

**VILLAGE OF BARTLETT**

**COMMITTEE AGENDA**

**NOVEMBER 6, 2018**

**BUILDING & ZONING, CHAIRMAN HOPKINS**

Southwind Subdivision

Express Carwash

Bucky's Gas Station

**LICENSE & ORDINANCE, CHAIRMAN CAMERER**

Strategic Plan Review



**COMMUNITY DEVELOPMENT MEMORANDUM**

**18-198**

DATE: October 26, 2018  
TO: Paula Schumacher, Village Administrator  
FROM: Roberta Grill, Acting Community Development Director *RBG*  
RE: **(#18-21) Southwind Business Park Subdivision**

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**PETITIONER**

Dean Kelley on behalf of Bluff City LLC & 2250-60 Southwind LLC

**SUBJECT SITE**

Southeast corner of IL Route 25 and West Bartlett Road

**REQUESTS**

Preliminary/Final Plat of Subdivision

**SURROUNDING LAND USES**

	<b><u>Land Use</u></b>	<b><u>Comprehensive Plan</u></b>	<b><u>Zoning</u></b>
<b>Subject Site</b>	<b>Vacant/Office</b>	<b>Commercial/Mixed Use Business Park</b>	<b>PD</b>
North	Vacant	Commercial	PD
South	Recreation	Open Space/Recreation	P-1
East	Single-Family	Suburban Residential	SR-4 PUD
West	Vacant	South Elgin	F*

\*South Elgin- Farming

**ZONING HISTORY**

The subject property was annexed to the Village and was zoned to the PD (Planned Development District) in 1988 by Ordinance #1988-58. A Conceptual Land Use Plan was also approved in 1988 by Ordinance #1988-59 (*An Ordinance Rezoning Property and Granting a Special Use for its Development as a Planned Unit Development According to Conceptual Land Use Plan*).

In 1993, the First Amendment to the Annexation Agreement was approved by Ordinance #1993-16 as a result of the State of Illinois condemning 866 acres of the total 1,200 acre parcel through a series of eminent domain proceedings.

In 2001, the Second Amendment to the Annexation Agreement was approved by Ordinance #2001-65 and allowed for the development of the Bartlett Pointe West Single Family Subdivision. (This amended agreement refers to the area as the Southwind Business Park Property and encompasses the property south of West Bartlett Road, east of Route 25 and north of Koehler Fields.)

In 2009, the Third Amendment to the Annexation Agreement was approved by Ordinance #2009-27 and allowed for the redevelopment of the Bartlett Pointe West Subdivision to multi-family uses.

In 2013, the Fourth Amendment to the Annexation Agreement was approved by Ordinance #2013-27 and allowed for the redevelopment of the Bartlett Pointe West Subdivision to a minimum of 6,000 square foot single family lots and rezoned the property to SR-4 PUD (Suburban Residence) Zoning District.

In 2015, the Fifth Amendment to the Annexation Agreement was approved by Ordinance #2015-80 and approved the Bartlett Pointe West Subdivision Preliminary/Final PUD.

### **CURRENT DISCUSSION**

1. The Petitioner is requesting a **Preliminary/Final Plat of Subdivision** for the 20.54 acre Southwind Business Park to create five (5) lots ranging in size from 3.14 acres to 6.65 acres.
2. The Bluff City Office Building, located on Lot 1, was approved by Ordinance #2000-72. The Village Staff is working with potential developers for Lot 4 (Circle K) and Lot 2 (Parkland Preparatory Academy). An official application has been submitted by Circle K, but at the request of the Petitioner, it has been put on hold. Staff has also received an Administrative Site Plan Review Application for the Parkland Preparatory Academy, which is currently being reviewed by the Staff.
3. There are two existing curb cuts along Route 25 - Southwind Boulevard and Benchmark Lane; and one existing curb cut off of West Bartlett Road - Southwind Boulevard; all of which will provide primary access to each of the lots. A new curb cut is proposed along West Bartlett Road, west of Southwind Blvd. as part of the Circle K development that would provide a through connection south to Benchmark Lane. This new connection would also serve as an ingress and egress easement between Lots 4 and 5. Currently, there are no new access points proposed along Route 25. (Route 25 is under the jurisdiction of Illinois Department of Transportation (IDOT) and West Bartlett Road is under the jurisdiction of Kane County. The Petitioner has been in contact with Kane County DOT regarding the access off West Bartlett Road.)

4. These parcels would be served by the existing stormwater drainage and detention system currently constructed.
5. Preliminary engineering was approved at the time the Bartlett Pointe West Subdivision was approved in 2013. As part of this plan, Southwind Boulevard and Benchmark Lane were constructed and street lights and sidewalk locations were identified. Each have been installed within the subject property per the plan.
6. To be in compliance with the Public Improvements Completion Agreement, dated November 3, 2015, the developer shall install an eleven (11') wide bike path along the south side of West Bartlett Road in accordance with the West Bartlett Road Corridor Plan. The current plan shows a 15' wide bike path easement which will be recorded as part of this plat of subdivision. The bike path will be installed as part of the Circle K development or by December 2019, whichever comes first.
7. As required in the Subdivision Ordinance, the Petitioner will plant parkway trees along the existing rights-of-way spaced not less than forty feet (40') nor more than sixty feet (60') apart.

### **RECOMMENDATION**

1. The Staff recommends forwarding the Petitioner's request to the Plan Commission for further review.
2. Background information is attached for your review and consideration.

alz/attachments

x:\comdev\mem2018\198\_Southwind Business Park Subdivision\_vbc1.docx



**ABBOTT LAND AND INVESTMENT CORP.**  
Commercial and Industrial Real Estate

October 24, 2018

**SENT VIA HAND DELIVERY**

Village President and Board of Trustees  
Village of Bartlett  
228 S. Main Street  
Bartlett, Illinois 60103

RE: Southwind Business Center  
Preliminary and Final Plat of Subdivision

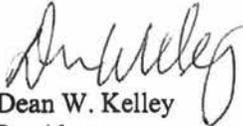
Dear Village President and Board of Trustees,

Enclosed for your review is a completed Application for a Preliminary and Final Plat of Subdivision for the Southwind Business Center.

This plat is being prepared so that we may sell a 3.2 acre parcel (Lot 2) to Brookside Partners for construction of a school directly east of our office building. In addition, Lot 4 is being created for the sale to a developer for the proposed Circle K project that will be submitted to the Village for its review within the next week.

We look forward to discussing this Preliminary and Final Plat with you at the upcoming Village Board meetings. If you have any questions, please contact me at 630-497-9440. Thank you for your consideration.

Sincerely,  
**ABBOTT LAND AND INVESTMENT CORPORATION**

  
Dean W. Kelley  
President

Enclosures

2250 SOUTHWIND BOULEVARD • BARTLETT, IL 60103  
630-497-9440 • FAX 630-497-3477

RECEIVED  
COMMUNITY DEVELOPMENT

OCT 24 2018

VILLAGE OF  
BARTLETT



# VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

For Office Use Only  
 Case # 2018-21  
**RECEIVED**  
**COMMUNITY DEVELOPMENT**  
**OCT 24 2018**  
**VILLAGE OF**  
**BARTLETT**

**PROJECT NAME** Southwind Bus. Park Plat of Subdivision

**PETITIONER INFORMATION (PRIMARY CONTACT)**

**Name:** Dean W. Kelley

**Street Address:** 2250 Southwind Blvd

**City, State:** Bartlett, IL

**Zip Code:** 60103

**Email Address:** [REDACTED]

**Phone Number:** [REDACTED]

**Preferred Method to be contacted:** See Dropdown

**PROPERTY OWNER INFORMATION**

**Name:** Bluff City LLC and 2250-60 Southwind LLC

**Street Address:** 2250 Southwind Blvd

**City, State:** Bartlett, IL

**Zip Code:** 60103

**Phone Number:** \_\_\_\_\_

**OWNER'S SIGNATURE:** [Signature]

**Date:** 10/24/2018

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

**ACTION REQUESTED** (Please check all that apply)

- Annexation
- PUD (preliminary)
- PUD (final)
- Subdivision (preliminary)
- Subdivision (final)
- Site Plan (please describe use: commercial, industrial, square footage): \_\_\_\_\_
- Unified Business Center Sign Plan
- Other (please describe) \_\_\_\_\_
- Text Amendment
- Rezoning See Dropdown to See Dropdown
- Special Use for: \_\_\_\_\_
- Variation: \_\_\_\_\_

**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:** SEC of IL-25 and West Bartlett Road

**Property Index Number ("Tax PIN"/"Parcel ID"):** 06-36-400-026;06-36-400-043;06-36-400-044

**Zoning:** Existing: PD   
(Refer to Official Zoning Map)

**Land Use:** Existing: Mixed Use Business

Proposed: PD

Proposed: Mixed Use Business

**Comprehensive Plan Designation for this Property:** Mixed use Business Park   
(Refer to Future Land Use Map)

**Acreage:** 20.541

**For PUD's and Subdivisions:**

No. of Lots/Units: 5

Minimum Lot: Area \_\_\_\_\_ Width \_\_\_\_\_ Depth \_\_\_\_\_

Average Lot: Area \_\_\_\_\_ Width \_\_\_\_\_ Depth \_\_\_\_\_

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

**Attorney** Maurides Foley Tabangay & Turner LLC  
33 N. LaSalle St., Suite 1910, Chicago, IL 60602  
P: 312-332-6500

**Engineer** Mackie Consultants, LLC - Kevin J. Matray  
9575 W. Higgins Rd., Suite 500, Rosemont, IL 60018  
P: 847-696-1400 Email: kmatray@mackieconsult.com

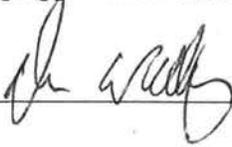
**Other**  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**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: Dean W. Kelley

DATE: 10/24/2018

**REIMBURSEMENT OF CONSULTANT FEES AGREEMENT**

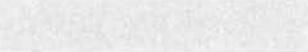
The undersigned hereby acknowledges his/her obligation to reimburse the Village of Bartlett for all necessary and reasonable expenses incurred by the Village for review and processing of the application. Further, the undersigned acknowledges that he/she understands that these expenses will be billed 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**: Bluff City, LLC

ADDRESS: 2250 Southwind Blvd.

Bartlett, IL 60103

PHONE NUMBER: 

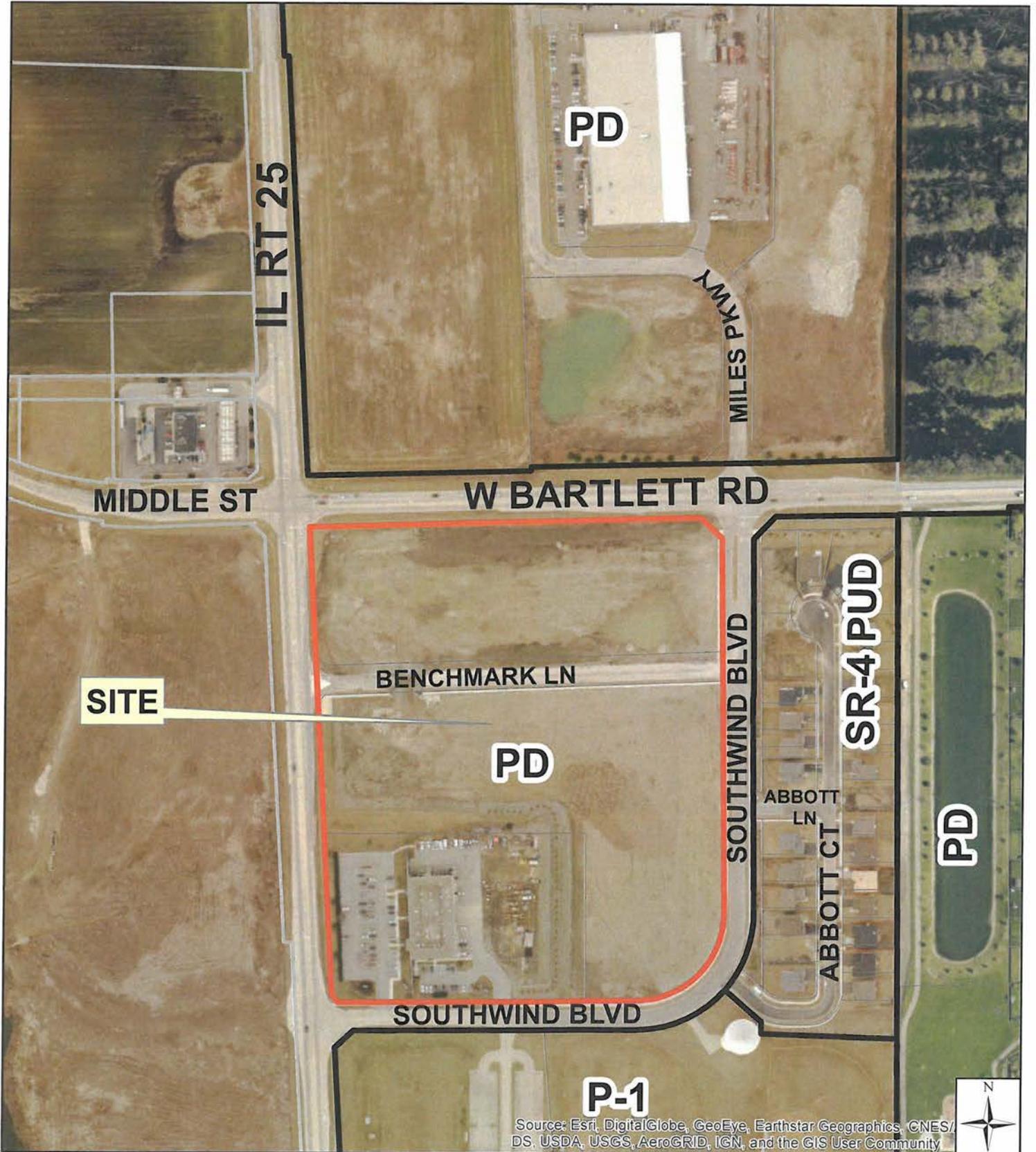
EMAIL: 

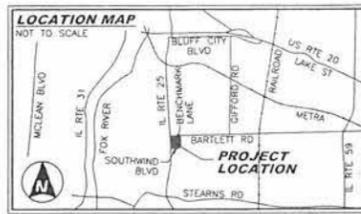
SIGNATURE: 

DATE: 10/24/2018

# ZONING/LOCATION MAP

Southwind Business Park  
Case #18-21 - Preliminary/Final Plat of Subdivision

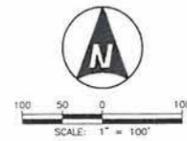




- LEGEND:**
- BOUNDARY LINE
  - - - RIGHT-OF-WAY LINE
  - - - PROPOSED LOT LINE
  - - - PROPOSED EASEMENT LINE
  - - - EXISTING EASEMENT LINE
  - CB= CHORD BEARING
  - CH= CHORD LENGTH
  - L= ARC LENGTH
  - R= RADIUS
  - PUB= PUBLIC UTILITY, SIDEWALK & BIKEPATH EASEMENT
  - PUE= PUBLIC UTILITY & DRAINAGE EASEMENT
  - PUE= PUBLIC UTILITY EASEMENT
  - (R) RECORD

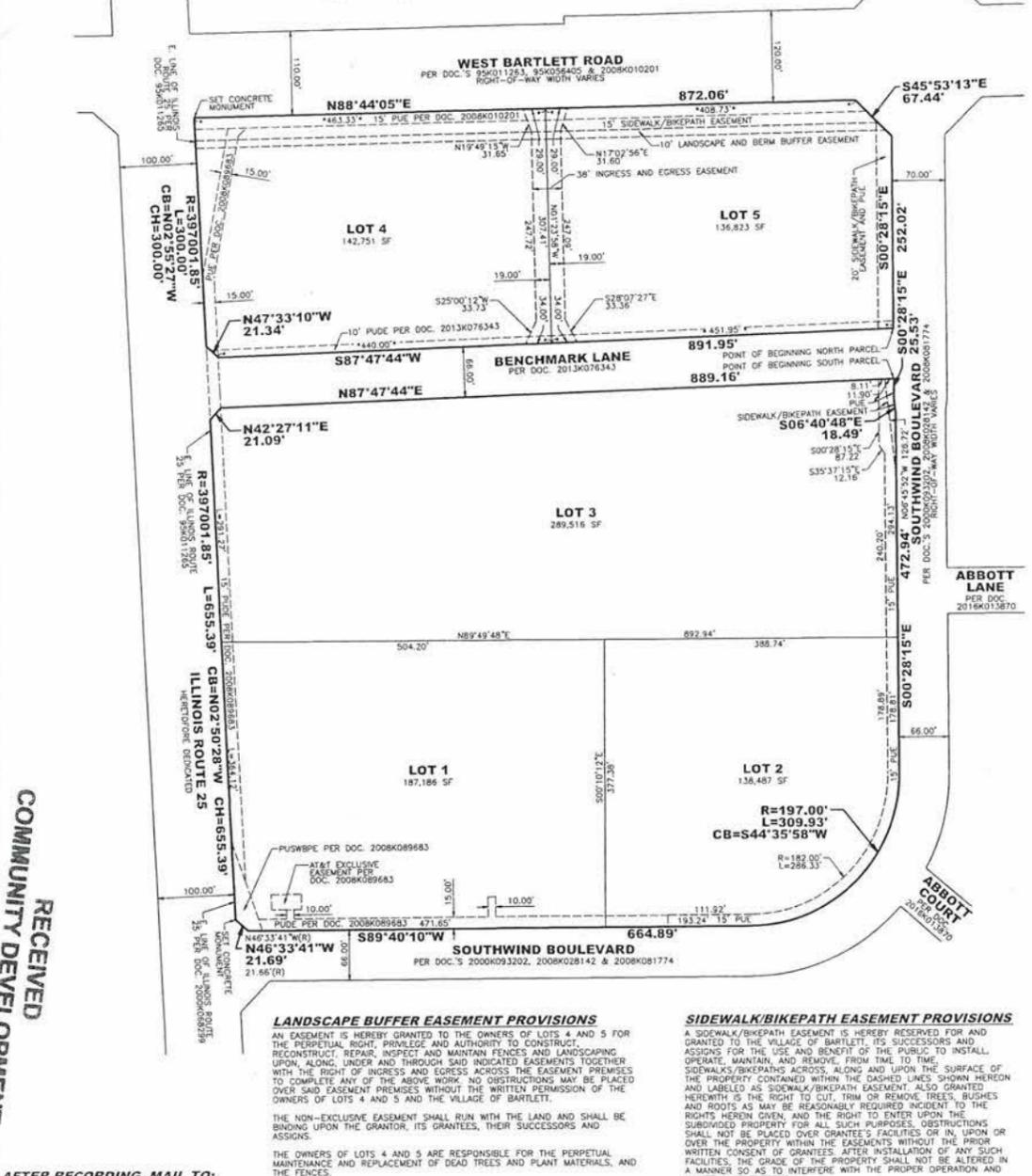
**AREA:**  
PROPERTY CONTAINS 894,763 SQUARE FEET OR 20.541 ACRES MORE OR LESS

**P.L.N.'s:**  
06-35-400-026  
06-35-400-043  
06-35-400-044



# PRELIMINARY/FINAL PLAT OF SUBDIVISION SOUTHWIND BUSINESS PARK

BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 41 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS.



**EASEMENT PROVISIONS**  
AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY  
SBC TELEPHONE COMPANY, GRANTEES.

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, SUPPORTS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED BY SUCH DESIGNATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL, REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS AND COMMON AREA AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEE AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ICS 605/2(C), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEE AT COST OF THE GRANTEE/LOT OWNER, UPON WRITTEN REQUEST.

**EASEMENT PROVISIONS**  
AN EASEMENT HEREBY RESERVED FOR AND GRANTED TO NORTHERN ILLINOIS GAS COMPANY, AN ILLINOIS CORPORATION, DOING BUSINESS AS NICOR GAS COMPANY, ITS SUCCESSORS AND ASSIGNS (HEREINAFTER "NICOR") TO INSTALL, OPERATE, MAINTAIN, REPAIR, REPLACE AND REMOVE, FACILITIES USED IN CONNECTION WITH THE TRANSMISSION AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THIS PLAT MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION), "STREETS AND ALLEYS", WHETHER PUBLIC OR PRIVATE, AND TO PREPARE, DESIGNATE IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS AND COMMON AREA OR AREAS, AND TO SERVE OTHER PROPERTY, ADJACENT OR OTHERWISE, AND THE RIGHT TO REMOVE OBSTRUCTIONS, INCLUDING BUT NOT LIMITED TO TREES, BUSHES, ROOTS AND FENCES, AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PROPERTY FOR SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER NICOR FACILITIES OR IN, UPON OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT FOR UTILITY PURPOSES WITHOUT THE PRIOR WRITTEN CONSENT OF NICOR. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN SECTION 605/2(C) OF THE "CONDOMINIUM PROPERTY ACT" (ILLINOIS COMPILATED STATUTES, CH. 765, SEC. 605/2(C)), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, INCLUDING REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PROPERTY, EVEN THOUGH SUCH AREAS MAY BE DESIGNATED ON THIS PLAT BY OTHER TERMS.

**VILLAGE OF BARTLETT PUBLIC UTILITY EASEMENT PROVISIONS**  
A PERPETUAL EASEMENT IS HEREBY GRANTED TO THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, ITS SUCCESSORS AND ASSIGNS, OVER, UPON, ACROSS, THROUGH AND UNDER THOSE PORTIONS OF THE ABOVE DESCRIBED REAL ESTATE DESIGNATED PUBLIC UTILITY EASEMENT ON THIS PLAT, FOR THE PURPOSE OF INSTALLING, LAYING, CONSTRUCTING, PROVIDING, MAINTAINING, REPAIRING, RENEWING AND REPLACING, WATERMAINS, SANITARY SEWER LINES, STORM SEWER LINES, STREET LIGHT CABLES AND ANY ALL APPURTENANCE STRUCTURES, INCLUDING, BUT NOT LIMITED TO, MANHOLES, MET WELLS, LIFT STATIONS, TRANSFORMERS, VALVES, METERS, STREET LIGHTS AND ANY AND ALL OTHER FIXTURES AND EQUIPMENT REQUIRED FOR THE PURPOSE OF SERVING THE ABOVE DESCRIBED REAL ESTATE WITH WATER SERVICE, SANITARY SEWER SERVICE, STORM WATER COLLECTION, STREET LIGHTING AND OTHER MUNICIPAL SERVICES AND FOR THE PURPOSE OF PROVIDING INGRESS AND EGRESS FROM THE PROPERTY SHOWN HEREON FOR EMERGENCY VEHICLES OF ANY AND ALL TYPES WHATSOEVER, IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SAID EASEMENT AREAS, BUT THE EASEMENT AREAS MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER SUCH PURPOSES THAT DO NOT HINDER AND WILL NOT IN THE FUTURE, INTERFERE UNREASONABLY WITH THE EASEMENT RIGHTS HEREBY GRANTED TO THE VILLAGE OF BARTLETT.

**OWNER'S CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
DO HEREBY CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND THAT THEY HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED HEREON, FOR THE USES AND PURPOSES HEREBY SET FORTH, AND GOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE HEREON INDICATED.

ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AFORESAID, IS TO THE BEST OF THE OWNER'S KNOWLEDGE AND BELIEF, CONTAINED ENTIRELY WITHIN THE LIMITS OF SCHOOL DISTRICT U-46.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

BY: \_\_\_\_\_  
2250-60 SOUTHWIND LLC  
2250-60 SOUTHWIND BOULEVARD  
BARTLETT, IL 60103

**NOTARY CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT

PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNER, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT AND THE FREE AND VOLUNTARY ACT OF THE CORPORATION FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_, AT \_\_\_\_\_, ILLINOIS.

NOTARY PUBLIC

**OWNER'S CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
DO HEREBY CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND THAT THEY HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED HEREON, FOR THE USES AND PURPOSES HEREBY SET FORTH, AND GOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE HEREON INDICATED.

ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AFORESAID, IS TO THE BEST OF THE OWNER'S KNOWLEDGE AND BELIEF, CONTAINED ENTIRELY WITHIN THE LIMITS OF SCHOOL DISTRICT U-46.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

BY: \_\_\_\_\_  
BLUFF CITY LLC  
2250 SOUTHWIND BOULEVARD  
BARTLETT, IL 60103

**NOTARY CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT

PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNER, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT AND THE FREE AND VOLUNTARY ACT OF THE CORPORATION FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_, AT \_\_\_\_\_, ILLINOIS.

NOTARY PUBLIC

**VILLAGE OF BARTLETT CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS,

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

BY: \_\_\_\_\_  
VILLAGE PRESIDENT

ATTEST: \_\_\_\_\_  
VILLAGE CLERK

**PLAN COMMISSION CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
REVIEWED BY THE PLAN COMMISSION OF THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

BY: \_\_\_\_\_  
PLAN COMMISSION CHAIRMAN

ATTEST: \_\_\_\_\_  
PLAN COMMISSION SECRETARY

**VILLAGE TREASURER CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
TREASURER FOR THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPOINTED AGAINST THE TRACT OF LAND INCLUDED IN THE SUBJECT PLAT.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

BY: \_\_\_\_\_  
VILLAGE TREASURER

**VILLAGE ENGINEER CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF COOK) )  
I, \_\_\_\_\_, )  
VILLAGE ENGINEER FOR THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, CERTIFY THAT THE LAND IMPROVEMENTS FOR THE SUBJECT PLATTED AREA MEET THE MINIMUM REQUIREMENTS OF THE VILLAGE OF BARTLETT.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

BY: \_\_\_\_\_  
VILLAGE ENGINEER

**COUNTY ENGINEER CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
ACCEPTED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

COUNTY ENGINEER

**COUNTY CLERK'S CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
COUNTY CLERK OF KANE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES AND NO RECEIVABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT HEREIN DRAWN. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREIN DRAWN.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT GENOVA, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

COUNTY CLERK

**COUNTY RECORDER'S CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
DO HEREBY CERTIFY THAT INSTRUMENT NO. \_\_\_\_\_ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY, ILLINOIS ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_, AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.

RECORDED BY DEEDS

PLEASE TYPE/PRINT NAME

**IDOT CERTIFICATE**  
THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED, A FLOOD INSURANCE RATE MAP MAP NUMBER 1708002604, WITH A MAP REVISED DATE OF AUGUST 3, 2009. SUBJECT TO MAP INTERPRETATION AND SCALING.

GIVEN UNDER MY HAND AND SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_, IN ROSEMONT, ILLINOIS.

DALE A. GRAY  
EMAIL: dgray@maciekconsult.com  
ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2018

**NOTES:**

1. NO COMMENT FOR TITLE INSURANCE WAS SUPPLIED FOR USE IN THE PREPARATION OF THIS PLAT. THIS PLAT IS SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT.
2. BEARINGS BASED ON NAD83 (2011) ILLINOIS STATE PLANE, EAST ZONE.
3. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
5. UPON COMPLETION OF CONSTRUCTION, 5/8" REBAR SHALL BE PLACED AT ALL CORNERS OF THE EXTERIOR BOUNDARY, LOT CORNERS AND CRITICAL POINTS ALONG THE RIGHTS-OF-WAY, UNLESS NOTED OTHERWISE.
6. ALL EASEMENTS SHOWN HEREON ARE HEREBY GRANTED UNLESS SHOWN OTHERWISE.
7. DIRECT ACCESS TO AND FROM LOTS 1, 3 AND 4 TO ILLINOIS ROUTE 25 SHALL BE PROHIBITED.
8. FOR ADDITIONAL INFORMATION PERTAINING TO DEFINITIONS/USES OF EASEMENTS, SETBACKS AND OTHER MATTERS, SEE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED BY SEPARATE DOCUMENT.
9. ALL AREAS ARE MORE OR LESS.

**AUTHORIZATION TO RECORD CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF COOK) )  
I, \_\_\_\_\_, )  
DO HEREBY AUTHORIZE THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, TO RECORD THIS PLAT OF SUBDIVISION.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

WE, MACIE CONSULTANTS LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002694, DO HEREBY CERTIFY THAT WE HAVE SURVEYED, SUBDIVIDED AND PLATTED FOR THE OWNER THEREOF THE FOLLOWING DESCRIBED PROPERTY AND THAT THE PLAT HEREIN DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY, SUBDIVISION AND PLAT:

DALE A. GRAY  
EMAIL: dgray@maciekconsult.com  
ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2018

**SURVEYOR'S CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF COOK) )  
I, \_\_\_\_\_, )  
SURVEYOR FOR THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, DO HEREBY CERTIFY THAT THE LAND IMPROVEMENTS FOR THE SUBJECT PLATTED AREA MEET THE MINIMUM REQUIREMENTS OF THE VILLAGE OF BARTLETT.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

BY: \_\_\_\_\_  
VILLAGE ENGINEER

**COUNTY ENGINEER CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
ACCEPTED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

COUNTY ENGINEER

**COUNTY CLERK'S CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
COUNTY CLERK OF KANE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES AND NO RECEIVABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT HEREIN DRAWN. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREIN DRAWN.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT GENOVA, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

COUNTY CLERK

**COUNTY RECORDER'S CERTIFICATE**  
STATE OF ILLINOIS) )  
COUNTY OF KANE) )  
I, \_\_\_\_\_, )  
DO HEREBY CERTIFY THAT INSTRUMENT NO. \_\_\_\_\_ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY, ILLINOIS ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_, AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.

RECORDED BY DEEDS

PLEASE TYPE/PRINT NAME

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GIVEN UNDER MY HAND AND SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_, IN ROSEMONT, ILLINOIS.

