

VILLAGE OF BARTLETT

COMMITTEE AGENDA

APRIL 16, 2019

COMMUNITY & ECONOMIC DEV., CHAIRMAN GABRENYA

Stearns and Munger

EXECUTIVE SESSION

1. To Discuss Personnel Pursuant to Section 2(c)1 of the Open Meetings Act
2. To Discuss Sale of Village Owned Property Pursuant to Section 2(c)6 of the Open Meetings Act



AGENDA ITEM EXECUTIVE SUMMARY

Committee or Board

Committee

Item Name Stearns and Munger

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 for Lot 1 (12 spaces)

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.

The **Zoning Board of Appeals** reviewed the variation request and conducted the required public hearing at their meeting on March 7, 2019. The Zoning Board recommended **approval** based upon the Findings of Fact outlined in the Staff Report.

The **Plan Commission** reviewed the Petitioner's requests and conducted the public hearing at their March 14, 2019 meeting. The Plan Commission recommended **approval** subject to the conditions and findings of fact outlined in the Staff Report. The Commission directed the petitioner to work with the Village Engineer to increase the height of the berm. At the public hearing several residents presented two petitions of opposition for the project. The concerns were focused on traffic, trash, noise, emissions, lighting and the rezoning of the property.

Since the Plan Commission meeting held on March 14, 2019, the Petitioner has continued to work with the Staff and Village Engineer to address the concerns from the residents. The following is a list of changes and concessions proposed for the project:

- a) The berm proposed along the east property line has moved ten (10) feet closer to Lynnfield Lane which increased the overall height from 5-6 feet to 9-10 feet directly across from the homes on Lynnfield Ln. as requested by the Plan Commission.
- b) Additional landscaping is proposed to be planted on the berm including a minimum of 6-foot tall evergreens to provide year round screening.
- c) Trash and refuse shall be contained in trash compactors.
- d) All snow as a result of plowing shall be contained on the subject property.
- e) Cornelian Cherry shrubs shall be replaced with Dogwoods per the request by the Forest Preserve District.
- f) Asphalt sealants that contain coal tar products shall not be utilized per the request of the Forest Preserve District.
- g) All recommendations made by the Village's Environmental Consultant regarding possible emissions will be adhered to:
 1. Diesel engine idling shall be kept to a minimum and comply with the DuPage County Ordinance which limits idling to 30-minute increments.
 2. Loading docks that require continuous or prolong diesel engine idling shall be equipped with exhaust controls.
 3. Forklifts shall be propane fueled or electric-driven.
 4. On-site diesel and yard equipment shall use only Ultra low sulfur diesel fuel or an appropriate Biodiesel-ULSD blend.
 5. Provide sufficient ventilation within idling areas to reduce concentrated conditions.

ATTACHMENTS (PLEASE LIST)

CD Memo, Plan Commission and Zoning Board of Appeals Minutes, Applicant Cover Letter, Application, Location Map, Preliminary/Final Plat of Subdivision, Site Plan, Renderings, Elevations, Floor Plan, Original and Revised Berm Renderings, Landscape Plan, Wetland Delineation Map and the Traffic Impact Study, Petitions and Letters of Opposition, Aerial Photo with Distances, North Property Line Cross-Section, Environmental Consultant's letter regarding Emissions and the estimated building EAV

ACTION REQUESTED

- For Discussion only- To review the Petitioner's requests and forward to the Village Board for a final vote.
- Resolution
- Ordinance
- Motion

Staff: Roberta Grill, Planning and Development Services Director

Date: 4/8/2019

COMMUNITY DEVELOPMENT MEMORANDUM

19-34

DATE: April 8, 2019
TO: Paula Schumacher, Village Administrator
FROM: Roberta Grill, Planning and Development Services Director
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 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

Variation to reduce the required number of parking spaces for Lot 1 (12 spaces)

SURROUNDING LAND USES

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
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*

UPDATE

Since the Plan Commission meeting held on March 14, 2019, the Petitioner has continued to work with the Staff and Village Engineer to address the concerns from the residents. The following is a list of changes and concessions proposed for the project:

- a) The berm proposed along the east property line has moved ten (10) feet

closer to Lynnfield Lane which increased the overall height of the berm from 5-6 feet to 9-10 feet directly across from the homes on Lynnfield Ln. as requested by the Plan Commission.

- b) Additional landscaping is proposed to be planted on the berm including a minimum of 6-foot tall evergreens to provide year round screening.
- c) Trash and refuse shall be contained in trash compactors.
- d) All snow as a result of plowing shall be contained on the subject property.
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- f) Asphalt sealants that contain coal tar products shall not be utilized per the request of the Forest Preserve District.
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 - 5. Provide sufficient ventilation within idling areas to reduce concentrated conditions.

ZONING HISTORY

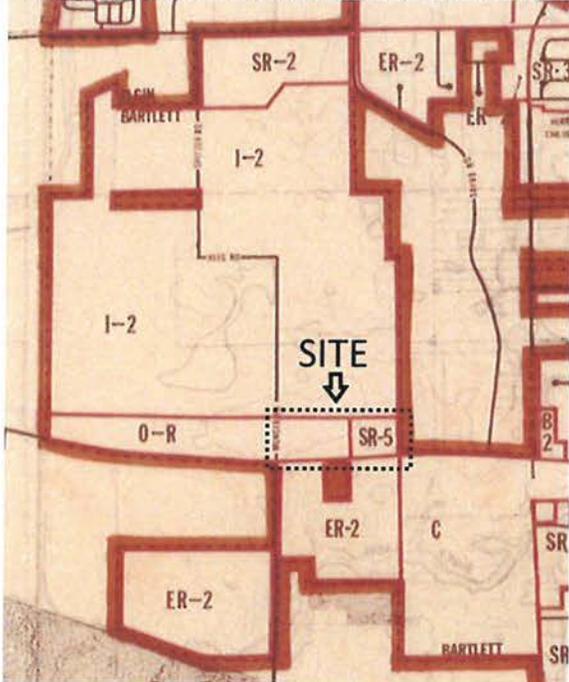
1966-The property now known as Brewster Creek Business Park and the subject property were annexed into the Village in 1966 by Ordinance 1966-13 and were automatically zoned R-1 Single Family upon annexation.

1967-Ordinance 67-18 rezoned this property and the area now known as the Brewster Creek Business Park to the M-Manufacturing Zoning District.



1969 Zoning Map

1978-As part of the comprehensive rezoning of the Village, the subject property was rezoned to the OR Office Research and SR-5 Suburban Residence (Multi-Family) Zoning District. The Future Land Use Plan at the time, designated the subject property as office, open space and medium density multi-family.

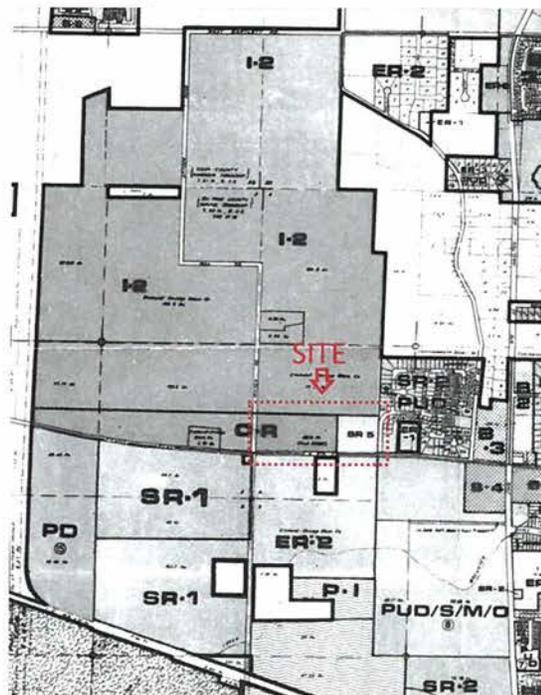


1978 Zoning Map



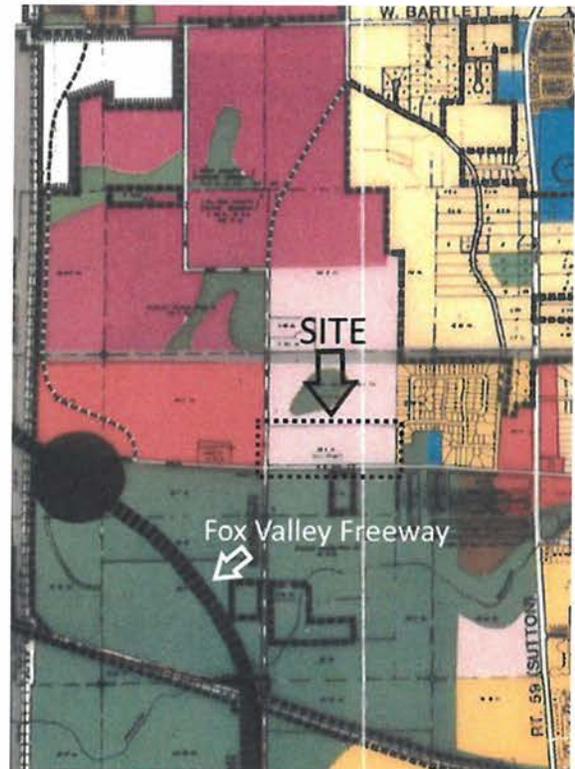
1978 Future Land Use Plan

1988- The property currently known as Weathersfield of Bartlett Subdivision was annexed into the Village and zoned SR-2 PUD. The Future Land Use Plan in place at the time (see the 1978 Future Land Use Plan above) designated the Weathersfield property to be medium density multi-family along Stearns Road and the northern portion to be single-family.



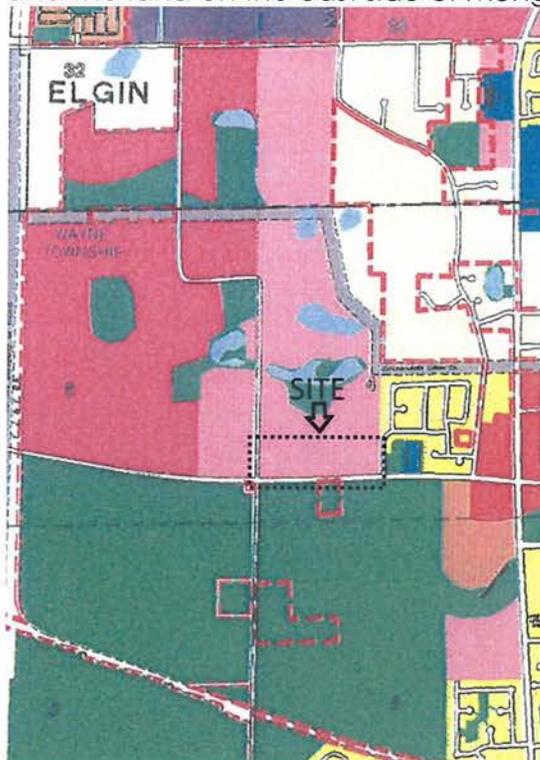
1989 Zoning Map

1989-Due to the Forest Preserve District of Dupage County's condemnation of the property south of Stearns Road, the Future Land Use Plan was modified to show the subject property as Office and the land south of Stearns Rd as Open Space. The Future Land Use Plan also shows the discussed, but never constructed, Fox Valley Freeway. Due to the potential traffic from the proposed freeway, the land on the north side of Stearns Road, west of Munger Road was designated for retail not office as the previous Plan indicated.



1989 Future Land Use Plan

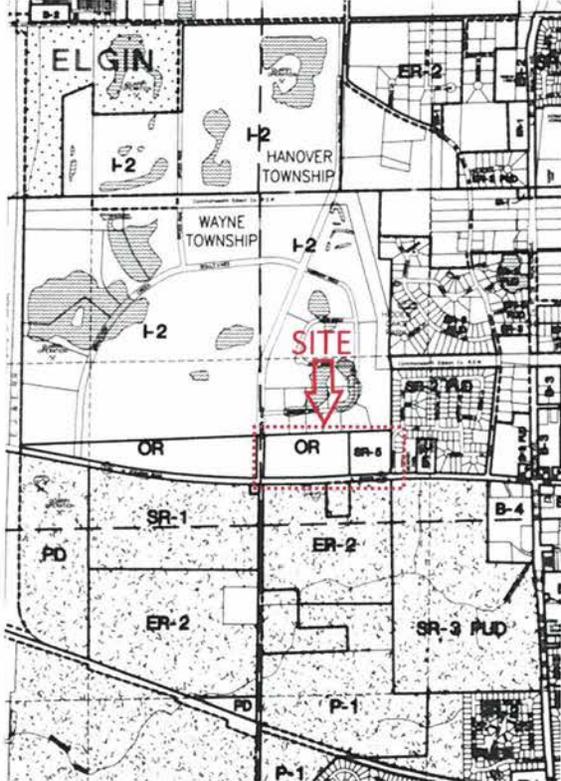
1995-The Future Land Use Plan is updated to remove the Fox Valley Freeway. The Plan designated a majority of the land on the west side of Munger Road as Mixed Use Business Park and the land on the east side of Munger Road as Office.



1995 Future Land Use Plan

-  Open Space
-  Estate Residential
(0-2 du/net acre)
-  Suburban Residential
(2-5 du/net acre)
-  Village Center Residential
(5-7 du/net acre)
-  Attached Residential One
(Low Density, 5-8 du/net acre)
-  Attached Residential Two
(Medium Density, 8-14 du/net acre)
-  Commercial
-  Office
-  Industry
-  Mixed Use Business Park
-  Municipal/Institutional
-  Utility

2001-The Brewster Creek Business Park Subdivision (north and west of the site) is rezoned from the I-2 General Industry and OR Office Research Zoning Districts to the I-2 EDA General Industry Economic Development Area Zoning District. The site of the proposed power plant was rezoned I-2 PUD.



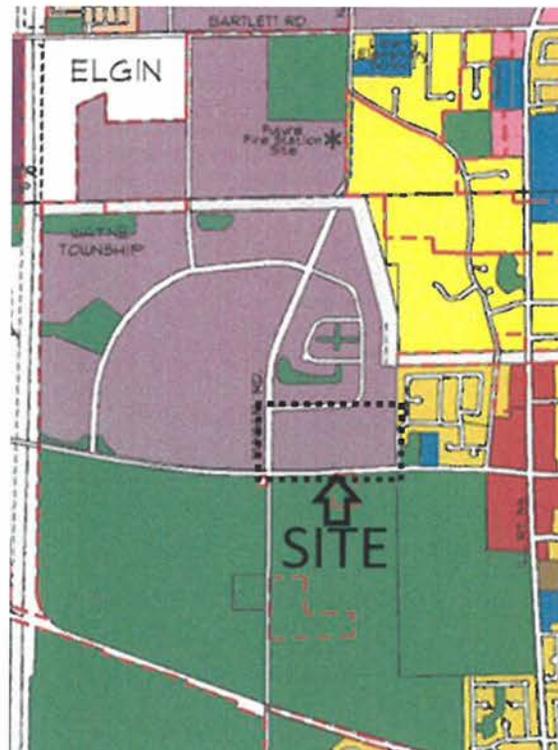
2001 Zoning Map



2002 Zoning Map

2002-With construction of the Brewster Creek Business Park underway, the Future Land Use Plan is amended to show the subject property designated as Mixed Use Business Park.

- Estate Residential (10-20 du/net acre)
- Suburban Residential (2-5 du/net acre)
- Village Center Residential (5-7 du/net acre)
- Attached Residential - Low Density (5-8 du/net acre)
- Attached Residential - Medium Density (8-14 du/net acre)
- Attached Residential - High Density (14-34 du/net acre)
- Commercial
- Office
- Mixed Use Business Park
- Industrial
- Municipal/Institutional
- Open Space/Recreation



2002 Future Land Use Plan

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 for passenger vehicles only. The western curb cut on Stearns Road will provide full access for both passenger vehicles and trucks and the curb cut on Munger Road will be a right-in, right-out and left-out 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. The proposed curb cut on Munger Road is approximately 460 feet north of the Stearns Road intersection. The full access curb cut on Stearns Rd is approximately 760 feet east of Munger Rd. The right-in/right out curb cut on Stearns Road is approximately 360 feet west of Lynnfield Lane and 660 feet east of the proposed full access point.
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 foundation 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. Turn-around spaces are provided for the easternmost parking lot.
 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 within 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 15, 2019. 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. **The Village's Traffic Engineer reviewed the plans and concluded the documentation provided adequately addressed any comments pertaining to traffic, parking and on-site circulation.**
 16. The Landscape, Photometric and Engineering Plans are currently under Staff Review.

