

*An enduring legacy
of stewardship of
natural resources*

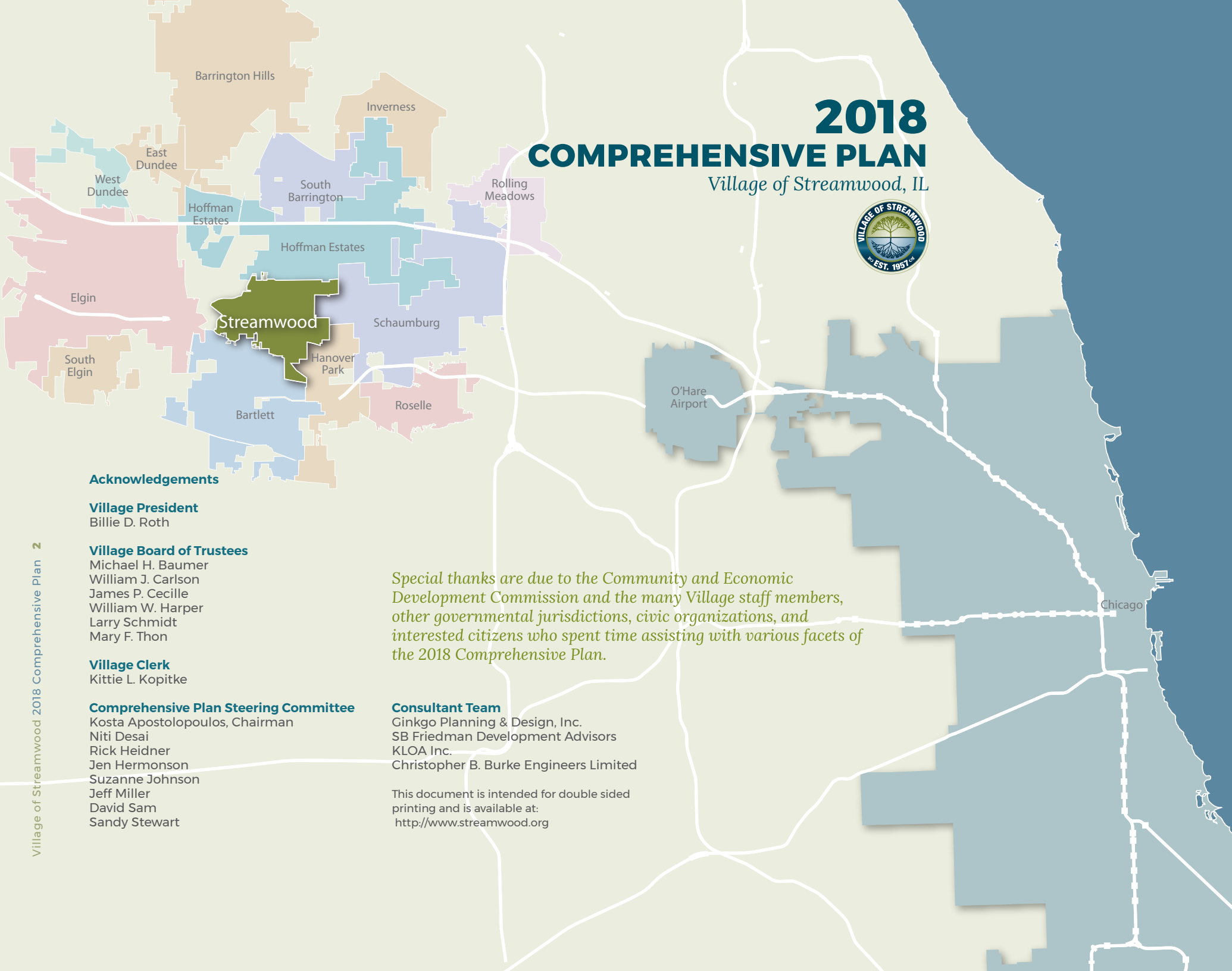


2018 COMPREHENSIVE PLAN

Village of Streamwood, IL

2018 COMPREHENSIVE PLAN

Village of Streamwood, IL



Acknowledgements

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Special thanks are due to the Community and Economic Development Commission and the many Village staff members, other governmental jurisdictions, civic organizations, and interested citizens who spent time assisting with various facets of the 2018 Comprehensive Plan.

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This document is intended for double sided printing and is available at:
<http://www.streamwood.org>

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A UNIQUE GREEN SETTING, WITH FOREST PRESERVES ALONG THE NORTHERN BORDER

PUBLIC PARKS AND TRAILS WITHIN EASY WALKING DISTANCE OF NEIGHBORHOODS

A DIVERSE HOUSING STOCK

A VARIETY OF SHOPPING DESTINATIONS

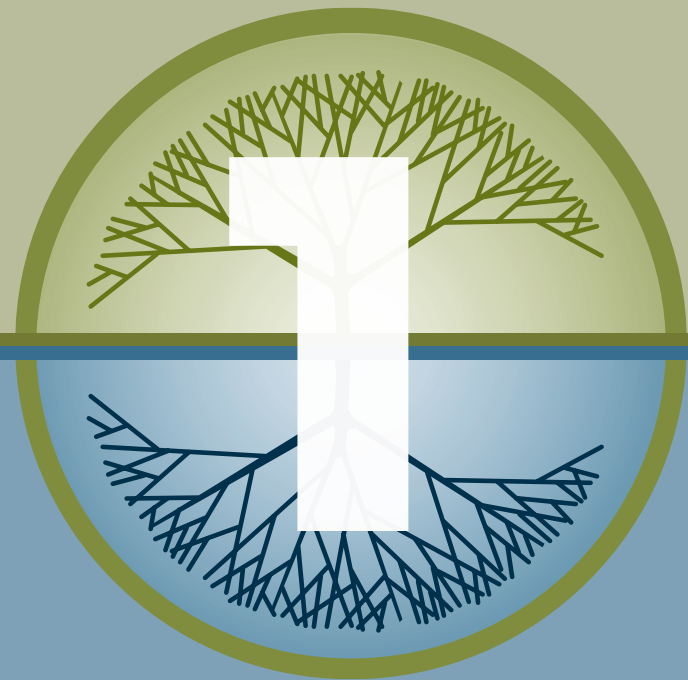
GREAT MUNICIPAL FACILITIES

A DEVELOPMENT FRIENDLY ENVIRONMENT

and more.



INTRODUCING
THE VILLAGE OF
STREAMWOOD



Incorporated in **1957**

60 YEARS of nurturing a great sense of community and stewardship of natural resources

8 SQUARE MILES in area

County: **COOK**

Townships:
HANOVER TOWNSHIP
SCHAUMBURG TOWNSHIP

2015 population:
40,865

Projected **12%** increase in population over the next 25 years.

STREAMWOOD QUICK FACTS



30 MILES from Downtown Chicago

20 MILES from O'Hare International Airport

2 MILES to Bartlett Metra Station

3 MILES to Hanover Park Metra Station

5 MILES of Forest Preserve frontage to the north

OVER 350 ACRES of parks, natural areas and open spaces



ABOUT STREAMWOOD

A 60 year tradition of building community

Incorporated in 1957, the Village of Streamwood is a northwest suburb located about thirty miles from Downtown Chicago. In 60 years since it's founding, Streamwood has established a great sense of a close-knit community and a shared commitment to stewardship of open spaces and natural resources.

Streamwood experienced much of its initial development in the 1960's. Annexation and rapid development of land continued into the early 2000's. Today, the eight square mile village is home to over 40,000 residents with a growing diversity in ethnic mix.

The last revision to the Comprehensive Plan was conducted in 2007. At that time, the community was focused on redevelopment, diminishing open space, and maintaining diverse land use opportunities.

The regional landscape has changed considerably in the last decade, with major economic, demographic and housing market shifts regionally and nationally. The 2018 Comprehensive Plan aims to better position Streamwood to respond to these changing trends and grow stronger as a great community to live and work in.

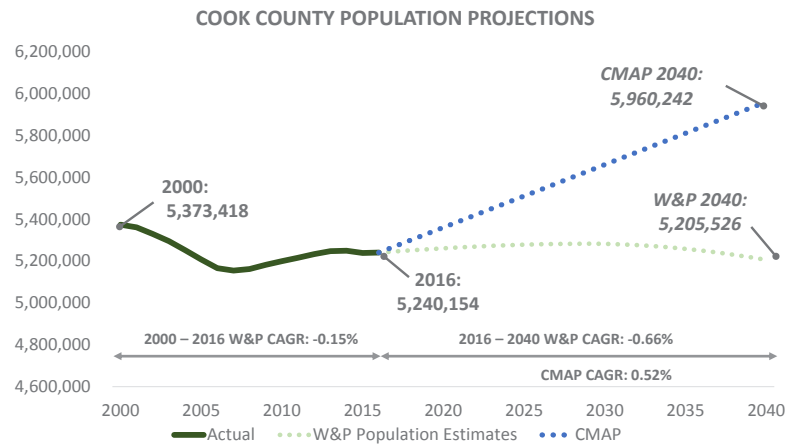


STREAMWOOD TODAY

Demographic snapshot of the Village

POPULATION

Between 2000 and 2016, the Cook County Population has declined at a compound rate of 0.15% annually. Between 2016 and 2040, Cook County is anticipated to lose approximately 34,628 people, decreasing at a CAGR of -0.66% according to Woods and Poole estimates. CMAP estimates show more growth, projecting an increase in about 700,000 residents. Streamwood is anticipated to grow steadily over the same 40-year period, with a projected 12% increase in population over the next 25 years.



SOURCE: CMAP, SB FRIEDMAN, WOODS AND POOLE

STREAMWOOD POPULATION

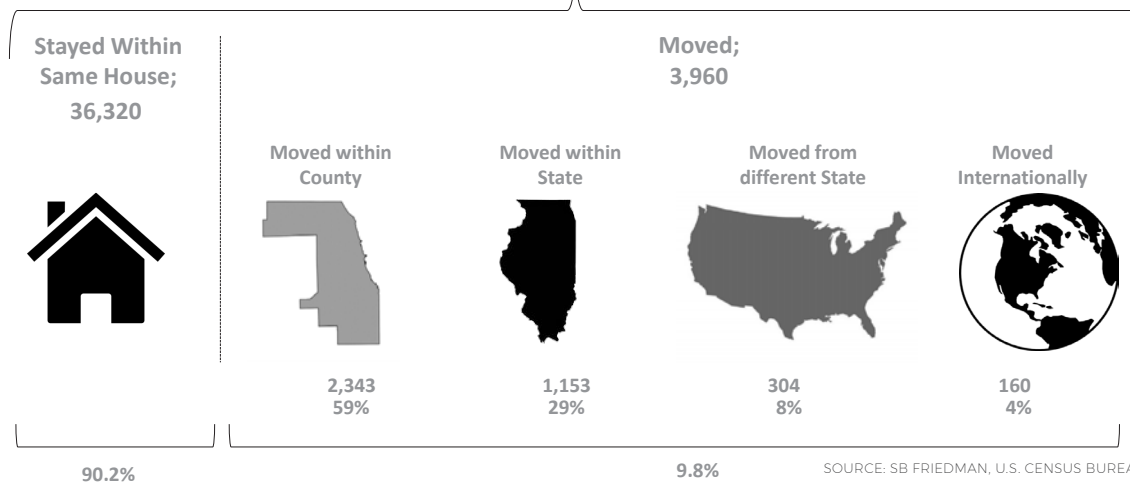
Year	Population
2000	36,407
2010	39,858
2015 (5-Year ACS)	40,865
2030 (Interpolated)	43,385
2040 (CMAP projection)	45,330

SOURCE: CMAP, SB FRIEDMAN, WOODS AND POOLE

Streamwood Population: 40,280

2015 GROSS IN-MIGRATION TO STREAMWOOD

Migration in Streamwood can be used as an indicator for expected housing sales within the Village. Approximately 3,800 people reported having moved either within Streamwood or to Streamwood in 2015. In household terms, that equals approximately 1,400 housing sales or 10% of the market.



SOURCE: SB FRIEDMAN, U.S. CENSUS BUREAU

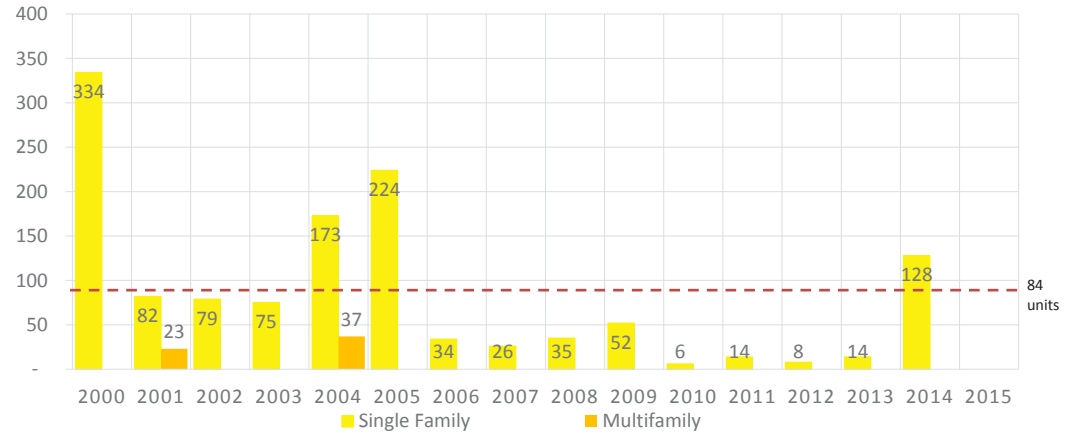
STREAMWOOD TODAY

Demographic snapshot of the Village

BUILDING PERMITS

Housing permit activity in Streamwood was far more robust in the early part of the 2000's and has declined significantly since 2005. Since 2010, less than 50 new single-family units have been permitted. Permit activity in the Village is almost exclusively single-family homes.

HOUSING PERMITS BY YEAR (UNITS)

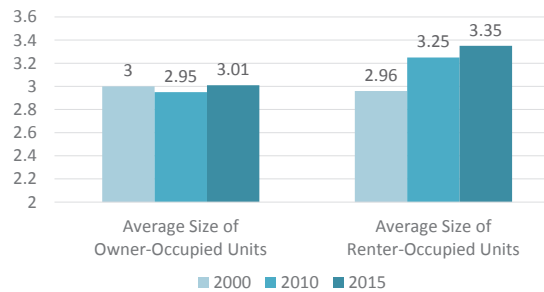


SOURCE: SB FRIEDMAN, U.S. CENSUS BUREAU

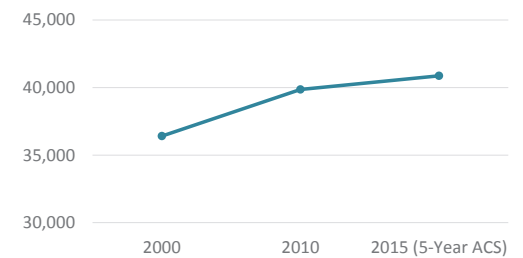
HOUSEHOLD SIZE

The household size in Streamwood grew for both renter-occupied and owner-occupied units between 2000 and 2015. The increase in household size explains in part how the population has increased over the same period despite limited new development in the Village.

AVERAGE HOUSEHOLD SIZE



STREAMWOOD POPULATION



SOURCE: SB FRIEDMAN, U.S. CENSUS BUREAU

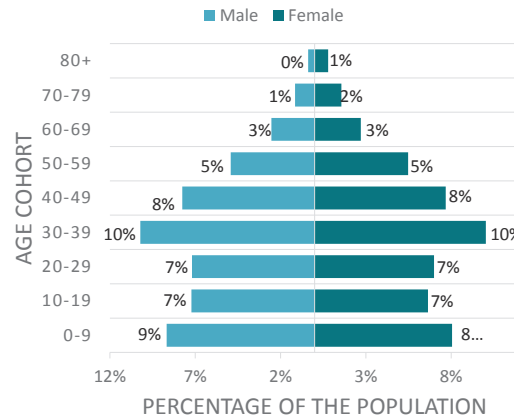
STREAMWOOD TODAY

Demographic snapshot of the Village

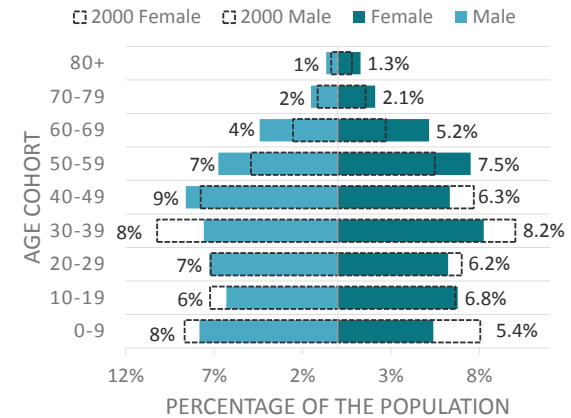
POPULATION PYRAMIDS

Streamwood's population has shifted since 2000 from one heavily oriented toward age groups typically associated with young families (ages 0 to 19 and 30 to 49) to one where there are an increasing number of middle aged (40-59) and senior citizens (60+).

POPULATION PYRAMID, STREAMWOOD - 2000



POPULATION PYRAMID, STREAMWOOD - 2015

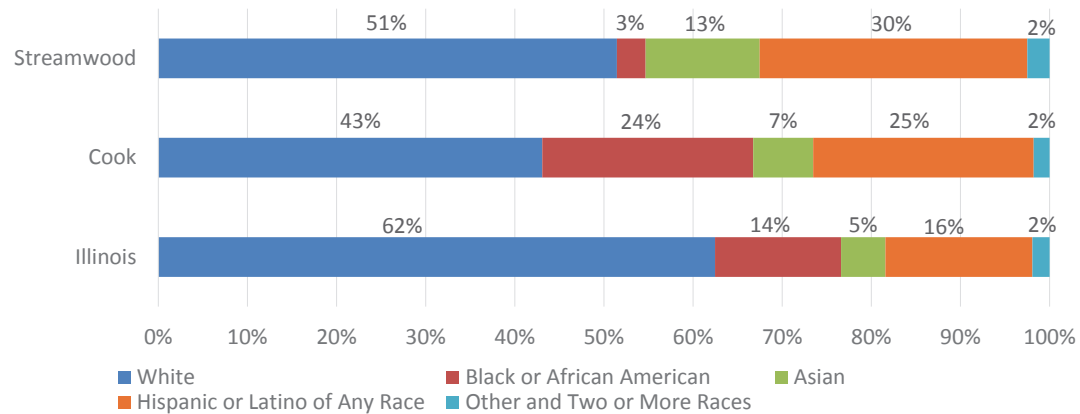


SOURCE: 2011-2015 5-YEAR AMERICAN COMMUNITY SURVEY, SB FRIEDMAN, U.S. CENSUS 2000

RACE AND ETHNICITY

Streamwood is more diverse than Illinois, however relatively less diverse than Cook County with a population that is 51% white. One significant difference in racial composition is the higher percentage of individuals who identify as Asian (13%) or Hispanic (30%).

RACE & ETHNICITY BY REGION



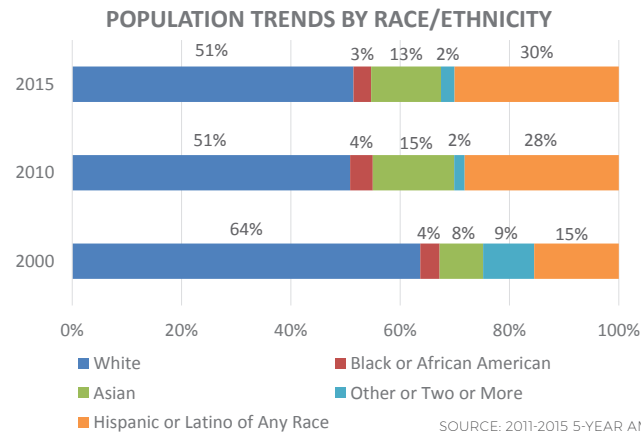
SOURCE: 2011-2015 5-YEAR AMERICAN COMMUNITY SURVEY, SB FRIEDMAN, U.S. CENSUS 2000

STREAMWOOD TODAY

Demographic snapshot of the Village

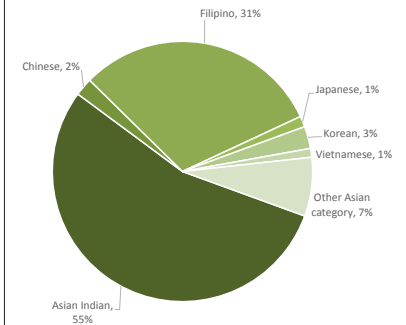
RACE TRENDS OVER TIME

Streamwood has transitioned to a more diverse community in recent years. In 2000, 64% of the population identified as White, whereas only 51% identified as White in the 2015 Census. The change is a result of an increased percentage of people who identify as Hispanic, from 15% to 30%.



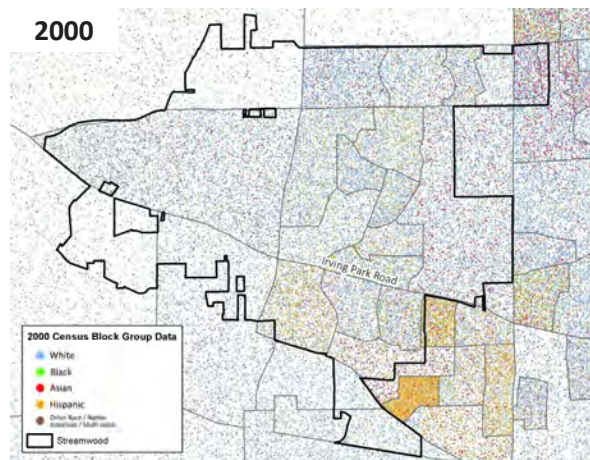
SOURCE: 2011-2015 5-YEAR AMERICAN COMMUNITY SURVEY, SB FRIEDMAN, U.S. CENSUS 2000

STREAMWOOD ASIAN BREAKDOWN, 2015



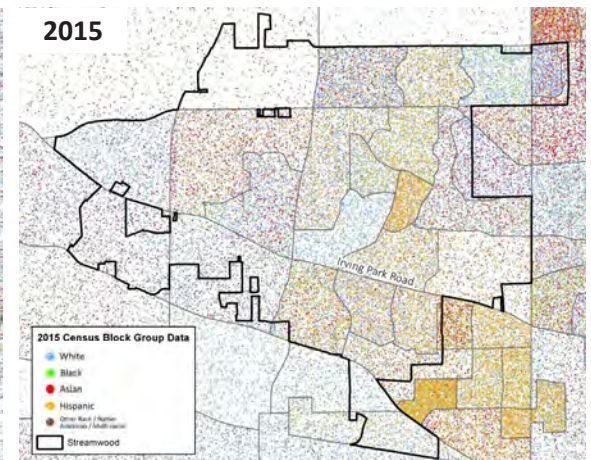
ETHNIC DISTRIBUTION 2000-2015

In 2000, Streamwood was predominately white. There were few concentrations of race or ethnicity within Streamwood. However, there were pockets of Hispanic individuals on the southeast side of the Village near Lake Street. There were also concentrations of Hispanic individuals just outside the Streamwood boundary in Hanover Park. The distribution of race/ethnicity in 2015 is vastly different than in 2000. Over the 15-year span, the Hispanic population grew primarily on the east side of the Village. Overall, the Village has grown more diverse, particularly in the northeast quadrant.



The map displays one dot for each person at the location they were counted during the 2000 Census.

In 2000, Streamwood was predominately white. There were few concentrations of race or ethnicity within Streamwood. However, there were pockets of Hispanic individuals on the southeast side of the Village near Lake Street. There were also concentrations of Hispanic individuals just outside the Streamwood boundary in Hanover Park.



The map displays 40,865 dots within the Streamwood Village boundary, one for each person at the location they were counted during the 2015 Census.

The distribution of race/ethnicity in 2015 is vastly different than in 2000. Over the 15-year span, the Hispanic population grew primarily on the east side of the Village. Overall, the Village densified particularly in the northeast quadrant.

SOURCE: SB FRIEDMAN, U.S. CENSUS 2000, U.S. CENSUS 2010

STREAMWOOD TODAY

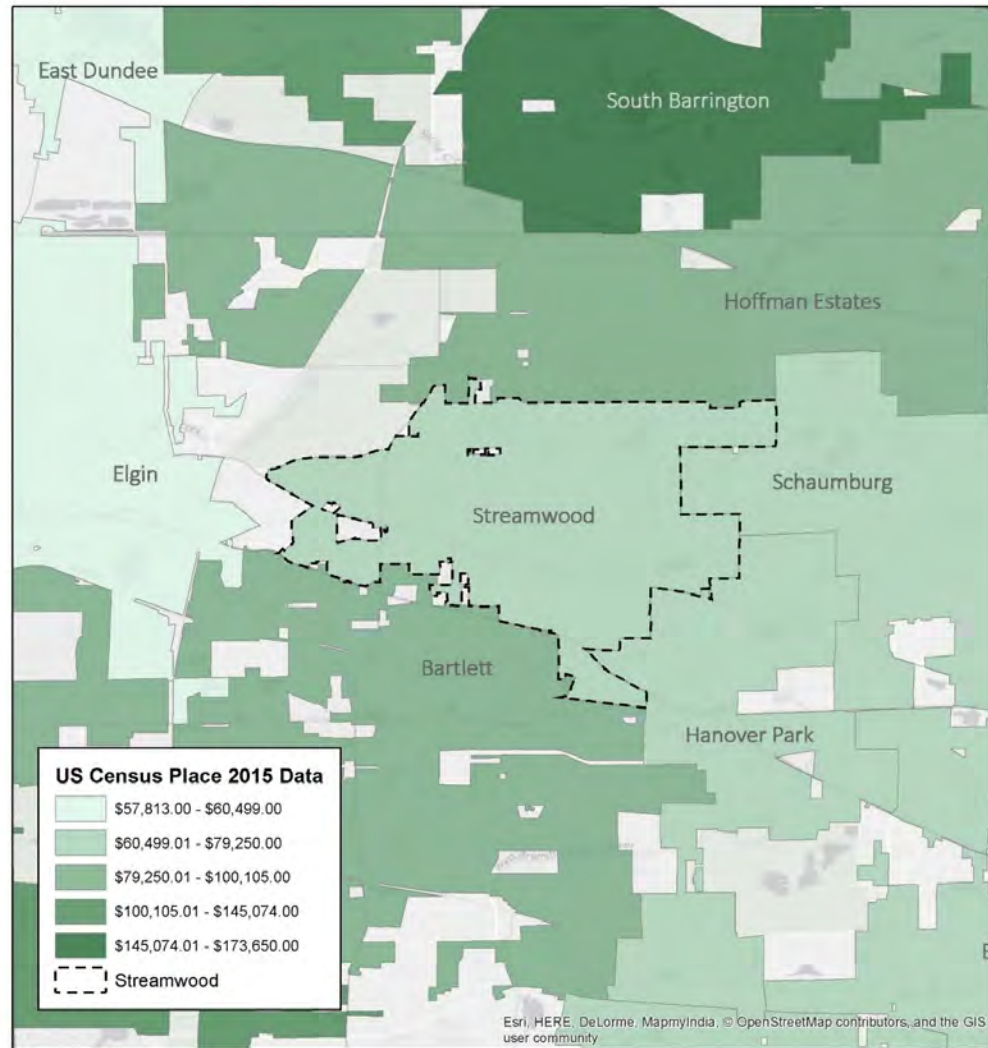
Demographic snapshot of the Village

MEDIAN INCOME

Streamwood has a high median income relative to both Cook County and Illinois with a median household income of \$74,854. Relative to adjacent affluent villages, Streamwood appears to be a region with a modest household income figure.

MEDIAN HOUSEHOLD INCOME, 2015

Geography	Median Household Income
State of Illinois	\$57,574
Cook County	\$55,251
East Dundee	\$57,813
Elgin	\$60,499
Hanover Park	\$67,650
Schaumburg	\$74,086
Streamwood	\$74,854
Hoffman Estates	\$84,583
Bartlett	\$100,105
South Barrington	\$173,650



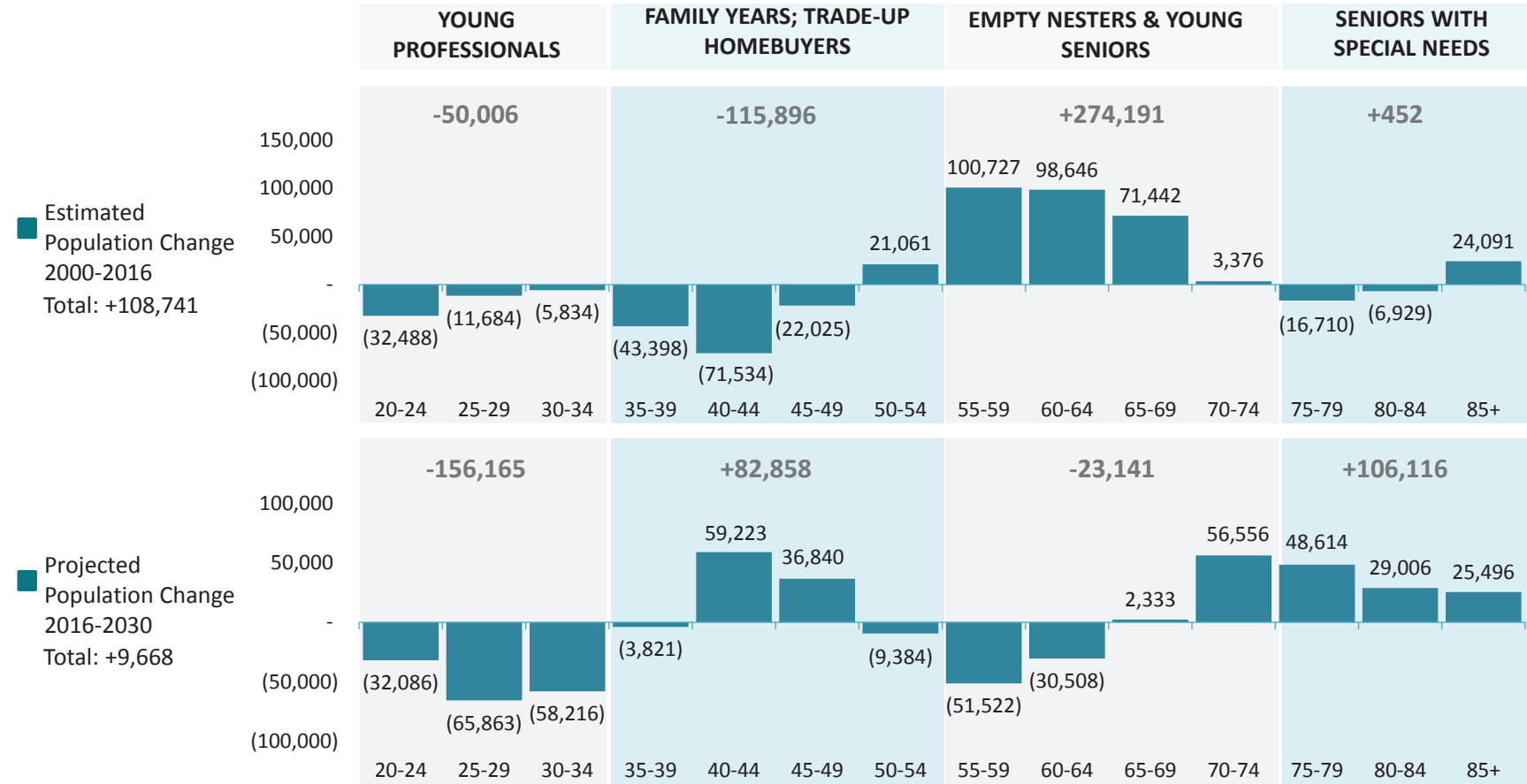
SOURCE: 2011-2015 5-YEAR AMERICAN COMMUNITY SURVEY, ESRI, SB FRIEDMAN; U.S. CENSUS

STREAMWOOD TODAY

Demographic snapshot of the Village

COOK COUNTY POPULATION

Between 2000 and 2016, Cook County’s population growth was primarily in older cohorts from ages 55 to 69. However, between 2016 and 2030, population growth is anticipated to shift to individuals in their Family Years (ages 40-49), Young Seniors (ages 70-74), and Seniors with Special Needs (ages 75+).



