



Memorandum

To: Manny Rafidia
Jeremy Rafidia
From: Tim Doron
Date: June 27, 2021
Re: Site Parking and Traffic Review - Residences at Bartlett Station

Introduction

At your request, Fish Transportation Group (FTG) has completed an analysis of parking and traffic conditions for the proposed Residences at Bartlett Station development in Bartlett, Illinois (Site). The Site is currently an 80,792 square foot vacant lot located in the southwest quadrant of the Railroad Avenue and Berteau intersection. As proposed, the Site will be developed as a Transit Oriented Development (TOD) containing 104 multifamily residential dwelling units in a five story building with 48 enclosed parking stalls underneath the building, and 73 surface stalls located outside for a total of 121 parking spaces. The location of the Site was included in Bartlett Transit Oriented Development Plan which focused on strategies to increase walkability and limit auto traffic. The Site, with respect to the surrounding area, is shown on **Figure 1- Site Location**. This evaluation was completed to identify and assess:

- Adequacy of parking availability for this TOD development based on Village code and national standards.
- A parking lease/distribution plan to include the addition of 16 nearby auxiliary parking spaces.
- General comments on the traffic conditions adjacent to and nearby the site
- Trip generation of the 104 TOD dwelling units based on national standards.

Site Area Context

The Site is currently located in the Village of Bartlett Downtown District, a mixed commercial and residential area and is perfectly situated as a TOD environment with easy walk to shopping and transit. The Metra Milwaukee District West Line travelling between downtown Chicago and Elgin is located immediately to the west across Railroad Avenue, with multifamily residential units located west and south of the Site. Metra parking is available after 11:00 AM and on weekends/holidays for guests. Bartlett Town Center is located to the west at Main Street and Railroad Avenue. Immediately to the east is industrial property. Further to the south (approximately 525 feet) is a shopping center owned and operated by the petitioner. Further to the west along Main Street are newer commercial and retail developments. The new development with its 104 residential dwelling units should bolster the commercial activity at the Bartlett Town Center and other nearby shopping areas.



FIGURE 1 – SITE LOCATION MAP
279 E. Main Street, Bartlett Illinois



Existing Conditions

General Area Traffic and Parking Operations

The site area was observed on a late afternoon weekday (Tuesday, June 22, 2021) during the 4:00-5:00 PM hours. This was done to observe traffic during a busy time period and observe general traffic and parking conditions in the area. Observations indicated that traffic volumes were light. It should be noted that traffic volumes, especially in the evening, have generally recovered from pre-Covid conditions. Although Metra-related traffic is limited at this time as ridership has yet to recover, still at about 85% of pre-Covid levels, commuter parking is dispersed on both sides of the downtown. Therefore the existing roadways would be able to accommodate site-generated traffic.

The following describes the transportation characteristics and off-site parking conditions within close proximity to the Site.

Railroad Avenue is an east – west collector street that borders the Site on the north. Railroad Avenue begins as an extension of West Bartlett Road at Western Avenue and continues to Prospect Avenue further to the east. It contains a single lane of traffic in each direction but widens to provide left turn lanes at both Main Street and also at Berteau Avenue/Metra lot. Average Daily Traffic (ADT) on the roadway is relatively light carrying approximately 8,450 vehicles per day according to the Illinois Department of Transportation (IDOT). Approximately 1,100 feet to the west Railroad Avenue is signalized at its intersection with Main Street. Railroad Avenue is under all way stop control at Berteau Avenue. The posted speed limit along the roadway is 25 miles per hour and although not signed it is presumed that on-street parking is not allowed.

Berteau Avenue is a north-south local street that borders the Site on the east. Berteau Avenue terminates at its northerly intersection with Railroad Avenue and the Metra lot where it is under all way stop control. Further south it intersects Devon Avenue and travels into a subdivision where it ends. Of key importance is the fact that Berteau Avenue provides newer sidewalks on both sides of the street and is a clear pedestrian path to the planned auxiliary parking 525 feet to the south at the shopping center. Although not signed it is presumed on-street parking is not permitted and the speed limit is 25 miles per hour. Traffic volumes are low per IDOT reports showing approximately 8,400 vehicles per day.

Future Development

As previously discussed, the Site, as proposed, includes the development and construction of a five story multi-family residential building with 104 dwelling units and 121 on-site parking spaces. The site will be served with a single driveway from Berteau Avenue. Surface parking and loading (located to the rear of the building), as well as the entrance to the below grade garage will be served by a two-way driveway.