RECOMMENDATION

1. The Staff recommends **approval** of the Petitioner's requests subject to the following conditions and Findings of Fact:
 - A. Building permits shall be required for all construction activities;
 - B. Staff approval of the Landscape and Photometric Plans;
 - C. Village Engineer approval of the Engineering and Stormwater Plans;
 - D. A Public Improvements Completion Agreement (PICA) must be submitted and approved by the Village Board;
 - E. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to Community Development for review and approval by the Village Arborist and a bond posted in the approved amount for its future installation;
 - F. Landscaping must be installed within one year of the issuance of a building permit;
 - G. A shared parking agreement shall be submitted to Community Development for review and approval. This agreement shall be recorded;
 - H. DuPage County Highway Department approval of all curbcuts, roadway improvements including striping on Stearns Rd and restricted movements on Munger Rd;
 - I. Approval by DuPage County relative to the wetlands;
 - J. Signage shall be reviewed and approved separately by the Community Development Department in accordance with the Sign Ordinance;
 - K. Findings of Fact (Site Plan):
 - i. That the proposed industrial buildings are permitted uses in the I-2 EDA Zoning District;
 - ii. That the proposed buildings, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses;
 - iii. That the vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well;
 - iv. That the site plan provides for the safe movement of pedestrians within the site;
 - v. That there is a sufficient mixture of grass trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses. Any part of the site plan area not used for buildings, structures, parking or access ways shall be landscaped with a mixture of grass, trees and shrubs; (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements.)
 - vi. That all outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.
 - L. Findings of Fact (Special Use Permit-wetlands)

- i. That the granting of the Special Use is in harmony with the general purpose and intent of this Ordinance, and will not be injurious to the neighborhood, detrimental to the public welfare, or in conflict with the Village's Comprehensive Plan and Official Map for development;
 - ii. That the granting of the Special Use will not:
 - a. Diminish the value of land and building in its neighborhood;
 - b. Increase the potential for flood damages to adjacent property;
 - c. Incur additional public expenses for flood protection, rescue or relief;
 - d. Increase the hazard from other dangers to said property
 - e. Otherwise impair the public health, safety, comfort or general welfare of the inhabitants of the Village, nor will it otherwise create a nuisance.
 - iii. The Special Use shall meet any additional criteria outlined in Ordinance 88-7, the Village of Bartlett Floodplain and Wetland Ordinance.
2. The **Zoning Board of Appeals** reviewed the Petitioner's variation request at their meeting on March 7, 2019 and recommended **approval** based upon the following:
 - A. 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.
 - B. That conditions upon which the petition for a variation is based are unique to the property for which the variations are sought and are not applicable, generally, to other property within the same zoning classifications.
 - C. That the purpose of the variation is not based exclusively upon a desire to make money out of the property.
 - D. That the alleged difficulty or hardship is caused by the provision of this Title and has not been created by any person presently having an interest in the property.
 - E. 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.
 - F. 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.
 - G. 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.

3. The Plan Commission conducted the public hearing and reviewed the Petitioner's requests for a Preliminary/Final Plat of Subdivision, Rezoning, Site Plan Review for Lots 1 and 2 and the Special Use Permit to fill two wetlands at their meeting on March 14, 2019.

Two petitions were submitted by residents of Weatherfield of Bartlett and tenants/owners of Brewster Creek Business Park along Humbracht Cir, objecting to the project. Residents voiced their concerns regarding increased traffic, noise, pollution, and lighting if the proposed development were approved.

The **Plan Commission** recommended **approval** subject to the conditions and findings of fact outlined by the Staff in their report. ***The Plan Commission directed the petitioner to work with the Village Engineer to increase the height of the berm.***

4. Minutes from both the Plan Commission and Zoning Board of Appeals meetings as well the Preliminary/Final Plat of Subdivision, Site Plan, Renderings, Elevations, Floor Plan, Original and Revised Berm Renderings, Landscape Plan, Wetland Delineation Map and the Traffic Impact Study, Petitions and Letters of Opposition, Aerial Photo with Distances, North Property Line Cross-Section, Environmental Consultant's letter regarding Emissions and the estimated building EAV are attached for your reference.

kms/attachments

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Village of Bartlett
Zoning Board of Appeals Minutes
March 7, 2019

(#18-24) Stearns and Munger

Variation: to reduce the required number of parking spaces (Lot 1)
Public Hearing

The following Exhibits were presented:

- Exhibit A - Picture of Sign**
- Exhibit B - Mail Affidavit**
- Exhibit C - Notification of Publication**
- Exhibit D - Letter from Forest Preserve District of DuPage County**

Petitioners, **Mr. Aaron Martell** of Logistics Property Company, 1 N. Wacker, Chicago IL and **Mr. Ethan Frisch** of 7325 Janes Avenue, Woodridge, IL were sworn in by **M. Werden**.

M. Werden stated the letter from the Forest Preserve District is requesting a change in the landscaping and also a change to the sealants used on the blacktop. **Mr. E. Frisch** has agreed to the suggested changes.

K. Stone stated this property was annexed into the Village in 1966 and was originally zoned R-1 Single Family. The following year it was rezoned to the M-Manufacturing Zoning District. During the comprehensive rezoning of the Village in 1978, the property was rezoned to the OR Office Research and SR-5 Suburban Residence (Multi-Family) Zoning District.

The petitioner is going before the Plan Commission next Thursday to discuss the rezoning as well as the plat of subdivision. They are proposing to make a three lot subdivision. Lots 1 and 2 would each contain a 207,000 square foot building. Lot 3, which is closest to the residences to the east, will be for a retention lot.

The Plan Commission will be reviewing Lots 1 and 2 per the site plan review next Thursday, March 14th. Two curb cuts are proposed along Stearns Road. The eastern curb cut on Stearns Road would be a right-in/right-out only for passenger vehicles only. The western curb cut on Stearns Road will be a full access. Munger Road access will right-in/right-out and left out.

Retaining walls are proposed along the north property line.

The Site Plan for Lot 1 identifies a total of 222 parking 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).

The Site Plan for Lot 2 identifies a total of 246 parking spaces, which exceeds the requirement of 234 parking spaces. Overall between the two lots they are required to have 468 spaces which they have provided. Because Lot 1 is short on its own the Village is requiring them to go through the variation request. They will be providing a shared parking agreement to be recorded between Lots 1 and 2. Between the two lots there is enough parking to meet the requirement, but because it's a subdivision lot one is short, the other Lot 2 exceeds it. They will also be putting in a bike path along Stearns Road.



Village of Bartlett
Zoning Board of Appeals Minutes
March 7, 2019

The detention basin will be wet bottom which is currently being reviewed by the Village Engineer.

A traffic Impact Analysis was submitted and is being reviewed by the Village's Traffic consultant and the DuPage County Highway Department. They have somewhat agreed with the findings that are outlined in the traffic study and the petitioner has worked with them to address all of their concerns.

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

The Plan Commission will be reviewing the rezoning, subdivision and a special use to fill in the two small wetlands that are on the site. The only item being requested tonight will be the variation.

M. Werden asked if the proposed detention area, will this correspond with the current SR5 Zoning. **K. Stone** stated yes. **M. Werden** asked if SR5 Zoning would allow multifamily. **K. Stone** stated yes. **M. Werden** stated this will be consistent with the rest of the industrial park. **K. Stone** stated yes, which is consistence with what the Comprehensive Plan shows and the West Bartlett Road Corridor Plan shows.

M. Werden asked if there were any other questions from the board. No comments were made from the board.

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

M. Werden asked the public to address the comments strictly to the parking issue, nothing to do with the building, landscaping etc. All other issues will be discussed next week Thursday, March 14th at 7:00 P.M. at the Plan Commission meeting. **M. Werden** asked anyone in the audience who would like to speak to please complete a witness form.

Rick Herring, of 1237 Lynnfield Lane stated he wasn't aware the only item to be discussed tonight would be for the parking. **R. Herring** asked if the other findings such as the traffic study will be published somewhere. **K. Stone** stated all other items will be included in the Plan Commission packet which will be available tomorrow and posted on our website.

Robert Miller was called but was not in the audience.

John Martin, stated he has the same issues as **R. Herring** does. **J. Martin** stated he will be preparing a statement for next week's public hearing. He did not have an issue with shared parking, but his biggest concern would be with traffic and would like to see the traffic report as well. **J. Martin** stated he has no objection to what is happening in Brewster Creek. He was Vice President for Jen Land Designs for 30 years as a land planner and worked on Fairfax Crossings, Timberline, Herron's Landing and is very familiar with Bartlett and its development. **J. Martin** stated he loves where Brewster Creek is located past the intersection of Munger Road/Stearns and that's where everyone would like to see it stay. Not to come east of Stearns/Munger Road.

Joseph Kellar, 860 Middleton Lane, stated he noticed the parking line is approximately 100 feet from Lynnfield Lane and as a resident trying to make a right hand turn there is a potential snow problem. If there is snow plan being proposed, would the snow be plowed between the end of the parking lot near Lynnfield Lane blocking the view when turning right. **M. Werden** stated this would be a valid question for next week's meeting.



Village of Bartlett
Zoning Board of Appeals Minutes
March 7, 2019

M. Werden stated so many times in most developments they try to squeeze too much building on too small of a property and they wind up having parking on the side yard. It's always a welcome sight when you see more green space and a more appealing look.

R. Grill stated there were no other comments from the public.

G. Koziol stated he was glad to see the property being developed. The parking proposal is somewhat unique, usually people are looking for more parking and thinks its creative to do shared parking.

M. Werden stated this parcel was annexed into the Village in 1966 and the entire property rezoned to the M-Manufacturing Zoning District in 1967. He asked what year was the development to the east, Wethersfield. **K. Stone** stated that was annexed in 1988 and rezoned. **M. Werden** stated long after this was being developed.

K. Stone stated correct.

M. Werden asked for a motion.

J. Banno made a motion to pass along a positive recommendation to the Village Board to approve Case #18-24.

Motioned by: **J. Banno**
Seconded by: **G. Koziol**

M. Werden closed the Public Hearing portion of the meeting.

Roll Call

Ayes: **M. Werden, G. Koziol, B. Bucaro, J. Rasmussen, J. Banno and L. Hanson**

Nays: None

The motion carried.

M. Werden advised the Petitioner to stay in touch with **K. Stone** as to when this case will be on the Village Board agenda.



Village of Bartlett
Plan Commission Meeting Minutes
March 14, 2019

(#18-24) Stearns and Munger Subdivision

Preliminary/Final Plat of Subdivision,

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Site Plan Review for Lots 1 and 2,

Special Use Permit to fill two (2) wetlands

Exhibit A - Picture of Sign

Exhibit B - Mail Affidavit

Exhibit C - Notification of Public Hearing Notice in Newspaper

Exhibit D - Petition signed by business owners and tenants of Humbracht Circle

Exhibit E - Petition signed by residents of Weathersfield Subdivision

Exhibit F - Letter from resident and business owner, Randall R. Block

Petitioners: Mike Roth, Attorney for the Petitioner, Aaron Martell, Jim Martell, Adam Marshall and Bryan Rieger were sworn in by **J. Lemberg**.

K. Stone stated through the Staff's research and as shown on the Village's Annexation Map, this parcel was annexed into the Village in 1966 by Ordinance 1966-13 and was automatically zoned R-1 Single Family upon annexation. Ordinance 67-18 rezoned the entire property to the M-Manufacturing Zoning District. During the comprehensive rezoning of the Village in 1978, the property was rezoned to the OR Office Research and SR-5 Suburban Residence (Multi-Family) Zoning District.

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.

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.

The Petitioner is also requesting 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.

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.

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.

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 for passenger vehicles only. The western curb cut on Stearns Road will provide full access for both



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passenger vehicles and trucks and the curb cut on Munger Road will be a right-in, right-out and left-out 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. The proposed curb cut on Munger Road is approximately 460 feet north of the Stearns Road intersection. The full access curb cut on Stearns Rd is approximately 760 feet east of Munger Rd. The right-in/right out curb cut on Stearns Road is approximately 280 feet west of Lynnfield Lane and 660 feet east of the proposed full access point.

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 foundation of the existing buildings to the property line shared with this site.

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.

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).

(The Variation request was discussed by the Zoning Board of Appeals at their meeting on March 7, 2019 and was recommended for approval.)

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. Turn-around spaces are provided for the easternmost parking lot.

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.

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.

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.

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.

The revised Traffic Impact Analysis was submitted on February 4, 2019. 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



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eastbound left turn lane at the western full access point on Stearns Road. The Village's Traffic Engineer reviewed the plans and the documentation provided adequately addressed any comments pertaining to traffic, parking and on-site circulation.

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

The Staff recommends **approval** of the Petitioner's requests subject to the following conditions and Findings of Fact: Outlined in the Staff report.

The Special Use shall meet any additional criteria outlined in Ordinance 88-7, the Village of Bartlett Floodplain and Wetland Ordinance.

M. Roth identified the petitioner/applicant, Logistics Property Company, the contract purchaser of the Subject Property.

M. Roth introduced the following speakers on behalf of the Petitioner:

John and Jana Cronin, owners of the subject property

Aaron Martell, Executive Vice President of Logistics Property Company

Jim Martell, CEO of Logistics Property Company

Adam Marshall – Sr. Managing Director, Newmark, Knight and Frank

Bryan Rieger – Civil Engineer and Traffic Consultant with V3

M. Roth acknowledged the well-written staff report and confirmed its accuracy. **M. Roth** then addressed the following:

Subject Property; Existing Zoning: The Subject Property is generally described as the 27.87 acre rectangular, vacant parcel located at the northwest corner of Munger and Stearns, (essentially, the SE corner of Brewster Creek Business Park). The Subject Property is zoned OR and Suburban Residential-5. The west 2/3 is OR-Office/Research and the east 1/3 is SR-5 permitting multi-family attached residential up to 8 DU/acre.

Character of the Area: The essential character of the surrounding area is as described in the Staff report. Immediately north of the Subject Property is a former quarry, now zoned "I-2 Economic Development Area", improved with mostly industrial uses in the Brewster Creek Business Park the 670 acre business park, being the Village's largest business park.

Land Planning: The governing land use plans (Village Future Land Use Plan and the West Bartlett Corridor Plan) include the Subject Property as a "development opportunity" in conjunction with the Brewster Creek "business park." The Subject Property was zoned OR/SR-5 as part of a 1978 comprehensive Village rezoning, rather than any petition for rezoning or development. About 26 years later, the I-2 EDA Brewster Creek Business Park development began.

The Subject Property has proven "not marketable" for conforming OR and Residential uses. **John** and **Jana Cronin** will talk a little more about this; and Adam Marshall will speak about the market



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for the subject property. The West Bartlett Road Corridor Plan shows the Subject Property "under-developed" noting market availability of Brewster Creek for industrial, business & office park use. The Bartlett Park District acquired the 3.43 acres Green Meadows Park in 2002, and its plan calls for the Park as a "neighborhood park" with 1.03 acres of it dedicated to stormwater retention. Neighborhood parks are planned for populations located within ½ mile. The Green Meadows Park plan is based on the Subject Property being developed as an "institutional use" (not residential).

The Proposed Use. The proposed use is to subdivide the parcel into 3 lots, and build two 207,000 sq. ft. industrial business park buildings, with ±9,500 sq. ft. office space in each building. (Aaron will talk a little more about this.) Lot 3 is proposed to be developed as wetland for stormwater management (**Bryan Rieger** will talk a little more about this)

Petitioner's Requested Relief:

Zoning Amendment of the entire subject property to I-2 EDA per Section 10-7C-3. I-2 EDA is an overlay district, subject to performance standards that permits light industrial, manufacturing, fabricating, processing, parking and storage uses, O/R, and B-4 community shopping.

Grant a variance from the parking table in section 10-7C-7.F. of the Zoning Ordinance to allow shared parking for 468 total spaces (234 spaces required on each lot (468 total based on sq. ft. of industrial and sq. ft. of office). The variance is to allow 222 spaces on one lot and 246 on the other for total of 468 spaces, with a shared parking agreement. Last week the Bartlett ZBA considered this variance request and unanimously recommended in favor.

Grant a Special Use for special flood hazard (wetland) development and management per Chapter 24 of the Building Code.

Preliminary/Final Subdivision Plat and Site Plan approval. The proposed development will provide necessary links to the existing and future bike paths addressed in the Plan.

All requests for relief are subject to the findings and conditions in paragraphs A-L of the March 8, 2019 Staff report. There are no other deviations from Village standards being requested, and no financial incentives are being requested.

Concluding, Mr. Roth addressed the Village standards applicable to each of the requests for relief.

During Staff review, **Mr. Roth** asked that the Plan Commissioners' for their input of possibly raising the berm along the east boundary of the Subject Property, if feasible and approved by the Village Engineer, be incorporated into the Petitioner's application, so that if any variation from the subdivision code is needed, a new variance application with additional notices and public hearings is not required.

John Cronin stated his father bought the land in 1967-1968 as an investment to leave to his children. **J. Cronin** felt his family has been a good neighbor throughout the last 50 years, and also allowed the Bartlett Fire Department to use the old barn as a training exercise. He understands that the residents enjoy looking at farmland, however there have been no offers for building retail or office space on the property.

Jana Cronin stated up until four or five years ago there hasn't been any interest in the property. Pulte was showing some interest but decided to walk away. Working with Logistics Property Company has been nothing but professional. They have not asked for any incentives from the Village or from the



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Cronin family. **J. Cronin** confirmed what her brother had mentioned previously that there wasn't any interest from retail, offices or residential.