SOURCE: SB FRIEDMAN, WOODS AND POOLE

A LOOK BACK AT HISTORY

A 60 year tradition of building community




**2017 marks the 60th Anniversary
the Village of Streamwood...**

and we are very proud of our progress. The Village has grown from a handful of homes with fewer than 200 residents, to a thriving community that is now called home to nearly 40,000 residents. More than 600 establishments have also chosen Streamwood as a place to conduct and carry out their day-to-day business.

Thank you for being part of OUR COMMUNITY! It is a pleasure serving you.

- Village of Streamwood President and Board of Trustees



A LOOK BACK AT STREAMWOOD'S HISTORY

In the area of Hanover Township, which would become Streamwood, the 1950 Census population was roughly 800 people, scattered across dozens of farms.



1956: Original newspaper advertisement



1957: Marketing brochure



1958: Volunteer fire department



1959: Water/sewer picket

1957

1958

1959

1830s - 1950s: The area known as Hoosier Grove was home to dairy farmers from the 1830s through the 1950s. With the postwar housing boom, development pressures began to create new communities where farms predominated. In the area of Hanover Township, which would become Streamwood, the 1950 Census population was roughly 800 people, scattered across dozens of farms.

1956: In 1956, L & H Builders developed 21 pre-assembled houses on concrete slabs at the corner of Bartlett and Schaumburg Roads. The houses, shipped from Indiana by National Homes Corporation, were packaged with insulated walls, ceiling, roof sections, and framing. A local contractor, Maxon Construction Company, assembled the homes in less than two weeks. Once the community had established enough homes and residents, the builder applied for incorporation as a municipality. On February 25, 1957, the Village of Streamwood was born. The new Village President and Board of Trustees were all employees of the Maxon Construction Company or its engineering firm.



1957: Village officers



1958: Marching mothers

1959
 Special Census population - 3,743
 A new house - \$16,200
 A gallon of milk - \$0.82
 A gallon of gas - \$0.25

1958: While the builder's brochures for the new community of Streamwood promised a "Town of Tomorrow," new residents faced insufficient well systems, unpaved streets and few municipal services. The young families in the community soon became activists. Homeowners established associations to wrench control of the government away from the builders. They protested a hike in water and sewer rates. They staged a protest on waste services by bringing their garbage to the edge of town to competing companies' waiting trucks. When the new Woodland Heights School opened in 1958, it had only six classrooms to accommodate the hundreds of community children. When four hundred children were required to take classes in split shifts, mothers marched in front of the school and the builder's sales trailers to discourage buyers. They were arrested for disorderly conduct.

1956

A LOOK BACK AT STREAMWOOD'S HISTORY

The 1960s saw a concentration of Village efforts to “building community”.

1962
Special Census population - 6,751
A new house - \$18,200
A gallon of milk - \$0.49
A gallon of gas - \$0.31



1965: Tefft Middle School

1969
Special Census population - 17,633
A new house - \$27,900
A gallon of milk - \$1.15
A gallon of gas - \$0.35

,1961

,1963

,1965

,1968

1960
Census population - 4,821
A new house - \$16,500
A gallon of milk - \$0.49
A gallon of gas - \$0.31



1964: New municipal and fire hall

1965
Special Census population - 10,252
A new house - \$21,500
A gallon of milk - \$0.95
A gallon of gas - \$0.31



1970: New village hall at Christmas

1962: In 1962, Nick Kosan was elected Village President and control of government by the builders ended. The Village of Streamwood concentrated on building community over the next few years. Builders began donating land for schools, a village hall and parks. The Village took over the water company. The Streamwood Park District was formed. The Streamwood Library District, which became Poplar Creek Library District, was formed.

1966

A LOOK BACK AT STREAMWOOD'S HISTORY

By the 1970s, Streamwood had grown in size to over five square miles.

1970
Census population - 18,176
A new house - \$26,600
A gallon of milk - \$1.15
A gallon of gas - \$0.36



1971: New home



1975: New Poplar Creek Library

1979
Special Census population - 22,965
A new house - \$71,800
A gallon of milk - \$1.62
A gallon of gas - \$0.86

1971

1973

1976

1979



1970: Aerial of park

1974
Special Census population - 21,995
A new house - \$38,900
A gallon of milk - \$1.57
A gallon of gas - \$0.53



1978: Streamwood High School

1970s: By the 1970s, the village grew in size to over five square miles. Industries located on the southeast side. Streamwood High School opened. The new Poplar Creek Library opened. The Park District opened its administrative center at the new Shady Oaks Park. Shopping centers sprang up on Bartlett Road and Irving Park Road. Streamwood was realizing its promise.

1974

A LOOK BACK AT STREAMWOOD'S HISTORY

In the 1980s, access to Lake Michigan water helped Streamwood's continued growth to over eight square miles.



1982: Seville groundbreaking



1983: New Public Works Building



1989: Westview Shopping Center



1990: New Village Hall

1987
Special Census population - 26,101
A new house - \$127,200
A gallon of milk - \$2.28
A gallon of gas - \$0.95

1990
Census population - 31,197
A new house - \$149,800
A gallon of milk - \$2.35
A gallon of gas - \$1.16

1982

1985

1988

1990

1991

1980

Census population - 23,456
A new house - \$76,400
A gallon of milk - \$2.16
A gallon of gas - \$1.25

The 1980s brought many changes to the Village of Streamwood. Lake Michigan water allowed the Village to expand to over eight square miles. Oak Knolls Farms subdivision included development of the Streamwood Oaks Golf Course. The Westview Shopping Center began along Barrington Road, greatly expanding commercial opportunities in Streamwood. New municipal buildings reflected the growth of the community including Public Works, Village Hall and Fire Station #3.

These years of growth brought with them tribulation. Village Manager Edward Emond underwent investigation by the Federal Bureau of Investigation (FBI) for extortion, fraud and bribery. The Park District sued the Village over the Streamwood Oaks Golf Course and developer donations. Streamwood engaged in boundary disputes with both Bartlett and Schaumburg. Residents complained about poor infrastructure and unresponsive government. A microburst in the 4B Industrial Park resulted in one death and millions of dollars in damage.



1985: Aerial of Lexington area



1990: Microburst

1989

Special Census population - 29,495
A new house - \$148,800
A gallon of milk - \$2.34
A gallon of gas - \$1.12

The 1990s focused on repairing the Village: its reputation, its infrastructure and its service to residents and businesses. A \$2.5 million annual street improvement fund was established. 9-1-1 emergency service began. Boundary agreements with our neighboring communities halted disputes. New donation calculations provided schools, parks and libraries with funds to help them grow. Hoosier Grove Park and Park Place Family Recreation Center opened. The ECC Duraco Center opened in Village Hall as a satellite campus for Elgin Community College. The Veterans Memorial became the heart of the municipal campus. Streamwood became known as one of the fastest growing, most progressive communities in the northwest suburban region.

1982

A LOOK BACK AT STREAMWOOD'S HISTORY

In the 1990s, Streamwood becomes known as one of the fastest growing, most progressive communities in the northwest suburban region.



1994: First Summer Celebration



1997: Housing growth



2004: Centennial of schoolhouse

2000
 Census population - 36,407
 A new house - \$207,000
 A gallon of milk - \$2.85
 A gallon of gas - \$2.05

1991

1993

1994

1996

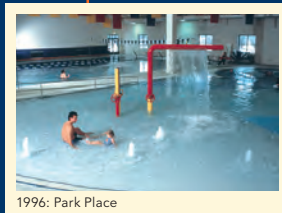
1998

2003

2005



1991: Schoolhouse moves to Hoosier Grove Farm



1996: Park Place

1995
 Special Census population - 33,705
 A new house - \$158,700
 A gallon of milk - \$2.36
 A gallon of gas - \$1.15

The 1990s set a tone for the new millennium. Streamwood continued its focus on providing balanced growth, and a commitment to community-oriented public service. Commercial growth opened along Route 59 with the Sutton Park and Streamwood Crossing Shopping Centers. Streamwood Corporate Center and Phoenix Lake Business Park expanded industrial opportunities in the Village. New housing continued to provide a balance of housing options for residents. The small ranch-style homes of the 1950s began to blend with larger, executive homes constructed on the west side of town.



2001: Phoenix Lake Business Park

2005
 Special Census population - 39,217
 A new house - 297,000
 A gallon of milk - \$2.79
 A gallon of gas - \$2.95

1995

A LOOK BACK AT STREAMWOOD'S HISTORY

2017 marked the 60th Anniversary of the Village.
Today, the "Town of Tomorrow" is a strong,
independent community ready for future growth.



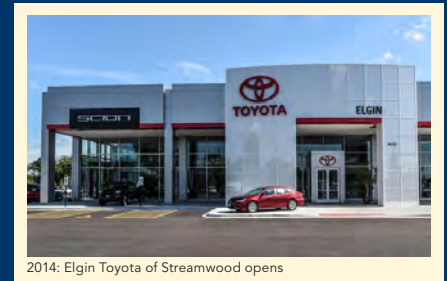
2007: 50th Anniversary Time Capsule

In 2007, Streamwood celebrated its 50th Anniversary. As part of the festivities, the new Police Station was dedicated along with improvements to the Veterans Memorial and the entire municipal campus. A time capsule was buried on the municipal campus to be opened in 2057.



2007: Police Department Ground Breaking Ceremony

2010
 Census population - 39,858
 A new house - \$219,978
 A gallon of milk - \$3.25
 A gallon of gas - \$2.78



2014: Elgin Toyota of Streamwood opens

2006 2007

2009

2010

2014

2016



2005: Super Target opens



2007: Police Department Grand Opening

The Police Department's new 44,000 square foot building was a state-of-the-art facility including a gun range, armory, cells, exercise rooms, offices and community meeting rooms.



2009: Streamwood Behavioral Health

The economic downturn in 2009 affected the entire region. Housing growth slowed. Fortunately, Streamwood was able to weather this storm. The Village continued to reinvest in the community. Businesses reinvested as well including major expansions to the Wal-Mart Store and Streamwood Behavioral Health Center.



2016: Westbrook Senior Living Center opens

Streamwood rebounded stronger than ever from the economic crisis. The community experienced growth in new businesses including its first auto dealership, Elgin Toyota of Streamwood, which opened in 2014.

2007

2017

VISION & GOALS

PLAN SUMMARY



PLAN SUMMARY

A redevelopment and implementation focused plan

The Village of Streamwood is a mature community with very little vacant land remaining for new development. Single family residential neighborhoods are the major land use, with a mix of two family homes, townhouses, and multi-family housing dispersed in various areas. Streamwood also offers a diverse and stable commercial and industrial base.

The Village has a significant number of park, open spaces and conservation areas which showcase Streamwood's distinctive commitment to the stewardship of natural resources. Civic and institutional uses are generally located near these public open spaces, creating well established centers for community gatherings.

A REDEVELOPMENT FOCUSED NEW COMPREHENSIVE PLAN

The Village initiated the development of a new Comprehensive Plan in 2017 to focus on the redevelopment of areas with underutilized or obsolete land use patterns.

The last Comprehensive Plan was adopted by the Village in 2007. Major demographic and market shifts have occurred in the region in the last decade since the 2007 Plan. There is a greater demand for walkable, denser and mixed-use areas that have a unique sense of place. These trends are significantly impacting typical car-oriented development patterns all across the region.

This 2018 Comprehensive Plan provides a blueprint for Streamwood to redevelop three specific areas into unique, walkable and mixed-use places. These three sub-areas include the following and are discussed in detail in Section 3.

1. **STREAMWOOD CROSSING: THE BARTLETT ROAD AND STREAMWOOD BOULEVARD SUB-AREA**
2. **MUNICIPAL CAMPUS SUB-AREA**
3. **IL 59/ SUTTON ROAD SUB-AREA**

A BUILDABLE PLAN FOCUSED ON NEAR TERM IMPLEMENTATION

The Village aimed at creating a project driven plan that could guide future public infrastructure investments, especially in bike and pedestrian trails, intersection improvements and new trail bridges.

Streamwood already has created a legacy of abundant public parks and natural areas throughout the Village. In addition, Arthur L. Janura Forest Preserves offer over 4,000 acres of trails, prairies, oak woodlands and ponds along the entire northern side of the Village. This Comprehensive Plan provides a detailed blueprint for an integrated trail system that can safely connect this rich legacy of open spaces.

Five near term catalytic projects are recommended, as outlined in Section 7:

1. **TRAIL BRIDGE OVER RTE 59**
2. **INTERSECTION IMPROVEMENTS AT IL 59 AND IRVING PARK RD**
3. **BARTLETT RD/STREAMWOOD BLVD INTERSECTION AND STREET IMPROVEMENTS**
4. **TRAIL BRIDGE OVER BARTLETT ROAD**
5. **KOLLAR PARK IMPROVEMENTS**

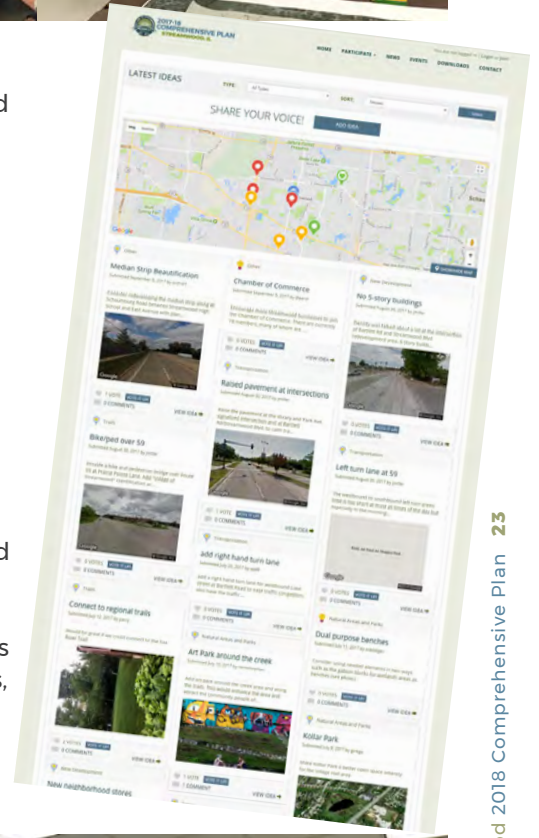


A PLAN SHAPED BY THE COMMUNITY

The 2018 Comprehensive Plan was developed over a 13 month period with enthusiastic participation from Village leaders, staff, Steering Committee members and local stakeholders in several productive meetings.

Two “Student Government Day” workshops were held in Spring of 2017 and 2018, where high school students spent a day developing ideas, sketches and site models for the Streamwood Crossing and IL59/Sutton Road sub-areas. Students presented their ideas, sketches and recommendations in the evening to a mock Village Board. Many of their innovative ideas have been incorporated into the final plan.

This plan represents the aspirations and ideas shared by the community, through meetings, forums and the plan web site, and their heartfelt passion to create a enduring legacy for Streamwood.



A VISION FOR THE FUTURE

A 60-year tradition in stewardship of natural resources, a development friendly environment, and hands-on civic leadership. These are the unique qualities of Streamwood that provided the foundation for the 2018 Comprehensive Plan, and have shaped a forward thinking vision for the future:

“Streamwood will be known in the Chicago Region as a great community that cherishes its people, welcomes cultural diversity, and nurtures a shared sense of community pride. Natural areas connected with miles of trails will be Streamwood’s distinct legacy for future residents to enjoy. Two new trail bridges will provide safe connections at critical locations: over Route 59 to connect our community and provide safe access to public spaces, commercial destinations, and the Forest Preserves; and, over Bartlett Road to connect our parks, trails, schools, and community facilities along Poplar Creek.

The Bartlett Road-Streamwood Boulevard area will be transformed into a walkable neighborhood center – Streamwood Crossing – that blends new homes with our existing neighborhoods, shops and civic uses, all within walking distance of the Poplar Creek parks and trails. The heart of the connected trail system will be anchored by a linked Civic Core on Irving Park Road. A new neighborhood center will emerge at Route 59 anchored by a new Park District Campus, housing, restaurants and shops that complements and supports our community overall.

A variety of new housing options will meet the needs of young families, seniors, empty nesters and younger residents, keeping the demographic makeup of Streamwood healthy and diverse for generations to come.”

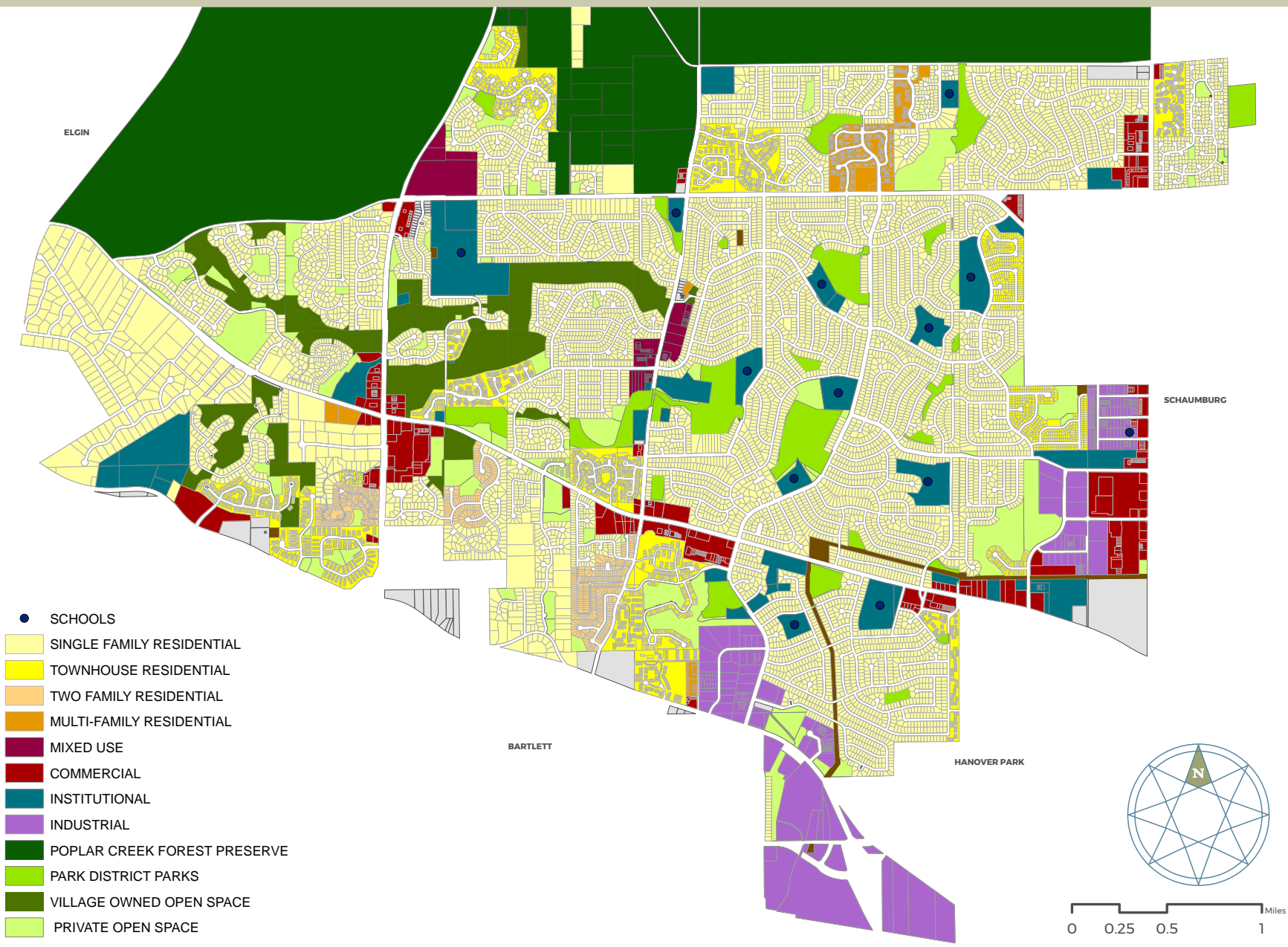
GOALS



The 2018 Comprehensive Plan offers the following goals to realize the community’s vision for the future and to strengthen the legacy of “a great sense of community”

- **CREATE THREE DISTINCT NEIGHBORHOOD CENTERS**
- **RESPOND TO CHANGING HOUSING TRENDS**
- **CREATE A LEGACY OF CONNECTED TRAILS & OPEN SPACES**
- **MEET TRANSPORTATION NEEDS OF THE FUTURE**
- **FOCUS ON BUILDING NEAR TERM PROJECTS**

Each of these goals is discussed in detail in Sections 3 through Section 7.



LAND USE MAP

HOUSING

Responding to changing trends in housing is a key goal of the 2018 Comprehensive Plan. Section 4 provides a detailed analysis of housing supply and demand for the following types:

- SINGLE FAMILY DETACHED
- SINGLE FAMILY ATTACHED
- MULTI-FAMILY / TOWNHOMES
- RENTAL UNITS
- SENIOR HOUSING (Independent Living, Assisted Living, Memory Care and Skilled Nursing Care)

The housing analysis considers trends in the Primary Market Area (PMA) that includes Streamwood, Hoffman Estates, Hanover Park, Schaumburg and Bartlett, and shows the following major trends:

- Continued strength in the Family Years Market with incomes greater than \$100,000, who prefer to live in single-family attached housing
- Projected increase in Empty Nesters and Young Seniors with incomes greater than \$100,000
- Strong demand and limited supply of new quality rental and senior living “multi-generational” products that are in walkable and mixed-use settings, and allow residents to “age in place.”

The Village is focusing on the redevelopment of three sub-areas (see Section 3) to create walkable and mixed-use settings that can attract new multi-generational housing to Streamwood.



About two-thirds of housing units in Streamwood are in single family detached structures. The remaining third of housing units are split between single family attached (20%) and multi-family apartment (13%) units. Nearly 85% of homes are owner occupied.

Images show the variety of housing products in the Village today: 1 & 2: Old and new single family detached homes, 3 & 4: Read-loaded and front-loaded townhomes, 5: Old Apartment Building and 6: New Senior Housing



RETAIL & INDUSTRY



Streamwood enjoys a very diverse and stable business community. A stable manufacturing base accounts for roughly 13% of overall businesses, a percentage that has remained constant for over 20 years. A strong commercial base is provided by a variety of retail, restaurants and local businesses.

RETAIL

Majority of retail uses are located along the main traffic arterials: Irving Park Road, Barrington Road and IL 59/ Sutton Road. Irving Park Road has some of the older retail centers, with anchors like Jewel Osco, and a variety of smaller retailers. Barrington



MAJOR CONCENTRATIONS OF RETAIL

Road, the border between Streamwood and Schaumburg, has a heavy concentration of big box retailers. These include Walmart, Big Lots, a Sears Outlet, and a former Sam's Club, as well as a Home Depot, Target, Kohl's and Menards that are located within Schaumburg.

New retail development is concentrated along the IL 59 / Sutton Road corridor, anchored by a Super Target and Marshalls, and new retail outlots.

Given the existing healthy retail base, the focus of this Comprehensive Plan is on attracting more local, pedestrian friendly retail and restaurants that residents can walk to, especially at the Streamwood Crossing sub-area.

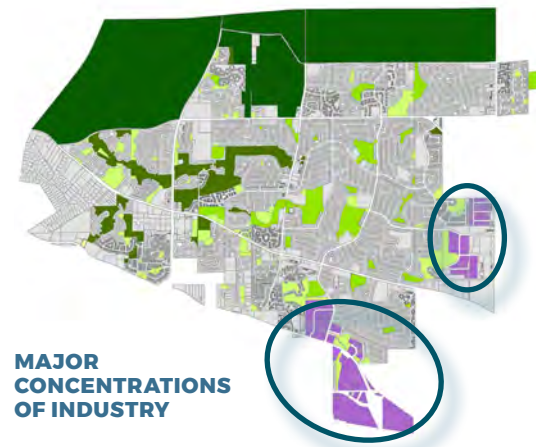
INDUSTRY

The industrial uses within the Village are also quite diverse. Streamwood is home to some large national and international industrial companies such as Fresh Express, Rydin Decal, Trelleborg Industries, and KSO Metalfab. A number of smaller local companies and entrepreneurial manufacturing and industrial users are also located here.

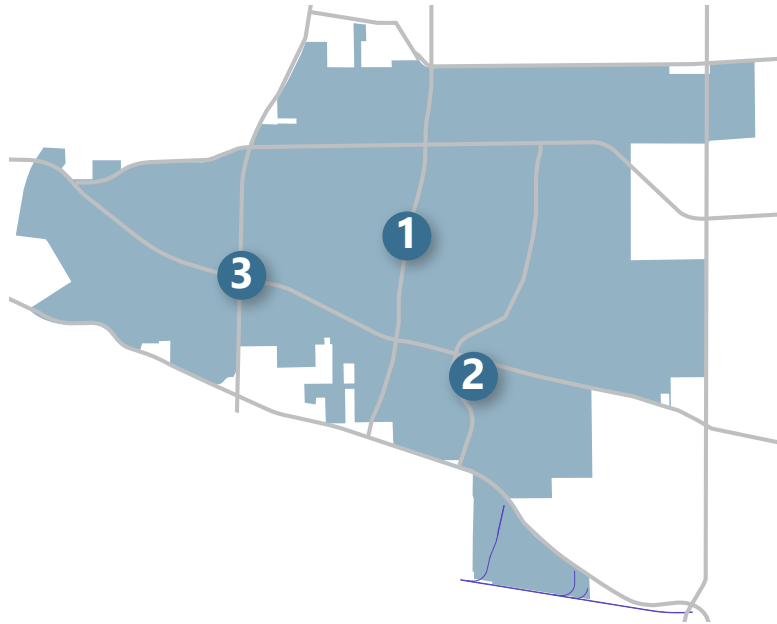
The Village has focused on ensuring that diversity of land uses for these varied enterprises is available. Small companies

have the opportunity to locate within the 4B Industrial Park, where units of less than 5,000 square feet are available. Mid-sized companies can be accommodated in the Streamwood Corporate Center or Phoenix Lake Business Park. Heavier industrial uses are located along Lake Street (US Route 20). While buildable land in these areas is limited, there are opportunities for new growth and redevelopment of existing sites.

Streamwood's location allows direct access to major expressways along Route 20 and Route 59. Access to O'Hare International Airport and regional airports are also close and convenient. The Village's transportation network seems to adequately meet the needs of existing industrial users and also accommodate the limited growth potential available.



MAJOR CONCENTRATIONS OF INDUSTRY



CREATE THREE DISTINCT NEIGHBORHOOD CENTERS

1. Streamwood Crossing Sub-area
2. Municipal Campus Sub-area
3. IL 59 / Sutton Road Sub-area

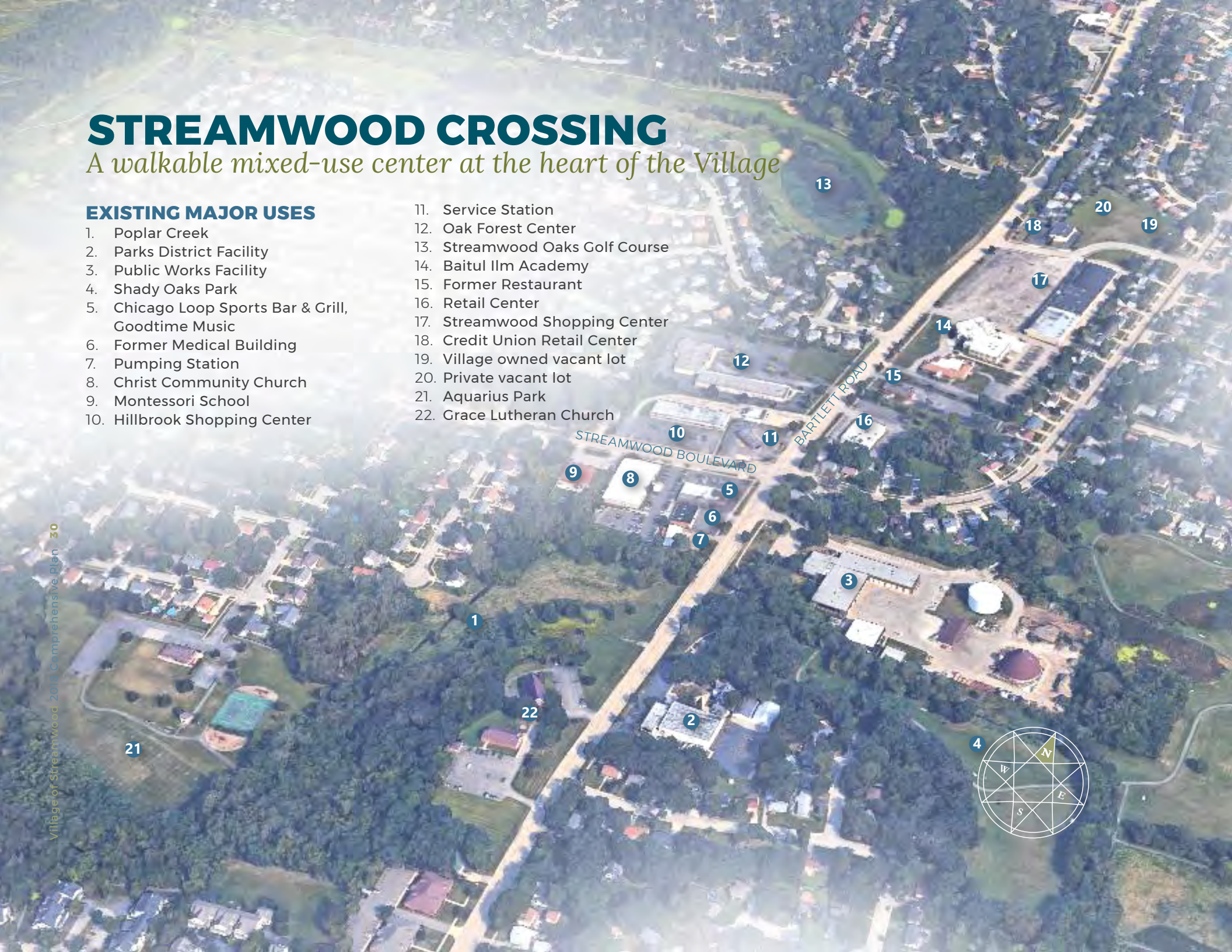


STREAMWOOD CROSSING

A walkable mixed-use center at the heart of the Village

EXISTING MAJOR USES

1. Poplar Creek
2. Parks District Facility
3. Public Works Facility
4. Shady Oaks Park
5. Chicago Loop Sports Bar & Grill, Goodtime Music
6. Former Medical Building
7. Pumping Station
8. Christ Community Church
9. Montessori School
10. Hillbrook Shopping Center
11. Service Station
12. Oak Forest Center
13. Streamwood Oaks Golf Course
14. Baitul Ilm Academy
15. Former Restaurant
16. Retail Center
17. Streamwood Shopping Center
18. Credit Union Retail Center
19. Village owned vacant lot
20. Private vacant lot
21. Aquarius Park
22. Grace Lutheran Church





SOUTHWEST CORNER

The Streamwood and Bartlett area was once the center of Streamwood's commercial shopping district in the 1960s and 1970s. Over the years, the retail development districts have shifted to the Sutton Road and Barrington Road corridors. With the loss of traffic in the area, the number of vacant units within the strip centers and single use buildings has increased. Large vacancies, dated buildings, car-oriented site layouts and changes in use, all indicate the need for reevaluation of the area.

