VILLAGE OF SCHAUMBURG

90 NORTH
DISTRICT WEST
REGULATORY FRAMEWORK 2018

A NEW PARADIGM FOR A GLOBAL PLACE OF BUSINESS IN A SUBURB

90 NORTH DISTRICT WEST

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90 NORTH DISTRICT WEST REGULATORY FRAMEWORK
VILLAGE OF SCHAUMBURG, ILLINOIS
ADOPTED MARCH, 2018

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90 NORTH DISTRICT WEST
REGULATORY FRAMEWORK 2018

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90 NORTH DISTRICT WEST

AN UNPARALLELED REDEVELOPMENT OPPORTUNITY FOR SCHAUMBURG AND THE CHICAGO REGION

90 NORTH DISTRICT WEST
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1 THE MASTER PLAN

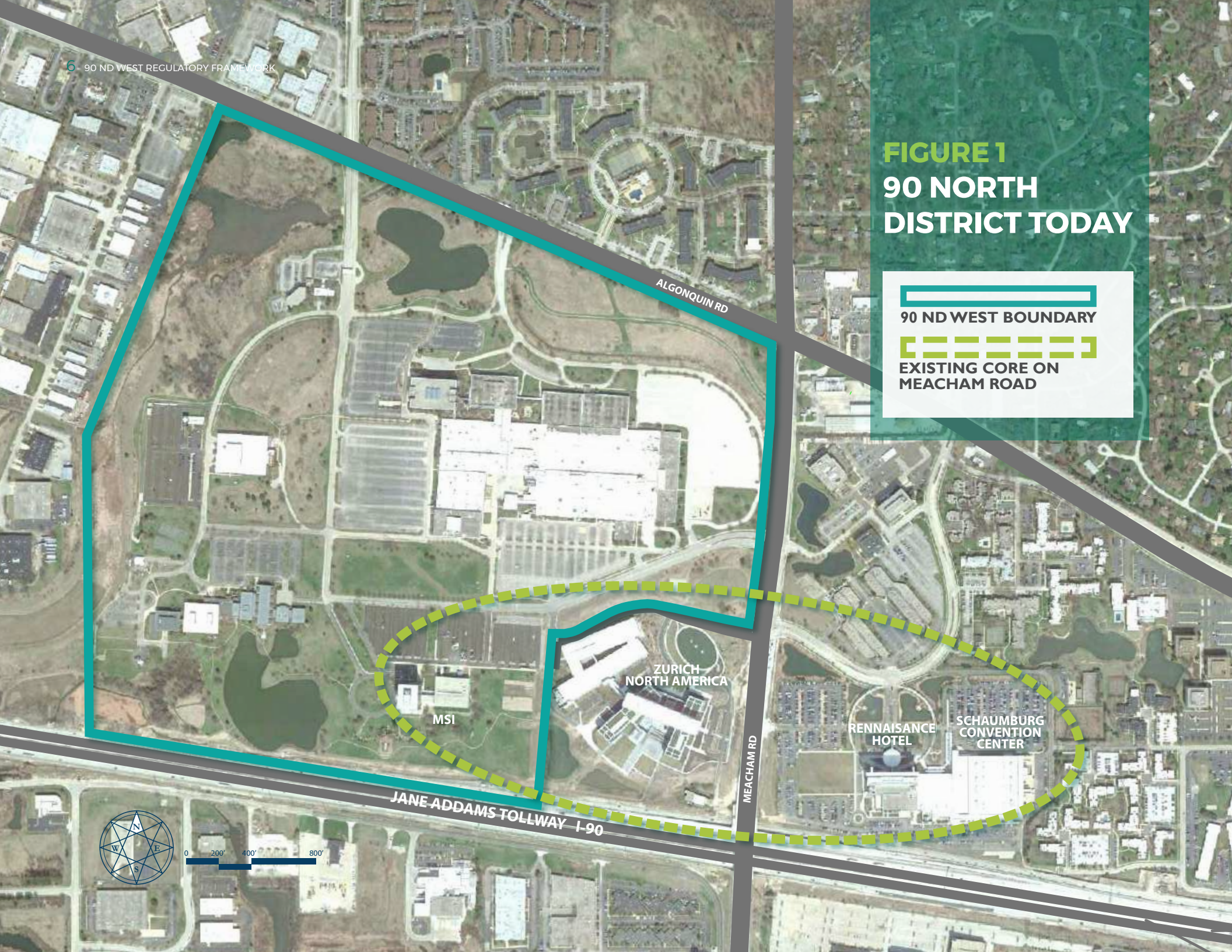


FIGURE 1
90 NORTH DISTRICT TODAY

90 ND WEST BOUNDARY

EXISTING CORE ON MEACHAM ROAD

BACKGROUND

The Village of Schaumburg has been actively pursuing the transformation of the overall 90 North District, the area north of the Jane Addams (I-90) Tollway, for several years. In 2014, the Village established a TIF District for the area and adopted the North Schaumburg Concept Plan, which provided a Land Use and Greenway Plan for the TIF area.

In 2014, the Village undertook the creation of Land Use Plans for both sides of Meacham Road, the major north-south arterial running through the center of the 90 North District. These efforts have subsequently led to separate coordinated plans for the two sides, designated as "90 North District West (90 ND WEST)" and "90 North District East (90 ND EAST)". In 2015, the Village approved the Land Use Plan for the 90 ND WEST Area and in 2016, the development of a Regulatory Framework was initiated to create a new zoning district for the area.

A UNIQUE REDEVELOPMENT OPPORTUNITY

The overall 90 North District area offers a major catalytic redevelopment opportunity for the Village of Schaumburg as well as the larger Chicago Region. A highly desirable location, right next to major regional transportation corridors of I-90, I-290 and IL-53 and proximity to O'Hare International Airport are major assets of the District.

Regional and global anchors have already created a strong economic core at I-90 and Meacham Road at the heart of the 90 North District. Major anchors include the Zurich North America Headquarters, Schaumburg Convention Center & Renaissance Hotel and Motorola Solutions Incorporated (MSI). Together, these anchors bring over 5,000 employees to the area every day as well as over 130,000 visitors annually just at the Convention Center. The 90 North District also complements the nearby Woodfield Regional Center, the largest commercial and retail hub in the Chicago region outside Downtown Chicago.

THE 90 NORTH DISTRICT IS BEST POSITIONED IN THE REGION TO RESPOND TO CHANGING REGIONAL AND NATIONAL TRENDS.

The typical auto-oriented, single-use suburban office park is no longer the preferred environment for today's workforce. The millennials, already the largest generation in the nation's labor force, prefer the walkable mixed-use setting of traditional urban centers. This preference is influencing where corporate offices are choosing to locate and employers are willing to pay premium rents to be in traditional urban centers.

To remain competitive, and to attract and retain the workforce of the future, a new paradigm for a walkable mixed-use suburban office center has emerged. While there are successful examples of this new paradigm in other major cities, the Chicago Region is still lacking a new suburban mixed-use office environment that is a viable and attractive alternative to Downtown. The 90 North District, with its already established strong economic position, is poised to bring this new paradigm to the Chicago Region, and create a premier "Global Place for Business" that is a nationally known example of a walkable, vibrant and mixed-use place to work in the suburbs.

FIGURE 2
ILLUSTRATIVE MASTER PLAN

A NEW PARADIGM FOR A GLOBAL PLACE OF BUSINESS

MAJOR PLAN ELEMENTS

1. THE BUSINESS CORE
2. THE MAIN STREET
3. THE GREENWAY PARK SYSTEM
4. THE NORTH POND NEIGHBORHOOD
5. THE BOULEVARD
6. THE TRAIL SYSTEM

EXISTING TRAILS

PROPOSED TRAILS

THE ILLUSTRATIVE MASTER PLAN

The Illustrative Master Plan (Fig.2: Illustrative Master Plan) shows a potential development scenario at full build-out as envisioned by the Village. While actual build-out of development parcels might vary, the Illustrative Master Plan provides a clear and consistent framework for the 90 ND WEST Zoning Code and Design Guidelines.

VISION FOR THE OVERALL 90 NORTH DISTRICT

"The 90 North District will be transformed into a New Global Place for Business that is unique to the Chicago Region. The area will be a vibrant and prosperous mixed-use center with a walkable core of offices for international, national, and local companies. High quality hotels and entertainment venues will build on the nearby hotel and convention center. Restaurants and support retail will serve day time users as well as provide a vibrant evening destination. A uniquely designed lush greenway with trails and recreational amenities will define the vibrant heart of this new economic center. High end residential options will allow employees to live within walking distance of the office core.

This will be the Chicago region's nationally and globally recognized example of a successful transformation from an auto-oriented single use campus to the new paradigm of a multi-modal mixed-use global place of business. New residential, commercial and entertainment uses will complement the businesses, attracting millennials to work and live in this new vibrant and walkable district."

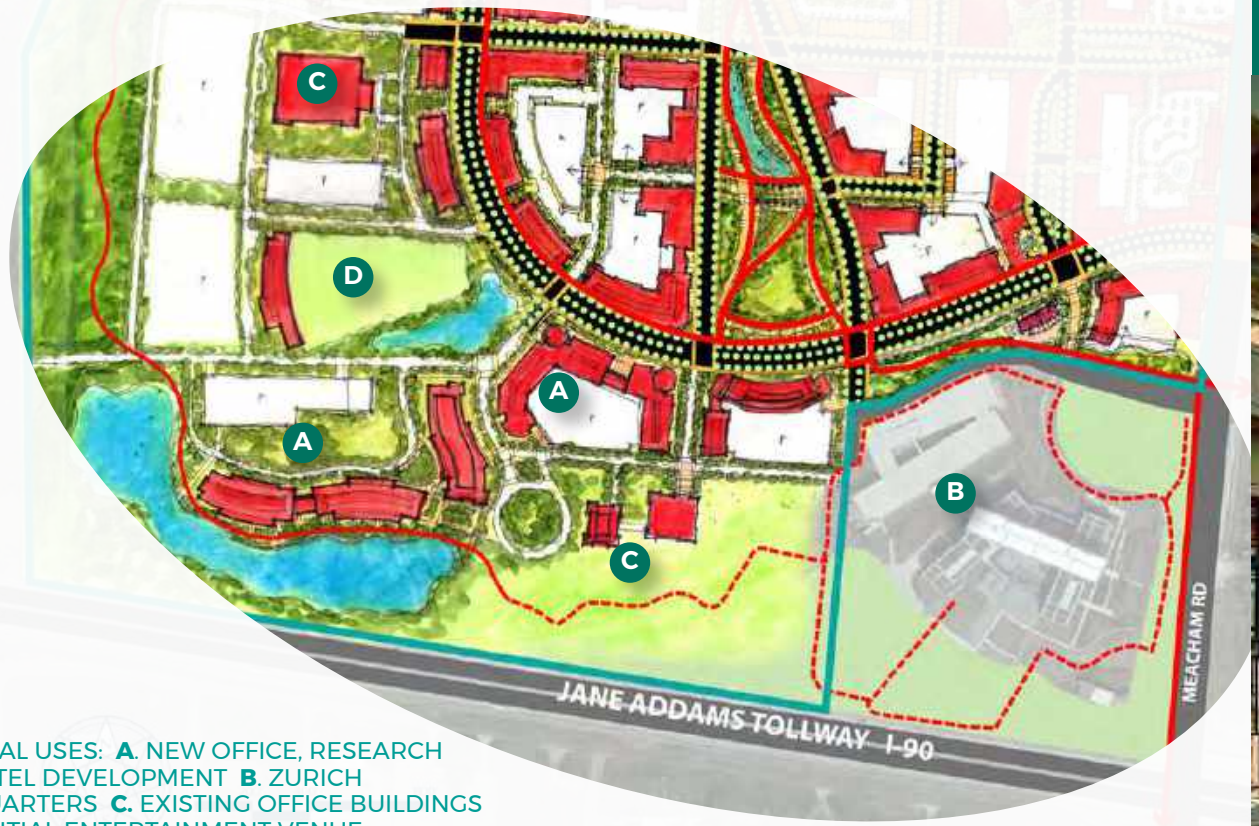
GOALS FOR 90 ND WEST

- Strengthen the existing core at Meacham Road (as shown on Fig. 1) by concentrating a mix of commercial, entertainment and residential uses that are within easy walking distance of the existing anchors
- Create a framework of connected public streets, trails and open spaces, and walkable development blocks
- Ensure that safe and seamless pedestrian and vehicular connections are provided across Meacham Road between the 90 North District West and East Areas to create a cohesive overall district
- Maximize the synergy between multiple uses to create a vibrant district and allow for more rapid absorption of the site
- Build a critical employment and residential density that makes Bus Rapid Transit (BRT) and other long-term transit modes viable
- Develop new modern corporate office facilities to attract and retain top tier corporations
- Support a Long Term Phased Development that can respond to changing market trends
- Create a new economic engine for the Village that will drive growth of jobs and tax revenues for many years into the future

1. THE BUSINESS CORE

Along the highly desirable Jane Addams / I-90 frontage, the Illustrative Master Plan reserves large development parcels to attract future office, research and hotel uses. Long-term buildout of the Business Core will address the following goals:

- Provide iconic and highly visible architecture from the highway to reinforce the district's image as a "Global Place of Business"
- Ensure that there is adequate land reserved for potential large anchors who might want to locate in Schaumburg and the 90 North District in the future
- Build on the high quality highway frontage already established by the new Zurich headquarters and the Renaissance Hotel
- Support a strong economic engine for the Village that will drive growth of jobs and tax revenues for many years into the future



POTENTIAL USES: **A**. NEW OFFICE, RESEARCH AND HOTEL DEVELOPMENT **B**. ZURICH HEADQUARTERS **C.** EXISTING OFFICE BUILDINGS **D.** POTENTIAL ENTERTAINMENT VENUE

EXAMPLE: **RESTON TOWN CENTER, VA**
A GLOBAL BUSINESS CAMPUS IN A WALKABLE AND MIXED-USE SETTING IN A SUBURB

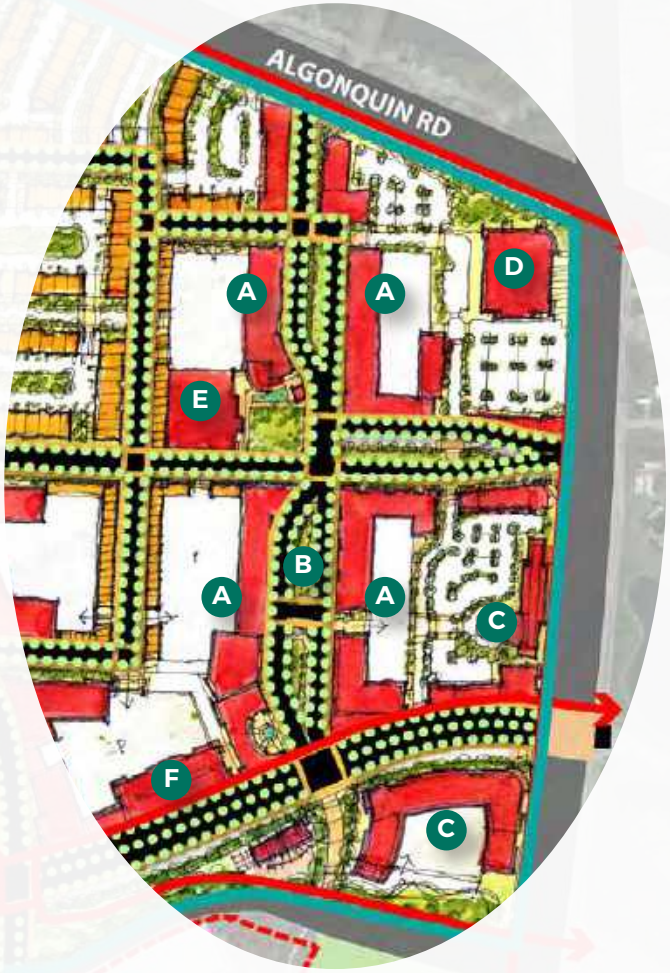
2. THE MAIN STREET

Main Street is the mixed-use center of the district with shops, restaurants and other commercial uses framing the pedestrian streets and plazas. Upper floors of these mid-rise buildings will add a significant number of residential units within walking distance of the existing core. Landscaped plazas will offer outdoor dining areas, water features, public art, seating and retail kiosks. These outdoor gathering spaces can also host small programs throughout the year that complement events at the Greenway Park.

A theater will be a major anchor and entertainment destination at the heart of Main Street. Neighborhood amenities including a grocery store and other services will also be provided, all within easy walking distance for residents and employees in the district.

Improved intersections across Meacham Road will provide safe and attractive pedestrian and bike connections to the Convention Center, hotels and planned entertainment district in 90 ND East.

With its diverse mix of commercial, residential, hotel, office and entertainment uses, Main Street will be a lively and vibrant gathering place during the daytime and the evening for employees, residents and visitors.



POTENTIAL USES: **A**. MID-RISE MIXED-USE WITH RESIDENTIAL OVER COMMERCIAL **B**. MAIN STREET PLAZAS **C**. HOTEL / OFFICE AND RESTAURANTS **D**. GROCERY **E**. THEATER

EXAMPLE: **ROOSEVELT COLLECTION, CHICAGO**
A MIXED-USE DESTINATION WITH RESIDENTIAL, RETAIL, RESTAURANTS AND ENTERTAINMENT

3. THE GREENWAY PARK SYSTEM

THE GREENWAY PARK

The Greenway Park is envisioned to be a regional destination as the first authentic Urban Park in a Chicago suburb. It will nurture everyday life for employees, residents and visitors of the overall 90 North District. With time, the Greenway Park will become the memorable central park for all residents of Schaumburg. Parcels facing the Park will be the desired address for high-quality anchors wanting to locate in the area.

THE NORTH POND PARK

The North Pond is envisioned to be a gateway to the district from Algonquin Road, as well as the north terminus of the trails planned through the district. The existing ponds will be expanded to meet detention requirements for the district, and enhanced with natural landscaping, seating, lighting, signage and trails. A public street will define the southern edge of the North Pond.

MAJOR ELEMENTS:

A + B. 10 ACRE GREENWAY PARK

C. 14 ACRE NORTH POND

EXAMPLE: **ROSE KENNEDY GREENWAY PARK, BOSTON**
17 ACRE LINEAR PARK AS A REGIONAL DESTINATION WITH GARDENS, PLAZAS, EVENING ATTRACTIONS, PUBLIC ART AND MANY OTHER AMENITIES.

Chicago is a city with world class urban parks which are at the core of its identity - from the massive 300 acre historic Grant Park to smaller and newer parks like the 24 acre Millennium Park and the three acre Maggie Daley Park.

Suburban parks in the Chicago Region are typically designed to meet residential needs, including amenities like playlots, athletic fields and family recreation. Forest preserves also offer significant acreage for passive recreation and access to natural amenities. While these kinds of open spaces are necessary to continue to meet the needs of residents, a new generation of parks and open spaces are needed to attract the next generation of employees, residents and visitors to suburban areas.

While there are some examples of smaller urban scaled squares and parks in the suburbs, like Woodstock's historic square and Market Square in Lake Forest, no suburb has yet created a signature large "Urban Park" that is a regional destination on its own. The Greenway Park system is an opportunity to create the first significant public "Urban Park" in a major Chicago suburb and create a world class destination at the heart of the 90 North District.