Adam Marshall stated his colleague **Brian Carroll** has been involved with Brewster Creek Business Park since its inception in 1998, and represented Elmhurst Chicago Stone in selling sites to developers and companies for build-to-suit development.

Brewster Creek has a diverse company base that is constantly expanding with very limited opportunities to satisfy this future growth. For example, Rana Pasta is finishing a 300k SF expansion project in the park and will eventually need additional freezer building capacity in the area. On the flip side, Greco Foods is currently building a 400k SF facility in West Chicago, because there were no available sites for development in the area that could satisfy their immediate growth requirements.

The **Cronin** parcel provides much needed land for the growth of existing companies located in Bartlett and for companies currently located in the surrounding communities. The key demand driver for this **Cronin** site is its location adjacent to the highly successful Brewster Creek Business Park, but more importantly it being within DuPage County which provides favorable long term property tax assessment versus Cook County for this type of use.

I have represented many transactions within Brewster Creek over the past 10 years. A few notable transactions include:

Represented Animal Supply in its 221k SF relocation from Hanover Park @ 1323 Brewster Creek Blvd.

Represented Ace Relocation in its 50k SF relocation from Elgin @ 1543 Hecht Drive.

Represented the landlord in Winhere Brake Parts 222k SF relocation from Hanover Park @ 1331 Schiferl Rd.

Represented the landlord in Clarke Packing & Crating's 108k SF relocation from Hanover Park @ 1365 Brewster Creek Blvd.

Represented the landlord in Brolite's 48k SF expansion from Streamwood @ 1337 Schiferl Rd.

Represented the Seller in Rana Pasta's original 100k SF acquisition @ 550 Spitzer Rd.

Over the past 36 months, focusing on the North DuPage industrial submarket, there has been over 2.5 million square feet absorbed with over 2.9 million square feet of new construction delivered to handle this impressive absorption figure. However, in looking at the same statistics for office & retail, there is negative 2 million square feet of office absorption with no new construction deliveries; and a mere 372k SF of retail absorption with only 226k SF of new construction deliveries.

What this tells us is that the demand for industrial space far exceeds all other commercial property types combined.

It is really interesting to note that Brewster Creek has captured over 25% of all of this industrial absorption over the past 36 months in this entire North DuPage submarket because it had development sites ready to build on. And almost all of this absorption within Brewster Creek was in a speculative development, which is what Logistics Property Company seeks to do on the **Cronin** site.



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The quarterly market statistics strongly indicate that this industrial demand will continue based on continued positive net absorption, a decreasing vacancy rate and increased average asking rental rates.

A. Marshall invited **Aaron Martell** with Logistics Property Company to come up to talk more about this exciting and much needed project.

A. Martell is with Logistics Property Company. He is one of the owners and leads the Midwest development activity. He thanked the commissioners for having them here tonight. He also thanked **R. Grill, K. Stone** and staff for their hard work in getting us up to this point. They have been working on the Stearns and Munger project since May of 2018. There has been a considerable amount of work to get us to this point and we're very excited about the prospects of the development.

They have been active in the Bartlett community on two development projects in the Brewster Creek Business Park starting in 2015. **A. Martell's** history in Bartlett goes back to the early 1990s when he was a boy playing baseball.

The trend or dynamic of the project they are working on represents a need for additional warehouse and logistics space – as the Brewster Business park is effectively built out and the opportunity for tremendous value creation for the Village of Bartlett – jobs, tax revenue, and putting a dormant site into production.

The **Cronin** parcel has sat vacant for 52 years. 40 years with the current zoning.

Logistics Property Company is a leading national distribution and logistics developer. We build a best in class product and work to attract top tenants. Some of the tenants that we've attracted with in the past few years include Post Cereal, L'Oréal, General Mills, FedEx and Johnson & Johnson.

They have completed two very successful projects in Bartlett for a total of 450,000 SF. Both projects are leased and are leased to successful companies: Winhere, Brolite, and Clarke Packing. The estimated value of those projects are between \$35MM and \$40MM. We're looking to continue that success and positive development into the natural growth of the park at the **Cronin** parcel.

On the site plan they are planning to build two (2) 207,000 SF best in class distribution centers. They'll be state of the art. It's important to mention that fact because they want to attract the top of the line tenants. They want to attract those tenants because they're better for the community but also because they're more willing to accept longer term leases. And LPC will be the long term owners of the project - 7 - 10 years. They designed these projects to withstand the test of time. They believe that they will attract consumer product/food/e-retail users to the project. There are a tremendous amount of food users already in the park and they believe the natural progression will be for those users to locate at the project. There has already had interest from users in the park who are looking to expand and are currently out of space.

They have added amenities to the site which include the bike path and the 4.3 acres of ponds and greenspace. We do that because we need to have offerings for users. A lot of users and tenant want to have these amenities for their employees. If the employees are happy they will have more successful occupancy and stay in the building for longer periods of time.



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Again, as previously mentioned the site is in line with Bartlett's Future Land Use Plan from 2004. It has been the future land use plan for 15 years. The existing zoning has been in place since 1978 and no activity has occurred on the site.

A slide was shown depicting the view from the east side of Lynnfield Lane. They listened to some requests from the neighbors with the prior landscape plan and added some additional plantings to shield the view of the distribution center. We like the way the facilities look but we wanted to be sensitive to the neighbor's requests.

Again this is going to be a tremendous value creation for the Village of Bartlett and the Bartlett community. Over the next 15 years the project at full buildout will generate over \$6.5MM in tax revenue for the Bartlett community. Further the project will generate over \$500,000 in fee revenue for the Village. Our existing projects are producing \$435,000 annually for the community.

A slide was shown that depicts the job estimates that we generally see with buildings of this size. This data was from the tax consultants when working on community incentives. This will create 100-120 construction jobs as well as 120 to 150 full time jobs.

A slide was shown of an existing project that they developed in Wilmington, IL. Really strong corporate identity but also gives the visual of how we approach the corporate identity.

They are sensitive to the neighbor's comments on the proximity to Lynnfield Lane. The next few slides depicted the distances from our western façade to the closest home on Lynnfield Lane. These are very extensive and responsible setbacks. There is 500 feet of distance from the homes on Lynnfield Lane. That is about one and a half football fields. If you move north to Groton the existing homes are in some cases 150 feet from the existing industrial. 500 feet would be in the middle of the Groton neighborhood. This facility would be set back far from the homes at 500 feet. They have also included a 6-8 foot tall berm with additional screening so as to reduce visibility of the buildings.

They have maintained a right in-right out at the eastern most entry point into the site. That access point is only for car traffic. They will not be accessing Lynnfield Lane at all. There is no connection point to Lynnfield. That's important to them as well because we don't want the co-mingling of trucks and cars. So they have created a separate car entrance on Stearns.

With regards to traffic they have prepared a full traffic study that has been approved by the County Department of Transportation. They worked extensively with them on the design and plans of the project. The estimated traffic counts for trucks at the peak hours of the day are 7 trucks. That is 7 trucks leaving the site and headed east on Stearns.

Lastly, they wanted to say that they are really excited about this project. There is a tremendous value creation for the Village of Bartlett and this would be putting a site into production that has sat dormant for 50 years.

Bryan Rieger with V3 Companies. 7325 Janes Avenue, Woodridge, IL 60517.

B. Rieger stated **A. Martell** briefly described the plan, but he wanted to dive in a little more in detail. The site has been subdivided into three lots. Two for each building and the third lot contains the stormwater management facility along the east property line. They meet or exceed every setback required for the three lots.



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Building A, which is the western building is setback over 101 feet from the Stearns Road Right-of-way and over 106 feet from the Munger Road right-of-way. The building is set back over 205 feet from the north property line.

The truck docks and trailer parking stalls will be located on the north side of the building as the Village does not allow loading docks fronting streets. The allowable parking setback from the north property line is 10 feet for Lot 1 and 15 feet for Lot 2. They are providing a 20' parking setback from the north property line. There is a significant grade change along the north property line. A berm with heights between 10 and 13 feet runs along this property line. The top of the berm is at the property line, so the existing buildings to the north are set down between 10 and 15 feet from grade at our north property line. Since this site has a significant topographic relief from north to south, they are cutting significantly along the north property line. The top of berm remains in place, but they need to construct a couple retaining walls in order to bring the buildings down to an appropriate elevation. The truck dock elevations are between 7 and 11 feet below the top of berm elevations. This will provide good screening for the industrial neighbors to the north.

Building B is setback over 99 feet from Stearns Avenue right-of-way and over 205 feet from the north property line. The setback from the Lynnfield Lane Right of Way is over 400 feet. There are no houses on the west side of Lynnfield, so the closest house is about 500 feet from the north corner of Building B. Between Building B and Lynnfield Lane is proposed to be a stormwater management facility and a berm along the east side of the stormwater facility. To put this into perspective, they are significantly farther from the homes along Lynnfield Lane than the buildings within the park are from Groton Lane. A 500 foot distance would extend well into the residential neighborhood.

B. Rieger provided a rendering of the berm along Lynnfield from the perspective of someone standing on the east side of the road. The berm is between 6.5 feet and 9 feet tall as compared to the roadway elevation. Extensive landscaping will also be placed on the top of the berm to provide additional screening for the residents east of Lynnfield. We feel this provides a very nice screen, especially when the stormwater facility is also considered.

The site drains generally from northwest to southeast. There is roughly 25 feet of fall at the worst case. As proposed, the detention pond will be located along the east side of the site and will provide 12.77 ac-ft. of storage or 4,161,121 gallons of storage. The existing release from the site is 18.26 cfs and we are reducing the release rate to 2.77 cfs. This is a reduction of about 85 percent.

Regarding traffic movements, **B. Rieger** stated there will be a right-in/right-out only for the eastern most Stearns Road access, a full access point in the middle of Lot 1 and Lot 2, and a three quarter access to Munger. There is no connection to Lynnfield Lane. They will try to push the majority of the traffic to and from the site as far west as possible. To calculate the expected trips generated from developments, we use the Trip Generation Manual from the Institute of Transportation Engineers. This manual is accepted nationwide as the standard for calculating trip generations for development. The land use designation for this site is warehouse. Warehouse does not yield as significant of amount of trips as compared to office or residential uses. In their analysis, they assumed 440,000 square feet of warehouse, which is more than what is currently proposed. The expected trips coming into the site during the am peak hour are 60 – only 12 of those are trucks. The expected trips exiting the site in the am peak hour are 18 – only 4 of those are trucks. In the pm peak hour, the expected trips entering are 22 (only 4 trucks) and the expected trips exiting are 59 (only 12 trucks).



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M. Roth stated in the beginning of his presentation, the existing site is zoned multifamily residential along the east and office/research along the west. If they ran a scenario of possible development per code, the owners could develop with a residential density of 8 units per acre, or 80 multifamily units, and up to 400,000 square feet of office, which would yield an FAR of 0.5 which is allowable by code. We ran trip generations for an 80 unit apartment development and a 250,000 square foot office building. The total trips in the am peak hour would be 431 and the pm peak hour would be 423. That could be an increase of 4.5 times the traffic anticipated from that type of development. There is limited, to no demand, for residential or office at this location but the numbers are telling based on what is currently permissible under the code. Warehouses have lower traffic impact.

J. Lemberg ask the committee if anyone had any questions or concerns.

A. Hopkins had concerns about how the traffic is calculated. **A. Martell** stated the traffic study is done with IDOT, DuPage County and ITE manual to calculate the traffic patterns. **A. Hopkins** also had questions about trash removal and how it will impact the residents. **J. Martell** stated garbage is not allowed outside of the buildings. Enclosed trash compactors will be inside the buildings and the trash will be removed during normal business hours.

J. Martell stated they are very sensitive to open space to residential areas. Other industries within Bartlett are in growth mode that will require more space. If there isn't enough room for them to expand they will seek more room and move their entire businesses out of Bartlett.

A. Hopkins stated space with wetlands and retention areas are a good idea, but was concerned about the lights shining into the residents. **J. Martell** stated the lights will be directed down and with landscaping and a berm there shouldn't be any problems.

D. Gunsteen asked if a modification could be done on the variance to make the berm taller, especially near the parking areas. Also, signage stating no truck traffic allowed. **K. Stone** stated the signage would be added. The Village Engineer would need to look at the berm height. **D. Gunsteen** asked if the bike path will go all the way to Munger Road, **K. Stone** stated yes.

D. Gunsteen asked for the berm to be raised higher than previously planned. **J. Martell** agreed to add landscaping and discuss the setbacks with the Village Engineer.

J. Lemberg had concerns that snow removal would be an issue. **B. Rieger** assured him that the snow removal would not be a problem on Lot 3 vs. the north property line. Snow removal could not happen along the north property line because of the grade change between lots.

J. Lemberg stated he would also like to see a higher berm and more trees planted.

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

Marlene Palmer 874 Groton Lane, made the following comments:

Good Evening and Hello... my name is **Marlene Palmer**, I am the spokesperson for the Weathersfield Subdivision. I am currently President of the Bartlett Historical Society, Chairman of Outreach Ministry at Immanuel United Church of Christ, sustaining member of Arts in Bartlett, taught and retired from School District U-46, and have been active in the Bartlett community all my life, as were my parents.



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My roots in Bartlett grow deep. I have lived here my whole life. My family has 6 generations here in the village. I have lived in five different houses and on two farms. Never have I opposed any construction that affected those residences. On only one other time did I strongly oppose a new venture – and that was the balefill proposed for West Bartlett Road some 30 or more years ago. One other person here remembers the strong opposition from residents. She has collected 125 signatures from residents and 50 signatures from businesses. 60% of the residents are senior citizens.

Opposition to the balefill included some of the same concerns we as Weathersfield Residents have for the venture proposed at Lynnfield and Stearns. Those concerns included truck traffic, safety and the environment of the subdivision. The concerns of the residents were heard, the case proven, and thankfully we do not have truck traffic and a mountain of garbage on West Bartlett Road.

Trust is placed on the Trustees to represent and protect the health, safety and well-being of the residents. As the trustees count on votes from the residents to be re-elected, the residents of the Weathersfield Subdivision count on the Trustees and Planning Commission to listen to the residents and vote against this big box warehouse construction.

M. Palmer introduce **Randall R. Block**, business owner of LH Block Electric Co., 1281 Humbracht Circle.

R. Block read aloud the following letter he sent to **K. Stone** dated March 9, 2019.

It has been brought to our attention that there are plans in the works for a large warehouse/logistics hub to be built right behind our office/warehouse at 1281 Humbracht Circle. We would like to voice our concern and vehement protest of the re-zoning which would allow this project to move forward. After viewing the plans, and based on our experience with logistic warehouses of this size, there will likely be day and night truck movement and all that it entails, extremely close to our office doors.

Our company moved to Bartlett in 2003 after moving out of our previous building in Schaumburg due to the heavy diesel fumes, truck traffic and noise that goes along with this kind of proposed operation. We bought our office space in Bartlett because of the diligence the city has always shown in keeping the industrial area aesthetically pleasing, safe and functional for all business owners. We did our homework and knew the adjacent property south of our office was not zoned for industrial purposes and felt safe investing in this building for our business. I am certain all of our neighbors on Humbracht Circle also purchased their office suites imagining this kind of business would be operating mere yards from their office doors.

We are asking that you reconsider re-zoning this property which would most definitely create a hardship for all the current businesses that have been established along Humbracht Circle. We moved our business her with the belief we would not be exposed to the noise and hazards that will certainly come along with this project. Although I am not going to be in town during the week of these public hearings involving the zoning, I wanted to share my feelings. I hope you understand where we are coming from and consider our situation while making these important zoning decisions.

Mary Yacullo, 876 Middleton Lane, expressed her concerns through a GOREquest:

I am currently writing as a concerned homeowner in the Bartlett Weathersfield Subdivision. The biggest concern is safety, Stearns road is already a traffic nightmare and accidents happen almost daily, adding more truck traffic is going to increase the noise and the number of accidents. Getting in and out of this subdivision safely is already very difficult. This is a residential area and no place for



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industrial buildings. Bartlett could use a 55 and older community, existing of ranch town homes or a single family 55 and older community. I know of several friends and residents that have left Bartlett to go to Toll Brothers and Del Web. If you want to keep your older age but young at heart residents something else needs to be done, rather than putting warehouses in a residential area.

John Martin, 870 Groton Lane stated he has worked for Jen Land Designs for many years. His concerns are for the safety, health and welfare of the residents in the area. The proposed buildings are 2 football fields long and 40 feet high, the small berm will have absolutely no impact. The improvement of bringing in Lake Michigan water will be a great benefit to their health. The intersection improvements at Rt. 59 and Stearns are also appreciated. Brewster Creek Business Park is a vital portion of Bartlett as is our Weathersfield, however, it belongs at Stearns & Munger intersection and beyond to the west and to the north, not to the east up against the subdivision, Lynnfield Lane. The previous Village Board and Plan Commission who developed the Comprehensive Plan back in 1978 understood land use transition. When you look at the proposed development it doesn't show the size of the buildings, it just says 2 football fields away from residents, making it difficult to judge. A 6 foot landscape berm that they just came up with, after they saw the drawings and letters in opposition from the residents. This will not alleviate the scale and impact of this development. This development belongs on the west side of Munger and they certainly applaud the Village for developing the property. **J. Martin** stated if you go back to the view of the site plan, with the size of these buildings in proportion with businesses to the north, the proposed buildings are massive structures. **J. Martin** stated he is from Iowa and the saying goes, they are trying to put 20 pounds of manure into a 10 pound bag.