Current trends show that single-use car-oriented commercial developments are starting to change to mixed-use and pedestrian friendly places across the region. This is an opportunity for the Streamwood community to plan for these changing trends to create the desired transformation of this key intersection into "Streamwood Crossings" a walkable mixed-use center at the heart of the Village.



BAITUL ILM ACADEMY



STREAMWOOD CROSSING AREA TODAY

VISION FOR STREAMWOOD CROSSING

STREAMWOOD BOULEVARD

BARTLETT ROAD

“The Bartlett Road-Streamwood Boulevard area will be transformed into a walkable neighborhood center – Streamwood Crossing – which blends new homes with our existing neighborhoods, shops and civic uses, all within walking distance of the Poplar Creek parks and trails.”

STREAMWOOD CROSSING REDEVELOPMENT PARCELS

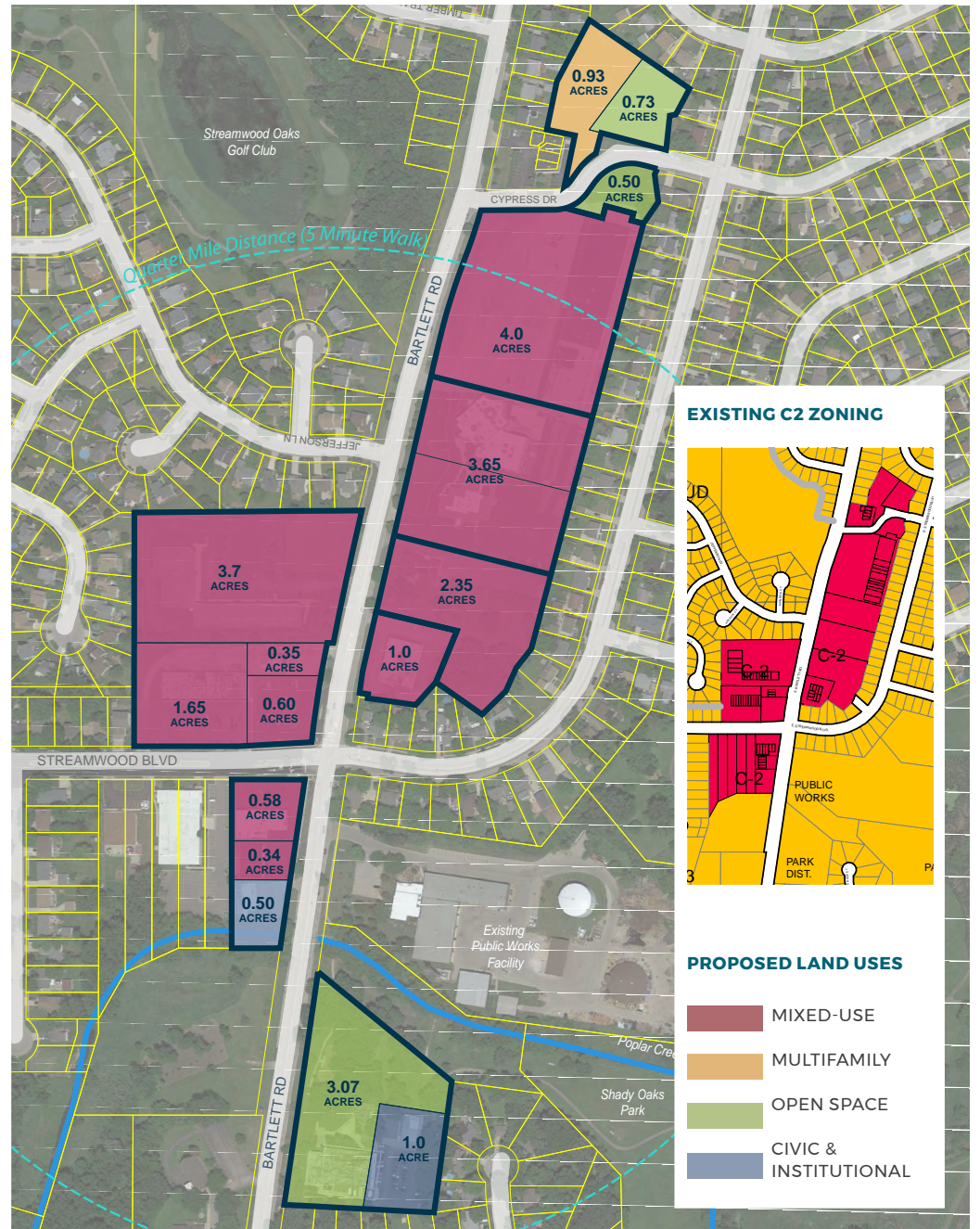
Recommendations

Rezone redevelopment parcels from current C2 Commercial Neighborhood Zoning to a new “MU Mixed-Use Zoning” that allows the following:

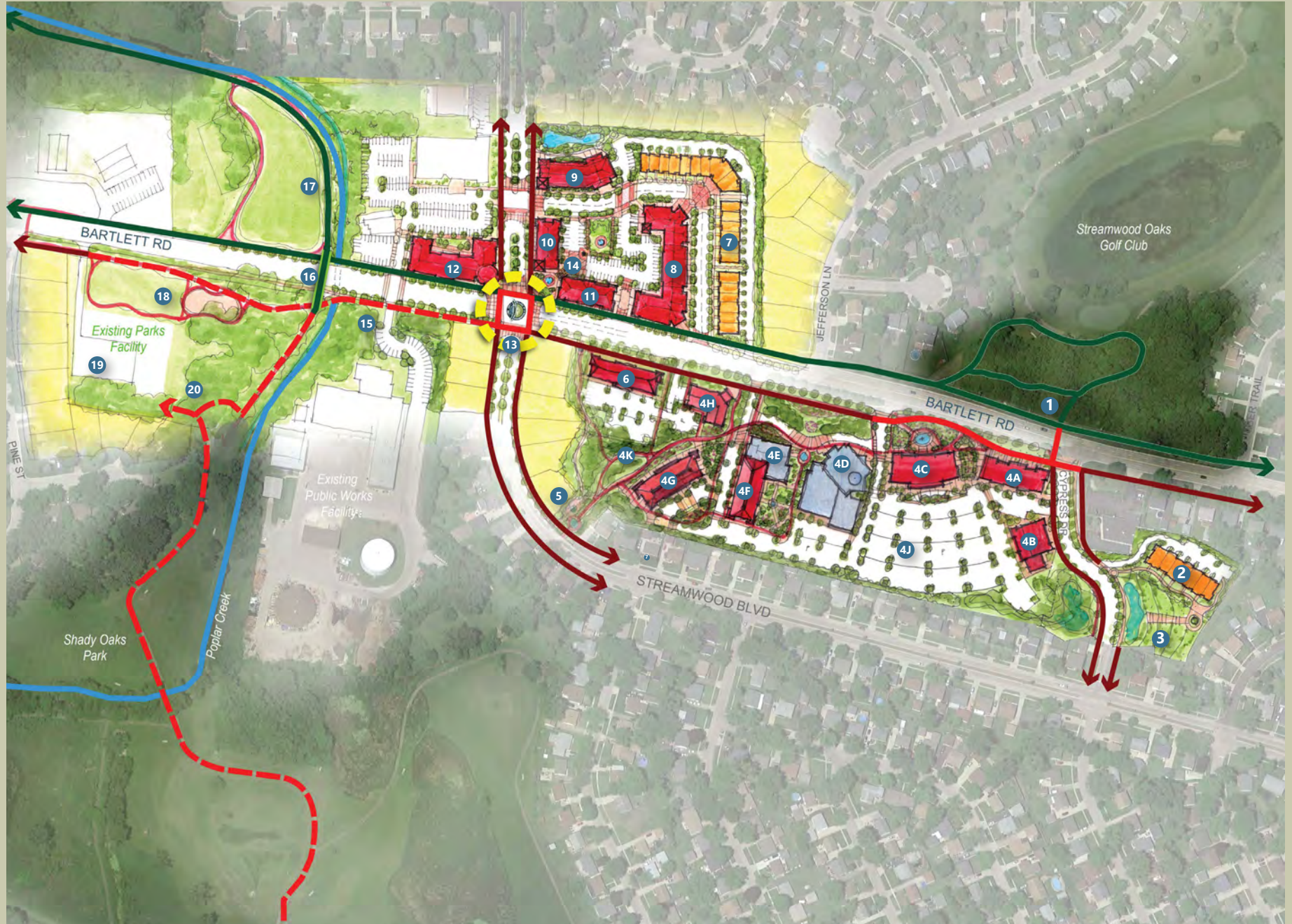
- Mixed-use buildings with commercial at street level and residential above
- Multifamily development, including condominiums, apartments, senior housing, institutional housing and rear loaded row houses
- Institutional and recreational uses

Incorporate the following in the new “MU Mixed-Use Zoning” regulations:

- Limit maximum height to 4 stories
- Minimize or eliminate off-street parking and loading requirements for commercial uses and encourage shared parking
- Require all parking to be to the rear, side or under buildings. No parking should be allowed in front of building facades along public streets
- Allow zero lot line buildings that have commercial uses at the street level
- Consolidate curbcuts and shared access from public streets
- Eliminate maximum residential density requirements to encourage redevelopment



STREAMWOOD CROSSING LAND USE MAP



STREAMWOOD CROSSING CONCEPT PLAN *Details on following pages*



Illustrative models shared at meetings and forums show redevelopment of the area with new 3-4 story mixed-use and residential buildings



Illustrative models of concept plan

STREAMWOOD CROSSING

Concept Plan Elements (listed north to south)

1. New trails and “Tree Grove Park” as gateway from the north to the area
2. New rowhouses on privately owned land (approx. 6-7 Units on 0.93 Acre parcel)
3. Terraced public park on Village owned parcel (approx. 0.73 Acres)
4. Potential development on parcels owned by Baitul Ilm Academy:
 - 4A. *New 2 story commercial with neighborhood retail and ethnic community stores at street level, and offices on the upper floor*
 - 4B. *New neighborhood clinic and food pantry*
 - 4C. *New banquet hall, (2-3 stories, with 600 people capacity), or multipurpose recreation facility for the Academy*
 - 4D. *Existing mosque*
 - 4E. *New seminary facility (offices, conference rooms, classrooms and library)*
 - 4F. *New dorm for single students, 3 stories*
 - 4G. *New dorm for married students, 3 stories*
 - 4H. *New guesthouse for visiting faculty, 1 or 2 stories*
 - 4J. *New landscaped parking area to serve all facilities, with landscaped buffer along the back*
 - 4K. *New gardens and trails to connect all facilities*
5. New pocket park and trailhead at Village owned small parcel
6. New mixed-use or multifamily building, 3-4 stories, approx. 30 Units
7. New rowhouses (3 stories, approx. 20 Units)
8. New multifamily (apts / senior housing), 3-4 stories, approx. 70 Units
9. New multifamily (apts / senior housing), 3-4 stories, approx. 32 Units
10. New mixed-use or multifamily building, 3-4 stories, approx. 3,000 Sf retail with 24 Units above
11. New mixed-use building, 3-4 stories, approx. 6,000 Sf retail with 24 units above
12. New mixed-use building, 3-4 stories, approx. 12,000 Sf retail with 30 units above and shared parking behind
13. Improved intersection with signature paving, lighting and signage to create an attractive pedestrian hub
14. New corner plaza and interior square
15. Access to public works relocated south to create safe distance from Streamwood Blvd intersection
16. New trail and pedestrian bridge over Bartlett Road as a gateway from the south
17. Trails and park along Poplar Creek
18. New parks and trails with possible future relocation of existing Park District facilities
19. Area reserved for future renovation of Park District maintenance facilities
20. Connections to existing trails in Shady Oaks Park

Northwest Parcels

Hillbrook Shopping Center, Oak Forest Retail Center and Service Station

These typical car-oriented retail centers with parking lots along the streets have struggled to attract major large retail anchors to this location. Together, these underutilized sites offer over 6 acres of redevelopment potential to transform this area into a walkable and mixed-use neighborhood center.

Denser multifamily products are a critical element of this desired transformation to meet the following goals:

- to create enough density to support local stores and restaurants
- to make redevelopment economically viable for potential developers
- to encourage site assembly and make mixed-use development viable
- to offer housing products currently underserved in the Village, including high quality apartments, rowhouses or senior living in a walkable setting

Recommendations:

Concept plan shows how these parcels can be redeveloped as one assembled parcel or individually, with a common plan for shared access, roads and parking.

Redevelopment of the 3.7 acre north Retail Center parcel can include the following:

- A public road with multifamily residential development on both sides.
- About 70 multifamily units

(apartments, condominiums or senior housing) in a 3-4 story building can line the south side of the new road.

- About 20 rear loaded rowhouses, up to 3 stories in height, can line the north side of the road, and offer a good transition to the neighboring single family homes.

The VFW rents space in the center today and is a well-loved gathering place for seniors for Bingo nights and other activities. A new location needs to be determined for the VFW as this site is redeveloped.

Redevelopment of the 2.6 acre assembled parcel (including the Hillbrook Retail Center, Service Station and commercial parcel north of the Service Station), can include the following:

- New corner plaza and interior square to be the focal point of “Streamwood Crossing”. This pedestrian gathering place can offer outdoor seating, public art, signage and landscaping to create a unique neighborhood center identity.
- New multifamily (apartments, condominiums or senior housing), 3-4 stories, approx. 32 Units
- New mixed-use or multifamily buildings to anchor the Bartlett Road and Streamwood Boulevard intersection. These 3-4 story buildings can bring about 9,000 square feet of retail with about 48 units above
- Parking can include shared parking behind buildings and residential unit parking under buildings.

Northeast Parcels

Baitul Ilm Academy

Built in 2003, the Baitul Ilm Academy is a major anchor and land owner in the area, including the 4 acre Streamwood Retail Center parcel to the north and 2.35 acre commercial parcel to the south. Together, the 10 acres of land offer a great opportunity to create an integrated campus for the Academy and a stronger anchor for “Streamwood Crossing”.

The Academy identified various new elements envisioned for a future campus. The concept plan integrates these in a cohesive walkable campus, including:

- 2 story commercial with neighborhood retail and ethnic community stores at street level, and offices on the upper floor
- Neighborhood clinic and food pantry
- Banquet hall, (2-3 stories, with 600 people capacity), or a multipurpose recreation facility for Academy
- Seminary facility (offices, conference rooms, classrooms and library)
- Dorm for single students, 3 stories
- Dorm for married students, 3 stories
- Guesthouse for visiting faculty, 1 or 2 stories
- Landscaped parking area to serve all facilities, with landscaped buffer along the back
- Gardens and trails to connect all facilities

Other opportunities in the northeast area include:

- A new pocket park and trailhead at the Village owned small parcel on Streamwood Boulevard
- The 1 acre commercial parcel south of the Academy can be redeveloped with a new 3-4 story mixed-use or multifamily building, adding about 30 units to the area.

Village owned and Private vacant lots on Cypress Drive

- The Village owns a 0.73 acre parcel that was the site of a former fire station. The site has steep grade issues which would make redevelopment difficult. The community's desire is to keep this lot as terraced public park.
- The adjoining 0.93 acre privately owned vacant lot is also challenging because of steep grade and access issues. Residential development can include a new large single family lot, or about 6-7 new rear loaded rowhouses facing the terraced park.

Southwest Parcels

Chicago Loop Sports Bar & Grill, Goodtime Music

These are popular and well-used neighborhood destinations, and the kind of local retailers that the Village wants to see in the area. However, the buildings are dated and parking is inadequate with an inefficient layout.

Recommendations: These parcels are too small to individually accommodate new development and adequate parking. The best redevelopment potential can be reached by assembling the sites and sharing parking and access. Options can include:

- New mixed-use building along the street that retains the restaurant and retail at the ground level, with residential uses above. A 3-4 story mixed-use building can offer approx. 12,000 Sf retail and 30 units above.
- Placing the building at the corner with parking to the rear can create an attractive pedestrian street corner.
- Parking can be consolidated in the rear with shared access and continuity with existing Church parking. Residential parking can also be provided under the building.
- A landscaped area can be created along the creek and improved with pedestrian access and outdoor seating where appropriate.

Village Pumping Station

The parcel can help the redevelopment viability of the retail parcels to the north by providing some parking and an access on Bartlett Road which would align with a potential relocated access to the Public Works facility.

South End

Parks District Facility

The Park District has aging facilities and is looking at potential future site to create, expand and revamp their programs, services, administration office and maintenance facilities.

Recommendations:

- Create a larger 3 acre park along Bartlett Road that can be programmed for recreational uses and trails.
- Move/relocate current administration office and recreation programming.
- Retain an 1 acre parcel in the rear to renovate current Park District maintenance facilities.

Public Works Facility

The Public Works facility is generally built up and may have room for one more building. The existing access on Bartlett Road is located too close to the intersection with Streamwood Boulevard and the houses on the corner.

Recommendations:

- Move the access south about 200 feet to create a safer distance from the intersection.
- Remove existing parking lot and create continuous open space along Bartlett Road. Relocate parking spaces along the realigned access drive.

EXAMPLES OF PLAN ELEMENTS



1

2

2

1. Rear-loaded 2-3 story rowhouses
2. 4 story mixed-use building with retail along the street and residential units above. Buildings placed at zero lot lines, with corner articulation to create attractive street intersections.





EXAMPLES OF PLAN ELEMENTS FOR CREATING A UNIQUE INTERSECTION AT BARTLETT ROAD AND STREAMWOOD BOULEVARD

1. Corner plaza with outdoor seating
2. Pavement designs to create a unique intersection
3. Crosswalks that incorporate community authored public art or unique patterns

MUNICIPAL CAMPUS SUB-AREA

A walkable & compact civic core

Streamwood's Municipal Campus anchors the heart of the Village, stretching from Irving Park Road to South Park Boulevard. Major village facilities in the campus include the following:

Village Facilities

1. Village Hall
2. Police Station
3. Poplar Creek Library
4. Fire Station

Public Open Spaces

5. Veterans Memorial
6. Kollar Park
7. Rahlfs Woods

ONE UNIFIED CAMPUS

A major challenge for the municipal campus is connecting the two areas along Irving Park Road and Park Boulevard to feel like "one unified campus". The only physical connection today is a pedestrian path that connects the Village Hall parking area to the back of the library, a critical connection that is well used by residents today.





Municipal Campus OPPORTUNITIES

1. Improve Kollar Park as the “Gateway Park” to the Municipal Campus.
 2. Complete the system of trails and pedestrian paths to provide safe connections between all facilities, parking and open spaces (see page 44).
 3. Use underutilized parcels for more public parking that can be shared between village facilities and for community events.
 4. Use the unused easement to Library Lane for a trail connection.
 5. Consider options for more public parking at Rahlfs Woods
 6. Incorporate more public parking when a new Fire Station is constructed
 7. Consider acquisition of single family lot(s) adjacent to the easement.
- These opportunities are discussed in detail in following pages.



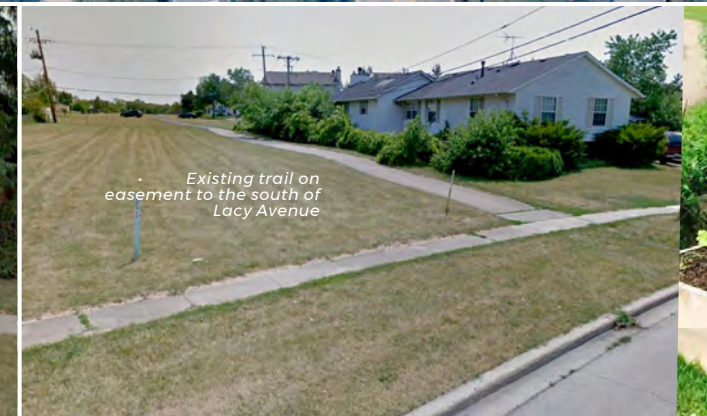
KOLLAR PARK

An underutilized asset today

Kollar Park anchors the east end of the Municipal Campus and offers great potential to be improved into a “Gateway Park” for the civic core of Streamwood.

The 8.19 acre park is owned by the Streamwood Park District. Existing issues and opportunities include the following:

- Access: There is no public vehicular access today, which significantly reduces the usability of the park. There is a curb cut for maintenance access from Irving Park Road.
- Trail and pedestrian access for the neighborhood to the south is on a narrow easement between two homes on Arnold Avenue.
- There are trail/pedestrian connections to Irving Park Road and the back of the Police Station and a perimeter trail around the pond.
- Playground: A small playground at the southwest corner serves the immediate neighborhood.
- Other amenities include fishing and a picnic shelter.
- Private pipeline easement offers a great opportunity for a bike trail connection that can extend from Irving Park Road all the way south to Lacy Avenue to connect to the existing trail on the easement.

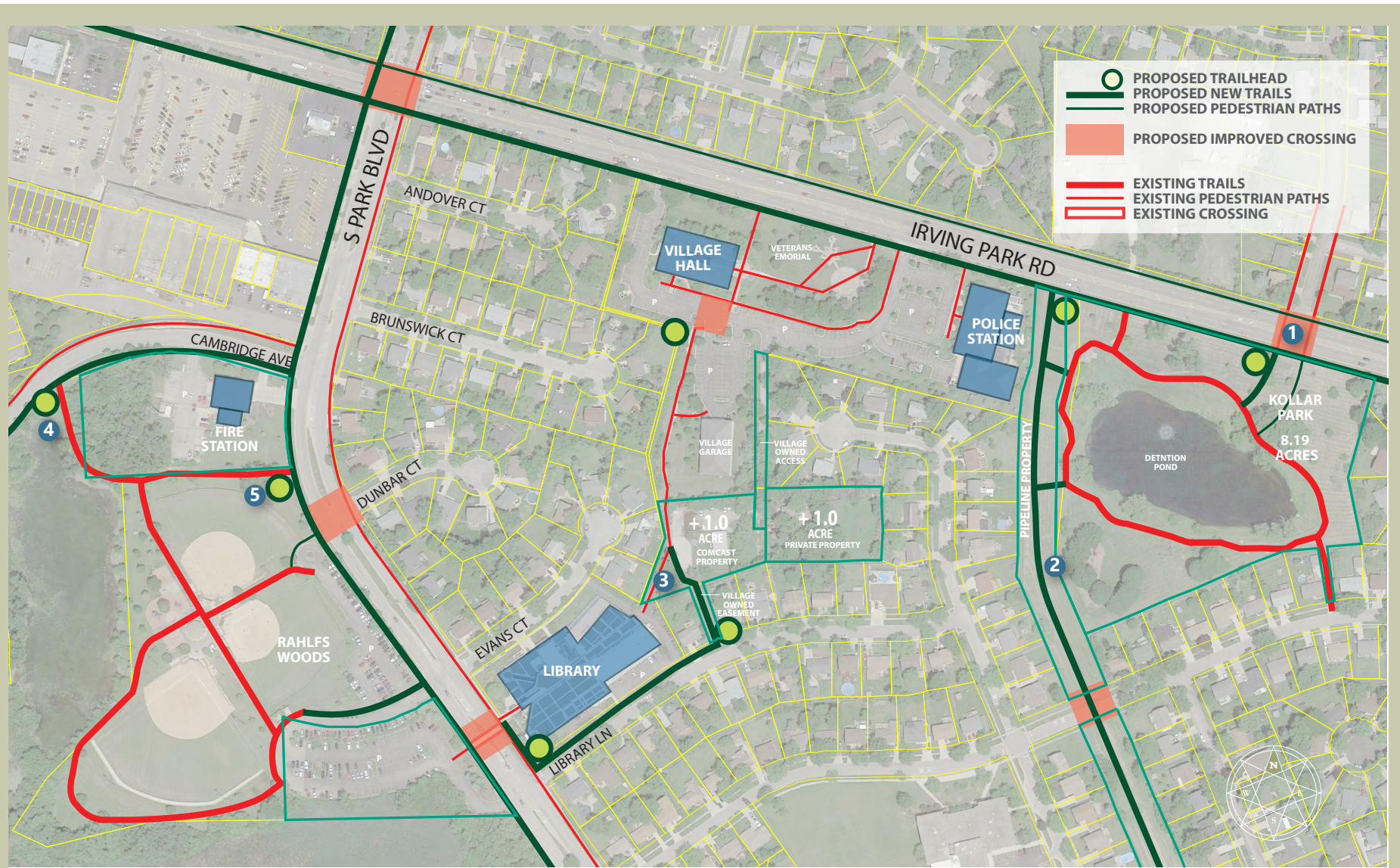


Concept Plan for a gateway park for the municipal campus

MAJOR ELEMENTS

1. Access and signage on Irving Park Road aligned with Vine Street. Irving Park Road intersection improved for safe pedestrian and bike crossing
2. New public parking could accommodate 10-15 spaces
3. Detention pond improved with natural landscaping along the edges to prevent soil erosion and improved water quality
4. New 10 feet wide Bike Trail along private pipeline easement
5. New perimeter trails around pond
6. New tree groves planted to create good buffer from adjacent homes
7. Existing play area to remain as a walkable amenity serving the neighborhood
8. Potential seating area with pergola
9. Potential overlooks
10. Corner seating area and gazebo
11. Potential flower / community garden
12. Bike trail on Irving Park Road





A connected system of trails and paths for a unified Municipal Campus

1. Improvements to Irving Park Road with trail along south side, sidewalk along north side, pedestrian and bike crossing, trailhead and signage
2. Trail on easement, trailhead and signage
3. Trail on easement and with trailheads and signage
4. Trailhead and signage at existing trail end on Cambridge Avenue
5. New trailhead and signage on Park Boulevard

MUNICIPAL CAMPUS TRAIL & PEDESTRIAN PATH PLAN

LIBRARY PARKING

Options to consider

The library has very limited parking on site (10 parking spaces). Most patrons park at Rahlfs Woods and cross Park Boulevard to the library. Parking is inadequate when there are games or events at Rahlfs Woods.

Three options were developed to add more parking that can serve the library as well as the overall campus. Option B or C are strongly recommended to pursue further to address both parking and trail connection needs. Either option would add over 100 spaces that would probably be enough to meet parking needs for the campus for the foreseeable future.



IRVING PARK & SUTTON ROAD (IL 59) SUB-AREA

A new community hub for Streamwood

1. Site for future Park District Campus
2. Poplar Creek
3. Village owned Conservation Area
4. Major retail center anchored by Target
5. Wooded development parcel
6. Retail/Commercial uses
7. Village owned wetland area

This is an emerging new center of activity for the Streamwood community. A major new public recreation area is planned, that will build on natural areas, retail and residential uses.



Irving & Sutton Sub-area OPPORTUNITIES

Following projects are recommended for the sub-area, as shown on Map and discussed in detail below:

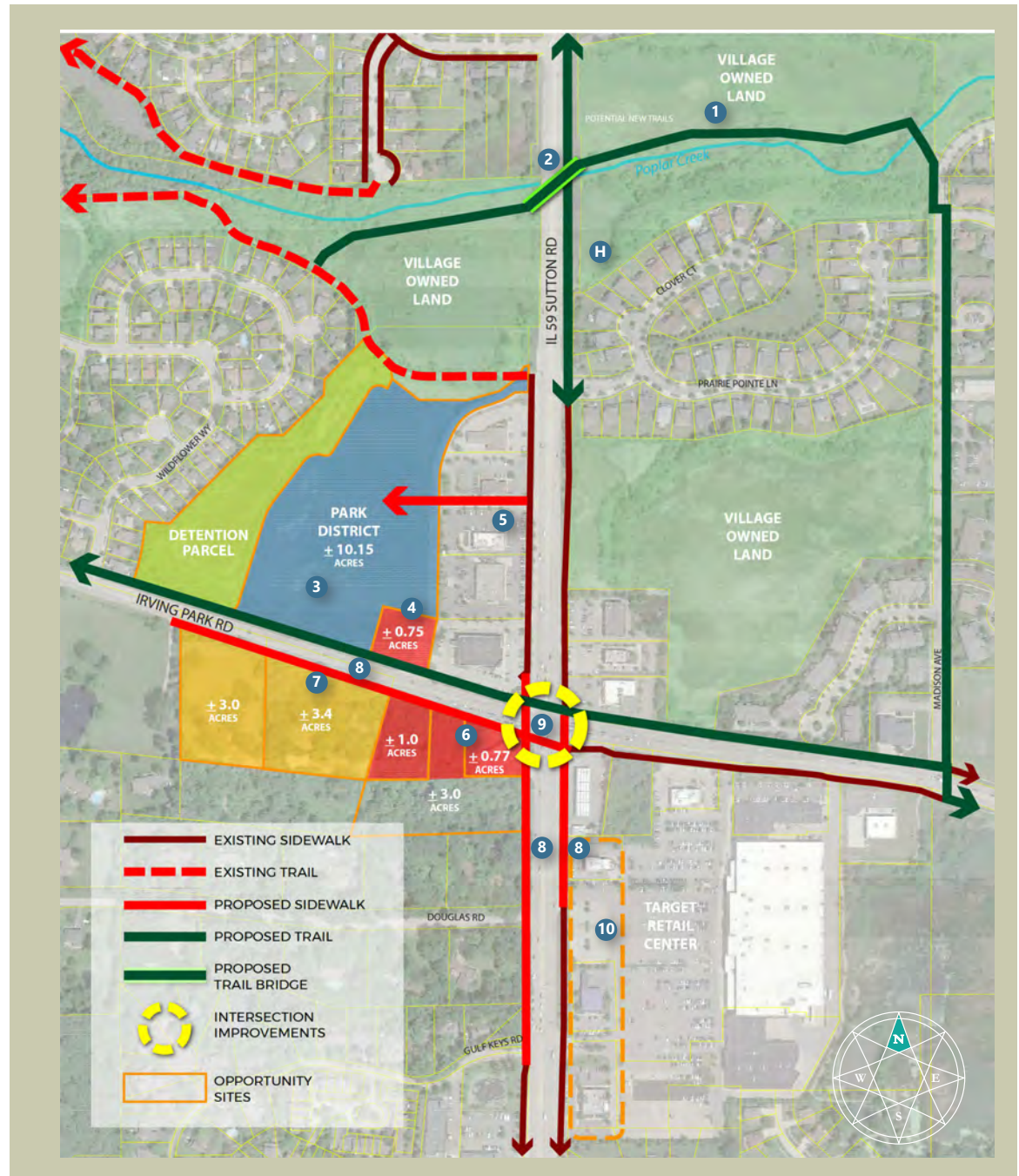
1. New trail along Poplar Creek
2. New trail bridge across IL 59
3. Future Park District campus
4. Potential restaurant site at Park District campus entrance
5. Pedestrian connection to Park District campus
6. Potential commercial uses along Irving Park Road
7. Potential new multi-family or senior housing
8. Trail/sidewalk connections
9. Improved intersection for pedestrians and bicyclists
10. Better utilization of outlots along IL 59

NEW TRAIL ALONG POPLAR CREEK

A new trail along Poplar Creek is an important connection in the overall village trail system, helping to achieve the goal of linking the village neighborhoods and destinations. Trails already exist on the west side of IL 59 near the creek. With the inclusion of a bridge across IL 59, the trail would connect the neighborhoods to the west with the open spaces and neighborhoods on the east side of IL 59.