DALE A. GRAY  
EMAIL: dgray@maciekconsult.com  
ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2018

RECEIVED COMMUNITY DEVELOPMENT VILLAGE OF BARTLETT OCT 24 2018

**AFTER RECORDING, MAIL TO:**  
VILLAGE OF BARTLETT  
ATTN: COMMUNITY DEVELOPMENT  
225 S. MAIN  
BARTLETT, IL 60103

**DEVELOPER, PLAT PREPARED FOR, MAIL TAX BILL TO:**

CLIENT: **ABBOTT LAND & INVESTMENT CORPORATION**  
2250 SOUTHWIND BOULEVARD  
BARTLETT, IL 60103  
PH: 630.497-8700

DESIGNED	_____	DATE	05-31-18
DRAWN	GKF	SCALE	1" = 100'
APPROVED	DAG	BY	SDU
DATE	10-23-18	REVISION	REVISED PER CLIENT REVIEW DESCRIPTION OF REVISION

**PRELIMINARY/FINAL PLAT OF SUBDIVISION  
SOUTHWIND BUSINESS PARK  
BARTLETT, ILLINOIS**

SHEET  
**1 OF 1**  
PROJECT NUMBER: 3462  
© MACIE CONSULTANTS LLC, 2018  
ILLINOIS FIRM LICENSE 184-002694

**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
Rosemont, IL 60018  
(847)696-1400  
www.mackieconsult.com



**COMMUNITY DEVELOPMENT MEMORANDUM**

**18-199**

DATE: October 26, 2018  
TO: Paula Schumacher, Village Administrator  
FROM: Roberta Grill, Acting Community Development Director   
RE: **(#18-17) Express Carwash**

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**PETITIONER**

Dan & Shawn Andre

**SUBJECT SITE**

1255 W. Lake Street located along the south side of Lake Street, approximately 800 feet east of Naperville Road

**REQUESTS**

Site Plan Review  
Special Use Permit for a carwash

**SURROUNDING LAND USES**

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
<b>Subject Site</b>	<b>Residential</b>	<b>Commercial</b>	<b>B-3</b>
North	Commercial	Commercial	C-2*
South	Residential	Commercial	SR-4 PUD
East	Commercial	Commercial	B-3
West	Religious Institution	Municipal/Institutional	B-4

\*Village of Streamwood- Neighborhood Commercial

**DISCUSSION**

1. The Petitioner is requesting a **Site Plan Review** and **Special Use Permit** for a carwash to be located on a 2.88 acre parcel at 1255 W. Lake Street located along the south side of Lake Street approximately 800 feet east of Naperville Road.
2. The carwash would include a tunnel wash with accompanying vacuums.
3. The proposed 5,500 square foot building will primarily consist of brick veneer with accented limestone veneer at the north and south ends of the building, along the lower portion of the building and vacuum columns, as well as the columns on the

east and west facades. Metal roofing would be incorporated over the vacuum area and the north and south towers. The tallest portions of the building will be 33'-5" due to the two towers on the carwash; however, the average height of the carwash would be 19'-6", meeting the Zoning Code requirement of 25'. Rooftop mechanicals will be located behind the parapet walls and screened on all four sides. Windows would be incorporated along both the east and west elevations to provide a clear view through the building while vehicles are accessing the tunnel wash. The vacuum metal canopies will be 14'-0", meeting the Zoning Code requirement of 25'.

4. The Petitioner has requested one curb cut along Lake Street for access to the carwash located across an existing right-in/right-out entrance into the Toyota dealership parking. (Lake Street is under the jurisdiction of Illinois Department of Transportation (IDOT) and the Petitioner has been in contact with IDOT regarding this access.)
5. Internal circulation on the site would primarily consist of a one-way clockwise vehicular pattern with all vehicles queuing at the pay stations and entering the building along the south side. Vehicles would travel through the tunnel wash and exit the building from the north side. Vehicles would then either exit the site via Lake Street or turn right to enter the vacuum area.
6. The Petitioner has designed the carwash to have the dryer portion of the tunnel wash furthest away from the residential use to the south. The vacuums, located east of the building, would contain no motors, but would operate from a central vacuum system. This central vacuum mechanical unit, located adjacent to the trash enclosure would be located 227' from the nearest resident and contain a silencer unit. This enclosure would be screened on all four sides. It would architecturally match the building and vacuum canopies with the incorporation of a metal roof.
7. The Zoning Ordinance requires the number of stacking spaces provided to be "equal in number to 5 times the maximum capacity of the automobile laundry for each wash rack, plus 1 parking space for each 2 employees." A total of 25 stacking spaces would be required to meet the Zoning Ordinance. The Site Plan identifies a total of 49 stacking spaces. The Site Plan also includes 31 vacuum parking stalls, including 2 handicapped accessible parking stalls and 5 parking stalls dedicated for employees. This plan would exceed the Zoning Ordinance requirements.
8. Multiple berms and evergreen trees would be installed along the south property line that would provide a buffer between this use and the adjacent residential subdivision to the south.
9. General hours of operation for the carwash would be from 7:00 a.m. until 9:00 p.m. Monday through Saturday and 7:00 a.m. until 7:00 p.m. on Sunday. Three (3)

employees would generally be on-site and the carwash would always have an employee available while it is open. The Petitioner anticipates peak hours to be between 7 p.m. - 9 p.m. with a maximum of 80 cars/hour.

10. Engineering and Landscape plans are currently being reviewed by the Staff.

### **RECOMMENDATION**

1. The Staff recommends **approval** of the petitioner's requests subject to the following conditions and Findings of Fact:
  - A. Staff approval of the Engineering and Landscape Plans;
  - B. Building permits shall be required for all construction activities;
  - C. Signage shall be reviewed and approved separately by the Community Development Department in accordance with the Sign Ordinance;
  - D. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to Community Development for review and approval by the Village Arborist and a bond posted in the approved amount for its future installation;
  - E. Landscaping must be installed within one year of the issuance of a building permit;
  - F. The developer will be required to pay a \$0.50 per square foot of building area fee to the Bartlett Municipal Fund upon the submittal of a building permit.
  - G. Findings of Fact (Site Plan):
    - i. That the proposed commercial building is a permitted use in the B-3 Zoning District;
    - ii. That the proposed building, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses;
    - iii. That 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;
    - iv. That the site plan provides for the safe movement of pedestrians within the site;
    - v. That there is a 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. Any part of the site plan area not used for buildings, structures, parking or access ways shall be landscaped with a mixture of grass, trees and shrubs; (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements.)
    - vi. That all outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.
  - H. Findings of Fact: Special Use Permit (carwash)

- i. The proposed carwash is desirable to provide a use which is in the interest of public convenience and will contribute to the general welfare of the community;
  - ii. That the proposed carwash 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;
  - iii. That the special use shall conform to the regulations and conditions specified in the Bartlett Zoning Ordinance for such use and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.
2. The **Plan Commission** reviewed the Petitioner's requests, conducted the public hearing and recommended **approval** at their October 11, 2018 meeting subject to the conditions and findings of fact outlined in the Staff Report. **The Commission discussed the internal vehicular movement and possible points of conflict regarding the carwash exit and those vehicles waiting to exit the site. The Petitioner believes the proposed layout would not be an issue but agreed to review the design to see if any additional improvements could be made. The Commission also discussed possible landscape alternatives to the fence proposed along the south property line. A condition was added by the Plan Commission that the Staff meet with the Petitioner to revise their Landscape Plan to another alternative that would satisfy the Village's Landscape Ordinance.** Staff has worked with the Petitioner and the fence has been replaced with berms along the south property line with the required landscaping in order to eliminate a fence abutting an existing fence. The entrance also has been modified to be an intersection crossing with signage making the site circulation easier to navigate and to allow additional stacking at the exit of the carwash prior to exiting out onto Lake Street or into the vacuum area.
3. As requested at the Village Board Committee Meeting, the Petitioner has reached out to William Ryan Homes and has been in contact with their President, Sales Rep, District Manager and a Land Acquisition and Development employee that is onsite and supplied information to them to pass onto the contract purchasers.
4. Minutes from the Plan Commission public hearing and background information are attached for your review and consideration.



Village of Bartlett  
Plan Commission Meeting Minutes  
October 11, 2018

**(#18-17) Express Carwash**

Site Plan Review

Special Use Permit for a carwash

**PUBLIC HEARING**

**Exhibit A - Picture of Sign**

**Exhibit B - Mail Affidavit**

**Exhibit C - Notification of Public Hearing Notice in Newspaper**

Petitioner: Dan & Shawn Andre, Car Wash Pro Designers (CWPD); Nick Spallone and Attorney: Alan Jacob.

**A. Zubko** stated the Petitioner is requesting a Site Plan Review and Special Use Permit for a carwash to be located on a 2.88 acre parcel at 1255 W. Lake Street located along the south side of Lake Street, 800 feet east of Naperville Road. The carwash would include a tunnel wash with accompanying vacuums.

The proposed 5,500 square foot building will primarily consist of brick veneer with accented limestone veneer at the north and south ends of the building, along the lower portion of the building and vacuum area as well as the columns on the east and west facades. Metal roofing would be incorporated over the vacuum area and the north and south towers. The tallest portions of the building will be 33'-5" due to the two towers on the carwash; however, the average height of the carwash would be 19'-6", meeting the Zoning Code requirement of 25'. Rooftop mechanicals will be located behind the parapet walls and screened on all four sides. Windows would be incorporated along both the east and west elevations to provide a clear view through the building while vehicles are accessing the tunnel wash. The vacuum metal canopies will be 14'-0", meeting the Zoning Code requirement of 25'.

The Petitioner has requested one curb cut along Lake Street for access to the carwash within close proximity to the location of the existing driveway. (Lake Street is under the jurisdiction of Illinois Department of Transportation (IDOT) and the Petitioner has been in contact with IDOT regarding this access.)

Internal circulation on the site would primarily consist of a one-way clockwise vehicular pattern with all vehicles queuing at the pay stations and entering the building along the south side. Vehicles would travel through the tunnel wash and exit the building from the north side. Vehicles would then either exit the site via Lake Street or turn right to enter the vacuum area.

The Petitioner has designed the carwash to have the dryer portion of the tunnel furthest away from the residential uses to the south. The vacuums, located east of the building, would contain no motors, but would operate from a central vacuum system. This central vacuum mechanical unit, located adjacent to the trash enclosure would be located 227' from the nearest resident and contain a silencer unit. This enclosure would be screened on all four sides. It would architecturally match the building and vacuum canopies with the incorporation of a metal roof.

The Zoning Ordinance requires the number of stacking spaces provided to be "equal in number to 5 times the maximum capacity of the automobile laundry for each wash rack, plus 1 parking space for each 2 employees." A total of 25 stacking spaces would be required to meet the Zoning Ordinance. The Site Plan identifies a total of 57 stacking spaces. The Site Plan also includes 31 vacuum parking stalls, including 2 handicapped accessible parking stalls and 5 parking stalls dedicated for employees. This plan would exceed the Zoning Ordinance requirements.



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A six (6) foot high wood fence would be installed along the south property line along with landscaping that would provide a buffer between this use and the adjacent residential subdivision to the south.

General hours of operation for the carwash would be from 7:00 a.m. until 9:00 p.m. Monday through Saturday and 7:00 a.m. until 7:00 p.m. on Sunday. Three (3) employees would generally be on-site and the carwash would always have an employee available while it is open. The Petitioner anticipates peak hours to be between 7 p.m. - 9 p.m. with a maximum of 80 cars/hour.

The Staff recommends approval of the Petitioner's requests subject to the following conditions and Findings of Fact.

**Alan Jacob**, 950 Milwaukee Avenue, Suite 329, Glen View, IL, and Attorney for **Dan & Shawn Andre** were sworn in by **J. Lemberg**.

**A. Jacob** stated there was a memo issued in September, 2018 that suggested a six foot fence be installed on the south end of the property to create a buffer from this property and the adjacent property. **A. Jacob** spoke to the owner of the adjacent property, and realized that that there would only be one foot between the two fences which would make it difficult for maintenance. Therefore the petitioners are willing to plant additional evergreens to block any headlights traveling south towards adjacent properties. This seems to be the only point of contention by the adjacent property owner. Will this fence be a requirement by the Commission or will it be just buffer for lighting and sound. **A. Zubko** stated it is a requirement from the Landscape Ordinance. The only way not to put in a fences to request a variance by the Zoning Board of Appeals public hearing process. **J. Lemberg** asked if the carwash would be touchless/brushless and if the water will be recycled. **A. Jacob** stated the carwash will be brushless. **Nick Spallone** with Carwash Pro Designers stated they used an eco-friendly design that uses 15 gallons of water per vehicle versus an ordinary 70 gallons per vehicle. Recycling the water would only end up at the tail end of the wash which would be the rinse cycle which only uses 5 gallons. Putting in a system like that for 5 gallons does not make sense. **J. Lemberg** stated the plan labeled C4 shows the layout of the cars going east, have you thought of having it reversed going on the west side instead of the east side. **N. Spallone** stated yes they did however it would've been ideal to have a left turn in the drive-through; however, having a right turn in would've blocked the view of seeing the site going east. Typically their facilities are opposite but because they are so far away from the church and up against the RV area, people passing the facility would not see the carwash until after the fact. **J. Lemberg** stated a typical passenger car is 19 feet long and pickup trucks and vans are much longer has this been taken into consideration. **Joel Mathai** with Terra Consulting Group stated this is the typical size of a car and the standard size of the stacking plans that are done. **J. Lemberg** stated when cars exit there is only enough space for 1 car, what will happen when a car can't decide which way to go, will the machine stop. **N. Spallone** stated the apron is equipped with an automatic shut off so if someone remains on the apron it will shut off. **J. Lemberg** stated there seems to be a problem with cars coming into the driveway from Lake Street and then crossing over in front of the cars coming out of the carwash. The traffic on Lake Street is 40-45 mph. **N. Spallone** stated there is a 30 second delay between each vehicle exiting the wash. If there were a situation such as bumper to bumper with someone exiting the wash and someone coming in off of Lake Street passing in front of the drive path to go to the vacuums or stack, again the crash pad would kick into play where everything would stop, with a 30 second pause between vehicles. **J. Lemberg** asked what is the distance is between Lake Street and the exit of the car wash. **N. Spallone** stated about 100 feet. **J. Lemberg** again asked if he doesn't see a traffic problem in this area, **N. Spallone** replied no he doesn't. There could be 3 cars lined up comfortably it wouldn't interfere with traffic on Lake Street. A signal sign at the exit of the wash saying stop for traffic may work. **J. Lemberg** stated if this plan was on the east side of the street there wouldn't be a traffic concern. **N. Spallone** stated the reason for using the apron is because that's the one that exists. They would be open to repositioning the apron but that could be time consuming because it involves IDOT. Ideally they want the traffic pattern to be



Village of Bartlett  
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smooth as well. Again, they would be open to a yield sign at the exit of the wash as well as moving the apron to the center of the lot. However IDOT is notorious for an 8 month wait on almost everything.

**N. Spallone** stated he built a car wash on North Avenue in Villa Park that is only 35 feet from the exit of the wash, cars are always stacked and there is never any congestion.

**J. Lemberg** asked if anyone on the commission had any questions or comments. **M. Hopkins** stated with a 30 second gap between cars, at peak operating hours, is there any idea of the frequency cars can merge into traffic onto Lake Street? **N. Spallone** stated currently the lot has a house with a 12 ft. wide driveway. On a Friday night at rush hour he was able to back out into traffic without a problem. There is a light up the street that gives a little pause. **M. Hopkins** asked if this project still needed IDOT approval for the right-in/right-out or whether it will need a median or a pork chop along with approval by engineers. **N. Spallone** stated yes an impact study as well using KLOA. There is currently a designated turn lane that will allow people to wait and not be in oncoming traffic. **T. Ridenour** asked what the typical flow was using the vacuum first or the wash. **N. Spallone** stated 50/50. **A. Hopkins** asked what the sound decibel for the vacuums? **N. Spallone** stated the central vacuums are housed in "equipment rooms" located in the building, and another in the garbage carrel which will be roofed and encased in masonry which will make the vacuums zero decibels outside the units. **A. Hopkins** stated if someone is standing on the edge of the property line they won't hear the vacuums at all? **N. Spallone** stated no. The road itself has 65-75 decibels just from the traffic, the entrance to the building is 65 decibels from one meter. At 20 feet out its 50, 40 feet out its 42 decibels, 80 feet out its 34 decibels, 165 feet out its 26 decibels. This means, 30 decibels is a totally quiet night in the desert, 26-18 decibels is a pin drop from 1 centimeter away. Trees blowing will be louder than the noise from this building. The closest neighbor's property line is 227 feet. The area near the employee parking will have more trees planted to block sound and lighting which was requested by the neighbors closest to that area.

The Public Hearing portion of the meeting was open to the Public.

**Matthew McGregor** 647 Sierra Court stated he had some concerns. One was with the 2 fences being a foot apart because it would cause maintenance problems. M. McGregor was fine with the evergreen trees in place of the fence and the evergreens that will be planted near the employee parking area to block the noise and light. All of his concerns have been addressed. **A. Zubko** stated she can work with the petitioner about other options such as berms instead of a fence on fence.

**Terry Witt** 471 S. Western Avenue stated his concerns are with the traffic on Lake Street and the horrific crashes because of the speed limit. Perhaps the Village should suggest to IDOT that the speed limit be lowered and the timing of red lights be adjusted. Riding a bicycle in that area is dangerous and slowing the traffic could possibly prevent some horrible accidents.

**Sean Bransky** 1201 W. Lake Street owner of Barrington Motors Sales RV is requesting a required fence be installed between the two properties. He believes the fence would act as a sound buffer while he shows clients high-end vehicles as they may be distracted by the music, subwoofers and lights from the carwash.

**Matthew McGregor** asked that the car wash add signs to lower music.

**N. Spallone** stated when the Carwash was designed it was suggested the vacuums and refuse structure be put in the front; however, the reason it's in the rear is to act as a deflector in the event someone has loud music. There will be staff present to ensure policies are followed.

The Public Hearing portion of the meeting was closed.



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**J. Lemberg** asked if anyone has any other comments or questions.

**J. Kallas** stated he really liked the look the building and layout. Also, he would rather see evergreens in the rear near the residences than a fence on fence. It will help with maintenance of the existing fence and will look more aesthetically pleasing. **R. Grill** stated this would be a variance request and would have to be voted on by the Zoning Board of Appeals. Staff will work with the Petitioner and work out a landscape screen that everyone will be happy with while meeting the requirements of the Landscape Ordinance.

**M. Hopkins** asked if a condition will need to be made to approve with the appropriate evergreens or with a fence so the project can move ahead or would we happy with any outcome. **R. Grill** stated the fence cannot be eliminated at this meeting, however you can approve it as is, or approve it with a condition that Staff meets with the Petitioner to revise their plan to another alternative that meets the Landscape Ordinance. **M. Hopkins** stated he wanted to make sure the Petitioners were recognized for their efforts as the building is gorgeous, very considerate of the neighbors with sound, layout and buffering.

**J. Lemberg** stated under the Staff's recommendation for the following conditions H3: that 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, and he had real concerns with this.

**J. Lemberg** asked if there were no other questions or comments is there a motion to approve the Petitioner's requests subject to the conditions and Findings of Fact? **J. Kallas** asked about adding the condition **R. Grill** talked about earlier. **A. Hopkins** made a motion with the condition that Staff meets with the Petitioner to revise their plan to another alternative that meets the Village Landscape Ordinance.

**Motioned by: A. Hopkins**

**Seconded by: J. Kallas**

**Roll Call**

**Ayes: J. Miaso, J. Allen, J. Kallas, M. Hopkins, D. Negele & A. Hopkins**

**Nays: None**

**The motion carried.**

**R. Grill** addressed **S. Bransky** request for a fence between the two properties. **R. Grill** stated since the two properties are Commercial Uses the Landscape Ordinance states a fence is not required.

AMJ LEGAL SERVICE  
Alan M Jacob, Attorney  
950 N. Milwaukee Avenue  
Suite 329  
Glenview, Illinois 60025  
(847)852-0021  
[alanmjacob@gmail.com](mailto:alanmjacob@gmail.com)

13 August 2018

President and Board of Trustees  
Village of Bartlett  
228 S. Main Street,  
Bartlett, IL 60103

**SUBJECT: SPECIAL USE PERMIT APPLICATION 1225 WEST  
LAKE STREET, BARTLETT, ILLINOIS**

This correspondence shall be used for the purpose of describing the project of the subject matter above in relation to a Special Use Permit Application.

The Special Use Permit Application is submitted for the allowance of the construction of a new car wash facility to be located at 1225 W. Lake Street, Bartlett, Illinois.

The purpose of this application is to propose to construct and thereafter establish a new State-Of-The-Art car wash facility. The facility shall have designated and clear marked lanes of use, staff members throughout the facility (from entry to exit), and a systematic plan executed to allow a steady and smooth flow of service. Clients shall have options to choose specific service to be performed, communicated either electronically, verbally, by writing, or in some other manner thereby creating direction to the client through staff communication to proceed along the facility grounds to obtain the service or services selected.

Pursuant to the standards of the Zoning Ordinance found within the Zoning Code of the Village of Bartlett, the proposed Special Use Permit Application complies with those standards as follows:

A) Provide environmental design and preservation of natural features of the site, in the development of land that would be more desirable than what is possible through the strict application of this ordinance.

B) Nothing in the proposed plan disrupts, alters, or modifies the natural features of the land upon which construction shall be commenced notwithstanding the resurrection of a new structure upon that land.

C) The design of this car wash facility would create desirability to the extent that the Village of Bartlett seeks to enhance its business corridor.

As-is, the property provides no utility or function in line with the general plans of a growing or sustaining metropolitan area. In other words, the approval of this proposal and its effects clearly outweigh and provide greater benefit, generally, than applying the strict enforcement of the zoning ordinance.

This Special Use allowance would in fact create a new and unique service to potential clients, provide new jobs to local job seekers, create additional flow to adjacent businesses and establishments, and create a positive image of expansion to the residents of Bartlett.

The ground/land/property upon which the facility shall be constructed and operated creates diversity generally, and in particular, provides coupling and complimentary element to its surroundings. The business corridor of Lake Avenue, Bartlett, Illinois has several commercial properties adjacent to it in their own unique niche.

The structure plans of the facility are unique, elegant, and luxurious. The structure(s) is neither a copy or identical in design to any other structure of facility nearby nor an anomaly. The height, width, depth, and breadth are not too wide, high, or deep to create a distraction. Rather, the design is made to create the cohesion of a business district and a unified and symmetrical representation of the area.

The subject property and the design upon that property by the Applicant shall create an extremely aesthetic and beneficial use of the open areas and property. The design has the intent to ensure steady flow, extreme symmetrical layout, and beneficial use of landscape to create beautification, and at the same time, provide a function. The function is a service sought

after during every season in the Midwest.

The proposed hours of operation are Monday thru Saturday from 7:00A.M. until 9:00P.M. and Sunday from 7:00A.M. to 7:00P.M. The proposed number of employees is to be three maximum at any one given time. The services offered by employees include one employee to assist in wash type selection and payment, upon entry to the customer or client, one employee to offer payment assistance and premises upkeep and maintenance, and one on-site manager. Vending products may include water, snacks, coffee, and cleaning supplies specifically for motor vehicles.

The Applicant shall provide phasing of development, encourage inspections by City and County employees to ensure compliance with all codes and ordinances and will provide full cooperation in this very important process.

We look forward to working with the Village of Bartlett on this project.

Sincerely,

*Alan M Jacob*

Alan M Jacob, Attorney



**VILLAGE OF BARTLETT  
SPECIAL USE PERMIT APPLICATION**

For Office Use Only  
Case # 2018-17  
**RECEIVED**  
COMMUNITY DEVELOPMENT  
(Village SEP 19 2018)  
**VILLAGE OF  
BARTLETT**

**PROJECT NAME** Express Car Wash

**PETITIONER INFORMATION (PRIMARY CONTACT)**

**Name:** Dan Andre, Shawn Andre

**Street Address:** 500 N. Michigan Suite 600

**City, State:** Chicago, Illinois

**Zip Code:** 60611

**Email Address:** [REDACTED]

**Phone Number:** \_\_\_\_\_

**Preferred Method to be contacted** See Dropdown

**PROPERTY OWNER INFORMATION**

**Name:** Judy Cortina, Mike Cortina, Anthony Cortina

**Street Address:** [REDACTED]

**City, State:** Elgin, Illinois

**Zip Code:** 60123

**Phone Number:** \_\_\_\_\_

**OWNER'S SIGNATURE** [Signature]

**Date:** 08/13/2018

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

**SPECIAL USE PERMIT REQUESTED** (Please describe i.e. liquor sales, outdoor seating, etc.)

Express Car Wash

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PROPERTY INFORMATION**

**Common Address/General Location of Property:** 1225 West Lake Street

**Property Index Number ("Tax PIN"/"Parcel ID"):** 06-28-102-018-0000

**Acreage:** 2.879

**Zoning:** B-3  
(Refer to Official Zoning Map)

**Land Use:** Commercial

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

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

**Attorney** Alan M Jacob, AMJ Legal Service  
950 N. Milwaukee Avenue, Suite 329, Glenview, Illinois 60025

**Engineer** Michael Elliott, PE, LEED AP Terra Consulting Group, Ltd. 847-698-6400  
Terra Consulting Group, Ltd.

**Other** Car Wash Pro Designers (CWPD)  
Nick Spallone  
500 N. Michigan Avenue, Suite 600 Chicago, Illinois 60611

## **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 plan and use is in line with the general use of the surrounding lands and public ways. The plan allows for public convenience, service, and promotes competition among the various providers of similar service.

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 plan, design, and use shall not be detrimental in any way to the health, safety morals, values, or general welfare of the community at large nor the commuters who travel and traverse across Lake Street. The use calls for safety measures and ensures general welfare by implementing systems above and beyond the minimum standards of all ordinances, codes, zoning laws, rules, and statutes locally and within the State of Illinois.

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 Special Use will conform will all regulations and conditions and shall also comply with any special rules and conditions imposed by the Village, should it be required, so long as the additional special rules do not impede the business model of the car wash proposed.

**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: NICK SPALLONE CWPO

DATE: 08/13/2018

**REIMBURSEMENT OF CONSULTANT FEES AGREEMENT**

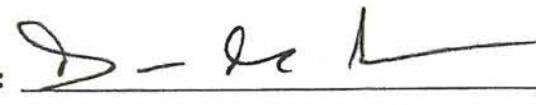
The undersigned hereby acknowledges his/her obligation to reimburse the Village of Bartlett for all necessary and reasonable expenses incurred by the Village for review and processing of the application. Further, the undersigned acknowledges that he/she understands that these expenses will be billed 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: Dan Andre

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

EMAIL: \_\_\_\_\_

SIGNATURE: 

DATE: 8/19/2018

# ZONING/LOCATION MAP

1255 W. Lake St.

Case #18-17 - Special Use & Site Plan Review



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**ARCHITECT**

**NERI ARCHITECTS**  
 444 N. NORTHWEST HWY, SUITE 305  
 PARK RIDGE, IL 60068  
 P. 847.826.9400 F. 847.826.9451  
 LICENSE # 001-12341  
 EXPIRATION DATE: NOVEMBER, 2018

**OWNER INFO**

**CODE SUMMARY**

**PROJECT DATA**

SCOPE OF WORK: NEW COMMERCIAL BUILDING

APPLICABLE CODES:  
 VILLAGE OF BARTLETT CODE OF ORDINANCES / AMENDMENTS  
 ICC 2012 International Building Code w/amendments  
 ICC 2012 International Residential Code w/amendments  
 ICC 2012 International Fire Code w/amendments  
 ICC 2012 International Mechanical Code w/amendments  
 ICC 2012 International Fuel Gas Code w/amendments  
 NEC 2011 National Electric Code w/amendments  
 Illinois State Plumbing Code, 2014 or latest edition w/amendments  
 Illinois Accessibility Code, latest edition  
 The International Property Maintenance Code, 2012 edition (the "IPMC") w/amendments  
 Illinois Energy Conservation Code, latest edition (the State Energy Conservation Code "IECC") or ANSI/ASHRAE/IES Standard 90.1-2010 w/amendments  
 Village of Bartlett Zoning Code (Current Edition)  
 DuPage County Countywide Stormwater Floodplain Ordinance, 2013

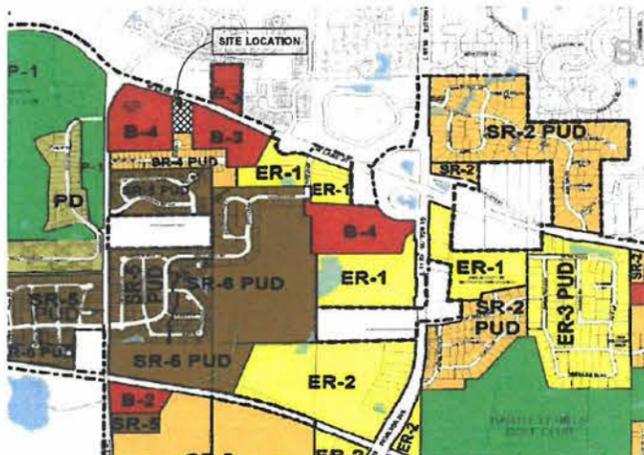
EXISTING USE: COMMERCIAL BUILDING

**BUILDING DESCRIPTION**

USE GROUP: COMMERCIAL CARWASH  
 BUILDING AREA: ONE STORY (30'-0") - 60'MAX.