Robert Miller, 1171 Wakefield Lane, stated there are no other businesses that have traffic in and out on Stearns Road. This project will potentially have 3 shifts a day where the trucks will be waiting in que to get into the businesses'. **R. Miller** believes trucks should leave on Munger Road, not Stearns Road. He doesn't think the snow issue was covered, where would all of the snow go? He appreciated the threat of what could go into that area, and all the people driving through the subdivision. Some people call it a warning, and he may call it a threat. His answer is if any other kind of construction are being built there they will be back.

Terry Witt, 471 S. Western Ave. stated he is a bicycle rider and wanted to mention the value of the bike path if the development comes in. This would be part of a larger path for people to safely ride. On Stearns Road a rider must accept the risk of riding with the traffic that's going 45-50 miles an hour. The value of this path being 10 foot wide, it can be used as two lanes going all the way to Lake Street. Perhaps someday, there will a bike paths all the way to the state park.

Angelika Stachnik did not speak, she gave her 3 minutes to **J. Martin**

J. Martin stated a group of residents canvassed the neighborhood for signatures and letters of opposition, which the board had in front of them. As a former land planner **J. Martin** put together a proposed compromised plan for the property. He stated he lives on Groton Lane and there is a 100 foot wide, 30 foot high landscape berm that separates homes from this business park. That is a logical and appropriate land use transition between single family homes and the lower scale business park. The residents feel that type of transition should be kept with the existing zoning of this parcel. His proposed plan is for an active adult community similar to Bowes Creek in Elgin. **J. Martin** stated about 60% of the residents in this development are senior citizens. He believes there is a strong market for an adult community with a small clubhouse with a meeting room, storage room, restrooms and a small kitchen. This concept would provide for a 100 foot wide 30 foot landscape berm that would



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separate this development from lot 1 of Martell's proposed I-2 Industrial. That's at the intersection of Munger and Stearns, relates to the main business park to the west and to the smaller scale business park to the north. The impact that this will have on the community will be negative. **J. Martin** stated he has worked with V3 in the past, the detention needs to be out along Stearns where the natural outfall is to the south. This will create an additional buffer for the gated community and will also create a buffer for only a right-in right-out for the trucks into the business park.

Anneliese Mollsen, 1205 Lynnfield Lane stated she wanted to thank the Cronin's for letting everyone enjoy the land and all of the wildlife for so many years. She stated she is not against progress and certainly not against lowering her taxes. However, she did have concerns about the hours of operation, in and out, the noise level that trucks make. **A. Mollsen** stated it is very difficult to get out of her subdivision, even with 2 entrances and exits on Stearns Road. At rush hour she needs to plan an extra 10 minutes just to get out of her subdivision. If this project is approved she would like the board to consider setting the speed limit down to 35 from Munger towards Rt. 59 with a sign with constant flashing showing a speed limit of 35. Nobody goes 35 from Munger to Rt. 59 unless they see a police car. **A. Mollsen** stated she is also concerned that this project will lower her property value. The subdivision is mostly senior citizens and they have put their life's work into their homes. She doesn't want to continue to pay high taxes and the value of her home to decrease.

Lorne Henne, was called, no response.

Mike Tessner, 860 Groton Lane stated he frequents Green Meadow Park with his grandchildren, which they enjoy immensely. There is a sidewalk near Stearns Road that they want to walk on but the gravel trucks and the semi-trucks going 50 mph rather than 30 mph makes it unsafe. That is a safety concern for that park. The safest way to the park is through the subdivision. **M. Tessner** stated if you look from Lynnfield Lane towards Munger you will notice the grade is downhill. Will this be graded flat, what will be done about the pitch difference? All the water will go into the retention pond. **M. Tessner** other concern is with the speed limit, no one pays attention. Gravel trucks make it even more dangerous.

Joseph Kielar, was called, no response.

Mike Werden, 431 S. Main Street stated he is a member of Zoning Board of Appeals. Some of the zoning that happened, Bartlett had a moratorium. Jerry Kallas was on the Village Board at the time that a lot of building was going on. They did a comprehensive zoning plan. The Forest Preserve District did not own the property across the street at that time. If you look at the plans, the zoning is because there were plans for the property south of Stearns Road. Once the Forest Preserve purchased that land, the OR or SR-5 zoning didn't make any sense. The whole parcel should have been zoned the same as it is to the north. The problem with SR-5 zoning there could be 8 units per building, ending up with 64 units on that property right now, which would make the traffic very congested needing a traffic light at Lynnfield to get out. **M. Werden** stated residential properties have no business being on the corner of Lynnfield and Stearns Road, this would be a big mistake. He went on to say that the builders have not asked for any incentives from the Village and they have met or exceeded the zoning requirements. **M. Werden** stated he wasn't sure what size building could be built if the zoning was left as OR, it could be VERY large. He realizes this is controversial however the Village needs to maintain some consistency.

Christine Holmes, 872 Dedham Lane gave her 3 minutes to **John Martin**.



Village of Bartlett
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J. Martin stated he does not agree with **M. Werden** regarding residential, they do not want apartments or townhomes. The market dictates the need for residential and senior living. He believes Bartlett has been actively looking for this type of active adult senior living community. With the proper buffering and landscaping, people would be open to this type of community. It would give seniors an opportunity to stay in Bartlett and not look elsewhere for this type of development. The Brewster Creek Business Park identity starts at Stearns Road and Munger Road, not at Lynnfield. If the Board approves this development **J. Martin** believes they are not fulfilling your role in protecting the health, safety and welfare of the residents especially those in the Weathersfield subdivision.

Rick Hering, 1237 Lynnfield Lane stated he lives in the house that is directly north of the park. He is concerned with hours of operation, especially if it's a distribution center there will be trucks running at all hours and the trucks coming and going all night long. He realizes the parking lot is a football field and a half away however he can hear traffic from Stearns and also from Munger. There could be trucks all night depending on what goes in there. There was talk that trucks won't be able to make left hand turns onto Munger from the propose project, what will stop trucks from making the turns. What will prevent the trucks from sitting in the lot running all night long?

George Koziol, 654 Hazelnut Court stated he is also on the Zoning Board of Appeals. He stated Brewster Creek is clean, neat, well developed, maintained and consistent throughout. Over the years parcels have been rezoned based upon need and changes. The zoning request is reasonable, it squares off the property of Brewster Creek and becomes a logical end to the development. He thinks it's a great idea that Lot 3 is not being used to add another building. It's a wise move of the petitioners to be concerned with the east edge of the property, the pond is a natural area for retention, preventing the industry from approaching Lynnfield Lane. **G. Koziol** believes this a great use for that side of the property. The pond with a berm and trees is great site obstruction, more appealing from the properties on the east side of Lynnfield Lane. When people talk about what they would like to see in the future this is not what is happening today. This property has been vacant and with no interest for a very long time. **G. Koziol** thinks it's not appropriate to hold up this development based on what you would like to have.

J. Lemberg asked if anyone else had any questions or comments.

Thomas Block, 868 Middleton Lane asked if the retention pond will be filled at all times or only with drainage water.

Bryan Rieger stated the pond will be flat on the bottom, with native plants, grasses 3 to 5 ft. tall. Native plants will also be on the side slopes. The pond bottom will not hold water, it will not be 10 ft. deep but storm water management facility.

J. Lemberg asked if anyone else in the audience had any questions or comments. No one came forward.

Public portion of the meeting was closed.

J. Lemberg asked if anyone on the commission had questions or comments.

J. Allen suggested a variance for the berm on Lynnfield to help with the sound and the appearance. Maybe an easement with a berm twice as high as what is currently planned. **A. Hopkins** asked **R. Grill** if this is something that needed to be put in the motion. **R. Grill** stated from an engineering standpoint



Village of Bartlett
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she didn't think it was possible and asked **B. Rieger** to address the question. **B. Rieger** stated the berm was originally shifted over and a little taller, but through the review process with the Village Engineer, it needed to be moved over to follow the IDOT standard for detention facilities adjacent to public roadways. The 25 ft. offset is from the right of way to the bottom of the berm which is the start of the detention facility. There would need to some relief from the Village Engineer in order to push that berm closer to the right of way. The Village Engineer is referencing an IDOT standard, but since this is not an IDOT roadway it doesn't necessarily need to be followed. **R. Grill** stated we might need to request a modification from the subdivision ordinance. This is something that could be put into the motion for him to look at if you so choose. **A. Hopkins** stated he didn't think it would hurt to put it in the motion. **R. Grill** stated part of the conditions include the engineering approval which could be wrapped into that as well. **A. Hopkins** said to add it as a safety.

J. Lemberg asked if anyone on the Commission had questions or comments.

J. Lemberg asked if the Petitioner had anything they would like to add.

M. Roth stated just for the record or the procedure, would he need to apply for another variance. Would it be appropriate or even possible to have an oral request for the variance with this Commissions recommendation to carry on to the Village Board? **M. Roth** was trying to avoid coming back for another Public Hearing if at all possible. **R. Grill** stated she believes this would be modification and not a variation from the subdivision ordinance. This would need clarification from the Village Engineer and she would like to have him to take another look at the requirements for the berming in relation to the retention. This could be wrapped into his engineering approval.

A. Hopkins asked if this is something that needs to be added to the motion. **R. Grill** stated they should mention that they would like the Village Engineer to continue to review the berm height, location and possibly for it to be increased as a modification to the plans.

J. Martell stated he is willing to work with the Village Engineer to get this worked out.

J. Lemberg asked for a motion for 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 to have the Village Engineer review the berm height and possible modification. Subject to the conditions and Findings of Fact.

Motioned by: A. Hopkins

Seconded by: J. Miaso

Roll Call

Ayes: J. Miaso, J. Allen, J. Kallas, D. Gunsteen and J. Lemberg

Nays: A. Hopkins

Motion carried.



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

A handwritten signature in blue ink that reads "Aaron Martell". The signature is written in a cursive, flowing style.

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)
 - 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
 - Rezoning **OR** _____ to I-2 EDA
 - Special Use for: wetland
 - 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)

Land Use: Existing: Vacant

Proposed: I-2 EDA

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
 _____

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 injurious to other property or improvements 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.

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: Caron Martell

PRINT NAME: Aaron Martell

DATE: 2/14/19

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: Aaron Martell

ADDRESS: One North Wacker Drive st 1925
Chicago IL 60606

PHONE NUMBER: 708-667-6908

EMAIL: _____

SIGNATURE: Caron Martell

DATE: 2/14/19

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



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.

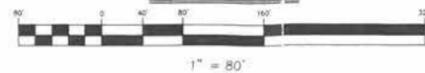
AREA

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

Tax Parcel Number

01-04-307-024

GRAPHIC SCALE



BASIS OF BEARINGS

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

RECEIVED
COMMUNITY DEVELOPMENT
VILLAGE OF BARTLETT
FEB 04 2019



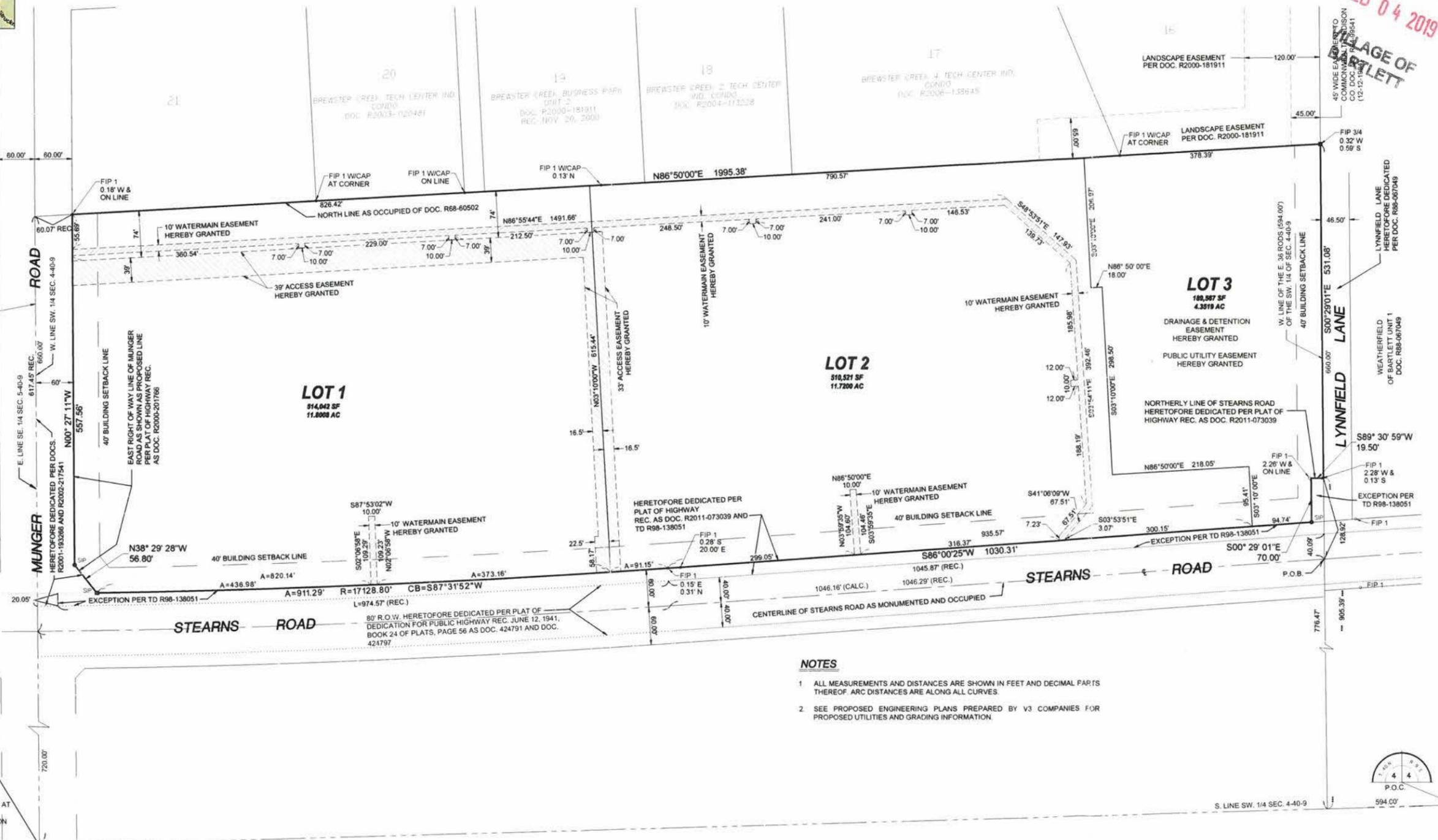
VICINITY MAP
NOT TO SCALE

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

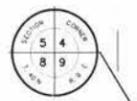


LEGEND

- 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

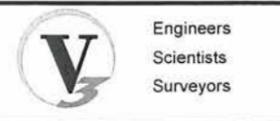
- N NORTH
- S SOUTH
- E EAST
- W WEST
- CB CHORD BEARING
- A ARC LENGTH
- R RADIUS
- P.O.C. POINT OF COMMENCEMENT
- P.O.B. POINT OF BEGINNING
- PLUDE PUBLIC UTILITY AND DRAINAGE EASEMENT
- 2ND ORDER CLASS II, BERNSTEIN OR APPROVED EQUAL PERMANENT BENCHMARK