NEW TRAIL BRIDGE ACROSS IL 59

A new trail bridge over IL 59 Sutton Road would connect existing trail on the west side of IL 59 with the new proposed trail



along Poplar Creek on the east side of IL 59. This is a critical link in creating a safe continuous east-west trail across the entire village, which would link schools, open spaces, parks and other destinations with Village neighborhoods.

FUTURE PARK DISTRICT CAMPUS

The park district has purchased land along Irving Park Road and behind the retail along IL 59 and is planning a new public recreation area. Potential facilities and amenities may include:

- Performing arts and recreational activities
- Park district administrative offices
- Soccer fields
- Parking
- Other amenities identified in the future

POTENTIAL RESTAURANT SITE AT PARK DISTRICT ENTRANCE

As one of the retail hubs in the village and with the high traffic volumes on Irving Park Road, this area already attracts people from within and outside the village. The proposed new park district facility will increase that number adding attractions such as recreational activities and a performance space. It would be viable to reserve some of the Irving Park frontage for a restaurant

PEDESTRIAN CONNECTION TO PARK DISTRICT CAMPUS

A well defined and safe pedestrian connection will connect the new Park District Campus to the IL 59 and promote walking between park district facilities

and the commercial uses along IL 59.

POTENTIAL COMMERCIAL USES ALONG IRVING PARK ROAD

The intersection of Irving Park Road and IL 59, Sutton Road has potential for more commercial uses. The site of the current gas station on the south west corner and the neighboring lot to the west would be good sites for development of new commercial uses.

POTENTIAL NEW MULTIFAMILY OR SENIOR HOUSING

While the high traffic volumes along Irving Park Road make it a good location for new commercial businesses, the significant change in elevation of these sites on south side of Irving Park Road present many challenges for retail and commercial uses on these sites. However, these attractive and wooded sites provide a good location to accommodate the needs for some diverse housing types mentioned in the housing report of the market study of the plan. This would be a good location for multi-family or senior and empty nester residences.

TRAIL/SIDEWALK CONNECTIONS

Currently there are some missing sidewalks in the area, primarily along IL 59, Sutton Road. The addition of the connections shown on the plan would help complete the pedestrian framework of the area encouraging people to walk between the shops, services and restaurants. This would help promote a shared parking scenario for the area and help reduce traffic at the intersection

which is only traveling between the commercial uses in the area.

IMPROVED INTERSECTION FOR PEDESTRIANS AND BICYCLISTS

With this area fully developed as a retail hub and with the proposed bike trail on the north side of Irving Park Road, the intersection would benefit from upgrades to enhance the safety and convenience for pedestrians and bicyclist. An upgraded intersection would include pedestrian amenities such as well defined crosswalks, sanctuary islands for pedestrians to wait for their signal and pedestrian signals with countdown timers. These upgrades will facilitate pedestrian movement between the different shops and restaurants and also reduce traffic issues at the intersection by providing a viable alternative to driving between the different businesses.

BETTER UTILIZATION OF OUTLOTS ALONG IL 59

The outlots have typical small buildings surrounded by parking lots. These lots could be reconfigured with more efficient and shared parking to accommodate more retail development. Shared plazas could accommodate outdoor seating for restaurants and coffee shops. Curb cuts could be consolidated to create better traffic flow at the intersection and more pedestrian friendly continuous sidewalks.

HOUSING

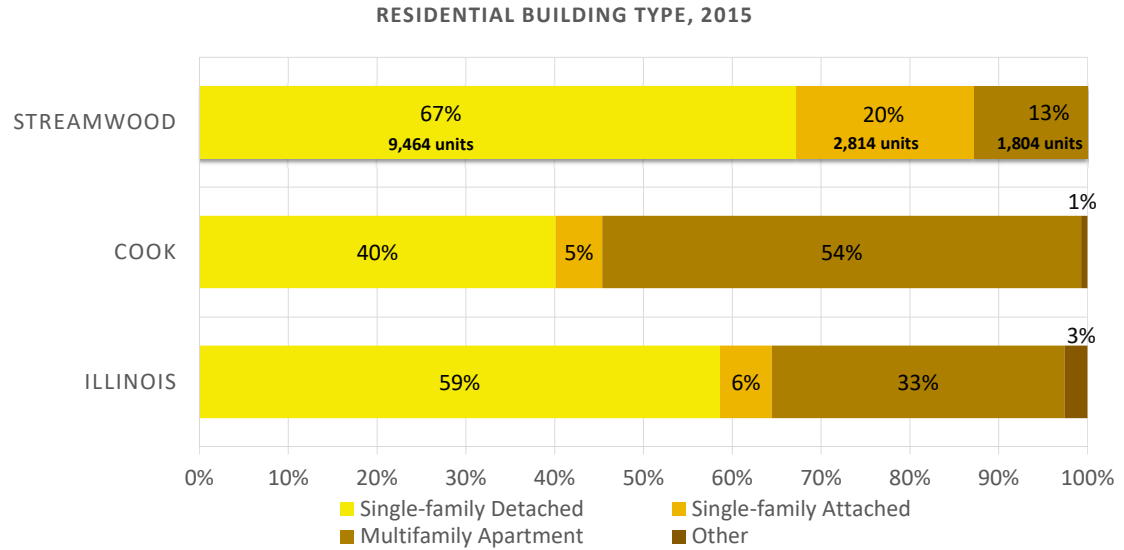
RESPOND TO CHANGING TRENDS IN THE REGION



EXISTING HOUSING

HOUSING UNIT MIX

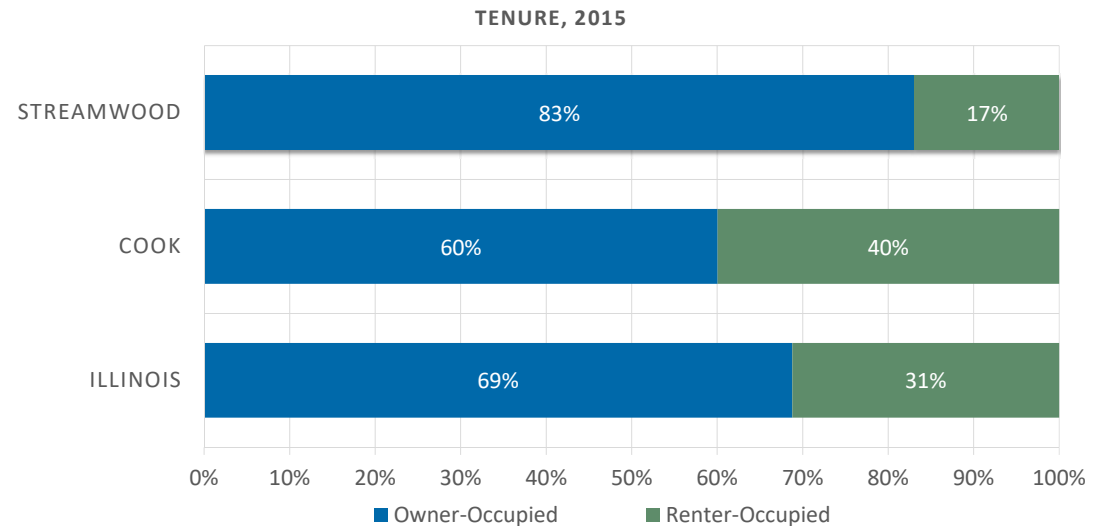
Approximately two thirds of Streamwood housing units are in single family detached structures. The remaining third of housing units are split between single family attached (20%) and multi-family apartment (13%) units.



SOURCE: 2011-2015 5-YEAR AMERICAN COMMUNITY SURVEY, SB FRIEDMAN

HOUSING TENURE

Streamwood is overwhelmingly an owner occupied community with nearly 85% owner occupied units. The number of renter occupied units is down approximately 4% from the 2010 Census, when there were 90% of owner occupied units.

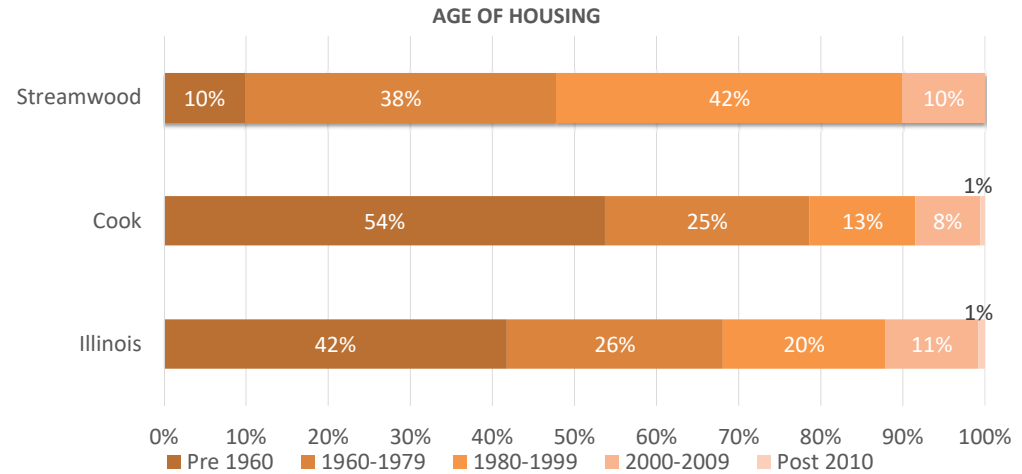


SOURCE: 2011-2015 5-YEAR AMERICAN COMMUNITY SURVEY, SB FRIEDMAN

EXISTING HOUSING

BUILDING AGE

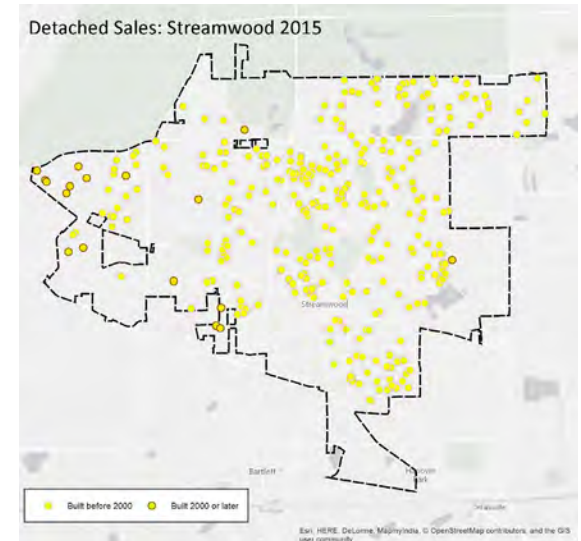
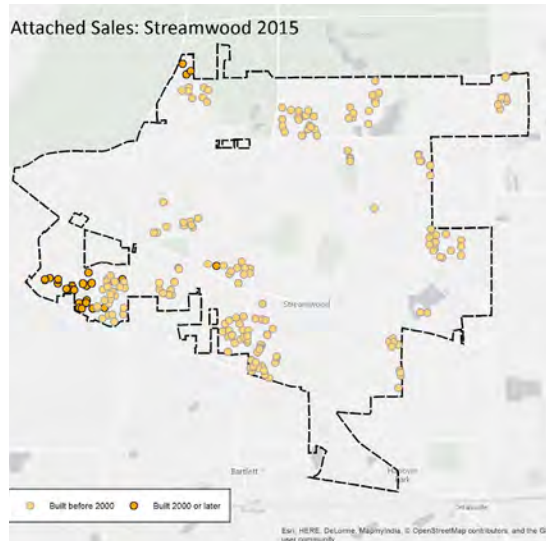
The housing stock in Streamwood is relatively new compared to the average age of housing in both Illinois and Cook County. The peak period of housing development in Streamwood occurred between 1960 and 1999. Since 2000, only 10% of the total housing stock was constructed.



SOURCE: 2011-2015 5-YEAR AMERICAN COMMUNITY SURVEY, SB FRIEDMAN

RECENT SALES IN 2015 OF SF ATTACHED & DETACHED [1]

Streamwood sales of single-family attached housing have primarily been on the southwest side of the Village. Attached sales have been more evenly spread across the Village. However, sales of new product still concentrate on the west and south areas.



[1] BASED ON RECENT SALES IN 2015 OF ALL PRODUCT IN THE VILLAGE
SOURCE: MLS, SB FRIEDMAN

SINGLE FAMILY DETACHED HOUSING SALES

DETACHED SINGLE-FAMILY HOUSING SALES - ALL PRODUCTS

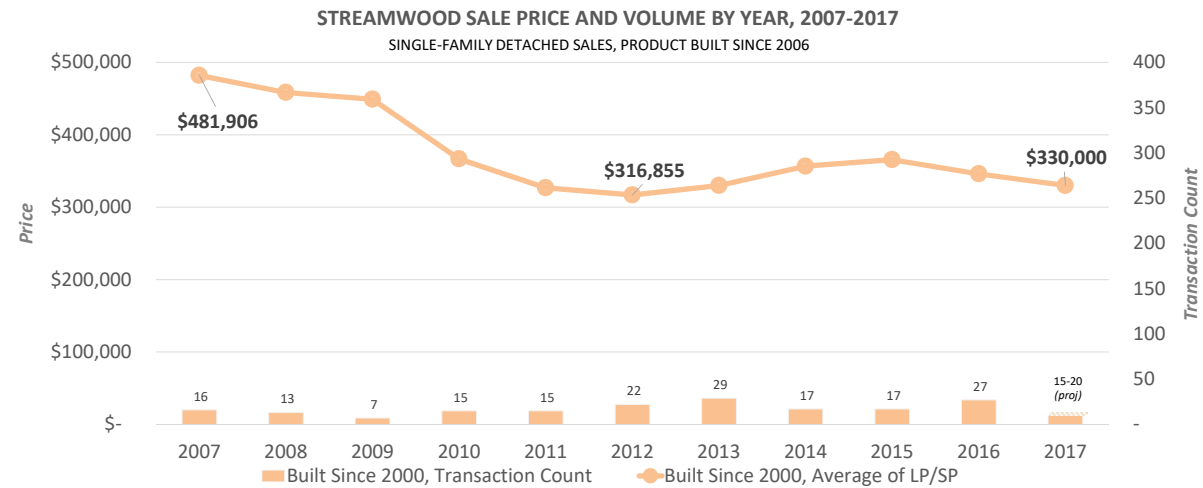
The average price of sales decreased annually between 2007 and 2012. Since 2012, the average housing sale price has slightly increased to just over \$200,000 for all product. The number of annual sales has risen since 2008, reaching pre-recession levels every year since 2013. The largest share of single-family detached homes sold over the last seven years were built between 1980 and 1999 – a combined 64% of all housing sales.



SOURCE: MLS, SB FRIEDMAN

DETACHED SINGLE-FAMILY HOUSING SALES - NEW PRODUCTS

The average sale price of newer single-family detached product built since 2000 has been decreasing over the last 10 years, from \$482,000 in 2007 to \$330,000 in 2017. There has been very little new product resold – peaking in 2013 with 25 units resold but then tapering off again in recent years. The limited number of resales of newer product is partly a function of the limited supply of newer product.



SOURCE: MLS, SB FRIEDMAN

SINGLE FAMILY DETACHED HOUSING SALES

DETACHED SF HOUSING SALES - NEWER PRODUCT



Blue Ridge Drive
 \$443,000
 4 BR, 3442 SF
 Built in 2006
 Sold in 2014



English Oak Lane
 \$280,000
 5 BR, 3582 SF
 Built in 2001
 Sold in 2016



Madison Drive
 \$317,500
 4 BR, 2677 SF
 Built in 2004
 Sold in 2015

Beds	Average SF	Total Units	% of Unit Sales Since 2010	Average selling price [1]	Price per SF
3	2,380	25	16.4%	\$299,636	\$126
4	2,862	114	75.0%	\$346,187	\$121
5	2,382	9	5.9%	\$358,778	\$151
6	3,843	4	2.6%	\$416,375	\$108

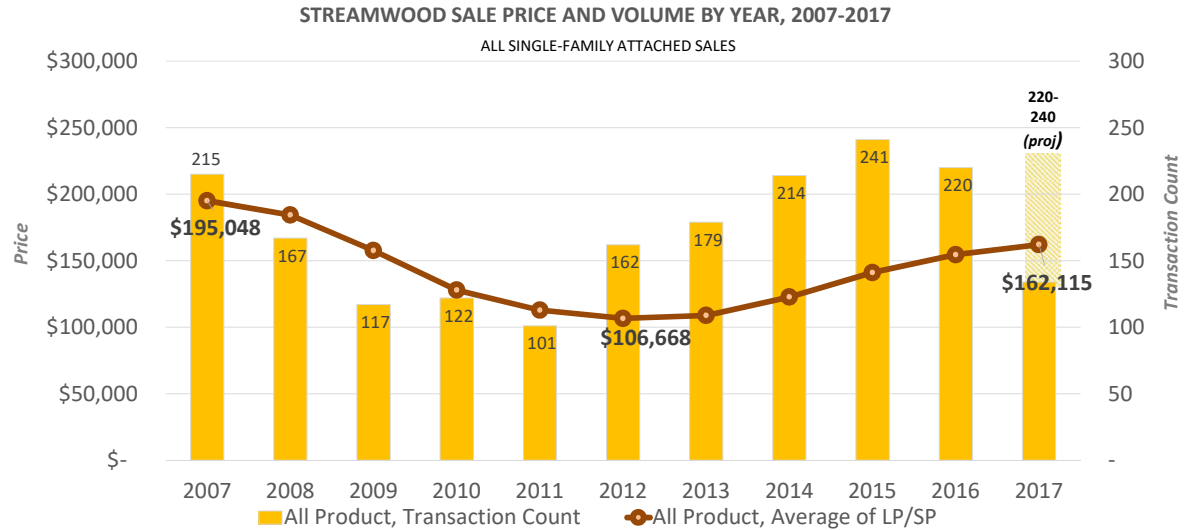
[1] Closings from 2010-present for product built since 2000

SOURCE: MLS, SB FRIEDMAN

SINGLE FAMILY ATTACHED HOUSING SALES

ATTACHED SINGLE-FAMILY HOUSING SALES - ALL PRODUCTS

The number of annual attached single-family housing product sales over the last 10 years decreased between 2007 and 2011. The number of housing sales began to increase annually in 2012, although the average price per sale remains lower than housing price sales at the peak of the market in 2007.



SOURCE: MLS, SB FRIEDMAN

ATTACHED SINGLE-FAMILY HOUSING SALES - NEW PRODUCTS

Newer attached single-family product sales have not declined in average price as significantly as older housing stock, but neither have reached pre-recession housing values. New attached single-family housing sales have been fairly constant over the last 10 years, ranging between 20-40 sales. Only 7% of the attached housing stock sales were of properties built since 2000.



SOURCE: MLS, SB FRIEDMAN

SINGLE FAMILY ATTACHED HOUSING SALES

ATTACHED SF HOUSING SALES - NEWER PRODUCT



Colonial Court
\$184,000
3 BR, 1860 SF

Built in 2001
Sold in 2017



Monarch Drive
\$183,000
3 BR, n/a SF

Built in 2000
Sold in 2017



Yellowstone Drive
\$157,500
3 BR, 1632 SF

Built in 2005
Sold in 2012

Beds	Average SF [1]	Total Units	% of Unit Sales Since 2010	Average selling price [2]	Price per SF
2	1,177	42	17.9%	\$183,405	\$156
3	1,438	187	79.6%	\$197,962	\$138
4	1,306	6	2.6%%	\$210,396	\$161

[1] Includes condominiums and townhomes

[2] Closings from 2010-present for product built since 2000

SOURCE: MLS, SB FRIEDMAN

RENTAL HOUSING

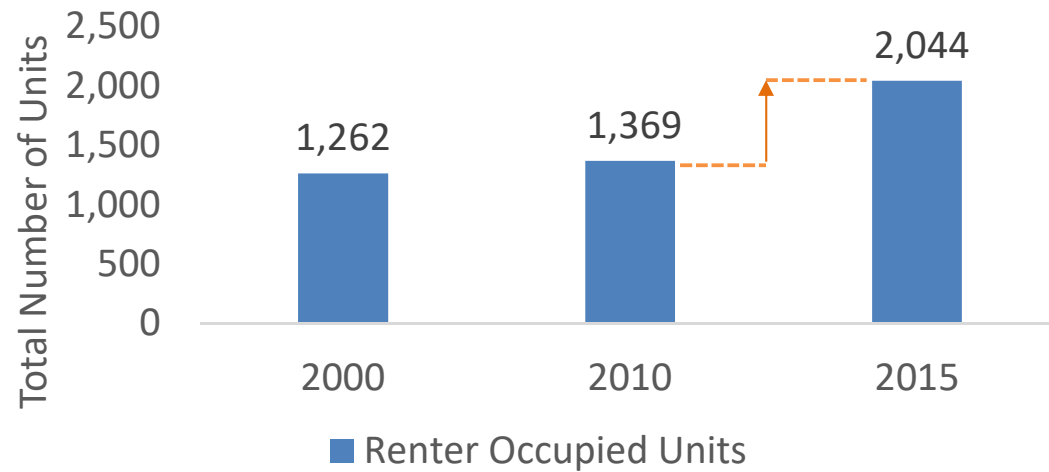
EXISTING SUPPLY

- There are a limited number of apartments in Streamwood
- 49 units in Shannon Court Apartments

STREAMWOOD APARTMENT CHARACTERISTICS

- Apartment units are typically outdated, nearly 50 years old
- Most apartments are rented by individual owners rather than a leasing company, e.g., Victorian Park Condominiums

RENTER OCCUPIED UNITS



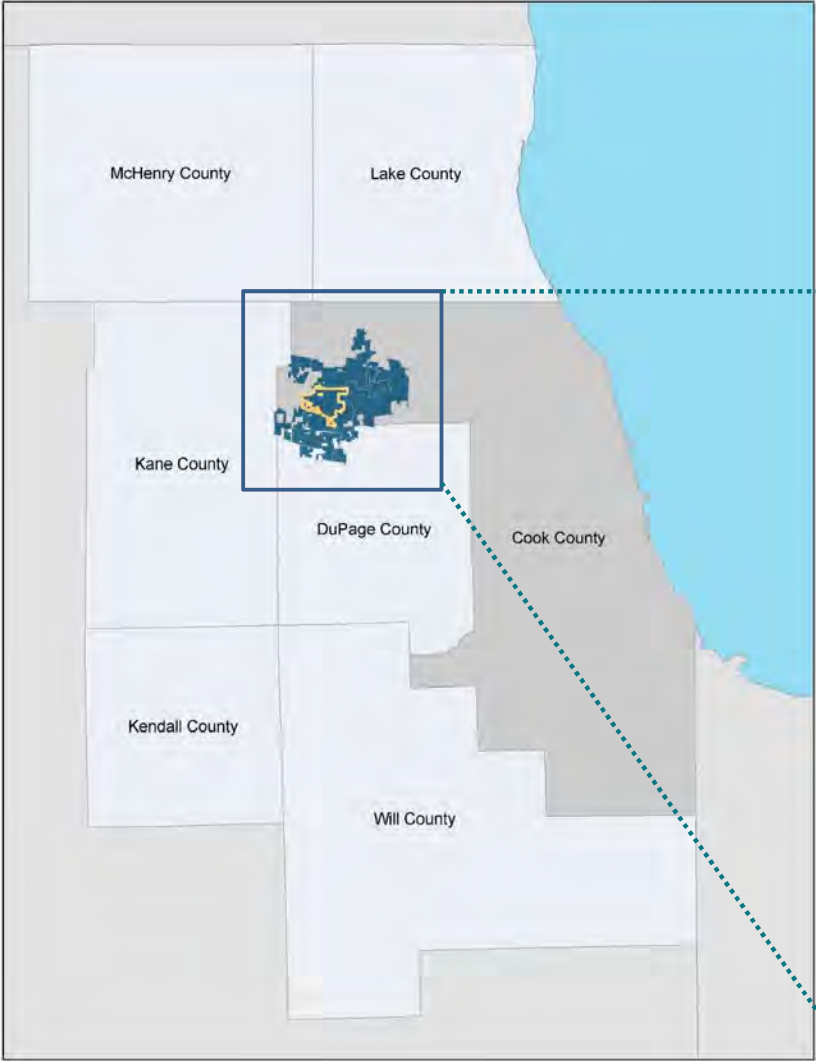
Shannon Court Apartments			
City:	Streamwood	Status:	Built 1970
Units:	49	Units/Acre	181
Stories:	5	Parking Ratio	n/a
Acres:	0.27	Frame Type:	Brick
Average SF:	877	Average Rent:	\$1,024



SOURCE: 2011-2015 5-YEAR AMERICAN COMMUNITY SURVEY, COSTAR, SB FRIEDMAN

HOUSING MARKET POTENTIAL

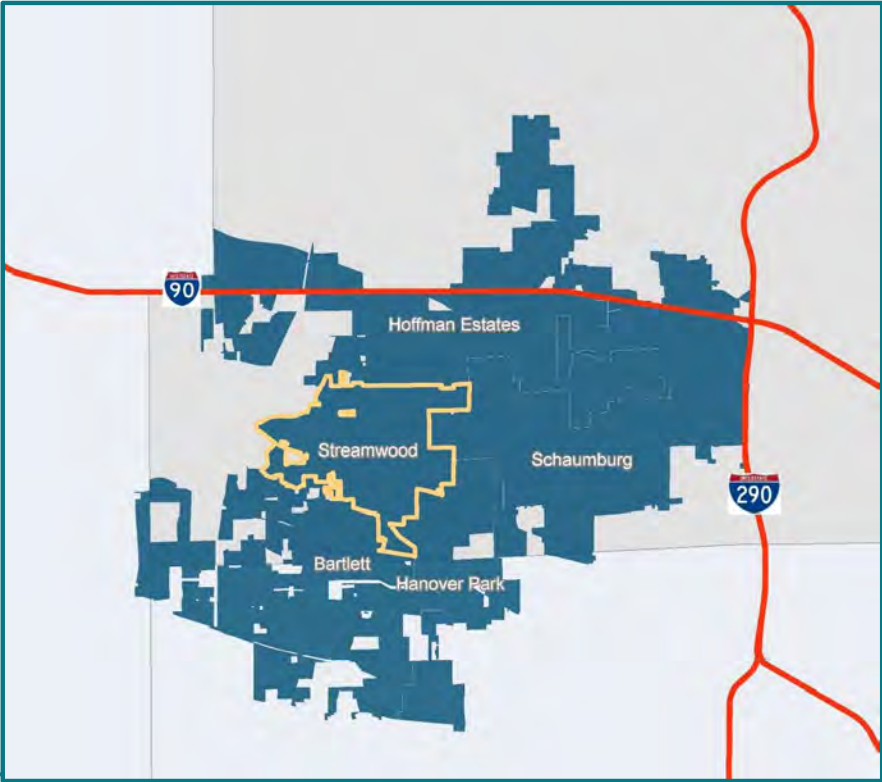
Where will people live in Streamwood?



