VILLAGE OF BARTLETT

COMMITTEE AGENDA

NOVEMBER 16, 2021

COMMUNITY & ECONOMIC DEVELOPMENT, CHAIRMAN GANDSEY

1. Hoelterhoff Nursery BEDA Application

BUILDING & ZONING, CHAIRMAN HOPKINS

2. Bartlett Automotive Mall

3. Downtown Overlay District Parking Requirement

FINANCE & GOLF, CHAIRMAN DEYNE

4. 2022-26 Proposed Capital Improvement Program

Agenda Item Executive Summary

Item Name	Hoelterhoff's Nursery BEDA Application	Committee or Board	Committee

BUDGET IMPACT

Amount:	$2,873.90	*Budgeted*	Yes
List what fund	Incentives		

EXECUTIVE SUMMARY

Hoelterhoff's Nursery has been in business in Bartlett for fifty-six years.

It is a multi-generational family-run small business on the eastern edge of town.

Applicants Keith & Sally Hoelterhoff are planning on replacing the business signs along the road and above the greenhouse door.

Because new signage is considered an eligible expense through the BEDA program, staff recommends a **$2,873.90** grant based upon the proposed $5,747.81 to be spent (at Bartlett-based Mark Your Space) to upgrade the signs.

This request appeared before the Economic Development Commission at its October 11th meeting, at which time the EDC unanimously recommended in favor of the grant.

ATTACHMENTS (PLEASE LIST)

Staff Memo, Hoelterhoff's BEDA application, approved minutes for this item from the October 11th Economic Development Commission meeting

ACTION REQUESTED

- ☑ To forward this request for a **$2,873.90** BEDA grant for Hoelterhoff's Nursery for a final vote at an upcoming Village Board meeting.
- ☐ Resolution
- ☐ Ordinance
- ☐ Motion

Staff:	Tony Fradin, Economic Development Coordinator	Date:	November 8, 2021

ECONOMIC DEVELOPMENT MEMORANDUM

DATE: November 8, 2021

TO: Paula Schumacher, Village Administrator

FROM: Tony Fradin, Economic Development Coordinator

RE: Hoelterhoff's Nursery BEDA application

APPLICANTS: Keith & Sally Hoelterhoff

BACKGROUND: Hoelterhoff's Nursery has been in business for fifty-six years. The business is located at 5591 County Farm Road on the easternmost edge of the village.

Hoelterhoff's has been in town for many decades as a family-run multigenerational business. As more landscaping supplies are purchased at big box home improvement stores, small, family-run plant nursery businesses have had to work that much harder to remain viable.

Please note that the business is within Bartlett's municipal boundaries, having been annexed into the village in 1971. Some of the documentation mistakenly indicates the business being located in Hanover Park.

The business owners and the village believe that enhanced signage will directly boost their business's profits. Studies have shown that monument signage can increase sales by 9.3%, pole signage can add up to 15.6% to your bottom line and larger storefront signage may boost sales by up to 7.7% (American Marking, Inc.).

The average storefront sign is seen 50-60 times per month by anyone living within five miles of a business location, which should result in a greater amount of sales.

BEDA APPLICATION:

The Hoelterhoffs are planning to remove two existing signs and replacing them with new and larger signs in an effort to beautify their place of business and attract additional customers.

The attached estimate from Bartlett-based Mark Your Space amounts to $5,747.81.

They are aware that permits must be obtained from the village prior to installation of the signs.

RECOMMENDATION:

With six months elapsed and only two BEDA grants totaling $3,000 having been approved this fiscal year, staff is recommending a grant of **$2,873.90** upon completion and installation of the new signs.

This amounts to a percentage of fifty percent, the highest percentage allowed in the BEDA program, both as a testament to the Hoelterhoff's longevity in the village and a strong show of support for a sales tax generating business to upgrade its signage.

OCTOBER 11, 2021 EDC MEETING:

This BEDA request was presented to the Economic Development Commission at its October 11th meeting.

Following a brief question and answer period, the EDC voted unanimously to approve the recommended BEDA grant amount of $2,873.90.

MOTION:

I move to approve a BEDA grant in the amount of $2,873.90 to Hoelterhoff's Nursery for enhanced signage, to be paid upon completion of the sign installation per Village Code.

Village of Bartlett Economic Development Assistance Application

Applicant Information:

Applicant(s) Name Hoelterhoffs Nursery - Keith + Sally Hoelterhoff

Applicant(s) Address: 5591 County Farm Road, Bartlett 60103

E-Mail Address: hoelterhoffs @ att.net

Primary Contact for Project: Sally Hoelterhoff

Cell Phone Number and/or Home Number: 630-

Applicant is or will be (check all that apply) ______Tenant X Property Owner

Number of Years in Business: 56 Number of Years in Bartlett: 56

Contact Name and Information for Applicant's Agent or Architect (if any):

(Note: if applicant is a tenant, attach a letter from the property owner granting permission for project)

Property Information:

Project Property Location/Address: 5591 County Farm Road, Bartlett

This Property is (check all that apply): Retail X Restaurant ___ Office _______

Other ____ (explain)

Number of Businesses on Site: 1

Names of Other Businesses on Site: —

Size of Building (dimensions or total square feet) ______

Stories in building: 1 Parking spaces on property: ______

Last Real Estate Taxes Paid: 2020

Property Tax Index Number(s) (PIN): 01-01-410-034 01-01-410-033

County: Cook ______DuPage X Kane ______

Project Information:

Total Anticipated Project Cost: $ 6000

Project Scope: Describe and identify all exterior/interior improvements proposed (Use additional paper if necessary to fully describe proposed project)

replace road sign and replace sign above greenhouse door.

If approved, estimated project completion date: target date: before end of 2021

Business Plan: For new business ventures, please include a two– to five-page business plan. Contact Tony Fradin with questions about the seven elements of a strong plan.

Please Attach: Contractor Estimates, Receipts; Copies of both sides of cancelled checks, credit card statements or bank accounts from which materials were purchased and contractors paid; Waivers of Lien

Application Statement (Read and Sign Below)

I hereby make application to participate in the Bartlett Economic Development Assistance (BEDA) program. In making this application I understand that the purpose of BEDA is to help encourage and leverage private investment in the Village's business community and help my business bring an underperforming property into more productive use.

I understand that prior to commencing any work, the Village must first approve both my participation and proposed scope of work for the project. Applicants must meet with Economic Development staff prior to paying for improvements in order to review how much, if any, the Village may reimburse for the project.

I understand that all improvements made through the help of BEDA must be in accordance with all Village plans and codes. Moreover, as a condition of approval, I understand the Village may require changes to the scope of work I am proposing. I further understand that any work started or completed prior to approval of the project and my participation in the BEDA program is not eligible for reimbursement.

In making this application, I understand that the BEDA program is competitive, funds are limited and selection for participation is at the sole discretion of the Village of Bartlett. I understand that the Village will review my application and at the Village's discretion may reject or approve my participation in the program. I recognize that a project that enhances the Village's business climate by returning an underutilized property into economic productivity, increases local employment opportunities and includes a larger percentage of private investment than public stands a greater chance of being funded by the Village.

I also understand that if selected for this program, the Village will establish a maximum grant award for the project

I further acknowledge that BEDA operates as a rebate program and, therefore, if selected for participation, Village funds will be disbursed to me at the conclusion of the work, after submittals by me of copies of all bills and satisfactory evidence of their payment, either by lien waivers or bills stamped "Paid" by all contractors. I understand that the actual rebate amount will be calculated at some percentage as recommended by staff in relation to the documented actual costs by me for eligible expenses to complete the agreed upon improvements, up to the maximum grant amount awarded by the Village for the project.

By signing this application, I hereby acknowledge that I have read the above statement and understand these important features about the BEDA Program.

Aaron Hockenbury [signature] 9-7-21

Applicant Signature Date

Return this completed application with attachments to:
Tony Fradin, Economic Development Coordinator
Village of Bartlett
228 S. Main Street
Bartlett, IL 60103

MARK YOUR SPACE

1235 Humbracht Circle
Bartlett, IL 60103
(630) 289-7082

www.MarkYourSpaceInc.com

ESTIMATE
EST-7444

Payment Terms: Cash Customer

Created Date: 8/31/2021

DESCRIPTION: Post/Panel Sign & Panel sign with Acrylic lettering - Installed

Bill To: Hoelterhoffs Nursery
5591 County Farm Road
Bartlett, IL 60103
US

Installed: Hoelterhoffs Nursery
5591 County Farm Road
Bartlett, IL 60103
US

Requested By: Sally .
Email: hoelterhoffs@att.net
Work Phone: (630) 289-1380

Salesperson: Diana Cusumano

NO.	Product Summary	QTY	UNIT PRICE	AMOUNT
1	Exterior - Non-Lit Aluminum pan with Acrylic lettering mounted above Front door (removal of old sign included)	1	$1,806.00	$1,806.00
2	Exterior - Aluminum Post and Panel sign - Installed (removal included)	1	$3,526.00	$3,526.00
3	Permit Acquisition	1	$175.00	$175.00
4	Actual Permit Fees/Bonds/Licenses - TBD	1	$0.00	$0.00

Subtotal:	$5,507.00
Taxes:	$240.81
Grand Total:	$5,747.81

I agree to pay a finance charge of 1.5% per month (18% per annum), or $2.00 minimum per month, whichever is greater, on the unpaid balance over 30 days. In the event of default of any or all of the agreed upon credit terms as set forth, the undersigned agrees to pay such additional sum as and for collection agency fees of 35%, attorney's fees and court costs as the same are incurred in collecting the undersigned's past due amount.

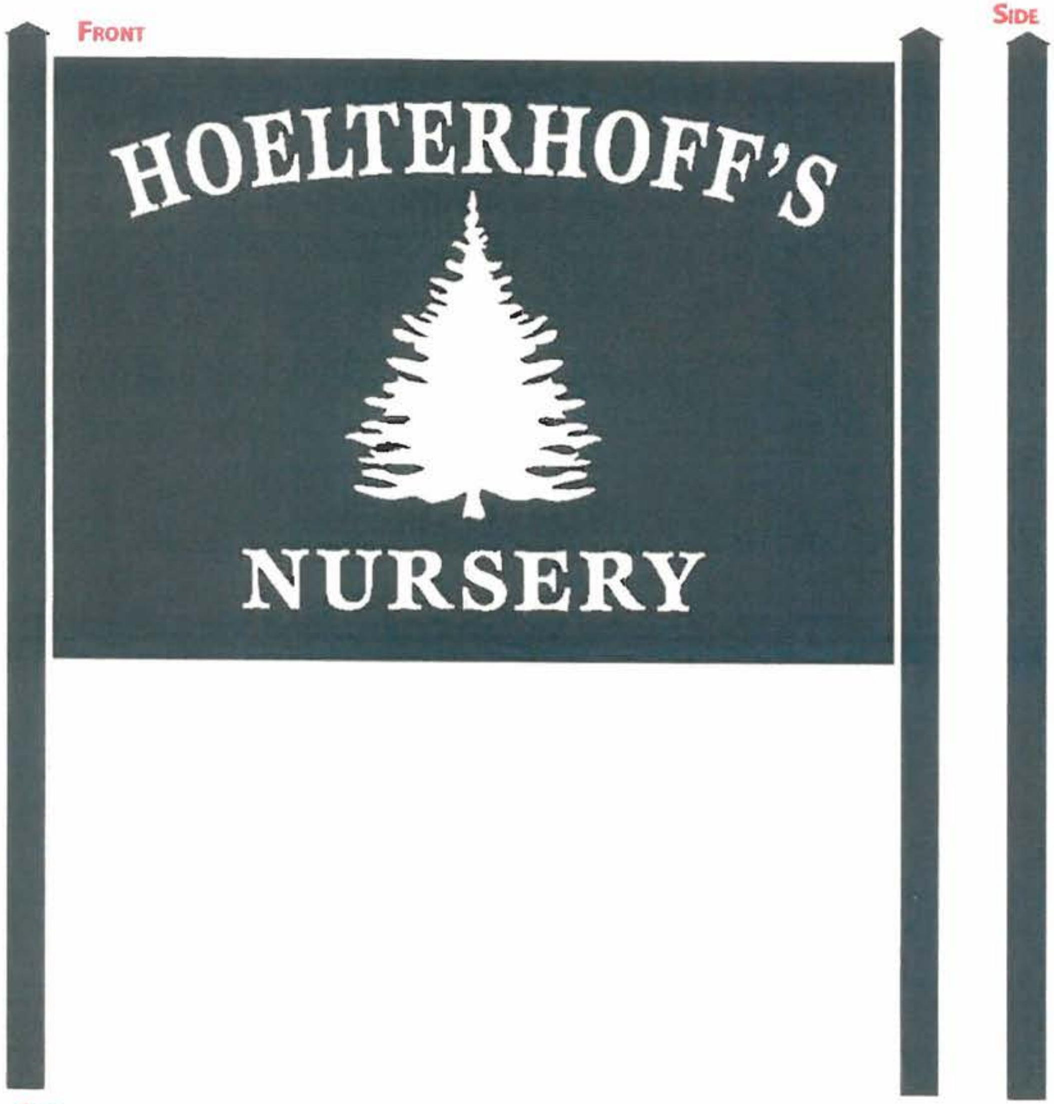
Please provide a signed copy or acknowledgement through email along with a 50% deposit to begin work. Deposits can be made online through your customer portal. If you have any questions please don't hesitate to contact us.

Client: Hoelterhoff's Nursery | Project: Post & Panel Sign | Revision: 5 | Date: 08/30/2021

Address: 5591 County Farm Rd, Hanover Park, IL 60133

FRONT

SIDE



TOP

Dimensions

Allowance: --

Overall Size: 67"W x 48"H

Text : 4.75"H

Tree : 20.4"W x 26.2"H

Posts: 3"Sq. x 84"H [Above Grade]

Removal Required

Sign Description

- Double-Sided
- Non-Lit
- Aluminum Cabinet Sign
  - Pantone 2767
- Aluminum Posts w/ Triangle Cap
  - Pantone 2767
- Applied 1/2" White Acrylic Text
  - White

MARK YOUR SPACE
1235 Humbracht Circle
Unit J
Bartlett, IL 60103
(630) 289-7082

Client: Hoelterhoff's Nursery | Project: Exterior Sign | Revision: 3 | Date: 09/02/2021

Address: 5591 County Farm Rd, Hanover Park, IL 60133

Lit Pan Sign w/ Push-Thru Acrylic

Dimensions

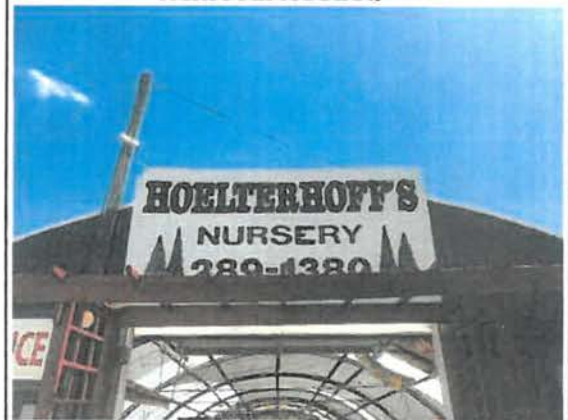
Allowance: --

Overall Size: 94"W x 48"H

Text : 5"H

Tree : 21"W x 27"H

Removal Needed



Push-Thru Acrylic on Pan

Pan: 2" Pantone 2767

Push-Thru Acrylic: 1/2" White

Electrical within 5ft?	Yes
Site Modifications?	No
Remove Existing:	Yes
LED Color:	White
UL Listed Parts:	Yes
Access to Rear of Sign:	Yes

Notes: Front-Lit Push-Thru on a Pan

MARK YOUR SPACE
1235 Humbracht Circle
Unit J
Bartlett, IL. 60103
(630) 289-7082

MINUTES FROM OCTOBER 11TH ECONOMIC DEVELOPMENT COMMISSION MEETING

5. HOELTERHOFF'S NURSERY BEDA APPLICATION

Mr. Fradin stated that Hoelterhoff's Nursery has been in business for fifty-six years. The business is located at 5591 County Farm Road on the easternmost edge of the village.

Hoelterhoff's has been in town for many decades as a family-run multigenerational business. As more landscaping supplies are purchased at big box home improvement stores, small, family-run plant nursery businesses have had to work that much harder to remain viable.

He asked the commissioners to note that the business is within Bartlett's municipal boundaries, having been annexed into the village in 1971. Some of the documentation mistakenly indicates the business being located in Hanover Park.

The business owners and the village believe that enhanced signage will directly boost their business's profits. Studies have shown that monument signage can increase sales by 9.3%, pole signage can add up to 15.6% to your bottom line and larger storefront signage may boost sales by up to 7.7% (American Marking, Inc.).

The average storefront sign is seen 50-60 times per month by anyone living within five miles of a business location, which should result in a greater amount of sales.

The Hoelterhoffs are planning to remove two existing signs and replacing them with the attached renderings for a sign along the roadway and a larger sign on the building.

The attached estimate from Bartlett-based Mark Your Space amounts to $5,747.81.

They are aware that permits must be issued prior to installation of the signs.

Mr. Fradin concluded by stating with five months elapsed and only two BEDA grants totaling $3,000 having been approved this fiscal year, staff is recommending a grant of **$2,873.90** upon completion and installation of the new signs.

Mr. Fradin asked if the commissioners had any questions and stated that the petitioner is on the phone to answer any questions.

Commissioner Perri asked staff to clarify the total grant recommendation.

Mr. Fradin stated that it is $2,873.90, fifty percent of the project cost.

Commissioner Gorski asked how long the project will take upon approval.

Ms. Hoelterhoff stated that they do not yet have the permits, but as soon as it is approved they will start the process.

Commissioner Smodilla asked for clarification on the dimensions of the sign.

Mr. Fradin clarified his memo.

Commissioner Lewensky stated that he likes that the petitioner is staying local.

Commissioner Erickson was happy to see a business with longevity improve their business.

Commissioner Gorski motioned to approve the BEDA application for Hoelterhoff Nursery in the amount of $2,873.90 and forward it on to the Village Board. Seconded by Commissioner Lewensky.

AYES:	Commissioners Erickson, Gorski, LaPorte, Lewensky, Kubaszko, Perri, Smodilla
NAYS:	None
ABSENT:	Commissioners Gudenkauf, Hughes, Kubaszko

Agenda Item Executive Summary

Item Name	Bartlett Automotive Mall	Committee or Board	Committee

BUDGET IMPACT

Amount:	N/A	*Budgeted*	N/A
List what fund	N/A		

EXECUTIVE SUMMARY

The petitioner is requesting a **Preliminary/Final PUD Plan** to allow two car dealerships and the parking and storage of new and pre-owned vehicles associated with these proposed dealerships.

The petitioner is also requesting **Text Amendments** to the Zoning Ordinance to add "Off-site Parking and Storage of New and Pre-Owned Vehicles for Motor Vehicle Dealerships" to the list of Special Uses in the B-3 Neighborhood Shopping and B-4 Community Shopping Districts.

West Parcel

The petitioner is requesting to **rezone** the 6.2 acres located on the south side of W. Lake Street (1201 and 1215 W. Lake Street) from the B-3 Neighborhood Shopping District to the B-3 PUD Neighborhood Shopping Zoning District to allow for the construction of two car dealerships. The PUD Plan identifies a 55,000-sq.ft. Hyundai dealership and an 18,000 sq.ft. Genesis dealership.

Special Use Permits are also being requested to allow (a) a planned unit development, (b) automobile and truck sales, (c) automobile repair, (d) a car wash and (e) the building height to exceed 25'.

East Parcel

The petitioner is requesting to **rezone** the 10.66 acres located at the southwest corner of Route 59 and Lake Street from the ER-1 Estate Residence Zoning District to the B-3 PUD Neighborhood Shopping Zoning District.

The **PUD Plan** identifies 891 spaces for a proposed parking and storage lot for new and used vehicles associated with the dealerships located on the West Parcel.

Special Use Permits are also being requested to (a) allow for the off-site parking and storage of new and pre-owned vehicles on the East Parcel for the motor vehicle dealerships proposed on the West Parcel and (b) to fill 0.09 acres of wetlands.

ATTACHMENTS (PLEASE LIST)

PDS Memo, Applicant Cover Letter, Applications for the East and West Parcels, Location Map, Overall PUD Plan, West Parcel PUD Plan, Rendering, Building Elevations, Floor Plans, West Parcel Landscape Plan, East Parcel PUD Plan, East Parcel Landscape Plan

ACTION REQUESTED

- [x] For Discussion only- *To review and forward to the Plan Commission for their review and to conduct the required public hearing*
- [ ] Resolution
- [ ] Ordinance
- [ ] Motion

Staff: Roberta Grill, Planning & Development Services Director Date: 11.04.2021

PLANNING AND DEVELOPMENT SERVICES MEMORANDUM
21-105

DATE: November 3, 2021

TO: Paula Schumacher, Village Administrator

FROM: Roberta Grill, Planning & Development Services Director RBG

RE: **(#21-20) Bartlett Automotive Mall**

PETITIONER

Bartlett Automotive Mall LLC

SUBJECT SITE

1201-1215 W. Lake Street (West Parcel)
10.66 acres at the southwest corner of Route 59 and Lake Street (East Parcel)

REQUESTS

Preliminary/Final PUD Plan(Overall Development)
Text Amendment – add "Off-site Parking and Storage of New and Pre-Owned Vehicles for Motor Vehicle Dealerships" to the list of Special Uses in the B-3 Neighborhood Shopping District and B-4 Community Shopping District

West Parcel:

Rezoning from the B-3 Neighborhood Shopping District to the B-3 PUD Neighborhood Shopping District

PUD Plan

Special Use Permits: to allow (a) planned unit development, (b) automobile and truck sales, (c) automobile repair, (d) car wash and (e) building height

East Parcel:

Rezoning from the ER-1 Estate Residence Zoning District to the B-3 PUD Neighborhood Shopping District

PUD Plan

Special Use Permits to allow (a) the off-site parking and storage of new and pre-owned vehicles for motor vehicle dealerships and (b) to fill 0.09 acres of wetlands

SURROUNDING LAND USES (West Parcel)

	Land Use	Comprehensive Plan	Zoning
Subject Site	**Commercial**	**Commercial**	**B-3**
North	Commercial	Commercial	B-3, C-3 PUD*
South	Single Family	Single Family	SR-4 PUD
East	Commercial	Commercial	B-3
West	Commercial	Commercial	B-3

*Streamwood – Highway Commercial PUD

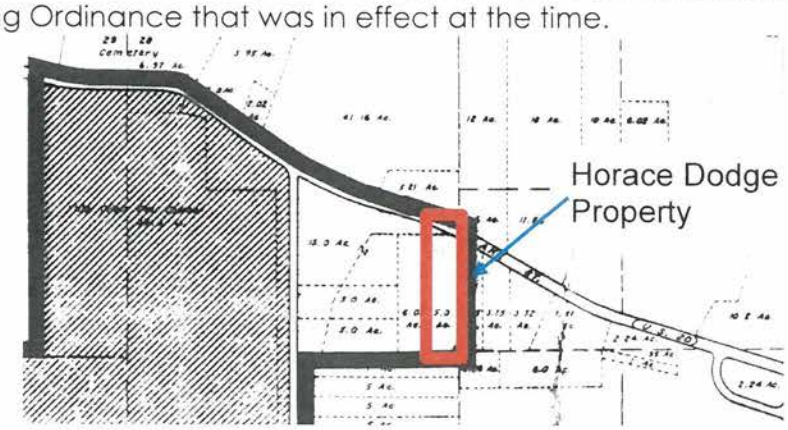
SURROUNDING LAND USES (East Parcel)

	Land Use	Comprehensive Plan	Zoning
Subject Site	**Vacant**	**Commercial**	**ER-1**
North	Multi-Family	Multiple Family	R-5 PUD*
South	Vacant	Commercial	B-4
East	Vacant	Suburban Residential	ER-1
West	Vacant	Commercial/ Commercial/	ER-1/SR-6 PUD ER-1/SR-6 PUD

*Streamwood – General Residential PUD

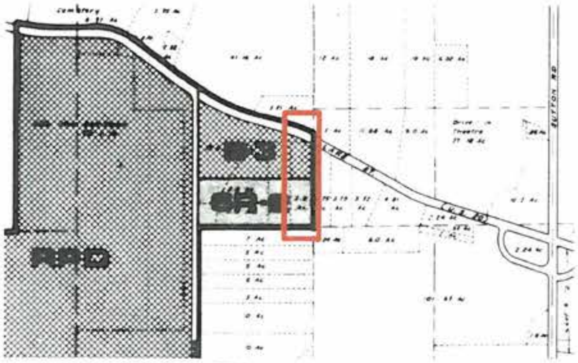
ZONING HISTORY

Ordinance 1975-26 annexed the Horace Dodge, LLC Property into the Village in accordance with the annexation agreement approved by Resolution 1975-16. The zoning of the property was not mentioned in either ordinance; however, the 1977 Zoning Map identifies the property as Commercial. Motor vehicles and motor equipment sales and repair were permitted uses in the Commercial Zoning District under the Zoning Ordinance that was in effect at the time.

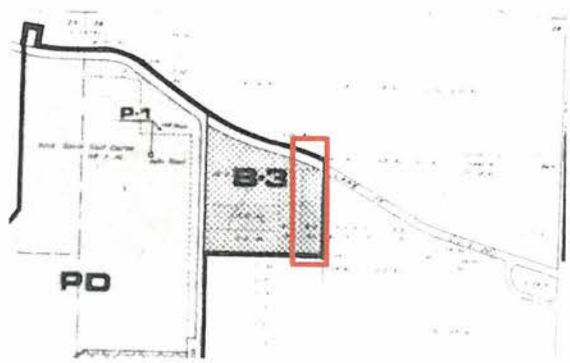


1977 Zoning Map

As part of the comprehensive rezoning of the Village in 1978, the north half of the property was designated as B-3 Neighborhood Shopping District and the south half was designated as SR-2 Suburban Residence. The SR-2 portion of the property was rezoned to the B-3 Neighborhood Shopping District by Ordinance 1987-56.

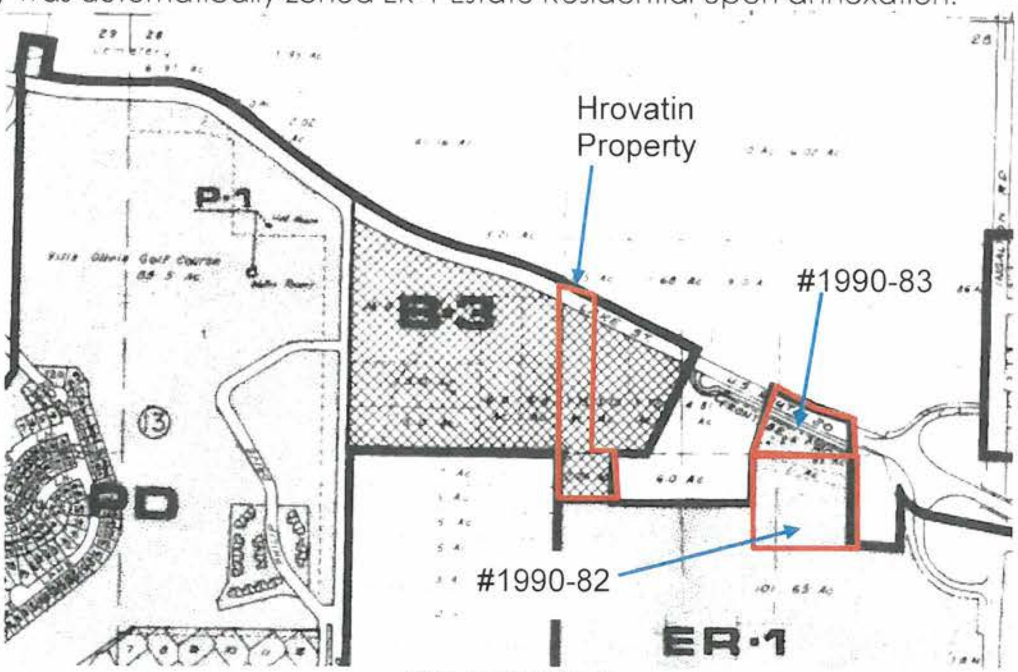


1979 Zoning Map



1988 Zoning Map

Ordinance 1990-77 annexed the Hrovatin Property into the Village and Ordinance 1990-79 rezoned the property from the ER-1 Estate Residential to the B-3 Neighborhood Shopping District. Ordinances 1990-82 & 1990-83 annexed part of the east parcel, the property was automatically zoned ER-1 Estate Residential upon annexation.

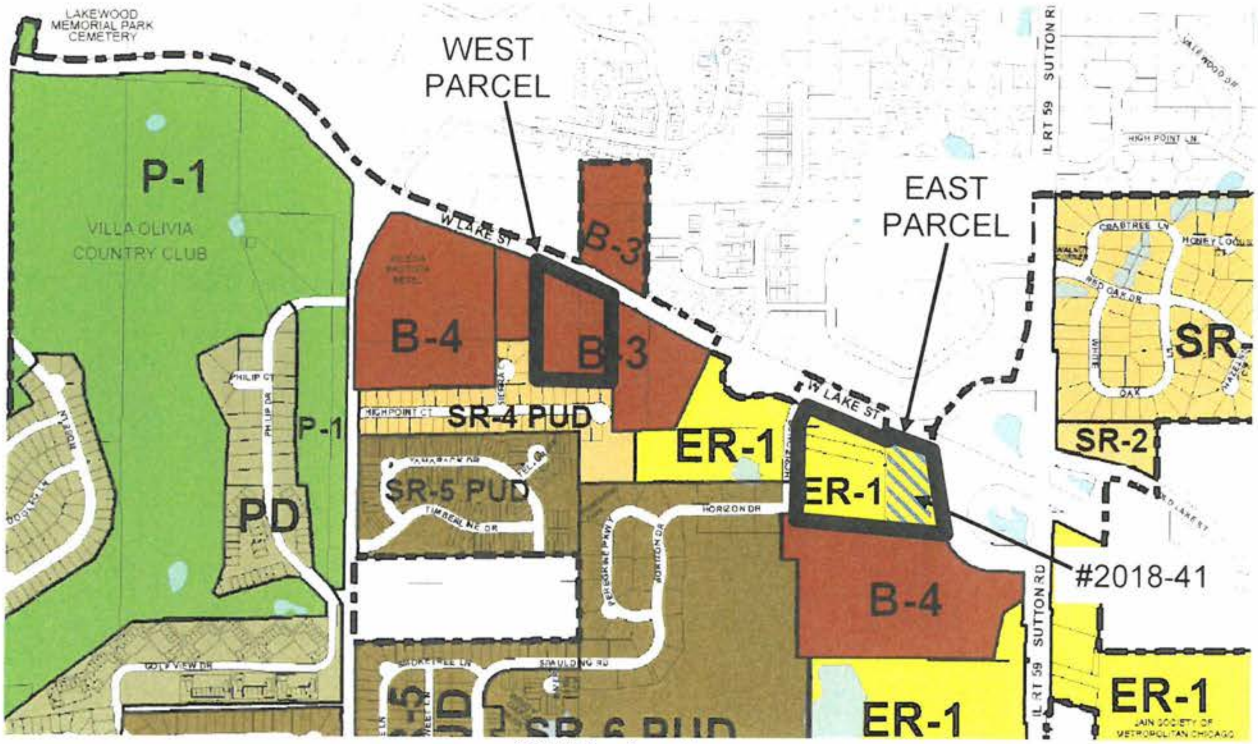


1991 Zoning Map

Ordinance 1992-104 approved a site plan and granted a special use permit to allow automotive, truck and motor home sales and the sale of related items on the Hrovatin property for Barrington Motors (1201 W. Lake Street).

The southern 3.6 acres of the Hrovatin property and 1.7 acres of the Horace Dodge property were sold to a developer and rezoned to the SR-4 PUD Suburban Residence District for what is now known as the Bartlett Ridge subdivision.

Ordinance 2018-41 annexed the 3.6 acres at the southwest corner of the Lake Street and Route 59; the property was automatically zoned ER-1 Estate Residence upon annexation.



2018 Zoning Map

DISCUSSION

1. The petitioner is requesting an overall **Preliminary/Final PUD Plan** for the West and East Parcels to allow two car dealerships on the West Parcel and parking and storage of new and pre-owned vehicles on the East Parcel for the proposed dealerships. The properties will be under single ownership or unified control in accordance with the Zoning Ordinance.

2. The petitioner is also requesting **Text Amendments** to add "Off-site Parking and Storage of New and Pre-Owned Vehicles for Motor Vehicle Dealerships" to the list of Special Uses in the B-3 Neighborhood Shopping and B-4 Community Shopping Districts and the following regulations to 10-6C-7 & 10-6D-7 Site And Structure Provisions:

   7. Off-Site Parking and Storage of New and Pre-Owned Vehicles for Motor Vehicle Dealerships Requirements:

      a. The off-site parking and storage of vehicles for dealerships is principally limited to dealerships located within the Village's corporate limits, but not more than 25% of the vehicles stored may be those belonging to the dealership's affiliates not located in the Village.

b. Only new and pre-owned vehicles for sale will be allowed to be stored on the site. No disabled vehicles shall be permitted on-site.
c. No service or dealer prep shall be permitted on-site.
d. Vehicles may not be stacked or elevated in any manner. Vehicles may be parked in tandem.
e. Parking and storage areas must be setback a minimum of 20 feet from front and corner side property lines, 30 feet from side and rear property lines abutting property zoned residential and 5 feet from side and rear property lines abutting property zoned nonresidential.
f. Screening and landscaping shall be provided in accordance with the provisions in chapter 11, article A of this title, except:
    1. A landscaped interior parkway at least 20 feet in width is required along all rights of way. One large deciduous or evergreen tree per sixty (60') of street frontage shall be provided. In addition, shrub planting shall screen the parking area from the roadway. This shrub planting shall be a minimum of two feet (2') in height and be located within the interior parkway. A maximum of twenty-five percent (25%) of the parking lot frontage may be left unscreened to permit design flexibility.
    2. A minimum thirty foot (30') wide buffer area shall be required when the property line abuts a residentially zoned lot. A wood fence or other approved material at least six feet (6') high but not more than eight feet (8') high shall be constructed within the buffer. A double row of evergreen trees, a minimum of eight feet (8') shall also be provided. Shrub planting is not required.
    3. Perimeter landscaping is not required along a property line when it abuts any industrial, commercial or office zoned lot.
    4. Internal landscaping areas are not required.
    5. Fences, up to eight (8) feet in height, must be setback at least 10 feet from front and corner side property lines.
g. All exterior lighting, building and parking lot lights and landscape lighting shall not exceed one (1.0) foot-candle at the property line adjacent to any industrial, commercial or office zoned lot or two-tenths (0.2) foot-candle at the property line of any residential zoned lot.
h. Exterior lighting fixtures shall not exceed a color temperature of 3000K.

<u>West Parcel</u>

3. The petitioner is requesting to **rezone** the 6.2 acres located on the south side of W. Lake Street (1201 and 1215 W. Lake Street) from the B-3 Neighborhood

Shopping District to the B-3 PUD Neighborhood Shopping Zoning District to allow for the construction of two car dealerships.

4. The petitioner is also requesting a **Planned Unit Development (PUD) to allow two principal buildings on one zoning lot**. The **PUD Plan** for this site identifies a 55,000-sq.ft. Hyundai dealership and an 18,000 sq.ft. Genesis dealership. Parking on the site consists of 44 customer spaces, including 4 accessible spaces, 66 employee spaces, 142 display spaces, 88 service spaces, and 6 car display pads along Lake Street for a total of 346 spaces which exceeds the Zoning Ordinance requirement of 105 parking spaces. The petitioner intends to park and store additional vehicle inventory on the East Parcel.

5. Each building would have a showroom, sales offices and a service department. The Hyundai building also includes a carwash that will be utilized by both dealerships.

6. The building's showrooms have glass curtain walls. The remaining portions of the building elevations consist of a painted concrete block base, aluminum composite metal panels and EIFS. The maximum height of the Hyundai building is 34-feet and the Genesis building is 19-feet 3-inches.

7. The location of the two existing full access curb cuts on W. Lake Street will not change. Lake Street is under the jurisdiction of IDOT and the plans have been submitted to IDOT for their review.

8. The parking area on the south side of the buildings will be surrounded with a 6-foot tall black vinyl clad chain link fence. A cement block dumpster enclosure with wood gates is proposed in this parking area and will be shared by both dealerships.

9. The petitioner is requesting **Special Use Permits** to allow (a) a planned unit development, (b) automobile and truck sales, (c) automobile repair, (d) a car wash and (e) the building height to exceed 25'.

10. The following modifications from the Zoning Ordinance are included in the planned unit development request:
    - To allow parking in the required 50-foot front yard and 20-foot side yards
    - Reduction of the parking lot landscape requirements (parking islands)
    - Reduction of the perimeter landscaping requirements
    - Reduction of the interior parkway landscaping requirements
    - To allow a ground sign height of 38-feet
    - Reduction of the foundation landscaping requirement

11. Underground storage vaults are proposed for stormwater management towards the south end of the property.

12. The Staff has concerns with the lack of landscape screening and buffering identified within the parking area along the west property line that abuts the Bartlett Ridge Subdivision. The petitioner is proposing to reimburse the three (3) residential property owners to the west the cost (not to exceed $25,000 total) of installing additional landscaping on their property to screen the parking area.

13. Along the south side, the petitioner has also agreed to install a double row of 8-ft. tall evergeen trees in the buffer between the parking area and the residential lots to the south.

East Parcel

14. The petitioner is requesting to **rezone** the 10.66 acres located at the southwest corner of Route 59 and Lake Street from the ER-1 Estate Residence Zoning District to the B-3 PUD Neighborhood Shopping Zoning District.

15. The **PUD Plan** identifies 891 spaces for parking and storage of new and used vehicles associated with the two dealerships on the West Parcel. The proposed lot would have to meet the requirements listed in the proposed text amendment.

16. The parking and storage lot proposes full access curb cuts on Horizon Drive and the Lake Street frontage road. The lot would be enclosed with a 6-foot tall chain link fence and each curb cut would be gated.

17. **Special Use Permits** are being requested to (a) allow the off-site parking and storage of new and pre-owned vehicles on the East Parcel for the motor vehicle dealerships proposed on the West Parcel and (b) fill 0.09 acres of wetlands.

18. Patrons test driving and employees transporting vehicles between the two sites will utilize the frontage road, Lake Street and the Route 59 access ramps. Traffic will be prohibited from utilizing Horizon Drive and Spaulding Road thru the residential neighborhood.

19. Two detention basins are proposed on the site with the west basin serving as a buffer for the existing townhome development to the west.

20. Staff is currently reviewing the Engineering, Landscape and Photometric Plans for the East and West Parcels.

RECOMMENDATION

The staff recommends forwarding this petition to the Plan Commission for their review and to conduct the required public hearing.

Background information is attached for your review.

kms/attachments
x:\comdev\mem2021\105_bartlett automotive mall_vbc.docx

BazosFreeman
Bazos, Freeman, Schuster & Pope, LLC

LAW

Peter C. Bazos
Bradley T. Freeman
Mark Schuster
Jonathan S. Pope
Aaron H. Reinke
Christopher S. Nudo

Writer's Contact:
pbazos@bazosfreeman.com
847-742-8800 x2030

November 4, 2021

President and Board of Trustees
Village of Bartlett
c/o Paula Schumacher, Village Administrator
228 S Main Street
Bartlett, IL 60103

Re: Bartlett Automotive Mall, LLC ("**Petitioner**")
Project: PUD for development of 1201-1215 W. Lake Street and the Village parcel to the east thereof for use as a new automobile dealership

Dear President Burns and Trustees:

This office represents Bartlett Automotive Mall, LLC, an Illinois limited liability company ("**Petitioner**") which is an affiliate of the Bob Loquercio Automotive Group. We also represent Loquercio Automotive, Inc., an Illinois corporation (the "**Dealer**"). The Petitioner is the contract purchaser of two properties already situated within the Village of Bartlett:

1. Parcel 1: The approximate 6.2-acre parcel at 1201-1215 W Lake Street currently used as a recreational vehicle sales center (the "**West Property**"); and

2. Parcel 2: The vacant approximate 10.6-acre parcel of land owned by the Village situated east of Parcel 1 (the "**East Property**").

The Petitioner has submitted to the Village applications for the approval of a special use for planned unit development of the West Property (already zoned B-3), a request for sign variance as to the West Property, and a map amendment (rezoning) of the East Property from ER-1 to B-3 East Property a special use for planned unit development in order to permit the following activities:

(a) The establishment of two separate but related new car franchises on the West Property with special signage; and

(b) The establishment on the East Property of a stand-alone parking lot to be used for the storage of new and used vehicles to be sold from the West Property.

LAW

If the Village Board will approve the requested entitlements (along with a sales tax incentive agreement), then the Petitioner will proceed to purchase the West Property and enter into a lease with the Village as to the East Property (which lease will contain an option to purchase). Promptly after its acquisition of fee simple title to the West Property and the execution of the lease of the East Property, the Petitioner will move forward with all necessary final plans and final engineering in order to convert the preliminary PUD approvals to final PUD approvals and will then, no later than the Spring of 2022, commence work on the parking lot improvements intended for the East Property. Shortly thereafter (when the company currently selling RVs from the West Property vacates that site) the Petitioner will proceed with the demolition of the current improvements on the West Property and the construction of the two separate brand dealerships.

It is the intention of Petitioner that its two new dealerships on the West Property will be open for business no later than August 31, 2023.

Regards.

Very truly yours,

Peter C. Bazos, Esq.

PCB/awy
CC: Loquercio Automotive Inc.

VILLAGE OF BARTLETT
DEVELOPMENT APPLICATION

For Office Use Only
Case # 2021-20
RECEIVED PLANNING & DEVELOPMENT (Village Stamp) NOV 05 2021 VILLAGE OF BARTLETT

PROJECT NAME Bartlett Automotive Mall - East Parcel

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Bartlett Automotive Mall LLC

Street Address: Robert P. Loquercio; 1600 W Lake St.

City, State: Streamwood, IL **Zip Code:** 60107

Email Address: bloquercio@blautogroup.com **Phone Number:** 312-403-2100

Preferred Method to be contacted: Phone

PROPERTY OWNER INFORMATION

Name: Village of Bartlett, IL

Street Address: ______________________

City, State: Bartlett, IL **Zip Code:** 60103

Phone Number: ______________________

OWNER'S SIGNATURE: ______________________ Date: ______________

(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

ACTION REQUESTED (Please check all that apply)

- ___ Annexation
- X PUD (preliminary)
- X PUD (final)
- ___ Subdivision (preliminary)
- ___ Subdivision (final)
- X Text Amendment
- X Rezoning ER-1 to B-3 PUD
- X Special Use for: PUD
- ___ Variation: ______________________
- X Site Plan (please describe use: commercial, industrial, square footage): Entire Lot to be used for vehicle inventory parking lot w/o a building
- ___ Unified Business Center Sign Plan
- ___ Other (please describe) ______________________

SIGN PLAN REQUIRED? No

(Note: A Unified Business Center Sign Plan is required for four or more individual offices or businesses sharing a common building entrance or private parking lot.)

PROPERTY INFORMATION

Common Address/General Location of Property: Bartlett, IL 60103

Property Index Number ("Tax PIN"/"Parcel ID"): 06-28-204-002-0000, 06-28-400-018-0000, 06-28-400-019-0000, 06-28-400-015-0000 and 06-28-400-014-0000

Zoning: Existing: ER-1 (Refer to Official Zoning Map)
Proposed: B-3 PUD

Land Use: Existing: Commercial
Proposed: Commercial

Comprehensive Plan Designation for this Property: Commercial (Refer to Future Land Use Map)

Acreage: 10.6639

For PUD's and Subdivisions:

No. of Lots/Units: 1

Minimum Lot:	Area 10.6639 A	Width 185 feet	Depth 600 feet
Average Lot:	Area 10.6639 A	Width 185 feet	Depth 600 feet

APPLICANT'S EXPERTS (If applicable, including name, address, phone and email)

Attorney
Peter C, Bazos, Esq. Ph: 847-742-8800
1250 Larkin Ave., Suite 100
Elgin, IL 60123 e: pbazos@bazosfreeman.com

Engineer
Robert W. Gudmundson Ph: 630-774-9501
975 E. 22nd St., Suite 400
Wheaton, IL 60189 e: rwg@rwg-engineering.com

Other
John Swierk - Architect Ph: 815-482-1942
3321 S Rt. 31
Prairie Grove, IL 60012 e: jswierk@ddcaarchitects.com

LEGAL DESCRIPTION

PARCEL 1:

THAT PART OF THE EAST 1/2 OF SECTION 28, TOWNSHIP 41 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS

COMMENCING AT THE CENTER OF SAID SECTION 28, THENCE EASTERLY ALONG THE NORTH LINE OF THE SOUTH EAST 1/4 OF SAID SECTION 28, A DISTANCE OF 1187 24 FEET, THENCE SOUTHERLY PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4, A DISTANCE OF 73 92 FEET THENCE SOUTH 76 DEGREES 41 MINUTES EAST, A DISTANCE OF 601 56 FEET FOR THE POINT OF BEGINNING, THENCE SOUTH 0 DEGREES 14 MINUTES EAST A DISTANCE OF 375.79 FEET, THENCE SOUTH 85 DEGREES 20 MINUTES EAST A DISTANCE OF 350 0 FEET, THENCE NORTH 0 DEGREES 14 MINUTES WEST, A DISTANCE OF 264 20 FEET TO THE CENTER LINE OF THE CONNECTING ROAD BETWEEN U S ROUTE 20 AND STATE ROUTE 58, THENCE NORTHWESTERLY AND NORTHERLY ALONG SAID CENTER LINE BEING ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 281 8 FEET A DISTANCE OF 287 9 FEET TO THE SOUTHERLY LINE OF U S ROUTE 20, THENCE NORTHWESTERLY ALONG SAID SOUTHERLY LINE BEING ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 2342 01 FEET, A DISTANCE OF 312 80 FEET THENCE SOUTH 0 DEGREES 14 MINUTES EAST, A DISTANCE OF 224 21 FEET THENCE NORTH 76 DEGREES 41 MINUTES WEST, A DISTANCE OF 3 0 FEET TO THE POINT OF BEGINNING EXCEPTING THEREFROM THAT PART OF THE AFOREDESCRIBED PROPERTY LYING WITHIN THE RIGHT OF WAY OF THE CONNECTING ROAD BETWEEN U S 20 AND ROUTE 59, BEING SITUATED IN HANOVER TOWNSHIP, IN COOK COUNTY, ILLINOIS

EXCEPT THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 41 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOW S: COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 28 AND RUNNING THENCE ON AN ILLINOIS STATE PLANE COORDINATE SYSTEM, 1927 DATUM, EAST ZONE GRID BEARING OF SOUTH 0 DEGREES 06 MINUTES 38 SECONDS EAST ON THE WEST LINE OF SAID NORTHEAST 1/4 2 582 50 FEET TO THE SOUTHWEST CORNER OF SAID NORTHEAST 1/4; THENCE NORTH 88 DEGREES 41 MINUTES 00 SECONDS EAST ON THE NORTH LINE OF THE SOUTH EAST 1/4 OF SAID SECTION 28 A DISTANCE OF 1 768 60 FEET TO THE SOUTHWESTERLY LINE OF U S, ROUTE 20 SAID POINT BEING ON A 2 296 05 FOOT RADIUS CURVE THE CENTER OF CIRCLE OF SAID CURVE BEARS NORTH 21 DEGREES 17 MINUTES 07 SECONDS EAST FROM SAID POINT: THENCE SOUTHEASTERLY ALONG SAID CURVE 263.58 FEET CENTRAL ANGLE 6 DEGREES 35 MINUTES 15 SECONDS TO A POINT OF REVERSE CURVATURE; THENCE ALONG A 36 00 FOOT RADIUS CURVE CONCAVE TO THE SOUTHWEST, CENTRAL ANGLE 85 DEGREES 58 MINUTES 41 SECONDS 54 00 FEET TO A POINT OF REVERSE CURVATURE (SAID POINT OF REVERSE CURVATURE BEING ON THE WESTERLY LINE OF THE CONNECTING ROAD BETWEEN U S 20 AND STATE ROUTE 58) THENCE (THE FOLLOWING 2 COURSES BEING ALONG THE WESTERLY LINE OF SAID CONNECTING ROAD) ALONG A 299 72 FOOT RADIUS CURVE CONCAVE TO THE EAST, CENTRAL ANGLE 21 DEGREES 39 MINUTES 31 SECONDS 113 30 FEET TO THE POINT OF BEGINNING, THE CENTER OF CIRCLE OF SAID CURVE BEARS NORTH 78 DEGREES 59 MINUTES 03 SECONDS EAST FROM SAID POINT OF BEGINNING; THENCE CONTINUING SOUTHEASTERLY ALONG SAID CURVE 197.92 FEET, CENTRAL ANGLE 37 DEGREES 50 MINUTES 06 SECONDS; THENCE SOUTH 0 DEGREES 22 MINUTES 38 SECONDS EAST 224.28 FEET; THENCE NORTH 65 DEGREES; 28 MINUTES 38 SECONDS WEST 16 30 FEET TO A POINT ON A 300 00 FOOT RADIUS CURVE, THE CENTER OF CIRCLE OF SAID CURVE BEARS NORTH 87 DEGREES 36 MINUTES 10 SECONDS EAST FROM SAID POINT; THENCE NORTHERLY ALONG SAID CURVE 59 59 FEET CENTRAL ANGLE 11 DEGREES 22 MINUTES 53 SECONDS; THENCE NORTH 11 DEGREES 00 MINUTES 57 SECONDS WEST ALONG TANGENT 340 71 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS

PARCEL 2

THAT PART OF THE EAST 1/2 OF SECTION 28, TOWNSHIP 41, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS COMMENCING AT THE CENTER OF SAID SECTION 28, THENCE EASTERLY ALONG THE NORTH LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 28 A DISTANCE OF 1197 24; THENCE SOUTH 0 DEGREES 43 MINUTES WEST A DISTANCE OF 73 90 FEET; THENCE SOUTH 76 DEGREES 41 MINUTES EAST, A DISTANCE OF 81 86 FEET FOR THE PLACE OF BEGINNING; THENCE SOUTH 0 DEGREES 43 MINUTES WEST, A DISTANCE OF 454 01 FEET; THENCE SOUTH 85 DEGREES 20 MINUTES EAST A DISTANCE OF 514 60 FEET; THENCE NORTH 0 DEGREES 14 MINUTES WEST A DISTANCE OF 375 79 FEET; THENCE SOUTH 76 DEGREES 41 MINUTES EAST A DISTANCE OF 3 0 FEET, THENCE NORTH 0 DEGREES 14 MINUTES WEST A DISTANCE OF 278 06 FEET TO THE CENTER LINE OF U S ROUTE 20; THENCE NORTHWESTERLY ALONG SAID CENTER LINE BEING ALONG A CURVE TO THE RIGHT, A DISTANCE OF 81 8 FEET; THENCE NORTH 64 DEGREES 53 MINUTES WEST ALONG SAID CENTER LINE, A DISTANCE OF 265 50 FEET; THENCE SOUTH 0 DEGREES 43 MINUTES WEST, A DISTANCE OF 82 48 FEET TO THE PLACE OF BEGINNING (EXCEPT THAT PART TAKEN FOR HIGHWAY PURPOSES) IN COOK COUNTY, ILLINOIS

FINDINGS OF FACT (Standards)

The Village of Bartlett Zoning Ordinance requires that certain findings of fact, or standards, must be met before a special use permit, variation, site plan or planned unit development may be granted. Each application for a hearing before the Plan Commission or Zoning Board of Appeals for a special use, variation, site plan or planned unit development must address the required findings of fact for each particular request. The petitioner should be aware that he or she must present specific testimony at the hearing with regards to the findings. **(On the following pages are the findings of fact, or standards, to be met. Please respond to each standard, in writing, as it relates to the case.)**

PLEASE FILL OUT THE FOLLOWING FINDINGS OF FACT AS THEY RELATE TO YOUR PETITION

FINDINGS OF FACT FOR SITE PLANS

Both the Plan Commission and Village Board must decide if the requested Site Plan meets the standards established by the Village of Bartlett Zoning Ordinance.

The Plan Commission shall make findings based upon evidence presented on the following standards: (**Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the Plan Commission and Village Board to review.**)

1. The proposed use is a permitted use in the district in which the property is located.

   Pursuant to a text amendment to the Village's B-3 zoning district, which the Petitioner and the Village Staff have proposed, the proposed use is a conditional use which would be approved as part of the requested PUD.

2. The proposed arrangement of buildings, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses.

   The proposed site plan for a stand-alone parking lot is compatible with adjacent land uses in that the land use to the north is US Hwy 20, and the land uses to the west, east and south are primarily vacant, undeveloped land. There will be landscape screening as to the single row of townhouses near the southwest corner of the Site.

3. The vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well.

   Horizon Drive provides adequate, safe and efficient traffic movement to and from the Site.

4. The site plan provides for the safe movement of pedestrians within the site.

There will be no pedestrian access to and from this Site.

5. There is sufficient mixture of grass, trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses and will provide a pleasing appearance to the public. Any part of the site plan area not used for buildings, structures, parking or accessways shall be landscaped with a mixture of grass, trees and shrubs. (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements)

Pursuant to the requested B-3 PUD, and because the Site will be used for the storage and parking of new and used vehicle inventory, all landscaping will be around the perimeter of the Site so as to not interfere with snow plowing, vehicle movement, or to attract birds.

6. All outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.

The property will be screened by a fence

FINDINGS OF FACT FOR PLANNED UNIT DEVELOPMENTS

Both the Plan Commission and Village Board must decide if the requested Planned Unit Development meets the standards established by the Village of Bartlett Zoning Ordinance.

The Plan Commission shall make findings based upon evidence presented on the following standards: (**Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the Plan Commission and Village Board to review.**)

1. The proposed Planned Unit Development is desirable to provide a mix of uses which are in the interest of public convenience and will contribute to the general welfare of the community.

   The proposed PUD will bring to the Village its first new and used car automobile dealership which will be in the interest of public convenience and will contribute to the general welfare of the community.

2. The Planned Unit Development will not under the circumstances of the particular case be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity.

   The proposed PUD will not be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity. The Comprehensive Plan calls for this Site to be B-3 commercial.

3. The Planned Unit Development shall conform to the regulations and conditions specified in the Title for such use and with the stipulation and conditions made a part of the authorization granted by the Village Board of Trustees.

   The proposed PUD will conform with all applicable regulations and conditions except as for express departures contained in the PUD.

4. The proposed uses conform to the Comprehensive Plan and the general planning policies of the Village for this parcel.

   The proposed PUD and the use contemplated therein conforms to the Comprehensive Plan, namely, business and retail activity.

5. Each of the proposed uses is a permitted or special use in the district or districts in which the Planned Unit Development would be located.

   The proposed use is consistent with the intended zoning district of B-3.

6. The Planned Unit Development is designed, located and proposed to be operated and maintained so that the public health, safety and welfare will not be endangered or detrimentally affected.

   The proposed use will not endanger public health, safety or welfare.

7. It shall not substantially lessen or impede the suitability for permitted use and development of, or be injurious to the use and enjoyment of, or substantially diminish or impair the value of, or be incompatible with, other property in the immediate vicinity.

   The proposed use will not lessen or impede the suitability for permitted use and development of, or be injurious to the use and development of other property in the immediate vicinity.

8. Impact donations shall be paid to the Village in accordance with all applicable Village ordinances in effect at the time of approval.

   Petitioner will comply with all impact fee requirements of the Village.

9. The plans provide adequate utilities, drainage and other necessary facilities.

   The proposed PUD plan contains adequate provision for utilities and drainage and other facilities.

10. The plans provide adequate parking and ingress and egress and are so designed as to minimize traffic congestion and hazards in the public streets.

    The proposed PUD plan provides adequate parking and ingress and egress so as to minimize traffic congestion and hazards.

11. The plans have adequate site area, which area may be greater than the minimum in the district in which the proposed site is located, and other buffering features to protect uses within the development and on surrounding properties.

    The proposed PUD plan has adequate site area and other buffering features to protect uses within the development and on surrounding properties.

12. There is reasonable assurance that, if authorized, the PUD will be completed according to schedule and adequately maintained.

If the PUD is approved for this Site and for the nearby site at 1201-1215 West Lake Street (the "Dealership Site") the Petitioner will soon thereafter begin to construct the parking lot on the East Parcel and the new and use car dealership on the Dealership Site.

FINDINGS OF FACT FOR SPECIAL USES

Both the Plan Commission and Village Board must decide if the requested Special Use meets the standards established by the Village of Bartlett Zoning Ordinance.

The Plan Commission shall make findings based upon evidence presented on the following standards: (**Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the Plan Commission and Village Board to review.**)

1. That the proposed use at that particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

   The proposed new vehicle dealership to be established will result in a facility that is the interest of public convenience and will contribute to the general financial welfare of the Village and its residents

2. That such use will not under the circumstances of the particular case be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity.

   The proposed new vehicle dealership to be established will not be detrimental to the health, safety, morals, or general welfare of the persons residing or working in the vacinity, but will instead make a positive contribution to the community

3. That the special use shall conform to the regulations and conditions specified in this Title for such use and with the stipulation and conditions made a part of the authorization granted by the Village Board of Trustees.

   The design and operation of the proposed dealerships will conform to the regulations and conditions establishing the PUD as authorized by the Village Board.

FINDINGS OF FACT FOR VARIATIONS

Both the Zoning Board of Appeals and the Village Board must decide if the requested variation is in harmony with the general purpose and intent of the Zoning Ordinance and if there is a practical difficulty or hardship in carrying out the strict letter of the regulations of the Zoning Ordinance.

The Zoning Board of Appeals shall make findings based upon evidence presented on the following standards: (**Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the ZBA and Village Board to review**.)

1. That the particular physical surroundings, shape or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.

2. That conditions upon which the petition for a variation is based are unique to the property for which the variation is sought and are not applicable, generally, to other property within the same zoning classifications.

3. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

4. That the alleged difficulty or hardship is caused by the provisions of this Title and has not been created by any person presently having an interest in the property.

5. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhoods in which the property is located.

6. That the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.

7. That the granting of the variance requested will not confer on the applicant any special privilege that is denied by the provisions of this Title to other lands, structures or buildings in the same district.

ACKNOWLEDGEMENT

I understand that by signing this form, that the property in question may be visited by village staff and Board/Commission members throughout the petition process and that the petitioner listed above will be the primary contact for all correspondence issued by the village.

I certify that the information and exhibits submitted are true and correct to the best of my knowledge and that I am to file this application and act on behalf of the above signatures.

Any late, incomplete or non-conforming application submittal will not be processed until ALL materials and fees have been submitted.

SIGNATURE OF PETITIONER: ______________________

PRINT NAME: Robert P. Loquercio, Manager, Bartlett Automotive Mall LLC

DATE: November 2021

REIMBURSEMENT OF CONSULTANT FEES AGREEMENT

The undersigned hereby acknowledges his/her obligation to reimburse the Village of Bartlett for all necessary and reasonable expenses incurred by the Village for review and processing of the application. Further, the undersigned acknowledges that he/she understands that these expenses will be billed on an ongoing basis as they are incurred and will be due within thirty days. All reviews of the petition will be discontinued if the expenses have not been paid within that period. Such expenses may include, but are not limited to: attorney's fees, engineer fees, public advertising expenses, and recording fees. Please complete the information below and sign.

NAME OF PERSON TO BE BILLED: Petitioner

ADDRESS: 1600 W Lake Street

Streamwood, IL 60107

PHONE NUMBER: 312-403-2100

EMAIL: bloquercio@blautogroup.com

SIGNATURE: ______________________

DATE: November , 2021

VILLAGE OF BARTLETT
DEVELOPMENT APPLICATION

For Office Use Only

Case # 2021-20

RECEIVED
PLANNING & DEVELOPMENT
(Village Stamp) NOV 05 2021
VILLAGE OF BARTLETT

PROJECT NAME Bartlett Automotive Mall - West Parcel

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Bartlett Automotive Mall LLC

Street Address: %Robert P. Loquercio; 1600 W Lake St.

City, State: Streamwood, IL **Zip Code:** 60107

Email Address: bloquercio@blautogroup.com **Phone Number:** 312-403-2100

Preferred Method to be contacted: Phone

PROPERTY OWNER INFORMATION

Name: PBS Partners, LLC

Street Address: % Sean Branski; 1201 W Lake St

City, State: Bartlett, IL **Zip Code:** 60103

Phone Number: ____________

OWNER'S SIGNATURE: ____________ Date: ____________

(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

ACTION REQUESTED (Please check all that apply)

- ___ Annexation
- X PUD (preliminary)
- X PUD (final)
- ___ Subdivision (preliminary)
- ___ Subdivision (final)
- ___ Text Amendment
- X Rezoning B-3 to B-3 PUD
- X Special Use for: PUD
- X Variation: Signage
- X Site Plan (please describe use: commercial, industrial, square footage): Two automotive dealerships buildings
- ___ Unified Business Center Sign Plan
- ___ Other (please describe) ____________

SIGN PLAN REQUIRED? Yes

(Note: A Unified Business Center Sign Plan is required for four or more individual offices or businesses sharing a common building entrance or private parking lot.)

PROPERTY INFORMATION

Common Address/General Location of Property: 1201-1215 W Lake St., Bartlett, IL 60103

Property Index Number ("Tax PIN"/"Parcel ID"): 06-28-102-015-0000; 06-28-202-012-0000

Zoning: Existing: B-3 (Refer to Official Zoning Map)
Proposed: B-3 PUD

Land Use: Existing: Commercial
Proposed: Commercial

Comprehensive Plan Designation for this Property: See Dropdown (Refer to Future Land Use Map)

Acreage: 6.20

For PUD's and Subdivisions:

No. of Lots/Units: 1

	Area	Width	Depth
Minimum Lot:	6.2 acres	444 feet	491/710 ft
Average Lot:	6.2 acres	444 feet	491/710 ft

APPLICANT'S EXPERTS (If applicable, including name, address, phone and email)

Attorney
Peter C, Bazos, Esq. Ph: 847-742-8800
1250 Larkin Ave., Suite 100
Elgin, IL 60123 e: pbazos@bazosfreeman.com

Engineer
Robert W. Gudmundson Ph: 630-774-9501
975 E. 22nd St., Suite 400
Wheaton, IL 60189 e: rwg@rwg-engineering.com

Other
John Swierk - Architect Ph: 815-482-1942
3321 S Rt. 31
Prairie Grove, IL 60012 e: jswierk@ddcaarchitects.com

Legal Description-West Parcel

PARCEL 1:

THE WEST 193.74 FEET (MEASURED ON THE SOUTH LINE), EXCEPT THE SOUTH 294.14 FEET THEREOF, OF THAT PART OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 41 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, WHICH LIES SOUTH OF SOUTH LINE OF LAKE STREET, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THE EAST 250 FEET (AS MEASURED AT RIGHT ANGLES TO THE EAST LINE OF THE NORTHWEST 1/4), EXCEPT THE SOUTH 294.14 FEET THEREOF OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 28, TOWNSHIP 41 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, WHICH LIES SOUTH OF THE SOUTHERLY LINE OF LAKE STREET (EXCEPT THAT PART CONVEYED TO THE DEPARTMENT OF TRANSPORTATION BY DOCUMENT NUMBER 24260269), IN COOK COUNTY, ILLINOIS

FINDINGS OF FACT **(Standards)**

The Village of Bartlett Zoning Ordinance requires that certain findings of fact, or standards, must be met before a special use permit, variation, site plan or planned unit development may be granted. Each application for a hearing before the Plan Commission or Zoning Board of Appeals for a special use, variation, site plan or planned unit development must address the required findings of fact for each particular request. The petitioner should be aware that he or she must present specific testimony at the hearing with regards to the findings. **(On the following pages are the findings of fact, or standards, to be met. Please respond to each standard, in writing, as it relates to the case.)**

PLEASE FILL OUT THE FOLLOWING FINDINGS OF FACT AS THEY RELATE TO YOUR PETITION

Findings of Fact for **Site Plans**: Pages 4-5
Findings of Fact for **Planned Unit Developments**: Pages 6-9
Findings of Fact for **Special Uses:** Page 10
Findings of Fact for **Variations:** Pages 11-12

FINDINGS OF FACT FOR SITE PLANS

Both the Plan Commission and Village Board must decide if the requested Site Plan meets the standards established by the Village of Bartlett Zoning Ordinance.

The Plan Commission shall make findings based upon evidence presented on the following standards: (**Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the Plan Commission and Village Board to review.**)

1. The proposed use is a permitted use in the district in which the property is located.

   The proposed use (automobile dealership) is permitted use in the B-3 District.

2. The proposed arrangement of buildings, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses.

   The proposed site plan for a a new vehicle dealership (being a retail use) is compatible with adjacent land uses in that the land use to the north is US Hwy 20, the land use to the east is a restaurant / bar. There will be landscape screening as to the properties to the south.

3. The vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well.

   Lake Street provides adequate, safe and efficient traffic movement to and from the Site.

4. The site plan provides for the safe movement of pedestrians within the site.

The site plan allows for safe, on-site pedestrian movement

5. There is sufficient mixture of grass, trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses and will provide a pleasing appearance to the public. Any part of the site plan area not used for buildings, structures, parking or accessways shall be landscaped with a mixture of grass, trees and shrubs. (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements)

Pursuant to the requested B-3 PUD, and because the Site will be used for primarily for the storage and parking of new and used vehicle inventory, most landscaping will be around the perimeter of the Site so as to not interfere with snow plowing, vehicle movement, or to attract birds.

6. All outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.

Screening of the vehicles for sale is not desirable for this type of retail operation.

FINDINGS OF FACT FOR PLANNED UNIT DEVELOPMENTS

Both the Plan Commission and Village Board must decide if the requested Planned Unit Development meets the standards established by the Village of Bartlett Zoning Ordinance.

The Plan Commission shall make findings based upon evidence presented on the following standards: (**Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the Plan Commission and Village Board to review.**)

1. The proposed Planned Unit Development is desirable to provide a mix of uses which are in the interest of public convenience and will contribute to the general welfare of the community.

   The proposed PUD will bring to the Village its first new and used car automobile dealership which will be in the interest of public convenience and will contribute to the general welfare of the community.

2. The Planned Unit Development will not under the circumstances of the particular case be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity.

   The proposed PUD will not be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity. The Comprehensive Plan calls for this Site to be B-3 commercial, and it has, for many years, been used for the sale of recreational vehicles (an activity not dissimilar to vehicle sales).

3. The Planned Unit Development shall conform to the regulations and conditions specified in the Title for such use and with the stipulation and conditions made a part of the authorization granted by the Village Board of Trustees.

   The proposed PUD will conform with all applicable regulations and conditions except as for express departures contained in the PUD.