EXAMPLE: **MILLENNIUM PARK, CHICAGO**
24 ACRE PARK AS A MAJOR ECONOMIC ENGINE AND GLOBAL TOURIST DESTINATION OF A WORLD CLASS CITY

EXAMPLE: **DISCOVERY GREEN, HOUSTON**
12 ACRE PARK AT THE HEART OF DOWNTOWN AS THE DESIRED ADDRESS FOR NEW HOTELS, OFFICES AND ENTERTAINMENT VENUES AND MAJOR COMMUNITY EVENTS

POTENTIAL USES: **A**. NORTH POND **B**. NATURAL AREAS **C.** NEW URBAN ROWHOUSES **D.** MUNICIPAL FACILITY **E.** NEW MULTIFAMILY **F**. NEW MULTIFAMILY OR OFFICE **G**. EXISTING OFFICE BUILDING

4. THE NORTH POND NEIGHBORHOOD

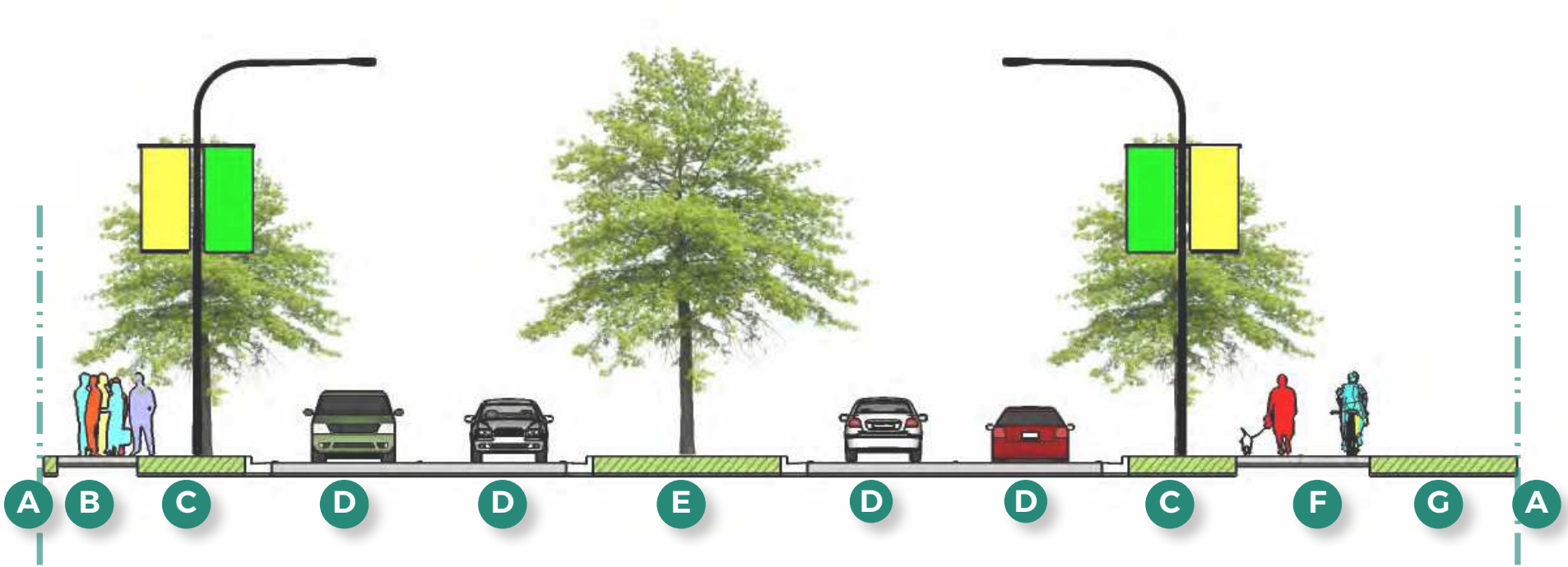
The North Pond Park neighborhood brings a variety of high quality housing options within walking distance of jobs, shops and parks proposed in 90 ND West. These higher density residential developments will attract millennials, empty nesters and new residents not looking for a family-sized home. New urban rowhouses will create attractive street walls for treelined streets, with garages and car access from a rear private alley. New mid-rise multifamily development will offer units wrapping structured parking topped with rooftop amenities. The existing office building will be renovated into a modern place of work. Long term, existing surface parking around the building will be replaced with new residential or office development and structured parking, creating an attractive street wall along the south of the North Pond Park.

EXAMPLES:
ROWHOUSES AT THE GLEN, GLENVIEW (ABOVE)
ROWHOUSES AND MID-RISE MULTIFAMILY AT RESTON TOWN CENTER, VA

5. THE BOULEVARD

The Boulevard is the primary multimodal thoroughfare running through the heart of 90 ND West. It is also a premium address for future office, hotel and mixed-use developments, offering the following amenities:

- The 110 foot R.O.W. will have 4 lanes for traffic, with street landscaping, lighting, signage and streetscape elements that will create a vibrant and lush street.
- Trails along the Boulevard will allow employees, visitors and residents to easily walk or bike within the district and connect to the Greenway trails.
- Intersections will be designed to ensure safe and convenient pedestrian and bike crossings.
- The Boulevard can also accommodate future Pace bus service that can connect to the existing Northwest Transportation Center, I-90 express bus service and future Bus Rapid Transit (BRT) on I-90.
- Trails along the Boulevard are planned to connect to the east side of Meacham Road with improved intersections. A pedestrian and bike bridge can also be considered to strengthen the connections to 90 ND East.



A. BUILDING FRONTAGE ZONE B. PEDESTRIAN ZONE C. PARKWAY ZONE D. VEHICLE LANES E. LANDSCAPED MEDIAN & LEFT TURN LANE F. TRAIL G. TRAIL BUFFER AREA

6. THE TRAIL SYSTEM

An extensive system of connected trails will serve all of 90 ND West, providing employees, residents, hotel patrons and visitors safe and convenient bike connections to all the major destinations and amenities in the district including:

- Shopping
- Entertainment venues
- Professional offices
- Businesses and services
- Parks and open spaces
- Major employers along the Jane Addams Tollway

MAJOR ELEMENTS:

A. TRAILS ALONG THE BOULEVARD
B. IMPROVED INTERSECTIONS FOR PEDESTRIAN AND BIKE SAFETY
C. GREENWAY PARK TRAILS
D. PERIMETER TRAILS

EXISTING TRAILS

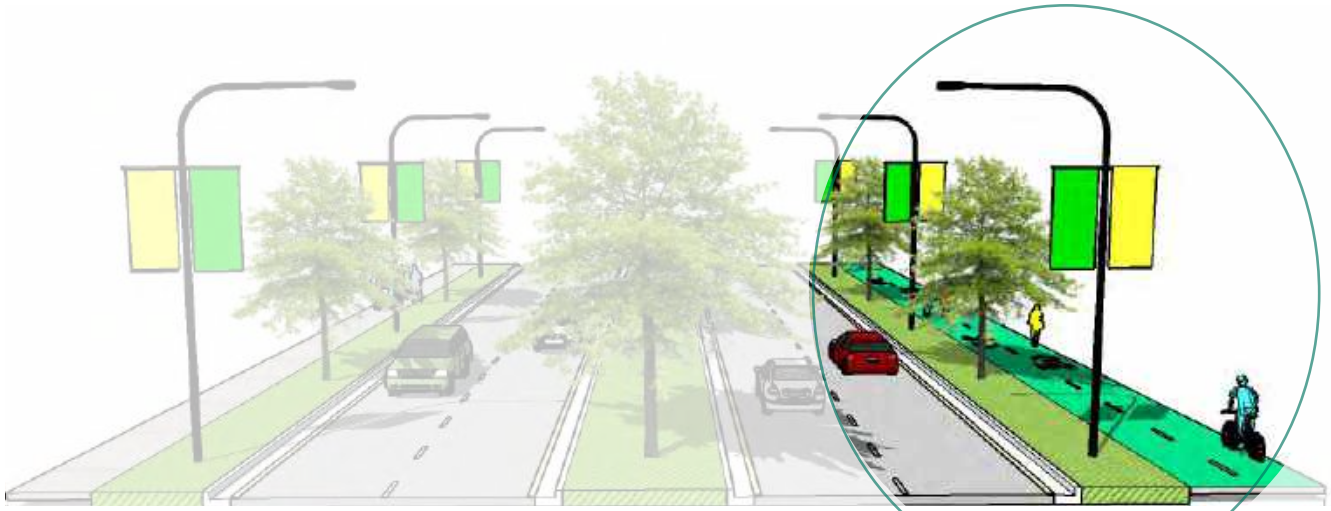
PROPOSED TRAILS

PUBLIC OPEN SPACE

The trail system offers over eight miles of trails, including the following major elements:

A. The Boulevard Trail will be the main trail spine, running along the entire length of the street from Meacham Road to Algonquin Road.
B. A potential pedestrian and bike bridge over Meacham Road can be considered to provide safer connections to the Hotel, Convention Center and planned entertainment district to the east. This iconic bridge can also serve as a gateway to the 90 North District on Meacham Road, for visitors coming from the new Jane Addams ramps and from the existing regional commercial center to the south.
C. The Greenway Park Trails will provide over two miles of continuous trails at the heart of the district, connecting the boulevard trail through the Greenway Park to the North Pond park trails to the north.
D. The Perimeter Trails will provide access to the wetland areas on the west side of the district and provide connections to the businesses along the toll way and existing trails on Zurich and MSI parcels.

In addition, major streets will offer dedicated 10 feet wide trails on one side. Trailhead plazas at key entry locations will provide maps and wayfinding for the eight mile trail system.



ALL MAJOR STREETS ARE PLANNED TO HAVE A DEDICATED 10 FEET TRAIL TO CREATE A SAFE AND CONNECTED BIKE TRAIL SYSTEM

EXAMPLES OF ICONIC TRAIL BRIDGES (FROM TOP): TRAIL BRIDGE AT FRANKFORT, ILLINOIS, BILBAO, SPAIN AND MILLENNIUM PARK, CHICAGO

90 NORTH
DISTRICT WEST

ILLUSTRATIVE MASSING AT FULL BUILDOUT

Illustrative massing shows potential full buildout of 90 ND West into a “Global Place of Business” in the future, and the following major plan elements:

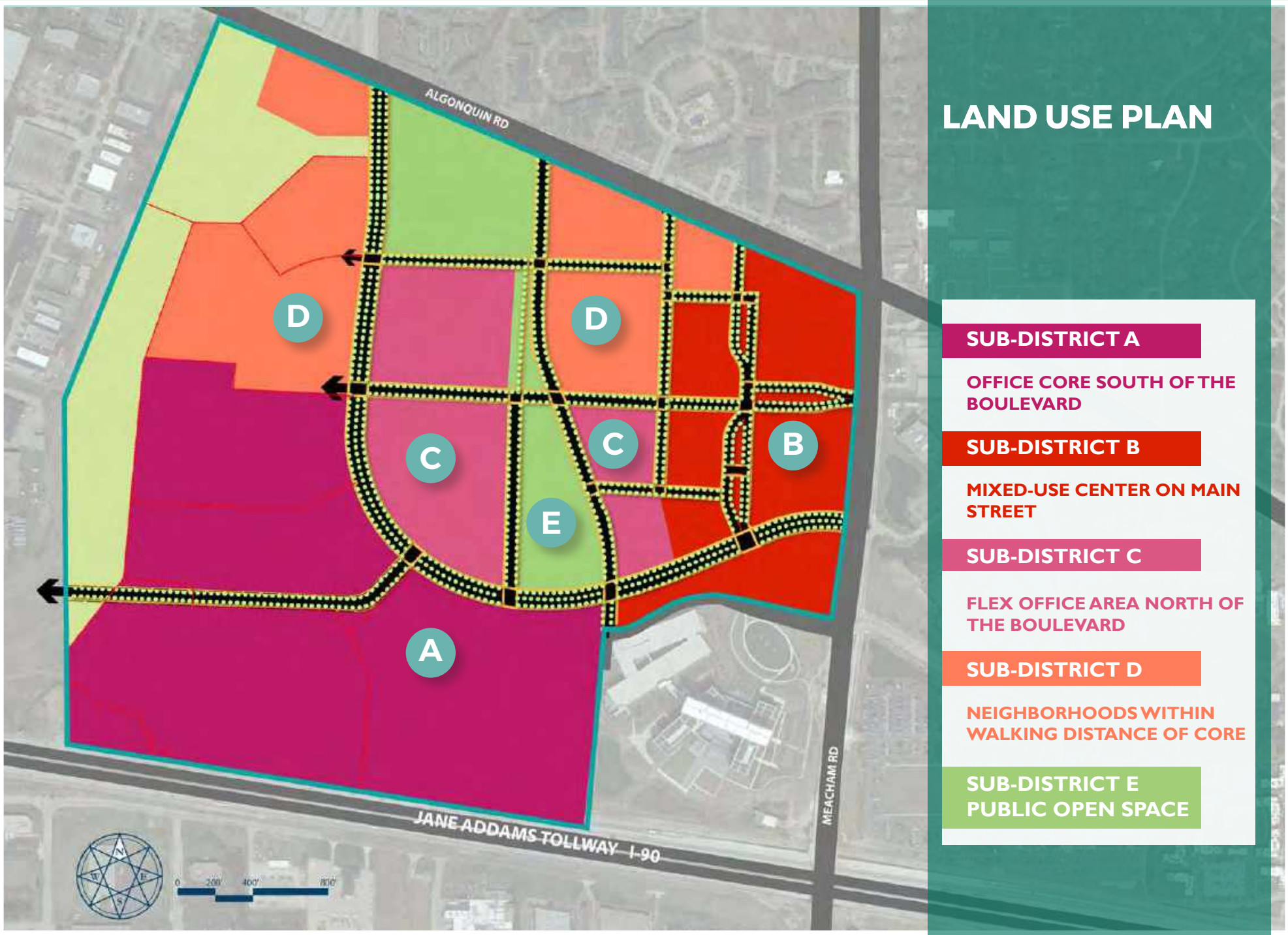
1. THE BUSINESS CORE
2. THE MAIN STREET
3. THE GREENWAY PARK SYSTEM
4. THE NORTH POND NEIGHBORHOOD
5. THE BOULEVARD

90 NORTH DISTRICT WEST
REGULATORY FRAMEWORK

2

THE REGULATORY MAPS

The Regulatory Maps provided in this section are part of the new **NORTH DISTRICT WEST ZONING DISTRICT (ND WEST) SECTION 154.190** adopted by the Village Board on April 10, 2018. The maps are provided here for reference only and to offer continuity between the Master Plan and the Design Guidelines Sections.



LAND USE PLAN

SUB-DISTRICT A

OFFICE CORE SOUTH OF THE BOULEVARD

SUB-DISTRICT B

MIXED-USE CENTER ON MAIN STREET

SUB-DISTRICT C

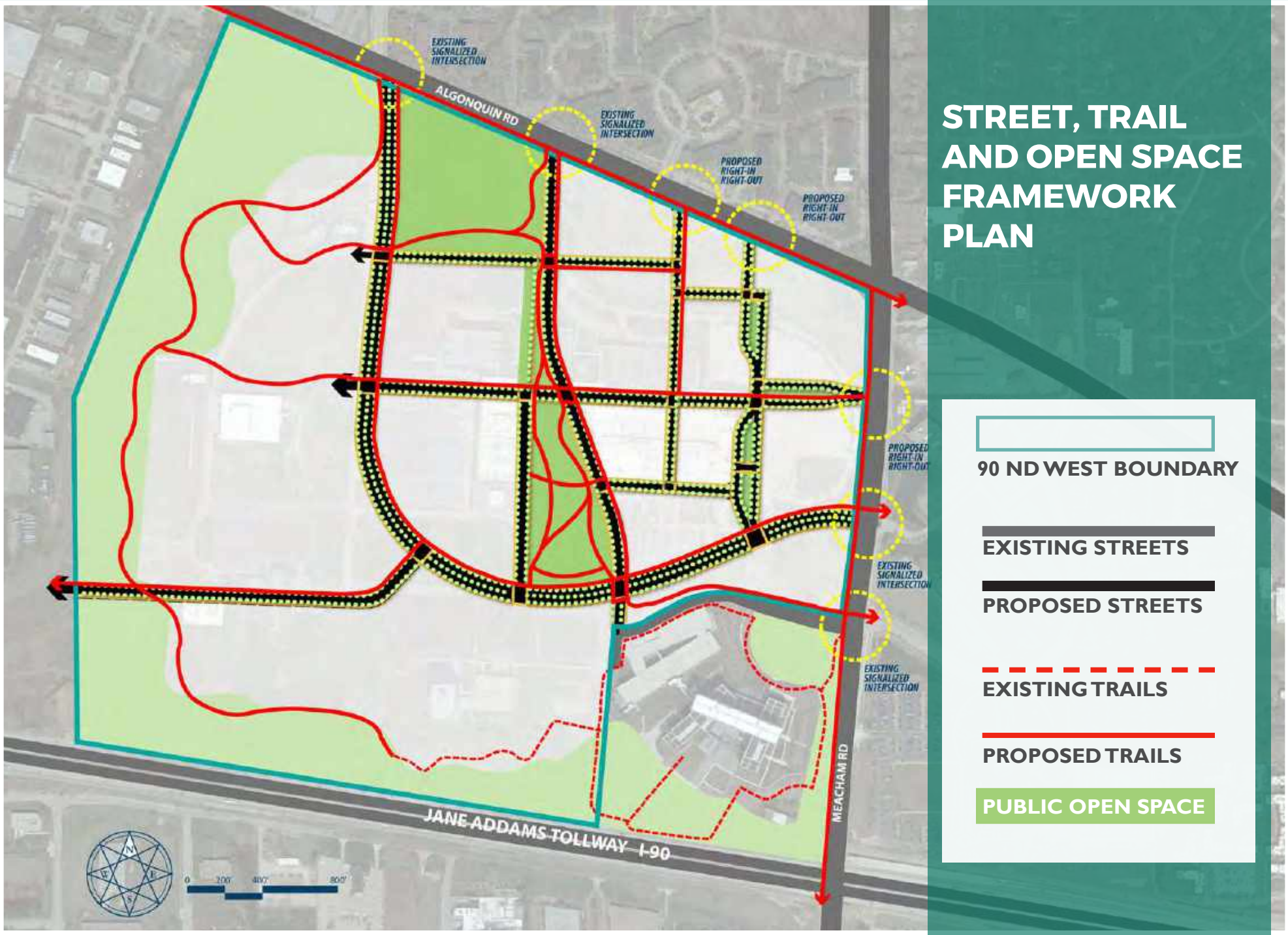
FLEX OFFICE AREA NORTH OF THE BOULEVARD

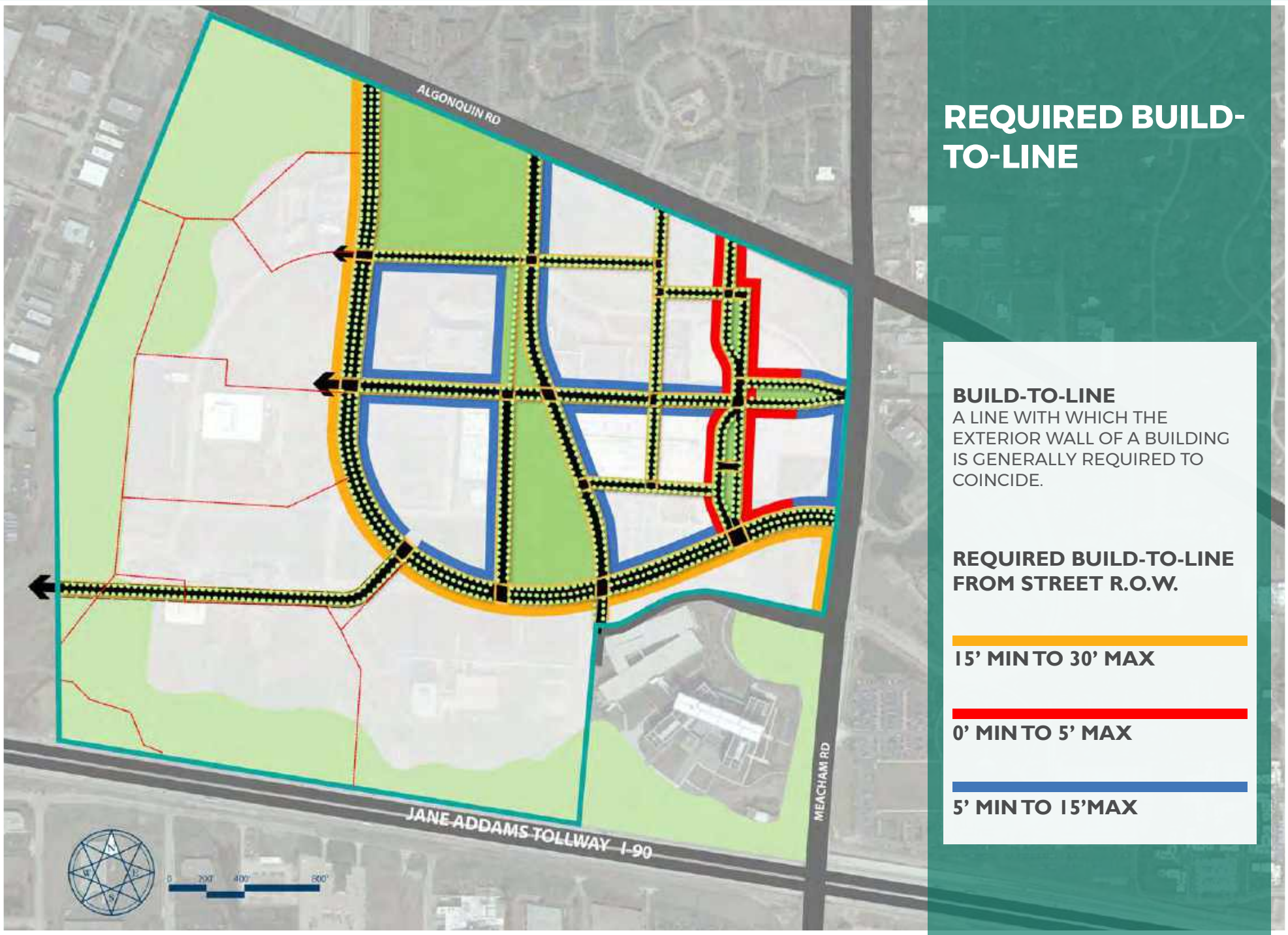
SUB-DISTRICT D

NEIGHBORHOODS WITHIN WALKING DISTANCE OF CORE

SUB-DISTRICT E
PUBLIC OPEN SPACE

STREET, TRAIL AND OPEN SPACE FRAMEWORK PLAN





REQUIRED BUILD-TO-LINE

BUILD-TO-LINE
A LINE WITH WHICH THE EXTERIOR WALL OF A BUILDING IS GENERALLY REQUIRED TO COINCIDE.

