VILLAGE OF BARTLETT

COMMITTEE AGENDA

FEBRUARY 19, 2019

COMMUNITY & ECONOMIC DEV., CHAIRMAN GABRENYA

Stearns & Munger

Streets of Bartlett

Bartlett Tap BEDA Application

FINANCE & GOLF, CHAIRMAN DEYNE

2019-20 Proposed Budget Review

EXECUTIVE SESSION

To Discuss Sale of Village Owned Property
Pursuant to Section 2(c)6 of the Open Meetings Act

Agenda Item Executive Summary

Item Name	Stearns and Munger	Committee or Board	Committee

BUDGET IMPACT

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

EXECUTIVE SUMMARY

The petitioner is requesting:

Preliminary/Final Plat of Subdivision
Rezoning from the OR (Office Research) and SR-5 (Suburban Residence) Zoning Districts to the I-2 EDA (General Industry Economic Development Area) Zoning District
Site Plan Review for Lots 1 and 2
Special Use Permit to fill two (2) wetlands, and a
Variation to reduce the required number of parking spaces (Lot 1)

The above requests are for the property located at the northeast corner of Stearns and Munger Roads for two (2) 207,000 square foot warehouse buildings.

ATTACHMENTS (PLEASE LIST)

CD Memo, Applicant Cover Letter, Application, Location Map, Preliminary/Final Plat of Subdivision, Site Plan, Renderings, Elevations, Floor Plan, Landscape Plan, Wetland Delineation Map and the Traffic Impact Study

ACTION REQUESTED

- ■ For Discussion only- To review 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: 2/11/2019

COMMUNITY DEVELOPMENT MEMORANDUM
19-12

DATE: February 11, 2019

TO: Paula Schumacher, Village Administrator

FROM: Roberta Grill, Acting Community Development Director RBG

RE: **(#18-24) Stearns and Munger Subdivision**

PETITIONER

Aaron Martell on behalf of Logistics Property Company

SUBJECT SITE

Northeast corner of Stearns and Munger Roads

REQUESTS

Preliminary/Final Plat of Subdivision,
Rezoning from the OR (Office Research) and SR-5 (Suburban Residence) Zoning Districts to I-2 EDA (General Industry Economic Development Area) Zoning District,
Site Plan Review for Lots 1 and 2,
Special Use Permit to fill two (2) wetlands, and a
Variation to reduce the required number of parking spaces (Lot 1)

SURROUNDING LAND USES

	Land Use	Comprehensive Plan	Zoning
Subject Site	**Vacant**	**Office/Business Park**	**OR & SR-5**
North	Industrial	Mixed Use Business Park	I-2 EDA
South	Open Space	Open Space	ER-2 & R-3*
East	Residential & Open Space	Suburban Residential & Open Space	SR-2 PUD
West	Industrial	Mixed Use Business Park	I-2 EDA

**Unincorporated DuPage County*

DISCUSSION

1. The Petitioner is requesting a **Preliminary/Final Plat of Subdivision** to subdivide the 27.8 acre site at the northeast corner of Stearns and Munger Road into three lots. Lot 1 (11.8 acres) and Lot 2 (11.7 acres) would each include a 207,000 square foot warehouse building with Lot 3 (4.3 acres) proposed for detention.

2. The Petitioner is requesting to **rezone** the property from the OR (Office Research) and SR-5 (Suburban Residential) Zoning Districts to the I-2 EDA (General Industry Economic Development Area) Zoning District. This rezoning request is consistent with the Future Land Use Map and the West Bartlett Road Corridor Plan which designates these parcels as Mixed Use Business Park.

3. The Petitioner is also requesting a **Site Plan Review for Lots 1 and 2.** The proposed 207,000 square foot warehouse buildings, located on each lot, would be oriented towards Stearns Road, with two (2) office areas (4,900 sq. ft. and 4,617 sq. ft.) proposed within each building.

4. The proposed buildings would be painted gray with blue accents and constructed with pre-cast concrete wall panels. The maximum building height would be 41' 2", meeting the Zoning Code requirement of 45'. The buildings will be mirror images of each other.

5. The Site Plans depict passenger vehicular parking along the south and west property lines for Lot 1 and the south and east property lines for Lot 2. Loading docks for both lots would be located along the north property line. Two (2) drive-in doors and 28 exterior loading docks are shown for each of the proposed buildings.

6. Two curb cuts are proposed along Stearns Road and one curb cut is proposed on Munger Road that would provide access to the sites. The eastern curb cut on Stearns Road would be a right-in/right-out only, with the western curb cut on Stearns Road and the access on Munger Road providing full access for both passenger vehicles and trucks. Both Munger and Stearns Roads are under the jurisdiction of the DuPage County Highway Department. At this time, Staff has not received comments from DuPage County. No curb cuts are proposed on Lynnfield Lane.

7. Retaining walls are proposed along the north property line. These walls would have a maximum height of eight (8) feet. The properties to the north of this site are lower in elevation and have an approximately 10-foot high berm between the base of the existing buildings to the property line shared with this site.

8. Cross-access easements are shown on the Plat of Subdivision to allow trucks to access both sites from the Munger Road and the western Stearns Road curb cuts as well as to allow all vehicles access between the sites.

9. The Site Plan for Lot 1 identifies a total of 222 parking spaces, including seven (7) handicapped accessible spaces. The Zoning Ordinance requires 234 parking spaces. The petitioner is requesting a **Variation** to reduce the required number of parking spaces for Lot 1 from 234 to 222 (12 spaces).

10. The Site Plan for Lot 2 identifies a total of 246 parking spaces, including seven (7) handicapped accessible spaces which exceeds the Zoning Ordinance requirement of 234 parking spaces.

11. The total amount of parking (468 spaces) provided on the two sites meets the Zoning Ordinance requirement of 468 spaces. A shared parking agreement will be recorded between Lots 1 and 2.

12. The Petitioner is also requesting a **Special Use Permit** to fill a 0.02-acre wetland and a 0.05-acre wetland on the site. Both wetlands are considered isolated and are currently being reviewed by our Wetland Consultant and DuPage County.

13. A modification from the Subdivision Ordinance is also being requested to waive the requirement of installing sidewalks along Munger Road and Lynnfield Lane. However, the petitioner has agreed to install an off-street 10' wide bike path in the Stearns Road right-of-way that would connect to the existing bike path segment at the Munger Road intersection to the west and the existing sidewalk east of this property.

14. Lot 3 would consist of a native vegetated wetland bottom detention basin. The Stormwater Management Report and Engineering Plans are currently being reviewed by the Village Engineer and Stormwater Consultant.

15. The revised Traffic Impact Analysis was submitted on February 4, 2019 and is being reviewed by the Village's Traffic Engineer and the DuPage County Highway Department. The proposed roadway improvements include opening the existing median on Munger Road to allow left turn movements out of the site, prohibiting left turns onto Munger Road during weekday peak hours and adding an eastbound left turn lane at the western full access point on Stearns Road.

16. The Landscape, Photometric and Engineering Plans are currently under Staff Review.

RECOMMENDATION

1. The Staff recommends forwarding the Petitioner's requests 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 and consideration.

kms/attachments

x:\comdev\mem2019\012_stearns munger_vbc.docx

LOGISTICS PROPERTY CO

1 N. Wacker
Suite 1925
Chicago, IL 60606

December 21, 2018

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

Dear Village of Bartlett President and Village of Bartlett Board of Trustees:

Logistics Property Company has entered into a contract to purchase the property located on the 27.87 acres at the northeast corner of Munger and Stearns Road (commonly referred to as the Cronin Parcel). We are requesting the property be rezoned from OR (Office/Research District) and SR-5 (Suburban Residence – Multiple Family – Low Density) to I-2 EDA (General Industry Economic Development Area District).

The proposed development consists of two (2) 207,000 square foot industrial/logistics facilities along with surface parking lots. We request that you approve the development application as submitted for the proposed development.

Please feel free to reach out to us with any questions you have regarding the development application.

Sincerely,

Logistics Property Company, LLC

Aaron Martell

Aaron Martell
Executive Vice President

VILLAGE OF BARTLETT
DEVELOPMENT APPLICATION

For Office Use Only
Case # #2018-24

RECEIVED
COMMUNITY DEVELOPMENT
DEC 21 2018
VILLAGE OF BARTLETT

PROJECT NAME Stearns and Munger

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Logistics Property Company

Street Address: One North Wacker Drive, Suite 1925

City, State: Chicago, IL **Zip Code:** 60606

Email Address: [redacted] **Phone Number:** [redacted]

Preferred Method to be contacted: Email

PROPERTY OWNER INFORMATION

Name: Jana Cronin/Bank Trust #239

Street Address: 516 Renn Ct.

City, State: Wheaton, IL. **Zip Code:** 60184

Phone Number: [redacted]

OWNER'S SIGNATURE: See attached Letter **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)
X Site Plan (please describe use: commercial, industrial, square footage): Two 207,000 SF office/warehouse buildings with truck docks and parking.
___ Unified Business Center Sign Plan
___ Other (please describe) _____

___ Text Amendment
X Rezoning OR to I-2 EDA
X Special Use for: wetland
X Variation: reduce parking

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: NEC of Stearns Rd. and Munger Rd.

Property Index Number ("Tax PIN"/"Parcel ID"): _____

Zoning: Existing: OR (Refer to Official Zoning Map)
Proposed: I-2 EDA

Land Use: Existing: Vacant
Proposed: Mixed Use Business

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

Acreage: 27.87

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 _____

_____

_____

Engineer V3 Companies, Ltd.

7325 Janes Ave. Woodridge, IL 60517

(630) 724-9200

Other Harris Architects, Inc. - Kasey Kluxdal

4801 Emerson Ave. Suite 210 Palatine, IL 60067

[redacted] _____

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.

   Yes, the proposed warehouse/office buildings are a permitted use in the district in which the property is located as shown on the future land use map.

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

   The applicant will provide high quality buildings, with attractive architecture and landscaping. The accesses, off-street parking, lighting, landscaping, and site drainage have been designed to meet all applicable codes.

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 ingress and egress to and from the site will provide for the safe, efficient, and convenient movement of traffic.

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

   The site plan provides for the safe movement of pedestrians within the site consistent with the adjacent industrial properties within the Brewster Creek Business Park. Pedestrian movement within the site is separated from truck traffic.

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)

   The landscape plan is in compliance with "Chapter 10-11A, Landscape Requirements", and is consistent with the adjacent industrial properties within the Brewster Creek Business Park. The pond will be a native vegetated wetland bottom basin.

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

   All outdoor storage areas are screened to conform to the Ordinance.

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 special use is related to the filling of the wetland. The wetland area is being permitted by DuPage County in accordance with the ordinance. The proposed warehouse/office buildings are a use consistent with the surrounding area and the adjacent Brewster Creek Business Park.

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 use will not be detrimental as the reason for the special use is in relation to the wetland. The wetland area is being permitted by DuPage County in accordance with the ordinance.

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 for filling the wetland will conform to all regulations and conditions.

FINDINGS OF FACT FOR VARIATIONS

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

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

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

   The site has approximately 10' of fall from the Munger entrance to the Stearns entrance. This creates grading challenges for the site based upon the large warehouse building use. However additional parking has been provided on lot 2 to allow for the entire site to meet the requirement.

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

   Additional parking has been provided on lot 2 to allow the entire site to meet the parking requirements.

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

   We have chosen to build all the stalls in an effort to meet code instead of land banking the additional stalls on Lot 2. A parking agreement will be prepared to ensure both lots have sufficient parking.

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

   The parking requirements for the I-2 EDA zoning district set forth by the provisions of this Title are the cause of the alleged difficulty.

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

   The granting of the requested parking variation will not be detrimental to the public welfare nor will it be injurous to other property or improvments in neighboring area. The overall site meets the parking requirements and a parking agreement will be in place to ensure enough parking is available.

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

   The proposed parking variation will have no negative impacts on any of the above listed items.

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

   The granting of the proposed parking variance will not confer the application any special privilege that is denied by the provisions of this Title to other lands, structures, or buildings in the same district.

PROPERTY OWNER REPRESENTATION FORM

November 13, 2018

I, the undersigned, being a beneficiary and agent for all beneficiaries of that certain Trust dated December 30, 1968 and known as Trust Number 239 (with Republic Bank of Chicago as trustee), being the owner of the property described in Exhibit "A" attached hereto and made a part hereof for all purposes, do hereby authorize Logistics Property Company, LLC, a Delaware limited liability company, to act in my behalf before the Village of Bartlett, Illinois for the purpose of considering and processing the zoning change on said property.

REPUBLIC BANK OF CHICAGO, as trustee of a trust dated December 30, 1968 and known as Trust Number 239

Jana Cronin

Jana Cronin
Beneficiary and Agent for all Beneficiaries

Street Address: 516 Renn Court
Wheaton, IL 60187

Phone Number: 630-336-8886

Subscribed and sworn to before me this 13th day of November, 2018.

James W. Reed

Notary Public

My Commission Expires: 9/20/2022

OFFICIAL SEAL
James W. Reed
Notary Public, State of Illinois
My Commission Expires 09/20/2022

RECEIVED
COMMUNITY DEVELOPMENT
DEC 21 2018
VILLAGE OF
BARTLETT

ZONING/LOCATION MAP

PIN: 01-04-307-024

Case #18-24 - Rezoning, Prelim/Final Sub, Site Plan, Special Use and Variation

PRELIMINARY / FINAL PLAT OF SUBDIVISION
OF
Stearns & Munger

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 40 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

Tax Parcel Number
01-04-307-024

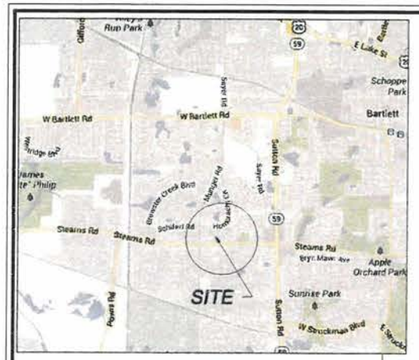
AREA

LOT 1	514,042 SQ. FT.	11.8008 ACRES
LOT 2	510,521 SQ. FT.	11.7200 ACRES
LOT 3	189,567 SQ. FT.	4.3518 ACRES
TOTAL	1,214,130 SQ. FT.	27.8726 ACRES

GRAPHIC SCALE
1" = 80'

BASIS OF BEARINGS
ASSUMED THE SOUTH LINE OF BREWSTER CREEK BUSINESS PARK UNIT 2 SUBDIVISION TO BE: N 86° 50' 00" E

ASSUMED MERIDIAN



VICINITY MAP
NOT TO SCALE

RECEIVED
COMMUNITY DEVELOPMENT
FEB 04 2019
VILLAGE OF BARTLETT

OWNER/DEVELOPER

Logistics Property Company
1 N. Wacker, Suite 1925
Chicago, Illinois 60606
708.667.6966
Contact: Ben Fish

ENGINEER / SURVEYOR

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630.724.9200

LOT 1
514,042 SF
11.8008 AC

LOT 2
510,521 SF
11.7200 AC

LOT 3
189,567 SF
4.3518 AC

DRAINAGE & DETENTION EASEMENT HEREBY GRANTED

PUBLIC UTILITY EASEMENT HEREBY GRANTED

HERETOFORE DEDICATED PER BREWSTER CREEK BUSINESS PARK UNIT 1 SUBDIVISION RECORDED AUGUST 31, 2000 AS DOCUMENT NUMBER R2000-135800

HERETOFORE DEDICATED PER DOCS. R2001-193266 AND R2002-217541

EAST RIGHT OF WAY LINE OF MUNGER ROAD AS SHOWN AS PROPOSED LINE PER PLAT OF HIGHWAY REC. AS DOC. R2000-201768

HERETOFORE DEDICATED PER PLAT OF HIGHWAY REC. AS DOC. R2011-073039 AND TD R98-138051

NORTHERLY LINE OF STEARNS ROAD HERETOFORE DEDICATED PER PLAT OF HIGHWAY REC. AS DOC. R2011-073039

80' R.O.W. HERETOFORE DEDICATED PER PLAT OF DEDICATION FOR PUBLIC HIGHWAY REC. JUNE 12, 1941, BOOK 24 OF PLATS, PAGE 56 AS DOC. 424791 AND DOC. 424797

CENTERLINE OF STEARNS ROAD AS MONUMENTED AND OCCUPIED

LYNNFIELD LANE HERETOFORE DEDICATED PER DOC. R88-067049

WEATHERFIELD OF BARTLETT UNIT 1 DOC. R88-067049

LANDSCAPE EASEMENT PER DOC. R2000-181911

45' WIDE EASEMENT TO COMMONWEALTH EDISON CO. DOC. R88-067041 (12-12-1988)

BREWSTER CREEK TECH CENTER IND. CONDO DOC. R2003-020481

BREWSTER CREEK BUSINESS PARK UNIT 2 DOC. R2000-181911 REC. NOV. 30, 2000

BREWSTER CREEK 2 TECH CENTER IND. CONDO DOC. R2004-113208

BREWSTER CREEK 4 TECH CENTER IND. CONDO DOC. R2006-138645

FOUND MONUMENT AT THE SOUTHEAST CORNER OF SECTION 5-40-9 AS PER DOCUMENT 5-84-79

LEGEND

- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EXISTING CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- WATERMAIN EASEMENT HEREBY GRANTED
- ACCESS EASEMENT HEREBY GRANTED

ABBREVIATIONS

N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
PU&DE	PUBLIC UTILITY AND DRAINAGE EASEMENT
■	2ND ORDER CLASS II, BERNSTEN, OR APPROVED EQUAL PERMANENT BENCHMARK

NOTES

1. ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. ARC DISTANCES ARE ALONG ALL CURVES.
2. SEE PROPOSED ENGINEERING PLANS PREPARED BY V3 COMPANIES FOR PROPOSED UTILITIES AND GRADING INFORMATION.

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Logistics Property Company
1 N. Wacker, Suite 1925
Chicago, Illinois 60606
708.667.6966

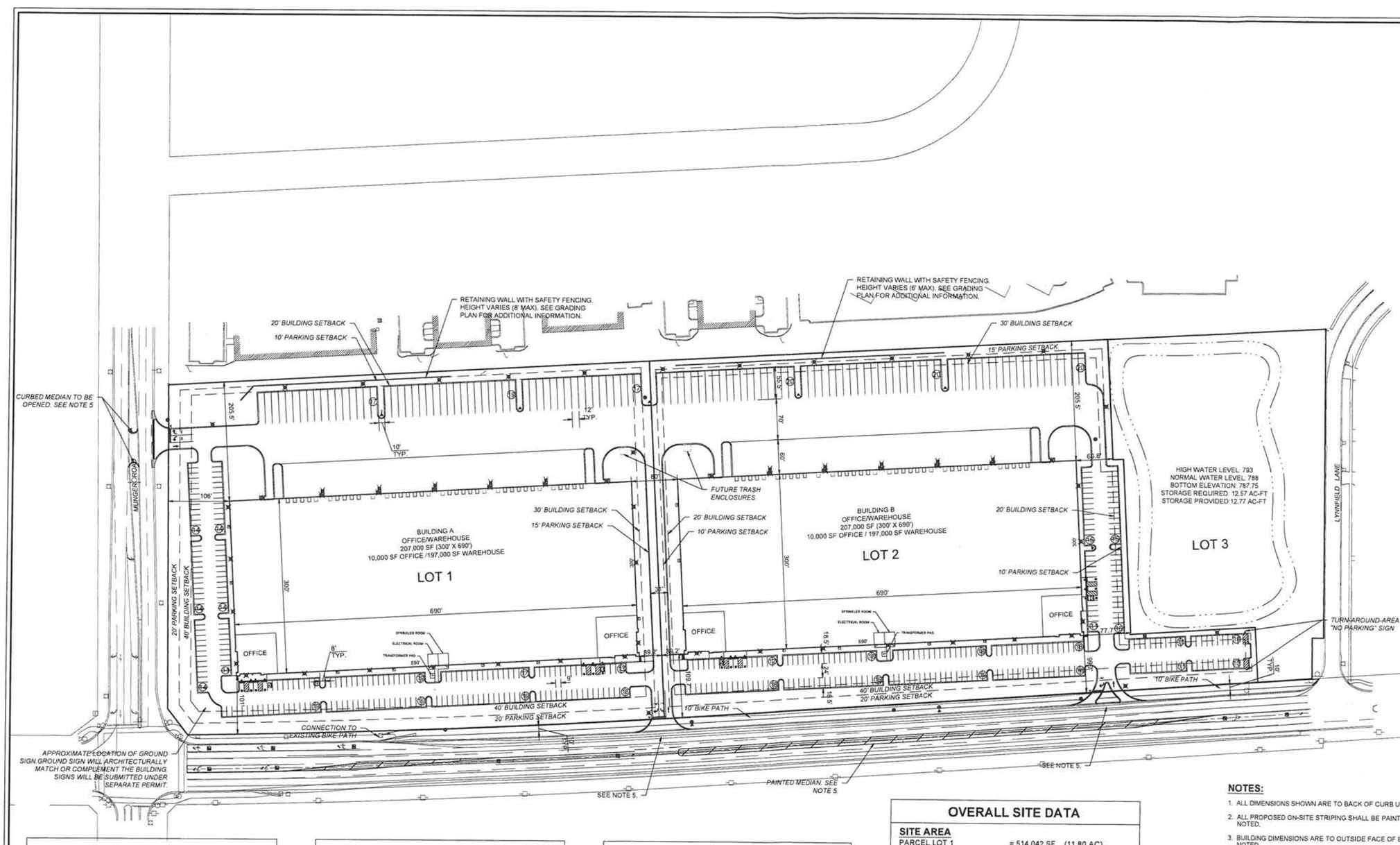
REVISIONS

NO.	DATE	DESCRIPTION	NO	DATE	DESCRIPTION
1	01-30-19	REVISED PER VILLAGE REVIEW			

PRELIMINARY / FINAL PLAT OF SUBDIVISION
Stearns & Munger- Bartlett, IL

DRAFTING COMPLETED:	12/18/18	DRAWN BY: SPK, MLP	PROJECT MANAGER: CDB
FIELD WORK COMPLETED:	N/A	CHECKED BY: CDB	SCALE: 1" = 80'

Project No: 18205
Group No: VP04.1
SHEET NO. 1 of 2



LOT 1 DATA

SITE AREA

PARCEL LOT 1	= 514,042 SF (11.80 AC)
BUILDING 'A' AREA	= 207,000 SF
FLOOR TO AREA RATIO	= 0.40

LANDSCAPE

15% OPEN SPACE REQUIRED	= 77,101 SF
OPEN SPACE PROVIDED	= 108,464 SF (21%)

PARKING REQUIRED

WAREHOUSE: 1 SPACE PER 1,000 SF	= 197
OFFICE: 1 SPACE PER 275 SF	= 37
TOTAL SPACES	= 234

PARKING PROVIDED

STANDARD SPACES	= 215
ACCESSIBLE SPACES	= 7
TOTAL SPACES	= 222
TRAILER SPACES	= 53

LOT 2 DATA

SITE AREA

PARCEL LOT 2	= 510,521 SF (11.72 AC)
BUILDING 'A' AREA	= 207,000 SF
FLOOR TO AREA RATIO	= 0.41

LANDSCAPE

15% OPEN SPACE REQUIRED	= 76,578 SF
OPEN SPACE PROVIDED	= 86,957 SF (17%)

PARKING REQUIRED

WAREHOUSE: 1 SPACE PER 1,000 SF	= 197
OFFICE: 1 SPACE PER 275 SF	= 37
TOTAL SPACES	= 234

PARKING PROVIDED

STANDARD SPACES	= 239
ACCESSIBLE SPACES	= 7
TOTAL SPACES	= 246
TRAILER SPACES	= 60

LOT 3 DATA

SITE AREA

PARCEL LOT 3	= 189, 567 SF (4.35 AC)

OVERALL SITE DATA

SITE AREA

PARCEL LOT 1	= 514,042 SF (11.80 AC)
PARCEL LOT 2	= 510,521 SF (11.72 AC)
PARCEL LOT 3	= 189, 567 SF (4.35 AC)
TOTAL AREA	= 1,213,130 SF (27.87 AC)
BUILDING AREA	= 414,000
FLOOR TO AREA RATIO	= 0.34

LANDSCAPE

15% OPEN SPACE REQUIRED	= 182,103 SF
OPEN SPACE PROVIDED	= 257,280 SF (21%)

PARKING REQUIRED

WAREHOUSE: 1 SPACE PER 1,000 SF	= 394
OFFICE: 1 SPACE PER 275 SF	= 74
TOTAL SPACES	= 468

TOTAL PARKING PROVIDED

STANDARD SPACES	= 459
ACCESSIBLE SPACES	= 14
TOTAL SPACES	= 468
TRAILER SPACES	= 113

NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
5. SEE OFFSITE ROADWAY PLANS FOR ADDITIONAL INFORMATION ON STEARNS ROAD WIDENING AND WORK WITHIN THE R.O.W.

GRAPHIC SCALE
80 40 0 80
1" = 80'

REVISIONS

NO.	DATE	DESCRIPTION
1	01/30/19	REVISED PER VILLAGE REVIEW

ORIGINAL ISSUE DATE: DECEMBER 21, 2018

PROJECT NO. 18205
PROJECT MANAGER BCR
DESIGNED BY: EF
DRAWN BY: DB

OVERALL SITE PLAN

STEARNS AND MUNGER

BARTLETT

ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
5. SEE OFFSITE ROADWAY PLANS FOR ADDITIONAL INFORMATION ON STEARNS ROAD WIDENING AND WORK WITHIN THE R.O.W.

LOT 1 DATA

SITE AREA

PARCEL LOT 1	= 514,042 SF (11.80 AC)
BUILDING 'A' AREA	= 207,000 SF
FLOOR TO AREA RATIO	= 0.40

LANDSCAPE

15% OPEN SPACE REQUIRED	= 77,101 SF
OPEN SPACE PROVIDED	= 108,464 SF (21%)

PARKING REQUIRED

WAREHOUSE: 1 SPACE PER 1,000 SF	= 197
OFFICE: 1 SPACE PER 275 SF	= 37
TOTAL SPACES	= 234

PARKING PROVIDED

STANDARD SPACES	= 215
ACCESSIBLE SPACES	= 7
TOTAL SPACES	= 222
TRAILER SPACES	= 53

ORIGINAL ISSUE DATE: DECEMBER 21, 2018

NO.	DATE	DESCRIPTION

REVISIONS

NO.	DATE	DESCRIPTION

PROJECT NO. 18205
PROJECT MANAGER BCR
DESIGNED BY: EF
DRAWN BY: DB

SITE PLAN (LOT 1)

STEARNS AND MUNGER

BARTLETT
ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LOT 2 DATA

SITE AREA		PARKING REQUIRED	
PARCEL LOT 2	= 510,521 SF (11.72 AC)	WAREHOUSE: 1 SPACE PER 1,000 SF	= 197
BUILDING 'A' AREA	= 207,000 SF	OFFICE: 1 SPACE PER 275 SF	= 37
FLOOR TO AREA RATIO	= 0.41	TOTAL SPACES	= 234
LANDSCAPE		**PARKING PROVIDED**	
15% OPEN SPACE REQUIRED	= 76,578 SF	STANDARD SPACES	= 239
OPEN SPACE PROVIDED	= 86,957 SF (17%)	ACCESSIBLE SPACES	= 7
		TOTAL SPACES	= 246
		TRAILER SPACES	= 60

NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
5. SEE OFFSITE ROADWAY PLANS FOR ADDITIONAL INFORMATION ON STEARNS ROAD WIDENING AND WORK WITHIN THE R.O.W.

RETAINING WALL WITH SAFETY FENCING. HEIGHT VARIES (6' MAX). SEE GRADING PLAN AND STRUCTURAL PLAN BY OTHERS FOR ADDITIONAL INFORMATION.

N86° 50' 00"E 1995.38'

15' PARKING SETBACK

30' BUILDING SETBACK

10' UTILITY EASEMENT

R5' (TYP.)

520'

FUTURE TRASH ENCLOSURE

FUTURE TRUCK DOCK (TYP.).

TRUCK DOCKS AND STAIRS. SEE ARCHITECTURAL PLANS (TYP.).

BUILDING B
OFFICE/WAREHOUSE
207,000 SF (300' X 690')
10,000 SF OFFICE / 197,000 SF WAREHOUSE

LOT 2

20' BUILDING SETBACK

10' PARKING SETBACK

HWL 793

NWL 788

S00° 29' 01"E 531.08'

HIGH WATER LEVEL: 793
NORMAL WATER LEVEL: 788
BOTTOM ELEVATION: 787.75
STORAGE REQUIRED: 12.57 AC-FT
STORAGE PROVIDED:12.77 AC-FT

LOT 3

LYNNFIELD LANE

ACCESSIBLE PARKING SIGN AND STALL (TYP.)

WHEEL STOPS (TYP.)

40' BUILDING SETBACK

20' PARKING SETBACK

RAMP WITH RAILING TO EXTEND THROUGH STAIRS

OFFICE

690'

TRANSFORMER PAD

597.8'

STAIRS (BY OTHERS)

R10' (TYP.)

10' UTILITY EASEMENT

CURB CUT

R4' (TYP.)

R3' (TYP.)

TURN-AROUND-AREA - "NO PARKING" SIGN

RELOCATE EXISTING STREET SIGN

PROPOSED MULTI-USE BITUMINOUS PATH

414.8'

24" STOP BAR

STOP SIGN

S86° 00' 25"W 1030.31'

REVERSE PITCH CURB AND GUTTER (TYP.)

R4' (TYP.)

10' UTILITY EASEMENT

40' BUILDING SETBACK

20' PARKING SETBACK

PROPOSED MULTI-USE BITUMINOUS PATH

STAIRS (BY OTHERS)

RAMP WITH RAILING TO EXTEND THROUGH STAIRS

OFFICE

STAIRS (BY OTHERS)

STOP SIGN

24" STOP BAR

GRAPHIC SCALE

40 20 0 40

1" = 40'

REVISIONS		
NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: DECEMBER 21, 2018
DESCRIPTION

18205
PROJECT MANAGER: BCR
DESIGNED BY: EF
DRAWN BY: DB

SITE PLAN (LOT 2 & LOT 3)

STEARNS AND MUNGER

BARTLETT ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

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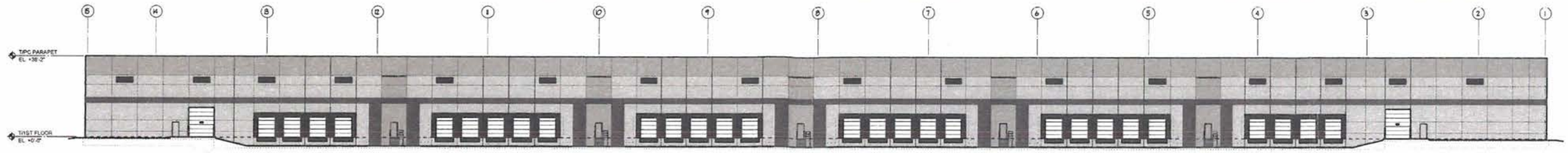
CONCEPTUAL ARCHITECTURAL RENDERING
12-21-2018

BUILDING A

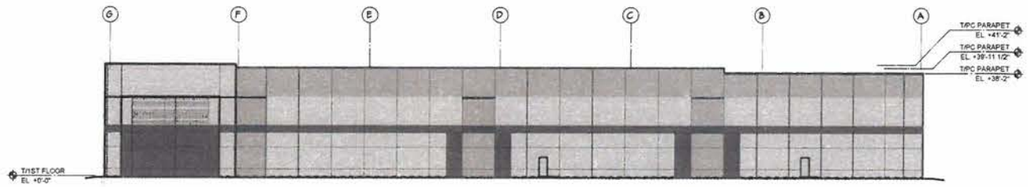
BARTLETT, IL
STEARNS & MUNGER

LOGISTICS PROPERTY CO

HARRIS ARCHITECTS, INC.
WWW.HARRISARCHITECTS.COM 847.303.1155



NORTH ELEVATION
SCALE 1" = 20'-0"



EAST ELEVATION
SCALE 1" = 20'-0"

COLOR AND MATERIAL LEGEND

PRECAST CONCRETE WALL PANELS
- EXTERIOR BASE COLOR: SW 7646 "FIRST STAR"
- EXTERIOR ACCENT COLOR 1: SW 7066 "GRAY MATTERS"
- EXTERIOR ACCENT COLOR 2: SW 7674 "PEPPERCORN"
- EXTERIOR ACCENT COLOR 3: SW 7602 "INDIGO BATIK"

FASCIA: PAC-CLAD "CITYSCAPE"

CURTAINWALL SYSTEM: FRAMES - CLEAR ANODIZED ALUMINUM; INSUL. GLASS - GREY TINTED

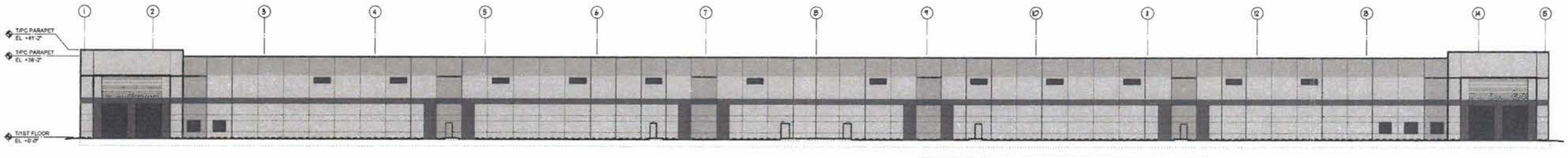
PUNCHED/CLERESTORY WINDOWS: FRAMES - CLEAR ANODIZED ALUMINUM; INSUL. GLASS - GREY TINTED

INSUL. MTL. DOORS/FRAMES: FRAME - PAINTED TO MATCH PRECAST; DOOR - PAINTED TO MATCH PRECAST

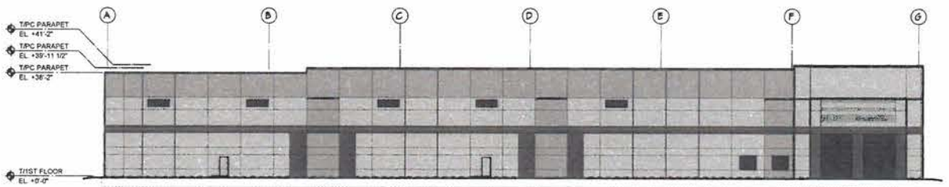
OVERHEAD DOORS: DRIVE-IN DOORS - PREFINISHED WHITE; DOCK DOORS - PREFINISHED WHITE

PIPE BOLLARDS: O.S.H.A. SAFETY YELLOW

RECEIVED
COMMUNITY DEVELOPMENT
FEB 04 2019
VILLAGE OF BARTLETT

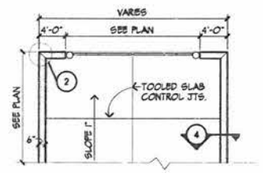


SOUTH ELEVATION
SCALE 1" = 20'-0"

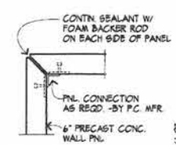


WEST ELEVATION
SCALE 1" = 20'-0"

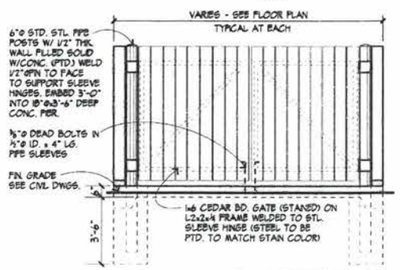
ROOF TOP UNITS:	NOTE:
ALL VISABLE ROOTOP UNITS SHALL BE SCREENED IN ACCORDANCE WITH BUILDING DEPARMENT REQUIREMENTS	EXACT LOCATION OF ROOFTOP UNITS IS NOT DETERMINED AT THIS POINT - TYPICAL AT ALL LOCATIONS.



PLAN - TRASH ENCLOSURE (1)
SCALE: 1/4"=1'-0"

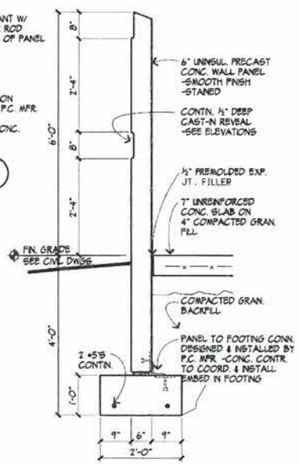


DETAIL (2)
SCALE: 3/4"=1'-0"



FRONT ELEVATION
TRASH ENCLOSURE (3)
SCALE: 1/4" = 1'-0"

NOTE:
ALL EXPOSED CEDAR TO BE STAINED TO MATCH PRECAST- ALL OTHER TO BE PAINTED TO MATCH PRECAST.