4. The proposed uses conform to the Comprehensive Plan and the general planning policies of the Village for this parcel.

   The proposed PUD and the use contemplated therein conforms to the Comprehensive Plan, namely, business and retail activity.

5. Each of the proposed uses is a permitted or special use in the district or districts in which the Planned Unit Development would be located.

   The proposed use is consistent with the intended zoning district of B-3.

6. The Planned Unit Development is designed, located and proposed to be operated and maintained so that the public health, safety and welfare will not be endangered or detrimentally affected.

   The proposed use will not endanger public health, safety or welfare.

7. It shall not substantially lessen or impede the suitability for permitted use and development of, or be injurious to the use and enjoyment of, or substantially diminish or impair the value of, or be incompatible with, other property in the immediate vicinity.

   The proposed use will not lessen or impede the suitability for permitted use and development of, or be injurious to the use and development of other property in the immediate vicinity.

8. Impact donations shall be paid to the Village in accordance with all applicable Village ordinances in effect at the time of approval.

   Petitioner will comply with all impact fee requirements of the Village.

9. The plans provide adequate utilities, drainage and other necessary facilities.

   The proposed PUD plan contains adequate provision for utilities and drainage and other facilities.

10. The plans provide adequate parking and ingress and egress and are so designed as to minimize traffic congestion and hazards in the public streets.

    The proposed PUD plan provides adequate parking and ingress and egress so as to minimize traffic congestion and hazards.

11. The plans have adequate site area, which area may be greater than the minimum in the district in which the proposed site is located, and other buffering features to protect uses within the development and on surrounding properties.

    The proposed PUD plan has adequate site area and other buffering features to protect uses within the development and on surrounding properties.

12. There is reasonable assurance that, if authorized, the PUD will be completed according to schedule and adequately maintained.

If the PUD is approved for this Site and for the nearby Village-owned parcel to the east, the Petitioner will soon thereafter begin to construct the parking lot improvements on the Village site and soon thereafter the new and use car dealership on the this site.

FINDINGS OF FACT FOR SPECIAL USES

Both the Plan Commission and Village Board must decide if the requested Special Use meets the standards established by the Village of Bartlett Zoning Ordinance.

The Plan Commission shall make findings based upon evidence presented on the following standards: (**Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the Plan Commission and Village Board to review.**)

1. That the proposed use at that particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

   The proposed new vehicle dealership to be established will result in a facility that is the interest of public convenience and will contribute to the general financial welfare of the Village and its residents

2. That such use will not under the circumstances of the particular case be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity.

   The proposed new vehicle dealership to be established will not be detrimental to the health, safety, morals, or general welfare of the persons residing or working in the vacinity, but will instead make a positive contribution to the community

3. That the special use shall conform to the regulations and conditions specified in this Title for such use and with the stipulation and conditions made a part of the authorization granted by the Village Board of Trustees.

   The design and operation of the proposed dealerships will conform to the regulations and conditions establishing the PUD as authorized by the Village Board.

FINDINGS OF FACT FOR VARIATIONS

Both the Zoning Board of Appeals and the Village Board must decide if the requested variation is in harmony with the general purpose and intent of the Zoning Ordinance and if there is a practical difficulty or hardship in carrying out the strict letter of the regulations of the Zoning Ordinance.

The Zoning Board of Appeals shall make findings based upon evidence presented on the following standards: (**Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the ZBA and Village Board to review**.)

1. That the particular physical surroundings, shape or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.

   The signage variation requested by the Petitioner is required, in large part, by reason of the limited access to the Site by reason of the median barrier in Lake Street (Route 20) and the high rate of traffic along said Rt. 20, necessitating a larger sign in order to make sure that travelers seeking to find the Site have adequate notice of its location and are not forced to make dangerous and quick turning movements. This larger sign is also reasonably necessary to achieve the commercial results that both Petitioner and the Village desire.

2. That conditions upon which the petition for a variation is based are unique to the property for which the variation is sought and are not applicable, generally, to other property within the same zoning classifications.

   The conditions upon the which the Petition for Variation is based are unique and not generally applicable to other properties in the area.

3. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

   The purpose of the variation is not based exclusively on a desire of the Petitioner to make more money, but is also based upon traffic safety.

4. That the alleged difficulty or hardship is caused by the provisions of this Title and has not been created by any person presently having an interest in the property.

The hardship or difficulty asserted by the Petitioner was not created by the Petitioner or any other person having an interest in the property.

5. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhoods in which the property is located.

The signage variation will not detrimental to the public welfare or injurious to other property or improvements in the neighborhood.

6. That the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.

The proposed variation will not impair an adequate supply of light and air to the adjacent properties or substantially increase congestion of the public street or increase the danger of fire or endanger public safety or substantially diminish or impair property values within the adjacent neighborhood.

7. That the granting of the variance requested will not confer on the applicant any special privilege that is denied by the provisions of this Title to other lands, structures or buildings in the same district.

The requested variance will be unique to the this particular Site but is based upon the unique circumstances of this Site as set forth above.

ACKNOWLEDGEMENT

I understand that by signing this form, that the property in question may be visited by village staff and Board/Commission members throughout the petition process and that the petitioner listed above will be the primary contact for all correspondence issued by the village.

I certify that the information and exhibits submitted are true and correct to the best of my knowledge and that I am to file this application and act on behalf of the above signatures.

Any late, incomplete or non-conforming application submittal will not be processed until ALL materials and fees have been submitted.

SIGNATURE OF PETITIONER: ______________________

PRINT NAME: Robert P. Loquercio, Manager, Bartlett Automotive Mall LLC

DATE: November , 2021

REIMBURSEMENT OF CONSULTANT FEES AGREEMENT

The undersigned hereby acknowledges his/her obligation to reimburse the Village of Bartlett for all necessary and reasonable expenses incurred by the Village for review and processing of the application. Further, the undersigned acknowledges that he/she understands that these expenses will be billed on an ongoing basis as they are incurred and will be due within thirty days. All reviews of the petition will be discontinued if the expenses have not been paid within that period. Such expenses may include, but are not limited to: attorney's fees, engineer fees, public advertising expenses, and recording fees. Please complete the information below and sign.

NAME OF PERSON TO BE BILLED: Petitioner

ADDRESS: 1200 W Lake Street

Streamwood, IL 60107

PHONE NUMBER: 312-403-2100

EMAIL: bloquercio@blautogroup.com

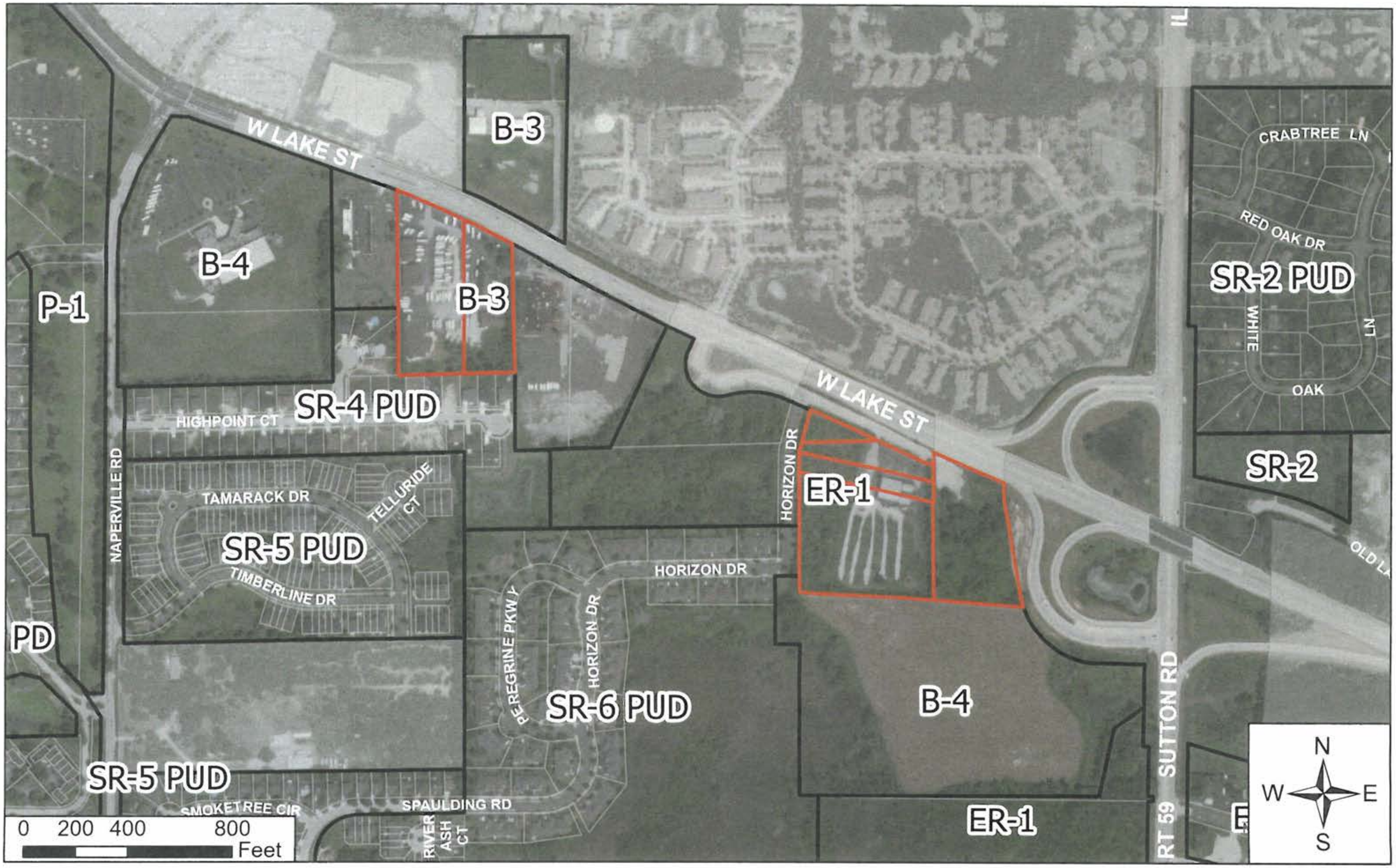
SIGNATURE: ______________________

DATE: November , 2021

Location Map

Bartlett Automotive Mall

PINs: 06-28-102-015, 06-28-202-012, 06-28-204-002, 06-28-400-018, 06-28-400-019, 06-28-400-016 & 06-28-400-014



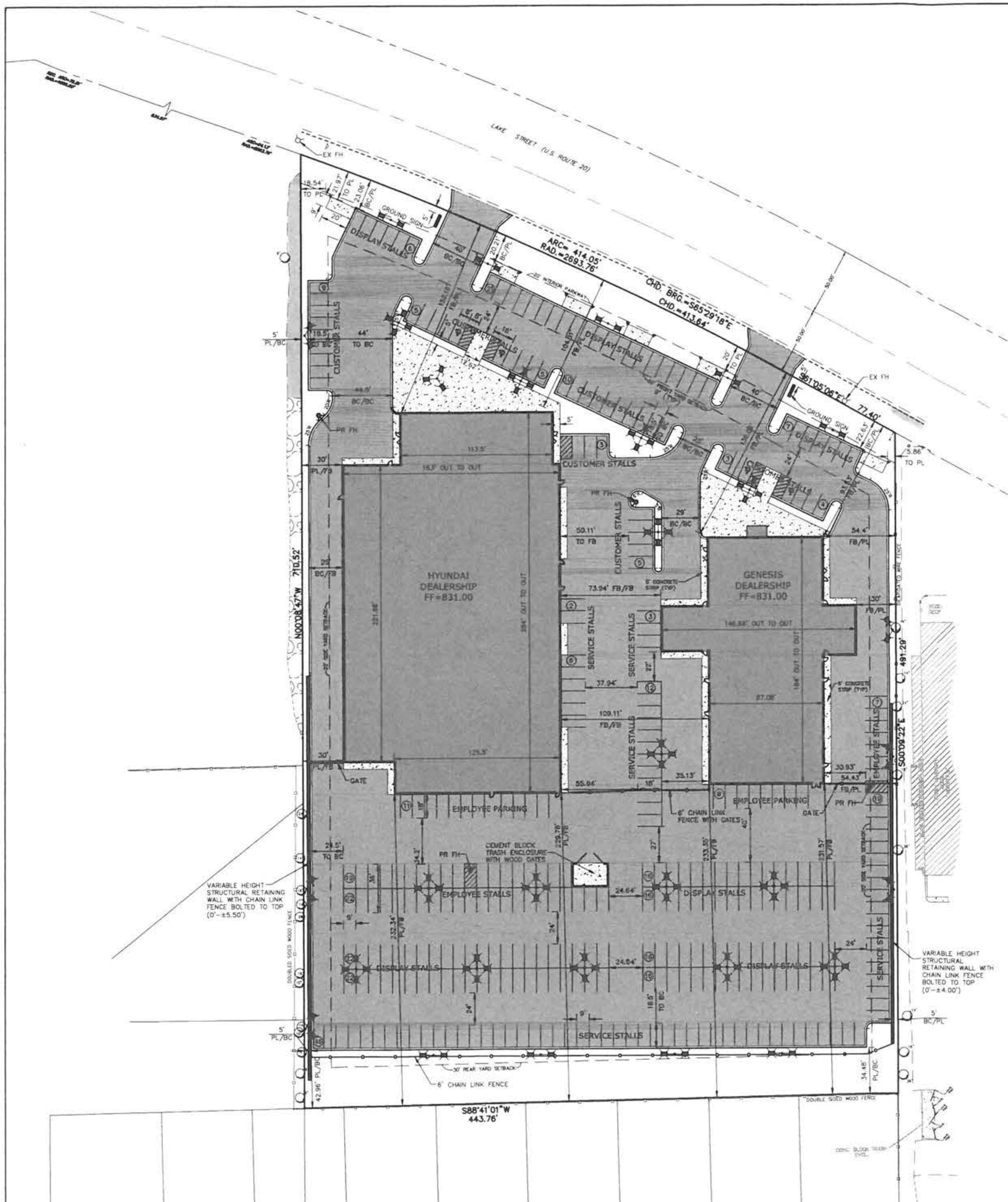
DATE	REVISIONS	DRAWN BY
1 11/03/21	PER VILLAGE COMMENTS	AVS

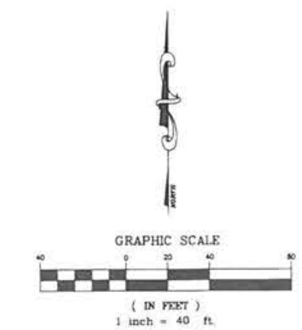
BARTLETT AUTOMOTIVE MALL
BARTLETT, ILLINOIS
OVERALL PUD PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 6022222!
DATE 11/01/21
SCALE 1"=100'
PROJ. MGR. RWG
PROJ. ASSOC. AVS
DRAWN BY AVS

SHEET
2 OF 6





SITE DATA:

TOTAL WEST PARCEL AREA	= 269,991 S.F. (6.20 AC)
CURRENT PARCEL ZONING:	= B-3 (NEIGHBORHOOD SHOPPING DISTRICT)
PROPOSED PARCEL ZONING:	= B-3 PUD (NEIGHBORHOOD SHOPPING DISTRICT)
COUNTY:	= COOK
P.I.N.:	= 06-28-102-015 06-28-202-012
EXISTING SITE CONDITIONS:	
EXISTING IMPERVIOUS (BLDG,PAVT,GRAVEL)	=188,757 S.F. (69.91%)
EXISTING GREENSPACE	= 81,234 S.F. (30.09%)
EXISTING CONDITION IMPERVIOUS AREA	=188,757 S.F. (4.33 AC)
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING FOOTPRINT	= 61,847 S.F. (22.91%)
PROPOSED PAVT./SIDEWALK	=168,602 S.F. (62.45%)
PROPOSED GREENSPACE	= 39,542 S.F. (14.64%)
PROPOSED CONDITION IMPERVIOUS AREA	=230,449 S.F. (5.29 AC)
PROPOSED PARKING SUMMARY:	
CUSTOMER STALLS (STD 9'x18')	= 40
CUSTOMER STALLS (ADA 16'x18')	= 4
EMPLOYEE STALLS (9'x18')	= 66
PRODUCT DISPLAY STALLS (9'x18')	=142
SERVICE STALLS (9'x18')	= 88
DISPLAY PADS ALONG LAKE STREET (9'x20')	= 6
TOTAL PARKING/PRODUCT STALLS	=346

LEGEND

	EXISTING	PROPOSED
FIRE HYDRANT		
LIGHT POLE		
GROUND LIGHT		
POWER POLE		
STREET SIGN		
TREE WITH TRUNK SIZE		
FENCE LINE, WIRE OR SILT		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
SETBACK LINE		

DATE	REVISIONS	DRAWN BY
1 11/03/21	PER VILLAGE COMMENTS	AVS

BARTLETT AUTOMOTIVE MALL

BARTLETT, ILLINOIS

WEST PARCEL PUD PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management

975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

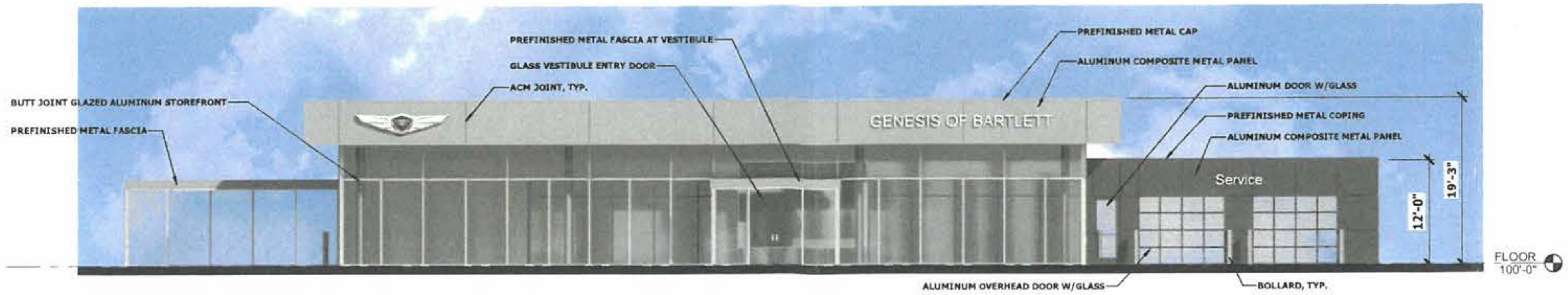
PROJECT NO. 60222221
DATE 11/01/21
SCALE 1"=40'
PROJ. MGR. RWG
PROJ. ASSOC. AVS
DRAWN BY AVS

SHEET

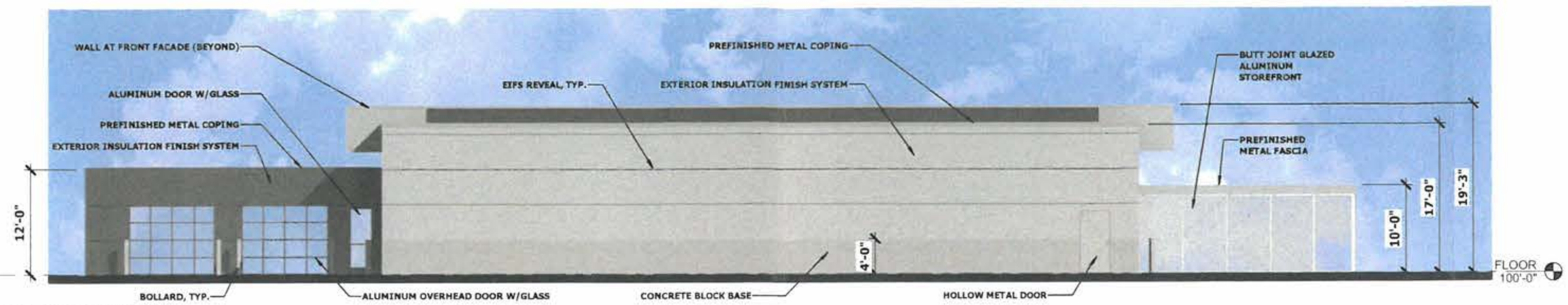
3 OF 6

November 03, 2021 4:25:28 p.m. AcadVer: 22.0s (LMS Tech)
Drawing: S:\60222121 — BARTLETT HYUNDAI DEALERSHIP\300_ENGINEERING\310_CAD0\PRELIM\602_PRELIM ENG & PUD.DWG

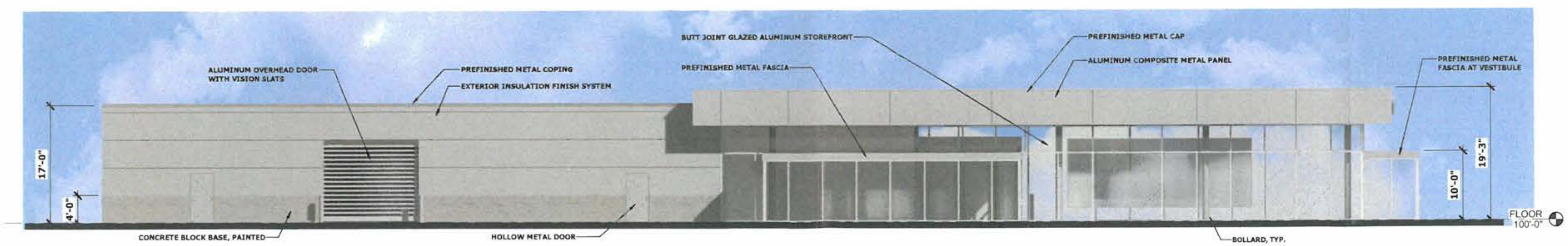
AERIAL VIEW



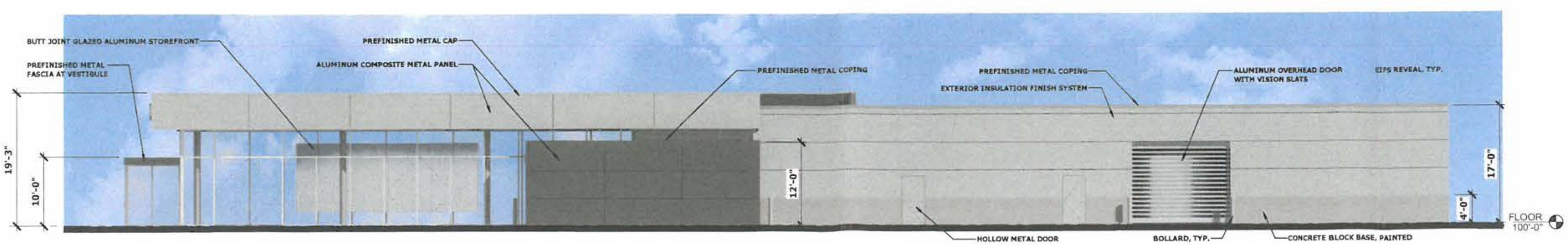
1 NORTH ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"



3 EAST ELEVATION
1/8" = 1'-0"



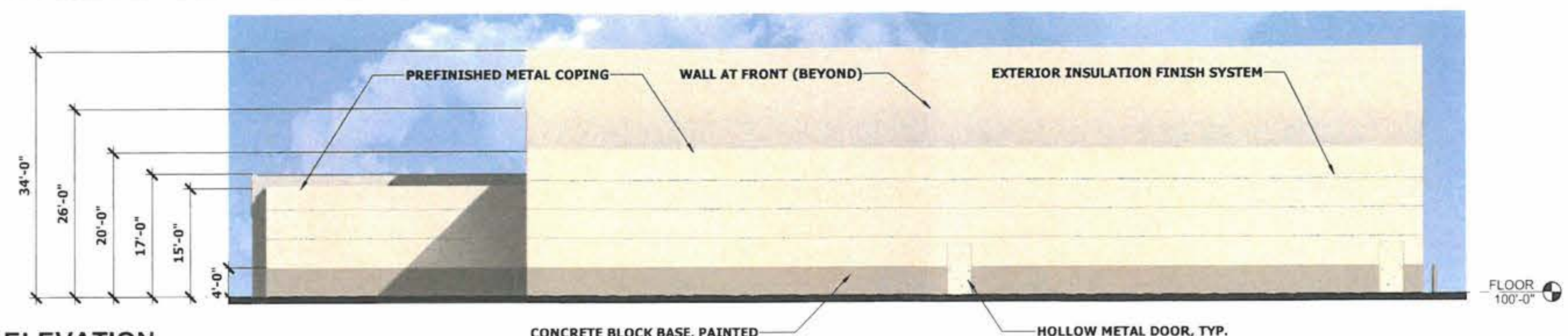
4 WEST ELEVATION
1/8" = 1'-0"

DDCA architects

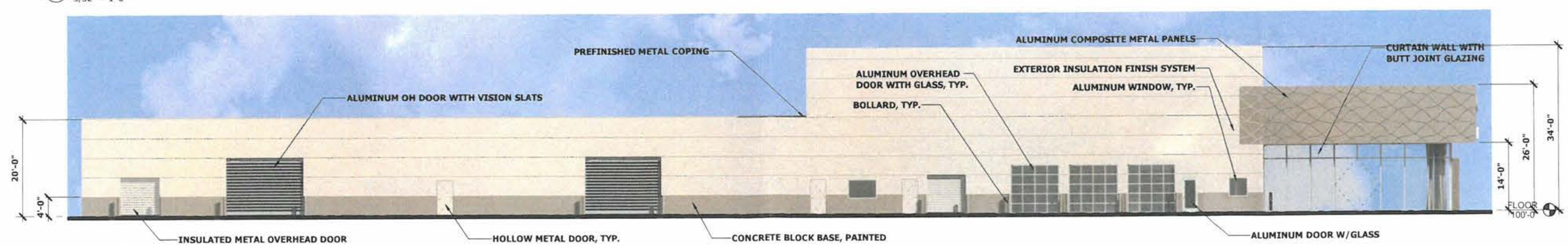
DEALERSHIP
BARTLETT, IL

GENESIS ELEVATIONS
121144
2021.11.01

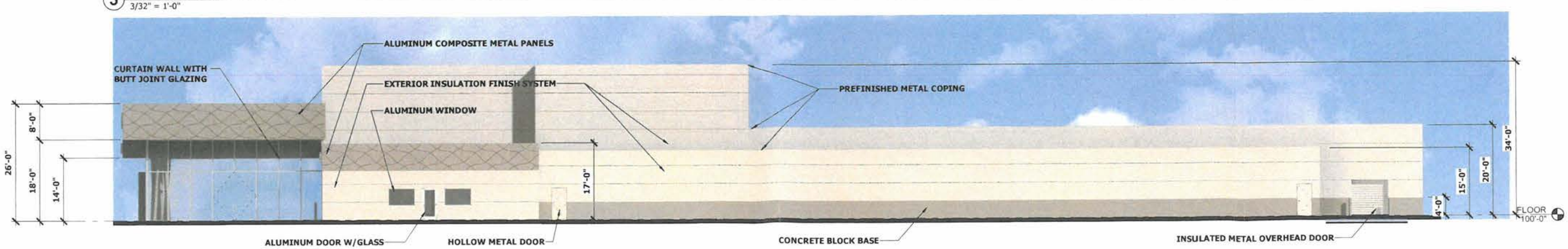
1 NORTH ELEVATION
3/32" = 1'-0"



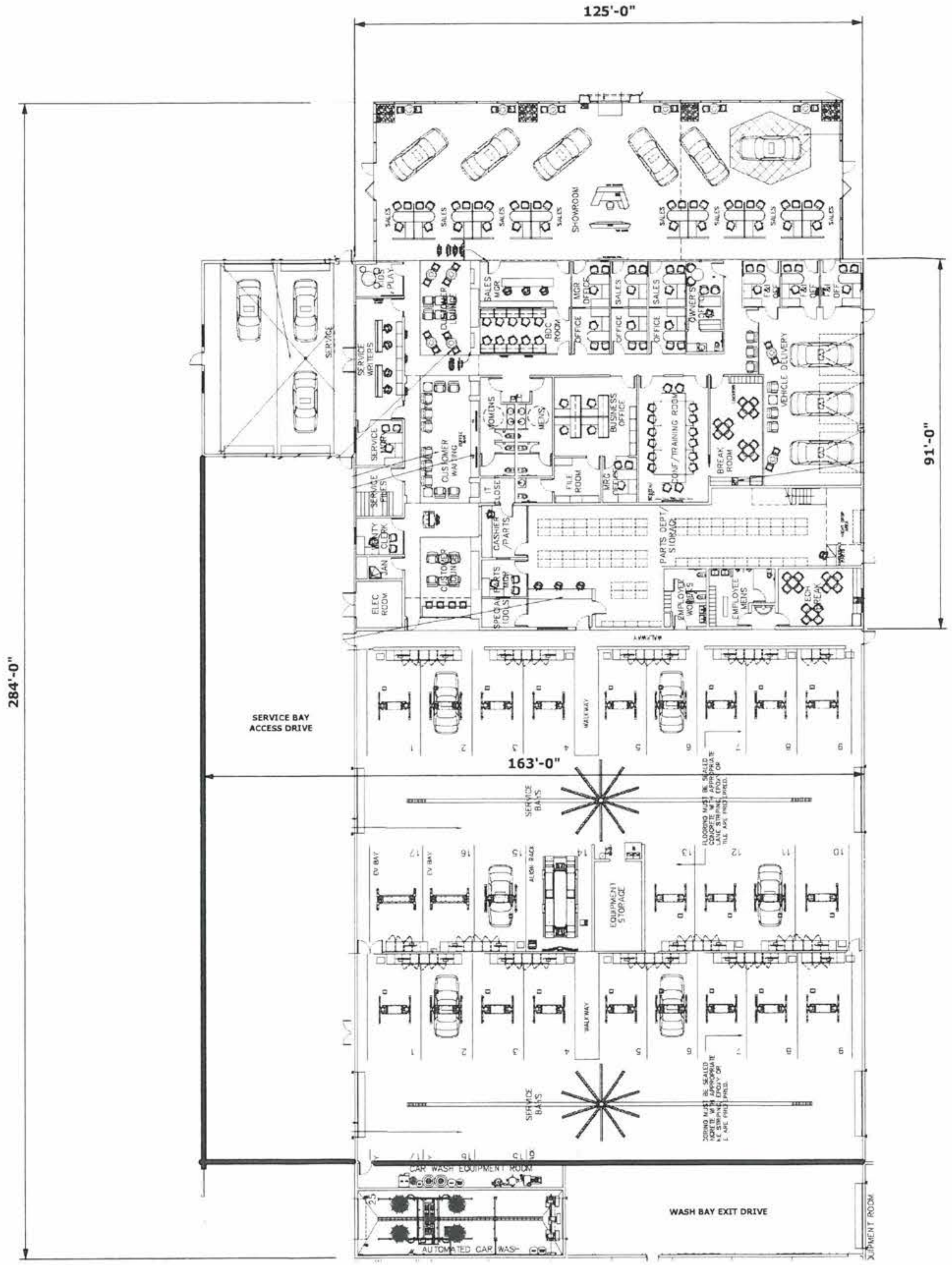
2 SOUTH ELEVATION
3/32" = 1'-0"



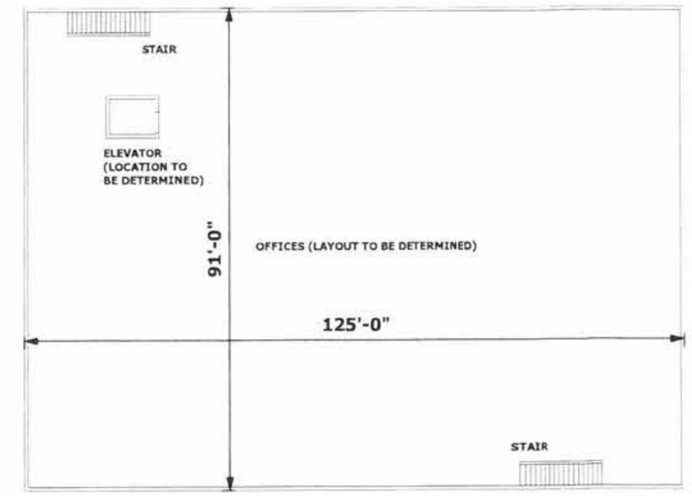
3 EAST ELEVATION
3/32" = 1'-0"



4 WEST ELEVATION
3/32" = 1'-0"



HYUNDAI FIRST FLOOR PLAN (CONCEPTUAL ONLY)

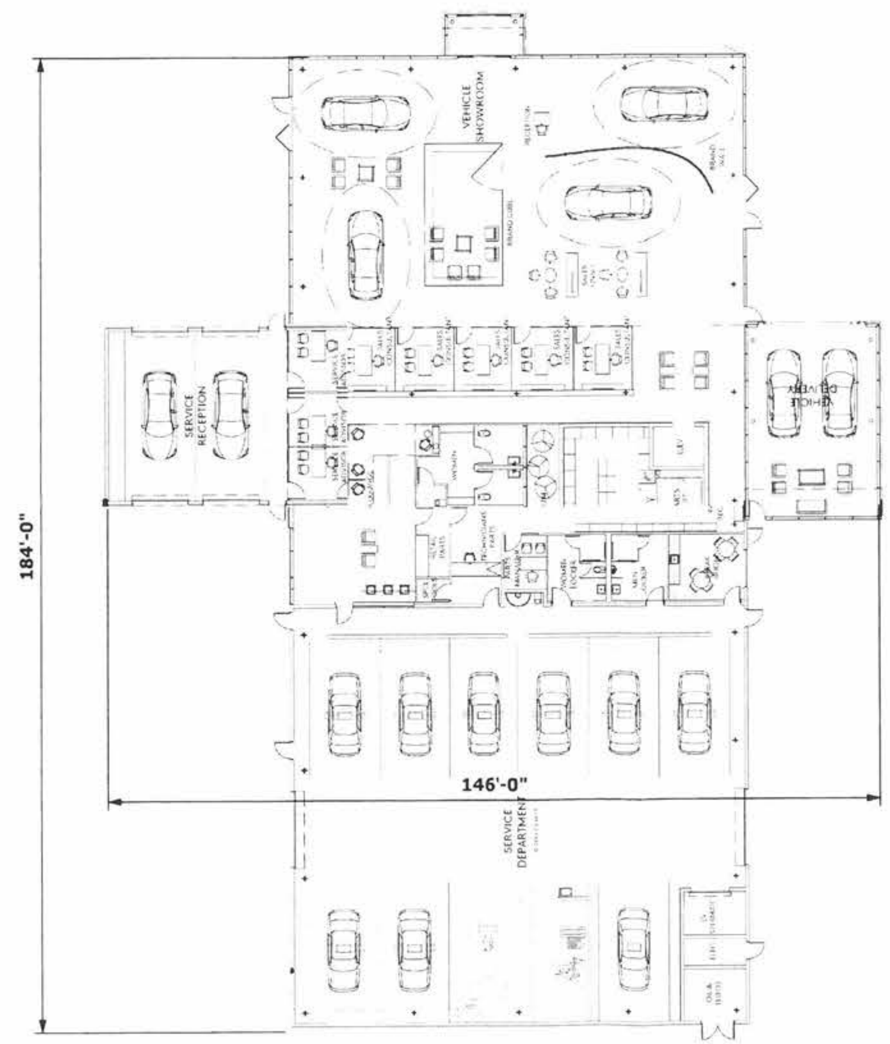


HYUNDAI SECOND FLOOR PLAN (CONCEPTUAL ONLY)

HYUNDAI AREA:
2-STORY
43,000 SF FOOTPRINT
12,000 SF SECOND FLOOR
55,000 SF TOTAL

GENESIS AREA:
1-STORY
18,000 SF TOTAL

NOTE: FLOOR PLAN LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE.

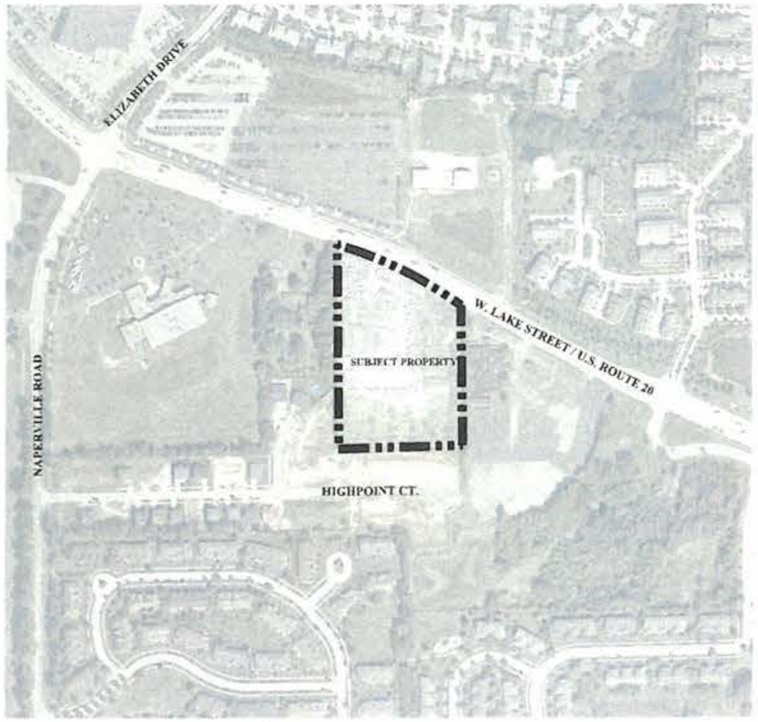


GENESIS FLOOR PLAN (CONCEPTUAL ONLY)

16' 0' 8' 16 32'
1" = 16'-0"
NORTH

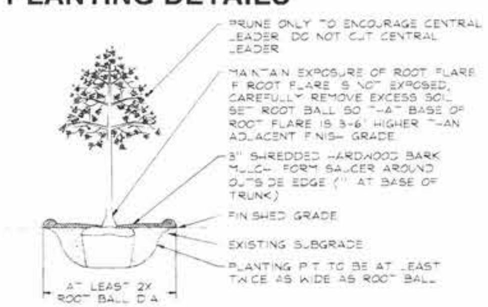
REPRESENTATIVE PLANT LIST

Key	Botanical/Common Name	Size	Remarks
	SHADE TREES		
	Acer x freemanii AUTUMN BLAZE MAPLE	2 1/2" Cal	
	Gleditsia triacanthos inermis 'Skyline' SKYLINE HONEYLOCUST	2 1/2" Cal	
	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal	
	ORNAMENTAL TREES		
	Amelanchier grandiflora APPLE SERVICEBERRY	6' Tall	Multi-stem
	Cornus mas CORNELIANCHERRY DOGWOOD	6' Tall	Multi-stem
	EVERGREEN TREES		
	Abies concolor WHITE FIR	6' Tall	
	Picea glauca 'Densata' BLACK HILLS SPRUCE	6' Tall	
	DECIDUOUS SHRUBS		
	Cornus sericea 'Baileyi' BAILEY'S REDTWIG DOGWOOD	36" Tall	5' O.C.
	Physocarpus opulifolius 'Seward' SUMMER WINE NINEBARK	36" Tall	4' O.C.
	Viburnum trilobum 'Redwing' J.N. SELECT CRANBERRYBUSH VIBURNUM	36" Tall	5' O.C.
	EVERGREEN SHRUBS		
	Juniperus chinensis v. sargentii 'Viridis' GREEN SARGENT JUNIPER	24" Wide	5' O.C.
	Juniperus chinensis 'Seagreen' SEA GREEN JUNIPER	24" Wide	4' O.C.
	PERENNIALS AND ORNAMENTAL GRASSES		
	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
	Hosta 'Patriot' PATRIOT HOSTA	#1	24" O.C.
	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
	Sporobolus heterolepis PRAIRIE DROPSEED	#1	18" O.C.
	GROUNDCOVERS		
	Vinca minor 'Dart's Blue' DART'S BLUE PERIWINKLE	#SP4	12" O.C.

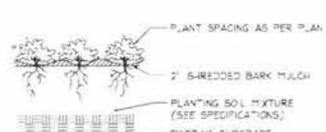


LOCATION MAP
SCALE: 1"= 300'
NORTH

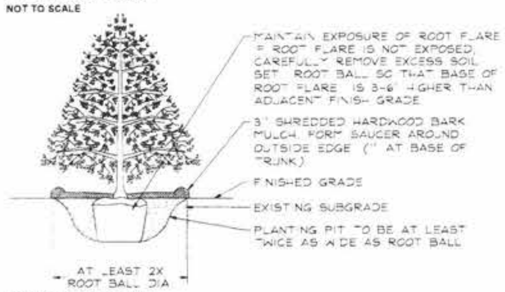
PLANTING DETAILS



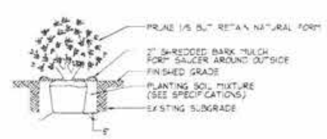
DECIDUOUS TREES
NOT TO SCALE



PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



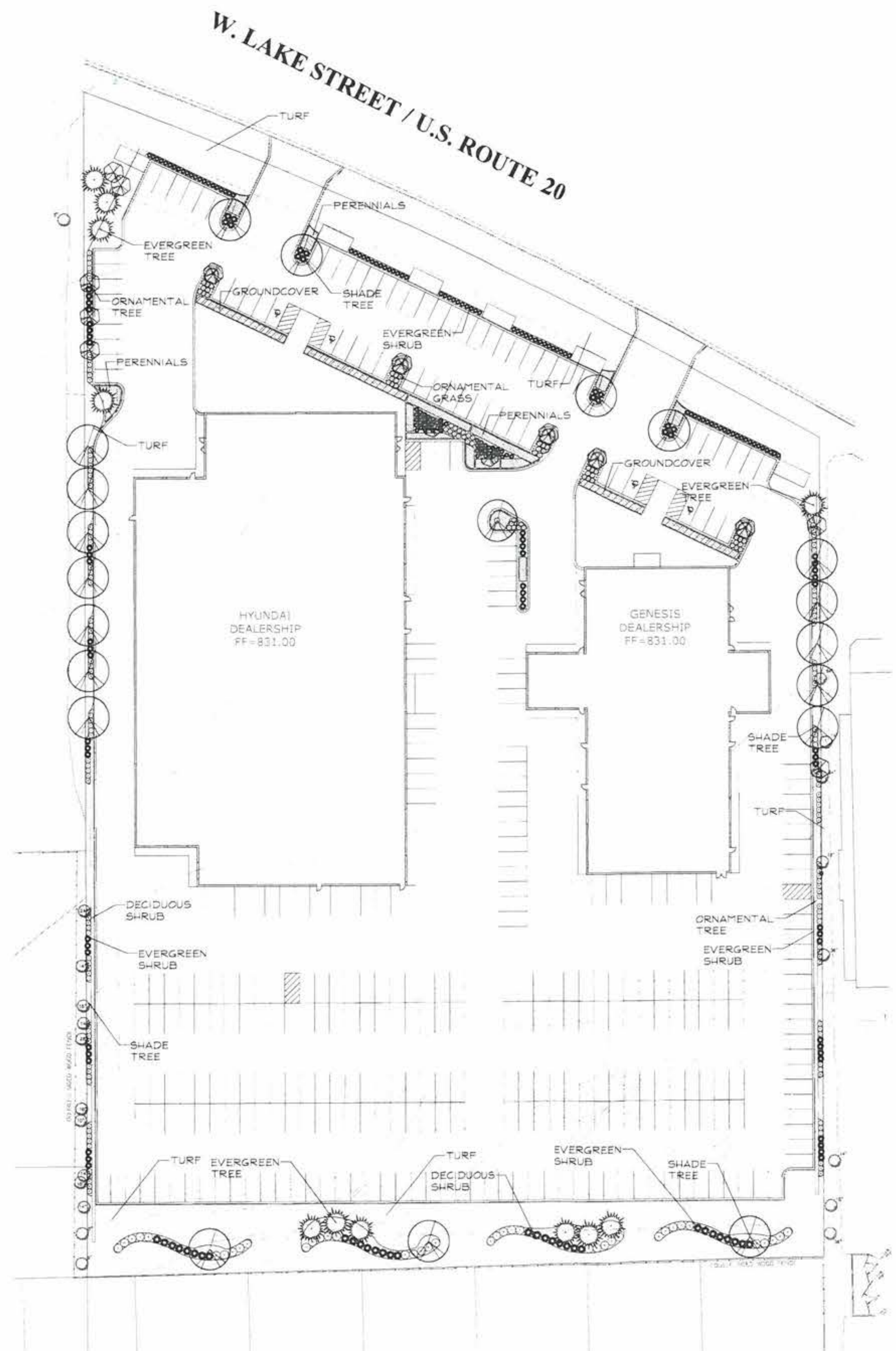
EVERGREEN TREES
NOT TO SCALE



DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE

GENERAL NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.



0 20' 40' 80' 120'
SCALE: 1"=40'
NORTH

GR WA
GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

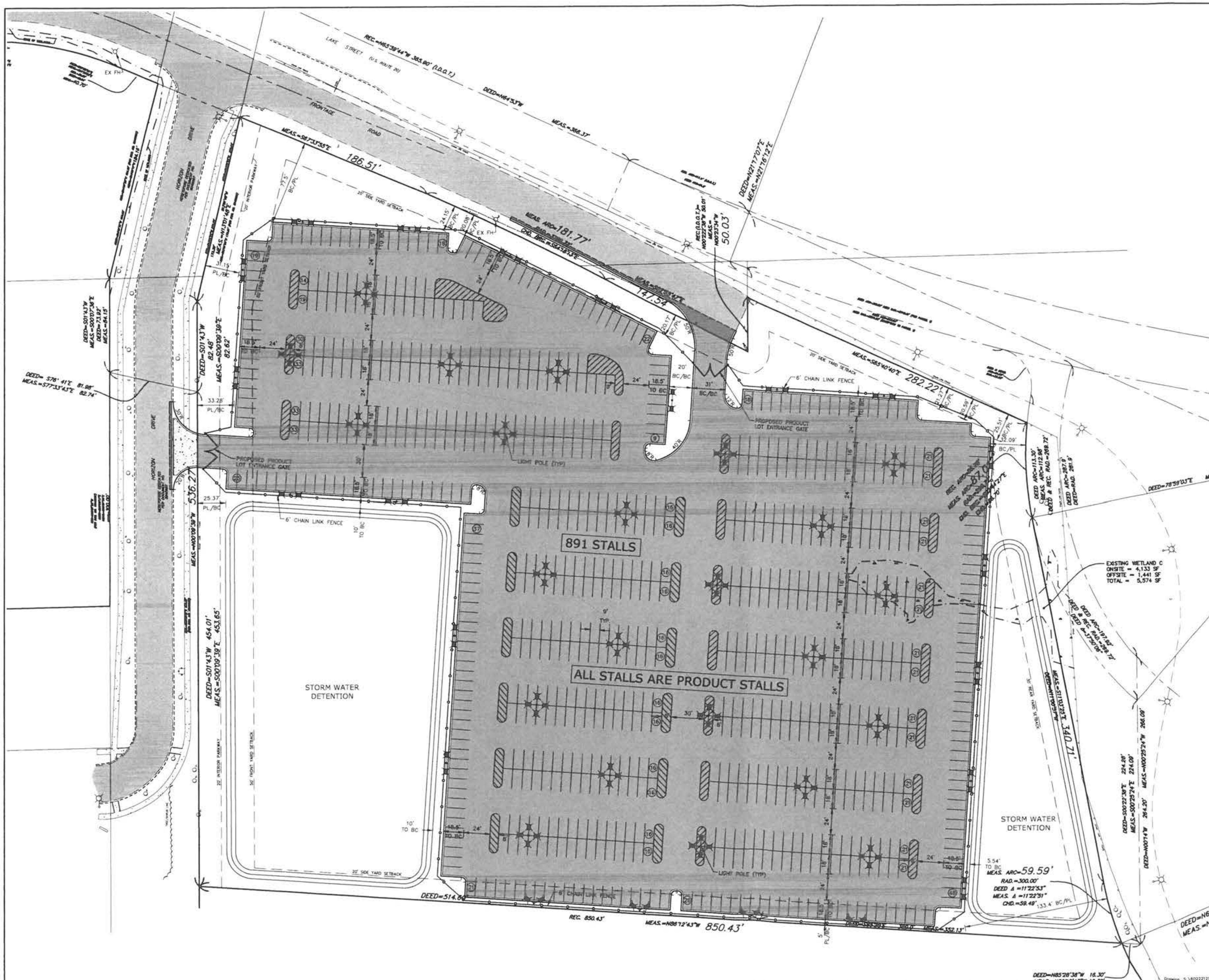
HYUNDAI GENESIS DEALERSHIP

1201 & 1215 W. Lake Street
Bartlett, IL

PRELIMINARY LANDSCAPE PLAN

REVISIONS

DATE	11.1.2021
PROJECT NO.	RWG2110
DRAWN	NF
CHECKED	GFB
SHEET NO.	1 OF 1



SITE DATA:

TOTAL EAST PARCEL AREA	=464,195 S.F. (10.66 AC)
CURRENT PARCEL ZONING:	= ER-1 (ESTATE RESIDENCE SINGLE FAMILY)
PROPOSED PARCEL ZONING:	= B-3 PUD (NEIGHBORHOOD SHOPPING DISTRICT)
COUNTY:	= COOK
P.I.N.:	= 06-28-204-002 06-28-400-014 06-28-400-016 06-28-400-018 06-28-400-019
EXISTING SITE CONDITIONS:	
EXISTING IMPERVIOUS (BLDG,PAVT,GRAVEL)	= 61,155 S.F. (13.17%)
EXISTING GREENSPACE	=403,040 S.F. (86.83%)
EXISTING CONDITION IMPERVIOUS AREA	= 61,155 S.F. (1.40 AC)
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING FOOTPRINT	= 0 S.F. (0.00%)
PROPOSED PAVT./SIDEWALK	=295,981 S.F. (63.76%)
PROPOSED GREENSPACE	=168,214 S.F. (36.24%)
PROPOSED CONDITION IMPERVIOUS AREA	=295,981 S.F. (6.79 AC)
PROPOSED PARKING SUMMARY:	
PRODUCT STORAGE STALLS (9'x18')	=891

LEGEND

	EXISTING	PROPOSED
FIRE HYDRANT		
LIGHT POLE		
GROUND LIGHT		
POWER POLE		
STREET SIGN		
TREE WITH TRUNK SIZE		
FENCE LINE, WIRE OR SILT		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
SETBACK LINE		

DATE	REVISIONS	DRAWN BY
1 11/03/21	PER VILLAGE COMMENTS	AVS

BARTLETT AUTOMOTIVE MALL
BARTLETT, ILLINOIS
EAST PARCEL SITE PLAN

RWG Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 60222221
DATE 11/01/21
SCALE 1"=40'
PROJ. MGR. RWG
PROJ. ASSOC. AVS
DRAWN BY AVS

SHEET
4 OF 6

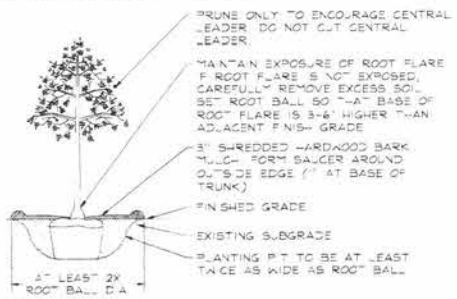
LOCATION MAP
SCALE: 1"=300'

NORTH

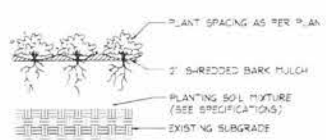
REPRESENTATIVE PLANT LIST

Key	Botanical/Common Name	Size	Remarks
	SHADE TREES		
	Acer x freemanii AUTUMN BLAZE MAPLE	2 1/2" Cal	
	Gleditsia triacanthos inermis 'Skyline' SKYLINE HONEYLOCUST	2 1/2" Cal	
	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal	
	ORNAMENTAL TREES		
	Amelanchier grandiflora APPLE SERVICEBERRY	6' Tall	Multi-stem
	Cornus mas CORNELIANCHERRY DOGWOOD	6' Tall	Multi-stem
	EVERGREEN TREES		
	Abies concolor WHITE FIR	6' Tall	
	Picea glauca 'Densata' BLACK HILLS SPRUCE	6' Tall	
	DECIDUOUS SHRUBS		
	Cornus sericea 'Baileyi' BAILEY'S REDTWIG DOGWOOD	36" Tall	5' O.C.
	Physocarpus opulifolius 'Seward' SUMMER WINE NINEBARK	36" Tall	4' O.C.
	Viburnum trilobum 'Redwing' J.N. SELECT CRANBERRYBUSH VIBURNUM	36" Tall	5' O.C.
	EVERGREEN SHRUBS		
	Juniperus chinensis v. sargentii 'Viridis' GREEN SARGENT JUNIPER	24" Wide	5' O.C.
	Juniperus chinensis 'Seagreen' SEA GREEN JUNIPER	24" Wide	4' O.C.
	PERENNIALS AND ORNAMENTAL GRASSES		
	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
	Hosta 'Patriot' PATRIOT HOSTA	#1	24" O.C.
	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
	Sporobolus heterolepis PRAIRIE DROPSEED	#1	18" O.C.
	GROUNDCOVERS		
	Vinca minor 'Dart's Blue' DART'S BLUE PERIWINKLE	#SP4	12" O.C.

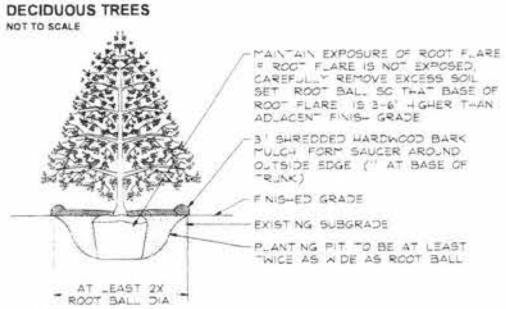
PLANTING DETAILS



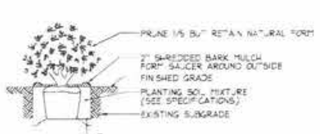
DECIDUOUS TREES
NOT TO SCALE



PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



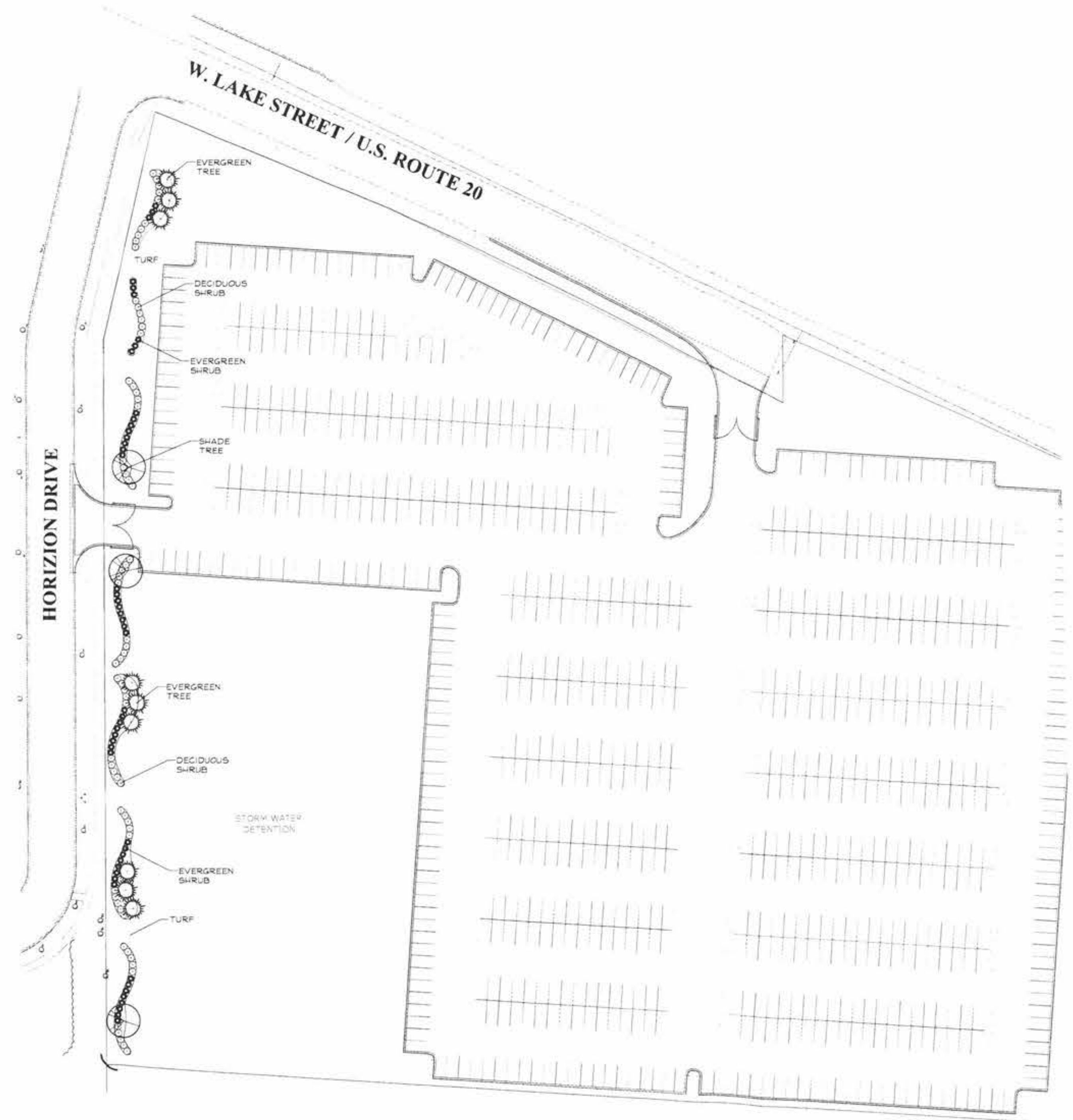
EVERGREEN TREES
NOT TO SCALE



DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE

GENERAL NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.



0 25' 50' 100' 150'
SCALE: 1"=50'

NORTH

GRWA
GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

VILLAGE PARCEL
1201 & 1215 W. Lake Street
Bartlett, IL
PRELIMINARY LANDSCAPE PLAN

REVISIONS

DATE	11.1.2021
PROJECT NO.	RWG2110
DRAWN	NF
CHECKED	GFB
SHEET NO.	1 OF 1

Agenda Item Executive Summary

Item Name	Downtown Overlay District Parking Requirement	Committee or Board	Committee

BUDGET IMPACT

Amount:	N/A	*Budgeted*	N/A
List what fund	N/A		

EXECUTIVE SUMMARY

The Village Board directed staff to provide background information and data for a discussion focusing on the minimum parking requirements utilized in the Downtown Overlay District (Form Based Code).

Staff reached out to Leslie Oberholtzer with Codametrics who managed the Overlay District project and guided the steering committee in drafting the code. Attached is a memo from Leslie with additional references that document the rationale behind the 1.25 minimum parking requirement that was adopted as part of the Overlay District requirements.

Also attached is a memo from the village's traffic consultant, Lynn Means, with BLA, that provides additional data supporting the 1.25 parking requirement; including other residential TOD projects in the Chicago area and their corresponding parking ratios. Ms. Means will be in attendance to discuss the attached memo and its' findings.

ATTACHMENTS

Memo from BLA (traffic consultant), memo from Codametrics with references, Zoning Practice (Practice Parking Reform), Section 10-9C-5.D Parking Requirements from the Adopted Downtown Overlay District

ACTION REQUESTED

☒ For Discussion Only

☐ Resolution

☐ Ordinance

☐ Motion

Staff Roberta Grill, Planning & Development Services Director Date: 11.08.2021

BLA, Inc.

Memo

Date: November 4, 2021

To: Ms. Roberta Grill, AICP
Planning and Development Services Director, Village of Bartlett

From: Lynn M. Means, P.E., PTOE
Senior Transportation Engineer

Re: Downtown District
Residential Parking Requirements
Bartlett, Illinois

BLA, Inc. has reviewed available resources pertaining to parking requirements for residential developments located within a 10-minute walking distance, roughly a half mile radius from a transit (rail or bus) station. These developments are referred to as Transit Oriented Development (TOD), with the purpose of locating housing and commercial development close to existing transit infrastructure to provide an alternative to automobile trips.

As documented in the Transportation Research Board (TRB) Report 128: *Effects of TOD on Housing, Parking and Travel, 2008*, residents in TOD developments are twice as likely not to own a car as other (non-TOD) households and are two to five times more likely to commute by transit than other (non-TOD) households.

The Village of Bartlett's Downtown Zoning Overlay, adopted November 18, 2019, has established a minimum off-street parking requirement for residential dwelling units within the downtown overlay at 1.25 vehicle spaces per unit. The Zoning Overlay also provides further guidance on reduction of these rates for mixed-use developments (i.e., a residential and commercial development).

It is also important to note, Metra parking is free on weekdays after 11:00 AM and all day on Saturday and Sunday. There are nearly 750 parking spaces serving the Bartlett Metra Station, which could readily accommodate overflow/guest parking, if needed.

Based on data contained in the Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition, as well as similar residential developments (built or planned) in the Chicago area that are located within similar proximity to transit stations, a parking ratio of 1.25 spaces per unit is appropriate.

A summary of the ITE Parking Generation rates, as well as parking supply provided at similar Chicagoland developments is provided in the following sections.

Institute of Transportation Engineers (ITE) Parking Generation

The ITE Parking Generation publication provides a compilation of parking demand surveys from across the country for a wide variety of land uses. ITE land use code (LUC) 220, Multifamily Housing (Low-Rise) and LUC 221, Multifamily Housing (Mise-Rise) were referenced for developments located within 1/2-mile of rail transit.

Table 1 provides a summary of the average and 85th percentile rates based on two variables: bedrooms and units.

Table 1: ITE Parking Generation
General Urban/Suburban (<1/2 Mile to Rail Transit)

Land Use	ITE LUC	Independent Variable	Average Peak Parking Demand		85th Percentile Parking Demand	
			Weekday Rate/Unit	Saturday Rate/Unit	Weekday Rate/Unit	Saturday Rate/Unit
Multi-Family Housing (Low-Rise)[1]	220	Dwelling Units	1.07	-	1.31	-
		Bedrooms	0.58	-	0.77	-
Multi-Family Housing (Mid-Rise)[2]	221	Dwelling Units	1.18	1.15	1.27	1.37
		Bedrooms	0.61	0.69	0.86	-

[1] Low Rise: One to two levels (floors), at least three dwelling units per building.
[2] Mid Rise: Three to ten levels, at least three dwelling units per building.
[3] ITE data not available during this time period for this land use code.

As shown, the average peak parking demand ratio based on the number of bedrooms ranged between 0.58 and 0.69 spaces per bedroom, while the average peak parking demand ratio based on the number of units ranged between 1.07 and 1.15 spaces per unit.

The 85th-percentile parking ratio ranged between 0.77 and 0.86 spaces per bedroom and 1.27 to 1.37 spaces per unit. The 85th-percentile is a more conservative rate, which means that 85 percent of the site have a peak parking demand at or below this rate.

Chicago Area Transit-Oriented Development Data

A review of the parking supply at 17 residential developments (built or planned) in the Chicago area located within ½-mile of transit indicates that they provide an average parking ratio of 1.26 spaces per unit or 0.95 spaces per bedroom. ***Table 2*** provides a summary of the location and number of units, bedrooms and parking spaces provided for the residential developments.

Table 2: Residential Development Parking Supply
General Urban/Suburban (<1/2 Mile to Rail Transit)

Development	Location	Parking Supply	Independent Variable	Units	Parking Ratio
Hawthorne Development	Villa Park	440	Dwelling Units	348	1.26
			Bedrooms	413	0.84
Metro19	Roselle	383	Dwelling Units	293	1.31
			Bedrooms	373	1.03
203 Marion	Oak Park	123	Dwelling Units	158	0.78
			Bedrooms	197	0.62
The Boulevard	Tinley Park	181	Dwelling Units	165	1.10
			Bedrooms	231	0.78
Drake Group Development	Glenview	80	Dwelling Units	68	1.18
			Bedrooms	100	0.84
The Marke of Elmhurst	Elmhurst	215	Dwelling Units	160	1.34
			Bedrooms	212	1.01
The Flynn	Elmhurst	278	Dwelling Units	213	1.31
			Bedrooms	272	1.02
Wheaton 121	Wheaton	400	Dwelling Units	306	1.31
			Bedrooms	399	1.00
Ravinia Crossing	Highland Park	37	Dwelling Units	30	1.23
1717 Apartments	Evanston	196	Dwelling Units	175	1.12
Midtown Square	Glenview	175	Dwelling Units	138	1.27
Ninety7Fifty on the Park	Orland Park	387	Dwelling Units	295	1.31
229 Park Avenue	Clarendon Hills	42	Dwelling Units	42	1.0
Adriatic Grove Apartments	Downers Grove	64	Dwelling Units	48	1.33
			Bedrooms	88	0.73
Maple Street Lofts	Mount Prospect	228	Dwelling Units	192	1.19
The Residence of Wilmette	Wilmette	117	Dwelling Units	75	1.56
Uptown La Grange	La Grange	373	Dwelling Units	254	1.47
Average Parking Ratio			**Dwelling Units**		**1.26**
			Bedrooms		**0.95**

Please do not hesitate to contact BLA, Inc. at 630-438-6400 should you have any questions.

CODAMETRICS

MEMORANDUM

TO: Roberta Grill
Director, Planning & Development Services

FROM: Leslie Oberholtzer
Codametrics

DATE: October 28, 2021

RE: **Village of Bartlett Downtown TOD Parking Regulations**

As requested, the following outlines some reference information used in the development of off-street parking regulations for the downtown overlay created and adopted by the Village in November 2019.

Parking ratios in the downtown overlay were established as *minimums* in the downtown overlay with a series of potential credits allowed. In lieu of those minimums, alternate ratios may be submitted through a major design exception process, ultimately approved by the Village Board. The minimum number of off-street parking spaces required within the downtown overlay for residential is 1.25 spaces per dwelling unit.

The goal of these transit-oriented development (TOD) ratios, reduced from other areas in the village outside the downtown, is to remove parking as a barrier for appropriate, desirable downtown development. The lower ratios also recognize that residents in close proximity to transit tend to own fewer cars and that the downtown has multiple parking options already. On the other hand, as no limit on the amount of off-street parking is included (a practice often exercised in TODs), parking spaces *beyond the minimum* required may be supplied as needed to market and sell their units.