**ZONING DATA**

431 RIVERSIDE DRIVE  
 LOT ZONING: B-3  
 LOT AREA: 125,431.33  
 PROPOSED BUILDING AREA: 4,983  
 FLOORING AREA RATIO: Not to exceed (.06)



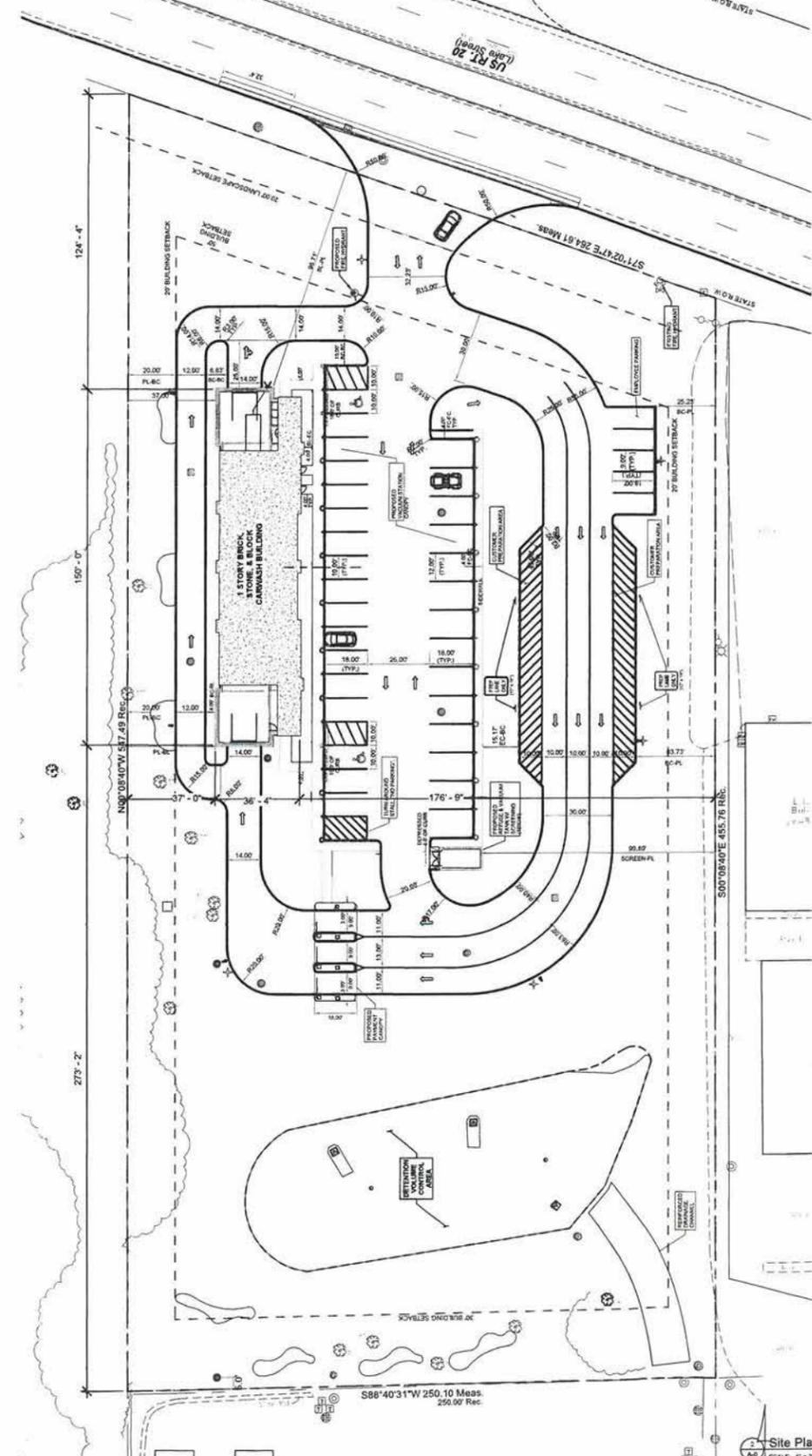
**LOCATION MAP**



RECEIVED  
 COMMUNITY DEVELOPMENT

OCT 19 2018

VILLAGE OF  
 BARTLETT



**NERI ARCHITECTS, PC**  
 444 N. NORTHWEST HWY, STE 305  
 PARK RIDGE, IL 60068  
 TEL 847.826.9400  
 FAX 847.826.9451

PROJECT # 1827  
 DATE: 08.17.18

**NEW AUTOMATED CAR WASH FACILITY  
 "Squeaky G's"**  
 1255 LAKE STREET  
 BARTLETT, IL 60103

09/18/18	ZONING REVIEW
▲	REVISIONS
DRAWN BY:	MAM / RAM
APPROVED BY:	G.C.N.
SCALE:	AS NOTED
DESCRIPTION:	SITE PLAN & PROJECT INFO
SHEET NO.	A-0



1827  
10.19.18  
AC-16

1 AERIAL VIEW  
AC-16 SCALE: 12" = 1'-0"

**N E R I**  
**ARCHITECTS, pc**

444 N. NORTHWEST HWY. STE 355  
PARK RIDGE, IL 60065  
TEL 847.625.9400  
FAX 847.625.5451



1827  
10.19.18  
AC-15

1 VIEW LOOKING SOUTHWEST  
AC-15 SCALE: 12" = 1'-0"

**NERI**  
**ARCHITECTS, pc**

444 N. NORTHWEST HWY. STE 355  
PARK RIDGE, IL 60066  
TEL 847.625.9400  
FAX 847.625.9451



1827  
10.19.18  
AC-14

1 VIEW LOOKING SOUTHEAST  
AC-14 SCALE: 12" = 1'-0"

**N E R I**  
**ARCHITECTS, pc**

444 N. NORTHWEST HWY. STE. 355  
PARK RIDGE, IL 60068  
TEL 847 825 8400  
FAX 847 825 9431



1827  
10.19.18  
AC-13

1 VIEW LOOKING NORTHWEST  
AC-13 SCALE: 12" = 1'-0"

**NERI**  
**ARCHITECTS, pc**

444 N. NORTHWEST HWY. STE 355  
PARK RIDGE, IL 60068  
TEL 847.825.9400  
FAX 847.825.5451

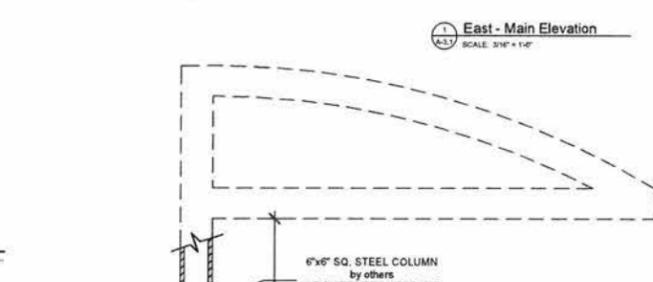
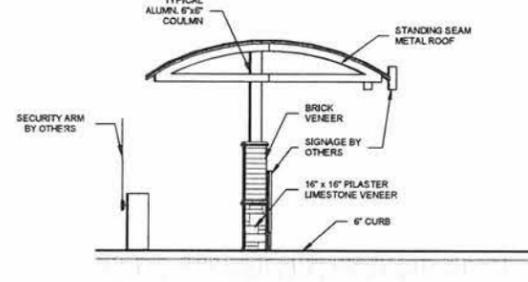
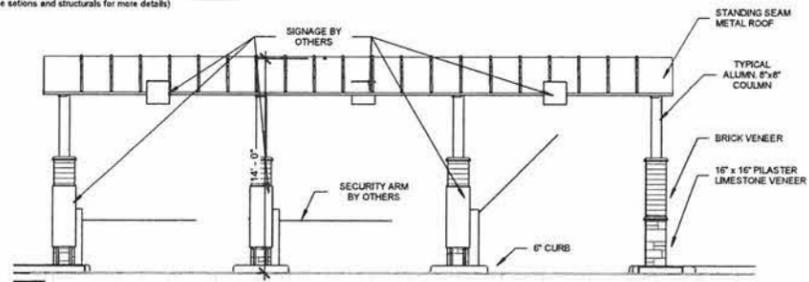
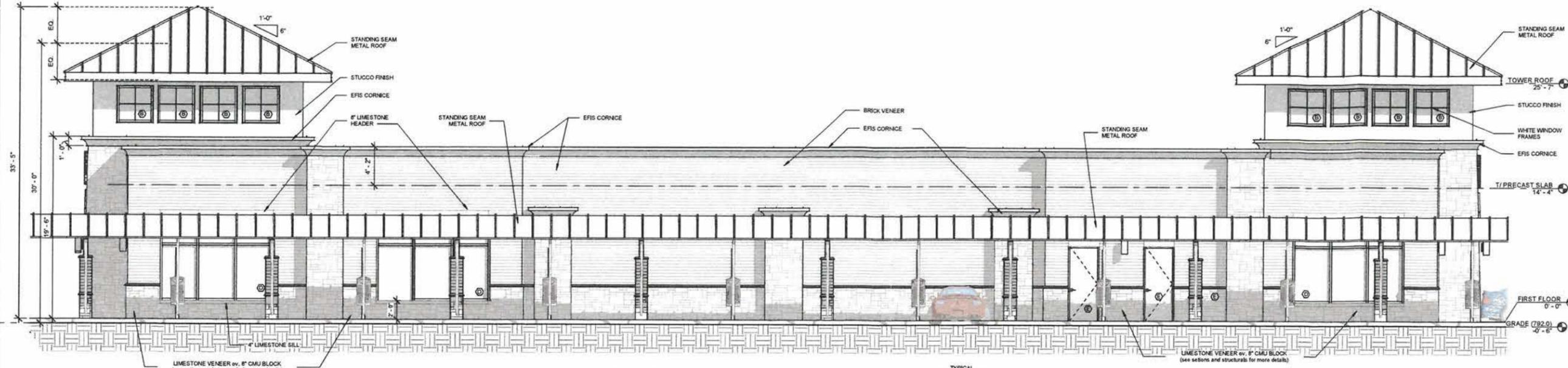


1827  
10.19.18  
AC-12

1 VIEW LOOKING NORTHEAST  
AC-12 SCALE: 12" = 1'-0"

**N E R I**  
**ARCHITECTS, pc**

444 N. NORTHWEST HWY. STE 355  
PARK RIDGE, IL 60068  
TEL 847.825.5400  
FAX 847.825.5451



**DOOR DESIGNATION SYMBOL**

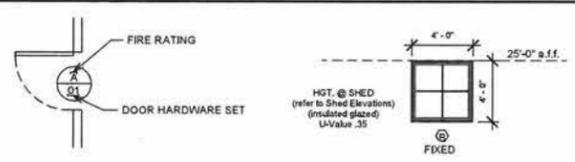
1. DOOR HARDWARE TO BE REVIEWED BY ARCHITECT, OWNER AND GENERAL CONTRACTOR BEFORE ORDERING.
2. CONTRACTOR TO USE THE ARCHITECT'S DOOR TYPE PLAN DESIGNATION IN ADDITION TO THE ROOM NUMBER ON ALL SHOP DRAWING SCHEDULE SUBMITTALS.
3. DOOR THICKNESS SHALL BE 1 3/4" TYP. UNO.
4. ALL DOORS LEADING INTO HAZARDOUS ROOMS OR SPACES TO HAVE KNURLED HARDWARE AND FULLY GASKETED.
5. GLAZING AT LABELED DOORS TO BE FIRE-RESISTIVE, PROVIDE SAFETY GLAZING AT ALL NON-RATED DOORS.
6. ALL UNIT ENTRY DOORS TO BE SMOKE / DRAFT CONTROL DOORS.
7. ALL EXTERIOR, OPAQUE, SWINGING DOORS TO HAVE A U-FACTOR ≤ 0.37.
8. ALL EXTERIOR, OPAQUE, NON-SWINGING DOORS TO HAVE AN R FACTOR ≥ 4.75.
9. PROVIDE LEVER OPERATED HARDWARE THROUGHOUT THE BUILDING. NO DOOR KNOBS.

**DOOR HARDWARE SCHEDULE**

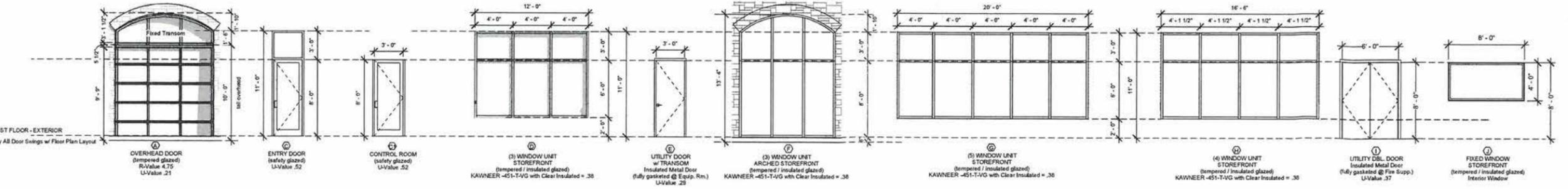
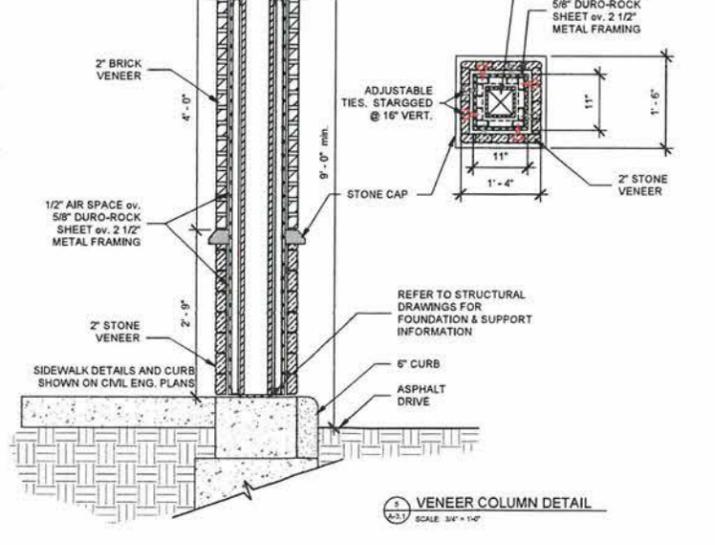
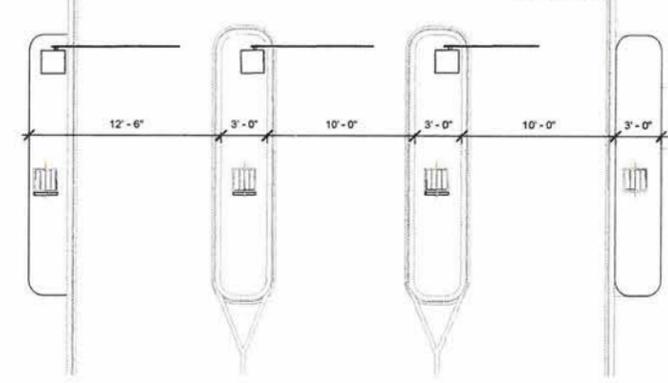
SET (#)	HINGES	LOCKSET	KNOB/LEVER	FINISH	CLOSER	STOP	WEATHERSTRIPPING	REMARKS
01	1 1/2 PR. PRIME BUTT	PR. KEYED (OUT)	LEVER	CHROME - SATIN	YES	YES	YES	
02	1 1/2 PR. PRIME BUTT	KEYED (OUT)	LEVER	CHROME - SATIN	NO	WALL	NO	
03	1 1/2 PR. BB BUTT	PASSAGE	LEVER	CHROME - SATIN	NO	WALL	NO	
04	1 1/2 PR. BB BUTT	PRIVACY	LEVER	CHROME - SATIN	NO	WALL	NO	
05	1 1/2 PR. BB BUTT	KEYED (OUT)	KNURLED LEVER	CHROME - SATIN	YES	WALL	YES	
06	1 1/2 PR. BB BUTT	KEYED (OUT)	LEVER w/ PANIC	CHROME - SATIN	YES	WALL	YES	

**DOOR DESIGNATION SYMBOL**

- FIRE RATING LEGEND**
- A 3 HR. (CLASS A)
  - B 90 MIN. (CLASS B)
  - C 60 MIN. (CLASS C)
  - D 45 MIN. (CLASS C)
  - E 20 MIN.
  - N NON RATED



**DOOR HARDWARE NOTE:**  
 DOOR HARDWARE SHALL BE CAPABLE OF OPERATION WITH THE USE OF ONE (1) HAND AND SHALL NOT REQUIRE TIGHT PINCHING, TIGHT GRASPING OR TWISTING OF THE WRIST TO OPERATE. THUMB-TURN DEADLOCKS ARE PROHIBITED. LEVER OR PADDLE DEADLOCK RELEASES ARE ACCEPTABLE. DOOR THRESHOLD SHALL NOT EXCEED ONE-HALF INCH (1/2") IN HEIGHT. THRESHOLDS EXCEEDING ONE-QUARTER INCH (1/4") IN HEIGHT SHALL HAVE A 1/2 BEVEL. DOOR CLOSERS SHALL MEET OPENING FORCE AND SWEEP PERIOD REQUIREMENTS. SECTION IAC 400.310 (J, 7), 9), 9), 9), 10)



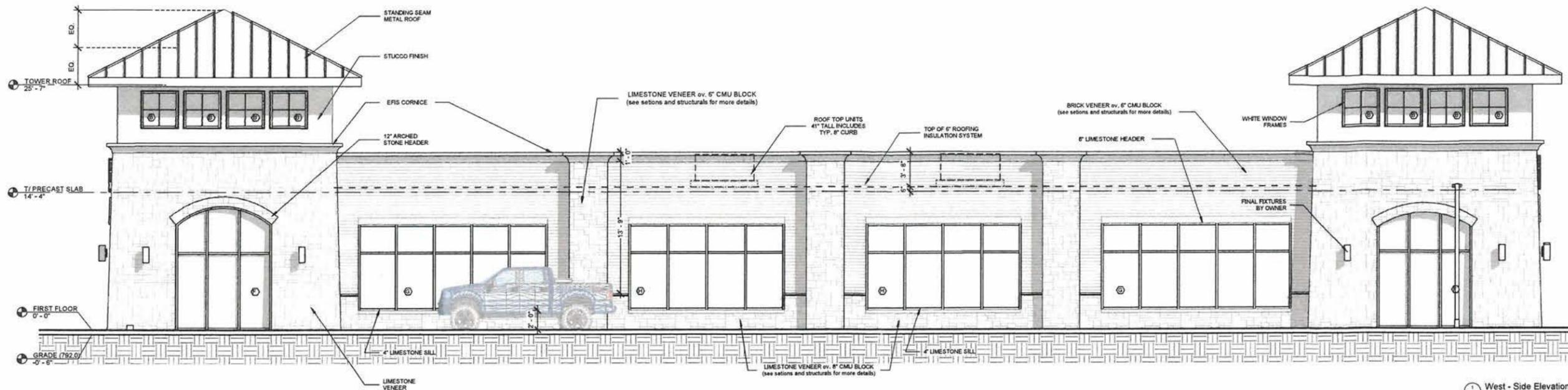
**DOOR & WINDOW SCHEDULE**

**NEW AUTOMATED CAR WASH FACILITY**  
**"Squeaky G's"**  
 1255 LAKE STREET  
 BARTLETT, IL 60103

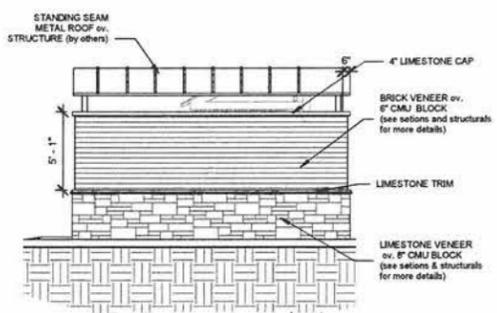
**NERI ARCHITECTS, PC**  
 444 N. NORTHWEST HWY. STE 355  
 PARK RIDGE, IL 60068  
 TEL 847.825.9400  
 FAX 847.825.8451

PROJECT # 1827  
 DATE: 08.17.18

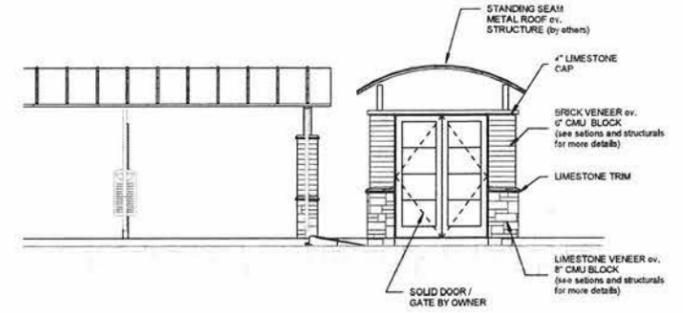
09/18/18 ZONING REVIEW  
 REVISIONS  
 DRAWN BY: MAM / RAM  
 APPROVED BY: G.C.N.  
 SCALE: AS NOTED  
 DESCRIPTION: MAIN ELEVATION & WIN./DR. SCHEDULES  
 SHEET NO. A-3.1



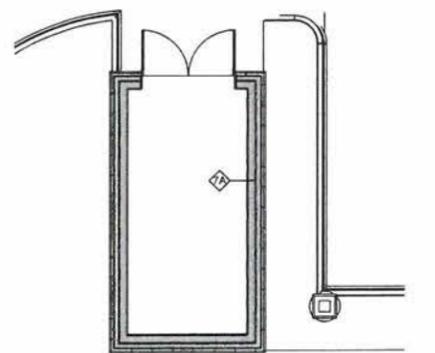
West - Side Elevation  
SCALE 3/16" = 1'-0"



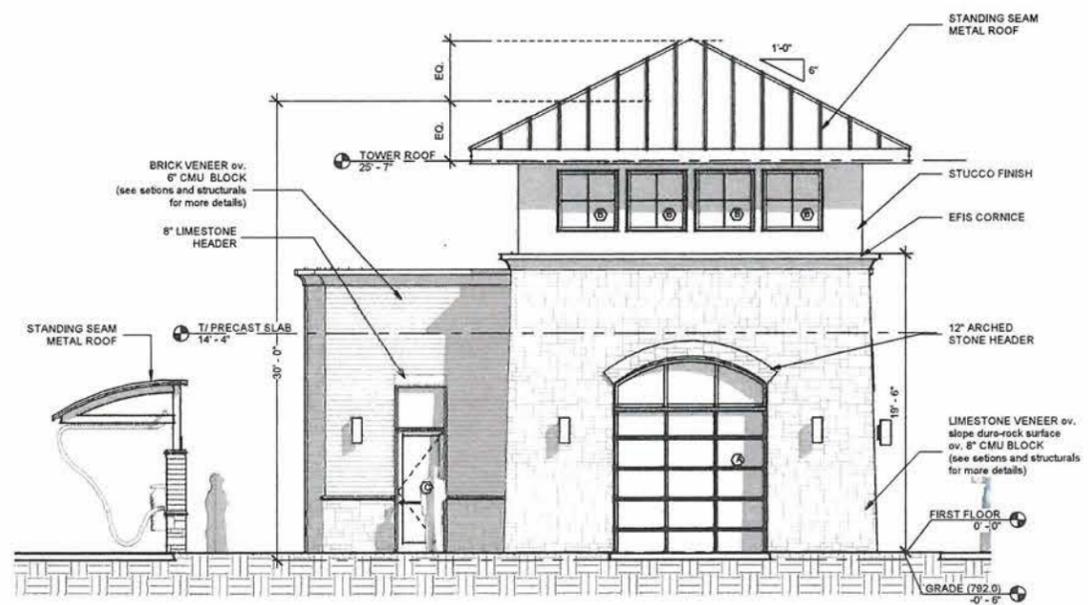
Refuse South Elevation  
SCALE 3/16" = 1'-0"



Refuse West Elevation  
SCALE 3/16" = 1'-0"



Refuse Plan  
SCALE 3/16" = 1'-0"



North-Front Elevation  
SCALE 3/16" = 1'-0"



South-Rear Elevation  
SCALE 3/16" = 1'-0"

**NERI ARCHITECTS, pc**  
444 N. NORTHWEST HWY. STE. 355  
PARK RIDGE, IL 60068  
TEL 847.825.9400  
FAX 847.825.9451

PROJECT # 1827  
DATE: 08.17.18

**NEW AUTOMATED CAR WASH FACILITY  
"Squeaky G's"**  
1255 LAKE STREET  
BARTLETT, IL 60103

09/18/18 ZONING REVIEW  
REVISIONS  
DRAWN BY: MAM / RAM  
APPROVED BY: G.C.N.  
SCALE: AS NOTED  
DESCRIPTION: ELEVATIONS

SHEET NO. A-3.2







# Agenda Item Executive Summary

Item Name Bucky's Committee or Board Committee

## BUDGET IMPACT

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

## EXECUTIVE SUMMARY

Richard McMahon on behalf of Buchanan Energy (Bucky's) is requesting:

### Annexation

Rezoning, upon annexation, from the ER-1 (Estate Residence) Zoning District to the B-3 (Neighborhood Shopping) Zoning District

### Preliminary Site Plan Review

Plat of Consolidation (Two lots consolidated to one zoning lot)

### Special Use Permits:

- a) Automobile Service Station (Gas Station),
- b) Carwash,
- c) Package Liquor Sales,
- d) Outdoor Sales and Storage

### Variations:

- a) An 11 foot reduction from the required 50 foot front yard (canopy),
- b) A 6 foot reduction from the required 20 foot side yard (carwash),
- c) A 10 foot reduction from the required 20 foot landscaped interior parkway (east property line, north of the proposed curb cut),
- d) A 9 foot reduction from the required 10 foot setback for the monument sign (east property line),
- e) Eliminate the required Foundation Area Landscaping (convenience store, west side), and
- f) Reduce the Perimeter Landscaping on the east property line, (required number of large deciduous trees from 9 to 5 (Type 2 Screening))

The above requests are for a 2.18 acre property located on the west side of Route 59, across from Norwood Lane.

## ATTACHMENTS (PLEASE LIST)

CD Memo, Applicant Cover Letter, Application, Location Map, Plat of Annexation, Plat of Consolidation, Site Plan, Elevations, Renderings, Landscape Plan, Cross Section, Sound Evaluation by Acoustic Associates, Traffic Impact Study prepared by Quigg Engineering Inc. and comments from our Traffic Consultant, Gewalt, Hamilton Associates, Inc. dated October 29, 2018

## ACTION REQUESTED

- For Discussion only- To discuss the Petitioner's requests and forward to the Zoning Board of Appeals and the Plan Commission for further review and to conduct the required public hearings.
- Resolution
- Ordinance
- Motion

Staff: Roberta Grill, Acting Com Dev Director Date: 10/29/2018

**COMMUNITY DEVELOPMENT MEMORANDUM**

**18-192**

DATE: October 29, 2018  
TO: Paula Schumacher, Village Administrator  
FROM: Roberta Grill, Acting Community Development Director   
RE: **(#18-06) Bucky's**

---

**PETITIONER**

Richard McMahon on behalf of Buchanan Energy

**SUBJECT SITE**

West side of Route 59, across from Norwood Lane

**REQUESTS**

**Annexation**

**Rezoning, upon annexation, from the ER-1 (Estate Residence) Zoning District to the B-3 (Neighborhood Shopping) Zoning District**

**Preliminary Site Plan Review**

**Plat of Consolidation (Two lots consolidated to one zoning lot)**

**Special Use Permits:**

- a) Automobile Service Station (Gas Station),
- b) Carwash,
- c) Package Liquor Sales,
- d) Outdoor Sales and Storage

**Variations:**

- a) An 11 foot reduction from the required 50 foot front yard (canopy),
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- d) A 9 foot reduction from the required 10 foot setback for the monument sign (east property line),
- e) Eliminate the required Foundation Area Landscaping (convenience store, west side), and
- f) Reduce the Perimeter Landscaping on the east property line, (required number of large deciduous trees from 9 to 5 (Type 2 Screening))

**SURROUNDING LAND USES**

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
<b>Subject Site</b>	<b>Vacant</b>	<b>Commercial</b>	<b>R-3*</b>
North	Single Family	Commercial	R-3*
South	Commercial	Commercial	B-3 PUD
East	Commercial	Commercial	B-3
West	Single Family	Suburban Residential	R-3*

\*Unincorporated DuPage County- Single Family

**DISCUSSION**

1. The Petitioner is requesting to **Annex** two vacant parcels consisting of 2.18 acres and to **Rezone** the subject property (upon annexation) from the ER-1 (Estate Residence) Zoning District to the B-3 (Neighborhood Shopping) Zoning District.
2. The Petitioner is also requesting **Preliminary Site Plan Review** for a proposed 7,144 square foot convenience store to accompany an automotive service station with 10 gas pumps (20 fueling stations). A 2,296 square foot carwash is also proposed along the southern portion of the subject property.
3. The proposed convenience store would be oriented towards Route 59 and would consist primarily of brick on all four elevations with a stone veneer along the lower portion of the building. Metal canopies would add architectural elements over each of the windows. The tallest portions of the building consisting of the three towers, would be 27'-4". However, the average height would be 21'-4", meeting the Zoning Code requirement of 25'. The carwash will architecturally match the convenience store and will be 18' in height, also meeting the Zoning Code requirement of 25'.
4. The Petitioner has requested one curb cut along Route 59 for access to the automotive service station which would be located directly across from Norwood Lane. The Village approached the Petitioner regarding the installation and associated costs of a proposed traffic signal at this location. **The Village Staff discussed with the Petitioner a 75%/25% split of the costs; with the Petitioner paying the 75% share. Discussions continue on this subject.** (Route 59 is under the jurisdiction of Illinois Department of Transportation (IDOT) and the Petitioner has been in contact with IDOT regarding this access and a traffic control signal.) The Village has a preliminary cost estimate of \$620,545 from 2015 when this issue was first addressed with the Village Board and the residents in the area. (In this 2015 estimate, the costs for the Petitioner's share would be \$465,408.75, while the Village's share would be \$155,135.25.) **A revised cost estimate would be**

**provided during the Final Site Plan Review.**

5. It has been Bartlett's policy when reviewing commercial site plans adjacent to one another that the number of curb cuts be minimized and a cross-access easement be utilized between adjoining properties. This encourages the most optimum traffic movements and circulation patterns between commercial entities while providing safe access onto public roadways. The Preliminary Site Plan as proposed does not include a cross-access easement.
6. The Site Plan identifies 60 parking stalls including 2 handicapped accessible stalls. This exceeds the Zoning Ordinance requirement of 39. The Zoning Ordinance requires the number of stacking spaces provided to be "equal in number to 5 times the maximum capacity of the automobile laundry for each wash rack, plus 1 parking space for each 2 employees." A total of 15 stacking spaces would be required to meet the Zoning Ordinance. The Site Plan provides stacking for fifteen (15) vehicles in accordance with the Zoning Ordinance.
7. The Petitioner is proposing to install two 8' tall retaining walls along with an 8' tall vinyl stone fence along the western property line. A 6' tall vinyl fence is also proposed along a portion of the northern property line. As shown on the attached cross section, the subject property is approximately 19' lower than the residentially zoned properties to the west.
8. The Petitioner is requesting a **Plat of Consolidation** to combine the two lots, currently unincorporated, into one zoning lot. Once recorded this lot will have one PIN (parcel identification number).
9. The Petitioner is also requesting the following **Variations**:
  - a. An 11 foot reduction from the required 50 foot front yard (canopy),
  - b. A 6 foot reduction from the required 20 foot side yard (carwash),
  - c. A 10 foot reduction from the required 20 foot landscaped interior parkway (east property line, north of the proposed curb cut),
  - d. A 9 foot reduction from the required 10 foot setback for the monument sign (east property line),
  - e. Eliminate the required Foundation Area Landscaping (convenience store, west side), and
  - f. Reduce the Perimeter Landscaping on the east property line, (required number of large deciduous trees from 9 to 5 (Type 2 Screening))
10. **Special Use Permits** are being requested to allow for an Automobile Service Station (Gas Station) and a carwash. The Petitioner has designed the carwash to have the dryer portion of the tunnel wash furthest away from the residential uses to the west. There are 4 vacuums proposed north of the carwash. The retaining walls and proposed 8' tall fence along the west side of the subject property should serve as a sound barrier to minimize any noise emitted from the

carwash and vacuums. (Decibel levels would be provided at the time of a Final Site Plan submittal.)