GEOGRAPHY

To better understand market potential, products and changing demographics in three different geographies were reviewed:

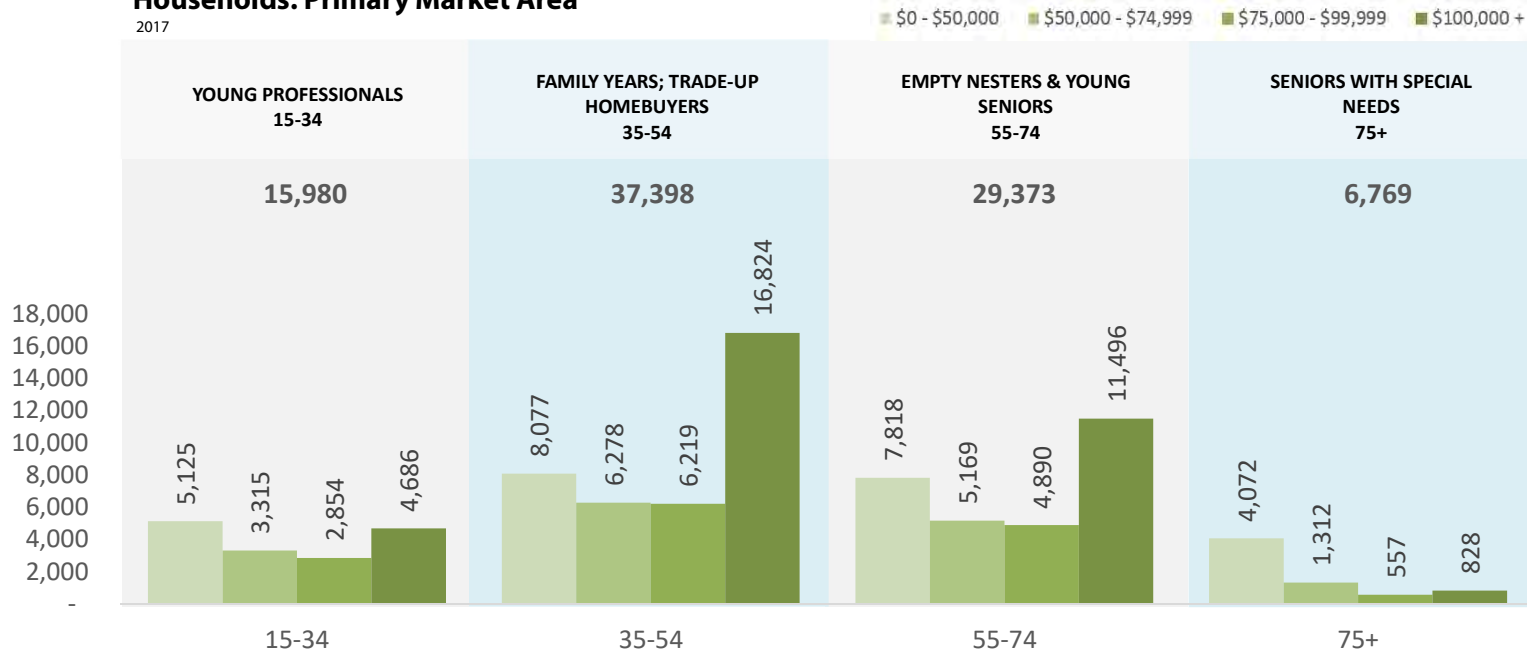
- 1. Village of Streamwood
- 2. Primary market area: Streamwood, Hoffman Estates, Hanover Park, Schaumburg and Bartlett



SOURCE: ESRI, SB FRIEDMAN

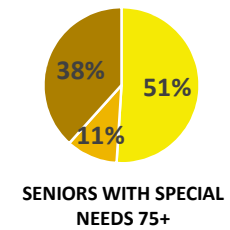
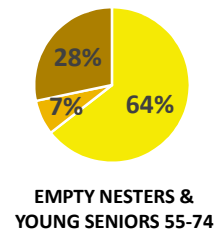
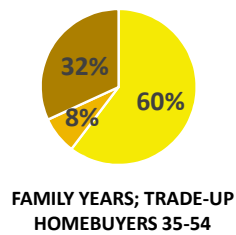
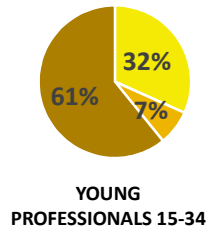
MARKET POTENTIAL: HOUSEHOLDS BY AGE & INCOME IN 2017

Households: Primary Market Area
2017



**HOUSING CHOICE BY AGE, 2015
(CHICAGO REGION)**

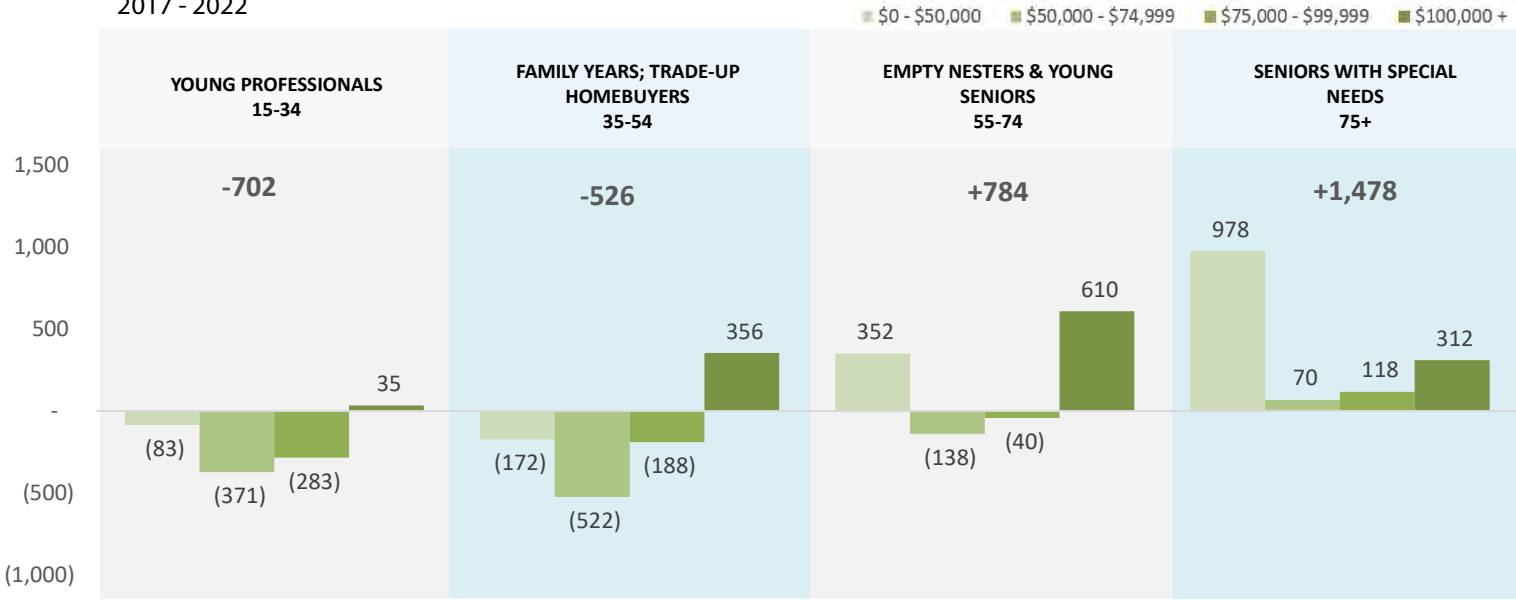
- SF Detached
- SF Attached
- Multifamily/Other



SOURCE: AMERICAN HOUSING SURVEY, ESRI, SB FRIEDMAN

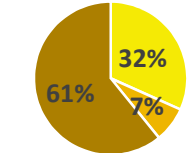
MARKET POTENTIAL: CHANGE IN HOUSEHOLDS BY AGE & INCOME

Projected Change in Households: Primary Market Area
2017 - 2022

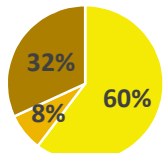


HOUSING CHOICE BY AGE, 2015 (CHICAGO REGION)

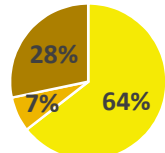
- SF Detached
- SF Attached
- Multifamily/Other



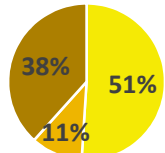
YOUNG PROFESSIONALS 15-34



FAMILY YEARS; TRADE-UP HOMEBUYERS 35-54



EMPTY NESTERS & YOUNG SENIORS 55-74



SENIORS WITH SPECIAL NEEDS 75+

SOURCE: AMERICAN HOUSING SURVEY, ESRI, SB FRIEDMAN

MARKET POTENTIAL: TOWNHOMES

SUPPLY

- Attached for-sale product in the Village is on the path to recovery
- Attached housing prices have increased at an annual rate of 9% over the last six years
- New construction townhomes in the PMA are priced between \$270,000 and \$450,000

DEMAND

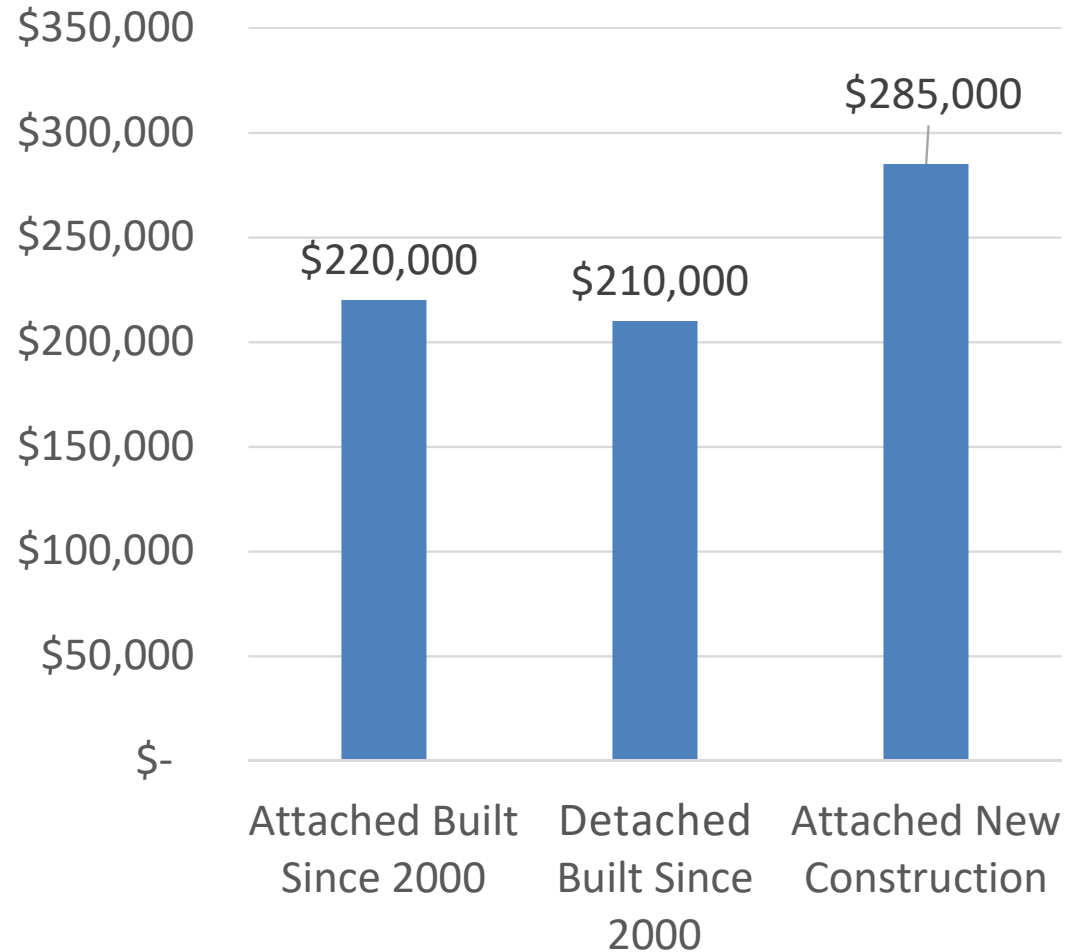
- The PMA shows continued strength in the Family Years Market cohort with incomes greater than \$100,000, who prefer to live in single family attached housing
- There is also projected to be an increase in Empty Nesters and Young Seniors with incomes greater than \$100,000

CHARACTERISTICS NEEDED FOR TOWNHOME PRODUCT

Smaller development complex in order to fit on the sites available

- Product would likely be tailored to young families as starter homes or empty nesters/young seniors looking to downsize
- Development may include ground floor master bedrooms to accommodate senior population
- Could be priced at \$270,000-\$300,000
- Access to amenities is necessary

AVERAGE PRICE BY TYPE



MARKET POTENTIAL: COMPARABLE TOWNHOMES IN THE REGION



Sutton Ridge			
City:	<i>Streamwood</i>	Built	<i>2014</i>
Estimated Value	<i>\$269,000</i>	SF	<i>1286</i>
Stories	<i>1</i>	Parking	<i>2/unit</i>
Units/Building	<i>2</i>	Style	<i>Ranch</i>



Waterbury Circle			
City:	<i>Schaumburg</i>	Built	<i>2017</i>
Estimated Value	<i>\$459,000</i>	SF	<i>2,287</i>
Stories	<i>3</i>	Parking	<i>2/unit</i>
Units/Building	<i>4</i>	Style	<i>3-Story</i>



Pleasant Square			
City:	<i>Schaumburg</i>	Built	<i>2017</i>
Estimated Value	<i>\$366,000+</i>	SF	<i>2,287</i>
Stories	<i>3</i>	Parking	<i>2/unit</i>
Units	<i>99</i>	Style	<i>3-Story</i>



SOURCE: REDFIN, GOODWIN WILLIAMS

MARKET POTENTIAL: SENIOR HOUSING CARE SEGMENTS

CARE SEGMENT TYPES

Independent Living Units

Caters to independent seniors with few medical problems. Residents live in fully equipped private apartments.

Assisted Living Units

Caters to seniors who are unable to live on their own but do not require the high level of care provided in nursing homes. Assistance with medications, daily activities, and housekeeping are typically provided. Meals are often provided in a central dining area.

Memory Care Units

Caters to seniors with dementia or Alzheimer's through 24-hour support and structured activities. Memory care can be provided through Assisted Living or Nursing Care units.

Skilled Nursing Care Units

Caters to seniors who require a high level of medical care and assistance through 24-hour skilled nursing services from licensed nurses. Residents typically share a room and are served meals in a central dining area.

DEMAND

The senior population cohort is growing faster than any other in Streamwood or the PMA.

There has been increased growth in households over 75 years old with annual income over \$50,000.

PMA can likely support nearly 800 senior housing units in the next five years. Streamwood has demonstrated a commitment to providing senior specific amenities, i.e. Park Goldenagers program.

MARKET POTENTIAL

Market-rate or affordable senior housing developments are well-suited for the available sites in Streamwood.

PRIMARY MARKET AREA: SENIOR HOUSING DEMAND IN 2022

Streamwood Households w/ Annual Income > \$50k and over 75 years old	3198 units
Propensity to Live in Senior Housing	14%
PMA Demand	460 units
Total Demand Including from Outside PMA (40%)	767 units

SOURCE: 2011-2015 5-YEAR AMERICAN COMMUNITY SURVEY, NICMAP, SB FRIEDMAN

MARKET POTENTIAL: REGIONAL SENIOR HOUSING SUPPLY

New senior housing within the Primary Market Area is older and extremely limited, with approximately 394 units available.



Poplar Creek Village			
City:	<i>Hoffman Estates</i>	Built:	2007
Units:	121	Units/Acre	36.8
Stories:	5	Parking Ratio	3.1
Acres:	3.29	Frame Type:	<i>n/a</i>



Spectrum Retirement Community			
City:	<i>Algonquin</i>	Status:	<i>Planning phase</i>
Units:	160	Units/Acre	15.1
Stories:	3	Parking Ratio	<i>n/a</i>
Acres:	10.6	Frame Type:	<i>n/a</i>



DKI Senior Living			
City:	<i>Algonquin</i>	Status:	<i>Planning phase</i>
Units:	60	Units/Acre	8.3
Stories:	3	Parking Ratio	<i>n/a</i>
Acres:	7.25	Frame Type:	<i>n/a</i>

SOURCE: COSTAR

MARKET POTENTIAL: REGIONAL SENIOR HOUSING SUPPLY

Due to the site constraints in Streamwood, recent mid-size, multi-family housing developments in the Chicago Metro Area were considered for the analysis. Philhaven and Countryside Senior Apartments are two newer apartments buildings which are on parcels less than 4 acres. Both include surface parking and have over 38 units per acre.



The Moorings of Arlington Heights			
Village:	<i>Arlington Heights</i>	Delivers:	<i>Sept. 2017</i>
Units:	<i>70</i>	Units/Acre	<i>n/a</i>
Stories:	<i>4</i>	Parking Ratio	<i>n/a</i>
Acres:	<i>45 (within larger campus)</i>	Frame Type:	<i>n/a</i>
Average SF:	<i>712</i>	Market Segment:	<i>Assisted Living</i>



Philhaven			
Village:	<i>Arlington Heights</i>	Built	<i>2017</i>
Units:	<i>50</i>	Units/Acre	<i>38.5</i>
Stories:	<i>3</i>	Parking Ratio	<i>1.3</i>
Acres:	<i>3.23</i>	Frame Type:	<i>Wood</i>
Average SF:	<i>n/a</i>	Market Segment:	<i>Affordable</i>



Countryside Senior Apartments			
Village:	<i>Countryside</i>	Built:	<i>2010</i>
Units:	<i>70</i>	Units/Acre	<i>58.3</i>
Stories:	<i>4</i>	Parking Ratio	<i>1.22</i>
Acres:	<i>1.2</i>	Frame Type:	<i>Masonry</i>
Average SF:	<i>583</i>	Market Segment:	<i>Rent Restricted</i>



MARKET POTENTIAL: APARTMENTS

SITE CONSIDERATIONS

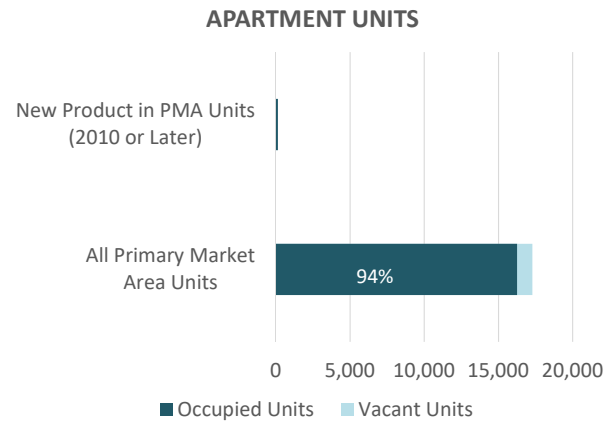
- Limited amenities, e.g., transit & highway access
- There are jobs concentrated on the eastern side of the PMA
- There are approximately 7,000 primary jobs within Streamwood alone (10% live and work in Streamwood)
- 17,500 residents work outside of Streamwood

SUPPLY

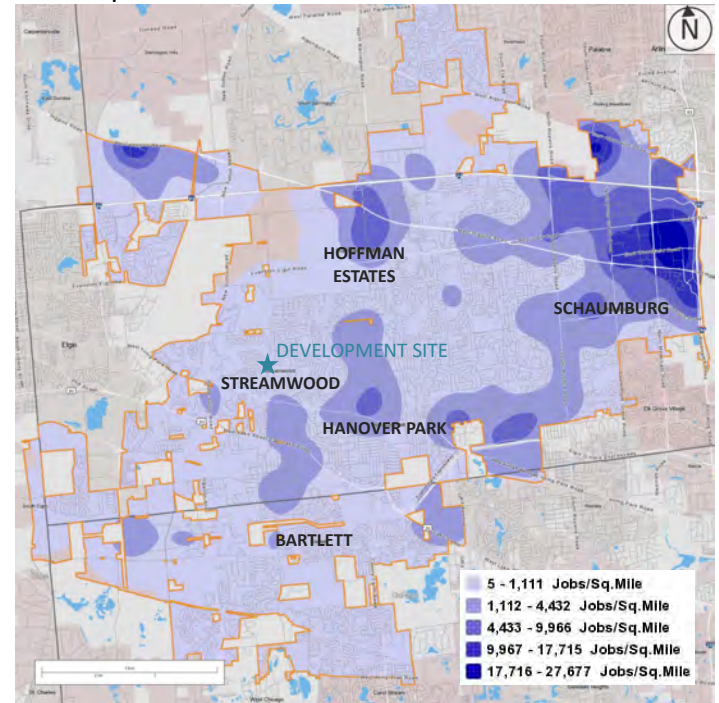
- Streamwood has extremely limited multi-family rental housing options. The only true apartment building within Streamwood is Shannon Court Apartments
- The existing apartment stock is old and outdated
- There are 17,302 apartments in the PMA which are at 94.3% occupancy
- There has only been one apartment building built in the PMA since 2010: North 680 in Schaumburg

DEMAND

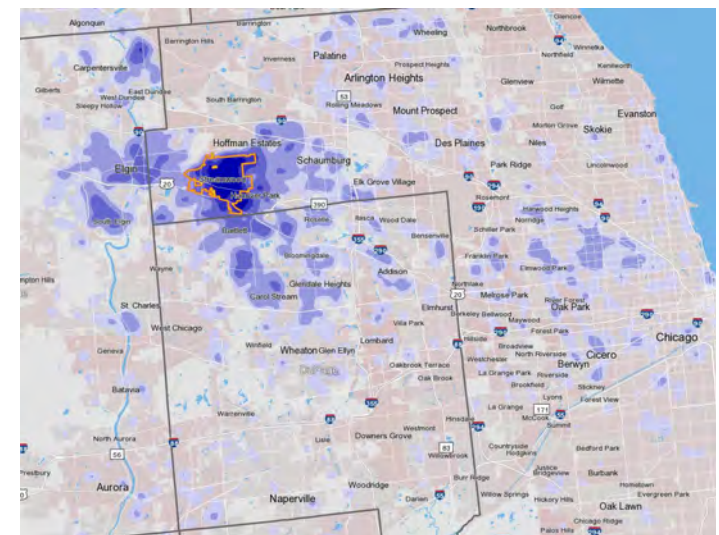
- There is slow population growth projected within the Primary Market Area (PMA)



OnTheMap Worker Destination



OnTheMap Distance/Direction of Employment in Streamwood



SOURCE: 2016 LEHD ONTHEMAP APPLICATION, U.S. CENSUS BUREAU

MARKET POTENTIAL: COMPARABLE APARTMENTS IN THE REGION



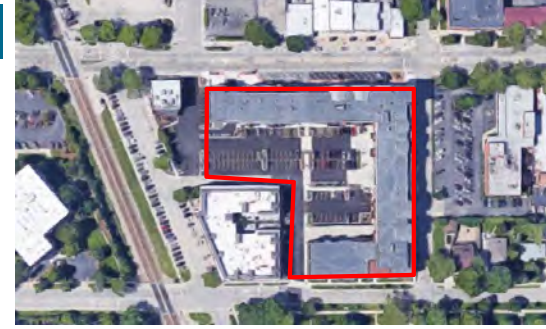
North 680			
City:	<i>Schaumburg</i>	Status:	<i>Built 2017</i>
Units:	<i>102</i>	Units/Acre	<i>15.7</i>
Stories:	<i>4</i>	Parking Ratio	<i>3.1</i>
Acres:	<i>6.5</i>	Geographic Context	<i>Along major road</i>
Average SF:	<i>1,035</i>	Average Price:	<i>\$2,094</i>



Park 205			
City:	<i>Park Ridge</i>	Status:	<i>Built in 2015</i>
Units:	<i>115</i>	Units/Acre	<i>31.7</i>
Stories:	<i>3</i>	Parking Ratio	<i>1.9</i>
Acres:	<i>3.63</i>	Geographic Context	<i>Near commercial corridor</i>
Average SF:	<i>950 SF</i>	Average Price:	<i>\$2,244</i>



Midtown Square			
City:	<i>Glenview</i>	Status:	<i>Built in 2014</i>
Units:	<i>138</i>	Units/Acre	<i>51.1</i>
Stories:	<i>4</i>	Parking Ratio	<i>n/a</i>
Acres:	<i>2.70</i>	Geographic Context	<i>Near commercial corridor</i>
Average SF:	<i>997</i>	Average Price:	<i>\$2,425</i>



MARKET POTENTIAL: APARTMENTS

FACTORS SUGGESTING DEMAND FOR NEW APARTMENTS

- Limited new supply in PMA
- High occupancy of existing rental product in the PMA
- Increasing number of rental households (includes condominiums and single-family homes being rented)
- Proximity to major job center (there are 167,652 jobs within five miles of the Streamwood core)

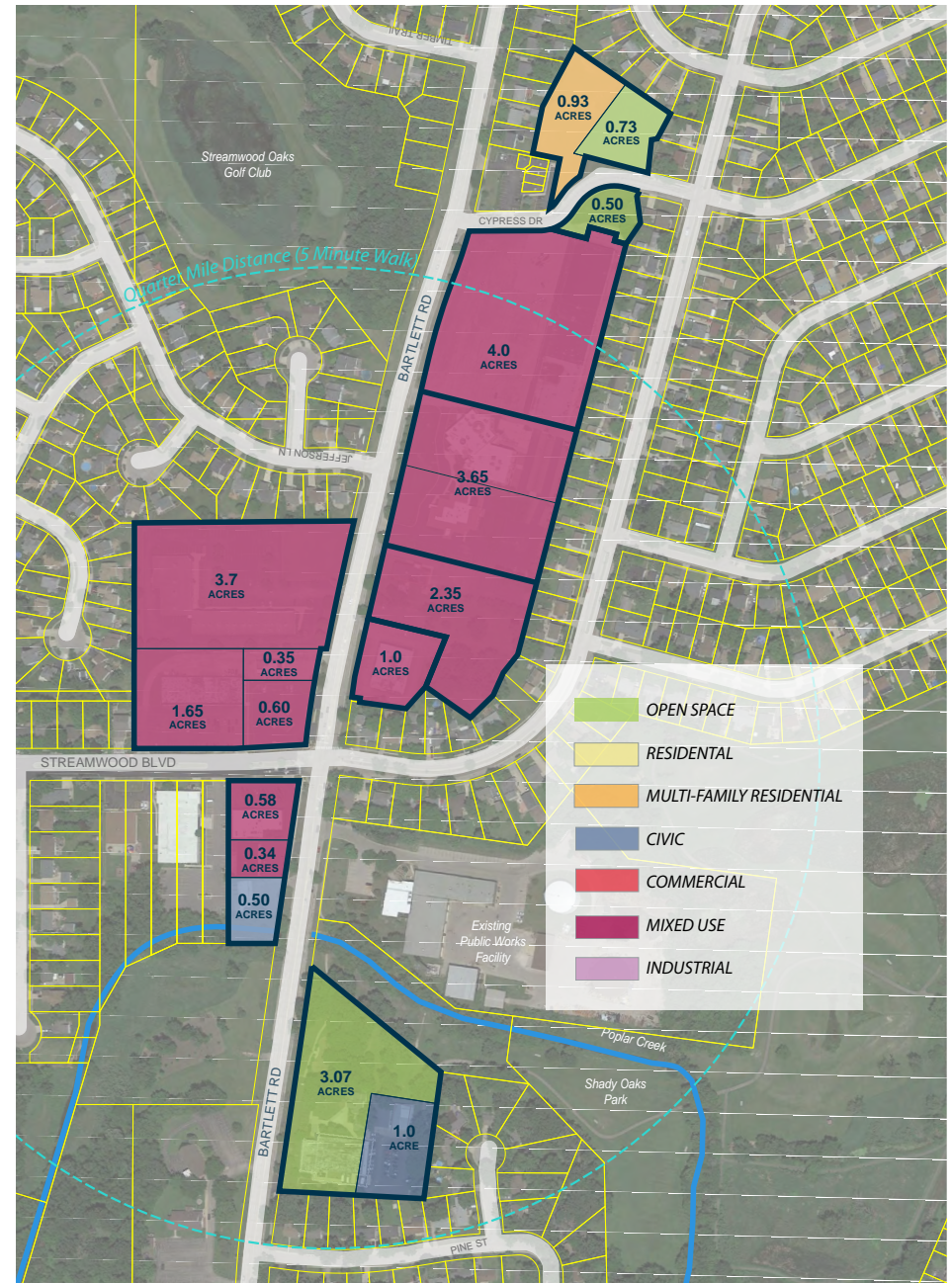
STREAMWOOD CROSSING (BARTLETT ROAD AND STREAMWOOD BOULEVARD) SUB-AREA

Streamwood Crossing has the potential to be transformed from a car-oriented commercial center to a mixed-use pedestrian friendly area (see Section 2: Streamwood Crossing sub-area plan).

However, regional market conditions continue to make mixed-use buildings with condominiums on the upper floors an economic challenge.

Apartments on the upper floors could offer an alternate housing product, with the following characteristics:

- Relatively small apartment complex, likely with less than 150 units on 3-6 acres
- Likely to need structured parking (may need financial assistance)
- Needs to be a high amenity, walkable environment



MARKET POTENTIAL SUMMARY

APARTMENTS

Streamwood has limited apartments and could benefit from more supply.

Apartments could attract residents from elsewhere in the PMA.



TOWNHOMES

Townhomes are ideal for allowing residents to age in place.

Townhomes are a multi-generational product type.



SENIOR HOUSING

Demand exists for market-rate and affordable senior housing.

Streamwood amenities are well suited to senior housing needs.



**A LEGACY OF CONNECTED
TRAILS & OPEN SPACES**



A COMMITMENT TO THE STEWARDSHIP OF NATURAL RESOURCES

Streamwood residents enjoy over 350 acres of parks, natural areas and open spaces today. There is a public park within walking distance of most homes in the Village. To the north, Arthur L. Janura Forest Preserves offer over 4,000 acres of open spaces and over 12 miles of trails.

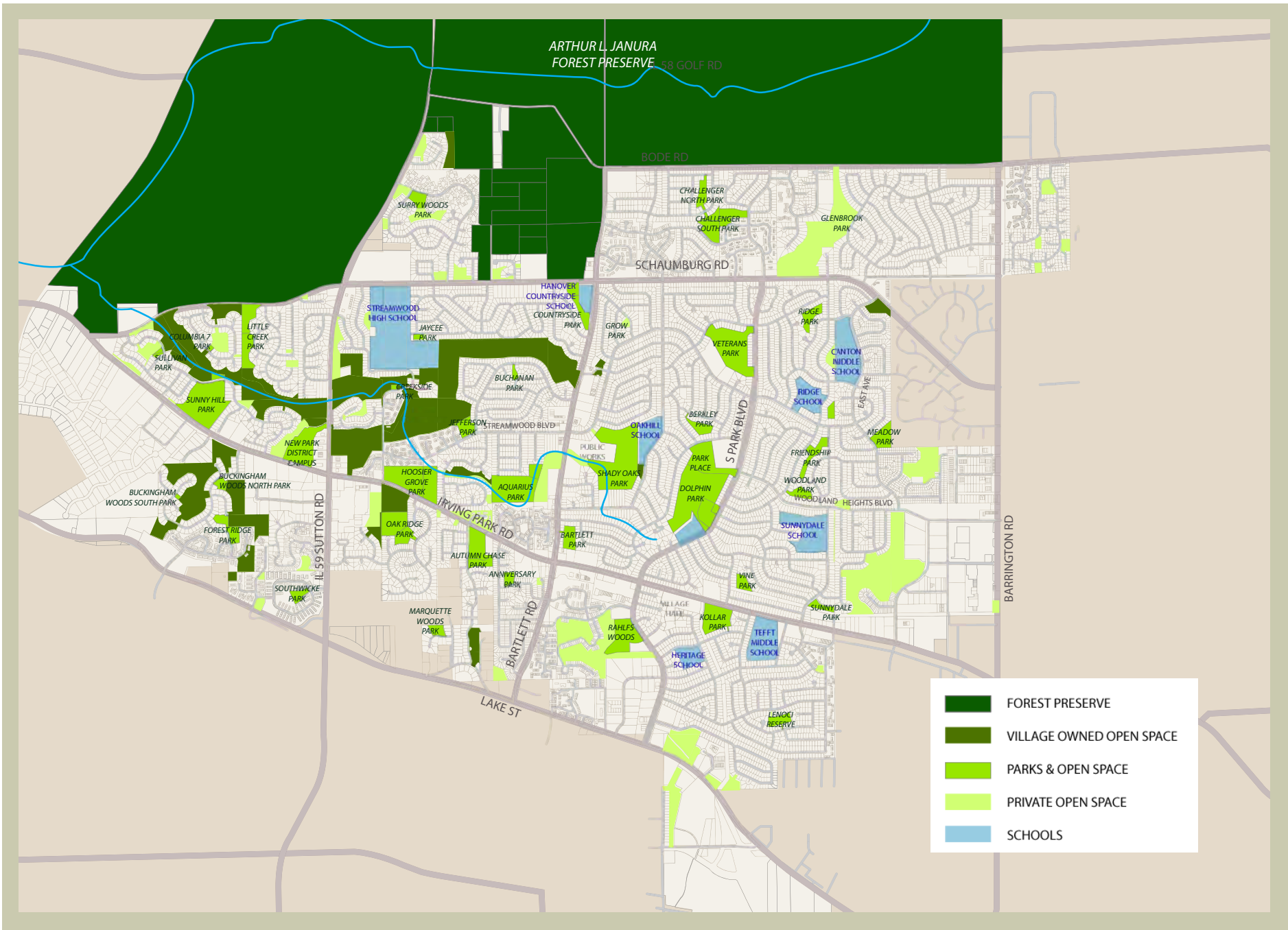
Poplar Creek is the central waterway that runs through the heart of the Village. The Village has already established a system of protected areas along the creek and its tributaries, wetlands and floodplains. This three mile long conserved waterway is a remarkably unique amenity, and should be marketed strongly as a distinctive hallmark of the Village of Streamwood.

Given the abundance of parks and natural areas, the 2018 Comprehensive Plan does not recommend the addition of new

public parks. Instead, the plan focuses on improving existing parks in the sub-areas, as described in Section 2.

While open spaces are abundant, the trail system needs significant investment for new trails, bridges and the maintenance of existing trails. This Plan provides a detailed blueprint to create a system of connected trails and open spaces that can guide Village infrastructure investments in the future.





OPEN SPACE AND NATURAL AREAS PLAN

CREATING A LEGACY OF CONNECTED TRAILS

The Village of Streamwood has a reputation as a great steward of its existing open spaces and natural areas and has already established a system of trails throughout the Village. This Trail Plan builds on this stewardship to create an extensive network of trails that connect residents to parks, open spaces, schools, Village destinations and the larger regional trail system.

The plan has two main goals, complete the internal Village trail system and connect the village to the trail systems of neighboring communities and the larger regional trail system including Forest Preserve trails to the north, Busse Woods to the east, the Bartlett and Hanover Park Metra stations and west to the Fox River Trail.

To accomplish this the Trail Plan has three main components. The first is a main east west trail which will traverse the entire Village and connect to existing trails and other major trail efforts in the region. The second is a north south trail that connects from Lake Street to the trails in the Arthur L. Janura Forest Preserve. The third is a significant network of Village wide trails that link residents to schools, parks, park facilities, open spaces, Poplar Creek and other major destination within the Village.