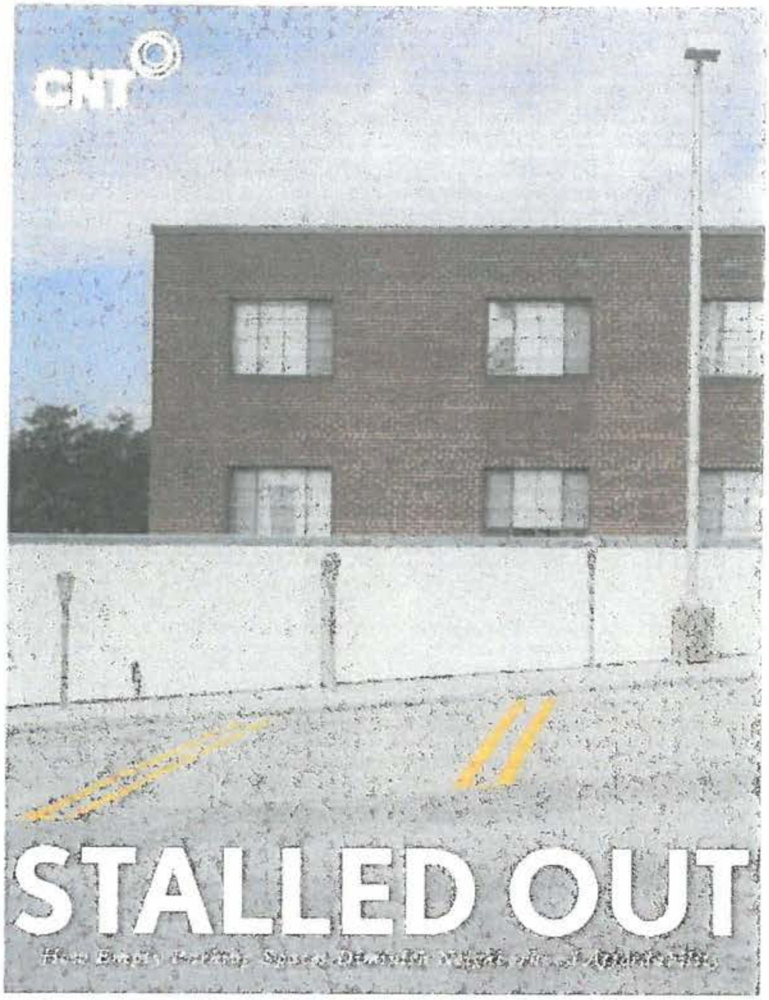
In setting the parking ratios for the new code, the following documents and reports were referenced:

1. **Stalled Out by CNT**. This document, attached, provides a good overall perspective on the costs associated with parking along with methods for effectively reducing parking, especially in TODs.
2. **Access & Parking Strategies for Transit-Oriented Development Report from RTA**. This report, attached, was developed by RTA with support from our regional transit providers, consolidating information from a variety of sources. On page 6 of this report, a recommendation for TOD parking is provided. For residential,the report recommends a minimum of .5 parking spaces per dwelling unit with a maximum of 1.5 parking spaces per dwelling unit within TODs.

3. **TOD Survey Results Report from RTA**. RTA and the TOD Working Group surveyed residents of TODs in the Chicago region, not including any residents in the city of Chicago, and this report, attached, summarizes the findings. The information on car ownership in TODs starting on page 26 of the report is particularlyhelpful in setting minimum parking requirements for zoning.
4. **Transit-Oriented Parking Regulation Updates for the City of Evanston, prepared by Sam Schwartz for RTA.** This recommendations report, attached, includes utilization rates and peak demands for existing garages in downtown Evanston (pages 6 and 7) as well as parking ratios approved by the City Council for several Planned Developments in the downtown (page 8). While Evanston is a different context than Bartlett, actual rate of utilization is rare, but helpful information. Further, the ratios approved in the Evanston developments, though much lower than the ratio included in Bartlett's downtown code, provides support for lower ratios within TODs.
5. **Zoning Practice: Parking Reform – Eliminating Parking Minimums by Ben LeRoy**. Zoning Practice is a monthly publication on zoning topics from the American Planning Association. This particular edition discusses the removal of minimum parking regulations to encourage developers to provide the amount of parking the market demands for their developments. Zoning Practice is not available for free online, but a copy of the document can be provided if requested.
6. **ITE Parking Generation Manual**. The ITE publishes a document that provides parking generation data observed and differentiated by the location: rural, urban/suburban, dense multi-use urban, and center city core sites. In the past, the ITE data has been criticized for its lack of differentiation by area and transit availability, with the result being most minimum parking requirements in cities, towns, and villages across the country were set based upon more suburban data. The more recent data shows significantly lower demand than past tables, but most zoning codes have not caught up to the new data. The ITE parking generation manual is available only for purchase; however, a table, put together by Spack Consulting, shows the information from the 4th edition of the ITE manual (5th edition is most recent) and can be provided if requested.
7. **Parking Generation – Replacing Flawed Standards with the Custom Realities of Park + by Kimley Horn**. While essentially a marketing tool for Kimley Horn's proprietary planning tool, this document, attach, provides excellent data to support right-sizing parking regulations based upon a place and its context. The parking ranges shown in the tables on pages 5 and 6 provide more examples of lower parking requirements in specific locations.

In addition to this information, we reviewed regulations in other Chicago region municipalities for comparison, but the parking regulation, just like all of the other code elements in the overlay, was calibrated to the specific place and the context for new development.

I hope this information is helpful! Please feel free to contact me with any questions or for any additional information needed.



Stalled Out: How Empty Parking Spaces Diminish Neighborhood Affordability

CNT
March, 2016

Downloadable PDF:

CNT_Stalled Out.pdf

Stalled Out: How Empty Parking Spaces Diminish Neighborhood Affordability explores the relationship between unused parking and neighborhood affordability. Many cities, including Chicago, mandate the minimum number of parking spaces new developments need to build. As the report points out, however, these minimum requirements don't always reflect real demand.

For this study, we interviewed multifamily developers in Chicago and went to the parking lots and garages of 40 apartment buildings, both market-rate and subsidized, to see how much parking was being used. Researchers went at 4:00 a.m., when most tenants have parked their cars and are asleep in bed. Consistent with our findings in the San Francisco Bay Area; Washington, D.C.; and King County, Washington, the study found that:

- **The supply of parking exceeds demand.** Buildings offered two spots for every three units. According to our analysis, they only used one for every three.
- **As parking supply goes up, much of it sits empty.** Apartments with fewer spaces saw a greater percentage of their parking used.
- **Apartment buildings near frequent transit need less parking.** Buildings within ten minutes of a Chicago Transit Authority (CTA) train stop provided one spot for every two units. Even then, one-third of the spots sat empty.

Topics:

Transit-Oriented Development

Transportation + Community Development

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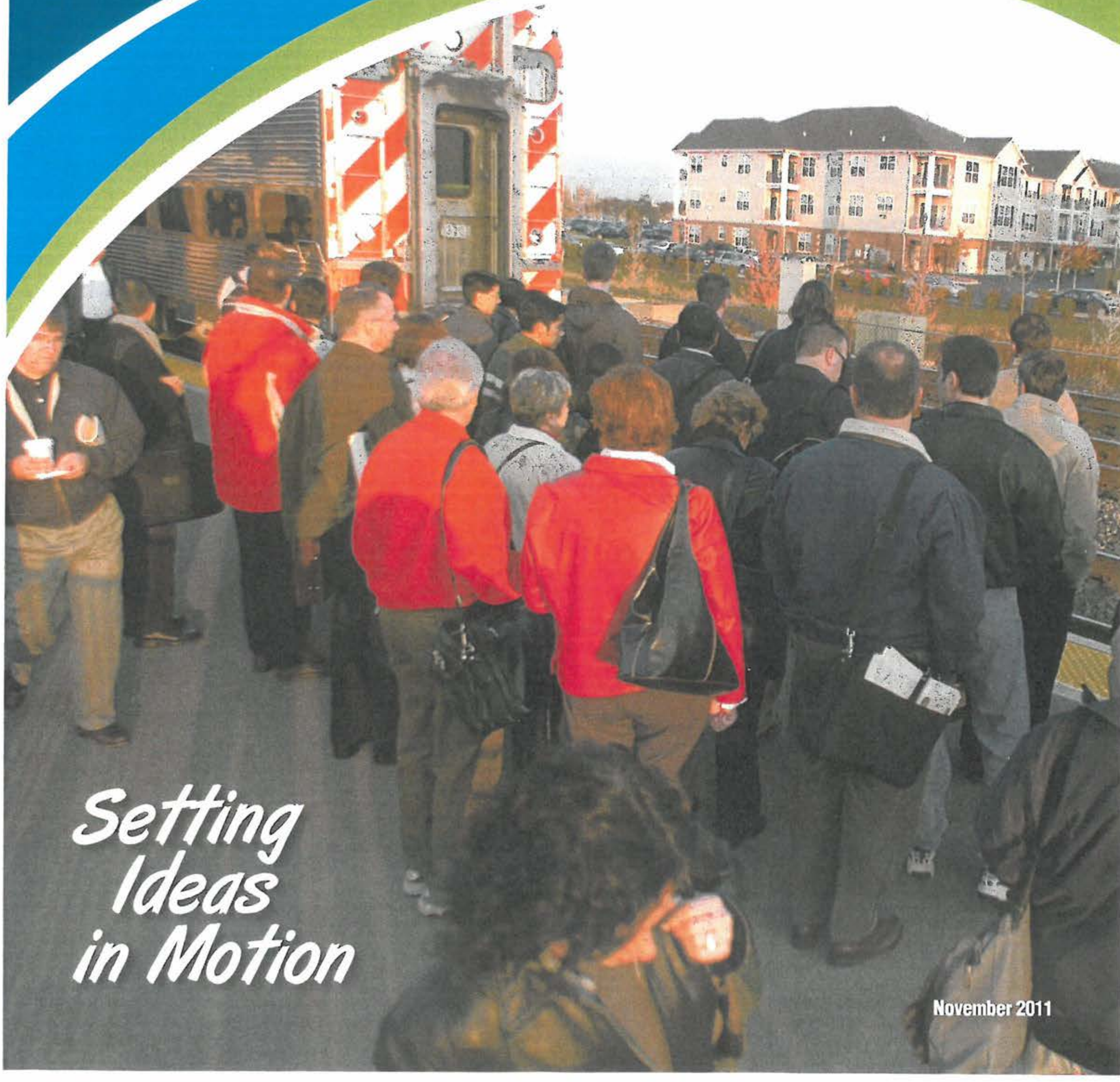
Regional Transportation Authority

The six-county public transportation system serving northeastern Illinois

Access & Parking Strategies for Transit-Oriented Development



Setting Ideas in Motion

November 2011

Table of Contents

The Regional Transportation Authority (RTA) is the oversight, funding, and regional planning agency for the transit Service Boards including Chicago Transit Authority (CTA) bus and rail, Metra commuter rail and Pace suburban bus and paratransit. The agency was created in 1974 upon the approval of a referendum by the residents of Cook, DuPage, Kane, Lake, McHenry and Will counties in northeastern Illinois. The RTA is a special purpose unit of local government and a municipal corporation of the State of Illinois. From the time of its creation, the RTA's mission has been to ensure financially sound, comprehensive and coordinated public transportation for northeastern Illinois. The CTA, Metra and Pace handle their respective transit operations and fare responsibilities. Each is led by a Board of Directors that determines levels of service, fares and operational policies. The RTA's oversight responsibility is guided by the RTA's Board of Directors, who approves an annual budget and two-year financial plan that sets a strategic plan to guide all the agencies in achieving their common mission of providing the best transit system possible for the region. The Board consists of 16 members and a chairman appointed from the six-county region. The RTA Board also is required annually to review and approve a five-year capital plan, which is a blueprint of the capital activities to be funded by the RTA and executed by the CTA, Metra and Pace. The RTA regional system is the third largest in the country measured by unlinked passenger trips with more than two million rides daily. The combined assets of the RTA system are valued at more than $43 billion and include 5,640 buses and rail cars, plus 650 vanpool vehicles. The system covers 7,200 route miles and 381 rail stations in the six-county region that currently has a population of approximately eight million people.

rta

Regional Transportation Authority

The six-county public transportation system serving northeastern Illinois

The RTA and Transit-Oriented Development (TOD)

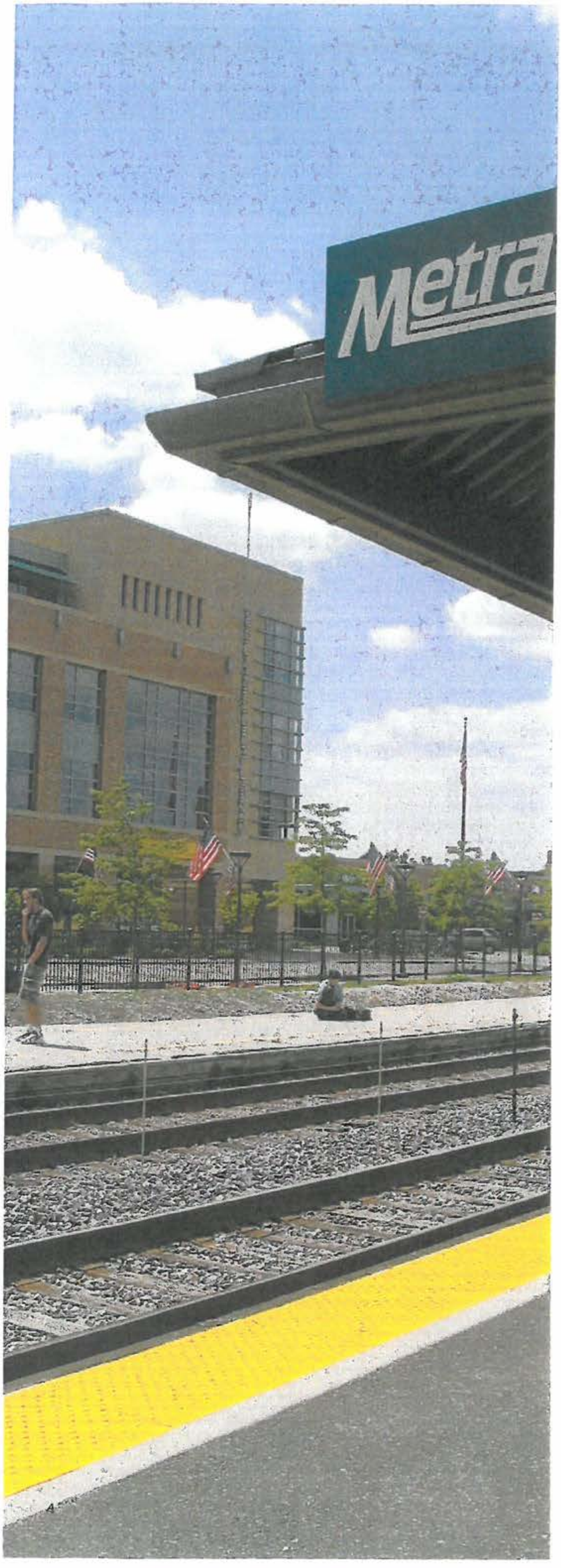
Transit-Oriented Development (TOD) is defined by the Regional Transportation Authority (RTA) as moderate to high-density, mixed-use communities generally located within a half-mile radius (ten-minute walk) of a rail or bus station designed to maximize walkability and transit access. TOD varies at each individual station area based on location and market demand—whether the station area is primarily an employment center, residential center, mixed-use area or another special use. TOD provides residents, workers and other transit users with increased mobility options, a variety of retail and commercial outlets within a short distance of their homes or places of employment while the compact style of development preserves open space. The ability to walk to destinations and access transit is especially important for the mobility-limited, young people, the elderly, those who do not own cars and those who choose not to drive.

The RTA believes that supporting TOD will maximize the use of the existing transit system by improving access to transit and increasing the number of jobs and housing in the immediate station area, ultimately leading to increases in ridership. The RTA has supported TOD by investing over $3 million of its own funds during the past 12 years to complete approximately 70 TOD plans through the Community Planning and Subregional Planning programs. Recently, the RTA has shifted its focus on implementing the plans completed through these programs. These efforts include a combination of technical assistance programs and educational materials on specific topics related to TOD. In 2008, the RTA established the Regional TOD Working Group which is comprised of representatives from public and not-for-profit regional land use and transportation agencies and the RTA Service Boards (Metra, Pace, CTA). This group has been an invaluable resource to the RTA, providing insight and feedback on several RTA-led TOD initiatives. To help further guide the RTA's TOD planning and implementation efforts, the RTA Board adopted a TOD Policy in 2010: http://rtachicago.com/images/stories/Initiatives/landuse_tod/TOD%20Policy.pdf

About This Guide

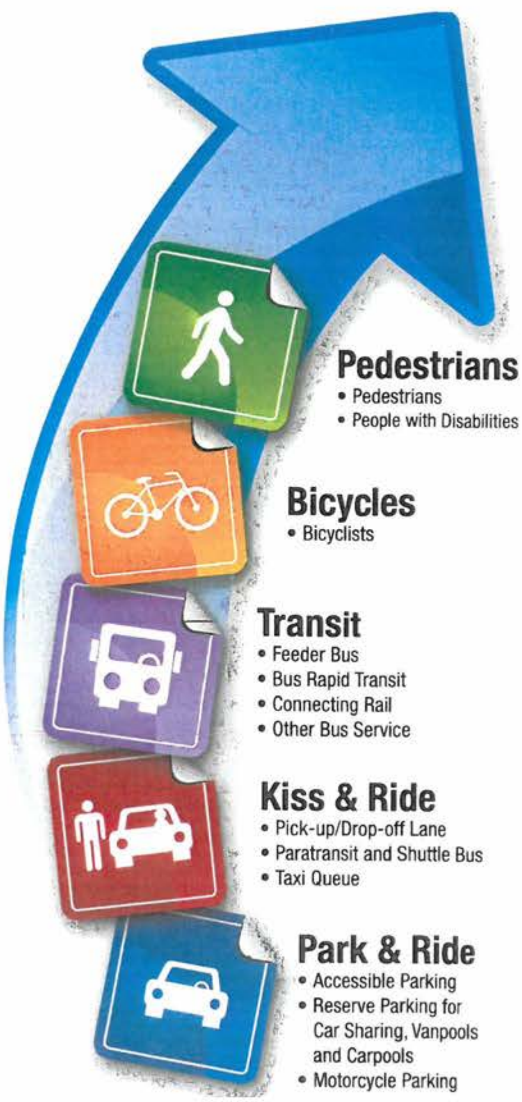
Through the RTA's years of experience planning for and implementing TOD plans, the topic of parking and how to balance its dual role of providing access to a transit station as well as a larger TOD community, without having a negative impact on other land use development, has been challenging. Implementing a variety of multi-modal access improvements and parking strategies can influence community development and travel behavior. A lesser-known impact is that on the economics of private development; excess parking can drive up development costs lowering the return on investment for developers and ultimately impacting the affordability of housing and commercial space.

The guide is intended as a resource for municipal officials looking for innovative strategies to support multi-modal access to their transit station and TOD area. While providing parking options in these areas is important, this guide focuses first on assessing multi-modal access strategies as a whole and placing a priority on pedestrian, bicycle and transit access. Ideally, a mixture of these strategies should be applied to achieve an optimal balance of access modes and available parking. Each station and TOD area is unique and not all strategies will be applicable to all communities—select those that are most applicable to your community's needs.



Transit Station Access Hierarchy

The RTA recognizes a hierarchy for accommodating access to transit stations, focusing on providing priority access to modes that are low-cost, have the fewest negative impacts on the environment and surrounding neighborhood and support the tenets of transit-oriented development and sustainable communities. This hierarchy applies to both the trip to the station and the trip to the final destination from the station. At the top of the hierarchy is access for pedestrians and people with disabilities, followed by bicycle access, connecting transit service access, kiss and ride access and park and ride access. Accommodations for people with disabilities should be included for every mode of access, ultimately benefitting all users by following accessible, universal design standards.



Access Mode Descriptions

Pedestrians

Metra: Avg. 21%
CTA: Avg. 60%

Providing a safe, pleasant walking environment not only reduces parking demand at the transit station, but also benefits the surrounding community by providing access to local businesses, schools, parks and residences. Accommodations should include well lit and landscaped sidewalks, visible crosswalks and dedicated pedestrian paths through or alongside parking lots. Pedestrian activity to access both the station and neighborhood amenities is best encouraged by supporting transit-oriented development in the immediate station area. All other modes of access should be designed keeping in mind that all commuters are a pedestrian at some point in their trip.

Bicycles

Metra: Avg. 1%
CTA: Avg. 0.5%

Bicycling to the station is a low-cost, efficient and environmentally friendly mode of access to the station for those who are outside the typical half-mile walk zone as bicyclists are generally willing to bike up to four miles to access the station. The most important element of bicycle access that needs to be accommodated at the station is secure, sheltered and plentiful bicycle parking. Municipalities may also want to consider implementing bikesharing programs near the transit station, allowing users to rent a bike for a few hours or a full day as a means to access their final destination.

Transit

Metra: Avg. 5%
CTA: Avg. 28%

For riders arriving from outside of the half-mile walkshed or the 4-mile bikeshed, connecting bus routes or feeder service is a good alternative to driving. Transit connections are important for those who do not own or cannot drive a car and for the elderly and people with disabilities. A bus loading and unloading area should be provided near the main station with short, direct access to the platform. This area can either be on-street or integrated into the overall station design.

Kiss and Ride

Metra: Avg. 14%
CTA: Avg. 4%

Drop-off/pick-up areas (kiss and ride) access is a low-cost alternative to providing commuter parking, though not as efficient as providing transit connections. Accommodating a kiss and ride area provides access to riders from a wide catchment area but does not require the type of major capital investment that commuter parking does and has no operating costs to the transit agencies. Adequate space should be provided, so that cars waiting to pick up passengers do not disrupt travel flow on nearby streets or through commuter lots. Kiss and Ride areas can be shared with bus loading and unloading areas, with priority access given to the bus.

Park and Ride

Metra: Avg. 60%
CTA: Avg. 6%

While park and ride access is less efficient and more expensive to accommodate than other modes, it is an important transit access mode with 60% of Metra users and 6% of CTA users choosing to use park and ride facilities. Accommodating parking at stations can divert drivers from the region's congested roadway system and onto transit. Buses can also serve remote park and ride facilities, potentially reducing the need for commuter parking directly at a transit station. Park and ride facilities can be accommodated through on-street parking, surface lots or structured parking. Nearby roads can accommodate on-street parking near the station with minimal capital costs and little to no additional land consumption. Structured parking can free up land in the immediate station area for transit-oriented development; however, the high cost of structured parking can be a deterrent to building. In station areas where land is available and costs are low, surface lots may be the most economical option. In all facilities, priority areas should be reserved for handicap accessible spaces, car-sharing services (such as I-Go or Zipcar) and those participating in carpools or vanpools.

Strategies to Reduce and Accommodate Parking Demand

Strategies to Reduce Parking Demand

Support transit-oriented development: This is the ultimate strategy for reducing parking demand at and around a transit station. By supporting and facilitating compact, transit-supportive land uses and a walkable, pedestrian-friendly environment within a half-mile of the transit station, preferred access modes will be accommodated (walking, bicycling, transit). A typical TOD will include a mix of uses, such as residential, commercial and office that serve as both generators for transit riders leaving the TOD and destinations for those arriving.

Provide pedestrian, bicycle and connecting transit access to transit facility: This strategy should be accommodated at every station, as appropriate. The more riders that can access the station by walking, biking or by connecting transit services results in fewer necessary park and ride spots and more available land for tax-generating development.

Set maximum parking requirements: TOD can result in reduced vehicle ownership and use and support a reduction in parking requirements for residential and commercial uses as well as at transit stations. This strategy sets maximum parking requirements, or an upper limit for parking spaces, for an individual development or an entire area, as opposed to setting parking minimums, which is widely applied in suburban settings. This strategy can result in a more appropriate amount of parking in

Parking Requirements & Standards

Minimum vs. Maximum Parking Requirements

Most municipalities regulate parking for private developments by establishing minimum off-street parking requirements for different types of development or uses in order to accommodate residents, businesses and their customers. While minimum parking standards can alleviate parking concerns in many municipalities, including spillover into residential areas, these regulations can also result in an over-supply of parking during non-peak times as these requirements are calculated based on peak demand. This over-supply of parking can encourage increased automobile use in TOD areas as well as occupy valuable land that could be developed into other uses. To avoid an over-supply of parking in their TOD area, many municipalities have established maximum parking requirements as opposed to minimum parking requirements. Maximum parking regulations take into account other modes of access, such as walking, biking and transit as well as land use density and mix and limit the number of parking spaces that need to be provided for a particular development.

Parking Standard Comparison (Typical vs. TOD Area)

The following table compares typical parking requirements with reduced requirements for TOD areas, with numbers for minimum and maximum requirements. Please note that these requirements vary by municipality and can be adjusted depending on the proposed development and location.

Land Use		Typical Neighborhood		TOD Area	
Type	**Per**	**Min**	**Max**	**Min**	**Max**
Residential	Dwelling	1	2.5	.5	1.5
Office, Professional	1000 sq.ft	4	5	2.25	3.33
Restaurant	1000 sq.ft	16	17	4	8
Retail	1000 sq.ft	3	5	2.5	4

Source: Metropolitan Transportation Commission, June 2007 a TOD, and is often a financial incentive to private developers, as providing parking can drive up the costs of development. Maximum parking requirements are most effective when used in conjunction with other strategies, such as transit-supportive development and providing pedestrian and bicycle facilities.

Price parking appropriately: Pricing parking based on peak hours of use and high-demand locations, known as "variable pricing," is a strategy that can be used to encourage the use of alternative modes of transportation and as a way to raise revenue to maintain the parking facility. Fees for commuter parking lots should be set low enough to encourage transit use but just high enough to provide revenue to operate and maintain the facility. Too high of a parking fee can discourage transit use. For other public parking facilities within a TOD, variable pricing rates should be utilized to encourage long-term parkers to use remote or less-desirable parking at a lower cost and charge a higher cost for more convenient, centrally-located spaces for high-turnover parking.

Local Parking Case Study

Mixed-Use, Shared-Use Parking Deck
Grove Avenue Parking Deck
City of Berwyn

The City of Berwyn constructed a parking deck on Grove Avenue in their Depot District utilizing a combination of local and federal funds. The five-level parking deck opened in December of 2009 with 396 parking spaces total, of which 296 are reserved for Metra commuters at a rate of $3/day. Non-commuters may park in these spaces, but must pay the commuter rate. The 100 spaces on the top floor serve retail customers, hospital visitors and employees and general parking use at $.25/hour. The structure also includes 15,000SF retail space which has yet to be occupied. This entire structure replaced 86 surface lot spaces.

Constructing and engineering was funded by a General Obligation bond, CMAQ funding, Metra contributions and an FTA grant. The parking deck sits within the Depot TIF District, and TIF funds pay the debt service on the General Obligation bond.

Seventy percent of revenues from the parking deck are used to pay for maintenance, while the remaining 30% helps pay down the debt service.

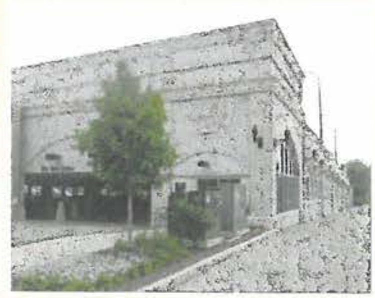
Unbundle parking for private development: This strategy is most often applied to residential developments, where the price of parking is generally wrapped into the unit purchase price or rent. By unbundling the parking, buyers or renters can choose whether they need parking spaces and how many they need, and pay for them separately. This results in buyers or renters only paying for the parking they need. In TODs, this can reduce car ownership for residents, make the cost of housing more affordable, and avoid "overparking" the area, which frees up more land for other uses.

Provide commuter benefits: This strategy is most relevant to employment-rich TODs that attract workers from other areas. Commuter benefits may be provided in the form of financial incentives to encourage employees to use alternative modes of access. Parking cash-out offers cash to employees if they agree to give up their subsidized parking space. Employees can also be provided with a travel allowance, which can

Local Parking Case Study

Phased Deck
Metra Commuter Parking Deck
City of Geneva

The City of Geneva opened a parking deck near their Metra Station in September 2007. Constructed with 362 spaces, the two-story deck was engineered to accept a third-story as funds became available and extra spaces are warranted. The deck was designed with stronger footings and columns able to handle the weight of the third deck. In anticipation of the installation of a third track that requires the removal of 100 parking spaces, the City and Metra secured funding from the State of Illinois for the installation of the third level of the deck. Building a parking deck that allows for future expansion provides an option to make a smaller investment upfront that may result in monetary and land savings in the future.



be used to pay for a parking space, a transit pass, or to cover the costs of walking or biking to work. Transit benefit vouchers can encourage employees to take transit by providing a subsidized transit pass. This strategy is available in the Chicago region through the RTA's Transit Benefit Fare Program. Through this program, employers can provide employees with up to $230 a month, $2,760 a year, for transit or vanpool commuting expenses as tax-free benefits. For more information visit: www.lesstaxingcommute.com

Encourage carsharing: This strategy, which also includes carpooling or Pace vanpools, can reduce the amount of parking needed at a commuter station as well as provide an option to reach a final destination if it is not within the immediate TOD area. Commuter spaces can be dedicated for carsharing services (provided locally through I-GO, www.igocars.org and Zipcar, www.zipcar.com). Priority commuter spaces may also be reserved for traditional carpools or Metra Feeder Vanpools (provided by Pace Suburban Bus), and could be further incentivized through reduced parking fees. Communities should consider allowing overnight parking for carpool or vanpool uses (as well as other park and ride users) to accommodate reverse commuters who may need use of a vehicle to reach their final destination. For more information on Pace's Metra Feeder Vanpool program visit: www.pacebus.com/sub/vanpool/metra_feeders.asp

Local Parking Case Study
Community Feeder Routes
City of Naperville

In communities where parking space is limited, bus feeder routes that are in operation only during rush hours have become viable tools for supplementing parking while increasing access to rail stations. Naperville has several feeder routes operated by Pace to provide access from local neighborhoods to the Naperville and Route 59 Metra Stations. The feeder routes travel up to 10 miles from the station and coordinate with the train schedule. The feeder buses travel through neighborhoods on fixed routes and stop at major employers and destinations. Thirteen feeder routes serve the downtown Naperville station; bus transportation accounts for 18% (740) of all commuters accessing the station. Discounted Pace "10 Ride Plus" passes are available for purchase at the Metra ticket window at the Naperville and Route 59 Metra Stations. These discounted passes are sponsored by the City of Naperville and Metra and provide 11 rides for $14 (regular price is $17.50).

Strategies to Accommodate Parking Demand

Implement shared parking: This strategy maximizes the utilization of parking facilities by either sharing one parking facility among multiple destinations, so users can park once and walk to multiple destinations, or capitalizing on varied peak parking hours. In the latter example, parking may be open only to commuter parking during peak commuting times (generally early morning to early evening on weekdays) and available for local restaurants and shops in the evening and on weekends. This strategy, which applies to both off-street and on-street parking facilities, must be well-managed by the municipality and well communicated to users through posted parking regulations (such as types of users and time restrictions) and signage.

Local Parking Case Study
Mixed-Use Parking Structure
Gateway Center Parking Deck
Village of Palatine

The Gateway Center in Palatine is a four-story mixed-use parking deck with street level retail and office space on the upper floors adjacent to the Palatine Metra Station. The parking deck provides approximately 1,000 spaces for commuters as well as an additional 300 spaces for the office building and area commercial / retail amenities adjacent to the parking deck. Direct access to the Metra platforms is provided from the exit of the garage.


El Jardin

Maximize on-street parking: Providing on-street parking for a variety of uses is an economic way to increase parking supply in a TOD area. Since parking spaces are designated within existing street right-of-way, there is minimal cost to implement and leaves valuable land available for other development. On-street parking is convenient to users and also creates a buffer between moving traffic and pedestrians on the adjacent sidewalk, providing for a more pedestrian-friendly environment. Parking spaces within a ¼ mile of the transit station can be designated for commuter use during peak commuting times, and be shared with other users on evenings and weekends. On-street parking alone likely will not be an adequate amount of parking for both transit users and visitors to a TOD area, and should be implemented in conjunction with other parking strategies. As on-street parking can impact bus operations on arterial streets, communities should work to maintain a balance between on-street parking in TOD areas and the need for bus services to operate efficiently on arterial streets.

Provide structured parking: Land costs and availability often drive the decision between structured and surface parking. In TODs, land costs are generally higher and land may be best used for residential or commercial development, leading to the desire for structured parking. New structured parking facilities can also incorporate first floor retail or be "wrapped" by residential uses, improving the streetscape. While structured parking is generally more suitable to TODs than surface parking, the cost of structured parking must also be taken into consideration: an above-ground parking structure can cost up to six times the cost of an equivalent surface parking lot built on the same land.

Establish remote parking: These parking facilities are located outside of the main station or TOD area where more and often less expensive land is available, freeing land in the direct station area for more appropriate transit-supportive development. Remote parking can be used either for overflow commuter parking or for special events. Drivers who park in a remote lot are provided with a shuttle or other transit service to take them to the station or TOD area. Many drivers may view this option as inconvenient and undesirable, so should be implemented only if other identified strategies have been implemented or are determined to be infeasible.

Reserve parking for future expansion: This strategy applies to both surface lots and structured parking depending on the land constraints and costs in your community. Structured parking garages can be designed to add levels when the need is warranted and additional funds are available. Land slated for future surface lot use can either remain vacant or used for non-permanent uses until the demand for more parking is warranted.

Local Parking Case Study

Shared Surface Lot
Oak Park Avenue Commuter Lot
Village of Tinley Park

Tinley Park's Oak Park Avenue Station has surface parking for 738 vehicles. The Village charges commuters to purchase permits to park in the lots if arriving before 11:30am during the weekdays; after 11:30am any available spaces are free to use. On weekends, the lots are free of charge. The parking lot is a shared use lot, meaning it is used for a variety of uses in addition to commuter parking. There is a farmers market in the lot on Saturday mornings during nice weather. All year round during the evenings and on weekends local restaurants are allowed to use the lot for their patrons. Allowing for parking during off-peak time for commuter parking helps reduce the need for additional parking for other uses, freeing up more land for development.

Commuter Parking Guidelines

Metra Future Parking Needs

While one of the main goals of transit-oriented development is to reduce vehicle miles traveled (VMT) by improving multi-modal access to a transit station and putting jobs and housing within walking distance of the station, many riders will continue to access the station by driving for a variety of reasons. In order to allow time to plan for and find funding for additional parking needs at a station, Metra prepares 30-year ridership projections for existing stations based on existing ridership and household population projections in specific geographic marketsheds that are then translated into potential parking needs. This helps to prevent situations in the future where ridership has increased and there is demand for additional parking but the existing parking is full and there are few opportunities for expansion.

Not all stations will need additional parking based on the projections. For those that do, Metra will provide a range: the low end assumes the ridership increase will be met by 50% of riders accessing the station by driving and the high end assumes 100% will drive. The expanded parking does not need to be built immediately or all at the same time. Municipalities are encouraged to look at all opportunities for increasing parking, including on-street or shared parking at existing lots in the TOD area, and phase in when funding is available or opportunities for expansion are identified. Metra looks for opportunities to partner with municipalities or other entities to provide funding to support parking pending funding availability and demand.

Local Parking Case Study

Leased Lot
St. John the Baptist Church Parking Lot
Village of Winfield

The Village of Winfield leases parking spots from St. John the Baptist Church for Metra commuter uses. Commuters are able to use the 107-space lot, about a block south of the station, between 5 a.m. and 6 p.m. Monday through Friday. The Church and Village split revenues generated from parking fees. Winfield charges commuters $65 for three-month parking permits or $1.50 a day. The Village made the agreement with the Church as a response to a waiting list of more than 50 people.

In 2005, the State of Illinois passed a law making leases with religious institutions for the purpose of commuter parking more feasible. State Property Tax Law 35 ILCS 200/15-125 makes parking areas owned by any religious institution exempt from property tax if the lot is used for commuter parking and the parking is provided for free. Leasing parking from a religious institution allows for mutual benefits: the institutions capture a profit off an underutilized parking lot while commuters have more opportunities to park near the station.

Lot Ownership / Maintenance

The CTA owns the majority of their 16 park and ride lots and contracts out maintenance to private companies. Detailed information on the CTA's park and rides can be found here: www.transitchicago.com/parkandride/default.aspx

Pace owns and operates 11 park and ride lots throughout the region; 10 other park and ride lots served by Pace are under private or municipal ownership. Details and locations of Pace's park and rides can be found here: www.pacebus.com/sub/bus_system/park_n_ride.asp

Metra does not own or operate the majority of park and ride lots in their system (with the exception of the lots at stations within the City of Chicago). The lots are generally owned by the municipality, mass transit district, or by the Railroad if the station is along the BNSF line or one of the Union Pacific (UP) lines. In most cases, the municipality is responsible for maintaining the lot. If you are unsure of the lot ownership or maintenance responsibility of your station, contact Metra's Community Affairs Department.

Location of Metra Commuter Park and Ride Lots

Metra prefers that park and rides are located within line of sight of the station and/or platforms, no further than a quarter-mile (1300') from the platform. This allows riders, primarily new or infrequent riders, who are accessing the station by driving to easily see where the parking is located and determine if parking is available. Lots that may have the line of sight blocked by nearby buildings or other obstructions must be supplemented with clear wayfinding signage.

ADA Accessible Parking Spaces

Accessible parking spaces must be provided at all park and ride lots, following the requirements of the Illinois Administrative Code (chart below). According to this code, "Accessible parking spaces serving a particular building [station] shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance."

Total off-street parking spaces provided	Required minimum number of accessible spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2% of total number
Over 1000	20 plus 1 for each 100 over 1000

Source: Illinois Administrative Code

Process to Redevelop a Commuter Parking Lot / Joint Development

Many communities, through the planning and redevelopment of their TOD areas, may determine that a park and ride lot may not be the highest and best use for a particular parcel. Because the majority of these lots were built using federal funds, the process to redevelop the lot into a use other than parking includes working with various agencies.

Joint development is the term used to describe transit-oriented developments (commercial, residential, industrial or mixed-use) with a direct connection to transit service or facility that include the use of Federal Transit Administration (FTA) funds or federally-funded real estate. Most instances of joint development in the Chicago region are public or private development on existing commuter park and ride lots that were built with FTA funds. For these types of transit-oriented joint development, the FTA states that the project must generate either a one-time payment or a revenue stream equal to the current market value or the appraised value of the property, taking the highest and best transit use into account. Also keep in mind that Metra requires a one-for-one replacement of the existing parking at all park and rides serving their stations. Please note that communities need to find funding for replacement spaces as Metra and other grant sources do not fund replacement spaces.

The following link provides the Final Agency Guidance on the Eligibility of Joint Development Improvements under Federal Transit Law: http://edocket.access.gpo.gov/2007/pdf/E7-1977.pdf

Major Steps to Redevelop a Commuter Parking Lot

1. Identify who owns the lot:
   a. If Pace or CTA, lot is likely owned by that Service Board.
   b. If Metra, lot may be owned by one of the following: Railroad (BNSF or UP), Mass Transit District, municipality, Metra, private entity.
2. Once ownership is verified, determine how the lot was paid for:
   a. If local funds, work directly with the owner of the lot on any proposals for redevelopment.
   b. If federal funds (Joint Development), contact IDOT-Department of Intermodal Transportation to discuss the specific steps that need to be taken. These steps may include:
      i. Getting current fair market value for the site, based on the highest and best use, or highest and best transit use, taking into account local transportation, land use, and economic development plans. Highest and best transit use is the combination of residential, commercial, retail, public, and/or parking space and amenities to be included in the joint development project that produces the most social, economic, and financial benefit to the transit system and the local community.
      ii. Repayment of the FTA grant used to build the lot to remove the federal interest on the site.
      iii. Issuance of a waiver to change the use of the lot, if necessary.
      iv. NEPA regulations may apply; determined on a case-by-case basis.

Green Parking Design Strategies

In recent years, an increasing number of municipalities have expressed interest in environmentally-friendly or "green" strategies and solutions for infrastructure and development projects, often referencing them in TOD plans. Stormwater management in TODs and other urban areas is an important issue because of the amount of impervious pavements, primarily in the form of parking facilities and streets, causing an increase in surface runoff and pollution of local waterways. This section describes some of the most common green strategies that can be used for streets, sidewalks and parking facilities in TOD areas to manage stormwater and promote sustainability and livability.

Permeable Pavements

Stormwater runoff can be mitigated through the use of permeable pavements, which allow water to soak through the surface and infiltrate directly into the ground. Types of permeable pavements include porous asphalt and concrete, permeable joint pavers and reinforced gravel or grass paving. Due to a reduced load bearing capacity, permeable pavements are most appropriate for use in parking lots, alleys, sidewalks, crosswalks or on-street parking stalls. The use of light colored permeable pavements can also help decrease the urban heat island, by reflecting more and absorbing less sunlight. To maximize stormwater benefits and provide increased landscaping, permeable pavements should be implemented in conjunction with bioswales.

Bioswales

Bioswales, also known as vegetated swales, are long, shallow landscape elements designed to capture and convey surface runoff water while filtering out silt and other pollutants. They consist of an open linear drainage way with gently sloped sides filled with a combination or grass, trees, groundcover or shrubs. The use of native vegetation is preferred, as it is adapted to local soil and weather conditions, resulting in less maintenance or replacement. Bioswales are appropriate for use in parking lots, within street medians or along arterial streets.

Infiltration and Flow-Through Planters

Infiltration planters and flow-through planters (also known as filter boxes) are two types of planters that can aid in stormwater management in space-constricted TOD areas. Infiltration planters allow for water to soak directly into the soil while flow-through planters have impervious bottoms and instead allow for water to slowly infiltrate through the planting bed before being directed to an underground drainage system or catch basin. Both types of planters can be filled with native trees or other vegetation, which are irrigated by the same water that filters through. These types of planters are especially effective in parking lots or between sidewalks and on-street parking where space is often limited.

Energy Efficiency Lighting

Energy consumption and light pollution can be reduced by maximizing the use of natural light inside a parking structure or installing energy efficient lighting for both surface lots and structures. Consider using LED lighting, which is more energy efficient and provides brighter lighting. According to GOOD online magazine, a municipal parking garage in Raleigh, North Carolina, switched from stale orange fluorescents to LEDs. The benefits include a 40% reduction in the garage's electric bill, and the number of drivers who felt "very safe" in the parking lot increased 76 percent.

(GOOD online magazine, 2007)

Parking Financing

Various types of Federal and local-level funding sources are available to help finance the planning, design and construction of parking facilities:

Federal Funding Opportunities

CMAQ

One program that can potentially fund the construction of transit-related parking structures is the Congestion Mitigation and Air Quality (CMAQ) improvement program, funded jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), which is administered locally by the Chicago Metropolitan Agency for Planning (CMAP).

FTA: Urbanized Area Formula Program

This program makes Federal resources available to urbanized areas and to state governors for transit capital, operating assistance, and transportation-related planning. Various projects are eligible including the planning, engineering design and evaluation of transit projects and construction of maintenance and passenger facilities (including parking facilities).

FTA: Metropolitan & Statewide Planning

This program provides funding to support planning for making transportation investment decisions in metropolitan areas and statewide. State DOTs first receive the funding, then can allocate funding to MPOs, who in-turn can appropriate funding throughout their specific region(s).

Local/Regional Funding Opportunities

Local and/or Regional Tax Measures

Regional tax measures, including Tax Increment Financing at the local level, are a potential source of funding for transit-related projects. Tax levies, if approved, can be allocated for specific infrastructure needs including the construction and maintenance of parking facilities.

General Obligation Bonds

Bonds are a primary source of funds for the construction of parking facilities. These bonds can be supported through the municipality's property tax base, the tax base of a designated transit district, or revenue streams from parking meters and permits.

Structured and Surface Parking

Construction, Operating and Maintenance Costs

While parking structures are significantly more expensive to construct than a surface parking lot, the long-term value of freeing up land for other uses can help justify the associated construction costs. Parking structures can enhance auto access to TOD areas by offering a high volume of parking in one centralized location, as opposed to smaller, dispersed lots. Municipalities should consider completing a cost-benefit analysis to determine if a parking structure is economically feasible before design and engineering begins.

The cost of a parking structure depends on various factors including land cost, number of levels, size, angle and number of parking spaces, soil conditions and design elements. Construction costs also include architecture, engineering, design, project and construction management costs. Land cost is a major factor in the cost of parking, and is not included in either the hard or soft costs. Underground parking is extremely costly to construct due to the high costs of digging, grading and complex structural engineering design.

Estimated Construction Costs (per space)		
Type	**Low**	**High**
Surface	$3,000	$10,000
Structure	$15,000	$30,000
Underground Structure	$20,000	$50,000

Sources: Victoria Transport Policy Institute (Parking Costs, 2007), Carl Walker, Inc. (Parking Construction Costs Outlook, 2011)

Municipalities will also want to consider costs associated with operating and maintaining the parking facility, such as snow-removal, lighting and fee collection. Surface lots need to be sealed and restriped every 2-5 years and repaved every 5-10 years. Structured parking facilities may require major reconstruction or replacement every 20-40 years. Parking structures should be seal-coated every 2-3 years. Commuter parking fees collected at Metra stations must be kept in a separate account and used only for maintenance and operation expenses associated with that parking facility, including restriping and repaving. Municipalities also need to fund a complete 20-year rebuild of commuter surface lots.

Tax Increment Financing

Tax Increment Financing (TIF) is a development tool that local governments can use if they lack financial resources to improve infrastructure or provide incentives to attract private development. The use of TIF does not raise local taxes, reduce services or utilize existing general municipal revenues, but encourages joint development and public-private partnerships. When a TIF District is created, the value of the property in the designated area is established as the "base value". Any incremental value increase collected during this time can be reinvested in the area for TOD related projects.

Other Funding Sources

Public-private partnerships may also be created to include private financing parking facilities, especially when integrated into a mixed-use development. Developers may agree to construct all or a portion of a parking facility with the ability to collect any revenues generated from the structure.

Local Parking Case Study

Shared-Use Parking Deck
Larch Avenue Parking Garage
City of Elmhurst

The Larch Avenue Parking Garage, located at Larch Avenue and First Street), is a five-story, 253-space facility that opened in September 2010 to serve downtown Elmhurst businesses and the Metra station. The City recently reached an agreement with Metra to lease out 125 parking spaces within this garage for Metra commuters on a first come, first served basis, with the City responsible for setting parking rates with Metra approval. Snow removal, payment of utilities, and routine maintenance are the City's responsibility.

TribLocal photo by Annemarie Mannion

Acknowledgements

A variety of local and national research was utilized in preparing this guide. The most valuable local resources were our colleagues at Metra, Pace, and the CTA, who provided technical information on commuter parking strategies and processes, and contacts within the private development community, who provided invaluable feedback on parking requirements and financing from their perspective. All of this information has been incorporated into this guide. The RTA's Regional TOD Working Group was an excellent resource, providing overall direction and feedback on the guide.

Regional Transportation Authority

Additional Resources

The resources below provide additional details on many of the parking and access strategies addressed in this document, and were useful resources in creating this report.

Bay Area Rapid Transit (BART) Station Access Guidelines:
http://www.bart.gov/docs/planning/access_guidelines.pdf

Washington Metropolitan Area Transit Authority (WMATA) Station Site and Access Planning Manual:
http://www.wmata.com/pdfs/planning/Station%20Access/SSAPM.pdf

Municipal Implementation Tool: Parking Management Strategies (Delaware Regional Commission):
http://www.dvrpc.org/reports/MIT006.pdf

Parking Management Strategies (Chicago Metropolitan Agency for Planning):
http://www.cmap.illinois.gov/strategy-papers/parking

Parking Management Strategies, Evaluation and Planning (Victoria Transport Policy Institute):
http://www.vtpi.org/park_man.pdf

Maryland Department of Transportation Office of Real Estate:
http://www.mdot-realestate.org/tod.asp

San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook:
http://www.flowstobay.org/documents/municipalities/sustainable%20streets/San%20Mateo%20Guidebook.pdf

City of Seattle Green Parking Lots:
http://www.seattle.gov/DPD/cms/groups/pan/@pan/@sustainablebldng/documents/web_informational/dpds_007572.pdf

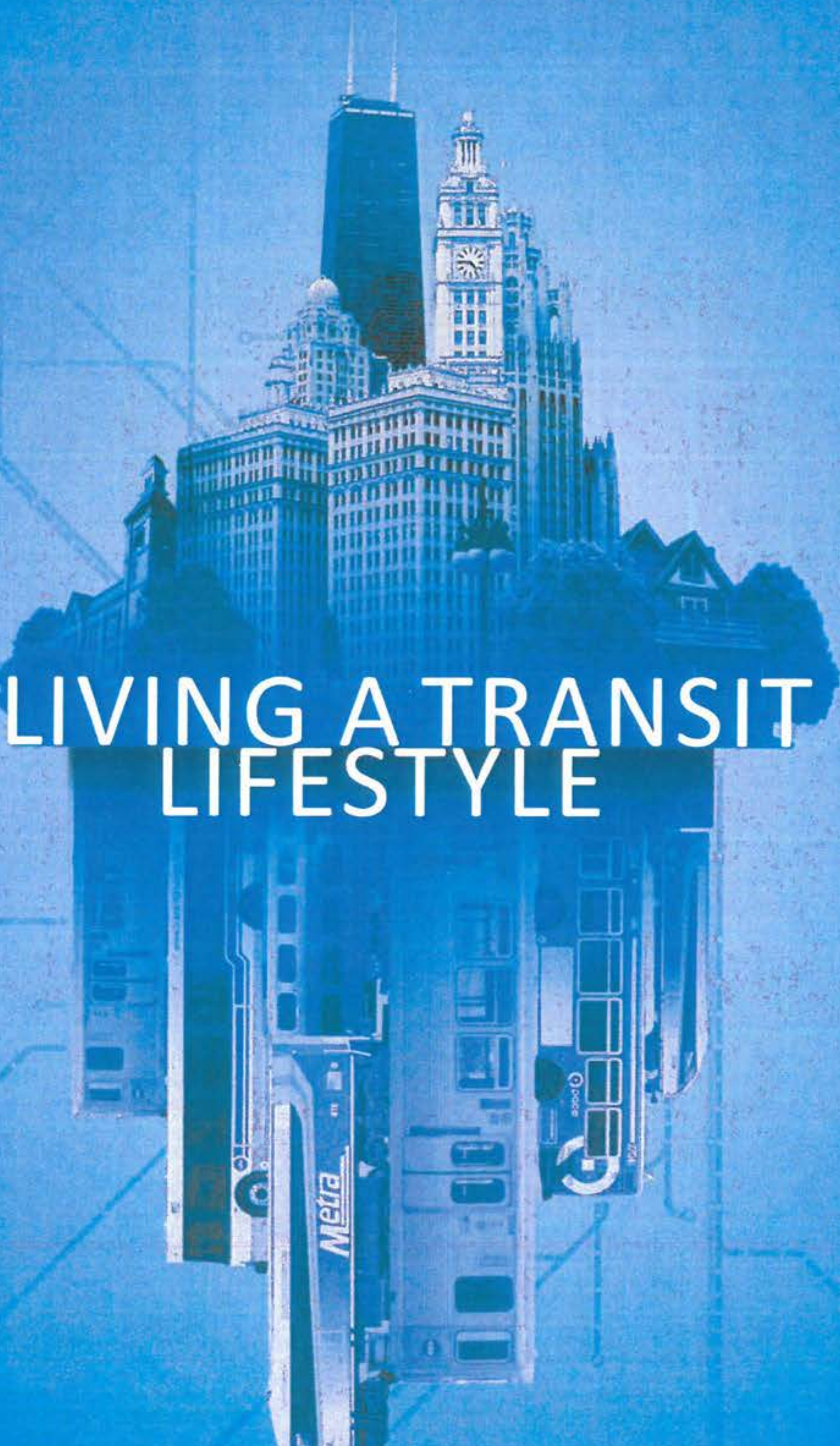
Mixed-Income Transit-Oriented Development Guide (Center for Transit-Oriented Development):
http://www.mitod.org/todtargetedparkingregulations.php

Transportation Cost and Benefit Analysis II—Parking Costs (Victoria Transport Policy Institute):
http://www.vtpi.org/tca/tca0504.pdf

Parking Ratios White Paper (Town of Chapel Hill, NC):
http://townhall.townofchapelhill.org/archives/agendas/ca020918/Attachment%204%20-%20Final%20Parking%20Paper%208-12-02.htm#_Toc16933071

Reforming Parking Policies to Support Smart Growth (Metropolitan Transportation Commission):
http://www.mtc.ca.gov/planning/smart_growth/parking/parking_seminar/Toolbox-Handbook.pdf

LIVING A TRANSIT LIFESTYLE



Transit-Oriented Development Resident Survey Results Report

Regional Transportation Authority

December 2014

WHAT IS THE RTA?

FACTS AND FIGURES:

The RTA public transportation system, with 7,200 route miles of transit service, is the third largest in the nation by ridership, providing more than two million rides each weekday to a regional population of approximately 8.4 million people throughout six counties.

PURPOSE:

The Regional Transportation Authority (RTA) is charged with financial oversight, funding and planning for the Chicago Transit Authority (CTA) bus and rail, Metra commuter rail, Pace suburban bus and Pace ADA paratransit service. The Agency was created in 1974 by a referendum of Cook, DuPage, Kane, Lake, McHenry and Will county residents in Northeastern Illinois. The RTA also provides customer services including online and telephone travel planning assistance, and travel training for seniors and people with disabilities. The RTA's mission is to ensure a financially sound, comprehensive and coordinated public transportation system for Northeastern Illinois.

Regional Transportation Authority

ACKNOWLEDGEMENTS

This survey report was a collaborative effort among RTA staff, our partners at the Service Boards (Metra, CTA and Pace) and the Regional Transit-Oriented Development (TOD) Working Group. We would like to thank all members involved for their efforts, guidance, technical assistance and support.

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Chicago Department of Transportation
Chicago Metropolitan Agency for Planning
Chicago Transit Authority
Chicago Department of Planning and Development
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Cook County
Illinois Department of Transportation
Metra Commuter Rail
Metropolitan Planning Council
National Association of REALTORS®
Pace Suburban Bus
Urban Land Institute

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EXECUTIVE SUMMARY

There is limited research in the Chicago region identifying which factors motivate people to move to a transit-oriented development (TOD). This research is necessary to inform and enhance planning for TOD areas.

In early 2014, the RTA administered a 32-question online survey that was sent to 38,000+ residents of 14 suburban TOD areas throughout the region. ["Region," in this context, does not include residents of the City of Chicago. The City was not included in this survey primarily because the majority of the City falls within a half-mile radius of a transit station therefore making most City residents TOD residents.] Residential addresses within a ½ mile radius of each of the 14 targeted transit stations were identified and an informational postcard was sent via US mail inviting recipients to take the survey. Recipients were directed to a URL address printed on the postcard to take the survey.

The survey yielded 661 valid responses. The results provide a better understanding of why individuals chose to live in a TOD area and how their travel habits differ from when they lived at their previous residence. The survey also collected information about how the availability of transit service and living in a TOD area may impact lifestyle choices and travel behaviors. This information can help inform local planning and land use decisions.

KEY FINDINGS

The survey collected valuable information about the respondents including demographic information, why they chose to live in a TOD and how their lifestyles have changed since moving from their previous address. Highlights include:

Respondents have fewer children, are older, and own fewer cars than regional suburban averages:

- 80% of respondents have no children living at home compared to 65% of regional households who report having no children living at home.
- The average respondent is 48 years old compared to the regional average age of 37 years old.
- The average number of vehicles per respondent household is 1.3, which is 20% lower than the overall regional average of 1.62.

Transit was one of the top reasons that respondents chose to move to a TOD:

- The top five reasons respondents chose to live in a TOD are 1) for their safety, 2) proximity to transit service, 3) the ability to walk to destinations, 4) to be near shops and services and 5) to be less dependent on a car.

Respondents use transit and walk more than they did at their previous residence:

- 30% of respondents said they drove to work alone as part of their commute from their current residence compared to 44% who said they drove to work alone from their previous residence.
- 77% of respondents said that they walk or use transit for some or all of their non-work trips from their current residence compared to 51% who walked or used transit for non-work trips from their previous residence.

RECOMMENDATIONS

Based on the survey responses, five main recommendations were developed and are discussed in detail later in this report. The recommendations are:

1. **Right-Size Residential Parking**
   TOD residents may require less parking than residents living in areas with lower levels of transit availability. Excess parking can drive up development costs, lowering the return on investment for developers and ultimately impacting the affordability of housing and commercial space. If less parking is required in TODs, such projects can be built more affordably, attracting a wider range of people in search of housing locations that promote a lifestyle less dependent on private vehicle use.

2. **Improve TOD Marketing Efforts to Target Specific Market Demographics**
   Municipalities and developers should market TODs to the specific demographics that are attracted to TOD areas. These include retirees, Chicago residents looking for an urban lifestyle in the suburbs, residents currently living in auto-oriented suburban neighborhoods, and households with no children living at home.

3. **Invest In or Improve Walkability, Safety and Pedestrian Access to Transit**
   Respondents indicated that walking to complete errands and other non-work trips nearly doubled after moving into a TOD area. Communities and developers should plan for, fund and build pedestrian infrastructure that ensures safe pedestrian mobility and access to transit throughout their TOD area.

4. **Encourage Employers to be Transit-Supportive**
   The survey results suggest that TOD residents increasingly are interested in taking transit to their place of employment; therefore, it is important for employers to be transit-supportive and to ensure that they locate near transit. This can be accomplished by providing education to business owners, incentivizing employers at the municipal level, and highlighting the added health benefits and commute cost savings that transit use offers employees.

5. **Focus on Including Neighborhood Amenities in TOD**
   Municipalities should ensure that their TOD areas offer a full range of uses at a scale appropriate for the market that address the everyday needs of residents. These can include a local grocery, restaurants, pharmacies and other services while avoiding offering only limited services, such as a coffee shop and dry cleaner.

INTRODUCTION AND BACKGROUND

WHAT IS TOD?

Transit-oriented development (TOD) is defined by the RTA as a moderate to high-density, mixed-use community generally located within a half-mile radius (10-minute walk) of a rail or bus station designed to maximize walkability and transit access. TOD provides residents, workers and other transit users with increased mobility options and a variety of retail or commercial outlets within a short distance of their homes or places of employment. Interest in TOD is driven by changing demographics, a growing desire to live in mixed-use, sustainable and walkable communities and a need to reduce traffic congestion.

The RTA supports TOD because it maximizes the use of the existing transit system by improving access to transit and increasing the number of jobs and housing units located within walking distance of a transit station, ultimately leading to increases in ridership. The RTA actively supports TOD in the region through a combination of planning, implementation and education. Most notably, the RTA provides funding and technical assistance for TOD planning and implementation efforts through its Community Planning program.

NEED FOR TOD RESIDENT SURVEY

While a substantial amount of research has been conducted in the areas of transit-supportive urban design, land-use densities needed to support transit and the real estate market for TOD, there has been little research on why residents move to TOD areas and if living in a TOD impacts their travel habits. To better understand this, the RTA conducted a survey of select TOD residents in the region to gather empirical data on the lifestyles and travel habits of TOD residents. The survey aimed to answer several research questions, such as:

- What are the demographics of those who live in TOD areas?
- Does living near transit influence travel habits?
- Are residents relocating to TODs making lifestyle changes?
- What are the main motivating factors for residents to move to a TOD area?

The answers to these questions can help inform land use planning, private sector investment in communities, real estate marketing and transportation investments throughout the region. Results from the survey were analyzed and translated into valuable information and recommendations that can be used by transit agencies, municipalities, private developers and real estate professionals.

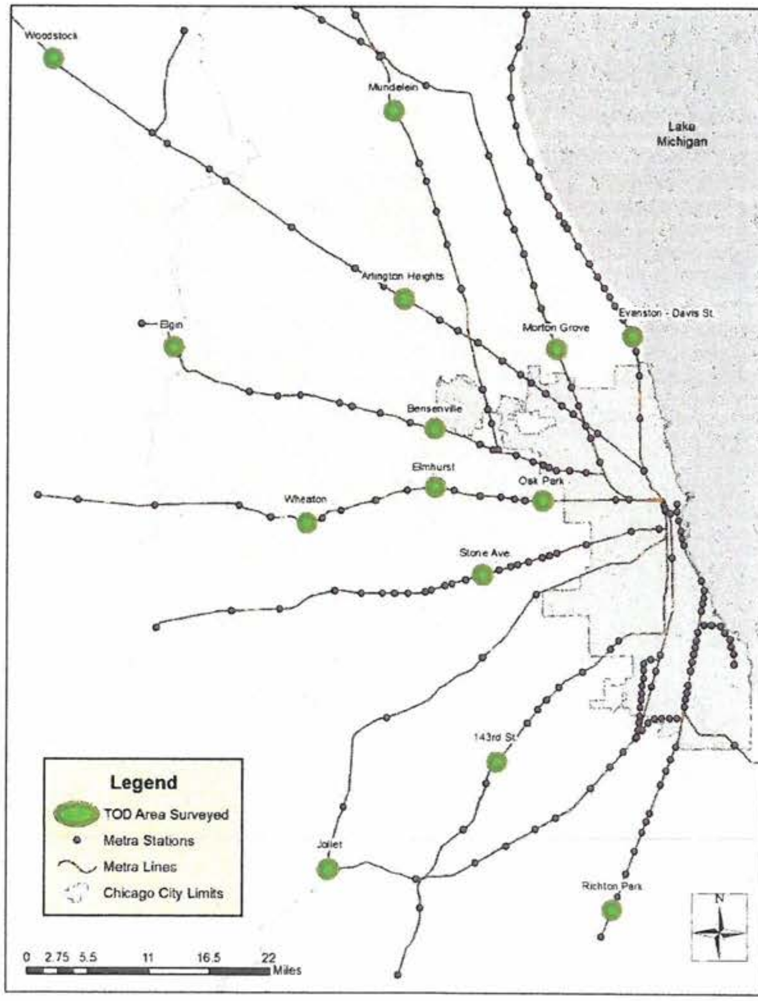
METHODOLOGY

SURVEY APPROACH

The survey was developed and administered by RTA Staff. It was vetted through the RTA's Regional TOD Working Group, a forum of local and regional governmental and non-profit agencies and the RTA's three Service Boards (Metra, Pace and CTA) that meets quarterly to discuss TOD initiatives and strategies.

The survey targeted a sample of 14 TOD areas within the suburban RTA region, shown in Figure 1. The City of Chicago (the City) was not included in the sample for two main reasons: First, the majority of the City falls within a half-mile radius of a transit station therefore making the majority of City residents TOD residents; and second, there are many additional factors that residents consider when deciding to live in the City versus a suburb, such as for the proximity to cultural events, education resources and healthcare options. The 14 station areas selected for surveying include a wide variety of suburban areas along the eleven Metra commuter rail lines. The selected TOD areas represent a cross section of suburban TOD densities and characteristics. They include high, medium and low levels of TOD development density, as well as areas with more recent (1-5 years) development, areas with development that occurred approximately 5-10 years ago, and well-established areas with development in place for a number of decades.

FIGURE 1: TOD AREAS SURVEYED



SURVEY DESIGN

The survey was designed to take 5-10 minutes to complete. Question topics included demographics, previous and current home and work address, reasons for choosing current home, how respondents traveled to complete commute and non-commute trips, automobile ownership and the availability of parking dedicated to their use. Many of the non-demographic questions were asked twice, once for their previous address and once for their current address, in order to obtain information about what may have changed when respondents moved to a TOD area. For example, "What type of building did you live in at your previous address?" "What type of building do you currently live in?"

The survey instrument was web-based and accessible via any internet browser. Respondents could use any type of web-enabled device to complete the survey including a desktop, laptop, tablet or smart phone. The 32-question survey was created using the Survey Monkey® platform and included a mix of open-ended text, multiple-choice, ranking and yes/no questions.

FIGURE 2: TOD SURVEY POSTCARD

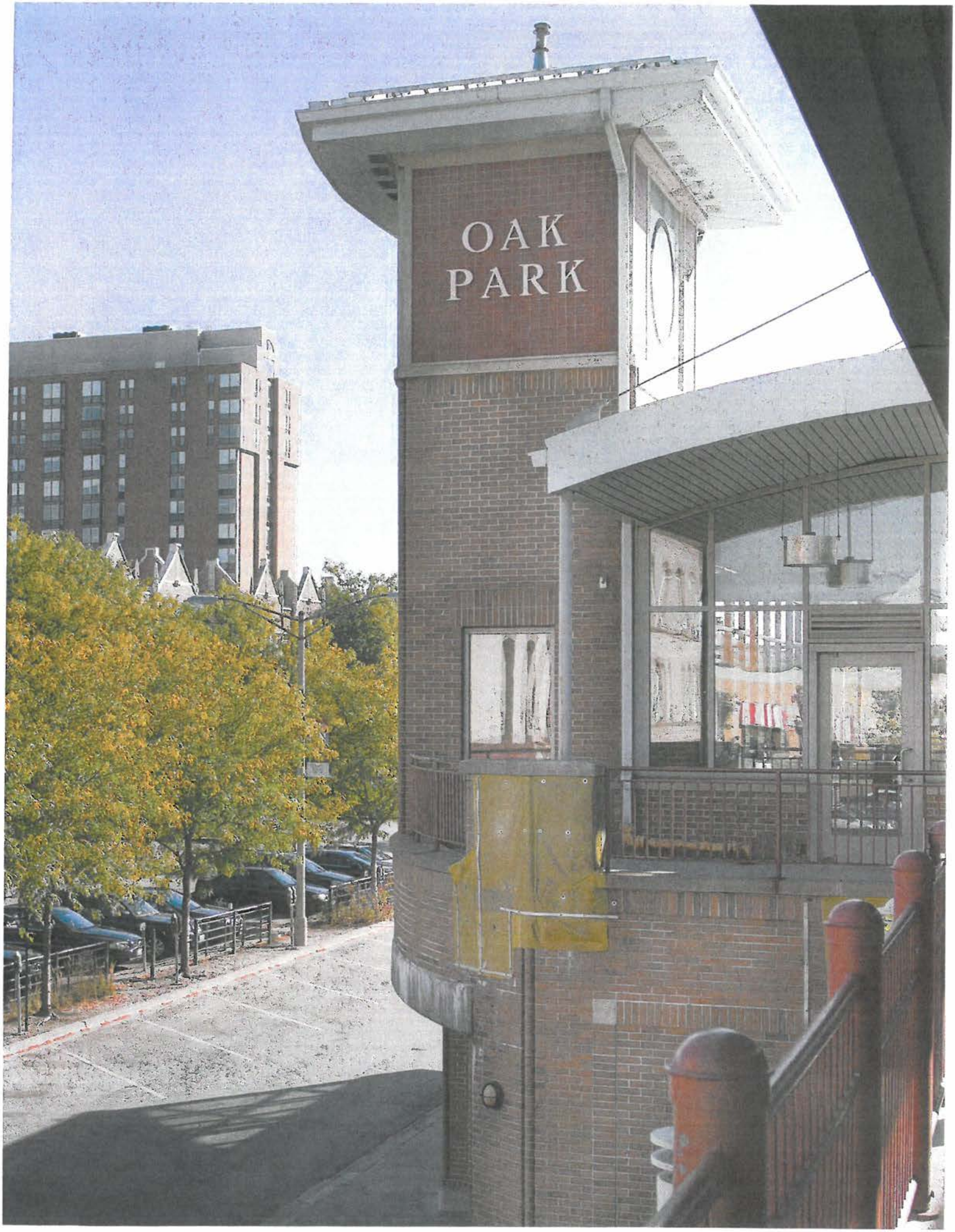
SURVEY ADMINISTRATION

After survey design was completed, residential addresses within a ½ mile radius of each of the 14 targeted stations were obtained via a United States Post Office third-party distributor. An informational postcard (Figure 2) inviting recipients to take the survey was designed to catch the recipient's eye and get them interested in taking the survey. Details on the purpose of the survey and how the results would be used were on the back of the postcard. Recipients of the postcard were directed to a URL address printed on the postcard to take the survey.