11. Internal vehicular circulation for the carwash would primarily consist of a counter-clockwise pattern with all vehicles queuing behind the convenience store and entering the carwash along the west side. Vehicles would travel through the tunnel wash and exit the building from the east side. Vehicles would then either exit the site via Route 59 or proceed to the gas pumps or convenience store.
12. The Petitioner is also requesting a **Special Use Permit** to allow outdoor sales and storage including propane and seasonal sale items. These areas are located directly in front (east) of the convenience store.
13. The Petitioner is requesting a **Special Use Permit** for Package Liquor Sales, including beer, wine and liquor. This would be the first service/gas station permitted to sell package liquor in the Village.
14. Underground stormwater will be located below the southern parking lot between the convenience store and the carwash. The Preliminary Engineering Plans are being reviewed by the Village Engineer and Final Engineering, including stormwater calculations, will be required during their Final Site Plan review process.
15. A Traffic Study, prepared by Quigg Engineering Inc., was reviewed by the Village's Traffic Consultant, Gewalt, Hamilton Associates, Inc. and IDOT. In summary, Quigg Engineering states that "**a traffic signal is warranted at the intersection of IL 59 and Norwood Lane.**" The Village's Traffic Consultant concurs with the Traffic Study stating, "**a traffic signal is warranted at the IL Route 59 intersection with Norwood Lane and the proposed site access.**"
16. The Village's Future Land Use Plan identifies this area for commercial uses.

### **RECOMMENDATION**

1. Staff recommends forwarding the Petitioner's requests on to the Zoning Board of Appeals and the Plan Commission for further review and to conduct the required public hearings.
2. Background information is attached for your review.

alz/attachments

\\vhfs\vhusers\comdev\mem2018\192\_Bucky's Gas Station\_vbc1.docx

# Buck's Inc.

2500 BRICKVALE ROAD, ELK GROVE VILLAGE, IL 60007

(402) 718-6724

RMcMahon@BuchananEnergy.com

19 October 2018

President Kevin Wallace and Members of the Board of Trustees  
Village of Bartlett  
228 South Main Street  
Bartlett, Illinois 60103

Dear President Wallace;

Buck's Inc., as the development arm of Buchanan Energy (N), LLC, is applying to annex 2 vacant unincorporated lots into the Village of Bartlett and rezone them to B-3 with Special Uses for Car Wash, Automobile Service Station, Package Liquor Sales, and Outdoor Sales of seasonal merchandise and propane.

Putting the vacant lots at the intersection of Il 59 and Norwood under contract began in August 2016. They are part of the 9 lot residentially restricted Williamsburg Woods Subdivision in the County. To move ahead I had to negotiate releases of the residential use restriction with the owners of 6 of the 7 remaining lots (the ComEd lot release is not needed) and obtain contractual approval of the site plan from each of these landowners.

We feel the location will be successful because of its position as the first fuel sales location across the Cook County line. Once the facility is built, we will review and consider retiring the Mobil we own on the southwest corner of the intersection of IL 59 and Sterns. This old location, built in the 1980's is outdated, and the IDOT intersection widening including installation of barrier medians down the center of both roads makes this existing site unsuitable for the future. We have preliminary approval from IDOT for access onto IL 59 directly across from Norwood and have hired a Springfield, Illinois traffic firm to advance our request for a traffic signal warrant from IDOT. We would build with or without that warrant but will continue to press the request which may take over a year to obtain.

Our 7,000 s.f. c-store is the same as the stores we recently opened in Glendale Heights and Wheaton and which have been approved at North and Swift in the County, and at Roosevelt and Lawler on land we annexed into Glen Ellyn. This large store is designed to allow future interior design flexibility when rapid electric car charging technology is finally settled and motorists will have to wait 20 to 30 minutes while their vehicles are charging.

In addition to the additional sales tax and property tax revenue we would bring into the Village, we are planning to connect the water system from Norwood under IL 59 to Bartlett Commons.

FOR THE COMPANY:



Richard J. McMahon

RECEIVED  
COMMUNITY DEVELOPMENT

OCT 19 2018

VILLAGE OF  
BARTLETT



# VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

For Office Use Only  
Case # 2018-06  
  
RECEIVED  
COMMUNITY DEVELOPMENT  
  
JUN 04 2018  
  
(revised) VILLAGE OF  
BARTLETT

**PROJECT NAME** 931.02 Bucky's Annexation

**PETITIONER INFORMATION (PRIMARY CONTACT)**

**Name:** Richard McMahon

**Street Address:** 2500 Brickvale Drive

**City, State:** Elk Grove Village, IL

**Zip Code:** 60007

**Email Address:** [REDACTED]

**Phone Number:** [REDACTED]

**Preferred Method to be contacted:** Email

**PROPERTY OWNER INFORMATION**

**Name:** Two Owners (See Attached)

**Street Address:** \_\_\_\_\_

**City, State:** \_\_\_\_\_

**Zip Code:** \_\_\_\_\_

**Phone Number:** 402-718-6724

**OWNER'S SIGNATURE:** \_\_\_\_\_ **Date:** \_\_\_\_\_  
*(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)*

**ACTION REQUESTED** (Please check all that apply)

- Annexation
  - PUD (preliminary)
  - PUD (final)
  - Subdivision (preliminary)
  - Subdivision (final)
  - Site Plan (please describe use: commercial, industrial, square footage):  
Neighborhood Shopping- 7,144 s.f. c-store with ancillary use Car Wash
  - Unified Business Center Sign Plan
  - Other (please describe) Consolidate 2 lots into 1 lot.
- Text Amendment
  - Rezoning ER-1 to B-3
  - Special Use for: Car Wash, Automobile Service Station, Package Liquor, outdoor sales
  - Variation: Sign & Canopy setbacks and landscaping

**SIGN PLAN REQUIRED?**

*(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:** West side of Sutton Rd. at Norwood Ln.

**Property Index Number ("Tax PIN"/"Parcel ID"):** 01-04-401-021 and 01-04-401-027

**Zoning:** Existing: ER-1  
(Refer to Official Zoning Map)

**Land Use:** Existing: Vacant

Proposed: B-3

Proposed: Commercial

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

**Acreage:** 2.182

**For PUD's and Subdivisions:**

No. of Lots/Units: \_\_\_\_\_

Minimum Lot: Area \_\_\_\_\_ Width \_\_\_\_\_ Depth \_\_\_\_\_

Average Lot: Area \_\_\_\_\_ Width \_\_\_\_\_ Depth \_\_\_\_\_

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

**Attorney** Richard McMahon, Buck's Inc.

2500 Brickvale Rd., Elk Grove Village, IL 60007

**Engineer** Steve Kudwa, Craig Knoche & Associates

24 N. Bennett, Geneva, IL 60134

**Other** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**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 property is located in Unincorporated DuPage County. The proposed use fits within Village of Bartlett's comprehensive plan for the property.

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

The proposed development adjoins and is directly across Sutton Road from similarly zoned properties within the Village of Bartlett. The site plan, lighting, landscaping and drainage are designed to have minimum impact upon adjacent land uses. The 21' setback variance for the canopy from 50' to 39' and the 6' south setback variance for the carwash from 20' to 14' are compatible with neighboring setbacks for the BP c-store and the Walgreen's.

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.

The access is designed to integrate with IDOT improvements and shall meet IDOT requirements. Traffic circulation within the site and on adjacent roadways is safe, and provides efficient and convenient movement of traffic.

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

The site plan provides walkways and visibility for safe customer foot traffic within the 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)

Landscaping on the site meets and exceeds the Village's landscape requirements with the exception where we are asking to reduce the number of trees along the property frontage from 9 to 5. We believe that the unique nature of our business supports our request for this variance. 10-11A-4.D.1.b, The request for a 10' interior parkway variance is caused by the design features along the the west property line due to grading and setbacks from adjoining residences. 10-11A-4.D.1. We will add planters in lieu of foundation plantings.

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

There are no outdoor storage areas. The Trash Dumpster Enclosure is screened in accordance with the Village's regulations.







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

## **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 use will provide a modern convenience store, associated ancillary use car wash, and retail sales of motor fuel on a main arterial in the community which is currently being upgraded by IDOT. This activity reflects the increasing prominence of this area as as a retail center.

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 Special Uses shall not be detrimental nor will they endanger the public health, safety, morals, or general welfare, nor impair the property values in the vicinity.

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 proposed Special Use shall conform to the regulations and conditions specified for such uses.

**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: Richard J. McMahon

PRINT NAME: Richard J. McMahon *attorney-in-fact*

DATE: 4 June 2018

**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**: Buck's Inc. c/o Richard McMahon

ADDRESS: [REDACTED]

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

SIGNATURE: Richard J. McMahon, attorney-in-fact

DATE: 4 June 2018

931.02 Bartlett

Owner Matrix

Lot #	PIN	Vacant/Residence	Owner Name	Street Address	Mailing Address
8	01-04-401-021	Vacant	Beata Burczyc	7N311 Sayer Rd, Bartlett, IL	7N331 Sayer Rd, Bartlett, IL
9	01-04-401-027	Vacant	Harry Kulubis	no street address	13 Spring Creek Dr. Barrington, 60010

Village of Bartlett Development Committee

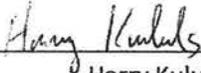
228 South Main Street

Bartlett, Illinois 60103

To Whom It May Concern;

This letter serves as authorization for Buck's Inc. to apply for rezoning and annexation of Lot 9 in Williamsburg Woods Subdivision, DuPage County, Illinois (P.I.N. 01-04-401-027) from R-3 to B-3 Planned Unit Development with a Special Use for an automobile service station, convenience store, and car wash together with any other ancillary requirements needed by Buck's Inc to compliment such uses.

By: The Harry Kulubis Estate Trust Dated December 1, 1988 as Amended



Harry Kulubis  
Trustee

  
Date

Village of Bartlett Development Committee

228 South Main Street

Bartlett, Illinois 60103

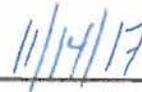
To Whom It May Concern;

This letter serves as authorization for Buck's Inc. to apply for rezoning and annexation of Lot 8 in Williamsburg Woods Subdivision, DuPage County, Illinois, (P.I.N. 01-040-401-021) from R-3 to B-3 Planned Unit Development with a Special Use for an automobile service station, convenience store, and car wash together with any other ancillary requirements needed by Buck's Inc to compliment such uses.

By: Beata Burcyc



Beata Burcyc



Date

11  
and  
uses

# ZONING/LOCATION MAP

Bucky's

Case #18-06 - Annexation, Rezoning, Special Uses, Variations, Site Plan & Plat of Consolidation



RECEIVED  
COMMUNITY DEVELOPMENT  
OCT 19 2018  
VILLAGE OF  
BARTLETT

# PLAT OF ANNEXATION

TO THE VILLAGE OF BARTLETT, DuPAGE COUNTY, ILLINOIS

BEING

LOT EIGHT AND NINE (EXCEPT THE EAST 10.00 FEET THEREOF, TAKEN IN CONDEMNATION CASE 92ED-4) IN WILLIAMSBURG WOODS, BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION FOUR, TOWNSHIP FORTY NORTH, RANGE NINE, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 28, 1966 AS DOCUMENT NUMBER R66-46292, IN THE TOWNSHIP OF WAYNE, IN DUPAGE COUNTY, ILLINOIS.



### ANNEXATION CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DuPAGE ) S.S.

THIS IS TO CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF THE TERRITORY ANNEXED TO THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS BY

ORDINANCE NO. \_\_\_\_\_  
APPROVED ON \_\_\_\_\_  
DATED AT BARTLETT, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_

VILLAGE PRESIDENT \_\_\_\_\_  
ATTEST:  
VILLAGE CLERK \_\_\_\_\_

### OWNERS CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DuPAGE ) S.S.

THIS IS TO CERTIFY THAT BUCHANAN ENERGY (N), LLC, IS THE OWNER OF RECORD OF THE HEREON DESCRIBED PROPERTY AND THAT AS SUCH OWNER HEREBY CONSENTS TO THE ANNEXATION OF SAID PROPERTY TO THE VILLAGE OF BARTLETT, DuPAGE COUNTY, ILLINOIS.

DATED AT \_\_\_\_\_ THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_

BY: \_\_\_\_\_  
STEVE BUCHANAN  
TITLE: PRESIDENT OF MANAGING MEMBER CHICAGO SPE (N), INC.

### NOTARY CERTIFICATE

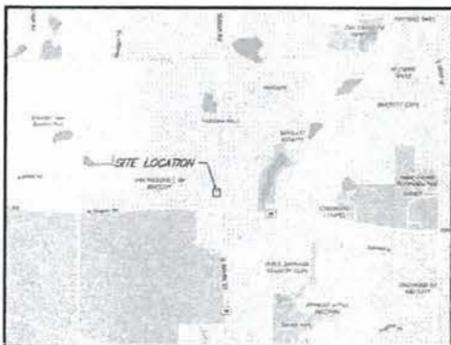
STATE OF NEBRASKA )  
COUNTY OF DOUGLAS ) S.S.

BEFORE ME, A NOTARY PUBLIC QUALIFIED FOR SAID COUNTY AND STATE, PERSONALLY CAME STEVE BUCHANAN, PRESIDENT OF MANAGING MEMBER CHICAGO SPE (N), LLC, KNOWN TO ME TO BE THE IDENTICAL PERSON WHO SIGNED THE FOREGOING INSTRUMENT AND ACKNOWLEDGE THE EXECUTION THEREOF TO BE HIS VOLUNTARY ACT AND DEED ON BEHALF OF BUCHANAN ENERGY (N), LLC.

WITNESS MY HAND AND NOTARY SEAL ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_

NOTARY PUBLIC \_\_\_\_\_

### SITE LOCATION MAP (Not to Scale)

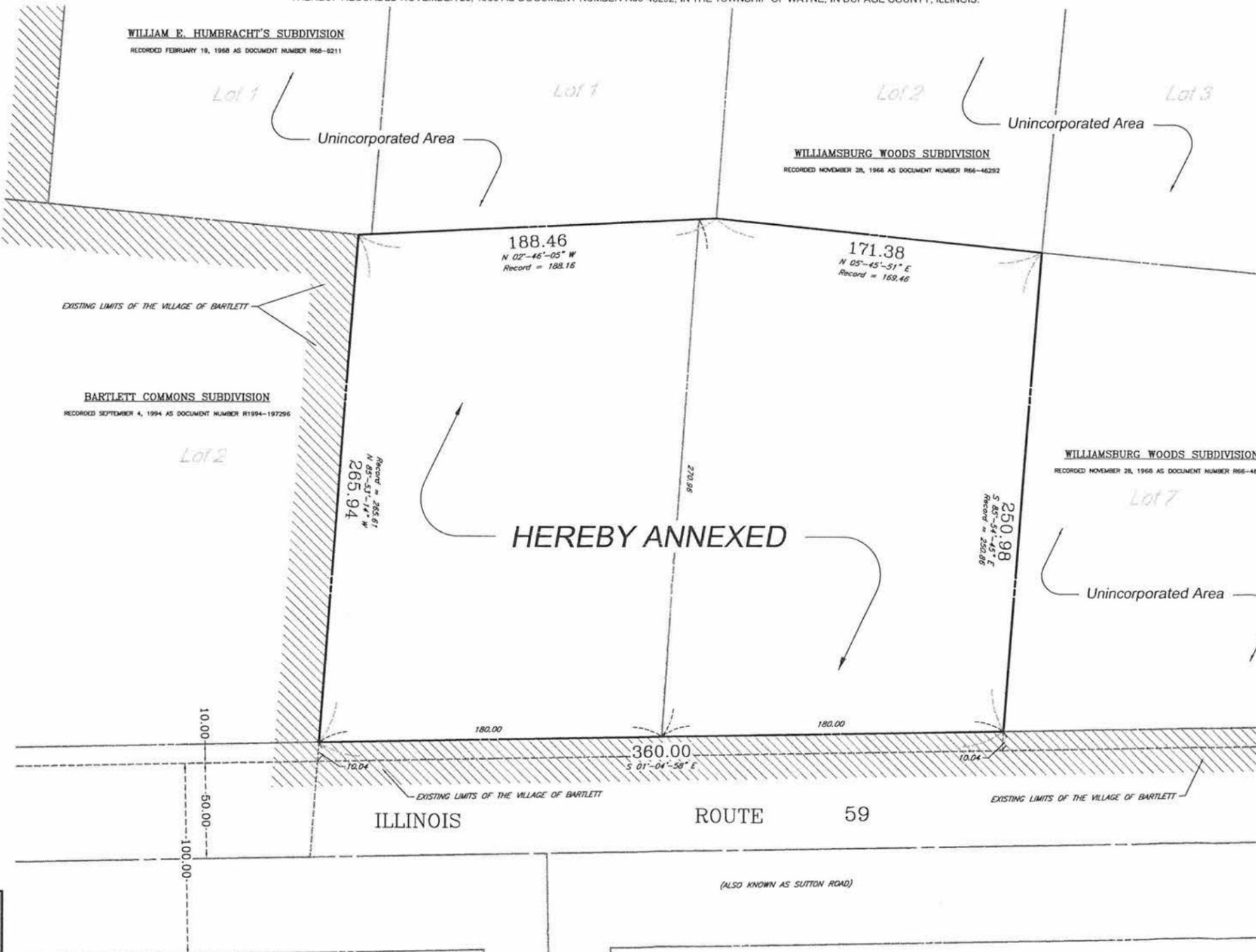


WILLIAM E. HUMBRACHT'S SUBDIVISION  
RECORDED FEBRUARY 19, 1968 AS DOCUMENT NUMBER R68-8211

WILLIAMSBURG WOODS SUBDIVISION  
RECORDED NOVEMBER 28, 1966 AS DOCUMENT NUMBER R66-46292

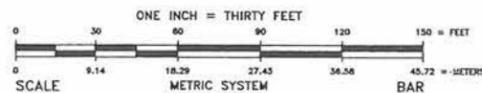
BARTLETT COMMONS SUBDIVISION  
RECORDED SEPTEMBER 4, 1994 AS DOCUMENT NUMBER R1994-197296

WILLIAMSBURG WOODS SUBDIVISION  
RECORDED NOVEMBER 28, 1966 AS DOCUMENT NUMBER R66-46292



HEREBY ANNEXED

AREA SCHEDULE		
AREA	SQUARE FEET	ACRES
LOT 8	47077	1.081
LOT 9	47969	1.101
TOTAL	95046	2.182



**METES AND BOUNDS LEGAL DESCRIPTION**

THAT LOT EIGHT AND NINE (EXCEPT THE EAST 10.00 FEET THEREOF, TAKEN IN CONDEMNATION CASE 92ED-4) IN WILLIAMSBURG WOODS, BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION FOUR, TOWNSHIP FORTY NORTH, RANGE NINE, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 28, 1966 AS DOCUMENT NUMBER R66-46292, IN THE TOWNSHIP OF WAYNE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 9; THENCE NORTH 2 DEGREES 46 MINUTES 05 SECONDS WEST ON THE WEST LINE OF SAID LOT 9 A DISTANCE OF 188.46 FT. TO THE SOUTHWEST CORNER OF SAID LOT 8; THENCE NORTH 5 DEGREES 45 MINUTES 51 SECONDS EAST ON THE WEST LINE OF SAID LOT 8 A DISTANCE OF 171.38 FT. TO THE NORTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 85 DEGREES 54 MINUTES 45 SECONDS EAST ON THE NORTH LINE OF SAID LOT 8 A DISTANCE OF 250.98 FT. TO THE WEST LINE OF ILLINOIS ROUTE 59 ACCORDING TO CONDEMNATION CASE 92ED-4; THENCE SOUTH 1 DEGREE 4 MINUTES 58 SECONDS EAST ON SAID WEST LINE A DISTANCE OF 360.00 FT. TO THE SOUTH LINE OF SAID LOT 9; THENCE NORTH 85 DEGREES 53 MINUTES 14 SECONDS WEST ON THE SOUTH LINE OF SAID LOT 9 A DISTANCE OF 265.94 FT. TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PIN NO.: 01 - 04 - 401 - 010  
01 - 04 - 401 - 021

SUBMITTED BY / RETURN TO:  
VILLAGE OF BARTLETT  
228 S. MAIN STREET  
BARTLETT, IL 60103  
(630) 637-0800

### RECORDER'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DuPAGE ) SS

THIS INSTRUMENT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DuPAGE COUNTY, ILLINOIS,  
THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.  
AND RECORDED IN MAP BOOK \_\_\_\_\_, PAGE \_\_\_\_\_, AS DOCUMENT NO. \_\_\_\_\_

BY: \_\_\_\_\_  
COUNTY RECORDER

### SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DuPAGE ) SS

THIS IS TO CERTIFY THAT I PAUL N. MARCHESE, AN ILLINOIS REGISTERED PROFESSIONAL LAND SURVEYOR, HAVE PLATTED FROM THE RECORD PROPERTY DESCRIBED AS FOLLOWS:

LOT EIGHT AND NINE (EXCEPT THE EAST 10.00 FEET THEREOF, TAKEN IN CONDEMNATION CASE 92ED-4) IN WILLIAMSBURG WOODS, BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION FOUR, TOWNSHIP FORTY NORTH, RANGE NINE, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 28, 1966 AS DOCUMENT NUMBER R66-46292, IN THE TOWNSHIP OF WAYNE, IN DUPAGE COUNTY, ILLINOIS.

AS SHOWN BY THE ANNEXED PLAT FOR THE PURPOSES OF ANNEXATION TO THE VILLAGE OF BARTLETT, ILLINOIS, AND THE ANNEXED PLAT ACCURATELY SHOWS SUCH TERRITORY TO BE ANNEXED, ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. SCALE OF MAP IS 30 FEET TO ONE INCH.

GIVEN UNDER MY HAND AND SEAL AT ROSELLE, ILLINOIS, THIS 12TH DAY OF JULY, 2018

PAUL N. MARCHESE  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002461  
10 MONACO DRIVE  
ROSELLE, ILLINOIS 60172  
(630) 894-5680  
MY CURRENT LICENSE EXPIRES ON NOVEMBER 30, 2018

SHEET: 1 OF 1

ADDRESS: ILLINOIS ROUTE 59 & NORWOOD LANE  
BARTLETT, ILLINOIS 60103

SCALE: ONE INCH = THIRTY FEET

ORDER NO.: 16-16108

ORDERED BY: BUCHANAN ENERGY (N) LLC.

COMPARE ALL POINT BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR CONTRACT, DEED, TITLE INSURANCE POLICY AND ZONING ORDINANCE. BASIS OF BEARINGS SHOWN HEREON HAVE BEEN ASSUMED. MONUMENTS OR WITNESS POINTS WERE NOT SET AT THE CLIENT'S REQUEST.

DATE	REVISION	MARK
6/25/18	Village Review Comments Added	3
5/1/18	Village Review Comments Added	2
12/14/17	Original Draft Prepared	1

### REVISION SCHEDULE

PLAT OF ANNEXATION  
Prepared By  
**MARCHESE AND SONS, Inc.**  
land - marine - construction surveys  
10 Monaco Drive Roselle, Illinois 60172 Phone : (630) 894-5680 FAX : (630) 894-8869

RECEIVED  
COMMUNITY DEVELOPMENT  
OCT 19 2018  
VILLAGE OF  
BARTLETT

# BUCHANAN'S PLAT OF CONSOLIDATION

of  
PART OF THE SOUTHEAST QUARTER OF SECTION FOUR, TOWNSHIP FORTY NORTH, RANGE NINE, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF WAYNE, IN DUPAGE COUNTY, ILLINOIS.



**VILLAGE OF BARTLETT CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) S.S.

APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BARTLETT, DUPAGE COUNTY, ILLINOIS

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_

BY: \_\_\_\_\_  
VILLAGE PRESIDENT

ATTEST: \_\_\_\_\_  
VILLAGE CLERK

**OWNER'S CERTIFICATE**

STATE OF NEBRASKA )  
COUNTY OF DOUGLAS ) S.S.

THIS IS TO CERTIFY THAT BUCHANAN ENERGY (N), LLC IS THE LEGAL OWNER OF THE LAND DESCRIBED ON THE SUBJECT PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES HEREIN SET FORTH.

ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AFORESAID AND, TO THE BEST OF OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE BOUNDARIES OF THE U-46 SCHOOL DISTRICT.

DATED AT \_\_\_\_\_ THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_

BY: \_\_\_\_\_  
STEVE BUCHANAN

TITLE: PRESIDENT OF MANAGING MEMBER CHICAGO SPE (N), INC.

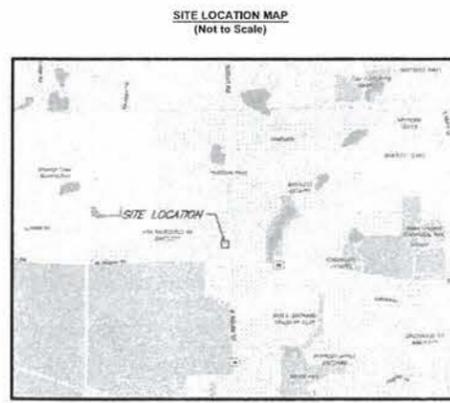
**NOTARY CERTIFICATE**

STATE OF NEBRASKA )  
COUNTY OF DOUGLAS ) S.S.

BEFORE ME, A NOTARY PUBLIC QUALIFIED FOR SAID COUNTY AND STATE, PERSONALLY CAME STEVE BUCHANAN, PRESIDENT OF MANAGING MEMBER CHICAGO SPE (N), LLC, KNOWN TO ME TO BE THE IDENTICAL PERSON WHO SIGNED THE FOREGOING INSTRUMENT AND ACKNOWLEDGE THE EXECUTION THEREOF TO BE HIS VOLUNTARY ACT AND DEED ON BEHALF OF BUCHANAN ENERGY (N), LLC.

WITNESS MY HAND AND NOTARY SEAL ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_

NOTARY PUBLIC \_\_\_\_\_



**WILLIAM E. HUMBRACHT'S SUBDIVISION**  
RECORDED FEBRUARY 19, 1968 AS DOCUMENT NUMBER R66-5211

**BARTLETT COMMONS SUBDIVISION**  
RECORDED SEPTEMBER 4, 1994 AS DOCUMENT NUMBER R1994-197296

**WILLIAMSBURG WOODS SUBDIVISION**  
RECORDED NOVEMBER 28, 1966 AS DOCUMENT NUMBER R66-46292

**WILLIAMSBURG WOODS SUBDIVISION**  
RECORDED NOVEMBER 28, 1966 AS DOCUMENT NUMBER R66-46292



**RECORDER'S CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS

THIS INSTRUMENT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS:

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_ AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.

AND RECORDED IN MAP BOOK \_\_\_\_\_, PAGE \_\_\_\_\_, AS DOCUMENT NO. \_\_\_\_\_

BY: \_\_\_\_\_  
COUNTY RECORDER

**SURVEYOR'S CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS

THIS IS TO CERTIFY THAT I PAUL N. MARCHESE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED, SUBDIVIDED AND PLATTED FOR THE OWNERS THEREOF THAT PART OF THE SOUTHEAST QUARTER OF SECTION FOUR, TOWNSHIP FORTY NORTH, RANGE NINE, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

LOT EIGHT AND NINE (EXCEPT THE EAST 10.00 FEET THEREOF, TAKEN IN CONDEMNATION CASE 92ED-4) IN WILLIAMSBURG WOODS, BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION FOUR, TOWNSHIP FORTY NORTH, RANGE NINE, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 28, 1966 AS DOCUMENT NUMBER R66-46292, IN THE TOWNSHIP OF WAYNE, IN DUPAGE COUNTY, ILLINOIS.

CONTAINING 95046 SQUARE FEET OR 2.182 ACRES, MORE OR LESS

I FURTHER CERTIFY THAT IRON STAKES HAVE BEEN SET AT ALL LOT CORNERS, POINTS OF CURVATURE AND TANGENCY, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED, AND THAT THE PLAT HEREON DRAWN CORRECTLY REPRESENTS SAID SURVEY AND SUBDIVISION. DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT THE FOREGOING PROPERTY FALLS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF BARTLETT, AND I FURTHER CERTIFY THAT NO PART OF SAID PROPERTY IS SITUATED WITHIN A FLOOD HAZARD AREA, AS PER NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 17043 C 0102 H, EFFECTIVE DATE DECEMBER 16, 2004

GIVEN UNDER MY HAND AND SEAL AT ROSELLE, ILLINOIS, THIS 12TH DAY OF JULY, 2018

PAUL N. MARCHESE  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002481  
10 MONACO DRIVE  
ROSELLE, ILLINOIS 60172  
(630) 894-5680

MY CURRENT LICENSE EXPIRES ON NOVEMBER 30, 2018

**METES AND BOUNDS LEGAL DESCRIPTION**

THAT LOT EIGHT AND NINE (EXCEPT THE EAST 10.00 FEET THEREOF, TAKEN IN CONDEMNATION CASE 92ED-4) IN WILLIAMSBURG WOODS, BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION FOUR, TOWNSHIP FORTY NORTH, RANGE NINE, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 28, 1966 AS DOCUMENT NUMBER R66-46292, IN THE TOWNSHIP OF WAYNE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 9; THENCE NORTH 2 DEGREES 46 MINUTES 05 SECONDS WEST ON THE WEST LINE OF SAID LOT 9 A DISTANCE OF 188.46 FT. TO THE SOUTHWEST CORNER OF SAID LOT 8; THENCE NORTH 5 DEGREES 45 MINUTES 51 SECONDS EAST ON THE WEST LINE OF SAID LOT 8 A DISTANCE OF 171.38 FT. TO THE NORTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 85 DEGREES 54 MINUTES 45 SECONDS EAST ON THE NORTH LINE OF SAID LOT 8 A DISTANCE OF 250.98 FT. TO THE WEST LINE OF ILLINOIS ROUTE 59 ACCORDING TO CONDEMNATION CASE 92ED-4; THENCE SOUTH 1 DEGREE 4 MINUTES 58 SECONDS EAST ON SAID WEST LINE A DISTANCE OF 360.00 FT. TO THE SOUTH LINE OF SAID LOT 9; THENCE NORTH 85 DEGREES 53 MINUTES 14 SECONDS WEST ON THE SOUTH LINE OF SAID LOT 9 A DISTANCE OF 265.94 FT. TO THE POINT OF BEGINNING. ALL IN DUPAGE COUNTY, ILLINOIS.