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

NOTES

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



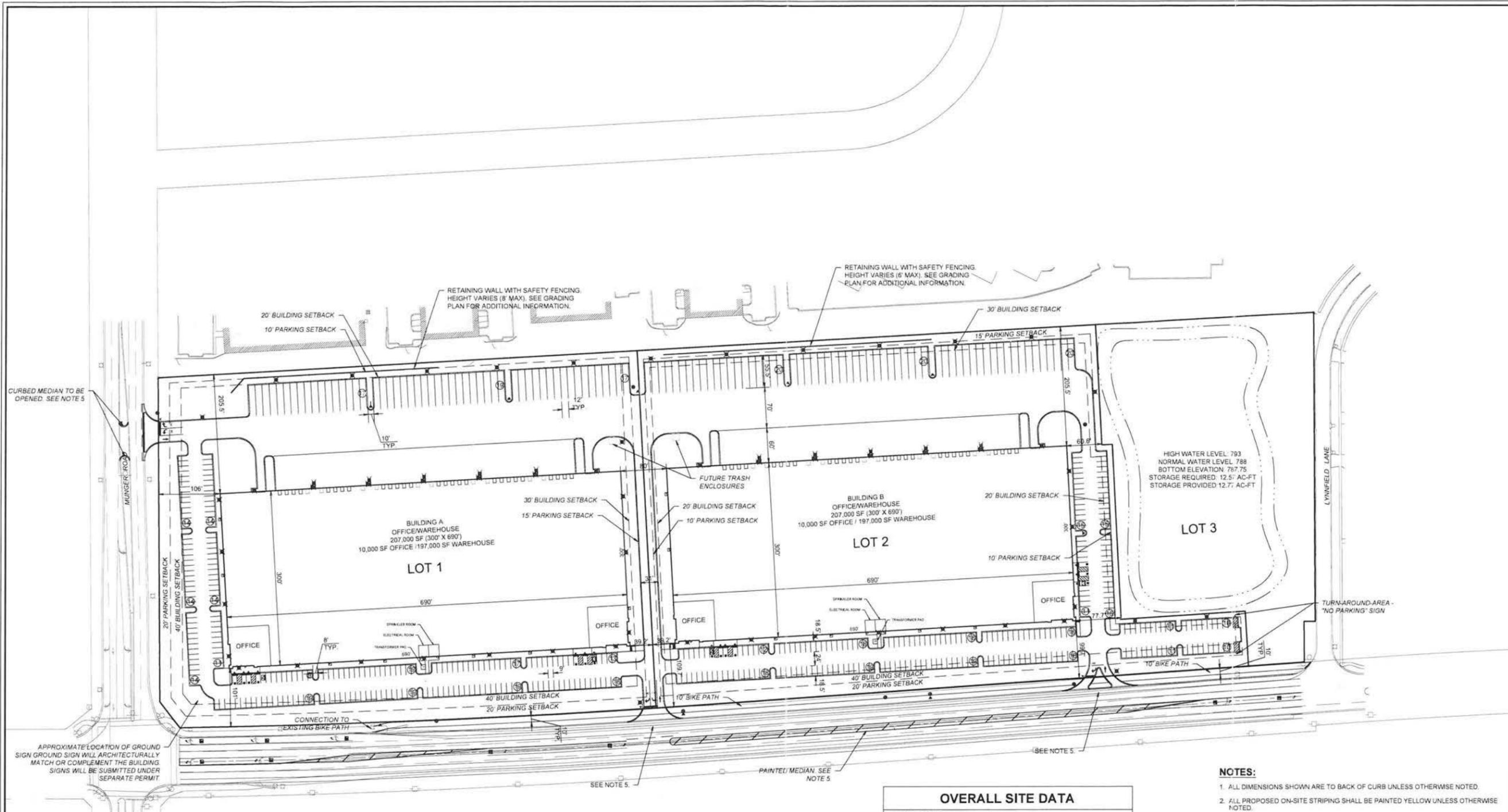
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

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

REVISIONS		
NO.	DATE	DESCRIPTION
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	
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.

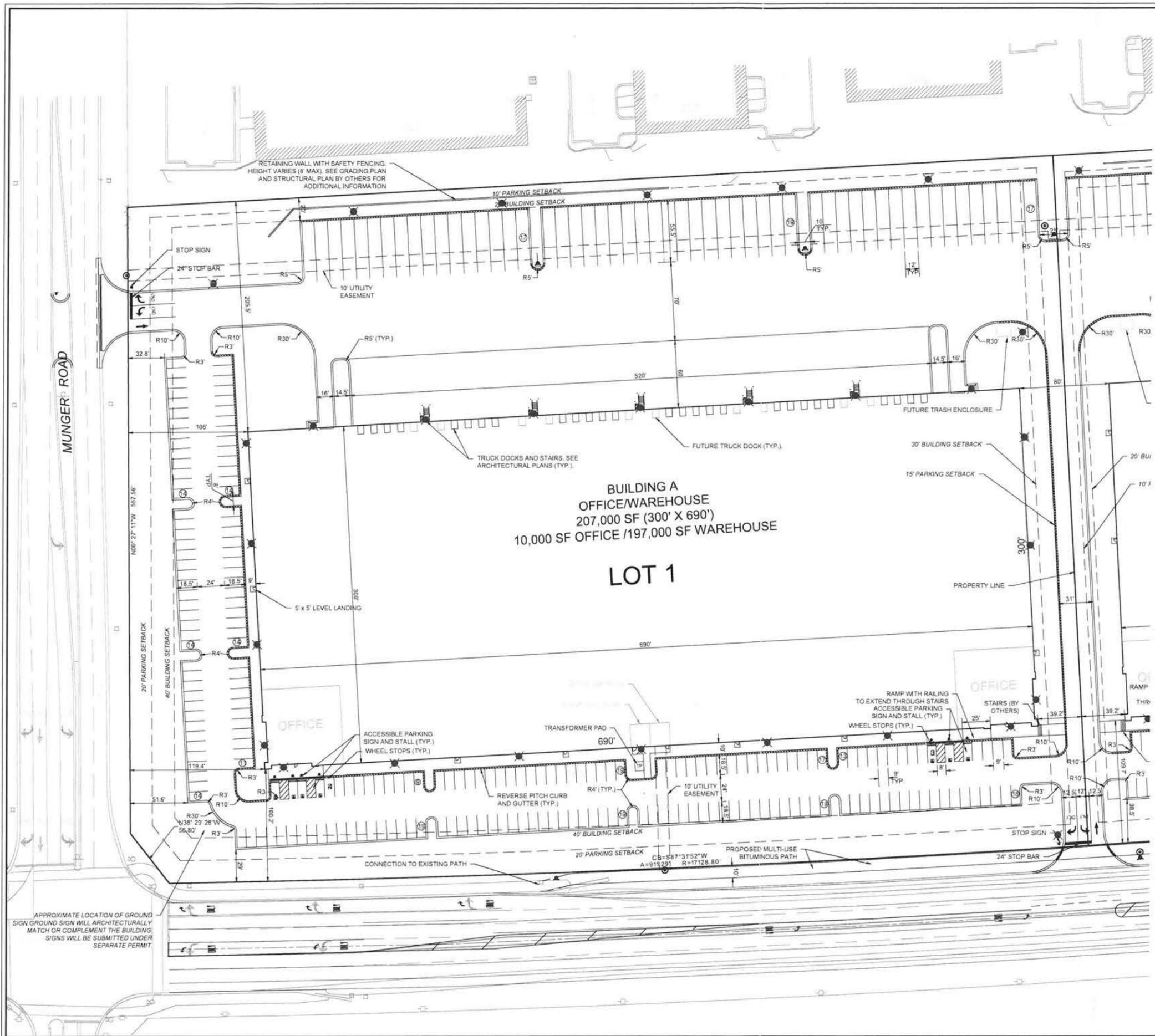


REVISIONS		
NO.	DATE	DESCRIPTION
1	01/30/19	REVISED PER VILLAGE REVIEW

PROJECT NO: 18205
 ORIGINAL ISSUE DATE: DECEMBER 21, 2018
 PROJECT MANAGER: BCR
 DESIGNED BY: EF
 DRAWN BY: DB

OVERALL SITE PLAN
STEARNS AND MUNGER
 ILLINOIS
 BARTLETT

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 Woodridge, IL 60517
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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

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

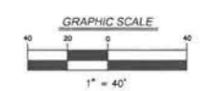
LOT 1

SITE PLAN (LOT 1)

STEARNS AND MUNGER

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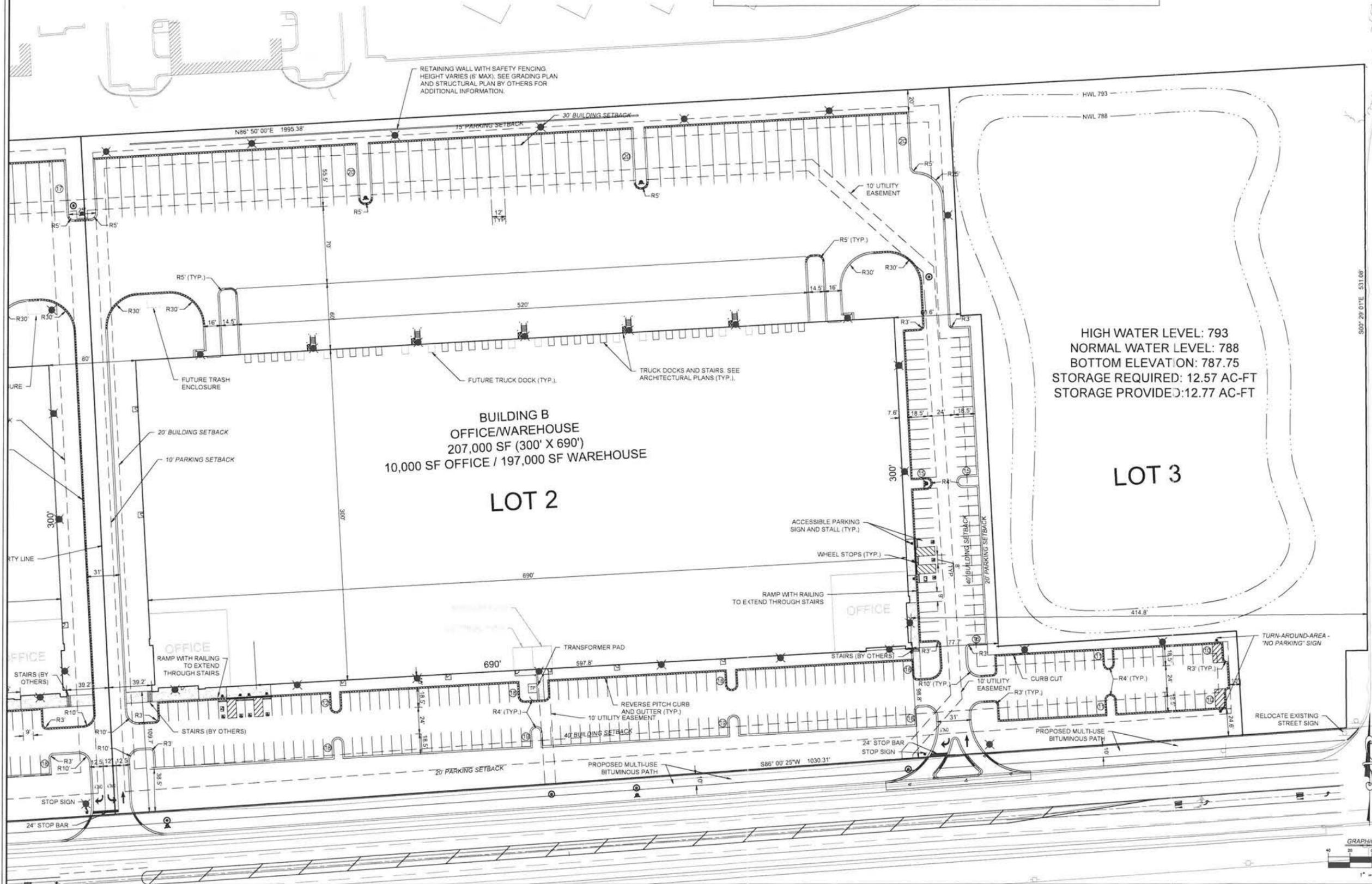


REVISIONS		NO.	DATE	DESCRIPTION

PROJECT NO.	18205	PROJECT MANAGER	BCR	DESIGNED BY	EF	DRAWN BY	DB
ORIGINAL ISSUE DATE:	DECEMBER 21, 2018						

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.



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

REVISIONS		DESCRIPTION	
NO.	DATE	NO.	DATE

18205	BCR	EF	DB
PROJECT MANAGER	DESIGNED BY	DRAWN BY	

ILLINOIS

SITE PLAN (LOT 2 & LOT 3)

STEARNS AND MUNGER

BARTLETT

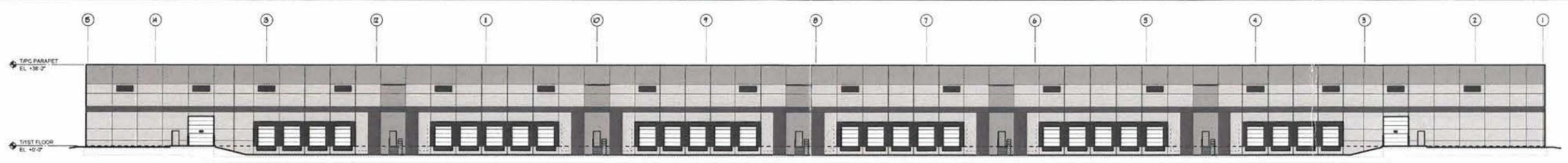
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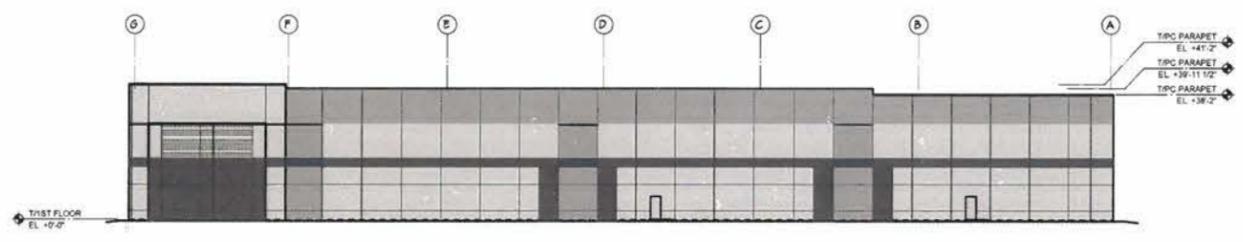


CONCEPTUAL ARCHITECTURAL RENDERING
12-21-2018

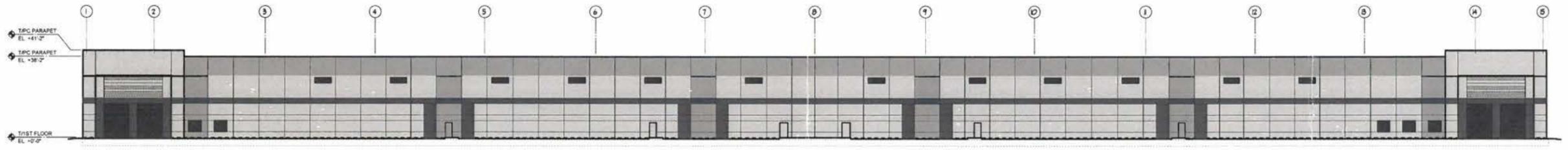
BUILDING A
BARTLETT, IL
STEARNS & MUNGER



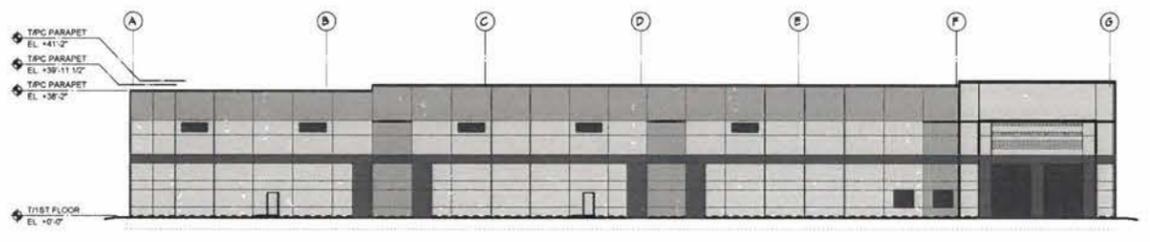
NORTH ELEVATION
SCALE: 1" = 20'-0"



EAST ELEVATION
SCALE: 1" = 20'-0"



SOUTH ELEVATION
SCALE: 1" = 20'-0"



WEST ELEVATION
SCALE: 1" = 20'-0"

COLOR AND MATERIAL LEGEND

PRECAST CONCRETE WALL PANELS

- EXTERIOR BASE COLOR: SW 748 "FIRST STAR"
- EXTERIOR ACCENT COLOR 1: SW 706 "GRAY MATTER"
- EXTERIOR ACCENT COLOR 2: SW 724 "PEPPERCORN"
- EXTERIOR ACCENT COLOR 3: SW 752 "INDIGO BATH"

FASCIA

- PAC-CLAD "CITYSCAPE"

SUSTAINMENT SYSTEM

- FRAMES: CLEAR ANODIZED ALUMINUM
- INSUL. GLASS: GREY TINTED

PURCHASED LABORATORY WINDOWS

- FRAMES: CLEAR ANODIZED ALUMINUM
- INSUL. GLASS: GREY TINTED

INSUL. MTL. DOOR FRAMES

- FRAME: PAINTED TO MATCH PRECAST
- DOOR: PAINTED TO MATCH PRECAST

OVERHEAD DOORS

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

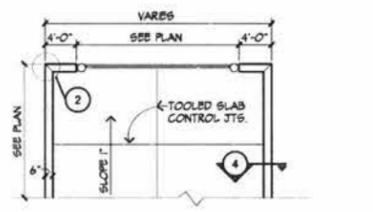
PIPE BOLLS

- OSHA SAFETY YELLOW

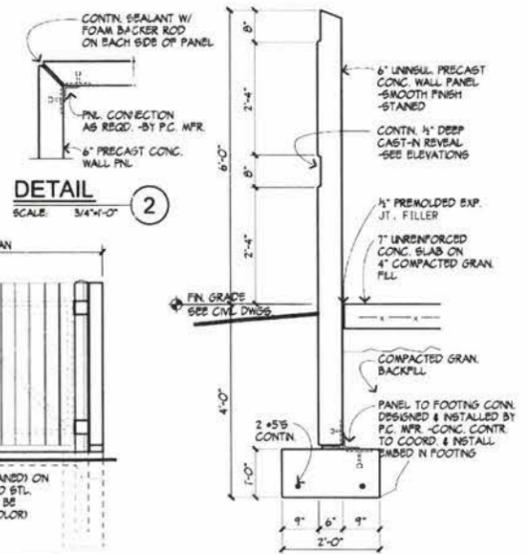
RECEIVED
COMMUNITY DEVELOPMENT
FEB 04 2019
VILLAGE OF
BARTLETT

ROOF TOP UNITS:
ALL VISIBLE ROOFTOP UNITS SHALL BE SCREENED IN ACCORDANCE WITH BUILDING DEPARTMENT REQUIREMENTS

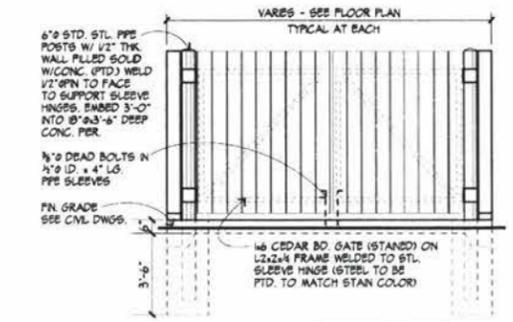
NOTE:
EXACT LOCATION OF ROOFTOP UNITS IS NOT DETERMINED AT THIS POINT - TYPICAL AT ALL LOCATIONS.