On January 31, 2014 the postcards were mailed out to the 37,980 targeted household addresses within the selected TOD areas. As an incentive to take the survey, a sweepstakes was offered for one of two $100 Visa gift cards, which were awarded after the survey closed.

The online survey was open for approximately five weeks from January 31 to March 10 and a total of 661[1] valid responses were received. A copy of the survey can be found in Appendix B.

1 At 661 valid responses, the survey has a 99% confidence level with a 5% margin of error


OAK
PARK

SURVEY FINDINGS

OVERVIEW

Recent national research indicates a shift taking place in the type of community people are attracted to. More people are choosing to live in communities where they are in close proximity to retail and commercial services that are within walking distance and where there is good access to transportation options as alternatives to the private automobile[2]. To accommodate this demand and to be more efficient with land-use and infrastructure utilization, many communities with transit service have shifted their focus from auto-oriented land uses to planning for and creating vibrant, mixed-use communities within walking distance of transit. The following sections outline the major findings obtained from the TOD resident survey in this regard.

2 Urban Land Institute: www.uli.org/wp-content/uploads/ULI-Documents/Shifting-Suburbs.pdf (2012)

RESPONDENT DEMOGRAPHICS

Data collection and analysis of the demographic makeup of residents in TOD areas is common with TOD-related research, and much of the research indicates that younger adults as well as adults nearing retirement are particularly attracted to living in TOD areas. To gain an understanding of who is living in TOD areas locally, respondents were asked to provide basic demographic information about themselves which was then benchmarked against regional demographic data. The results indicate that the majority of TOD respondents belong to one of two generations, the Millennial Generation (generally those between the ages of 15 and 33) or to the Baby Boomer Generation (those between the ages of 50 and 68). Survey respondents also have smaller than average households, have few or no children, have a higher than average age and represent a range of income brackets. Table 1 summarizes the demographic respondent data as it compares to data averages of the suburban six County RTA region.

TABLE 1: DEMOGRAPHIC DATA

		RESPONDENTS SURVEYED	SUBURBAN RTA REGION[3]
Gender	Female	56%	51%
	Male	44%	49%
Households with No Children		80%[4]	65%[5]
Average Household Size		2.09	2.53
Age	17 or Younger	0.2%	25.7%
	18-20 Year Olds	0.5%	4.1%
	21-24 Year Olds	2.9%	4.8%
	25-29 Year Olds	9.7%	5.5%
	30-44 Year Olds	25.3%	21.2%
	45-64 Year Olds	37.8%	26.2%
	65-74 Year Olds	11.3%	5.7%
	75 or Older	2.9%	4.9%
Average Age		48	37
Household Income			
	Up to $25,000	12%	20%
	$25,000-75,000	39%	39%
	More than $75,000	49%	42%

3 2007-2008 CMAP Household Travel Tracker Survey utilizing RTA Weights and excluding the City of Chicago

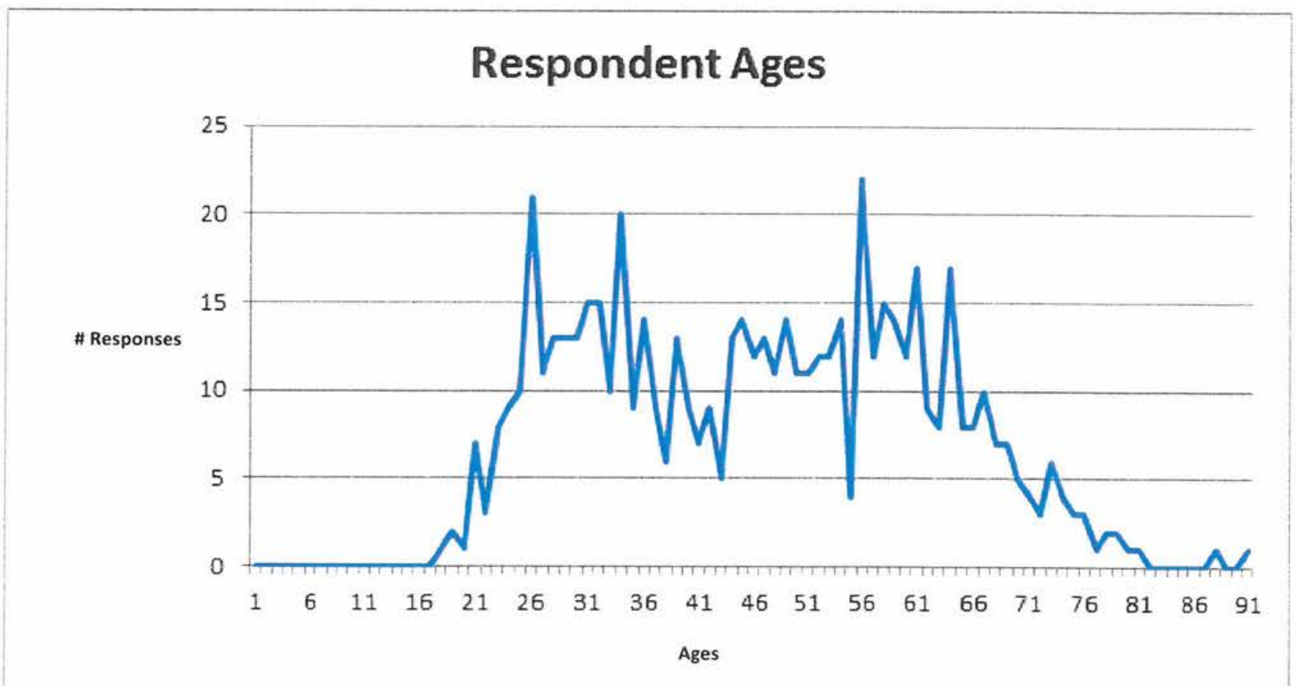
4 No children under 17 years of age

5 No children under 18 years of age

AGE DISTRIBUTION

A more detailed age distribution analysis of respondent data further defines the ages of respondents living in Chicago-area TOD's. Of the respondents who provided their age, the youngest respondent is 19 years old and the oldest respondent is 92 years old. The mean age and the median age are both 48 years, and the mode age is 57. The two most frequently occurring ages are 22 respondents who indicated they are 56 years old (within the Baby Boomer Generation) and 21 respondents who indicated they are 26 years old (within the Millennial Generation). Figure 3 below shows the distribution of respondents by age.

FIGURE 3: RESPONDENT AGE DISTRIBUTION



REGIONAL RELOCATION

To understand if survey respondents were moving from one TOD area to another or from a non-TOD to a TOD area, respondents were asked to provide their previous and current home addresses or the nearest intersection to their addresses. Approximately 65% of respondents provided this information, and of these, 66% of the address information provided was sufficient to geocode and map. The results (Figures 4 and 5) show a wide distribution of previous address locations throughout the region with 21% of previous addresses within the City of Chicago. Three notable clusters of previous address locations were identified: one cluster along Lake Michigan from Downtown Chicago north to Evanston, one in Oak Park and the third cluster in the Elgin area. Of those addresses geocoded, approximately 1 in 3 previous addresses were not in TOD areas (within a ½ mile of a Metra station or within the City of Chicago), meaning that 30% or more of respondents had relocated from a non-TOD to a TOD area.

FIGURE 4: RESPONDENTS' PREVIOUS ADDRESSES

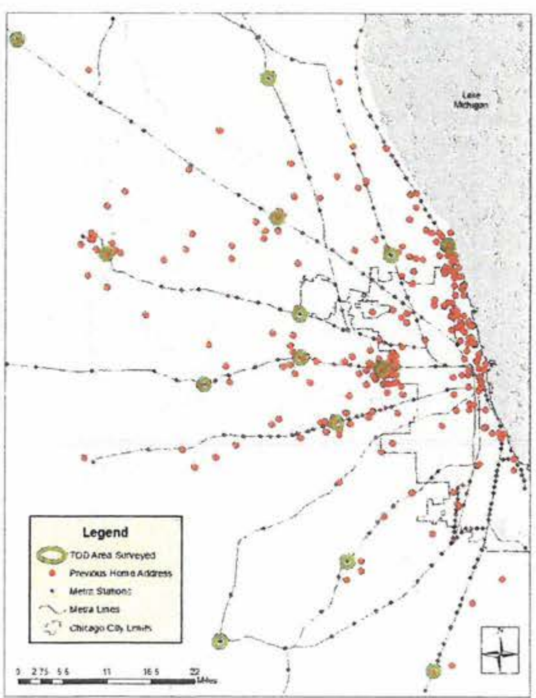
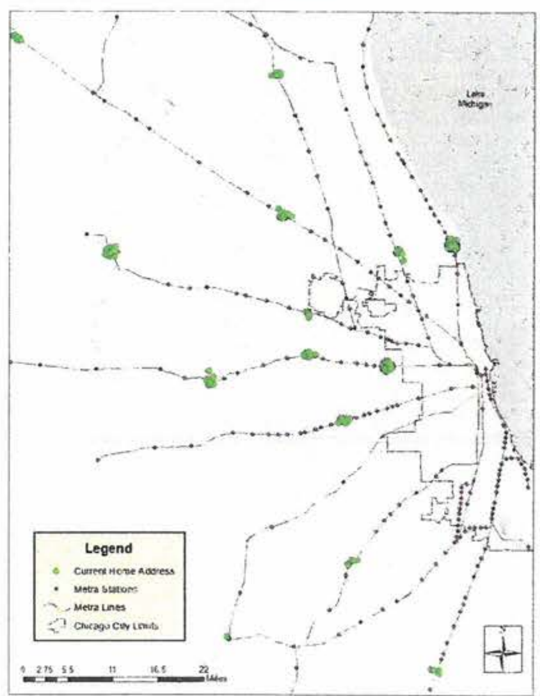


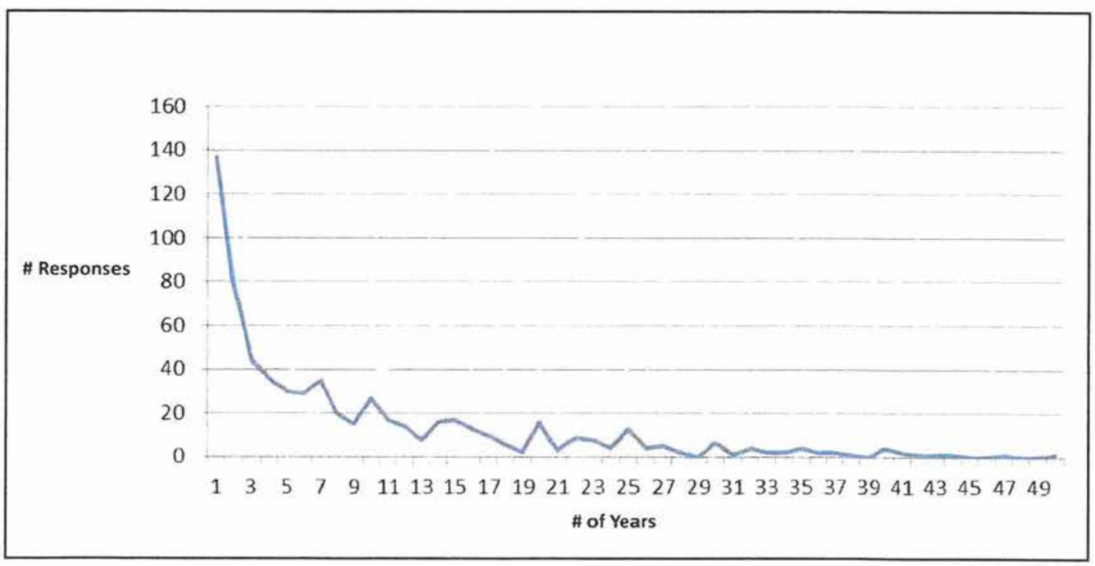
FIGURE 5: RESPONDENTS' CURRENT ADDRESSES



LONGEVITY IN TOD AREAS

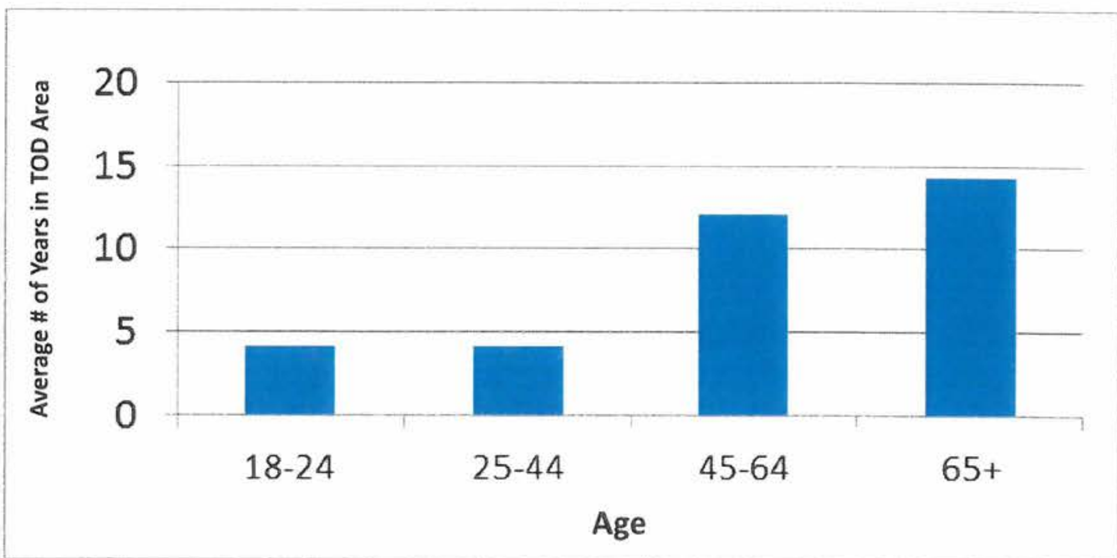
To understand how long residents have lived at their current address, respondents were asked how many years (to the nearest whole number) they have lived at their current address in a TOD area. Figure 6 shows the most frequent response was 1 year, indicating many respondents are new to their current address. The median response to this question was 6 years.

FIGURE 6: NUMBER OF YEARS IN CURRENT RESIDENCE



The respondents' tenure at their current address, when arranged in age cohorts, shows older respondents living at their current address longer, on average, than younger respondents. The average length of time living at their current address reported by respondents age 65+ was 14 years. For those between the ages of 45-64, the average length of time living at their current address was 12 years. Respondents 44 and younger reported living at their current address an average of approximately 4 years. Average number of years in their current residence by age cohort is shown in Figure 7.

FIGURE 7: AVERAGE NUMBER OF YEARS IN CURRENT RESIDENCE



EMPLOYMENT STATUS

In order to inform whether employment status was different between their current and previous place of residence, respondents were asked their employment status both when living at their previous address as well as living at their current address in a TOD area. The majority of respondents reported that they were working full-time at both their previous and current addresses; however fewer respondents reported working while at their current address compared to when at their previous address. 88% of respondents reported working full or part time at their previous address whereas 79% reported working at their current address. Meanwhile, 3% of respondents reported being retired at their previous address whereas 14% reported being retired at their current address. Figures 8 and 9 show the changes in employment status of respondents.

FIGURE 8: PREVIOUS EMPLOYMENT STATUS

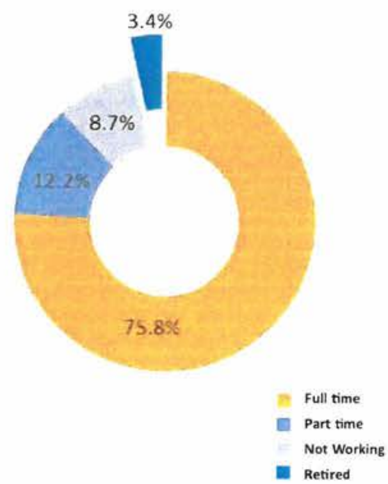
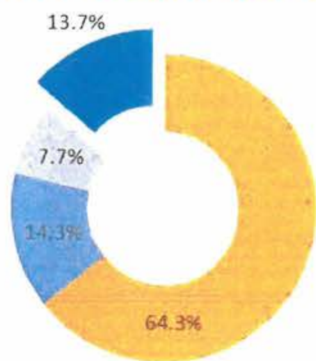


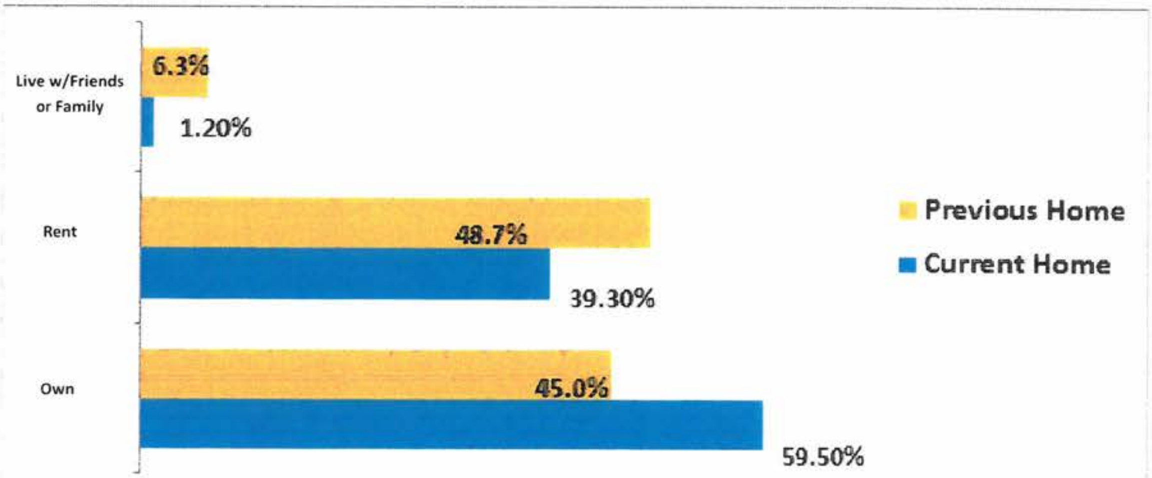
FIGURE 9: CURRENT EMPLOYMENT STATUS



HOME OWNERSHIP

Residents were asked questions related to home ownership while living at their previous address as well as at their current address. Respondents reported a change in home ownership from previous to current address with 49% of respondents renting at their previous address but only 39% renting at their current address. 45% reported owning at their previous address however 60% reported they own at their current address. Figure 10 shows the changes in renting and in home ownership of respondents.

FIGURE 10: HOME OWNERSHIP

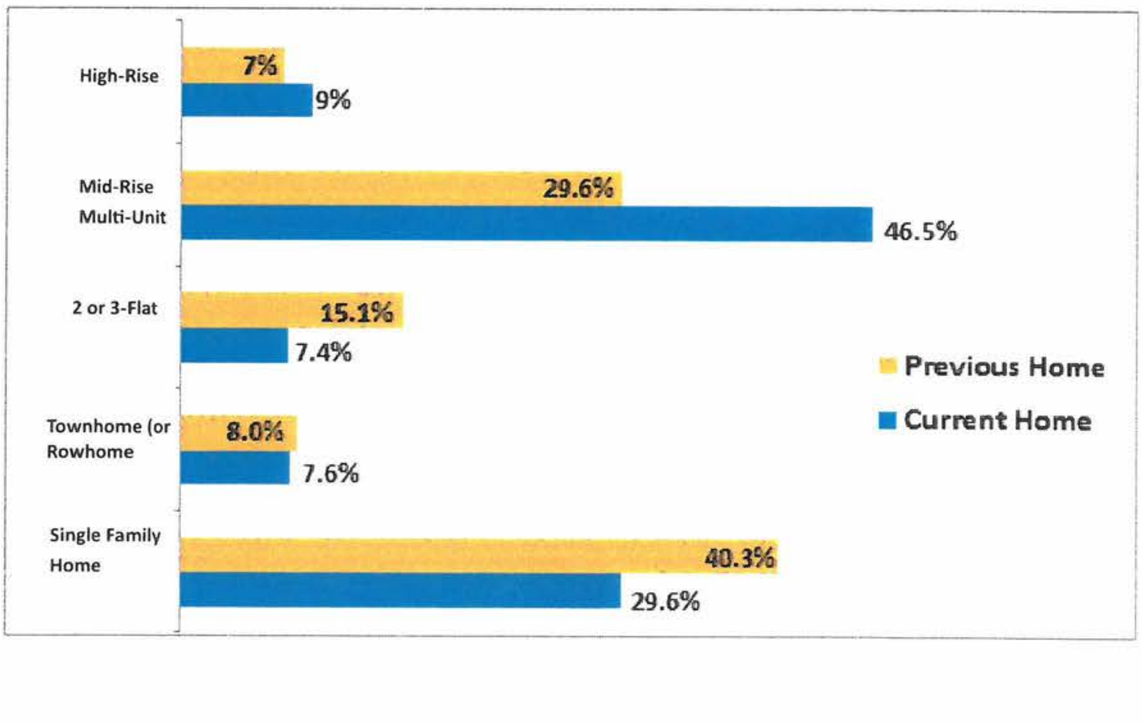


HOME CHARACTERISTICS

Compact, multi-story, mixed-use residential developments that allow for increased population density while utilizing less land area are typical of TOD areas. To understand whether residents currently live in these types of homes, respondents were asked the type of building they lived in at their previous address as well as at their current address (Figure 11). 30% of the respondents reported living in a mid-rise building at their previous address, compared to 47% at their current address. Meanwhile, the number of respondents living in single family homes lowered from 40% to 30% at their current address. The number of respondents living in townhomes or row homes stayed fairly similar between the previous and current address location.

The shift from living in a single family detached home to living in a mid-rise, multi-unit residential building is more pronounced when analyzing the responses to this question by the five categories of residential building type. Regardless of the type of building respondents lived in previously, the most frequently answered question to current building type is a mid-rise, multi-unit building. Conversely, regardless of the type of building respondents currently live in (except for two-flat, three-flat), respondents indicated the most frequently that they lived in a single family home previously.

FIGURE 11: RESIDENTIAL BUILDING TYPE



EMPLOYMENT LOCATION

A shorter commute and more transportation options are typically important considerations for many people searching for a new place to live[6]. Therefore, it is useful to understand if respondents changed employment locations or their modes of commuting when they moved to their current address. A geospatial analysis was completed for previous and current employment addresses that were provided by respondents. The employment addresses provided were mapped to show a wide distribution of employment locations throughout the region, with approximately 1/3 of respondents commuting from their previous address to the downtown Chicago area (especially the Loop), and a smaller cluster of employment locations in Evanston. This general breakdown remained the same for respondents commuting from their current address, with approximately 1/3 of all commuters traveling to downtown Chicago work locations. Of respondents' previous and current employment addresses, 63% were located within TOD areas. Figures 12 and 13 show the changes in respondent employment locations.

FIGURE 12: PREVIOUS WORK LOCATION

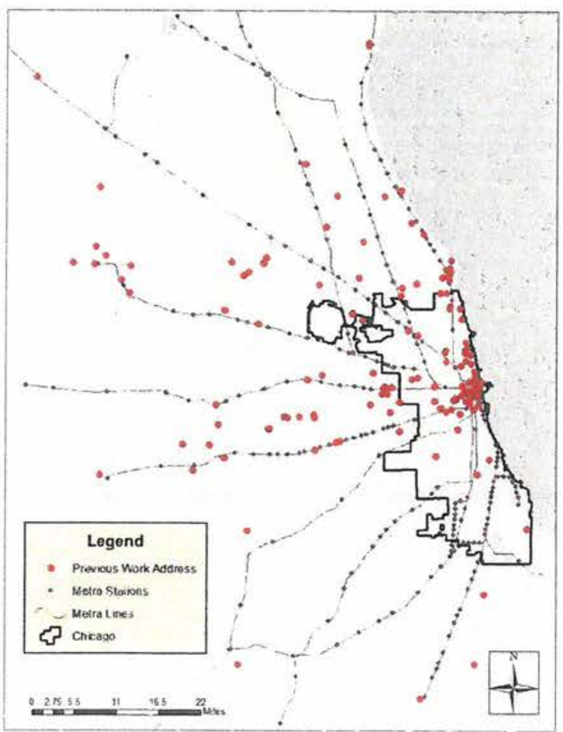
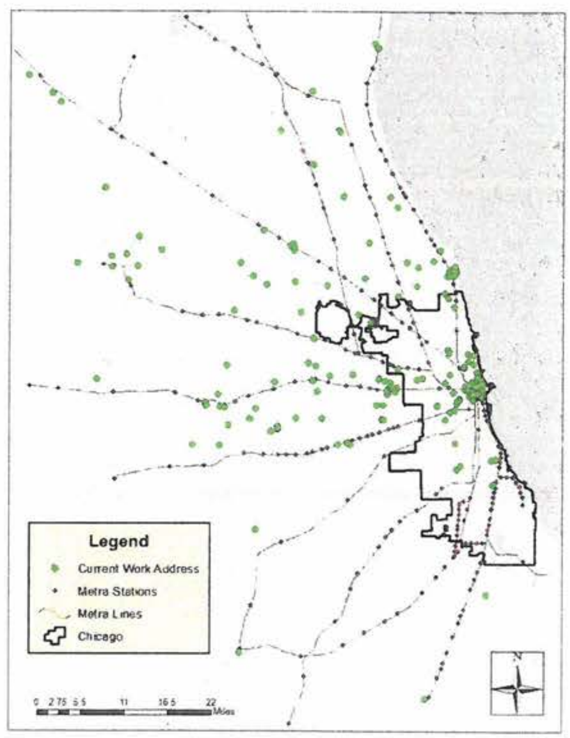


FIGURE 13: CURRENT WORK LOCATION



6 National Association of REALTORS: National Community Preference Survey www.realtor.org/sites/default/files/reports/2013/2013-community-preference-analysis-slides.pdf (2013)

KEY ATTRACTORS TO TOD NEIGHBORHOODS

The concept of moderate to high-density, mixed-use walkable communities is not a recent development. In fact, this traditional type of development was the norm prior to the mass-production of the automobile and the highway system. Prior to then, the majority of people lived in highly compact cities and towns with an intermingling of residences and workplaces with a short journey to work on public transit[7]. It is assumed that close proximity to public transportation is one of the key attractors to a TOD neighborhood in the Chicago region, even by those who may not use transit. A recent study[8] suggests that while transit (especially rail service) is an important motivating factor to live in a TOD, many residents also consider walkability, proximity to jobs and other amenities when choosing a place to live.

The results of the RTA TOD survey suggest that one of the main reasons people choose to live in a TOD neighborhood is for close proximity to public transit. Respondents were asked to rate the importance of 11 reasons that may have factored into why they chose to live in their current neighborhood, with the ranking levels to choose from being "Not Important, Somewhat Important, Important, Very Important and Requirement". The most highly rated factor was "safety" followed closely by "close to transit services." Completing the top five responses (Figure 14) for choosing their current TOD neighborhood include: "ability to walk to destinations;" "shops and services nearby;" and to be "less dependent on a car." Interestingly proximity to transit was important even for those who drive regularly. 68% of respondents who said they currently only drive to work and do not use transit still ranked being "close to transit" very highly when choosing their current neighborhood.

FIGURE 14: TOP 5 REASONS TO LIVE IN CURRENT TOD NEIGHBORHOOD

1. Safety
2. Close to Transit Service
3. Can Walk to Destinations
4. Shops/Services Nearby
5. Less Dependent on a Car

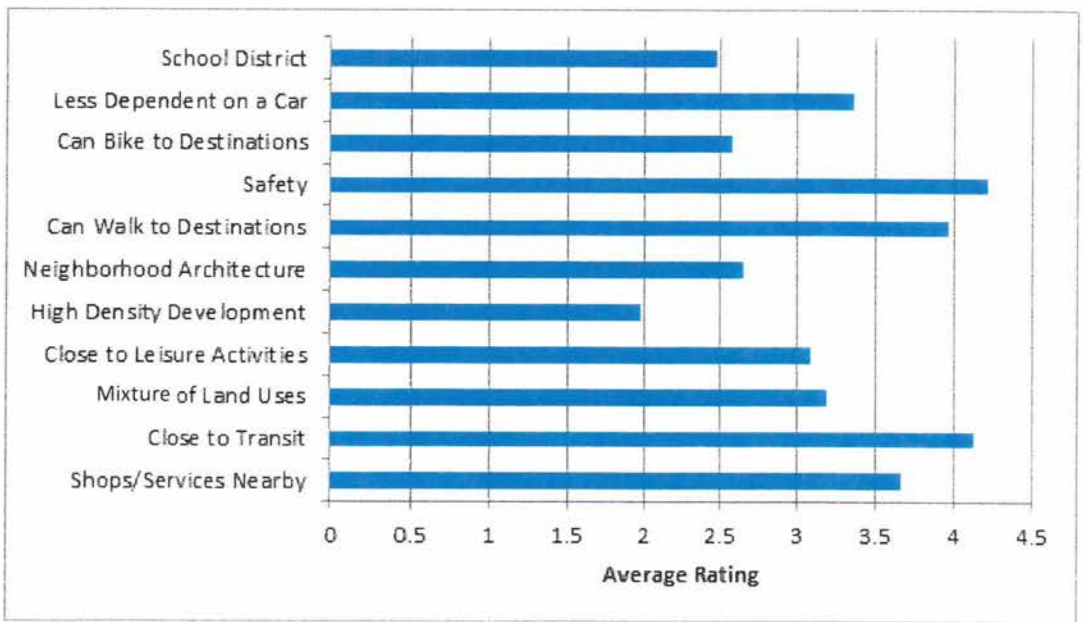
7 Melosi: Automobile in American Life and Society www.autolife.umd.umich.edu/Environment/E_Casestudy/E_casestudy.htm (2014)

8 Chatman, Daniel G., "Does TOD Need the T? On the Importance of Factors Other Than Rail Access", Journal of the American Planning Association (May 2013)

A cross tab of family size, age and annual income cohorts with the results of this analysis results in only minor variances from the aggregate data. For respondents who have one or more children under the age of 17 living at home with them, the importance of the school district replaced the ability to be less dependent on an automobile in the top five reasons they chose their current residence. The responses of all age and annual income cohorts were well aligned for this question, with most respondent groups ranking the neighborhood attractors similarly to the aggregate as a whole.

Alternatively, the ratings also reveal what is not necessarily important for residents who choose to live in a TOD. This does not necessarily mean that these items are not important to residents; they simply are not as important as the top five. The bottom three rated factors include "Can Bike to Destinations," "School District," and "High Density Development." Figure 15 shows how all categories were rated.

FIGURE 15: REASONS TO LIVE IN CURRENT TOD NEIGHBORHOOD



INCREASED USE OF THE TRANSIT SYSTEM

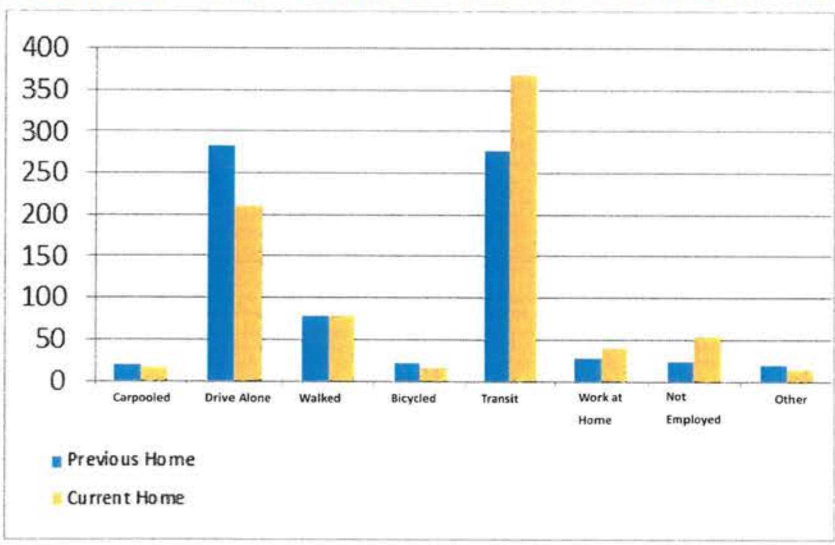
From a transit-agency perspective, planning for and implementing TOD are tools for increasing the use of public transit. However, it is difficult to quantify changes in ridership due to TOD because many other factors influence transit ridership such as economic conditions, unemployment and weather. That said, the survey data suggests that a higher use of transit may be occurring in TOD areas. Survey respondents indicated they are driving less in their current neighborhood than in their previous neighborhood, while choosing to use transit and to walk more often. This difference was true for both work and non-work trips.

In a series of four questions, respondents were asked to choose up to two, from a list of eight, transportation modes that were their primary transportation modes for both their work commute trips and for non-work trips. They were asked this question for both when they lived at their previous address and their current address (Figure 16).

For commute trips the results indicate that 44% of respondents who commuted to work from their previous address drove to work and did not use transit at all. However, this percentage lowered to 30% of respondents at their current address; a "drive only" decline of 14 percentage points. Conversely, commuters using transit to complete all or part of their work trip is higher by 17 percentage points, from 42% of respondents at their previous address to 59% at their current address, with the highest increases being the use of Metra followed by CTA rail.

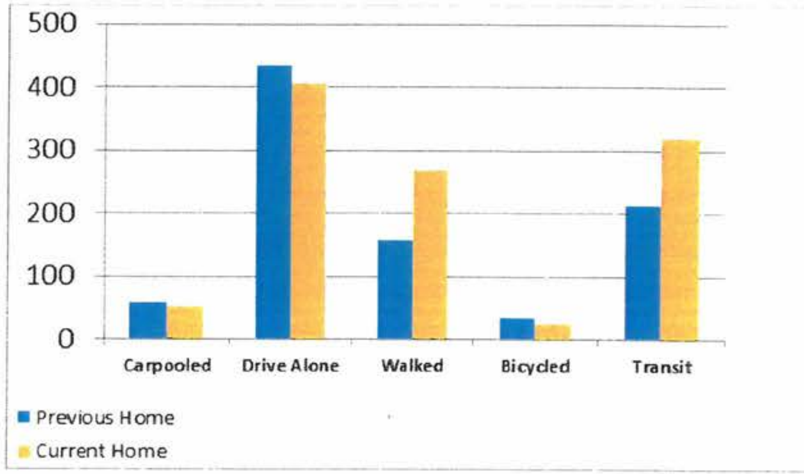
Further analysis indicates that 58% of respondents who indicated they only drove to work at their previous address and used no other mode to commute to work now use transit or walk to commute to work at least some of the time, with 46% using transit to commute to work and 12% walking. Similar statistics were observed when analyzing these results against the various household sizes surveyed and suggests that residents may now be using transit more frequently for commuting to work.

FIGURE 16: TRANSPORTATION MODE FOR WORK TRIPS



Notable mode changes were also identified in respondents' mode choice for non-work related trips, such as running errands, attending social engagements, etc. (Figure 17). The results for non-work trips show 52% of respondents drove and never used transit when living at their previous address. However, this percentage lowered to 31% of respondents at their current address, a "drive only" decline of 21 percentage points. Conversely, residents using transit to complete all or part of their non-work trips rose 9 percentage points, from 27% of respondents at their previous address to 36% at their current address.

FIGURE 17: TRANSPORTATION MODE FOR NON-WORK TRIPS



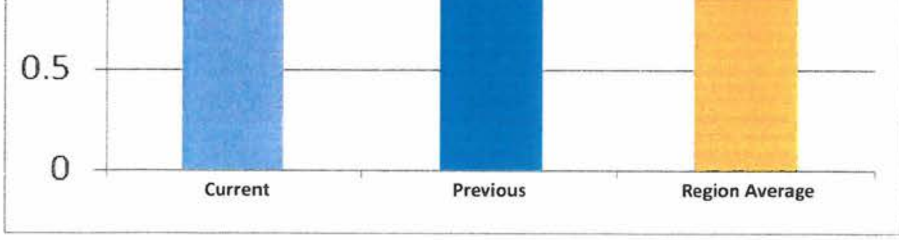
While active means of transportation such as biking and walking remained relatively unchanged as a commuting mode, respondents who walk to complete non-work trips rose 17 percentage points in current locations. At their previous address 24% of respondents indicated they walked for some or all of their non-work trips, and 41% reported walking for some or all of their non-work trips at their current address. Conversely, respondents who bike to complete commute trips as well as non-commute trips decreased when comparing previous address to current address.

VEHICLE OWNERSHIP IN A TOD

National research has shown a correlation between living near transit and lower auto ownership. A study of both commute mode and auto distance traveled using data from a subset of 114 U.S. metropolitan areas in the National Household Travel Survey found that living in communities with rail access, bus access, and walkable urban form were all associated with lower auto use[9]. A study of travel diary data from New York City found that subway lines near home and work were correlated with lower auto use and more walking, while noting that subway lines might be a proxy for walkable neighborhoods.[10]

Locally, the RTA TOD Resident Survey results show fewer personal automobiles owned by respondents at their current address compared to their previous. Respondents were asked to indicate the number (whole number) of motorized vehicles available to their household at their previous and current address. The results show (Figure 18) the average number of vehicles owned previously by respondents is 1.5. This number lowered to an average of 1.3 vehicles owned currently. These averages are less (in both previous and current address locations) than the average number of vehicles per household in the suburban Chicago Metro Area, which is 1.62[11].

FIGURE 18: AVERAGE NUMBER OF AUTOMOBILES OWNED



9 Bento , A. M. , Cropper , M. L. , Mobarak , A. M. and Vinha , K. 2005. The impact of urban spatial structure on travel demand in the United States. Review of Economics and Statistics, 87(3): 466–478.

10 Salon , D. 2009. Neighborhoods, cars, and commuting in New York City: A discrete choice approach. Transportation Research Part A: Policy and Practice, 43(2): 180–196.

11 U.S. Census Bureau, Special Tabulation: Census Transportation Planning Products

AVAILABILITY OF DEDICATED PARKING IN A TOD

In 2010, the RTA Board adopted a TOD Policy[12] which includes several objectives, including creating livable communities at and around transit stations and corridors that support quality walking environments and promote multi-modal access. One specific strategy is to encourage appropriate and innovative parking solutions in the context of the development. This can be done by providing bicycle and pedestrian connections to transit facilities, implementing scaled-back parking codes, shared parking, variable pricing, and maximizing on-street parking.

Survey results indicate respondents have more parking spaces reserved and dedicated to their personal use (e.g. in a garage or driveway) at their current address compared to at their previous address. Respondents were asked if they had off-street, non-commuter parking available exclusively to them (including garages, parking lots and driveways) at their previous and current addresses. 74% percent of respondents indicated they had dedicated parking spaces available for their use at their previous address, whereas 79% reported having a dedicated space available at their current address (Figure 19).

FIGURE 19: DEDICATED PARKING AVAILABILITY

12 http://web.rtachicago.org/images/stories/Initiatives/landuse_tod/TOD%20Policy.pdf

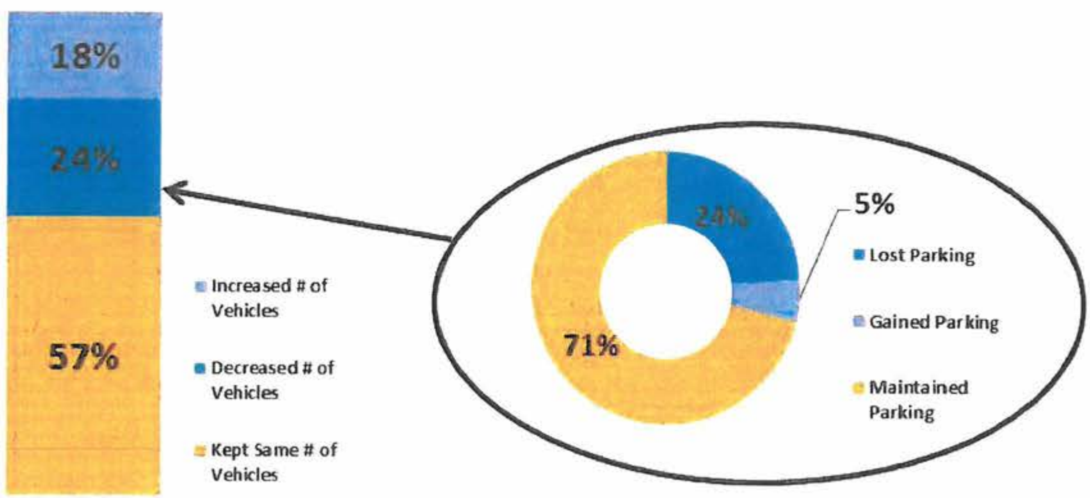
COMPARING VEHICLE OWNERSHIP AND DEDICATED PARKING IN A TOD

With respondents indicating on average they own fewer vehicles but have the same or more parking available to them could suggest that TOD areas are being developed with more dedicated residential parking than what might be needed.

A more detailed analysis of vehicle ownership shows only 18% of respondents increased the number of vehicles after moving to their current address whereas 81% of respondents either own fewer or maintained the same number of vehicles after moving to their current address (24% of respondents owning fewer vehicles than before and 57% owning the same number of vehicles).

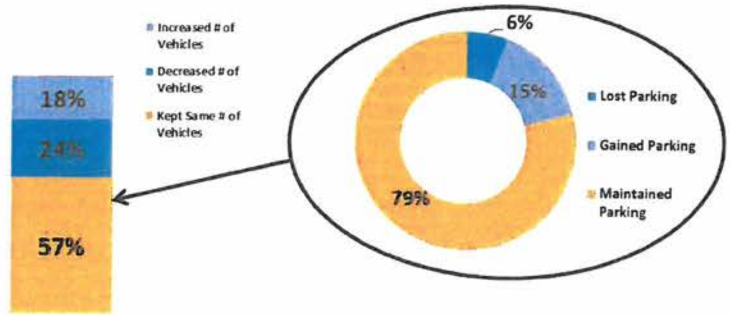
Of the 24% of respondents who reduced the number of vehicles in their household after moving to their current address, 76% indicated they maintained or gained dedicated parking available to them despite owning fewer vehicles. Only 24% of respondents indicated they no longer have dedicated parking available to them, which corresponds well with a decrease in the number of vehicles owned (Figure 20).

FIGURE 20: DECREASED NUMBER OF VEHICLES AND CHANGE IN PARKING



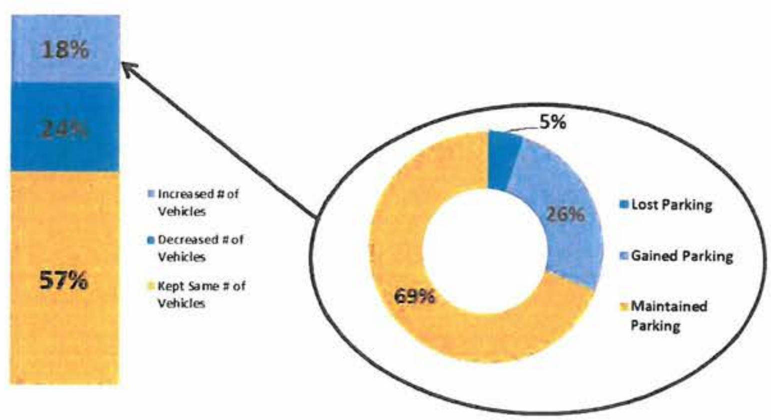
Of the 57% of respondents who have maintained and did not decrease the number of vehicles after moving to their current address, a full 79% maintained parking availability. 15% of respondents gained available parking dedicated for their use and 6% indicated they had a reduction in parking availability (Figure 21).

FIGURE 21: MAINTAINED SAME NUMBER OF VEHICLES AND CHANGE IN PARKING



Of the 18% of respondents who have increased the number of vehicles in their household after moving to their current address, 26% indicated they also gained available dedicated parking for their use. 69% of these respondents who increased their vehicle ownership indicated their parking availability remained the same and 5% indicated they had dedicated parking available them at their previous address and no longer do (Figure 22).

FIGURE 22: INCREASED NUMBER OF VEHICLES AND CHANGE IN PARKING



CONCLUSIONS

A CHANGING MINDSET

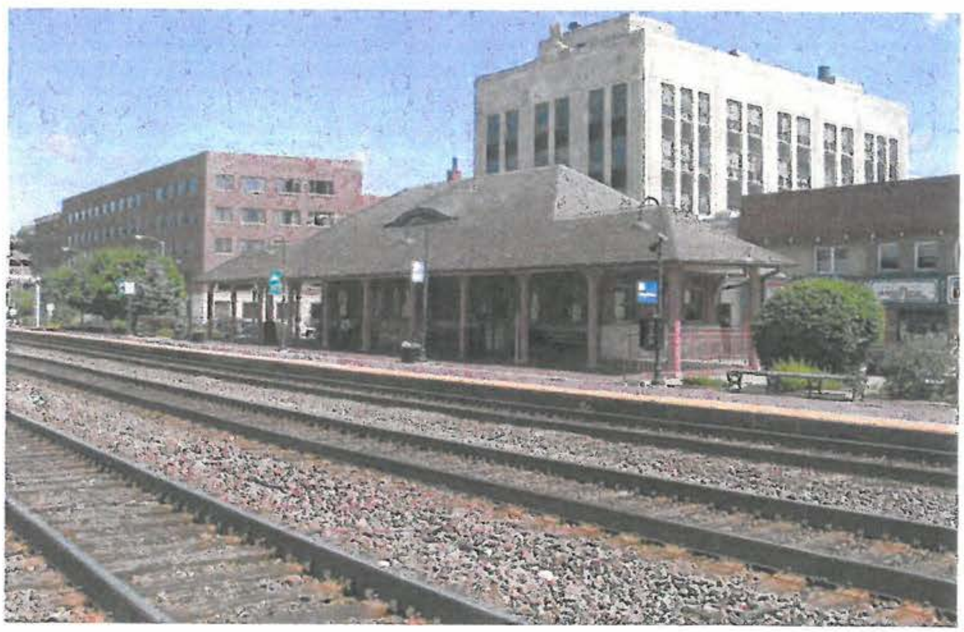
The findings of this TOD survey support the national trends of people showing more interest in moving into transit-rich areas[13] that are walkable and have a mix of land uses. TOD residents surveyed have a smaller than average household size, have few or no children and many are new to their current residence. The highest number of respondents indicated that they currently reside in a multi-family building. Home ownership was higher for the respondent population in the TOD areas surveyed when compared to respondents' previous address locations, perhaps indicating life changes that made purchasing a home more attractive. The survey responses also indicated a higher number of retired respondents, illustrating that the attractiveness of living in a walkable, compact neighborhood near transit is growing in the older adult population.

The survey findings largely support and strengthen what planners know about why people choose to live in a TOD area and how the travel habits of TOD residents may be different from those who live in auto-oriented neighborhoods. The survey results indicate that respondents who live in TOD areas in suburban Chicago chose to live there for their perceived safety, to take advantage of the proximity to transit service and for improved mobility options that make them less dependent on driving. Additionally, these respondents find TOD areas attractive for their walkability and availability of shops, restaurants and other convenience services.

According to the survey results, TOD respondents walk and use transit more and drive less for trips now compared to at their previous address. Respondents indicate their driving has trended downward, especially for commute trips, while walking and using transit have trended upward, especially for non-commute trips.

13 American Public Transportation Association "Millennials and Mobility; Understanding the Millennial Mindset" (2014)

The analysis also indicates many respondents' work locations have not changed after moving to their current address, while their use of transit to commute is on the rise. This change in respondents using transit more and driving less to get to work, combined with the finding that work locations remained relatively stable between respondents' previous and current addresses, could suggest that respondents are moving into TOD areas more for the ability to shift their commute mode than for a change in work location.
Respondents owned fewer vehicles on average after moving to their current TOD area, but parking availability was slightly higher. This represents a potential mismatch of residential parking availability to actual vehicle ownership and usage. While the TOD residents surveyed may still require a vehicle for certain trips, they own fewer vehicles and choose other modes of transport over driving more frequently than the regional average. Often the most contentious aspect of proposed TOD projects is the amount of parking proposed or required in a development. Developers respond to market demands for parking while communities evaluate proposed parking ratios based on how the new development will affect current parking availability in the surrounding area. The nature of this dichotomy may produce more parking than is needed, as suggested by the responses to this survey. Developments in the TOD areas surveyed may be providing parking in excess of what is needed based on reported lower vehicle ownership, lower vehicle usage and higher transit usage for commute and non-commute travel, however, further analysis may be required to better understand this issue.



RECOMMENDATIONS

1 RIGHT-SIZE RESIDENTIAL PARKING

Target Audience: Municipalities, Developers

Survey respondents reported owning fewer vehicles than at their previous addresses and fewer vehicles than the regional average. Additionally, survey respondents indicated that they are driving less and using transit and walking more than at their previous address. This suggests that, according to survey responses, less residential parking may be needed in TOD areas than is currently provided. It is important to note that this recommendation is focused on residential parking, as that was the focus of the survey, but the issue could also be investigated further for commercial uses.

Municipalities and developers should explore innovative parking strategies that reduce required parking spaces when assessing potential development in TOD areas. Traditional parking requirements created based on standards rather than market analysis and usage characteristics may result in too much parking in the TOD areas surveyed, thereby using space that could be made available for other development opportunities, degrading the pedestrian environment and adding costs to residential homes.

The RTA published an Access and Parking Strategies for TOD Guide[14] as a resource for municipal officials looking for innovative strategies to support multi-modal access to their transit station and TOD area. Other resources available for use include the "Step-by-Step Guide to Municipal Reform of Parking Policies" published by the Chicago Metropolitan Agency for Planning, as well as studies and other tools developed by the Congress for New Urbanism and the Center for Neighborhood Technology.

Implementing a variety of multi-modal access improvements and parking strategies can influence community development and travel behavior. A lesser-known impact is that on the economics of private development; excess parking can drive up development costs lowering the return on investment for developers and ultimately impacting the affordability of housing and commercial space. If less parking is required in TODs, such projects can attract those people in search of affordable housing that promotes a lifestyle less dependent on private vehicle use.

14 RTA Access and Parking Strategies for TOD: web.rtachicago.org/images/stories/Initiatives/landuse_tod/TOD%20Parking%20and%20Access%20Report%20Web_Final.pdf (2011)

2 IMPROVE TOD MARKETING EFFORTS TO TARGET SPECIFIC MARKET DEMOGRAPHICS

Target Audience: Communities, Developers

The survey demographics show an increasing amount of retirees choosing to move into TOD areas as well as people who have no children under the age of 17 living in the household. Twenty-one percent of respondents also reported previously living in the City of Chicago before moving to a suburban TOD area.

Municipalities and developers should market their TOD communities to the specific demographics that are attracted to TOD areas, including retirees, Chicago residents looking for an urban lifestyle in the suburbs, residents currently living in auto-oriented suburban neighborhoods, and households with no children living at home.

Successful suburban TOD areas can attract urban residents by offering amenities similar to an urban setting, such as a pedestrian-friendly environment close to transit. This can be achieved through targeted marketing campaigns or outreach to developers that specialize in active adult and senior housing development.

3 FURTHER INVEST IN OR IMPROVE WALKABILITY, SAFETY AND PEDESTRIAN ACCESS TO TRANSIT

Target Audience: Communities, Transit Agencies, Developers

Survey responses illustrate the importance of safety, walkability and access to transit in TOD areas. The top three reasons respondents choose to live in their TOD area are safety, to be close to transit service and to be able to walk to destinations. Respondents also indicated that walking to complete errands and other non-work trips nearly doubled after moving into a TOD area.

Communities and developers should plan for, fund and build pedestrian infrastructure that ensures safe pedestrian mobility and access to transit throughout their TOD area.

Walkable TODs should include a pedestrian infrastructure that prioritizes walking above all other modes. This can be achieved by providing continuous and connecting sidewalks, crosswalks, pedestrian signal heads, pedestrian refuges at intersections, and clear wayfinding signage, all while complying with ADA requirements. These items are all vital factors in providing accessibility to transit for all TOD residents. Improved access can be achieved through planning efforts that identify necessary improvements and by allocating or pursuing capital funding sources to implement improvements.

4 ENCOURAGE EMPLOYERS TO BE TRANSIT-SUPPORTIVE

Target Audience: Communities, Developers, Employers

Survey respondents indicated that their places of employment remained largely unchanged despite moving. This is evidenced by one third of all respondent employment locations remaining in downtown Chicago and two thirds remaining in close proximity to train stations. Additionally, respondents who indicate that they use transit to get to and from their places of employment increased 17% after moving into a TOD area. These results suggest that TOD residents increasingly are interested in taking transit to their place of employment, which is only feasible if their work location is accessible via transit as well.

Both the origin and destination of a work trip need to be in close proximity to transit in order for transit to be an attractive mode for commuting to work. People living in TOD areas have convenient access to transit, therefore it is important for employers to be transit-supportive and to ensure that employers locate and remain located near transit. This can be accomplished through providing education to business owners, incentivizing employers at the municipal level, and highlighting the added health benefits and commute cost savings that transit use offers employees.

Employers should make every effort to support their employee's use of transit as a commuting priority. Employers can help make public transit a commute option for employees by locating their offices and facilities within close proximity to transit to enable convenient and quick access to jobs via transit for their employees. Employers can also improve access infrastructure to their locations from transit stations, provide pre-tax transit benefits to employees, and consider providing or subsidizing transit services, such as shuttles, when the nearest transit station is too distant from their location to walk.

5 ADDITIONAL FOCUS ON INCLUDING NEIGHBORHOOD AMENITIES IN TOD AREAS

Target Audience: Communities, Developers

The survey data indicates respondents choose to live in TOD areas for many reasons, including proximity to a mix of uses such as shops, commercial destinations, and other community and neighborhood amenities. They also are choosing to walk more to these destinations.

Municipalities should ensure that their TOD areas offer a full range of uses, at a scale appropriate for the market, that address the everyday needs of residents. These can include a local grocery, restaurants, pharmacies and other services, while avoiding offering limited services, such as only a coffee shop and dry cleaner.

Local land use policies (such as zoning regulations) should allow these types of uses in TOD areas. Additionally, communities may consider focusing marketing efforts and providing incentives to attract these types of uses in their TOD areas. The development community could also focus efforts on creating mixed-use developments that include uses that address unmet needs in the TOD area. This not only helps to drive the local economy, but also encourages residents to support local business, use their car less and spend money in their community. A wide range of neighborhood amenities can be attractive to those interested in living in a more compact, walkable community.

FURTHER RESEARCH

Additional research and analysis is needed to further confirm and strengthen the findings of the RTA TOD resident survey. Listed below are tasks that could be undertaken to provide more detail to the survey findings and further inform TOD planning and implementation efforts.

PARKING UTILIZATION

Parking utilization data will lead to a better understanding of parking utilization in TOD areas. Data collection to observe the use of available parking spaces by residents helps to develop an understanding of how existing parking is being used. This, combined with the survey data about decreased vehicle ownership and an increase in dedicated parking availability, would be beneficial to municipalities and developers when exploring innovative parking strategies that reduce required parking spaces in TOD areas.

SHIFTS IN COMMUTE MODE

Further study and data collection regarding individual shifts in commute mode for work trips would provide better information about individual behavioral changes in mode choice when moving from a non-TOD area to a TOD area. This could be accomplished through more in-depth analysis of the existing TOD resident survey data and by conducting follow-up surveys asking more pointed questions about commuting behaviors.

COMMUTER RAIL RIDERSHIP ANALYSIS

Analysis of boarding and alighting data at the station level as well as data regarding mode of access to a station will help to better understand the impact that residents living in a TOD area have on transit ridership over time. Metra conducted on-board surveys across their entire system in early 2014 which can be used to conduct station level boarding and mode of access analysis.

TOD VS. NON-TOD ANALYSIS

Data similar to the data collected for this report could be obtained for areas not considered to be TOD areas. The data can then be analyzed to make comparisons of TOD residents to those who live in Non-TOD areas.

BUSINESS LOCATION DATA COLLECTION

In order for commuters to choose to use transit to get to and from work not only do they need good access to transit from their homes but also good access to transit from their places of work. Additional data could be obtained to further understand how business owners choose to locate their businesses thereby informing not only future comprehensive and TOD planning efforts but also transit service planning.

APPENDIX A– COMMUNITIES SURVEYED

Station Name	Service Line	County
Arlington Heights	Union Pacific Northwest	Cook
Bensenville	Milwaukee District West	DuPage
Elgin-Chicago Street	Milwaukee District West	Kane
Elmhurst	Union Pacific West	DuPage
Evanston-Davis	Union Pacific North and Chicago Transit Authority Purple Line	Cook
Joliet	Rock Island District Heritage Corridor	Will
Morton Grove	Milwaukee District North	Cook
Mundelein	North Central Service	Lake
Oak Park	Union Pacific West and Chicago Transit Authority Green Line	Cook
Orland Park- 143rd St	SouthWest Service	Cook
Richton Park	Metra Electric District	Cook
LaGrange- Stone Ave	BNSF Railway	Cook
Wheaton	Union Pacific West	DuPage
Woodstock	Union Pacific Northwest	McHenry

APPENDIX B – SURVEY INSTRUMENT

The Regional Transportation Authority (RTA) is inviting you to participate in a 5 to 10 minute survey as part of a study on the effect that living in a neighborhood designed around transit has on an individual's travel behaviors. The goal of this research is to gain a better understanding of how travel patterns change when an individual moves from a neighborhood that is primarily designed around the assumption its residents will travel by car, to a neighborhood that is designed with convenient access to public transportation.

You will be asked questions about your household and your current travel and transportation habits compared to your former travel and transportation habits at your previous home. Participating in this survey is completely voluntary. If you choose to participate you may elect to skip any questions that you do not wish to answer. Participation in this survey is completely anonymous. Any information you choose to share with the RTA will be kept strictly confidential, and used only for the purpose of this study.

At the end of the survey you will have the opportunity to register for the opportunity to win 1 of 2 $100 gift cards.

Please use the "Next" and "Previous" buttons at the bottom of the screen to navigate the survey. Please do not use your web browser's "forward" and "back" buttons.

Please click "Next" to begin.

Copy of page: Please tell us about yourself.

1. Approximately how many years have you lived in your current home? (nearest whole number)

2. What factors prompted you to move from your previous home to your current home? (check all that apply)

- ☐ New Job
- ☐ Growing Family Size
- ☐ Newly Retired
- ☐ Closer to School
- ☐ Recent "Empty-Nester"
- ☐ Close to Friends / Relatives
- ☐ Other (please specify)

3. People's reasons for selecting a new neighborhood may vary. Please rate the following factors that attracted you to your current neighborhood.

	Not Important	Somewhat Important	Important	Very Important	Requirement
Shops / services are nearby	○	○	○	○	○
Close to transit service	○	○	○	○	○
Mixture of retail/residential/commercial	○	○	○	○	○
Close to leisure activities	○	○	○	○	○
High density development	○	○	○	○	○
Neighborhood architecture	○	○	○	○	○
Can walk to destinations	○	○	○	○	○
Safety	○	○	○	○	○
Can bike to destinations	○	○	○	○	○
Less dependent on a car	○	○	○	○	○
School district	○	○	○	○	○

Please tell us about your household.

4. Including yourself, how many people currently live in your household?

5. How many children age 17 or younger live in your household?

○ None

○ 1

○ 2

○ 3

○ 4

○ More than 4

Please tell us about your living situation.

Answer the following questions based on where you resided prior to your current home, (left side of page) and then based on your current home (right side of page).

6. What is your <u>previous</u> home address? (Supply as much information as you're comfortable with.)

Street Address

OR Nearest Intersection

City

State

7. What is your <u>current</u> home address? (Supply as much information as you're comfortable with.)

Street Address

OR Nearest Intersection

City

State

8. What type of building did you live in at your <u>previous</u> address?

- ◯ Detached single-family house
- ◯ Row-house or townhouse
- ◯ Two-Flat or Three-Flat
- ◯ Mid-Rise Multi-Unit Building
- ◯ High-Rise

Other (please specify)

9. What type of building do you <u>currently</u> live in?

- ◯ Detached single-family house
- ◯ Row-house or Townhouse
- ◯ Two-flat or Three-flat
- ◯ Mid-rise multi-unit building
- ◯ High-rise

Other (please specify)

10. Was your <u>previous</u> home....

- ◯ Owned by you or someone in your household
- ◯ Rented
- ◯ Occupied without payment of rent (for example, lived with friends or relatives)

11. Is your current home...

- ◯ Owned by you or someone in your household
- ◯ Rented
- ◯ Occupied without payment of rent (for example, lived with friends or relatives)

12. At your previous home you worked...

- ◯ Full time
- ◯ Part time
- ◯ Was not working at the time
- ◯ Retired

13. Currently you work

- ◯ Full time
- ◯ Part time
- ◯ Currently not working
- ◯ Retired

Please tell us about your work-related transportation.

Answer the following questions based on where you resided prior to your current home, (left side of page) and then based on your current home (right side of page).

14. What is the address of your WORK location at your previous home? (skip if you were not working)

Street address	
OR Nearest intersection	
City	
State	

15. What is the address of your current WORK location? (skip if you are not working)

Street address	
OR Nearest Intersection	
City	
State	

16. For the primary, largest portion of your commute, how did you USUALLY commute throughout the year to work from your previous home? (Select up to two)

- [ ] Carpooled
- [ ] Drove alone
- [ ] Walked
- [ ] Bicycled
- [ ] Rode Metra
- [ ] Rode a CTA bus
- [ ] Rode a CTA train (L)
- [ ] Rode a Pace bus
- [ ] Worked at home
- [ ] Was not employed

Other / Out of this region (please specify)

17. For the primary, largest portion of your commute, how do you USUALLY commute throughout the year to work from your current home? (Select up to two)

- [ ] Carpool
- [ ] Drive alone
- [ ] Walk
- [ ] Bike
- [ ] Ride Metra
- [ ] Ride a CTA bus
- [ ] Ride a CTA train (L)
- [ ] Ride a Pace bus
- [ ] Work at home
- [ ] Am not employed

Other (please specify)

18. If you usually drove to work from your previous home, did you have a transit option that you could have used and that worked for your daily schedule?

- ◯ Yes, transit could have worked for my commute but I chose not to use it.
- ◯ Yes, transit was available but the service schedule didn't work for my schedule.
- ◯ Yes, transit was available but a physical barrier (missing sidewalks, no elevator, etc.) prevented me from using the service.
- ◯ No, transit service was not available.
- ◯ N/A - I didn't drive to work.

19. If you usually drive to work now, do you have a transit option that you can use and that works for your daily schedule?

- ◯ Yes, transit could work for my commute but I choose not to use it.
- ◯ Yes, transit is available but the service schedule doesn't work for my schedule.
- ◯ Yes, transit is available but a physical barrier (missing sidewalks, no elevator, etc.) prevents me from using the service.
- ◯ No, transit service is not available.
- ◯ N/A - I don't drive to work.

Please tell us about your transportation not related to work.

Answer the following questions based on where you resided prior to your current home, (left side of page) and then based on your current home (right side of page).

20. At your previous home how many trips in a typical week, including weekends, did you make other than for work? (For example, a trip for children's activities, grocery/clothing/household shopping, dry-cleaner, school, doctor, visiting friends/family, religious activities, social activities, recreation, etc.)

____

21. How many trips in a typical week, including weekends, do you currently make other than for work? (For example, a trip for children's activities, grocery/clothing/household shopping, dry-cleaner, school, doctor, visiting friends/family, religious activities, social activities, recreation etc.)

____

22. At your previous home how did you USUALLY complete the majority of these non-work trips throughout the year? (Select up to two choices.)

- [ ] Carpooled
- [ ] Drove alone
- [ ] Walked
- [ ] Bicycled
- [ ] Rode Metra
- [ ] Rode a CTA train (L)
- [ ] Rode a CTA bus
- [ ] Rode a Pace bus

Other (please specify)

23. How do you USUALLY complete the majority of these non-work trips throughout the year currently? (Select up to two choices.)

- [ ] Carpool
- [ ] Drive alone
- [ ] Walk
- [ ] Bike
- [ ] Ride Metra
- [ ] Ride a CTA train (L)
- [ ] Ride a CTA bus
- [ ] Ride a Pace bus

Other (please specify)

24. How many motorized vehicles were available for use by members of your household at your previous home? (include cars, trucks, vans, motorcycles)

25. How many motorized vehicles are currently available for use by members of your household? (include cars, trucks, vans, motorcycles)

26. At your previous home did you have off-street parking spaces available exclusively for your household use? (Include your garage, driveway, or spaces in a parking lot that were reserved for you.)

- ◯ Yes, I had one or more parking spaces dedicated to me for my use.
- ◯ No, I did not have a parking space dedicated for only my use.

27. Do you currently have off-street parking spaces available exclusively for your household use? (Include your garage, driveway, or spaces in a parking lot that were reserved for you.)

- ◯ Yes, I have one or more parking spaces dedicated to me for my use.
- ◯ No, I do not have a parking space dedicated for only my use.

28. At your previous home were you a member of a car-sharing program? (such as Zipcar, iGo)

- ◯ Yes - private membership
- ◯ Yes - corporate membership
- ◯ No

29. Are you currently a member of a car-sharing program? (such as Zipcar, iGo)

- ◯ Yes - private membership
- ◯ Yes - corporate membership
- ◯ No

Demographic Questions

30. What is your age?

[ ]

31. What is your gender?

- ◯ Female
- ◯ Male

32. What is your approximate annual household income?

- ◯ Less than $15,000
- ◯ $15,000-$24,999
- ◯ $25,000-$39,999
- ◯ $40,000-$59,999
- ◯ $60,000-$74,999
- ◯ $75,000-$99,999
- ◯ $100,000-$149,999
- ◯ $150,000 and up

Enter Sweepstakes for a Chance to Win!

Thank you for taking our survey.

To show our appreciation for taking our survey, we would like to offer you a chance to win a $100 Gift Card.

33. Would you like to enter the sweepstakes?

- ◯ Yes
- ◯ No

Enter Sweepstakes for a Chance to Win!

***34. To participate in the survey you must provide the following information:**

First Name	
Last Name	
Email Address	
Phone Number	
Date of Birth	

***35. Have you read and accepted the Sweepstakes' Official Rules? Official Rules can be found on our website (link opens new window): www.rtachicago.com/help/the-transit-resident-survey-sweepstakes-official-rules.html**

- ◯ Yes
- ◯ No

End of Survey

Thank you for taking our survey. Clicking the "Done" button will submit your survey answers to the RTA. To learn more about the work the RTA does to create great communities, visit our webpage: www.rtachicago.org/initiatives/land-use-transit-oriented-development.html

Transit-Oriented Parking Regulation Updates

City of Evanston, IL

Recommendations Report
July 2017

Contents

Introduction

The City of Evanston has put forth a concentrated effort toward decreasing the community's reliance on the automobile through increasing the density of the city within a short walk to transit. Evanston has excellent access to transit with ten transit stations along the CTA Purple line, the Metra Union Pacific-North line and a connection to the CTA Red and Yellow lines. The community's planning efforts have paid off with significantly lower automobile ownership than its surrounding suburban counterparts and increasing development and commercial activity around transit stations.