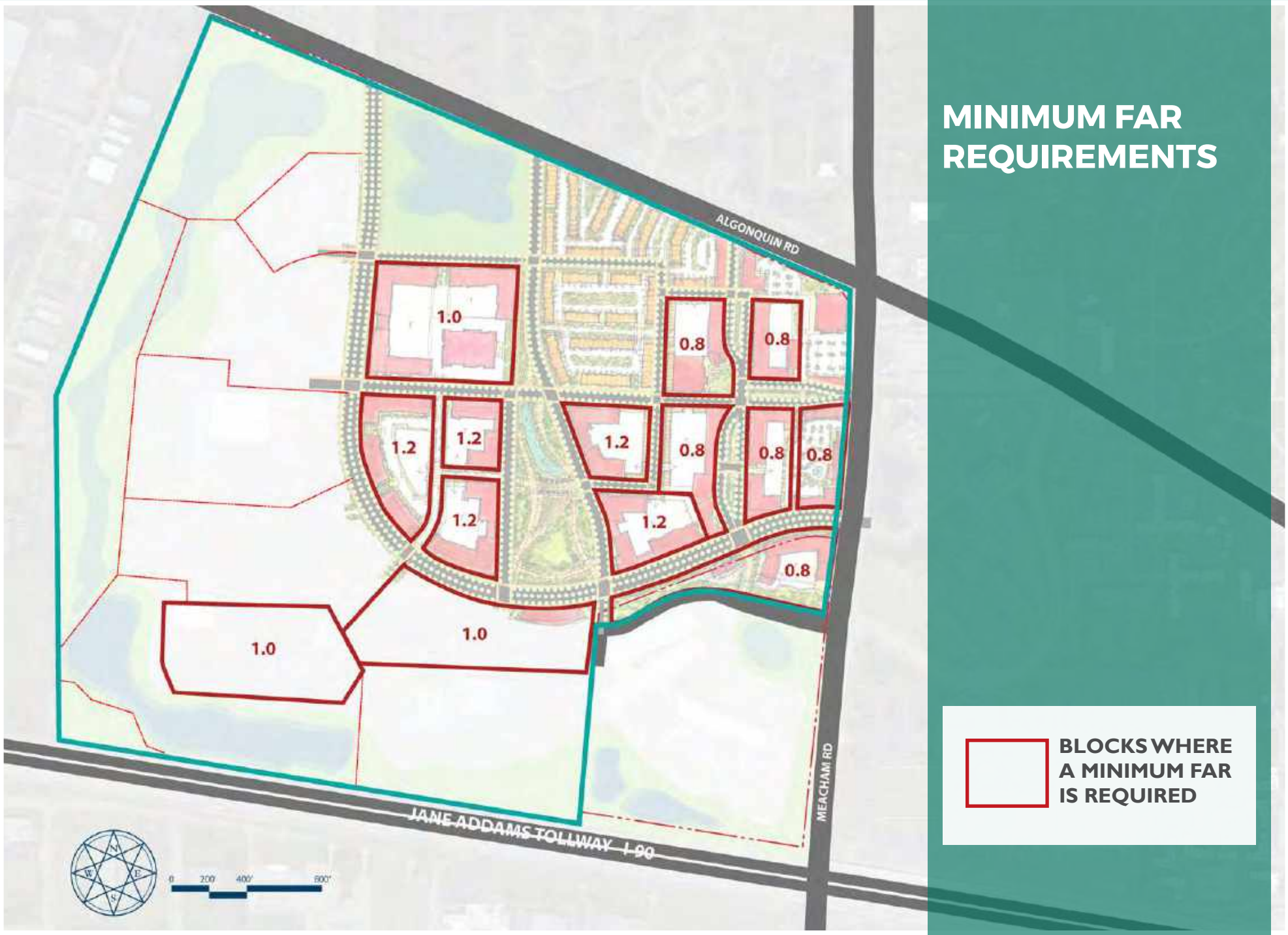
REQUIRED BUILD-TO-LINE FROM STREET R.O.W.

15' MIN TO 30' MAX

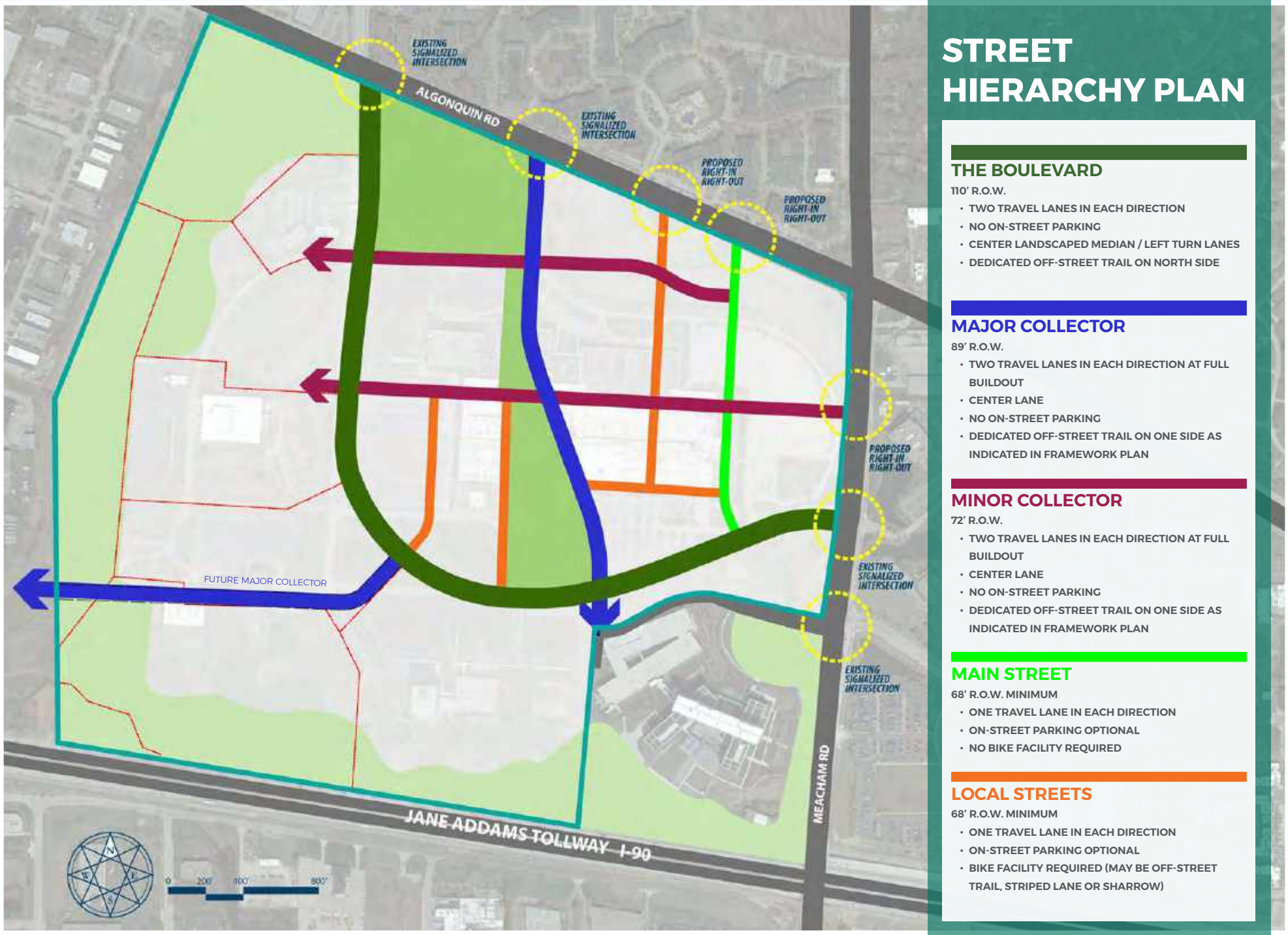
0' MIN TO 5' MAX

5' MIN TO 15'MAX

MINIMUM FAR REQUIREMENTS



BLOCKS WHERE A MINIMUM FAR IS REQUIRED



STREET HIERARCHY PLAN

THE BOULEVARD

110' R.O.W.

- TWO TRAVEL LANES IN EACH DIRECTION
- NO ON-STREET PARKING
- CENTER LANDSCAPED MEDIAN / LEFT TURN LANES
- DEDICATED OFF-STREET TRAIL ON NORTH SIDE

MAJOR COLLECTOR

89' R.O.W.

- TWO TRAVEL LANES IN EACH DIRECTION AT FULL BUILDOUT
- CENTER LANE
- NO ON-STREET PARKING
- DEDICATED OFF-STREET TRAIL ON ONE SIDE AS INDICATED IN FRAMEWORK PLAN

MINOR COLLECTOR

72' R.O.W.

- TWO TRAVEL LANES IN EACH DIRECTION AT FULL BUILDOUT
- CENTER LANE
- NO ON-STREET PARKING
- DEDICATED OFF-STREET TRAIL ON ONE SIDE AS INDICATED IN FRAMEWORK PLAN

MAIN STREET

68' R.O.W. MINIMUM

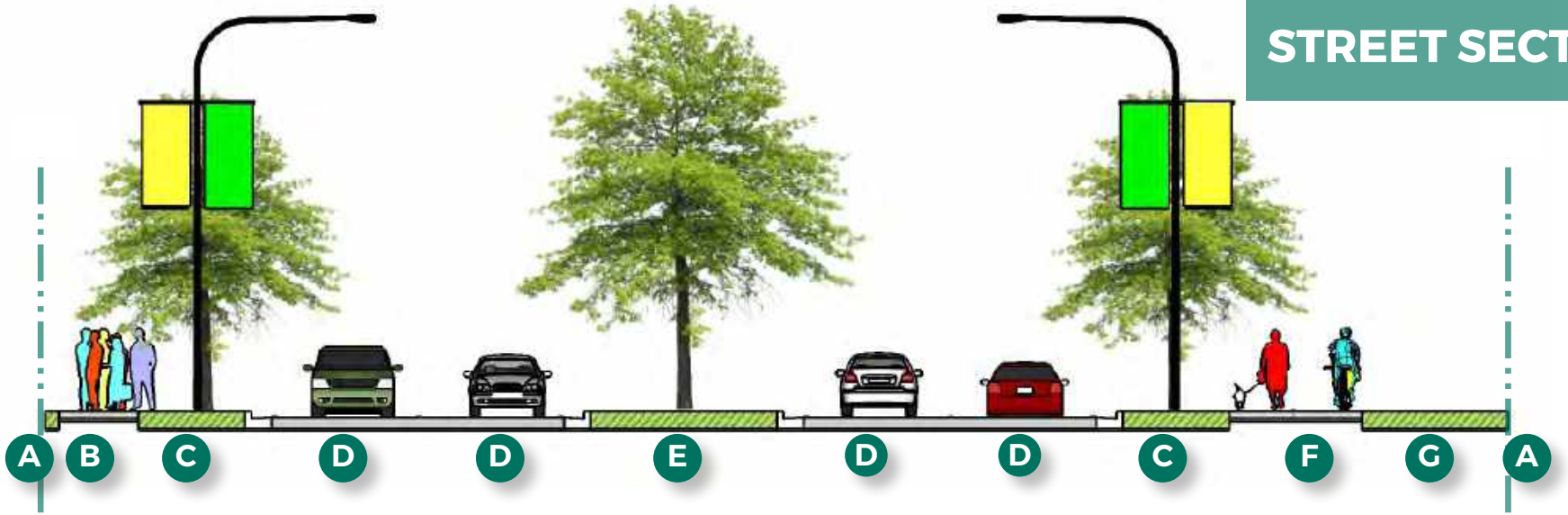
- ONE TRAVEL LANE IN EACH DIRECTION
- ON-STREET PARKING OPTIONAL
- NO BIKE FACILITY REQUIRED

LOCAL STREETS

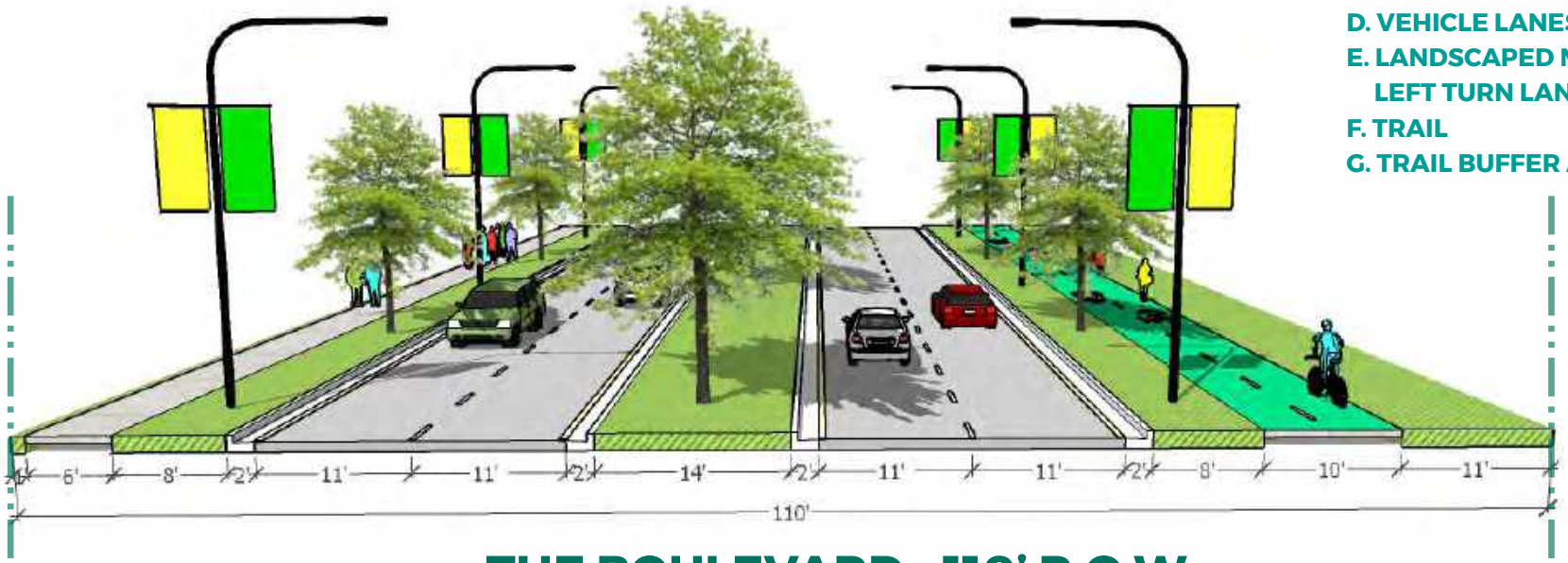
68' R.O.W. MINIMUM

- ONE TRAVEL LANE IN EACH DIRECTION
- ON-STREET PARKING OPTIONAL
- BIKE FACILITY REQUIRED (MAY BE OFF-STREET TRAIL, STRIPED LANE OR SHARROW)

STREET SECTION

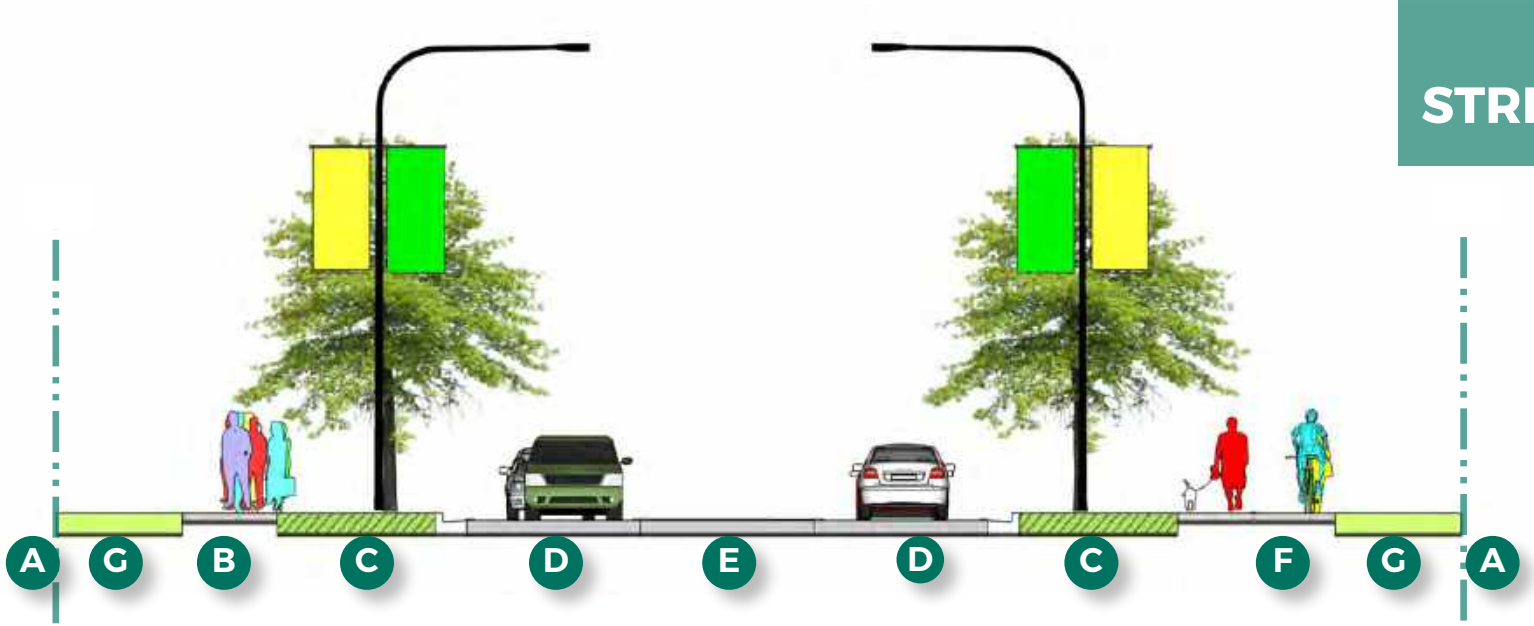


A. BUILDING FRONTAGE ZONE
B. PEDESTRIAN ZONE
C. PARKWAY ZONE
D. VEHICLE LANES
E. LANDSCAPED MEDIAN & LEFT TURN LANE
F. TRAIL
G. TRAIL BUFFER AREA