EAST-WEST TRAIL

The main east-west bike trail would be a dedicated trail that runs parallel to Irving Park Road. This would coincide with Illinois Department of Transportation's (I.D.O.T) plans for a regional link along Irving Park Road. This trail would also be a major connector of the Village internal trail system.

NORTH SOUTH TRAIL

The main north south trail would be along Bartlett Road. This trail has the potential to connect to other routes south of Streamwood to connect residents

to the Bartlett and Hanover Park Metra stations via Lake Street. This trail would also connect residents to the Bartlett Road and Streamwood Boulevard area and continue north to the trails in the Arthur L. Janura Forest Preserve north of the Village.

INTERNAL TRAILS

The third component is the large network of internal Village trails to link the neighborhoods, offer an alternative mode of getting around and provide an extensive trail network for health and recreation. Major components are the two trail bridges. The first bridge would cross over IL 59, Sutton Road and the second crosses Bartlett Road. These cross the two main north-south roads in the Village and are critical components in creating a safe and complete connection across the entire Village

This extensive and connected system of trails is a legacy making opportunity for the Village to further its identity as a steward of nature and a great place to live as well as attract the next generation of residents to Streamwood.

MAJOR REGIONAL DESTINATIONS

SOUTH

1. HANOVER PARK METRA STATION
2. BARTLET METRA STATION

EAST

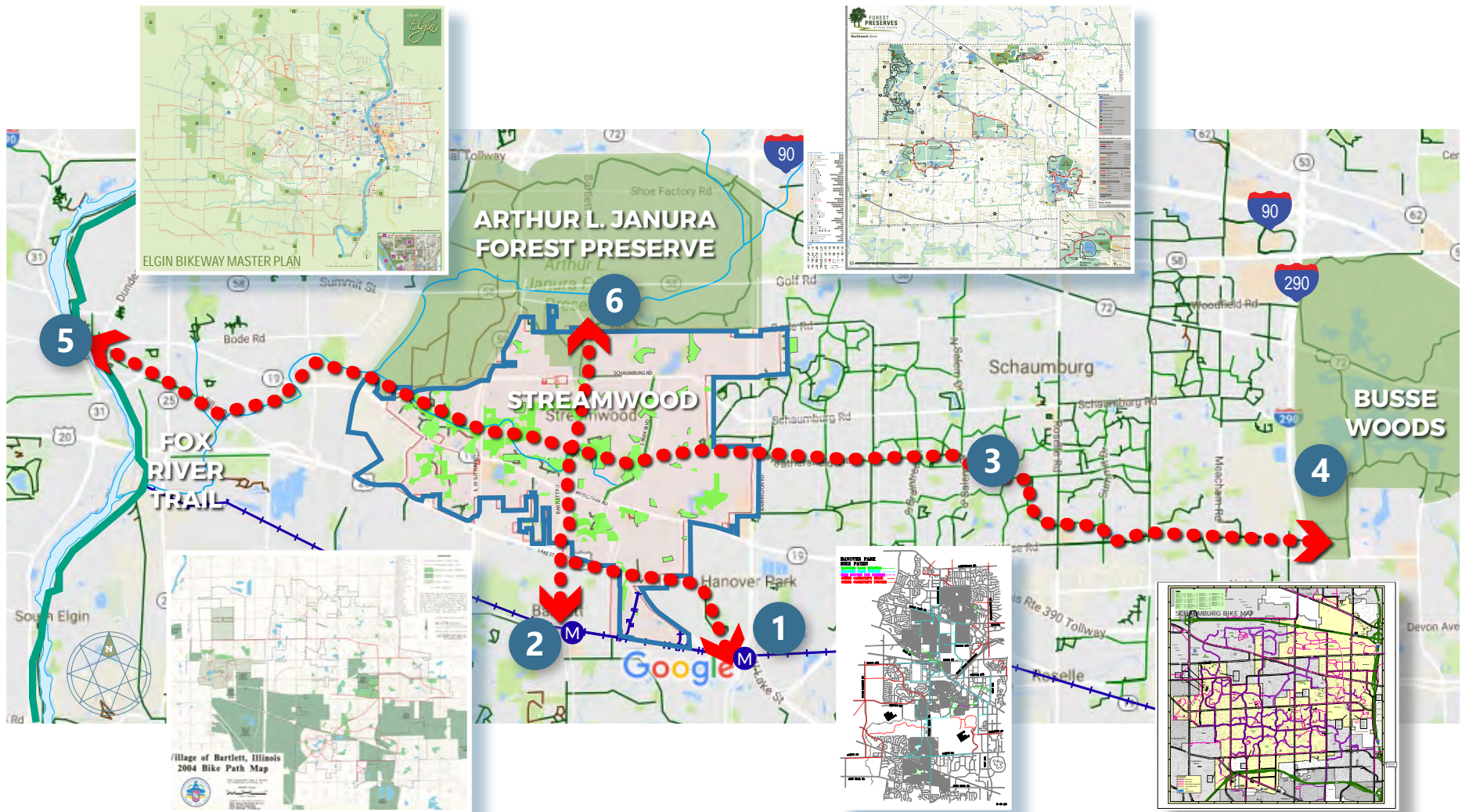
3. SCHAUMBURG RETAIL AND EMPLOYMENT CENTERS
4. BUSSE WOODS

WEST

5. FOX RIVER TRAIL

NORTH

6. ARTHUR L. JANURA FOREST PRESERVE



Streamwood Network Today

The bicycle and pedestrian system in the Village of Streamwood is a developing network that reaches much of the community but still has gaps to be filled to complete the network. The bicycle facilities consist of paved trails through the forest preserves and parks, off-street multi-use paths, on-street bicycle lanes, and posted bicycle routes. Pedestrians make use of the off-street paths and trails as well as the sidewalks that are generally located along one side or both sides of most roadways.

The arterial roadways in Streamwood are not recommended for bicycling on the street or have ride-with-caution advisories, according to IDOT's Official Bicycle Map based on road design, travel speeds, traffic volumes and other factors. The bicycle facilities currently located along the arterial roadways consist of off-street multi-use paths.

Bicycle lanes have been demarcated on parts of a few of the collector roads that have adequate width and no significant parking conflicts, such as Streamwood Boulevard between Madison Drive and Jefferson Lane. Most of the bicycle facilities in the Village, however, consist of posted bicycle routes, as designated on the Village's Bicycle and Pedestrian Pathway Map. The bicycle lanes are maintained by the Village of Streamwood while the off-street paths are generally maintained by the Village, Streamwood Park District, and School District U-46 and private homeowner's associations.

Regional Trails

The nearest regional bicycle trail is the Forest Preserve District of Cook County's 17-mile Poplar Creek Trail in the Arthur L. Janura Forest Preserve in Hoffman Estates. In Streamwood, the trail is accessible from Bode Road, Bartlett Road and Schaumburg Road.

Bicycle Network in Adjoining Communities

The surrounding communities of Schaumburg, Hoffman Estates, Hanover Park, Bartlett, and Elgin all have their own bicycle networks. A few of these communities (Schaumburg, Hanover Park, Hoffman Estates) have bicycle facilities that extend to Streamwood's municipal limits and have the potential to connect with the Streamwood bicycle system. Regional Bicycle Facility Plans The Northwest Municipal Conference (NWMC) 2010 Bicycle Plan, December 2010, identifies 16 bicycle corridors grouped into a three-tier system of prioritization. There are six Tier One corridors, three of which extend through Schaumburg. Tier One corridors have the greatest regional impact, extend through the most communities, and have good connectivity to major destinations and transit facilities. There are also five Tier Two corridors and five Tier Three corridors. Tier Two and Tier Three corridors serve multiple communities on a more localized scale and have good-to-fair connectivity to major destinations and transit facilities, but may have barriers to overcome.

There is one Tier Two corridor that extends through the Village of Streamwood, which is listed below. There are also several Tier One, Two and Three corridors that extend through Streamwood's adjoining communities. The NWMC plan also includes ancillary improvements such as regional destination signage, bicycle parking facilities, and the implementation of Complete Streets policies.

Tier Two Corridor

Irving Park Road Corridor – Provides ability for future regional connections to the Arthur L. Janura Forest Preserve, Busse Woods Forest Preserve in Schaumburg, and the DuPage County trail system. The corridor is currently incomplete through Streamwood. Sidewalk segments will need to be upgraded to multi-use paths.

Bicycle System Gaps

Over time, the bicycle system has been extended to reach most parks and recreation areas, schools, shopping destinations, civic facilities and employment centers. However, there are still gaps in the bicycle system that need to be closed for the Village to have a cohesive non-motorized transportation network that reaches all community assets as well as the developing bicycle networks in the adjoining communities.

Notable gaps in the bicycle network include the lack of off-street paths along the Village's major travel corridors, including Irving Park Road, Lake Street,

Sutton Road, Barrington Road, Bartlett Road, Bode Road, and Schaumburg Road. In addition, a few of the Village's public facilities are not currently tied into the bicycle network, including Hanover Countryside Elementary School and Tefft Middle School. Other linkages missing are between Shady Oaks Park and Aquarius Park. There are also disconnections with the bicycle networks of Streamwood's adjoining communities. Facilities that reach Streamwood's municipal limits are located in Schaumburg, Hoffman Estates and Hanover Park.

Bicycle System Enhancement Opportunities

- Installing AASHTO-standard bicycle lanes or marked shared lanes on wider posted bicycle routes such as Park Boulevard, Woodland Heights Boulevard, East Avenue, and the eastern segments of Streamwood Boulevard
- Replacing sidewalks with wider, multi-use side paths that better accommodate a wider range of users, particularly along the arterial roadways
- Extending a bicycle trail along the south branch of Poplar Creek from Schaumburg Road near Irving Park Road east around the west side of the Streamwood Oaks Golf Club to Shady Oaks Park.
- Implementing the facility upgrades along Irving Park Road from the Northwest Municipal Conference 2010 Bicycle Plan.

The initiation of a comprehensive Village-wide non-motorized transportation study would also be beneficial to define appropriate locations and facility types to enhance the bicycle system.

Pedestrian System Gaps

The pedestrian system in Streamwood generally consists of 4-foot and 5-foot wide sidewalks along one or both sides of the roadway. Significant gaps in the system are located along sections of Sutton Road, Irving Park Road, Lake Street, Bartlett Road, Schaumburg Road, Bode Road, Oltendorf Road, and along some of the older neighborhood streets such as Pine Street. The Village constructs and repairs the pedestrian system as part of its annual Capital Improvement Program.

Pedestrian Crossings

The signalized intersections along the Village's arterial and collector roadways are the safest locations for pedestrians and bicyclists to cross the road. Most of the signal-controlled intersections in the Village have crosswalks, pedestrian signals and curb ramps. However several of the intersections are missing crosswalks and/or pedestrian signals on some of the approaches. In addition, many of the crosswalks have standard parallel-line markings rather than more visible continental-style markings, and many of the pedestrian signals lack countdown timers.

Complete Streets

A "complete street" is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists and pedestrians. Designing streets that encourage walking, biking and public transit use is an effective strategy for increasing traffic safety, mitigating congestion and air pollution, and promoting a healthy, active lifestyle. In addition, these street design projects have been shown to improve property values, boost local business, and allow families and individuals to save on transportation costs.

Design features of a complete street vary by location but can include narrower travel lanes, bike lanes or side paths, sidewalks, high-visibility crosswalks, pedestrian refuge islands, curb extensions that narrow pedestrian crossings, roundabouts, accessible pedestrian signals with countdown displays, transit enhancements, and more.

IDOT has adopted design policy changes in response to the 2007 Complete Streets state law, which requires the agency to construct bicycle and pedestrian ways when an urban roadway is constructed, reconstructed, or widened. While many Cook County municipalities have adopted local Complete Streets Policy ordinances consistent with the State policies, the Village of Streamwood has yet to adopt such an ordinance, which would formalize the Village's intent to plan, design, operate and maintain streets that are safe and accessible for users of all ages and

COMPREHENSIVE LIST OF PROPOSED TRAILS

(SEE MAP ON FOLLOWING PAGE)

OFF STREET TRAILS

1. Trail along Bartlett Road, Schaumburg Road to Lake Street
2. Trail along Poplar Creek near Bartlett Road to connect Aquarius Park and Shady Oaks Park
3. Trail around tree grove at Bartlett Road and Cypress Drive intersection
4. Trail along north side of Irving Park Road, Barrington Road to Sunnysdale Boulevard
5. Trail along south side of Irving Park Road, Sunnysdale Boulevard to Madison Avenue
6. Trail along north side of Irving Park Road, Madison Avenue to Schaumburg Road
7. Trail along Schaumburg Road, IL 59, Sutton Road to Barrington Road
8. Trail along Sutton Road connecting Irving Park Road and Schaumburg Road
9. Trail section along Poplar Creek connecting existing trails west of IL 59, Sutton Road to Madison Avenue and the existing on street route to Streamwood High School, with small bridge over Poplar Creek.
10. Trail along Bode Road, N Park Boulevard to Forest Preserve Trail
11. Continuous trail along Lake Street, needs coordination with I.D.O.T and neighboring municipalities
12. Trail connecting to Bartlett Metra Station, needs coordination with Village of Bartlett
13. Trail connection from Lake Street Trail to Hanover Park Metra Station, needs coordination with Village of Hanover Park
14. Trail on Naperville Road connecting Lake St. and W Bartlett Road and the Bartlett Trail, needs coordination with neighboring municipalities and the County
15. Trail following Phoenix Lake Avenue to East Avenue to Yorkshire Drive to Frances Drive to Tower Drive to Barrington Road and Tower Drive intersection which can connect to Schaumburg trail system

16. Trail along Pipeline property to connect to existing off street trail south of Lacy Avenue

ON STREET BIKE LANES/SHARED LANE

17. East Avenue, Woodland Heights Boulevard to Schaumburg Road
18. Woodland Heights Boulevard, S Park Boulevard to East Avenue
19. East Streamwood Boulevard, East Avenue to Bartlett Road
20. West Streamwood Avenue, Bartlett Road to Madison Avenue
21. S Park Boulevard, Lake Street to Schaumburg Road
22. N Park Boulevard, Schaumburg Road to Bode Road

PEDESTRIAN AND BIKE BRIDGES

23. Pedestrian and bike bridge across Bartlett Road at Poplar Creek
24. Pedestrian and bike bridge across IL 59, Sutton Road at Poplar Creek

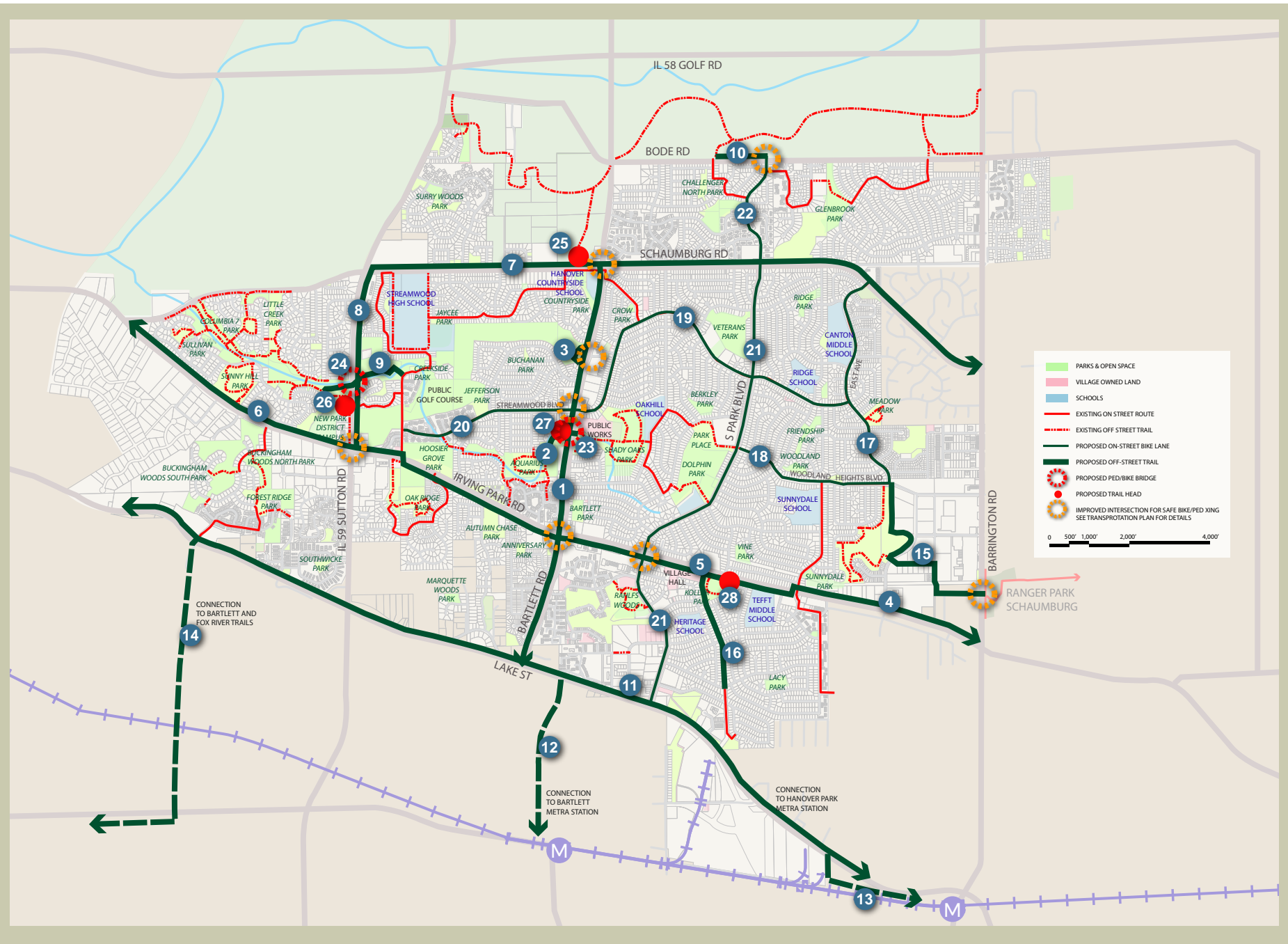
TRAILS HEADS

25. Schaumburg Road and Bartlett Road intersection
26. IL 59, Sutton Road and Prairie Point Lane
27. West side of Bartlett Road at proposed Poplar Creek trail connection
28. Irving Park Road along proposed Irving Park Road Trail at Kollar Park

INTERSECTION IMPROVEMENTS

(SEE TRANSPORTATION FRAMEWORK PLAN)

29. Improve intersection to create safe pedestrian and bike crossings. Improvements could include:
 - New traffic signals
 - New pedestrian signal
 - Pedestrian countdown timer
 - Enhanced crosswalks
 - New crosswalks
 - Lighting



PLAN FOR A CONNECTED SYSTEM OF TRAILS



Over 350 acres of parks, natural areas and open spaces for a community committed to the stewardship of natural resources



TRANSPORTATION

*Meet the transportation
needs of the future*



EXISTING TRANSPORTATION SYSTEM

An integrated system to meet needs of the future

As a built out community, the transportation system in the Village of Streamwood already consists of an integrated and connected network of roadways, regional public transit services, pedestrian facilities, and an emerging bicycle system.







With little opportunity or need for additional roadways, the transportation plan focuses on improvements and upgrades to the current system, addressing gaps in the pedestrian and bicycle system, a few important catalytic projects and major focus on creating a legacy-making bike and pedestrian trail system.

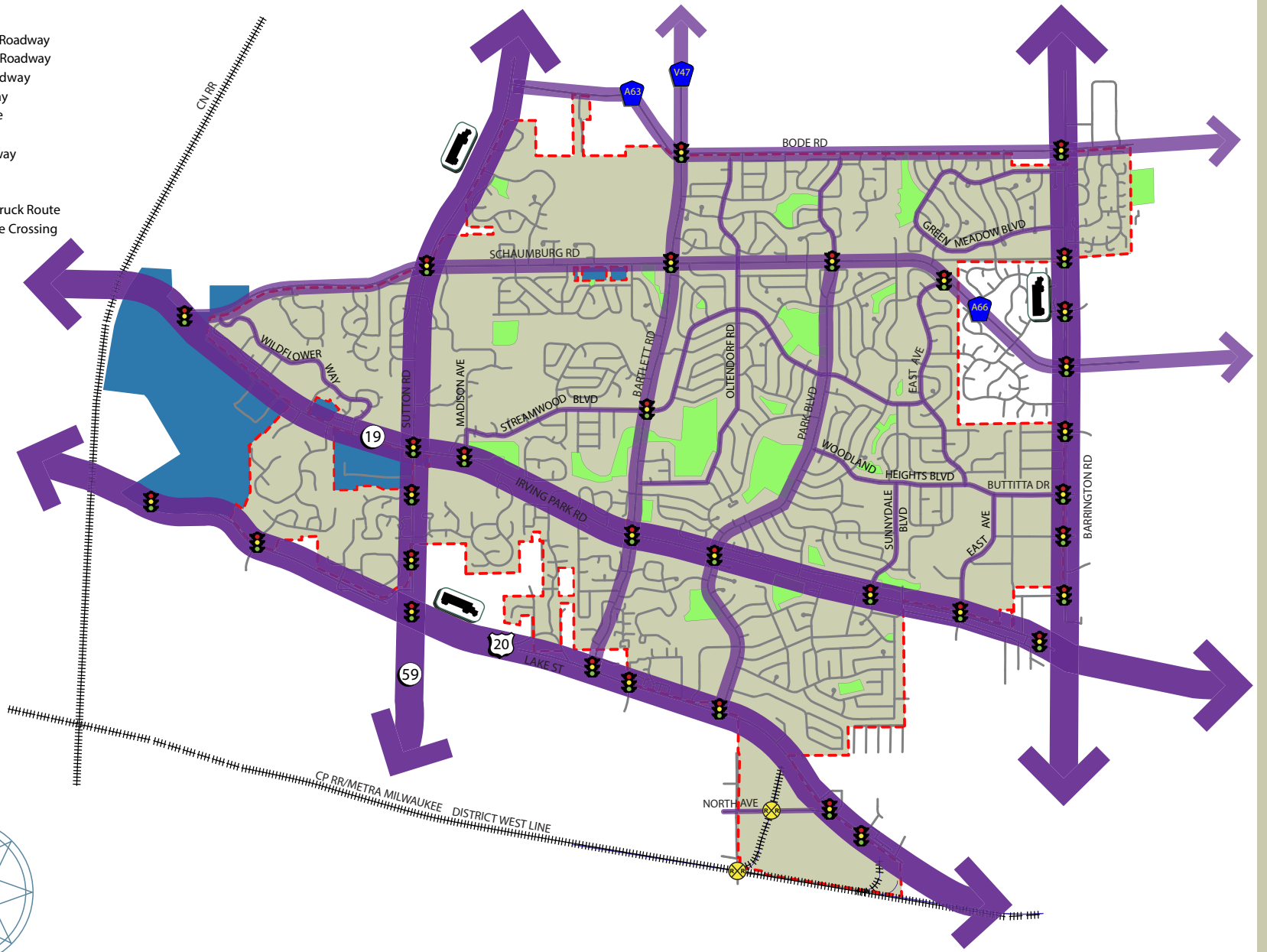
PAST PLANS AND STUDIES

The following plans and studies were reviewed in the assessment of the Village's existing transportation system.

- Village of Streamwood Comprehensive Plan (2007)
- Comprehensive Plans of adjoining communities (Schaumburg, Hoffman Estates, Hanover Park, Bartlett, Elgin)
- CMAP Go To 2040 Comprehensive Regional Plan Update (2014)
- Connecting Cook County 2040 Long Range Transportation Plan (2016)
- IDOT FY 2017-2022 Proposed Highway Improvement Program
- IDOT SRA Studies for Lake St (US 20), Sutton Rd (IL 59), Barrington Rd
- Cook County Department of Transportation and Highways FY 2015-2019 Transportation Plan
- Pace Vision 2020 Comprehensive Operating Plan (2002)
- Pace Arterial Rapid Transit (ART) Study (2009)
- Metra Suburban Transit Access Route (STAR Line) Alternatives Analysis (2012)
- ISTHA Jane Addams Memorial Tollway (I-90) Transit Value Planning Study, Kennedy Expressway-Rockford, (2011)
- Northwest Municipal Conference (NWMC) 2010 Bicycle Plan (December 2010)
- Local and regional bicycle plans (IDOT, Cook County, local municipalities)

Legend

-  Major Arterial Roadway
-  Minor Arterial Roadway
-  Collector Roadway
-  Local Roadway
-  US State Route
-  IL State Route
-  County Highway
-  Railroad
-  Traffic Signal
-  IDOT Class II Truck Route
-  Railroad Grade Crossing



EXISTING ROADWAY CLASSIFICATION

KEY FINDINGS

The following summarizes the key findings from the existing transportation system assessment, along with significant issues and potential opportunities for improvement. The findings have been organized into four categories including traffic circulation, sustainable vehicles, public transit, and the bicycle and pedestrian system. This summary is based on field reconnaissance, the public outreach process to-date, and a review of the past plans and studies. Moving forward in the planning process, these findings informed the plan goals and objectives, and ultimate recommendations of the transportation component of the Comprehensive Plan.

TRAFFIC CIRCULATION

- The major travel arteries in the Village of Streamwood are all governed by either IDOT or Cook County, which requires regular intergovernmental cooperation with the Village.
- With four Strategic Regional Arterial (SRA) roadways passing through the Village and connecting with Interstate 90 (Jane Addams Memorial Tollway) or IL 390 (Elgin-O'Hare Tollway), the Village's major roadways carry high volumes of traffic.
- Streamwood's roadway network provides good continuity through the Village, seamless connections

with the adjoining communities, efficient linkages between local neighborhoods and commercial corridors, and direct access to the regional tollway system to the north and east.

- There are a few local residential streets that are presently stubbed but have potential to be extended when adjoining parcels develop/redevelop, including Cherry Avenue, Glacier Drive, and Pheasant Trail.
- Intersections along the Village's arterial roadways are generally well-spaced with adequate traffic control.
- All-way stop control may be warranted at Park Boulevard/Woodland Heights Boulevard, which is also a school crossing location, and Streamwood Boulevard/East Avenue.
- There does not appear to be an excess number of curb cuts and vehicular conflict points along the Village's arterial roadways. There are a few major intersections where curb cuts should be consolidated further from the intersection, including Irving Park Road/Bartlett Road, Irving Park Road/Park Boulevard and Irving Park Road/East Avenue.
- A few segments of the Village's major arterial roadways are congested during peak periods as they carry traffic volumes that are approaching

the efficient operating capacity of the roadway. Road widening is needed on Irving Park Road (Bartlett Road-Oak Ridge Drive and Sutton Road-Schaumburg Road), Barrington Road (north of Schaumburg Road), and Sutton Road (north of Schaumburg Road and south of Lake Street).

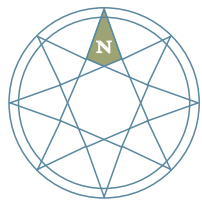
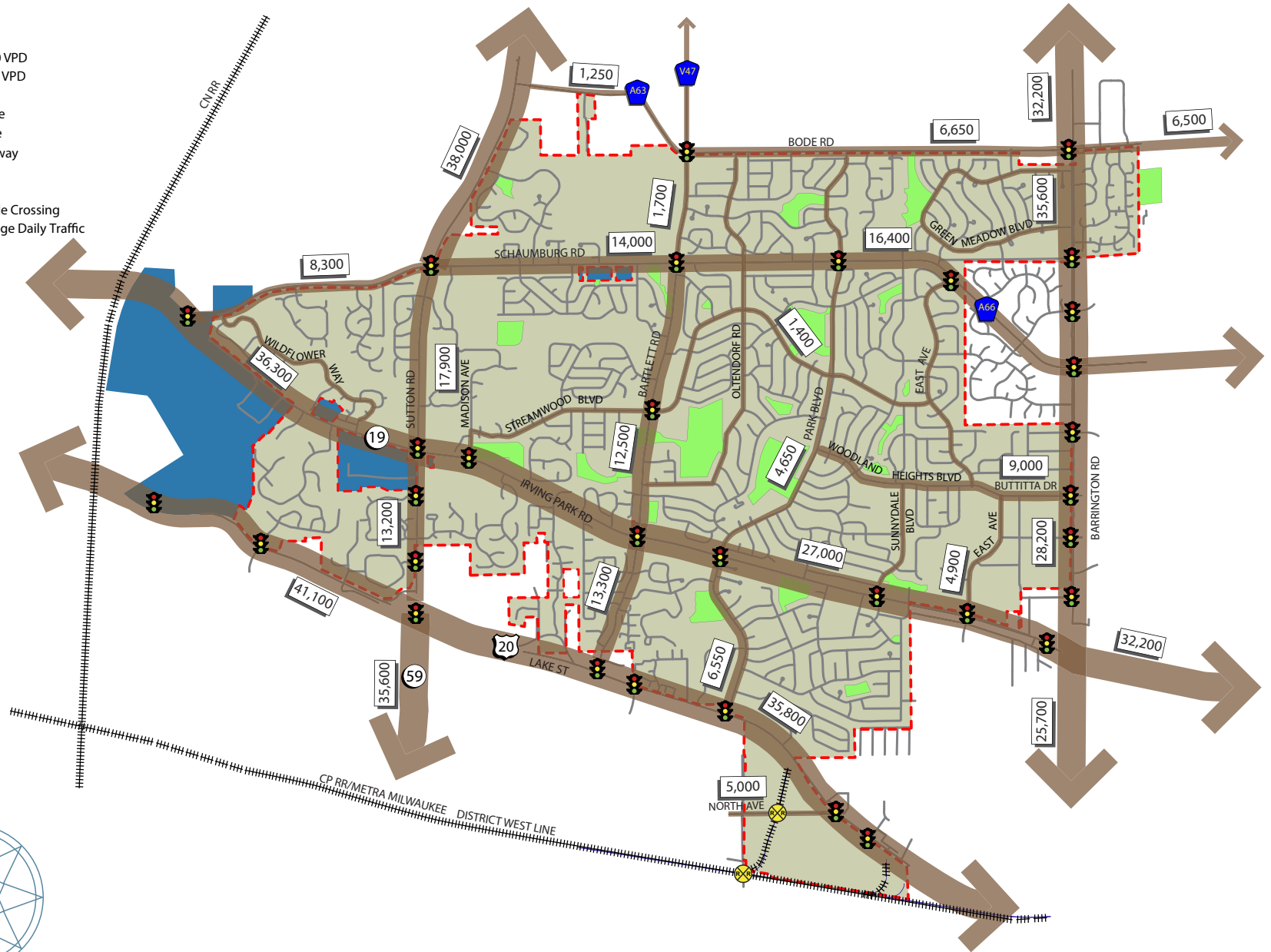
- Capacity improvements are also needed at the intersections of Irving Park Road/East Avenue, Irving Park Road/Bartlett Road, Lake Street/North Avenue, and Lake Street/Walnut Avenue, and at the US 20/IL 59 interchange.
- Other than Irving Park Road, all of the Village's arterial roadways are in need of street lighting.