SECTION (4)
SCALE: 3/4"=1'-0"

LOGISTICS PROPERTY CO

HARRIS ARCHITECTS INC.
400 EMERSON AVENUE PALATINE, ILLINOIS 60067-7408 847.303.1155
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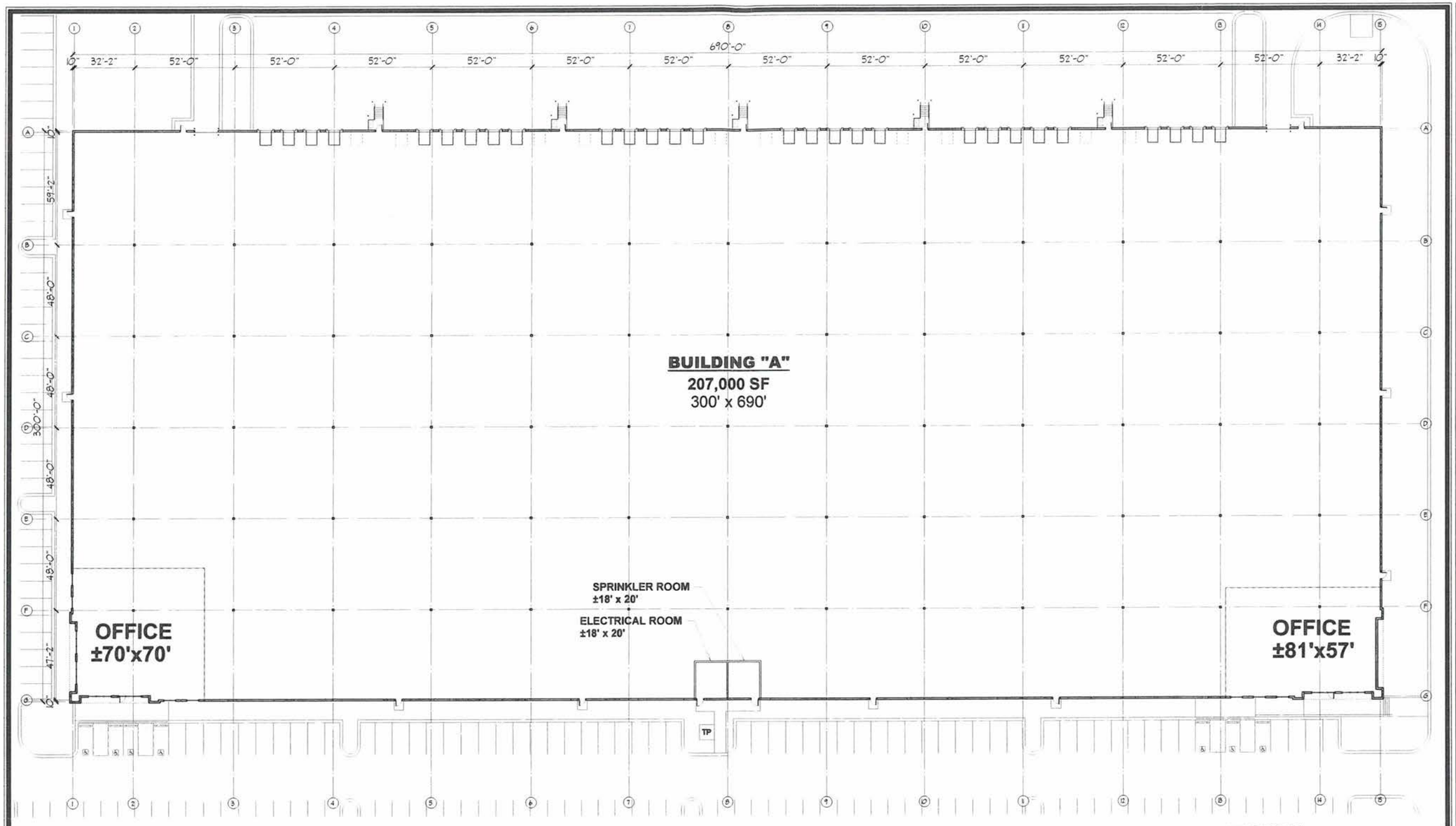
NEW OFFICE/WAREHOUSE FACILITY FOR :
STEARNS AND MUNGER BUILDING "A"
BARTLETT, ILLINOIS

ISSUED FOR VILLAGE REVIEW
VILLAGE COMMENTS & RESPONSES
12-21-2018
01-25-2019

PROJECT NO. 218255
DRAWN BY: KBK
DATABASE: 218255.DB

SHEET NO. A1
2 OF 2 SHEETS



BUILDING "A"
OVERALL FLOOR PLAN
SCALE: 1:20

1 A0

NORTH

RECEIVED
COMMUNITY DEVELOPMENT
FEB 04 2019
VILLAGE OF
BARTLETT

LOGISTICS PROPERTY CO

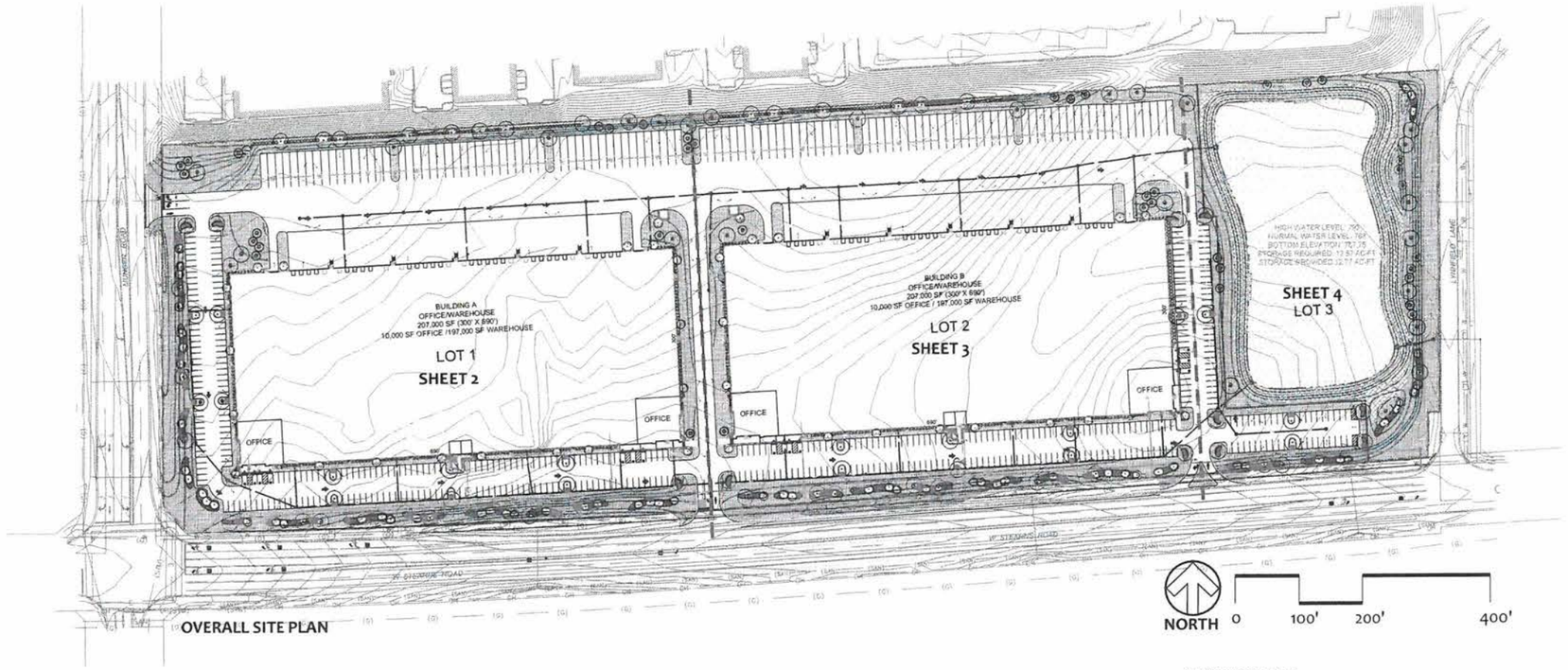
HARRIS ARCHITECTS INC.
4801 EMERSON AVENUE PALATINE, ILLINOIS 60067 (847) 303-1155

NEW OFFICE/WAREHOUSE FACILITY FOR :
STEARNS AND MUNGER BUILDING "A"
BARTLETT, ILLINOIS

ISSUED FOR VILLAGE REVIEW 12-21-2018
VILLAGE COMMENTS & RESPONSES 01-25-2019

PROJECT NO.
218255
DRAWN BY:
KBK
DATABASE:
218255.DB

SHEET NO.
A0
1 OF 2 SHEETS



OVERALL SITE PLAN

GENERAL NOTES

1. QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES, AND FOR PROVIDING SUFFICIENT MATERIALS TO COMPLETE THE JOB PER PLAN. LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY VARIATION TO QUANTITIES.
2. CONTRACTOR SHALL VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR SHALL AVOID ALL EXISTING UTILITIES, UNDERGROUND AND OVERHEAD WHERE APPLICABLE, AND IS RESPONSIBLE FOR ANY DAMAGE. IF ANY CONFLICTS SHOULD EXIST BETWEEN UTILITIES AND PROPOSED MATERIAL LOCATIONS, FIELD ADJUSTMENTS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND SHALL REPORT TO LANDSCAPE ARCHITECT ANY VARIANCE OR CONDITION WHICH WOULD PREVENT ADHERENCE TO SCHEDULE, PLANS OR SPECIFICATIONS.
4. WORK SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, STATE OF ILLINOIS HORTICULTURAL STANDARDS, AND LOCAL MUNICIPAL REQUIREMENTS.
5. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIAL ON SITE WHETHER STOCK PILED OR INSTALLED IN PLACE.
6. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO INSPECT ALL PLANTED MATERIAL EITHER AT PLACE OF GROWTH OR AT SITE BEFORE PLANTING, FOR COMPLIANCE WITH REQUIREMENTS OF VARIETY, SIZE AND QUALITY.
7. ALL PLANTS SHALL BE INSTALLED PER THE LANDSCAPE PLAN AND SPECIFICATIONS. PLANTINGS NOT FOUND TO BE IN COMPLIANCE SHALL BE REPLANTED CORRECTLY AT NO ADDITIONAL EXPENSE TO THE OWNER.
8. FINE GRADE, FERTILIZE AND SEED ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS AS SHOWN. ALL AREAS SHALL DRAIN COMPLETELY AND SHALL NOT POND OR PUDDLE.
9. WHERE PLANTING BEDS MEET TURF AREAS, THE CONTRACTOR SHALL PROVIDE A CULTIVATED EDGE. MULCH ALL SHRUB BEDS TO THE LINE SHOWN.
10. FOR TREES PLANTED IN TURF AREAS, PROVIDE 3'-0" dia. MULCH RING (REMOVE EXISTING TURF) AT 4" THICK WITH A CULTIVATED EDGE.
11. CONTRACTOR SHALL SECURE AND PAY FOR ALL PERMITS, FEES, AND INSPECTIONS NECESSARY FOR THE PROPER EXECUTION OF THIS WORK AND COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
12. ENSURE ALL TREES ARE 25 FEET FROM LIGHT POLES, 4 FEET FROM DRIVES, 8 FEET FROM HYDRANTS AND 5 FEET FROM MANHOLES.
13. MATERIAL QUALITY AND MEASUREMENT SHOULD CONFORM TO THE MOST RECENT EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK, ANSIZ60 BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
14. ALL SHADE/OVERSTORY TREES SHALL HAVE A 'CENTRAL LEADER'.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN IN ACCORDANCE WITH THE PLAN DESIGN AND MATERIALS QUANTITIES.
16. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING UNDERGROUND UTILITIES, SIDEWALKS, AND OTHER PREVIOUSLY CONSTRUCTED SITE IMPROVEMENTS.
17. TO INSURE VISIBILITY, SHRUBS SHALL NOT EXCEED A MATURE HEIGHT OF THIRTY INCHES (30") ABOVE PAVEMENT ON LANDSCAPE ISLANDS AT THE END OF PARKING ROWS.

EXISTING TREE NOTES

1. FOR EXISTING TREES, SEE TREE INVENTORY EXHIBIT AND TREE SURVEY PREPARED BY V3.
2. NO EXISTING TREES SHALL BE RETAINED AS PART OF THIS DEVELOPMENT.

PLANT MATERIAL KEY

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
		SHADE TREES			
AF	19	Acer x freemanii	Autumn Blaze Maple	2 1/2"	
AM	9	Acer miyabe 'Morton'	State Street Maple	2 1/2"	
CO	9	Celtis occidentalis	Common Hackberry	2 1/2"	
GB	9	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	2 1/2"	
GD	6	Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffee Tree	2 1/2"	
GT	8	Gleditsia triacanthos inermis 'Skyline'	Skyline Honeylocust	2 1/2"	
LT	8	Liriodendron tulipifera	Tulip Tree	2 1/2"	
QB	6	Quercus bicolor	Swamp White Oak	2 1/2"	Spring Dig
QC	12	Quercus robar x Q. alba 'Crimschmidt'	Crimson Spire Oak	2 1/2"	Spring Dig
QR	7	Quercus rubra	Red Oak	2 1/2"	Spring Dig
TT	10	Tilia tomentosa 'Sterling'	Sterling Silver Linden	2 1/2"	
UA	7	Ulmus 'Morton'	Accolade Elm	2 1/2"	
		EVERGREEN TREES			
AC	12	Abies concolor	White Fir	6'	
PA	22	Picea abies	Norway Spruce	6'	
PM	11	Pseudotsuga mensizii	Douglas Fir	6'	
PS	5	Pinus strobus	White Pine	6'	
TC	15	Tsuga canadensis	Canadian Hemlock	6'	
TO	8	Thuja occidentalis 'Technii'	Mission Arbotvitae	6'	
		ORNAMENTAL TREES			
AG	13	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	6'	
BN	6	Betula nigra	River Birch	6'	Spring Dig
CM	9	Cornus mas	Corneliencherry Dogwood	6'	
MP	16	Malus 'Prairie Fire'	Prairie Fire Crabapple	6'	
MS	6	Malus 'sargentii'	Sargent Crabapple	2"	
		DECIDUOUS SHRUBS			
AB	181	Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	4'	
RA	28	Rhus aromatica 'Gro-low'	Gro-low Sumac	24"	
RK	78	Rosa 'Pink Double Knockout'	Pink Double Knock Out Roses	24"	
VD	220	Viburnum dentatum 'Blue Muffin'	Blue Muffin Viburnum	4'	
VT	106	Viburnum trilobum	American Cranberrybush Viburnum	4'	
WF	213	Weigel florida 'Red Prince'	Red Prince Weigela	4'	
		EVERGREEN SHRUBS			
JC	80	Juniperus chinensis 'Sea Green'	Sea Green Juniper	3'	
JK	33	Juniperus chinensis 'Kallay'	Kallay Compact Pfitzer Juniper	24"	
		PERENNIALS AND ORNAMENTAL GRASSES			
CK	225	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Reed Grass	1 Gal.	
HS	305	Hemerocallis 'Stella De Oro'	Stella De Oro Daylilies	1 Gal.	
PH	166	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 Gal.	
PV	44	Panicum virgatum 'Northwind'	Northwind Switch Grass	1 Gal.	
SK	203	Sedum 'kamtschaticum'	Russian Stonecrop Sedum	3" pots	
SS	30	Schizachyrium scoparium 'Carousel'	Carousel Little Bluestem	1 Gal.	
		MISCELLANEOUS MATERIALS			
	4.84	Lawn Seed Mix		AC	
	282	Shredded Hardwood Mulch		C.Y.	

For native area mixes and quantities, see Native BMP Planting Plan prepared by V3.

KROGSTAD
LAND DESIGN LIMITED
LANDSCAPE ARCHITECTURE + CONSULTING
519 PRAIRIEVIEW CT., N., CRYSTAL LAKE, IL 60014
T. 815.893.1900 F. 815.893.1901
KROGSTAD@LANDDESIGNLIMITED.COM

FINAL LANDSCAPE PLAN

STEARNS AND MUNGER

BARTLETT, IL

REVISIONS

REV:	1/28/19

DATE	DEC. 21, 2018
PROJECT	VVV1801
DRAWN	KTK
CHECKED	KTK

SHEET NO.

1 of 5

BUILDING A
OFFICE/WAREHOUSE
207,000 SF (300' X 690')
10,000 SF OFFICE /197,000 SF WAREHOUSE

LOT 1

OFFICE

OFFICE

690'

300'

Potential Location for Project Identification Sign

March to Sheet 4

NORTH 0 30' 60' 120'

FINAL LANDSCAPE PLAN
STEARNS AND MUNGER
BARTLETT, IL

KROGSTAD
LAND DESIGN LIMITED

REVISIONS

REV:	1/28/19

DATE	DEC. 21, 2018
PROJECT	VVV1801
DRAWN	KTK
CHECKED	KTK

SHEET NO.

2 of 5

BUILDING B
OFFICE/WAREHOUSE
207,000 SF (300' X 690')
10,000 SF OFFICE / 197,000 SF WAREHOUSE

LOT 2

OFFICE

OFFICE

690'

300'

Match to Sheet 3

Match to Sheet 5

NORTH 0 30' 60' 120'

FINAL LANDSCAPE PLAN
STEARNS AND MUNGER
BARTLETT, IL

REVISIONS

REV:	1/28/19

DATE	DEC. 21, 2018
PROJECT	VVV1801
DRAWN	KTK
CHECKED	KTK

SHEET NO.
3 of 5

KROGSTAD
LAND DESIGN LIMITED
LANDSCAPE ARCHITECTURE + CONSULTING
519 FISHERSKIRK CT., PL, CRYSTAL LAKE, IL 60014
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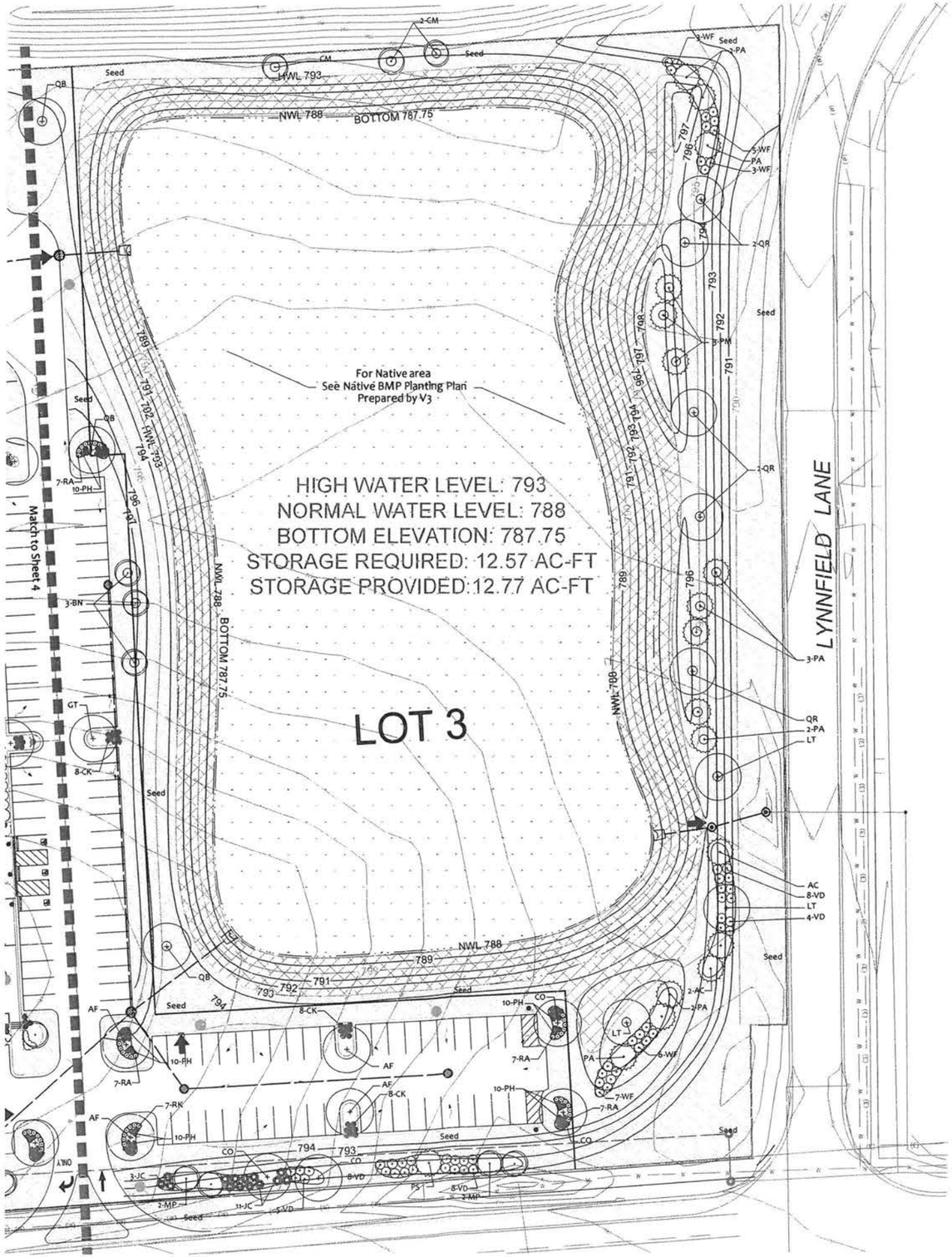
KROGSTAD@LANDDESIGNLIMITED.COM



NORTH 0 30' 60' 120'

KROGSTAD
LAND DESIGN LIMITED
LANDSCAPE ARCHITECTURE • CONSULTING
319 PLUMBROOK CT. • PALATINE, IL 60074
PHONE: 847.963.1900
KROGSTAD@LANDDESIGNLIMITED.COM

FINAL LANDSCAPE PLAN
STEARNS AND MUNGER
BARTLETT, IL

REVISIONS	
REV:	1/28/19
DATE	DEC. 21, 2018
PROJECT	VVV1801
DRAWN	KTK
CHECKED	KTK

SHEET NO.
4 of 5

V3 Companies, Ltd. 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com Visio, Vertere, Virtute... *"The Vision To Transform With Excellence"*	PROJECT NO.: 18205 CREATED BY: AMM DATE: 07/19/18 SCALE: See Scale Bar	CLIENT: Logistics Property Company 1 N. Wacker, Suite 1940 Chicago, IL 60606 BASE LAYER: DigitalGlobe Aerial Imagery (2017)	SITE: Vacant Land at Northeast Corner of Stearns Road and Munger Road Bartlett, Illinois	TITLE: **WETLAND DELINEATION MAP**	FIGURE: 9

N:\2018\18205\Drawings\ArcGIS\Wetland\FIG9delin18205.mxd

TRAFFIC IMPACT STUDY

REPORT FOR:

LOGISTICS PROPERTY COMPANY

STEARNS ROAD AND MUNGER ROAD
BARTLETT, ILLINOIS

PREPARED BY:

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517

V3 Project No. 18205

August 20, 2018
Updated October 8, 2018

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

I. INTRODUCTION

V3 Companies has been retained by Logistics Property Company to conduct a traffic impact study for a proposed development on a 27.9 acre vacant site located at the northeast corner of Stearns Road and Munger Road in Bartlett, Illinois. The site is bounded by Stearns Road to the south, Munger Road to the west, several industrial/office spaces to the north and Lynnfield Lane to the east. A site location map is located in Figure 1.

The conceptual site plan consists of two warehouse buildings with a total area of 403,200 square feet. The site will accessible through three proposed driveways, consisting of one full access driveway and one right-in/right-out driveway on Stearns Road and a full access driveway on Munger Road. The conceptual site plan is illustrated in Figure 2.

The purpose of this report is to evaluate the potential traffic impacts of the proposed development which is expected to be built out in 2019. Traffic estimates are projected for 2024, which is five years beyond the opening date. The study area consists of the signalized intersection of Stearns Road and Munger Road, the unsignalized intersection of Munger Road and Schiferl Road/Humbracht Circle, and the three proposed driveways.

This report includes a description of existing conditions, data collection and capacity analysis, evaluation of data, and conclusions.

I. INTRODUCTION

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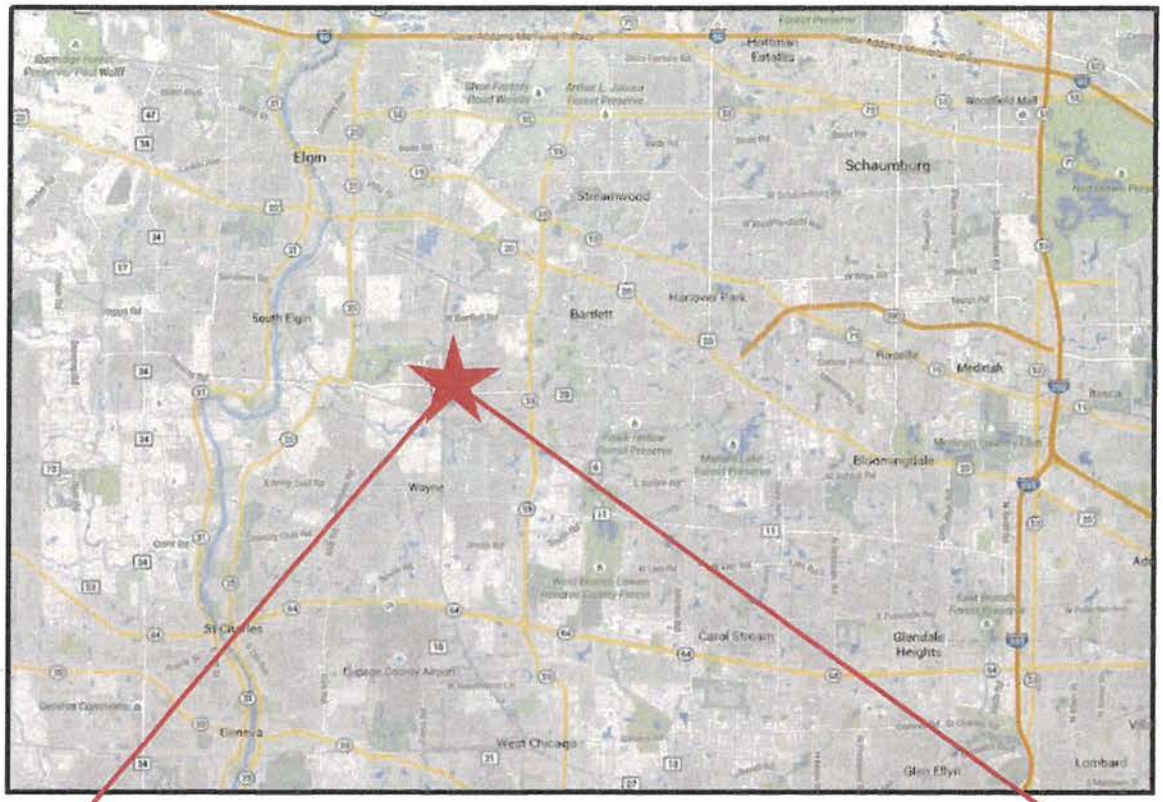
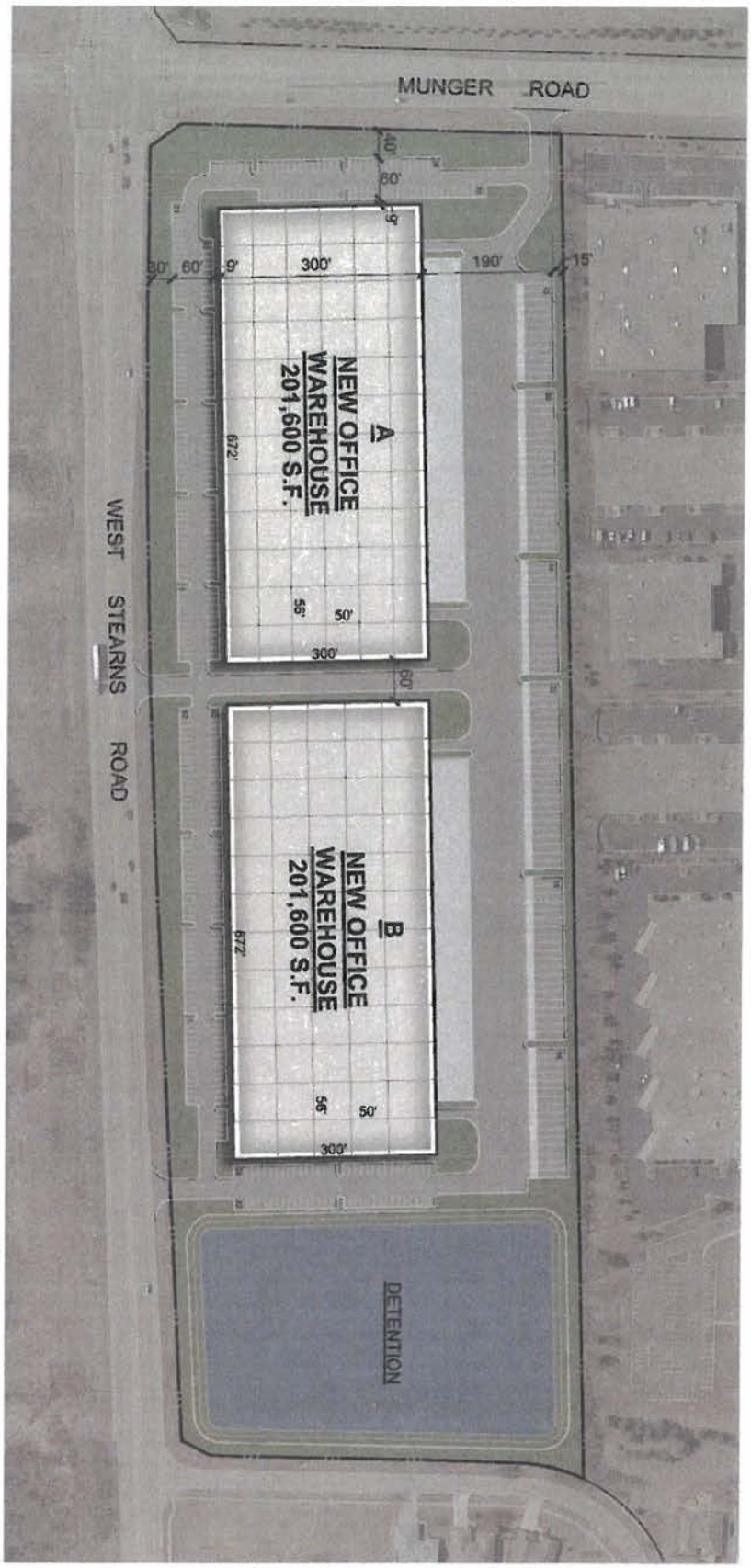


LOGISTICS PROPERTY CO

FIGURE 1
SITE LOCATION MAP

BARTLETT ILLINOIS



NOT TO SCALE

LOGISTICS PROPERTY CO

FIGURE 2
CONCEPTUAL SITE PLAN

BARTLETT ILLINOIS

II. PROJECT CONDITIONS

Land Uses

A variety of land uses exist near the project site, including industrial, office, and residential uses. The surrounding land uses are illustrated in Figure 3.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configuration in the study area is illustrated in Figure 4.

Stearns Road (DuPage County Route 29) is a four-lane, east-west principal arterial. The speed limit varies throughout the corridor but is posted as 45 mph in both directions along the development site. The eastbound approach to the signalized intersection with Munger Road consists of one left turn lane, one through lane, and one shared through/right turn lane. The westbound approach consists of a left turn lane, two through lanes, and one right turn lane. Stearns Road is under the jurisdiction of DuPage County DOT, but is designated as a Strategic Regional Arterial (SRA).

Munger Road falls under multiple jurisdictions. Munger Road is under DuPage County DOT jurisdiction north of Stearns Road. This portion of Munger Road is a four lane collector with a raised median and a posted speed limit of 40 mph. The southbound approach to Stearns Road consists of one left turn lane, one through lane and one right turn lane. Both the northbound and southbound approaches to Humbracht Circle/Schiferl Road consist of one left turn lane, one through lane and one shared through/right turn lane. Munger Road is under Bartlett municipal jurisdiction south of Stearns Road. This portion of Munger Road is a two lane local road with a posted speed of 35 mph. The northbound approach to Stearns Road consists of one left turn lane and one shared through/right turn lane.

Humbracht Circle/Schiferl Road is a two lane local collector that serves a number of industrial and office land uses. The name of the street changes at Munger Road, with Humbracht Circle continuing to the east and Schiferl Road continuing to the west. The westbound approach of Humbracht Circle to Munger Road consists of one left turn lane and one shared through/right turn lane. The eastbound approach of Schiferl Road to Munger Road consists of one shared right turn/through/left turn lane.

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FIGURE 3
LAND USE MAP

BARTLETT ILLINOIS

LEGEND

- EXISTING TRAFFIC SIGNAL
- EXISTING STOP SIGN
- PROPOSED TRAFFIC SIGNAL
- PROPOSED STOP SIGN

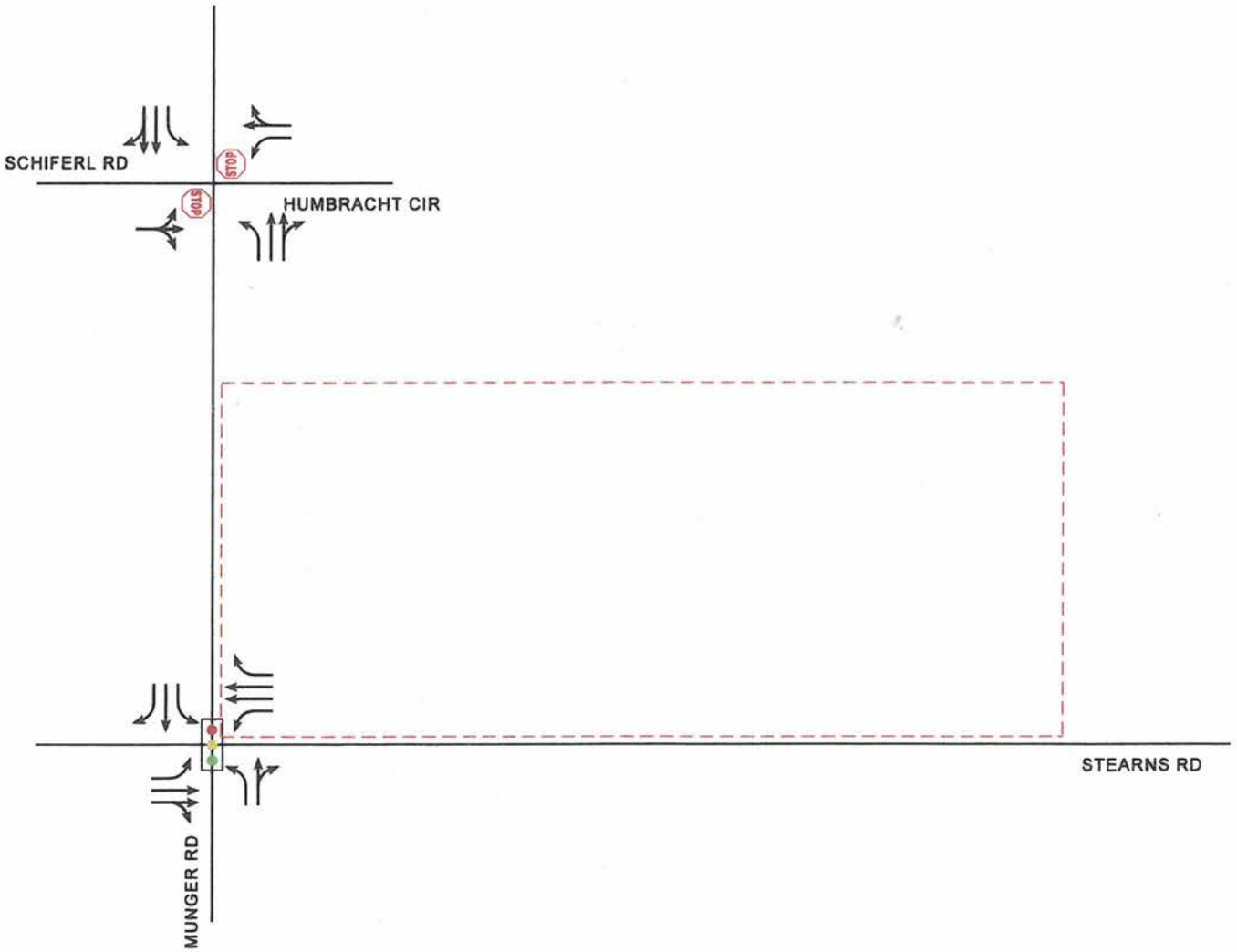

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FIGURE 4
EXISTING LANE CONFIGURATION

BARTLETT ILLINOIS

Traffic Volumes

To assist in the evaluation of the traffic impact on the roadway system resulting from the proposed development, existing vehicular volumes were collected at the study area intersections.

Existing traffic counts were collected at the signalized intersection of Stearns Road and Munger Road and the unsignalized intersection of Munger Road and Schiferl Road/Humbracht Circle on Wednesday, July 18. Counts were conducted from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm which were selected to coincide with the typical peak hours of the arterial roadways like Stearns Road.

The peak hours occur between 7:30 am - 8:30 am and 4:45 pm – 5:45 pm. The existing peak hour volumes at the study area intersections are illustrated in Figure 5. A summary of the traffic volumes collected in fifteen minute increments is provided in Appendix A.

Proposed Development

Land Use Development

There are several active and planned developments in the area around the project site, including within the Brewster Creek business park. While no specific projects are likely to directly impact the proposed site, the brisk development in the area will be reflected in a more aggressive assumed background growth factor for both Stearns Road and Munger Road.

Roadway Development

The conceptual site plan includes three proposed driveways. Driveway 1 is a proposed as a right in/right out/left out driveway on Munger Road approximately 450 feet north of Stearns Road. Driveway 2 is a proposed full-access driveway on Stearns Road approximately 820 feet east of Munger Road. Driveway 3 is a right-in/right-out driveway located approximately 700 feet east of Driveway 2.

It is proposed that Driveway 1 is constructed with a median break on Munger Road to allow the left out movement from the driveway. However, it is recommended that the driveway be restricted to be right-in/right-out only during the weekday peak hours with signage that would be installed to restrict the left out movement. In addition, cameras may be installed to enforce the left turn movements during the peak hours.

The addition of the left out movement at Driveway 1 will require modifications to the median on Munger Road. A full-width median is currently provided on Munger Road that also includes the northbound left turn lane at Schiferl Road/Humbracht Circle and the southbound left turn lane at Stearns Road.

Stearns Road will be widened to accommodate an eastbound left turn lane at the proposed full access driveway. It is proposed that the existing five lane pavement section at the Munger Road intersection be extended through Driveway 2 to accommodate the proposed eastbound left turn lane at Driveway 2. This median will also provide an opportunity for the southbound left turns at Driveway 2 to be completed as a two-stage turning movement.