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

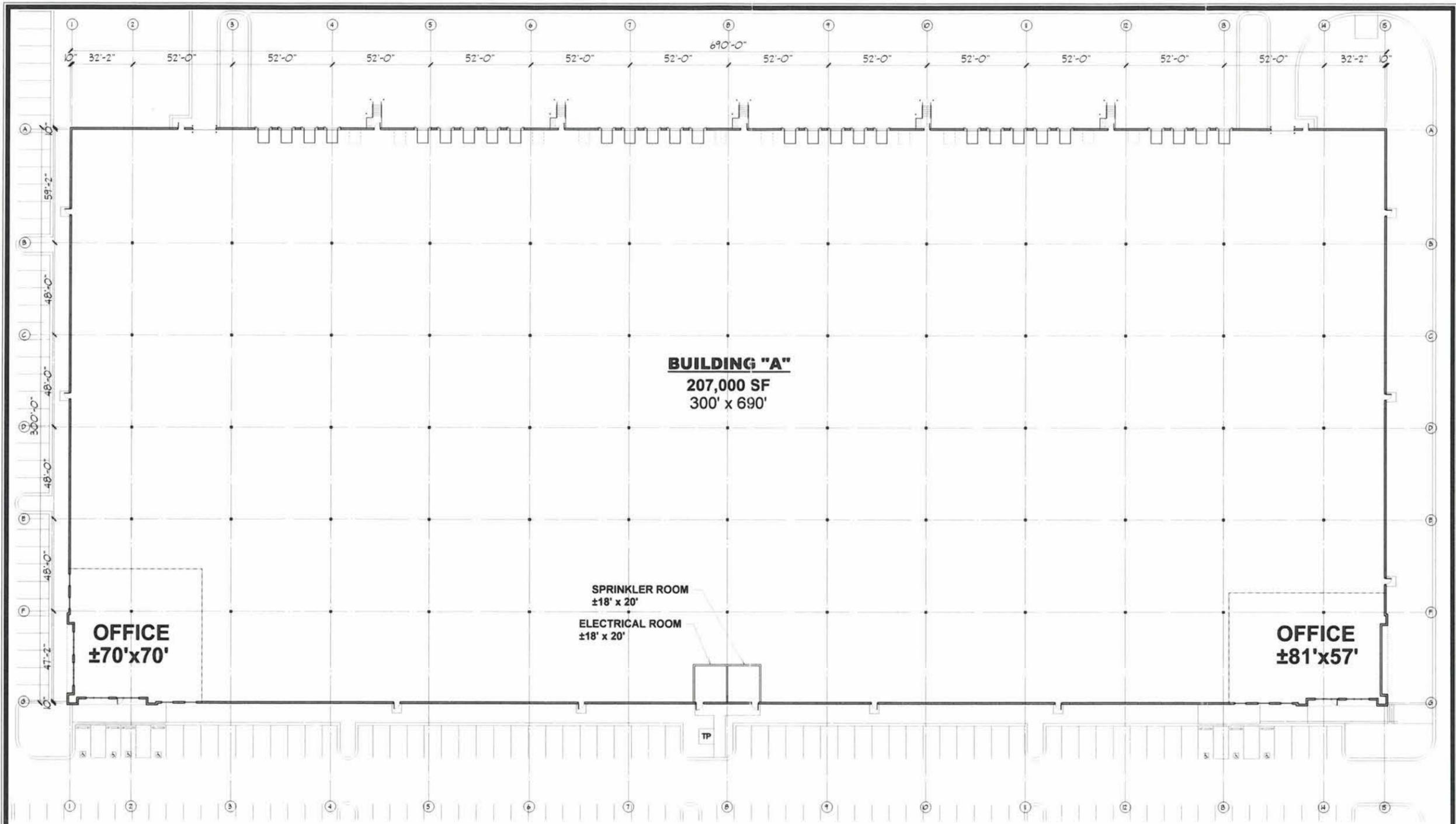


SECTION
SCALE: 3/4" = 1'-0"



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

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



BUILDING "A"
 207,000 SF
 300' x 690'

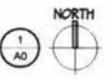
OFFICE
 ±70'x70'

SPRINKLER ROOM
 ±18' x 20'

ELECTRICAL ROOM
 ±18' x 20'

OFFICE
 ±81'x57'

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



RECEIVED
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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

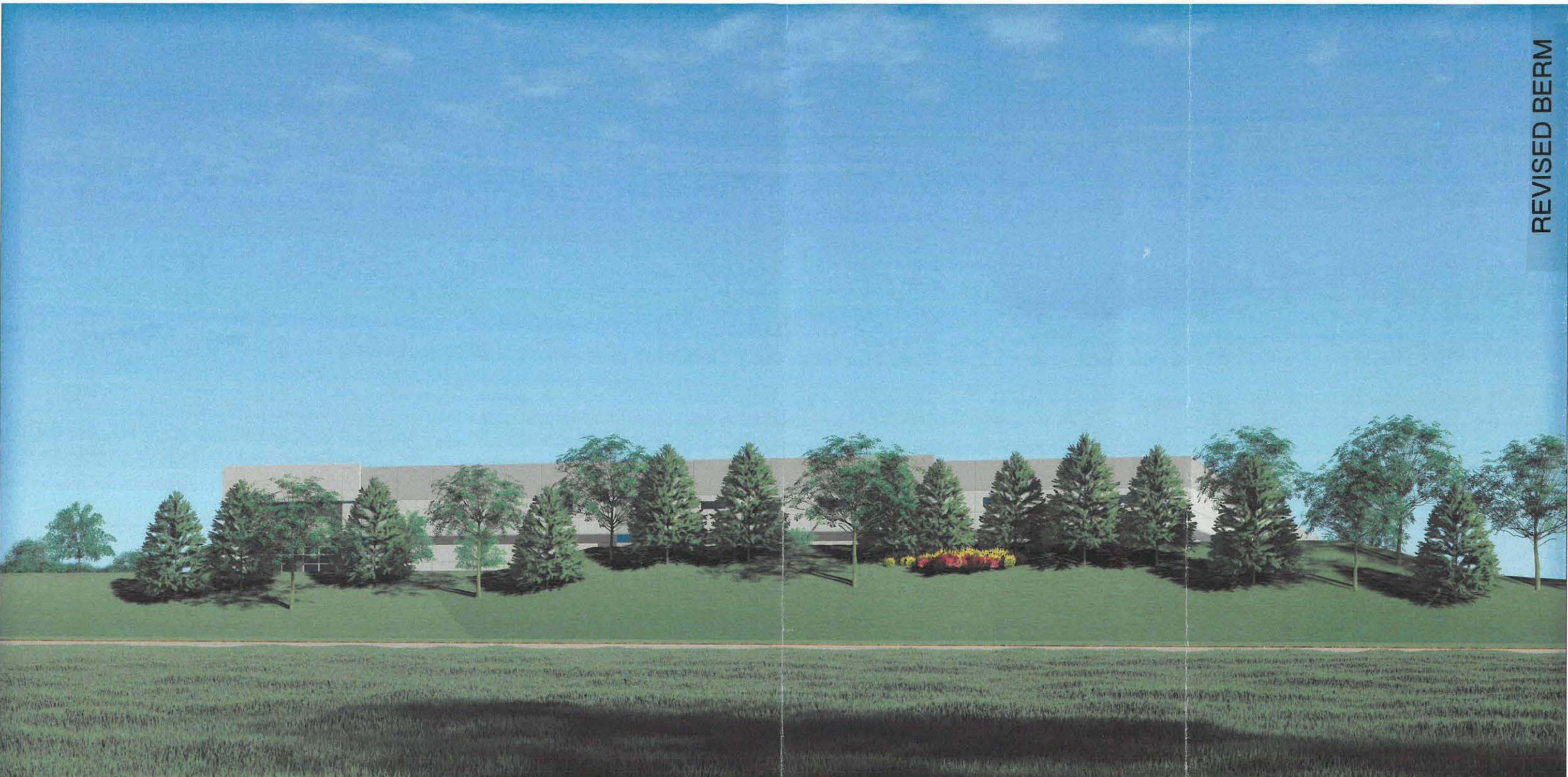
PROJECT NO.
 218255
 DRAWN BY
 KSK
 DATABASE
 218255.DB

SHEET NO.
A0
 1 OF 2 SHEETS



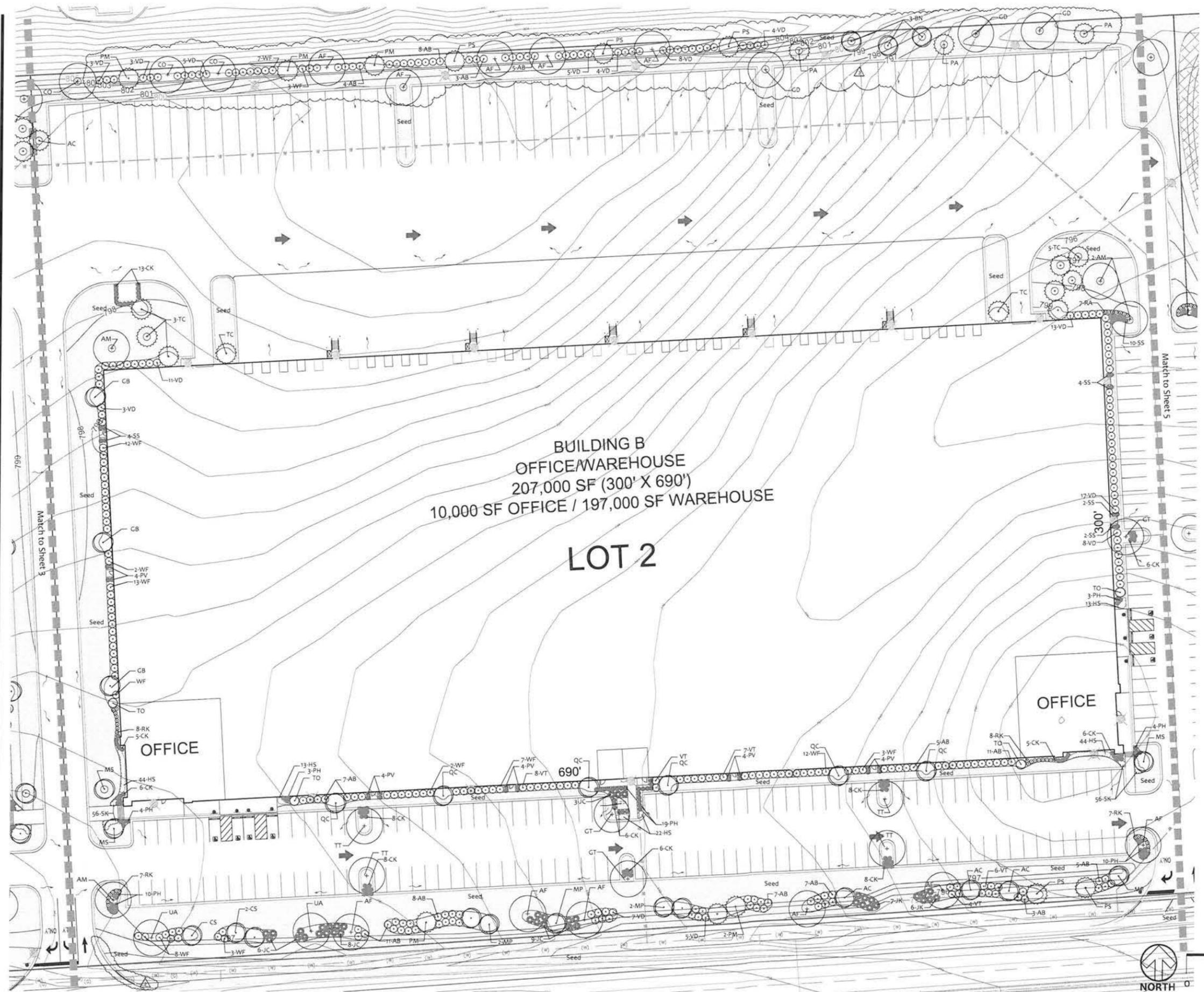
CONCEPTUAL ARCHITECTURAL RENDERING
LOOKING WEST AT EAST ELEVATION OF BUILDING "B"
02-18-2019

BUILDING B
BARTLETT, IL
STEARNS & MUNGER



CONCEPTUAL ARCHITECTURAL RENDERING
LOOKING WEST AT EAST ELEVATION OF BUILDING "B"
04-08-2019

BUILDING B
BARTLETT, IL
STEARNS & MUNGER



KROGSTAD
 LAND DESIGN LIMITED
 LANDSCAPE ARCHITECTURE CONSULTING
 3971 WILSON AVENUE, SUITE 100, BARTLETT, IL 60010
 815.321.1111
 KROGSTADLANDDESIGN.COM



FINAL LANDSCAPE PLAN
STEARNS AND MUNGER
 BARTLETT, IL

REVISIONS	
REV:	1/28/19
△ Per Village	3/29/19

DATE	DEC. 21, 2018
PROJECT	WV1801
DRAWN	KTK
CHECKED	KTK

SHEET NO.
3 of 5



		<p>V3 Companies, Ltd. 7325 James Avenue Woodridge, Illinois 60517 630.774.8200 phone 630.774.8202 fax www.v3co.com</p>		<p>PROJECT NO.: 18205 CLIENT: Logistics Property Company 1 N. Wacker, Suite 1940 Chicago, IL 60606</p>		<p>DATE: 07/19/18 SCALE: See Scale Bar</p>		<p>BASE LAYER: DigitalGlobe Aerial Imagery (2017)</p>		<p>TITLE: Vacant Land at Northeast Corner of Stearns Road and Munger Road Bartlett, Illinois</p>		<p>FIGURE: 9</p>	
<p>75 0 75 150 Feet</p>				<p>PROJECT NO.: 18205</p>		<p>CLIENT: Logistics Property Company</p>		<p>TITLE: Vacant Land at Northeast Corner of Stearns Road and Munger Road Bartlett, Illinois</p>		<p>FIGURE: 9</p>		<p>Wetland (0.07 acres)</p>	
<p>Legend</p>		<p>Data Points</p>		<p>Wetland (0.07 acres)</p>		<p>Wetland Area 1 0.02 acres</p>		<p>Wetland Area 2 0.05 acres</p>		<p>Project Location</p>		<p>Legend</p>	

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 February 14, 2019

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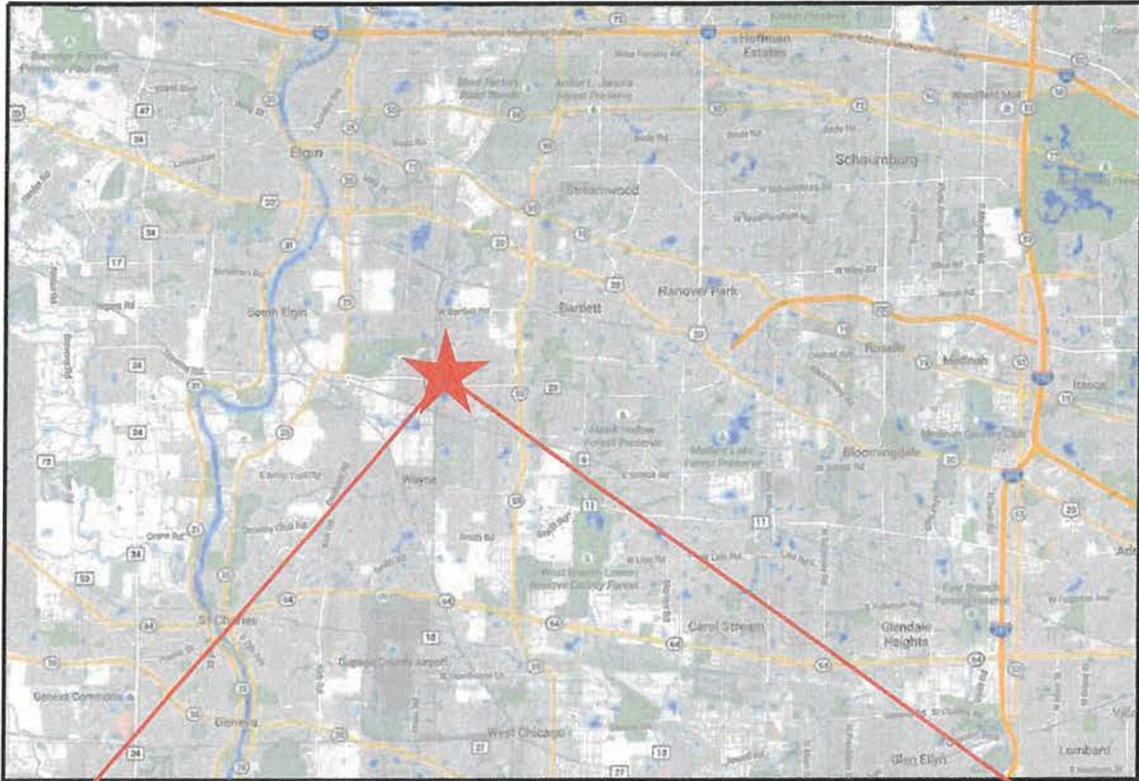
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APPENDICES

Appendix A	Existing Traffic Counts
Appendix B	CMAP Correspondence
Appendix C	Capacity Analysis Worksheets – Existing
Appendix D	Capacity Analysis Worksheets – Background
Appendix E	Capacity Analysis Worksheets – Future with Project
Appendix F	DuPage County DOT Correspondence





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**FIGURE 1
SITE LOCATION MAP**

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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.