But while the driving and parking characteristics of the community have evolved and continue to change, especially in areas adjacent to transit, Evanston's residential parking requirements do not reflect the influence of transit, lower vehicle ownership and actual parking demands by residents. Through zoning updates, the City hopes to encourage increased multi-modal travel by residents, businesses and visitors within Transit-Oriented Development (TOD) areas – areas with mixed-use development in proximity of a transit station. The City also hopes to balance parking supply with demand and eliminate unnecessary parking requirements in these TOD areas.

To study this particular issue, Evanston was awarded funding from the Regional Transportation Authority (RTA) through its 2015 Community Planning Program which, among other goals, aims to support zoning updates that encourage transit-friendly development. The intent of the funding was to support an examination of the City's parking regulations to determine the appropriate amount of off-street parking required in its TOD areas.

As such, the purpose of this study is to provide the City with research and parking data to help determine adjustments needed to the Zoning Ordinance that better reflect actual private, off-street parking needs in TOD areas. The following report summarizes our parking analysis and provides recommendations to implement TOD area parking requirements.

What is Transit-Oriented Development and how does parking fit in?

Transit-oriented development, commonly referred to as TOD, is typically defined as compact, higher-density, mixed-use development in proximity of a transit station. Within a TOD, a resident has the ability to walk, bike or take transit to work, and meet a combination of convenience and lifestyle needs within a short walk of home. When communities add TOD, they become less reliant on automobiles and the benefits accrue at multiple levels. For example, TOD:

- **Can lower the cost of living by helping households live with fewer cars**. TOD provides the opportunity for households to own fewer cars, drive them less, and generate savings on transportation that can be spent at local businesses or on other needs. Across Evanston, the typical household owns 1.36 cars. According to the Center for Neighborhood Technology (CNT), the cost of owning and driving those cars means that the household cost of transportation is $10,070 per year.[1] But in downtown Evanston, a typical household owns 1.15 cars and the cost of transportation is $8,860 per year, or 12% less.

[1] Center for Neighborhood Technology, Housing + Transportation Affordability Index, 2016. http://htaindex.cnt.org/map/.

- **Can connect households with jobs**. When commuters can easily access a rail station from their home, it greatly expands the number of jobs they can reach within a 60-minute commute. For example, households in downtown Evanston can reach 1.3 million jobs, or 30% of the regional total, within a 60-minute transit ride, in addition to 9,534 jobs at Northwestern University.[2]

- **Can reduce vehicle miles traveled and greenhouse gases**. When households can live close to transit, they can drive less, reduce traffic congestion, and can produce fewer greenhouse gases (GHGs) from their transportation behavior. According to the Center for Neighborhood Technology (CNT), in downtown Evanston, the typical household drives 14,436 miles per year and generates 4.49 metric tons of GHGs per year, compared to 15,900 and 6.06 metric tons citywide.[3]

- **Can increase property values**. TODs increase tax revenues near transit stations by promoting high intensity development in areas of significant transit investment. For example, a three-story development in a downtown can generate up to 100 times more property tax revenue per acre than a single family home on an equivalently sized parcel.[4]

- **Can increase and stabilize property values**. In addition to the increased tax increment that TOD may generate, it can also preserve home values during market fluctuations. During the real estate downturn between 2006 and 2011, CNT has found that while the average sales price for residential properties in the Chicago region declined by nearly a third during this period, residential properties near transit were most resilient to the recession. The average sales price for a property within a ½-mile of all Metra and CTA rail stations outperformed the regional average by 29.7%.[5]

- **Can Attract more development to the downtown core.** When parking requirements are decreased, developers are no longer required to purchase additional land to construct unnecessary parking assets. This increases the amount of services that are able to locate in a centralized area, encourages cross-shopping since patrons are more likely to stop in other stores while completing their errands, and promotes sustainable development in the downtown core area.

- **Is aligned with the region's mobility goals.** Data provided by the Chicago Metropolitan Agency for Planning (CMAP) indicates that while single occupancy vehicle (SOV) trips still represent the majority of work trip taken in the region, SOV mode share in the region has not increased since 2000[6], which can be seen in **Figure 1**.

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2 CNT, AllTransit, http://alltransit.cnt.org/.

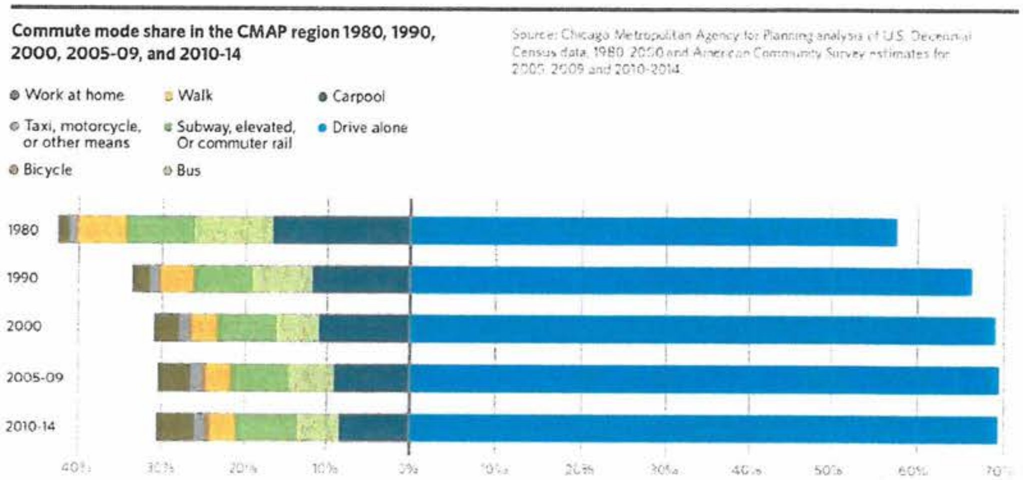
3 CNT, H+T Index, 2016.

4 Chicago Metropolitan Agency for Planning, Fiscal and Economic Impact Analysis of Local Development Decisions. January 2014.

5 CNT, *The New Real Estate Mantra: Location Near Public Transportation*. March 21, 2013

6 Chicago Metropolitan Agency for Planning (CMAP), ONTO 2050 Snapshot: Travel Trends: Understanding how out regions moves. http://www.cmap.illinois.gov/documents/10180/475314/FY17-0012%20Travel%20Trends%20Snapshot/340ac516-6fc7-4f0e-964e-40d84161c034

Figure 1
Historic Mode Split



One of the main goals included in CMAP's regional plan (*GOTO 2040*) is to make an effort to reduce the number of SOV trips and increase the volume of transit ridership to reduce congestion, discourage sprawl, increase land conservation, and centralize planning efforts. Currently, weekday ridership on the region's transit system is about two million, or approximately 9 percent of the total trips taken each weekday. CMAP's goal is to increase transit ridership's share to 13.5 percent of trips made each weekday — or approximately four million trips by 2040. In order to increase transit ridership, it is essential to increase the volume of housing that is transit accessible by creating and leveraging TOD developments within the region. Today, approximately 68% of residents can walk to transit stations from their home, while 76% of residents can walk to transit from their place of work. CMAP's *GOTO 2040* plan establishes a goal of increasing those "walk-to" rates to 75% and 80%, respectively.[7]

These benefits accrue as a community becomes less dependent on automobiles. Municipalities maximize these gains when they prioritize allocating space towards housing units, retail and office space, rather than parking stalls to store automobiles. All too often, however, minimum parking requirements require new development to add parking that is not needed. When that parking sits underutilized, it generates opportunity costs that can set communities back in maximizing TOD. Excessive parking requirements can:

- **Make market rate housing more expensive.** In the Chicago region, the cost to construct a parking space can vary between $4,200 in a surface lot and $37,300 in an indoor, underground parking garage.[8] Developers pass on the costs to renters and owners and a stall can increase the asking price of a unit by as much as 12.5%.

- **Reduce the number of affordable housing units.** In a subsidized housing development, every dollar spent building parking spaces is a dollar not spent providing housing for people. In one case

[7] Chicago Metropolitan Agency for Planning (CMAP), GOTO 2040 Comprehensive Plan: Increase Commitment to public transit. http://www.cmap.illinois.gov/documents/10180/17842/GO-TO-2040-short-plan_10-7-2010_FINAL.pdf/2840498d-96fa-43fa-9784-9c8f364b4547

[8] Donald Shoup, High Cost of Minimum Parking Requirements – numbers have been inflation adjusted for the Chicago market, 2012-5 –(Original Source: Rider Levett Bucknall, Quarterly Construction Cost Report, Third Quarter (2012)

study, to provide housing without parking at an $80,000 purchase price, aimed at a family earning $30,000, a non-profit developer would need a $4,000 subsidy.[9] But requiring two parking spaces would increase the funding gap in this case study project to $26,251. Keeping the cost of construction constant, those limited subsidy dollars could fund 6.5 times as many units if allocated entirely towards housing, rather than towards parking.

- **Reduce the amount of space for non-parking uses.** Between the stall itself, the turning radius, and lanes and ramps, each parking spot requires about 350 square feet.[10] Within a ten unit building, 20 parking spaces would require 7,000 square feet of space. That space could be reallocated towards five new units at 1,000 square feet apiece, twenty bicycle spaces at 12.5 square feet apiece, up to 10 more ADA spaces, and three parking spaces dedicated to shared vehicles, with 700 square feet to spare.

- **Encourage people to own more cars and drive more.** When parking is provided, residents are more likely to use an automobile than to consider taking healthy, active modes of transportation. Vehicle trip generation rates increase when the supply of parking spaces increases.[11] Residents of neighborhoods with standard parking minimums are 28% more likely to drive to work than in similar neighborhoods without them.[12]

- **Disproportionately burden the poor, old, young, and disabled, who subsidize transportation for the relatively more affluent.** Parking minimums typically require that a development provide the same number of spaces for every unit, even when the tenant might be less likely to own a car. Tenants that do not own cars but pay for parking bundled within their rent effectively help subsidize parking for those who do use it.

Parking in Evanston TODs

Evanston has eight TOD areas defined by its Inclusionary Housing Ordinance that are generally described as the area within 1/8 of a mile from a transit rail station plus all property within ¼ of a mile of the station along the main commercial corridors. The TOD areas, shown contiguous in ***Map 1***, consist of:

- Central-Evanston (CTA Purple)
- Central Street (UP-N)
- Noyes-Foster (CTA Purple)
- Davis Street (CTA Purple, UP-N)
- Dempster Street (CTA Purple)
- Main Street (CTA Purple, UP-N)
- South Boulevard (Purple)
- Howard Street (CTA Purple, Red, Yellow)

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9 Todd Litman, Victoria Transport Policy Institute. "Parking Requirements on Housing Affordability". June 11, 2014.

10 US Environmental Protection Agency (USEPA). Parking Spaces / Community Places: Finding the Balance Between Smart Growth Solutions. January 2006.

11 Robert Cervero and G.B. Arrington, "Vehicle Trip Reduction Impacts of Transit-Oriented Housing". Journal of Public Transportation, Vol 11, No 3, 2008.

12 Todd Litman and Rowan Steele, Victoria Transport Policy Institute. "Land Use Impacts on Transport: How Land Use Factors Affect Travel Behavior", 27 January 2015.

Map 2 shows Evanston population by census tract.

This section discusses the details of Evanston's Zoning Ordinance with regard to current residential parking requirements, notes recently approved Planned Development parking development allowances and compares the actual parking demand in TOD areas. It also discusses the availability of public parking and the role of TOD in Evanston's decreasing vehicle ownership rates.

Evanston Zoning Ordinance Requirements

There is currently one parking requirement for all new residential projects in Evanston, including ones close to transit, as specified in City's Zoning Ordinance. As stated in 6-16-2 of the City Code, "each principal building or use shall provide the minimum number of off-street parking spaces as identified in Table 16-B". Required off-street parking facilities shall be used solely for the users of the building. The parking requirements listed in Table 16-B for typical residential developments in Evanston are as follows:

- Single-family detached dwellings: 2.00 parking spaces per unit
- Single-family attached dwellings: 1.50 parking spaces per unit
- Multi-family attached dwellings (1 bedroom): 1.25 parking spaces per unit
- Multi-family attached dwellings (2 bedrooms): 1.50 parking spaces per unit
- Multi-family attached dwellings (3 or more bedrooms): 2.00 parking spaces per unit

The City allows for required parking to be provided off-site, either in a lot owned privately and located less than 1,000 feet from the property (when ten or more spaces are required), or leased from the City in a public facility located not more than 1,000 feet from the property and not located in a more restrictive zoning district (if not R1 through R4).

There are no residential parking requirement exemptions in the City's Zoning Ordinance, but they can be requested by variance, or as a development allowance for Planned Development projects. Shared parking is allowed for certain nonresidential uses and a general 20% parking reduction for nonresidential uses is allowed in the Downtown districts. Furthermore, the first 2,000 square feet for nonresidential uses in business districts, and the first 3,000 square feet for nonresidential in the Downtown districts are exempt from the parking requirements.

Map 3 shows the TOD areas overlaid on the City's land use map.

Existing Public Parking Facilities in Evanston

As previously mentioned, the City allows part or all of the required parking spaces to be leased from the City to serve the subject property as long as the spaces are located within 1,000 feet of the property and the development is not in R1 through R4. There are over 30 public surface lots in the community, including City, CTA and privately owned public lots. Public surface parking consists of approximately 1,975 free, metered and permit parking spaces. Three public parking garages are located in the Davis Street TOD area containing a total of 3,583 parking spaces. Public surface lots and garages are shown in three separate maps numbered ***Map 4, 5, and 6*** corresponding to the North, Central and South portions of Evanston.

Occupancy counts provided by the City at all three garages in 2014 show these garages to be approximately 59% occupied overall at peak times on weekdays and 43% occupied on weekends. The demand of the public parking garages is shown in ***Table 1***.

Table 1
Public Parking Garages: Supply and Utilization

Public Parking Garage	Capacity (spaces)	Weekday Utilization		Weekend Utilization	
		Maximum Peak	Average Peak (2:00pm)	Maximum Peak	Average Peak (2:00pm)
1800 Maple St. Self Park	1,400	1,020 (73%)	815 (58%)	763 (55%)	533 (38%)
Church St. Self Park	600	527 (89%)	312 (52%)	282 (47%)	185 (31%)
Sherman Plaza Self Park	1,347	990 (73%)	863 (64%)	892 (66%)	750 (56%)
Total	**3,347**	**2,537 (76%)**	**1,990 (59%)**	**1,937 (58%)**	**1,468 (44%)**

ACS Car Ownership Changes

According to the 2014 American Community Survey, vehicle ownership rates in Evanston is approximately 1.36 vehicles per household (Cook County, including the City of Chicago, has an ownership rate of 1.42 vehicles per household). However, these ownership rates are much less in areas around transit.

- Vehicle ownership rates of census tracts that include all TOD areas in the City are 9% lower than Evanston's already-low car ownership rate.
- In the area around the Davis Street TOD, car ownership is 15-16% lower than the City overall.
- Over the five years prior to 2014, car ownership, as measured by the average number of vehicles available per household, has declined almost 10% throughout the City.
- Car ownership in tracts that contain a TOD is less than 12% than it was five years ago, and 4% less than one year ago.

These numbers clearly demonstrate the downward trend of car ownership in Evanston's TOD areas.

TOD Planned Development Parking Demand

In a traffic study completed for the development at 1620 Central Street by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA), parking utilization counts were provided at four TOD developments in Downtown Evanston. The locations of these developments and a summary of the parking data is shown in ***Table 2***. Peak parking demand at the four locations ranged from 0.9 vehicles per unit to 1.05 vehicles per unit, with an average peak demand of 0.94 vehicles per unit.

Table 2
Actual TOD Parking Characteristics
Summary of Parking Survey Results (by KLOA, Inc.)

Development	Location	Closest Transit Station	Proximity to Transit Station	1 BR	2 BR	3 BR+	Total Units	Average Unit Size	Parking Supply (spaces per du)	Peak Parking Demand (spaces per du)
Optima Towers	1580 Sherman Ave	CTA - Davis Metra - Evanston (Davis Street)	0.2 miles	18	69	18	105	2.00	1.37	0.9
Optima Views	1720 Maple Ave	CTA - Davis Metra - Evanston (Davis Street)	0.2 miles	62	99	46	207	1.92	1.16	0.9
Optima Horizons	800 Elgin Road	CTA - Davis	0.3 miles	82	138	26	246	1.77	1.49	1.05
The Reserve	1930 Ridge Ave	CTA - Foster	0.2 miles	108	77	8	193	1.48	1.13	0.91
Average										**0.94**

Recently Approved Parking Development Allowances for Planned Developments

It is the purview of City Council to approve development allowances regarding parking requirements. The Plan Commission makes recommendations to City Council on parking for Planned Developments. Given the decreasing ownership rates and the resulting decrease in parking demand, the City has recently approved several developments near transit with reduced parking requirements. Each of these variations is described below and also shown on ***Maps 4, 5, and 6***.

- **835 Chicago Ave** – 1.09 spaces per dwelling unit (Main Street (CTA Purple, UP-N))
- **1571 Maple** – 1.13 spaces per dwelling unit, all but 12 of which are provided within the 1800 Maple St Self Park facility. Two on-site car-share spaces are designated. (Davis Street (CTA Purple, UP-N))
- **1620 Central Street** – 1.15 spaces per dwelling unit (Central-Evanston (CTA Purple), Central Street (UP-N))
- **1700 Central Street** – 1.0 space per dwelling unit. One car-share space is designated. (Central-Evanston (CTA Purple), Central Street (UP-N))
- **824-828 Noyes Street** - 0.8 spaces per dwelling unit. (Noyes-Foster (CTA Purple))
- **831 Emerson Street** - 0.7 spaces per dwelling unit. Two car-share spaces are designated. (Noyes-Foster (CTA Purple))

Vehicle Ownership

At the request of the City, vehicle ownership rates in applicable TOD buildings were analyzed. Specific addresses for applicable residential and mixed-use buildings were determined with staff, and registered vehicle counts by address were obtained from the Secretary of State. ***Table 3*** shows a breakdown of each building unit count based on number of bedrooms and the associated registered vehicle count. An average vehicle ownership rate among the data set was determined to be 1.07 vehicles per unit, as opposed to the 1.15 vehicle ownership rate that exists outside of the TOD area.

Table 3
Summary of Vehicle Ownership

Development	Location	Closest Transit Station	Miles to Station	# of spaces	1 BR	2 BR	3 BR +	Total Units	Vehicles per du[1]	Vehicle per br[1]	Parking Supply per du[1]
1717 Ridge	1717 Ridge Avenue	CTA - Davis Metra - Evanston (Davis Street)	0.2 mi	194	119	42	14	176	.68	.49	1.10
AMLI	705-749 Chicago Ave	CTA - Main Metra - Evanston (Main Street)	0.2 mi	309	110	104	--	214	.80	.54	1.44
Central Station	1720 Central Street	Metra – Evanston (Central Street)	0.1 mi	81	45	27	6	78	.94	.62	1.04
Optima Towers	1580 Sherman Ave	CTA - Davis Metra - Evanston (Davis Street)	0.2 mi	144	18	69	18	105	1.33	.67	1.37
Optima Views	1720 Maple Ave	CTA - Davis Metra - Evanston (Davis Street)	0.2 mi	240	62	99	46	207	1.17	.61	1.16
Optima Horizons	800 Elgin Road	CTA - Davis	0.3 mi	367	82	138	26	246	1.07	.60	1.49
The Reserve	1930 Ridge Ave	CTA - Foster	0.2 mi	220	108	77	8	194	.89	.60	1.13
1640 Maple	1640 Maple Avenue	CTA - Davis Metra - Evanston (Davis Street)	0.1 mi	145	29	71	3	103	1.17	.67	1.41
1572 Maple	1572 Maple Avenue	CTA - Davis Metra - Evanston (Davis Street)	0.1 mi	48	8	8	12	28	1.29	.60	1.71
Sherman Plaza Condominiums	807 Davis Street	CTA - Davis Metra - Evanston (Davis Street)	0.2 mi	304	72	154	27	253	1.35	.74	1.20
831 Emerson*	831 Emerson	CTA - Foster	0.2 mi	175	111	93	38	242	.72	.43	1.38
E2*	1881 Oak St	CTA - Foster	0.3 mi	353	246	81	26	353	1.00	-	1.00
824 Noyes*	824 Noyes	CTA - Noyes	0.1 mi	35	23	12	9	44	.80	.47	.80
1571 Maple*	1571 Maple	CTA - Davis Metra - Evanston (Davis Street)	0.2 mi	113	57	38	6	101	.12	.08	1.12
1620 Central*	1620 Central Street	Metra – Central Street	0.2 mi	54	11	28	8	47	1.15	.59	1.15
Chicago & Main*	835 Chicago	CTA - Main Metra - Evanston (Main Street)	0.1 mi	127	63	42	7	112	1.13	.76	1.13
Average									1.11	.56	1.19

[1]Source: Illinois Secretary of State, 2015 data set. *Approved or recently constructed developments with no official number of registered vehicles.
**E2 Development 94% occupied with peak parking utilization rates ranging from 36% to 46% during a timeframe surveyed by KLOA

Peer & Large City Comparison

A number of cities across the United States are making adjustments to their parking requirements to reflect the changes in parking demand around transit stations. As part of this study, the project team conducted a review of the requirements in several peer cities across the country, as well as a few larger cities with applicable TOD parking ordinances (see *Appendix*).

Table 4

Comparison of Multi-Family Residential Parking Requirements in Peer and Large Cities

	Standard Residential			TOD			
	Min (low)	Min (high)	Guest	Min (low)	Min (high)	Guest	Notes
Evanston, IL	1.25	2.0	-	n/a	n/a	-	Allows for parking to be provided off-site/leased in public facility
Peer City							
Chicago, IL	1.0	2.0	-	0	1.0	-	
Palo Alto, CA	1.25	2.0	1 + 1 sp per 10 DU	.875	1.4	0.7 + .7 sp per 10 DU	Represents the maximum 30% reduction allowed for housing near transit & TDM/parking alternates
Cambridge, MA	1.0	1.0	-	n/a	n/a	-	Can reduce further with parking study
Boulder, CO	1.0	2.0	-	0	0	-	1 space per DU *maximum*
Pasadena, CA	1.0	2.0	1 sp per 10 DU over the first 10 DU	1.0	1.5	10% for every 10 DU	1.75 spaces per DU maximum (over 650 sf); mins may be reduced further with a parking study
Berkeley, CA	1.0	1.0	-	0	0	-	Represent car-free overlay
Portland, OR	0	1.0	-	0	.33	-	Bike parking may replace 25%
Minneapolis, MN	.5	1.7	1 sp per 50 DU	0	.85	0	Relates to proximity of transit station and high or moderate frequency service

Findings

The existing parking and transportation characteristics in Evanston's Transit Oriented Development areas mirror those expected of land use with close proximity to transit access and, in many cases, an easy walk to a mix of uses like commercial and office. Residents own fewer cars and drive less[13]. Providing off-street parking for residential uses within these TODS, as well as all areas of the City, is a requirement in Evanston, as it is with almost all American cities. But while parking characteristics within these TOD areas are very

[13] Todd Litman, Victoria Transport Policy Institute. "Evaluating Public Transportation Health Benefits", 2010.

different than the City overall, these existing parking requirements for new residential developments do not consider such differences within the Ordinance.

Based on surveys completed in four TOD developments in Evanston, the average peak parking demand is 0.94 vehicles per unit, with a range between 0.90 and 1.05 vehicles per unit. However, the supply of these developments averaged to be 1.29, ranging between 1.16 and 1.49. Similarly, according to data provided by the Illinois Secretary of State, vehicle ownership at ten Evanston TOD developments averages 1.07 vehicles per unit while the supply per unit averages 1.31. This demonstrates that the existing ordinance, which requires between 1.25 to 2.0 spaces for every unit, overstates the actual parking demand of these developments. When the supply of parking is overbuilt in this manner, it induces the demand for parking for these developments as residents are less likely to pursue alternative transportation modes if they are offered a parking space free of charge or at a discounted rate.

To better reflect the demand, the City has approved reduced parking at development near transit as a result of the decreasing vehicle ownership rates and associated decrease in parking demand, with recently approved development allowances ranging from 0.72 to 1.15 spaces per dwelling unit. However, this reduction is now required to be completed through a planned development or variance process that takes time and uncertainty to complete. This lengthy process can be a significant deterrent to new development.

The Peer City comparison demonstrates that cities are taking different approaches towards residential parking requirements for TOD. For smaller units (1 bedroom or less), the range is zero to 1.125 spaces per dwelling unit, and for larger units (2+ bedrooms) the range is zero to 1.5 spaces per dwelling unit. Evanston's requirements, in comparison, are higher than all peer cities reviewed. Among the larger city comparisons, TOD parking minimums ranged from 0 to 0.85 spaces per dwelling unit. The conclusion is that cities are making changes to their ordinances to reflect the reduced demand of vehicles of TODs.

Recommendations

Based on the findings of this study, the City of Evanston's parking requirements overstate the amount of parking that new residential developments near transit must build. The City of Evanston should create separate parking requirements for new developments located within TOD areas as defined by the Inclusionary Housing Ordinance. As such, the following recommendations are offered:

- Adopt lower parking requirements based on the number of bedrooms in a unit. The average number of vehicles owned per bedroom was recorded at 0.56, which was used to guide the recommendations presented in Table 5.

Table 5
Existing and proposed parking requirements for Multi-Family Units in TOD zone, per bedroom

Multi-family attached units		
# of bedrooms	**Existing**	**Proposed**
Studio/1 BR	1.25	0.55
2 BR	1.50	1.10
3 BR	2.00	1.65

Specifying parking requirements by bedroom count rather than using a flat-rate per dwelling unit is more administratively complex, but is likely to more accurately reflect vehicle ownership rates. Renters or owners who live in a studio or one-bedroom apartment are more likely to be individuals who can satisfy their daily commute and activities via public transit or shared mobility services. Renters or owners of a two or three-bedroom unit, on the other hand, are more likely to be families or larger households who may not be able to complete all of their trips without owning or sharing a vehicle. The bedroom-based approach may also have the collateral benefit of making smaller units more affordable, thereby helping satisfy another city goal.

- As an alternative to implementing parking requirements per bedroom, for simplicity the City could eliminate the reference to unit size in the Zoning Ordinance and require 1.0 spaces per unit for residential developments, regardless of unit size. While the average number of vehicles owned per unit was recorded at 1.11, actual demand surveys show a peak of 0.94 vehicles per unit. Furthermore, the proposed requirement of 1.0 will encourage even lower vehicle ownership, and continue to allow for a more walkable, transit-oriented environment. It should also be noted that the City is already allowing for a 1.0 space per unit supply through recently approved Planned Developments. Allow developers to propose further reductions on a case by case basis. These reductions must be supported by parking studies and market research, as well as Transportation Demand Management (TDM) strategies/programs that the developer must demonstrate will reduce automobile ownership. These can include providing car-share vehicles, bike share stations, transit passes, or other incentives to reduce the need for vehicles and should be monitored through reports submitted on a regular basis (between one and five years). It is recommended that the character and standards of these TDM strategies be guided by the TDM zoning ordinance in Cambridge Massachusetts.
- Require a multi-modal transportation study for all developments within a TOD. This study can include, but is not limited to examining the transit, bus, driving, parking, ridesharing, carsharing, pedestrian, and bicycle network.
- Require all developments that are granted a variance or development allowance to provide vehicle ownership data to the City on an annual basis, up to five years after the occupancy permit is issued, to ensure the parking demand does not exceed the supply or negatively impact the adjacent streets.
- For developments over 100 units that request a parking reduction, a transportation demand management plan must be provided that establishes mode split goals that align with the City's goals and how they will be achieved. This should be included with the traditional traffic and parking study that new developments are required to complete.
- Encourage shared parking approaches to further reduce residential requirements in mixed-use developments if parking will in fact be shared.
- Consider establishing and implementing an impact fee, escrow payments, or fee-in-lieu of parking policy for incoming development reviews and proposed construction projects. This should begin with a pilot area in order to measure the impacts created from reducing the parking requirement, followed by a period of analysis to decipher best practices for implementation.
- In addition to the changes to the parking requirements, the City should conduct a comprehensive parking study of off-street facilities, both public and private, to determine future parking needs within key TODs and availability of supply to accommodate.

Appendix

Cities used to compare parking and review parking requirements shown in Table 4 in the report include:

- Chicago, IL
- Palo Alto, CA
- Cambridge, MA
- Boulder, CO
- Pasadena, CA
- Berkeley, CA
- Minneapolis, MN
- Portland, OR
- Arlington, VA

Chicago, IL

Population: 2.7 million

Overview: Evanston's neighbor to the south.

Transit: The Chicago Transit Authority operates the nation's second largest public transportation system with eight rapid train routes including the three that service Evanston. Metra operates 11 commuter rail lines through Chicago, including the Union Pacific North that serves Evanston.

Parking Regulation: In September 2015, the City approved a TOD ordinance that allows a 100% reduction of parking requirements in B (Business districts intended to accommodate retail, service and commercial uses), C (Commercial districts intended to accommodate retail, service and commercial uses), and D (Downtown) districts if there are enough other transportation options provided in the area. TOD is defined as an area within ¼-mile of a CTA or Metra rail station and within ½-mile of a CTA or Metra rail station and on Pedestrian or Pedestrian Retail Street.

Palo Alto, CA

Population: 67,000

Overview: A higher income community in Northern California, home to Stanford University and many tech businesses.

Transit: Train service is available via Caltrain commuter rail with two regular stops and one special event stop at Stanford.

Parking Regulation: Their zoning ordinance allows for a reduction of 20% of the total spaces required by ordinance for residential uses located within a designated Pedestrian/Transit Oriented area or in close proximity to other "public transportation facilities serving a significant portion of residents, when such reduction will be commensurate with the reduced parking demand created by the housing facility." If the development has a Transportation Demand Management (TDM) plan, additional parking reductions can be applied to land uses based on type of land use and TDM, but maximum parking reduction is 30% for market rate housing, 40% for affordable housing and 50% for housing for the elderly.

Cambridge, MA

Population: 110,000

Overview: A city with many neighborhood centers that borders Boston and is home to a number of universities including Harvard University and the Massachusetts Institute of Technology.

Transit: One rapid transit line with five stations extends through Cambridge, as well as a connection to an additional rapid transit line and commuter rail service to Boston.

Parking Regulations: Cambridge zoning regulations do not offer any specific discounts for proximity to transit, though it permits developments to reduce the amount of parking based on proximity to transit through a parking study determining demand. Implementation of a TDM plan is required as part of the approval process.

Boulder, CO

Population: 105,000

Overview: A city often top ranked for well-being and quality of life and home to the main campus of University of Colorado.

Transit: Boulder has an extensive bus system that services nearby cities and the Denver airport.

Regulation: Boulder has no parking minimums for land uses MU-4 (Mixed Use 4) and RH-7 (Residential – High 7), which are both intended as high density residential uses close to transit with a pedestrian oriented pattern. A parking maximum is instead in place for 1.0 space per dwelling unit. City code also has special trip generation requirements for these land uses.

Pasadena, CA

Population: 140,000

Overview: A city in Los Angeles County, home to many scientific and cultural institutions including Caltech, and has been recently at the forefront of the parking discussion.

Transit: Rapid transit in Pasadena is provided via six stations along the LA Metro Gold Line, which originates in LA and extends several communities beyond Pasadena.

Parking Regulation: Pasadena has parking requirements for developments within ¼-mile of a rapid transit station or within their Central Transit-Oriented Area. Requirements are minimum of 1.0 space and maximum of 1.25 space for units less than 650 sf and minimum of 1.5 spaces and maximum of 1.75 spaces per unit over 650 sf. Parking requirements may be further reduced with a parking demand study. On-street permits are not allowed for people that live in these developments.

Berkeley, CA

Population: 120,000

Overview: A city in the San Francisco Bay Area with many distinct neighborhoods, the densest of which surrounds the University of California Berkeley.

Transit: Berkeley is served by three rapid transit stations with connecting service throughout the Bay Area, and one regular stop on Amtrak commuter rail service between Auburn and San Jose.

Parking Regulation: City parking regulations do not specifically contain requirements related to proximity to transit. New residential development within a designated area (Car-Free Overlay) south of the UC Berkeley campus are not required to provide any off-street parking, and existing parking within this area may be reduced subject to approval of a Use Permit. Occupants of residential properties within this car-free overlay may not receive residential parking permits. The Zoning Officer or Board may approve parking waivers or modifications for other residential development in the R-S (Residential Southside) zone based on a determination that additional or new on-site parking would be detrimental.

Minneapolis, MN

Population: 407,000

Overview: Minneapolis, along with its Twin City Saint Paul, makes up the second-largest economic center in the Midwest, behind Chicago.

Transit: Minneapolis has two light rail lines, one commuter rail line and over 100 bus routes that carry over 85 percent of the system's daily passengers.

Parking Regulation: Minneapolis distinguishes between high and moderate frequency transit service: moderate frequency is defined as 15-30 minute midday service, while high frequency is defined as midday service every 15 minutes or less. The City has ordinance that allows for the elimination of off-street parking requirements for multi-family residential buildings located within 350 feet of a high-frequency bus route or rail station. Depending on the size of the building, a 50 to 100 percent reduction is allowed within a TOD area ¼-mile around a high frequency bus route or ½ mile from a rail station. The City has ordinance that allows for a 10 percent reduction of off-street parking requirements for multi-family residential buildings located within 350 feet of a moderate-frequency bus route or rail station.

Portland, OR

Population: 620,000

Overview: Portland is known to be one of the most environmentally conscious cities in the country with high walkability, bicycle connections and well-planned transit-oriented development.

Transit: Portland's transit system is extensive, consisting of five light rail lines, two streetcar lines, 80 bus routes and commuter rail.

Parking Regulation: The City of Portland sets parking maximums based on intensity of development and proximity to transit service. Areas where high intensity development is present/anticipated or areas well served by transit have lower maximums than areas with lower development density or where transit is less frequent. Specifically, the city planning and zoning code calls for the lowest maximums in areas that are within a ¼-mile walk from a frequently served bus stop or within a ½-mile walk from a frequently served rail station.

Arlington, VA

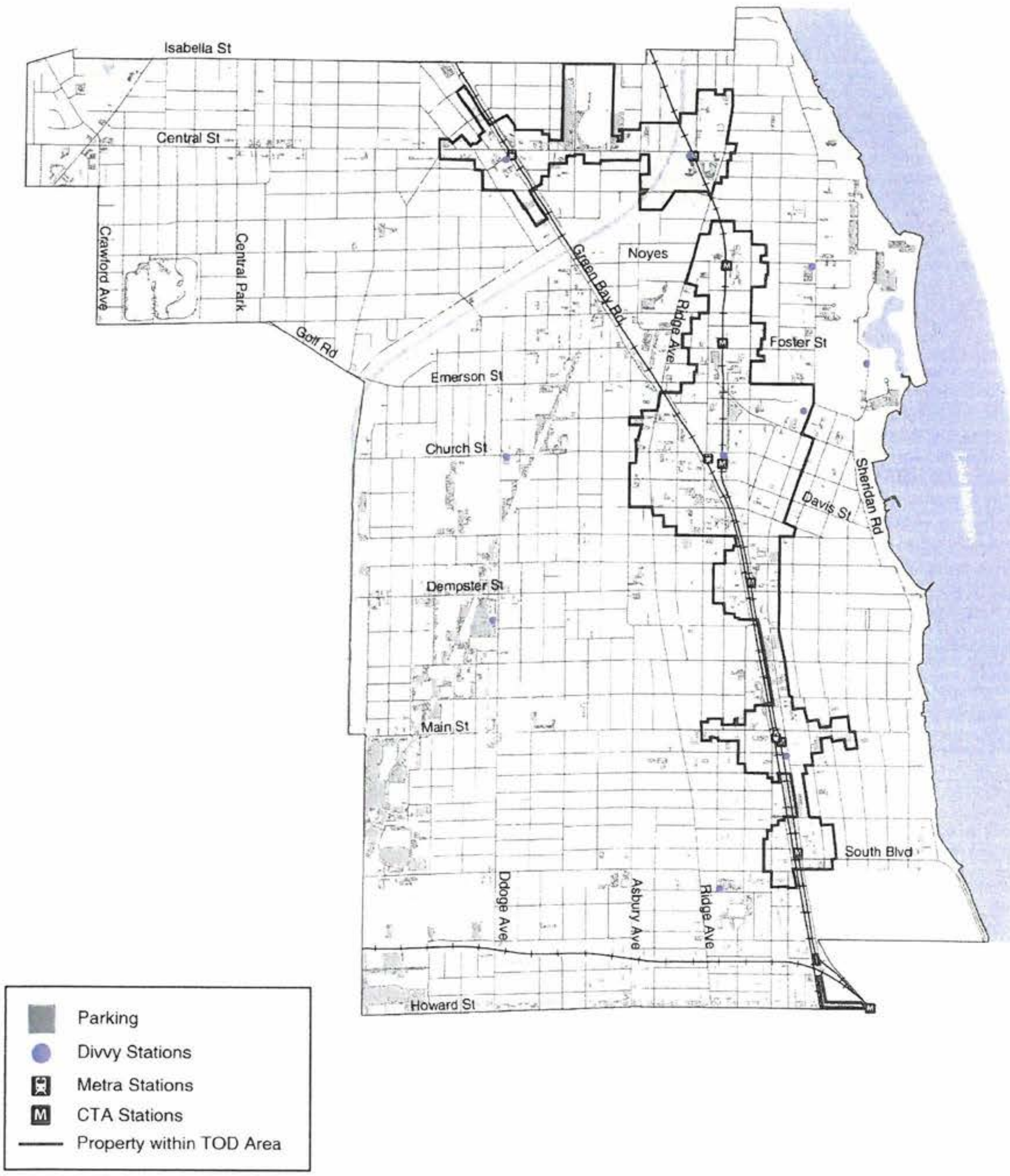
Population: 230,000

Overview: Arlington County is located within the Washington metropolitan area. It is headquarters to many departments and agencies of the federal government, as well as home to many national memorials.

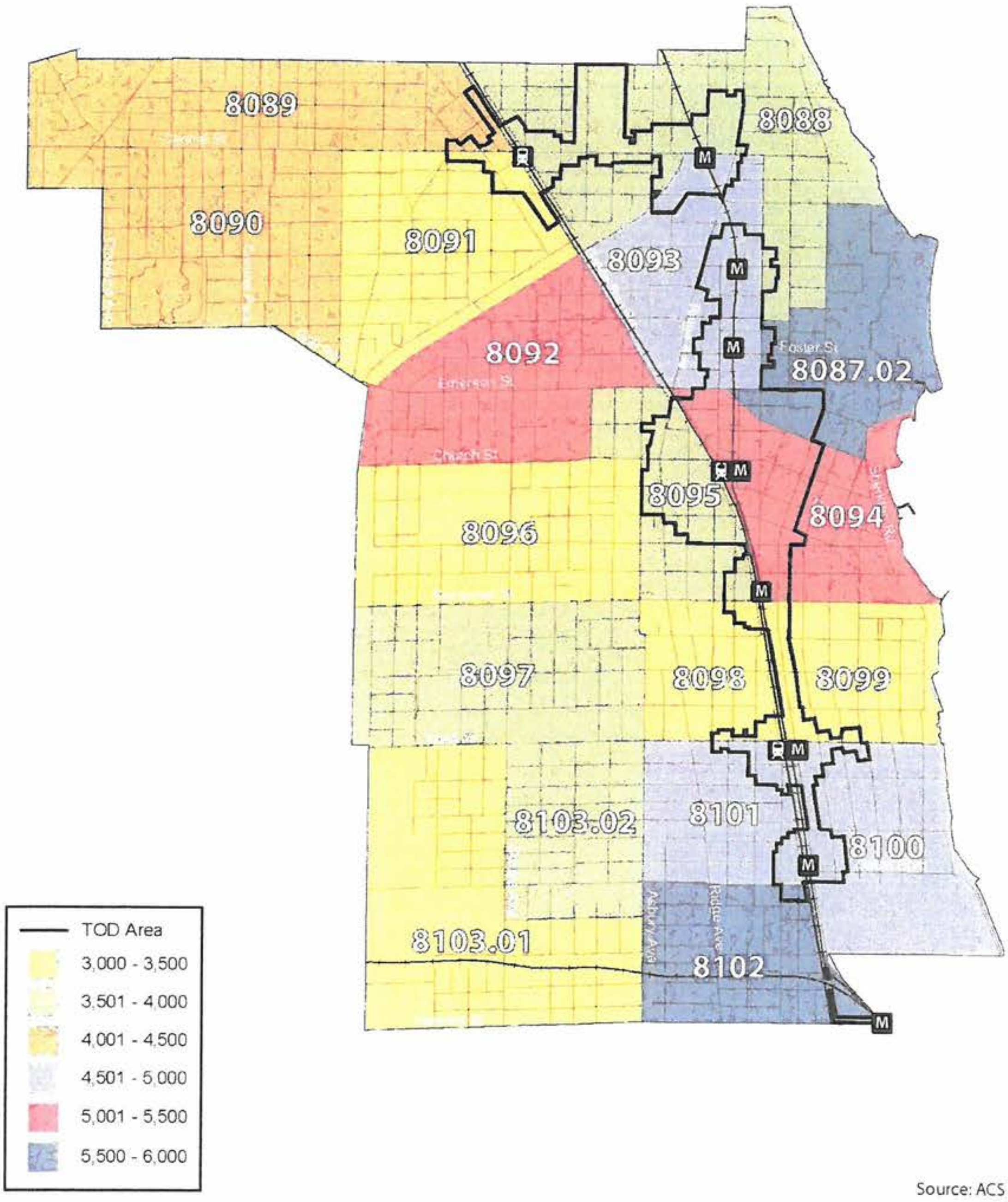
Transit: Arlington is accessible to the nation's capital through a rapid transit system called Metrorail which is administered and operated by the Washington Metropolitan Area Transit Authority (WMATA). Additionally, the Arlington Transit system operates within Arlington County, supplementing Metrobus with cross-County routes and neighborhood connections to Metrorail.

Parking Regulation: Washington Governing regulations do not specifically contain residential parking reductions for proximity to transit (Metro) stations. Reductions and exemptions are provided for parking requirements related to a variety of commercial uses.

Map 1: Evanston Transit Stations & TOD Areas

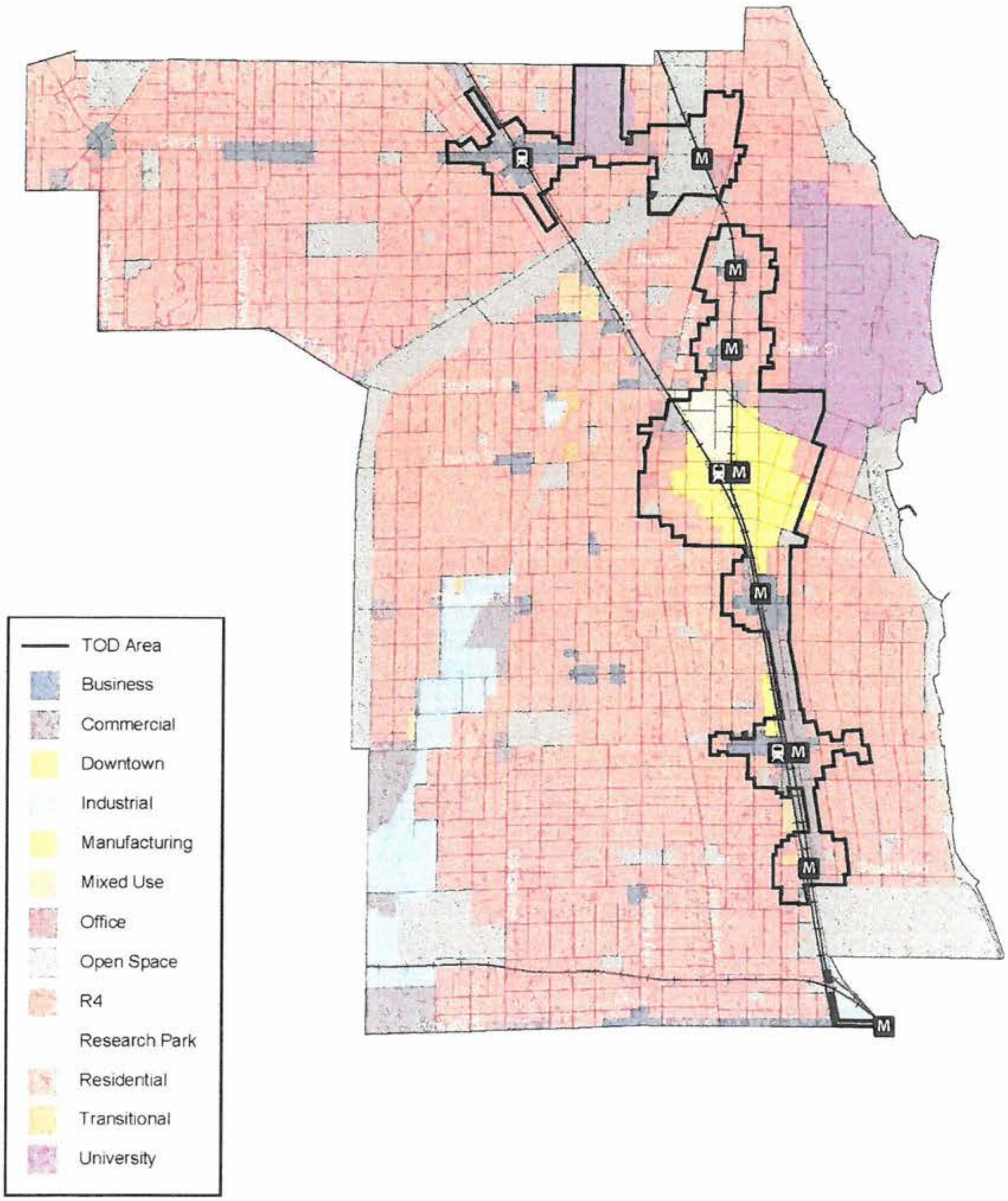


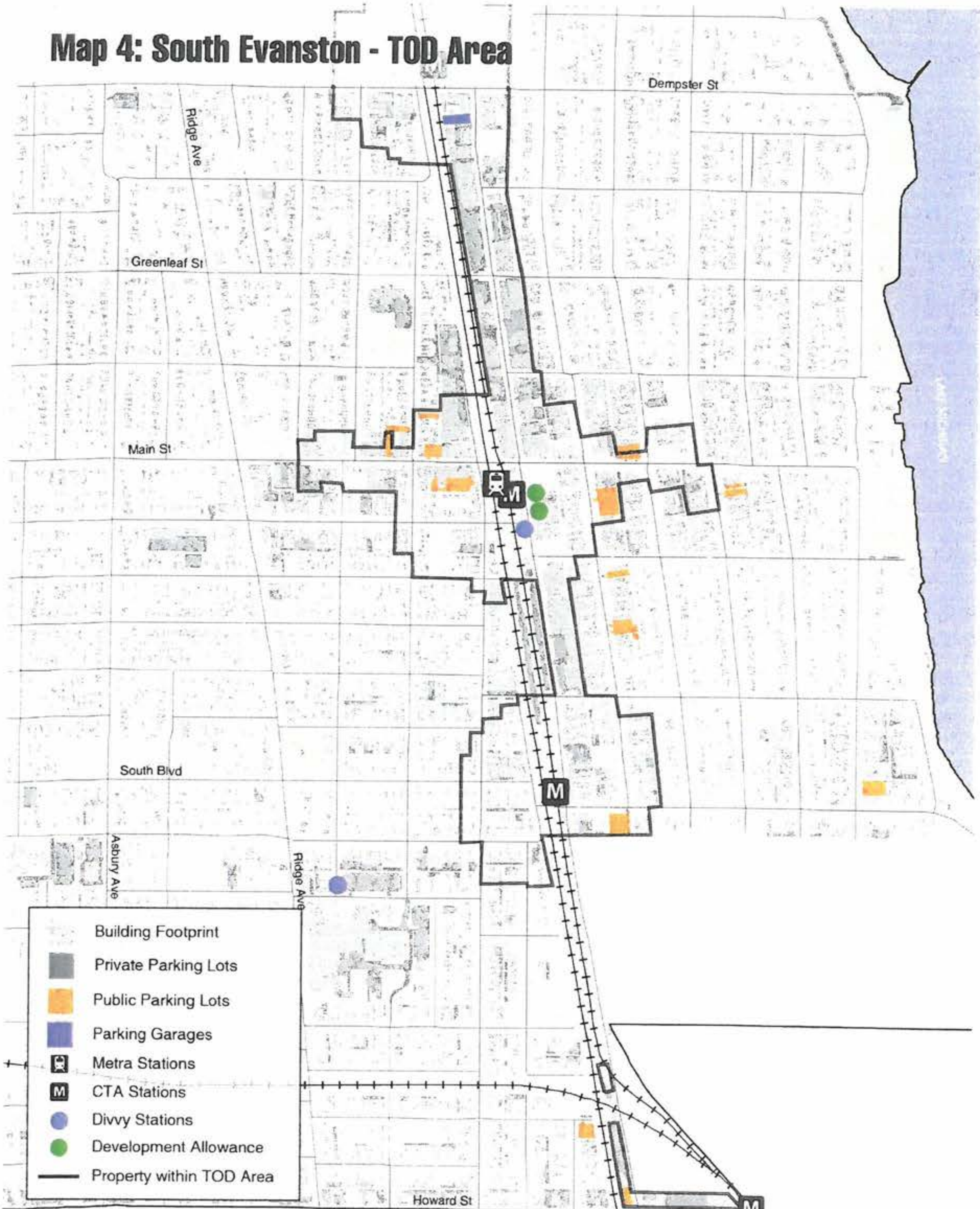
Map 2: Evanston Population By Census Tract

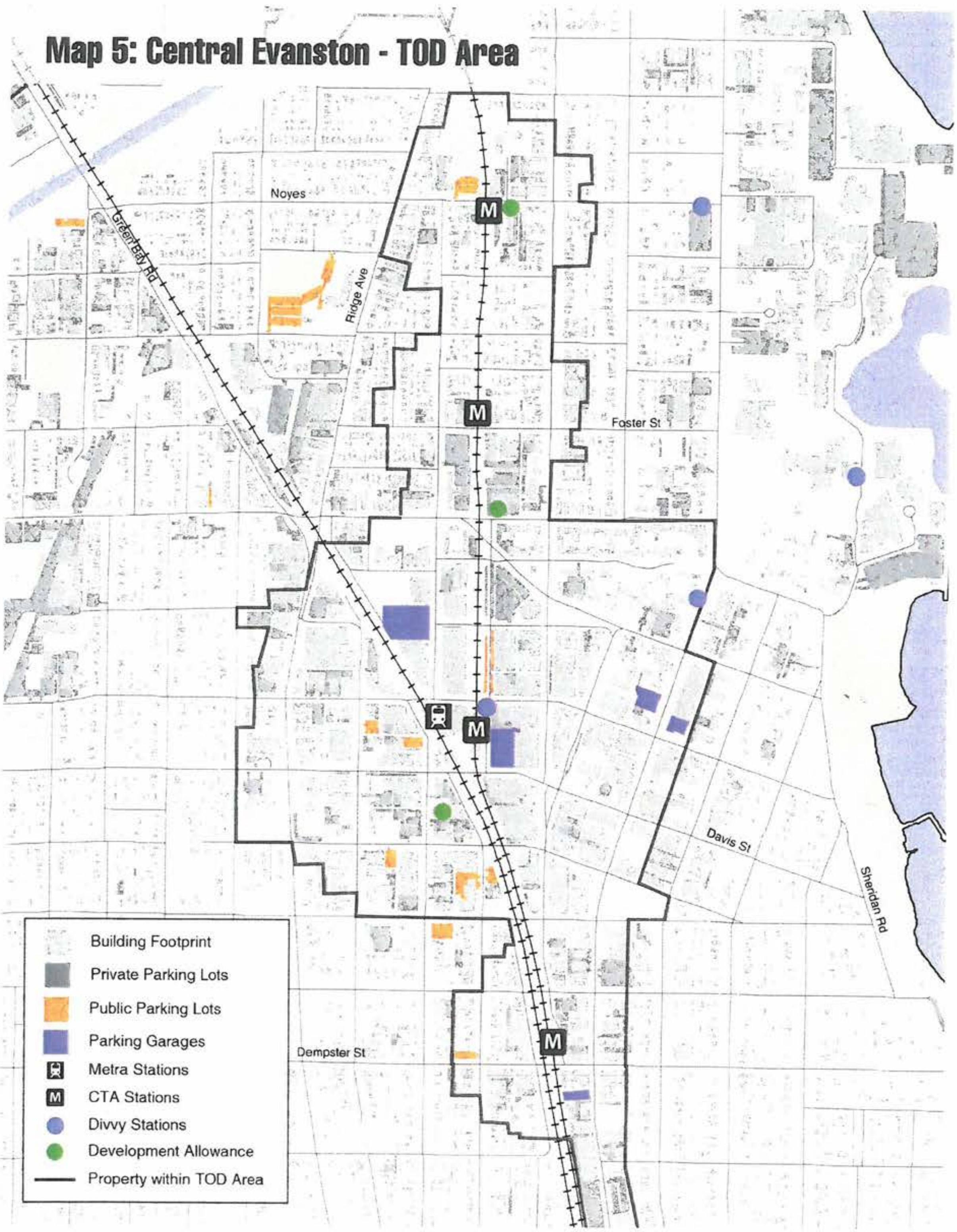


Source: ACS 2014

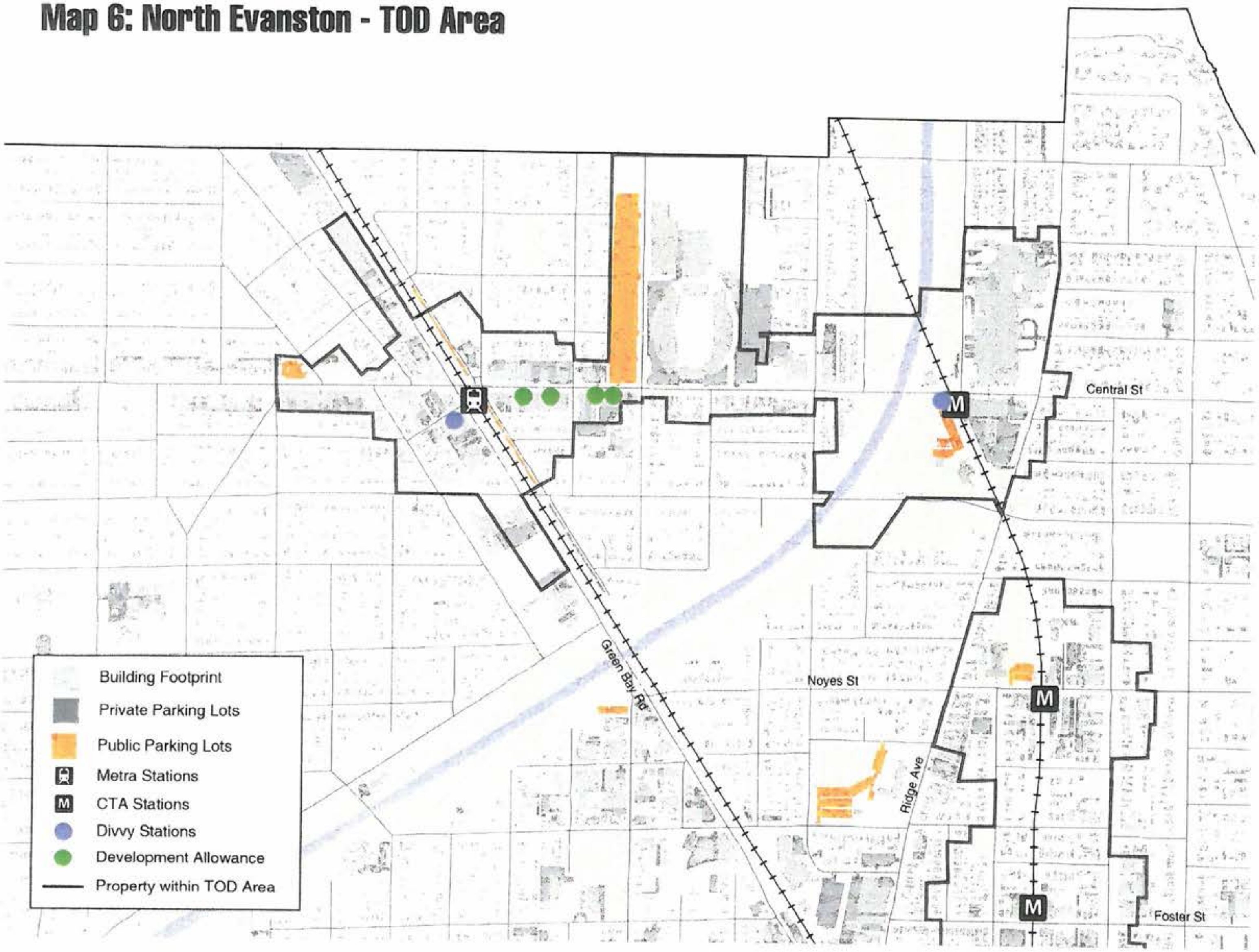
Map 3: Evanston Zoning




Map 4: South Evanston - TOD Area
Dempster St
Ridge Ave
Greenleaf St
Main St
South Blvd
Asbury Ave
Ridge Ave
Howard St
Building Footprint
Private Parking Lots
Public Parking Lots
Parking Garages
Metra Stations
CTA Stations
Divvy Stations
Development Allowance
Property within TOD Area


Map 5: Central Evanston - TOD Area
Noyes
Green Bay Rd
Ridge Ave
Foster St
Davis St
Sheridan Rd
Dempster St
Building Footprint
Private Parking Lots
Public Parking Lots
Parking Garages
Metra Stations
CTA Stations
Divvy Stations
Development Allowance
Property within TOD Area

Map 6: North Evanston - TOD Area



Parking Generation—

Replacing Flawed Standards with the Custom Realities of Park+

WHITE PAPER SERIES

May 2016

#3

Kimley»Horn

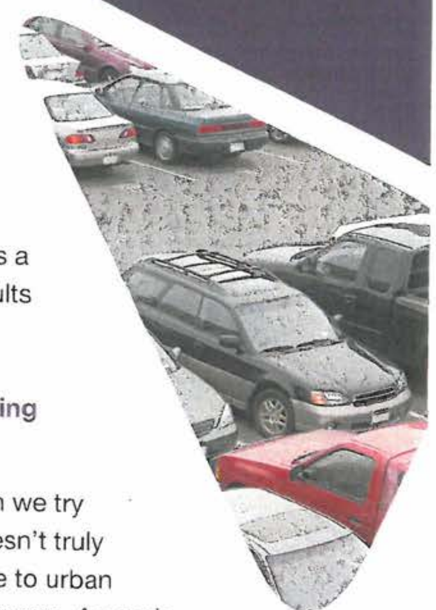
Expect More. Experience Better.

Park+

Unlimited Parking Solutions

Introduction

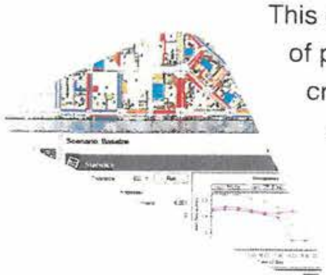
For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.



National parking requirement standards are based on outdated and underrepresented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on. **When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.**

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.



This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.

The Problem with the Standard Approach

Not to belabor the point, but the standard approach hasn't really served the our urban areas well. In reality, the planning guidelines provided by ITE and ULI were never intended to provide guidance for the parking systems in our downtowns and communities. When taken at their true context—at the development or shopping center level—these sources work quite well. In fact, the data in the tables below is likely very indicative of a standalone development; just not one in a highly developed environment.

TABLE 1: ITE/ULI RATES FOR COMMON LAND USES

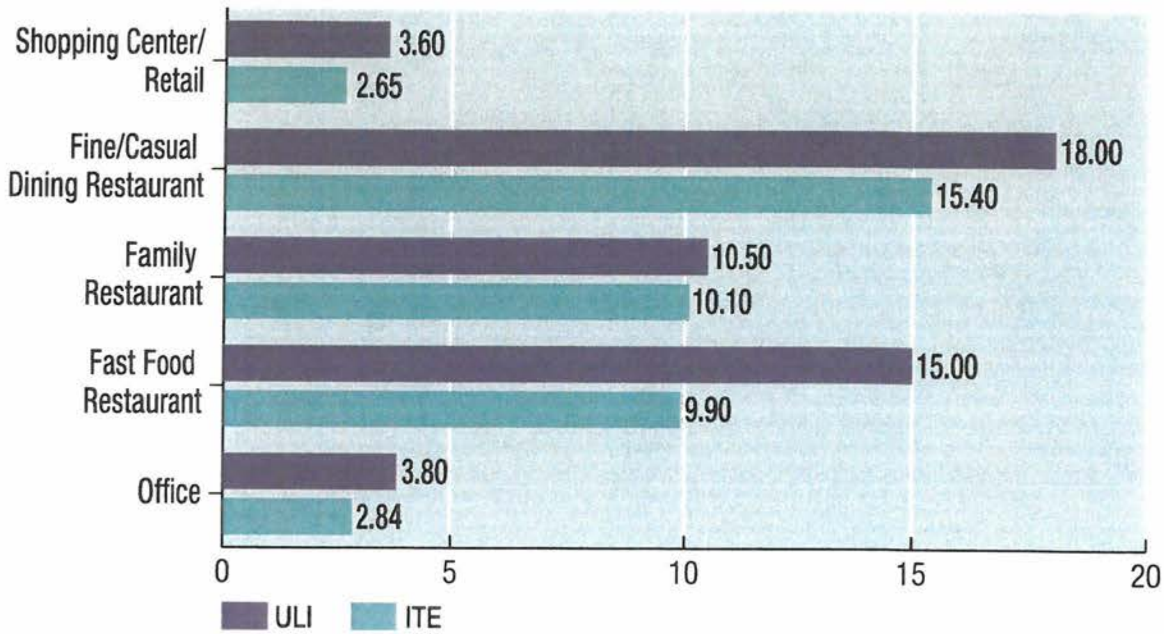
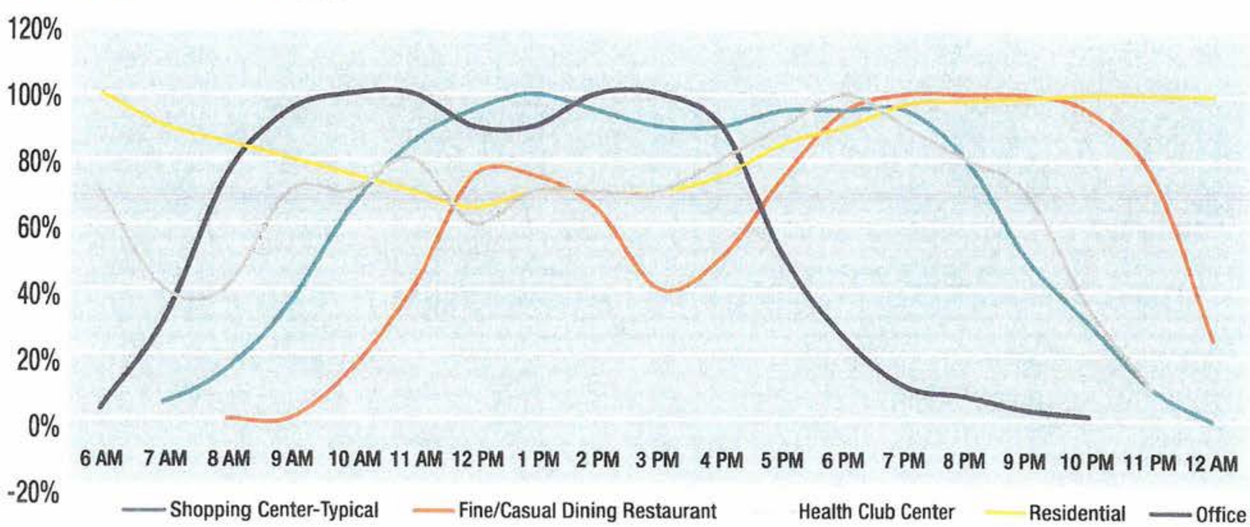


TABLE 2: ULI TIME OF DAY RATES



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County[1], WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

[1] Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator

That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically "right-sizing" their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner[2] whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.

[2] Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

• Municipal Parking Characteristics

In the municipal planning world, the provision of parking is often governed by ULI, ITE, and local code requirements. As such, the following table compares the standard values found in the national parking generation manuals with outputs collected in various Park+ communities.

LAND USE TYPE	UNIT OF MEASURE	STANDARD VALUES		PARK+ MODEL COMMUNITY OUTPUTS					
		ULI	ITE	DURHAM, NC 2011	DURHAM, NC 2016	HOUSTON, TX MUSEUM DISTRICT	HOUSTON, TX RICE VILLAGE	ASHEVILLE, NC	TEMPE, AZ
Apartment	per dwelling unit	1.5	1.20	0.54	0.57	0.79	--	1.62	--
Condominium	per dwelling unit	1.7	1.38	--	0.70	2.82	--	1.12	0.58
Retail	per 1,000 SF	3.6	2.65	0.83	0.65	3	0.95	1.22	1.15
Hotel	per room	1.00	0.64	0.33	0.39	--	--	0.60	0.34
Lounge	per 1,000 SF	10	13.30	4.40	5.85	--	--	3.93	--
Office	per 1,000 SF	3.8	2.84	1.37	1.73	0.75	2.28	1.27	0.56
Restaurant	per 1,000 SF	10.50	10.10	5.19	7.00	14.75	10.13	2.05	11.64

In the above table, the results are shown for models built in Durham, North Carolina; Houston, Texas; Asheville, North Carolina; and Tempe, Arizona. The table depicts the difference between communities and the variance when compared against ULI and ITE. The table also shows two data sets from Durham, including an original data set from 2011 and then a recalibration from 2015. The differences between the two models are fairly small, but these differences show how the demand generation for uses can quickly change as a community develops and demands increase.

For the Houston examples, two distinct neighborhoods are shown—the Museum District and Rice Village. The demand generation characteristics are remarkably different and show how the context of an area can greatly influence the way people behave. This is a very stark example of why the application of blanket generation rates throughout a community is a bad idea.

The second table below shows additional communities and the generation rates found in their respective modeling exercises.