There are no other known roadway developments in the area that will impact this study.

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:45 PM - 5:45 PM

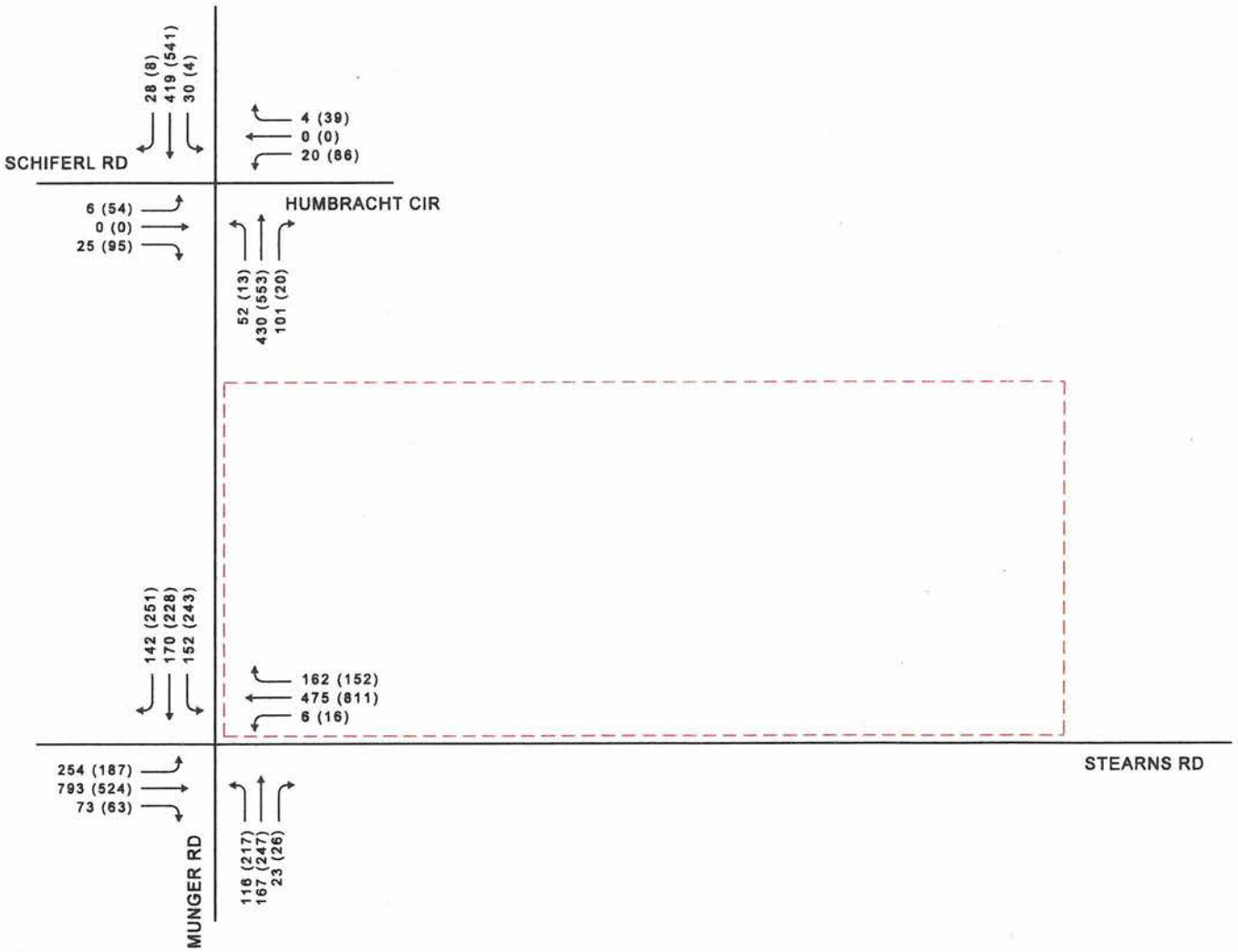

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FIGURE 5
EXISTING TRAFFIC VOLUMES

BARTLETT ILLINOIS

III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation

The proposed development consists of a new industrial warehouse/distribution facility. The current site plan shows one building with a total area of 407,160 square feet. However, the analysis for this traffic impact study will assume a 440,000 square foot warehouse. Project traffic is estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The following land use categories are used to determine project traffic:

> Warehousing (150) – Warehouses are primarily devoted to the storage of materials, but they may also include office and maintenance areas.

ITE Trip Generation Manual assigns trip generation rates for each land use based on gross area. Separate generation rates and directional distributions are provided for weekday am and weekday pm periods based on the peak hour of the adjacent road network. It is also expected that a significant portion of trips generated by the site will be heavy vehicles. The ITE Trip Generation Manual cites a heavy vehicle percentage of 20 percent for this land use, which is what is assumed for this this study.

A summary of trip generation for 440,000 square feet of warehouse is provided in Table 1.

Table 1: Trip Generation

Vehicle Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Passenger Car (80%)	83	22	105	28	85	113
Heavy Vehicle (20%)	21	6	27	7	21	28
Total Trip Generation:	**104**	**28**	**132**	**35**	**106**	**141**

Trip Distribution and Assignment

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent road systems. The directional distribution of new traffic generated by the site is split between passenger car trips and heavy vehicle trips, as these two vehicle categories are expected to exhibit substantial different distributions.

The directional distribution of passenger cars is assigned based on existing traffic patterns in the area. The highest percentage of trips is assigned to Stearns Road to the east of the site, as this is the most direct route to IL 59. Slightly fewer vehicles are assigned to Stearns Road to the west of the site. A much smaller proportion is assigned to Munger Road, with the smallest percentage assigned to Munger Road south of Stearns Road. The directional distributions and assignment for new passenger car trips is illustrated in Figure 6.

The directional distribution of heavy vehicles is based on likely paths that heavy vehicles will use to get to major truck routes. Stearns Road is a designated Class II truck route. IL 59 and US 20 are the two nearest truck routes on the broader transportation network and will likely draw most a large portion of the truck traffic. IL 59 is major thoroughfare to the south and provides a link to US 20 to the north. Several major trucking facilities, such as the Elgin O'Hare Expressway, I-290, and I-355 are all accessible from US 20. Because of this, the largest portion of heavy vehicles is assigned to Stearns Road east of the site. A small portion is assigned to both Stearns Road to the west and Munger Road to the north. No heavy vehicles are assigned to Munger to the south. The directional distribution and assignment of new heavy vehicle trips is illustrated in Figure 7.

The assignments of new passenger car trips and heavy vehicle trips are totaled to achieve the total trip directional distribution and assignment, which is illustrated in Figure 8.

Background Traffic Volumes

Background traffic volumes are estimated for the year 2024, which is five years beyond the anticipated build out in 2019. These volumes account for future non-project related growth in the area. Due to continued development in the area around the proposed site, a growth rate of 3.0 percent per year is applied to the existing traffic volumes on both Stearns Road and Munger Road. The background traffic volumes are illustrated in Figure 9.

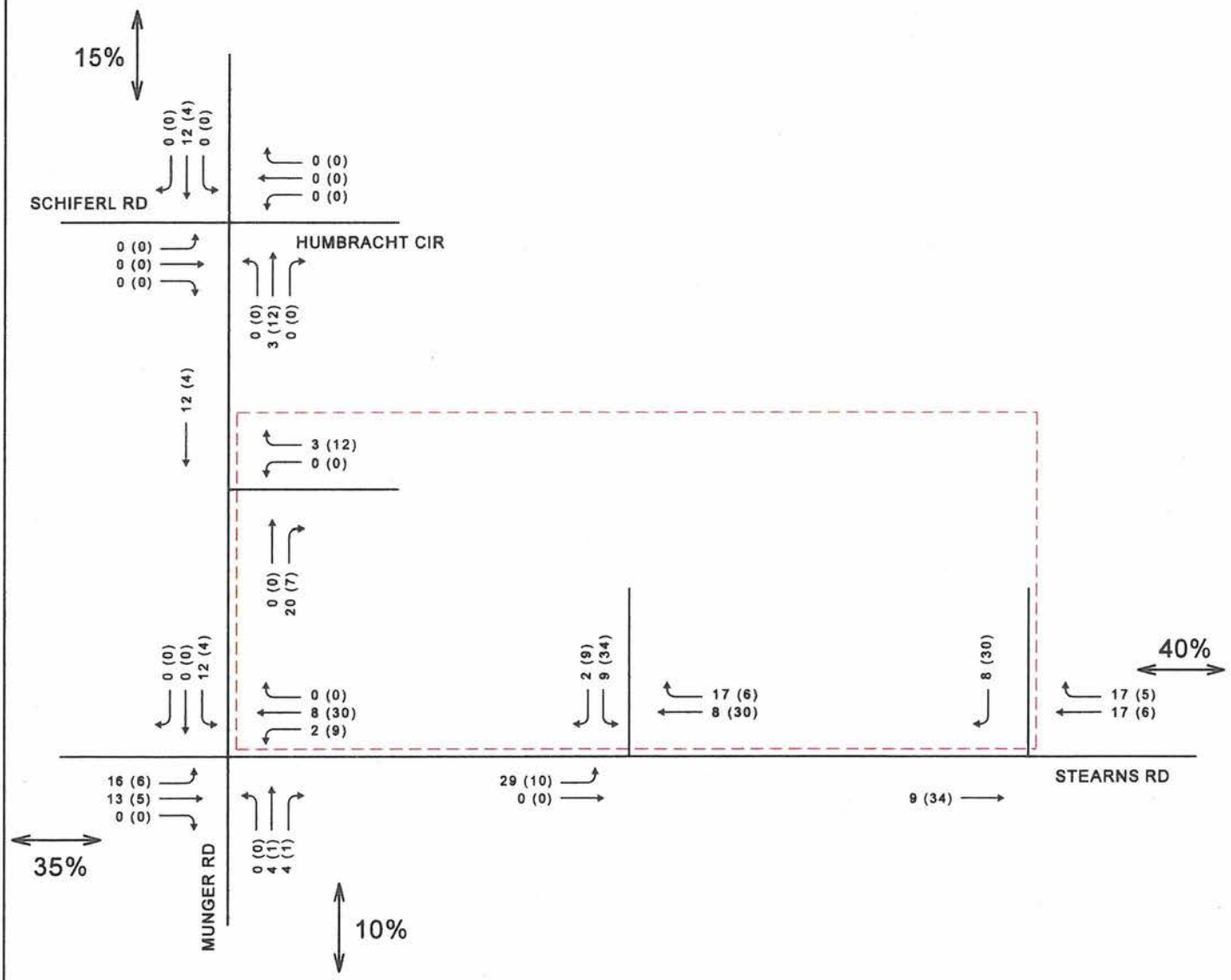
Future Traffic Volumes

The total project traffic volumes are added to the background volumes to obtain the future with project traffic volumes for the study intersections. Future with project traffic volumes are depicted in Figure 10.

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:45 PM - 5:45 PM



LOGISTICS PROPERTY CO	FIGURE 6 PASSENGER CAR TRIPS BARTLETT ILLINOIS	

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:45 PM - 5:45 PM

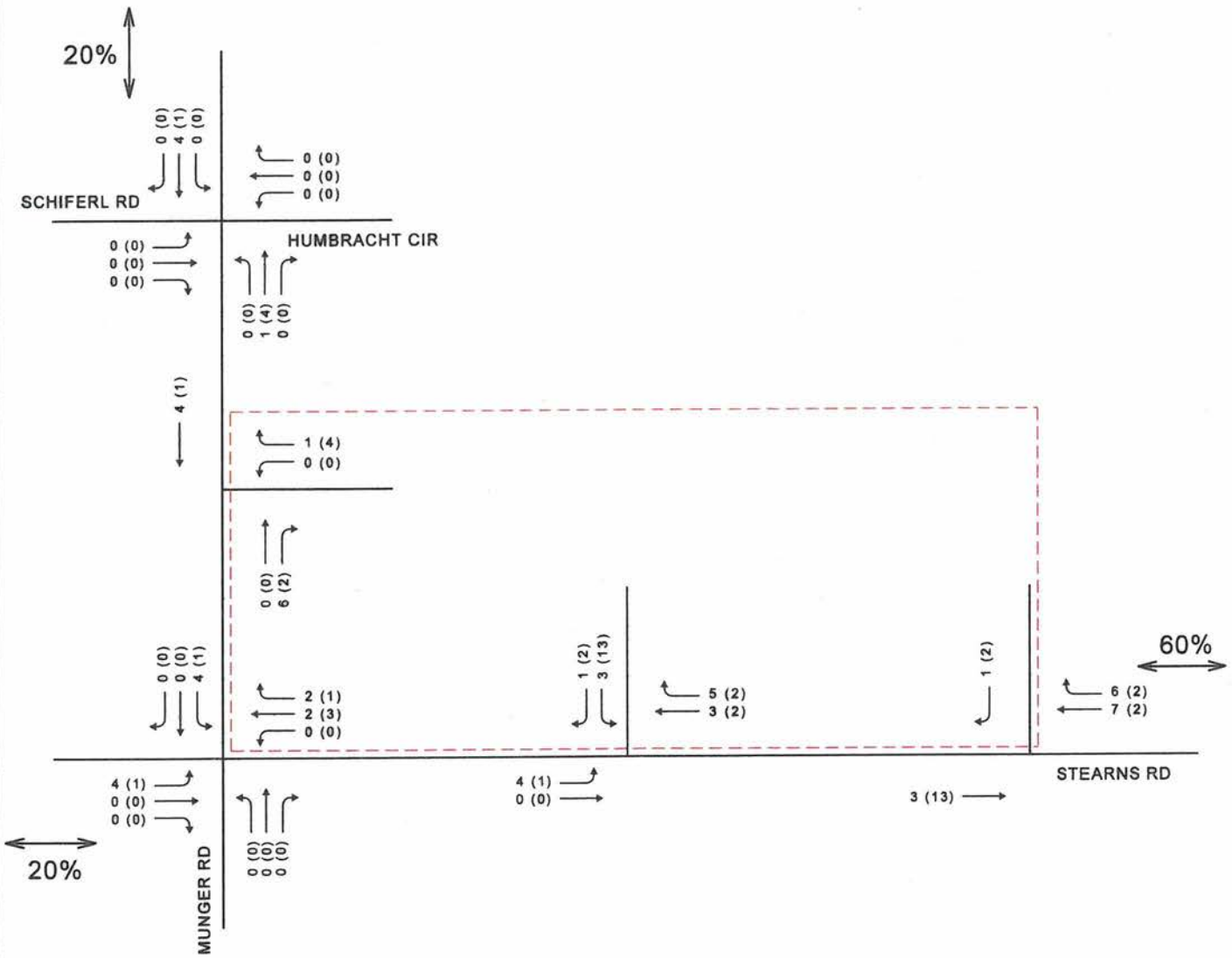


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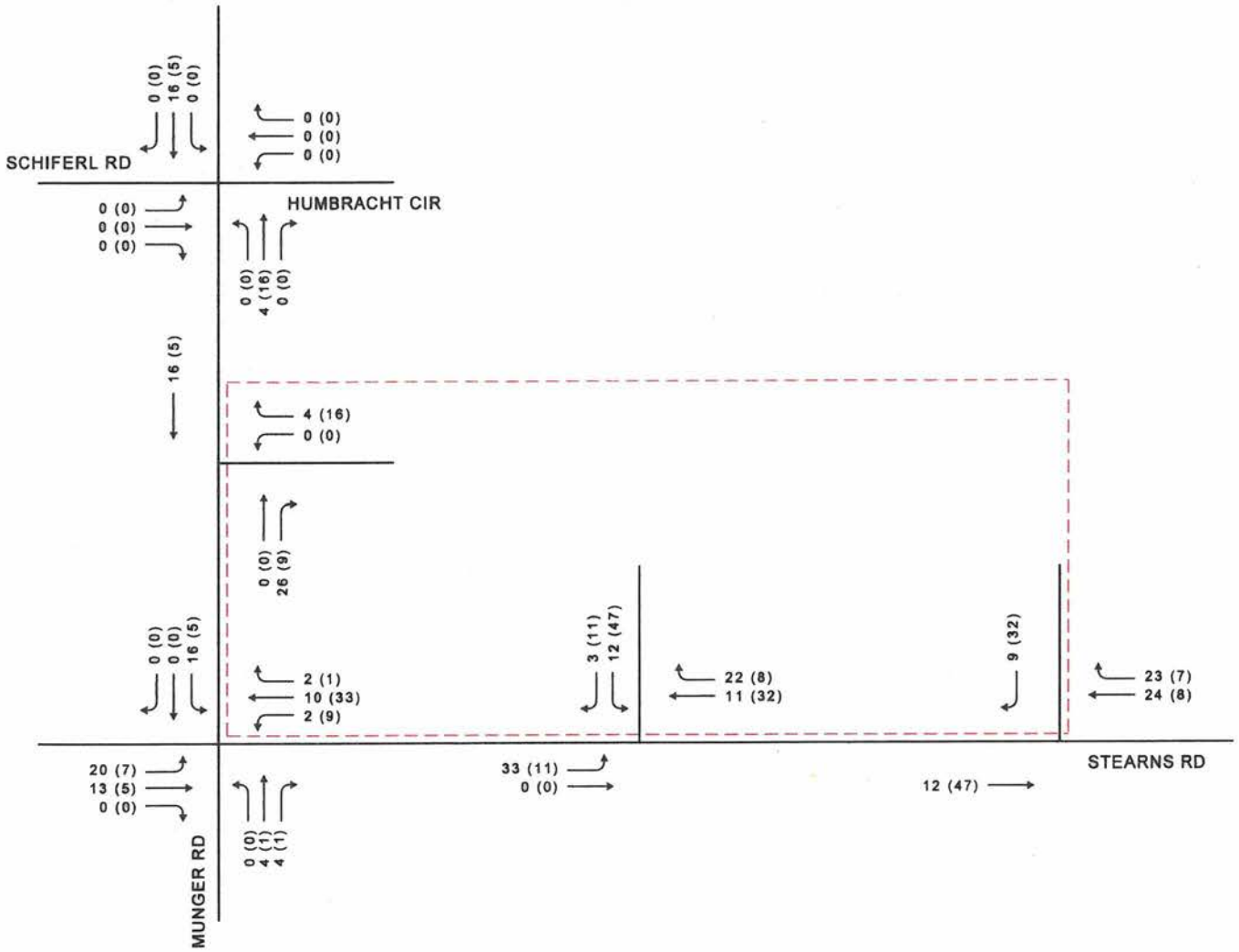
FIGURE 7
HEAVY VEHICLE TRIPS

BARTLETT ILLINOIS

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:45 PM - 5:45 PM



NOTE:

TOTAL PROJECT TRIPS = PERSONAL VEHICLE TRIPS + HEAVY VEHICLE TRIPS

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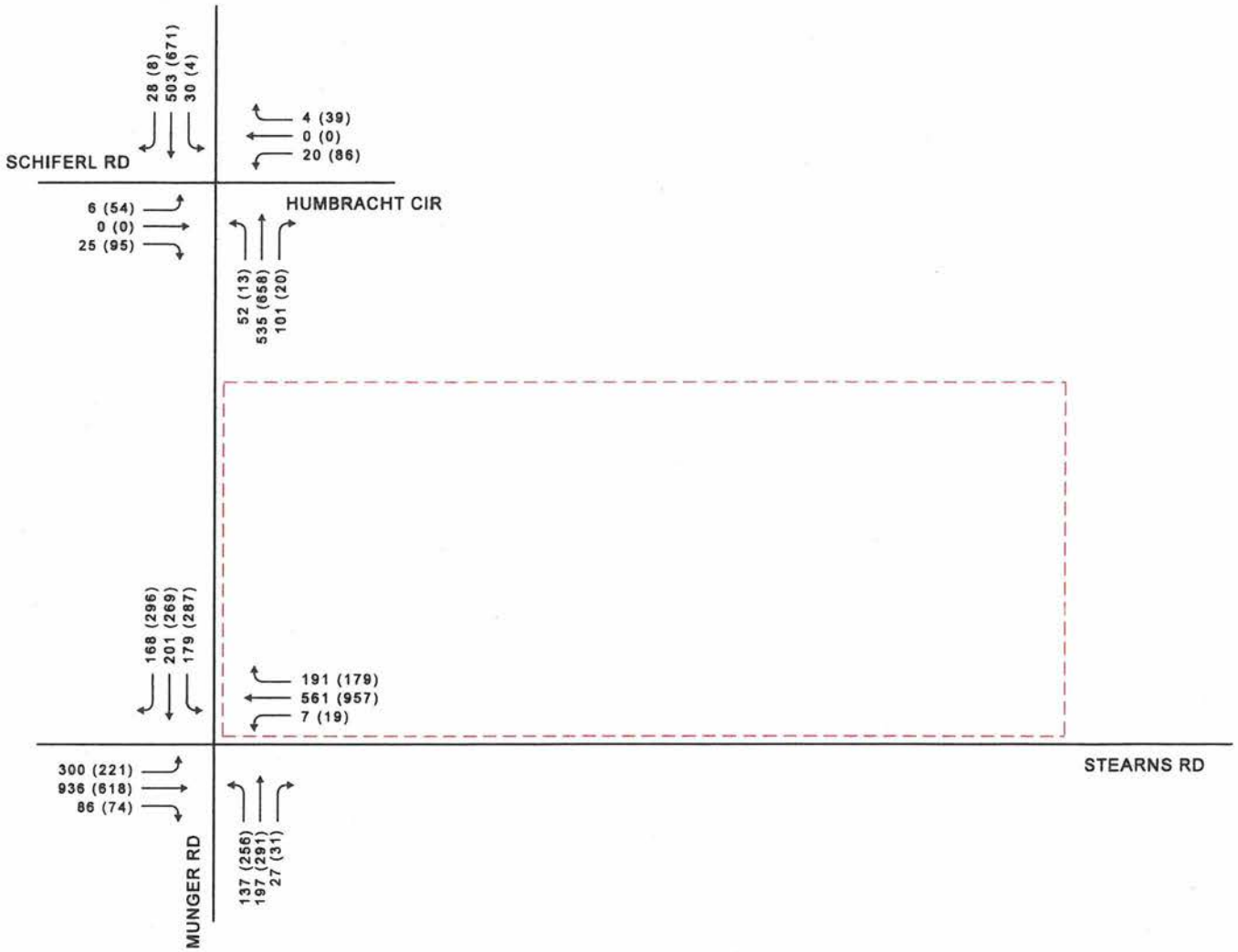
FIGURE 8
TOTAL PROJECT TRIPS

BARTLETT ILLINOIS

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:45 PM - 5:45 PM



NOTE:

BACKGROUND TRAFFIC VOLUME = EXISTING TRAFFIC VOLUME + ASSUMED GROWTH RATE TO 2024

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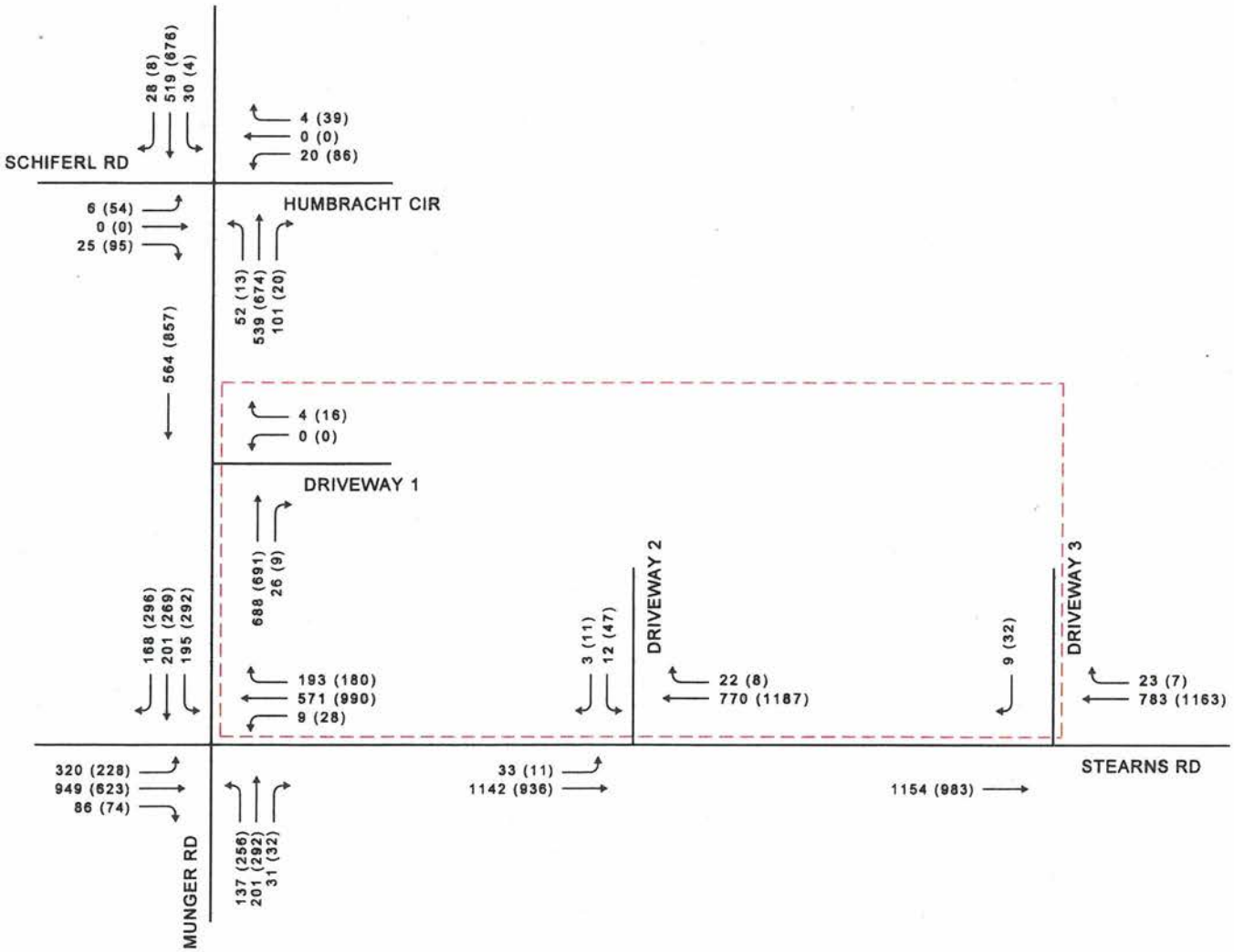
FIGURE 9
TRAFFIC VOLUMES

BARTLETT ILLINOIS

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:45 PM - 5:45 PM



NOTE:

FUTURE WITH PROJECT TRAFFIC VOLUME = BACKGROUND TRAFFIC VOLUME + TOTAL PROJECT TRIPS

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FIGURE 10
FUTURE WITH PROJECT TRAFFIC VOLUMES

BARTLETT ILLINOIS

IV. TRAFFIC ANALYSIS

Auxiliary Lane Analysis

This study evaluated whether additional auxiliary lanes are warranted at any study area intersections. The warrant analysis follows the methodology detailed in IDOT's Bureau of Design and Environmental Manual (BDE). Warrants are determined based on factors such as through volume, opposing volume, and percentage of turning vehicles. Different warrants are used for left and right turn lanes, and factors such as design speed.

The right turn movements at the three proposed driveways do not meet the warrant for an auxiliary right turn lane. Few commercial driveways in the area have dedicated right turn lanes. Therefore, right turn lanes are not proposed at any of the driveways.

The left turn movements at the two proposed full access driveways do not meet the warrant for an auxiliary left turn lane. It is noted that all intersections on both Stearns Road and Munger Road include left turn lanes at intersections and commercial driveways. Therefore, left turn lanes are proposed at both full access driveways for uniformity and safety.

Capacity Analysis

The operation of a facility is evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board's Highway Capacity Manual (HCM), 2010 Edition. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 2.

Table 2: Level of Service Definitions for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual 2010*, National Research Council, 2010.

Typically, various state and local governments adopt operating standards varying between LOS C and LOS E, depending on the area's size and roadway characteristics. Stearns Road is designated as a Strategic Regional Arterial, which are generally required to maintain LOS C or better on the major approach through movements.

The study area consists of the existing signalized intersection at Stearns Road and Munger Road, the existing unsignalized intersection of Munger Road and Humbracht Circle/Schiferl Road, and the three proposed driveways. The capacity analysis is performed with Synchro 9.2 (build 914, revision 6), a macrosimulation tool based on methodologies found in the Highway Capacity Manual. Models are created for the am and pm peak hours for the existing, background, and future with project conditions. Results for the signalized intersection of Stearns Road and Munger Road are summarized in Table 3 and results for the unsignalized intersections are summarized in Table 4. Results for the three proposed driveways are summarized in Table 5. Supporting Synchro analysis worksheets for the existing, background and future with project traffic conditions are provided in Appendices B, C and D, respectively.

Table 3: Signalized LOS – Stearns Road and Munger Road

Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
AM	Existing (2018)	17.6	B	21.5	C	31.5	C	20.9	C	20.9	C
	Background (2024)	21.1	C	23.0	C	36.0	D	24.0	C	23.9	C
	Future with Project (2024)	22.4	C	23.5	C	36.9	D	24.5	C	24.8	C
PM	Existing (2018)	19.3	B	28.4	C	42.1	D	30.6	C	28.8	C
	Background (2024)	30.5	C	41.8	D	52.8	D	39.2	D	40.0	D
	Future with Project (2024)	31.5	C	42.8	D	54.7	D	41.2	D	41.4	D

Based on analysis of existing traffic volumes, the signalized intersection of Stearns Road and Munger Road operates at LOS C during both the am and pm peak hours. The highest delay occurs on the northbound approach during the pm peak hour, which operates at LOS D. All other approaches operate at LOS C during both the am and pm peak hours.

Delay increases moderately on all approaches in the background scenario due to the high growth rate in the area. The intersection remains at LOS C in the am peak hour, but falls to LOS D during the pm peak hour. Additionally, the westbound approach to the intersection falls to LOS D in the pm peak hour. All other movements continue to operate al LOS C or better.

Again, delay increases somewhat on all approaches when project related trips are added to the roadway network. However, there are no LOS changes on any approaches or the overall intersection. Therefore, the development of the project site will not have a significant impact on the signalized intersection of Stearns Road and Munger Road.

Table 4: Unsignalized LOS – Munger Road and Humbracht Cir/Schiferl Rd

Intersection / Approach	AM Peak Hour						PM Peak Hour					
	Existing (2018)		Background (2024)		FwP (2024) Alt. 1		Existing (2018)		Background (2024)		FwP (2024) Alt. 1	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Munger Road and Schiferl Road/Humbracht Circle												
NB Left	8.7	A	9.0	A	9.1	A	8.9	A	9.4	A	9.4	A
SB Left	8.9	A	9.3	A	9.3	A	8.9	A	9.4	A	9.4	A
EB L/T/R	12.5	B	13.9	B	14.1	B	21.8	C	32.3	D	33.3	D
WB Left	25.1	D	32.5	D	33.3	D	42.9	E	78.6	F	83.9	F
WB T/R	10.2	B	10.7	B	10.7	B	10.7	B	11.3	B	11.3	B
Munger Road and Driveway 1												
WB Approach	-	-	-	-	11.5	B	-	-	-	-	11.5	B
SB Left	-	-	-	-	-	-	-	-	-	-	-	-
Stearns Road and Driveway 2												
SB Approach	-	-	-	-	10.1	B	-	-	-	-	40.4	E
EB Left	-	-	-	-	21.5	C	-	-	-	-	12.2	B
Stearns Road and Driveway 3												
SB Approach	-	-	-	-	11.5	B	-	-	-	-	33.9	D

The minor approaches to the intersection of Munger Road and Schiferl Road/Humbracht Circle operate at an adequate level of service during the am peak hour in the existing condition. However, the volumes are high on the westbound Humbracht Circle approach during the existing pm peak hour, which operates at LOS E. While these delays are not ideal, Munger Road is a major collector and Humbracht Circle is a local road serving the business park so high delays are not unusual during peak hours.

Delays at this intersection of Munger Road and Schiferl Road/Humbracht Circle increase in the background scenario due to the high level of expected traffic growth on Munger Road. This results in the westbound Humbracht Circle falling to LOS F. All other movements remain at LOS D or better.

A minor increase in delay for movements at Munger Road and Schiferl Road/Humbracht Circle occurs in the future with project scenario, but there are no changes in levels of service. Since there are no changes between the background and future with project scenarios, it is concluded that the proposed development will not require mitigation measures at the intersection of Munger Road and Schiferl Road/Humbracht Circle.

The three proposed driveways exhibit various levels of delay, but all movements operate at LOS D or better with the exception of the southbound approach at Driveway 2. All exiting trips on Stearns Road traveling to the east of the site are required to exit via a left turn movement at Driveway 2 since this is the only available left turn movement from the site during the weekday peak hours. Due to this, vehicle delays are high at Driveway 2 with the southbound approach operating at LOS E during the weekday pm peak hour. Stearns Road is a major arterial with significant peak hour volumes, so delays at the unsignalized driveways are to be expected. It is worth noting that both the site generated traffic and traffic on Stearns Road will be substantially lower outside of the peak hours. Additionally, Driveway 1 will operate with the left out movement outside of the peak hours.

Based on the results of the analysis, it is concluded that the proposed configuration of the driveways are adequate to service trips generated by the proposed development.

Queue Length Analysis

The 95th percentile queue lengths have also been analyzed using the Synchro models. The left turn queue lengths for the am and pm peak hours are summarized in Table 5.

Table 5: Left-Turn 95th Percentile Queue Length – Stearns Rd and Munger Rd

Peak Hour	Scenario	95% Queue Length (feet)			
		EB Left	WB Left	NB Left	SB Left
AM	Existing	147	8	96	123
	Background	192	9	134	171
	Future w/ Project	218	12	137	191
PM	Existing	125	18	195	238
	Background	265	24	234	302
	Future w/ Project	283	31	237	333
Existing Storage Length		**260**	**170**	**70**	**350**
Existing Taper Length		**140**	**120**	**230**	**135**

All left turn storage lengths are adequate during the existing condition with the exception of the northbound left turn lane. A 195 foot queue is present in the existing pm peak hour, which exceeds the existing the 70 foot left turn lane but not the 230 foot taper.

All queue lengths increase slightly in the background condition, including for the northbound left turn. The projected length of 234 feet in the background condition again exceeds the provided storage, but does not exceed the taper length. In addition, the eastbound left turn queue is projected to be 265 feet, which exceeds provided storage by five feet.

All movements increase slightly with the addition of project related trips. However, the impacts are minimal, with the two movements with deficient storage increasing by no more than eighteen feet, which is less than one vehicle. All other queue storage lengths are adequate in the future with project scenario. Since the impacts are small on the two deficient turn lanes and all other storage lanes continue to be adequate, it is concluded that no queue storage mitigation related to the proposed development is necessary at the signalized intersection of Stearns Road and Munger Road.

Proposed Lane Configuration

The overall proposed lane configuration based on the auxiliary lane, capacity, and queue length analyses is illustrated in Figure 11.

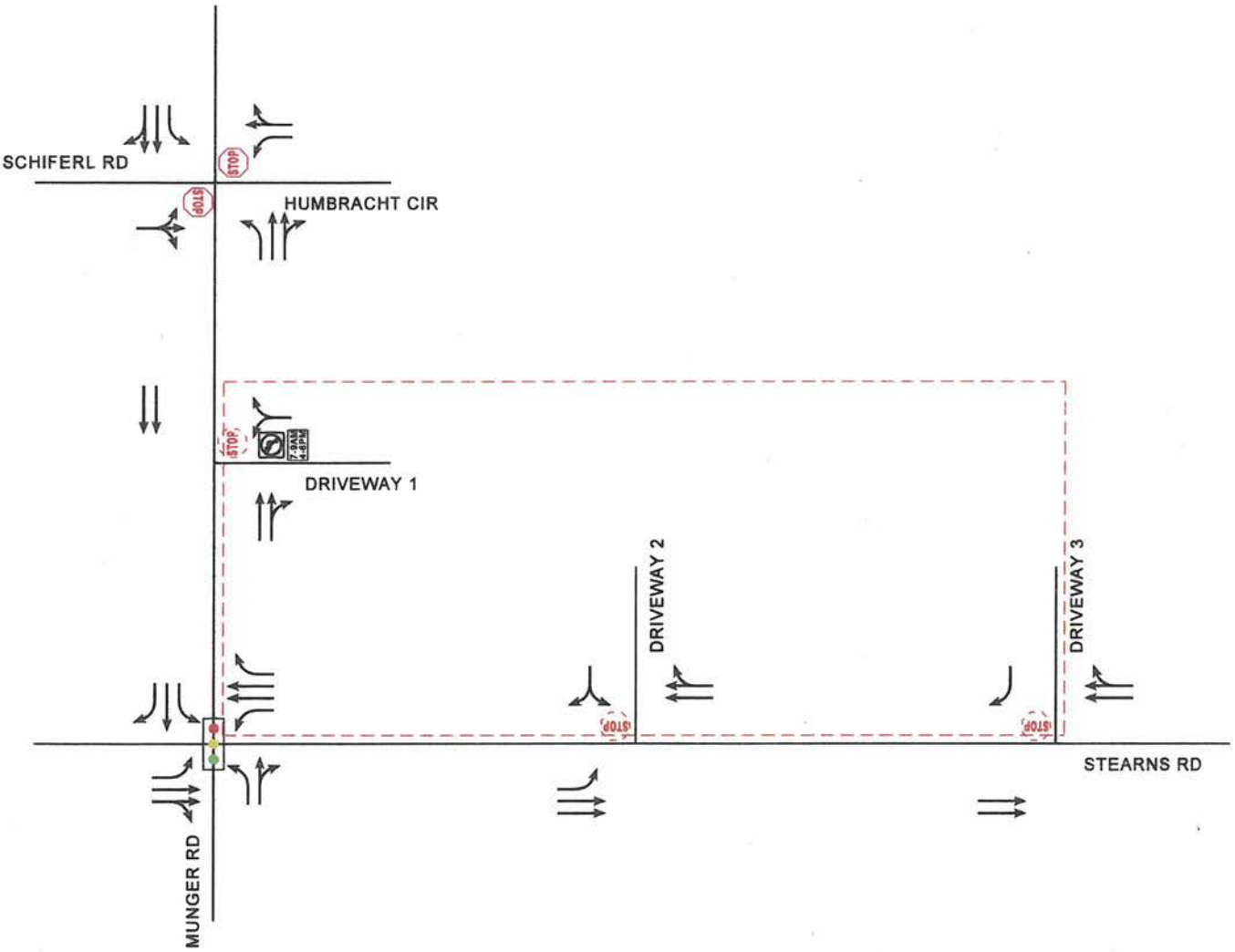
The conceptual site plan currently consists of two buildings with a total area of 403,200 square feet. However, there is the potential that the development be altered to consist a single building with approximately the same total area. If this change occurs, it is recommended that Driveway 2 be modified to right in/right out access and Driveway 3 be modified to full access. This would

provide direct access to the north side of the buildings for truck traffic without having to travel through the vehicle parking areas.