**COUNTY CLERK CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS

I, \_\_\_\_\_ COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE CONSOLIDATED PLAT.

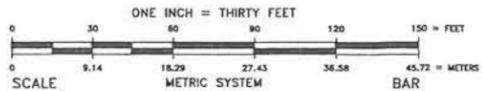
GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT WHEATON, ILLINOIS

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_ AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.

BY: \_\_\_\_\_  
COUNTY CLERK

**ILLINOIS DEPARTMENT OF TRANSPORTATION CERTIFICATE**

THIS THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF §2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.



PIN NO.: 01 - 04 - 401 - 010  
01 - 04 - 401 - 021

SUBMITTED BY / RETURN TO:  
VILLAGE OF BARTLETT  
228 S. MAIN STREET  
BARTLETT, IL 60103  
(630) 837-0800

SHEET: 1 OF 1

ADDRESS: ILLINOIS ROUTE 59 & NORWOOD LANE  
BARTLETT, ILLINOIS 60103

SCALE: ONE INCH = THIRTY FEET

ORDER NO.: 16-16108

ORDERED BY: BUCHANAN ENERGY (N) LLC.

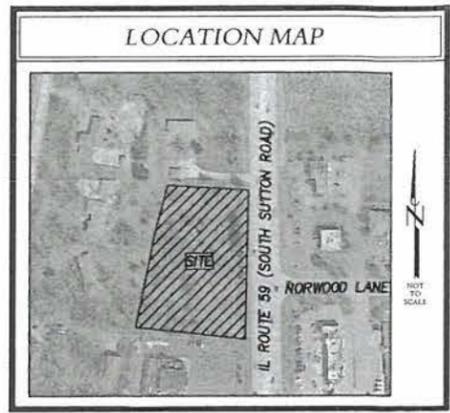
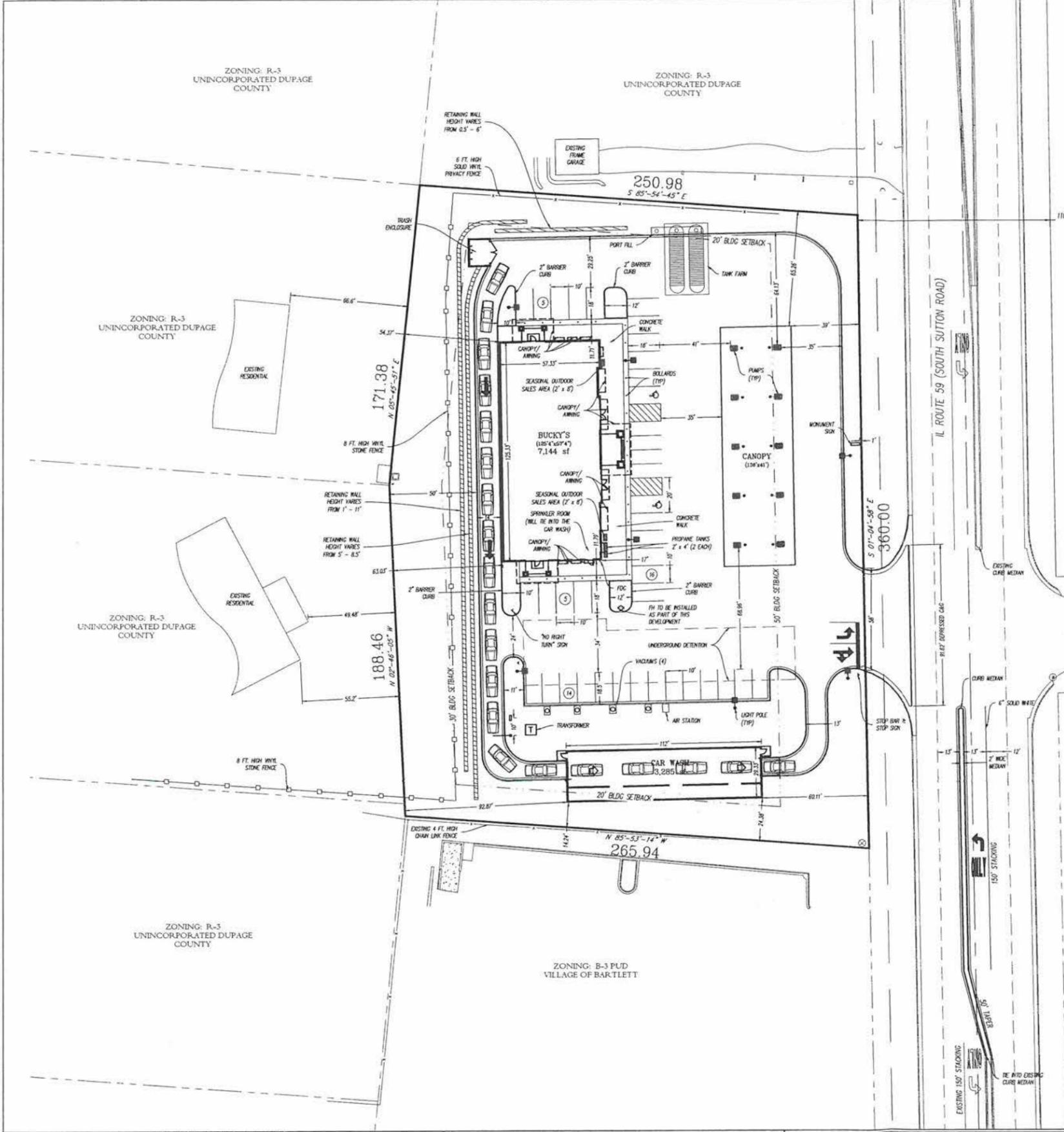
COMPARE ALL POINT BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR CONTRACT, DEED, TITLE INSURANCE POLICY AND ZONING ORDINANCE. BASIS OF BEARINGS SHOWN HEREON HAVE BEEN ASSUMED. MONUMENTS OR WITNESS POINTS WERE NOT SET AT THE CLIENT'S REQUEST.

DATE	REVISION	MARK
6/25/18	Village Review Comments Added	3
5/1/18	Village Review Comments Added	2
12/14/17	Original Draft Prepared	1

**REVISION SCHEDULE**

**PLAT OF CONSOLIDATION**  
Prepared By  
**MARCHESE AND SONS, Inc.**  
Design Firm No. 184-002752  
land - marine - construction surveys

10 Meneco Drive  
Roselle, Illinois 60172  
Phone : (630) 894-5680  
FAX : (630) 894-8869



**SITE NOTES**

1. ALL DIMENSIONS ARE BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB RAMP ARE BACK OF CURB UNLESS OTHERWISE NOTED.
3. CONTRACTOR TO VERIFY DIMENSIONS PRIOR TO STARTING WORK AND NOTIFY ENGINEER IF ANY DISCREPANCIES ARE FOUND.
4. SIDEWALK AROUND PERIMETER OF BUILDING SHALL BE INTEGRAL CURB AND SIDEWALK EXCEPT AT HANDICAP STALL LOCATIONS WHERE IT IS TO BE WALK/PAVEMENT UNLESS OTHERWISE SPECIFIED ON PLANS.
5. CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRING ALL EXISTING PAVEMENT DAMAGED DURING CONSTRUCTION.
6. SEE DETAILS FOR BITUMINOUS AND CONCRETE PAVEMENT SECTIONS.
7. CONTRACTOR TO PROVIDE TEMPORARY TRAFFIC CONTROL MEASURES DURING CONSTRUCTION OF ENTRANCE OF R.O.W. IN ACCORDANCE W/ I.D.O.T. REQUIREMENTS.
8. ADA HANDICAP RAMPS SHALL BE INSTALLED AT ALL LOCATIONS DELINEATED ON PLANS AS WELL AS AT ALL LOCATIONS WHERE SIDEWALK ABUTS DRIVES OR ROADWAYS.
9. CONTRACTOR SHALL COMPARE ARCHITECTURAL AND ENGINEERING PLANS FOR INTERFACE COMPATIBILITY.
10. ALL CURBS AND GUTTER SHALL BE B6-12 UNLESS OTHERWISE NOTED ON PLANS.
11. PAVEMENT STRIPING TO BE TRAFFIC YELLOW TWO COATS UNLESS OTHERWISE SPECIFIED ON PLANS.
12. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF THE SIGN.

ZONING: B-3  
VILLAGE OF BARTLETT

**LEGEND**

- PROPOSED CURB & GUTTER
- EXISTING CURB & GUTTER
- PROPERTY LINE
- SETBACK LINE
- RETAINING WALL
- 8' HIGH VINYL STONE FENCE
- 6' HIGH SOLID VINYL PRIVACY FENCE
- EXISTING 4' HIGH CHAIN LINK FENCE
- CONCRETE
- LIGHTS
- PUMPS

**SITE ANALYSIS**

**SITE**  
II. Route 59 & Norwood Lane  
Bartlett, IL  
Proposed Use Convenience Store/Gas Station (Service Station) & Carwash (Automobile Laundry)  
Existing Zoning R-3 (Unincorporated DuPage County)  
Required Zoning B-3 (Village of Bartlett)

Parcel Area	95,046 sf ±2.18 Acres
Building Area	7,144 sf Service Station 3,285 sf Automobile Laundry
Building Height	21' 4" - Building 27' 4" - Tower
Floor Area Ratio Req'd (Max)	0.40 Provided 0.10

**SITE**

Number of Vacuums	4
Number of Pumps	10
Building Height	21' 4" - Building 27' 4" - Tower
Number of Employees	4
Customer Floor Area	3,358 sf

**SETBACKS**

	Front Yard (IL. Rte. 59)	Rear Yard	Side Yard (North)	Side Yard (South)
Convenience Store Setback	50' Provided 155.7'	30' 54.4'	20' 80.5'	20' 148'
Car Wash Setback	50' Provided 60.1'	30' 92.9'	20' 304.9'	20' 14.2'
Gas Canopy Setback	50' Provided 59'	30' 178.8'	20' 65.3'	20' 154.1'
Green Space Setback	20' Provided 10'	12' 25.8'	12' 12'	5' 14.2'

\*\*Landscape setback for north side yard is based on Alternate B for Type 1 Screening.

**PARKING**

Quantity Req'd	2 = 1 x 4 / 2 17 = 1 x 3558/200 20 = 2 x 10 59 Required	(1 space for each 2 employees - 4 employees total) (1 space for each 200 sf of customer floor area) (2 spaces for each island of pumps-10 total pumps)
----------------	--	--

Provided	60 = 58 Standard + 2 ADA + 20 Fueling Spaces
Seal Site Required	10' x 18' (Standard) 10' x 18' (Standard) 20' x 18' (ADA), 10' x 18' (Vacuum Stall)
Driveway Width Minimum	24'
Provided	24'

**AUTOMOBILE LAUNDRY**

Quantity Req'd	15 = 5 x 3 15 Required	Automobile Laundry (5 x capacity of car wash)
Provided	15 = 15 Stacking Spaces	

**GREEN SPACE**

Req'd	15%
Provided	37%

**SITE IMPERVIOUS**

EXISTING IMPERVIOUS AREA = 0 SF  
PROPOSED IMPERVIOUS AREA = 60,705 SF  
NET NEW IMPERVIOUS AREA = 60,705 SF

VOLUME CONTROL IS PROPOSED PER SECTION 15-64 OF THE DUPAGE COUNTY CSPO.  
TOTAL VOLUME CONTROL PROVIDED IS EQUAL TO 60,705 SF \* 1.25', OR 6,323 CU.FT.

**REVISIONS**

NO.	DATE	DESCRIPTION
1	10/16/18	PER VILLAGE COMMENTS

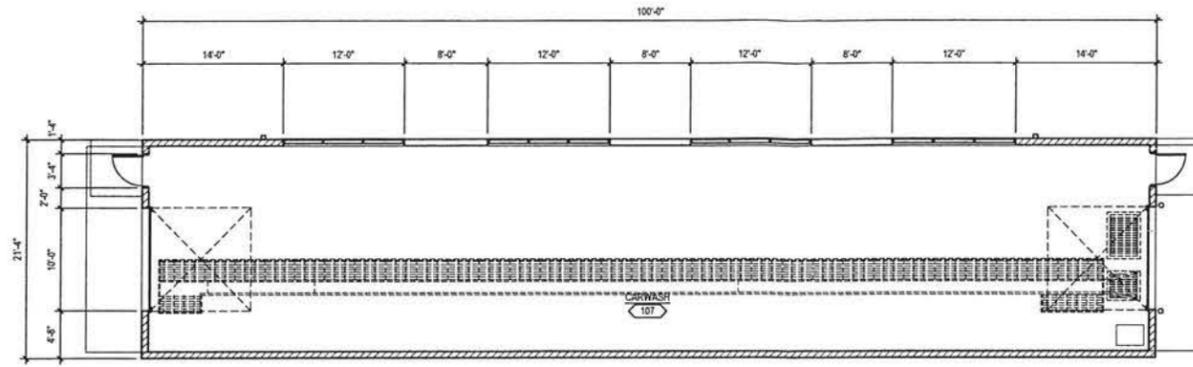
**SITE PLAN**

**BUCKY'S**  
IL. ROUTE 59 & NORWOOD LANE  
BARTLETT, ILLINOIS

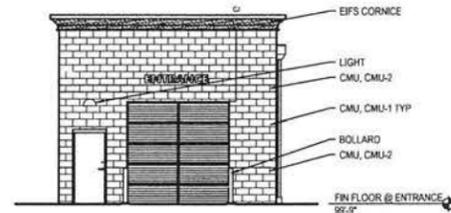
**Craig R. Knoche & Associates** Civil Engineers, P.C.  
1181 Commerce Drive • Geneva, IL 60134 • phone (630) 845-1270 • fax (630) 845-1275

DATE: 10/5/18  
FILE: 17-010 C10  
JOB NO: 931.02  
SHEET NO: C1.1

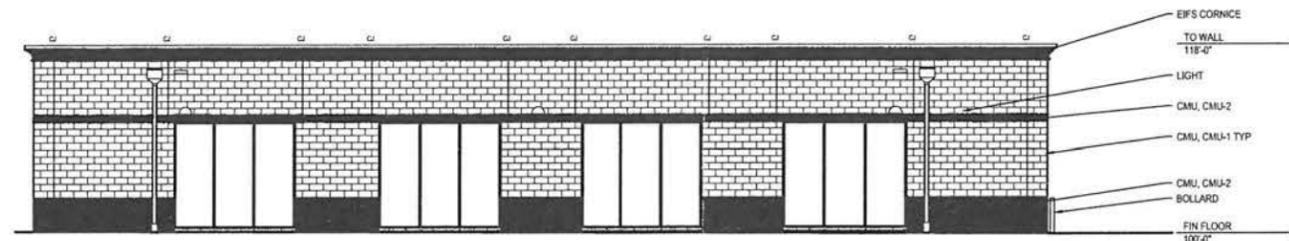
BARTLETT, ILLINOIS



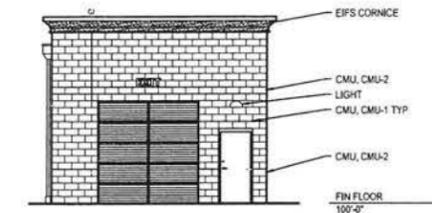
FLOOR PLAN - CARWASH  
SCALE: 1/8" = 1'-0"



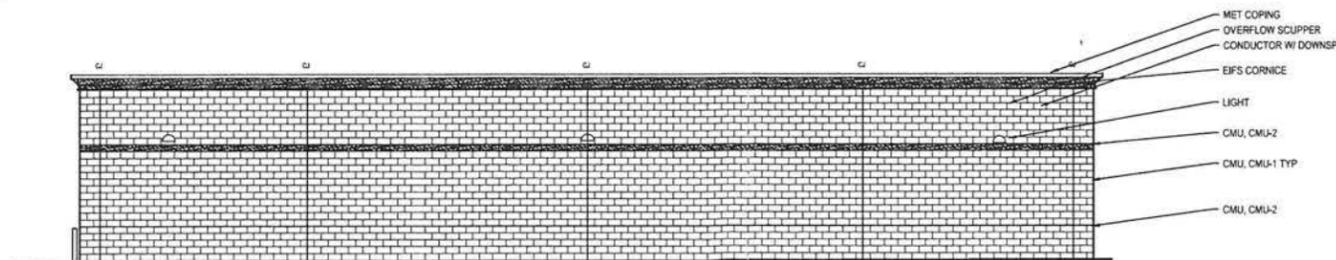
31  
A1.7 LEFT BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"



42  
A1.7 FRONT BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"



35  
A1.7 RIGHT BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"



32  
A1.7 REAR BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"

PROGRESS  
PRINT  
(NOT FOR  
CONSTRUCTION)

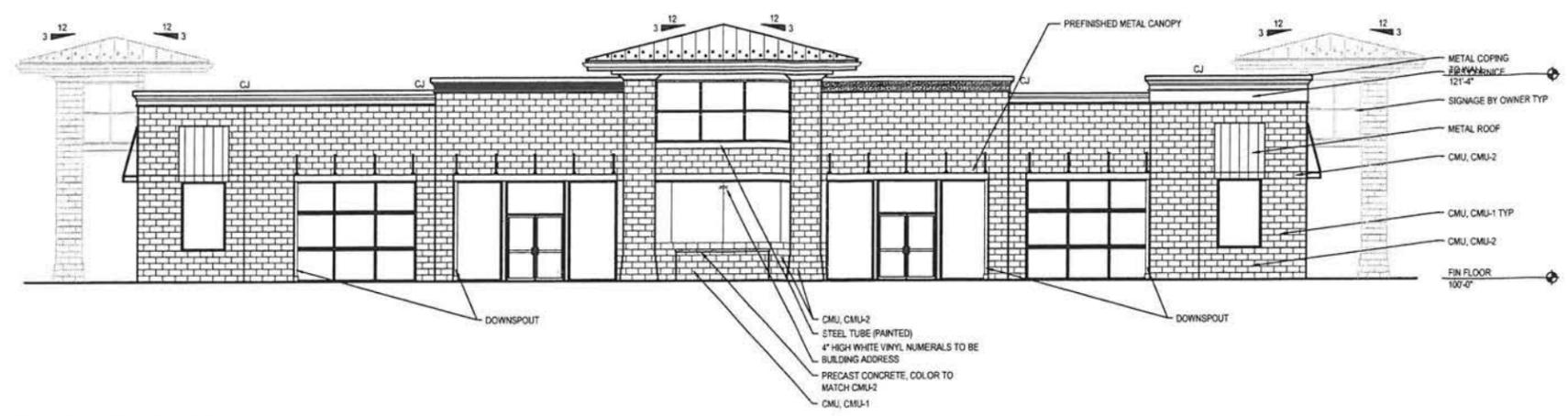
BUCKY'S #931.02  
BARTLETT, ILLINOIS

ROBERT W. ENGEL AND  
ASSOCIATES, ARCHITECTS  
2443 South 156th Circle  
Omaha, NE 68130-2503  
(402) 330-8287 Fax: (402) 330-8331  
email: RWEArchitects@RWEArchitects.com

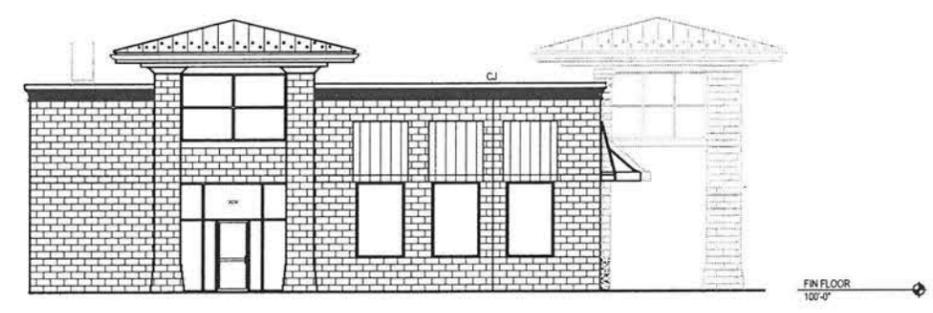


Project Number:	Issue Date:	Revisions to the Set
GS	January 10, 2018	
Drawn by: RWE	No.	Date
Checked by: RWE	No.	Date
Sheet Name: CARWASH PLANS & ELEVATIONS		

A1.7



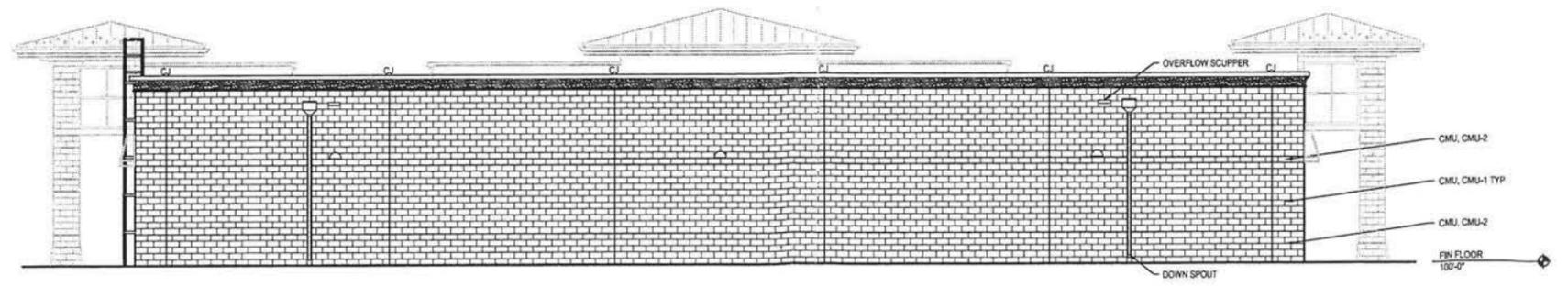
11 FRONT BUILDING ELEVATION  
A2.1 SCALE: 1/8" = 1'-0"



31 LEFT BUILDING ELEVATION  
A2.1 SCALE: 1/8" = 1'-0"



33 RIGHT BUILDING ELEVATION  
A2.1 SCALE: 1/8" = 1'-0"



41 REAR BUILDING ELEVATION  
A2.1 SCALE: 1/8" = 1'-0"

PROGRESS  
PRINT  
(NOT FOR  
CONSTRUCTION)

BUCKY'S #931.02  
BARTLETT, ILLINOIS

**RWE** ROBERT W. ENGEL AND ASSOCIATES, ARCHITECTS  
2443 South 156th Circle  
Omaha, NE 68130-2503  
(402) 330-8287 Fax: (402) 330-8331  
email: RWEArchitects@RWEArchitects.com

Project Number:	Issue Date:	Revisions to the Set
GS	No.	Date
RWE		

Drawn by: RWE  
Checked by: RWE  
Sheet Name: BUILDING ELEVATIONS

A2.1

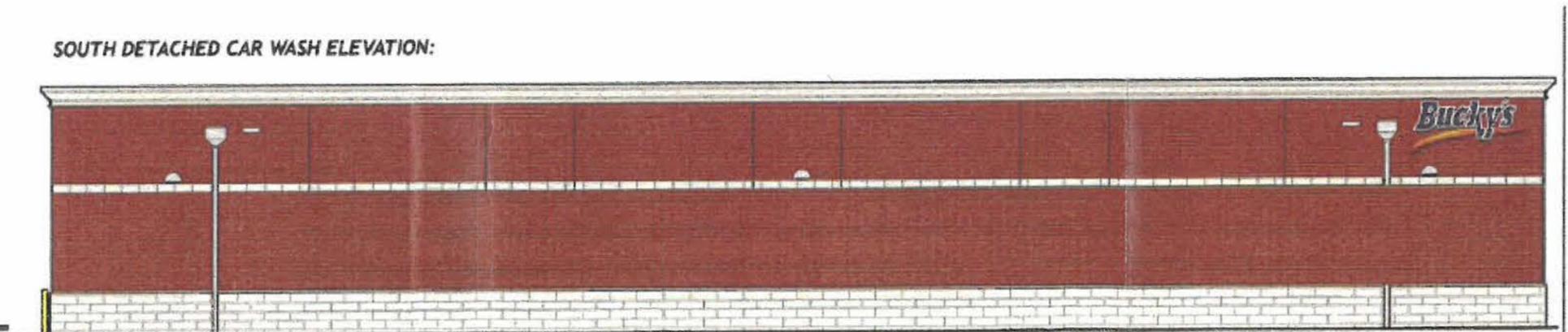
Front - East Elevation



SIDE DETACHED CAR WASH ENTRANCE

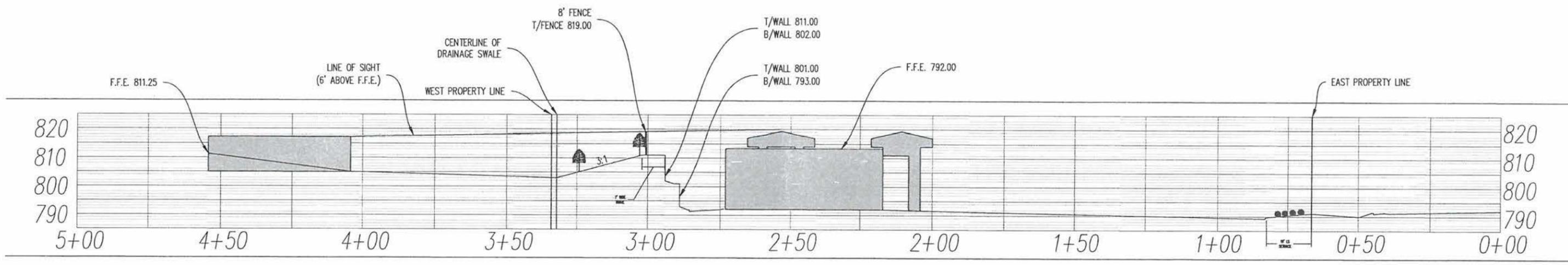


SOUTH DETACHED CAR WASH ELEVATION:





RECEIVED  
COMMUNITY DEVELOPMENT  
OCT 19 2018  
VILLAGE OF  
BARTLETT



## Sound Evaluation for the Proposed Car Wash in Bartlett on Route 59

January 22, 2018

Acoustic Associates conducted an analysis to examine the impact of noise from the proposed car wash on Route 59 just west of Norwood Lane in Bartlett. To accomplish this, we used noise emissions data from a car wash currently operated by the petitioner in Vernon Hills. At that location, measurements were made at the exit, the entrance, and at different angles, in order to project accurate sound levels at various locations surrounding the new car wash. In addition, we inspected the Bartlett site to examine its topography and conducted ambient noise monitoring to document the current background noise levels that exist near the residents adjacent to the site.

Based on the blower noise emissions data and allowing for the reduction in noise due to directivity, distance, and the retention wall, we conclude that the noise from the car wash will meet the Illinois State noise code. Moreover, there would be no noise impact from the car wash because the projected sound levels are lower than the median ambient noise levels recorded at the site.

### Ambient Noise Levels

To assess the **ambient noise** at this site, we set up professional grade audio equipment to record the noise from about 12:00 PM on November 29 to 11:00 AM on the next day. We located this equipment at the locations marked on the aerial photo in **Figure 1**. The upper location was at the northwest corner of the site.



**Figure 1 - Aerial view showing the two locations used to locate the audio recording equipment to obtain ambient noise data.**

RECEIVED  
COMMUNITY DEVELOPMENT

OCT 19 2018

VILLAGE OF  
BARTLETT

It was near the residence on Lot 3. The lower location was at the southwest corner of the site. It was near the residence on Lot 1 3. The primary noise at these recording locations was vehicle traffic on Route 59, a primary, 4-lane highway. Secondary noise originated from traffic to the west on Sayer Road, a secondary, 2-lane road.

**Ambient noise** refers to the existing, all-encompassing sound at a given place in a community. It is a composite of sounds from many sources near and far.

The two recordings in the field were analyzed in our lab to determine the sound levels at 1-second intervals. These levels are shown in **Figure 2** for the north monitoring location and **Figure 3** for the south monitoring location. In both figures, the thin, blue line shows the variation in the **A-weighted sound level** at 1-second intervals. The high peaks in the curve were typically from motorcycles, trucks, and airplane flyovers.

The **A-weighted sound level** is the standard metric to measure sound and is expressed in decibels (dB). It mimics how we hear because it is a filter that diminishes the low frequencies.

The thick, red line is the median sound level, which reflects the trend in the ambient noise. The median levels are the highest in the late afternoon and early morning hours, specifically 63 dB at the south location and 67 dB at the north location. After the evening rush hour, the ambient noise tapers off - but does not drop significantly (i.e. by 5 dB) until after 10 PM.

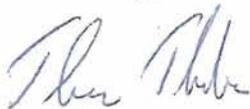
### **Projected Noise Levels**

Based on the data obtained at the Vernon Hills car wash, we expect a sound level of 83 dB 50 feet from the exit. The opening that faces the residents is the entrance and is 7 dB lower than the exit. Also, as you move to the side of the exit or the entrance, the sound level drops off - by as much as 11 dB at an angle of 90° from the opening. A drop of this amount means the sound is half as loud.