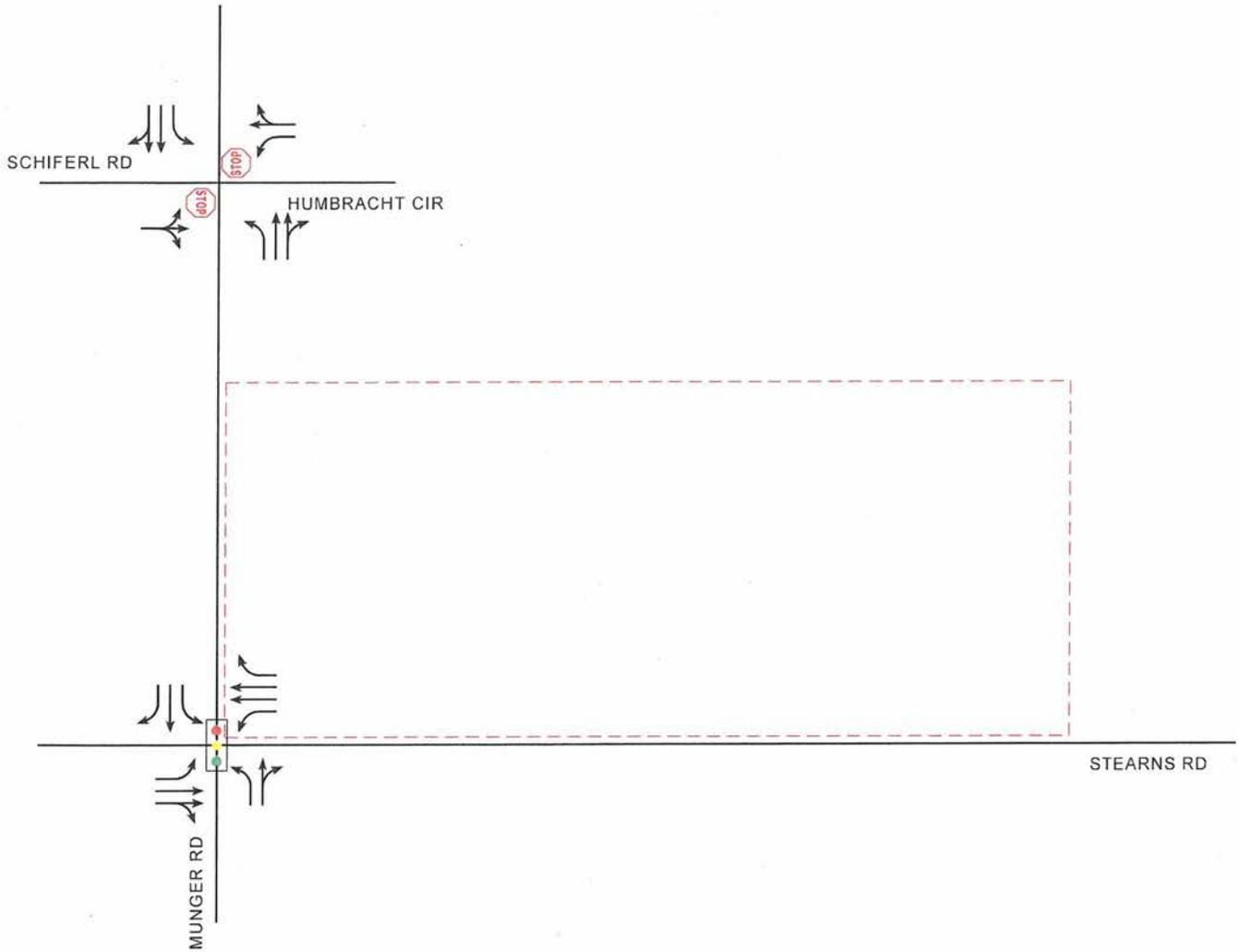
LEGEND

 - EXISTING TRAFFIC SIGNAL

 - EXISTING STOP SIGN

 - PROPOSED TRAFFIC SIGNAL

 - PROPOSED STOP SIGN



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**FIGURE 4
EXISTING LANE CONFIGURATION**

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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 widening is extended so that a five-lane section is carried from the intersection of Stearns and Munger Road to the existing five-lane section approaching Lynnfield Lane. 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.

III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation

The proposed development consists of two new warehouse/distribution buildings with a total area of 414,000 square feet. However, since final end users have not been determined at this time the analysis for this traffic impact study will assume a 440,000 square foot warehouse to maintain conservative results. Project traffic is estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th 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, 10th Edition does not provide any guidance on typical heavy vehicle percentages. However, the ITE Trip Generation Manual, 9th Edition does cite a heavy vehicle percentage of 20 percent for this land use. Therefore, the heavy vehicle proportion is assumed to be 20 percent 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%)	48	14	62	18	47	65
Heavy Vehicle (20%)	12	4	16	4	12	16
Total Trip Generation:	60	18	78	22	59	81

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



substantially lower than the historic growth rates in the area. An evaluation of historical ADT's near the study area is summarized in Table 3.

Table 3: Historical IDOT ADT Growth Rates

Street	Year	IDOT AADT	Annual Rate from Previous Count Year	Annual Rate from First to Last Count Year
Stearns Road at Munger Road	2008	12300	-	9.0%
	2012	16300	8.1%	
	2016	21200	7.5%	

The historical ADT growth on Stearns Road has been significant, with an annual 9 percent growth rate from 2008 to 2016. This high growth rate is associated with major developments within the Brewster Creek Business Park, growth in residential subdivisions in the area, widening of Stearns Road west of the development site, and the reconfiguration of the Stearns Road and Dunham Road intersection. Most significantly, the new alignment of Stearns Road, including the new bridge over the Fox River and connection to Randell Road, first opened to traffic in 2011. This major east-west connection contributed greatly to the increase in volumes on Stearns Road in the study area.

The CMAP models indicate that growth will be sustained into the future, but will slow somewhat compared to the extraordinarily high growth rates that have occurred over the last decade. The rates obtained from the CMAP projects will be used to project the future traffic conditions in the area.

The 2024 background traffic volumes are illustrated in Figure 9.

Future Traffic Volumes

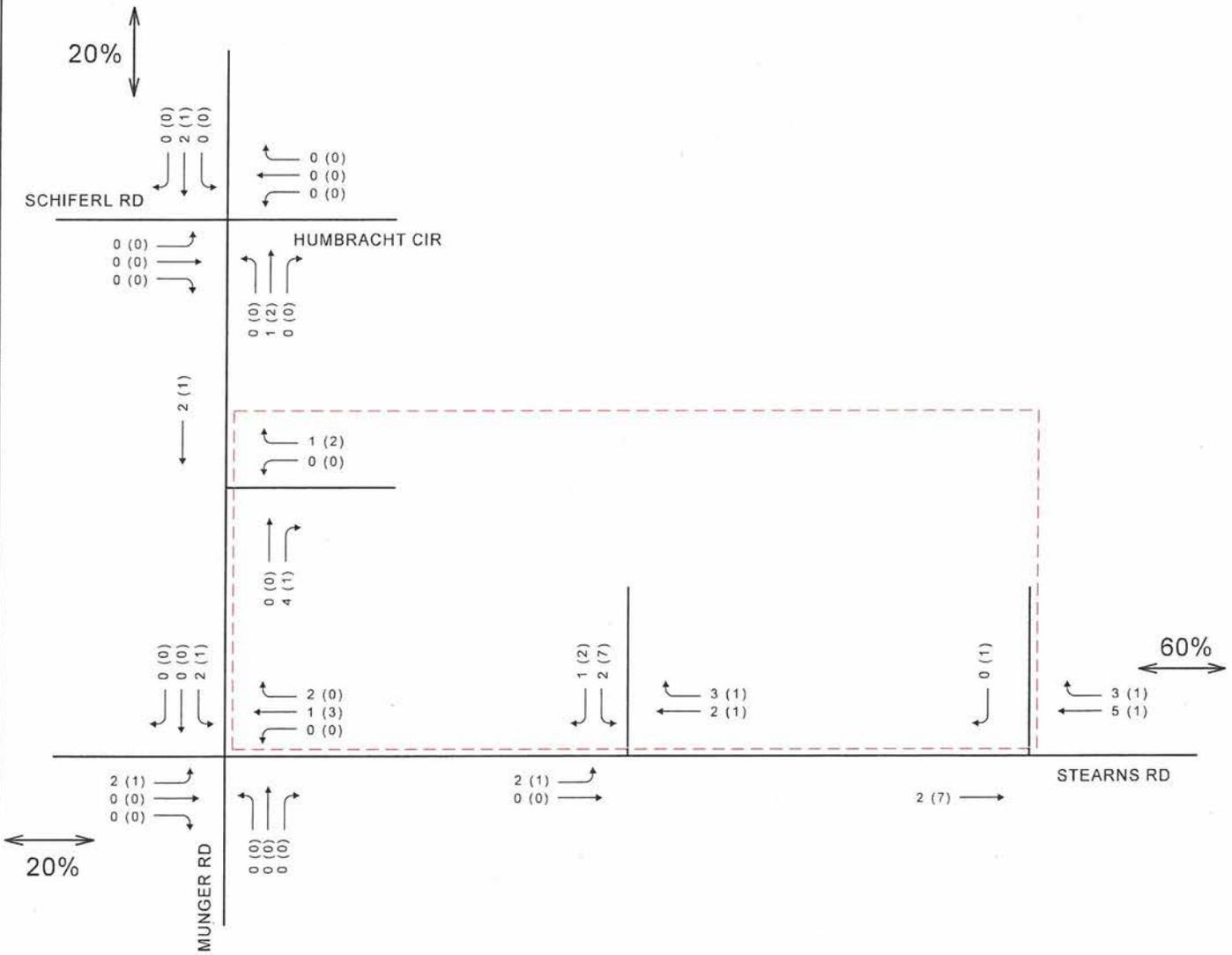
The total project traffic volumes are added to the background volumes to obtain the future with project traffic volumes for the study intersections. Future with project traffic volumes are depicted in Figure 10.



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



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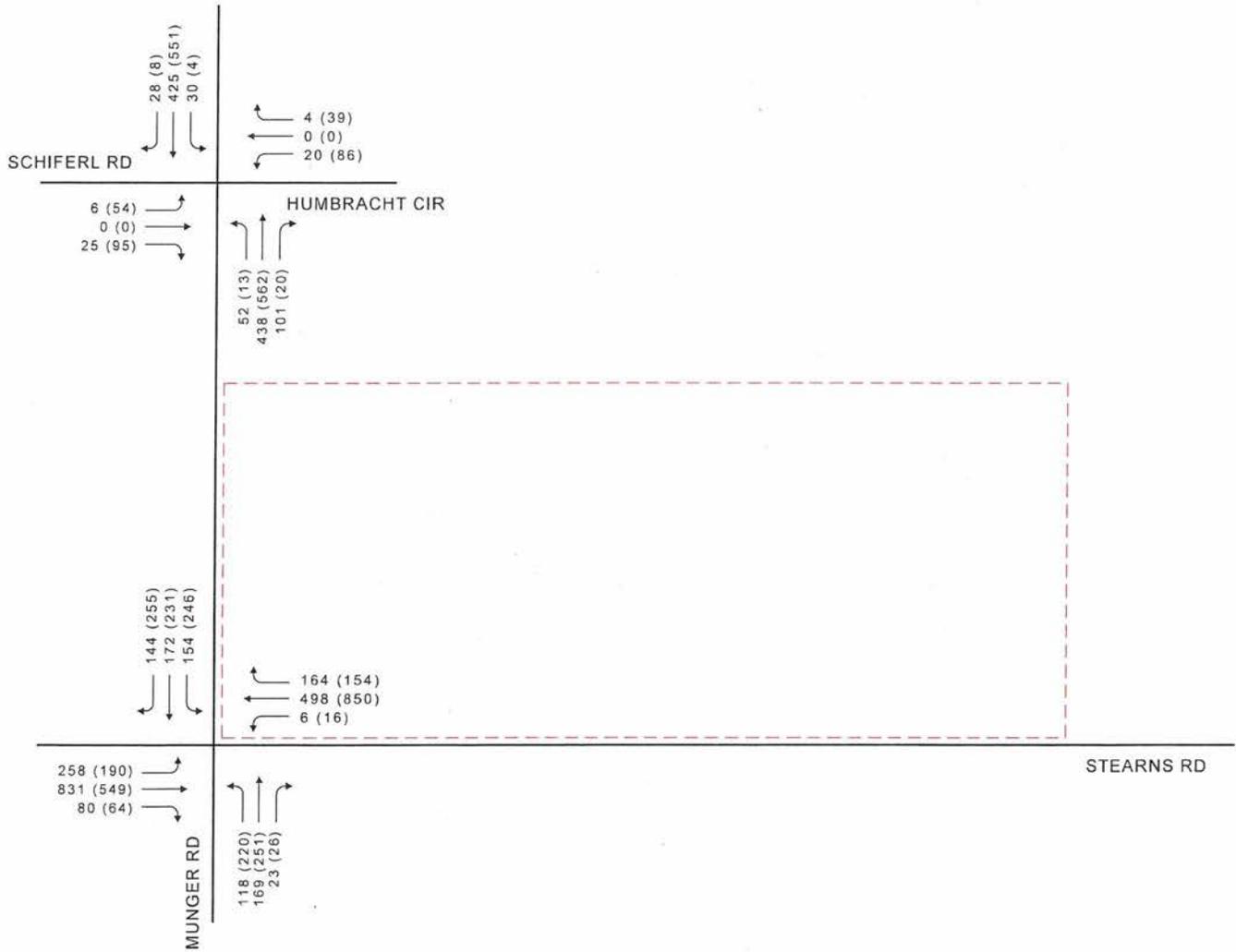
**FIGURE 7
 HEAVY VEHICLE TRIPS**



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 + CMAP GROWTH RATE TO 2024

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**FIGURE 9
 TRAFFIC VOLUMES**



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 4.

Delay increases moderately on all approaches in the background scenario. The intersection remains at LOS C in both the am and pm peak hours. The southbound approach to the intersection falls to LOS D in the pm peak hour. There are no other changes in levels of service.

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, it is concluded that the development of the project site will not have a significant impact on the signalized intersection of Stearns Road and Munger Road.