It is assumed that the trip distribution and assignment would be similar with Driveway 2 or Driveway 3 being the full access driveway on Stearns Road. This modification is not expected to have a significant impact to the capacity analysis or queue analysis. Therefore, it is concluded that the analysis in this report would be similar if Driveway 3 were made the full-access driveway instead of Driveway 2.

LEGEND

- EXISTING TRAFFIC SIGNAL
- EXISTING STOP SIGN
- PROPOSED TRAFFIC SIGNAL
- PROPOSED STOP SIGN



LOGISTICS PROPERTY CO

FIGURE 11
PROPOSED LANE CONFIGURATION

BARTLETT ILLINOIS

V. CONCLUSIONS

The purpose of this study was to evaluate the potential traffic impacts of a proposed warehouse development near the intersection of Stearns Road and Munger Road in Bartlett, Illinois. The conceptual site plan consists of two warehouse buildings with a total area of 403,200 square feet. However, the analysis for this traffic impact study will assume a 440,000 square foot warehouse.

The site will accessible through three proposed driveways: Driveway 1 on Munger Road will provide right in/right out/left out driveway on Munger Road, Driveway 2 will provide full access on Stearns Road, and Driveway 3 will provide right in/right out access on Stearns Road. It is recommended that Driveway 1 be restricted to right in/right out access only during the weekday peak hours, restricting the left out movement. Signage would be installed to limit the left out movement and cameras may be installed to enforce the restriction.

The full access driveway on Stearns Road will require widening the roadway to provide an eastbound left turn lane into the site. It is proposed that the existing five lane pavement section at the Munger Road intersection be extended through Driveway 2 to accommodate the proposed eastbound left turn lane at Driveway 2. This median will also provide an opportunity for the southbound left turns at Driveway 2 to be completed as a two-stage turning movement.

Capacity analysis was conducted using Synchro 9 for existing, background, and future with project conditions during the weekday am and pm peak hours. Traffic was estimated to the year 2024, which is five years beyond the anticipated opening date in 2019.

Results of the capacity analysis indicate that the signalized intersection of Stearns Road and Munger Road will operate at LOS D or better in the existing and future scenarios. In addition, all approaches during each scenario are also projected to operate at LOS D or better. There are no anticipated delay issues at the signalized intersection.

Higher delays are experienced at several minor approaches at the unsignalized intersections. The westbound left turn approach to the intersection of Munger Road and Humbracht Circle/Schiferl Road currently operates at LOS E during the pm peak hour. Delays for this movement at Munger Road and Schiferl Road/Humbracht Circle increase in the background scenario due to the high level of expected traffic growth on Munger Road. This results in the westbound Humbracht Circle falling to LOS F. The addition of project related traffic increases the left turn delay by 5.3 seconds and will continue to operate at LOS F. It is worth noting that most of the peak hour trips along Schiferl Road/Humbracht Circle will be local employees that are familiar traffic patterns in the area and will be aware of potential delays.

Since there are no LOS changes between the background and future with project scenarios, it is concluded that the proposed development will not require mitigation measures at the intersection of Munger Road and Schiferl Road/Humbracht Circle.

The three proposed driveways exhibit various levels of delay, but all movements operate at LOS D or better with the exception of the southbound approach at Driveway 2. All exiting trips on Stearns Road traveling to the east of the site are required to exit via a left turn movement at Driveway 2 since this is the only available left turn movement from the site during the weekday peak hours. Due to this, vehicle delays are high at Driveway 2 with the southbound approach operating at LOS E during the weekday pm peak hour. Stearns Road is a major arterial with significant peak hour volumes, so delays at the unsignalized driveways are to be expected. It is worth noting that both the site generated traffic and traffic on Stearns Road will be substantially lower outside of the peak hours. Additionally, Driveway 1 will operate with the left out movement outside of the peak hours.

A queue analysis was conducted at the Stearns Road and Munger Road intersection. All left turn storage lengths are adequate during the existing condition with the exception of the northbound left turn lane. A 195 foot queue is present in the existing pm peak hour, which exceeds the existing the 70 foot left turn lane but not the 230 foot taper. This will increase to 234 feet in the future no project scenario and 237 feet in the future with project scenario. In addition, the eastbound left turn queue is projected to be 265 feet in the background scenario, which exceeds the provided storage by five feet. Adding the project trips increases the queue length by eighteen feet to 283 feet. An increase of eighteen feet represents less than one additional queueing vehicle.

While the currently conceptual site plan consists of two buildings, there is the potential that the development be altered to consist a single building with approximately the same total area. If this change occurs, it is recommended that Driveway 2 be modified to right in/right out access and Driveway 3 be modified to full access. This would provide direct access to the north side of the buildings for truck traffic without having to travel through the vehicle parking areas.

It is assumed that the trip distribution and assignment would be similar with Driveway 2 or Driveway 3 being the full access driveway on Stearns Road. This modification is not expected to have a significant impact to the capacity analysis or queue analysis. Therefore, it is concluded that the analysis in this report would be similar if Driveway 3 were made the full-access driveway instead of Driveway 2.

APPENDIX A

EXISTING TRAFFIC COUNTS

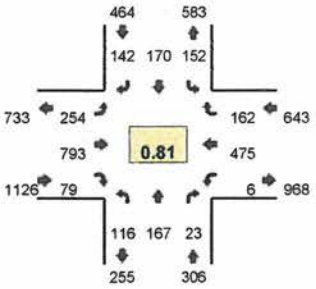
Type of peak hour being reported: Intersection Peak

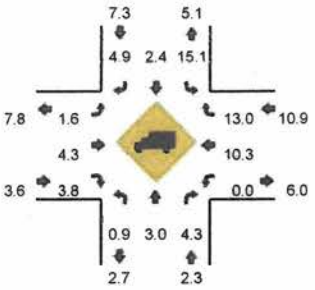
Method for determining peak hour: Total Entering Volume

LOCATION: Munger Rd -- Stearns Rd
CITY/STATE: Bartlett, IL

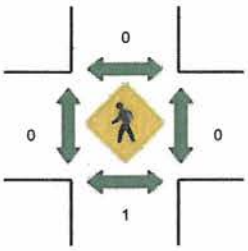
QC JOB #: 14749101
DATE: Wed, Jul 18 2018

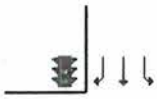
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

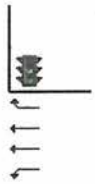


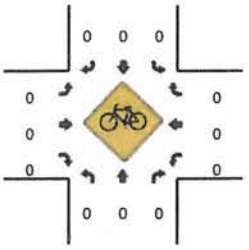


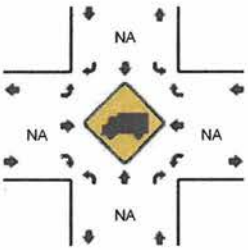
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

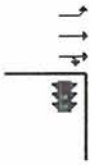


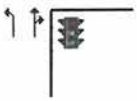


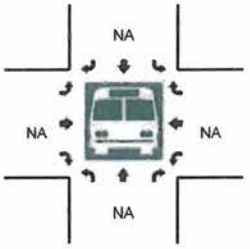












15-Min Count Period Beginning At	Munger Rd (Northbound)				Munger Rd (Southbound)				Stearns Rd (Eastbound)				Stearns Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	34	5	0	25	45	27	0	58	186	16	0	2	85	39	0	535	
7:15 AM	23	35	1	0	35	49	35	0	39	126	28	0	5	126	28	0	530	
7:30 AM	29	45	7	0	39	48	38	0	80	295	28	0	2	133	35	0	779	
7:45 AM	34	51	6	0	43	49	44	0	74	182	13	0	1	110	52	0	659	2503
8:00 AM	29	31	4	0	35	38	34	0	56	173	16	0	2	108	44	0	570	2538
8:15 AM	24	40	6	0	35	35	26	0	44	143	22	0	1	124	31	0	531	2539
8:30 AM	33	36	1	0	37	32	31	0	44	130	25	0	5	114	32	0	520	2280
8:45 AM	20	23	3	0	29	24	22	0	39	147	20	0	2	134	31	0	494	2115

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	116	180	28	0	156	192	152	0	320	1180	112	0	8	532	140	0	3116
Heavy Trucks	0	4	0		20	4	0		0	28	8		0	64	20		148
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments:

Report generated on 7/27/2018 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

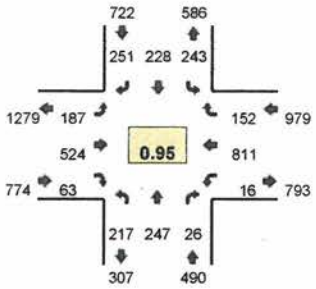
Type of peak hour being reported: Intersection Peak

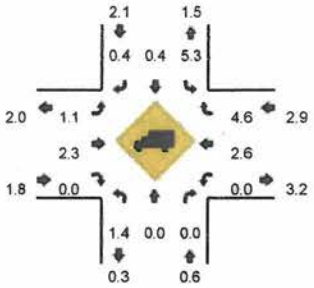
Method for determining peak hour: Total Entering Volume

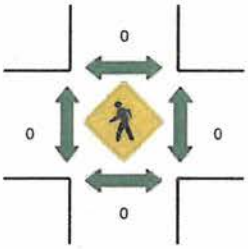
LOCATION: Munger Rd -- Stearns Rd
CITY/STATE: Bartlett, IL

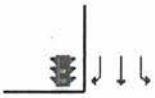
QC JOB #: 14749102
DATE: Wed, Jul 18 2018

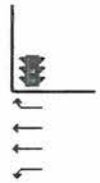
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

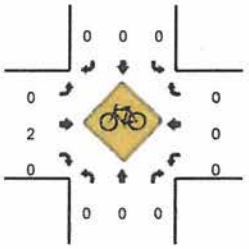


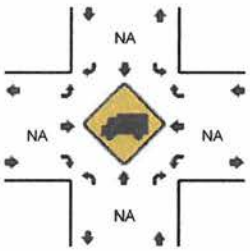


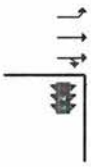


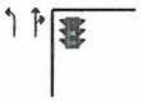


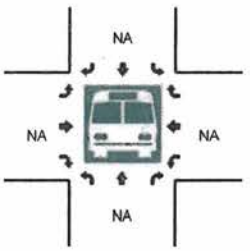












15-Min Count Period Beginning At	Munger Rd (Northbound)				Munger Rd (Southbound)				Stearns Rd (Eastbound)				Stearns Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	33	43	7	0	71	41	43	0	32	114	18	0	5	153	41	0	601	
4:15 PM	35	34	4	0	77	56	53	0	36	136	27	0	8	161	35	0	662	
4:30 PM	37	46	4	0	46	44	54	0	32	137	21	0	5	213	27	0	666	
4:45 PM	52	58	9	0	61	55	58	0	43	123	16	0	5	189	31	0	700	2629
5:00 PM	48	60	7	0	67	61	65	0	40	140	15	0	4	195	47	0	749	2777
5:15 PM	46	67	5	0	57	46	73	0	60	120	19	0	4	203	33	0	733	2848
5:30 PM	71	62	5	0	58	66	55	0	44	141	13	0	3	224	41	0	783	2965
5:45 PM	57	40	8	0	58	43	54	0	34	98	19	0	9	211	35	0	666	2931

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	284	248	20	0	232	264	220	0	176	564	52	0	12	896	164	0	3132
Heavy Trucks	0	0	0		12	0	0		0	8	0		0	16	12		48
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments:

Report generated on 7/27/2018 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

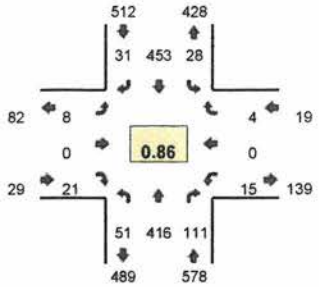
Type of peak hour being reported: Intersection Peak

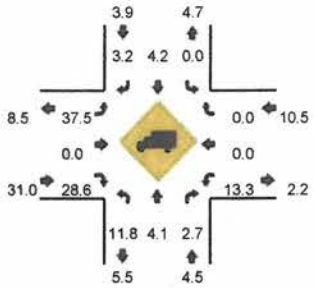
Method for determining peak hour: Total Entering Volume

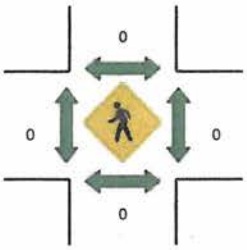
LOCATION: Munger Rd -- Schiferi Rd
CITY/STATE: Bartlett, IL

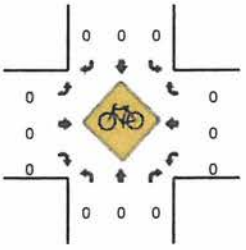
QC JOB #: 14749103
DATE: Wed, Jul 18 2018

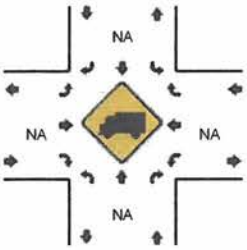
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

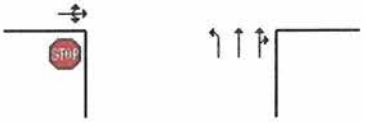


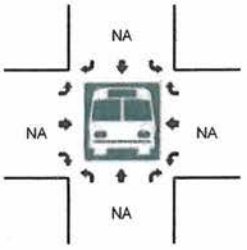












15-Min Count Period Beginning At	Munger Rd (Northbound)				Munger Rd (Southbound)				Schiferi Rd (Eastbound)				Schiferi Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	15	97	15	0	5	85	5	0	1	0	8	0	4	0	3	0	238	
7:15 AM	7	74	24	0	4	114	7	0	2	0	2	0	2	0	1	0	237	
7:30 AM	9	127	25	0	5	120	9	0	4	0	4	0	5	0	0	0	308	
7:45 AM	20	120	40	0	12	119	8	0	2	0	5	0	2	0	1	0	329	1112
8:00 AM	15	95	22	0	7	100	7	0	0	0	10	0	6	0	2	0	264	1138
8:15 AM	8	94	14	0	6	90	4	0	0	0	6	0	7	0	1	0	230	1131
8:30 AM	7	94	14	0	9	81	6	0	2	0	6	0	4	0	2	0	225	1048
8:45 AM	8	77	8	0	4	65	6	0	2	0	3	0	6	0	2	0	181	900

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	480	160	0	48	476	32	0	8	0	20	0	8	0	4	0	1316
Heavy Trucks	12	16	0		0	12	4		4	0	4		4	0	0		56
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments:

Report generated on 7/27/2018 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

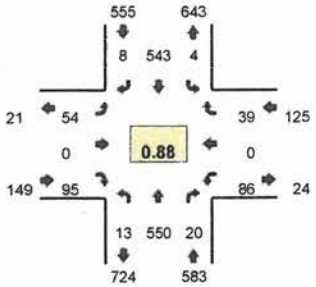
Type of peak hour being reported: Intersection Peak

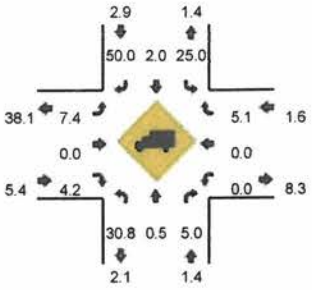
Method for determining peak hour: Total Entering Volume

LOCATION: Munger Rd -- Schiferi Rd
CITY/STATE: Bartlett, IL

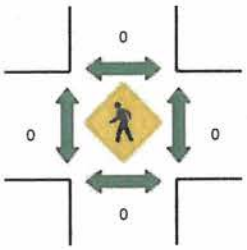
QC JOB #: 14749104
DATE: Wed, Jul 18 2018

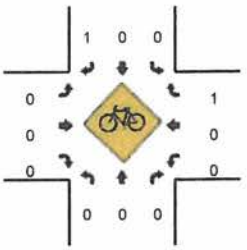
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

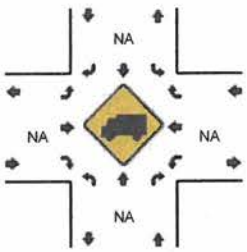


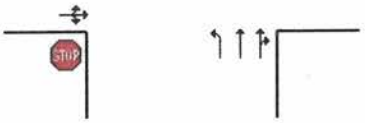


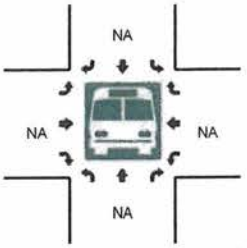
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











15-Min Count Period	Munger Rd (Northbound)				Munger Rd (Southbound)				Schiferi Rd (Eastbound)				Schiferi Rd (Westbound)				Total	Hourly Totals
Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	99	7	0	4	85	9	0	38	0	46	0	32	0	3	0	334	
4:15 PM	6	92	3	0	2	116	4	0	31	0	38	0	19	0	7	0	318	
4:30 PM	2	105	0	0	1	98	2	0	17	0	21	0	26	1	9	0	282	
4:45 PM	1	118	5	0	2	145	4	0	10	0	19	0	16	0	6	0	326	1260
5:00 PM	3	147	5	0	1	137	1	0	25	0	32	0	31	0	19	0	401	1327
5:15 PM	2	147	8	0	0	130	2	0	5	0	13	0	26	0	3	0	336	1345
5:30 PM	7	138	2	0	1	131	1	0	14	0	31	0	13	0	11	0	349	1412
5:45 PM	7	99	1	1	0	121	2	0	7	0	13	0	17	0	6	0	274	1360

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	588	20	0	4	548	4	0	100	0	128	0	124	0	76	0	1604
Heavy Trucks	8	0	0		0	8	0		0	0	16		0	0	8		40
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	1		0	0	0		0	0	1		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/27/2018 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX B

CAPACITY ANALYSIS WORKSHEETS
EXISTING

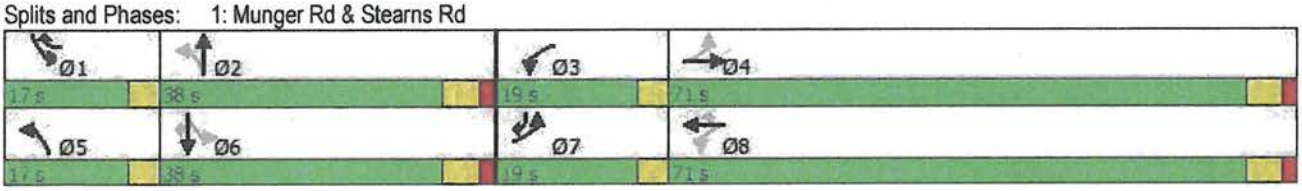
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	793	73	6	475	162	116	167	23	152	170	142
Future Volume (vph)	254	793	73	6	475	162	116	167	23	152	170	142
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	260		0	170		300	70		0	310		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	140			120			230			130		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3459	0	1752	3689	1568	1752	1811	0	1752	1942	1568
Flt Permitted	0.340			0.313			0.610			0.507		
Satd. Flow (perm)	627	3459	0	577	3689	1568	1125	1811	0	935	1942	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				171		4				149
Link Speed (mph)		50			45			35			40	
Link Distance (ft)		1297			848			650			528	
Travel Time (s)		17.7			12.8			12.7			9.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	267	835	77	6	500	171	122	176	24	160	179	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	267	912	0	6	500	171	122	200	0	160	179	149
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.94	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3	1	1	2		1	2	1
Detector Template												
Leading Detector (ft)	36	256		36	256	36	36	36		36	36	36
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	36	6		36	6	36	36	36		36	36	36
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		97			97			0			0	
Detector 2 Size(ft)		6			6			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)		250			250							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	3.0
Minimum Split (s)	6.5	21.0		6.5	21.0	6.5	6.5	14.0		6.5	14.0	6.5
Total Split (s)	19.0	71.0		19.0	71.0	17.0	17.0	38.0		17.0	38.0	19.0
Total Split (%)	13.1%	49.0%		13.1%	49.0%	11.7%	11.7%	26.2%		11.7%	26.2%	13.1%
Maximum Green (s)	15.5	65.0		15.5	65.0	13.5	13.5	32.0		13.5	32.0	15.5
Yellow Time (s)	3.5	4.0		3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None
Act Effct Green (s)	41.1	37.1		29.1	20.6	37.4	27.3	14.7		28.4	15.3	35.8
Actuated g/C Ratio	0.51	0.46		0.36	0.26	0.47	0.34	0.18		0.36	0.19	0.45
v/c Ratio	0.51	0.57		0.02	0.52	0.21	0.26	0.60		0.36	0.48	0.19
Control Delay	15.5	18.2		12.0	28.0	2.8	19.1	39.1		20.2	35.6	3.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	15.5	18.2		12.0	28.0	2.8	19.1	39.1		20.2	35.6	3.8
LOS	B	B		B	C	A	B	D		C	D	A
Approach Delay		17.6			21.5			31.5			20.9	
Approach LOS		B			C			C			C	
90th %ile Green (s)	15.5	47.2		6.1	37.8	13.5	13.5	23.3		13.5	23.3	15.5
90th %ile Term Code	Max	Gap		Gap	Hold	Max	Max	Gap		Max	Hold	Max
70th %ile Green (s)	15.5	39.5		0.0	20.5	12.2	11.3	16.8		12.2	17.7	15.5
70th %ile Term Code	Max	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Max
50th %ile Green (s)	15.5	37.1		0.0	18.1	10.5	9.8	14.2		10.5	14.9	15.5
50th %ile Term Code	Max	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Max
30th %ile Green (s)	13.3	31.8		0.0	15.0	9.0	8.5	11.9		9.0	12.4	13.3
30th %ile Term Code	Gap	Hold		Skip	Min	Gap	Gap	Gap		Gap	Hold	Gap
10th %ile Green (s)	10.2	28.7		0.0	15.0	7.4	6.8	9.1		7.4	9.7	10.2
10th %ile Term Code	Gap	Hold		Skip	Min	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	69	153		1	112	0	37	87		50	77	0
Queue Length 95th (ft)	147	316		8	184	32	96	197		123	178	38
Internal Link Dist (ft)		1217			768			570			448	
Turn Bay Length (ft)	260			170		300	70			310		150
Base Capacity (vph)	549	2882		518	3071	886	539	757		503	809	818
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.49	0.32		0.01	0.16	0.19	0.23	0.26		0.32	0.22	0.18

Intersection Summary

Area Type:	Other
Cycle Length: 145	
Actuated Cycle Length: 79.9	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 109.1	
70th %ile Actuated Cycle: 84	
50th %ile Actuated Cycle: 77.3	
30th %ile Actuated Cycle: 68.2	
10th %ile Actuated Cycle: 60.7	

Splits and Phases: 1: Munger Rd & Stearns Rd



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↑		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	6	0	25	20	0	4	52	430	101	30	419	28
Future Vol, veh/h	6	0	25	20	0	4	52	430	101	30	419	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	165	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10	10	3	10	10	3	10
Mvmt Flow	6	0	26	21	0	4	55	453	106	32	441	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	855	1187	235	899	1149	279	471	0	0	559	0	0
Stage 1	519	519	-	615	615	-	-	-	-	-	-	-
Stage 2	336	668	-	284	534	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.7	7.1	7.7	6.7	7.1	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	3.6	4.1	3.4	2.3	-	-	2.3	-	-
Pot Cap-1 Maneuver	239	176	743	222	186	695	1033	-	-	955	-	-
Stage 1	488	511	-	426	461	-	-	-	-	-	-	-
Stage 2	630	435	-	677	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	222	161	743	200	170	695	1033	-	-	955	-	-
Mov Cap-2 Maneuver	222	161	-	200	170	-	-	-	-	-	-	-
Stage 1	462	494	-	403	436	-	-	-	-	-	-	-
Stage 2	593	412	-	631	486	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	22.6	0.8	0.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1033	-	-	511	200	695	955	-	-
HCM Lane V/C Ratio	0.053	-	-	0.064	0.105	0.006	0.033	-	-
HCM Control Delay (s)	8.7	-	-	12.5	25.1	10.2	8.9	-	-
HCM Lane LOS	A	-	-	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.3	0	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	524	63	16	811	152	217	247	26	243	228	251
Future Volume (vph)	187	524	63	16	811	152	217	247	26	243	228	251
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	260		0	170		300	70		0	310		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	140			120			230			130		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984				0.850		0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3449	0	1752	3689	1568	1752	1819	0	1752	1942	1568
Flt Permitted	0.164			0.418			0.442			0.305		
Satd. Flow (perm)	303	3449	0	771	3689	1568	815	1819	0	563	1942	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				160		3				115
Link Speed (mph)		50			45			35			40	
Link Distance (ft)		1297			848			650			528	
Travel Time (s)		17.7			12.8			12.7			9.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	552	66	17	854	160	228	260	27	256	240	264
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	618	0	17	854	160	228	287	0	256	240	264
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.94	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3	1	1	2		1	2	1
Detector Template												
Leading Detector (ft)	36	256		36	256	36	36	36		36	36	36
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	36	6		36	6	36	36	36		36	36	36
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		97			97			0			0	
Detector 2 Size(ft)		6			6			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)		250			250							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							

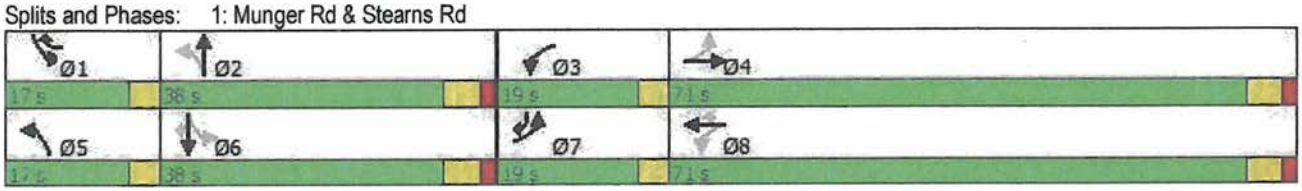
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	3.0
Minimum Split (s)	6.5	21.0		6.5	21.0	6.5	6.5	14.0		6.5	14.0	6.5
Total Split (s)	19.0	71.0		19.0	71.0	17.0	17.0	38.0		17.0	38.0	19.0
Total Split (%)	13.1%	49.0%		13.1%	49.0%	11.7%	11.7%	26.2%		11.7%	26.2%	13.1%
Maximum Green (s)	15.5	65.0		15.5	65.0	13.5	13.5	32.0		13.5	32.0	15.5
Yellow Time (s)	3.5	4.0		3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None
Act Effct Green (s)	54.0	48.0		42.6	33.8	53.6	36.6	21.2		38.1	21.9	42.1
Actuated g/C Ratio	0.53	0.47		0.42	0.33	0.52	0.36	0.21		0.37	0.21	0.41
v/c Ratio	0.55	0.38		0.04	0.70	0.18	0.56	0.76		0.70	0.58	0.37
Control Delay	19.5	19.2		13.5	33.5	2.8	29.0	52.5		35.5	43.8	13.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	19.5	19.2		13.5	33.5	2.8	29.0	52.5		35.5	43.8	13.9
LOS	B	B		B	C	A	C	D		D	D	B
Approach Delay		19.3			28.4			42.1			30.6	
Approach LOS		B			C			D			C	
90th %ile Green (s)	15.5	56.5		6.9	47.9	13.5	13.5	32.0		13.5	32.0	15.5
90th %ile Term Code	Max	Hold		Gap	Gap	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	15.5	48.7		6.3	39.5	13.5	13.5	25.2		13.5	25.2	15.5
70th %ile Term Code	Max	Hold		Gap	Gap	Max	Max	Gap		Max	Hold	Max
50th %ile Green (s)	15.5	52.8		0.0	33.8	13.5	13.5	20.9		13.5	20.9	15.5
50th %ile Term Code	Max	Hold		Skip	Gap	Max	Max	Gap		Max	Hold	Max
30th %ile Green (s)	13.3	45.5		0.0	28.7	13.5	12.9	17.3		13.5	17.9	13.3
30th %ile Term Code	Gap	Hold		Skip	Gap	Max	Gap	Gap		Max	Hold	Gap
10th %ile Green (s)	9.9	35.3		0.0	21.9	12.1	9.9	13.0		12.1	15.2	9.9
10th %ile Term Code	Gap	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	64	118		5	255	0	103	177		117	144	62
Queue Length 95th (ft)	125	226		18	370	33	195	310		#238	255	149
Internal Link Dist (ft)		1217			768			570			448	
Turn Bay Length (ft)	260			170		300	70			310		150
Base Capacity (vph)	387	2267		544	2421	903	428	589		373	627	742
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.51	0.27		0.03	0.35	0.18	0.53	0.49		0.69	0.38	0.36

Intersection Summary

Area Type:	Other
Cycle Length: 145	
Actuated Cycle Length: 102.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 127.9	
70th %ile Actuated Cycle: 112.7	
50th %ile Actuated Cycle: 102.7	
30th %ile Actuated Cycle: 91.8	
10th %ile Actuated Cycle: 75.9	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Munger Rd & Stearns Rd



Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↑		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	54	0	95	86	0	39	13	553	20	4	541	8
Future Vol, veh/h	54	0	95	86	0	39	13	553	20	4	541	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	165	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10	10	3	10	10	3	10
Mvmt Flow	57	0	100	91	0	41	14	582	21	4	569	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	900	1213	289	913	1206	302	578	0	0	603	0	0
Stage 1	582	582	-	620	620	-	-	-	-	-	-	-
Stage 2	318	631	-	293	586	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.7	7.1	7.7	6.7	7.1	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	3.6	4.1	3.4	2.3	-	-	2.3	-	-
Pot Cap-1 Maneuver	221	169	684	216	171	671	939	-	-	918	-	-
Stage 1	447	478	-	423	459	-	-	-	-	-	-	-
Stage 2	646	453	-	669	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	204	166	684	182	168	671	939	-	-	918	-	-
Mov Cap-2 Maneuver	204	166	-	182	168	-	-	-	-	-	-	-
Stage 1	440	476	-	417	452	-	-	-	-	-	-	-
Stage 2	597	446	-	569	474	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.8	32.9	0.2	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	369	182	671	918	-	-
HCM Lane V/C Ratio	0.015	-	-	0.425	0.497	0.061	0.005	-	-
HCM Control Delay (s)	8.9	-	-	21.8	42.9	10.7	8.9	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.1	2.4	0.2	0	-	-

APPENDIX C

CAPACITY ANALYSIS WORKSHEETS BACKGROUND

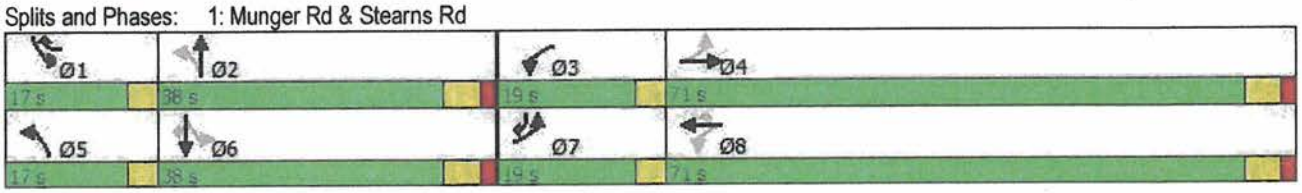
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	936	86	7	561	191	137	197	27	179	201	168
Future Volume (vph)	300	936	86	7	561	191	137	197	27	179	201	168
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	260		0	170		300	70		0	310		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	140			120			230			130		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3459	0	1752	3689	1568	1752	1811	0	1752	1942	1568
Flt Permitted	0.284			0.243			0.514			0.418		
Satd. Flow (perm)	524	3459	0	448	3689	1568	948	1811	0	771	1942	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				201		4				177
Link Speed (mph)		50			45			35			40	
Link Distance (ft)		1297			848			650			528	
Travel Time (s)		17.7			12.8			12.7			9.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	316	985	91	7	591	201	144	207	28	188	212	177
Shared Lane Traffic (%)												
Lane Group Flow (vph)	316	1076	0	7	591	201	144	235	0	188	212	177
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.94	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3	1	1	2		1	2	1
Detector Template												
Leading Detector (ft)	36	256		36	256	36	36	36		36	36	36
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	36	6		36	6	36	36	36		36	36	36
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		97			97			0			0	
Detector 2 Size(ft)		6			6			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)		250			250							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	3.0
Minimum Split (s)	6.5	21.0		6.5	21.0	6.5	6.5	14.0		6.5	14.0	6.5
Total Split (s)	19.0	71.0		19.0	71.0	17.0	17.0	38.0		17.0	38.0	19.0
Total Split (%)	13.1%	49.0%		13.1%	49.0%	11.7%	11.7%	26.2%		11.7%	26.2%	13.1%
Maximum Green (s)	15.5	65.0		15.5	65.0	13.5	13.5	32.0		13.5	32.0	15.5
Yellow Time (s)	3.5	4.0		3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None
Act Effct Green (s)	47.4	43.4		34.3	25.7	44.0	32.1	18.2		33.5	18.9	40.7
Actuated g/C Ratio	0.52	0.48		0.38	0.28	0.48	0.35	0.20		0.37	0.21	0.45
v/c Ratio	0.66	0.65		0.03	0.57	0.23	0.33	0.65		0.46	0.53	0.22
Control Delay	20.9	21.2		12.9	30.1	2.6	22.7	44.1		24.8	39.8	4.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	20.9	21.2		12.9	30.1	2.6	22.7	44.1		24.8	39.8	4.2
LOS	C	C		B	C	A	C	D		C	D	A
Approach Delay		21.1			23.0			36.0			24.0	
Approach LOS		C			C			D			C	
90th %ile Green (s)	15.5	62.1		6.2	52.8	13.5	13.5	29.1		13.5	29.1	15.5
90th %ile Term Code	Max	Gap		Gap	Hold	Max	Max	Gap		Max	Hold	Max
70th %ile Green (s)	15.5	45.2		0.0	26.2	13.5	13.4	21.2		13.5	21.3	15.5
70th %ile Term Code	Max	Gap		Skip	Hold	Max	Gap	Gap		Max	Hold	Max
50th %ile Green (s)	15.5	41.4		0.0	22.4	12.8	11.4	17.6		12.8	19.0	15.5
50th %ile Term Code	Max	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Max
30th %ile Green (s)	15.5	37.8		0.0	18.8	10.6	9.7	14.5		10.6	15.4	15.5
30th %ile Term Code	Max	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Max
10th %ile Green (s)	12.2	30.7		0.0	15.0	8.3	7.6	10.8		8.3	11.5	12.2
10th %ile Term Code	Gap	Hold		Skip	Min	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	100	225		2	151	0	49	117		66	103	0
Queue Length 95th (ft)	192	424		9	233	35	134	263		171	237	46
Internal Link Dist (ft)		1217			768			570			448	
Turn Bay Length (ft)	260			170		300	70			310		150
Base Capacity (vph)	491	2597		452	2767	893	484	671		448	717	810
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.64	0.41		0.02	0.21	0.23	0.30	0.35		0.42	0.30	0.22

Intersection Summary

Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 91.3			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 23.9		Intersection LOS: C	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 129.9			
70th %ile Actuated Cycle: 95.4			
50th %ile Actuated Cycle: 87.3			
30th %ile Actuated Cycle: 78.4			
10th %ile Actuated Cycle: 65.3			

Splits and Phases: 1: Munger Rd & Stearns Rd



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↑↱		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	6	0	25	20	0	4	52	535	101	30	503	28
Future Vol, veh/h	6	0	25	20	0	4	52	535	101	30	503	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	165	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10	10	3	10	10	3	10
Mvmt Flow	6	0	26	21	0	4	55	563	106	32	529	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	998	1386	279	1054	1348	335	559	0	0	669	0	0
Stage 1	607	607	-	726	726	-	-	-	-	-	-	-
Stage 2	391	779	-	328	622	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.7	7.1	7.7	6.7	7.1	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	3.6	4.1	3.4	2.3	-	-	2.3	-	-
Pot Cap-1 Maneuver	187	132	695	170	140	638	955	-	-	865	-	-
Stage 1	431	465	-	364	409	-	-	-	-	-	-	-
Stage 2	584	386	-	637	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	120	695	152	127	638	955	-	-	865	-	-
Mov Cap-2 Maneuver	173	120	-	152	127	-	-	-	-	-	-	-
Stage 1	406	448	-	343	385	-	-	-	-	-	-	-
Stage 2	547	364	-	590	441	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	28.9	0.7	0.5
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	955	-	-	439	152	638	865	-	-
HCM Lane V/C Ratio	0.057	-	-	0.074	0.139	0.007	0.037	-	-
HCM Control Delay (s)	9	-	-	13.9	32.5	10.7	9.3	-	-
HCM Lane LOS	A	-	-	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.5	0	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	618	74	19	957	179	256	291	31	287	269	296
Future Volume (vph)	221	618	74	19	957	179	256	291	31	287	269	296
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	260		0	170		300	70		0	310		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	140			120			230			130		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3449	0	1752	3689	1568	1752	1817	0	1752	1942	1568
Flt Permitted	0.086			0.375			0.349			0.204		
Satd. Flow (perm)	159	3449	0	692	3689	1568	644	1817	0	376	1942	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				188		4				99
Link Speed (mph)		50			45			35			40	
Link Distance (ft)		1297			848			650			528	
Travel Time (s)		17.7			12.8			12.7			9.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	233	651	78	20	1007	188	269	306	33	302	283	312
Shared Lane Traffic (%)												
Lane Group Flow (vph)	233	729	0	20	1007	188	269	339	0	302	283	312
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.94	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3	1	1	2		1	2	1
Detector Template												
Leading Detector (ft)	36	256		36	256	36	36	36		36	36	36
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	36	6		36	6	36	36	36		36	36	36
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		97			97			0			0	
Detector 2 Size(ft)		6			6			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)		250			250							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							