LAND USE TYPE	UNIT OF MEASURE	STANDARD VALUES		PARK+ MODEL COMMUNITY OUTPUTS					
		ULI	ITE	ST. PETERSBURG, FL	CAPITAL EAST, MADISON, WI	SALINAS, CA	GILBERT, AZ	CRYSTAL CITY, ARLINGTON, VA	FORT COLLINS, CO
Apartment	per dwelling unit	1.5	1.20	0.44	0.85	1.22	0.82	0.71	1.16
Condominium	per dwelling unit	1.7	1.38	0.41	0.60	--	--	0.63	1.31
Retail	per 1,000 SF	3.6	2.65	0.78	2.70	0.68	0.57	0.36	0.64
Hotel	per room	1.00	0.64	0.31	--	15.35	--	0.71	--
Lounge	per 1,000 SF	10	13.30	4.23	4.79	6.54	8.38	--	5.38
Office	per 1,000 SF	3.8	2.84	1.14	1.55	2.88	2.06	1.36	1.60
Restaurant	per 1,000 SF	10.50	10.10	5.17	6.46	9.96	10.12	--	5.27

• University Parking Characteristics

Unlike municipal settings, there aren't a lot of governing rates for the prediction of parking generation on a university campus. In fact, ITE only provides a generation characteristic for universities based on total population, which is as broad an assessment as one can make when evaluating a campus. That rate (0.33 spaces per school population for a suburban campus and 0.22 spaces per school population for an urban campus) isn't widely used as far as I can tell, leaving academic planners to make their best guess when defining parking supply on their campuses.

The following table summarizes a variety of generation characteristics encountered for the university campuses we've modeled. These campuses vary in scale and context, and that variety is reflected in the rates that represent their users. No comparative rates are defined in this table due to the lack of consistent national planning standards.

	THE OHIO STATE UNIVERSITY	ARIZONA STATE UNIVERSITY	TEXAS A&M UNIVERSITY	WASHINGTON STATE UNIVERSITY	UNIVERSITY OF MEMPHIS	UNIVERSITY OF UTAH	FLORIDA STATE UNIVERSITY
Administration (per 1,000 SF)	0.48	0.73	1.78	0.42	1.44	0.73	--
Office (per 1,000 SF)	1.60	1.89	1.11	1.57	4.41	2.94	2.65
Lab/Research (per 1,000 SF)	1.71	2.02	1.31	1.79	4.66	3.16	2.41
Classroom (per 1,000 SF)	1.83	3.78	4.11	13.51	5.36	9.39	2.52
Library (per 1,000 SF)	2.35	1.54	1.80	2.77	2.42	--	0.79
Student Residence (per dwelling unit)	4.69	0.2	1.06	0.31	0.46	0.21	1.27

Conclusions

We use this data to better understand how developments will work within the fabric of a community, including their inherent parking needs, the ripple effect of the demand they create, and the overall impact that parking demand has on the viability of the community. In addition, we use localized information to understand how to redirect parking demands into other modes of transportation, manage the remaining demands, and mitigate unwanted consequences.

This community-tailored approach is what is needed to complete the re-urbanization of America. King County did an incredible job defining how Seattle and its surrounding communities use parking. That effort has led to a regional re-assessment of the parking provision paradigm. **Our hope is that in each of the communities we work, we can provide that same level of assessment and rethinking, with just a little bit of planning and parking data.**

I hope this white paper has explained in a little more detail the true dynamic nature of parking demand generation. It's an artistic science that evolves as a community evolves.

That's why we created Park+—to provide our clients a flexible tool that could grow and adapt with their changing communities. I expect that as each of our users' communities change, the results and predicting characteristics of Park+ will change with them.

I've been asked by many if I can use data from Park+ to predict how a development will impact parking in another community. My typical answer is to give them a wide range of generation characteristics and the caveat that no two locations are created the same. In recent projects, I've even tried to urge stakeholders to understand that the parking demand in the study area we are analyzing is likely different from adjacent neighborhoods or business districts.

In reality, I hesitate to give this information for fear that it will be used blindly like ITE or ULI. The true nature of parking demand can't be captured in a set of static numbers. Instead, it must be measured in ongoing data analysis, community assessment, and demand analysis. The hope is that we in the parking and planning industry can plan better for our communities by providing the appropriate amount of parking that will support growth and evolution of our communities.

ZONING PRACTICE JUNE 2017

AMERICAN PLANNING ASSOCIATION

ISSUE NUMBER 6

PRACTICE PARKING REFORM

Eliminating Parking Minimums

By Ben LeRoy

For decades, many American planners unquestioningly applied minimum off-street parking requirements to projects of every conceivable size, type, and context.

Whether drawn from the quasi-scientific findings of the Institute of Transportation Engineers' *Parking Generation* report or simply borrowed whole cloth from other cities' zoning codes, minimum parking requirements continued to grow more onerous and complex. Communities across the nation watched as formerly walkable neighborhoods were hollowed out by parking. Even as planners crafted complete streets policies and rejiggered tax incentives for infill redevelopment, minimum parking requirements were largely ignored, taken on faith as a necessity for any well-planned city.

But many planners have woken up. A wealth of data-oriented research—from *Parking Reform Made Easy* by Richard Willson, FAICP, to the work of Chuck Marohn, AICP's Strong Towns organization, to the seminal *The High Cost of Free Parking* by Donald Shoup, FAICP—has produced a growing consensus within the planning profession that the traditional approach to requiring automobile parking produces more harm than good. In response, cities and counties have begun chipping away at their parking requirements with a variety of techniques, offering urban-minded developers the opportunity to reduce their parking burden through shared parking, payments in lieu of parking, and smarter management of the public parking supply.

While these incremental steps have generally proven popular with developers, relatively few communities have taken the bolder step of eliminating parking requirements in part or in full. The following sections lay out the case for parking reform, profile recent reform efforts in three cities, and present a series of strategies to help planners make the case for eliminating off-street parking requirements to residents and elected officials.

THE CASE FOR PARKING REFORM

The case for parking reform is not self-evident in our auto-dominated society, especially to those not trained as urban planners. Residents and business owners alike have legitimate concerns about ever-increasing congestion levels. Accordingly, a discussion of *how* to achieve parking reform would be lacking if it did not include a summary of the top reasons *why* parking reform is a worthwhile goal. Although parking requirements are well-intentioned, they raise housing prices, induce automobile traffic, and degrade the built environment.

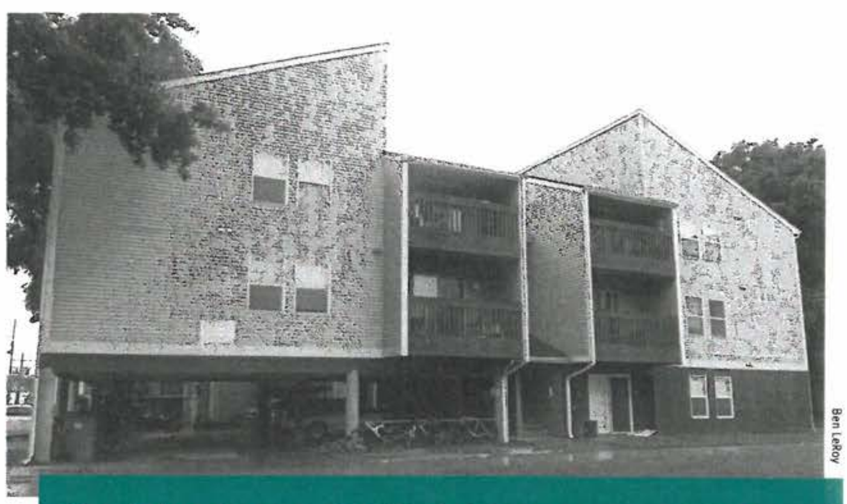
Increased Housing Prices

Because Americans often park for free, they could be forgiven for thinking that parking is free to build and maintain. Unfortunately, nothing could be further from the truth. It turns out that parking—and more specifically, parking produced as a result of minimum parking requirements—is a significant contributor to unaffordable housing.

The construction of parking carries substantial costs. Surface parking consumes valuable land that could otherwise be used for productive buildings, while structured parking costs average nearly $19,000 per space (Cudney 2016). With parking requirements elevating parking supplies beyond what the market would normally produce, parkers often do not directly cover the cost of their own parking. Instead, the cost of parking is tucked into rent, hiding the true allocation of the burden. Non-parkers often end up subsidizing parkers, producing a more expensive and less fair result than allowing developers to build only as much parking as parkers are willing to pay for.

Induced Automobile Traffic

Intended to mitigate congestion, minimum parking requirements have unfortunately produced the opposite effect. By hiding the true cost of automobile ownership and spreading out destinations, minimum parking requirements create the very traffic burden they were created to contain. A recent analysis by the

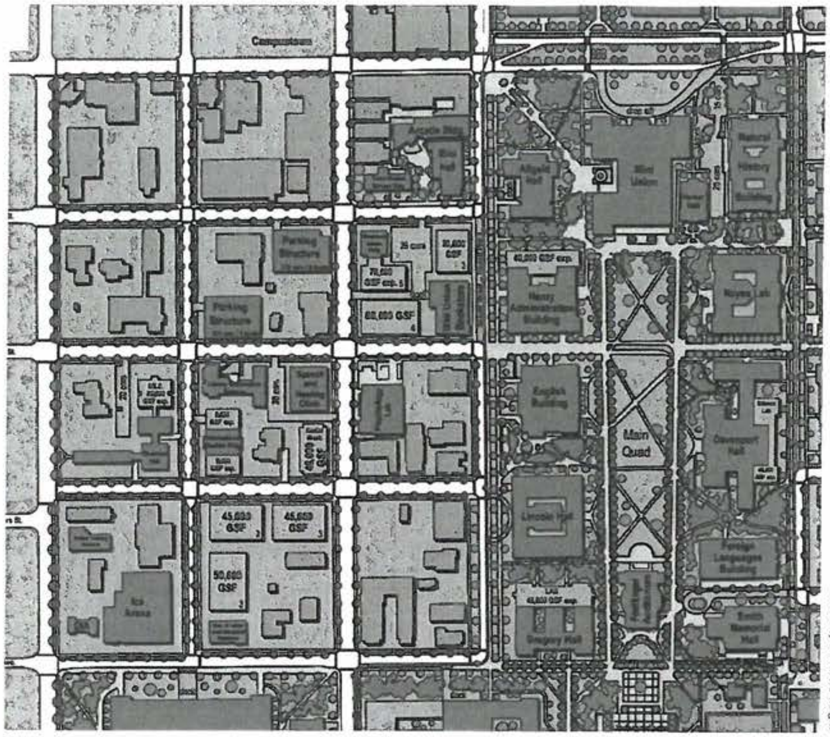

Ben LeRoy

In dense urban areas with high land values, many developers choose to build parking at surface level and elevate the building on stilts. The effect at street level is unpleasant, especially for pedestrians.

State Smart Transportation Initiative and the University of Connecticut found substantial association between increases in a city's parking supply and subsequent increases in car commuting (McCahill 2016). Planners are unable to conduct a controlled experiment to test this phenomenon in the real world, but a wealth of evidence suggests that the relief that parking requirements supposedly buy from traffic congestion is temporary at best.

A Degraded Built Environment

Ask the residents of your community whether they would prefer to spend their time in the city's most walkable district or its largest parking lot, and you will hear nearly unanimous acclaim for the former (a few people are born contrarians). Julie Campoli's excellent *Made for Walking* examines 12 unusually walkable neighborhoods across North America. While these neighborhoods vary in many respects, they share the theme of possessing a limited and carefully managed parking supply. As the author notes, "Rather than feeding auto-dependency, smarter parking policies help initiate a cycle of urban pedestrianism. . . . Replacing surface lots and street-level garages with homes or businesses improves the quality of the street and encourages trips by bike or on foot."



University of Illinois Wright

The University of Illinois *Campus Master Plan* shows several potential future buildings (denoted by lighter coloration and anticipated GSF), some of which are sited on existing private land that the University does not currently own.

PARKING REFORM IN PRACTICE

While many cities have eliminated nonresidential minimum off-street parking requirements in their central business districts, very few have removed parking minimums entirely. For communities contemplating more dramatic reform, the cities of Champaign, Illinois; Fayetteville, Arkansas; and Buffalo, New York, illustrate three distinct models.

Champaign, Illinois

The college town of Champaign, Illinois, has seen substantial reinvestment in its core neighborhoods over the past 15 years. Spurred on by growing enrollment at the University of Illinois, local developers have engaged in a building boom in the high-density residential neighborhood (known as the University District) adjacent to campus. At the same time, a greater number of all sorts of residents—graduate students, young professionals, empty nesters, and even families—have driven a smaller boom in Champaign's vibrant downtown. With space at a premium and walkability in high demand, developers have frequently sought (and been granted) relief from the generally applicable parking requirements.

Over the same period, Champaign's policy makers have recognized a change in community attitudes toward transportation. Between 2000 and 2012, nearly a dozen text amendments reduced parking requirements for particular land uses or overlay zones. The *Champaign Tomorrow* comprehensive plan, adopted in 2011, acknowledges the importance of balancing the parking supply against other transportation and urban design concerns to enhance walkability in core neighborhoods. With a comprehensive update to the zoning ordinance following on the heels of *Champaign Tomorrow* and Champaign's minimum parking requirements experiencing death by a thousand cuts, the city's planning staff began to consider the possibility of taking a bold step: eliminating parking requirements in the core neighborhoods of the community.

A quirk of geography and demography made Champaign's University District an attractive test case. Surrounded by railroad tracks to the east, a busy arterial street to the north, and the University of Illinois campus to the east and south, the University District is almost an island of student housing. These barriers largely prevent the commingling of student housing with nearby neighborhoods composed of home owners, a typical source of NIMBY sentiment in many college towns. Furthermore, the University District's robust transit network, its proximity to campus, and the lack of on-campus student parking combined to keep daily driving demand among the University District's (mostly student) residents at a minimum. Extensive interviews of University District landlords confirmed staff observations that the residential parking supply was experiencing a vacancy rate of approximately 30 percent. At study sessions with the plan commission and city council, elected and appointed officials expressed their openness to further reductions in parking requirements. With no opposition arising from home owners (who were indifferent) or the development community (which was eager for parking reform), Champaign staff anticipated smooth passage of a proposal to eliminate all parking requirements within the University District.

However, the proposal hit an unexpected speed bump at the plan commission meeting. The University of Illinois sent a representative to the meeting to register the university's opposition. Citing the university's master plan, the university's director of real estate planning and services expressed concern over the impact the proposal would have on privately held surface parking lots adjacent to campus: "Once this law is eliminated those parking lots will become the hottest commodity in Champaign County for high-density development. It turns out that some of those that are preserved right now for parking for the private sector are locations where we have proposed future academic buildings" (Champaign 2015). The commission was unmoved by this line of dissent, but nevertheless continued the hearing to another date. At that meeting, the university abandoned its original argument, suggesting instead that a tightening of the residential parking supply could lead to overflow and enforcement impacts on the university's parking supply. Staff countered, noting that the university's parking supply is largely controlled by a combination of meters and permits, making it highly unlikely that University District residents would try to use university parking as long-term parking.

Ultimately, both the planning commission and city council approved the proposal, and in October 2015 Champaign eliminated parking requirements within the University District. As predicted, a number of student housing developments submitted permit applications shortly afterwards, as developers were waiting to make use of the lower parking requirements. These developments all provide parking at different rates, but none of them provides as much parking as was previously required. As the Fall 2017 semester approaches, these developments will be opening their doors for the first time. Others are in the pipeline right now. In the meantime, the city expanded parking reform to the nearby Midtown and Downtown areas, eliminating parking requirements in core areas that serve a much less student-oriented population. It is possible—even likely—that some of the developments built in the wake of this reform will find that they have underbuilt or overbuilt their parking supply, and the city plans to

Andrew Garner, City of Fayetteville

The second floor of Fayetteville's Nelson's Crossing Shopping Center sat vacant for years as it was "underparked" according to the city's parking requirements table. Once nonresidential parking requirements were repealed, businesses could occupy the second floor, improving the development's financial productivity.

monitor private parking demand and pricing over the coming years. Staff anticipates that the findings will show that any concerns were largely unfounded: The market will value parking appropriately for the first time in decades, and Champaign's core neighborhoods will continue to mature into more walkable areas as the effects of a one-size-fits-all parking policy begin to fade.

Fayetteville, Arkansas

Fayetteville, Arkansas, is similar to Champaign, Illinois, in many ways. Both are college towns with approximately 80,000 residents. Both host a flagship state university. Both recognized a problem with their existing parking regulations. While Champaign has eliminated all parking minimums in select areas, in 2015 Fayetteville eliminated all nonresidential parking requirements citywide, leaving parking requirements for residential uses in place.

As in Champaign, Fayetteville's parking reform efforts were built on the foundation of a comprehensive plan commitment to reducing automobile dependence. The *Fayetteville Downtown Master Plan* expanded on this idea, recommending a "Smart Parking" approach including the adoption of shared parking standards and revised minimum parking requirements. But change began slowly. While the city amended its downtown parking regulations to allow changes in land use without the provision of new parking, new construction and building expansion still triggered the standard parking requirements. A separate amendment allowed bike parking spaces to be substituted for automobile parking spaces. Nevertheless, most projects in downtown Fayetteville (and everywhere else) were still subject to minimum parking requirements.

The impetus to completely eliminate nonresidential parking requirements came from the community's commercial real estate brokers. Planning staff noted the frustration many brokers expressed in trying to fill vacant commercial spaces with new uses required to provide more parking than the original use. This issue was not limited to downtown, but extended even into the city's most automobile-oriented districts. Noting the constraining effect parking requirements were having on the local economy, staff proposed cutting all nonresidential parking requirements.

To the surprise of many, the adoption of such sweeping parking reform went relatively smoothly. Fayetteville's planning director, Andrew Garner, AICP, recounts that staff framed the proposal to tick many boxes for both liberal and conservative community members and elected officials. Parking reform in Fayetteville found bipartisan support in its projected sustainability improvements, reduced burden on small business owners, and individual property rights. While some mild opposition arose, enthusiastic support from several planning commissioners assured passage. Tracy Hoskins, a businessman and developer who sits on the planning commission, acknowledged that while the parking reform experiment might create a few negative

Andrew Garner, City of Fayetteville

The proposed Lumiere Theatre in downtown Fayetteville would not provide any parking of its own, relying instead on the private and public supply on surrounding streets and lots.

impacts, "the question is does this cure more problems than it creates? And absolutely, it does" (Gill 2015).

As Fayetteville's parking reform approaches its second anniversary, Garner reports that results have been as expected so far. In more auto-oriented districts, businesses continue to provide ample parking. Some sites exceed the old minimum requirements, while others have made use of the increased flexibility to fill spaces previously kept vacant due to code requirements. Meanwhile, downtown Fayetteville is making room for a pair of theater projects that planners anticipate will make the area even more vibrant. One of the theaters proposes no parking at all, while the other (which includes a small number of onsite dwelling units) proposes a small lot for staff and residents. No matter the location, Fayetteville businesses are now free to provide as much—or as little—parking as they need to become successful contributors to the community.

Buffalo, New York

Parking reform in Champaign and Fayetteville may seem like a leap to planners in communities still nipping and tucking their parking codes, but their partial parking repeals are downright modest compared to Buffalo, New York. That city closed out 2016 by adopting a sweeping new unified development ordinance that, among other things, eliminated parking requirements almost universally.

Having grown to over 550,000 residents before World War II, Buffalo has spent the last several decades shrinking to approximately half its peak population. Buffalo's population decline has been accompanied by a hollowing out of its many prewar neighborhoods by parking lots. As one civic booster quipped about downtown Buffalo in 2003, "If you look very closely, there are still some buildings that are standing in the way of parking progress" (Shoup 2005).

Not content to idly watch the city continue to slide, the city's strategic planning office launched the Buffalo Green Code planning effort in April 2010. This project stripped the city's existing unified development ordinance down to the studs, replacing its standard use-based zoning with a form-based code, retooling street design standards, and severely curtailing parking requirements. As one project consultant put it, the Green Code represents "a radical reimagining of how they were going to do every facet of the development controls in the city of Buffalo" (Strungys 2017).

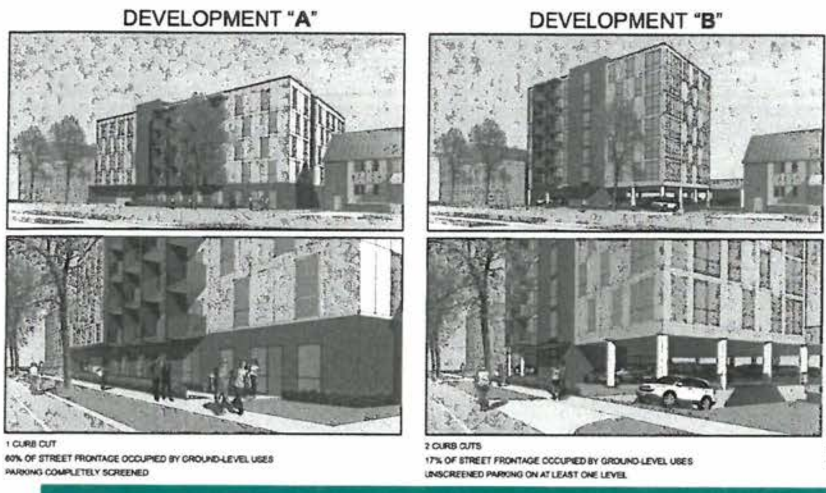
The sheer scope of the Green Code project necessitated an extremely robust public input process, with over 240 community meetings attracting over 6,500 participants. With every element of the development control process up for review, parking received substantial emphasis during these meetings but did not lead the agenda. As project manager John Fell, AICP, recalls, "parking was probably a top five important issue to the public," but people were equally or more concerned with building height and materials, site design, and the redevelopment of large vacant institutional sites. The project also recruited a citizen advisory committee, composed of representatives from every city neighborhood, to both act as a sounding board and recruit neighbors to public meetings.

The input process gave the planning team opportunities to urge concerned residents to consider a more comprehensive transportation demand management (TDM) approach to congestion, rather than clinging to an outdated system of parking requirements that had only managed to degrade the urban environment while doing little to mitigate congestion. Under the new code, projects consisting of (a) 5,000 square feet of new construction or (b) 50,000 square feet of a renovation involving a change of use must prepare a TDM plan. While each project must accommodate the travel demand it generates, developers may employ a host of demand management tools ranging from bicycle parking to subsidized transit passes to alternative work schedules.

The full impact of Buffalo's parking reform will not be felt for several years, but things are already starting to change. Staff members report fielding interest from a few developers in adding dwelling units without additional parking to small projects already under way. Though many of Buffalo's walkable neighborhoods currently bear the scars of required parking lots, look for these areas to mature and thrive as the city's residents rediscover the value of urban-style developments in their urban neighborhoods.

STRATEGIES FOR SELLING PARKING REFORM

The context for parking reform in each of the preceding examples was unique, as it is for every community. The elected officials and citizens in these cities may have shared a willingness to listen, learn, and experiment with parking reform in a way that other communities are not quite ready for. Nevertheless, some of the strategies employed are transferrable to municipalities of every type and size. Consider trying the following strategies when pursuing parking reform in your community.



Tim Kirkby

Two projects, one profit margin: A developer expects the same return from either building, but the one granted parking flexibility presents a much more welcoming face to the street.

Employ Scenarios and Alternatives

Parking requirements have been the law of the land for so long that many people have trouble envisioning how a newly constructed building with little or no parking might function in their city. The local development community can show the impact of parking requirements on both the design and finances of a proposed project.

In Champaign, architect Tim Kirkby, AICP, demonstrated to the plan commission how one of his projects would change if parking requirements were eliminated (Champaign 2015). Kirkby presented two alternatives side by side. While both alternatives projected an expected return of 7.5 percent, their form and finances differed dramatically. The "required parking" alternative was two stories taller than the "flexible parking" alternative, and was largely lifted up on stilts to accommodate ground-floor parking. In contrast, the "flexible parking" alternative had one fewer curb cut and presented ground-level dwelling units facing the street. Perhaps more compelling was the financial comparison of the two buildings. The cost of building required parking was projected to increase rents by approximately 33 percent! This real-life example of a building that would be made both more attractive and more affordable was very compelling evidence of the wisdom of eliminating parking requirements in the University District.

The development community is already a natural ally of any planner seeking to ease parking requirements, although care must be taken to avoid stirring up legitimate concerns that parking reform is simply a giveaway of the city's regulatory power to enhance the private sector's bottom line. Asking developers to compare "required" and "flexible" parking alternatives that project the same profit margin can mitigate these concerns.

Put the Focus on Residents, Not Drivers

Many parking reform efforts are stalled by neighboring residents and businesses sounding the alarm about parking congestion. Even if these concerns are overblown (as they are in many cases), parking congestion proves to be a difficult ground on which to do battle. Instead, consider shifting the conversation to the positive impact that parking reform has on the wallets of residents.

As discussed above, overly burdensome parking requirements raise the cost of construction and building maintenance. These costs are tucked into the rent and purchase price of building, needlessly raising the price on every activity conducted within those buildings. Invite concerned neighbors and elected officials to speculate on what it could mean for the city coffers if residents, no longer tied up by unnecessary parking costs, found themselves with a greater disposable income.

A common rejoinder to this argument raises the specter that developers will simply keep rents the same and pocket the cost savings as extra profit. Fortunately, a couple of rebuttals address this line of attack. First, in a competitive housing market tenants will generally select the housing option with greater amenities (including parking) if rent is the same, providing a strong economic incentive for landlords with less parking to lower their rents to remain competitive. Additionally, even if prices do not drop for some reason, it is hard to argue in favor of forcing tenants to waste money on unused parking simply to spite developers and reduce their profits.

Fairness arguments can be very powerful in these situations. Is it good city policy to make people pay for parking they don't use? Depending on the community, appealing to housing affordability can be a powerful argument.

Substitute Local Examples for National Studies

The field of parking policy research has produced extensive data about nearly every aspect of parking, from vacancy rates to supply/demand models to land consumption. Unfortunately, these studies may be of limited use in front of elected officials disinclined to look to national trends for local decisions. Instead, generate your own local data and examples to create a compelling narrative that parking reform is a unique solution for your unique city's unique problems.

In Fayetteville, planners could point to buildings in otherwise busy commercial districts that were being left vacant due to excessive parking requirements. In Buffalo, staff successfully argued that residential parking requirements were excessive in a community where 30 percent of households did not own a single car. In Champaign, questionnaires sent to landlords revealed that most apartment buildings had parking occupancy rates of only 60 to 80 percent, even at reduced rental rates. These findings mirrored numbers from the city's own public parking permits in the area, which had cut rates in an attempt to preserve the 70 percent occupancy rate. In all these cases, the local story told the tale of why parking reform was important.

Remember, too, that the story does not end upon the successful adoption of new parking regulations. As the built environment changes over the years, consider tracking building permits to see how much parking developers are providing. In Champaign, staff projected that most future buildings would likely provide parking at 50 to 75 percent of the rate formerly required, promising to return to the plan commission with an update in a few years. One and a half years later, this projection has been borne out by the building permits received for review. Tracking data both before and after adoption of parking reform reassures elected officials that they can always change the rules back if an unforeseen negative trend arises.

SHARING THE STORY

Perhaps your community will be the next to make waves in the planning world by adopting sweeping parking reforms. Or perhaps your community is still testing the waters with incremental tweaks to the system. Whatever position you find yourself in, remember to share the story with the world! Parking reform is still a relatively nascent movement, and practitioners around the country benefit from seeing what their colleagues in other cities and states have accomplished.

Explore the Strong Towns parking reform map (strongtowns.org/parking) to see how communities around the country are updating their parking requirements.

Strong Towns maintains a user-updated map of communities that have or are considering reducing their parking requirements. Visit this site to gain ideas for your community, and update the map once you have made progress toward your goals. The planning trade press is also very receptive to stories about parking reform.

Don't hesitate to contact publications like *Planning* magazine, *Streetsblog*, *CityLab*, or your favorite planning blog. You may be surprised at their willingness to shine a spotlight on your unique efforts.

Finally, consider submitting a session proposal to a conference. Parking sessions are often standing room only at APA conferences, but other connected professional organizations such as the International City/County Management Association, the American Public Works Association, and the Government Finance Officers Association can benefit from learning about parking reform as well.

It is an exciting time to be working in the field of parking reform. Most cities employed the same parking policy playbook through much of the 20th century, but cities are beginning to experiment with individualized solutions.

No single parking policy will be the right choice for every city, but the examples recounted in this article may provide a road map for your community to rethink how parking fits in with other planning goals.

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ABOUT THE AUTHOR

Ben LeRoy is an associate planner for Champaign, Illinois, and a 2013 graduate of the University of Illinois at Urbana-Champaign. His master's capstone analyzed the impacts of minimum parking requirements on the city's rental housing supply. He has also drafted new infill-friendly zoning districts in the city's core neighborhoods and rewritten the planned development ordinance.

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ZONING PRACTICE
AMERICAN PLANNING ASSOCIATION

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Suite 1200
Chicago, IL 60601–592

DOES YOUR ZONING STILL REQUIRE OFF-STREET PARKING?

6

D. PARKING

Refer to Chapter 11 for off-street parking and loading requirements. The following additional parking regulations apply within the downtown overlay.

1. **Required Off-Street Parking Spaces.** Refer to Table E for the minimum number of off-street spaces required per use.
   a. **Credits and Reductions.** Credits towards or reductions from the minimum required spaces may apply per this section, Sec. 10-9C-4.D.
   b. **Multiple Uses.** For developments with more than one use, uses are calculated separately, then totalled. Refer to Sec. 10-9C-4.D.5, below for a multiple-use reduction.
2. **Off-Site Parking Agreement.** An agreement providing for shared use of off-site parking spaces or parking for different buildings on different lots, executed by the parties involved, shall be reviewed and may be approved by the Zoning Administrator during review of the site plan.
   a. Off-site cooperative parking allowance shall be permitted on the site only as long as the agreement remains in force.
   b. If the agreement is no longer in force, then parking must be provided as otherwise required in this section.
3. **Alternate Parking Ratios.** The motor vehicle parking ratios of this section are not intended to be a barrier to development. In order to allow for flexibility in addressing the actual expected parking demand of specific uses, alternatives to the motor vehicle parking requirements of this section may be approved through a major design exception, provided that:
   a. The required motor vehicle parking ratios do not accurately reflect the actual day-to-day parking demand that can reasonably be anticipated for the proposed use;
   b. The allowed parking credits and reduction alternatives of this section are infeasible or do not apply; and
   c. The reduced parking ratios proposed are not likely to cause adverse impacts on traffic safety or on the general welfare of property owners and residents in the area.
4. **On-Street Parking Credit.** Nonresidential uses may count on-street parking spaces on street rights-of-way abutting the subject property towards satisfying off-street motor vehicle parking requirements.

TABLE E. MINIMUM PARKING SPACES

Use	Minimum Motor Vehicle Spaces	Minimum Long-Term Bicycle Spaces	Minimum Short-Term Bicycle Spaces
Residential Dwelling with fewer than 4 units	1.25 per unit	No minimum	No minimum
Residential Dwelling with 4 or more units	1.25 per unit	1 per 2 dwelling units, except where a private garage is provided per unit	1 per 20 dwelling units, minimum 2
Group Living	1 per 3 residents	1 per 3 staff	1 per 4 beds
Assembly	1 per 6 seats	1 per 15,000 s.f.	1 per 5,000 s.f.
Higher Education, Trade School	1 per 3 students	1 per every 20,000 s.f. of building area	1 per every 5,000 s.f. of building area
Parks & Recreation	No minimum	No minimum	1 per every 15,000 s.f., with 15 minimum
All Other Civic & Institutional Uses	1 per 1000 sf	1 per 30,000 s.f.	1 per every 10,000 s.f., with 10 minimum
Hotel	1 per sleeping room	1 per every 60 sleeping rooms	1 per every 30 sleeping rooms, minimum 4
All Retail & Service Uses	1 per 400 sf	1 per 12,000 s.f.	1 per 3,500 s.f.
Office, Research & Laboratories	1 per 400 sf	1 per 10,000 s.f.	1 per every 20,000 s.f.
Child Care Center	1 per staff	1 per 4 staff	1 per 4 staff

Parking

a. One on-street parking space credit may be taken for each 25 linear feet of abutting right-of-way where on-street parking is allowed.

b. Only space on the same side of the street as the subject use may be counted except, where no building is located across the street, spaces on both sides of the abutting street may be counted.

5. **Multiple Use Reduction.** When two or more uses share a parking lot, a multiple use reduction may be approved in accordance with the following.

a. The uses and the parking lot are under the same ownership or a shared parking agreement exists between multiple owners.

b. Uses shall be calculated as follows:

(1) For each applicable land use category, calculate the number of spaces required as if it were the only use.

(2) Use the figures for each individual land use to calculate the number of spaces required for that use for each hour of the day per Table F.

(3) For each hour of the day, add the number of spaces required for all applicable land uses to obtain a grand total for each of the time periods.

(4) Select the time period with the highest total parking requirement and use that as the total number of parking spaces required for the site.

6. **Car-Share Service Credit.** A car-share service credit may apply when spaces are provided on-site for a car-share program per the following:

a. The credit may apply to nonresidential uses that are required to provide 10 or more motor vehicle parking spaces and to residential uses that are required to provide 25 or more motor vehicle parking spaces.

b. The number of required motor vehicle parking spaces is reduced by 4 spaces for each parking space that is leased by a village-approved car-share program for use by a car-share vehicle.

c. The car-share vehicles must be available to all building occupants.

7. **Motorcycle and Scooter Parking.** In parking lots containing more than 10 motor vehicle parking spaces where at least 4 motorcycle and scooter spaces are provided, up to 2 motor vehicle spaces may be credited. To receive credit, each motorcycle and scooter space must have a concrete surface and minimum dimensions of 4 feet by 8 feet. Signs restricting the spaces to motorcycle and scooters must be provided.

8. **Parking Lot Design.** The following applies to any parking lot within the downtown overlay.

a. **Pavement Design.** Refer to Chapter 11 for parking lot design requirements. The following additional requirements apply:

(1) Pavement areas shall consist only of necessary drives, walkway paths, and parking spaces; all other areas shall be landscaped. Excessive pavement shall be avoided.

(2) Alleys may be used as drive aisles.

b. **Pedestrian Access.** All surface parking lots with 2 or more double-loaded aisles shall provide internal pedestrian pathway(s) within the parking area and outside of the parking drive aisle.

(1) Dimension. The pathway shall be a minimum of 6 feet in width.

(2) Quantity. One pathway is required for every

TABLE F. SHARED PARKING FACTORS

Land Use	Time					
	Weekday			Weekend		
	12AM–7AM	7AM–6PM	6PM–12AM	12AM–7AM	7AM–6PM	6PM–12AM
Residential	100%	55%	100%	100%	80%	100%
Office/Industrial	5%	100%	10%	0%	10%	5%
Lodging	100%	60%	90%	100%	65%	80%
Eating/Drinking	50%	70%	100%	50%	60%	100%
Religious Assembly	0%	10%	30%	0%	85%	25%
Assembly/Entertainment	10%	30%	60%	10%	70%	100%
Retail Sales/Service	5%	70%	80%	0%	100%	60%

2 double-loaded aisles.

(3) Location. The pathway shall be centrally located within the parking area to serve a maximum number of parking stalls.

(4) Pathways shall provide direct connections to the principal structure(s) entrances from the spaces furthest from the entrance.

(5) Pathway Delineation. Pedestrian pathways should be clearly marked through the use of alternative materials, such as pavers.

9. **Bicycle Parking.** Minimum long-term and short-term bicycle parking spaces for specified land uses are set forth in Table E.

a. **Bicycle Parking Design**

(1) Location. Bicycle parking should be located within 50 feet of the entrance of the use on the same zoning lot as the use.

(2) Short-term bicycle parking may be indoors or outdoors.

(3) Bicycle parking racks provided as part of the streetscape or provided by others as part of the streetscape, when located within 50 feet of the entrance may be counted towards the requirement for short-term bicycle parking.

(4) Long-term bicycle spaces must be located in a limited-access enclosure protecting bicycles from precipitation and theft, such as: enclosed indoor bicycle rooms, bicycle sheds, bicycle lockers, and weather-protected bicycle parking spaces that are monitored by an attendant or security system, such as bike boxes.

(5) Aisle. An aisle, minimum of 5 feet wide, shall be provided adjacent to any bicycle parking facilities to allow for maneuvering.

(6) Racks. Racks shall be installed a minimum of 2 feet from any wall or other obstruction, except for wall-mounted bicycle racks, which may be mounted directly on a wall.

(7) Spaces located within individual dwelling units may not be counted toward bicycle parking requirements.

(8) Bicycle parking facilities shall be separated from vehicular parking areas to protect parked bicycles from damage. The separation may be accomplished through grade separation, distance or physical barrier, such as curbs, wheel stops, poles or other similar features.

(9) Racks and Structures. Racks and structures shall be provided for each unprotected parking space, and shall be designed to accommodate both chain and U-shaped locking devices supporting the bicycle frame at 2 points. Racks may be floor-mounted or wall-mounted, and they must be securely affixed or bolted to the floor or wall.

10-9C-6. MASTER PLAN SITES

For all sites designated on the regulating map (Figure 1) as master plan sites, the following regulations apply.

A. INTENT

These master plan site regulations are intended to extend the walkable street grid in the existing downtown area through larger adjacent parcels, providing a system of streets, smaller-scaled blocks and small civic, open spaces, while allowing a mix of buildings and uses within new, walkable developments.

B. APPROVAL PROCESS

1. An administrative site plan review may be approved for all master plan sites meeting these regulations.
2. The master plan shall include all areas within the outline on the regulating plan, Figure 1, whether under the same ownership or not. The intent is to anticipate connectivity and other interactions potential between adjacent sites. Coordinate with adjacent property owners.

C. SUBDIVISION

Refer to Title 11, Subdivision and Planned Unit Development Regulations, for all requirements related to new streets and subdivision and the processes for approval, modifications, and platting.

D. BLOCKS

An interconnected system of streets and blocks is required for all development sites. Refer to for an illustration of an example layout of these regulations. Note that other configurations that meet the regulations are possible.

1. **Block Size.** Block length shall be no more than 600 feet, with a maximum perimeter of 1800 feet. Deviations from these dimensions for sites with natural or existing constraints may be approved with a major design exception.
2. **Access Points.** A minimum of two access points shall be provided for the development, with a minimum of one per every 1,500 feet of boundary, except along rail corridors or limited

Agenda Item Executive Summary

Item Name	2022-26 Capital Improvements Program	Committee or Board	Committee

BUDGET IMPACT

Amount:	$104,732,660	*Budgeted*	$104,732,660
List what fund	General, MFT, Municipal Building, Developer Deposits, Water, Sewer, Parking, Brewster Creek TIF Project, and Bluff City TIF Project funds		

EXECUTIVE SUMMARY

Attached is the Proposed 2022-2026 Capital Improvements Program. The 2022-2026 projects total $104,732,660 over five years. The 2022-2023 projects total $36,983,530 and are referred to as the Capital Budget. These projects will be incorporated into the Operating Budget that will be presented to the Village Board in March.

ATTACHMENTS (PLEASE LIST)

Proposed 2022-2026 Capital Budget

ACTION REQUESTED

- ☒ For Discussion Only
- ☐ Resolution
- ☐ Ordinance
- ☐ Motion:

Staff: Todd Dowden, Finance Director   Date: 11/09/21

PROPOSED

Village of Bartlett, Illinois

2022-2026 Capital Budget

November 16, 2021

The Honorable Village President
and Board of Trustees

Submitted for your consideration is the Capital Improvements Program for the Fiscal Years 2021-22 through 2025-26. It identifies long-range needs and proposes a multi-year financial plan to address them.

The Capital Improvements Program began in the early 1980's, formalizing a commitment to provide for orderly and appropriately financed growth of municipal facilities. It is a financial tool that allows the village to take a long-range view of our needs.

Beginning in the summer, staff reviews the projects included in the current Capital Improvements Program, updates the costs and status of those projects, and identifies new projects to be included. The department submissions are reviewed, and project budgets and schedules are adjusted as needed. The Village Board reviews the five-year program in the fall. This allows time to incorporate the new year projects into the upcoming budget development process.

Early review has also afforded us the opportunity to bid construction projects early in the year, keeping costs down and completion timely.

Overview

The 5-year Capital Improvements Program for 2022-2026 totals $104,732,660. This is a 4% decrease from last year's Program.

Capital Improvements Expenditures

Year	Total	% Change
2016-2017	20,468,486	100%
2017-2018	22,455,590	10%
2018-2019	40,613,960	81%
2019-2020	8,336,865	-79%
2020-2021	9,702,154	16%
2021-2022 Estimated	16,364,273	69%
2022-2023 Proposed	36,983,530	126%
2023-2024 Proposed	27,529,857	-26%
2024-2025 Proposed	16,815,000	-39%
2025-2026 Proposed	7,040,000	-58%

The chart above shows annual expenditures in the 2022-2026 Program and actual expenditures for the past five years. The percent change column reflects the change from the prior year. As you can see, capital expenditures can vary significantly from year to year.

The table on Page T6 shows the history of capital expenditures by category for the past five years. Comparing the history of expenditures by category with the expenditure summary for this 5-year plan (Page T1), it is easy to see the increase in sewer and streets projects as the major water projects were completed and economic development in the business parks slows down.

The chart below compares the 5-year totals by category:

Category	2022-2026 Proposed	2017-2021 Actual
Water	$20,547,000	$46,861,563
Sewer	54,207,660	5,326,688
Streets	15,661,000	7,195,460
Econ Dev	7,360,000	21,232,479
Golf	1,620,000	65,032
Other	5,337,000	20,895,833
Total	**$104,732,660**	**$101,577,055**

Page T7 presents a list of capital projects that have been completed in the past five years. The chart shows the year the project was completed and the final project cost. The costs shown reflect the total project cost, which may have been spent over more than one fiscal year.

2022-23 Highlights

While the Capital Improvements Program anticipates expenditures over a five-year period, the immediate focus is on 2022-23, which is referred to as the Capital Budget. These projects will become part of the operating budget that will be developed in the next few months. The Capital Budget for fiscal year 2022-23 is $36,983,530. A complete listing of the 2022-23 projects can be found on Page T10. Funds are proposed for a total of 23 projects. One project is new to the Capital Improvement Program and is highlighted below:

New Project

A complete listing of new projects by funding source can be found on page T8. They include the following:

Metra Area Landscaping/Sidewalk Improvements: This project, in conjunction with a partnership with Metra, will replace and extend the sidewalks per the Transit-Oriented Development (TOD) Plan to create safer walking areas around the Metra Station. It will also be improving and updating the landscaped areas surrounding the station and downtown. An IGA was signed with Metra to assist in the costs of this improvement. Budgeted to be completed in 2022-2023. Estimated cost: $420,000.

Financing

The following table below shows the funding sources for this Capital Improvements Program.

2022-26 Capital Improvements Program

Funding Sources

Funding Source	Amount	% of Total
2019 GO Bonds	8,400,000	8.02%
IEPA Loans	43,025,000	41.08%
Brewster Creek TIF	3,900,000	3.72%
Bluff City TIF	3,460,000	3.30%
Motor Fuel Tax	10,951,305	10.46%
Rebuild IL	2,715,768	2.59%
American Rescue Plan Act	2,000,000	1.91%
STP Fund	500,000	0.48%
Grants	366,000	0.35%
Water Fund	14,522,000	13.87%
Sewer Fund	6,807,660	6.50%
Municipal Building	475,000	0.45%
Developer Deposits	20,000	0.02%
General Fund	5,889,927	5.62%
Other	1,700,000	1.62%
Total	**104,732,660**	**100.00%**

An IEPA low interest loan for up to $37 million was approved to finance the Bittersweet WWTP improvements. The sanitary sewer system rehabilitation program will use $2 million of the American Rescue Plan Act funds that the village has received. The lead service line replacement program is also expected to be funded by low interest IEPA loans and the Devon Avenue excess flow facility was financed by a bond issue completed in the fall of 2019. Other capital revenues to finance projects in the 2022-2026 program include Water and Sewer funds, Motor Fuel Tax funds, Rebuild IL bonds, Brewster Creek TIF funds, Bluff City TIF funds, developer donations, and grants.

Respectfully Submitted,

Paula Schumacher

Paula Schumacher
Village Administrator

Village of Bartlett, Illinois

Capital Improvements Program

2022-2026

Tables & Graphs

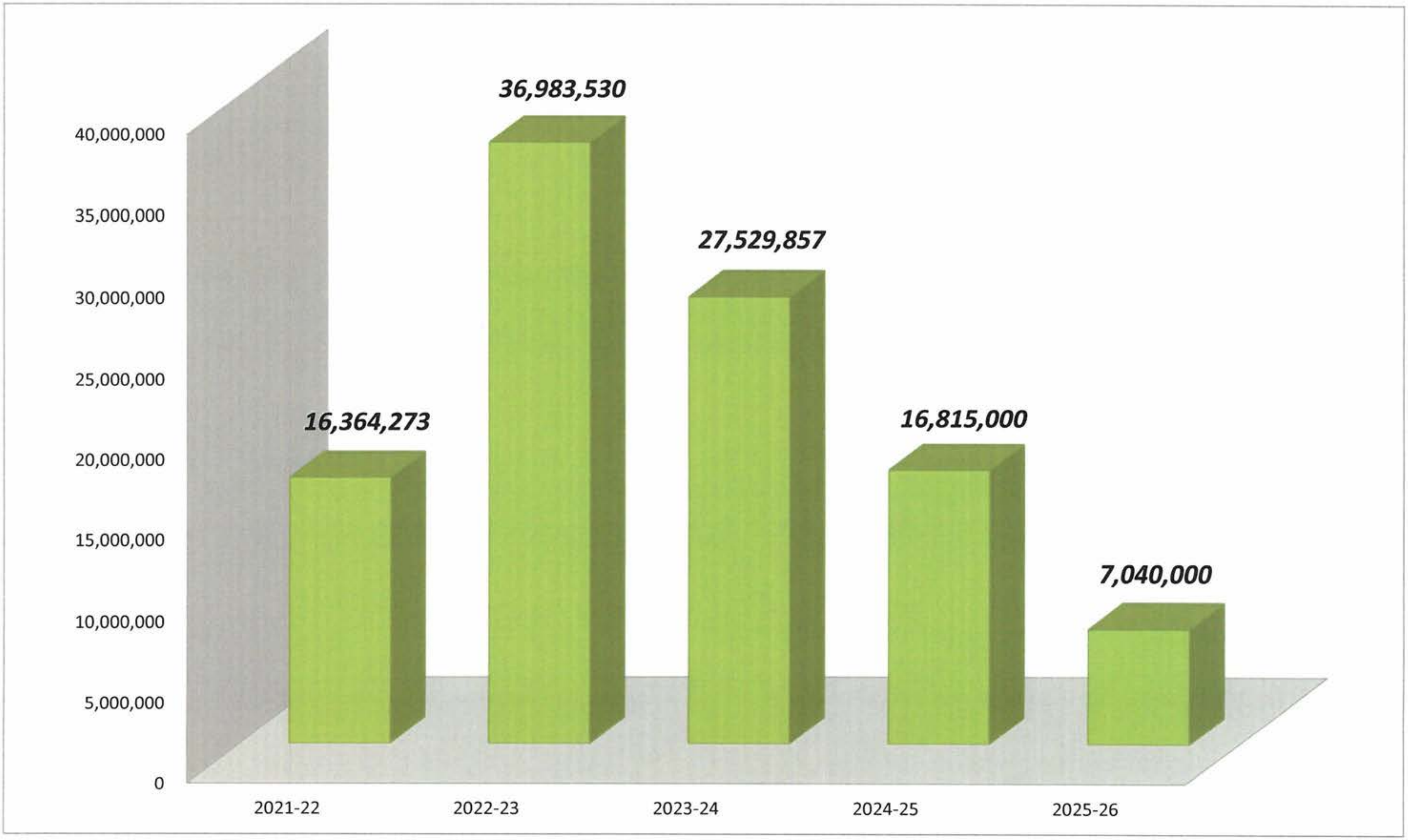
VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Expenditure Summary

Program Category	***FY 2021-22***	***FY 2022-23***	***FY 2023-24***	***FY 2024-25***	***FY 2025-26***	***Five Year Total***	***% of Total***
Water	*1,942,000*	*4,000,000*	*3,555,000*	*8,700,000*	*2,350,000*	*20,547,000*	*20%*
Sewer	*7,500,273*	*26,727,530*	*17,379,857*	*1,300,000*	*1,300,000*	*54,207,660*	*52%*
Streets	*1,960,000*	*3,556,000*	*3,840,000*	*3,190,000*	*3,115,000*	*15,661,000*	*15%*
Economic Development	*4,410,000*	*2,150,000*	*800,000*	*0*	*0*	*7,360,000*	*7%*
Golf	*20,000*	*0*	*1,600,000*	*0*	*0*	*1,620,000*	*2%*
Other	*532,000*	*550,000*	*355,000*	*3,625,000*	*275,000*	*5,337,000*	*5%*
Total	***16,364,273***	***36,983,530***	***27,529,857***	***16,815,000***	***7,040,000***	***104,732,660***	***100.00%***

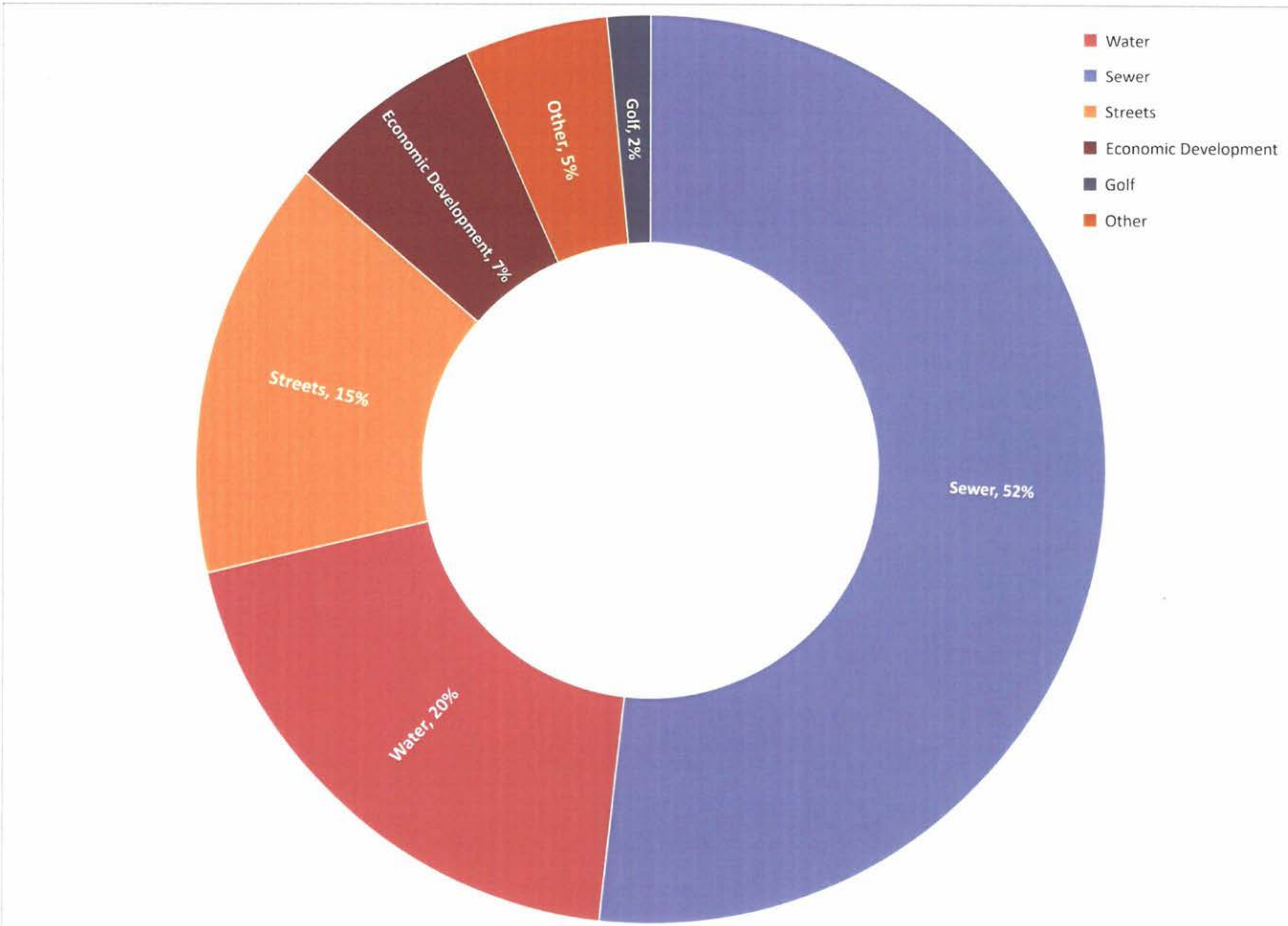
VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Expenditures by Year



VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Expenditures by Category



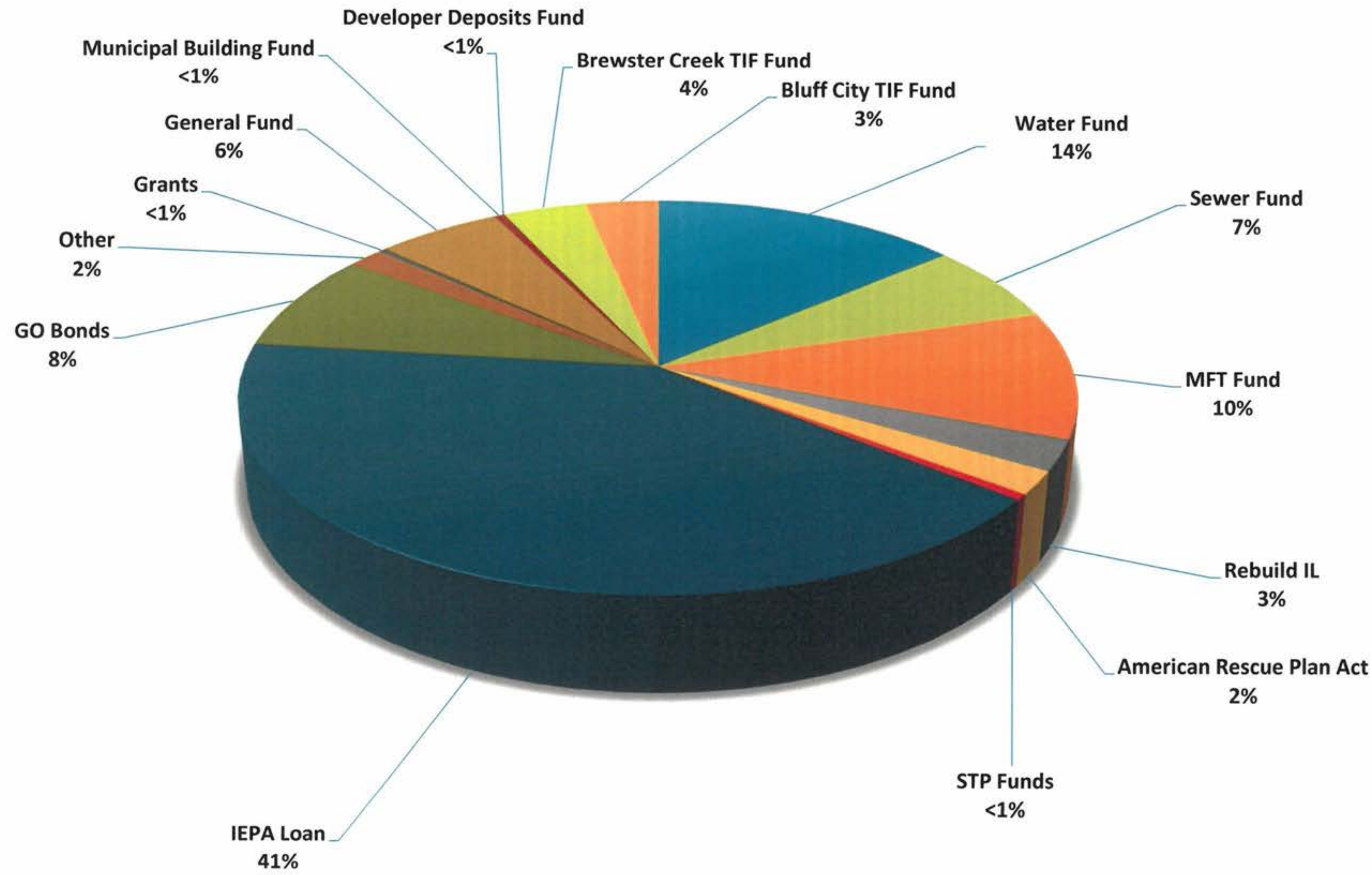
VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Funding Source Summary

Sources of Funds	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total	% of Total
Water Fund	1,942,000	4,000,000	3,555,000	2,675,000	2,350,000	14,522,000	13.87%
Sewer Fund	2,350,273	1,977,530	379,857	800,000	1,300,000	6,807,660	6.50%
MFT Fund	50,000	1,724,232	3,440,000	4,137,073	1,600,000	10,951,305	10.46%
Rebuild IL	1,820,000	895,768	0	0	0	2,715,768	2.59%
American Rescue Plan Act	0	500,000	1,000,000	500,000	0	2,000,000	1.91%
STP Funds	0	0	500,000	0	0	500,000	0.48%
IEPA Loan	5,000,000	16,000,000	16,000,000	6,025,000	0	43,025,000	41.08%
GO Bonds	150,000	8,250,000	0	0	0	8,400,000	8.02%
Other	60,000	10,000	1,610,000	10,000	10,000	1,700,000	1.62%
Grants	85,000	281,000	0	0	0	366,000	0.35%
General Fund	452,000	745,000	245,000	2,667,927	1,780,000	5,889,927	5.62%
Municipal Building Fund	25,000	450,000	0	0	0	475,000	0.45%
Developer Deposits Fund	20,000	0	0	0	0	20,000	0.02%
Brewster Creek TIF Fund	2,950,000	950,000	0	0	0	3,900,000	3.72%
Bluff City TIF Fund	1,460,000	1,200,000	800,000	0	0	3,460,000	3.30%
Total	**16,364,273**	**36,983,530**	**27,529,857**	**16,815,000**	**7,040,000**	**104,732,660**	**100.00%**

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Expenditures by Funding Source



VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Capital Projects Expenditure History 2017 - 2021

Program Category	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Five Year Total	% of Total
Water	13,695,102	4,202,300	24,316,030	3,270,430	1,377,701	46,861,563	46.13%
Sewer	579,820	211,815	215,506	1,540,572	2,778,975	5,326,688	5.24%
Streets	1,123,564	1,425,495	1,020,663	1,488,190	2,137,548	7,195,460	7.08%
Economic Development	3,985,000	3,426,314	8,717,965	1,878,500	3,224,700	21,232,479	20.90%
Golf	0	0	0	0	65,032	65,032	0.06%
Other	1,085,000	13,189,666	6,343,796	159,173	118,198	20,895,833	20.57%
Total	**20,468,486**	**22,455,590**	**40,613,960**	**8,336,865**	**9,702,154**	**101,577,055**	**100.00%**

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Total Project Costs - Completed Projects

Project	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Lift Station Upgrades	421,077				925,524	1,346,601
MFT Maintenance Program	730,790	1,300,469	959,633	1,435,044	1,826,358	6,252,294
Street Garage Building Addition	513,073					513,073
Water Main Replacement		386,950	890,589	479,294	1,144,437	2,901,270
Water Tower Painting		238,549	587,801			826,350
Schick/Struckman Bridge Rehabilitation	385,000					385,000
North/Prospect Stormwater Detention	5,280,794					5,280,794
Water System Modeling/Pump Station Upgrades			914,550			914,550
Stearns Road/Country Creek Culvert Extension			410,505			410,505
Police Station			19,811,250			19,811,250
DWC transmission main and meter station				15,174,294		15,174,294
Water pump station and storage				8,140,978		8,140,978
Bartlett watermain improvements				5,537,439		5,537,439
Golf Veranda / Simulator Room					65,032	65,032
Sanitary Sewer Rehabilitation	427,489	50,140	75,028	528,427	639,792	1,720,876

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

New Projects by Source of Funds

Project	*Page*	*General Fund*	*Grant Funds*	*Total*
Metra Area Landscaping/Sidewalk Improvements	45	$270,000	$150,000	$420,000
Total		***$270,000***	***$150,000***	***$420,000***

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

2021-22 Projects by Source of Funds

Project	Page	Water Fund	Sewer Fund	MFT Fund	Rebuild IL	IEPA Loans	GO Bonds	Other	Grants	General Fund	Municipal Building	Developer Deposits	Brewster Creek TIF Fund	Bluff City TIF	Total
Water Main Replacement	3	1,200,000													1,200,000
Infrastructure Improvements-Water	7	500,000													500,000
Watermain Leak Survey and Repairs	9	37,000													37,000
Lead Service Replacement	13	100,000													100,000
Infrastructure Removals	15	80,000													80,000
Hydrant Painting Program	17	25,000													25,000
Facility Update/Phosphorous Removal	20		75,273												75,273
Sanitary Sewer System Rehabilitation	22		500,000												500,000
Devon Excess Flow Plant Rehabilitation	24						150,000								150,000
Lift Station Upgrades and Rehabilitation	26		225,000												225,000
Bittersweet WWTP Improvements	28		1,550,000			5,000,000									6,550,000
21/22 MFT Maintenance Program	31				1,820,000										1,820,000
Bike Path Maintenance	37							10,000		30,000					40,000
Parking Lot Improvements	39							50,000		10,000					60,000
South Oak Ave Parking	43										25,000				25,000
Metra Area Landscaping/Sidewalks	45									15,000					15,000
Brewster Creek Bus. Park Improvements	48												2,950,000		2,950,000
Bluff City/Blue Heron Improvements	50													1,460,000	1,460,000
Irrigation System Replacement	53											20,000			20,000
W. Bartlett/Devon Drainage/Path	58								85,000	177,000					262,000
Stormwater System Improvements	60									220,000					220,000
Schick/DuPage River Engineering Study	62			50,000											50,000
Total		**1,942,000**	**2,350,273**	**50,000**	**1,820,000**	**5,000,000**	**150,000**	**60,000**	**85,000**	**452,000**	**25,000**	**20,000**	**2,950,000**	**1,460,000**	**16,364,273**

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

2022-23 Projects by Source of Funds

Project	Page	Water Fund	Sewer Fund	MFT Fund	Rebuild IL	American Rescue Plan Act	IEPA Loans	GO Bonds	Other	Grants	General Fund	Municipal Building	Brewster Creek TIF Fund	Bluff City TIF	Total
Water Main Replacement	3	1,200,000													1,200,000
Water Tower Painting	5	805,000													805,000
Infrastructure Improvements-Water	7	500,000													500,000
Watermain Leak Survey and Repairs	9	100,000													100,000
Water Meter Changeout	11	1,000,000													1,000,000
Infrastructure Removals	15	370,000													370,000
Hydrant Painting Program	17	25,000													25,000
Facility Update/Phosphorous Removal	20		77,530												77,530
Sanitary Sewer System Rehabilitation	22		500,000			500,000									1,000,000
Devon Excess Flow Plant Rehabilitation	24							8,250,000							8,250,000
Lift Station Upgrades & Rehabilitation	26		1,400,000												1,400,000
Bittersweet WWTP Improvements	28						16,000,000								16,000,000
22/23 MFT Maintenance Program	31			979,232	895,768										1,875,000
IDOT Intersection Improvements	33			425,000											425,000
Bike Path Maintenance	37								10,000		90,000				100,000
Parking Lot Improvements	39			170,000											170,000
Downtown Crosswalk and Curb	41									131,000					131,000
South Oak Ave Parking	43											450,000			450,000
Metra Area Landscaping/Sidewalks	45									150,000	255,000				405,000
Brewster Creek Bus. Park Improvements	48												950,000		950,000
Bluff City/Blue Heron Improvements	50													1,200,000	1,200,000
Stormwater System Improvements	60										400,000				400,000
Schick/DuPage River Engineering Study	62			150,000											150,000
Total		4,000,000	1,977,530	1,724,232	895,768	500,000	16,000,000	8,250,000	10,000	281,000	745,000	450,000	950,000	1,200,000	36,983,530

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

2023-24 Projects by Source of Funds

Project	Page	Water Fund	Sewer Fund	MFT Fund	American Rescue Plan Act	STP Funds	IEPA Loans	Other	General Fund	Bluff City TIF	Total
Water Main Replacement	3	1,200,000									1,200,000
Water Tower Painting	5	1,205,000									1,205,000
Watermain Leak Survey and Repairs	9	125,000									125,000
Water Meter Changeout	11	1,000,000									1,000,000
Hydrant Painting Program	17	25,000									25,000
Facility Update/Phosphorous Removal	20		79,857								79,857
Sanitary Sewer System Rehabilitation	22				1,000,000						1,000,000
Lift Station Upgrades & Rehabilitation	26		300,000								300,000
Bittersweet WWTP Improvements	28						16,000,000				16,000,000
23/24 MFT Maintenance Program	31			2,000,000							2,000,000
North Ave Resurfacing	35			275,000		500,000					775,000
Bike Path Maintenance	37							10,000	90,000		100,000
Parking Lot Improvements	39			965,000							965,000
Bluff City/Blue Heron Improvements	50									800,000	800,000
Irrigation System Replacement	53							1,600,000			1,600,000
Stormwater System Improvements	60								155,000		155,000
Schick/DuPage River Engineering Study	62			200,000							200,000
Total		**3,555,000**	**379,857**	**3,440,000**	**1,000,000**	**500,000**	**16,000,000**	**1,610,000**	**245,000**	**800,000**	**27,529,857**

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

2024-25 Projects by Source of Funds

Project	Page	Water Fund	Sewer Fund	MFT Fund	American Rescue Plan Act	IEPA Loans	Other	General Fund	Total
Water Main Replacement	3	1,200,000							1,200,000
Infrastructure Improvements-Water	7					3,500,000			3,500,000
Watermain Leak Survey and Repairs	9	125,000							125,000
Water Meter Changeout	11	1,000,000							1,000,000
Lead Service Replaceement	13	75,000				2,525,000			2,600,000
Infrastructure Removals	15	250,000							250,000
Hydrant Painting Program	17	25,000							25,000
Sanitary Sewer System Rehabilitation	22		500,000		500,000				1,000,000
Lift Station Upgrades & Rehabilitation	26		300,000						300,000
24/25 MFT Maintenance Program	31			1,537,073				962,927	2,500,000
IDOT Intersection Improvements	33			400,000					400,000
Bike Path Maintenance	37						10,000	30,000	40,000
Parking Lot Improvements	39			250,000					250,000
Stormwater System Improvements	60							1,675,000	1,675,000
Schick/DuPage River Engineering Study	62			1,950,000					1,950,000
Total		**2,675,000**	**800,000**	**4,137,073**	**500,000**	**6,025,000**	**10,000**	**2,667,927**	**16,815,000**