There are several residential lots to the west and the north of the car wash property. Two representative homes close to the carwash property are on Lots 1 and 3. Using the Vernon Hills data, we projected the noise levels to these properties based on the standard attenuation for sound over distance (i.e., 6 dB per doubling of distance) and the calculated effect of the retaining wall (which acts as a large noise barrier). The projected level is below the State of Illinois daytime limit of 55 dBA for noise radiated from commercial property (Class B) to residential property (Class A).

A potential noise impact could occur if the carwash noise levels exceed the median ambient noise for a sufficiently long duration. To visualize the relationship between the projected sound level and the ambient noise levels, we plotted the car wash blower noise level and the vacuum level on the ambient noise graphs of **Figure 2** and **Figure 3**. As seen in these charts, the car wash noise levels will be well below the median ambient noise level at the site. Therefore, it can be concluded that the operation of this facility will pose no impact during the operation hours of 6:00 AM to 10:00 PM.

Submitted by,



Thomas Thunder, AuD, FAAA, INCE Bd. Cert.  
Principal Audiologist and Acoustical Specialist  
*Adjunct Faculty – Northern Illinois University, Rush University, Salus University*

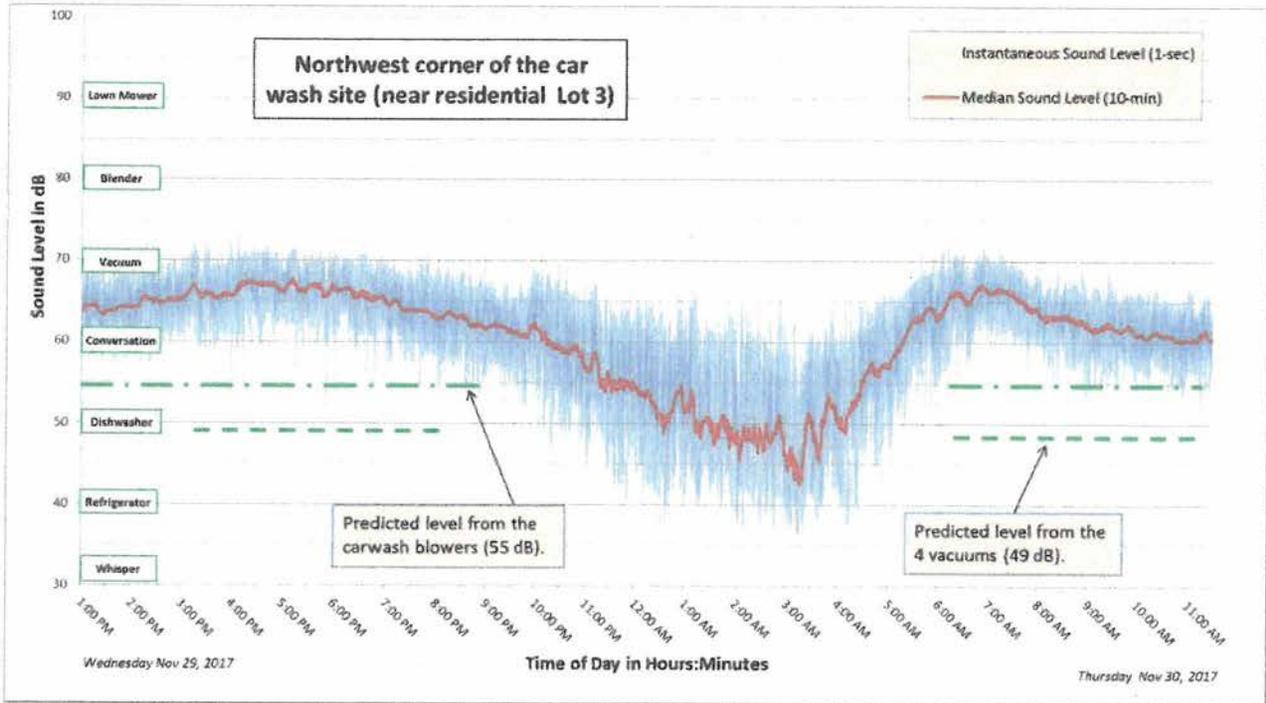


Figure 2 – Plot showing the expected car wash sound levels at the residential location on Lot 3 compared to the ambient noise level measured near this location (i.e., at the northwest corner of the car wash property).

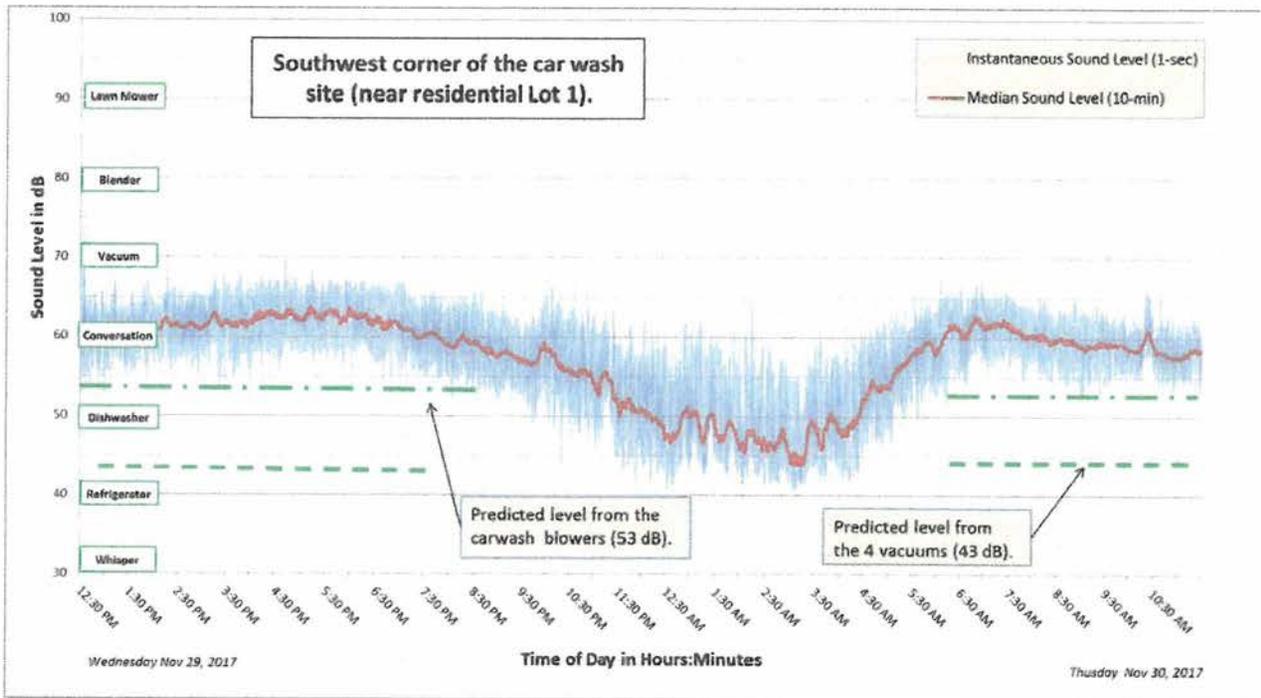


Figure 3 - Plot showing the expected car wash sound levels at the residential location on Lot 1 compared to the ambient noise levels measured near this lot (i.e., at the southwest corner of the car wash property).



QUIGG ENGINEERING INC

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## Memorandum

To: Richard McMahon  
Buchanan Energy

From: Michael Vail, P.E.  
Operations Manager  
Quigg Engineering Inc.

Date: July 25, 2018

Subject: Bucky's Gas Station  
IL 59 and Norwood Lane  
Bartlett, Illinois

This memorandum summarizes a traffic study conducted for a proposed Bucky's Gas Station with a convenience store and car wash located on the west side of IL 59 (Sutton Road) at Norwood Lane. The purpose of the study was to observe existing traffic patterns in the area of the proposed development site, estimate the traffic generated by the proposed development, and determine if a traffic signal would be warranted for the intersection at the proposed development entrance on IL 59.

### Existing Conditions

The proposed development site is located in Bartlett, IL on the west side of IL 59 (Sutton Road) at Norwood Lane and will have 10 fuel dispensers, a 7,144 square foot convenience store, and a car wash. Proposed access to the development will be provided through one access drive on IL 59 at the intersection with Norwood Lane. The existing intersection of IL 59 at Norwood Lane is a three-leg intersection, and the proposed development would convert the intersection to a four-leg intersection. The surrounding land use is primarily commercial, with office, retail, and restaurant uses to the south and east of the site. There are some residential areas to the north and east of the proposed site as well. West of the site, the land use is primarily residential developments.

Illinois 59 is a north-south roadway classified as an Other Principal Arterial and is also designated as a Strategic Regional Arterial (SRA) route. At the unsignalized intersection with Norwood Lane, IL 59 has two through lanes in each direction and a southbound left turn lane. The posted speed limit on IL 59 is 45 mph. Norwood Lane is an east-west roadway classified as a Local Road and includes one through lane in each direction with stop-controlled left and right turn lanes at the intersection with IL 59. The posted speed limit on Norwood Lane is 25 mph.

Traffic counts were performed for a 24-hour period on Wednesday, June 13, 2018 at the intersection of IL 59 and Norwood Lane. These counts indicated the AM peak hour occurred between 7:00 a.m. and 8:00 a.m. and the PM peak hour occurred between 4:45 p.m. and 5:45 p.m. The existing peak hour traffic volumes are shown in **Figure 1**. See **Appendix** for full 24-hour traffic count volumes.

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OCT 19 2018

VILLAGE OF  
BARTLETT

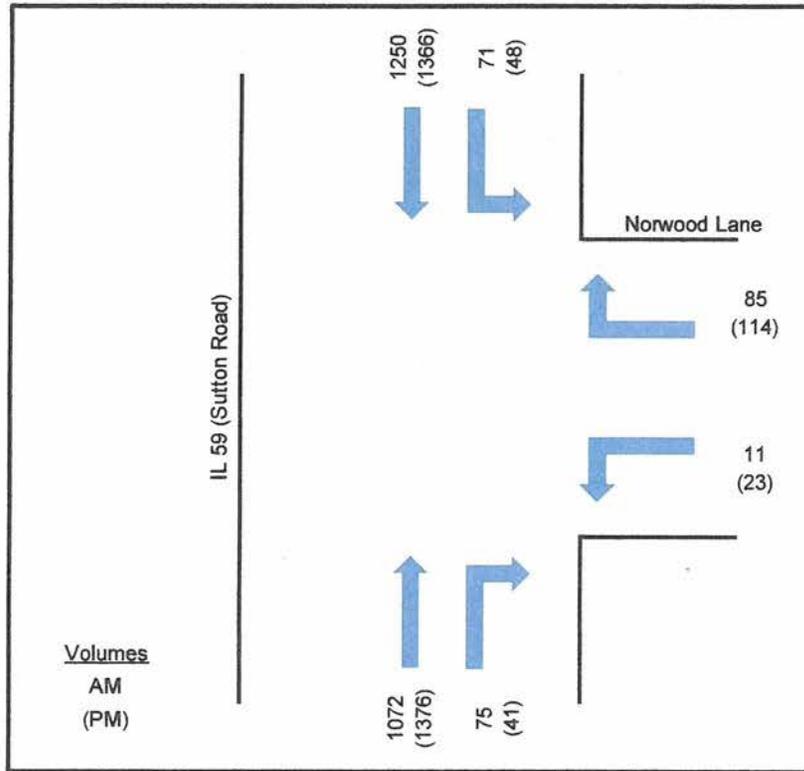


Figure 1: Peak Hour – Existing (2018) Traffic Volumes

## Traffic Generation Summary

### Trip Generation

The additional traffic to be generated by the proposed development was estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition Land Use: 960 – Super Convenience Market/Gas Station. Based on 20 fueling positions (10 fuel dispensers) and using the charts for the AM and PM Peak Hours of Generator (see **Appendix**), it was determined the site would generate 426 trips in the AM peak hour and 405 trips in the PM peak hour. It was assumed that, based on the ITE Trip Generation Manual, the directional distribution for the site would be 50% entering and 50% exiting traffic. **Table 1** shows the total site-generated traffic for the AM and PM peak hours.

Table 1: Site-Generated Traffic

Peak Hour (DHV)	TOTAL	Average Rate	# Fueling Positions	Directional Distributional	Entering	Exiting
AM	426	21.30	20	50%	213	213
PM	405	20.25	20	50%	204	204

### Trip Distribution

The trip distribution for the proposed gas station was derived using Tables E.37 and E.38 in the ITE Trip Generation Handbook, 3<sup>rd</sup> Edition (see **Appendix**). The tables show average pass-by trip percentages of 62% and 56% for the AM and PM peak periods, respectively for Land Use Code 945 – Gasoline/Service Station with Convenience Market. The directional distribution of trips entering the proposed development

was derived from the distribution of the northbound and southbound traffic on IL 59 obtained from the 24-hour traffic counts. For the direct trips (38% of AM, 44% of PM site-generated trips), the exiting trips were assumed to return to the originated location while the pass-by trips were assumed to continue along the original path. Based on the traffic counts, in the AM peak hour, SB traffic accounted for 51.5%, NB traffic accounted for 44.7%, and WB traffic accounted for 3.7% of total traffic volumes at the intersection. In the PM peak hour, SB traffic accounted for 47.6%, NB traffic accounted for 47.7% and WB traffic accounted for 4.6% of total traffic volumes at the intersection. **Table 2** shows the directional distribution of the direct trip volumes and **Figure 2** shows the peak hour volume adjustment based on the direct trip volumes. **Table 3** shows the directional distribution of the pass-by trip volumes and **Figure 3** shows the peak hour volume adjustment based on the pass-by trip volumes. **Figure 4** shows the total peak hour volume adjustment based on the site-generated direct and pass-by trips for the proposed development.

**Table 2: Direct Trip Volume Directional Distribution**

Trip Generation - Direct Trip Volume Adjustment (38% AM, 44% PM)				
		IL 59 (Sutton Road)		Norwood Lane
Peak Hour (DHV)	Entering Trips	RT (SB) - (51.5%)	LT (NB) - (44.7%)	TH (WB) - (3.7%)
AM	81	42	36	3
	Exiting Trips	LT (EB) - (51.5%)	RT (EB) - (44.7%)	TH (EB) - (3.7%)
AM	81	42	36	3
	Entering Trips	RT (SB) - (47.6%)	LT (NB) - (47.7%)	TH (WB) - (4.6%)
PM	90	43	43	4
	Exiting Trips	LT (EB) - (47.6%)	RT (EB) - (47.7%)	TH (EB) - (4.6%)
PM	90	43	43	4

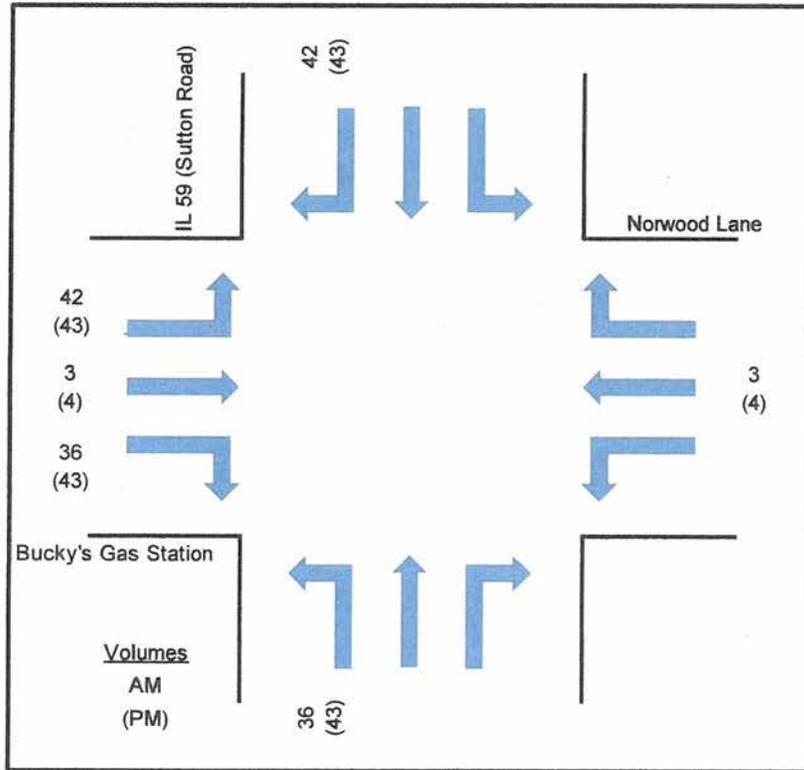


Figure 2: Peak Hour Site-Generated Direct Trip Volume Adjustment

Table 3: Pass-By Trip Volume Directional Distribution

Trip Generation - Pass-By Trip Volume Adjustment (62% AM, 56% PM)						
		IL 59 (Sutton Road)			Norwood Lane	
Peak Hour (DHV)	Entering Trips	RT (SB) - (51.5%)		LT (NB) - (44.7%)	TH (WB) - (3.7%)	
AM	132	68		59	5	
	Exiting Trips	RT (EB) - (48.8%)	TH (EB) - (5.7%)	LT (EB) - (41.8%)	RT (EB) - (0.4%)	LT (EB) - (3.3%)
AM	132	64	8	55	1	4
	Entering Trips	RT (SB) - (47.6%)		LT (NB) - (47.7%)	TH (WB) - (4.6%)	
PM	114	54		54	6	
	Exiting Trips	RT (EB) - (46.0%)	TH (EB) - (3.0%)	LT (EB) - (46.4%)	RT (EB) - (0.8%)	LT (EB) - (3.8%)
PM	114	52	3	53	1	5

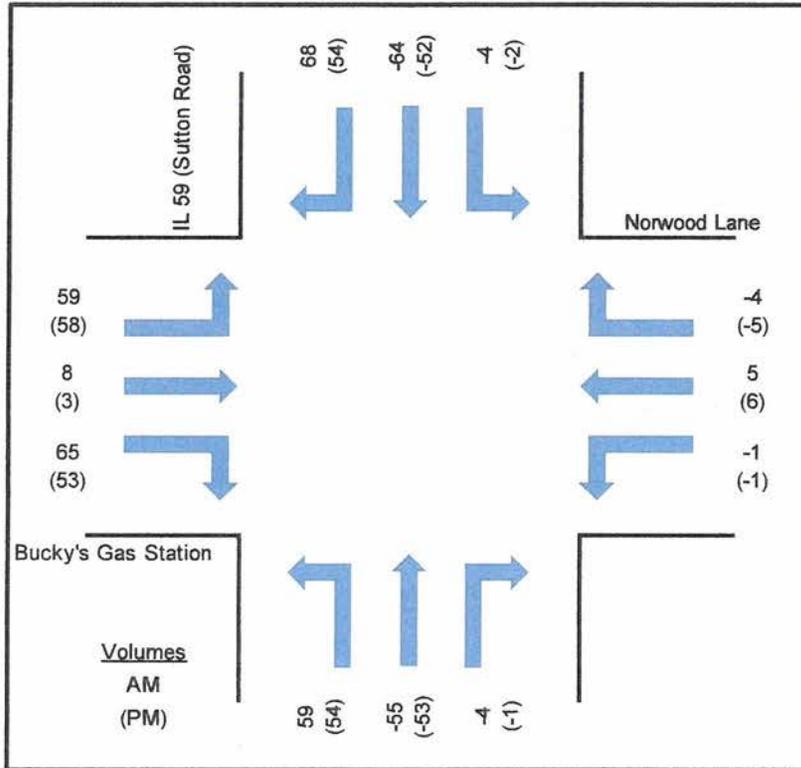


Figure 3: Peak Hour Site-Generated Pass-By Trip Volume Adjustment

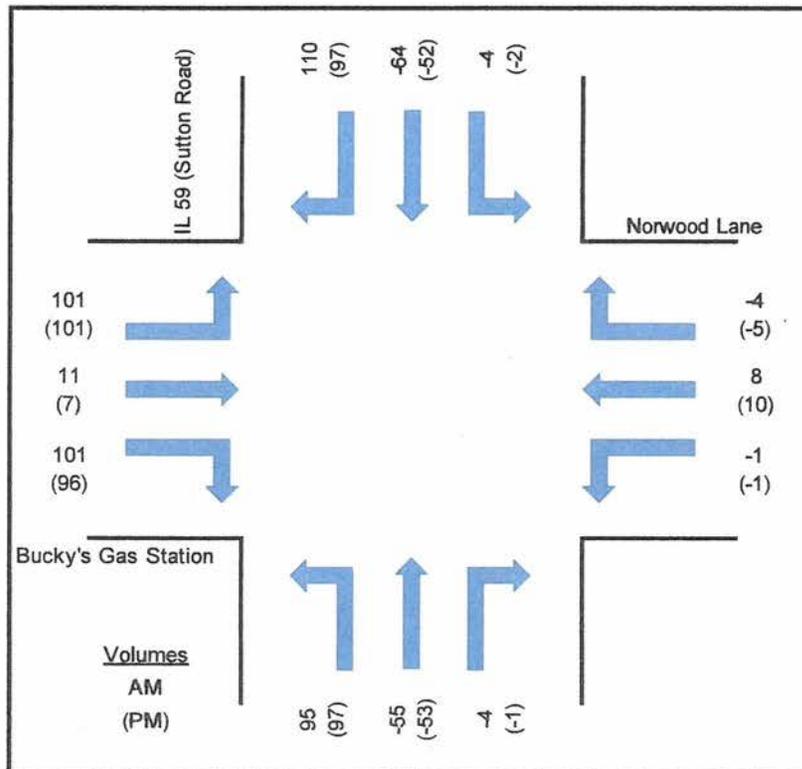


Figure 4: Peak Hour Total Site-Generated Traffic Adjustment

### Projected Traffic Volumes

The total traffic volumes for the intersection are a combination of the existing traffic volumes with projected growth to the construction year and the proposed development generated traffic volumes. Construction of the gas station is proposed for 2019. Data provided by the Chicago Metropolitan Agency for Planning (CMAP) shows a growth rate for IL 59 at Norwood Lane of 0.6% per year, on average. A copy of the CMAP letter is included in the **Appendix**. The growth rate was applied to the existing (2018) traffic volumes at the intersection of IL 59 and Norwood Lane, shown in Figure 1, to obtain the base construction year (2019) volumes without the proposed development. These volumes were then combined with the site-generated traffic volumes, shown in Figure 4, to obtain the total traffic volumes for the construction year (2019). The total traffic volume distribution is shown in **Figure 5**.

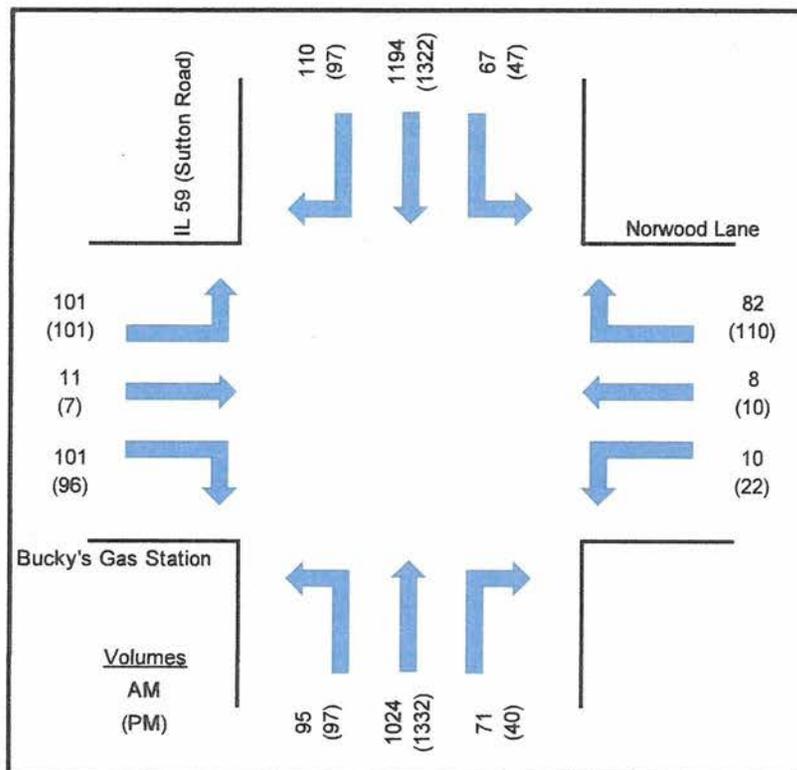


Figure 5: Peak Hour Construction Year (2019) Traffic with Site-Generated Traffic Adjustment

### Signal Warrant Analysis

A traffic signal warrant study was performed using the proposed construction year (2019) traffic volumes at the intersection of IL 59 and Norwood Lane to determine if the intersection meets the minimum requirements to warrant the installation of a traffic control signal. The investigation of the need for a traffic control signal includes an analysis of factors related to the existing operation and safety at the intersection and the potential to improve these conditions, and the applicable factors contained in Warrants 1 through 9 as detailed in Chapter 4C of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). The warrants are listed below:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System

- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Because IL 59 is an SRA Route, the Illinois Department of Transportation (IDOT) does not allow Warrants 2 and 3 to be used for justification of a traffic signal. Additionally, Warrants 4, 5, and 9 were not considered for this study as they do not apply to this intersection due to the lack of presence of pedestrians, school crossings, and rail crossings which are required for each of the warrants, respectively. Warrant 8 was also not applicable for this study as Norwood Lane does not meet the requirements to be considered a major route. Therefore, Warrants 1, 6, and 7 were further considered for this intersection.

**Warrant 1 – Eight-Hour Vehicular Volume**

Warrant 1 has two conditions which can be applied to an intersection. Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. Condition B is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. The need for a traffic control signal shall be considered if a study finds that one of the following conditions exist for each of any 8 hours of an average day:

- The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 (MUTCD) exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
- The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition, the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

According to Section 57-4.04(c) of the IDOT Bureau of Design and Environment (BDE) Manual, for a proposed development, “the 8-hour vehicle volume may be considered as 55% of the projected 30<sup>th</sup> maximum hour volume.” The 30<sup>th</sup> maximum hour volume is typically considered the design hourly volume (DHV), or the peak hour volume for the intersection based on the traffic count volumes. **Table 4** shows the 8-hour maximum vehicle volumes based on the AM and PM peak hour volumes. These volumes represent the 8<sup>th</sup> highest hour of traffic during the day based on the DHV, meaning there are 7 other hours throughout the day with higher traffic volumes than the 8<sup>th</sup> maximum hourly volume. The 8<sup>th</sup> max hourly volume for the higher volume approach of the minor road (Proposed Development) is 117 vph based on the AM peak hour volumes at the proposed development and the 8<sup>th</sup> max hourly two-way volume for the major road (IL 59) is 1612 vph based on the PM peak hour volumes.

**Table 4: 8-Hour Vehicle Volumes**

Peak Hour - Traffic Volumes (DHV)	AM Peak		PM Peak	
	2-Way Volume	1-Approach	2-Way Volume	1-Approach
	Major Road (IL 59)	Minor Road (Proposed Development)	Major Road (IL 59)	Minor Road (Proposed Development)
Construction Year - 2019 Volumes	2561	213	2935	204
8th MAX Hourly - 0.55 x (DHV)	1409	117	1614	112

Warrant 1A cannot be met with the volumes of traffic for the proposed development. The two-way volumes on the major road (IL 59) meet the minimum volume of 600 vph for the 100 percent column for the major road in Table 4C-1 (see **Appendix**) for 8 hours, but the higher-volume minor-street approach (proposed development) does not meet the minimum volume of 150 vph. Condition B can be met with the volumes of traffic for the proposed development. The two-way volumes on the major road (IL 59) meet the minimum volume of 900 vph for the 100 percent column of Table 4C-1 and the higher-volume minor-street approach (proposed development) meets the minimum volume of 100 vph (per D1 SRA Route Signal Warrant Restrictions). Since only one of the two conditions needs to be met for the warrant to be satisfied, **Warrant 1 is satisfied.**

#### **Warrant 6 – Coordinated Signal System**

Warrant 6 states that a traffic control signal should be considered if a study finds that one of the following criteria is met:

- A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.
- B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.

Additionally, Warrant 6 should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.

The nearest traffic signal to the north of Norwood Lane on IL 59 is approximately 6,000 feet, or 1.14 miles away at the intersection of IL 59 and Bartlett Road. This traffic signal is part of a coordinated traffic signal system that extends north along IL 59 from Bartlett Road to Golf Road.

To the south, the nearest traffic signal is at the intersection of IL 59 at Stearns Road approximately 1,150 feet, or 0.22 miles, away. This traffic signal is part of a different coordinated traffic signal system than the signal at Bartlett Road that extends south to Smith Road. The traffic signals at Bartlett Road and Stearns Road are not coordinated with each other. Illinois 59 and Stearns Road are both designated SRA routes. At the intersection of two major routes, the traffic signal timings are typically split equally between the two routes, which impacts green time available for traffic progression on each route. Traffic traveling southbound on IL 59 forms a platoon at the intersection with Bartlett Road. As the platoon travels further south, the vehicles begin to spread out more over the 7,150 feet between Bartlett Road and Stearns Road. By the time vehicles reach the intersection at Stearns Road, the platoon has dispersed and the likelihood of the platoon making it through the limited green time at Stearns Road decreases. A traffic signal at Norwood Lane would help manage the platoon and maximize the number of vehicles in the platoon clearing the intersection during the limited green time at Stearns Road.