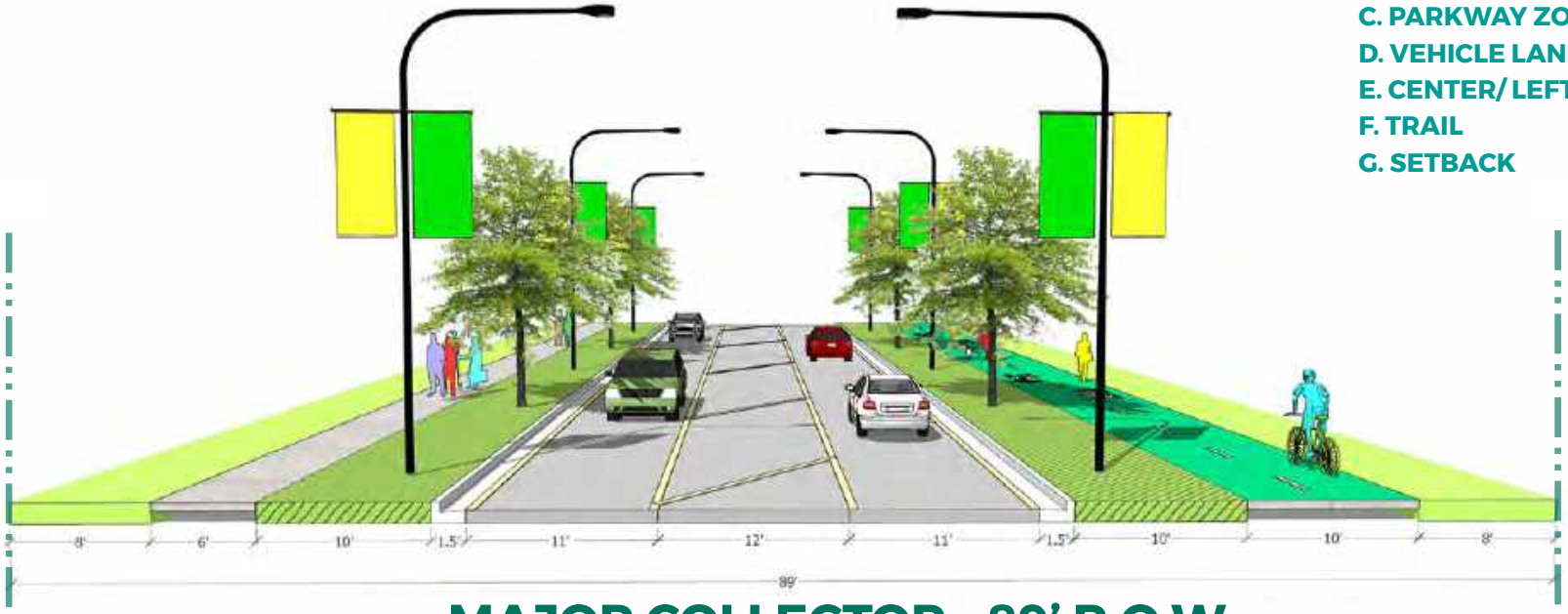


THE BOULEVARD - 110' R.O.W.

STREET SECTION

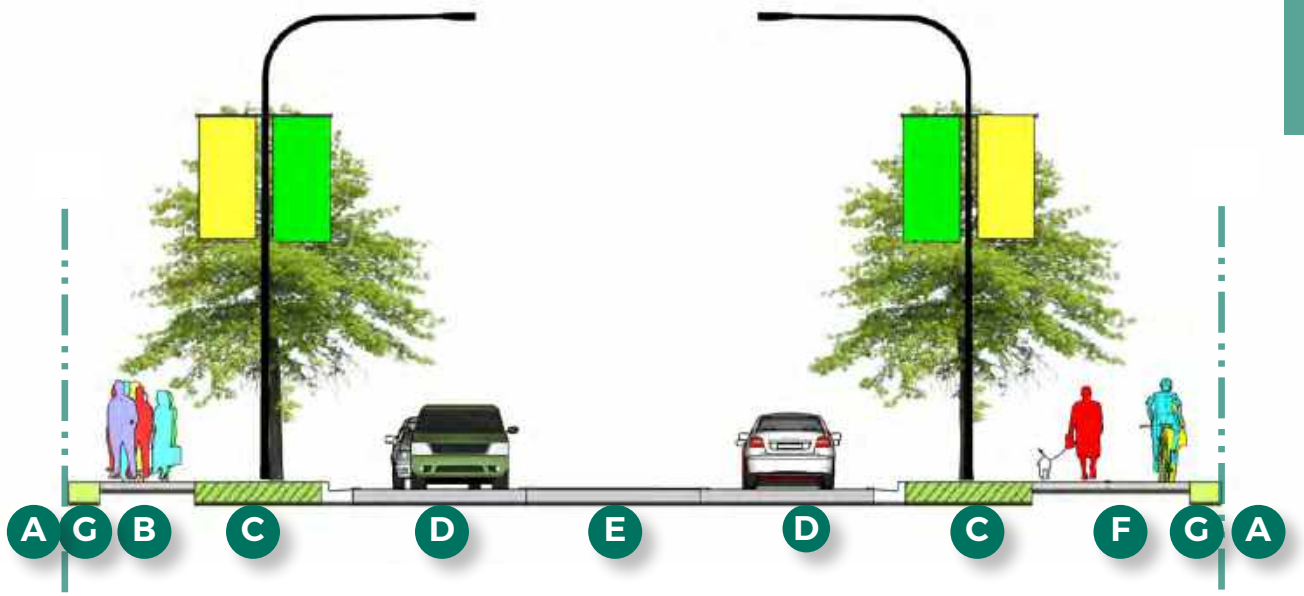


A. BUILDING FRONTAGE ZONE
B. PEDESTRIAN ZONE
C. PARKWAY ZONE
D. VEHICLE LANES
E. CENTER/ LEFT TURN LANE
F. TRAIL
G. SETBACK



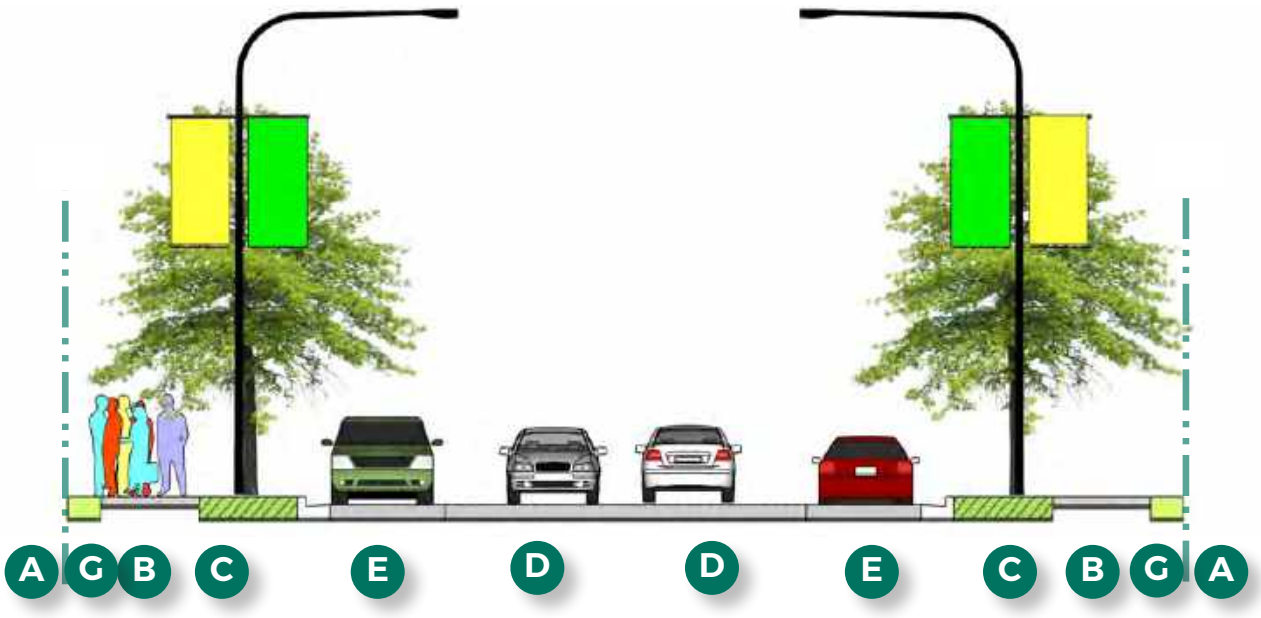
MAJOR COLLECTOR - 89' R.O.W.

STREET SECTION



A. BUILDING FRONTAGE ZONE
B. PEDESTRIAN ZONE
C. PARKWAY ZONE
D. VEHICLE LANES
E. CENTER/ LEFT TURN LANE
F. TRAIL
G. SETBACK

MINOR COLLECTOR - 72' R.O.W.



LOCAL STREETS - 68' R.O.W. MINIMUM

STREET SECTION

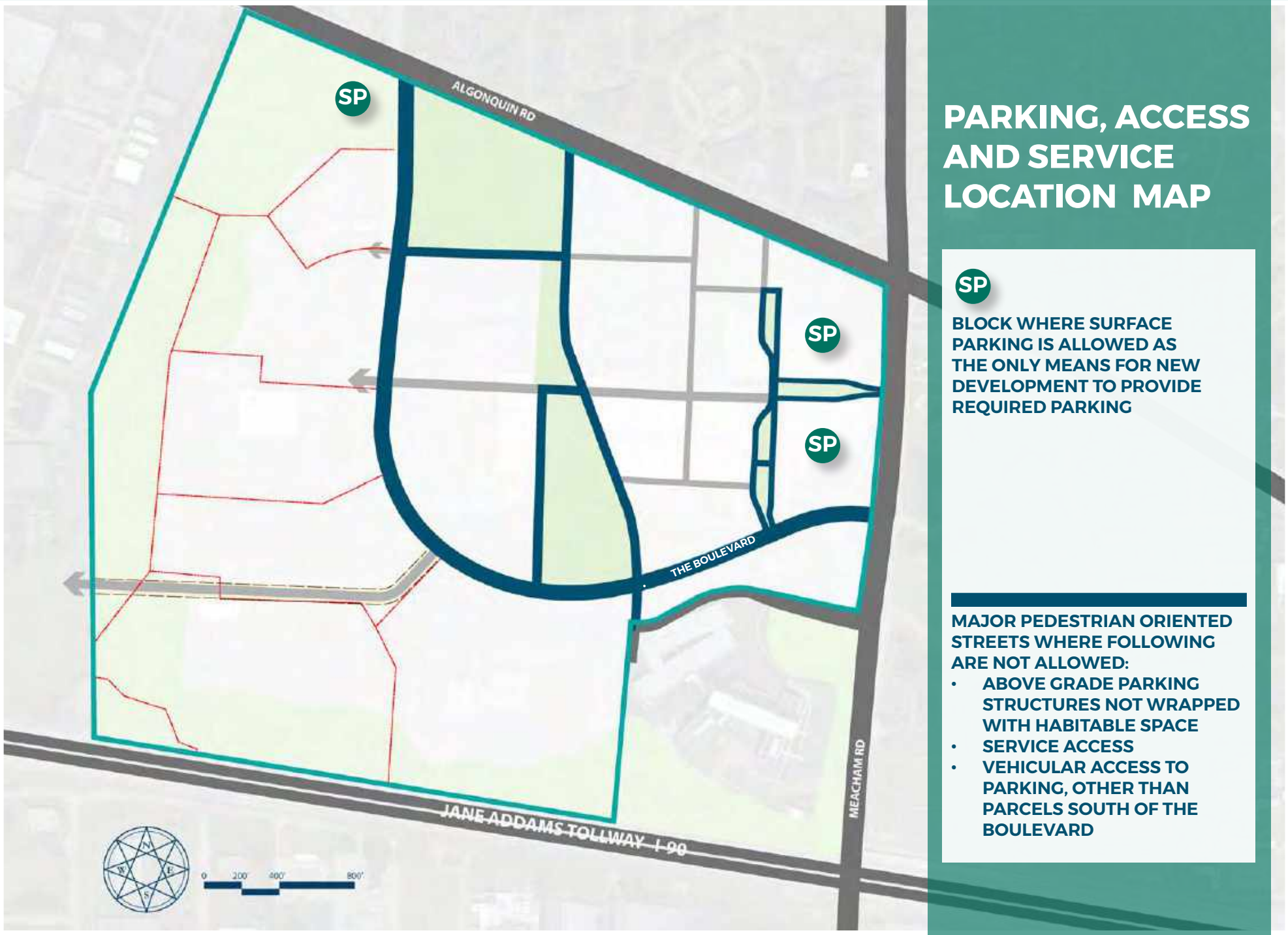
LOCAL STREET REQUIRED FACILITIES

- ONE 11' DRIVE LANE IN EACH DIRECTION
- 8' MIN. PARKWAY ON BOTH SIDES OF STREET
- 6' MIN. SIDEWALK ON BOTH SIDES OF STREET
- BICYCLE FACILITY, MAY BE EITHER:
  - DEDICATED BIKE LANE
  - STRIPED BIKE LANES
  - BIKE SHARROWS

OPTIONAL FACILITIES

- ON STREET PARKING (ALSO CAN BE ON ONLY ONE SIDE OF STREET)

A. BUILDING FRONTAGE ZONE
B. PEDESTRIAN ZONE
C. PARKWAY ZONE
D. VEHICLE LANES
E. ON-STREET PARKING (OPTIONAL)
NOT SHOWN: BIKE FACILITY
G. SETBACK



PARKING, ACCESS AND SERVICE LOCATION MAP

SP

BLOCK WHERE SURFACE PARKING IS ALLOWED AS THE ONLY MEANS FOR NEW DEVELOPMENT TO PROVIDE REQUIRED PARKING

MAJOR PEDESTRIAN ORIENTED STREETS WHERE FOLLOWING ARE NOT ALLOWED:

- **ABOVE GRADE PARKING STRUCTURES NOT WRAPPED WITH HABITABLE SPACE**
- **SERVICE ACCESS**
- **VEHICULAR ACCESS TO PARKING, OTHER THAN PARCELS SOUTH OF THE BOULEVARD**

90 NORTH DISTRICT WEST
REGULATORY FRAMEWORK

3

DESIGN GUIDELINES

SHOWCASING THE BEST IN

21ST CENTURY PLANNING & DESIGN

90 ND WEST Design Guidelines outline strategies and techniques that can create a dynamic urban environment as envisioned by the Village of Schaumburg. The user friendly, concise and highly-graphic guidelines encourage

creative ideas,

innovative solutions and

sustainable design strategies.

Guidelines are annotated with real examples from suburban and urban areas from the Chicago region and other cities.

3.1

SITE DESIGN GUIDELINES

HOW TO APPROACH SITE PLANS

CREATE A COHESIVE SITE PLAN FOR THE WHOLE BLOCK THAT ALLOWS INDIVIDUAL PARCELS TO BE BUILT IN PHASES.

Regardless of location, all site plans should incorporate the following 5 fundamental site planning principles to create vibrant street walls, pedestrian friendly developments and minimize vehicular impacts:

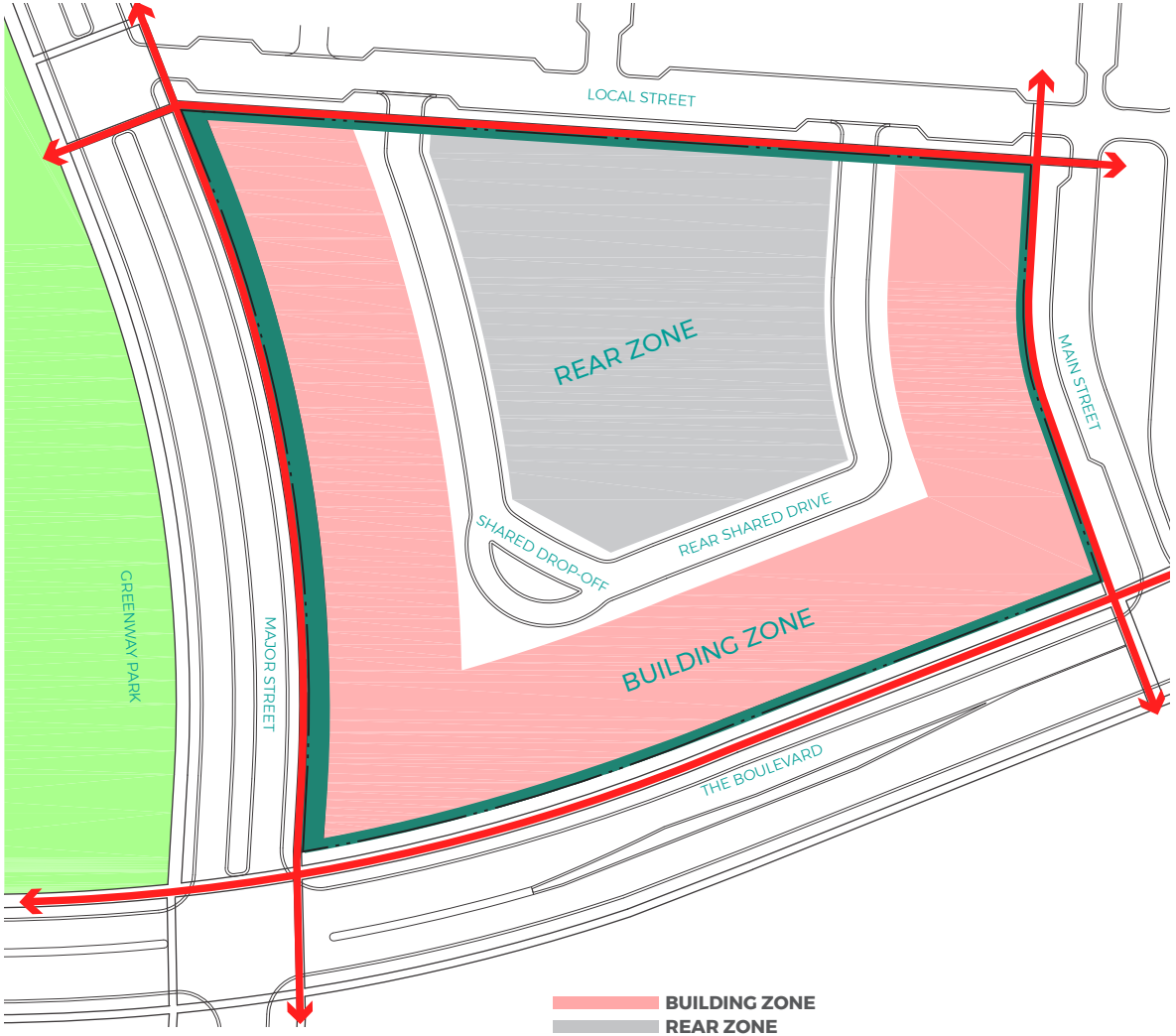
1. ESTABLISH THE STREET TYPE AROUND THE SITE AS ESTABLISHED BY FIG. 6: STREET HIERARCHY PLAN.