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

2025-26 Projects by Source of Funds

Project	Page	Water Fund	Sewer Fund	MFT Fund	Other	General Fund	Total
Water Main Replacement	3	1,200,000					1,200,000
Watermain Leak Survey and Repairs	9	125,000					125,000
Water Meter Changeout	11	1,000,000					1,000,000
Hydrant Painting Program	17	25,000					25,000
Sanitary Sewer System Rehabilitation	22		1,000,000				1,000,000
Lift Station Upgrades & Rehabilitation	26		300,000				300,000
25/26 MFT Maintenance Program	31			1,600,000		1,475,000	3,075,000
Bike Path Maintenance	37				10,000	30,000	40,000
Stormwater System Improvements	60					275,000	275,000
Total		**2,350,000**	**1,300,000**	**1,600,000**	**10,000**	**1,780,000**	**7,040,000**

Village of Bartlett, Illinois

Capital Improvements Program

2022-2026

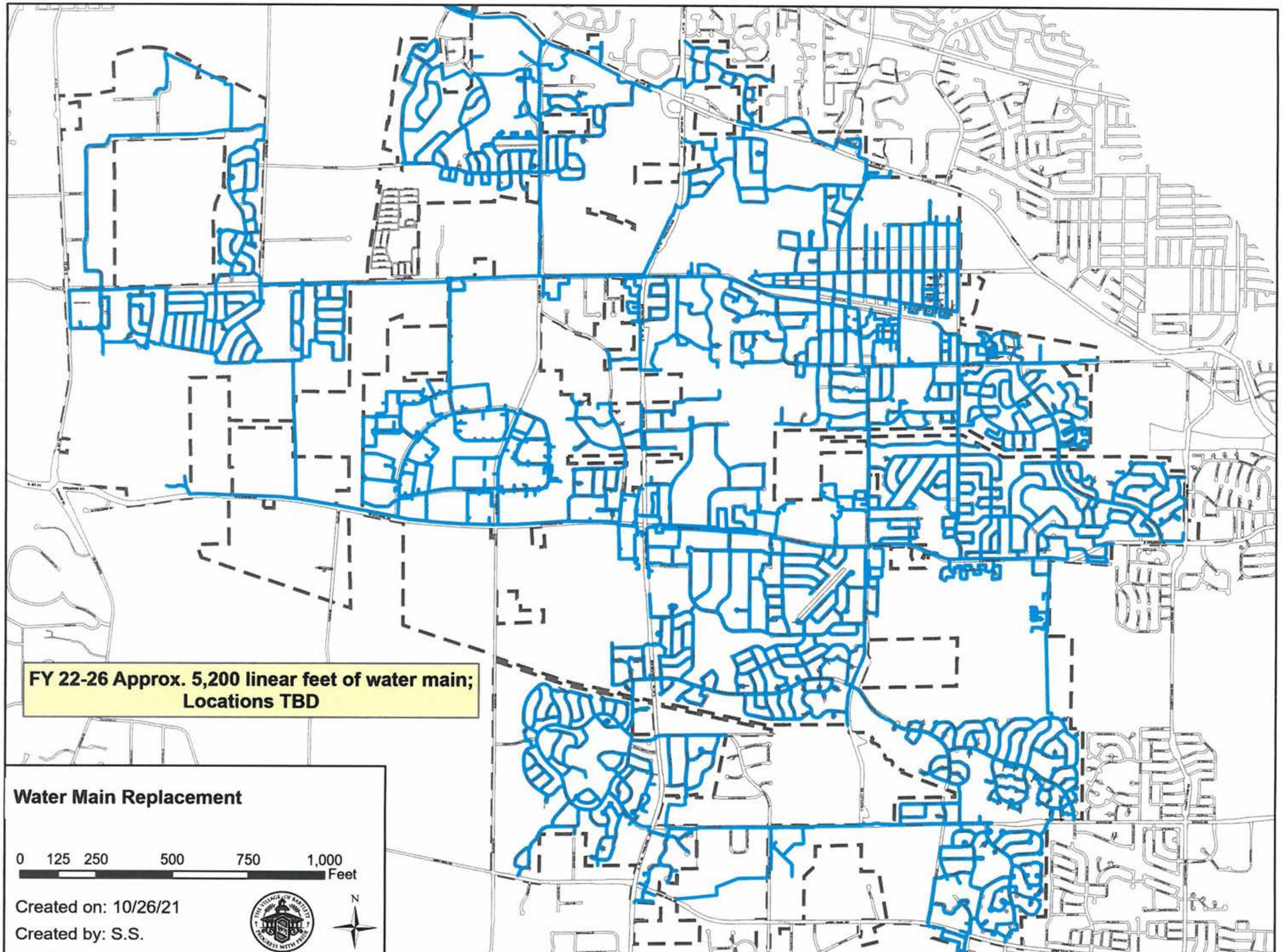
Water Projects

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Water Projects by Year

Project	Page	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year
Water Main Replacement	3	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 6,000,000
Water Tower Painting	5		805,000	1,205,000			2,010,000
Infrastructure Improvements with Water Transition	7	500,000	500,000		3,500,000		4,500,000
Watermain Leak Survey and Leak Repairs	9	37,000	100,000	125,000	125,000	125,000	512,000
Water Meter Changeout	11		1,000,000	1,000,000	1,000,000	1,000,000	4,000,000
Lead Service Replacement	13	100,000			2,600,000		2,700,000
Infrastructure Removals	15	80,000	370,000		250,000		700,000
Hydrant Painting Program	17	25,000	25,000	25,000	25,000	25,000	125,000
Total		**$ 1,942,000**	**$ 4,000,000**	**$ 3,555,000**	**$ 8,700,000**	**$ 2,350,000**	**$ 20,547,000**

Sources of Funds	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total
Water Fund	$ 1,942,000	$ 4,000,000	$ 3,555,000	$ 2,675,000	$ 2,350,000	$ 14,522,000
IEPA Loans				6,025,000		6,025,000
Total	**$ 1,942,000**	**$ 4,000,000**	**$ 3,555,000**	**$ 8,700,000**	**$ 2,350,000**	**$ 20,547,000**


FY 22-26 Approx. 5,200 linear feet of water main;
Locations TBD
Water Main Replacement
0 125 250 500 750 1,000
Feet
Created on: 10/26/21
Created by: S.S.
N

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

WATER MAIN REPLACEMENT

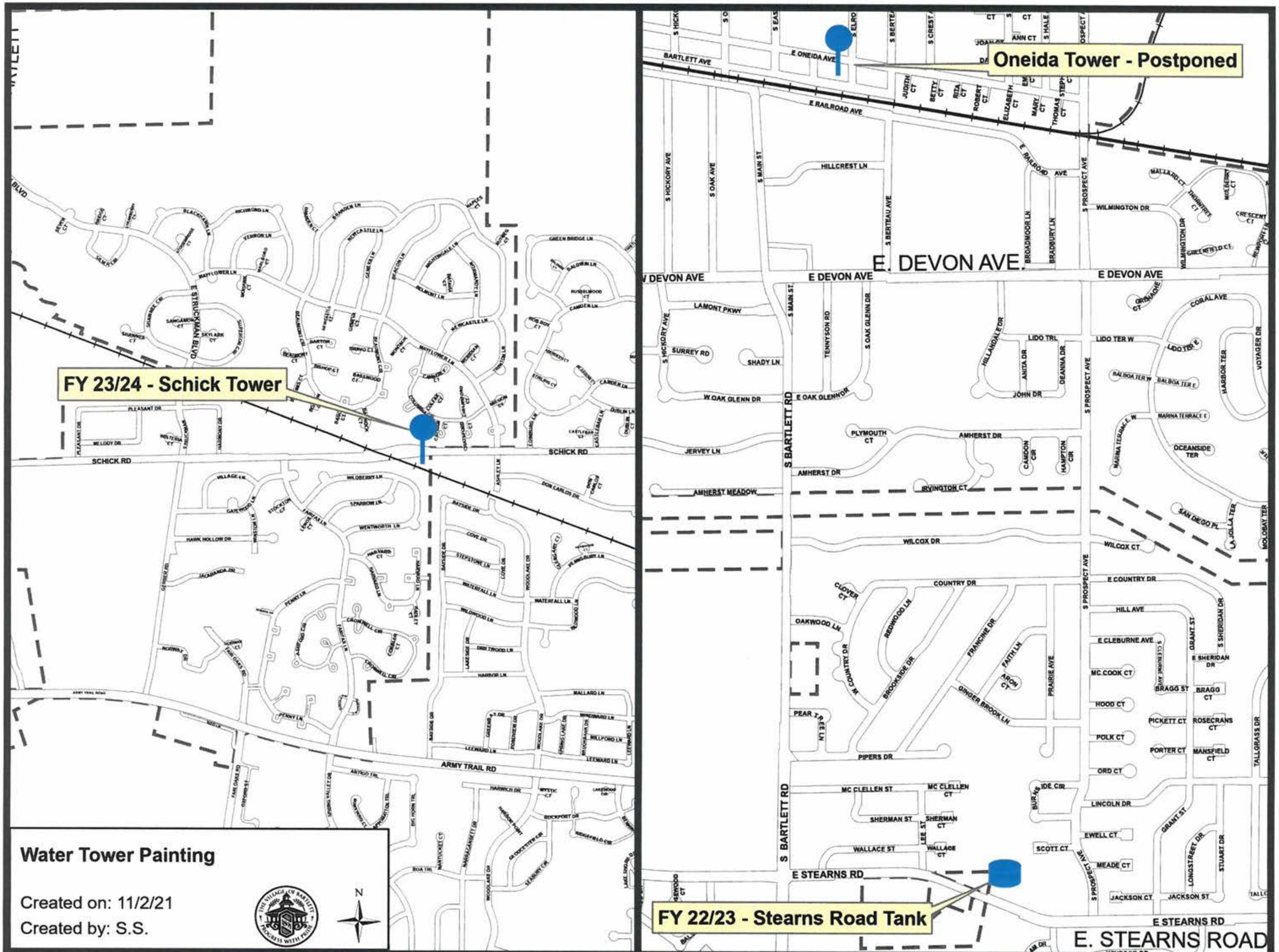
Description This multi-year project consists of replacing water mains that are experiencing frequent main breaks or have capacity concerns.

FY 21/22- Approx. 5,200 linear feet of water main; locations TBD
FY 22/23- Approx. 6,200 linear feet of water main; locations TBD
FY 23/24- Approx. 6,200 linear feet of water main; locations TBD
FY 24/25- Approx. 7,200 linear feet of water main; locations TBD
FY 25/26- Approx.7,200 linear feet of water main; locations TBD
Lead water service line replacements to meet EPA requirements

Comments These areas have a history of frequent water main breaks which have resulted in disruption of service and property damage. This program will help reduce our unaccounted water percentage as required by IDNR Lake Michigan water allocation permit.

Future Operating Budget Impact This project will not have a significant impact on the Operating budget.

	Prior Year	Estimated	Proposed For Future Years				Project
Use of Funds	***Actual***	***21/22***	***22/23***	***23/24***	***24/25***	***25/26***	***Totals***
Construction	$ 1,144,437	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 6,144,437
Contingencies		100,000	100,000	100,000	100,000	100,000	500,000
Engineering		100,000	100,000	100,000	100,000	100,000	500,000
Total	$ 1,144,437	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 7,144,437
Source of Funds							
Water Fund	$ 1,144,437	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 7,144,437
American Rescue Plan Act							
Total	$ 1,144,437	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 7,144,437



Water Tower Painting

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Created by: S.S.

WATER TOWER PAINTING

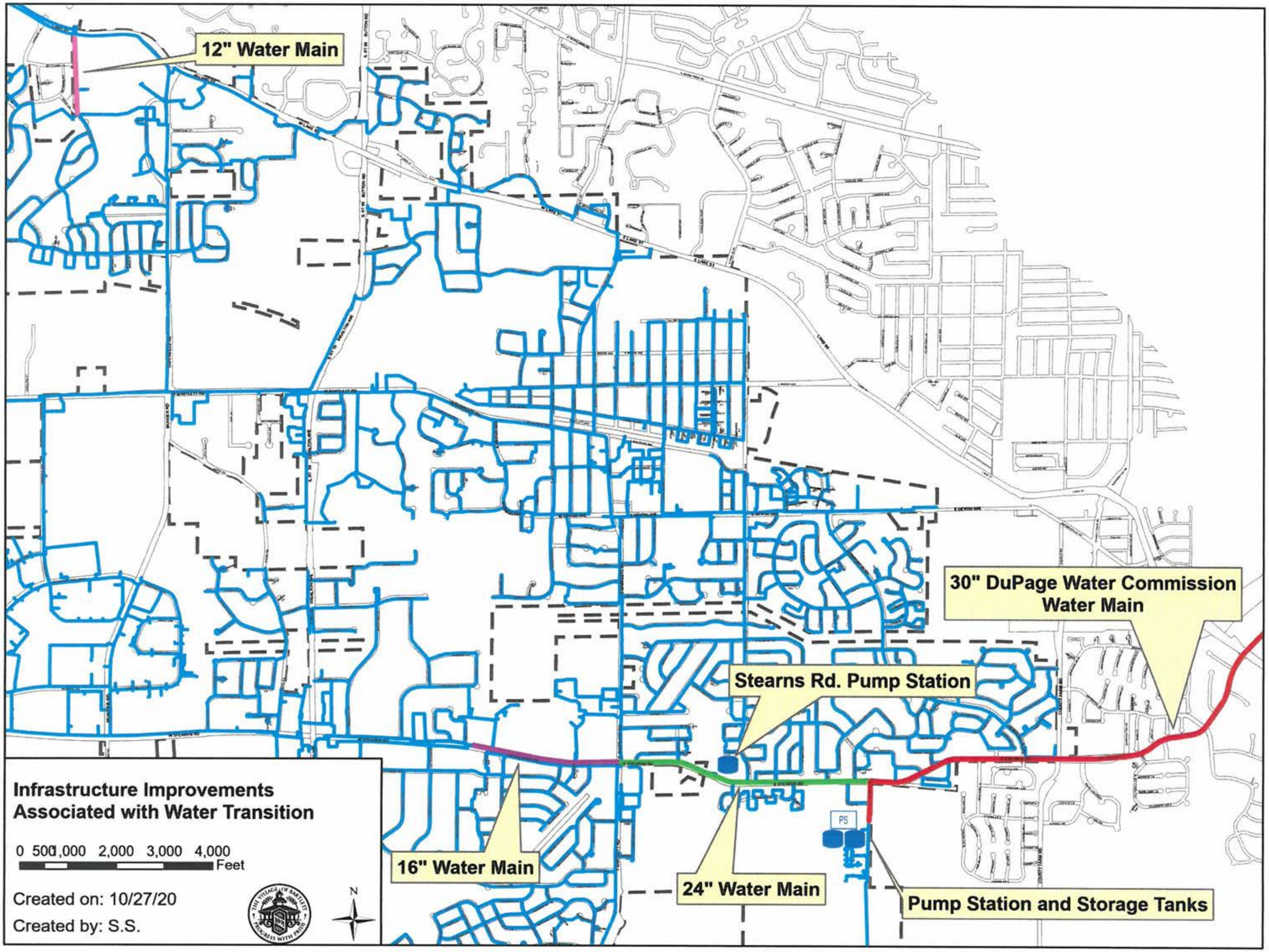
Description This multi-year project consists of sandblasting and painting some of our elevated and ground storage water tanks.

FY - Oneida Tower (postponed)
FY22/23- Stearns Rd. Reservoir - postponed from FY 21-22
FY 23/24 - Schick Tower

Comments The tanks will be inspected before painting to determine if any structural repairs are required.
Water fund dollars have been reserved to fund this project.

Future Operating Budget Impact This project will not have a significant impact on the Operating budget.

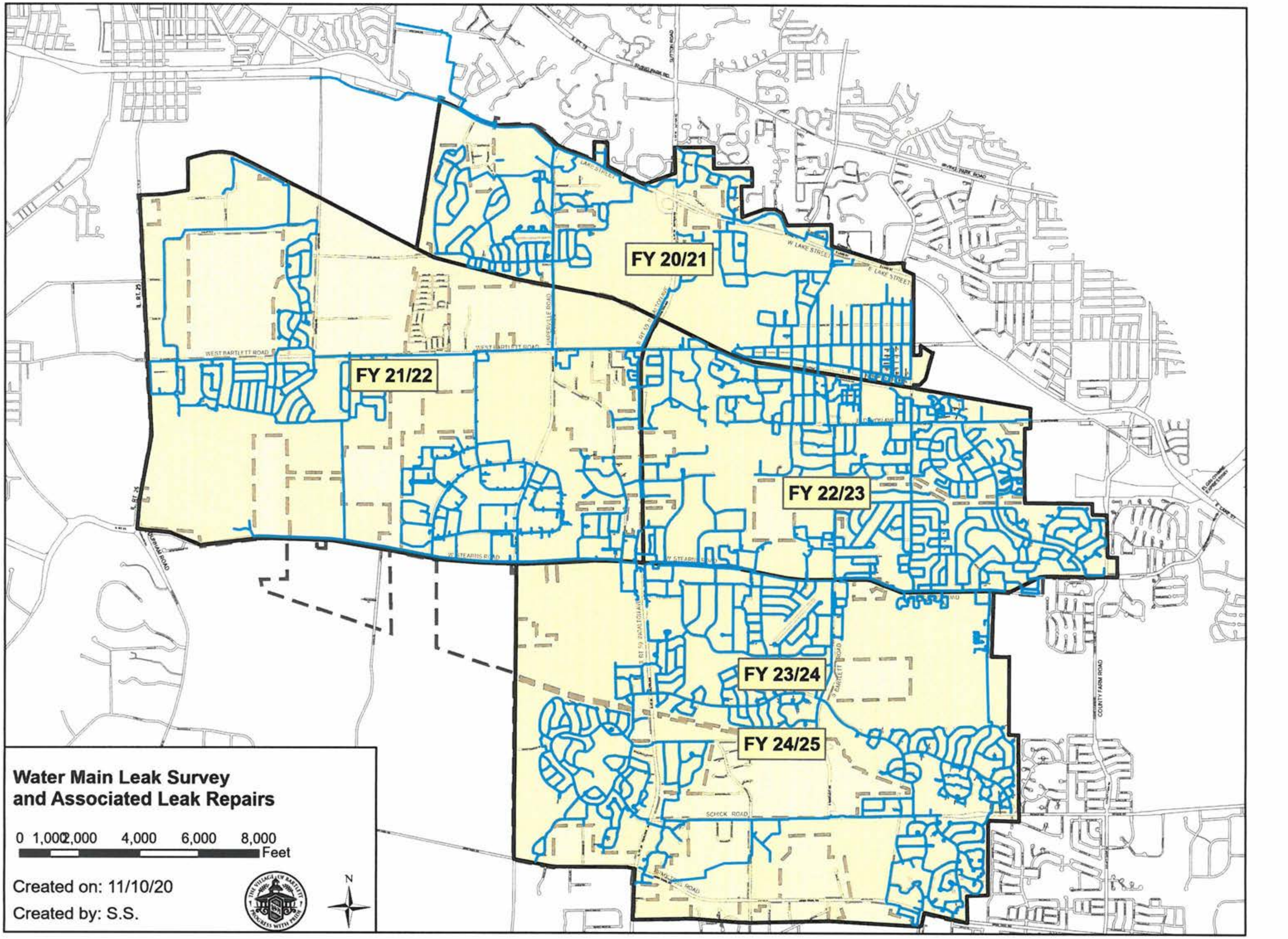
Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Sandblasting/Painting	$ 790,229		$ 700,000	$ 1,100,000			$ 2,590,229
Contingencies			75,000	75,000			150,000
Engineering	36,549		30,000	30,000			96,549
Total	$ 826,778		$ 805,000	$ 1,205,000			$ 2,836,778
Source of Funds							
Water Fund	$ 826,778		$ 805,000	$ 1,205,000			$ 2,836,778
Total	$ 826,778		$ 805,000	$ 1,205,000			$ 2,836,778


12" Water Main
30" DuPage Water Commission Water Main
Stearns Rd. Pump Station
16" Water Main
24" Water Main
Pump Station and Storage Tanks
PS
Infrastructure Improvements Associated with Water Transition
0 500 1,000 2,000 3,000 4,000
Feet
Created on: 10/27/20
Created by: S.S.
N

INFRASTRUCTURE IMPROVEMENTS ASSOCIATED WITH WATER TRANSITION

Description	This multi-year project involves water infrastructure improvements that will be needed as we transition to 100% purchased water by May 2019. New transmission water main improvements 1.0 million gallon elevated water storage tank, land for pump station and storage tank New pumping station, 3MG ground storage tank, transmision main to connect second pump station Bartlett system water main improvements
Comments	Project was completed 5/15/19. We still have a few projects to complete - Stearns Rd. pump station upgrade, water tower, and water main extensions.
Operating Budget Impact	These improvements will not have an impact on the operating budget.

Use of Funds	Prior Years Actual	Estimated 21/22	Proposed For Future Years 22/23	23/24	24/25	25/26	Project Totals
DWC transmission main and meter sta.	$ 15,174,294						$ 15,174,294
Pump station, 3MG storage tank	8,242,383						8,242,383
Bartlett water main improvements	5,631,019						5,631,019
Stearns Rd Pump Station Improvements		$ 500,000	$ 500,000				1,000,000
1.5 million gallon elevated tank, land					$ 3,500,000		3,500,000
DWC Capital Buy-In	13,030,632						13,030,632
Total	$ 42,078,328	$ 500,000	$ 500,000		$ 3,500,000		$ 46,578,328
Source of Funds							
DWC loans	$ 31,870,410						$ 31,870,410
IEPA low interest loans	8,093,906				$ 3,500,000		11,593,906
USEPA Grant	485,000						485,000
Water Fund	1,629,012	$ 500,000	$ 500,000				2,629,012
Total	$ 42,078,328	$ 500,000	$ 500,000		$ 3,500,000		$ 46,578,328


FY 20/21
FY 21/22
FY 22/23
FY 23/24
FY 24/25
W LAKE STREET
E LAKE STREET
WEST BARTLETT ROAD
W STEARNS ROAD
SCHICK ROAD
COUNTY FARM ROAD
IRVING PARK ROAD
SUTTON ROAD
DUNHAM ROAD
S BARTLETT ROAD
HARPERVILLE ROAD
N
Water Main Leak Survey
and Associated Leak Repairs
0 1,000 2,000 4,000 6,000 8,000
Feet
Created on: 11/10/20
Created by: S.S.

WATERMAIN LEAK SURVEY AND ASSOCIATED LEAK REPAIRS

Description

This multi-year project involves doing a comprehensive leak survey of our entire distribution system to help reduce our water loss. The entire system will be broken into zones and a leak monitoring system will monitor for leaks 24/7 allowing us to catch leaks earlier and minimize water loss.

FY 21/22- Survey approximately 50 miles of watermain in the northwest section of our distribution system.
FY 22/23- Implement the leak monitoring system for our distribution system.
FY 23/24- Add additional monitoring stations to reduce the zones of our distribution system.
FY 24/25- Continue monitoring our distribution system.

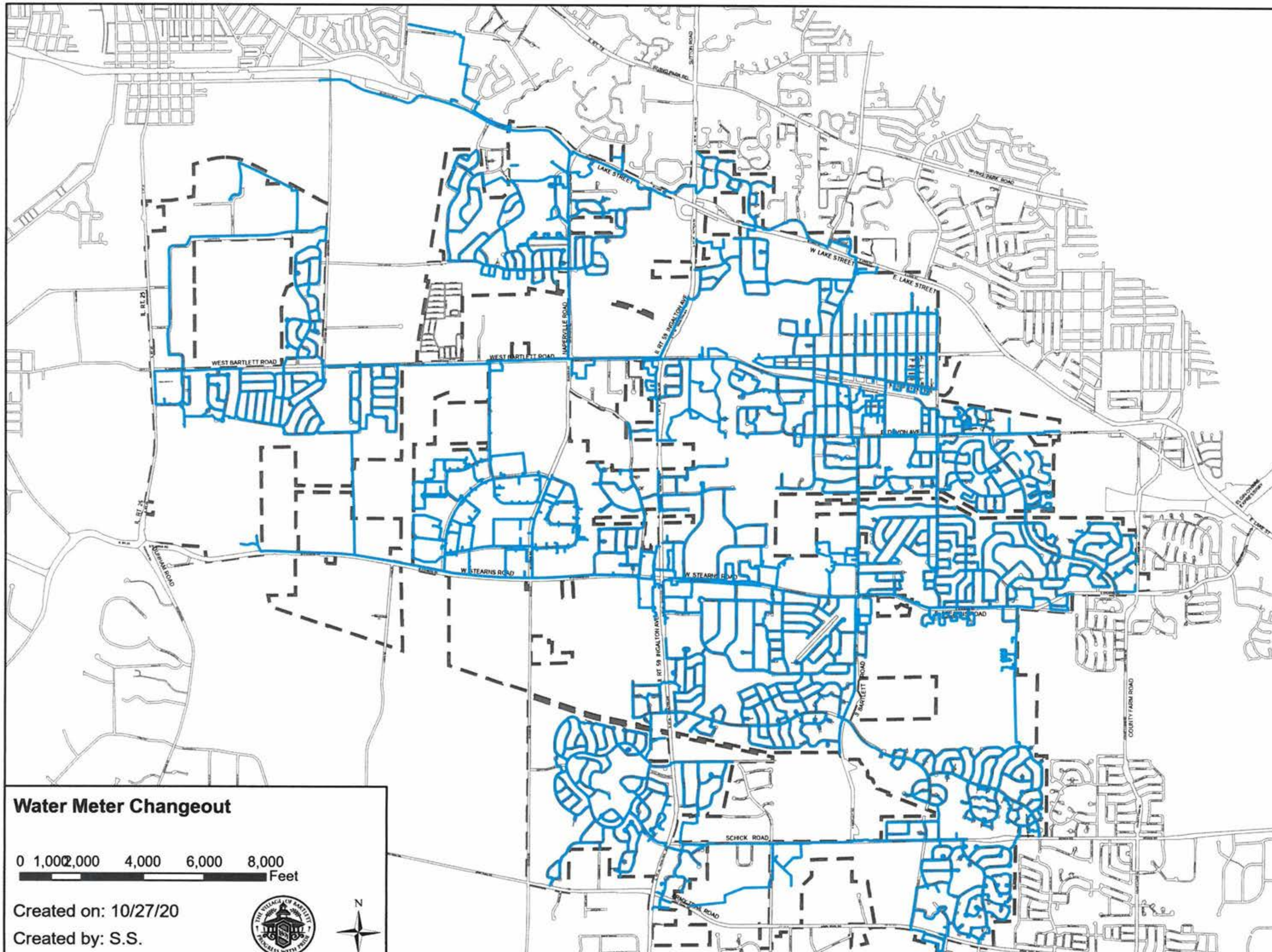
Comments

Leaks will be repaired as they are found. This program will help reduce water loss as required by the IDNR Lake Michigan water allocation permit.

Operating Budget Impact

These improvements will not have an impact on the operating budget.

Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Systemwide Leak Detection			$ 75,000	$ 100,000	$ 100,000	$ 100,000	$ 375,000
Survey approximately 50 miles of main	$ 36,807	$ 12,000					48,807
Repairs to leaks as they are found		25,000	25,000	25,000	25,000	25,000	125,000
Total	$ 36,807	$ 37,000	$ 100,000	$ 125,000	$ 125,000	$ 125,000	$ 548,807
Source of Funds							
Water Fund	$ 36,807	$ 37,000	$ 100,000	$ 125,000	$ 125,000	$ 125,000	$ 548,807
Total	$ 36,807	$ 37,000	$ 100,000	$ 125,000	$ 125,000	$ 125,000	$ 548,807



Water Meter Changeout

0 1,0002,000 4,000 6,000 8,000 Feet

Created on: 10/27/20

Created by: S.S.

WATER METER CHANGEOUT

Description

This multi-year project involves replacing our entire meter system to a fixed network system. The entire system will be replaced over a 3-year period.

The village replaced water meters in early 2000's and is in need of replacing the meters based on a ~20 year life cycle. The current system the meters are read through a drive around town, We are proposing to replace the meters with a system that would allow communication through a fixed network or cellular that would avoid driving around town.

FY 22/23- Begin adding attenas and replacing meters.
FY 23/24- Continue the replacement program.
FY 24/25- Continue the replacement program.
FY 25/26- Continue the replacement program.

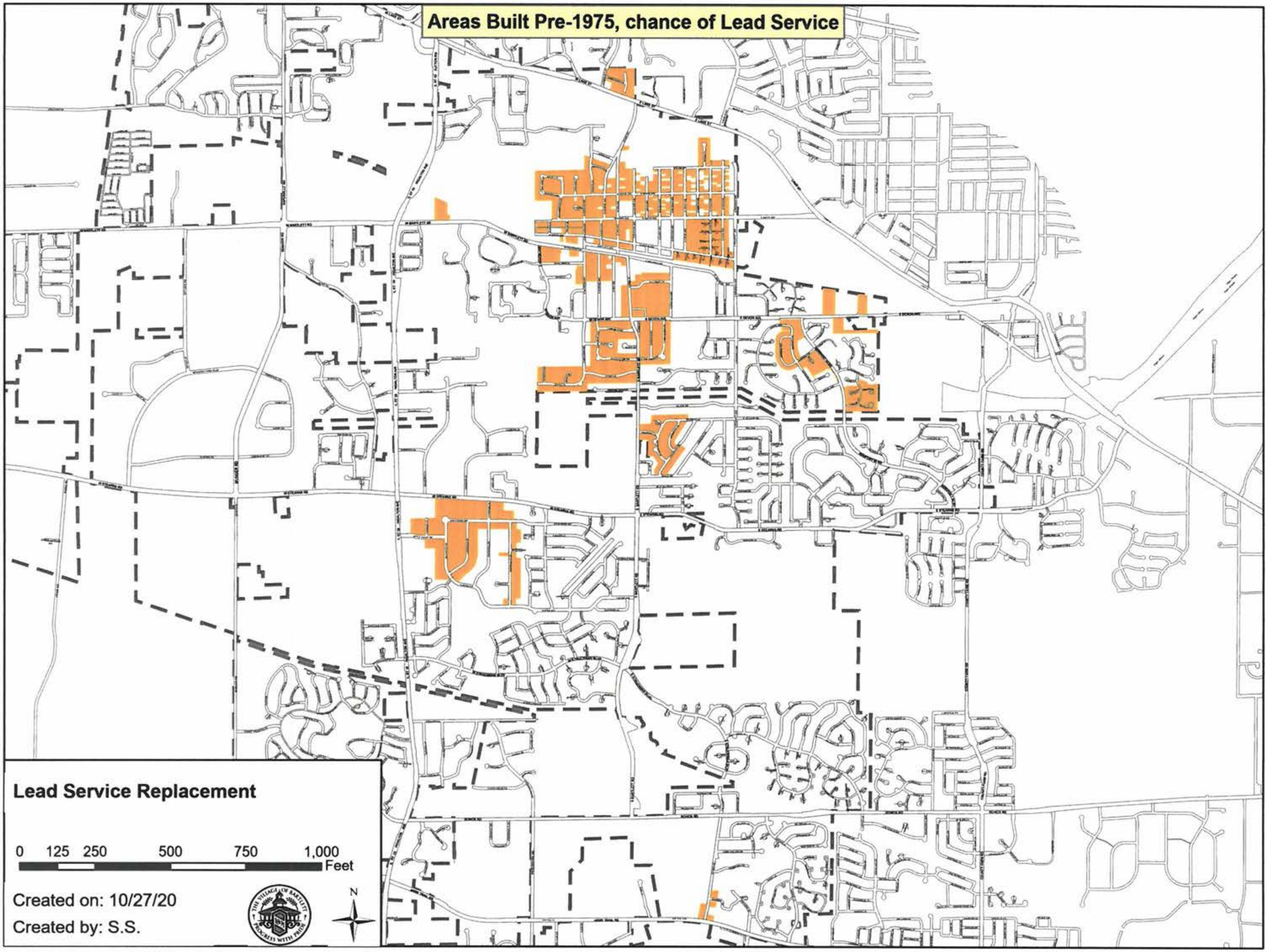
Comments

This will help reduce water loss from meter malfunctions and allow better communication with customers with more frequent meter information.

Operating Budget Impact

This improvement will reduce the amount of time the water crew will be reading meters and allow more time for maintenance of the system.

Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Meters Replaced			$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 4,000,000
Total			$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 4,000,000
Source of Funds							
Water Fund			$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 4,000,000
Total			$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 4,000,000



Areas Built Pre-1975, chance of Lead Service
Lead Service Replacement
0 125 250 500 750 1,000
Feet
Created on: 10/27/20
Created by: S.S.
THE VILLAGE OF BARTLETT
PROGRESS WITH PRIDE
N

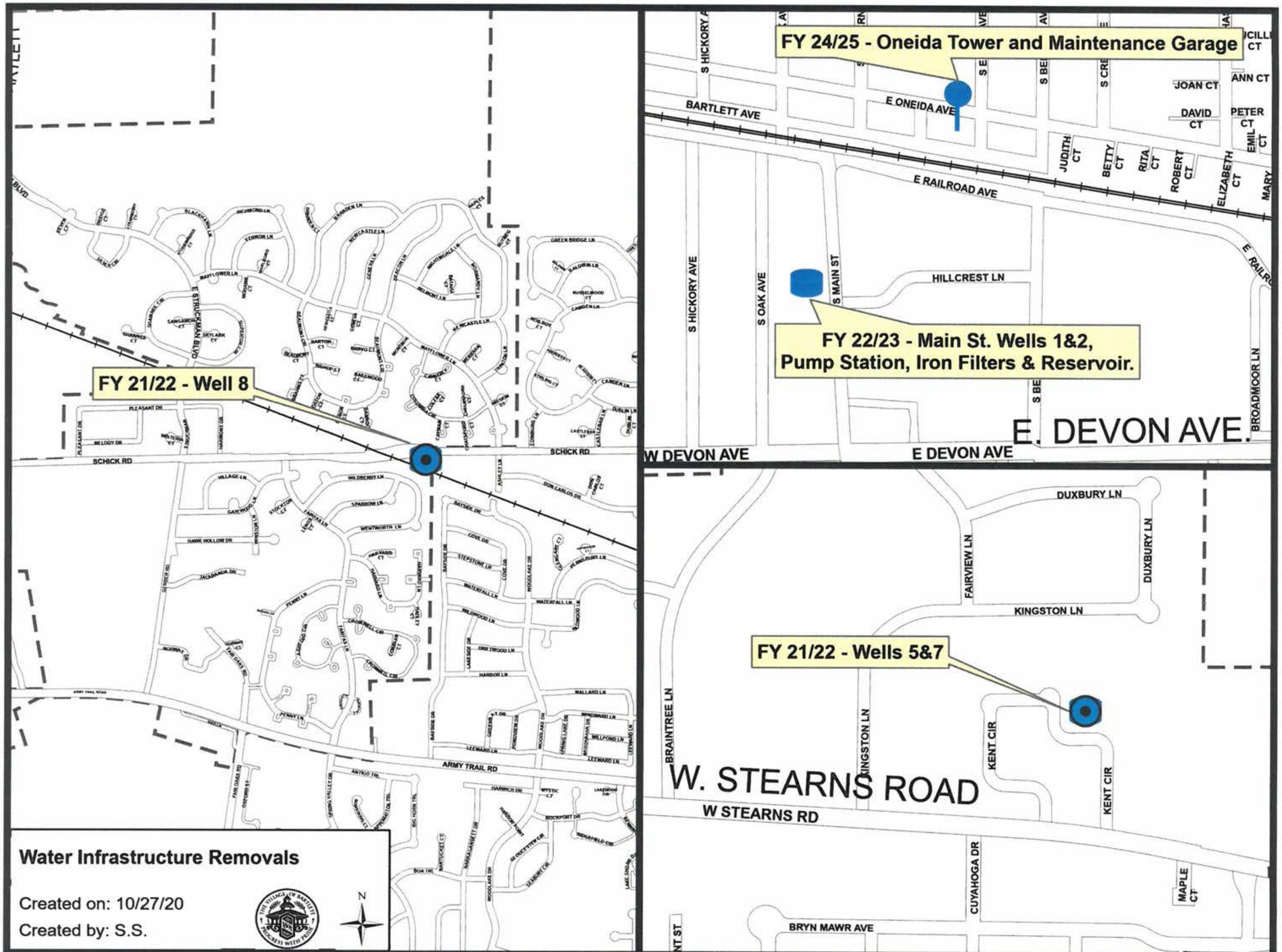
LEAD SERVICE REPLACEMENT

Description This project would consist of utilizing the IEPA's new Loan Forgiveness Program to replace all known lead services within the village with copper services. Creating safer drinking water for these residents.

Comments This program would assist the village in ensuring that lead service lines are removed and the homeowners have safer drinking water. There are an estimated 250 homes with lead service lines remaining in the village.

Future Operating Budget Impact This project will not have a significant impact on the Operating budget.

	Prior Year	*Estimated*	*Proposed For Future Years*				*Project*
Use of Funds	*Actual*	*21/22*	*22/23*	*23/24*	*24/25*	*25/26*	*Totals*
Construction					$ 2,500,000		$ 2,500,000
Contingencies		$ 75,000			75,000		150,000
Engineering	$ 16,685	25,000			25,000		66,685
Total	$ 16,685	$ 100,000			$ 2,600,000		$ 2,716,685
Source of Funds							
Water Fund	$ 16,685	$ 100,000			$ 75,000		$ 191,685
IEPA Loan					2,525,000		2,525,000
Total	$ 16,685	$ 100,000			$ 2,600,000		$ 2,716,685



Water Infrastructure Removals

Created on: 10/27/20

Created by: S.S.

INFRASTRUCTURE REMOVALS ASSOCIATED WITH WATER TRANSITION

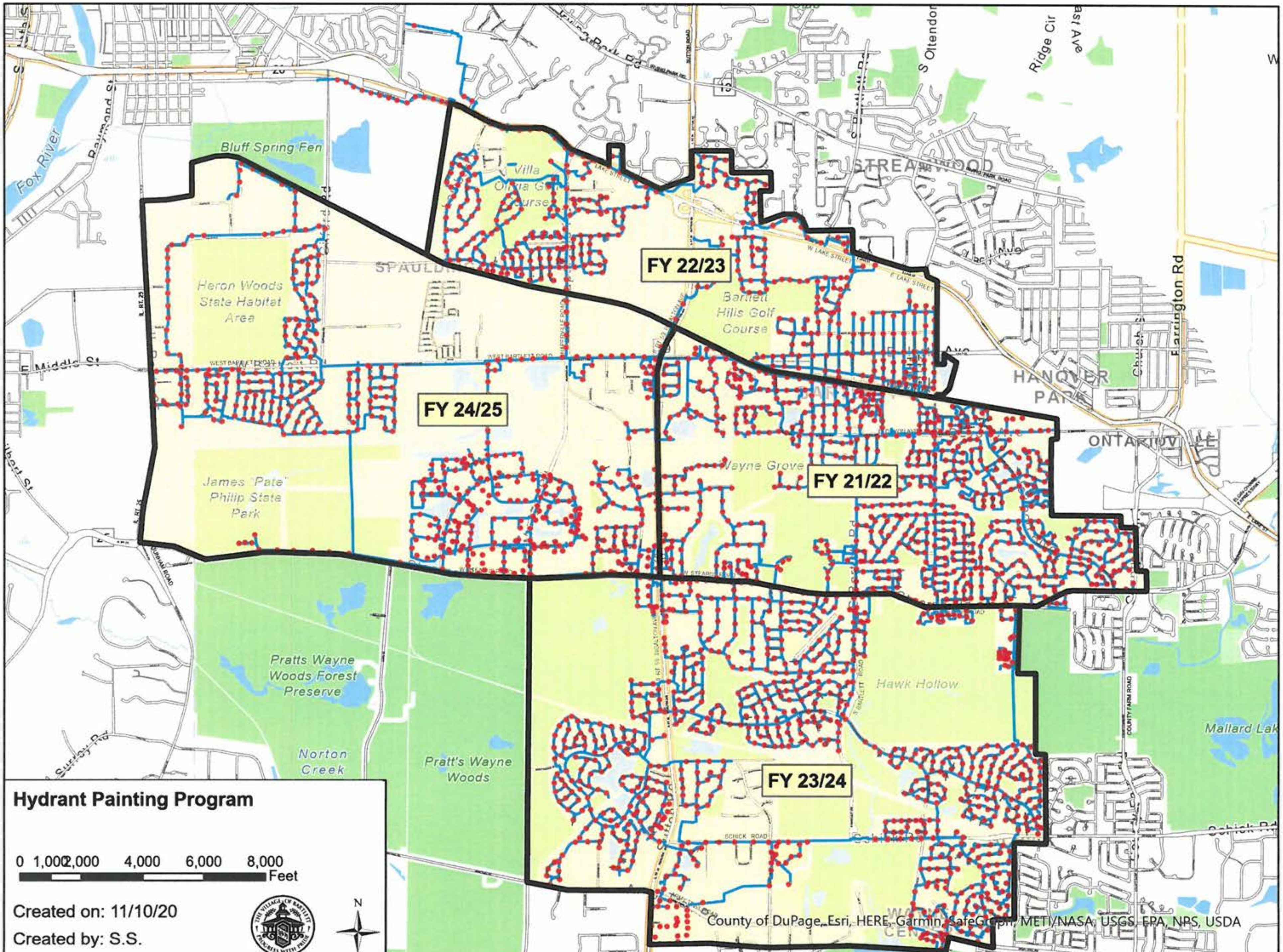
Description This multi-year project involves abandonment of infrastructure no longer needed now that we transitioned to 100% purchased water.

Abandon and Remove Main St. Wells 1 & 2, Pump Station, Iron Filters, and Reservoir
Abandon and Properly Seal Wells 5, 7, and 8 (Well 7 WRT Removal)
Removal of Oneida Water Tower & Maintenance Garage

Comments These facilities are no longer needed and may provide areas for new business developments or other uses more useful to the village.

Operating Budget Impact These improvements will reduce the operating budget.

	Prior Years	*Estimated*	*Proposed For Future Years*				*Project*
Use of Funds	***Actual***	***21/22***	***22/23***	***23/24***	***24/25***	***25/26***	***Totals***
Main St. Removals			$ 300,000				$ 300,000
Abandonment of Wells 5 & 7		$ 50,000					50,000
Abandonment of Well 8 & Hanover Park interconnect		30,000	70,000				100,000
Oneida Water Tower Removal					$ 250,000		250,000
Total		$ 80,000	$ 370,000		$ 250,000		$ 700,000
Source of Funds							
Water Fund		$ 80,000	$ 370,000		$ 250,000		$ 700,000
Total		$ 80,000	$ 370,000		$ 250,000		$ 700,000



Hydrant Painting Program

0 1,000 2,000 4,000 6,000 8,000 Feet

Created on: 11/10/20

Created by: S.S.

HYDRANT PAINTING PROGRAM

Description

This multi-year project will be to maintain all of the village's fire hydrants. A joint bid may be utilized to help lower the cost of painting. There are approximately 2,369 fire hydrants

FY 22/23- Northeast Area
FY 23/24- Southwest Area
FY 24/25- Northwest Area

This program will follow the same areas of our leak detection each year.

Comments

Future Operating Budget Impact

This project will not have a significant impact on the Operating budget.

Use of Funds	*Prior Year Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Painting in Zone		$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 125,000
Total		$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 125,000
Source of Funds							
Water Fund		$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 125,000
Total		$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 125,000

Village of Bartlett, Illinois

Capital Improvements Program

2022-2026

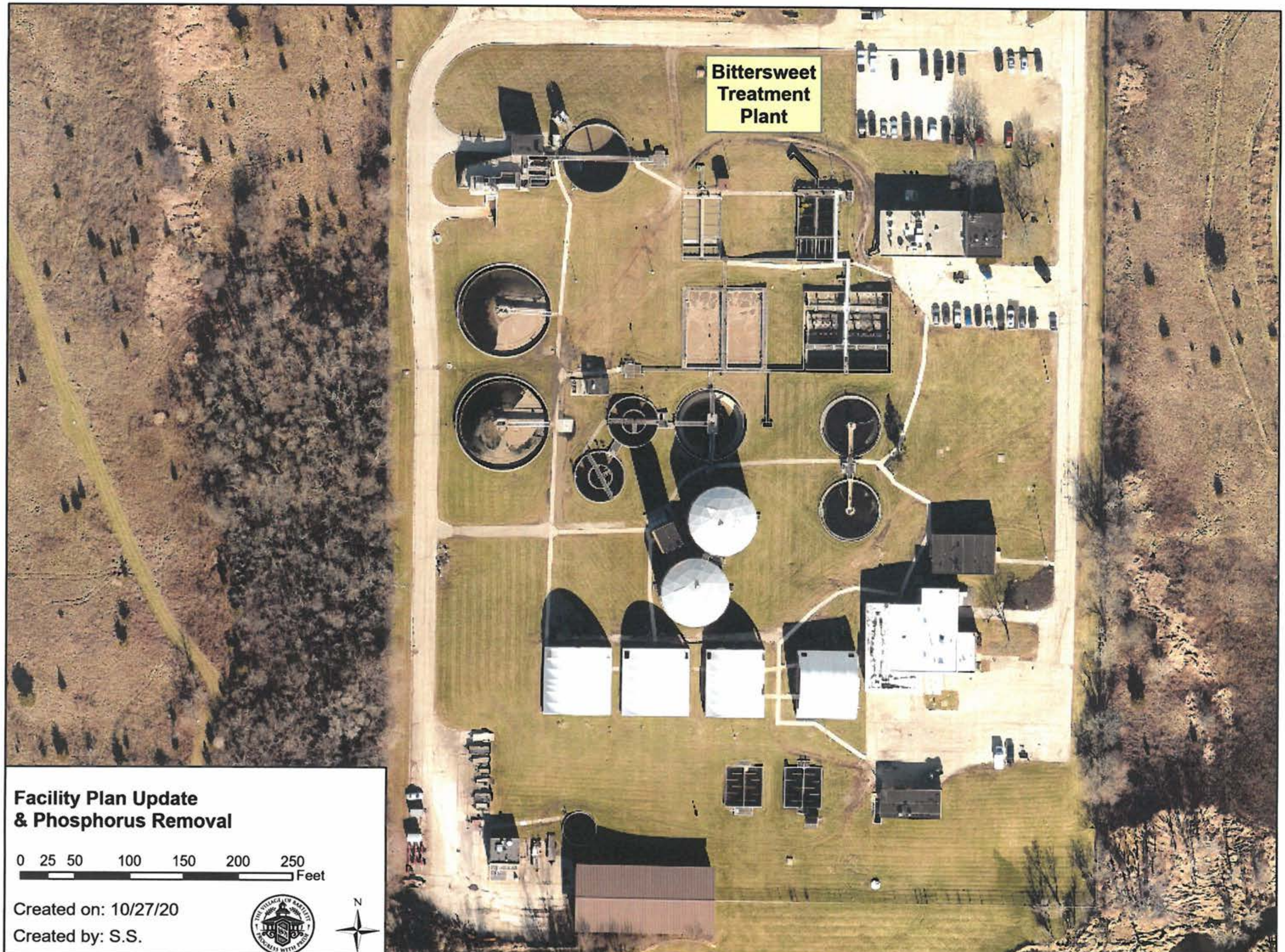
Sewer Projects

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Sewer Projects by Year

Project	*Page*	*FY 2021-22*	*FY 2022-23*	*FY 2023-24*	*FY 2024-25*	*FY 2025-26*	*Five Year Total*
Facility Plan Update/Phosphorous Removal	20	$ 75,273	$ 77,530	$ 79,857			$ 232,660
Sanitary Sewer System Rehabilitation	22	500,000	1,000,000	1,000,000	$ 1,000,000	$ 1,000,000	4,500,000
Devon Excess Flow Plant Rehabilitation	24	150,000	8,250,000				8,400,000
Lift Station Upgrades and Rehabilitation	26	225,000	1,400,000	300,000	300,000	300,000	2,525,000
Bittersweet WWTP Facility Plan Improvements	28	6,550,000	16,000,000	16,000,000			38,550,000
Total		**$ 7,500,273**	**$ 26,727,530**	**$ 17,379,857**	**$ 1,300,000**	**$ 1,300,000**	**$ 54,207,660**

Sources of Funds	*FY 2021-22*	*FY 2022-23*	*FY 2023-24*	*FY 2024-25*	*FY 2025-26*	*Five Year Total*
Sewer Fund	$ 2,350,273	$ 1,977,530	$ 379,857	$ 800,000	$ 1,300,000	$ 6,807,660
2019 Bonds	150,000	8,250,000				8,400,000
American Rescue Plan Act		500,000	1,000,000	500,000		2,000,000
IEPA Low Interest Rate Loan	5,000,000	16,000,000	16,000,000			37,000,000
Total	**$ 7,500,273**	**$ 26,727,530**	**$ 17,379,857**	**$ 1,300,000**	**$ 1,300,000**	**$ 54,207,660**


Bittersweet
Treatment
Plant
Facility Plan Update
& Phosphorus Removal
0 25 50 100 150 200 250
Feet
Created on: 10/27/20
Created by: S.S.
N

FACILITY PLAN UPDATE & PHOSPHOROUS REMOVAL

Description

This project consists of updating the wastewater treatment plant's facility plan and reviewing the Phosphorous Removal System to be utilized at the Bittersweet Treatment Plant. The IEPA phosphorous limits for wastewater plant effluent have been added to our NPDES permit.

Comments

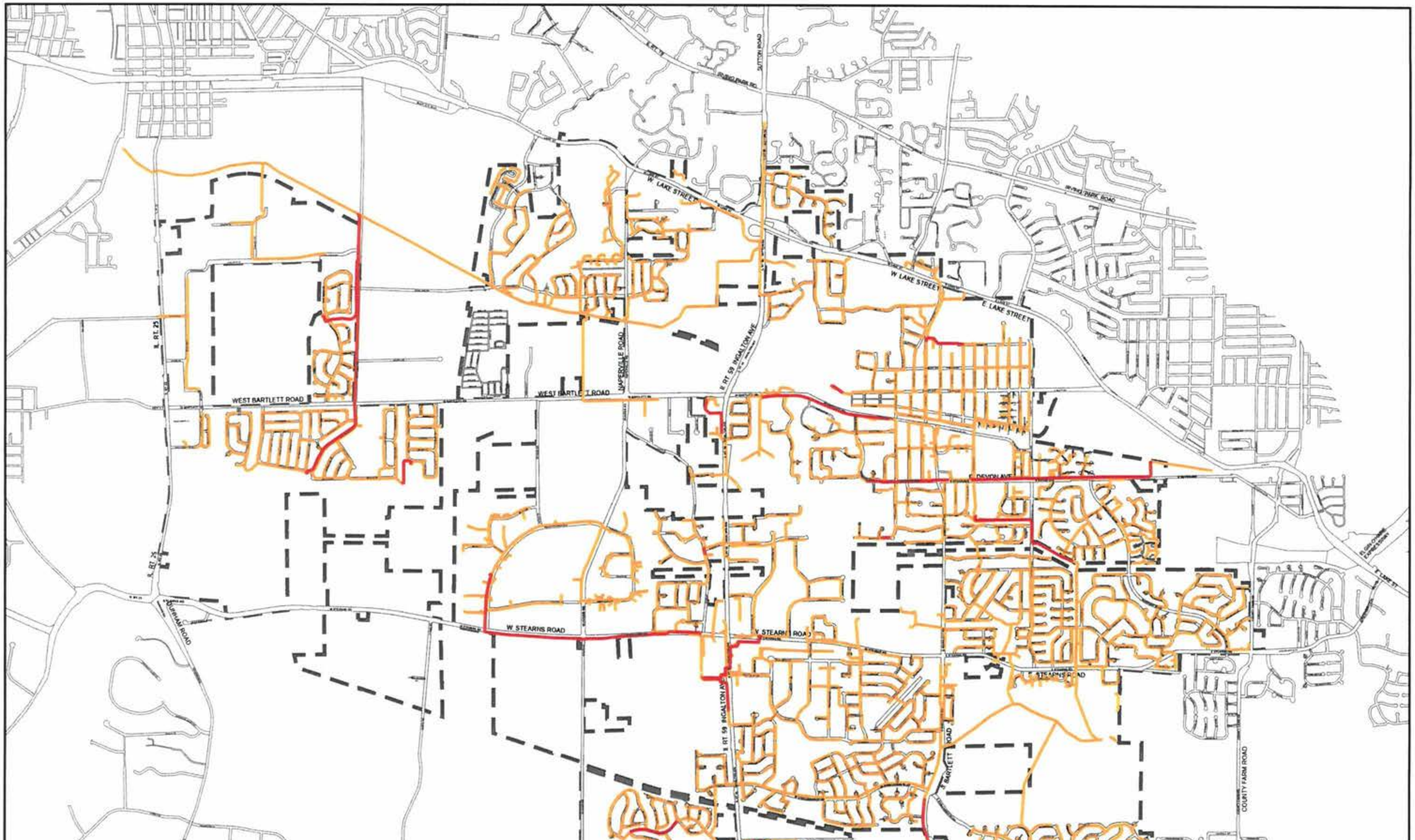
The village approved the Special Conditions that the DuPage River Salt Creek Workgroup (DRSCW) negotiated with the IEPA. This gives us until ~2023 to implement phosphorus removal. The Facility Plan update has been submitted to the IEPA for review.

The costs below represent the dues payment to DRSCW for the project implementation plan that was approved by the IEPA for improvements along the DuPage River and Salt Creek.

Future Operating Budget Impact

The impact on the Operating budget will depend on the system designed. The primary impact will be increased chemical and electrical costs.

	Prior Years	Estimated	Proposed For Future Years				Project
Use of Funds	***Actual***	***21/22***	***22/23***	***23/24***	***24/25***	***25/26***	***Totals***
Engineering	$ 229,739						$ 229,739
Contingencies							
DRSCW Dues	252,588	$ 75,273	$ 77,530	$ 79,857			485,248
Total	$ 482,327	$ 75,273	$ 77,530	$ 79,857			$ 714,987
Source of Funds							
Sewer Fund	$ 482,327	$ 75,273	$ 77,530	$ 79,857			$ 714,987
Total	$ 482,327	$ 75,273	$ 77,530	$ 79,857			$ 714,987



Sanitary Sewer System Rehabilitation

0 1,000 2,000 4,000 6,000 8,000 Feet

Created on: 10/27/20

Created by: S.S.

SANITARY SEWER SYSTEM REHABILITATION

Description

This project consists of evaluating the condition of the sanitary sewer collection system throughout the village. As our collection system ages, leaks develop in pipes that allow excess water into the system during rain events. These excess flows cause back-ups in homes and overflow manholes. The excess water results in excursions at our plants and increases our treatment costs. The evaluation will identify those areas within the collection system that contribute to this problem. MWRD requires tributary municipalities to develop short-term and long-term sanitary sewer rehabilitation programs to deal with excessive flows.

Comments

With the use of our sewer camera and flow monitors we are able to determine which areas of the collection system need maintenance and put projects together to line manholes and sewers. We will also smoke test areas to determine sources excess inflow. The village will continue a program where the homeowner shares a cost in lining of the lateral service (85/15-not to exceed $10,000), which would reduce I&I.

Future Operating Budget Impact

No increase to the collection system maintenance costs.

Use of Funds	*Prior Year Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Construction (replacement & lining)	$ 488,618	$ 425,000	$ 725,000	$ 725,000	$ 725,000	$ 725,000	$ 3,813,618
Engineering		25,000	100,000	100,000	100,000	100,000	425,000
Contingencies		0	50,000	50,000	50,000	50,000	200,000
Flow Monitoring & MH Inspection Study	151,174	0	75,000	75,000	75,000	75,000	451,174
Private Lateral Line		50,000	50,000	50,000	50,000	50,000	250,000
Total	$ 639,792	$ 500,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 5,139,792
Source of Funds							
Sewer Fund	$ 639,792	$ 500,000	$ 500,000		$ 500,000	$ 1,000,000	$ 3,139,792
American Rescue Plan Act			500,000	$ 1,000,000	500,000		2,000,000
Total	$ 639,792	$ 500,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 5,139,792


MWRD Lift Station
E DEVON AVE
S MAIN ST
TENNYSON RD
S OAK GLENN DR
Leisberg Park
HILLANDALE DR
Devon Excess Flow Plant
Devon Excess Flow Plant Rehabilitation
0 40 80 160 240 320 400 Feet
Created on: 10/27/20
Created by: S.S.
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DEVON EXCESS FLOW PLANT REHABILITATION

Description

Based on violation notice from IEPA, we are currently looking at alternatives to meet the new NPDES regulations which took effect October 1, 2015. These alternatives include working with MWRD to accept all tributary flow in Cook County, building storage tanks and upgrading pumping which would allow all the Cook County flow to travel to the Bittersweet WWTP.

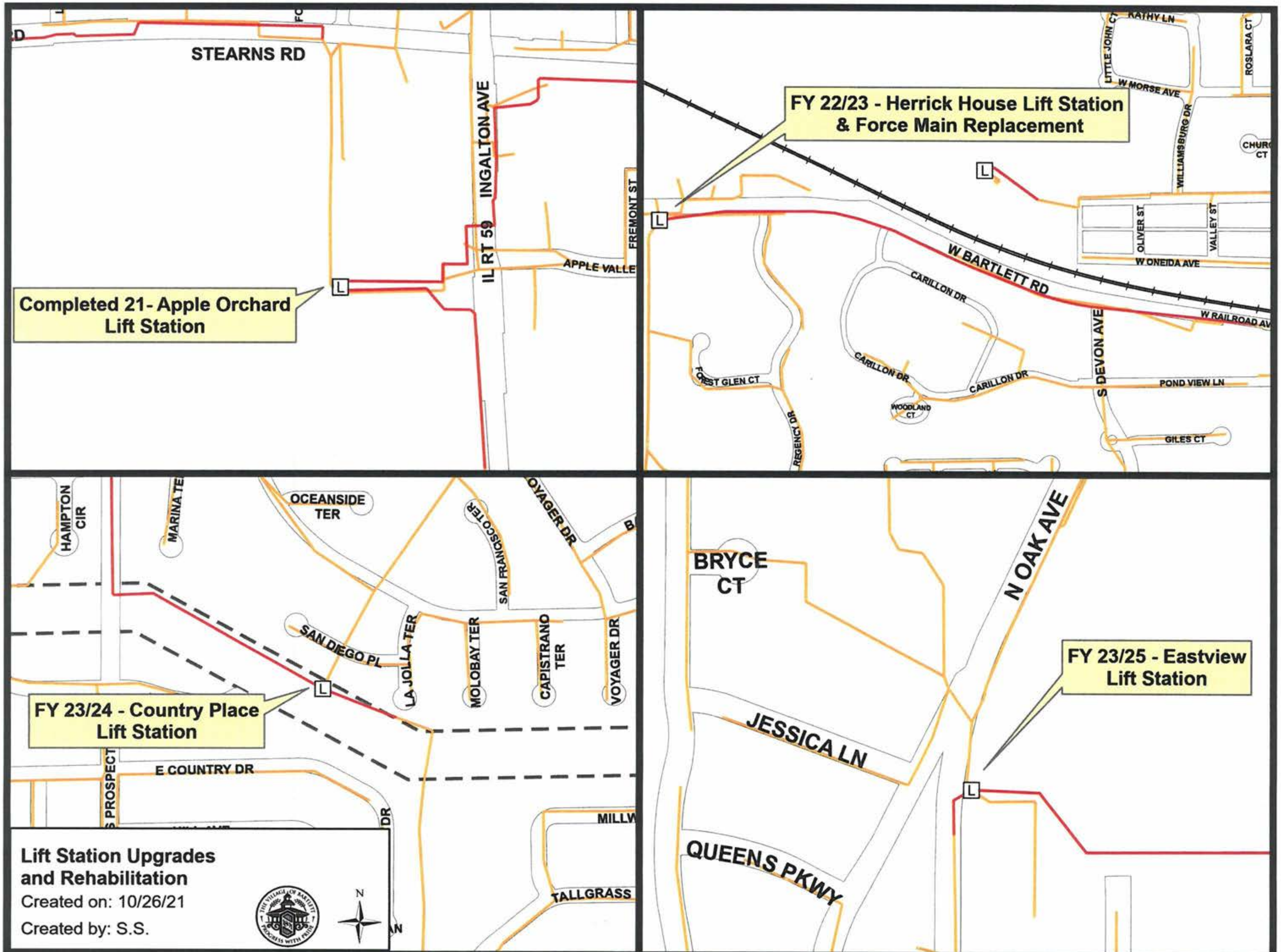
Comments

After much discussion with MWRD, it has been determined that the most cost effective option is to build a new lift station and force main and pump the excess flow to the Bittersweet WWTP.

Future Operating Budget Impact

No impact to operating budget.

	Prior Years	*Estimated*	*Proposed For Future Years*				*Project*
Use of Funds	***Actual***	***21/22***	***22/23***	***23/24***	***24/25***	***25/26***	***Totals***
Construction			$ 7,500,000				$ 7,500,000
Engineering	$ 578,125	$ 150,000	250,000				978,125
Contingencies			500,000				500,000
Total	$ 578,125	$ 150,000	$ 8,250,000				$ 8,978,125
Source of Funds							
Bond Issue		$ 150,000	$ 8,250,000				$ 8,400,000
Sewer Fund	$ 578,125						578,125
Total	$ 578,125	$ 150,000	$ 8,250,000				$ 8,978,125


STEARNS RD
INGALTON AVE
IL RT 59
FREMONT ST
APPLE VALLE
Completed 21- Apple Orchard Lift Station
FY 22/23 - Herrick House Lift Station & Force Main Replacement
KATHY LN
LITTLE JOHN CT
W MORSE AVE
WILLIAMSBURG DR
ROSLARA CT
CHURC CT
OLIVER ST
VALLEY ST
W ONEIDA AVE
W BARTLETT RD
W RAILROAD AV
CARILLON DR
S DEVON AVE
POND VIEW LN
FOREST GLEN CT
REGENCY DR
WOODLAND CT
GILES CT
HAMPTON CIR
MARINA TE
OCEANSIDE TER
SAN FRANCISCO TER
VOYAGER DR
SAN DIEGO PL
LA JOLLA TER
MOLOBAY TER
CAPISTRANO TER
FY 23/24 - Country Place Lift Station
E COUNTRY DR
S PROSPECT
MILLW
TALLGRASS
BRYCE CT
N OAK AVE
JESSICA LN
QUEENS PKWY
FY 23/25 - Eastview Lift Station
Lift Station Upgrades and Rehabilitation
Created on: 10/26/21
Created by: S.S.
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LIFT STATION UPGRADES AND REHABILITATION

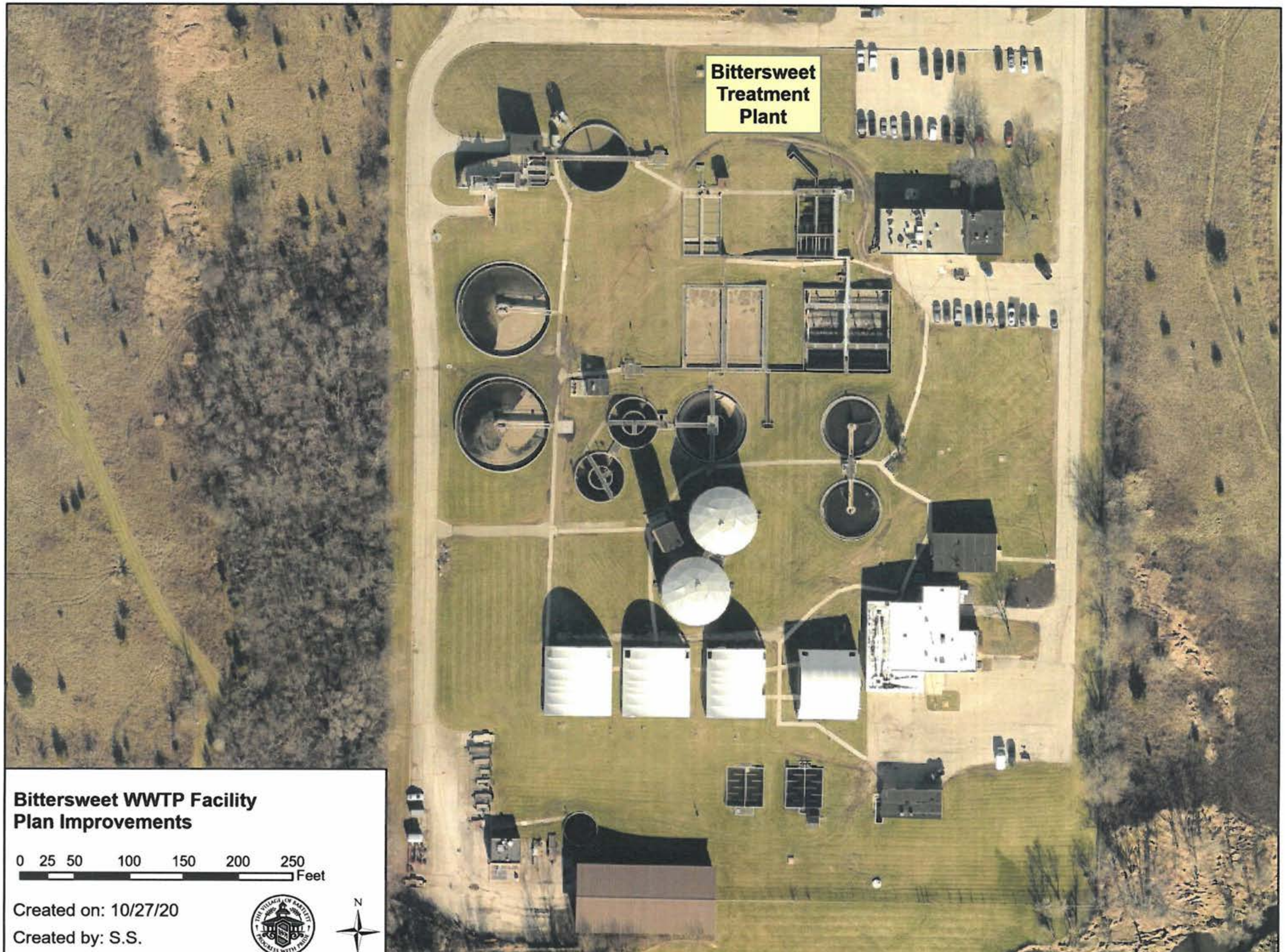
Description These projects consist of improving the condition and safety of the lift stations:

Apple Orchard Lift Station- (completed in spring 2021)
Herrick House Lift Station & Force Main Replacement - postponed due to high prices of materials - 2022/2023
Country Place Lift Station -2023/2024
Eastview Lift Station-2024/2025
Lift Station TBD - 2025/2026

Comments This project will decrease the safety risks of entering underground lift station wet wells.

