD)

The second new zoning district which should be developed is the TOD Residential District. This proposed zoning classification should focus on supporting residential development within the TOD District. Specifically, the TOD-RD zoning district should encourage mid-rise, higher density, urban residential development with pedestrian connectivity to adjacent residential properties and neighboring commercial and office uses. The TOD Residential District is proposed in outlying areas of the TOD District to the north of the station. Acceptable land uses may include urban-style rowhouse developments, and mid to high-rise condominium buildings. Additional uses such as mid-rise office and hotel buildings would also be acceptable in these areas. The proposed land use regulations for the TOD-RD district are summarized below:

- TOD Residential District (TOD-RD):
 1. Preferred Land Uses: Multi-family residential
 2. Allowable Land Uses: Office, hotel, service oriented office and retail uses
 3. Prohibited Uses: Single-family residential, industrial, auto oriented uses, drive through facilities, entertainment uses

4.10.3 TOD Mixed-Use Entertainment District (TOD-MUED):

The TOD Mixed-Use Entertainment District is intended to encourage development of an activity center and night life environment that will support the office and office service environment within the TOD District. Most notably, this district should encourage uses that will support the Renaissance Hotel and Convention Center and patrons and exhibitors that will utilize this facility. Appropriate uses

for the entertainment district may include jazz clubs, comedy clubs, movie theatres, performing arts theatres, restaurants, and high-starred hotels. Office uses should also be encouraged within this district, with high rise residential also being appropriate for the area.

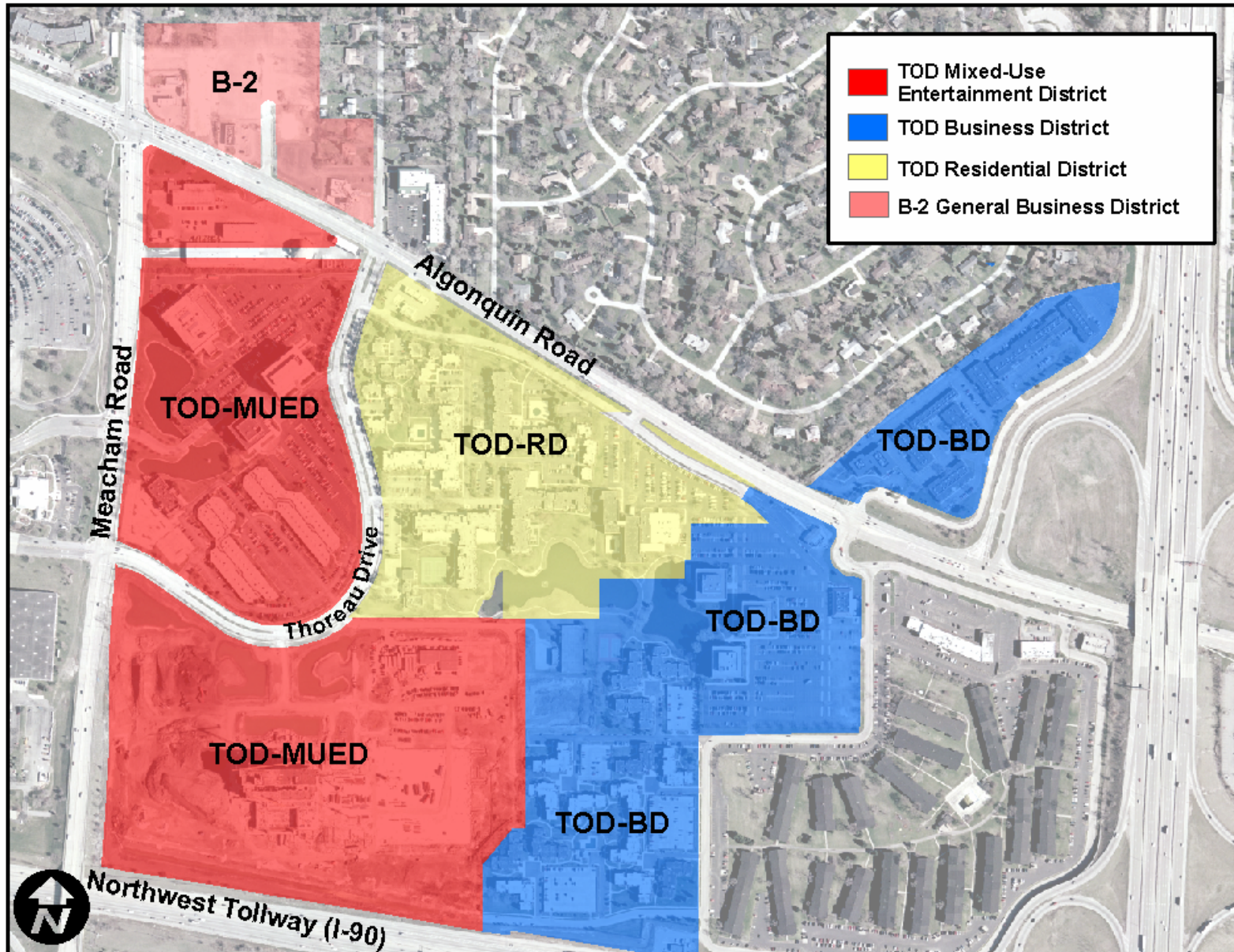
- TOD Mixed-Use Entertainment District (TOD-MUED)
 1. Preferred Land Uses: Entertainment venues, movie theatres, performing arts theatres, music clubs, restaurants, office, and hotels
 2. Allowable Land Uses: High-rise residential
 3. Prohibited Land Uses: Industrial, auto oriented uses, drive through facilities