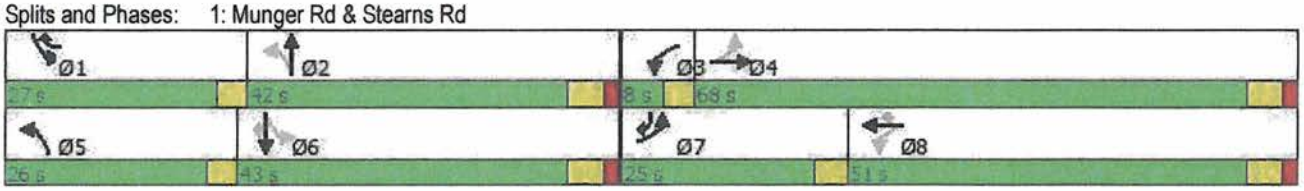
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	3.0
Minimum Split (s)	6.5	21.0		6.5	21.0	6.5	6.5	14.0		6.5	14.0	6.5
Total Split (s)	25.0	68.0		8.0	51.0	27.0	26.0	42.0		27.0	43.0	25.0
Total Split (%)	17.2%	46.9%		5.5%	35.2%	18.6%	17.9%	29.0%		18.6%	29.7%	17.2%
Maximum Green (s)	21.5	62.0		4.5	45.0	23.5	22.5	36.0		23.5	37.0	21.5
Yellow Time (s)	3.5	4.0		3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None
Act Effct Green (s)	66.7	59.8		48.5	41.3	67.4	49.4	28.2		51.9	29.4	54.7
Actuated g/C Ratio	0.52	0.47		0.38	0.32	0.53	0.39	0.22		0.41	0.23	0.43
v/c Ratio	0.73	0.45		0.07	0.85	0.21	0.66	0.84		0.83	0.64	0.43
Control Delay	45.6	25.7		19.5	49.5	2.9	34.0	67.6		46.8	52.8	19.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	45.6	25.7		19.5	49.5	2.9	34.0	67.6		46.8	52.8	19.5
LOS	D	C		B	D	A	C	E		D	D	B
Approach Delay		30.5			41.8			52.8			39.2	
Approach LOS		C			D			D			D	
90th %ile Green (s)	21.5	62.0		4.5	45.0	23.5	22.5	36.0		23.5	37.0	21.5
90th %ile Term Code	Max	Hold		Max	Max	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	21.5	62.0		4.5	45.0	23.5	22.5	35.4		23.5	36.4	21.5
70th %ile Term Code	Max	Hold		Max	Max	Max	Max	Gap		Max	Hold	Max
50th %ile Green (s)	21.5	62.0		4.5	45.0	21.6	19.7	30.0		21.6	31.9	21.5
50th %ile Term Code	Max	Hold		Max	Max	Gap	Gap	Gap		Gap	Hold	Max
30th %ile Green (s)	18.5	62.9		0.0	40.9	18.1	16.8	24.5		18.1	25.8	18.5
30th %ile Term Code	Gap	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Gap
10th %ile Green (s)	13.0	46.7		0.0	30.2	13.3	12.5	17.3		13.3	18.1	13.0
10th %ile Term Code	Gap	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	140	229		8	435	0	162	289		186	228	127
Queue Length 95th (ft)	#265	315		24	566	39	234	413		#302	334	213
Internal Link Dist (ft)		1217			768			570			448	
Turn Bay Length (ft)	260			170		300	70			310		150
Base Capacity (vph)	357	1728		300	1332	960	462	528		416	577	760
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.65	0.42		0.07	0.76	0.20	0.58	0.64		0.73	0.49	0.41

Intersection Summary

Area Type:	Other
Cycle Length: 145	
Actuated Cycle Length: 128.1	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 145	
70th %ile Actuated Cycle: 144.4	
50th %ile Actuated Cycle: 137.1	
30th %ile Actuated Cycle: 121	
10th %ile Actuated Cycle: 92.8	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Munger Rd & Stearns Rd



Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	0	95	86	0	39	13	658	20	4	671	8
Future Vol, veh/h	54	0	95	86	0	39	13	658	20	4	671	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	165	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10	10	3	10	10	3	10
Mvmt Flow	57	0	100	91	0	41	14	693	21	4	706	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1093	1460	357	1093	1454	357	715	0	0	714	0	0
Stage 1	719	719	-	731	731	-	-	-	-	-	-	-
Stage 2	374	741	-	362	723	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.7	7.1	7.7	6.7	7.1	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	3.6	4.1	3.4	2.3	-	-	2.3	-	-
Pot Cap-1 Maneuver	159	119	617	159	120	617	830	-	-	831	-	-
Stage 1	368	412	-	362	407	-	-	-	-	-	-	-
Stage 2	598	402	-	608	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	116	617	131	117	617	830	-	-	831	-	-
Mov Cap-2 Maneuver	146	116	-	131	117	-	-	-	-	-	-	-
Stage 1	362	410	-	356	400	-	-	-	-	-	-	-
Stage 2	549	395	-	507	408	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.3	57.6	0.2	0.1
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	830	-	-	284	131	617	831	-	-
HCM Lane V/C Ratio	0.016	-	-	0.552	0.691	0.067	0.005	-	-
HCM Control Delay (s)	9.4	-	-	32.3	78.6	11.3	9.4	-	-
HCM Lane LOS	A	-	-	D	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	3.8	0.2	0	-	-

APPENDIX D

CAPACITY ANALYSIS WORKSHEETS
FUTURE WITH PROJECT

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	949	86	9	571	193	137	201	31	195	201	168
Future Volume (vph)	320	949	86	9	571	193	137	201	31	195	201	168
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	260		0	170		300	70		0	310		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	140			120			230			130		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987				0.850		0.980				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3459	0	1752	3689	1568	1752	1808	0	1752	1942	1568
Flt Permitted	0.277			0.233			0.527			0.390		
Satd. Flow (perm)	511	3459	0	430	3689	1568	972	1808	0	719	1942	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				203		5				177
Link Speed (mph)		50			45			35			40	
Link Distance (ft)		1297			848			650			528	
Travel Time (s)		17.7			12.8			12.7			9.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	337	999	91	9	601	203	144	212	33	205	212	177
Shared Lane Traffic (%)												
Lane Group Flow (vph)	337	1090	0	9	601	203	144	245	0	205	212	177
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.94	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3	1	1	2		1	2	1
Detector Template												
Leading Detector (ft)	36	256		36	256	36	36	36		36	36	36
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	36	6		36	6	36	36	36		36	36	36
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		97			97			0			0	
Detector 2 Size(ft)		6			6			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)		250			250							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							

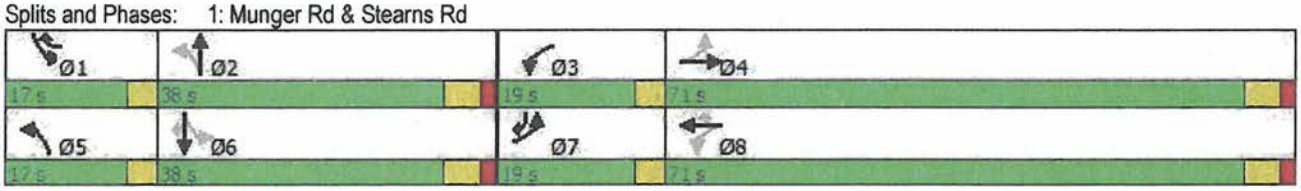
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	3.0
Minimum Split (s)	6.5	21.0		6.5	21.0	6.5	6.5	14.0		6.5	14.0	6.5
Total Split (s)	19.0	71.0		19.0	71.0	17.0	17.0	38.0		17.0	38.0	19.0
Total Split (%)	13.1%	49.0%		13.1%	49.0%	11.7%	11.7%	26.2%		11.7%	26.2%	13.1%
Maximum Green (s)	15.5	65.0		15.5	65.0	13.5	13.5	32.0		13.5	32.0	15.5
Yellow Time (s)	3.5	4.0		3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None
Act Effct Green (s)	48.4	44.4		35.1	26.4	45.2	32.9	19.0		35.2	20.1	42.1
Actuated g/C Ratio	0.52	0.47		0.38	0.28	0.48	0.35	0.20		0.38	0.21	0.45
v/c Ratio	0.72	0.66		0.04	0.58	0.24	0.33	0.66		0.50	0.51	0.22
Control Delay	24.2	21.8		13.1	30.6	2.6	23.0	45.1		26.3	39.6	4.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	24.2	21.8		13.1	30.6	2.6	23.0	45.1		26.3	39.6	4.2
LOS	C	C		B	C	A	C	D		C	D	A
Approach Delay		22.4			23.5			36.9			24.5	
Approach LOS		C			C			D			C	
90th %ile Green (s)	15.5	64.4		6.4	55.3	13.5	13.5	30.2		13.5	30.2	15.5
90th %ile Term Code	Max	Gap		Gap	Hold	Max	Max	Gap		Max	Hold	Max
70th %ile Green (s)	15.5	46.3		0.0	27.3	13.5	13.5	22.1		13.5	22.1	15.5
70th %ile Term Code	Max	Gap		Skip	Hold	Max	Max	Gap		Max	Hold	Max
50th %ile Green (s)	15.5	41.8		0.0	22.8	13.5	11.4	18.3		13.5	20.4	15.5
50th %ile Term Code	Max	Hold		Skip	Gap	Max	Gap	Gap		Max	Hold	Max
30th %ile Green (s)	15.5	38.3		0.0	19.3	11.4	9.8	15.2		11.4	16.8	15.5
30th %ile Term Code	Max	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Max
10th %ile Green (s)	13.0	31.5		0.0	15.0	8.8	7.7	11.3		8.8	12.4	13.0
10th %ile Term Code	Gap	Hold		Skip	Min	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	112	238		2	158	0	49	125		73	104	0
Queue Length 95th (ft)	#218	440		12	239	35	137	280		191	242	47
Internal Link Dist (ft)		1217			768			570			448	
Turn Bay Length (ft)	260			170		300	70			310		150
Base Capacity (vph)	481	2534		439	2701	888	488	654		436	700	813
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.70	0.43		0.02	0.22	0.23	0.30	0.37		0.47	0.30	0.22

Intersection Summary

Area Type:	Other
Cycle Length: 145	
Actuated Cycle Length: 93.5	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 133.5	
70th %ile Actuated Cycle: 97.4	
50th %ile Actuated Cycle: 89.1	
30th %ile Actuated Cycle: 80.4	
10th %ile Actuated Cycle: 67.1	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Munger Rd & Stearns Rd



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↑		↰	↑↑		↰	↑↑	
Traffic Vol, veh/h	6	0	25	20	0	4	52	539	101	30	519	28
Future Vol, veh/h	6	0	25	20	0	4	52	539	101	30	519	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	165	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10	10	3	10	10	3	10
Mvmt Flow	6	0	26	21	0	4	55	567	106	32	546	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1017	1407	288	1066	1369	337	576	0	0	674	0	0
Stage 1	624	624	-	730	730	-	-	-	-	-	-	-
Stage 2	393	783	-	336	639	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.7	7.1	7.7	6.7	7.1	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	3.6	4.1	3.4	2.3	-	-	2.3	-	-
Pot Cap-1 Maneuver	181	128	685	166	136	636	940	-	-	861	-	-
Stage 1	421	457	-	362	407	-	-	-	-	-	-	-
Stage 2	582	384	-	630	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	167	116	685	148	123	636	940	-	-	861	-	-
Mov Cap-2 Maneuver	167	116	-	148	123	-	-	-	-	-	-	-
Stage 1	396	440	-	341	383	-	-	-	-	-	-	-
Stage 2	544	362	-	583	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	29.5	0.7	0.5
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	940	-	-	428	148	636	861	-	-
HCM Lane V/C Ratio	0.058	-	-	0.076	0.142	0.007	0.037	-	-
HCM Control Delay (s)	9.1	-	-	14.1	33.3	10.7	9.3	-	-
HCM Lane LOS	A	-	-	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.5	0	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	688	26	0	564
Future Vol, veh/h	0	4	688	26	0	564
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	25	3	23	0	3
Mvmt Flow	0	4	724	27	0	594

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	376	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.4	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.55	-	-	-	-
Pot Cap-1 Maneuver	0	560	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	560	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	560	-
HCM Lane V/C Ratio	-	-	0.008	-
HCM Control Delay (s)	-	-	11.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	1142	770	22	12	3
Future Vol, veh/h	33	1142	770	22	12	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	215	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	12	3	3	23	25	33
Mvmt Flow	35	1202	811	23	13	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	834	0	-	0	1493	417
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	671	-
Critical Hdwy	4.34	-	-	-	7.3	7.56
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	2.32	-	-	-	3.75	3.63
Pot Cap-1 Maneuver	734	-	-	-	92	506
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	734	-	-	-	88	506
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	392	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	734	-	-	-	234
HCM Lane V/C Ratio	0.047	-	-	-	0.067
HCM Control Delay (s)	10.1	-	-	-	21.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1154	783	23	0	9
Future Vol, veh/h	0	1154	783	23	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	3	3	26	0	11
Mvmt Flow	0	1215	824	24	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	412
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.41
Pot Cap-1 Maneuver	0	-	-	0	0	564
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	564
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	564
HCM Lane V/C Ratio	-	-	0.017
HCM Control Delay (s)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	623	74	28	990	180	256	292	32	292	269	296
Future Volume (vph)	228	623	74	28	990	180	256	292	32	292	269	296
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	260		0	170		300	70		0	310		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	140			120			230			130		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3449	0	1752	3689	1568	1752	1817	0	1752	1942	1568
Flt Permitted	0.083			0.373			0.354			0.190		
Satd. Flow (perm)	153	3449	0	688	3689	1568	653	1817	0	350	1942	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				189		4				97
Link Speed (mph)		50			45			35			40	
Link Distance (ft)		1297			848			650			528	
Travel Time (s)		17.7			12.8			12.7			9.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	240	656	78	29	1042	189	269	307	34	307	283	312
Shared Lane Traffic (%)												
Lane Group Flow (vph)	240	734	0	29	1042	189	269	341	0	307	283	312
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.94	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3	1	1	2		1	2	1
Detector Template												
Leading Detector (ft)	36	256		36	256	36	36	36		36	36	36
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	36	6		36	6	36	36	36		36	36	36
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		97			97			0			0	
Detector 2 Size(ft)		6			6			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)		250			250							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							

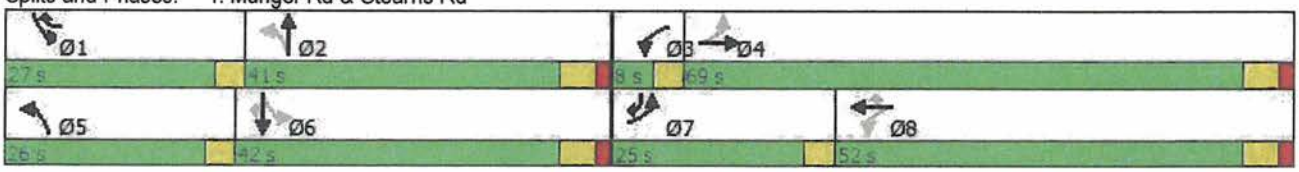
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	3.0	3.0	8.0		3.0	8.0	3.0
Minimum Split (s)	6.5	21.0		6.5	21.0	6.5	6.5	14.0		6.5	14.0	6.5
Total Split (s)	25.0	69.0		8.0	52.0	27.0	26.0	41.0		27.0	42.0	25.0
Total Split (%)	17.2%	47.6%		5.5%	35.9%	18.6%	17.9%	28.3%		18.6%	29.0%	17.2%
Maximum Green (s)	21.5	63.0		4.5	46.0	23.5	22.5	35.0		23.5	36.0	21.5
Yellow Time (s)	3.5	4.0		3.5	4.0	3.5	3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None
Act Effct Green (s)	68.8	61.8		50.3	43.1	69.8	50.0	28.6		53.4	30.3	56.0
Actuated g/C Ratio	0.52	0.47		0.38	0.33	0.53	0.38	0.22		0.41	0.23	0.43
v/c Ratio	0.76	0.45		0.10	0.86	0.20	0.66	0.85		0.85	0.63	0.43
Control Delay	49.2	25.7		19.5	50.7	2.9	35.1	70.2		51.4	53.5	20.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	49.2	25.7		19.5	50.7	2.9	35.1	70.2		51.4	53.5	20.1
LOS	D	C		B	D	A	D	E		D	D	C
Approach Delay		31.5			42.8			54.7			41.2	
Approach LOS		C			D			D			D	
90th %ile Green (s)	21.5	63.0		4.5	46.0	23.5	22.5	35.0		23.5	36.0	21.5
90th %ile Term Code	Max	Hold		Max	Max	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	21.5	63.0		4.5	46.0	23.5	22.5	35.0		23.5	36.0	21.5
70th %ile Term Code	Max	Hold		Max	Max	Max	Max	Max		Max	Hold	Max
50th %ile Green (s)	21.5	63.0		4.5	46.0	22.8	20.0	31.2		22.8	34.0	21.5
50th %ile Term Code	Max	Hold		Max	Max	Gap	Gap	Gap		Gap	Hold	Max
30th %ile Green (s)	19.5	67.2		0.0	44.2	19.0	16.9	25.5		19.0	27.6	19.5
30th %ile Term Code	Gap	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Gap
10th %ile Green (s)	13.8	50.2		0.0	32.9	14.2	12.8	18.3		14.2	19.7	13.8
10th %ile Term Code	Gap	Hold		Skip	Gap	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	154	240		13	470	0	165	297		193	231	131
Queue Length 95th (ft)	#283	313		31	#591	39	237	#421		#333	337	218
Internal Link Dist (ft)		1217			768			570			448	
Turn Bay Length (ft)	260			170		300	70			310		150
Base Capacity (vph)	348	1721		301	1322	959	455	498		401	544	752
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.69	0.43		0.10	0.79	0.20	0.59	0.68		0.77	0.52	0.41

Intersection Summary

Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 131.2			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 41.4		Intersection LOS: D	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 145			
70th %ile Actuated Cycle: 145			
50th %ile Actuated Cycle: 140.5			
30th %ile Actuated Cycle: 127.2			
10th %ile Actuated Cycle: 98.2			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Munger Rd & Stearns Rd



Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	0	95	86	0	39	13	674	20	4	676	8
Future Vol, veh/h	54	0	95	86	0	39	13	674	20	4	676	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	165	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10	10	3	10	10	3	10
Mvmt Flow	57	0	100	91	0	41	14	709	21	4	712	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1482	360	1111	1475	365	720	0	0	731	0	0
Stage 1	724	724	-	747	747	-	-	-	-	-	-	-
Stage 2	382	758	-	364	728	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.7	7.1	7.7	6.7	7.1	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.7	-	6.7	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.1	3.4	3.6	4.1	3.4	2.3	-	-	2.3	-	-
Pot Cap-1 Maneuver	155	115	614	154	116	609	826	-	-	818	-	-
Stage 1	365	410	-	353	400	-	-	-	-	-	-	-
Stage 2	591	395	-	606	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	112	614	127	113	609	826	-	-	818	-	-
Mov Cap-2 Maneuver	142	112	-	127	113	-	-	-	-	-	-	-
Stage 1	359	408	-	347	393	-	-	-	-	-	-	-
Stage 2	542	388	-	505	406	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.3	61.2	0.2	0.1
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	826	-	-	279	127	609	818	-	-
HCM Lane V/C Ratio	0.017	-	-	0.562	0.713	0.067	0.005	-	-
HCM Control Delay (s)	9.4	-	-	33.3	83.9	11.3	9.4	-	-
HCM Lane LOS	A	-	-	D	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	4	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	691	9	0	857
Future Vol, veh/h	0	16	691	9	0	857
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	25	3	22	0	3
Mvmt Flow	0	17	727	9	0	902

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1183	368	0	0	737	0
Stage 1	732	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.8	7.4	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.55	-	-	2.2	-
Pot Cap-1 Maneuver	185	568	-	-	878	-
Stage 1	442	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	185	568	-	-	878	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	568	878	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s)	-	-	11.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	936	1187	8	47	11
Future Vol, veh/h	11	936	1187	8	47	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	215	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	3	3	25	28	18
Mvmt Flow	12	985	1249	8	49	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1258	0	-	0	1770	629
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	4.28	-	-	-	7.36	7.26
Critical Hdwy Stg 1	-	-	-	-	6.36	-
Critical Hdwy Stg 2	-	-	-	-	6.36	-
Follow-up Hdwy	2.29	-	-	-	3.78	3.48
Pot Cap-1 Maneuver	512	-	-	-	56	388
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	512	-	-	-	55	388
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	40.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	512	-	-	-	161
HCM Lane V/C Ratio	0.023	-	-	-	0.379
HCM Control Delay (s)	12.2	-	-	-	40.4
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↱			↱
Traffic Vol, veh/h	0	983	1163	7	0	32
Future Vol, veh/h	0	983	1163	7	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	3	3	29	0	6
Mvmt Flow	0	1035	1224	7	0	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	612
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.36
Pot Cap-1 Maneuver	0	-	-	0	0	426
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	426
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	426
HCM Lane V/C Ratio	-	-	0.079
HCM Control Delay (s)	-	-	14.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Agenda Item Executive Summary

Item Name	Streets of Bartlett	Committee or Board	Committee

BUDGET IMPACT

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

EXECUTIVE SUMMARY

Manny Rafidia on behalf of MMAJ, LLC is requesting:

Third Site Plan/PUD Amendment
Special Use Permits:

a) Package liquor sales,
b) Serving alcohol, including wine tastings,
c) Recreation and amusement establishments,
d) Live entertainment,
e) Banquet hall facility,
f) Outdoor seating, and
g) Pet daycare (kennel)

Variations:

a) To reduce the number of required parking spaces,
b) Increase the monument sign area,
c) Increase monument sign height, and
d) Reduce the monument sign setbacks

The above requests are for the property located at the northwest corner of E. Devon Avenue and S. Berteau Avenue.

ATTACHMENTS (PLEASE LIST)

CD Memo, Applicant Cover Letter, Application, Location Map, 1988 Site Plan, Proposed Site Plan, Renderings, Elevations, Floor Plan and Sign Elevation

ACTION REQUESTED

- ■ For Discussion only– To review 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: 2/11/2019

COMMUNITY DEVELOPMENT MEMORANDUM
19-14

DATE: February 11, 2019

TO: Paula Schumacher, Village Administrator

FROM: Roberta Grill, Acting Community Development Director

RE: **(#19-04) Streets of Bartlett**

PETITIONER

Manny Rafidia on behalf of MMAJ, LLC

SUBJECT SITE

Northwest corner of E. Devon Avenue and S. Berteau Avenue

REQUESTS

Third Site Plan/PUD Amendment
Special Use Permits:

a) Package liquor sales,
b) Serving alcohol, including wine tastings,
c) Recreation and amusement establishments,
d) Live entertainment,
e) Banquet hall facility,
f) Outdoor seating, and
g) Pet daycare (kennel)

Variations:

a) To reduce the number of required parking spaces,
b) Increase the monument sign area,
c) Increase monument sign height, and
d) Reduce the monument sign setbacks

SURROUNDING LAND USES

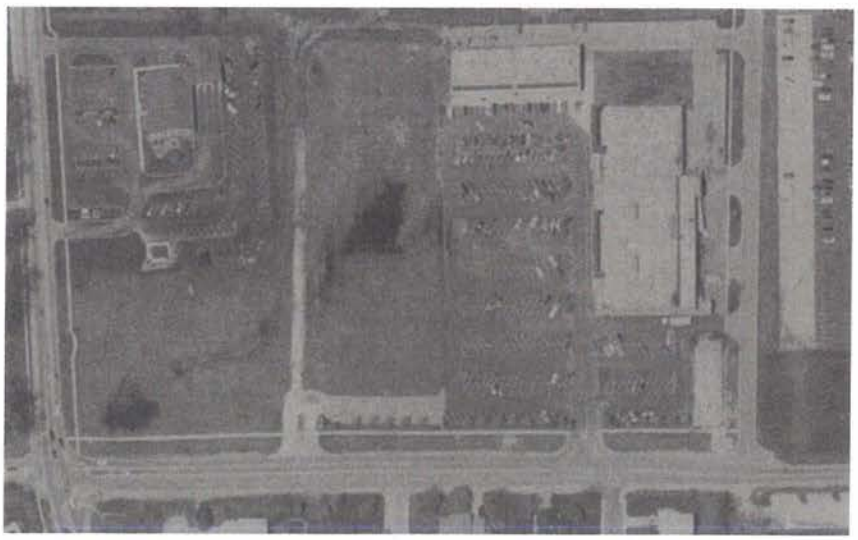
	Land Use	Comprehensive Plan	Zoning
Subject Site	**Commercial**	**Commercial**	**B-3 PUD**
North	Multi- Family	Attached Residential	SR-6
South	Single Family	Suburban Residential	SR-2
East	Industrial	Industrial	I-1
West	Commercial	Commercial	B-3

ZONING HISTORY

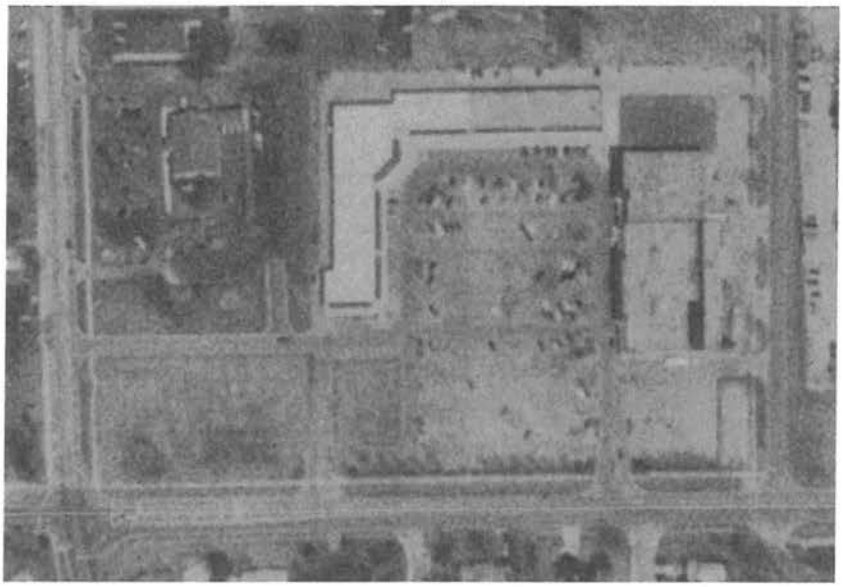
Through the Staff's research and as shown on the Village's Annexation Map, this parcel has been part of Bartlett since its incorporation in 1891 and was shown on the Village's first Zoning Map (1941) as part of the Farming District. These parcels are part of the H.O. Stone and Company's Town Addition to Bartlett which was platted and recorded in 1929. According to the 1962 Zoning Map, the property was zoned R-1 Single Family Residence, in 1971 zoned A-2 Multi-Family and in 1977 zoned SR-3 Suburban Residence. During the comprehensive rezoning of the Village in 1978, the property was rezoned to the B-3 (Neighborhood Shopping) Zoning District.

In 1978 the grocery store was constructed.

In 1981 the original building was expanded northward and a second building was constructed to the north.



In 1988, Ordinance #1988-32 granted a Special Use Permit for a Planned Unit Development of the Bartlett Plaza Shopping Center Property (Phase 3 Addition) which included the addition of the western building and extended the northern building further west.



In 1991, Ordinance #1991-78 granted a Special Use Permit for a pet shop for the entire Bartlett Plaza Shopping Center.

In 2006, Ordinance #2006-22 was the First Site Plan/PUD Amendment to allow an outdoor play area for the Kripa Montessori School. The outdoor play area replaced what is shown on the Phase 3 Addition Site Plan as Building C.

In 2009, Ordinance #2009-63 was the Second Site Plan/PUD Amendment to expand onto the outdoor play area for the Kripa Montessori School in the same Building C footprint location.

CURRENT DISCUSSION

1. The Petitioner is proposing to renovate 31,860 square feet of the existing building in the former grocery space and create a new 22,425 square foot entertainment center oriented west, towards the parking lot and three new commercial spaces oriented south, towards E. Devon Avenue. The three new tenant spaces will include a 4,150 square foot wine and liquor store (Armanetti Wine and Spirits), a 3,900 square foot restaurant (Fire & Ice) and 1,385 square foot space for future retail. The Petitioner is requesting a **Third Site Plan/PUD Amendment** to create a conceptual commercial building pad for a possible grocer or banquet facility and to add parking in the southwest corner of the parcel where grass currently exists (previously shown as 'possible future development' on the 1988 Site Plan). The Petitioner has stated the area for the conceptual commercial building pad will not be subdivided or sold off.

2. The Petitioner proposes to modify the current shopping center name from the Bartlett Plaza Shopping Center to the Streets of Bartlett.

3. The proposed renovations include removing the existing metal roofs and replacing them with EIFS and adding accent lighting on the façade to update the building elevations. The three new commercial spaces facing south will have new windows, doors, a sidewalk and outside dining area where a brick wall currently exists.

4. In creating the conceptual commercial building pad, 159 parking spaces would be removed from the existing site. However, by transforming the existing grass area in the southwest corner of the property to parking, approximately 30 parking spaces would be added back to the total number provided. A **Variation** is requested to reduce the required parking spaces from 525 to 406 spaces (119 spaces). Below is a summary of the parking spaces provided on the site and those required in accordance with the Zoning Ordinance.

Parking Summary

	Parking Required	Parking Provided
Existing Site	525	**535 spaces**
Proposed Commercial Building Pad-Eliminating parking		-159 spaces
Existing Grass Area to be paved for parking (Southwest Corner of Site)		+30 spaces
		Total = 406 spaces

5. Access to the site from Main Street and E. Devon Avenue would remain the same. Internal circulation would be modified slightly along the south elevation of the new commercial uses where the drive aisle would become one-way in order to accommodate a sidewalk and outdoor seating.

6. Three additional **Variations** are being requested for the proposed monument signs:
    a) A 20 square foot increase from the maximum permitted 100 square foot allowable sign area for each monument sign (120 square feet),
    b) A 2 foot increase in the maximum permitted 10' height to allow both monument signs to be 12' in height, and
    c) A 2 foot reduction in the required 5 foot setback along E. Devon Avenue.

(Staff is working with the Petitioner to ensure the sign locations will be safe and clear visibility will be provided.)

7. The Petitioner is requesting the following **Special Use Permits** for the subject property **in its entirety**:
    a) Package liquor sales (excluding within 100' of a school),
    b) Serving alcohol including wine tastings (excluding within 100' of a school),
    c) Recreation and amusement establishments,
    d) Live entertainment,
    e) Banquet hall facility,
    f) Outdoor seating, and
    g) Pet daycare (kennel)

8. The Petitioner is requesting a **Special Use Permit** for **package liquor sales** to open an Armanetti Wine and Spirits. Armanetti's will primarily sell wine (approximately 70% of the sales) and also **serve alcohol** with wine tastings taking place at this location. The area designated for beer and liquor sales is substantially smaller than the area devoted to selling wine.

9. As part of the proposed Fire and Ice Restaurant, the Petitioner is requesting a **Special Use Permit to serve alcohol**. This restaurant would have a full kitchen and include video gaming. The Petitioner also requests to have **live entertainment** in the restaurant.

10. The State Law requires video gaming establishments to be a minimum of 100 feet from any school or place of worship. There are no schools or places of worship within 100 feet of this proposed restaurant. (The Kripa Montessori School is located 200 feet north of this proposed restaurant location.)

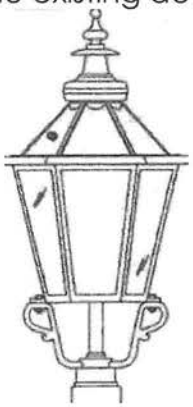
11. The Petitioner is requesting a **Special Use Permit** for a 22,425 square foot **recreation and amusement establishment.** This establishment will be family friendly and catered toward children's activities including roller coasters, a trampoline park, jungle gym and other child friendly amusements. This area will be connected to the restaurant in order to provide food and alcohol to the adult patrons of the amusement establishment.

12. The Petitioner is requesting a **Special Use Permit** to allow **outdoor seating** for the entire shopping center in front of any of the commercial spaces, if the future tenant so chooses. A perimeter fence around the outdoor seating area will be required if alcohol is to be served outside.

13. The Petitioner is requesting **Special Use Permits** for a **banquet hall facility** and **pet daycare (kennel)**. These uses are not currently proposed but the Petitioner is requesting the Special Use Permits to have the option to attract these uses to fill

any vacancies. A detailed review of these uses would be required by the Staff at building permit submittal (i.e. parking, pet elimination area, etc.)

14. As part of the redevelopment improvements for the shopping center the Petitioner proposes to replace the existing parking lot lights with the downtown light fixtures to tie this center to the existing downtown improvements.



15. A Site Plan will be required to be submitted for the commercial building pad once additional details are finalized for its development. If there are no additional special use(s) and/or variations(s) being requested this will be reviewed as an Administrative Site Plan review and will be submitted directly as a building permit application.

16. All plans are currently being reviewed by the Staff.

RECOMMENDATION

1. The 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

x:\comdev\mem2019\014_Streets of Bartlett (Bartlett Plaza)_vbc1.docx

MMAJ, LLC
PO Box 315
Itasca, IL 60143
Direct Dial: (847) 921-9200

February 11, 2019

Village of Bartlett
228 S. Main St.
Bartlett, IL 60103

Re: 114-399 Bartlett Plaza, Bartlett, IL 60103
Development Applications

Dear Village President and Board Members:

I would like to humbly ask the Village President and Board to work with me on achieving the approval for the requests outlined below in order for me to make this deal economically feasible to move forward with the purchase of the Bartlett Plaza. I am approaching the time to finalize this deal and I wanted to be able to obtain something in writing from the Village approving these requests before I finalize. I understand that there is a process that we have to go through in order to get certain special uses and certain requests and by no means am I trying to pressure the Village President or Board but it is so imperative that I am able to achieve the goal to move forward with closing this deal. My requests are as followed.

- A relief on all the permit fees for the improvements and support from the Village for Cook County to give us relief on the Property Taxes.
- Relief on tapping fees for utilities, water/sewer, electric, gas.
- Approval of two (2) new pylon signs.
- In the event we build a 20,000 square foot building on the property, I would request the future users, for either a grocer or banquet hall, be pre-zoned.
- I am requesting to change the name of the Shopping Center to "Streets of Bartlett".
- Interior building alterations.
- Landscaping upgrades.
- Special uses to include:
    - Liquor Sales
    - Wine Tasting
    - Restaurant Serving Liquor
    - Restaurant with Video Gaming
    - Entertainment Center
    - Live Entertainment
    - Banquet Hall Facility
    - Outdoor Seating
    - Pet Daycare

MMAJ, LLC
PO Box 315
Itasca, IL 60143
Direct Dial: (847) 921-9200

I would like to be able to put in the Center 1) Armanetti Wine & Spirits and 2) Food Establishment containing Woodfire Pizza, soft serve ice cream, small bar and gaming café. I have already received executed leases from these users, contingent upon Village approval. I am asking the Board to approve these uses. My intention is to work with the Village Board and the Community to make the utmost result that lead to a successful and improved Shopping Center. As I previously explained, I bring tenants from my pool of tenants that I currently have in my other shopping centers, these tenants have proven to improve the look of the shopping center and do not cause any distractions to the neighborhood and serve the needs of the community.

Your consideration is greatly appreciated and I look forward to working with the Village of Bartlett. Please let me know if you have any questions.

Sincerely,

Manny Rafidia
(847) 921-9200

VILLAGE OF BARTLETT
DEVELOPMENT APPLICATION

For Office Use Only
Case # 2019-04

RECEIVED
COMMUNITY DEVELOPMENT
(Village Stamp)
FEB 05 2019

VILLAGE OF BARTLETT

PROJECT NAME 114-399 BARTLETT PLAZA

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: MANNY RAFIDIA

Street Address: [redacted]

City, State: ITASCA, IL **Zip Code:** 60143

Email Address: [redacted] **Phone Number:** [redacted]

Preferred Method to be contacted: Email

PROPERTY OWNER INFORMATION

Name: LETTER ENCLOSED

Street Address:

City, State: **Zip Code:**

Phone Number:

OWNER'S SIGNATURE: **Date:** 1/9/18

(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
___ Text Amendment
___ Rezoning See Dropdown to See Dropdown
X Special Use for: SEE ATTACHED
___ Variation:
X Other (please describe) SITE PLAN AMENDMENT/PUD AMENDMENT

SIGN PLAN REQUIRED? Yes

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

PROPERTY INFORMATION

Common Address/General Location of Property: 114-399 BARTLETT PLAZA

Property Index Number ("Tax PIN"/"Parcel ID"): 06-35-317-042-0000 & 06-35-318-047-0000

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

Land Use: Existing: See Dropdown
Proposed: See Dropdown

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

Acreage: 9.79

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 FIELD & GOLDBERG, LLC - JAY GOLDBERG
10 S. LASALLE ST., SUITE 2910 - CHICAGO, IL 60603
(312) 408-7271 / JGOLDBERG@FIELDANDGOLDBERG.COM

Engineer INFRALAND CONSULTING, LLC
PO BOX 503 - SPRING GROVE, IL 60081
(847) 838-8835 / MILEST@INFRALAND.COM

Other PURNELL ARCHITECTS, INC. - SHAWN PURNELL
1607 NORTH AVE. - ROUND LAKE BEACH, IL
(847) 989-2772 / stp.architecture@gmail.com

FINDINGS OF FACT FOR PLANNED UNIT DEVELOPMENTS

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

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

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

   Yes, the main objective of the PUD Amendment is to upgrade this property to become a more desirable destination for the community to shop at a new, modern center and also attractive for tenants to come in and become a part of the uses.