2. DETERMINE WHERE BUILDINGS SHOULD BE LOCATED ALONG THE STREET AS ESTABLISHED BY FIG. 5: REQUIRED BUILD-TO-LINE.

3. CREATE "BUILDING ZONE" ALONG THE BUILD-TO-LINE THAT PROVIDES A CONTINUOUS STREET WALL.

4. CREATE A "REAR ZONE" FOR PARKING, ACCESS, PORTE-COCHERES, AND DROP-OFF AREAS THAT CAN BE SHARED BETWEEN MULTIPLE USERS ON A BLOCK.

5. CREATE CONTINUOUS SIDEWALKS WITH MINIMAL DISRUPTIONS FROM CURBCUTS.



EXAMPLE: BLOCK AT NORTHEAST CORNER OF THE BOULEVARD AND THE GREENWAY PARK

EXAMPLE: ROCKVILLE TOWN CENTER
Completed in 2009, this mixed-use development in a suburban location showcases how good site planning techniques can create a successful walkable and vibrant place.

1. **BUILDING ZONES are established clearly with consistent Build-To-Lines based on type of street.**
2. **REAR ZONES are created in each block for shared parking and vehicular areas.**
3. **STREET WALLS are continuos with minimal gaps creating vibrant and attractive pedestrian friendly streets.**
4. **PEDESTRIAN MID-BLOCK CONNECTIONS are provided through a Central Square.**
5. **SURFACE PARKING is used as an interim use for future development sites. FUTURE PHASES are incorporated into one cohesive site plan for the block.**

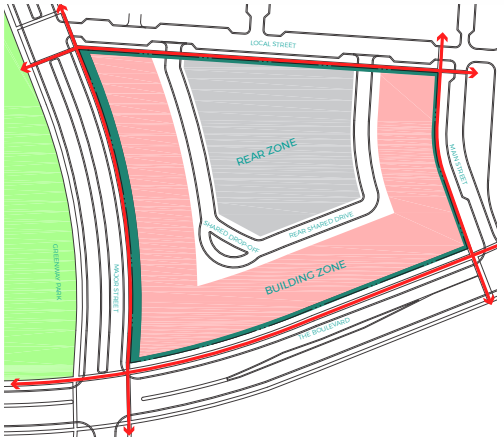
HOW TO SHAPE BUILDINGS FOR A GOOD SITE PLAN

CREATE A COHESIVE SITE PLAN FOR THE WHOLE BLOCK THAT ALLOWS INDIVIDUAL PARCELS TO BE BUILT IN PHASES.

1. SHAPE BUILDINGS TO REFLECT THE UNIQUE GEOMETRY OF THE BLOCK AND THE STREET.
2. AVOID PROTOTYPICAL BUILDINGS THAT WERE DESIGNED FOR A GENERIC SITE AND DO NOT RESPOND TO THE UNIQUE PROPERTIES OF THE BLOCK.
3. MINIMIZE GAPS BETWEEN BUILDINGS TO CREATE CONTINUOUS STREET WALLS.
4. WHERE GAPS ARE NEEDED, CREATE PEDESTRIAN CONNECTIONS FROM THE SIDEWALK TO THE REAR ZONE.
5. PLACE STRUCTURED PARKING BEHIND BUILDINGS IN THE REAR ZONE AND/OR IN PARKING BELOW GRADE.

All buildings should incorporate the 15 building design principles outlined in Section 3.2: Building Design Guidelines.

BUILDING ZONE
REAR ZONE
BUILD-TO-LINE
5 - 15 FEET ALONG THE MAJOR STREET
0-5 FEET ON ALL OTHER STREETS
PEDESTRIAN CONNECTIONS



EXAMPLE: POTENTIAL BUILDING MASSING ON SITE PLAN ZONES (RIGHT) FOR BLOCK AT NORTHEAST CORNER OF THE BOULEVARD AND THE GREENWAY PARK

EXAMPLE: RESTON TOWN CENTER
Reston Town Center is a hallmark of a successful mixed-use center developed in a "greenfield" site in a suburban setting with no transit. Phase 1 of this catalytic development was completed in 1990, setting in place a great master plan and good site planning and building design techniques. These rules continue to be used today by thriving new developments that have made transit viable for a vibrant high-density and mixed-use community.

- **BUILDING ZONES are established clearly with consistent Build-To-Lines based on type of street.**
- **BUILDING SHAPES follow the geometry of the blocks, streets and public open spaces.**
- **REAR ZONES are created in each block for shared parking and vehicular areas.**
- **STREET WALLS are continuos with minimal gaps creating vibrant and attractive pedestrian friendly streets.**
- **PEDESTRIAN MID-BLOCK CONNECTIONS are provided for convenience**
- **PARKING is in structures or below grade. SURFACE PARKING is used only as an interim use for future development sites.**

HOW TO DESIGN THE REAR ZONE

CONSOLIDATE ACCESS, DROP OFF AREAS AND CURB CUTS

1. LIMIT THE NUMBER AND WIDTH OF CURB CUTS AND PARKING ACCESS POINTS TO REDUCE CONFLICTS WITH PEDESTRIANS.
2. ARTICULATE PEDESTRIAN ENTRANCES TO PARKING STRUCTURES MORE STRONGLY THAN THE VEHICULAR ENTRANCES.
3. LOCATE SHARED DROP-OFF AREAS IN THE REAR ZONE, WITHIN PARKING STRUCTURES OR ALONG THE CURB TO REDUCE VEHICULAR CONFLICTS WITH PEDESTRIANS. PORTE COCHERES AND CARPORTS DETRACT FROM THE CONTINUITY OF THE STREET WALL AND IMPACT PEDESTRIAN TRAFFIC, AND ARE STRONGLY DISCOURAGED ALONG THE BOULEVARD AND MAJOR STREETS.
4. FOLLOW FIGURE 10: PARKING, ACCESS AND SERVICE LOCATION MAP TO DETERMINE WHERE THE FOLLOWING ARE NOT ALLOWED ON THE SITE:

- ABOVE GRADE PARKING STRUCTURES NOT WRAPPED WITH HABITABLE SPACE
- SERVICE ACCESS
- VEHICULAR ACCESS TO PARKING
- IF SURFACE PARKING IS ALLOWED AS THE ONLY MEANS FOR NEW DEVELOPMENT TO PROVIDE REQUIRED PARKING

SHARED PARKING STRUCTURES BETWEEN DIFFERENT USES

Shared parking is defined as “the use of a parking space to serve multiple land uses without conflict.” All developments in 90 ND West are strongly encouraged to use a shared parking structure strategy instead of building individual structures that are only used by a single user.

BENEFITS OF SHARED STRUCTURES

- Significant cost savings in the construction, management and maintenance of the structure.
- Valuable land is not taken up by parking structures, leaving more revenue generating developable land.
- Parking structures that are restricted to a single office user typically sit vacant during the evenings and weekends. The high cost of constructing an expensive structured parking space can be offset by allowing other users to utilize the spaces during these times, including residents, visitors or retail patrons.
- The short walk from a parking structure enlivens the streetscape and supports retail.

HOW TO ADDRESS SURFACE PARKING

MINIMIZE SURFACE PARKING AND LIMIT TO AN INTERIM USE

Surface parking lots have significant negative impacts on the environment and development potential of land, and are strongly discouraged in 90 ND West.

IMPACTS OF SURFACE PARKING

- Valuable land is used up that could have been used for compact and dense development.
- Reduces the pedestrian scale of the street
- Usable “Green” open spaces are replaced by paving.
- Runoff and pollutants affect water quality of groundwater resources.
- Aquifers below the paved surface are recharged less.
- Impervious coverage creates significantly larger volumes of runoff.
- Pollutant air emissions occur through the life cycle of a parking lot.
- Urban heat island effect is created as paved areas absorb significantly greater heat.
- Waste generated during construction.
- Runoff and impervious areas negatively impact habitat and local ecology.

EXAMPLE: REAR ZONE, ROCKVILLE TOWN CENTER

1. ALL VEHICULAR AND PARKING ACCESS ON REAR AND SIDE STREETS
2. ATTRACTIVE PEDESTRIAN CONNECTIONS FROM MAIN STREET TO REAR PARKING WITH RETAIL WINDOWS AND PUBLIC ART
3. PARKING STRUCTURE WRAPPED WITH GROUND FLOOR RETAIL AND UPPER LEVEL RESIDENTIAL USES ON ALL SIDES
4. GROCERY INCORPORATED INTO MIXED-USE DEVELOPMENT INSTEAD OF A SINGLE STORY STAND ALONE BUILDING
5. MINIMAL SURFACE PARKING PROVIDED IN REAR ZONE

HOW TO MINIMIZE SURFACE PARKING IMPACTS

USE BEST MANAGEMENT PRACTICES

All surface parking areas must meet the Village's landscaping and lighting standards per Section 154.136 of the Zoning Code. Large fields of surface parking should be avoided and be broken up into smaller areas that are defined by landscaping and pedestrian paths.

Surface parking lots that are intended for long-term use shall incorporate Best Management Practices (BMPs), including permeable paving, bioswales, raingardens, native landscaping or other strategies that reduce the visual and environmental impacts of these lots.

PERMEABLE PAVING

Permeable paving promotes absorption of rain and melted snow and is strongly encouraged for all off-street paved surfaces in 90 ND West, including surface parking areas, private drives and alleys.

Benefits of Permeable Paving include:

- Substantially reduces runoff quantities, which can lead to significant cost savings in stormwater engineering and infrastructure, including curbs, gutters and storm sewer costs. These savings can partially offset the higher installation costs.
- Effective in reducing the quantity of surface runoff, particularly for small to moderate-sized storms.
- Reduces the runoff pollutants associated with these events.
- Requires less frequent replacement than typical asphalt and concrete paving.

Permeable paving has aesthetic and marketing advantages over conventional paving. Vegetated pavers, in particular, can substantially improve the aesthetic appeal of paved areas and significantly reduce the urban heat island effect.

BIOSWALES

Bioswales are open channels or depressions with dense vegetation used to transport, decelerate, and treat runoff. In parking lots, they are designed to help direct water into bioretention areas. Swales can come in the form of a grassed channel, dry swale, or wet swale.

BIORETENTION AREAS (RAIN GARDENS)

Rain gardens consist of a grass buffer strip, shallow ponding area, organic layer, planting soil, and vegetation. These areas are typically used in parking lot islands.

EXAMPLES: PERMEABLE PAVING AND VEGETATED PAVERS (TOP) AND RAINGARDEN AND BIOSWALE (BELOW)

3.2

BUILDING DESIGN GUIDELINES

SHOWCASING THE BEST IN
21ST CENTURY ARCHITECTURE

90 ND West is envisioned to be a showcase for the best examples in 21st Century architecture, setting a new paradigm for design in a suburban location.

The 90 ND West core is already home to two iconic works of architecture: the Zurich North America Headquarters and the Schaumburg Convention Center. Building design guidelines in this section aim to build on this established high standard in world-class design and encourage

creative ideas, innovative solutions and sustainable design strategies.

Building Design Guidelines are organized by **15 bold principles**, as listed to the right. Each principle is annotated with real examples from suburban and urban areas from the Chicago region and other cities. Brief information is provided that highlight how each example illustrates a specific principle.

15 BUILDING DESIGN PRINCIPLES

1. BUILD ICONIC
2. BUILD MIXED-USE
3. BUILD TALL
4. EMBRACE CONTEMPORARY STYLES
5. MODULATE MASS
6. STEP BACK UPPER LEVELS
7. ARTICULATE FACADES
8. MAXIMIZE TRANSPARENCY
9. ARTICULATE ENTRANCES
10. ARTICULATE CORNERS
11. ACTIVATE THE STREET
12. USE THE BEST MATERIALS
13. BUILD DISTINCTIVE ROOFS
14. EMBRACE GREEN ROOFS
15. REUSE EXISTING BUILDINGS

BUILD ICONIC

CREATE ICONIC BUILDINGS AT KEY LOCATIONS

Iconic buildings showcase unique and ground-breaking design and distinctive architectural forms. In 90 ND West, iconic buildings can help establish a new paradigm for a "Global Place of Business" and also meet the following goals:

- Create memorable buildings that can stand up to the test of time.
- Create a distinct skyline that becomes the signature image for 90 ND West.
- Set high architectural standards for all new development in 90 ND West.

Iconic buildings are strongly encouraged for all sites at the following locations:

1. Along the Jane Addams Tollway, to reinforce the district's image as a "Global Place of Business".
2. Along the Boulevard with buildings that reinforce the curving green street.
3. Along all sides of the Greenway Park, especially all corner sites.

Iconic buildings are also encouraged along Meacham Road to create distinctive gateways to 90 ND West.

1. JANE ADDAMS TOLLWAY
2. THE BOULEVARD
3. THE GREENWAY PARK

2 WORLD CLASS ICONIC BUILDINGS DEFINE THE ND WEST CORE

1. ZURICH NORTH AMERICA HEADQUARTERS

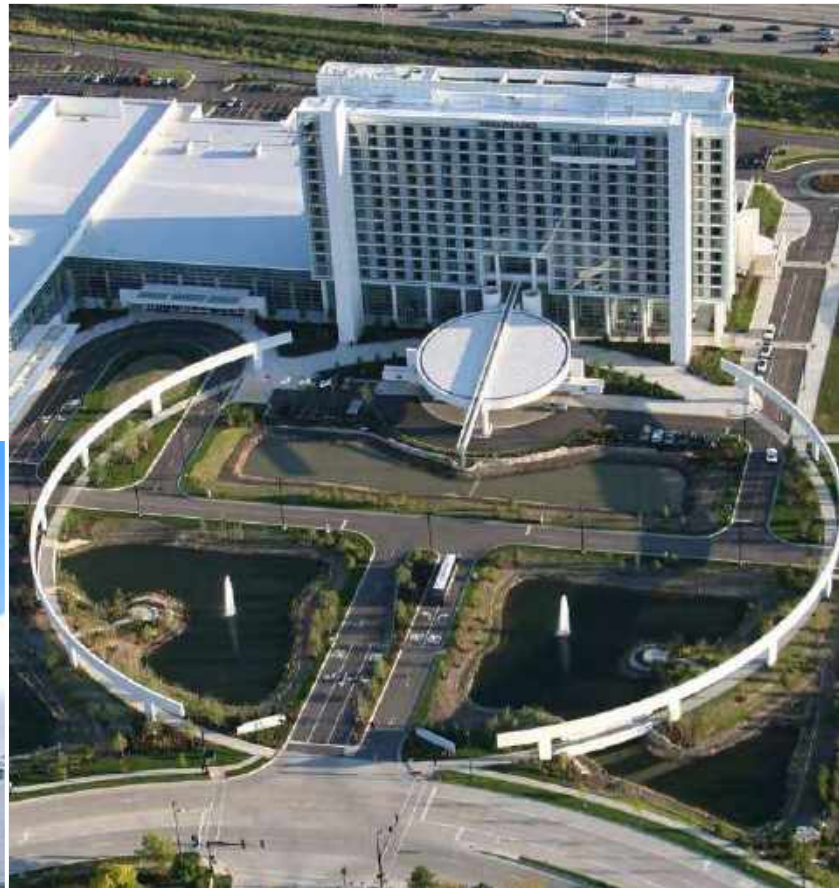
According to architects Goettsch Partners, this iconic building is designed to reflect the company's global reach and world-class stature. Key features include:

- The architectural massing represents strength and stability, core values of the Zurich business model.
- Composed of three primary "bars" that are offset and stacked, the massing creates unique spaces for collaboration, opens views of surrounding landscape, and optimized solar orientation.
- The top "bar" of the complex soars 11 stories and cantilevers toward downtown Chicago, providing visual identity along the interstate while projecting the strength and future focus of the company.

2. SCHAUMBURG CONVENTION CENTER

According to architect John Portman, design of the iconic building focuses on ideas of human response to space, nature and light. Key features include:

- A sleek and contemporary design provides the Village an iconic greeting to the world
- The entryway, dubbed "Halo," references a Renaissance term for hotels that are "on brand"; and on-property sculptures "The Embrace" and "Chronos" signify Midwest hospitality and time.
- Largest facades face north and south to maximize natural daylight and heat collection
- White and light grey reflective materials offer an energy efficient roof



BUILD MIXED-USE

MAXIMIZE MIXED-USE BUILDINGS TO CREATE

All buildings in 90 ND West are strongly encouraged to combine a variety of commercial, residential and other uses in each building form. Single use, low rise buildings are discouraged on all blocks.

BENEFITS OF MIXED-USE BUILDINGS

- Creates dense and compact development that is more walkable.
- Reduces traffic and pollution by allowing residents to use their cars less.
- Creates pedestrian-friendly environments due to the short distances between living, work, commercial and recreational destinations.
- Companies benefit from nearby living spaces available to their employees.
- Employees enjoy the short walking or biking commute to work and other amenities.
- Employee and residential population makes retail, restaurants and entertainment venues viable.
- Stimulates more variety in the design of single and multifamily housing;

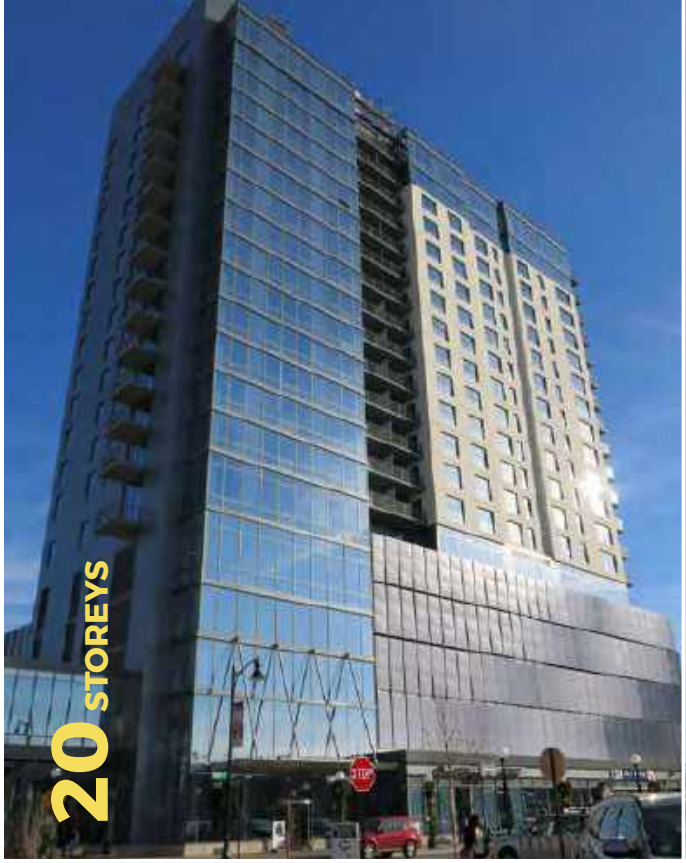
EXAMPLES: MIXED-USE BUILDINGS, RESTON TOWN CENTER, VA. TOP: OFFICE WITH RETAIL, BOTTOM RIGHT: RESIDENTIAL WITH RETAIL, BOTTOM LEFT: RESTON STATION (UNDER CONSTRUCTION)
Reston Station is a 1.3 million square feet transit oriented mixed-use development that includes 500,000 sq-ft of Class A office space, 100,000 sq-ft of restaurants, shops, and service retail, 200-plus room hotel and 900 luxury residences

BUILD TALL

CREATE TALL BUILDINGS THAT MAXIMIZE THE DEVELOPMENT POTENTIAL OF ALL BLOCKS

90 ND West has no height limit on any of the development blocks. All developments are strongly encouraged to maximize building height and number of floors to capture the following long term benefits:

- Smaller footprints and greater height saves valuable land for more development.
- Higher density in compact development can make long term transit options more viable.
- Higher floors offer better views of the Greenway Park system.
- Units in higher floors have more sunlight.
- Tall buildings are GREEN by nature by bringing more density in a smaller footprint.
- More efficient building systems and energy savings can be reached with smaller footprints.
- Tall buildings can create a new modern and iconic skyline for 90 ND West.