4.10.4 TOD Institutional District (TOD-ID)

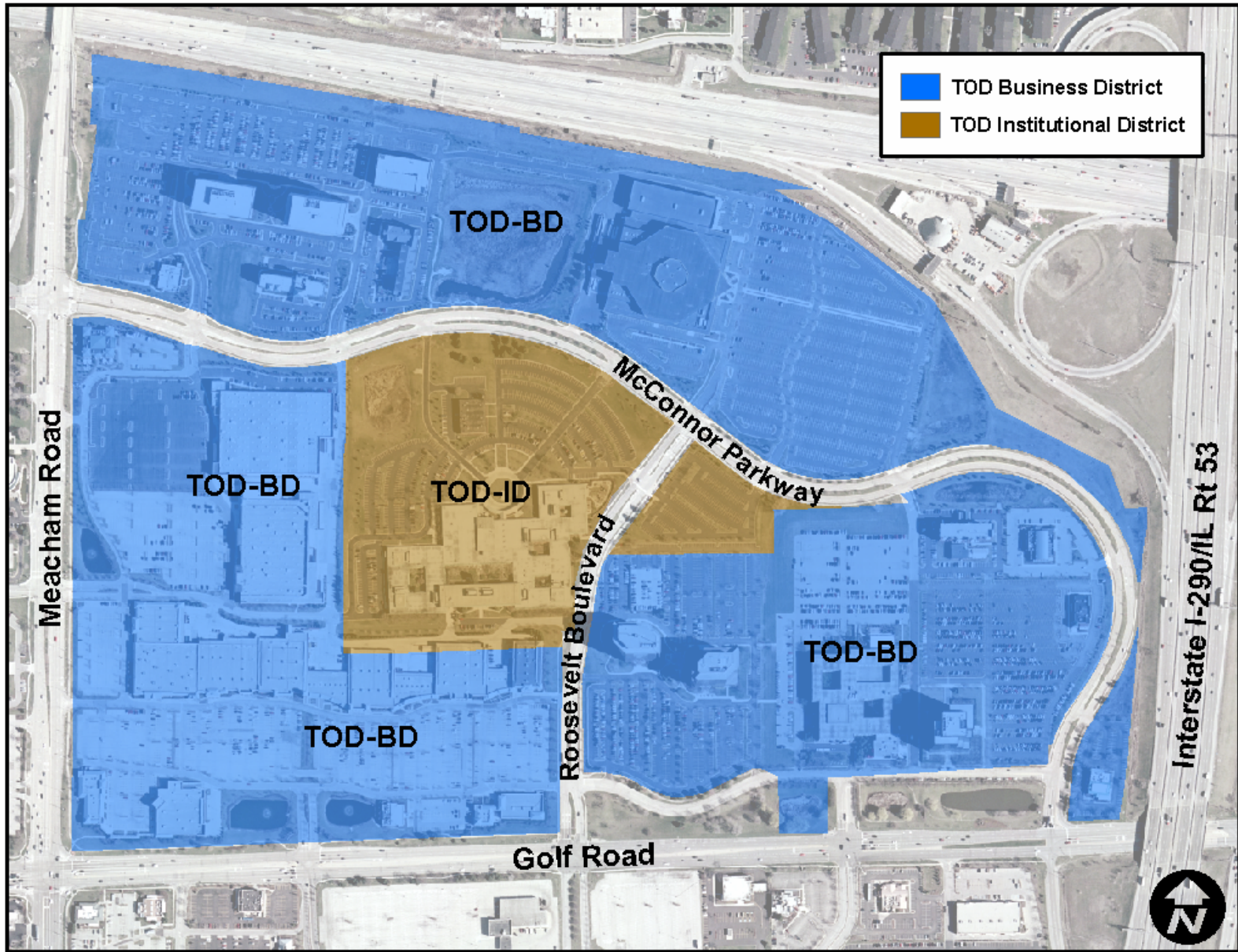
The TOD Institutional District (TOD-ID) should encourage development of institutional uses, and associated ancillary uses, for the advancement of education. Specifically, this district would be appropriate for uses such as colleges, universities, museums and other similar uses. Dormitories, housing accommodations, and other facilities directly associated with an educational institution should be encouraged. Retail service and fast-casual restaurants would be appropriate within the institutional district in the lower level of buildings which front McConnor Parkway and Roosevelt Boulevard. The proposed land use regulations for the TOD-ID district are highlighted as follows:

- TOD Institutional District (TOD-ID):
 1. Preferred Land Uses: Colleges, universities, museums, and similar uses
 2. Allowable Land Uses: Dormitories and residential housing directly associated with an educational institution, service-oriented retail, and restaurants
 3. Prohibited Land Uses: Industrial, auto oriented uses, drive through facilities, residential not associated with an educational institution

Map 13 - Proposed Zoning North TOD Area



Map 14 - Proposed Zoning South TOD Area



5.0 Design Guidelines

The TOD District should continue to be a prominent office and commercial area within the Village. The addition of additional residential units will help to provide a wide mix of uses within the district that will compliment and support the future STAR Line. The image of the TOD District is key to improving the image of the Village as a whole, as well as ensuring the continued success of the region. While the Woodfield Regional Center Design Guidelines provide guidance for commercial and industrial developments, key aspects of the WRC Design Guidelines should be maintained to guide future development of residential buildings which will be constructed within the region. The Village should make certain that new developments within the TOD District are attractively designed and sensitive to surrounding properties.

Site planning and layout should follow fundamental directives stipulated in the WRC Design Guidelines. Directives pertaining to building orientation, approaches to sites, driveway separations and sharing, and cross access should all be followed with new development in the TOD District. Parking lots should also be designed including WRC directives related to parking lot and loading area locations, main circulation aisle locations and pedestrian safety, and vehicular circulation. Landscaping and stormwater detention facilities within the TOD District should also adhere to directives of the WRC Guidelines and Biodiversity Recovery Plan.

New buildings within the TOD District should take into account, respect, and improve on the architecture of adjacent buildings in terms of height, massing, style, composition, color, and materials. Directives established in the WRC Guidelines pertaining to building design and expression, “branding” of buildings, façade, fenestration, and roof treatments and features, and building materials and colors should be adhered to within the TOD District. Signage should also

be designed based on information in the WRC Guidelines, in regards to sign design and location.

6.0 Conclusion

Implementation of the directives described will guide the future development and redevelopment within the TOD District. The economic vitality of the TOD District and viability of the future STAR Line, will both be strengthened through the redevelopment initiatives, new zoning requirements, and more comprehensive design guidelines for the entire area. Subsequently, the TOD District will be rejuvenated as an intensive commercial, office, and residential activity node in the northeast quadrant of the Woodfield Regional Center.