While the warrant states the resultant spacing of traffic control signals should not be less than 1,000 feet, IDOT's BDE Manual states that for suburban SRA routes, "the spacing should not be less than ¼ mile (400 m) to an adjacent signal, but ½ mile (800 m) spacing is preferred." The BDE Manual does not have a restriction on the minimum spacing for traffic signals on an urban SRA Route. If a traffic signal were installed at the IL 59 and Norwood Lane intersection, the resultant traffic signal spacing would be approximately 6,000 feet from the signal at Bartlett Road and 1,150 feet from Stearns Road. Both of these distances satisfy the warrant requirement of a minimum 1,000 feet between traffic signals. This spacing would be similar to the spacing of 1,125 feet between the Stearns Road and Apple Valley Drive/Home Depot traffic signal located south of Stearns Road, and the area can be considered urban due to the numerous commercial and residential properties in the area. Therefore, installing a traffic signal at IL 59 and Norwood Lane would be beneficial to providing a progressive operation along IL 59 and **Warrant 6 is satisfied.**

### **Warrant 7 – Crash Experience**

The conditions for Warrant 7 are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic signal. The need for a traffic control signal should be considered if a study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02 in MUTCD), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

There have only been thirteen crashes at the intersection in the five years from 2011-2015 based on the most recent available crash data provided by IDOT. Of these thirteen crashes, only five crashes over the five year study period appear to be correctable with the installation of a traffic signal. Copies of the crash data are included in the **Appendix**. Since there were not enough crashes to meet the minimum criteria for this warrant, **Warrant 7 is not satisfied**.

### **Conclusions**

The results of the study show that a traffic signal is warranted at the intersection of IL 59 and Norwood Lane. Based on the existing traffic and the proposed site-generated traffic, Warrant 1 – Eight-Hour Vehicular Volume, is satisfied. Additionally, Warrant 6 – Coordinated Signal System, is satisfied based on the benefits that a traffic signal at Norwood Lane would provide to better platoon traffic on IL 59 approaching Stearns Road. Warrant 7 – Crash Experience was not met due to the low number of correctable crashes at the intersection over a five year period (2011-2015). Warrants 2, 3, 4, 5, 8, and 9 were not applicable to the intersection.

## Appendix

- Existing Traffic Counts
- ITE Trip Generation Manual Figures
- CMAP Letter
- MUTCD Table 4C-1
- Crash Data (2011-2015)
- Preliminary Site Plan

IL 59 at Norwood Lane  
 City: Bartlett  
 County: DuPage  
 District: 1

Dates: 6/13/2018 (AM)  
 6/13/2018 (PM)

Summary of Traffic Survey

Route	Start Hour	Traffic From: IL 59		Traffic From: IL 59		Traffic From: IL 59		Traffic From: IL 59		Traffic From: Norwood Lane		Traffic From: Norwood Lane		Traffic From: Norwood Lane		TOTAL EAST	TOTAL WEST	GRAND TOTAL
		Going		Going		Going		Going		Going		Going		Going				
		E	S	N	S	N	S	N	S	N	S	N	S	N				
	0:00	9	126	135	143	12	155	290	9	7	16	16	306					
	1:00	8	83	91	78	8	86	177	5	6	11	11	188					
	2:00	6	72	78	71	3	74	152	5	2	7	7	159					
	3:00	13	84	97	64	16	80	177	14	7	21	21	198					
	4:00	21	239	260	173	26	199	459	19	19	38	38	497					
	5:00	71	792	863	513	54	567	1,430	44	50	94	94	1,524					
	6:00	59	1,167	1,226	914	85	999	2,225	14	96	110	110	2,335					
	7:00	71	1,250	1,321	1,072	75	1,147	2,468	11	85	96	96	2,564					
	8:00	86	1,099	1,185	1,010	83	1,093	2,278	22	100	122	122	2,400					
	9:00	62	919	981	936	60	996	1,977	21	70	91	91	2,068					
	10:00	49	852	901	908	61	969	1,870	21	67	88	88	1,958					
	11:00	44	951	995	900	39	939	1,934	18	74	92	92	2,026					
	12:00	64	971	1,035	1,029	68	1,097	2,132	24	79	103	103	2,235					
	13:00	58	932	990	970	49	1,019	2,009	20	73	93	93	2,102					
	14:00	50	975	1,025	1,103	50	1,153	2,178	17	84	101	101	2,279					
	15:00	59	1,238	1,297	1,228	44	1,272	2,569	16	79	95	95	2,664					
	16:00	52	1,333	1,385	1,294	35	1,329	2,714	16	85	101	101	2,815					
	17:00	54	1,355	1,409	1,386	41	1,427	2,836	21	104	125	125	2,961					
	18:00	37	1,171	1,208	1,208	39	1,247	2,455	9	56	65	65	2,520					
	19:00	39	888	927	962	29	991	1,918	10	49	59	59	1,977					
	20:00	37	777	814	869	34	903	1,717	12	38	50	50	1,767					
	21:00	29	705	734	685	27	712	1,446	11	34	45	45	1,491					
	22:00	15	390	405	418	32	450	855	14	29	43	43	898					
	23:00	14	235	249	297	21	318	567	10	19	29	29	596					

IL 59 at Norwood Lane

City: Bartlett  
 County: DuPage  
 District: 1

Dates: 6/13/2018 (AM)  
 6/13/2018 (PM)

Summary of Traffic Survey

Route	Traffic From: N IL 59			Traffic From: S IL 59			Traffic From: E Norwood Lane				TOTAL EAST WEST	GRAND TOTAL
	Going		TOTAL	Going		TOTAL	Going		TOTAL			
Start Hour	E	S		N	E		SOUTH	S		N	TOTAL	
0:00	1	38	39	39	5	44	83	4	3	7	7	90
0:15	3	32	35	47	2	49	84	3	0	3	3	87
0:30	4	26	30	29	1	30	60	2	3	5	6	65
0:45	1	30	31	28	4	32	63	0	1	1	1	64
1:00	2	27	29	21	1	22	51	0	1	1	1	52
1:15	1	19	20	23	3	26	46	2	5	7	7	63
1:30	3	17	20	16	3	19	39	2	0	2	2	41
1:45	2	20	22	18	1	19	41	1	0	1	1	42
2:00	0	22	22	16	0	16	38	1	0	1	1	39
2:15	3	15	18	19	0	19	37	2	0	2	2	39
2:30	2	15	17	26	2	28	45	1	1	2	2	47
2:45	1	20	21	10	1	11	32	1	1	2	2	34
3:00	3	10	13	14	5	19	32	4	2	6	6	38
3:15	2	21	23	18	2	20	43	3	3	6	6	49
3:30	5	23	28	15	2	17	45	4	0	4	4	49
3:45	3	30	33	17	7	24	57	3	2	5	5	62
4:00	4	39	43	38	2	40	83	0	3	3	3	86
4:15	5	47	52	29	4	33	85	5	2	7	7	92
4:30	8	73	81	51	9	60	141	5	6	11	11	152
4:45	4	80	84	55	11	66	150	9	8	17	17	167
5:00	13	130	143	76	12	88	231	6	11	17	17	248
5:15	19	193	212	122	15	137	349	16	10	26	26	375
5:30	22	240	262	170	15	185	447	15	9	24	24	471
5:45	17	229	246	145	12	157	403	7	20	27	27	430
6:00	12	276	288	203	15	218	506	6	17	23	23	529
6:15	17	312	329	238	29	267	596	1	25	26	26	622
6:30	17	328	345	240	22	262	607	2	35	37	37	644
6:45	13	251	264	233	19	252	516	5	19	24	24	540
7:00	16	311	327	258	16	274	601	2	15	17	17	618
7:15	20	342	362	291	20	311	673	2	25	27	27	700
7:30	21	304	325	265	23	289	614	4	22	26	26	640
7:45	14	293	307	257	16	273	580	3	23	26	26	606
8:00	23	245	268	247	15	262	530	4	19	23	23	653
8:15	17	308	325	267	21	288	613	6	20	26	26	639
8:30	22	263	285	254	19	273	558	4	32	36	36	594
8:45	24	283	307	242	28	270	577	8	29	37	37	614
9:00	14	245	259	234	13	247	506	3	21	24	24	530
9:15	19	237	256	236	16	252	508	7	12	19	19	627
9:30	16	218	234	245	17	262	496	7	20	27	27	623
9:45	13	219	232	221	14	235	467	4	17	21	21	488
10:00	15	199	214	208	14	222	436	6	17	23	23	459
10:15	10	222	232	213	15	228	460	4	11	15	15	476
10:30	6	239	245	238	17	255	500	6	18	24	24	524
10:45	18	192	210	249	15	264	474	5	21	26	26	600
11:00	12	209	221	227	9	236	457	5	19	24	24	481
11:15	12	238	250	228	8	236	486	3	18	21	21	607
11:30	11	274	285	218	11	229	514	5	17	22	22	536
11:45	9	230	239	227	11	238	477	5	20	25	25	602

AM PEAK HOUR

IL 59 at Norwood Lane

City: Bartlett  
 County: DuPage  
 District: 1

Dates: 6/13/2018 (AM)  
 6/13/2018 (PM)

Summary of Traffic Survey

Route	Traffic From: N IL 59			Traffic From: S IL 59			Traffic From: E Norwood Lane				TOTAL EAST WEST	GRAND TOTAL
	Going		TOTAL	Going		TOTAL	Going		TOTAL			
	E	S		N	E		S	N				
12:00	25	260	285	231	29	260	545	8	20	28	28	673
12:15	18	244	262	290	15	305	567	4	18	22	22	589
12:30	12	231	243	270	17	287	530	6	24	30	30	560
12:45	9	236	245	238	7	245	490	6	17	23	23	513
13:00	12	237	249	236	13	249	498	6	16	22	22	520
13:15	22	238	260	213	4	217	477	1	25	26	26	503
13:30	10	199	209	251	15	266	475	7	20	27	27	502
13:45	14	258	272	270	17	287	559	6	12	18	18	577
14:00	11	221	232	231	6	237	469	7	21	28	28	497
14:15	17	220	237	271	14	285	522	7	23	30	30	562
14:30	9	263	272	283	12	295	567	2	17	19	19	586
14:45	13	271	284	318	18	336	620	1	23	24	24	644
15:00	11	288	299	303	10	313	612	6	20	26	26	638
15:15	12	343	355	272	11	283	638	3	18	21	21	659
15:30	16	281	297	300	10	310	607	4	21	25	25	632
15:45	20	326	346	353	13	366	712	3	20	23	23	735
16:00	7	349	356	366	7	373	729	2	23	25	25	754
16:15	14	328	342	324	8	332	674	4	13	17	17	691
16:30	20	327	347	305	10	315	662	1	21	22	22	684
16:45	11	326	340	299	10	309	649	9	28	37	37	686
17:00	8	372	380	351	11	362	742	6	23	29	29	771
17:15	11	321	332	324	7	331	663	3	23	26	26	689
17:30	18	344	362	402	13	415	777	5	40	45	45	822
17:45	17	318	335	309	10	319	654	7	18	25	25	679
18:00	12	325	337	363	13	376	713	2	18	20	20	733
18:15	10	304	314	289	10	299	613	3	18	21	21	634
18:30	8	279	287	264	9	273	560	2	11	13	13	573
18:45	7	263	270	292	7	299	569	2	9	11	11	580
19:00	7	212	219	230	10	240	459	0	9	9	9	468
19:15	9	277	286	236	9	245	531	2	12	14	14	645
19:30	12	171	183	252	3	255	438	4	13	17	17	465
19:45	11	228	239	244	7	251	490	4	15	19	19	609
20:00	6	220	226	242	9	251	477	4	9	13	13	490
20:15	7	183	190	205	12	217	407	1	12	13	13	420
20:30	15	200	215	227	8	235	450	2	10	12	12	462
20:45	9	174	183	195	5	200	383	5	7	12	12	395
21:00	9	213	222	207	6	213	435	3	7	10	10	445
21:15	7	169	176	179	9	188	364	5	10	15	15	379
21:30	10	158	168	169	5	174	342	2	6	8	8	350
21:45	3	165	168	130	7	137	305	1	11	12	12	317
22:00	2	115	117	110	7	117	234	4	7	11	11	245
22:15	6	90	96	109	9	118	214	2	9	11	11	225
22:30	3	93	96	117	8	125	221	5	7	12	12	233
22:45	4	92	96	82	8	90	186	3	6	9	9	195
23:00	5	81	86	86	7	93	179	0	7	7	7	186
23:15	4	59	63	80	3	83	146	5	6	11	11	157
23:30	3	46	49	69	5	74	123	2	3	5	5	128
23:45	2	49	51	62	6	68	119	3	3	6	6	125

PM PEAK HOUR

# Super Convenience Market/Gas Station (960)

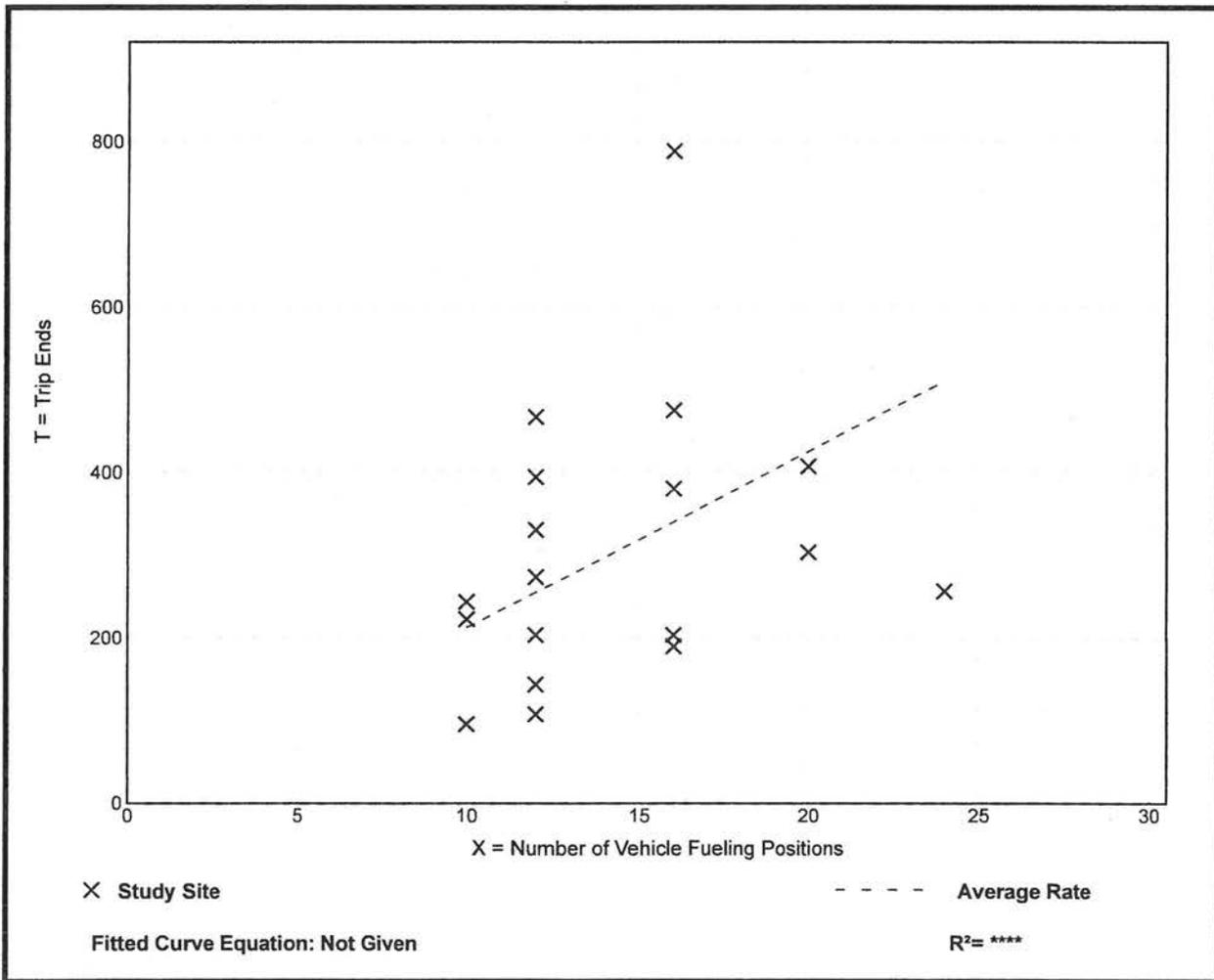
**Vehicle Trip Ends vs: Vehicle Fueling Positions**  
**On a: Weekday,**  
**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 18  
 Avg. Num. of Vehicle Fueling Positions: 14  
 Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
21.30	9.00 - 49.31	11.15

## Data Plot and Equation





**Table E.37 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period  
Land Use Code 945—Gasoline/Service Station with Convenience Market**

SIZE (1,000 SQ FT GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.8	8	Louisville area, KY	1993	61	7:00-9:00 a.m.	60	15	25	40	4,000	Barton- Aschman Assoc.
0.6	8	Louisville, KY	1993	48	7:00-9:00 a.m.	68	13	19	32	1,307	Barton- Aschman Assoc.
0.7	10	Louisville, KY	1993	47	7:00-9:00 a.m.	67	11	22	33	1,105	Barton- Aschman Assoc.
0.7	6	Louisville area, KY	1993	—	7:00-9:00 a.m.	56	22	22	44	1,211	Barton- Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	7:00-9:00 a.m.	46	42	12	54	1,211	Barton- Aschman Assoc.
0.3	—	Louisville area, KY	1993	75	7:00-9:00 a.m.	72	15	13	28	—	Barton- Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	7:00-9:00 a.m.	47	14	39	53	3,095	RBA
0.4	8	Derwood, MD	1992	46	7:00-9:00 a.m.	75	0	25	25	3,770	RBA
2.2	8	Kensington, MD	1992	31	7:00-9:00 a.m.	47	34	19	53	1,785	RBA
1	8	Silver Spring, MD	1992	35	7:00-9:00 a.m.	78	9	13	22	7,080	RBA

Average Pass-By Trip Percentage: 62

“—” means no data were provided

**Table E.38 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 945—Gasoline/Service Station with Convenience Market**

SIZE (1,000 SQ FT GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.8	8	Louisville area, KY	1993	83	4:00-6:00 p.m.	52	8	40	48	4,965	Barton- Aschman Assoc.
0.8	8	Louisville, KY	1993	60	4:00-6:00 p.m.	53	20	27	47	1,491	Barton- Aschman Assoc.
0.7	10	Louisville, KY	1993	—	4:00-6:00 p.m.	57	19	24	43	1,812	Barton- Aschman Assoc.
0.7	8	Louisville area, KY	1993	—	4:00-6:00 p.m.	72	7	21	28	2,657	Barton- Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	4:00-6:00 p.m.	55	16	29	45	2,657	Barton- Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	4:00-6:00 p.m.	67	14	19	33	3,095	RBA
0.4	8	Derwood, MD	1992	46	4:00-6:00 p.m.	46	11	43	54	3,770	RBA
2.1	8	Kensington, MD	1992	31	4:00-6:00 p.m.	52	13	35	48	1,785	RBA
1	8	Silver Spring, MD	1992	35	4:00-6:00 p.m.	54	3	43	46	7,080	RBA

Average Pass-By Trip Percentage: 56

“—” means no data were provided



## Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

November 20, 2017

Stephen B. Corcoran, P.E., PTOE  
Director of Traffic Engineering  
Eriksson Engineering Associates, Ltd.  
145 Commerce Drive  
Grayslake, IL 60030

**Subject: IL 59 (Sutton Road) @ Norwood Lane**  
IDOT

Dear Mr. Corcoran:

In response to a request made on your behalf and dated November 18, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
IL 59-Sutton Rd, @ Norwood Ln	37,700	43,300

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP  
Senior Planner, Research & Analysis

cc: Quigley (IDOT)  
S:\AdminGroups\ResearchAnalysis\TrafficForecasts\_CY2017\Bartlett\du-68-17\du-68-17.docx

**Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume**

**Condition A—Minimum Vehicular Volume**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

**Condition B—Interruption of Continuous Traffic**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

<sup>a</sup> Basic minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

<sup>d</sup> May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000



**Illinois Department of Transportation**  
Division of Traffic Safety

Report No : SDM-RC001

Sorted by : Mile / Date / ICN

Report Produced : 11/21/2017 8:39 AM

By: CENTRALADAMSCH

Page : 1 of 3

**Coordinate Collision Diagram Report**

1/1/2011 to 12/31/2011

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

Date	Weather	Roadway	A	B	C	Killed	Type of Crash	Light Condition	Mile	XCoordinate	YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit	
201101243203																						
7/25/2011 12:40 PM	Clear	Dry	0	2	0	0	Turning	Daylight	33.05	2829386.03450329	1940658.75610259	Passenger	East	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)	1
201101387038																						
11/6/2011 6:13 PM	Clear	Dry	0	0	0	0	Turning	Darkness, Lighted Road	33.05	2829386.0303839	1940659.02386321	Van/Mini-Van	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)	2
												Passenger	West	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)	1



**Coordinate Collision Diagram Report**

1/1/2011 to 12/31/2011

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
2	0	0	1	0	1	0	2	0	2	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Turning	2	100.0%	Monday	1	50.0%	Noon	1	50.0%	Passenger	2	50.0%
<b>TOTAL:</b>	<b>2</b>		Sunday	1	50.0%	6 PM	1	50.0%	Van/Mini-Van	2	50.0%
			<b>TOTAL:</b>	<b>2</b>		<b>TOTAL:</b>	<b>2</b>		<b>TOTAL:</b>	<b>4</b>	

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	2	100.0%	Darkness, Lighted Road	1	50.0%	Dry	2	100.0%	East	1	25.0%
<b>TOTAL:</b>	<b>2</b>		Daylight	1	50.0%	<b>TOTAL:</b>	<b>2</b>		North	2	50.0%
			<b>TOTAL:</b>	<b>2</b>					West	1	25.0%
									<b>TOTAL:</b>	<b>4</b>	



**Coordinate Collision Diagram Report**

1/1/2011 to 12/31/2011

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

**Notes**

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Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

Date	Weather	Roadway	Injuries	A	B	C	Killed	Type of Crash	Light Condition	Mile	XCoordinate	YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit	
201201012445	Snow	Dry	1	1	3	0	0	Rear End	Daylight	33.14	2829385.8028459	1940658.48625895	Tractor With Semi-Trailer	North	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)	1
1/2/2012 9:51 AM													Passenger	North	Slow/Stop - Right Turn	Motor Vehicle In Traffic	On Pavement (Roadway)	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	2
													SUV	West	Slow/Stop - Left Turn	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)	3



**Coordinate Collision Diagram Report**

1/1/2012 to 12/31/2012

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	1	0	0	0	0	5	1	1	3

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	1	100.0%	Monday	1	100.0%	09 AM	1	100.0%	Passenger	1	33.3%
<b>TOTAL:</b>	<b>1</b>		<b>TOTAL:</b>	<b>1</b>		<b>TOTAL:</b>	<b>1</b>		SUV	<b>1</b>	33.3%
									Tractor With Semi-Trailer	<b>1</b>	33.3%
									<b>TOTAL:</b>	<b>3</b>	

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Snow	1	100.0%	Daylight	1	100.0%	Dry	1	100.0%	North	2	66.7%
<b>TOTAL:</b>	<b>1</b>		<b>TOTAL:</b>	<b>1</b>		<b>TOTAL:</b>	<b>1</b>		West	<b>1</b>	33.3%
									<b>TOTAL:</b>	<b>3</b>	



### Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

#### **Notes**

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**Illinois Department of Transportation**  
Division of Traffic Safety

**Coordinate Collision Diagram Report**

1/1/2013 to 12/31/2013

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

Date	Weather	Roadway	Injuries	A	B	C	Killed	Type of Crash	Light Condition	Mile	XCoordinate	YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit	
201301217654																							
10/31/2013 3:50 PM	Rain	Wet	0	0	0	0	0	Rear End	Daylight	33.14	2829385.08692991	1940658.49732455	Truck Single Unit	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)	1
													Passenger	North	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)	2



**Coordinate Collision Diagram Report**

1/1/2013 to 12/31/2013

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	0	0	1	0	0	0	0	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	1	100.0%	Thursday	1	100.0%	3 PM	1	100.0%	Passenger	1	50.0%
<b>TOTAL:</b>	<b>1</b>		<b>TOTAL:</b>	<b>1</b>		<b>TOTAL:</b>	<b>1</b>		<b>Truck Single Unit</b>	<b>1</b>	<b>50.0%</b>
									<b>TOTAL:</b>	<b>2</b>	

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Rain	1	100.0%	Daylight	1	100.0%	Wet	1	100.0%	North	2	100.0%
<b>TOTAL:</b>	<b>1</b>		<b>TOTAL:</b>	<b>1</b>		<b>TOTAL:</b>	<b>1</b>		<b>TOTAL:</b>	<b>2</b>	



### Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

#### Notes

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Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
5	0	0	1	0	4	0	2	0	2	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	3	60.0%	Monday	1	20.0%	06 AM	1	20.0%	Passenger	8	80.0%
Turning	2	40.0%	Thursday	1	20.0%	08 AM	2	40.0%	SUV	1	10.0%
<b>TOTAL:</b>	<b>5</b>		Friday	2	40.0%	1 PM	1	20.0%	Truck Single Unit	1	10.0%
			Sunday	1	20.0%	3 PM	1	20.0%	<b>TOTAL:</b>	<b>10</b>	
			<b>TOTAL:</b>	<b>5</b>		<b>TOTAL:</b>	<b>5</b>				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	100.0%	Darkness, Lighted Road	1	20.0%	Dry	4	80.0%	North	2	20.0%
<b>TOTAL:</b>	<b>5</b>		Daylight	4	80.0%	Ice	1	20.0%	South	2	20.0%
			<b>TOTAL:</b>	<b>5</b>		<b>TOTAL:</b>	<b>5</b>		Unknown	2	20.0%
									West	4	40.0%
									<b>TOTAL:</b>	<b>10</b>	



### Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

#### Notes

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Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
4	0	0	1	0	3	0	1	0	0	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	1	25.0%	Monday	1	25.0%	06 AM	1	25.0%	Passenger	3	37.5%
Turning	3	75.0%	Tuesday	1	25.0%	07 AM	1	25.0%	Pickup	1	12.5%
<b>TOTAL:</b>	<b>4</b>		Wednesday	1	25.0%	10 AM	2	50.0%	SUV	1	12.5%
			Friday	1	25.0%	<b>TOTAL:</b>	<b>4</b>		Tractor With Semi-Trailer	1	12.5%
			<b>TOTAL:</b>	<b>4</b>					Van/Mini-Van	2	25.0%
									<b>TOTAL:</b>	<b>8</b>	

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	3	75.0%	Daylight	4	100.0%	Dry	3	75.0%	North	2	25.0%
Snow	1	25.0%	<b>TOTAL:</b>	<b>4</b>		Snow or Slush	1	25.0%	Northeast	1	12.5%
<b>TOTAL:</b>	<b>4</b>					<b>TOTAL:</b>	<b>4</b>		South	3	37.5%
									Southwest	1	12.5%
									West	1	12.5%
									<b>TOTAL:</b>	<b>8</b>	



### Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2829385.91952772 : YCoordinate 1940658.49080392 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | \*See Notes at End of Report.

#### Notes

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.



## Project Traffic Review #4

To: Ms. Paula Schumacher  
Village Administrator, Village of Bartlett

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

Date: October 29, 2018

Subject: Bartlett Case Number: 18-06  
Bucky's Gasoline Station Development  
IL Route 59 and Norwood Lane  
Bartlett, Illinois

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Per your request, Gewalt Hamilton Associates, Inc. (GHA) has reviewed the traffic signal warrant study prepared by Quigg Engineering, Inc. (Quigg) dated July 25, 2018 (marked draft) for the above captioned project. It is our understanding the Quigg study is a supplement to the Traffic Study Memorandum prepared by Eriksson Engineering, Inc. (EEA), with the most recent study dated September 25, 2018.

GHA concurs with the Quigg study's findings that a traffic signal is warranted at the IL Route 59 intersection with Norwood Lane and the proposed site access. Conclusions of this effort and recommendations are presented below:

1. Existing traffic volumes were developed by performing 24-hour traffic volume counts in June 2018 at the IL Route 59 and Norwood Lane intersection. During this timeframe, the IL Route 59 and US Route 20 interchange reconstruction project was ongoing, which has impacted traffic volumes through the subject area. A review of the EEA traffic counts performed in November 2017 are, overall, approximately 15 to 25 percent higher during the weekday peak hours of adjacent street traffic and should, therefore, be used in both studies. *The Quigg study is conservative relative to using lower, June 2018 traffic volumes to satisfy the traffic signal warrant volumes.*
2. The trip generation estimates for the proposed development were generated using the average rates contained within the ITE Trip Generation Handbook, 10<sup>th</sup> Edition. This is consistent with the methodology contained within EEA Traffic Study. However, as noted in GHA's review of the EEA Traffic Study, the trip generation estimates are approximately 24 to 11 percent lower during the weekday AM and PM peak hours, respectively, when compared to calculations using the ITE equations provided. This represents approximately 136 fewer total trips (68 entering and 68 exiting) during the weekday AM peak and 52 fewer total trips (26 enter and 26 exiting) during the weekday PM peak hour. Accordingly, to help ensure the maximum impacts of the development are considered, it is recommended that the study be revised to utilize the ITE equations. *Again, the Quigg study is conservative relative to using lower, site trip generation volumes to satisfy the traffic signal warrant volumes.*
3. GHA concurs with the Traffic Study pass-by assumptions of 62% during the weekday AM peak hour and 56% during the weekday PM peak hour, representing site-generated vehicle trips that are already present in the adjacent passing stream of traffic. Again, this is consistent with the EEA Traffic Study. However, as previously noted in our past reviews, for Strategic Regional Arterial (SRA) Routes, such as Illinois Route 59, IDOT typically allows only a maximum reduction of 20 percent for pass-by traffic be applied to the development site-generated trips. *The volume of pass-by traffic does not reduce the total trips generated and will still be realized as turning movements at the site access, which will not impact the results of the signal warrant analysis.*

4. Based on our experience with similar gasoline station developments, GHA would expect that a higher percentage of *new* traffic would be of the right-in/right-out type, similar to that assumed in the EEA Traffic Study. *The directional distribution of site traffic will not impact the results of the signal warrant analysis, as the driveway functions as a one-lane approach (combining left- and right-turn exiting volumes).*
5. GHA concurs that the Manual on Uniform Traffic Control Devices (MUTCD) Warrant 1 – Eight Hour Vehicular Volume and Warrant 6 - Coordinated Signal System are satisfied for this location, and have been a basis for traffic signal installation on a SRA Route previously by the Illinois Department of Transportation (IDOT). We also concur that Warrant 7, Crash Experience is not satisfied for this location. *Please confirm that the Quigg study has been submitted to IDOT for review and provide any correspondence or feedback from IDOT pertaining the proposed / requested traffic signal at this intersection.*

We hope you find these comments helpful in your continued assessment of the proposed development. GHA does not believe the comments noted above will materially impact the findings / recommendations of the signal warrant study. Should you have any questions please do not hesitate to contact GHA at 847-478-9700.