EXAMPLE: TOP, LEFT
THE EMERSON, OAK PARK
20-story high-rise connected via a skybridge to a five-story low-rise component, offering 271 rental units, a small-format Target store, and 428 parking spaces for use by residents, shoppers, and downtown commuters.

EXAMPLE: TOP, RIGHT
VANTAGE, OAK PARK
21-story mixed-use glass tower includes two floors of retail space, 270 residential units and a parking podium capped by an expansive landscaped rooftop terrace.

HIGH-RISE MIXED-USE BUILDINGS IN SUBURBAN OAK PARK, ILLINOIS

EMBRACE DIVERSE CONTEMPORARY STYLES

No single architectural style is prescribed for 90 ND West. Contemporary architectural styles that represent the best in 21st century design, sustainability, advanced technology and construction techniques are encouraged for all buildings. Contemporary architectural styles build on the Modern architectural vocabulary of the late twentieth century, and typically share following common goals:

- Energize the public streets and parks, and avoid buildings that are isolated objects in a parking lot, disconnected from streets and sidewalks.
- Maximize transparency with large windows and glazing to create an abundance of natural light in interiors.
- Modulate massing that veer from symmetry and create unique forms.
- Embrace eco-friendly designs that focus on energy efficiency, improved air quality, sustainable materials and more.

A CONSISTENT STYLE FOR A SINGLE BUILDING

- Random mixing of historic and contemporary styles in a single building is not allowed.
- Where traditional and historic styles are used, a consistent traditional vocabulary should be used through the building design instead of using elements from different historic styles.
- Fake architectural treatments, including fake upper stories, fake windows and other fake elements are strongly discouraged.

ICONIC CONTEMPORARY DESIGN

EXAMPLE: 300 ASHLAND, BROOKLYN, NY
Designed by architect Enrique Norten, this dynamic mixed-use building completed in 2016 showcases the best in contemporary design. A public plaza connects to a vast green rooftop terrace on top an iconic retail base, energizing the urban street.

MODULATE MASS

MODULATE BUILDING MASS BOTH HORIZONTALLY AND VERTICALLY

The framework plan for 90 ND West offers block shapes that support a wide variety of unique building massing opportunities. All buildings, especially buildings along the curving Boulevard and Greenway Park, are strongly encouraged to explore organic and contemporary massing that reinforces the street and the park.

- Prototype “boxy” and unmodulated building designs that are developed without considering the unique geometry of a site are discouraged.
- Typical elements of a building, a low rise base approximately 3 floors or 30 feet, the main building body, and roof form, can be modulated to create interesting building massing.
- Internal building program or circulation can also be externally expressed with different volumetric or facade elements.
- Creative and modulated massing can offer interesting views of a building from multiple vantage points.

EXAMPLE: THE ALBION, PROPOSED NEW MIXED-USE DEVELOPMENT IN SUBURBAN EVANSTON

- A gently undulating mass with an unusual wavy facade and alternating balcony cut-outs will partially cantilever over a new 4,000-square-foot public park.
- Proposed to be a 273-unit luxury, mixed use development with 6,800 SF of ground floor retail.

STEP BACK UPPER LEVELS

PROVIDE UPPER STORY STEP-BACKS FOR MID-RISE AND TALLER BUILDINGS

- The pedestrian experience is greatly influenced by the height of the building along the sidewalk. Excessive height along the sidewalk can feel uncomfortable to pedestrians and discourage pedestrian movement through the space. Step-backs can be used to create an appropriate proportion of street width to building height.
- Step-backs are created through the stepping back of the upper floors of a building from the build-to line to reduce its apparent mass at the street level. Upper-story setbacks are encouraged for all mid-rise and taller buildings to address the following:
- To accentuate a pedestrian scaled base and street wall
- To reduce the apparent mass of large and tall buildings from the street
- To avoid blocking natural light to the street and public open spaces
- To create unique profiles in the street wall with unique designs for the tops of tall buildings
- To avoid a “tunnel” effect that can occur along streets that are lined with tall buildings.
- While step-backs can vary by location and context to create visual interest, the following general guidelines will apply:
- For buildings taller than four stories, the step-back may be located anywhere from four to eight stories above sidewalk level. Step-backs will be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. In general, the goal is to create a street width to podium height ratio anywhere from 1:1 to 1:2.
- For buildings facing the greenway, upper-story step-backs are encouraged after the four floors to create a consistent base for the street wall.

EXAMPLES OF UPPER STORY STEP-BACKS FROM OAK PARK
TOP: MIXED-USE BUILDING ON LAKE STREET
Building steps back to create a pedestrian scaled low-rise retail base along the street
BOTTOM: THE ALBION, APPROVED MIXED-USE BUILDING
19-story building steps back to create a stronger pedestrian scale facing public park

ARTICULATE FACADES

CREATE WELL ARTICULATED FACADES THAT REINFORCE THE STREET WALL

Facades of different buildings along a street together create the “STREET WALL” that defines the public realm, and is a critical element in creating a vibrant and pedestrian oriented environment. Facade articulation creates interesting pedestrian-scaled street walls and helps avoid large, monotonous facades.

All buildings in 90 ND West should offer articulated facades on all sides that are visible from a public street. Facade articulation can include a variety of architectural treatments including the following:

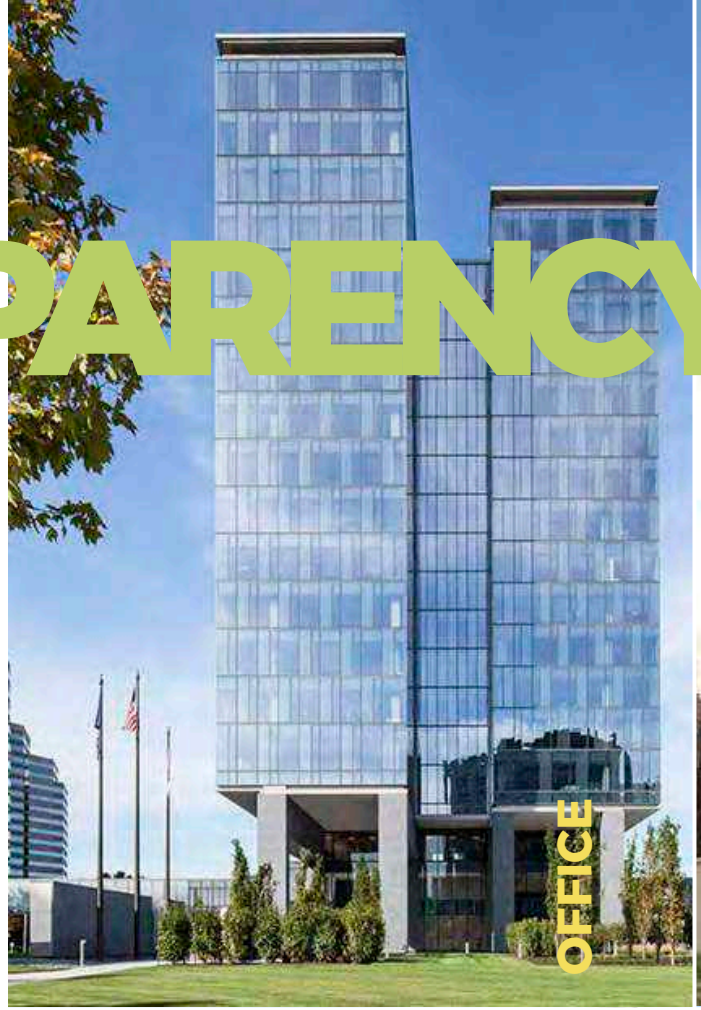
- Variations in depth, patterning, or fenestration
- Use of rhythmic bays, planar breaks, curtain walls, window systems, entries, balconies
- Bland and monotonous facades detract from the pedestrian appeal of the street wall and are strongly discouraged for all buildings.
- Elements for articulation can include cornices, horizontal banding, articulated columns and vertical elements, variations in wall plane and roof features, articulated entrances, street level windows, awnings, and canopies.
- Street level facades are encouraged to be articulated with some form of architectural element every 25 -30 feet to maintain visual interest and a pedestrian scale.
- Large expanses of blank and windowless walls are strongly discouraged on all streets. On facades facing the major streets, blank wall areas should not exceed 25 feet along the street frontage.
- When blank walls are unavoidable, façade articulation elements must be added to break the monotony of the surface.

EXAMPLES OF WELL ARTICULATED FACADES THAT REINFORCE THE STREET WALL IN RESTON TOWN CENTER, VA (TOP) AND LINCON PARK, CHICAGO (BELOW).

MAXIMIZE TRANSPARENCY

MAXIMIZE WINDOWS ALONG STREET FACADES

- A minimum of 60% of the street level facades of non-residential buildings, between 2 feet and 8 feet in height, shall be comprised of clear, non-reflective windows that allow views to the inside and enhances the pedestrian experience.
- Large facades of glass shall incorporate a variety of mullion patterns, bay dimensions, glass types or detailing to provide a human scale.
- Opaque, mirrored and translucent glass should be avoided and should not be considered “transparent.”
- In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces should exhibit higher transparency and should provide a visual connection to the pedestrian realm.



EXAMPLES FROM TYSON’S CORNER, VA
Examples show a variety of buildings - office, hotel and residential - that showcase sleek and contemporary facades with high transparency.

ARTICULATE ENTRANCES

MAKE INVITING AND DISTINCTIVE BUILDING ENTRANCES

All buildings in 90 ND West are strongly encouraged to showcase well-defined entrances that strengthen the street wall.

- Entrances should be articulated as significant focal elements of the building mass through the use of architectural elements that are integral to the overall design and style of the building.
- For corner sites, articulated entrances are strongly encouraged to be located at corners to strengthen pedestrian scaled street intersections.
- Primary building entrances must face streets and be directly connected to the public sidewalk.
- Building entrances should be articulated to be easily identifiable from the street. Special architectural elements should be incorporated into the design to highlight entrances.
- Multiple secondary entrances are strongly encouraged to allow pedestrian access from parking to the rear.

EXAMPLES OF SLEEK, MODERN AND UNIQUE ENTRANCES THAT CONTRIBUTE TO DISTINCTIVE ARCHITECTURE

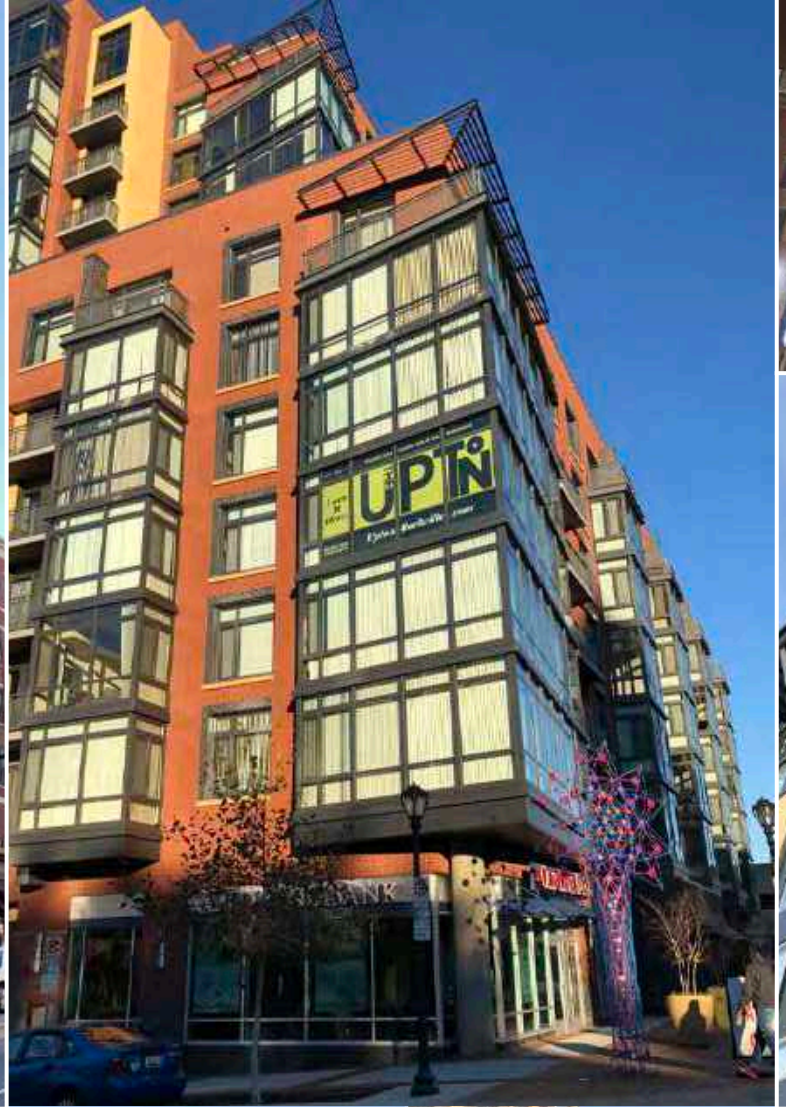
ARTICULATE CORNERS

MAKE EVERY STREET CORNER ATTRACTIVE AND PEDESTRIAN FRIENDLY

Buildings on corner sites are great design opportunities to create attractive and inviting street intersections. All buildings on corner sites in 90 ND West are strongly encouraged to showcase creative corner designs that make the building distinctive and strengthen the pedestrian scale of the street.

- Blank, windowless and unarticulated corners are not allowed on public street intersections.
- Corners can be articulated with changes in height, massing, or materials, including distinctive corner towers, roof features, windows, awnings and canopies, balconies or other unique architectural features.
- Articulated corner “Entrances” are highly desirable on all street intersections.
- Architectural style and design of corners must be consistent with overall style used in the building. Fake architectural elements, including fake windows, cornices and roof forms, are not allowed.
- Parking areas, driveways and service areas are not allowed at corner locations.

EXAMPLES: ARTICULATED CORNERS IN MODERN OR TRADITIONAL STYLES
TOP: BIO-INNOVATION CENTER, NEW ORLEANS
BELOW: MIXED-USE BUILDING, ANNAPOLIS TOWN CENTER



EXAMPLES: ARTICULATED CORNERS FOR VARIOUS MIXED-USE BUILDINGS, ROCKVILLE TOWN CENTER, MA AND TYSON'S CORNER, VA

Examples show a variety of building corners that are articulated with street level entrances, interesting forms, changes in materials and unique roof treatments. Architectural styles vary from contemporary and modern, to historic and art deco. All major street intersections are defined with attractive corner designs. Building lighting is used to highlight corners to create attractive gateways in the evening.

ACTIVATE THE STREET

PROVIDE ACTIVE USES AND ARTICULATE THE GROUND LEVEL

Ground level building articulation is critical in creating a great street that welcomes and supports pedestrian activity by providing visual interest, creating a sense of safety for pedestrians with more “eyes on the street”. Active uses on the first and lower floors of a building include retail, restaurants, offices, lobbies and service uses.

- All building frontages are encouraged to include active uses along all street frontages.
- Storefonts have to be at the street level to allow direct visual connections from the sidewalk.
- Arcades at street level are allowed only if these connect through the full length of a block. North facing arcades and arcades that end in a blank wall are not allowed.
- Uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks detract from the pedestrian experience and should be placed internal to the building envelope or facing local streets.
- Row houses or multi-story commercial uses should be employed as liner space to screen parking garages from view and to ensure active uses at sidewalk level.

EXAMPLES OF ACTIVE GROUND LEVELS AND VIBRANT STREET WALLS AT ROCKVILLE TOWN CENTER, MA

ACTIVATE THE STREET

ADD AWNINGS AND CANOPIES TO STRENGTHEN THE PEDESTRIAN ENVIRONMENT

Awnings and canopies are encouraged to highlight entrances, add color and vibrancy to the street wall, and provide shelter and shade for pedestrians.

- Awnings may project up to 5' into the public right of way over a sidewalk. Awnings must be located over a window or door and cannot be located over fake windows or fake doors or along a blank wall.
- Canopies for entrances may project up to 8' max. into the public right of way over a sidewalk. Canopies cannot have support columns or poles on the sidewalk.
- An 8-foot minimum clearance above the finished sidewalk must be provided.
- Design should be in scale with the overall building and complement the architectural vocabulary.
- Transom windows and other architectural elements should not be covered.
- Materials must be high quality and durable. Backlit and vinyl awnings are not allowed
- Retractable canvas awnings are strongly encouraged.
- Placement should not conflict with streetscape elements, tree canopies or signage.

EXAMPLES OF ATTRACTIVE AWNINGS AND CANOPIES, INCLUDING CLASSIC RETRACTABLE CANVAS AWNINGS ON STATE STREET (TOP)

LEFT: FAKE AWNINGS OVER FAKE WINDOWS THAT ARE NOT ALLOWED

USE SUSTAINABLE MATERIALS

All buildings in 90 ND West are strongly encouraged to use high quality and sustainable building materials in exteriors and interiors of all buildings.

Raw materials from around the world are transported, refined, manufactured, and packaged and sold, purchased, consumed, and discarded, often in a landfill. This process of production, consumption and disposal has significant environmental, social, and economic consequences. “Reduce, reuse, recycle” is a key principle to sustainable material selection: reducing material consumption is critical, and reusing and recycling waste are important strategies. Green buildings also require an understanding of the long-term “Life Cycle” impacts of selected materials. LEED suggests the following criteria for sustainable materials:

CONSERVATION

A building generates a large amount of waste throughout its life cycle. Meaningful waste reduction begins with eliminating the need for materials during the planning and design phases.

ENVIRONMENTALLY PREFERRED MATERIALS

Locally harvested, sustainably grown, made from rapidly renewable materials, biodegradable, free of toxins. All these designations demonstrate awareness for sustainability.

WASTE MANAGEMENT AND REDUCTION

The goal is to reduce the waste that is hauled to and disposed of in landfills or incineration facilities. During construction or renovation, materials should be recycled or reused whenever possible. During the building’s daily operations, recycling, reuse, and reduction programs can curb the amount of material destined for local landfills.

EXAMPLE: HARPER COURT MIXED-USE DEVELOPMENT, HYDE PARK
Mixed-use development that includes 150,000 SF of office, 75,775 SF of retail, 131 hotel rooms, and 518 parking spaces. The project achieved LEED Gold for Core & Shell, LEED Platinum for Commercial Interiors, and LEED Gold for Neighborhood Development.

- The building envelope is comprised of high-efficiency windows that provide ample daylighting to the interiors.
- Curtain walls have highly insulated panels to minimize solar heat gain.
- Green roofs provide rainwater collection and reduce heat gain

USE HIGH QUALITY LONG-LASTING MATERIALS

An integrated palette of high quality, durable building materials can enrich the pedestrian environment through the use of scale, color, texture, and architectural details. All buildings are strongly encouraged to use high-quality sustainable materials for both the exterior and the interior.

- Material palette shall be appropriate to the architectural style of the building.
- All primary building facades facing public streets shall incorporate materials that are durable, economically maintainable and of a high quality that will retain their appearance and finish over time.
- High quality durable materials can include brick, stone, architectural concrete masonry units, metal and glass.
- Durable materials that provide scale and detail shall be incorporated close to pedestrian areas, near streets and entries and around the ground floor. Materials will be made graffiti resistant or be easily repainted.
- Buildings partially freestanding shall have the same material or architecturally harmonious materials used for exposed exterior walls and exposed portions of exterior walls.
- All residential buildings of brick construction shall have materials that are approved and tested by independent testing agencies for application in climates consistent with Schaumburg's climate and shall be subject to special inspection per the current adopted International Building Code, Section "Special Inspections". Common brick may be used for a specific architectural effect upon approval and acceptance by the director of community development.