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

   No, the uses intended are all moral and will be attractive to the local community.

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

   Yes, all intended uses shall comply with the regulations and conditions specified by the Village of Bartlett and all governmental authorities.

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

   Agree.

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

   Agree.

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

   Agree, the Planned Unit Development will be designed, located, operated and maintained so the public health, safety and welfare will not be endangered or detrimentally affected.

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

   Agree.

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

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

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

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

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

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

    Agree.

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

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(s) requested will be desirable to provide a service/facility which is in the interest of public convenience and will contribute to the general welfare of the community.

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 use(s) requested will not be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to the property value.

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 use(s) requested shall conform to all regulations, conditions, stipulations and conditions made by the authorized parties.

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: MANNY RAFIDIA

DATE: JANUARY 31, 2019

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: REFER TO #6 UNDER OTHER ACTION REQUEST.

ADDRESS: _____

_____

PHONE NUMBER: _____

EMAIL: _____

SIGNATURE: _____

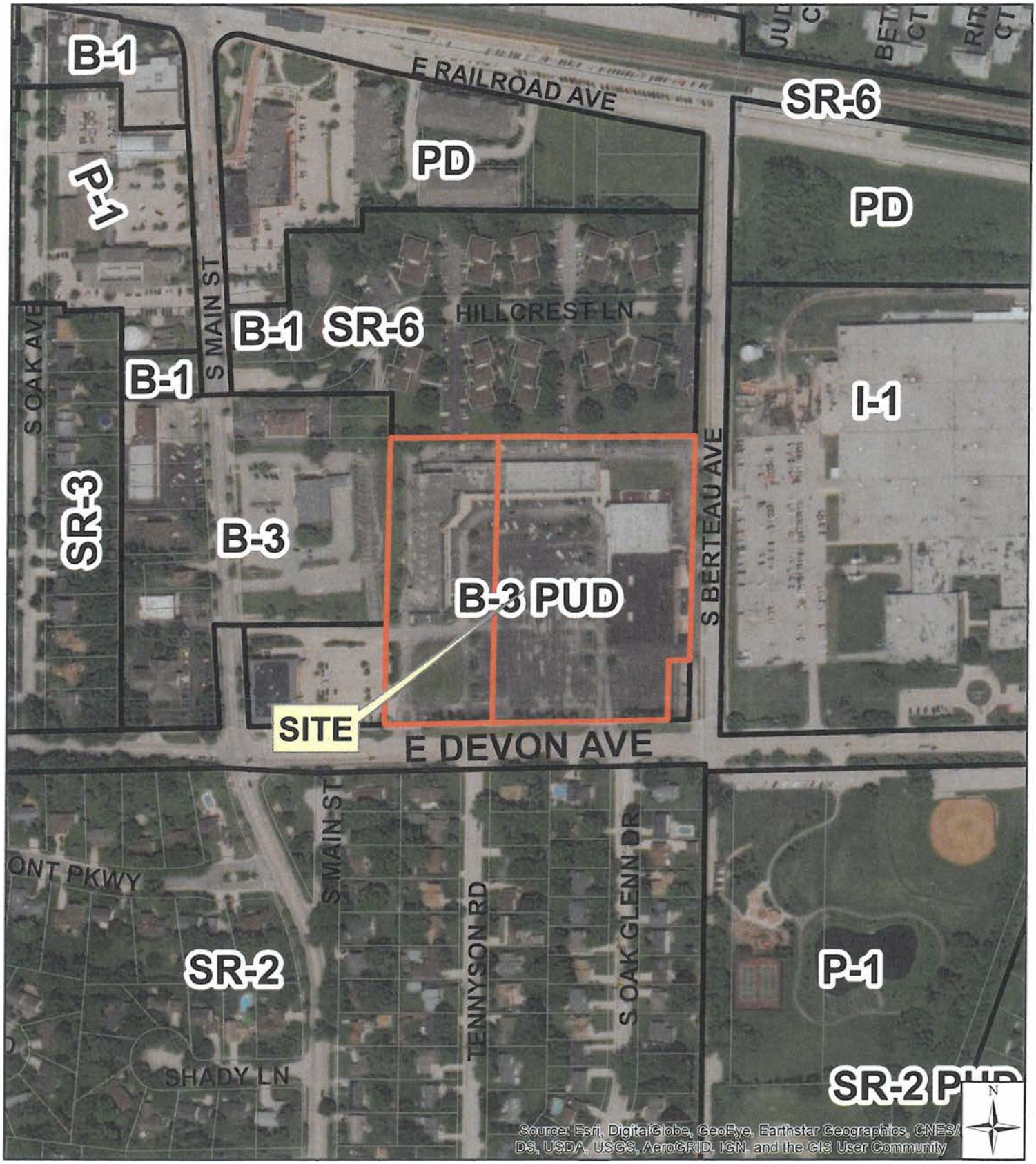
DATE: _____

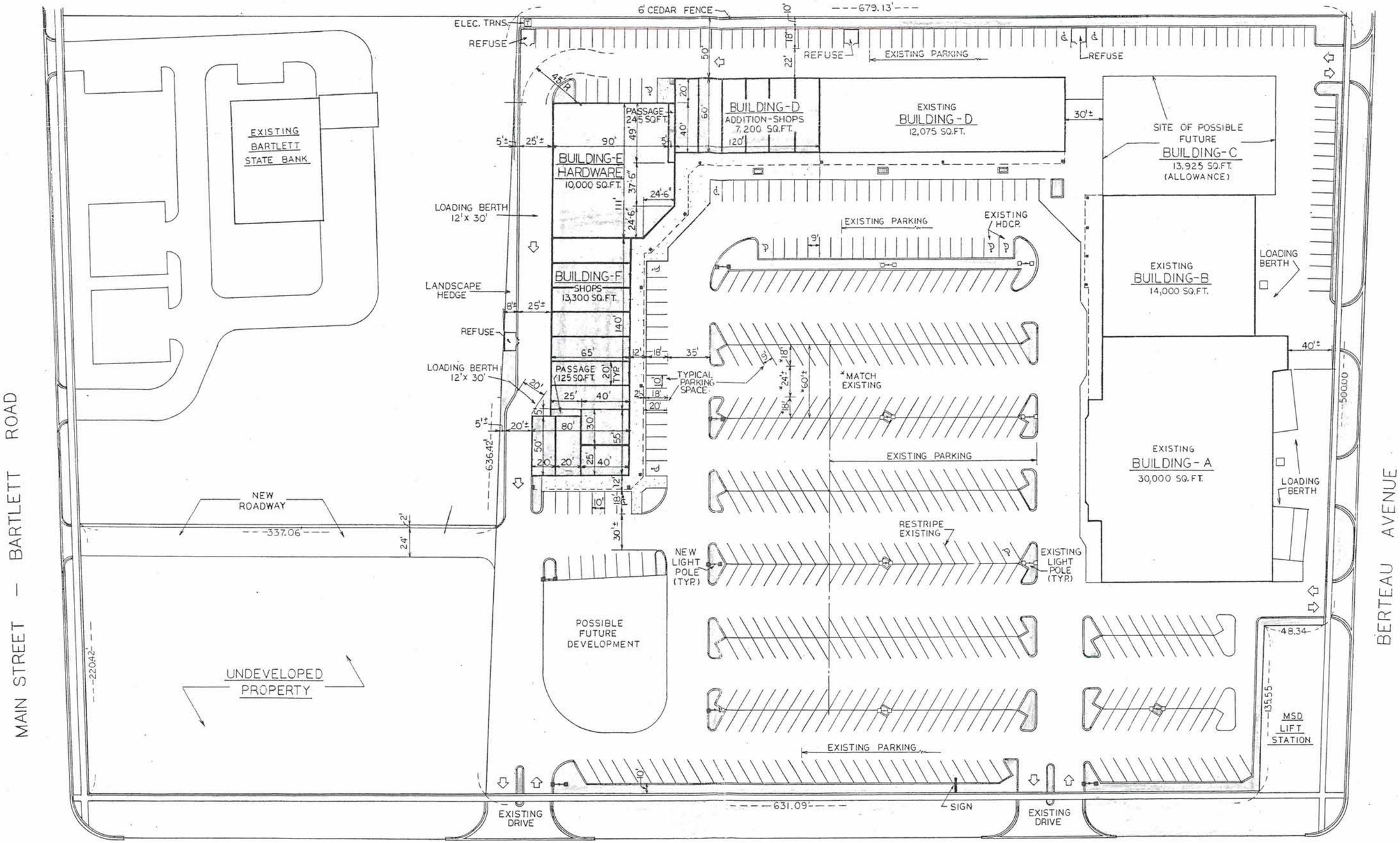
ZONING/LOCATION MAP

PINS :06-35-317-042 & 06-35-318-047

Case #19-04 - Streets of Bartlett

Site Plan/PUD Amendment and Special Uses





PARKING ___ 567
F.A.R. ___ .25
ZONING ___ B3

STATISTICS (APPROX.)

LAND AREA	424,900 SQ.FT.
BUILDING AREA	
EXISTING BUILDING-A,B,D	56,075 SQ.FT.
BUILDING-C (ALLOWANCE)	13,925 " "
BUILDING-D (ADDITION)	7,200 " "
BUILDING-E	10,000 " "
PASSAGES	370 " "
BUILDING-F	13,300 " "
POSSIBLE ADDITIONAL BUILDING (FUTURE DEVELOPMENT)	4,130 " "
TOTAL	105,000 SQ.FT.

SITE PLAN

0' 20' 50' 100'

SCALE: 1" = 80'

NORTH

PHASE-3 ADDITION
BARTLETT PLAZA SHOPPING CENTER

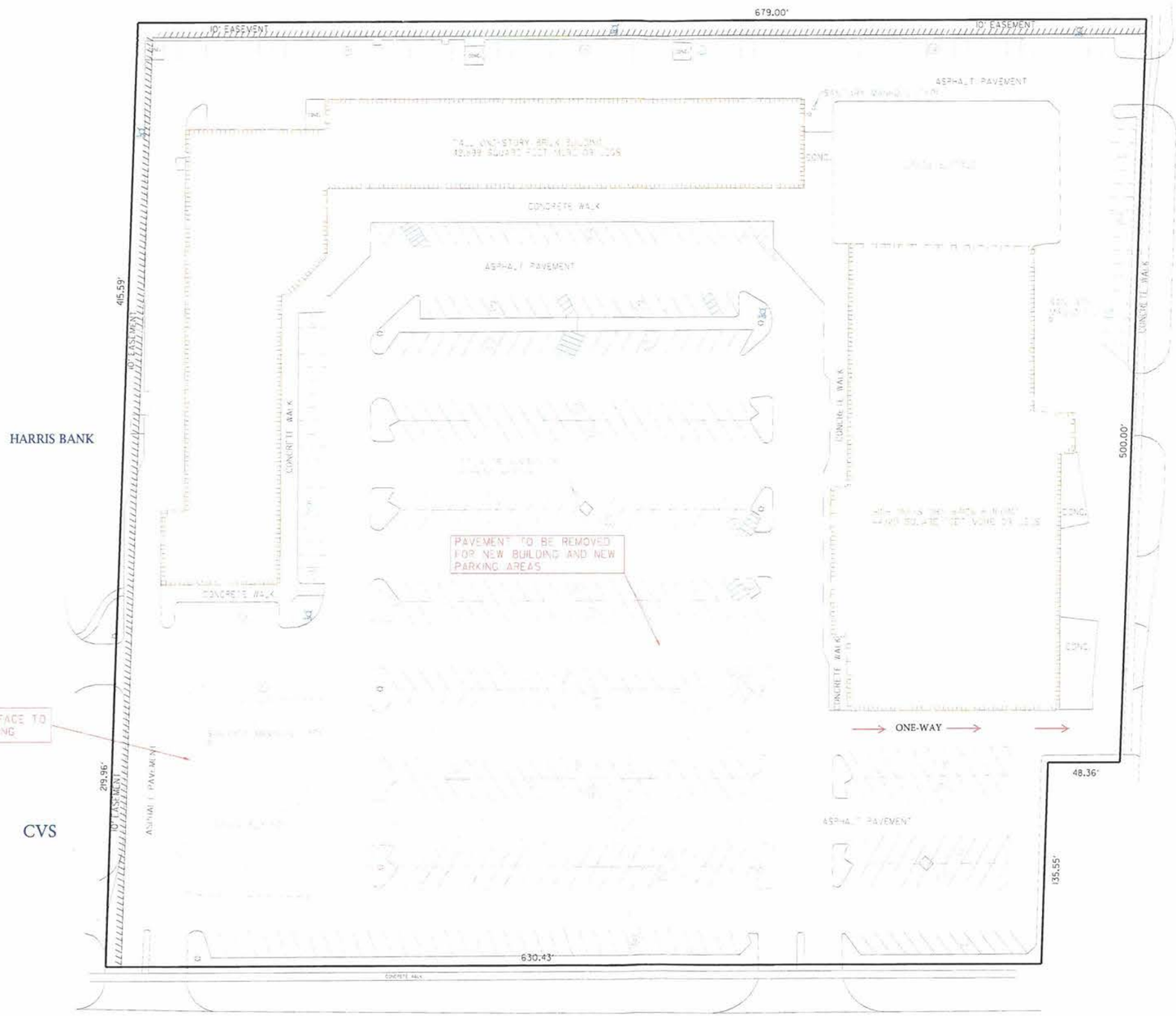
BARTLETT, ILLINIOS

JAMES MILTON RAY — ASSOC., ARCHITECT

JULY 22, 1987

AUGUST 12, 1987

1988 SITE PLAN



EXISTING PARKING STALLS=527
EXISTING FLOOR AREA=87,019 SF
EXISTING PARKING RATIO: 6 PER 1,000 SF

EXISTING PARKING STALLS TO BE REMOVED=159

PROPOSD SITE PLAN

PROPERTY AREA: 424,690 SQUARE FEET, OR 9.749 ACRES MORE OR LESS

CURRENT ZONING CLASSIFICATION: B-3 PUD
REQUIRED FRONT YARD: 50'
REQUIRED SIDE YARD: 20'
ON A CORNER SIDE YARD: 50'
REQUIRED REAR YARD: 30'
MAXIMUM BUILDING HEIGHT: 25'
FLOOR AREA RATIO: THE MAXIMUM FLOOR AREA RATIO SHALL BE 0.4

Infraland Consulting, LLC
Civil Engineering Services
P.O. Box 503
Spring Grove, IL 60081
Phone: 847-838-8835
Fax: 847-838-8627
mlpsi@infraland.com

134 BARTLETT PLAZA
S. MAIN STREET
BARTLETT, ILLINOIS

EXISTING CONDITIONS AND REMOVAL PLAN

REVISIONS		
	PROJECT NO.	P19-0003
	DATE	JAN. 15, 2019
	SCALE	22 X 34 1" = 40'
	DESIGNED BY	TPM
	DRAWN BY	TPM
	CHECKED BY	TPM

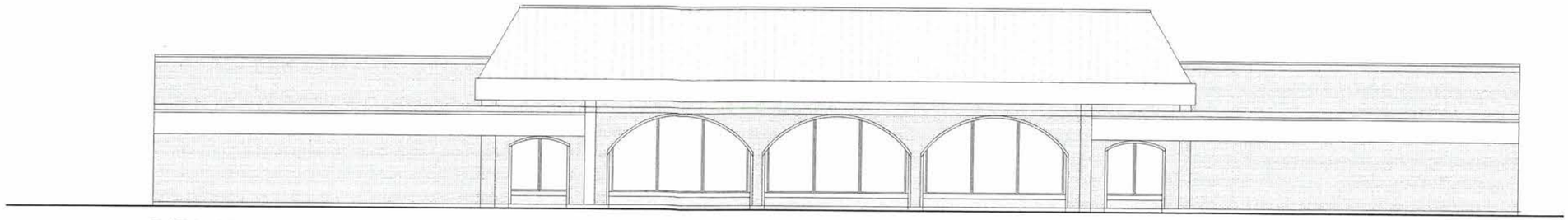
SHEET 1 / 2

P19-0003 ALDI BARTLETT EXISTING CONDITIONS.dgn 1/15/2019 2:23:06 PM

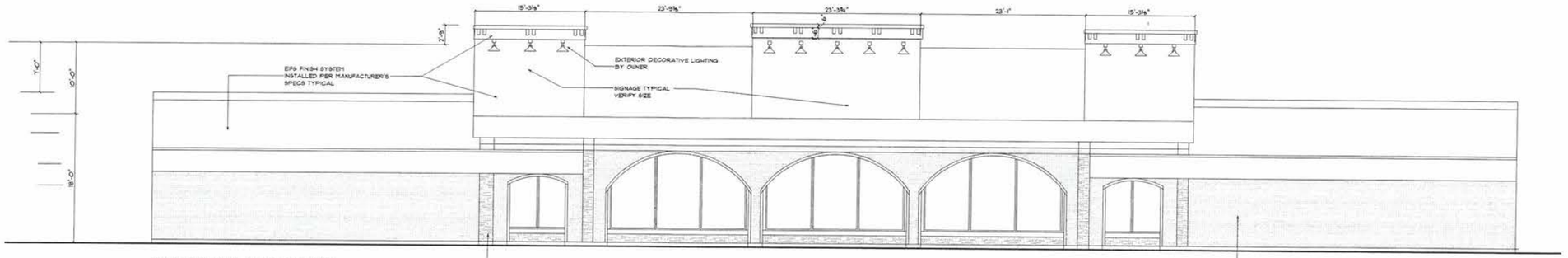
EXISTING ELEVATION

RENDERINGS

STREETS OF BARTLETT



EXISTING WEST ELEVATION
SCALE 1/8" = 1'-0"



PROPOSED WEST ELEVATION
SCALE 1/8" = 1'-0"

SPECIFICATIONS

DIVISION 1 GENERAL REQUIREMENTS

1. PRIOR TO THE BID AND START OF ANY WORK THE CONTRACTOR(S) SHALL VERIFY ALL GRADES, LINES, LEVELS, EXISTING CONDITIONS, AND DIMENSIONS INDICATED ON THE DRAWINGS. ANY DISCREPANCY SHALL BE REPORTED TO THE ARCHITECT IMMEDIATELY BEFORE COMMENCING WITH ANY WORK.

2. ALL WORK SHALL COMPLY WITH THE LATEST EDITION OF ALL APPLICABLE NATIONAL AND/OR MUNICIPAL BUILDING CODES AND ORDINANCES. THE CONTRACTOR SHALL PROCURE AND PAY FOR ALL REQUIRED PERMITS AND UTILITY SERVICE CHARGES.

3. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO THE START OF ANY EXCAVATION.

4. SUB CONTRACTORS SHALL LEAVE SITE NEAT & FREE OF DEBRIS AT THE END OF EACH WORK DAY.

5. PLANS AND SPECIFICATIONS: IT IS THE INTENT OF THE PLANS AND SPECIFICATIONS TO PROVIDE FOR A COMPLETE INSTALLATION. EVERYTHING NECESSARY FOR THE COMPLETION AND SUCCESSFUL OPERATION OF THE WORK, WHETHER OR NOT HEREIN DEFINITELY SPECIFIED OR INDICATED, SHALL BE FURNISHED AND INSTALLED AS IF SO SPECIFIED OR INDICATED. ALL MATERIALS SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURER SPECIFICATIONS.

6. THE DRAWINGS ARE DIAGRAMMATIC ONLY AND NOT INTENDED TO SHOW EXACT LOCATIONS UNLESS DIMENSIONED. DO NOT SCALE DRAWINGS. CONTRACTORS SHALL VERIFY ALL EXISTING FIELD CONDITIONS, DIMENSIONS, AND LENGTHS PRIOR TO THE START OF ANY WORK AND SHALL ADJUST THEIR EQUIPMENT AND RACEWAY LOCATIONS TO AVOID CONFLICTS WITH OTHER CONSTRUCTION OR EQUIPMENT.

7. ALL SUB CONTRACTORS ARE RESPONSIBLE FOR THE COORDINATION OF THEIR WORK WITH ALL OTHER AFFECTED TRADES.

8. NO CONSTRUCTION ADMINISTRATION IS PROVIDED BY THE ARCHITECT.

9. THE ARCHITECT IS NOT RESPONSIBLE FOR THE METHODS OF CONSTRUCTION AND/OR ERROR AND OMISSION WITHIN THE METHODS OF CONSTRUCTION.

11. GENERAL CONTRACTOR SHALL SUPPLY DUMPSTER AND SANITARY FACILITY FOR JOB PERSONNEL AT ALL TIMES.

12. GENERAL CONTRACTOR IS TO MAINTAIN AND CLEAN STREETS IMMEDIATELY THROUGHOUT CONSTRUCTION.

14. DO NOT START WORK IF THE SUB-SURFACES ARE DEFECTIVE. THE COMMENCEMENT OF SUB-CONTRACTOR'S WORK SHALL CONSTITUTE ACCEPTANCE OF SUB-SURFACE.

15. EACH SUB-CONTRACTOR SHALL OBTAIN AND PROVIDE NECESSARY BONDS, PERMITS AND INSPECTIONS AS REQUIRED BY THE MUNICIPALITY, COUNTY, STATE OR OTHER AGENCIES HAVING JURISDICTION.

16. CURRENT INSURANCE CERTIFICATES & GENERAL LIABILITY, WORKMEN'S COMPENSATION, ETC. MUST BE SUBMITTED TO THE BUILDER BEFORE PROCEEDING WITH ANY WORK.

OVER THESE PLANS AND SPECIFICATIONS IF THERE EXISTS A CONFLICT, THE SUB-CONTRACTOR SHALL NOT CHARGE EXTRAS FOR ITEMS NECESSARY TO MEET CODE REQUIREMENTS FOR HIS WORK EVEN IF THE ITEMS WERE NOT CALLED OUT ON THESE PLANS.

18. ALL WORK SHALL BE PERFORMED IN GOOD WORKMANLIKE MANNER. EACH SUB-CONTRACTOR SHALL WARRANTY THEIR WORK FOR A PERIOD OF ONE YEAR FROM THE DATE OF OCCUPANCY PERMIT FROM DEFECTS AND WORKMANSHIP AND REPAIR ANY DEFECTS AT THEIR OWN COST.

19. THE APPROVED SET OF PRINTS ALONG WITH THE COORDINATING PLAN REVIEW, MUST BE KEPT ON-SITE DURING THE COURSE OF CONSTRUCTION. THESE ITEMS MUST BE MADE AVAILABLE TO ALL REPRESENTATIVES OF THE BUILDING DEPARTMENT UPON REQUEST.

DIVISION 2 EXISTING CONDITIONS

1. FIELD VERIFY ALL EXISTING CONDITIONS INCLUDING LOCATIONS OF ALL UTILITIES.

DIVISION 5 METALS

1. THE DESIGN, FABRICATION & ERECTION OF STRUCTURAL STEEL SHALL CONFORM TO THE "AMERICAN INSTITUTE OF STEEL CONSTRUCTION" LATEST EDITION FOR A-36 STEEL. STEEL SHALL BE SHOP COATED.
2. REINFORCING BARS SHALL BE ASTM GRADE 40 WITH SPLICES TO BE LAPPED 12" MIN.

DIVISION 6 WOOD, PLASTICS, AND COMPOSITES

1. ALL JOISTS, RAFTERS, STUDS, AND MISC. STRUCTURAL FRAMING SHALL BE KILN DRIED, LUMBER NO.2, 1,300,000 E MINIMUM.
7. ALL WOOD IN CONTACT WITH CONCRETE, CONCRETE BLOCK, OR EARTH SHALL BE WEATHER AND INSECT TREATED.

DIVISION 7 THERMAL AND MOISTURE PROTECTION

1. PROVIDE SHAFTS AND FIRESTOPPING AT ALL PIPE, CONDUIT, DUCT OPENINGS, OR OTHER PENETRATIONS. PROVIDE FIRESTOPPING AT ALL RUNNING PARTITIONS, AND OUTSIDE STUD WALLS AT THE LEVEL OF EACH FLOOR OR CEILING AND AT SOFFIT AREAS. PROVIDE ADDITIONAL FIRESTOPPING AS REQUIRED PER LOCAL CODE.
2. ALL FLASHINGS AND SHEET METAL WORK SHALL CONFORM TO THE RECOMMENDATIONS OF THE LATEST SMACNA REFERENCE MANUAL FOR INSTALLATION AND SHAPES.
3. ROOFER SHALL INSTALL BABY TINS UNDER TYVEK UNAP.
4. REFER TO TYVEK MANUAL AND INSTALL AIR BARRIER IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. PROVIDE AIR BARRIER UNAP AND SILL, HEAD, AND JAMB FLASHING AS MANUFACTURED BY TYVEK
5. PROVIDE SOUND ATTENUATION BLANKETS AT ALL WASTE LINES IN FLOOR AND WALL CAVITIES. PROVIDE SOFT CLOSED CELL FOAM OR DENSE GLASS FIBER SLEEVES, NOMINALLY 3" LONG AND 1/2" THICK BETWEEN UNINSULATED PIPES AND HANGERS. THERE SHOULD BE NO DIRECT CONTACT BETWEEN THE PLUMBING AND STUDS OR DRYWALL.

DIVISION 9 FINISHES

1. ALL INTERIOR WALLS AT WET LOCATIONS SHALL BE
2. PROVIDE CONCRETE BACKER BOARD AT ALL AREAS TO RECEIVE TILE FINISH AND INSTALL GREEN BOARD AT WET WALLS FOR PAINT.
3. ALL CERAMIC AND QUARRY TILE TO BE INSTALLED IN THINSET OVER CONCRETE BACKER BOARD.
4. ALL GYPSUM BOARD SURFACES AND PAINTED WOODWORK TO RECEIVE ONE (1) PRIME AND TWO (2) FINISH OIL BASE/LATEX PAINT COATS. ALL INTERIOR WOOD TRIM TO BE BACK PRIMED. DOORS TO BE PAINTED (SEALED), ALL SIX SIDES. VERIFY FINISH WITH OWNER. PAINT FINISHES: WALLS - EGGSHELL; CEILING - FLAT; DOORS 4 TRIM - PEARL. MATERIALS: PRATT AND LAMBERT OR APPROVED EQUAL. VERIFY FINISHES IN FIELD WITH OWNER. STAINED WOODWORK TO RECEIVE ONE (1) COAT STAIN AND TWO (2) COATS VARNISH WITH STEEL WOOLING BETWEEN COATS.

6. ALL COLORS, FINISHES, AND MATERIAL SELECTIONS TO BE MADE AND APPROVED BY OWNER.
7. ALL INTERIOR WALL FINISH TO BE 1/2" GYPSUM BOARD.

NOTE: THE FOLLOWING CODES SHALL BE IN EFFECT WITH BARTLETT AMENDMENTS

International Building Code, 2012 Edition (with amendments)

International Mechanical Code, 2012 Edition (with amendments).
International Fuel Gas Code, 2012 Edition (with amendments).
International Energy Conservation Code, 2015 Edition
State of Illinois Amendments
International Fire Code, 2012 Edition (with amendments).
National Electrical Code, 2011 Edition (with amendments).
Illinois Plumbing Code, 2014
Illinois Accessibility Code, Latest Edition

NO CHANGE IN USE OR INTENSITY IS PROPOSED.

NO CHANGE IN AREA OR PARKING CONFIGURATION IS PROPOSED.

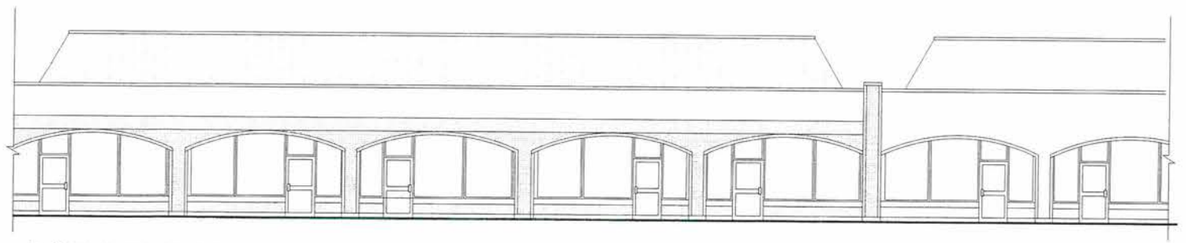
ALL INTERIOR FINISHES SHALL HAVE FLAME SPREAD RATING INDICATED AND SUBMITTED TO FIRE DEPARTMENT BY OWNER.

INSTALL SLEEVES FOR LOW VOLTAGE WIRING SYSTEM PER ORD. NO. 2003-76 LOW VOLTAGE SECTION 725 FIRE ALARM SECTION 760 COMMUNICATION SECTION 800

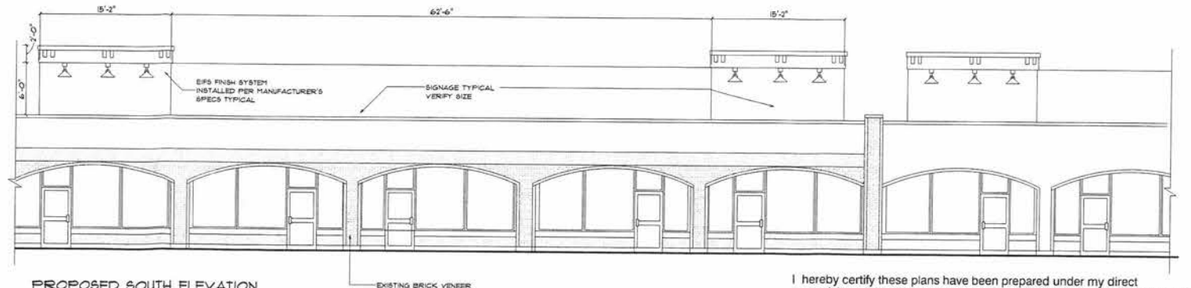
SIGN CIRCUITS MUST HAVE A GREEN GROUNDING CONDUCTOR INSTALLED PER UL 48 & 2161

THE MINIMUM SIZE CONDUCTOR FOR COMMERCIAL BRANCH CIRCUIT WIRING MUST BE #12 AWG

INSTALL A GREEN GROUNDING CONDUCTOR IN ALL FLEX



EXISTING SOUTH ELEVATION
SCALE 1/8" = 1'-0"



PROPOSED SOUTH ELEVATION
SCALE 1/8" = 1'-0"

RECEIVED
COMMUNITY DEVELOPMENT
FEB 05 2019
VILLAGE OF BARTLETT

I hereby certify these plans have been prepared under my direct supervision and control and to the best of my knowledge and belief complies with the building codes of Bartlett , IL

Shawn Purnell Architect IL Lic. # 001-019645 Expires 11-30-18

SIGNED 10-2-2018

STATE OF ILLINOIS ★ SHAWN PURNELL ★ 001-019645 ★ LICENSED ARCHITECT

PERMIT ISSUE
10-12-2018

EXTERIOR CANOPY MODIFICATION
BARTLETT PLAZA BARTLETT ILLINOIS
399

ELEVATIONS

PURNELL ARCHITECTS, INC.
1607 NORTH AVENUE ROUND LAKE BEACH IL
847.989.2772 SHAWN@SHAWNPURNELL.COM

1

FLOOR PLAN

PYLON SIGN

1' 10' (WIDTH OF THE PYLON SIGN) 1'

12' (HIGHT OF THE PYLON SIGN)

3' (WIDTH OF THE BRICK FOUNDATION)

5' CONCRETE FOUNDATION)

Neon Art Sign
4752 N. Avers Chicago Il 60625
www.neonartchicago com
neonartchicago@gmail.com
773-588-5883(B) 847-508-9907 (C)

Agenda Item Executive Summary

Item Name	Bartlett Tap BEDA Application	Committee or Board	Committee

BUDGET IMPACT			
Amount:	$35,000	*Budgeted*	Yes
List what fund	Economic Incentives		

EXECUTIVE SUMMARY

John Castilla has entered into a lease agreement with the purchaser of the building located at 113 W. Railroad Avenue. The building has historically been a bar and grill at this highly visible intersection for over one hundred years prior to closing and going into foreclosure in 2017.

Mr. Castilla has diligently been rehabilitating most of the interior including electrical, plumbing, fire suppression, appliances and more. He has made the building compliant with current ADA regulations.

Staff has been working closely with Mr. Castilla over the past several months in an effort to bring this new concept with a nod to the history of the Village's history back to life. The applicant has provided documentation of over $132,000 in expenditures on his application, which references an increase of $8,000 in additional electrical upgrades since his original application request made in late November indicating $125,000 in expenses.

Mr. Castilla has requested a maximum BEDA grant in the amount of $50,000. Staff had recommended a **$35,000** grant, which the EDC recommended in favor of at its December 10th meeting.

ATTACHMENTS (PLEASE LIST)

Staff Memo, John Castilla's BEDA grant application, Demographics reports based on walk and drive time radii around Bartlett Tap, minutes from the December 10, 2018 Economic Development Commission meeting.

ACTION REQUESTED

- ☑ To review the Petitioner's request and forward to the Village Board for a final vote.
- ☐ Resolution
- ☐ Ordinance
- ☐ Motion

Staff: Tony Fradin, E.D. Coordinator Date: February 8, 2019

ECONOMIC DEVELOPMENT MEMORANDUM

DATE: February 8, 2019

TO: Paula Schumacher, Village Administrator

FROM: Tony Fradin, Economic Development Coordinator TF

RE: Bartlett Tap BEDA Application

APPLICANT: John Castilla on behalf of Bartlett Tap/Castle Partner Group, Inc.

BACKGROUND: The building located at 113 Railroad Avenue has long been utilized as a bar and grill, from the long-standing Bartlett Tavern & Grill, often referred to as "The Tap" or "The Bartlett Tap" to Papa Pacino's and, most recently, Platform 18.

As indicated on the attached application, the building was originally utilized as a bar since circa 1884.

The last business closed in March 2017 and the building fell into foreclosure, bank receivership and disrepair. Many of the building's systems and fixtures had not been updated for years or, in some cases, decades.

Itasca Bank put the property on the market approximately a year ago, resulting in Chicago real estate investor Junior Anderson's purchase of it in late February of 2018.

Mr. Anderson showed the building to numerous potential operators, with Village staff having met with approximately eight. Multiple operators were pursuing the space when Mr. Anderson entered into a lease agreement with John Castilla last July.

Staff has met with and worked closely with Mr. Castilla these past months in an effort to encourage and assist him with the successful re-opening of the Bartlett Tap including discussing the building's history, Mr. Castilla's concept, code upgrades and the Village's development process.

We alerted all potential operators, as well as Mr. Anderson, about the newly created BEDA program in an effort to assist a new operator in making significant improvements to this property to help make it more successful.

BARTLETT TAP:

In his BEDA application, John Castilla provides a detailed report on his background, his extensive education and his background working in his parents' restaurant and bar in South Bend while growing up.

As his introductory letter states, he has been very diligent and upbeat while working hard to restore this building to the state that it once was and that area residents want it to be once more.

Acknowledging the historic nature of the building, Mr. Castilla has been working with Museum Director Pam Rohleder in terms of obtaining historical photos and striving to reestablish the business with a nod to the Village's history.

Staff has toured the building while it was in receivership, with the investor Junior Anderson upon his purchase of it, and with several would-be operators prior to John Castilla, who were either unwilling or unable to take on an extensive restoration project.

As he writes in his letter, Staff can attest to the fact that there were many repairs required including broken fixtures, mold to be removed, outdated wiring, plumbing and appliances. The walk-in cooler was not functional and most of the cooking-related items required extensive cleaning, repairs or replacement.

The fire suppression system was also outdated and had to be replaced.

All told, Mr. Castilla has detailed $132,507 in expenditures to bring this building up to current Code and in working order so that it may once again contribute to the Village's drinking and dining options as well as contributing to the strong sense of community that will help make downtown Bartlett stronger with another great venue.

Note that Mr. Castilla's expenditures have increased since he submitted the original application by $8,000 in electrical upgrades required for the electrical box.

RECOMMENDATION:

Many aspects of the Village's Strategic Plan and the EDC's 2016-2020 Marketing Plan reference attracting business and investment into the Downtown and throughout the Village. Three of the items in the Strategic Plan include:

- ✓ *Develop a business recruitment strategy to attract developers to invest in the downtown area and provide options for businesses to locate to Bartlett.*
- ✓ *Work to improve retail business profile in the Village.*
- ✓ *Revisit, refine and execute the Village's overall economic development incentives.*

One of the key items in the Village's overall Strategic Plan is to develop strategies for the development of Railroad Avenue vacancies, which at the time also included the adjacent former Lucky Jack's property to the west.

The BEDA program was enacted to provide financial incentives to attract tenants to challenging vacant spaces while enhancing the Village's sales tax receipts and increasing employment opportunities. It allows the Village to facilitate development and redevelopment deemed in its best interest by leveraging private investment by providing partial financing for economic development projects.

This property, vacant and in need of significant repair, was the type of project we anticipated the BEDA program to assist.

Mr. Castilla has requested the maximum BEDA grant amount of $50,000 for his project.