Parking Supply

The basement of the building will be designed as a parking garage containing 48 indoor spaces while the remainder of the 121 onsite parking spaces (73) will be outside on the surface lot. There will also be an

additional 16 spaces available located approximately 525 feet to the south of the building and easily walkable via a public sidewalk which is shown on **Figure 2-Auxiliary Parking**. Additionally, Metra parking is available in the lots immediately to the north and can be used after 11:00 AM and on weekends/holidays for guests.

Summary of parking supply:

- On-site garage spaces: 48
- On-site surface spaces : 73
- Total on-site spaces: 121
- Parking ratio: 1.16 per dwelling unit

Reserved Auxiliary parking located approximately 525 feet south of Site: 16 spaces.

Total parking supply with Reserved Auxiliary parking:

- 16 auxiliary spaces 525 feet south
- **Total parking with auxiliary and on-site = 137 spaces**
- **1.31 spaces per dwelling unit**

Village Code required parking in the Downtown Zoning Overlay District is 1.25 spaces per dwelling unit. Therefore, with auxiliary parking, the Site will exceed Village requirements and support the TOD environment in downtown Bartlett. It should be noted that the 525 feet of walking distance to the auxiliary parking is approximately a two and one half minute walk which is general standards for pedestrian time travel at 3.5 feet per second.

It should also be noted that many other suburban communities have successfully approved TOD developments with reduced parking supplies. Three examples include the Village of Glenview which recently approved a 68 unit TOD with 80 parking stalls for a 1.18 ratio, Elmhurst has approved a TOD with a ratio of 1.26 spaces per unit, and Villa Park which recently approved a 421 unit TOD building with 348 spaces for a parking ratio of 1.28 spaces per unit.



FIGURE 2 – AUXILIARY PARKING
114 – 399 Bartlett Plaza, Bartlett Illinois



National and Local Standards

The following table summarizes required parking for similar sites based on studies performed by the Institute of Transportation Engineers (ITE) including two similar types of development models. The first indicates peak parking demand for multi-family without a TOD environment, and a second for multi-family TOD development. *Per national standards the highest demand period is Saturday for TOD developments similar to this Site, in which the parking demand rate was only 1.15 spaces per unit, which would result in a total Site requirement of 120 spaces.*

Table 2-National Standards Parking Demand

Land Use / Size	Size	ITE Land Use Code	Weekday Demand	Weekend Demand (SAT)
			(M-F) Peak Period (10PM-5AM)	Peak Period (11PM-7AM)
Multi-Family (Mid-Rise) General Urban/Suburban (no nearby rail transit)	104 Units	221	Rate: 1.26 Demand: 131 spaces	Rate: 1.22 Demand: 127 spaces
Multi-Family (Mid-Rise) General Urban/Suburban (<1/2 mile to rail transit)	104 Units	221	Rate: 0.92 Demand: 96 spaces	Rate: 1.15 Demand: 120 spaces

Source: Institute of Transportation Engineers (ITE) Parking Generation Manual (5th Edition).

Table 2 Traffic Generation

As described in previous sections the existing traffic volumes on both Railroad Avenue and Berteau are low. The Site has a single entrance drive located on Berteau Avenue. Additionally, the peak hour trips generated by this type of TOD development are low as it would be anticipated that many of the residents will choose transit (Metra) for home to work trips. National standards published by ITE were referenced to predict traffic volumes for the Site and are shown on **Table 2** above.

Table 2 – Trip Generation

Land Use / Size	Size	ITE Land Use Code	AM Peak Hour			PM Peak Hour			Weekday Daily		
			In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family (Mid-Rise)	104 Units	221	9	27	36	28	18	46	282	283	565
Multi-Family (Mid-Rise) TOD Zone	104 Units	221	7	20	27	21	14	35	212	212	424

Recommendations and Conclusion

The site is perfectly situated as a TOD located immediately across the street from the Metra commuter rail station and included in the Village’s TOD Plan. The new development with its 104 residential dwelling units should bolster the commercial activity in the area at the Bartlett Town Center and other nearby shopping areas.

Parking demand and traffic volumes are projected to be significantly lower than similar non-TOD sites. The 16 auxiliary parking spaces, located 525 feet to the south within an easy 2.5-3 minute walk, will bring the parking supply ratio up to 1.31 per dwelling unit which, as shown on Table 1 in this memorandum is in excess of both national standards and the Village code. Additionally, Metra parking is available in the lots immediately to the north and can be used after 11:00 AM and on weekends/holidays for guests. The sidewalk to, and from the auxiliary parking should be kept free and clear of snow during periods of inclement winter weather.

It is recommended that the on-site parking supply be allocated as follows:

- All 104 units allocated one on-site space.
- A second parking space, if desired, will be allocated on a first come-first serve basis with on-site surplus used first, followed by the auxiliary spaces.

With the site design, access and parking, the development will work well as a TOD within the context of its proposed location.