Materials that are not allowed on public street facing facades include:

- Tilt-up concrete walls and concrete masonry units
- Synthetic stucco, or EIFS (Exterior Insulating Finish Systems) as a primary exterior wall cladding system
- Reflective glass (exceeding a visible light reflectivity factor of .19 with a light transmittance factor of less than 60%), glass block, and obscure or opaque glass as a primary glazing material.

BENEFITS OF SUSTAINABLE MATERIALS

- REDUCED ENERGY CONSUMPTION & HARMFUL EMISSIONS
- USE OF REUSABLE OR RENEWABLE RESOURCES
- MORE DAYLIGHTING TO INTERIOR
- LIGHT AND REFLECTIVE ROOFS ABSORB LESS HEAT
- USE OF RECYCLED MATERIALS
- LONG TERM DURABILITY

EXAMPLE: FBI REGIONAL HEADQUARTERS, CHICAGO
LEED Platinum office complex

EXTERIOR MATERIALS

- Building facade, primarily composed of architectural pre-cast concrete, is a green material readily available from sources near the site and easily recycled at the end of a product's life. Exterior walls with the 60% pre-cast concrete and high–performance, low-emissive glass, creates an energy-efficient envelope.
- Larger column bays and spans increase natural light and views to the outside. The window areas on the exterior translate to ample daylight for the interior, with large window units extending from the nine-foot, six-inch ceilings to a low sill height of approximately twenty inches above the finished floor. The result is enhanced employee comfort and productivity.
- The parking garage is constructed of the same pre-cast material as the office building.

BUILD DISTINCTIVE ROOFS

Distinctive roof forms that contribute to the street wall and a distinctive skyline are encouraged for all buildings.

- "Cool Roofs" are highly desirable for all buildings, Cool roofs reflect more sunlight and absorbs less heat than a standard roof and can be made of light colored and highly reflective paint or other materials. Cool roofs stay more than 50˚F cooler and save energy and money by using less air conditioning than standard and dark roofs. Dark roofs can reach temperatures of 150˚F or more in the summer sun and are strongly discouraged in 90 ND West.
- Solar panels on rooftops are strongly encouraged on all buildings.
- Fake upper stories, fake cornice treatments and fake roofs that try to simulate authentic roof forms are not allowed. Mansard roofs are not allowed. Mansard roof geometries were originally used in France to balance the long facades of large footprint buildings. These are not appropriate for the small footprint and taller buildings envisioned in 90 ND West.

ROOFTOP EQUIPMENT

- All rooftop mechanical equipment, appurtenances, and stair towers should be grouped and located so that they are not visible from streets and other public areas.
- Areas for rooftop equipment should be architecturally integrated into the design of the overall building. Screening must be provided with materials, color and design that is consistent with the overall design of the building. Screening shall be a continuous, permanent, sound attenuating and noncombustible. If structural modifications are required to accommodate screening of mechanical equipment, it shall comply with the current building code.
- Mechanical and utility equipment is prohibited within the front setback along a street, regardless of whether screening is provided.

EXAMPLE: BULLITT CENTER, SEATTLE
575 solar panels on an iconic roof on this office building create a large array to generate electricity and meet "net zero energy" goals. This award winning building is one of the largest certified "Living Buildings" recognized by the International Living Future Institute in Seattle.

EMBRACE GREEN ROOFS

Green roofs provide layers of living vegetation installed on top of buildings and are strongly encouraged on all buildings in 90 ND West. Green roofs offer the following benefits:

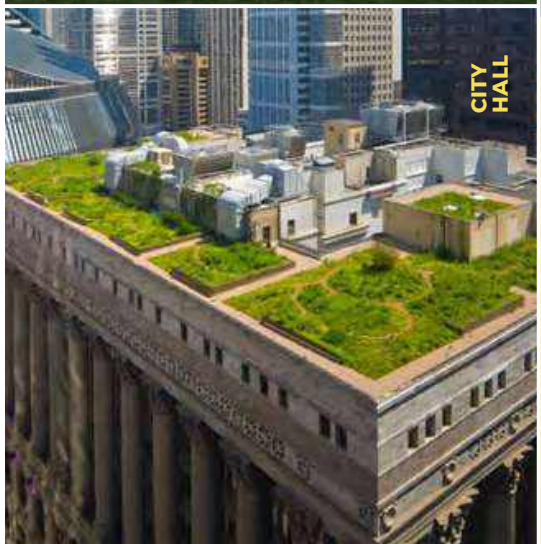
- Manage stormwater and improve water quality by retaining and filtering rainwater.
- Provide more building insulation, reducing cooling and heating costs.
- Reduce cadmium, copper and lead in runoff by over 95% and zinc by 16%; nitrogen levels are also diminished.
- Extend the life of roofs two to three times. A vegetated roof, on average, can be expected to prolong the life of a conventional roof by at least 20 years because the vegetation prevents the roof from being exposed to ultraviolet radiation and cold winds.
- Preserve habitat and biodiversity
- Improve air quality and reduce “urban heat island” effect.
- Provide garden areas for occupants and attractive views from surrounding taller buildings.

TYPES OF GREEN ROOFS

The two most effective types of green roofs are:

- Extensive systems, with 2 to 4 inches of soil, plants with shallow root systems, and easy maintenance. Extensive systems absorb stormwater and provide insulation.
- Intensive systems are similar to gardens on the ground, with 6 to 12 inches of soil and deeper-rooted plants, This type provides more insulation, water filtration and storage.

Both types of green roofs are strongly encouraged on ND West buildings.



EXAMPLES: GREEN ROOFS IN CHICAGO, A GLOBAL LEADER IN PURSUING GREEN ROOFS FOR ALL BUILDING TYPES

BUILD GREEN

MAKE ND WEST A SHOWCASE FOR 21ST CENTURY GREEN BUILDINGS

All buildings in 90 ND West are strongly encouraged to employ green building technologies and strive to meet LEED (Leadership in Energy and Environmental Design) certification, especially the iconic buildings along Jane Addams tollway, the Boulevard and the Greenway Park.

LEED CRITERIA F0R GREEN BUILDINGS

- MATERIALS: Focuses on materials to get a better understanding of what's in them and the effect those components have on human health and the environment.
- PERFORMANCE-BASED: Takes a more performance-based approach to indoor environmental quality to ensure improved occupant comfort.
- SMART GRID: Brings the benefits of smart grid thinking to the forefront with a credit that rewards projects for participating in demand response programs.
- WATER EFFICIENCY: Provides a clearer picture of water efficiency by evaluating total building water use.


LEED PLATINUM CORPORATE HEADQUARTERS


GREEN ROOF


DAYLIGHTING

EXAMPLE: ZURICH NORTH AMERICA HEADQUARTERS, ND WEST

The Zurich North America Headquarters is a certified LEED Platinum®, building, achieving the highest level of certification in the LEED rating system. Green features of this major anchor in ND West include:

- 62% energy cost reduction
- 39% domestic water use reduction
- Rainwater harvesting and reuse
- High-performance enclosure: tuning of façade for shading and orientation and interior automated shades with daylight sensors
- Great access to daylight: 76% of occupied spaces meet LEED daylight criteria
- 99% of construction and demolition waste diverted from landfill
- 99% Forest Stewardship Council (FSC) certified wood used
- 8 Electric-vehicle charging stations
- Prioritized parking for low-emitting and carpool vehicles
- Stops for 2 public bus routes
- More than 1 acre of green roof, 637 trees and 13+ acres of native savanna plantings
- Low volatile organic compounds (VOCs) used in interior

EXAMPLE: BLOOMBERG HEADQUARTERS, LONDON

- Completed in 2017, the 9 story headquarters aims to define a new generation of 21st century office design.
- Estimated to save 73 percent in water consumption and 35 percent in energy consumption compared to typical office buildings.
- Bronze blades on the facades can be opened and closed according to the weather. This natural ventilation system takes the pressure off more energy intensive air-conditioning systems.
- Ceiling panels have 500,000 energy saving LEDs and offer heating, cooling and acoustic functions.
- Smart sensors adjust airflow according to the number of occupants, a system expected to reduce CO2 emissions by 300 tons a year.
- Rainwater from roof and grey water from basins and showers are recycled by the vacuum flush toilets.

EXAMPLE: SXSW HEADQUARTERS, AUSTIN

- A serpentine building form frames a panoramic view of Austin and shapes a welcoming public space that forms the main entry to the building.
- Sustainable amenities include a rain garden, xeriscaping and roof terraces.
- The building is aiming for LEED Gold certification.

EXAMPLE: HANOVER OLYMPIC, LA

- First solar-powered, net-zero luxury apartment building in Los Angeles. Ten rooftop photovoltaic panels provide energy for 20 eco apartments, cutting tenants' electricity bills by around $100 per month. Also features an array of 220 panels that feed excess energy into the grid.

BUILD GREEN PARKING STRUCTURES

Parking structures are expensive investments and should be designed to incorporate the best sustainable practices for long-term benefits.

"Green" parking structures integrate strategies that typically include the following:

- Shared Parking strategies
- Energy efficient lighting and ventilation
- Guidance systems that assist drivers in finding an available space more quickly
- Idle-Reduction Payment systems
- Electric vehicle charging stations
- Tire-inflation stations
- Fire suppression systems
- Carsharing programs
- Bicycle parking and showers
- Green roofs, storm water management and rainwater harvesting
- Green screens for facades

All parking structures in 90 ND West are strongly encouraged to incorporate green technologies that lead to long-term economic and environmental benefits.

EXAMPLE: GREENWAY SELF PARK GARAGE, CHICAGO
Claimed to be Chicago's first earth-friendly parking garage, green elements include:

- energy-generating wind turbines
- a green roof and rainwater cisterns for irrigation
- high-efficiency glass
- recycling programs
- energy-efficient lighting
- electric car charging stations, Zipcar and CarShare vehicles
- use of local and sustainable building materials during the construction process.

14,000 SF of retail space is provided on the ground level.

GREEN PARKING STRUCTURES

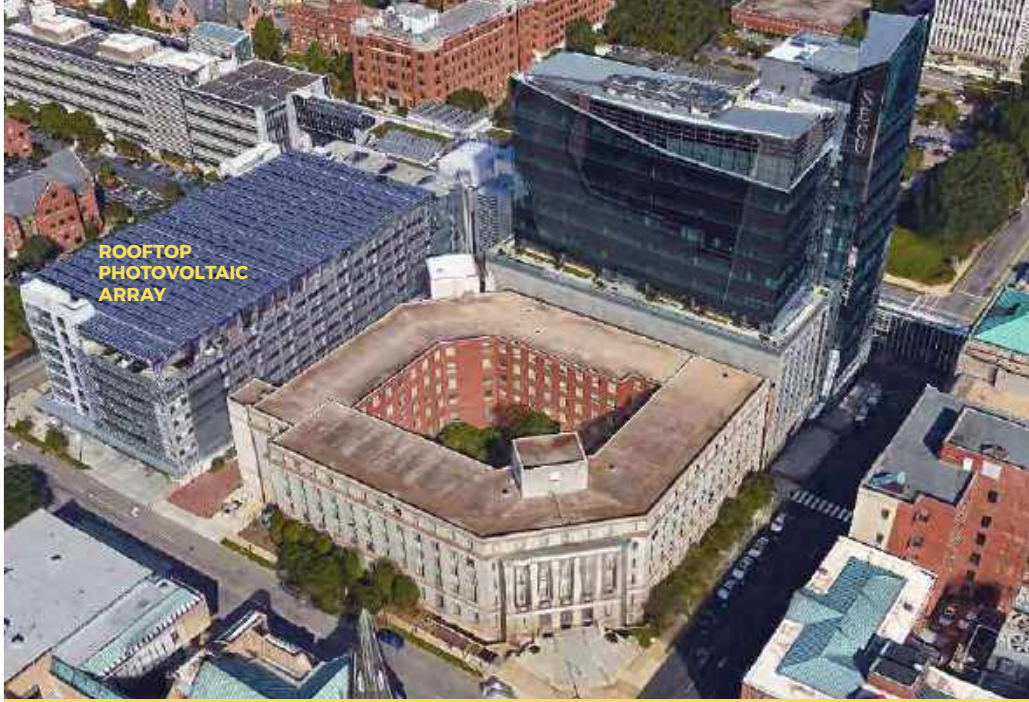
EXAMPLE: THE GREEN SQUARE PARKING DECK, DOWNTOWN RALEIGH, NC
This 9 level parking structure is an integral part of the redevelopment of a full city block in the downtown Raleigh that includes a museum and an office building.

Facade Design

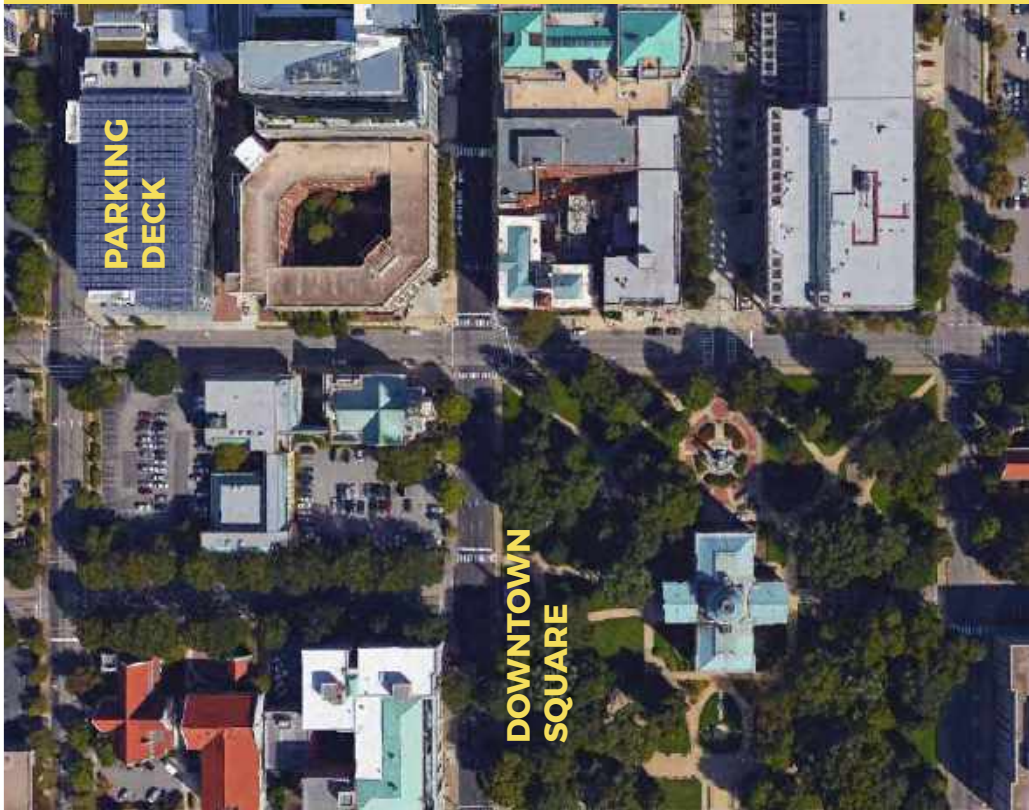
- Facade design and massing of the deck reinforces the secondary street edges and complies with the City of Raleigh's "Livable Streets" initiative.
- The parking deck is conceived as a concrete frame wrapped in an enclosure screen of vertical fins. These fins, or solar blades, allow air and light to penetrate the deck, while also offering a dynamic façade to pedestrians and passengers in passing vehicles. The fins are thought of as a curtain, in some cases being pulled back where openings are desired.
- To anchor the parking structure to the site and the adjacent buildings, the cladding transitions at the ground to a solid base of precast concrete.
- Stair and elevator towers are located along the street edge and major intersections to provide pedestrians with visible and safe access.
- Extensive glazed curtain walls provide transparency and weather protection
- Canopies extend horizontally to protect pedestrians on the sidewalk and indicate access points for both pedestrians and vehicles.

Sustainable Design Strategies

- A photovoltaic array is located above the top parking level, supplying collected solar energy directly into the power grid. Enough energy is collected to power 3000 homes per year.
- Rainwater is collected and stored in a cistern to be used for irrigation of the State Capitol grounds. Both the cistern and the PV array are expressed as architectural elements. The PV array doubles as a sunshade for the top level of parking. The cistern is located at a prominent corner where the solar blades have been pulled back to reveal it.
- Other: LED lighting with light sensors; natural ventilation; recycled-content materials; covered bicycle parking; and charging stations for electric cars.



The deck is behind buildings and does not face the major Downtown Square. Access to the deck is from secondary streets and not the major pedestrian streets facing the park.



PARKING STRUCTURE DESIGN

FACADES

Facades of parking structures are by necessity large and utilitarian, with long horizontal bands that detract from the pedestrian scale of streets. To minimize the visual impacts of parking structures on public streets, all parking structures in 90 ND West have to comply with the regulations set forth in the 90 ND West Zoning Code and Parking, Access and Service Location Map.

WRAPPED FACADES

Parking structures are strongly encouraged to be wrapped with habitable space along all public street facing facades.

- For mixed-use buildings, habitable use options can include ground floor retail, with residential or offices above.
- Rowhouses can also be used to wrap at least the first three floors of the structure.

EXPOSED FACADES

Exposed parking facades that are not wrapped with habitable uses are strongly discouraged facing any public street. Where unavoidable, the following guidelines must be met:

- Exposed facades should be designed with attractive architectural elements to minimize the bulk of the mass. Design should be consistent with the overall architectural treatment of the primary building.
- Long, unbroken horizontal facades are strongly discouraged. Facades can be articulated with vertical elements, arched openings, trellises, prominent pedestrian entrances, vertical circulation towers, and public art installations or other architectural features.
- Green Screen systems or trellises attached to the exterior to support vines are strongly encouraged to screen openings and walls. Plant material selected must be hardy and appropriate for local climate.
- Sloped floor plates that are visible from the streets are not allowed.
- Mechanical and ventilation appurtenances associated with parking facilities must be screened with a consistent architectural treatment.
- For tall buildings on a podium garage at the lower floors, the architectural treatment of the tower façade must be carried through to the ground floor to screen the garage.

ROOFS

- The top floor of parking structures is strongly encouraged to be covered with green roofs, park/green spaces, or recreation amenities so that the parking is not visible from adjacent taller buildings.

LIGHTING

- Headlights and Interior lighting should not be visible from the street and nearby buildings.
- Exterior and interior parking structure lighting design should provide adequate lighting levels that ensure public safety without creating glare and light spillage into adjacent structures, roads, and the pedestrian realm. All parking lot lighting should conform to LEED light pollution requirements of Village Code Sections 151.10.2 and 152.46.

EXAMPLES OF VARIOUS PARKING STRUCTURE CONDITIONS

1. STAND-ALONE STRUCTURE
2. STRUCTURE WRAPPED WITH HABITABLE SPACE ON ALL FLOORS
3. SCREENED STRUCTURE WITH STREET LEVEL RETAIL AND LANDSCAPED SETBACK
4. SCREENED STRUCTURE INTEGRATED INTO THE PODIUM BASE OF THE BUILDING AND LANDSCAPED SETBACK

STREET A:
STREETS WHERE UNWRAPPED PARKING STRUCTURES ARE NOT ALLOWED, SEE FIGURE 10: PARKING, ACCESS AND SERVICE LOCATION MAP

STREET B:
STREETS WHERE SCREENED PARKING STRUCTURES ARE ALLOWED

ALLEYS AND LOCAL STREETS:
WHERE EXPOSED PARKING STRUCTURES ARE ALLOWED

EXAMPLES:

LEFT: THE GLEN, GLENVIEW ROWHOUSES AND MIXED-USE DEVELOPMENT FULLY WRAP A PARKING STRUCTURE ALONG STREETS

RIGHT: GREEN ROOF ON CHICAGO PARKING GARAGE HELPS REDUCE THE URBAN HEAT ISLAND EFFECT

REUSE EXISTING BUILDINGS

REUSE AND RENOVATE EXISTING BUILDINGS WHEREVER FEASIBLE

The reuse and renovation of all existing buildings is strongly encouraged in 90 ND West, and the Village strongly supports the pursuit of LEED "Building reuse and adaptive reuse" certification.