This is the fourth application this fiscal year, which was funded with $150,000. Mr. Rafidia's application for Bartlett Plaza ($50,000), Mr. Tantuwaya's application for Indian Express ($25,000) and Mr. and Mrs. Nookala's application for Siri Indian Grocery ($15,000) have committed $90,000 so far, leaving $60,000 to allocate through the end of the current fiscal year.

Thus, staff is recommending a BEDA grant amount of **$35,000** to John Castilla, subject to documentation of completing the numerous upgrades as detailed in his application and once the new Bartlett Tap meets all current Building and Fire Code requirements and passes final inspection.

A $35,000 grant amounts to 26% of the project cost for upgrading 113 W. Railroad Avenue and would leave $25,000 to allocate within the next four months in the hope of attracting another sales tax producing business to the Village or assisting a current business with its expansion.

DECEMBER 10, 2018 ECONOMIC DEVELOPMENT COMMISSION:

John Castilla's BEDA grant application was presented to the EDC at its December 10th meeting for consideration.

At the meeting, commissioners questioned Mr. Castilla about his operations including a gaming license, the menu, upgrades to the interior and exterior, target demographics, marketing strategy and other aspects of his business plan.

Following a discussion, the EDC recommended awarding a **$35,000** BEDA grant to the Bartlett Tap and forwarding the recommendation to the Village Board for its consideration.

ACTION REQUESTED:

To consider Mr. Castilla's request for a BEDA grant and to forward to the Village Board for a final vote.

Bartlett Tap Demographics

113 W Railroad Ave, Bartlett, Illinois, 60103 (5 minutes)
113 W Railroad Ave, Bartlett, Illinois, 60103
Drive time of 5 minutes

Prepared by Esri
Latitude: 41.99218
Longitude: -88.18546

KEY FACTS

26,452
Population

2.9
Average Household Size

36.3
Median Age

$84,871
Median Household Income

EDUCATION

12%
No High School Diploma

23%
High School Graduate

28%
Some College

37%
Bachelor's/Grad/Prof Degree

BUSINESS

645
Total Businesses

6,912
Total Employees

EMPLOYMENT

67%
White Collar

19%
Blue Collar

13%
Services

5.1%
Unemployment Rate

INCOME

$84,871
Median Household Income

$34,750
Per Capita Income

$246,832
Median Net Worth

Households By Income

The largest group: $100,000 - $149,999 (20.8%)
The smallest group: <$15,000 (5.5%)

Indicator	Value	Difference
<$15,000	5.5%	-7.0%
$15,000 - $24,999	5.6%	-3.7%
$25,000 - $34,999	5.9%	-2.6%
$35,000 - $49,999	10.6%	-1.3%
$50,000 - $74,999	15.1%	-1.3%
$75,000 - $99,999	15.6%	+3.5%
$100,000 - $149,999	20.8%	+6.0%
$150,000 - $199,999	12.0%	+5.4%
$200,000+	8.9%	+1.0%

Bars show deviation from Cook County

Bartlett Tap Demographics

113 W Railroad Ave, Bartlett, Illinois, 60103 (10 minutes)
113 W Railroad Ave, Bartlett, Illinois, 60103
Drive time of 10 minutes

Prepared by Esri
Latitude: 41.99218
Longitude: -88.18546

KEY FACTS

129,175
Population

3.1
Average Household Size

36.1
Median Age

$81,960
Median Household Income

EDUCATION

13%
No High School Diploma

25%
High School Graduate

29%
Some College

34%
Bachelor's/Grad/Prof Degree

BUSINESS

2,327
Total Businesses

27,813
Total Employees

EMPLOYMENT

63%
White Collar

23%
Blue Collar

13%
Services

4.9%
Unemployment Rate

INCOME

$81,960
Median Household Income

$32,231
Per Capita Income

$237,262
Median Net Worth

Households By Income

The largest group: $100,000 - $149,999 (22.2%)
The smallest group: <$15,000 (5.2%)

Indicator	Value	Difference
<$15,000	5.2%	-7.3%
$15,000 - $24,999	5.5%	-3.8%
$25,000 - $34,999	5.8%	-2.7%
$35,000 - $49,999	10.7%	-1.2%
$50,000 - $74,999	17.1%	+0.7%
$75,000 - $99,999	16.3%	+4.2%
$100,000 - $149,999	22.2%	+7.4%
$150,000 - $199,999	9.9%	+3.3%
$200,000+	7.2%	-0.7%

Bars show deviation from Cook County

Bartlett Tap Demographics

113 W Railroad Ave, Bartlett, Illinois, 60103 (15 minutes)
113 W Railroad Ave, Bartlett, Illinois, 60103
Drive time of 15 minutes

Prepared by Esri
Latitude: 41.99218
Longitude: -88.1854

KEY FACTS

330,619
Population

36.9
Median Age

3.0
Average Household Size

$81,043
Median Household Income

EDUCATION

12%
No High School Diploma

23%
High School Graduate

29%
Some College

35%
Bachelor's/Grad/Prof Degree

BUSINESS

8,874
Total Businesses

128,368
Total Employees

EMPLOYMENT

65%
White Collar

22%
Blue Collar

13%
Services

4.5%
Unemployment Rate

INCOME

$81,043
Median Household Income

$33,654
Per Capita Income

$224,397
Median Net Worth

Households By Income

The largest group: $100,000 - $149,999 (21.9%)
The smallest group: <$15,000 (5.4%)

Indicator	Value	Difference
<$15,000	5.4%	-7.1%
$15,000 - $24,999	5.7%	-3.6%
$25,000 - $34,999	6.3%	-2.2%
$35,000 - $49,999	10.9%	-1.0%
$50,000 - $74,999	17.0%	+0.6%
$75,000 - $99,999	15.4%	+3.3%
$100,000 - $149,999	21.9%	+7.1%
$150,000 - $199,999	9.7%	+3.1%
$200,000+	7.6%	-0.3%

Bars show deviation from Cook County

Bartlett Tap Walk Time

113 W Railroad Ave, Bartlett, Illinois, 60103 2 (5 minutes)
113 W Railroad Ave, Bartlett, Illinois, 60103
Walk time of 5 minutes

Prepared by Esri
Latitude: 41.99218
Longitude: -88.18546

KEY FACTS

577
Population

38.0
Median Age

2.3
Average Household Size

$70,832
Median Household Income

EDUCATION

6%
No High School Diploma

21%
High School Graduate

29%
Some College

44%
Bachelor's/Grad/Prof Degree

BUSINESS

78
Total Businesses

752
Total Employees

EMPLOYMENT

73%
White Collar

19%
Blue Collar

8%
Services

4.2%
Unemployment Rate

INCOME

$70,832
Median Household Income

$39,968
Per Capita Income

$98,217
Median Net Worth

Households By Income

The largest group: $75,000 - $99,999 (20.2%)
The smallest group: $200,000+ (5.2%)

Indicator	Value	Difference
<$15,000	7.7%	-4.8%
$15,000 - $24,999	11.3%	+2.0%
$25,000 - $34,999	5.6%	-2.9%
$35,000 - $49,999	9.3%	-2.6%
$50,000 - $74,999	18.1%	+1.7%
$75,000 - $99,999	20.2%	+8.1%
$100,000 - $149,999	15.3%	+0.5%
$150,000 - $199,999	6.9%	+0.3%
$200,000+	5.2%	-2.7%

Bars show deviation from Cook County

Bartlett Tap Walk Time

113 W Railroad Ave, Bartlett, Illinois, 60103 2 (10 minutes)
113 W Railroad Ave, Bartlett, Illinois, 60103
Walk time of 10 minutes

Prepared by Esri
Latitude: 41.99218
Longitude: -88.18546

KEY FACTS

2,125
Population

38.6
Median Age

2.4
Average Household Size

$77,590
Median Household Income

EDUCATION

7%
No High School Diploma

25%
High School Graduate

28%
Some College

40%
Bachelor's/Grad/Prof Degree

BUSINESS

139
Total Businesses

1,396
Total Employees

EMPLOYMENT

69%
White Collar

19%
Blue Collar

12%
Services

5.7%
Unemployment Rate

INCOME

$77,590
Median Household Income

$39,264
Per Capita Income

$171,358
Median Net Worth

Households By Income

The largest group: $100,000 - $149,999 (19.6%)
The smallest group: $25,000 - $34,999 (6.1%)

Indicator	Value	Difference
<$15,000	6.7%	-5.8%
$15,000 - $24,999	6.8%	-2.5%
$25,000 - $34,999	6.1%	-2.4%
$35,000 - $49,999	12.4%	+0.5%
$50,000 - $74,999	16.0%	-0.4%
$75,000 - $99,999	14.5%	+2.4%
$100,000 - $149,999	19.6%	+4.8%
$150,000 - $199,999	9.1%	+2.5%
$200,000+	8.9%	+1.0%

Bars show deviation from Cook County

Bartlett Tap Walk Time

113 W Railroad Ave, Bartlett, Illinois, 60103 2 (15 minutes)
113 W Railroad Ave, Bartlett, Illinois, 60103
Walk time of 15 minutes

Prepared by Esri
Latitude: 41.99218
Longitude: -88.18546

KEY FACTS

4,543
Population

2.5
Average Household Size

39.2
Median Age

$82,743
Median Household Income

EDUCATION

7%
No High School Diploma

26%
High School Graduate

29%
Some College

39%
Bachelor's/Grad/Prof Degree

BUSINESS

173
Total Businesses

1,803
Total Employees

EMPLOYMENT

66%
White Collar

21%
Blue Collar

13%
Services

5.7%
Unemployment Rate

INCOME

$82,743
Median Household Income

$40,105
Per Capita Income

$216,679
Median Net Worth

Households By Income

The largest group: $100,000 - $149,999 (20.9%)
The smallest group: $15,000 - $24,999 (5.5%)

Indicator	Value	Difference
<$15,000	6.0%	-6.5%
$15,000 - $24,999	5.5%	-3.8%
$25,000 - $34,999	5.6%	-2.9%
$35,000 - $49,999	11.6%	-0.3%
$50,000 - $74,999	15.6%	-0.8%
$75,000 - $99,999	15.2%	+3.1%
$100,000 - $149,999	20.9%	+6.1%
$150,000 - $199,999	10.0%	+3.4%
$200,000+	9.7%	+1.8%

Bars show deviation from Cook County

Village of Bartlett Economic Development Assistance Application

Applicant Information: Bartlett TAP/

Applicant(s) Name CASTLE PARTNER GROUP, INC

Applicant(s) Address: 113 W. Railroad Ave

E-Mail Address: johnCastilla@bartlett-TAP.com

Primary Contact for Project: John CASTILLA

Cell Phone Number and/or Home Number: [redacted]

Applicant is or will be (check all that apply) ✓ Tenant ____ Property Owner

Number of Years in Business: 0 Number of Years in Bartlett: 0

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

N/A

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

Property Information:

Project Property Location/Address: 113 W. Railroad AVE

This Property is (check all that apply): Retail ___ Restaurant ✓ Office ____

Other ____ (explain)

Number of Businesses on Site: 1

Names of Other Businesses on Site: ____

Size of Building (dimensions or total square feet) 3,500

Stories in building: 2 Parking spaces on property: 40

Last Real Estate Taxes Paid: ____

Property Tax Index Number(s) (PIN): ____

County: Cook ✓ DuPage ____ Kane ____

Project Information:

Total Anticipated Project Cost: $ 125,000

Amount Requested from Village: $ 50,000

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

Handicap ramp, 13 6 year old copier, floors, Compression System, vacuum system, fire code regulations, furniture, Kitchen appliances

If approved, estimated project completion date: Jan or Feb 2019

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

Application Statement (Read and Sign Below)

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

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

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

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

I also understand that if selected for this program, the Village will establish a maximum grant award for the project and this may be at a lower amount than requested or less than half of the anticipated cost of the project. I further understand that BEDA operates as a rebate program and, therefore, if selected for participation, Village funds will be disbursed to me at the conclusion of the work, after submittals by me of copies of all bills and satisfactory evidence of their payment, either by lien waivers or bills stamped "Paid" by all contractors. I understand that the actual rebate amount will be calculated at 50% of the documented actual costs by me for eligible expenses to complete the agreed upon improvements, up to the maximum grant amount awarded by the Village for the project.

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

Applicant Signature

11/28/18
Date

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

Hova Realty Inc.
Junior Anderson
6150 N Milwaukee,
Chicago, Il 60646
Tel:773.934.3924 Fax: 773-993-0845

Attn: Village of Bartlett

To whom it may concern,

I, Junior Anderson owner of 113 W Railroad Ave, Bartlett IL 60103 give permission to Castle Parteners Group Inc/ John Castilla to alter, remodel and make any changes they need, to my property, for their business.

Junior Anderson, Manager

Date: 11/29/18

"Where Past " "Meets Present"

Bartlett Tap

113 W Railroad Drive

Bartlett, IL 60103

Circa 1884 – Re-established 2018

I. *Introduction of owner*

II. *Bartlett Tap Entertainment – Eat*Drink*Socialize*

A. Live Music, Open Mic, Karaoke nights

B. Video Gaming

III. *Estimates of repair or Paid in full*

A. Fox Valley Fire & Safety

B. AverUS Fire Service

C. Stuever & Sons, Inc-Beverage systems/Cooler Rehab/Labor

D. DMS Enterprise /Customs Signs

E. Windy City Booths/Furniture

F. Windy City Painters

G. JCA Painting Inc

H. Sunshine Custom Signs

I. Advanced Security Technology

J. Outdoor Metal Patio furniture

K. Outdoor décor

L. 400 AMP Electrical Box overhaul

IV. *Village Code Inspection repairs*

A. Electrical

B. Plumbing

C. General

V. *Menu (Under construction)*

VI. *Conclusion*

I. Introduction

Let me introduce myself, my name is John Castilla, father of 2 sons (15&10 years of age). Founder of Apogee Health Partners in 2000, which is currently a 700 + physician group of doctors in the state of Illinois, which I successfully sold to pursue other business opportunities. Graduate of Indiana University, Business School(1991) and Medical Institute of Illinois(1994) in Cardiology studies. Founder and Coach of Jr.Bulldog Wrestling Club (GRADES K- 8TH) in Riverside, IL currently in its 6th session.

As a child I grew up with parents owning a bar/restaurant in So.Bend Indiana til the age of 23, when I decided to move to Chicago. As a resident of Berwyn since 2005, I was intrigued when I was introduced to the opportunity to open the Bartlett Tap by a close friend. Not having a clue of the Village of Bartlett and it's residents, I immediately felt a warm welcome by many, so much that I am currently looking to purchase a home and reside here.

Upon learning how much history this 136 year old building has with the residents of Bartlett, it was only obvious to name the bar/restaurant the Bartlett Tap. And give it back to the Village of Bartlett and it's residence once again, this is why I put on the outdoor sign "Re-established 2018"

When I leave the doors open while working on building projects the average of 5-10 people walk inside and all have a stories tell me about it's history to them and others. Stories about the food lines out the door, fish fry Friday, ribs, coleslaw, the parties and celebrations.

I've since been introduced to Pam Rohleder of the Village Museum and with her assistance I decided to dedicate the interior décor of Black and White photographs dating back to 1885. This is why I put on the outdoor sign "Where Past" "Meets Present". The history of Bartlett and it's previous citizens is something I feel very proud to be a part of by bringing this establishment back to life. This has been one of my greatest challenges; I hope one day I can say my greatest accomplishments also.

Due to the fact this was building was left in so much despair from the previous owners or renters and stayed vacant for a few years so much is broken, molded and out of code by today's standards. Outdated electrical wiring, plumbing, appliances just to name a few, the 136 year old walk-in cooler is a main interior focal point and was in need of major repairs to function again. So many unexpected repairs and under budgeted dollars I did not foresee when I accepting this challenge.

In my proposal to the Village Board and the Economic Development Assistance Program officials, I will try my best to give all of you all a snap shot of the challenges I face daily. Without the assistance of the Village I can not begin to tell you when or if I can even open the doors. I know one thing this place is missed by so many.

Sincerely,

John Castilla

Castle Partners Group, Inc

II. *Bartlett Tap Entertainment – Eat*Drink*Socialize*

The " B " at the top of this page was found in photos from early 1910, I was able to get a graphic designer to copy it and bring it back to life. I hope it brings "Good Luck". Without our Past, there is no Present, I was once told, that is why I chose to add this slogan to the outdoor sign "Where Past" "Meets Present"

II.(A) Video Gaming – in conjunction with Hyperactive Gaming Corp, Bartlett tap gaming application is in final review with the IGB.

II.(B) Live music, Karaoke nights, open Mic night

Bartlett Tap will enjoy hosting on selective nights live soft rock, jazz, blues and Country music to its new small stage. With a new digital juke box in place that also offers Karaoke abilities to entertain it's patrons. If this isn't enough on select nights " open Mic nights " to either comedians or whatever the theme or suggestions. Our newly built interior stage section will also provide extra seating when not in use.

Now let me show you all the unexpected repairs, replacements and needs to get this building back on track, exhibits, estimates and photos provided.

III(A). Fox Valley Fire and Safety estimate (Exhibit A)

$19,965.00 estimate

Upon recommendations by Bartlett Fire Marshall, Michael Heimbecker, the inspections to bring the building up to code for the safety of the patrons and property. Needed in order to obtain Occupancy certificate which is needed to obtain Business License.

At NO TIME was any owners or Lease holders responsible to get this done or if so, ignored it due to cost. **OUTDATED TECHNOLOGY

(Exhibit A) 1 of 2

FIRE & SAFETY
Since 1980
ONE COMPANY DOES IT ALL
Fire Alarm • 24-Hour Monitoring • Fire and Safety Products • Security • Engineered Fire Suppression • Sprinkler Service
2730 Pinnacle Drive • Elgin, IL 60124-7943 • 847-695-5990 • Fax 847-695-3699 • www.foxvalleyfire.com

November 8, 2018

Bartlett Tap
Attn: John Castilla
113 Railroad St
Bartlett, IL 60103
Via E-Mail: johncastilla@bartlett-tap.com
Phone: 312-545-9089

Subject: Bartlett Tap FA Install, 113 Railroad St, Bartlett, IL

Dear John:

Fox Valley Fire & Safety is please to submit this proposal for the design, submittal, installation, and final checkout of the fire alarm system. This proposal is based on our walk through and discussion.

Fire Alarm Engineering Design, Submittals & Installation

1 – Fire alarm control panel (NFW-50X) & Batteries
1 – ANN-80 Fire alarm annunciator
4 – Manual pull station
3 – NP-100 Photoelectric Detector with Base
1 – FWSG Wireless Gateway
3 – FWD-200P Wireless Photo Detector
10 – NH-100 Thermal Detector with Base
4 – STR Strobe Lights
6 – HSR Horn Strobes
1 – NMM-100 Monitor Module Ansul Tie-In
1 – Materials, Connect, Program & Test
1 – Engineered Drawings & AHJ checkout

Your cost ..... **$ 19,965.00**

Clarifications / Qualifications:

1. No considerations have been made in this proposal for providing overtime / premium labor. If overtime / premium labor hours are required by others, please contact our office for additional price information.
2. Fox Valley Fire & Safety will secure permit for this scope of work. All permit &/or review fees incurred will be billed in addition to the proposed amounts above.
3. Unless agreed to in writing, no products, services or installation not listed above have been included in this proposal. No considerations have been made in this proposal for modifications or additions to the fire sprinkler system, fire extinguisher quantities or locations, single-station (non-fire alarm system) smoke detectors or carbon monoxide detectors, or any other systems or services.

(Exhibit A) 2 of 2

locations, single-station (non-fire alarm system) smoke detectors or carbon monoxide detectors, or any other systems or services.

4. If any changes to the scope of work are required by the Authority Having Jurisdiction, additional costs may result.
5. No considerations have been included in this proposal for the ongoing maintenance and monitoring of the fire alarm system. See the attached contract for Radio Monitoring Agreement.
6. No considerations have been made in this proposal for patching, painting, or re-surfacing of existing wall and ceiling surfaces. Any patching, painting, or re-surfacing services will be the responsibility of others.

I appreciate the opportunity to be of service to you in the performance of this work. If you have any questions, or if I may be of further assistance, please feel free to contact me at 847-695-5990, ext. 393.

Sincerely,

Mark Oleferchik
Fire Protection Specialist

Credit Terms:

1. All orders are subject to credit approval and may require a deposit; prior arrangements not withstanding.
2. Payment Terms can be established by contacting our Accounts Receivable Department at 224-293-5308 or 224-293-5304.

Approval:

My signature below indicates that I am an authorized agent of the company receiving this proposal and that I have full power and authority to bind our company to the terms of this proposal.

Authorized Signature _____ Printed Name _____

Title _____ Date _____

III(B). AverUs Fire System (Exhibit B) (**SEE PHOTOS**)

$3,736.00 estimate

Compression fire system, exhaust hood, valves, fire extinguishers, All fire systems devices are EXPIRED.

* Compression system re-certification expires after 12 years, this system was expired roughly 2016.

OUTDATED TECHNOLOGY (NOT THE SAME BOX AS ABOVE)

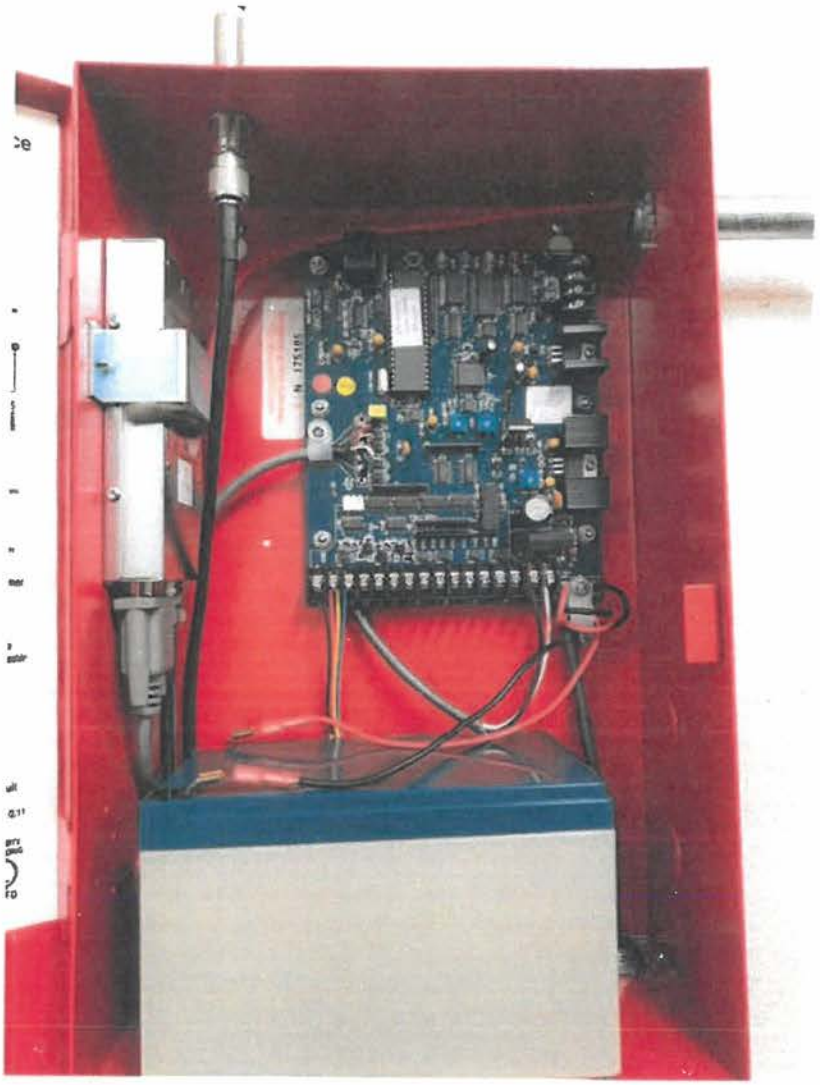


Exhibit B - 1 of 4

AVERUS FIRE SERVICES

Date: 11/1/2018
Acct #:
Proposal #: 116818

3851 Clearview Court
Gurnee, IL 60031
(800) 393-8287

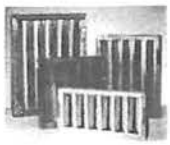
Bartlett Tap
113 W. Railroad Ave
Bartlett, IL 60103

Filters

FILTER EXCHANGE SERVICE
Averus will exchange grease laden filters; no cleaning will take place on premises.

A. Grease laden filters are removed by Averus technicians and clean UL-listed filters are installed.
B. Filters are cleaned at the Averus Service Center, using a proprierary method to remove grease and filter it from waste water.
C. Filter exchange is a filter rental program, filters are the property of Averus, customer is responsible to use filters as specified.
D. Filters not returned at the cancellation of service will be billed in full.

Item	Qty	Price	Subtotal	Tax	Total
Filter Exchange Service	6	$9.00	$54.00	$0.00	$54.00



(6)16X20 Filters Every 3 months.

Total for Filters: $54.00

CANCELLATION POLICY
Buyer may cancel with a 30 day written notice to Averus, and only upon such terms as will indemnify and reimburse Averus for all loss or damage resulting there from, including without limitation: direct costs, overhead, reasonable contract profits and expenses which Averus has become committed to in order to fulfill the Service Agreement. This agreement will continue for one (1) year from the effective date unless terminated earlier only as follows by mutual written consent of Averus and Customer or be either party upon thirty (30) day prior written notice to the other party,with or without cause. Agreement will renew each year, unless notified otherwise, pricing is subject to annual increases.

ACCEPTANCE OF TERMS
Your signature below serves as yoour company's acceptance of this agreement. Upon receipt of signed agreement, Averus will process and schedule services. Lead time for first service is thirty (30) days from receipt of signed agreemem unless otherwise agreed upon with an Averus representative. Price may not include applicable taxes, prints, permits, third-party vendor sites, and other costs not specifically stated, or fuel surcharge. Payment for service is due upon receipt, Averus retains ownership of all goods until such time as payment is made in full. Mail Payments to: 3851 Clearview Court; Gurnee, IL 60031. Late payment is subject to interest of 1.5%/month. In the event of default of payment, Averus is entitled to recover all costs of collection including collection fees and reasonable attorney's fees.

Print Name and Title

Signature

11/1/2018
Date

Exhibit B. 2 of 4

AVERUS FIRE SERVICES

Date: 10/30/2018
Acct #:
Proposal #: 116709

3851 Clearview Court
Gurnee, IL 60031
(800) 393-8287

Bartlett Tap
113 W. Railroad Ave
Bartlett, IL 60103

Grease Exhaust System Cleaning

KITCHEN EXHAUST SYSTEM
Averus will clean all accessible areas of your exhaust system in accordance with NFPA 96 Standards.

A. HOOD: Clean the entire hood accessible areas of the duct work, plenum, wipeout, scrape if necessary, and polish.
B. DUCTWORK: Clean from the fans down then up the ductwork from the hood.
C. ROOF: Clean fan bowl and flip, if possible, to clean underside of fan blades and down the ductwork (no cleaning of motor, housing, bearings, or other components)

Item	Frequency	Qty
Main Line	1	1

1-20' Hood
Oven, Char, 6B, Flat, 6B, 2 Fryers
2-3' Horizontal Ducts
2 Side mounte fans

Yearly Total for KEC: $575.00

ADDITIONAL PROPOSAL NOTES:
Service will be scheduled with a manager, in advance; cancellations not notified one business day in advance will be assessed a fee of $165 or one half the cost of service, whichever is greater. Systems with excessive carbonized build-up will be assessed an initial cleaning fee added to their 1st invoice. (Upon inspection of system prior to cleaning.) Hood filters are not part of the service and must be properly cleaned by restaurant facility. Averus has an available filter program. Additional repairs, existing damages, or deficiencies are not the responsibility of Averus, they are outside the scope of this work and any loss of business or issues that result are not the responsibility of Averus, INC. Deficiencies, as defined by current NFPA code, will be notified directly to the location after service, a quote will be provided for items we can assist in correcting. Averus will furnish all Labor, Insurance, Workers Compensation, Chemicals, Plastic, Pressure Washers, Cleaning Materials, Tools, Appointment Setting, and Billing.

CANCELLATION POLICY
Buyer may cancel with a 30 day written notice to Averus, and only upon such terms as will indemnify and reimburse Averus for all loss or damage resulting there from, including without limitation: direct costs, overhead, reasonable contract profits and expenses which Averus has become committed to in order to fulfill the Service Agreement. This agreement will continue for one (1) year from the effective date unless terminated earlier only as follows by mutual written consent of Averus and Customer or be either party upon thirty (30) day prior written notice to the other party,with or without cause. Agreement will renew each year, unless notified otherwise, pricing is subject to annual increases.

ACCEPTANCE OF TERMS
Your signature below serves as your company's acceptance of this agreement. Upon receipt of signed agreement, Averus will process and schedule services. Lead time for initial or first cleaning is thirty (30) days from receipt of signed agreement unless otherwise agreed upon with an Averus representative. Price does not include applicable taxes or fuel surcharge of $14.15 per trip. Payment for service is due upon receipt. Mail Payments to: 3851 Clearview Court; Gurnee, IL 60031. Late payment is subject to interest of 1.5%/month. In the event of default of payment, Averus is entitled to recover all costs of collection including collection fees and reasonable attorney's fees.

Print Name and Title | Signature | Date 10/30/2018

CANCELLATION POLICY
Buyer may cancel with a 30 day written notice to Averus, and only upon such terms as will indemnify and reimburse Averus for all loss or damage resulting there from, including without limitation: direct costs, overhead, reasonable contract profits and expenses which Averus has become committed to in order to fulfill the Service Agreement. This agreement will continue for one (1) year from the effective date unless terminated earlier only as follows by mutual written consent of Averus and Customer or be either party upon thirty (30) day prior written notice to the other party,with or without cause. Agreement will renew each year, unless notified otherwise, pricing is subject to annual increases.

ACCEPTANCE OF TERMS
Your signature below serves as yoour company's acceptance of this agreement. Upon receipt of signed agreement, Averus will process and schedule services. Lead time for first service is thirty (30) days from receipt of signed agreement unless otherwise agreed upon with an Averus representative. Price may not include applicable taxes, prints, permits, third-party vendor sites, and other costs not specifically stated, or fuel surcharge. Payment for service is due upon receipt, Averus retains ownership of all goods until such time as payment is made in full. Mail Payments to: 3851 Clearview Court; Gurnee, IL 60031. Late payment is subject to interest of 1.5%/month. In the event of default of payment, Averus is entitled to recover all costs of collection including collection fees and reasonable attorney's fees.

Print Name and Title | Signature | Date

"Exhibit B" 3 of 4

AVERUS FIRE SERVICES

Date: 10/30/2018
Acct #:
Deficiency #: 116710

3851 Clearview Court
Gurnee, IL 60031
(800) 393-8287

Bartlett Tap
113 W. Railroad Ave
Bartlett, IL 60103

Dear Customer,
We recently serviced your fire protection equipment and found the NFPA deficiency item(s) below. We are required by code and our insurance carriers to notify our customers of any deficiencies pertaining to a location we currently service. Enclosed are the NFPA codes as well as a quote for your convenience. This notice provides adequate representation of the deficiencies found and if you would like to have corrected please sign the bottom of this form and return via fax; upon receipt of signed quote work will be completed within thirty days unless otherwise noted. In the event a deficiency quote is not approved Averus will not accept responsibility for further damages, wear, fire event or system failure.

Item	Qty
Service Call - Repair or Emergency *Scope of work -* *(20KP-475 tanks due for hydrostatic testing. Detector tubing, & nozzles will be replaced. Equipment - 60" Oven, 50" Char, 36" 6B, 36" Flat, 36" 6B, (2)15.5" Fryers. (2)24" Ducts. All work will be installed according to NFPA, UL-300, and manufactured specifications. (3)10lb ABC will be hydro tested. Pricing includes all parts and labor necessary to complete repair.*	1
Labor per Hour *Necessary Labor to Complete Repair*	8
Fuel Surcharge	1
Amerex KP 4.75 Hydro  *NFPA 17A-7.5.1 Wet chemical extinguishing systems shall be subjected to hydrostatic pressure testing at intervals not exceeding 12 years*	2
10#ABC Hydro/Recharge  *NFPA10-8.3.1 Hydrostatic test intervals for extinguishers- Dry Chemical - stored pressure with mild steel shells. 12 Years*	3
Pipe and Fittings  *Pipe and Fittings*	1

Bartlett Tap
113 W. Railroad Ave
Bartlett, IL 60103

Submitted on 10/30/2018
Quote good for 30 Days

"Exhibit B" 4 of 4

AVERUS FIRE SERVICES

Date: 10/30/2018
Acct #:
Deficiency #: 116710

Amerex Detection Tubing per Foot *UL Listed and Manufacturer Supplied Pressurized Detection Tubing. Requires replacement every 3 years.*	20

Nozzle, Amerex	15

Vent plug	4

Total: $3,736.00

ADDITIONAL PROPOSAL NOTES:
Please note that any deficiencies or repairs that are found while performing the inspection will be in addition to the inspection cost. Prior to performing any repairs we wFire Partsill notify the customer on site. If a repair can not be made on site a proposal will be provided to the customer.

ACCEPTANCE OF TERMS
Your signature below serves as your company's acceptance of this agreement. Upon receipt of signed agreement, Averus will process and schedule services. Lead time for inspection or deficiency repair is fifteen (15) days from receipt of signed agreement unless otherwise agreed upon with an Averus representative. Price may not include applicable taxes, prints, permits, electric or others not specifically stated, or fuel surcharge. Payment for service is due upon receipt, Averus retains ownership of all goods until such time as payment is made in full.

J. CASTILLO — Print Name and Title
Signature
10.31.18 — Date

Please contact Justin at 800-393-8287 ext 6114 or Sean at ext 6002 with any questions you may have.
Fax approval to 888-313-7041 or e-mail Justin.Seedoff@AVERUS.com or Sean.Stewart@AVERUS.com

Bartlett Tap
113 W. Railroad Ave
Bartlett, IL 60103

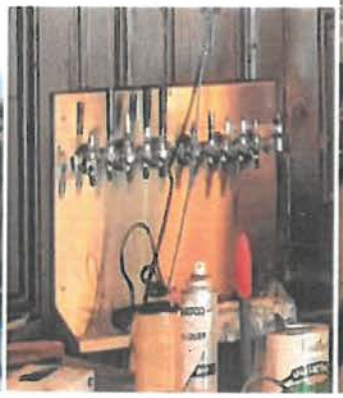
Submitted on 10/30/2018
Quote good for 30 Days

III(C). Stuever & Sons Beverage system (Exhibit C)/ Cooler Rehab
$10,727.83 (PAID) **(SEE PHOTOS)**

New Tappers, lines, mixer for Nitrogen and Oxygen mixture, Installation

Walk-IN Cooler Rehab Cost

$3,500 Labor (PAID) Cooler rehab **(SEE PHOTOS)**, rebuild(4) interior walls, **$ 550.00 (PAID**) replace insulated walls, ceiling, floor. **(SEE PHOTOS)**



(Exhibit C) 1 of 3

Estimate

10/22/2018

To:
John Castilla
133 w Railroad Ave
Bartlett, IL

Project:
Bartlett Tap
133 w Railroad Ave
Bartlett , Il

From:
Stuever & Sons, Inc.
Glen Gast
330 W Fay Suite B
Addison, IL 60101
630-307-8787

Job Reference Number: GLNAQ110

Item	Qty	Description	Sell	Sell Total
1	1 ea	**DRAFT BEER / WINE DISPENSING TOWER** Micro Matic USA Model No. KRONOS-12SSKR Kronos Draft Tower, wall mount, 36"W x 20-1/4"H, glycol cooled (Kool-Rite™ integrated module), (12) polished stainless steel faucets (handles not included), 3" OC, 13" faucet clearance, integrated drip tray with removable perforated insert, stainless steel product lines & copper coolant lines, front skirt included, brushed stainless steel, NSF	3,390.02	3,390.02
			ITEM TOTAL:	**3,390.02**
2	4 ea	**DRAFT BEER SYSTEM PARTS** Micro Matic USA Model No. 83315-EAM Economy Secondary Regulator Panel Kit, (1) pressure, (3) products, gas hoses & beer lines, stainless steel wall brackets	350.00	1,400.00
			ITEM TOTAL:	**1,400.00**
3	1 ea	**CHEAP CHILL** Custom Circulating pump and misc. parts for instalation	75.00	75.00
			ITEM TOTAL:	**75.00**
4	1 ea	**DRAFT BEER SYSTEM PARTS** Micro Matic USA Model No. PL-HCDB High Capacity Drain/Waste Bottle	155.00	155.00
			ITEM TOTAL:	**155.00**
5	2 ea	**DRAFT BEER SYSTEM PARTS** Micro Matic USA Model No. 60703 Polar Flo Propylene Glycol - 1 Gallon	66.00	132.00
			ITEM TOTAL:	**132.00**
6	20 ft	**BEVERAGE TRUNK HOUSING** Micro Matic USA Model No. CDI1244-X Packed 1 ft GEN-X® Trunk Line, for beer system, (12) 1/4" I.D. Brewmaster II barrier product lines, (4) 3/8" I.D. polyethylene glycol lines, 15 oz. beer per 50 ft, Black Diamond® jacket (priced per foot)	31.50	630.00

Initial: _____

(Exhibit C) 2 of 3

Item	Qty	Description	Sell	Sell Total
			ITEM TOTAL:	630.00
7	1 ea	**CO2 REGULATOR** Micro Matic USA Model No. 942 Soft Drink Regulator - CO2 Primary - Operating Pressure 110 MAX	140.00	140.00
			ITEM TOTAL:	140.00
8	1 ea	**DRAFT BEER SYSTEM PARTS** Micro Matic USA Model No. IK-4 Dispense System Installation Kit, 1/4", glycol cooled, includes: 30-stepless clamps (105SL) 50-stepless clamps (140SL) 20-single ear clamps (1314) 30-single ear clamps (1317) 10-1/4" stainless steel tailpiece (526BS) 8-stainless steel splicer 3/8" x 3/8" (SSS-C2) 10-stainless steel splicer 1/4" x 1/4" (SSS-B2) 2-stainless steel elbow 3/8" x 3/8" (SSE-C2) 4-stainless steel U-bend, 3" L (SSU-C2) 1-vinyl hose 3/16" O.D. (547C600) 1-braided vinyl hose, 3/8" I.D. (550WD600C) 12-pre-wrapped glycol lines (CDI-GLY-2) 1-2" barrier tape (CDI-TAPE-2) 1-2" foil tape (ES-2FT) 1-2" foam insulation tape (ES-IT30) 1- 2" moisture tape, (ES-ST), 1- 1-7/8" O/D x 1/2" wall (ES-FR178) 1- 1/2" I.D. x 1/2" wall (ES-I1L)	540.00	540.00
			ITEM TOTAL:	540.00
9	11 ea	**DRAFT BEER SYSTEM PARTS** Micro Matic USA Model No. 7485BS D System Keg Coupler, chrome-plated brass body & 304 stainless steel probe, black	62.90	691.90
			ITEM TOTAL:	691.90
10	1 ea	**DRAFT BEER SYSTEM PARTS** Micro Matic USA Model No. G408 Keg Coupler, U System, tap, ergo lever handle	117.90	117.90
			ITEM TOTAL:	117.90
11	1 ea	**DRAFT BEER SYSTEM PARTS** Micro Matic USA Model No. 12543 Stout & Ale Faucet, polished stainless steel body, short shank for tower use Class 77.5	141.00	141.00
			ITEM TOTAL:	141.00
12	1 ea	**DRAFT BEER SYSTEM PARTS** Micro Matic USA Model No. MM200 Pro-Line Gas Blender, double blending panel wall mount, preset pressure, blends 25% CO2/75% N2 & 70% CO2/30% N2	1,440.01	1,440.01
			ITEM TOTAL:	1,440.01

Initial: _____

(Exhibit C) 3 of 3

Stuever & Sons, Inc. ***10/19/2018***

Merchandise	8,852.83
Freight	125.00
Installation	1,750.00
Total	10,727.83

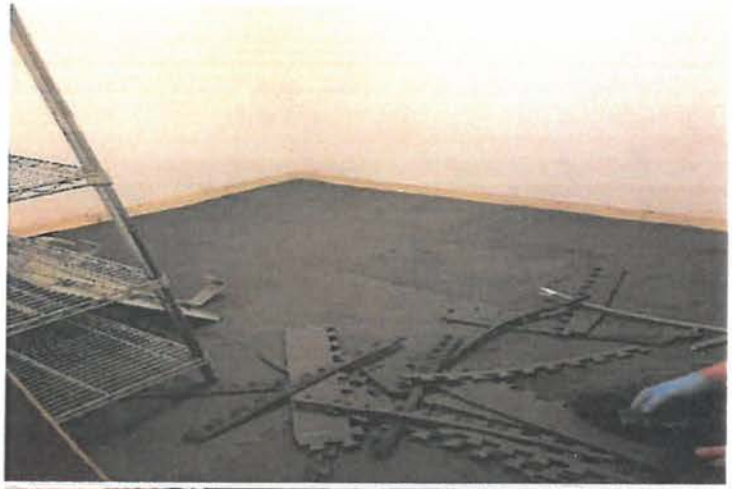
By Others:
All Electrical Requirements
All Plumbing Requirements
All Permit Requirements
Dumpster or Trash Removal
50% Deposit on Acceptance
50% on Completion

I have authority to order the work outlined above. I agree that Seller retains title to equipment/materials furnished until final payment is made. IF payment is not made as agreed, Seller can remove said equipment/materials at Seller's expense. Any damage resulting from said removal shall not be the responsibility of the seller.