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# Memorandum

**To:** Village President and Board of Trustees  
Paula Schumacher, Village Administrator

**From:** Scott Skrycki, Assistant Village Administrator

**Date:** 10/31/2018

**Re:** Village of Bartlett Strategic Plan Update

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During a strategic planning session in February of 2017, the Village Board elected to create a new strategic plan that would solicit input from all stakeholders involved. In that meeting the Village Board had asked Administrator Schumacher in partnership with the Department of Governmental Studies of NIU to go into the community to help set up the framework for the plan.

In the spring of 2017 staff reached out to stakeholders within all sectors of the community to come in for focus group meetings to discuss the Village. These meetings were held with NIU staff and did not include any elected officials or management, in hopes for a more open dialogue. These sectors included civic groups, other taxing bodies, business groups, and resident groups. There were also focus groups comprised of staff, and unlike some of the traditional strategic group structures in the past which only solicited comments from directors, these staff groups were composed of middle management and front-line staff.

After the completion of the stakeholder studies, NIU put together the data from those meetings along with the visioning exercise of the Village Board from February and September. The data that was gathered, and a document was composed for the Board to assess and rank goals by priority in four different categories. The categories include short-term routine, short-term complex, long term-routine, and long-term complex.

Below is an update to the progress that has been made in each category.

## **SHORT TERM ROUTINE(1- 3 year)**

- 1. Enhance public awareness via an education campaign to increase resident's awareness of Village services, activities, funding, etc.***

The Village has provided an in-depth resident awareness campaign using its cornerstones of communications such as the Bartletter, the Village website, and the Village of Bartlett cable channel. The Village has also greatly enhanced its social media presence to notify residents of events, traffic concerns, and other trending information in real-time. The police department, public works, and the golf course have been a catalyst for social media

platforms. Specials in the grill room, reunited pets with their owners, and tweeting about the parkway tree program have been well received and are helpful for weekly and even daily updates.

Bartlett Hills Golf course has also implemented a tiered wedding package to expand its clientele, and staff continues to broaden online booking opportunities through GolfNow.

The growth of social media and instant information will continue to be an area for the Village to grow, however, the mainstays such as the transparency page, CAFR report, Police Open House, and NNO events continue to be valuable tools for the residents to receive a steady flow of communications and education from Village Hall.

Special programs like the Citizens Police Academy, the Teen Police Academy and the Bartlett High School Stem Internships gave an intensive behind the scenes look at our services. Moving forward staff plans to continue and enhance this type of outreach.

The Village also had an aggressive educational campaign using all sources of media regarding the new 1% home-rule sales tax and water rates.

***2. Develop a multi-level ‘cascading’ public information campaign on Lake Michigan Water connection.***

***A. Fully develop verbiage for messaging***

***B. Employ cascading technique***

***C. Implement campaign for public information updates prior to groundbreaking***

Bartlett’s Drinking Water webpage serves as the public information base/information archive for the Village’s Lake Michigan water project. This website page was created early on, when the Village Board first began reviewing the options for a new water source once the contract with the City of Elgin expired.

In 2017, after the Board finalized an agreement to join the DuPage Water Commission in order to purchase Lake Michigan water, this webpage was updated with a compacted timetable which included links to all of the studies, meeting minutes and other materials that were used to arrive at this crucial decision. A projects timeline was added to the top of the page to help residents track the infrastructure improvements by date and photos and news updates continue to be added to this page on a regular basis.

Preserving historical documents and information on this webpage and adding new photos, graphics and news as the project progresses allows this page to serve as the hub for the Village’s multi-tiered public information campaign. All of the Village’s messaging about the water project are drafted to branch out from this central webpage and to circle back to it. For example, since the groundbreaking for the project, the Village website has consistently had both a banner photo and a news story on the homepage, both linking back to the Drinking Water webpage. We have regularly provided articles/updates in the Bartletter in which we remind residents to refer back to the website for more detailed

information. As the project continues, we routinely share new information on social media and in e-blasts and again we always try to link back to this important central page.

Using multiple channels to share information about the water project and cascading the information from this one central webpage has proven to be an efficient method for reaching Bartlett residents with the news of this upcoming change to our water service.

The Village has also utilized all forms of media to let residents know of the water rate reviews and increases.

### ***3. Enhance community events***

#### ***A. Increase civic events downtown***

#### ***B. Work to identify/host community events that are not in the downtown***

The Village staff worked with the Bartlett Fire Department and Ignite the Courage on a new successful event in the downtown.

The museum has continued to enhance its passport program utilizing both museums at the Village Hall as well as the Depot. In addition to the passport program, the depot has been busy with its month crafts and popular walking tours of the downtown.

Bartlett has distributed 700 passport booklets between the four participating sites including the Bartlett History Museum, the Depot Museum, the Bartlett Nature Center, and Arts in Bartlett. This is the second highest distribution next to Cantigny. This program is seen as a small economic engine for the downtown as a lot of families have made both retail and food and beverage discoveries, most notably the little shops on Oak, and Two Toots.

Since February of 2018 through October 31<sup>st</sup>, the Depot Museum has seen 1,194 visitors.

The History Museum has also had school visits with every elementary school as well as a visit from the Larkin High School special needs class.

The staff has worked with the BAPS and the Jain Society on two of the largest religious celebrations in the region to ensure successful and safe events.

The NNO celebrations continue to be a success with its Party in the Park, as well as its ancillary events such the block parties, *drive, chip and putt* at Bartlett Hills, the splash central swim after dark, pizza party at the skate park, and much more.

The Village has also continued to maintain and execute the logistics that go along with some of the traditional events such as the Fourth of July celebration and parade, Heritage Days, the Global Arts Festival, the Memorial Day Walk which brought back the cannon this year, the Veterans Day Event that is held at the Memorial Site each year, and the Lions 5k run.

The Village has also continued its civic funding assistance program.

Furthermore, the Village has added signage to the downtown showing where free parking is available.

#### **SHORT TERM COMPLEX (1-3 year)**

***4. Develop a business development strategy focused on attracting and incentivizing an additional grocery store to town.***

On the tails of ordering a grocery study for one of the vacant former grocery stores, staff has also taken many other proactive measures to attempt to attract an additional grocery store. Staff has had several meetings with the broker for a large grocery chain and facilitated a meeting with potential owners of Bartlett Plaza. A new commercial vacancy database was created for both internal and external use. The data base has been well received from the broker community. A new economic development broker blast has also been created. All contacts received in the last several years have been placed into a Village database, where staff has been able to highlight certain vacancies and get out key information to the Chicagoland broker committee with one click.

In addition to working with the resources that the workspace provides, staff has also gone out of the office and attended conferences and conventions that lend itself to face time with brokers and developers. Conferences such as the National ICSC, and Chicago ICSC, where we met with grocers to discuss advancing there interest in Bartlett.

The Village Board also adopted an Economic Development Incentive program. The program allows for the Village to incentivize new and current businesses in the community. The program not only allows for the incentive itself, but it is a great marketing tool and will be highlighted on the internet and in tradeshows.

***5. Develop a recruitment strategy to attract developers to invest in the downtown and provide options for the businesses to locate to Bartlett***  
***A. Implement TOD plan***

The Village Board examined the possibility of creating an incentive program, and staff created the Bartlett Economic Development Assistance Program, also known as "BEDA", this program was reviewed and revised by the EDC, then adopted and approved by the Village Board. The Village has implemented the BEDA program and its first two applicants were in the downtown.

The Board has also explored and taken advantage of other incentives like building permit fees. Incentives of this nature come to the Village Board for discussion and approval. Recently the Board authorized waiving of building fees for Balance Family Chiropractic, which was the first development that fell within the TOD program.

The Village has also been using more media to assist businesses in the advertising realm. Discover Bartlett has grown to over 5,000 followers making Bartlett Business Spotlight Videos and Small Business Saturdays valuable tools in the tool box. The Bartlett Business Spotlight has featured 35 businesses to date.

The TOD plan continues to take shape with its first development per the TOD plan, which was Balance Family Chiropractor, in the heart of the Downtown. The Village also adopted the Complete Streets program as policy, lowered the speed limits to 25 MPH in the downtown, is meeting with developers on Site E, and working with a potential purchaser on the Lucky Jacks site which would also be a TOD development.

Additionally staff has begun working with consultants and a steering committee to formulate a new Bartlett Zoning overlay district for the downtown. This process was paid for out of an RTA grant the Village received in the amount of \$25,000.

**6. Undertake a comprehensive review of building permit and development process**

***A. Streamline processes***

***B. Review local amendments***

The Village Board has allowed for a quicker process in terms of site plan review. Community Development staff will continue to expedite Site Plan and Development Review processes by facilitating the Board's directions to skip committee review for projects that meet the tenets of the Village ordinances. The Board approved a site plan text amendment allowing developers to go directly to building permit review, if it doesn't require a variance, special use, or rezoning.

Staff evaluated work assignments and flow in the Community Development department, and reassigned the GIS coordinator back to Assistant Planner. The Assistant Planner will focus on permits that had previously been done by code enforcement. This change allows Code Enforcement to focus on enforcement, home occupation inspections and complaint response. This improved the efficiency of both the minor planning work such as residential variation requests and response time for code enforcement and sign permits. The remaining GIS staff has been moved under the supervision of the IT coordinator.

The IDC analyzed the building permit process and discovered ways to streamline the building permit reporting to the townships and counties by eliminating all paper copies and sending the information generated by the Crystal Report via e-mail.

The Building Department process review also resulted in the elimination of unnecessary printing of 9,000 pages of paper reducing the number of permit copies printed.

The Village Board routinely moves approvals directly to the Village Board, eliminating a second meeting when possible.

Over the last year and going forward, the building department has streamlined the permit process by going to electronic permits. Approximately 95% of the permits are now sent with a click. The permits have been revised and the verbiage has been reduced to make the process easier, and many of the miscellaneous permits are able to be approved at the counter. Many of these changes have increased efficiency and eliminated unnecessary wait times.

The Building Department will be reviewing the next International Set of Codes for 2018 and adopting next year. During this time a fee analysis will be conducted and changes in the fee schedule and local amendments that will be taken to the board.

#### **7. *Complete necessary infrastructure requirements for Lake Michigan Water***

The Public Works Department has been busy with completing the necessary infrastructure requirements.

The construction of the water receiving station and metering station began in September. DuPage Water Commission's 30 inch transmission main has been installed from Central Avenue in Roselle, through Hanover Park and soon will be completing the final section on Bittersweet Dr. Then construction is proceeding west of Bittersweet Dr. along the north side of Stearns Road to Kent Circle. We will also start installing the 12" water main along the west side of Villa Olivia to the Lake St. pump station the week of November 5<sup>th</sup>.

The EPA loan was secured and the finance department began implementation of the reporting and disbursement process.

Thus far, the Village Board has awarded all contracts for the project. The next project that needs to be approved is the Lake Street rehabilitation project. This project is anticipated to be awarded in the winter of 2018/2019.

Currently, the Village is under budget and on time to deliver Lake Michigan water to its residents in May 2019.

#### **8. *Maintain fiscal position and budget stability***

In developing the 2017/2018 fiscal year budget, the Village Board deferred hiring personnel and spending where possible while striving to maintain existing levels of service to meet the current and projected demands of the community at the lowest possible cost.

Over the last several budget cycles, the Village has continued to conservatively budget for its operating expenditures. Over the last five years, including this budget, operating expenditures in all funds have been held to minimal increases. Expenditures have been controlled by keeping vacant positions open and only funding capital equipment when necessary. Total expenditures for all funds did increase 15% over last year's budget, with the majority of this increase being attributed to the capital improvements

necessary for the transition to Lake Michigan water. Total revenues increased 19% over last year's budget due to the loans we anticipate receiving to fund the aforementioned water capital improvements. Property taxes for the General Fund are budgeted to be the same as the prior year's levy. This will be the ninth year the general corporate levy will be flat or reduced.

The Village just received its 23<sup>rd</sup> consecutive GFOA award.

The Board also gave relief to the tax payers by cutting the utility tax and implementing a 1% home rule sales tax to reach a broader base of revenue that is not solely on the backs of the residents.

The Village Board discussed and approved the third part of a planned incremental increase in water rates.

The tuition reimbursement policy was reviewed and changed to a central account which will be maintained through Human Resources. This allows for easier tracking, and the new system will allow for one specific amount, to be compliant with IRS guidelines.

Changing the budget to a primarily on-line document has realized an annual savings of \$14,012.80.

The Village Board eliminated the costly and hazardous brush-pick up program by adding it to the waste hauler contract.

Human Resources and Administration facilitated an RFP and interviews for **Health Insurance** Brokers. Once a broker was chosen, staff worked with the broker on formulating several health savings measures. From those meetings came an estimated cost reduction of \$205,603 to \$319,860, or 6.5% to 10% compared to last year's expenses.

Village staff also continues its pursuit of grants via its lobbyist, memberships, and external agencies.

Additional revenue was generated by reviewing various fees and changes to the parking permit structure.

The Village has improved collection of outstanding fees by pursuing the IDROP program; this has also prompted staff to take an in-depth look into changes in our local adjudication program.

#### **9. *Develop a strategy to attract/locate a hotel/motel in the Village***

The Village has worked with commercial brokers SVN and Comcast to promote the Village property to the hotel industry. Some of this promotion included a 30 second ad of the property on select programming for 60 days in the Chicagoland area, attendance

at the ICSC shows in Vegas and Chicago, as well as e-mail blasts to 200 area brokers and agents. The marketing of the property led to further meetings with hotel brokers and eventually a hotel feasibility study.

***10. Develop strategies to for development of Railroad Ave. vacancies***

Staff has developed a strategy for redeveloping vacancies along Railroad Avenue including the acquisition, demolition and subsequent negotiations with an expanding microbrewery concept to build a free-standing building at the former Lucky Jack's location. An environmental study and new plat of survey has been completed to expedite this process.

Work has also begun with the owner for the reopening and rebranding of the former Platform 18 location as the Bartlett Tap, reestablished in 2019. We are utilizing the BEDA program as one strategy to encourage and incentivize the improvement, beautification and utility of the space.

Staff issued a RFP for the Village owned 1.87-acre parcel along Railroad known as Site E in the Downtown TOD Plan. Foxford Communities submitted a proposal, however later withdrew it. Staff is currently reaching out to other potentially interested parties and will take the next steps of listing the site on CoStar and LoopNet, ordering a sign to promote the site and sending it out to active builders of multi-family residential projects.

***11. Develop Community Branding Plan***

***A. Develop branding strategy and framework***

***B. Review/Update current mission statement***

***C. Implement and execute branding plan***

The Village has not recently undergone any branding exercises or revised its mission statement, however it has worked to enhance its brand on a regional level by joining Access O'Hare West.

Access O'Hare West is a collaboration to promote regional growth west of O'Hare. The recently extended IL-390 creates greater access to the world's second busiest airport--and to Chicago's western suburbs. Promotional materials have been distributed through this branding and booths have been shared at ICSC and RECON, which has given the Village a more regional presence while keeping costs down at the same time.

Brewster Creek Business Park has also been a valuable form of branding for the Village. Tony Fradin was asked to speak to a contingent of the international business community at Select Chicago, which is focused on foreign investment.

**12. Work to improve retail business profile in the Village of Bartlett**

**A. Actively work to attract a car dealership or other large retail sales generators**

**B. Attract businesses to fill vacancies/market voids**

Staff has worked with SVN to promote the Village owned site at Route 59 & Lake Street, attended ICSC RECon, produced a cable TV commercial and commissioned a feasibility study in an effort to attract a hotel to the Village. Staff is currently seeking to attract a potential auto dealership to the site and has offered an aggressive incentive per the Village Board's direction.

Staff has worked with property owners, brokers and businesses to fill numerous commercial vacancies including a new auto repair business at the former Bartlett Tire location, a new operator for the former Platform 18 location on Railroad Avenue, a martial arts studio and a windows and doors business to Bartlett Plaza, the Village's first Indian restaurant, Derek Dermatology and Wee-Dee's to Westgate Commons, and cafes with gaming to Oakfield Plaza and Bartlett Town Center. We worked with Balance Family Chiropractic, who built a new mixed-use facility on South Main Street in accordance with the Downtown TOD Plan. Staff worked with Cypress Property Group, a developer who built a retail strip center in the Home Depot out lot, and also worked with developer Ron DeRosa, who is building the Galleria of Bartlett on Army Trail Road which will include additional businesses including another restaurant.

The addition of the 65,000 square foot Amita Health Care facility to the vacant Dominick's has also filled a key vacancy and will add potential shoppers and consumers from well beyond Bartlett.

This corridor on Route 59 has experienced a domino effect. Along with Amita Health Care, the Village has seen a long time vacancy being filled by Gambits, as well as new approved developments in the Home Depot out lot and two senior needs facilities with Artis Senior living and Alden Gardens.

Brewster Creek Business Park continues to drive economic development in Bartlett, home to approximately 75 businesses housed in 40 buildings. This development was initiated via the creation of a TIF District in 1999. Growth in Brewster Creek Business Park has continued with the construction of four new speculative buildings, two by G4 Development, one by Exeter Property Group and one by Ridge Development. Ridge Development has recently been approved to construct another speculative building as well. Additionally, affiliated companies Camcraft and Matrix have completed a 101,000 SF build-to-suit building in Brewster Creek Business Park and are now operational.

Clarke Packing and Crating has recently entered into a lease of 108,000 square feet in one of Ridge's new buildings at 1365-1395 Brewster Creek Boulevard and Axium Plastics has recently leased the entire 167,550 square foot building at 1411 Brewster Creek Blvd.

Last year, Elmhurst-Chicago Stone Company, the original owner and developer of Brewster Creek Business Park amended their TIF budget from \$30 million to \$44 million in order to be able to complete land reclamation for the undeveloped areas within the business park. With the addition of the aforementioned projects, development of Brewster Creek Business Park is nearing completion in the next few years.

The Southwind Business Park and Blue Heron Business Park parcels were approved as a TIF in May 2009 to redevelop the Bluff City Quarry Area into a mixed use business park, similar to the Brewster Creek Business Park with the additional allowance for heavier industrial uses and outside storage. This TIF will conclude in 2032, with 14 more years to run.

All of these projects add up to steady growth of the Bartlett economy. Since 2016, the Village has seen a rapid decline in its *vacancy rate* from 17.5% to 7.1%.

**13. Revisit, refine and execute our overall economic development incentives**

**A. Evaluate earmarking revenue for business assistance**

**B. Explore creating a program to establish business assistance/incentive program**

Shortly after the Village Board approved a new budget line item of \$150,000 for economic incentives. The Board reviewed and approved the *Bartlett Economic Development Assistance* program or “BEDA”.

The program is in its infancy but has been effective so far. It has assisted with the future opening of the Village’s first Indian Restaurant as well as the potential for the redevelopment of Bartlett Plaza. The program is also a tool for existing business development and expansion. The money has been earmarked from the Video Gaming revenue the Village has received. Funds are awarded once the requestor has finished all the appropriate work.

The program will be re-evaluated and changes recommended during the budget review.

**14. Maintain or enhance Village standards for service delivery**

**A. Examine work processes and organization structure**

**B. Evaluate fees, policies and procedures for increased efficiencies**

In 2017 the Village Board approved 161 ordinances, the most in 14 years. The Village Board also appointed its second ever Administrator, Paula Schumacher, in 2017 as acting in February, with a full appointment in September. The Village Board has continued its high level of productivity with passing 118 ordinances in 2018 through October.

In the last 12-24 months, the organizational structure has seen many changes take shape. The Human Resources and Economic Development staff have shifted to under the Administration Department, coming out of Finance and Community Development.

GIS has been shifted under IT, and the health officer has gone to Community Development to work alongside the code enforcement officers, before, that position was in Administration. These changes have proven to make operations more efficient.

The site plan review process is done with CD, Building, PW, and Fire in one meeting making the process more efficient. The Boards approval of the administrative site plan approval has also made the process more business friendly.

Staff has reviewed many practices and fees that were outdated and have made changes to those. Credit card use at the front desk, and via a mobile app for commuters has made it easier and more efficient from not only a staff perspective, but also for our residents/customers. Approximately 100 residents a day pay by phone. The feedback has been positive and has improved efficiency.

The expansion of our online services has allowed for residents to request overnight parking, neighborhood watch services, and has allowed for building permit materials to be e-mailed directly.

A new vehicle replacement evaluation was introduced to the Board, and the program is now formalized. As a result of this process and surveying other departments staff recommended increasing the average mileage replacement to 100,000 miles and adopting a formal guideline evaluation form.

The Village Board also approved raising the fines and fees for compliance tickets and violators who receive extra fees for late payment. This will be complimented by the Village's used of "IDROP", no longer needing to go through a collection agency for many of the Village's outstanding debtors.

### **LONG TERM ROUTINE (3-5 year)**

#### ***15. Improve Village bike and pedestrian pathways and routes***

- A. Identify options and approaches to interconnect the Village's bike paths***
- B. Establish a budget line item for bike path interconnectivity***

The Bike and Run Committee made the recommendation to add on-street bike routes on several roadways within the Village to improve interconnectivity of the existing bike path network in Bartlett. On-street bike routes are considerably lower in costs and require less maintenance than traditional off-street bike paths. The Bike and Run Committee recommended adding bike route signage on the following streets: Fairfax Ln, Foster Ave, Jervey Ln, Mayflower Ln, Prospect Ave, Spaulding Rd and S. Western Ave. This signage is scheduled to be phased in by PW in the spring.

The proposed on-street bike routes would complete gaps in the current bike system while providing routes as recommended by the Committee to specific destinations in the Village.

The proposed bike routes would be added to the Village's Bike Path Map as part of the Comprehensive Plan Update.

The Public Works department has also earmarked \$40,000 per year for bike path maintenance.

Since 2017, the Village has applied for nine (9) different grants related to bike paths.

The Village was awarded a grant from IDNR in 2014 to assist in the construction of links from Koehler Fields, through James "Pate" Phillips State Park to connect with Westridge and Lakewood Mills subdivisions. Due to state budget impasses and the Governor putting a hold on grants, funding is not fully granted yet, although the Village did receive a letter saying that it should be available in the future. In regards to this project, Staff sent a letter to Rep. Winger requesting funding assistance on this project, and that was sent in for approval from the State on September 5, 2018.

Six (6) other grants were for a more complex bike path project that has been in the Village's Capital Improvement Program (CIP) for many years. The project has been named the West Bartlett Rd. /Devon Ave. Drainage Swale and Bike Path Replacement Project. This path, located along West Bartlett Road adjacent to the Village Church of Bartlett, has deteriorated due to the constant ponding of water after any rain event. This has led to an unsafe and unattractive path. The Village first applied for a Cook County *Invest in Cook* Grant in March of 2017 and was awarded for the design engineering and analysis of the path and drainage in the amount of \$75,000 in August, 2017. The design is being completed by Engineering Resource Associates (ERA), and is nearing completion along with an estimate of construction cost. The Village applied for the same grant again this year for the construction phase of the project, but unfortunately was unsuccessful due to the vast majority of funding going to the City of Chicago (\$6 million of the \$7.2 million), and other freight projects.

**16. Examine service delivery methods and approaches**

- A. Work to maximize the capacity and talents of in-house staff and service capabilities**
- B. Explore external supplemental services where applicable, e.g. , brush pick-up**

Video production to disseminate information has been a new standard at the Village. The Police Department and Economic Development staff has been doing a lot of in-house videos that highlight the business community as well as special events.

The police department will continue to strive to get all officers trained in crisis prevention and one of the detectives has received and utilizes his specialized training to help investigate cyber based crimes and provide statistical analysis of location based crime and traffic data which can be used across the department. The police department also has a website devoted to searching/recruiting for highly talented personnel, this new website was activated in 2018.

The Village has a new FOIA officer and implementing a new database within the system to cut down on staff time, and create an added convenience for residents. The database will include commonly requested items that are available instantaneously.

Bartlett Hills assistant Paul Galvan passed the Players Assessment test, giving the golf course another professional on staff without adding a position.

Public Works staff is doing in-house paving, sidewalk maintenance, and the planned leak detection survey to reduce costs, improve responsiveness, and streamline services.

Brush collection has been contracted out as part of the waste hauler services contract. The Village had a comprehensive educational campaign to inform the residents of this program. As a result of this measure, public works staff is now able to do regular parkway tree maintenance and sidewalk repair in house.

The Village Board went through a comprehensive interview process for the Health Insurance broker, which then lead to a savings of anywhere between 6.5% and 10% to the Villages health care costs.

Several key staff members have gone through social media training to enhance the use of the Village's Facebook and twitter accounts.

The Village earlier this fall hosted a disaster exercise, which tested our staff in all areas of disaster preparedness and response. The fire department, the park district, several other departments, DuComm, and ICAT also participated with the Village.

#### ***17. Maintain and enhance Village's fiscal profile and financial strength***

The Village Board passed a 1% home rule sales tax that helped bolster the Village's long term financial health, and protect against the unpredictability of Springfield.

The Village has also raised fees for video gaming terminals, parking tickets, compliance fees, and late fees. Additionally, the Village has reduced developer deposits.

To compliment some of these measures, staff continues to move toward working with IDROP to recoup debt.

The Village also has a strong Aa1 bond rating from Moody's. This rating has been constant since 2012.

## **LONG TERM COMPLEX (3-5 year)**

### ***18. Develop a long-term plan to refurbish/rebuild the Village's Sewage treatment plan.***

The staff plans to begin engineering for this in the spring/summer of 2019.

### ***19. Develop a strategy to identify and complete roadway improvement and traffic mitigation programs and design.***

The Public Works Department's pavement program is comprehensive and it is ranked with a Pavement Condition Index (PCI) into a Paver database. The PCI's are used to set up the maintenance program each year. In addition to the program, public works is staying up-to-date on the most current, best practices for crack filling and pavement preservation treatments to extend the life of the pavements.

The police department has also continued its specialized enforcement with programs like Wolf Pack Wednesday, which is designed to tackle head-on issues and concerns that come from the residents. The information is gathered through the gov outreach, frontline program, and through networking of the patrol section.

Staff has worked with the Principals of three elementary schools on adjustments to increase safety and traffic enforcement during school hours. This includes phasing in flashing stop signs near school zones.

The staff also met with and secured commitments from IDOT on speed studies, road improvements, and signage along Route 59. Staff has also received similar commitments from Cook County on Naperville Road.

### ***20. Develop an overall village-Wide Technology Master Plan***

Staff continues to identify areas to optimize information sharing usability for Village employees and residents. In addition, staff is maintaining an IT systems plan which looks at: data security, infrastructure integrity and transparency, as well as sustaining a capable IT workforce and technically proficient employees through education and training.

New IT integration in the last 12 months includes enhancements in frontline which helps police record activity within the community, a new mobile parking app which allows commuters to pay for their spots, as well as pay for, and/or challenge violations. Staff has also increased its use of the Village's go-request program for resident complaints which not only tracks the issue, but keeps frontline staff and field agents more accountable.

Ongoing mandatory cyber training has also increased staffs protection, as well as the protection of the Village's technology.

## ***21. Redevelop/revitalize sites along Lake Street and Route 59***

The Village successfully approved out lots on Stearns and Route 59, for a Starbucks and other complimentary uses, and Artis Living is now up and running in a lot that had gone undeveloped for many years. The Village also reviewed a concept of potential outlots in Bartlett Commons shopping center. Further down route 59, express car wash has begun its operation of a state of the art car wash.

The Village Board reviewed a concept plan for a proposed senior living facility with 170 units directly south of the 7-11 at the corner of Route 59 and Schick. The plan shows potential for a 12,000 square foot future commercial building along the 59 frontage.

The Village property that is partially within a TIF District has been marketed in a partnership with SVN, and has brought many commercial and residential developers to the table that staff is currently discussing the property with.

Staff has met with several developers and facilitated meetings with the brokers for the potential properties. Staff has also worked with our traffic engineer on the feasibility/practicality of certain projects.

Staff worked to enforce clean up at the Marathon Gas station, in hopes for a new fuel operator at the location.

## ***22. Work with IDOT to improve traffic safety along Route 59***

Community Development, Public Works, and Police staff have continued to meet with IDOT to review progress and have commented on all the intersections that have been worked on and ones that will be completed in the future. The police department continues to seek out grant funds through IDOT's Division of Traffic Safety. The Police Department has been successful in this area with grant funding to support many programs such as "click it or ticket" and the "Illinois Traffic Study Challenge"

The Village President and staff met with IDOT in the summer of 2018 and IDOT agreed to do a full speed study of Route 59 in Bartlett. It was determined that it would be to the Village's benefit to wait until construction was done, before IDOT completed the process.

The project at **Lake and Route 59**, is nearing completion the fall of this year, with clean up in the spring.

The project at **Stearns and Route 59**, will be extend and be completed in the summer of 2019.

The intersection of **West Bartlett Road and Route 59** is on IDOTS future schedule with no definitive timeline attached to it.

In the interim, IDOT agreed to place additional signage, and cut back landscaping to improve visibility near the intersection.

***23. Develop a strategy to re-develop the lot on Lake Street and Route 59***

The Village staff hired brokers Sperry Van Ness (SVN) and have worked within the conglomerate of Access O'Hare West to market this property. The marketing of this property in the last 12 months has been stronger than it has ever been since the Village acquired the property.

The Village in conjunction with Comcast created a commercial for this property for targeted audiences that ran for 60 days in the region. Staff highlighted the property at broker and retailer conventions both locally and out of state.

The partnership with SVN and Access O'Hare West, along with aggressive marketing has brought residential and commercial developers to the table and we continue to work with these agents to develop that corner.

With the active interest in the property, a Phase 1 and 2 environmental study has been completed as well as an ALTA survey. This will accelerate the due diligence process once a potential purchaser is under contract.