Future Operating Budget Impact This project may decrease the collection system maintenance costs.

Use of Funds	Prior Year Actual	Estimated 21/22	Proposed For Future Years 22/23	23/24	24/25	25/26	Project Totals
Construction	$ 914,620	$ 40,000	$ 1,200,000	$ 250,000	$ 250,000	$ 250,000	$ 2,904,620
Engineering	10,904	135,000	40,000	40,000	40,000	40,000	305,904
Contingencies		50,000	160,000	10,000	10,000	10,000	240,000
Total	$ 925,524	$ 225,000	$ 1,400,000	$ 300,000	$ 300,000	$ 300,000	$ 3,450,524
Source of Funds							
Sewer Fund	$ 925,524	$ 225,000	$ 1,400,000	$ 300,000	$ 300,000	$ 300,000	$ 3,450,524
Total	$ 925,524	$ 225,000	$ 1,400,000	$ 300,000	$ 300,000	$ 300,000	$ 3,450,524



Bittersweet WWTP Facility
Plan Improvements

Created on: 10/27/20

Created by: S.S.

BITTERSWEET WWTP FACILITY PLAN IMPROVEMENTS

Description

Necessary equipment replacement for compliance of NPDES Permit:
Tertiary Filters upgrade
Influent Screening/Grit Removal
Blower Replacement & Aerobic Digester Rehabilitation
Primary/Secondary Treatment
Disinfection
Excess Flow Treatment
Phosphorus Removal Upgrades
Miscellaneous Site Upgrades

Comments

We have been approved for an IEPA Low Interest Loan ($37 M)

Future Operating Budget Impact

No significant Increase to Operating Budget.

Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Construction		$ 5,500,000	$ 14,500,000	$ 14,500,000			$ 34,500,000
Engineering	$ 1,755,308	550,000	1,000,000	1,000,000			4,305,308
Contingencies		500,000	500,000	500,000			1,500,000
Total	$ 1,755,308	$ 6,550,000	$ 16,000,000	$ 16,000,000			$ 40,305,308
Source of Funds							
IEPA Low Interest Loan		$ 5,000,000	$ 16,000,000	$ 16,000,000			$ 37,000,000
Sewer Fund	$ 1,755,308	1,550,000					3,305,308
Total	$ 1,755,308	$ 6,550,000	$ 16,000,000	$ 16,000,000			$ 40,305,308

Village of Bartlett, Illinois

Capital Improvements Program

2022-2026

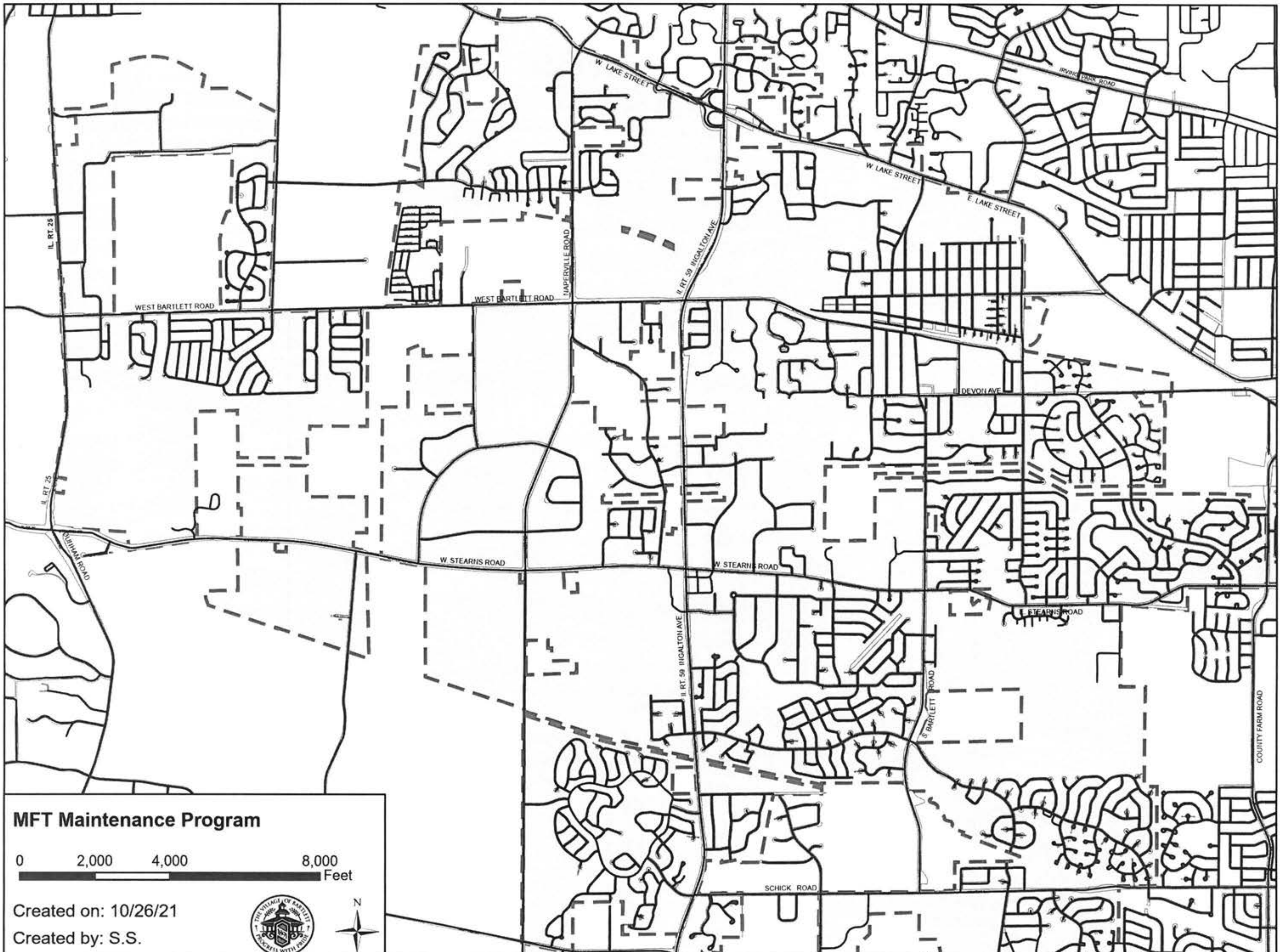
Street Projects

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Street Projects by Year

Project	Page	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total
MFT Maintenance Program	31	$ 1,820,000	$ 1,875,000	$ 2,000,000	$ 2,500,000	$ 3,075,000	$ 11,270,000
IDOT Intersection Improvements	33		425,000		400,000		825,000
North Avenue Resurfacing	35			775,000			775,000
Bike Path Maintenance	37	40,000	100,000	100,000	40,000	40,000	320,000
Parking Lot Improvements	39	60,000	170,000	965,000	250,000		1,445,000
Downtown Crosswalk and Curb	41		131,000				131,000
South Oak Avenue Parking Lot	43	25,000	450,000				475,000
Metra Area Landscaping/Sidewalk Improvements	45	15,000	405,000				420,000
Total		**$ 1,960,000**	**$ 3,556,000**	**$ 3,840,000**	**$ 3,190,000**	**$ 3,115,000**	**$ 15,661,000**

Sources of Funds	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total
MFT Fund		$ 1,574,232	$ 3,240,000	$ 2,187,073	$ 1,600,000	$ 8,601,305
Rebuild IL	$ 1,820,000	895,768				2,715,768
STP Fund			500,000			500,000
Grant Funding		281,000				281,000
Municipal Building Fund	25,000	450,000				475,000
Parking Fund	50,000					50,000
General Fund	55,000	345,000	90,000	992,927	1,505,000	2,987,927
Park District	10,000	10,000	10,000	10,000	10,000	50,000
Total	**$ 1,960,000**	**$ 3,556,000**	**$ 3,840,000**	**$ 3,190,000**	**$ 3,115,000**	**$ 15,661,000**


IRVING PARK ROAD
W LAKE STREET
E. LAKE STREET
IL. RT. 25
WEST BARTLETT ROAD
NAPERVILLE ROAD
IL RT. 59 INGALTON AVE
E DEVON AVE
DUNHAM ROAD
W STEARNS ROAD
E STEARNS ROAD
S BARTLETT ROAD
COUNTY FARM ROAD
SCHICK ROAD
MFT Maintenance Program
0
2,000
4,000
8,000
Feet
Created on: 10/26/21
Created by: S.S.
THE VILLAGE OF BARTLETT
PROGRESS WITH PRIDE
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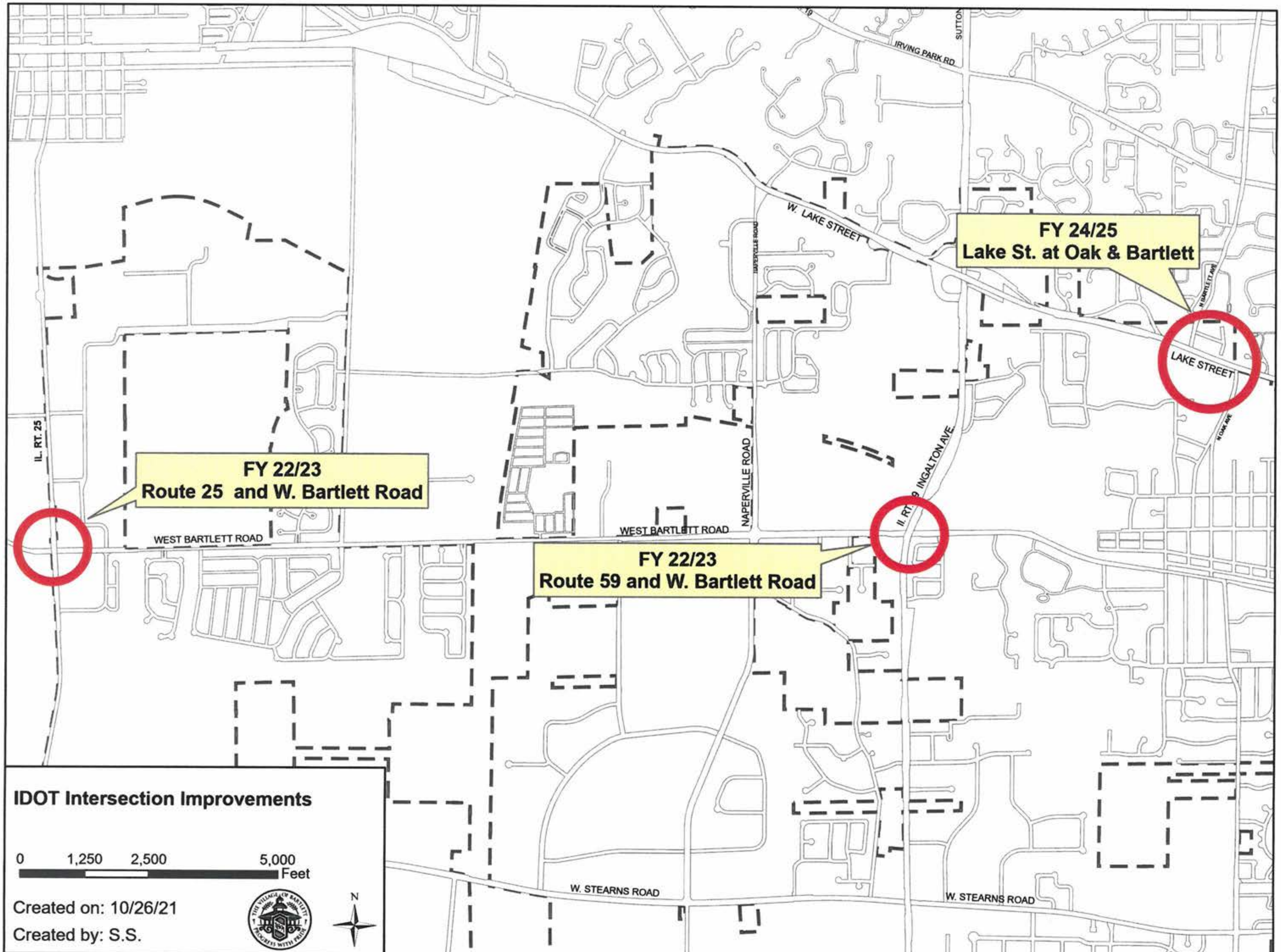
MFT MAINTENANCE PROGRAM

Description This annual maintenance program includes general patching, curb and gutter repairs, bituminous resurfacing, handicap ramp replacement, pavement preservation sealing and crack sealing.

Comments Streets for FY 22/23 through FY 25/26 will be selected based on our annual inspection process. The exhibit above shows the anticipated streets to be resurfaced in 2022.

Future Operating Budget Impact This project should not have a significant impact on the Operating budget.

Use of Funds	*Prior Year Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Milling/Resurfacing	$ 1,598,437	$ 1,500,000	$ 1,500,000	$ 1,625,000	$ 2,125,000	$ 2,700,000	$ 11,048,437
Concrete	84,042	125,000	150,000	150,000	150,000	150,000	809,042
Pavement Preservation	73,379	100,000	100,000	100,000	100,000	100,000	573,379
Crack Sealing	70,500	75,000	75,000	75,000	75,000	75,000	445,500
Engineering		20,000	50,000	50,000	50,000	50,000	220,000
Total	$ 1,826,358	$ 1,820,000	$ 1,875,000	$ 2,000,000	$ 2,500,000	$ 3,075,000	$ 13,096,358
Source of Funds							
MFT Fund	$ 1,826,358		$ 979,232	$ 2,000,000	$ 1,537,073	$ 1,600,000	$ 7,942,663
Rebuild IL		$ 1,820,000	895,768				2,715,768
General Fund					962,927	1,475,000	2,437,927
Total	$ 1,826,358	$ 1,820,000	$ 1,875,000	$ 2,000,000	$ 2,500,000	$ 3,075,000	$ 13,096,358


FY 24/25
Lake St. at Oak & Bartlett
FY 22/23
Route 25 and W. Bartlett Road
FY 22/23
Route 59 and W. Bartlett Road
IRVING PARK RD
SUTTON
W. LAKE STREET
LAKE STREET
N BARTLETT AVE
N OAK AVE
IL. RT. 25
IL RT. 59 INGALTON AVE
NAPERVILLE ROAD
WEST BARTLETT ROAD
W. STEARNS ROAD
IDOT Intersection Improvements
0 1,250 2,500 5,000 Feet
N
Created on: 10/26/21
Created by: S.S.

IDOT INTERSECTION IMPROVEMENTS

Description

These intersection improvement projects typically include traffic signals, utility relocations, sidewalk and curb replacements, multi-use or bike path additions, street light adjustments, pavement markings, as well as new asphalt or concrete pavement. The following locations are in the planning or design stage: 1) Route 20 and Oak 2) Route 25 and W. Bartlett Road 3) Route 59 and W. Bartlett Road

Comments

Route 59 & W. Bartlett Rd. Intersection Improvements are scheduled to bid spring 2022. The Village is including street lights at the intersection to improve visibility at night. Route 25 is scheduled to be resurfaced in 2022. Lake St. is in Phase 1 design to improve the intersections at Oak Ave. and Bartlett Ave.

Future Operating Budget Impact

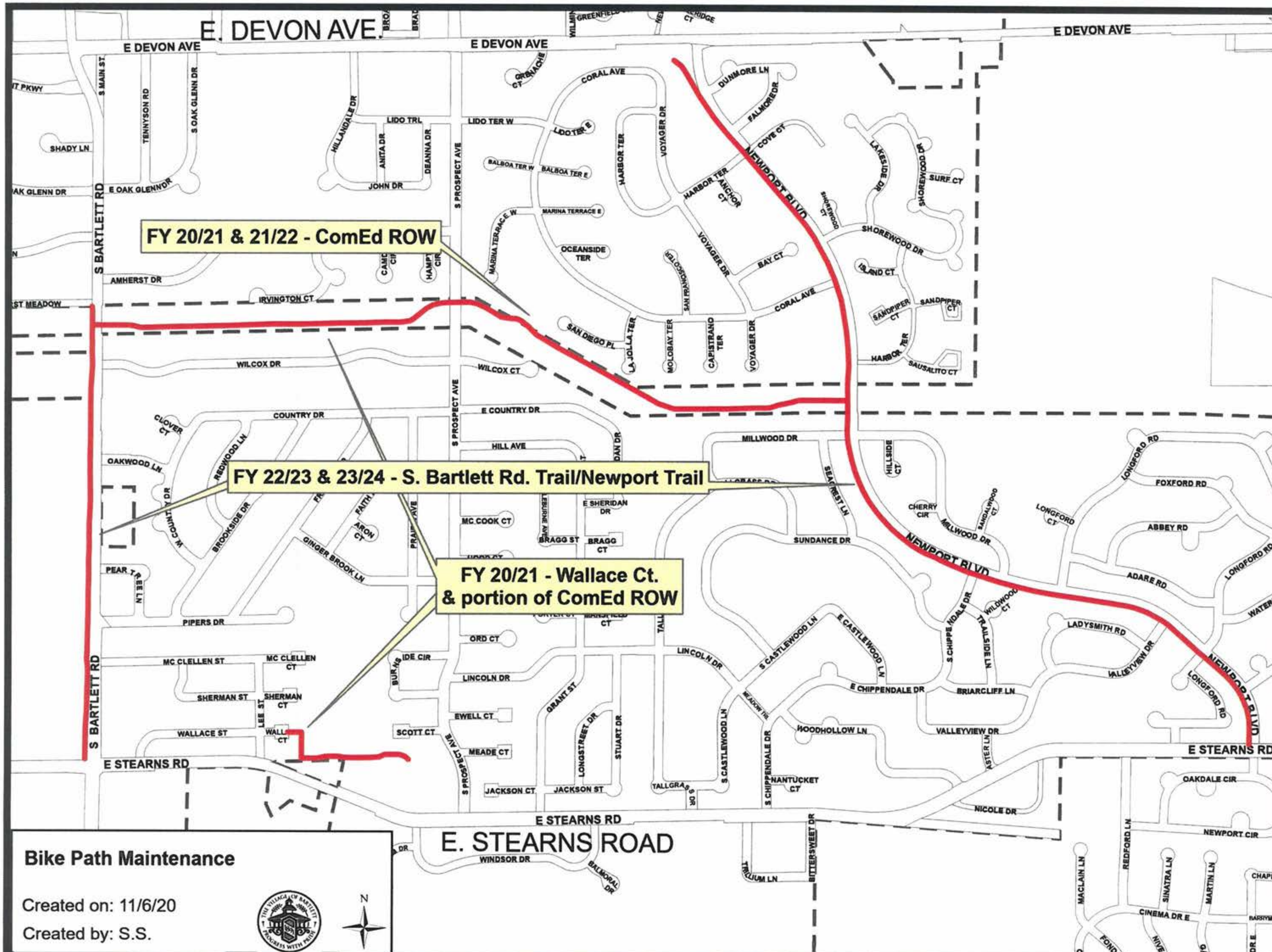
	Prior Years	*Estimated*	*Proposed For Future Years*				*Project*
Use of Funds	*Actual*	*21/22*	*22/23*	*23/24*	*24/25*	*25/26*	*Totals*
Route 59 and Route 20	$ 100,517						$ 100,517
Route 59 and Stearns	24,509						24,509
Route 59 and W. Bartlett Road			$ 400,000				400,000
Route 59 and Army Trail Road	16,297						16,297
Lake St. at Oak & Bartlett					$ 400,000		400,000
Route 25 & W. Bartlett Road			25,000				25,000
Total	$ 141,323		$ 425,000		$ 400,000		$ 966,323
Source of Funds							
Developer Deposits	$ 141,323		$				$ 141,323
MFT Fund			425,000				425,000
General Fund					$ 400,000		400,000
Total	$ 141,323		$ 425,000		$ 400,000		$ 966,323

QUEENS PKWY
PATRICIA LN
TAYLOR AVE
W MORSE AVE
E MORSE AVE
N HICKORY AVE
N OAK AVE
N EASTERN AVE
TATGE AVE
N ELROY AVE
N BERTEAU AVE
N CREST AVE
N MARION AVE
N CHASE AVE
N HALE AVE
N PROSPECT AVE
W NORTH AVE
E NORTH AVE
S HICKORY AVE
S OAK AVE
S EASTERN AVE
S ELROY AVE
S BERTEAU AVE
S CREST AVE
MARCIA CT
DONNA CT
JOAN CT
DAVID CT
S CHASE AVE
DANIEL CT
LUCILLE CT
ANN CT
PETER CT
EMIL CT
S HALE AVE
STEPHANIE CT
S PROSPECT AVE
BARTLETT AVE
E ONEIDA AVE
JUDITH CT
BETTY CT
RITA CT
ROBERT CT
ELIZABETH CT
MARY CT
THOMAS CT
E RAILROAD AVE
E RAILRO
HILLCREST LN
AVE
North Avenue Resurfacing
0 125 250 500 750 1,000 Feet
Created on: 10/8/18
Created by: S.S.
N

NORTH AVENUE RESURFACING

Description	This project includes general patching, curb and gutter repairs, level binder, bituminous resurfacing, handicap ramp replacement and miscellaneous patching. The project includes the eastern portion of North Avenue, between Oak and Prospect. It is planned that this work will be completed during the summer of 2023.
Comments	The funding source for this project is Surface Transportation Funds (STP) that require a 30% local match. The funding is available through the Northwest Municipal Conference.
Future Operating Budget Impact	This project should not have a significant impact on the Operating budget.

	Prior Years	*Estimated*	*Proposed For Future Years*				*Project*
Use of Funds	***Actual***	***21/22***	***22/23***	***23/24***	***24/25***	***25/26***	***Totals***
Construction				$ 600,000			$ 600,000
Engineering				100,000			100,000
Contingencies				75,000			75,000
Total				$ 775,000			$ 775,000
Source of Funds							
STP Funds				$ 500,000			$ 500,000
MFT Funds				275,000			275,000
Total				$ 775,000			$ 775,000



Bike Path Maintenance

Created on: 11/6/20

Created by: S.S.

BIKE PATH MAINTENANCE

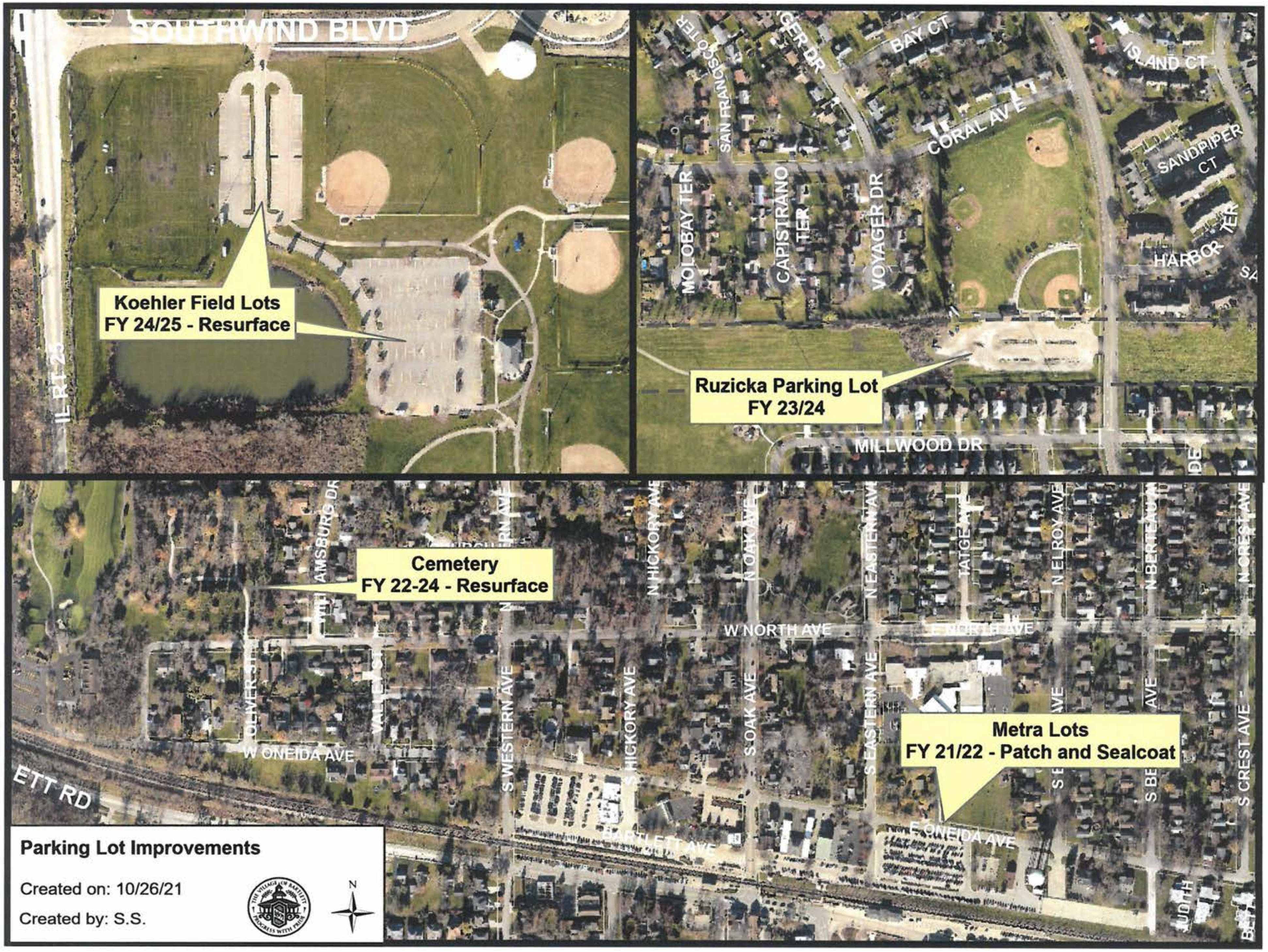
Description This project consists of maintaining the existing bike paths the village is responsible to maintain. Maintenance will include resurfacing, crackfilling, sealcoating, etc.

FY 2021-22	ComEd ROW (continued)
FY 2022-23	S. Bartlett Rd. Trail / Newport Trail
FY 2023-24	S. Bartlett Rd. Trail / Newport Trail
FY2024-25	???

Comments Many of the bike paths within the village are maintained by the village and the Park District. We plan to continue this, however, we believe the amount needs to be increased in order to keep up with the nearly 15 miles of bike path we have.

Future Operating Budget Impact This project should not have a significant impact on the Operating budget.

Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Construction		$ 40,000	$ 100,000	$ 100,000	$ 40,000	$ 40,000	$ 320,000
Total		$ 40,000	$ 100,000	$ 100,000	$ 40,000	$ 40,000	$ 320,000
Source of Funds							
General Fund		$ 30,000	$ 90,000	$ 90,000	$ 30,000	$ 30,000	$ 270,000
Park District		10,000	10,000	10,000	10,000	10,000	50,000
Total		$ 40,000	$ 100,000	$ 100,000	$ 40,000	$ 40,000	$ 320,000

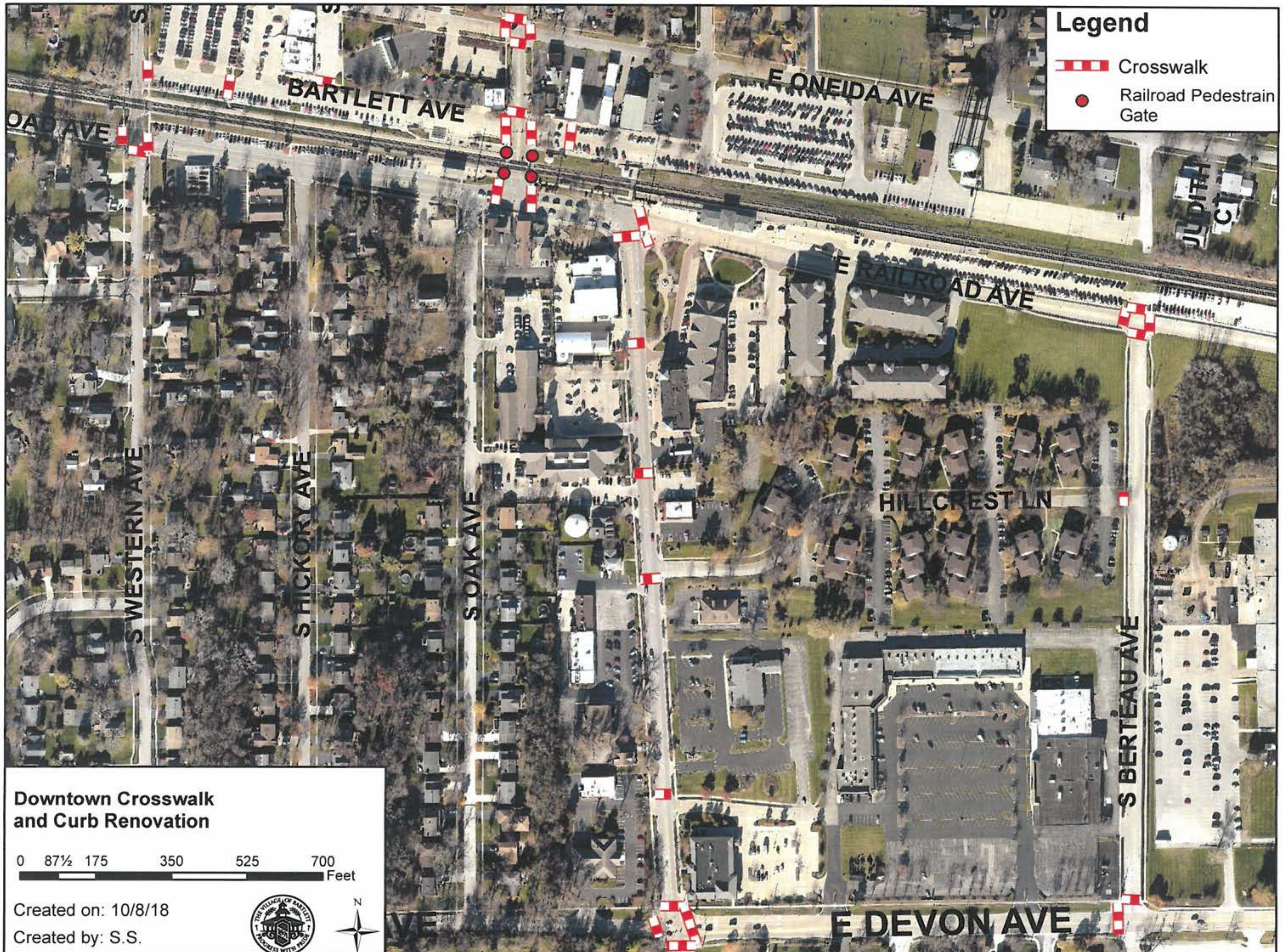

Koehler Field Lots
FY 24/25 - Resurface
Ruzicka Parking Lot
FY 23/24
Cemetery
FY 22-24 - Resurface
Metra Lots
FY 21/22 - Patch and Sealcoat
SOUTHWIND BLVD
IL RT 25
MILLWOOD DR
CORAL AVE E
BAY CT
ISLAND CT
SANDPIPER CT
HARBOR TER
VOYAGER DR
CAPISTRANO TER
MOLOBAY TER
SAN FRANCISCO TER
W NORTH AVE
W ONEIDA AVE
E ONEIDA AVE
BARTLETT AVE
ETT RD
S WESTERN AVE
S HICKORY AVE
N HICKORY AVE
S OAK AVE
N OAK AVE
S EASTERN AVE
N EASTERN AVE
TATGE AVE
N ELROY AVE
N BERTEAU AVE
N CREST AVE
S CREST AVE
OLIVER ST
VALLEY ST
Parking Lot Improvements
Created on: 10/26/21
Created by: S.S.
N

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

PARKING LOT IMPROVEMENTS

Description	We have several parking lots that are ours to maintain. This program includes resurfacing, crackfilling, and sealcoating the lots as needed.
Comments	FY 2021/22 - Patching and sealcoating of Metra lots FY 2022-24- Cemetery resurfacing FY 2024-25 Resurfacing of Koehler Field lots FY 2025-26
Future Operating Budget Impact	No impact to operating budget

Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Village Hall Lots	$ 99,514						$ 99,514
Kohler Fields	19,600				$ 225,000		244,600
Metra Lots		$ 40,000					40,000
Ruzicka Lot		10,000		$ 900,000			910,000
Cemetary curb/drive			$ 70,000	40,000			110,000
Oneida & Oak Lot			75,000				75,000
Contingencies		10,000	25,000	25,000	25,000		85,000
Total	$ 119,114	$ 60,000	$ 170,000	$ 965,000	$ 250,000		$ 1,564,114
Source of Funds							
MFT Fund	$ 19,600		$ 170,000	$ 965,000	$		$ 1,154,600
General Fund	99,514	$ 10,000			250,000		359,514
Parking Fund		50,000					50,000
Total	$ 119,114	$ 60,000	$ 170,000	$ 965,000	$ 250,000		$ 1,564,114


Legend
Crosswalk
Railroad Pedestrain Gate
BARTLETT AVE
E ONEIDA AVE
E RAILROAD AVE
HILLCREST LN
S WESTERN AVE
S HICKORY AVE
S OAK AVE
S BERTEAU AVE
E DEVON AVE
JUDITH CT
Downtown Crosswalk
and Curb Renovation
0 87½ 175 350 525 700 Feet
Created on: 10/8/18
Created by: S.S.
N

DOWNTOWN CROSSWALK AND CURB RENOVATION

Description

Renovation of the crosswalks and curbs in the downtown to become ADA compliant. This project will also construct additional mid-block crossings recommended in the Transit-Oriented Development (TOD) Plan, and will include appropriate pedestrian signage, high-visibility crosswalks.

Comments

This project will be contingent on obtaining grant funds. The village has been notified that funds from the Build Illinois Bond Fund have been allocated to this project, but a release date of those funds are not clear at this time. We will continue to look at other opportunities in conjunction with the Build Illinois Bond Funds.

Future Operating Budget Impact

No major operating budget impacts.

Use of Funds	Prior Years Actual	Estimated 21/22	Proposed For Future Years 22/23	23/24	24/25	25/26	Project Totals
ADA Curb Compliance			$ 76,000				$ 76,000
High-Vis Crosswalks			24,000				24,000
Pedestrian Signage			6,000				6,000
Engineering			15,000				15,000
Contingencies			10,000				10,000
Total			$ 131,000				$ 131,000
Source of Funds							
Grant Funding			$ 131,000				$ 131,000
Total			$ 131,000				$ 131,000


W RAILROAD AVE
S HICKORY AVE
S OAK AVE
S MAIN ST
Oak Avenue Parking Lot
0 37½ 75 150 225 300 Feet
Created on: 10/8/18
Created by: S.S.
N

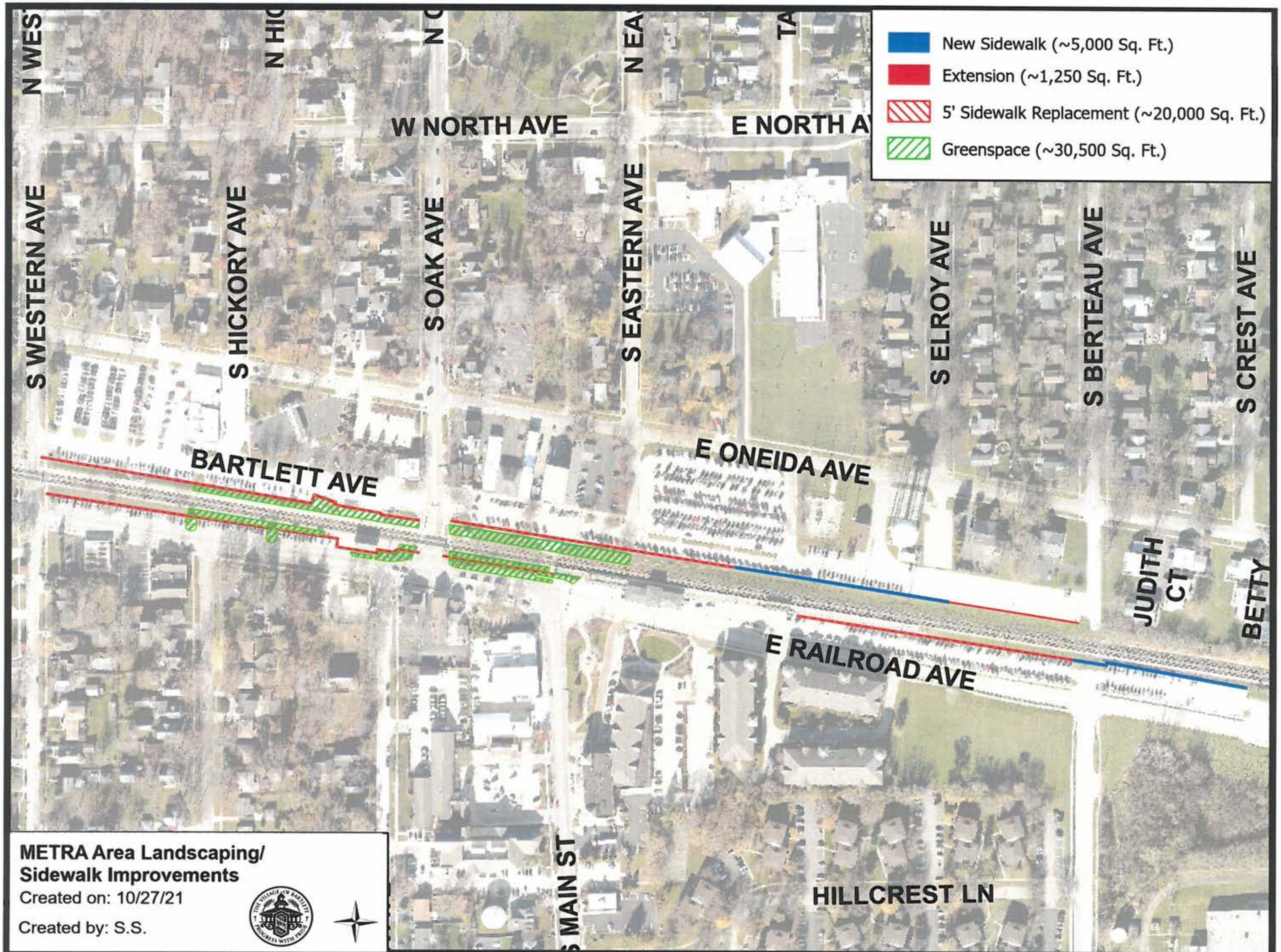
SOUTH OAK AVENUE PARKING LOT

Description This project consists of constructing a public parking lot on the recently purchased vacant lot on South Oak Avenue south of the Banbury Fair parking lot.

Comments This lot will be used by More Brewing during construction of their building. Once they are finished we would construct the parking lot for public parking.

Future Operating Budget Impact No impact to operating budget

Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Engineering	$ 7,850	$ 25,000	$ 25,000				$ 57,850
Construction			375,000				375,000
Contingency			50,000				50,000
Total	$ 7,850	$ 25,000	$ 450,000				$ 482,850
Source of Funds							
Municipal Building Fund	$ 7,850	$ 25,000	$ 450,000				$ 482,850
Total	$ 7,850	25,000	450,000				$ 482,850



METRA Area Landscaping/ Sidewalk Improvements

Created on: 10/27/21

Created by: S.S.

*METRA AREA LANDSCAPING/SIDEWALK IMPROVEMENTS *NEW**

Description	Replacing concrete with additional landscaping to create an improved space and creating safter walkways for commuters coming to and from the train station.
Comments	This project, in conjunction with a partnership with Metra, will replace and extend the sidewalks per the Transit-Oriented Development (TOD) Plan to create safer walking areas around the Metra Station, and also improving and updating the landscaped areas surrounding the Station and Downtown. An IGA was signed with Metra to assist in the costs of this
Future Operating Budget Impact	No major operating budget impacts.

	Prior Years	***Estimated***	***Proposed For Future Years***				***Project***
Use of Funds	***Actual***	***21/22***	***22/23***	***23/24***	***24/25***	***25/26***	***Totals***
Engineering/Architect		$ 15,000	$ 20,000				$ 35,000
Sidewalk Replacement			275,000				275,000
Landscaping			100,000				100,000
Contingencies			10,000				10,000
Total		$ 15,000	$ 405,000				$ 420,000
Source of Funds							
Grant Funds			$ 150,000				$ 150,000
General Fund		$ 15,000	255,000				270,000
Total		$ 15,000	$ 405,000				$ 420,000

Village of Bartlett, Illinois

Capital Improvements Program

2022-2026

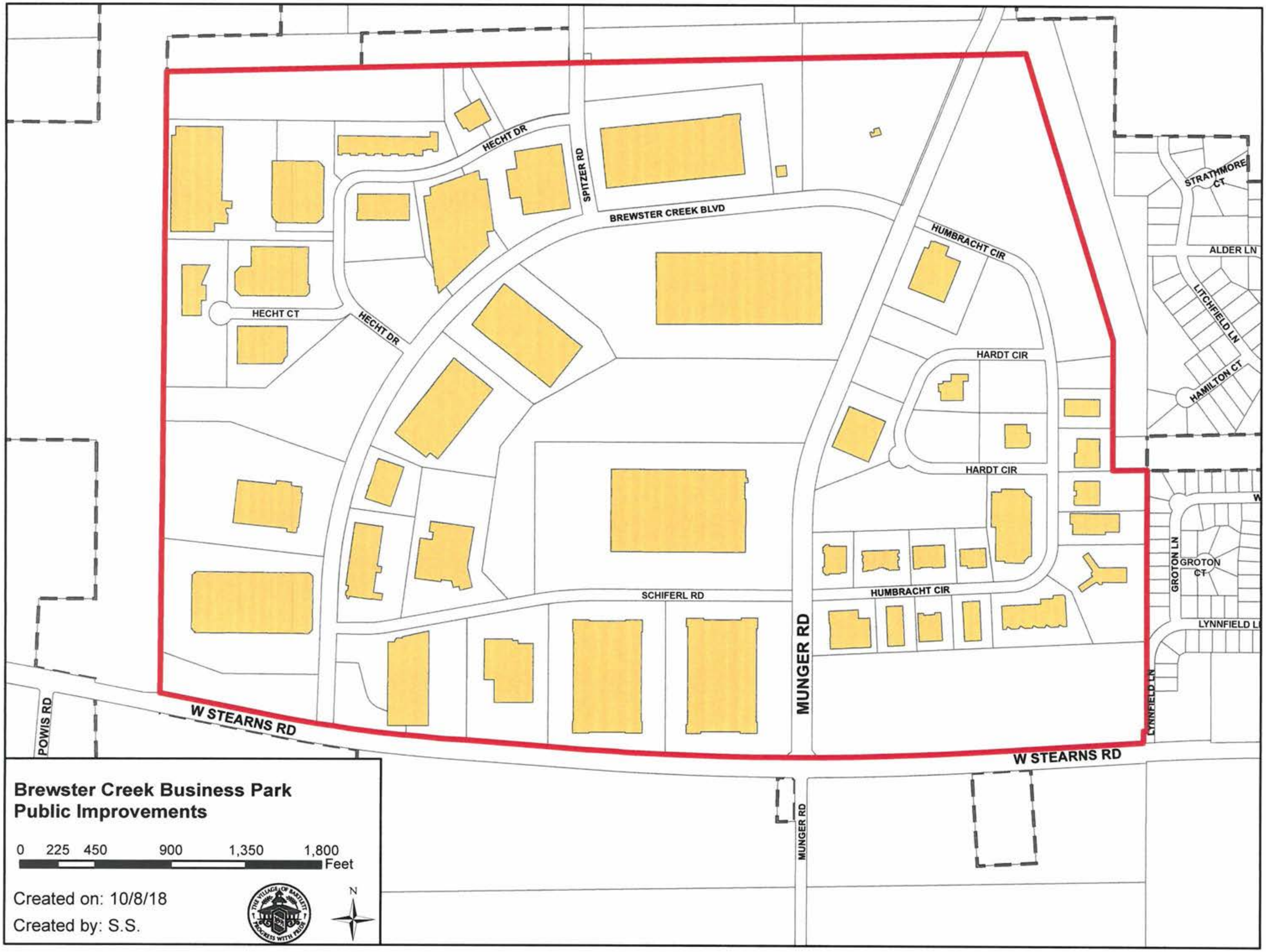
Economic Development Projects

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Economic Development Projects by Year

Project	Page	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total
Brewster Creek Public Improvements	48	$ 2,950,000	$ 950,000				$ 3,900,000
Bluff City/Blue Heron Public Improvements	50	1,460,000	1,200,000	$ 800,000			3,460,000
Total		**$ 4,410,000**	**$ 2,150,000**	**$ 800,000**			**$ 7,360,000**

Sources of Funds	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total
Brewster Creek TIF Fund	$ 2,950,000	$ 950,000				$ 3,900,000
Bluff City TIF Fund	1,460,000	1,200,000	$ 800,000			3,460,000
Total	**$ 4,410,000**	**$ 2,150,000**	**$ 800,000**			**$ 7,360,000**



Brewster Creek Business Park
Public Improvements

Created on: 10/8/18

Created by: S.S.

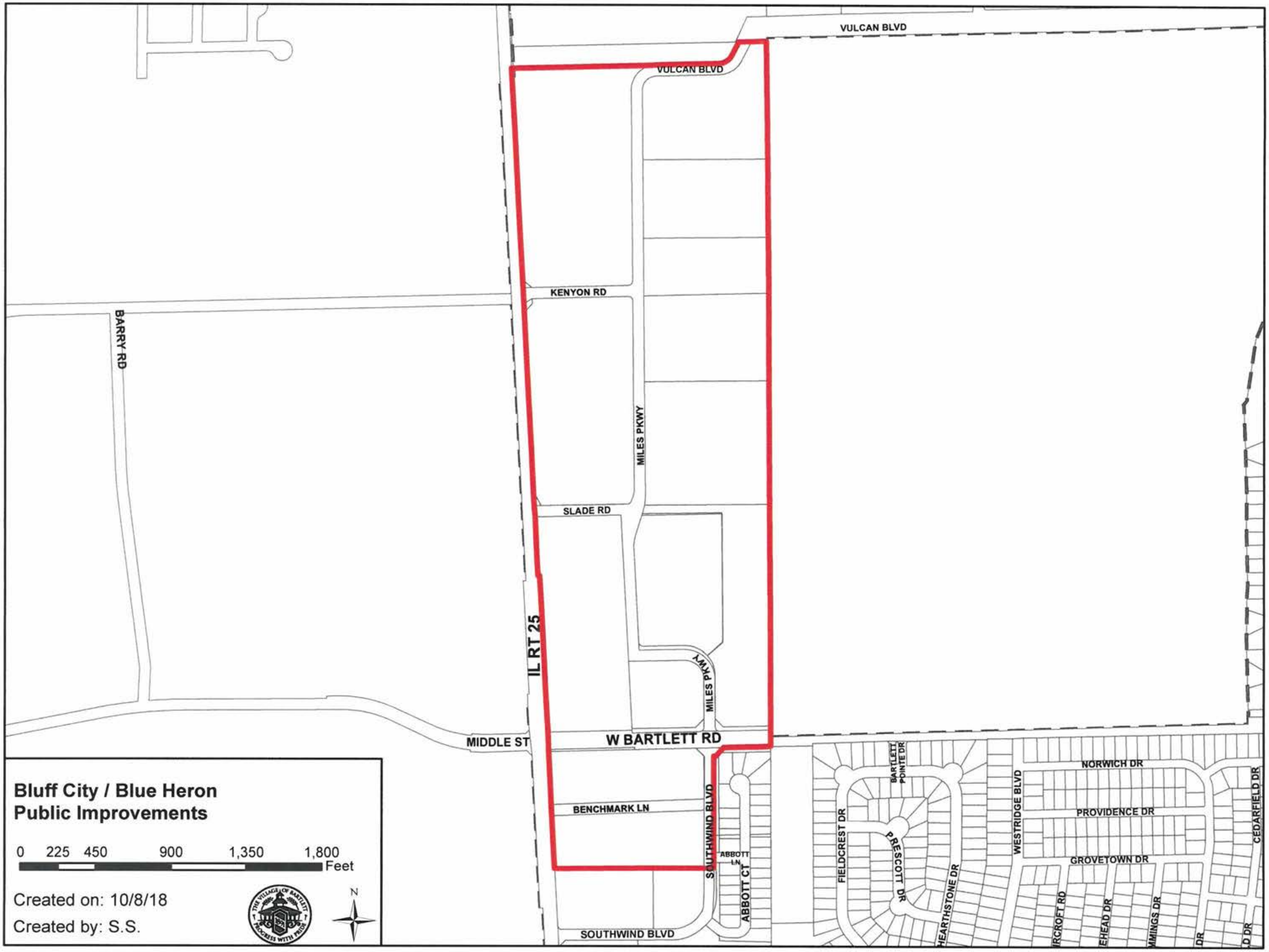
BREWSTER CREEK BUSINESS PARK PUBLIC IMPROVEMENTS

Description The original TIF budget of $30,000,000 for public improvements was increased to $48,000,000 in July of 2020. Site preparation represents the largest share and includes filling in the mining pit. Other on-site improvements include sanitary sewers, watermains, storm sewers, internal roadways, wetland mitigation, street lighting, parkway trees, signage, and landscaping. Off site improvements include improvements to Old Munger Road, Spitzer Road, West Bartlett Road intersection, Stearns Road intersection, Road "A", sanitary lift station and force main, Road "A" watermain. The Tax Increment Financing District is scheduled to expire in 2022.

Comments A fifth develper note in the amount of $3,000,000 was issued in September of 2020.

Future Operating Budget Impact

Use of Funds	Prior Years Actual	Estimated 21/22	Proposed For Future Years 22/23	23/24	24/25	25/26	Project Totals
Sanitary Sewer/Water Distribution	$ 2,175,255	$					$ 2,175,255
Wetland Mitigation	3,129,384	50,000	$ 50,000				3,229,384
Roadways	2,798,605	300,000	300,000				3,398,605
Site Preparation - Earthwork	29,119,842	2,500,000	500,000				32,119,842
Signs & Landscaping	1,139,133	100,000	100,000				1,339,133
Total	$ 38,362,219	$ 2,950,000	$ 950,000				$ 42,262,219
Source of Funds							
Brewster Creek TIF Fund	$ 38,362,219	$ 2,950,000	$ 950,000				$ 42,262,219
Total	$ 38,362,219	$ 2,950,000	$ 950,000				$ 42,262,219



Bluff City / Blue Heron
Public Improvements

0 225 450 900 1,350 1,800 Feet

Created on: 10/8/18

Created by: S.S.

BLUFF CITY/BLUE HERON PUBLIC IMPROVEMENTS

Description The village created the Bluff City Tax Increment Financing District in March 2009. The site preparation/land reclamation/soil remediation required to fill the former quarry site represents the largest portion of the Financing and Redevelopment Agreement of. Additional infrastructure improvements including the completion of Southwind Blvd., and the installation of the water distribution system, storm and sanitary sewers will be necessary prior to the land development of the TIF site.

Comments The site reclamation/earthwork is key to the development of the project.

Future Operating Budget Impact The project is being financed with the developer notes that will be repaid from the tax increment as the property develops. There should be no impact on the Operating budget.

Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Site Preparation - Earthwork	$ 5,347,327	$ 1,100,000	$ 1,000,000	$ 600,000			$ 8,047,327
Roadways/Traffic Signals	1,580,510	200,000	100,000	100,000			1,980,510
Sanitary Sewer and Water	1,317,619						1,317,619
Engineering	330,750	100,000	50,000	50,000			530,750
Contingencies		60,000	50,000	50,000			160,000
Total	$ 8,576,206	$ 1,460,000	$ 1,200,000	$ 800,000			$ 12,036,206
Source of Funds							
Bluff City TIF Fund	$ 8,576,206	$ 1,460,000	$ 1,200,000	$ 800,000			$ 12,036,206
Total	$ 8,576,206	$ 1,460,000	$ 1,200,000	$ 800,000			$ 12,036,206

Village of Bartlett, Illinois

Capital Improvements Program

2022-2026

Golf Projects

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Golf Projects by Year

Project	Page	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total
Irrigation System Replacement	53	$ 20,000		$ 1,600,000			$ 1,620,000
Total		**$ 20,000**		**$ 1,600,000**			**$ 1,620,000**

Sources of Funds	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total
Developer Deposits Fund	$ 20,000					$ 20,000
To be determined			$ 1,600,000			1,600,000
Total	**$ 20,000**		**$ 1,600,000**			**$ 1,620,000**


Irrigation System Replacement
0 125 250 500 750 1,000
Feet
Created on: 11/7/19
Created by: S.S.
N
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

IRRIGATION SYSTEM REPLACEMENT

Description	Design and engineer a new automated irrigation system to replace current system which is nearing its life expectancy.
Comments	New system will use the latest technology in piping (HDP), sprinkler heads and computer controls (GPS). Upkeep of current system is becoming very labor intensive and system has become less efficient.
Future Operating Budget Impact	

Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Engineering		$ 20,000					$ 20,000
Construction				$ 1,600,000			1,600,000
Total		$ 20,000		$ 1,600,000			$ 1,620,000
Source of Funds							
Developer Deposits		$ 20,000					$ 20,000
To be determinded				$ 1,600,000			1,600,000
Total		$ 20,000		$ 1,600,000			$ 1,620,000

Village of Bartlett, Illinois

Capital Improvements Program

2022-2026

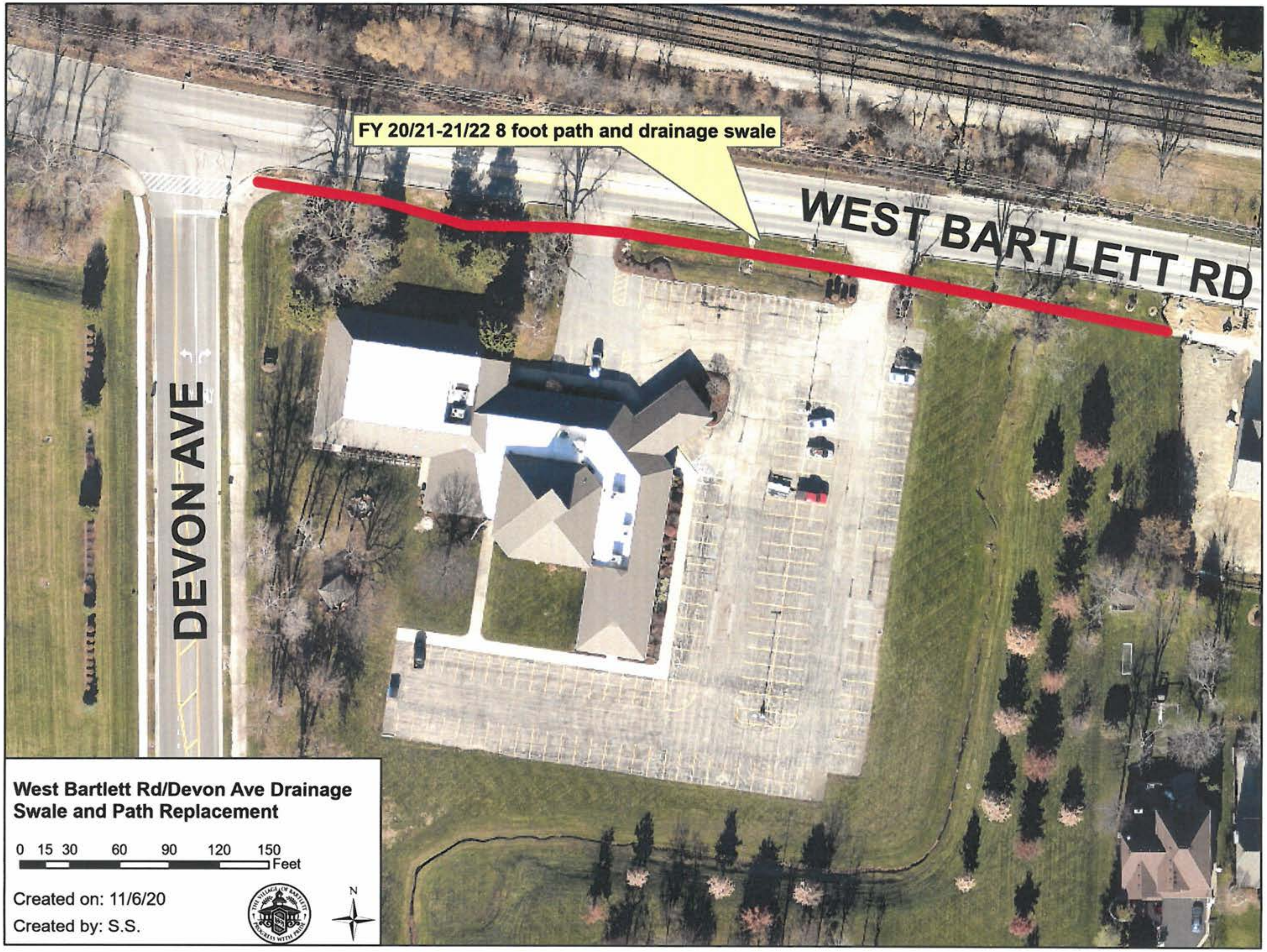
Other Projects

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

Other Projects by Year

Project	Page	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total
W. Bartlett/Devon Drainage Swale and Path	56	$ 262,000					$ 262,000
Stormwater System Improvements/Maint.	58	220,000	$ 400,000	$ 155,000	$ 1,675,000	$ 275,000	2,725,000
Schick Road/West Branch DuPage River Bridge	60	50,000	150,000	200,000	1,950,000		2,350,000
Total		**$ 532,000**	**$ 550,000**	**$ 355,000**	**$ 3,625,000**	**$ 275,000**	**$ 5,337,000**

Sources of Funds	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Five Year Total
MFT Fund	$ 50,000	$ 150,000	$ 200,000	$ 1,950,000		$ 2,350,000
General Fund	397,000	400,000	155,000	1,675,000	$ 275,000	2,902,000
Grant Funding	85,000					85,000
Total	**$ 532,000**	**$ 550,000**	**$ 355,000**	**$ 3,625,000**	**$ 275,000**	**$ 5,337,000**


FY 20/21-21/22 8 foot path and drainage swale
WEST BARTLETT RD
DEVON AVE
West Bartlett Rd/Devon Ave Drainage
Swale and Path Replacement
0 15 30 60 90 120 150
Feet
Created on: 11/6/20
Created by: S.S.
N

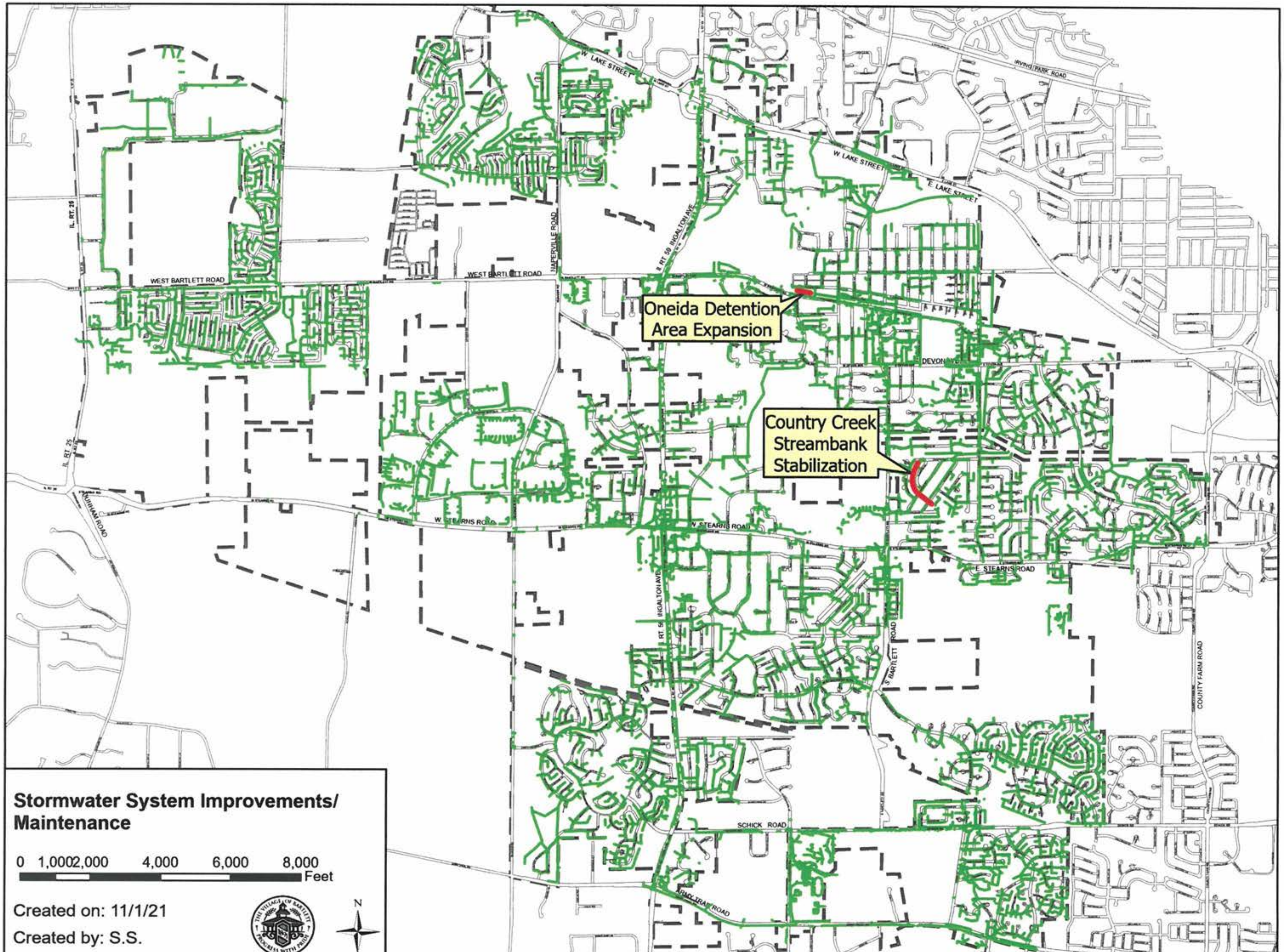
WEST BARTLETT RD/DEVON AVE DRAINAGE SWALE AND PATH REPLACEMENT - COMPLETED

Description
Construction of a new bike path and bioswales to alleviate flooding issues in this area. We obtained the Invest in Cook Grant for the design engineering portion of this project and have applied for grants to assist with the construction of the project. The village was awarded Green Infrastructure Funding from the Metropolitan Water Reclamation District of Greater Chicago (MWRD) to assist in the funding of the construction portion of the project.

Comments
The drainage swale does not flow properly and holds water long after rain events. There will be new storm inlets to assist with overflow along with new bioswales to help naturally drain the water. The 5' bike path is deteriorated and has been patched several times. It needs to be replaced to match existing 8' path that exists along the east side of Devon and west along West Bartlett Road.

Future Operating Budget Impact
No major, future operating budget impact

	Prior Years	Estimated	Proposed For Future Years				Project
Use of Funds	*Actual*	*21/22*	*22/23*	*23/24*	*24/25*	*25/26*	*Totals*
Engineering	$ 42,099	$ 20,000					$ 62,099
Contingencies							
Construction		242,000					242,000
Total	$ 42,099	$ 262,000					$ 304,099
Source of Funds							
General Fund (Stormwater)	$ 32,099	$ 177,000					$ 209,099
Grants	10,000	85,000					95,000
Total	$ 42,099	$ 262,000					$ 304,099



Stormwater System Improvements/ Maintenance

0 1,000 2,000 4,000 6,000 8,000 Feet

Created on: 11/1/21

Created by: S.S.

VILLAGE OF BARTLETT CAPITAL IMPROVEMENTS PROGRAM 2022-2026

STORMWATER SYSTEM IMPROVEMENTS/MAINTENANCE

Description This is to be an annual program to maintain the village's existing storm sewer system and provide for any new sewer/inlet/catch basins that become necessary. This will include residential or small drainage projects as well utilizing our 50/50 program. Our most recent NPDES permit requires us to monitor storm discharge points, increase street and catch basin maintenance/cleaning and provide documentation for these and other water quality items. An engineering consultant may be needed to complete future projects. We are working with DuPage County to satisfy other elements of the NPDES requirements.

Potential Projects Country Creek streambank stabilization, Oneida detention area expansion, replacement of large end sections.

Comments Storm system mapping and data collection ongoing.

Future Operating Budget Impact We have estimated an annual increase of $100,000 up to $400,000 in order to properly maintain the large storm system and meet all NPDES requirements.

Use of Funds	Prior Years Actual	Estimated 21/22	Proposed For Future Years 22/23	23/24	24/25	25/26	Project Totals
Construction	$ 213,345	$ 200,000					$ 413,345
Engineering	12,913	20,000		$ 5,000	$ 50,000	$ 50,000	137,913
Country Creek			$ 75,000	75,000	1,400,000		1,550,000
Oneida Pond			200,000				200,000
Storm Sewer			75,000	50,000	150,000	150,000	425,000
Contingencies			50,000	25,000	75,000	75,000	225,000
Total	$ 226,258	$ 220,000	$ 400,000	$ 155,000	$ 1,675,000	$ 275,000	$ 2,951,258
Source of Funds							
General Fund	$ 226,258	$ 220,000	$ 400,000	$ 155,000	$ 1,675,000	$ 275,000	$ 2,951,258
Total	$ 226,258	$ 220,000	$ 400,000	$ 155,000	$ 1,675,000	$ 275,000	$ 2,951,258


S BARTLETT RD
Schick Road/DuPage River Bridge
Schick Road/DuPage River Bridge
Engineering Study
0 15 30 60 90 120 150
Feet
Created on: 11/7/18
Created by: S.S.
N
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

SCHICK ROAD/WEST BRANCH DUPAGE RIVER BRIDGE ENGINEERING STUDY

Description This project includes only the engineering study or structural investigation of the Schick Road-West Branch DuPage River Bridge. A recent inspection of the structure indicated that the existing deck beams are due for replacement. An evaluation is required to determine what is necessary to complete the replacement and rehabilitation.

Comments IDOT is requiring that the bridge be inspected every 6 months.

Operating Budget Impact

Use of Funds	*Prior Years Actual*	*Estimated 21/22*	*Proposed For Future Years 22/23*	*23/24*	*24/25*	*25/26*	*Project Totals*
Engineering Study	$ 77,625						$ 77,625
Design Engineering		$ 50,000	$ 100,000	$ 100,000	$ 100,000		350,000
Construction					1,700,000		1,700,000
Contingency			50,000	100,000	150,000		300,000
Total	$ 77,625	$ 50,000	$ 150,000	$ 200,000	$ 1,950,000		$ 2,427,625
Source of Funds							
MFT Funds	$ 77,625	$ 50,000	$ 150,000	$ 200,000	$ 1,950,000		$ 2,427,625
General Fund							
Total	$ 77,625	$ 50,000	$ 150,000	200,000	1,950,000		$ 2,427,625