SUSTAINABLE VEHICLES

- There are currently no car-sharing services (ZipCar, etc.) operating in the Village of Streamwood, which contributes to increased auto use and parking needs, higher household automobile ownership rates, and more household income devoted to transportation costs.
- There are currently no locations in the Village that provide dedicated parking spaces for no- or low-emission vehicles and electric vehicle charging stations, which offer environmental benefits that are desired by the

Legend

- >20,000 VPD
- 10,000-20,000 VPD
- 5,000-10,000 VPD
- <5,000 VPD
- US State Route
- IL State Route
- County Highway
- Railroad
- Traffic Signal
- Railroad Grade Crossing
- Annual Average Daily Traffic



EXISTING TRAFFIC VOLUMES

KEY FINDINGS

community. The nearest locations are in Schaumburg, Elgin and Hoffman Estates.

PUBLIC TRANSIT

- Public transportation service within the Village of Streamwood is provided by Pace Suburban Bus, Hanover Township and Schaumburg Township.
- Metra commuter rail service is available daily within one mile of the Village of Streamwood in the adjoining communities of Bartlett and Hanover Park. The two Stations are served by Metra's Milwaukee District West Line (MD-W), which extends from Elgin to Chicago's Union Station.
- Approximately 4.2% of Streamwood's 21,146 working residents utilize public transit to commute to work.
- The parking capacity at both Metra Stations (Bartlett and Hanover Park) are well utilized and are filled to approximately 84-85% of capacity on weekdays.
- Pace operates one fixed bus route through Streamwood, Route 554 (Elgin-Woodfield), which operates on weekdays and Saturdays and connects the Village with the Pace Elgin Transportation Center, Hanover Park Metra Station, St. Alexius Medical Center, Woodfield Mall, and Pace Northwest Transportation Center via

Irving Park Road, Park Avenue, Lake Street and Barrington Road.

- While the route attracts over 550 riders on weekdays and over 250 riders on Saturdays, many of the Village's residential neighborhoods are not within a convenient walking distance (1/4-mile) of the Pace Route 554 and thus have few alternatives but to drive to reach shopping and employment destinations or the Metra Stations.
- Further, a few neighborhoods/subdivisions are categorized by Cook County as "transit deserts", which are areas with a high demand for quality public transit but no convenient access to such services, including the neighborhoods north of Irving Park Road between Bartlett Road and Barrington Road.
- None of the Pace bus stops in the Village have passenger waiting amenities (shelters, benches, lighting, concrete pads, bus tracker information, bus route maps/schedules), and many are not ADA accessible and lack connections to the sidewalk system.
- Several long-term public transit projects are included in CMAP's Go To 2040 Comprehensive Regional Plan and will benefit the Village in the future, including a new transit service






along IL 390 to O'Hare International Airport, managed bus lanes along I-90, a new rail transit service (STAR Line) along I-90 and the Canadian National Railroad with potential stations at Golf Road and Spaulding Road, and the westerly extension of the Metra Milwaukee District West Line to Marengo and/or Hampshire.

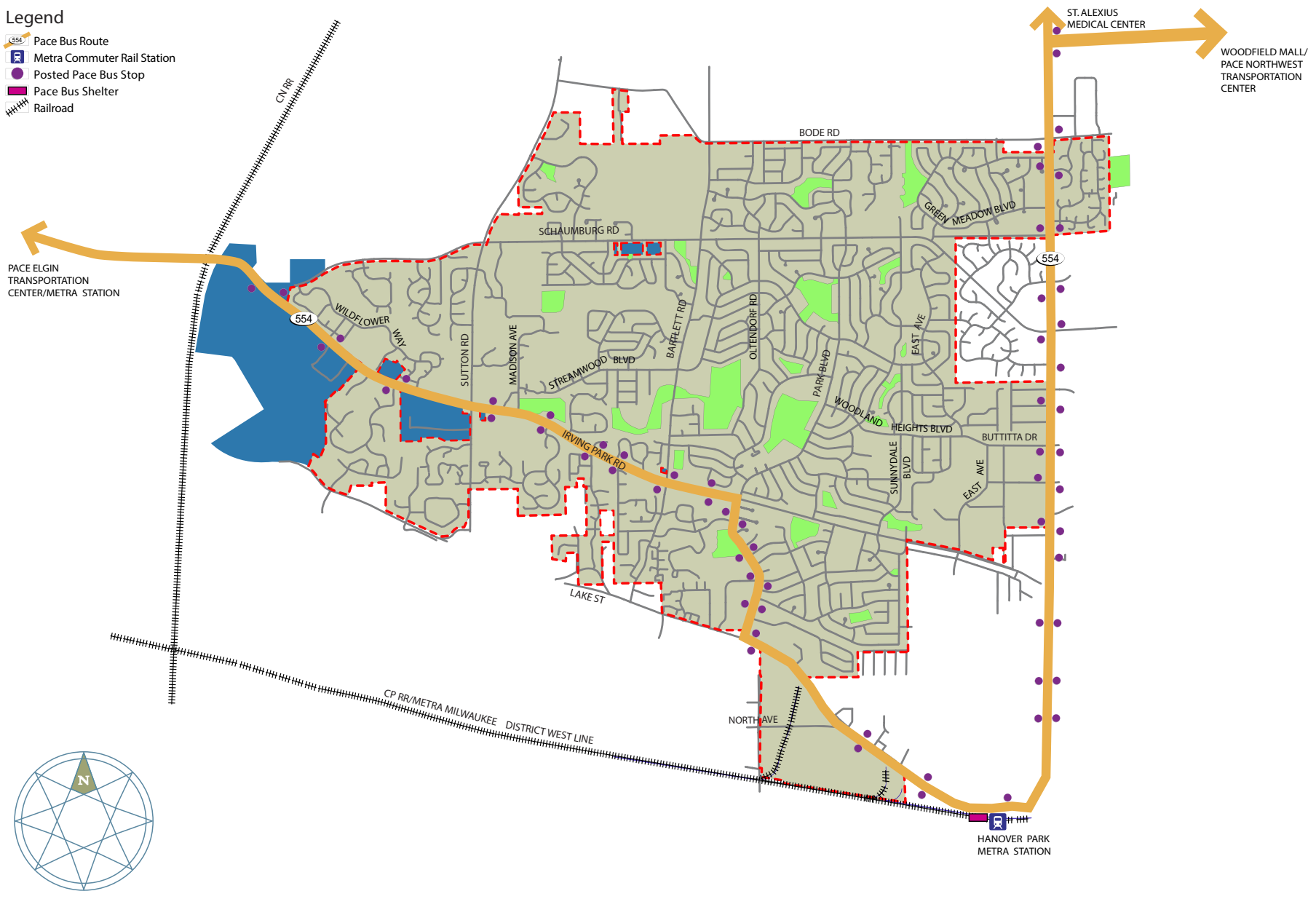
- Pace also has long-term plans to implement its recently initiated PULSE Arterial Bus Rapid Transit (ART) Service along Sutton Road, Irving Park Road, and Golf Road.

PEDESTRIAN & BICYCLE MOBILITY

- The Village's bicycle system consists of a combination of on-street bicycle lanes, off-street multi-use side paths, paved trails through forest preserves and parks, and posted bicycle routes.
- The bicycle system is well-connected to the regional trail in the Arthur L. Janura Forest Preserve.
- The arterial roadways (Irving Park Road, Lake Street, Sutton Road, Barrington Road, Bartlett Road, Bode Road, Schaumburg Road) are the most direct and continuous travel arteries through the Village yet there are few bicycle accommodations along these roadways. Due to the higher speeds, the facilities that do exist consist of off-street multi-use

Legend

-  Pace Bus Route
-  Metra Commuter Rail Station
-  Posted Pace Bus Stop
-  Pace Bus Shelter
-  Railroad



EXISTING PUBLIC TRANSIT SYSTEM

KEY FINDINGS

- paths.
- Bicycle lanes have been demarcated on short sections of a few of the collector roads that have adequate width and no significant parking conflicts. Most of the bicycle facilities in the Village, however, consist of posted bicycle routes, as designated on the Village's Bicycle and Pedestrian Pathway Map.
- Some of the posted bicycle routes are on collector roads and local roads that are wide enough to accommodate AASHTO-standard bicycle lanes or marked shared lanes without impacting on-street parking, such as Park Boulevard, Woodland Heights Boulevard, East Avenue, and the eastern segments of Streamwood Boulevard.
- A few of the schools are not connected with the Village's bicycle network, including Hanover Countryside Elementary School and Tefft Middle School.
- There are also disconnections in the bicycle network between the Village's parks (e.g. Shady Oaks Park and Aquarius Park) and between the Village's bicycle network and those of its adjoining communities. Facilities that reach Streamwood's municipal limits are located in Schaumburg, Hoffman Estates and Hanover Park.
- Opportunities exist to close the gaps in the bicycle network, expand the system, and enhance the quality of the system by installing additional bicycle lanes or shared-lane markings on the wider, lower-volume collector roads that currently are only posted bicycle routes, by replacing sidewalks with wider, multi-use side paths that better accommodate a wider range of users, by extending the existing bicycle trail in the Arthur L. Janura Forest Preserve along the south branch of Poplar Creek, and by implementing the Irving Park Road bike path from the Northwest Municipal Conference 2010 Bicycle Plan.
- The City of Chicago's bike share program (Divvy) has extended into its adjoining suburbs of Oak Park and Evanston but has yet to extend to other Cook County communities such as Streamwood.
- Pedestrians make use of the side paths and trails as well as the sidewalks that are generally located along one side or both sides of most roadways. Significant pedestrian system gaps are located along sections of Sutton Road, Irving Park Road, Lake Street, Bartlett Road, Schaumburg Road, Bode Road, Oltendorf Road, and along some of the older neighborhood streets such as Pine Street. Several other local roads are also missing pedestrian system linkages on one or both sides of the road.
- Pedestrian safety upgrades (pedestrian signals, countdown timers, high-visibility crosswalks, ADA-compliant curb ramps, etc.) are needed at several of the Village's signalized intersections.
- The Village of Streamwood has yet to follow other area municipalities in adopting a local Complete Streets ordinance.
- The Village would also benefit from the development of a comprehensive Village-wide non-motorized transportation plan to define appropriate locations and facility types to enhance the bicycle system.

ROADWAYS ASSESSMENT

JURISDICTION

Most of the major travel arteries serving the Village of Streamwood are controlled by the Illinois Department of Transportation (IDOT) or the Cook County Department of Transportation and Highways, which limits the ability of the Village to make improvements, control access or unify roadway character. The IDOT roadways include Irving Park Road, Lake Street, Sutton Road, and Barrington Road. The Cook County roadways include Schaumburg Road, Bartlett Road, and Bode Road. The Village will need to maintain close coordination with IDOT and Cook County in order to accomplish the goals and objectives of the Comprehensive Plan that will result in a well-balanced transportation system. The Village of Streamwood controls the remaining roadways in the Village.

FUNCTIONAL CLASSIFICATION AND THOROUGHFARE TYPE

Roadways have two basic functions: to provide mobility and to provide land access. For planning and design purposes, roadways are classified in a hierarchical structure by function to define their role in the transportation system and their eligibility for certain types of federal transportation funds. Four general functional classifications are typically used, including freeways,

arterials, collectors and local roads. Arterials are commonly subdivided into major and minor designations based on location, service function and design features (i.e., right-of-way, road capacity, continuity within system, speed limits, parking controls, traffic signal spacing, etc.). Each roadway classification serves as a collecting/distributing facility for the next higher classification in the system. The following summarizes the roadway functional classification system serving the Village of Streamwood, as defined by the Village or IDOT, and further describes these thoroughfares based on their context and design features.

FREEWAYS

Freeways provide the highest degree of mobility, with access limited to grade-separated interchanges to preserve capacity for high volumes of traffic and high travel speeds. The nearest freeways to the Village of Streamwood are Interstate 90 (Jane Addams Memorial Tollway) and Illinois 390 (Elgin-O'Hare Tollway). Interstate 90 is accessed from Sutton Road and Barrington Road approximately two miles north of the Village in Hoffman Estates. IL 390 is accessed from Lake Street approximately 1¼ miles southeast of the Village in Hanover Park and from Irving Park Road approximately two miles southeast of the

Village in Schaumburg. Both tollways are under the jurisdiction of the Illinois State Toll Highway Authority.

MAJOR ARTERIALS

Major arterials provide a high degree of mobility and function as the primary travel routes through urban areas. These roadways are continuous and serve the broader region, connecting the freeway system with the local system of minor arterials and collector roads, as well as the major activity centers within a community. Major arterials are higher capacity facilities that carry high volumes of traffic and require more stringent access controls and traffic signal spacing.

In the Chicago metropolitan area, IDOT has established a 1,500-mile network of the most important major arterials into the Strategic Regional Arterial (SRA) system. This system is a component of the Chicago Metropolitan Agency for Planning's (CMAP) Go To 2040 Comprehensive Regional Plan and is intended to supplement the freeway system by accommodating a significant portion of the long-distance, high volume automobile and commercial vehicle traffic in the region.

In Streamwood there are four major arterials, Lake Street (US 20), Irving Park

Road (IL 19), Sutton Road (IL 59), and Barrington Road, all of which are part of the SRA system with the exception of Irving Park Road. Lake Street is a four-lane roadway with turn lanes at key intersections and a grade-separated intersection with Sutton Road. Irving Park Road is a four-lane roadway to the east of Bartlett Road and between Madison Avenue and Sutton Road, and a two-lane roadway between Bartlett Road and Madison Avenue and west of Sutton Road. Sutton Road is a five-lane roadway immediately north and south of the Irving Park Road intersection and a four-lane roadway further north and south of the intersection. Barrington Road is a four-lane roadway throughout the Village. The major arterials are all controlled and maintained by IDOT and carry traffic volumes ranging from 13,000 to 44,000 vehicles per day (vpd). Parking is not permitted on the major arterials.

MINOR ARTERIALS

Minor arterials augment the principal arterials by accommodating somewhat shorter trips to and from residential neighborhoods, commercial areas, employment centers and recreational activity areas at the community level. As such, operating speeds and road capacity may be less than that of the principal arterials, with less stringent controls on property access. Minor arterials in Streamwood include Bartlett Road, Schaumburg Road, and Bode Road. Bartlett Road is a four-lane roadway throughout the Village with turn lanes at key intersections. Schaumburg Road is a

four-lane roadway between Barrington Road and Sutton Road, and a two-lane roadway between Sutton Road and Irving Park Road. Bode Road is a two-lane roadway throughout the Village, with or without turn lanes at intersections. The minor arterials are controlled by Cook County and carry traffic volumes ranging from 1,250 to 16,400 vpd. Parking is not permitted on the minor arterials.

The collector system is designed to support the arterial network. Collector roads consist of medium-capacity, medium volume roads that have limited continuity and serve to distribute traffic between the higher level arterials and the lower level local roads. Collectors provide some direct land access but to a more limited degree than local roads. In Streamwood, the collectors are two-lane roadways with right-of-way widths

ranging from 60 to 80 feet. The collectors serve the Village’s business parks, commercial centers, industrial areas and major residential subdivisions.

LOCAL ROADS

Local roads provide direct access to private property and are accessed from arterial and collector roads. Trip lengths on local roads are typically short and volumes and speeds are typically low. All remaining roadways in Streamwood not mentioned above are classified as local roads and are generally two-lane roadways with a right-of-way width ranging from 60 to 66 feet.

Major Arterials	Minor Arterials
Lake Street (US 30)	Bartlett Road
Irving Park Road (IL 19)	Schaumburg Road
Sutton Road (IL 59)	Bode Road
Barrington Road	

Collectors	
Buttitta Drive	Oltendorf Road
East Avenue	Park Boulevard
Green Meadow Boulevard	Streamwood Boulevard
Madison Avenue (south of Streamwood Blvd)	Sunnydale Boulevard
North Avenue	Wildflower Way
Old Church Road	Woodland Heights Boulevard

TRUCK ROUTES

Truck routes are typically roadways that provide continuous regional travel and/or are designed to support heavy commercial traffic while avoiding residential areas. IDOT has established a Designated State Truck Route System that consists of three classifications of roadways (Class I, II and III), each with specific design standards and maximum legal vehicle dimensions and loaded weights. In Streamwood, the truck route system maintained by the State of Illinois includes three Class II truck routes. There are also 14 local Class II truck routes in Streamwood that are maintained by the Village.

Class II Facility (maintained by IDOT):
Lake Street (US 20), Sutton Road (IL 59), Barrington Road

Class II Facility (maintained by Village):
North Avenue (Lake St-Prospect Ave), Park Avenue (Irving Park Rd-Cambridge Ave & Lake St to Roma Jean Pkwy), Roma Jean Parkway, Bonded Parkway, Bourbon Parkway, Brandy Parkway, Burgundy Parkway, Buttitta Drive (Barrington Rd-Phoenix Lake Ave), Francis Drive, Phoenix Lake Avenue (Yorkshire Dr-Buttitta Dr), Ramblewood Drive, Sangra Court, and Yorkshire Drive.

PRIMARY TRAVEL CORRIDORS

The primary travel corridors through the Village of Streamwood are the arterials. These roadways convey the highest volumes of traffic through the community, connect with the collector and local roads, and provide auto and truck access to the community's

commercial and industrial areas.

North-South Arteries

Sutton Road, Bartlett Road and Barrington Road are the primary north-south arterials in Streamwood carrying traffic volumes ranging from 12,000 to 38,000 vehicles per day. The spacing between these roadways ranges from $\frac{3}{4}$ -mile to $2\frac{1}{4}$ -mile. These arterials are supplemented by the north-south collector roads including Park Boulevard, East Avenue, Sunnyside Boulevard and Oltendorf Road which are spaced at $\frac{1}{3}$ -mile to $\frac{3}{4}$ -mile intervals.

East-West Arteries

The primary east-west arterials in Streamwood are Lake Street, Irving Park Road, Schaumburg Road, and Bode Road, which carry volumes ranging from 1,250 to 41,000 vehicles per day and are the only roadways in the Village that span the Canadian National Railway to the west of the Village. The roadways, which are spaced from $\frac{3}{4}$ -mile to $1\frac{1}{4}$ -mile apart, are supplemented by the east-west collector roads including Streamwood Boulevard, Woodland Heights, Buttitta Drive, and Wildflower Way which are spaced at $\frac{1}{3}$ -mile to $\frac{3}{4}$ -mile intervals.

ROADWAY NETWORK CONTINUITY

The Streamwood roadway system is a comprehensive network of tangential and curvilinear streets that provides good continuity through the Village, efficient connections between local neighborhoods and commercial corridors, and good access to the regional

expressway/tollway system from multiple locations. In general, the Village's arterial and collector roadways also seamlessly continue into the adjoining communities of Schaumburg, Hoffman Estates, Hanover Park, Bartlett, and Elgin.

While the spacing between the north-south arterial roadways is relatively far at the east end of the Village, the collector roads such as Park Boulevard are generally continuous through the Village and provide efficient north-south connectivity to the east-west arterial system.

ROADWAY NETWORK CAPACITY

The local and collector roadway system in the Village of Streamwood provides sufficient capacity to accommodate the volume and composition of traffic using the roadways. However, there are segments of all three of the Village's major arterial roadways with inadequate capacity to efficiently serve the traffic volume currently being handled, resulting in traffic congestion and vehicle delays. Further, a few of the all-way stop controlled intersections along some of the collector roads in the Village may warrant traffic signal control based on the traffic volumes and road design.

Irving Park Road (IL 19) – This roadway carries high volumes of traffic through Streamwood (27,000-36,300 vpd) which are not adequately accommodated by the two- to three-lane segments of Irving Park Road between Bartlett Road and Oak Ridge Drive and between Sutton

Road and Schaumburg Road. IDOT has plans to widen these segments of Irving Park Road to five lanes to provide a continuous 5-lane roadway through the Village.

Sutton Road (IL 59) – This roadway carries high volumes of traffic through Streamwood (17,900-38,000 vpd) which are not efficiently accommodated by the four-lane road design to the north of Schaumburg Road and south of Lake Street. IDOT has plans to widen the roadway at the Lake Street interchange. Long-range plans from IDOT's SRA study of IL 59 include the widening of the roadway to six lanes through Streamwood and expansion of right-of-way to 150 feet.

Barrington Road – This roadway carries high volumes of traffic through Streamwood (28,200-35,600 vpd) which is reaching the capacity of a four-lane roadway to the north of Schaumburg Road. Long-range plans from IDOT's SRA study of Barrington Road include the widening of the road to six lanes through Streamwood.

Streamwood Boulevard – Traffic control modifications may be warranted at intersection with East Avenue (potential all-way stop control).

Park Boulevard – Traffic control modifications may be warranted at intersection with Woodland Heights Boulevard (potential all-way stop control).

FREIGHT RAIL

There are two freight-moving railroads in the vicinity of the Village of Streamwood. The Canadian Pacific (CP) Railway carries approximately 16 freight trains per day along the double-track railroad that extends in an east-west direction to the south of the Village. It passes beneath Sutton Road and crosses over Barrington Road. Rail spurs provide freight service to local industries on Lake Street. The CP Railway is also used by Metra's Milwaukee District West Line.

The Canadian National (CN) Railway carries freight along a single-track that extends in a north-south direction just west of the Village and passes beneath Irving Park Road and Lake Street. There are no rail spurs off of the CN Railway within the Village.

PUBLIC TRANSIT

Public transportation service within the Village of Streamwood is provided by Pace Suburban Bus, Hanover Township and Schaumburg Township. Metra commuter rail service is available within one mile of the Village in the adjoining communities of Bartlett and Hanover Park.

Metra

The Hanover Park train station is located at Lake Street and Barrington Road and the Bartlett train station is located at Oak Avenue and Railroad Avenue in downtown Bartlett. Both stations are adjacent to two rail tracks that are owned by the Canadian Pacific (CP) Railway, and

Metra has a trackage rights agreement with the CP to utilize the tracks. The stations are served by Metra's Milwaukee District West Line (MD-W), which offers daily service between the City of Elgin and Union Station in downtown Chicago. There are 22 stations along the MD-W line. The Bartlett station's waiting room is generally open daily from 4:00 A.M. to 7:00 P.M. and a ticket agent is on duty on weekdays from 4:50 A.M. to 12:30 P.M. The Hanover Park station's waiting room is generally open daily from 4:30 A.M. to 8:00 P.M. and a ticket agent is on duty on weekdays from 4:55 A.M. to 12:35 P.M. On weekdays, the MD-W line makes 24 inbound (towards Chicago) stops at the Bartlett and Hanover Park stations between 4:26 A.M. and 10:29 P.M., and 24-25 outbound (towards Elgin) stops on weekdays between 6:40 A.M. and 1:39 A.M. On Saturdays, the MD-W makes 12 inbound stops at the stations between 6:05 A.M. and 10:23 P.M., and 12 outbound stops between 8:27 A.M. and 1:41 A.M. On Sundays, the MD-W makes 9 inbound stops at the stations between 6:05 A.M. and 10:23 P.M., and 9 outbound stops between 9:27 A.M. and 1:41 A.M.

Table 1 summarizes Metra ridership at the Bartlett and Hanover Park train stations. Each weekday there are approximately 1,050 to 1,100 boardings and alightings at the Bartlett station and approximately 1,400 to 1,425 boardings and alightings at the Hanover Park station. The Village of Bartlett provides 740 parking spaces for Metra commuters (daily fee and quarterly permit) and recent (2014) parking surveys

by Metra indicate that 84 percent of these spaces are typically in use on weekdays. The Village of Hanover Park provides 1,372 parking spaces for Metra commuters (daily fee and quarterly permit) and the 2014 parking surveys indicated that 85 percent of these spaces are in use on weekdays. Table 1 also summarizes the parking utilization at stations. Both stations also offer bicycle parking facilities.

Table 2 shows the mode of travel of Bartlett and Hanover Park station riders. The majority of riders (66%-74%) drive alone and park at the station. Approximately 6-9 percent of riders walk or bike to the stations. Less than one percent of Metra riders at the stations use Pace to access the station.

PACE Fixed-Route Service

Pace Suburban Bus operates one fixed-route through Streamwood, Route 554 (Elgin-Woodfield), which extends along the Village's commercial corridors connects the Village with the Pace Elgin Transportation Center, Hanover Park Metra Station, St. Alexius Medical Center, Woodfield Mall, and Pace Northwest Transportation Center via Irving Park Road, Park Avenue, Lake Street and Barrington Road. On weekdays there are 18 eastbound buses and 18 westbound buses that circulate through the Village between 5:34 A.M. to 7:52 P.M., operating on 30-minute headways during the morning and evening rush hours and 65-75 minute headways during the midday

hours. On Saturdays there are nine eastbound and westbound buses that circulate through the Village between 6:47 A.M. and 5:55 P.M., operating on 70-minute headways.

Table 3 summarizes the hours of operation and frequency of Route 554 and Table 4 summarizes the Annual Average Daily Ridership on the route.

Route 554 operates under Pace's Posted Stops Only policy whereby passengers can only board and alight the bus at posted Pace bus stop signs. There are 13 posted stops in the Village in the eastbound direction of travel and 17 posted stops in the westbound direction of travel. There are additional posted stops across the street from the Village limits in the adjoining communities of Schaumburg, Hanover Park, Bartlett, Hoffman Estates, and unincorporated Hanover Township.

Many of the Village's residential neighborhoods are not within a convenient walking distance (1/4-mile) of the Route 554 and thus residents have few alternatives but to drive to reach shopping and employment destinations or the Metra stations.

None of the Pace bus stops in the Village offer passenger waiting amenities such as weather-protected shelters, benches, lighting, real-time bus tracker information, bus route maps/schedules, and concrete waiting pads. Many of the stops are also not ADA accessible and

lack connections to the sidewalk system. The only bus shelter in the area is at the Hanover Park Metra Station.

Vanpool

Pace's vanpool programs include its traditional vanpool program, Metra Feeder Program, and Employer (Corporate) Shuttle Program. Program participants are provided vans to use to connect with train stations, transportation centers, or common employment centers and residential communities for a more economical, convenient, and environmentally-friendly commute to work than driving alone.

Rideshare

Pace RideShare is affiliated with Pace Suburban Bus and is the designated public rideshare administrator for Northeastern Illinois. They facilitate a free carpooling and vanpooling matching service through their website.

Hanover Township

Hanover Township also offers door-to-door public transit service to senior and permanently-disabled township residents. The Dial-A-Bus program is available on weekdays between 7:30 A.M. and 3:30 P.M. and advance reservations are required. Service is available for various types of trips throughout the Township and up to five miles beyond the Township boundaries.

Hanover Township also offers the TIDE (Transportation keeps Individuals with Disabilities Employed) subsidized Taxi

Voucher Program. Eligible residents that are disabled may purchase vouchers at half the cost of a taxi trip to or from work or job training sites.

For longer-distance medical appointments, qualified Township residents can utilize the Township Riders Initiative Program (TRIP), which will take residents to facilities in the surrounding townships of Barrington, Elk Grove, Hanover, Maine, Palatine and Wheeling. The service is available on weekdays from 5:00 A.M. to 9:00 P.M. and on Saturdays from 7:00 A.M. to 4:00 P.M. TRIP services are also on Tuesdays, Thursdays and Fridays only to Hines Veterans Hospital near Maywood, Advocate Lutheran General Hospital in Park Ridge, Presence Holy Family Medical Center in Des Plaines, Lovell Federal Healthcare in North Chicago, Veterans Administration Clinic in Elgin, and Stroger Hospital of Cook County, Northwestern Memorial Hospital, Rush Presbyterian Hospital, and the UIC Medical Center in Chicago.

Schaumburg Township

The Schaumburg Township Transportation Department offers door-to-door public transit service to senior and permanently-disabled township residents that are pre-registered with the Department. The service is available on weekdays between 8:30 A.M. and 4:00 P.M. and advance reservations are required. Trips must begin and end within the Township boundaries except for medical appointments which are permitted up to five miles beyond the

Table 1: Metra Ridership and Commuter Parking Utilization

Metra Station	Weekday Boardings	Weekday Alightings	Parking Capacity	Parking Occupancy	Parking Utilization
Bartlett	1,081	1,062	740	625	84%
Hanover Park	1,414	1,420	1,372	1,169	85%

Source: Regional Transportation Asset Management System (RTAMS). Metra boarding/alighting counts and Metra parking counts, 2014.

Table 2: Mode of Access to Metra Station

Metra Station	Drove Alone	Dropped Off	Carpool	Bus	Walked	Bike	Other
Bartlett	66%	20%	5%	0%	8%	1%	1%
Hanover Park	74%	16%	3%	0%	5%	1%	1%

Source: Regional Transportation Asset Management System (RTAMS). Metra on-board survey, 2014.

Table 3: Pace Routes, Frequency and Hours of Operation

Bus Route	Weekdays	Saturdays	Sundays
Route 554	5:34 AM - 7:52 PM <i>18 EB trips, 18 WB trips</i>	6:47 AM - 5:55 PM <i>9 EB trips, 9 WB trips</i>	No Service

Source: Pace

Table 4: Pace Annual Average Daily Ridership

Bus Route	Weekdays	Saturdays	Sundays
Route 554	570	264	No Service

Source: Regional Transportation Asset Management System (RTAMS). Represents average of monthly ridership averages in 2016.

Township boundaries. All buses have lift capability. Schaumburg Township also participates in the inter-township TRIP program for longer distance medical appointments.

Commercial Air Transportation

The nearest regularly scheduled airline passenger service to the Village of Streamwood is located in Chicago at O'Hare International Airport approximately 11 miles east of the

Village. Schaumburg Regional Airport at 905 W. Irving Park Road is the nearest public facility providing general aviation services. The airport, which has a 3,800-foot hard-surface runway, handles approximately 35,000 operations per year and is the home base of approximately 90 aircraft. Schaumburg Municipal Heliport located at 1050 East American Lane is a lighted hard-surface facility and the nearest public-use heliport in the area.

Travel Behavior

Tracking travel behavior of Streamwood's working residents provides insights into how the community moves around town and how much Streamwood's households spend on transportation. It also provides a benchmark for comparison with the travel patterns of all Cook County residents and with the greater Chicago region as a whole.

Mode of Travel

Table 5 shows the commuter travel modes by Streamwood's working residents in comparison to Cook County and the Chicago region as a whole. The majority of Streamwood residents (82.7%) drive alone to work, which is a higher proportion than Cook County and the Chicago region. A higher proportion of Streamwood residents also carpool to work than residents of Cook County and the Chicago region as a whole. Those that do not drive alone or carpool, and do not work at home, mostly use transit to commute to work, although at a significantly lower proportion than commuters in Cook County and the Chicago region. Very few Streamwood residents walk or bike to work when compared to other parts of Cook County and the Chicago region.

Strategies have been incorporated into the Comprehensive Plan that promote increased transit use and reduced dependence on the automobile, including the installation of Pace bus shelters, safer pedestrian crossings of the Village's arterial and collector roadways, and the

extension of bicycle facilities to the Metra stations, forest preserves, and the Village's major destinations (i.e., schools, parks, shopping areas, municipal facilities).

Travel Time

As shown in Table 6, approximately 77.2 percent of Streamwood residents are able to drive to their jobs in less than 45 minutes, which is slightly lower than the drive time average for Cook County and the Chicago region as a whole. Only 12.8 percent of Village residents that commute by transit have travel times under 60 minutes, which is significantly lower than the average transit commute times for Cook County and the Chicago region as a whole.

Vehicle Miles & Auto Ownership

The average annual vehicle miles traveled (VMT) per household in Streamwood is greater than that of Cook County as a whole and the Chicago region, as shown in Table 7, which can be attributed to the more auto-dominant commuting patterns in the Village and the lower use of public transit and other travel modes.