BENEFITS OF ADAPTIVE REUSE

- Extends life cycle of existing building stock.
- Conserves resources, reduces waste and environmental impacts related to materials manufacturing and transport.

DESIGN OPPORTUNITIES

- Break up boxy building mass with new architectural elements that create more interesting building profiles and roof forms.
- Incorporate more sustainable building materials on facades.
- Add new windows and transparency to bring more daylight to the interiors and create more modern facades.
- Add new architectural elements to create attractive entrances connected to sidewalks.
- Replace existing surface parking with new structured parking and existing lawns with native landscaped areas and small plazas.

ABOVE & BELOW: EXISTING BUILDINGS IN 90 ND WEST
There are several existing office buildings that are dated in appearance and design that can be reused and renovated to 21st Century design standards.

EXAMPLE: ECO RENOVATION OF OFFICE BUILDING, CENTRA METROPARK, NJ

- National award-winning LEED Platinum renovation of a 1980s office building offers a new paradigm for the suburban office experience that blends urbanism with the living landscape.
- A new extension juts out over the entry courtyard, acting as an urban garden space for socializing and enjoying the outdoors.
- The exterior was stripped and re-skinned with a state-of-the-art curtain wall.
- Manicured lawns were transformed into grassy fields and sunken gardens for employees to enjoy.

3.3

OPEN SPACE DESIGN GUIDELINES

THE GREENWAY PARK

A NEW PARADIGM FOR AN URBAN PARK IN A SUBURB

The Greenway Park will nurture everyday life for employees, residents and visitors of the overall 90 North District. With time, the Greenway Park will become the memorable central park for all residents of Schaumburg. Parcels facing the Park will be the desired address for high-quality anchors wanting to locate in the area.

AN URBAN PARK IN THE SUBURBS

THE 10 ACRE GREENWAY PARK IS ENVISIONED TO BE A REGIONAL DESTINATION AS THE "FIRST LARGE URBAN PARK IN A CHICAGO SUBURB".

Suburban parks in the Chicago Region are typically designed to meet residential needs, including amenities like play lots, athletic fields and family recreation. Forest preserves also offer significant acreage for passive recreation and access to natural amenities. While these kinds of open spaces are necessary to continue to meet the needs of residents, a new generation of parks and open spaces are needed to attract the next generation of employees, residents and visitors to suburban areas.

While there are some examples of smaller urban scaled squares and parks in the suburbs, like Woodstock's historic square and Market Square in Lake Forest, no suburb has yet created a signature large "Urban Park" that is a regional destination on its own. The Greenway Park system is an opportunity to create the first significant public "Urban Park" in a major Chicago suburb and create a world class destination at the heart of the 90 North District.

EXAMPLE: MARKET SQUARE, LAKE FOREST (TOP) AND WOODSTOCK SQUARE, WOODSTOCK (BOTTOM)
Two historic examples in suburban Chicago locations showing elements that make AUTHENTIC URBAN OPEN SPACES: public streets that frame the space, active mix of uses on all sides and an identity as the central gathering place for everyone - employees, visitors and residents.

PARK PROGRAM ELEMENTS

CREATE "OUTDOOR ROOMS" THAT CAN BE DESIGNED FOR A VARIETY OF YEAR-ROUND ACTIVITIES.

Following are major program elements which can be incorporated into the design and master plan for the Greenway Park:

- **LAWN**
- **STAGE / AMPHITHEATER**
- **FLOWER GARDENS**
- **NATURAL GARDENS**
- **UNIQUE WATER FEATURES**
- **PARTICIPATORY FOUNTAINS**
- **URBAN BEACH**
- **ICONIC PUBLIC ART**
- **ICE SKATING RINK**
- **TRAILS AND PROMENADES**
- **PONDS AND LAKES**
- **WATER ACTIVITIES / PADDLE BOATS**
- **AMPLE OUTDOOR SEATING**
- **CHILDREN'S PLAY AREAS**
- **DOG PARK**
- **PAVILIONS AND KIOSKS**
- **PUBLIC RESTROOMS** and much more.

Following are examples of successful urban parks which offer similar program elements that have created year-round destinations.

EXAMPLE: MILLENNIUM PARK, CHICAGO
The 24.5-acre Millennium Park is considered to be the city's most important public project since the World's Columbian Exposition of 1893. The Park is a top tourist destination in Chicago and the Midwest with over 25 million annual visitors.

MAJOR PROGRAM ELEMENTS
A. JAY PRITZKER PAVILION FOR OUTDOOR CONCERTS B. THE LAWN C. PEDESTRIAN BRIDGE D. THE LURIE GARDEN OF NATIVE PLANTING E. CROWN FOUNTAIN: PARTICIPATORY FOUNTAIN AND ICONIC PUBLIC ART F. CLOUD GATE: ICONIC PUBLIC ART G. ICE SKATING RINK H. RESTAURANTS AND OUTDOOR SEATING

PARK PROGRAM ELEMENTS

EXAMPLE: ROSE KENNEDY GREENWAY PARK, BOSTON
From an elevated highway to a greenway over the "Boston dig", the Rose Kennedy Greenway is a 17 acre linear park that runs through several Downtown Boston neighborhoods. Completed in 2008, the parks are now maintained by the Rose Kennedy Greenway Conservancy.

MAJOR ELEMENTS
A. LAWN B. STAGE C. ICE SKATING RINK D. PARTICIPATORY FOUNTAINS E. CHILDREN'S MAZE F. PUBLIC ART

PARK PROGRAM ELEMENTS

EXAMPLE: DISCOVERY GREEN, HOUSTON
Discovery Green is a 12-acre park, at the heart of downtown Houston, which has been a major catalyst for major new development, including office, hotels, housing and entertainment venues. Opened in 2008, the park has had a transformational impact on the Convention District.

MAJOR PROGRAM ELEMENTS
A. LAWNS AND GARDENS B. PUBLIC ART PROGRAM C. TREE LINED PROMENADES D. WATER FEATURES E. PAVILIONS F. LAKE ACTIVITIES

PARK PROGRAM ELEMENTS

EXAMPLE: CAMPUS MARTIUS PARK, DETROIT
Campus Martius Park is a small 1.5 acre park at the heart of Detroit's historic downtown, Renovated in 2004, it is the major gathering place for musical events, holiday celebrations, a summer urban beach and a winter ice skating rink.

MAJOR PROGRAM ELEMENTS
A. STAGE B. LAWN C. ICE SKATING RINK D. URBAN BEACH IN SUMMER

DESIGN PLAZAS FOR PEOPLE

Landscaped plazas are encouraged in all sub-zones that can serve as small gathering places for employees, residents and visitors to the area.

PLAZA LOCATIONS

- North facing plazas or plazas that will be in significant shadow from surrounding buildings are strongly discouraged.
- Small mid-block plazas are allowed between buildings to provide clear pedestrian connections to rear parking areas. Maximum width of a mid-block plaza shall be 60 feet to prevent large gaps in the street wall.
- Plazas are encouraged in front of major building entrances and adjacent to restaurants and street level retail uses.
- For corner sites, plazas are encouraged to strengthen pedestrian activity at public street intersections.
- Majority of the plaza should be easily visible from the adjoining public street. Odd shaped plazas that are obscured and may feel unsafe are discouraged.
- Plaza frontage must be at the same elevation of sidewalks on the adjacent public street(s).
- Plazas with dramatic differences in elevation are less usable and can feel unsafe. Minor changes in elevation, not to exceed 2 feet above the level of the adjacent sidewalk, are recommended for plazas smaller than 5,000 sf in size
- Sunken plazas that are not visible from the streets are discouraged.

CREATE GREEN PLAZAS

SUSTAINABLE DESIGN

Public open spaces should incorporate strategies to reduce energy use and consumption of resources where feasible, including:

- Incorporation of stormwater management best practice features (bioswales, rain gardens, permeable paving)
- Drip and moisture-sensitive irrigation systems
- Solar-powered features (lighting, trash compactors, etc.), recycling and composting compartments with trash receptacles
- Shading to reduce thermal gain and urban heat island impacts

PLAZA LANDSCAPING

Plaza designs should provide a minimum of 15% of landscaped and planted areas to address the following:

- Enhance the aesthetic and functional character of public open space
- Provide color and texture that softens and complements the hardscape
- Provide shade and comfort for users and reduce urban heat island impacts
- Low-maintenance, climate appropriate, and drought-resistant landscape materials that require minimal irrigation are strongly encouraged

Trees and other planted areas are essential components of successful and enjoyable public spaces. A balance must be struck between abundant, lush, and generous planting and the need for adequate sun and openness in the public plaza.

- Trees: A minimum of two trees are required for every 1,000 SF of plaza area, including paved and green areas.
- Trees must be at least four caliper inches in diameter.
- Trees can be located in planter beds or in tree grates that allow porous surfaces around the tree for water filtration and provide ample room for growth and long-term health of the trees.
- Irrigation systems must be provided for all trees and plant areas.

EXAMPLES OF LANDSCAPE ARCHITECT DAN KILEY'S BEAUTIFUL TREE-FILLED PLAZAS

TOP AND RIGHT: SOUTH GARDEN, ART INSTITUTE OF CHICAGO, where a simple grid of low canopy trees provides beautiful color in summer and fall, and shade for people.

BELOW: FOUNTAIN PLACE, DALLAS, where a cascading fountain of water is set beneath a shady canopy of indigenous bald cypress trees.

MAXIMIZE SEATING OPTIONS

OUTDOOR CAFES, RESTAURANT SEATING AND KIOSKS

Outdoor cafes, restaurant seating and kiosks can provide outdoor food service amenities to public plazas. To ensure that such amenities are well-designed and integrated into the plaza layout, cafes and kiosks and outdoor seating areas are encouraged for all restaurants.

- Kiosks must not impede circulation into or within the public plaza. Kiosks can include book or news stands, food or drink service, and other uses that complement the use of the public plaza.
- Open air cafes must be unenclosed and open to the sky except for umbrellas, temporary fabric roofs with no vertical supports, and heating lamps.
- Cafés are required to be generally located at the same elevation as the plaza.

PLAZA SEATING

The provision of abundant, well-designed, and comfortable seating is one of the most critical elements of public plaza design. Plaza designers should carefully consider the variety, dimensions, location, and configuration of seating with the intent to maximize opportunities for comfortable and convenient seating that emphasizes social interaction.

Variety: Types of seating that may be used to satisfy the seating requirements for public plazas:

- Fixed benches and individual seats
- Low ledges such as those around planter beds and water features can provide excellent seating. Seating ledges generally should be maximum 30 inches in height and at least 22 inches in depth.
- Moveable chairs and seating options
- Seating on steps can provide flexible seating, from simple perches to generous, amphitheater-style seating, and are permitted to range between six and 20 inches in height.
- Unique art forms for seating
- A substantial proportion of seats in a plaza should have backs to facilitate comfort and usability by people of all ages and abilities.

EXAMPLE: BRYANT PARK, NEW YORK, one of the most popular urban parks in the City, is famous for its movable chairs, outdoor seating near food kiosks, summer lounges and a variety of seating for all seasons

INCORPORATE UNIQUE ICONIC MEMORABLE WORLD-CLASS PUBLIC ART EVERYWHERE.

ICONIC PUBLIC ART can help to create a distinctive identity for 90 ND West and is encouraged to be incorporated as a key element of all public open spaces and plazas.

The long term value of great Public Art is priceless. Great Public Art can play a key factor in creating a unique destination and bringing national recognition to ND West. Public Art can challenge, delight, educate and illuminate, and create a sense of civic vitality to the area.

Public Art can include permanent and temporary installations.

PLAZA LIGHTING

Abundant and well-designed lighting can transform a plaza from a dim, foreboding space into a desirable, 24-hour amenity. Too often, however, light levels are excessively uneven or are dimmed.

- All public plazas are required to maintain two average foot candles of illumination across all walkable and seating areas in the plaza and sidewalks adjacent to the public plaza.
- The minimum hours of illumination are from at least one hour before sunset to one hour after sunrise. This requirement applies to all plazas, regardless of whether the plaza has been permitted to close at night.
- All light sources mounted on or within buildings that illuminate the public plaza must be shielded from direct view. This prevents direct floodlighting of the plaza area, which can impair visibility and compromise the sense of safety.
- All lighting within the public plaza must be shielded to avoid impacts on nearby residential units.
- Modulate lighting schemes to highlight key areas such as entries, pedestrian paths, seating areas and key use areas
- Limit glare and light spillover into adjacent properties and minimize ambient lighting of the night sky
- Add visual interest by varying the type, color and location of illumination and highlighting focal features (e.g., uplighting of street trees and public art, water features, under-lighting of benches, wall washers, ground level bollard, step, and walkway lighting, etc.).

OTHER ELEMENTS OF PLAZAS

PAVING

- The use of distinctive, high quality paving materials can convey the importance of public gathering places. Durable and easy to maintain materials like stone, brick and concrete are encouraged. Concrete unit pavers tend to lose color with time and are allowed only as accents.

Unique and interesting paving patterns, medallions in the paving and other creative paving designs are strongly encouraged.

BICYCLE PARKING

- All public plazas must provide parking for at least two bicycles and plazas greater than 10,000 square feet in size must provide parking for at least four bicycles.
- To ensure that bicycle parking is readily accessible and well-used, bicycle parking is required to be located on the sidewalk adjacent to the public plaza.

TRASH RECEPTACLES

Trash receptacles must be of sufficient size and quantity to accommodate typical plaza uses, such as lunchtime crowds and evening gatherings.

- One receptacle is required for every 1,500 square feet of plaza.
- Plazas containing food service, such as open air cafés, are required to provide an additional receptacle for every 1,500 square feet of eating area.
- All receptacles must have a minimum capacity of 25 gallons and a minimum opening of 12 inches.
- To ensure that litter receptacles are located so as to adequately serve users of the plaza, all required seating areas must have a litter receptacle within 50 feet.
- All receptacles must provide recycling options.

OBSTRUCTIONS

- Garage entrances, driveways, parking spaces, loading berths, exhaust vents, mechanical equipment, and building trash storage facilities are prohibited within all public plazas.
- Any such uses located adjacent to a public plaza are required to be screened or concealed from view. In addition, vents and mechanical equipment are prohibited on any adjacent building walls within 15 feet of the level of the public plaza.
- Air intake vents and intake shafts, such as those to serve underground facilities, are permitted within public plazas if they are incorporated into plaza design features and do not impair visibility within the plaza.

INNOVATIVE IDEAS FOR PLAZA PAVING

MAXIMIZE NATURAL LANDSCAPING EVERYWHERE

Natural landscaping refers to the use of native vegetation including prairie, wetland and woodland species, and is strongly encouraged on all sites in 90 ND West as an alternative to conventional landscaping. Sites along the Jane Addams Tollway are strongly encouraged to use natural landscaping along the Tollway frontage. Design should be tailored to individual site characteristics, factoring in topography, soils, drainage patterns and sun exposure. On some sites natural landscaping can be installed or preserved in an informal setting; on others, native plants can be used in more formal settings in place of imported species.

BENEFITS

- Native vegetation is a low-cost alternative to traditional landscaping that utilizes turf grass and ornamental plantings.
- A site that is naturally landscaped will produce substantially less stormwater runoff than a conventional landscape. Native vegetation enhances both absorption of rainfall and evaporation of soil moisture due to extensive root systems that extend down 3 to 10 feet or more. In contrast, the root zone of turf grass typically extends only about 3 to 4 inches.
- Natural landscaping reduces pollutants associated with urban runoff.
- Deep-rooted native plants effectively stabilize soils and prevent erosion along stream banks and detention basin edges.
- The reduced maintenance needs of natural landscaping not only save money, but also reduce air, water and noise pollution.
- Natural landscaping provides habitat for native and migrating birds, butterflies, and insects.
- Natural landscapes, especially trees, moderate temperature extremes (such as the “urban heat island” effect), resulting in reduced heating and air conditioning costs.
- Provides four seasons of color and textures not commonly found in conventional landscapes and requires less maintenance over time.

EXAMPLES OF CORPORATE HEADQUARTERS IN NAPERVILLE: TELLLABS (TOP) AND LUCENT /NOKIA (BOTTOM) where majority of the sites are naturally landscaped, leading to significant cost savings for maintenance and stormwater management. Native landscapes have created attractive green edges along the highways and have provided acres natural areas for employees to enjoy.

DESIGN NORTH POND PARK AS A GATEWAY TO 90 ND WEST

The North Pond Park is envisioned to be an attractive gateway to 90 ND West from Algonquin Road, as well as the north terminus of the trails planned through the district. The Park design should incorporate elements including the following:

- An expanded pond as a naturalized basin to meet stormwater management needs
- A new public street that defines the southern edge of the park.
- Safe street crossings for pedestrians and bicyclists to connect to the Greenway Park to the south
- On-street parking on adjacent streets, and additional public parking on the municipal parcel to the west.
- Trailhead Plazas with seating, trail maps and bike racks.
- Natural landscapes that support biofiltration and wildlife habitat, and informal groupings of native hardy trees, native plants and prairie grasses
- Seating
- Piers and overlooks for fishing
- Park furnishings, seating, lighting, trash receptacles and signage

EXAMPLE: LAKE LEOPOLD, PRAIRIE CROSSING, GRAYLAKE
The 20 acre lake features a beach, boating (non-motorized), fishing, and a protected nesting island. The lake is stocked with many varieties of fish and is a fishing haven for the area. In the winter, ice skating and ice fishing are available when the ice is thick enough.

EXAMPLE: GALLERY PARK, THE GLEN, GLENVIEW
The 140 acre Gallery Park features the 45 acre Lake Glenview at the heart of The Glen Town Center and offers 4.8 miles of trails, boardwalk, playgrounds, gardens and fountains. The lake is stocked with large-mouth bass, bluegill, channel catfish, northern pike and walleye, and is a popular fishing destination.

CREATE NATURE TRAILS ALONG THE WEST EDGE

The western edge of 90 ND West offers significant natural areas that include wetlands, ponds, natural areas and the floodway and flood plain of a significant tributary to Salt Creek, as shown in the FEMA FIRM map (below). This area provides an opportunity to create natural trails and overlooks, wetland restoration, native vegetation and wildlife habitat.

This area can become a significant open space amenity for 90 ND West and also be shared with development to the west. A future access road is planned from the Boulevard across the wetlands that could connect to Roselle Road. A trail along this road could eventually connect 90 ND West trails to the Paul Douglas Forest Preserves to the west.

EXAMPLE: COFFEE CREEK WATERSHED PRESERVE, CHESTERTON, IN

Coffee Creek Watershed Preserve is a national award winning example of sustainable design for wetlands, woodlands, prairies and trails. Major features of the 157-acre Preserve include:

NATIVE LANDSCAPES
An abundance of over 500 plant species that create a magnificent display of wildflowers from spring through fall

WILDLIFE HABITAT
Many common mammals, reptiles, amphibians, and butterflies make their homes here, and there is a diverse bird life, including both nesting and migratory species.

WATER QUALITY
Coffee Creek is one of the healthiest streams in the southern Lake Michigan watershed. Salmon, trout, and many other fish swim in its waters.

MILES OF TRAILS
Miles of trails in a natural setting, brick paved walkways, winding boardwalks and granite fine trails invite guests to explore.

PERIMETER LOOP
A three-mile loop around the perimeter is popular with hikers, joggers, dog walkers, birders, and other nature lovers.

90 NORTH DISTRICT WEST

REGULATORY FRAMEWORK

VILLAGE OF SCHAUMBURG, ILLINOIS
ADOPTED MARCH, 2018