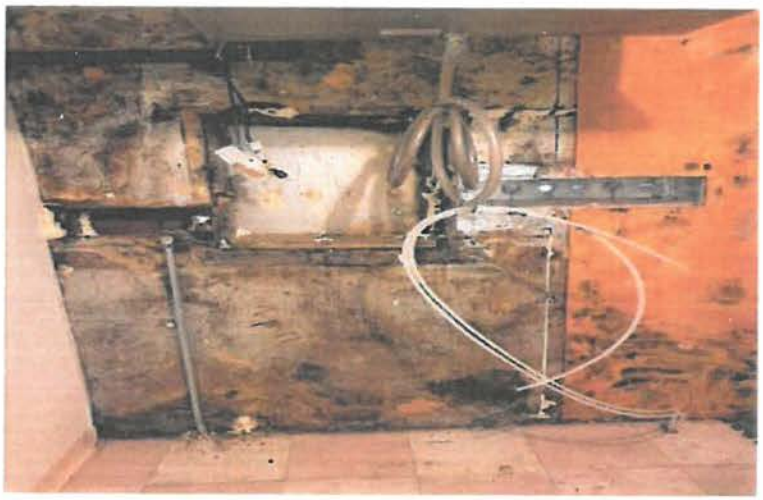
Acceptance: _____ Date: _____

Printed Name: _____

Project Grand Total: 10,727.83



ALL (4) WALLS HAD TO BE RE-BUILT AND REPAIRED& FLOOR



III.(D) DMS Enterprise (Exhibit D) – Handicap Ramp Repair – (SEE PHOTOS)

$2,800.00 (PAID)- replace and repair broken ramp boards, Repair damaged broken metal handicap railing.

structure and labor, materials.

"Exhibit D" 1 of 2

DMS Enterprises

General Contractor at Rollback Savings!
773-449-0014
mingo.soto@yahoo.com

DATE Sept. 10 2018

Bill To: Bartlett TAP
113 W Rail Road Ave

Quotation valid until: 2018
Prepared by:

Comments or special instructions: Handi Cap Ramp

Description	AMOUNT
Re Pair weathered worn Handicap Ramp Repair Railing, Replace ALL weather Boards Replace Lattices on side Haul away Trash Dep Paid. 1500.00	BALANCE 2000.00
Balance due upon completion Check # 1026	$ -

If you have any questions concerning this quotation, contact Domingo by Phone, or E-mail

THANK YOU FOR YOUR BUSINESS!

Signature _____ **Date** _____

Contractor's signature Domingo Soto **Date** _____

Changes In Work

The owner may make changes by altering, adding to or deducting from the work, with the contract and contract price being adjusted accordingly. Changes to the work require written change notice form signed by both the owner and the contractor.

"Exhibit D" 2 of 2

DMS Enterprises

General Contractor at Rollback Savings!
773-449-0014
mingo.soto@yahoo.com

DATE Sep 10, 2018

Bill To: Bartlett TAP
113 w Rail Road Ave

Quotation valid until: 2018
Prepared by:

Comments or special instructions:

Description	AMOUNT
Installed Sign Rent Lift & Brackets Build Frame Supports Mounts	800.00
Balance due upon completion Check # 1025	$ -

If you have any questions concerning this quotation, contact Domingo by Phone, or E-mail

THANK YOU FOR YOUR BUSINESS!

Signature_____ **Date**_____

Contractor's signature Domingo Soto **Date** _____

Changes in Work
The owner may make changes by altering, adding to or deducting from the work, with the contract and contract price being adjusted accordingly. Changes to the work require written change notice form signed by both the owner and the contractor.

III.(E) Windy City Booths (Exhibit E)

$28,170.73 estimate

All furniture inside the bar is either damaged, dented, out dated, New interior to match the Bartlett history of interior décor. Chairs, tables, bar Stools, Bench/Booths.

4311 S WESTERN BLVD
CHICAGO, IL 60609
773-523-3355

Windy City Booths

Estimate

For: Castle Partnegroup Inc.
Japlatinum@gmail.com
113 W. Railroad Bartlett Illinois

Estimate No: 333
Date: 11/01/2018

Ship To:

Tracking No
Ship Via
FOB

Description	Qty	Rate	Amount
Banquet upholstery back tufted plane seat 17'-3"x 10'-6"x 3'-0	1	$8,250.00	$8,250.00
Wood oak table tops 30"x 48"	6	$450.00	$2,700.00
Wood oak table top 36"x 36"	6	$450.00	$2,700.00
Wood Barstool upholstery seat black	40	$250.00	$10,000.00
Metal bassist	13	$80.00	$1,040.00

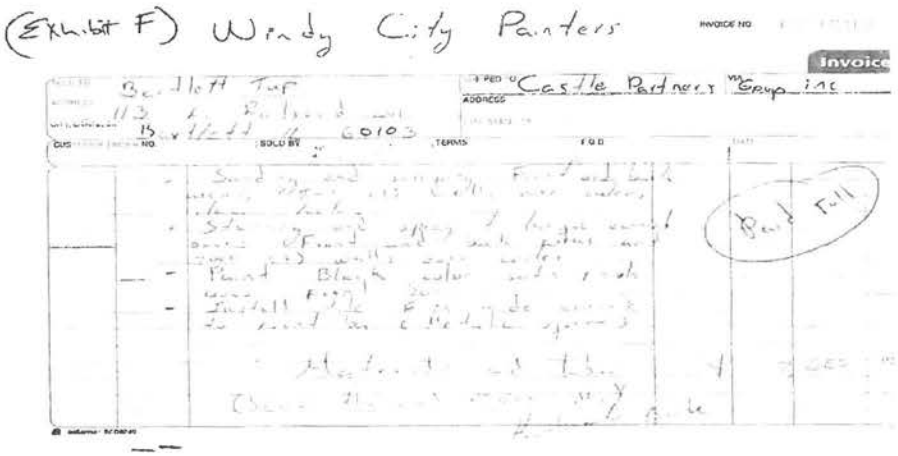
Subtotal	$24,690.00
TAX 10.25%	$2,530.73
Shipping	$950.00
Total	$28,170.73

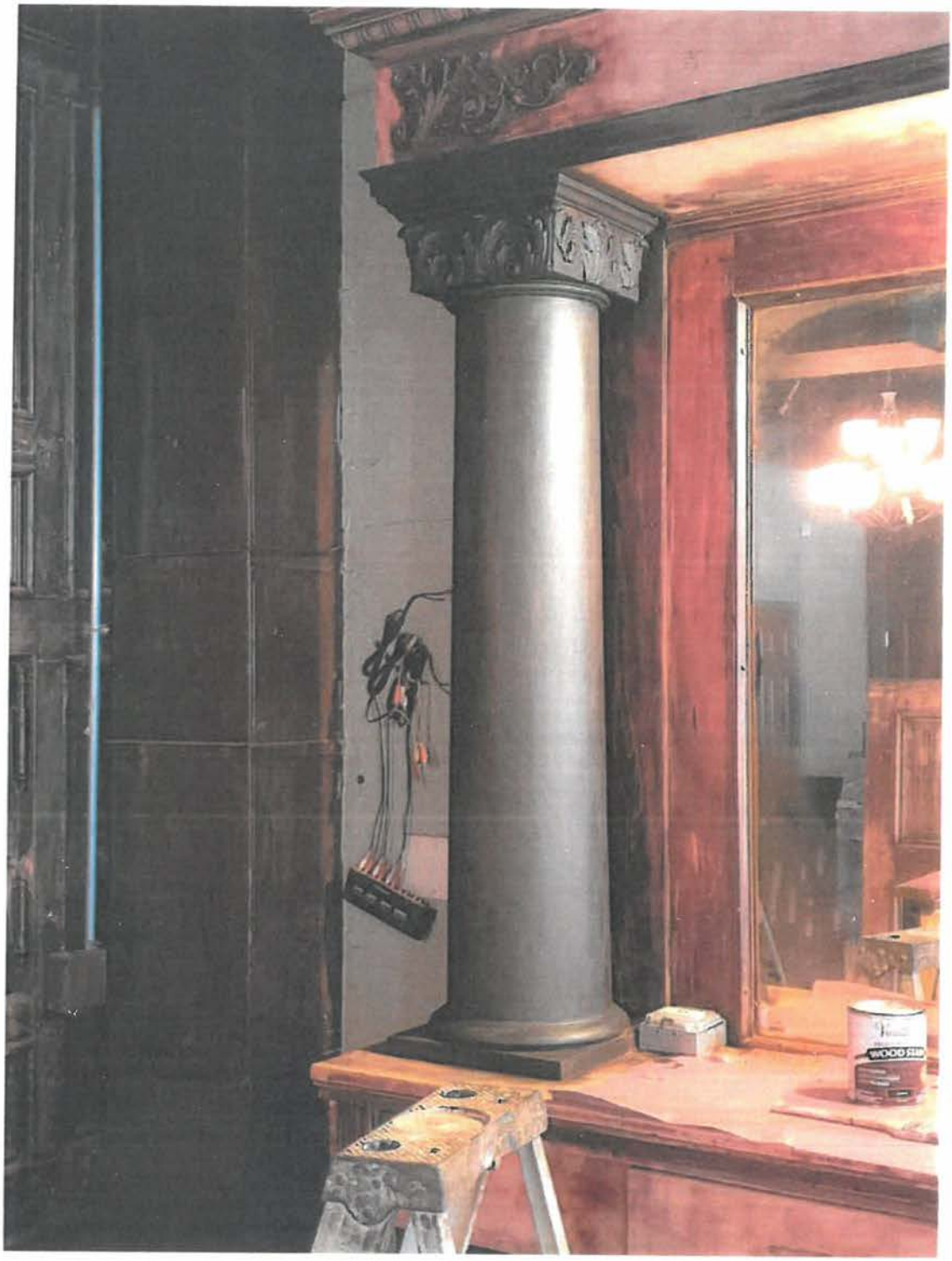
Total $28,170.73

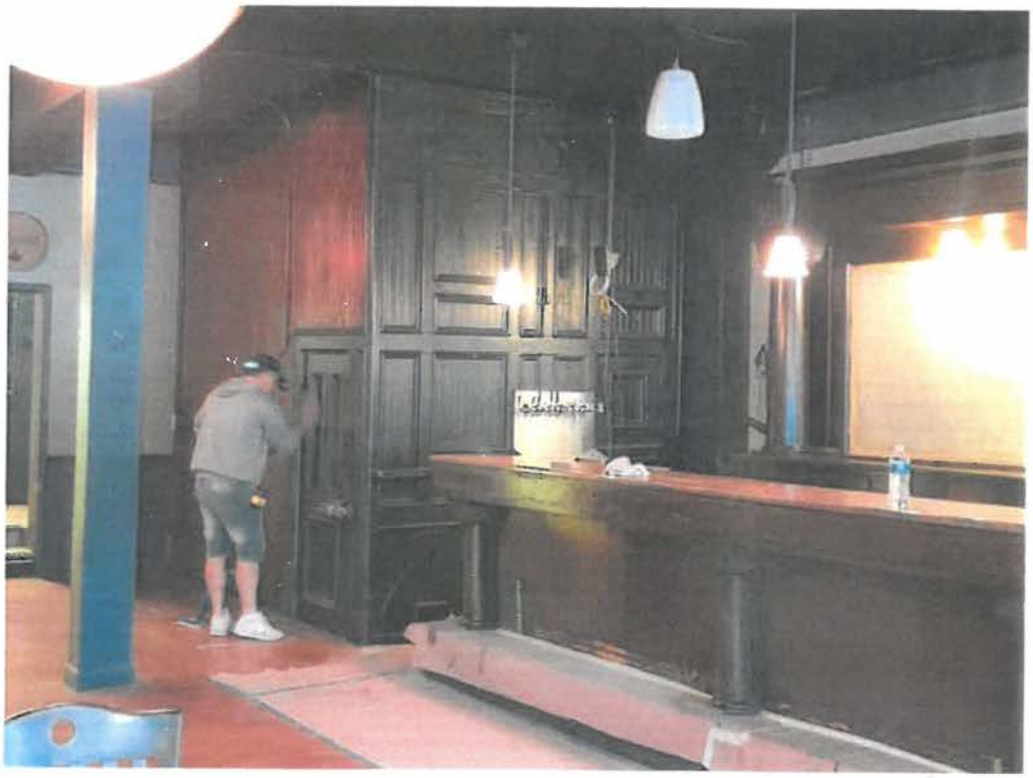
III. (F) Windy City Painter (Exhibit F)

$7,000.00 (PAID)

Repair and stain the back bar back to its original color, Rebuild and repair and stain and the front bar,tile. Sand and re-stain the Interior cooler, rebuild the Cooler Door and Install.







Repaired and rehabbed door and Cooler floor

III.(G) JCA Painting Inc (Exhibit G)

$6,500.00 estimate

Prime, Paint, repair interior wall and paint with two coats, all walls and ceiling trim, kitchen, 3 Restrooms, hallway.

(Exhibit G) 1 of 2

John Castilla, Castle Partners Group
113 W. Railroad Ave.
Bartlett, IL 60103
(312) 545-9089

JCA Painting Inc.
P.O. Box 1324
North Riverside , IL 60465
Phone: (773) 814-1240
Email: jcapaintinginc@gmail.com

Estimate #	001230
Date	11/01/2018
PO #	Bartlett Tap

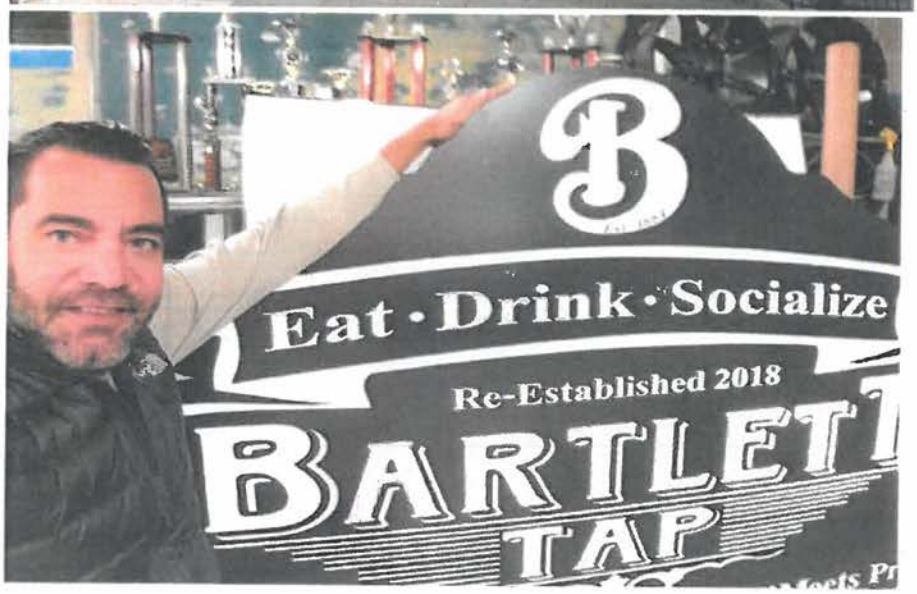
Description	Total
TOTAL LABOR AND MATERIALS	$6,500.00
* This include preparation, 1 coat of priming and 2 coats of paint on: -Bar area -Stage area - New gaming wall -Gaming bathroom - Prep work area - Bathrooms - Kitchen area -Back rooms * all materials included, flat finish on the ceilings and eggshell on the walls. All paint to be Benjamin Moore	

Subtotal	$6,500.00
Total	**$6,500.00**

III.(H) Sunshine Custom Signs (Exhibit H) (SEE PHOTO FRONT PAGE)

$1,500.00 (PAID) + (EXHIBIT D, INSTALL)

Bartlett Tap Exterior Sign, Reflective material, heavy duty gauge metal



1159

SUNSHINE Car Wraps & Signs

- Vehicle Wraps · Window Graphics
· Banners - Labels · Decals

4930 W. Flournoy Chicago, IL 60644
708-228-6985
sscustoms1@gmail.com

PHONE DATE 10/03/18

NAME Castle partners Group Inc.

ADDRESS 3536 Harvey Ave.
Berwyn IL 60402

QTY.	DESCRIPTION	PRICE	AMOUNT
1	Sign 31" x 48"		
	Aluminum Panel		
	w/ Reflective		
	Lettering		$1500
	Paid w/check		
	#1012		

ALL SALES ARE FINAL / NO REFUNDS

SALES TAX	
SUBTOTAL	
DEPOSIT	$1500
TOTAL BALANCE	$0

Approved by:

X _____

Thank You

(Exhibit H) (1 of 1)

4)III.(I) Advance Security Technology (Exhibit I)

$31,632.74 estimate

Full HD , Audio, indoor out/ door camera system(16), 24 channel Video recorder,(6) flat screen tv's,(6) tv mounts, wiring, install

(exhibit I) 1 of 2

Invoice

DATE	INVOICE #
11/1/2018	2018277

ADVANCED SECURITY TECHNOLOGY
6150 N Milwaukee Ave
Chicago , IL 60646
info@astchicago.com
773-717-4801

BILL TO	SHIP TO
Bartlett Tap/John Castille 113 W Railroad Ave Bartlett, IL 60103	113 W Railroad Ave Bartlett, IL 60103

P.O. NUMBER

ITEM	DESCRIPTION	QTY	RATE	AMOUNT
NV-6424T	24 Channel HD Digital Video Recorder -3TB Hard Drive -Analog & HD-TVI Video In: 24CH -IPC Input: Up to 8CH 1080P@30fps -Audio In/Out: 4CH/1CH, RCA -Video Output: VGA/HDMI up to 1080P	1	1,450.00	1,450.00T
HD-1422IR	Full HD 1080P 2 MP Dome Camera - 2.8mm Wide Angle Lens - 24 pcs IR LED - Vandal Proof - Indoor & Outdoor - DC 12V	16	275.00	4,400.00T
CR1500	CROWN XLS POWER AMP -1550W @ 4 Ohms Bridged -Total Harmonic Distortion (THD): < 0.5%	3	550.00	1,650.00T
AM-S12	AMERICAN AUDIO 12" PASSIVE FULL-RANGE SPEAKER -350W Continuous -Frequency Response 59Hz - 20kHz (-3dB) 51Hz - 21kHz (-10dB) - (SPL): 128dB Peak	6	450.00	2,700.00T
65-NU8000	Samsung 65NU8000 Flat 65" 4K UHD 8 Series Smart TV	6	1,350.00	8,100.00T
DMIDDRACK	Middle Atlantic 18U Equipment Wall Mount Rack	1	550.00	550.00T
HD-EX210	HDMI Over Cat5 Extender 180 ft Distance 4k Resolution Single Cat5 Connection	6	125.00	750.00T

Call, NITECH (Exhibit I) 2 of 2

Invoice

DATE	INVOICE #
11/1/2018	2018277

ADVANCED SECURITY TECHNOLOGY
6150 N Milwaukee Ave
Chicago , IL 60646
Info@astchicago.com
773-717-4801

BILL TO	SHIP TO
Bartlett Tap/John Castilla 113 W Railroad Ave Bartlett, IL 60103	113 W Railroad Ave Bartlett, IL 60103

P.O. NUMBER

ITEM	DESCRIPTION	QTY	RATE	AMOUNT
HR-1000	Advanced Universal Remote Wireless RF Extender	1	450.00	450.00T
MT-553	LCD Ceiling Mount	6	125.00	750.00T
MR4300	Panamax 9-Outlet Power Management with Surge Protection and Power Conditioning	1	275.00	275.00T
EA-P600	EnGenius Dual Band Long Range Ceiling Mount Access Point	2	185.00	370.00T
Parts	Camera Video Wire Camera Power Wire Tv Video Wire Speaker wire Power Supplies Connectors	1		1,850.00T
Labor	Flat rate - Install - Setup - Training	1		5,950.00

1 Year Werranty on Parts and Labor
PAYMENT TERMS 50% Deposit 50% Upon Completion

Subtotal	29,245.00
10.25% Tax	2,387.74
Total	31,632.74

III.(J) Outdoor metal furniture and chairs, Re-pair existing metal fence

$2500.00 estimate/ Menards Website

(8) Outdoor metal tables and (32) metal chairs

III.(K) Outdoor Décor

$900.00 estimate, Menards

Outdoor custom flower boxes, fence, lighting

III. (L) 400 AMP Electrical Box overhaul, Thru out the years the Main electrical box has had many repairs and additional add ons, not sure if professionally added or not. But we have determined in order to maintain a safe and sound piece of mind we do the right thing and have it under go a overhaul to insure it's safe and compliant to code.

John Castilla
113 W. Railroad Ave.
Bardett, IL 60103
(312) 545-9089

Cain Ramirez
4919 Kennedy Rd.
Peotone, IL 60468
Phone: (773) 226-1071
Email: maxgodinez.mg@gmail.com

Estimate # 000033
Date 12/03/2018

Description	Total
400 Amp Service Single Phase The current 200 amp 3 phase will be replaced by a new 400 amp service single phase with new 400 amp panel and a 200 amp sub panel. New brakes will be set screw breakers. New 400 amp meter socket. Water ground and grounding rod to be added as well.	$8,000.00

Subtotal	$8,000.00
Total	$8,000.00

ESTIMATE $8,000.00

IV. Village Code Inspection Repairs, PERMITS ON FILE

$1,500.00 (PAID) Electrical Contractor on file with Village

$3,000.00 (PAID) Plumbing Company on file with Village

$2800.00 (PAID) General Contractor/ GLD & DMS Enterprise

$4,575.00 / to date Paid in Full

Castle Employee Labor hours to clean kitchen appliances, floors, many repairs non-permit required, Employee Rich Tienda

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GRAND TOTAL = **$132,507.30**

As to date, this doesn't include any replacement of kitchen appliances, Grease trap replacement, Plates, Cooking utensils, Glass wear, Silverware, Dishwasher, Ice machine, Ice bins (3)Restroom repairs and remodeling, Server station, POS system and printers, Cable or wifi,

(NEXT PAGE)

Misc. Photos of repairs, water damage floors, broken pipes, HVAC , Repaired and cleaned Kitchen appliances, roof damage


IMPERIAL

Appliances Repaired and Cleaned professionally by service

VI. CONCLUSION

I hope this proposal to the Village Board and EDAP program has enlightened you to what challenges I face in opening a 136 year old building with so much history. This is just a snap shot of what I have experienced not to say what unexpected expenses and surprises I have come across, one true fact is this EDAP grant will help speed up the process in getting the doors open sooner then later. I thank you for your time and patience.

Sincerely,

John Castilla,

Owner/G. M.

Minutes
December 10th, 2018
Village of Bartlett
Economic Development Commission

1) **Call to Order**

G. Kubaszko called the meeting to order at 7:00 pm.

2) **Roll Call**

Present: **S. Gandsey, C. Green, A. Lewensky, N. Gudenkauf, R. Perri, G. Kubaszko**

Absent: **D. Gunsteen, T. Smodilla, J. LaPorte**

Also Present: **T. Fradin, Economic Development Coordinator;**
S. Skrycki, Assistant Village Administrator
J. Dienberg, Administrative Intern
John Castilla, Petitioner

3) **Approval of Minutes**

A motion was made to approve the minutes from the November 12th meeting.

Motioned by: R. Perri
Seconded by: C. Green

Motion Carried

4) **Bartlett Tap BEDA Application**

T. Fradin shared with the commissioners the details of the project occurring at the Bartlett Tap. The building located at 113 Railroad Avenue has long been utilized as a bar and grill, from the long-standing Bartlett Tavern & Grill, often referred to as "The Tap" or "The Bartlett Tap" to Papa Pacino's and, most recently, Platform 18.

As indicated on the attached application, the building was originally utilized as a bar since circa 1884.

The last business closed in March 2017 and the building fell into foreclosure, bank receivership and disrepair. Many of the building's systems and fixtures had not been updated for years or, in some cases, decades.

Itasca Bank put the property on the market approximately a year ago, resulting in Chicago real estate investor Junior Anderson's purchase of it in late February.

Mr. Anderson showed the building to numerous potential operators, with Village staff having met with approximately eight. Multiple operators were pursuing the space when Mr. Anderson entered into a lease agreement with John Castilla this past July.

Staff has met with and worked closely with Mr. Castilla these past months in an effort to encourage and assist him with the successful re-opening of the Bartlett Tap including discussing the building's history, Mr. Castilla's concept, code upgrades and the Village's development process.

We alerted all potential operators, as well as Mr. Anderson, about the newly created BEDA program in an effort to assist a new operator in making significant improvements to this property to help make it more successful.

In his BEDA application, John Castilla provides a detailed report on his background, his extensive education and his background working in his parents' restaurant and bar in South Bend while growing up.

As his introductory letter states, he has been very diligent and upbeat while working hard to restore this building to the state that it once was and that area residents want it to be once more.

Acknowledging the historic nature of the building, Mr. Castilla has been working with Museum Director Pam Rohleder in terms of obtaining historical photos and striving to reestablish the business with a nod to the Village's history.

Staff has toured the building while it was in receivership, with the investor Junior Anderson upon his purchase of it, and with several would-be operators prior to John Castilla, who were either unwilling or unable to take on an extensive restoration project.

As he writes in his letter, Staff can attest to the fact that there were many repairs required including broken fixtures, mold to be removed, outdated wiring, plumbing and appliances. The walk-in cooler was not functional and most of the cooking-related items required extensive cleaning, repairs or replacement.

The fire suppression system was also outdated and had to be replaced.

All told, Mr. Castilla has detailed $132,507 in expenditures to bring this building up to current Code and in working order so that it may once again contribute to the Village's drinking and dining options as well as contributing to the strong sense of community that will help make downtown Bartlett stronger with another great venue.

Note that Mr. Castilla's expenditure increased since he submitted the original application by $8,000 in electrical upgrades required for the electrical box.

Many aspects of the Village's Strategic Plan and the EDC's 2016-2020 Marketing Plan reference attracting business and investment into the Downtown and throughout the Village. Three of the items in the Strategic Plan include:

- Develop a business recruitment strategy to attract developers to invest in the downtown area and provide options for businesses to locate to Bartlett.
- Work to improve retail business profile in the Village.
- Revisit, refine and execute the Village's overall economic development incentives.

One of the key items in the Village's overall Strategic Plan is to develop strategies for the development of Railroad Avenue vacancies, which at the time also included the adjacent former Lucky Jack's property to the west.

The BEDA program was enacted to provide financial incentives to attract tenants to challenging vacant spaces while enhancing the Village's sales tax receipts and increasing employment opportunities. It allows the Village to facilitate development and redevelopment deemed in its best interest by leveraging private investment by providing partial financing for economic development projects.

This property, vacant and in need of significant repair, was the type of project we anticipated the BEDA program to assist.

Mr. Castilla has requested the maximum BEDA grant amount of $50,000 for his project. This is the fourth application this fiscal year, which was funded with $150,000. Mr. Rafidia's application for Bartlett Plaza ($50,000), Mr. Tantuwaya's application for Indian Express ($25,000) and Mr. and Mrs. Nookala's application for Siri Indian Grocery ($15,000) have committed $90,000 so far, leaving $60,000 to allocate through the end of the current fiscal year.

Thus, staff is recommending a BEDA grant amount of $35,000 to John Castilla, subject to documentation of completing the numerous upgrades as detailed in his application and once the new Bartlett Tap meets all current Building and Fire Code requirements and passes final inspection.

A $35,000 grant amounts to 26% of the project cost for upgrading 113 W. Railroad Avenue and would leave $25,000 to allocate within the next four months in the hope of attracting another sales tax producing business to the Village or assisting a current business with its expansion.

Mr. Fradin also walked the commissioners through the items submitted by the petitioner that were included in the meeting packet. He then gave the floor to Mr. Castilla to answer any questions.

A. Lewensky asked Mr. Fradin if there was a cap for projects outside of the $50,000 in terms of a total percentage that the grant would apply to an individual project.

T. Fradin stated that the maximum amount of a project that would be funded is 50%.

C. Green asked if there are more potential BEDA applicants, as well as what will happen to the money if it is not all used by the end of the fiscal year. She expressed that often in a business budget if you do not spend the funds, you will not receive those funds the next year.

T. Fradin stated that there are more prospective applicants that staff has been trying to attract to the community. Mr. Fradin added that it has not been determined what will be done with

any potential leftover funds, but stated that they typically would not roll them over. He added that if this one is passed at the recommended amount, there would be $25,000 left in the BEDA program. He expressed that staff is foreseeing even larger applicants looming in the next fiscal year, hoping that will encourage the expansion of the program, and is optimistic that the budget will not be trimmed even if they do not use the funds.

S. Skrycki stated that if the budget is ever cut for the BEDA program that it will be done as a cost saving measure, not because it fell under-budget in the previous year.

J. Castilla introduced himself to the commissioners as well as his associates as well as the roles they play with the Bartlett Tap. He expressed enthusiasm about the future of his business. He shared that in addition to his associates he has received a groundswell of support from the Bartlett community, the Village staff, and friends and family. He stated that he receives 10-50 emails a week inquiring about an opening date, job applications events and more. He also expressed the joy that he has had learning the history of the site from residents, potential job applicants, and the Village's Museum Director. Around every turn of renovation, they find pieces of the building's history. He stated that he has remained extremely busy throughout this renovation process that he has had difficulty to even put his BEDA application together. He stated that the building was purchased as a foreclosure as is, adding that his BEDA does not include wok done to the foundation, roof, etc. but that he knew he had more than enough included to qualify for the program. Mr. Castilla spoke positively and optimistically about the work that he had done so far, and asked the commissioners if they had any questions about himself, his vision, or the estimates he had in front of them. He also added that he currently has a preliminary menu that he is still tweaking, adding that he wants a menu to be proud of, having not just bar food with a real chef. He cited that 25-45% of a towns residents goes 5 miles outside their own dwelling to eat. Mr. Castilla posed the question of "Why?" and went on to say that he wanted to be a place that not only keeps residents in town, but draws outsiders into town because of the high quality menu.

Mr. Castilla stated that he does not live in Bartlett, but after the work he has put in and gotten to know the community, that he also has plans to relocate his family into the Village.

A. Lewensky congratulated Mr. Castilla on the work he has already done, and is happy to see the building opening back up. He stated that he was not wild about the façade that was chosen for the front of the building, and is concerned because the building is in a way the "face" of the downtown. He asked that with the gaming license, where they were going to put the gaming when open.

J. Castilla stated that they are, by compliance by the Illinois Gaming Association, visible from the bar; however they are not visible from the front window. He added that they are also building a half wall to further separate them. Mr. Castilla also added that he doesn't want any neon signs in his window, as he loves the "B" logo. He added that he found the logo from a photo from 1928.

A. Lewensky stated that he is glad that Mr. Castilla is mindful of the optics of the gaming, and was hoping that there were no signs outside advertising slots to be the first thing people see when getting off the train.

N. Gudenkauf stated that she was extremely excited to see the sign be put up early. She added that it was very smart to create a buzz in the community before they are even open. She added that his passion was evident.

A. Lewensky asked when he planned to open.

J. Castilla responded that he is shooting for around the Super Bowl, but is happy if he is open by St. Patrick's Day. The only constraints to the date he stated were dollars and time. Many of his expenses at this point were unforeseen, and added that he wanted to make sure everything was done the right way.

S. Skrycki added that many other business owners often cut corners, and added that Mr. Castilla always does it the right way and spends the money to do it under compliance. He also added that staff has appreciated that attitude.

A. Lewensky asked how many people he would employ.

J. Castilla stated that it would be no less than 10, and no more than 20.

C. Green complimented Mr. Castilla for respecting the history of the building. She asked if he was keeping the original bar and what about it, if anything, was being changed.

J. Castilla stated that the original back bar was the first thing he worked on. He stated that the pillars on it were sanded down and discovered that it was made with tiger grain, which is extremely expensive, durable and beautiful. Both the pillars and the back bar remained with that material. He kept the original mirrors also. The front bar had been previously replaced by a granite countertop, and was not salvageable. Other than the front bar, everything else is original.

S. Gandsey complimented Mr. Castilla on having a marketing team put together a marketing team, calling it "refreshing". She added that that was a previous issue with previous owners. She also asked if he owns any other bars currently

J. Castilla stated that he has found a lot of success in their marketing. He invited the commissioners to visit the site at bartlett-tap.com. He added that there are not a lot of pictures now because he wants customers to have the "wow effect" when they come in for the first time. He stated that he doesn't own any other bars now, but adds that he has grown up in the business.

C. Green asked if he was doing any work to the upstairs.

J. Castilla stated that his lease was only for the downstairs. He added that he would like to one day potentially have an office in the front part of the upstairs, but not at this time.

R. Perri applauded Mr. Castilla's excitement. He asked how he planned to avoid repeating the failures that the site has had in the past, as well as his end plan with the site.

J. Castilla stated that failure is not an option to him. He also stated that he has no exit plan. At this point, this is a venture that he is in for the long haul. He added that he believes part of previous failures was marketing and the name change.

One of Mr. Castilla's associates spoke to the buzz that they have been seeing not only in Bartlett, but in surrounding communities. His team was focused on proper marketing and being sure to get the word out and communicate with the community.

S. Gandsey asked who the target demographic was that they were trying to attract.

J. Castilla stated that he is trying to target and appeal to those 30-above. He is looking for a clientele that appreciates the menu, the ambience, and the décor. He added that he is looking for the scotch and martini drinkers.

A. Lewensky wished Mr. Castilla luck and said that if he does everything well and the right way, there is a real need in the community for it in the downtown.

S. Gandsey asked if the grant was per address or per petitioner.

T. Fradin stated that is by the property's PIN number.

S. Skrycki added that the EDC will have an opportunity to tweak the program in the future heading into the next fiscal year.

C. Green made a motion to recommend awarding a $35,000 BEDA grant to Bartlett Tap and that the application is forwarded to the Village Board. Second by N. Gudenkauf.

R. Perri wished Mr. Castilla the best of luck on this venture.

C. Green asked Mr. Castilla if he had hired a Chef yet.

J Castilla stated that he has a preliminary chef he is bringing in from Indianapolis, but it is not yet final. He still has four remaining candidates.

S. Gandsey asked if he has TV's.

J. Castilla stated that he has 7. He wants to find a balance between not having to turn your head to see a screen, but not taking away from the décor.