The auto-dominant travel patterns of Streamwood residents are also reflected in the number of vehicles available in each household. Approximately 87 percent of Streamwood households have two or more vehicles available, as shown in Table 8, which is 28 percent higher than the average in Cook County and 18 percent higher than the average in the Chicago region.

Spending on Transportation

Affordability of a community can be measured in terms of the average percentage of household income devoted to housing and transportation costs, with a threshold of 45 percent or less being representative of an affordable community. Table 9 shows that a household in Streamwood making the region's median income (\$61,156) would spend 55 percent of their household income on the combined costs of housing and transportation, making Streamwood less affordable than the average for Cook County as a whole or the Chicago region.

The following future transportation projects will have benefits to the Village and are planned or have been programmed by CMAP, IDOT, Cook County, Metra and Pace.

PLANNED & PROGRAMMED TRANSPORTATION PROJECTS

CMAP Go To 2040 Comprehensive Regional Plan Update

The following projects are in the Go To 2040 plan but are not included in the fiscally-constrained priority project list.

O'Hare to Schaumburg Transit Service

New transit service along IL 390 from O'Hare International Airport to Schaumburg via I-290/IL 53.

Metra Milwaukee District West Extension

Extension of the Metra Milwaukee District

West line from its current terminus in Elgin to Marengo in McHenry County and/or to Hampshire, in Kane County.

Metra STAR Line Corridor

New commuter rail service through western Cook County connecting O’Hare International Airport with the Prairie Stone development in Hoffman Estates along I-90, continuing south along the Canadian National Railway, to the west of the Village of Streamwood, into western DuPage County and northwest Will County to Joliet. The STAR Line would replace managed bus lanes on I-90 with fixed guideway (rail) transit service. Potential stations at Golf Road in Hoffman Estates and at Spaulding Road where the CN Railway crosses the Metra Milwaukee District West Line on the Elgin/Bartlett border.

Elgin O’Hare Expressway West Extension

Extension of IL 390 west from its current terminus in Hanover Park to a location along US 20 near Bartlett Road in Streamwood. Project could include a transit element.

Elgin O’Hare Expressway Far West Extension

Includes upgrade of US 20 through northwest Cook County.

IDOT FY 2017-2022 Proposed Highway Improvement Program

US 20 (Lake Street)

Table 5: Workforce and Commuter Travel Mode

Mode of Travel	Streamwood	Cook County	Chicago Region ¹
Working Population	21,146	2,412,753	4,019,542
Drive Alone	82.7%	62.1%	69.3%
Carpool	9.9%	8.7%	8.3%
Transit	4.2%	18.4%	12.8%
Walk	0.6%	4.4%	3.3%
Bike	0.3%	1.0%	0.7%
Taxicab, Motorcycle, Other	0.3%	1.2%	1.1%
Work at Home	2.0%	4.2%	4.5%

Source: 2011-2015 American Community Survey 5-Year Estimates, U.S. Census Bureau.
¹ Reflects compilation of data from CMAP seven-county region.

Table 6: Commuter Travel Time to Work

Travel Time	Streamwood	Cook County	Chicago Region ¹
By Car < 45 min.	77.2%	77.7%	77.8%
By Transit < 60 min.	12.8%	69.0%	63.0%

Source: 2011-2015 American Community Survey 5-Year Estimates, U.S. Census Bureau.
¹ Reflects compilation of data from CMAP seven-county region.

Table 7: Average Annual Vehicle Miles Traveled per Household

Streamwood	Cook County	Chicago Region ¹
21,330	15,996	18,440

Source: Center for Neighborhood Technology H+T Affordability Index.
¹ Reflects compilation of data from CMAP seven-county region.

Table 8: Average Household Automobile Ownership

Number of Vehicles Available	Streamwood	Cook County	Chicago Region ¹
0	0.9%	9.7%	6.4%
1	12.5%	31.6%	25.0%
2	43.0%	37.3%	41.1%
3+	43.6%	21.4%	27.5%

Source: 2011-2015 American Community Survey 5-Year Estimates, U.S. Census Bureau.
¹ Reflects compilation of data from CMAP seven-county region.

Table 9: Housing & Transportation Costs as a Percentage of Household Income

Travel Time	Streamwood	Cook County	Chicago Region ¹
Housing Costs	34%	32%	34%
Transportation Costs	21%	17%	19%
Housing & Transportation Costs	55%	49%	53%

Source: Center for Neighborhood Technology H+T Affordability Index.
¹ Reflects the Chicago Metropolitan Statistical Area (MSA).

Resurfacing and ADA improvements for 4.06 miles from Shales Parkway/Bluff City Boulevard in Elgin to North Avenue in Streamwood. (2018-2022)

IL 19 (Irving Park Road)

Resurfacing and road widening to five lanes from just east of Bartlett Road to just west of Oak Ridge Drive, including replace of sidewalk along south side of road with a multiuse path. (2018)

IL 19 (Irving Park Road)

Resurfacing and ADA improvements for 3.65 miles from Libery Street (IL25) in Elgin to Sutton Road (IL 59) in Streamwood. (2019-2022)

IL 19 (Irving Park Road)

Widening to three lanes from just west of Sutton Road to Schaumburg Road, including multiuse path along south side of road. (Phase I completed, Phase II yet to be funded).

IL 59 / US 20 Interchange

Interchange improvements including the widening of IL 59 to accommodate northbound dual left-turn lanes onto the westbound US 20, a southbound U-turn lane at the intersection of the US 20 westbound ramps, and the extension of the southbound left-turn lane at Southwicke Drive/Red Oak Drive. Plans also include the construction of a new ramp from northbound IL 59 to eastbound US 20, the widening of the US 20 eastbound exit ramp to extend the turn lanes onto IL 59 and accommodate dual left-turn movements, and the

extension of the westbound right-turn lane on US 20 at Monarch Drive. (2018)

IDOT Strategic Regional Arterial Studies

Barrington Road/County Farm Road

Includes widening of Barrington Road to six lanes from U.S. 20 in Hanover Park north to Central Road in South Barrington.

IL 59 (Sutton Road)

Includes widening of Sutton Road to six lanes through Streamwood and expansion of right-of-way to 150 feet.

Cook County Department of Transportation and Highways 2016-2020 Transportation Plan

Bartlett Road

Intersection improvements and traffic signal modernization at Irving Park Road (2018).

Village of Streamwood Roadway Projects

East Avenue

Intersection improvements at Irving Park Road including a southbound right-turn lane on East Avenue and crosswalk upgrades at the intersection. (2018)

North Avenue

Widening of North Avenue to provide separate eastbound right-turn lane at Lake Street. (2018)

Village of Hanover Park Roadway Projects

Lake Street / Walnut Avenue

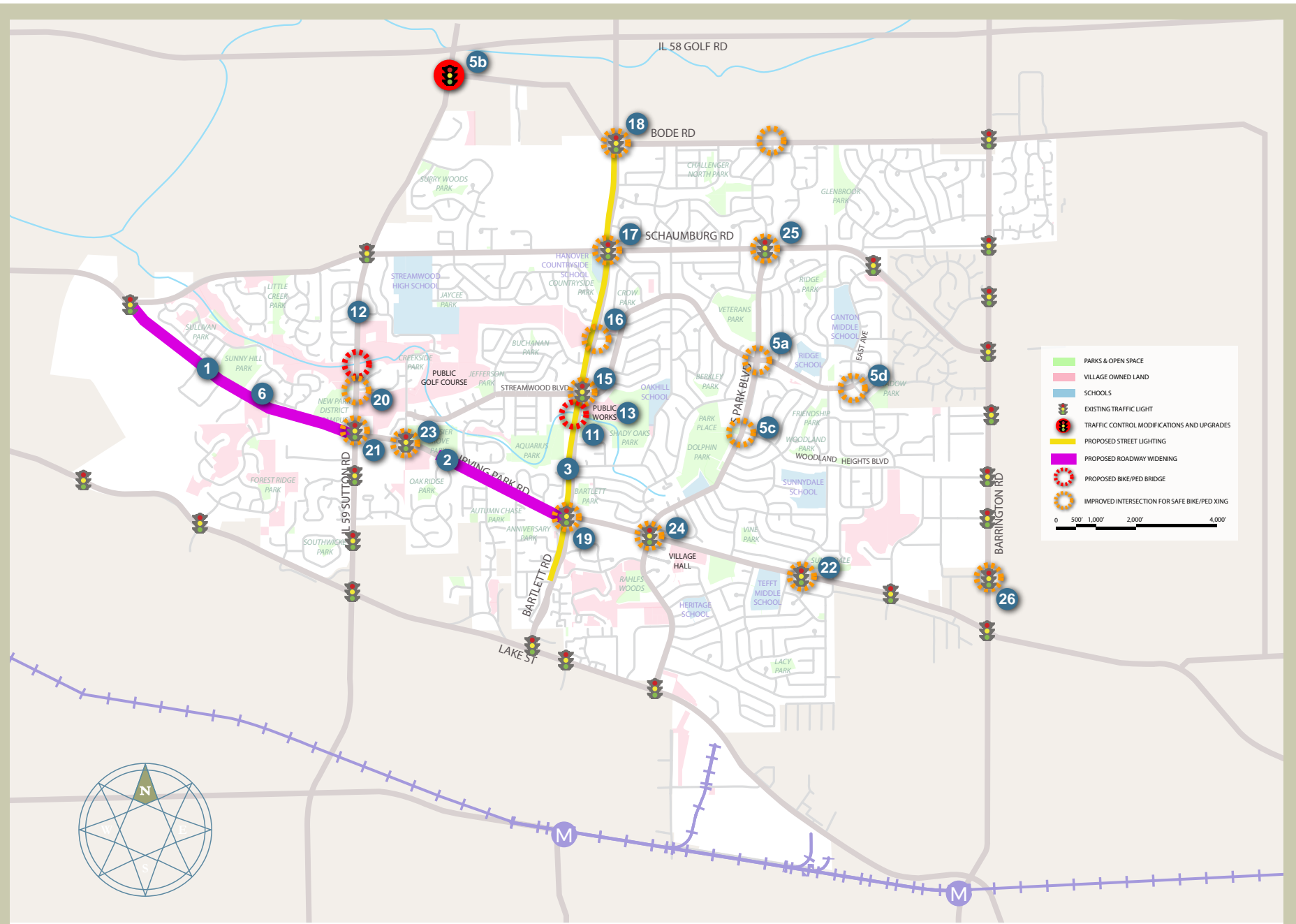
Intersection improvements including pedestrian signals, crosswalks, sidewalks.

Pace PULSE Arterial Bus Rapid Transit (ART) Service

New service features limited-stop express service, vehicles equipped with Wi-Fi and other technological advancements, easy-to-find stations with weather protection, and real-time bus arrival signage. The ART network consists of 7 near-term routes, 11 medium-term routes and 18 long-term routes. The first ART near-term route will launch in late 2018 along Milwaukee Avenue in Niles. There are two ART routes planned in Streamwood and one just north of the Village along Golf Road in Hoffman Estates, all designed as long-term routes.

Long-Term Routes

- Irving Park Road (IL 19) – Randall Road to the proposed “J Line” BRT
- Sutton Road (IL 59) – Joliet to Lake County
- Golf Rd (west extension) – Elgin to Schaumburg



TRANSPORTATION PLAN

TRANSPORTATION PLAN PROJECT LIST

GENERAL TRANSPORTATION IMPROVEMENTS

1. Irving Park Road, widen to three lanes with needed left turn lanes between IL 59, Sutton Road and Schaumburg Road, (in Phase 1 planning stages with I.D.O.T.)
2. Irving Park Road, widen to five lanes with left turn lanes from Bartlett Road to Oak Ridge Drive (in Phase 2 planning stages with I.D.O.T.)
3. Bartlett Road new street lighting between Bode Road and Beverly Lane, (near term)
4. Begin a program to install street lighting on residential streets that can benefit from lighting, (long term)
5. Traffic control modifications and upgrades for the following intersections:
 - a. Park Boulevard/Streamwood Boulevard
 - b. Sutton Road/Bode Road
 - c. Park Boulevard/Woodland Heights Boulevard
 - d. Streamwood Boulevard/East Avenue
6. Establish a car sharing program in the Village
7. Upgrade the Pace bus stops in the Village to include more passenger waiting amenities:
 - a. Concrete pads
 - b. Shelters
 - c. Benches
 - d. Lighting
 - e. Bus tracker information
 - f. Bus route maps/schedules
 - g. ADA accessibility
 - h. Connections to the sidewalk system
8. Fill in gaps in the existing bike path system, (see Bike Trail Plan for details) including:

- a. A linkage between Aquarius Park and Shady Oaks Park
- b. Connections to Streamwood High School and Tefft Middle School
- c. Install a path extension along Schaumburg Road

9. Maintenance and upgrades to existing bike paths
10. Implementation of the bike and pedestrian trail framework plan
11. New bike and pedestrian bridge over Bartlett Road, as depicted in the Trail Framework plan
12. New bike and pedestrian bridge over IL 59, Sutton Road as depicted in the Trail Framework Plan
13. Relocate public works access drive further south to achieve a safer distance from the Bartlett Road and Streamwood Blvd. intersection
14. Develop and adopt a local Complete Streets Ordinance

INTERSECTION IMPROVEMENTS

Improve intersections to create safe pedestrian and bike crossings. Each intersection will need to be assessed individually when improvements can be implemented. These Improvements could include:

- New traffic signals
- New pedestrian signals
- Pedestrian countdown timers
- Enhanced crosswalks
- New crosswalks
- Lighting

15. Improve intersection at Bartlett Road and Streamwood Boulevard to create an attractive and pedestrian friendly crossing
16. Improve intersection at Bartlett Road and

- Cypress Drive to create a safe crossing for bicyclist and pedestrians
17. Improve intersection at Bartlett Road and Schaumburg Road to create a safe crossing for bicyclist and pedestrians to new trail head for the Forest Preserve trails
18. Improve intersection at Bode Road and Schaumburg Road to create a safe crossing for bicyclist and pedestrians
19. Improve Bartlett Road and Irving Park Road intersection to create a safe crossing for bicyclist and pedestrians
20. Improve intersection IL 59, Sutton Road and Prairie Pointe Lane to create a safe crossing for bicyclist and pedestrians
21. Improve intersection IL 59, Sutton Road and Irving Park Road to create a safe crossing for bicyclist and pedestrians
22. Improve intersection at Irving Park Road and Sunnysdale Boulevard to create a safe crossing for bicyclist and pedestrians to bike path on south side of Irving Park Road
23. Improve intersection at Irving Park Road and Madison Street to create a safe crossing for bicyclist and pedestrians to bike path on north side of Irving Park Road
24. Improve intersection at Irving Park Road and Park Boulevard intersection to create a safe crossing for bicyclist and pedestrians
25. Improve Park Boulevard and Schaumburg Road intersection to create a safe crossing for bicyclist and pedestrians.
26. Work with Hanover Park to create an improved intersection at Barrington Road and Tower Drive to create a safe crossing for bicyclist and pedestrians to connect to Schaumburg trails to the east

IMPLEMENTATION

FOCUS ON BUILDING NEAR TERM PROJECTS



NEAR TERM PRIORITY PROJECTS

FIVE CATALYTIC PROJECTS

The Village has identified the following five projects to actively pursue in the near term. These projects are envisioned to have a catalytic impact on the redevelopment of the three sub-areas that are the primary focus of this plan.

1. Trail Bridge over Rte 59 at Poplar Creek.
2. Intersection improvements at IL 59 and Irving Park Road, Potential sidewalks north of the Prairie Point Lane intersection.
3. Bartlett Rd/Streamwood Blvd intersection enhancements. Street improvements and streetscaping, Pine St to Timber Trail.
4. Trail Bridge over Bartlett Road at Poplar Creek.
5. Improvements to Kollar Park.

OPINION OF PROBABLE COSTS

Opinion of probable costs (projects 1-4) listed below include a 20% contingency, maintenance of traffic, detours, mobilization and construction layout.

Bartlett Road & Streamwood Boulevard Improvements (as shown on concept plan)

- Trail \$625,000
- Sidewalk \$56,000
- Intersection Improvements \$90,000
- Streetscape/Lighting \$ 2.5 million (based on similar elements in Roselle)
- Bridge \$2.8 million
- **Total Cost \$6.1 million**

Irving Park & Sutton Road/IL-59 (as shown on concept plan)

- Trail \$183,000
- Sidewalk \$125,000
- Intersection Improvements \$104,000
- Bridge \$4.7 million (conservative estimate, less conservative estimate is \$3.2M). The bridge is over a state route, which has specific clearance requirements and the skew makes the bridge much longer. Both of these combined makes the “ramp up” longer and more expensive, about 15-20% higher at this location than the bridge over Bartlett Road.)
- **Total Cost \$3.6 to 5.1 million**

The 2018 Comprehensive Plan for Streamwood recommends many detailed infrastructure and redevelopment projects that can guide investments in the years to come. A full list of all recommendations and major funding sources is provided in the following pages. These projects can inform the Village’s annual Capital Improvements Lists and Fiscal Budgets in the future.

SUB-AREA PROJECTS

STREAMWOOD CROSSING SUB-AREA AT BARTLETT ROAD AND STREAMWOOD BOULEVARD

1. Trail along Bartlett Road, Lake Street to Schaumburg Road. New trails and “Tree Grove Park” as gateway from the north to the area
2. New rowhouses on privately owned land (approx. 6-7 Units on 0.93 Acre parcel)
3. Terraced public park on Village owned parcel (approx. 0.73 Acres)
4. Potential development on parcels owned by Baitul Ilm Academy:
 - 4A. New 2 story commercial with neighborhood retail and ethnic community stores at street level, and offices on the upper floor
 - 4B. New neighborhood clinic and food pantry
 - 4C. New banquet hall, (2-3 stories, with 600 people capacity), or multipurpose recreation facility
 - 4D. Existing mosque
 - 4E. New seminary facility (offices, conference rooms, classrooms and library)
 - 4F. New dorm for single students, 3 stories
 - 4G. New dorm for married students, 3 stories
 - 4H. New guesthouse for visiting faculty, 1 or 2 stories
 - 4J. New landscaped parking area to serve all facilities, with landscaped buffer along the back
 - 4K. New gardens and trails to connect all facilities
5. New pocket park and trailhead at Village owned small parcel
6. New mixed-use or multifamily building, 3-4 stories, approx. 30 Units
7. New rowhouses (3 stories, approx. 20 Units)
8. New multifamily (apts / senior housing), 3-4 stories, approx. 70 Units
9. New multifamily (apts / senior housing), 3-4 stories, approx. 32 Units
10. New mixed-use or multifamily building, 3-4 stories, approx. 3,000 Sf retail with 24 Units above

11. New mixed-use building, 3-4 stories, approx. 6,000 Sf retail with 24 units above
12. New mixed-use building, 3-4 stories, approx. 12,000 Sf retail with 30 units above and shared parking behind
13. Improved intersection with signature paving, lighting and signage to create an attractive pedestrian hub
14. New corner plaza and interior square
15. Access to public works relocated south to create safe distance from Streamwood Blvd intersection
16. New trail and pedestrian bridge over Bartlett Road as a gateway from the south
17. Trails and park along Poplar Creek
18. New parks and trails with future relocation of existing Park District facilities
19. Area reserved for future Park District maintenance facilities
20. Connections to existing trails in Shady Oaks Park

MUNICIPAL CAMPUS SUB-AREA

1. Improve Kollar Park as the “Gateway Park” to the Municipal Campus:
 - Access and signage on Irving Park Road aligned with Vine Street. Irving Park Road intersection improved for safe pedestrian and bike crossing.
 - New public parking with approx. 10-15 spaces
 - Detention pond improved with natural landscaping along the edges to prevent soil erosion and improved water quality
 - New 10 feet wide Bike Trail along private pipeline easement
 - New perimeter trails around pond
 - New tree groves planted to create good buffer from adjacent homes
 - Existing play area to remain as a walkable amenity serving the neighborhood
 - Potential seating area with pergola
 - Potential overlooks
 - Corner seating area and gazebo
 - Potential flower / community garden

- Bike trail on Irving Park Road
2. Complete the system of trails and pedestrian paths to provide safe connections between all facilities, parking and open spaces
 - Improvements to Irving Park Road with trail along south side, sidewalk along north side, pedestrian and bike crossing, trailhead and signage
 - Trail on easement, trailhead and signage
 - Trail on easement and with trailheads and signage
 - Trailhead and signage at existing trail end on Cambridge Avenue
 - New trailhead and signage on Park Boulevard
 3. Use underutilized parcels for more public parking that can be shared between village facilities and for community events.
 4. Use the unused easement to Library Lane for a trail connection.
 5. Consider options for more public parking at Rahlfs Woods.
 6. Incorporate more public parking when a new Fire Station is constructed
 7. Consider acquisition of single family lot(s) adjacent to the easement.

IL 59 / SUTTON ROAD SUB-AREA

1. New trail along Poplar Creek
2. New trail bridge across IL 59
3. Future Park District campus
4. Potential restaurant site at Park District campus entrance
5. Pedestrian connection to Park District campus
6. Potential commercial uses along Irving Park Road
7. Potential new multi-family or senior housing
8. Trail/sidewalk connections
9. Improved intersection for pedestrians and bicyclists
10. Better utilization of outlots along IL 59

REFER TO MAPS IN SUB-AREA SECTIONS FOR LOCATIONS AND MORE DETAILS ON PROJECTS
(STREAMWOOD CROSSING SUB-AREA **P 30**, MUNICIPAL CAMPUS SUB-AREA **P 40** AND IL 59/ SUTTON ROAD SUB-AREA **P 46**)

COMPREHENSIVE LIST OF PROPOSED TRAILS

(SEE MAP ON FOLLOWING PAGE)

OFF STREET TRAILS

1. Trail along Bartlett Road, Schaumburg Road to Lake Street
2. Trail along Poplar Creek near Bartlett Road to connect Aquarius Park and Shady Oaks Park
3. Trail around tree grove at Bartlett Road and Cypress Drive intersection
4. Trail along north side of Irving Park Road, Barrington Road to Sunnysdale Boulevard
5. Trail along south side of Irving Park Road, Sunnysdale Boulevard to Madison Avenue
6. Trail along north side of Irving Park Road, Madison Avenue to Schaumburg Road
7. Trail along Schaumburg Road, IL 59, Sutton Road to Barrington Road
8. Trail along Sutton Road connecting Irving Park Road and Schaumburg Road
9. Trail section along Poplar Creek connecting existing trails west of IL 59, Sutton Road to Madison Avenue and the existing on street route to Streamwood High School, with small bridge over Poplar Creek.
10. Trail along Bode Road, N Park Boulevard to Forest Preserve Trail
11. Continuous trail along Lake Street, needs coordination with I.D.O.T and neighboring municipalities
12. Trail connecting to Bartlett Metra Station, needs coordination with Village of Bartlett
13. Trail connection from Lake Street Trail to Hanover Park Metra Station, needs coordination with Village of Hanover Park
14. Trail on Naperville Road connecting Lake St. and W Bartlett Road and the Bartlett Trail, needs coordination with neighboring municipalities and the County
15. Trail following Phoenix Lake Avenue to East Avenue to Yorkshire Drive to Frances Drive to Tower Drive to Barrington Road and Tower Drive intersection which can connect to Schaumburg trail system

16. Trail along Pipeline property to connect to existing off street trail south of Lacy Avenue

ON STREET BIKE LANES/SHARED LANE

17. East Avenue, Woodland Heights Boulevard to Schaumburg Road
18. Woodland Heights Boulevard, S Park Boulevard to East Avenue
19. East Streamwood Boulevard, East Avenue to Bartlett Road
20. West Streamwood Avenue, Bartlett Road to Madison Avenue
21. S Park Boulevard, Lake Street to Schaumburg Road
22. N Park Boulevard, Schaumburg Road to Bode Road

PEDESTRIAN AND BIKE BRIDGES

23. Pedestrian and bike bridge across Bartlett Road at Poplar Creek
24. Pedestrian and bike bridge across IL 59, Sutton Road at Poplar Creek

TRAILS HEADS

25. Schaumburg Road and Bartlett Road intersection
26. IL 59, Sutton Road and Prairie Point Lane
27. West side of Bartlett Road at proposed Poplar Creek trail connection
28. Irving Park Road along proposed Irving Park Road Trail at Kollar Park

INTERSECTION IMPROVEMENTS

(SEE TRANSPORTATION FRAMEWORK PLAN)

29. Improve intersection to create safe pedestrian and bike crossings. Improvements could include:
 - New traffic signals
 - New pedestrian signal
 - Pedestrian countdown timer
 - Enhanced crosswalks
 - New crosswalks
 - Lighting

COMPREHENSIVE LIST OF PROPOSED TRANSPORTATION PROJECTS

GENERAL TRANSPORTATION IMPROVEMENTS

1. Irving Park Road, widen to three lanes with needed left turn lanes between IL 59, Sutton Road and Schaumburg Road, (in Phase 1 planning stages with I.D.O.T.)
2. Irving Park Road, widen to five lanes with left turn lanes from Bartlett Road to Oak Ridge Drive (in Phase 2 planning stages with I.D.O.T.)
3. Bartlett Road new street lighting between Bode Road and Beverly Lane, (near term)
4. Begin a program to install street lighting on residential streets that can benefit from lighting, (long term)
5. Traffic control modifications and upgrades for the following intersections:
 - a. Park Boulevard/Streamwood Boulevard
 - b. Sutton Road/Bode Road
 - c. Park Boulevard/Woodland Heights Boulevard
 - d. Streamwood Boulevard/East Avenue
6. Establish a car sharing program in the Village
7. Upgrade the Pace bus stops in the Village to include more passenger waiting amenities:
 - a. Concrete pads
 - b. Shelters
 - c. Benches
 - d. Lighting
 - e. Bus tracker information
 - f. Bus route maps/schedules
 - g. ADA accessibility
 - h. Connections to the sidewalk system
8. Fill in gaps in the existing bike path system, (see Bike Trail Plan for details) including:

- a. A linkage between Aquarius Park and Shady Oaks Park
- b. Connections to Streamwood High School and Tefft Middle School
- c. Install a path extension along Schaumburg Road

9. Maintenance and upgrades to existing bike paths
10. Implementation of the bike and pedestrian trail framework plan
11. New bike and pedestrian bridge over Bartlett Road, as depicted in the Trail Framework plan
12. New bike and pedestrian bridge over IL 59, Sutton Road as depicted in the Trail Framework Plan
13. Relocate public works access drive further south to achieve a safer distance from the Bartlett Road and Streamwood Blvd. intersection
14. Develop and adopt a local Complete Streets Ordinance

INTERSECTION IMPROVEMENTS

Improve intersections to create safe pedestrian and bike crossings. Each intersection will need to be assessed individually when improvements can be implemented. These Improvements could include:

- New traffic signals
- New pedestrian signals
- Pedestrian countdown timers
- Enhanced crosswalks
- New crosswalks
- Lighting

15. Improve intersection at Bartlett Road and Streamwood Boulevard to create an attractive and pedestrian friendly crossing
16. Improve intersection at Bartlett Road and

- Cypress Drive to create a safe crossing for bicyclist and pedestrians
17. Improve intersection at Bartlett Road and Schaumburg Road to create a safe crossing for bicyclist and pedestrians to new trail head for the Forest Preserve trails
18. Improve intersection at Bode Road and Schaumburg Road to create a safe crossing for bicyclist and pedestrians
19. Improve Bartlett Road and Irving Park Road intersection to create a safe crossing for bicyclist and pedestrians
20. Improve intersection IL 59, Sutton Road and Prairie Pointe Lane to create a safe crossing for bicyclist and pedestrians
21. Improve intersection IL 59, Sutton Road and Irving Park Road to create a safe crossing for bicyclist and pedestrians
22. Improve intersection at Irving Park Road and Sunnydale Boulevard to create a safe crossing for bicyclist and pedestrians to bike path on south side of Irving Park Road
23. Improve intersection at Irving Park Road and Madison Street to create a safe crossing for bicyclist and pedestrians to bike path on north side of Irving Park Road
24. Improve intersection at Irving Park Road and Park Boulevard intersection to create a safe crossing for bicyclist and pedestrians
25. Improve Park Boulevard and Schaumburg Road intersection to create a safe crossing for bicyclist and pedestrians.
26. Work with Hanover Park to create an improved intersection at Barrington Road and Tower Drive to create a safe crossing for bicyclist and pedestrians to connect to Schaumburg trails to the east

Transportation and Accessibility

Illinois Transportation Enhancement Program Grants

The ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the transportation infrastructure.
<http://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP>

Green Streets

<http://www.lowimpactdevelopment.org/greenstreets/>

Context Sensitive Solutions

<http://contextsensitivesolutions.org>

Congestion Mitigation and Air Quality Improvement Program (CMAQ) Grant:

This is a federally funded program that is part of the surface transportation improvements designed to improve air quality and to mitigate congestion. Requests are submitted through the Chicago Metropolitan Agency for Planning (CMAP). Eligible projects include pedestrian and bicycle facility projects, as well as transit improvements and traffic flow projects.
<http://www.cmap.illinois.gov/congestion-mitigation-and-air-quality>

The Surface Transportation Program (STP)

<http://www.fhwa.dot.gov/specialfunding/stp/>

Safe Routes to Schools

<http://www.saferoutesinfo.org>

IDNR Bicycle Path Program

Helps with the acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities.
<http://dnr.state.il.us/ocd/newbike2.htm>.

IDNR Recreational Trails Program

Provides up to 80% funding for acquisition, development, rehabilitation and maintenance of motorized and non-motorized recreation trails.
<http://dnr.state.il.us/ocd/newtrtp2.htm>.

Illinois Trails Grant Program

<http://dnr.state.il.us/ocd/newtrail2.htm>

Open Space, Natural and Water Resources

Open Space Lands Acquisition and Development (OSLAD), Land and Water Conservation Fund (LWCF), and Park and Recreational Facility Construction (PARC)

<http://dnr.state.il.us/ocd/newoslad1.htm>.

Ecological Planning and Design Directory

http://www.chicagowilderness.org/sustainable/directory_documents.php

EPA Water Quality Scorecard: Incorporating Green Infrastructure Practices at the Municipal, Neighborhood, and Site Scale
http://www.epa.gov/smartgrowth/water_scorecard.htm

The Conservation Foundation

<http://www.theconservationfoundation.org>

Water Sense

<http://www.epa.gov/watersense/>

Economic Development

Illinois Department of Commerce and Economic Opportunity

http://www.ildceo.net/dceo/Bureaus/Business_Development/Grants/

Illinois Department of Employment Security

www.ides.state.il.us

Federal Economic Development Administration

<http://www.eda.gov>

The 3/50 Project

<http://www.the350project.net/home.html>

General Data and Funding Sources

Chicago Metropolitan Agency for Planning (CMAP)

Potential Funding Sources for Northeastern Illinois
<http://www.cmap.illinois.gov/mobility/walking-and-bicycling/funding-sources>

MetroPulse (regional indicators and data):

<http://www.metropulsechicago.org>

U.S. EPA Smart Growth publications, tools, grants, and funding

<http://www.epa.gov/smartgrowth/index.htm>

The Fund Book at <http://fundbook.org/available-grants/>

Grants.gov at www.grants.gov

FUNDING SOURCES & RESOURCES



2018 COMPREHENSIVE PLAN

VILLAGE OF STREAMWOOD, ILLINOIS