Table 6: Unsignalized LOS – Munger Road and Humbracht Cir/Schiferl Rd

Intersection / Approach	AM Peak Hour						PM Peak Hour					
	Existing (2018)		Background (2024)		Future w/ Project (2024)		Existing (2018)		Background (2024)		Future w/ Project (2024)	
	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	8.9	A	9.0	A	9.0	A	9.7	A	9.8	A	9.8	A
SB Left	8.8	A	8.9	A	8.9	A	9.6	A	9.6	A	9.7	A
EB L/T/R	14.7	B	14.9	B	15.0	C	25.4	D	26.3	D	26.8	D
WB Left	30.6	D	31.3	D	31.8	D	51.9	F	54.7	F	56.9	F
WB T/R	10.2	B	10.3	B	10.3	B	10.8	B	10.9	B	10.9	B
Munger Road and Driveway 1												
WB Approach	-	-	-	-	11.1	B	-	-	-	-	11.1	B
SB Left	-	-	-	-	-	-	-	-	-	-	-	-
Stearns Road and Driveway 2												
SB Approach	-	-	-	-	18.5	C	-	-	-	-	26.3	D
EB Left	-	-	-	-	9.5	A	-	-	-	-	11.4	B
Stearns Road and Driveway 3												
SB Approach	-	-	-	-	10.7	B	-	-	-	-	12.9	B

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 F. 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.



All queue lengths increase slightly in the background condition, including for the northbound left turn. The projected length of 211 feet in the background condition again exceeds the provided storage, but does not exceed the taper length. Adequate queue storage is provided on all other approaches.

All movements increase slightly with the addition of project related trips. However, the impacts are minimal, with the northbound left queue increasing by only six feet. All other queue storage lengths are adequate in the future with project scenario. Since the impacts are small on the deficient turn lane 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 407,000 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.

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 414,000 square feet. However, the analysis for this traffic impact study will assume a total of 440,000 square feet of warehouse.

The site will be accessible through three proposed driveways: Driveway 1 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 HCS7 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 C 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 F during the pm peak hour. Delays increase slightly for all movements in the background condition, but there are no notable changes in levels of service. The addition of project related traffic increases the left turn delay by 2.2 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 notable 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.

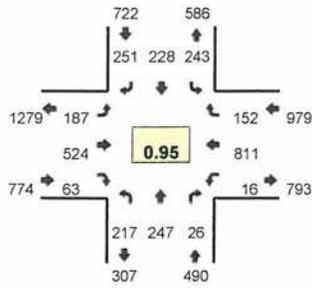
APPENDIX A

EXISTING TRAFFIC COUNTS

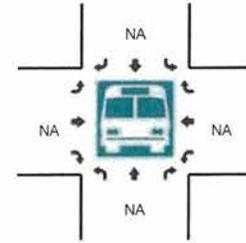
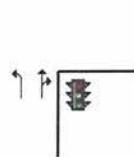
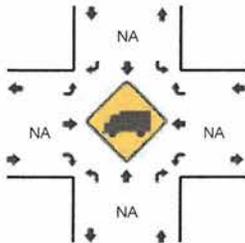
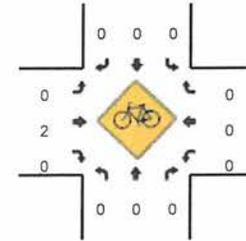
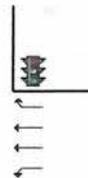
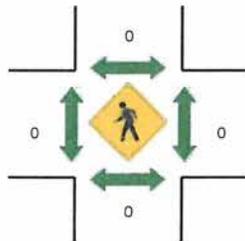
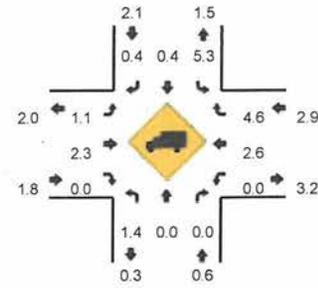


LOCATION: Munger Rd -- Stearns Rd
CITY/STATE: Bartlett, IL

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 Beginning At	Munger Rd (Northbound)				Munger Rd (Southbound)				Stearns Rd (Eastbound)				Stearns Rd (Westbound)				Total	Hourly Totals
	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	0	12	0	0	0	0	8	0	0	0	16	12	0	48
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

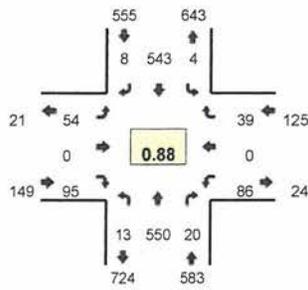
Comments:

Type of peak hour being reported: Intersection Peak

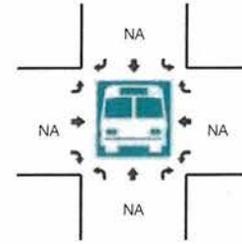
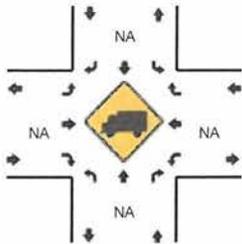
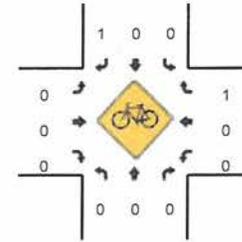
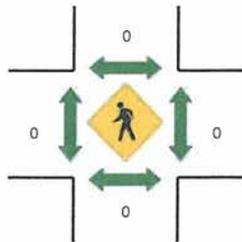
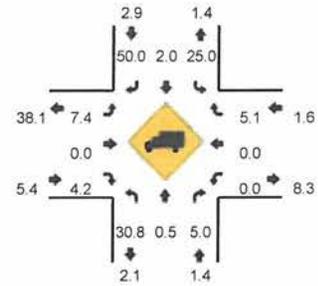
Method for determining peak hour: Total Entering Volume

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



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		
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	0	8	0	0	0	0	16	0	0	0	8	0	40
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
Railroad																	
Stopped Buses																	

Comments:



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

January 25, 2019

Carl Schwarzer, P.E.
Project Engineer
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517

Subject: Stearns Road @ Munger Road
IDOT

Dear Mr. Schwarzer:

In response to a request made on your behalf and dated January 25, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Stearns Rd (@ Munger Rd)	21,200	27,000
Munger Rd north of Stearns Rd	8,300	9,000
Munger Rd south of Stearns Rd	4,500	4,900

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2019_ForecastsTraffic\Bartlett\du-03-19\du-03-19.docx

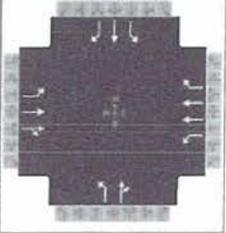
APPENDIX C

CAPACITY ANALYSIS WORKSHEETS
EXISTING



HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	V3 Co.			Duration, h	0.25		
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other		
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81		
Urban Street	Logistics Property Group	Analysis Year	2019	Analysis Period	1 > 7:00		
Intersection	Stearns and Munger	File Name	Stearns and Munger Ex AM.xus				
Project Description	Existing AM						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	254	793	73	6	475	162	116	167	23	152	170	142

Signal Information				Signal Timing Diagram									
Cycle, s	99.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		0.6	7.7	41.1	8.5	3.0	15.6				
		Yellow		3.5	3.5	4.0	3.5	0.0	4.0				
		Red		0.0	0.0	2.0	0.0	0.0	2.0				

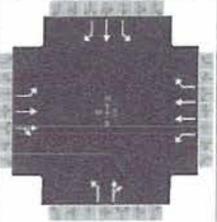
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	15.3	58.3	4.1	47.1	12.0	21.6	15.0	24.6
Change Period, (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.9	5.9	3.0	5.9	3.0	3.0	3.0	3.0
Queue Clearance Time (gs), s	11.4	21.5	2.2	13.6	8.5	14.5	11.4	11.6
Green Extension Time (ge), s	0.3	25.7	0.0	27.5	0.1	1.1	0.1	1.1
Phase Call Probability	1.00	1.00	0.18	1.00	0.98	1.00	0.99	1.00
Max Out Probability	0.02	0.36	0.00	0.30	0.00	0.00	0.06	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	314	543	527	7	586	200	143	235		188	210	175
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1841	1786	1810	1755	1447	1795	1801		1598	1969	1547
Queue Service Time (gs), s	9.4	19.5	19.5	0.2	11.6	7.4	6.5	12.5		9.4	9.6	8.8
Cycle Queue Clearance Time (gc), s	9.4	19.5	19.5	0.2	11.6	7.4	6.5	12.5		9.4	9.6	8.8
Green Ratio (g/C)	0.55	0.53	0.53	0.42	0.42	0.53	0.24	0.16		0.29	0.19	0.31
Capacity (c), veh/h	532	973	944	250	1458	769	311	284		291	370	475
Volume-to-Capacity Ratio (X)	0.589	0.557	0.558	0.030	0.402	0.260	0.461	0.825		0.645	0.567	0.369
Back of Queue (Q), ft/ln (95 th percentile)	149.2	296.1	280.1	4.2	212.4	107.8	126.2	244.6		177.1	203.2	146.6
Back of Queue (Q), veh/ln (95 th percentile)	5.9	11.5	11.2	0.2	7.9	3.9	5.0	9.5		6.3	8.0	5.6
Queue Storage Ratio (RQ) (95 th percentile)	0.57	0.00	0.00	0.02	0.00	0.36	1.80	0.00		0.57	0.00	0.00
Uniform Delay (d1), s/veh	13.4	15.6	15.6	17.2	20.3	12.6	31.2	40.4		29.6	36.6	26.8
Incremental Delay (d2), s/veh	0.4	0.2	0.2	0.0	0.1	0.1	0.4	2.3		0.9	0.5	0.2
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	13.8	15.8	15.8	17.2	20.4	12.7	31.6	42.7		30.5	37.1	27.0
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	15.3		B	18.4		B	38.5		D	31.8		C
Intersection Delay, s/veh / LOS	21.9						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.89		B	2.10		B	2.45		B	2.30		B
Bicycle LOS Score / LOS	1.63		B	1.14		A	1.11		A	1.43		A

HCS7 Signalized Intersection Results Graphical Summary

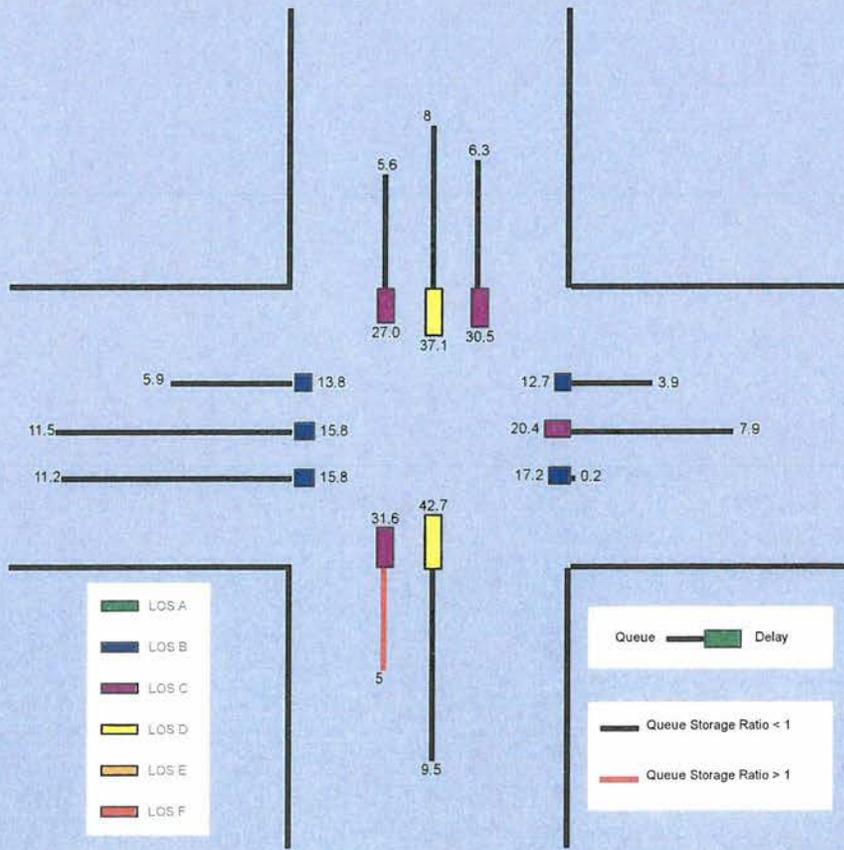
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81
Urban Street	Logistics Property Group	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Ex AM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	254	793	73	6	475	162	116	167	23	152	170	142

Signal Information				Signal Timing (s)								Signal Phases											
Cycle, s	99.0	Reference Phase	2	Green	0.6	7.7	41.1	8.5	3.0	15.6	Yellow	3.5	3.5	4.0	3.5	0.0	4.0	Red	0.0	0.0	2.0	0.0	2.0
Offset, s	0	Reference Point	End																				
Uncoordinated	Yes	Simult. Gap E/W	On																				
Force Mode	Fixed	Simult. Gap N/S	On																				

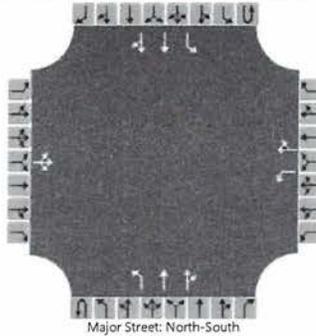
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	149.2	296.1	280.1	4.2	212.4	107.8	126.2	244.6		177.1	203.2	146.6
Back of Queue (Q), veh/ln (95 th percentile)	5.9	11.5	11.2	0.2	7.9	3.9	5.0	9.5		6.3	8.0	5.6
Queue Storage Ratio (RQ) (95 th percentile)	0.57	0.00	0.00	0.02	0.00	0.36	1.80	0.00		0.57	0.00	0.00
Control Delay (d), s/veh	13.8	15.8	15.8	17.2	20.4	12.7	31.6	42.7		30.5	37.1	27.0
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	15.3	B		18.4	B		38.5	D		31.8	C	
Intersection Delay, s/veh / LOS	21.9						C					



HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	CAS	Intersection	STEARNS AND HUMBRACHT
Agency/Co.	V3 CO	Jurisdiction	DUDOT
Date Performed	2/13/2019	East/West Street	HUMBRACHT/SCHIFERL
Analysis Year	2019	North/South Street	MUNGER ROAD
Time Analyzed	Existing AM PH	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	LOGISTICS PROPERTY CO		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	1	2	0	
Configuration			LTR			L		TR		L	T	TR		L	T	TR	
Volume (veh/h)		6	0	25		20	0	4	0	52	430	101	0	30	419	28	
Percent Heavy Vehicles (%)		38	0	29		13	0	0	0	12			0	0			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

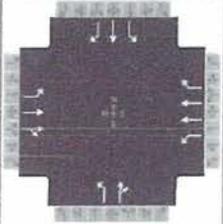
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		8.26	6.50	7.48		7.76	6.50	6.90		4.34				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.88	4.00	3.59		3.63	4.00	3.30		2.32				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			36			23		5		60				35			
Capacity, c (veh/h)			407			164		693		976				972			
v/c Ratio			0.09			0.14		0.01		0.06				0.04			
95% Queue Length, Q ₉₅ (veh)			0.3			0.5		0.0		0.2				0.1			
Control Delay (s/veh)			14.7			30.6		10.2		8.9				8.8			
Level of Service (LOS)			B			D		B		A				A			
Approach Delay (s/veh)		14.7				27.2				0.8				0.6			
Approach LOS		B				D											

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Ex PM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	187	524	63	16	811	152	217	247	26	243	228	251

Signal Information				Signal Timing (s)									
Cycle, s	102.3	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.1	3.7	42.2	12.6	1.6	18.7			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.9	55.4	4.6	48.2	16.1	24.7	17.6	26.3
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.9	6.0	3.0	6.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g _s), s	8.1	12.8	2.6	20.0	12.4	17.2	14.0	16.6
Green Extension Time (g _e), s	0.2	23.2	0.0	22.2	0.2	1.4	0.1	1.4
Phase Call Probability	1.00	1.00	0.38	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	0.17	0.00	0.22	0.22	0.00	0.99	0.00

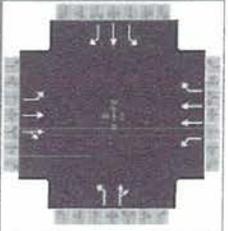
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	197	314	304	17	854	160	228	287		256	240	264
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1870	1800	1810	1859	1547	1795	1868		1739	1984	1598
Queue Service Time (g _s), s	6.1	10.7	10.8	0.6	18.0	5.3	10.4	15.2		12.0	11.3	14.6
Cycle Queue Clearance Time (g _c), s	6.1	10.7	10.8	0.6	18.0	5.3	10.4	15.2		12.0	11.3	14.6
Green Ratio (g/C)	0.51	0.48	0.48	0.42	0.41	0.55	0.31	0.18		0.32	0.20	0.28
Capacity (c), veh/h	371	902	868	384	1532	851	370	341		347	393	447
Volume-to-Capacity Ratio (X)	0.530	0.348	0.350	0.044	0.557	0.188	0.618	0.842		0.737	0.610	0.591
Back of Queue (Q), ft/ln (95 th percentile)	102.7	190	181.3	9.9	301.2	77.6	198.5	285.1		234.1	231.5	235.1
Back of Queue (Q), veh/ln (95 th percentile)	4.1	7.5	7.3	0.4	11.8	3.0	7.9	11.4		9.0	9.2	9.3
Queue Storage Ratio (RQ) (95 th percentile)	0.40	0.00	0.00	0.06	0.00	0.26	2.84	0.00		0.76	0.00	0.00
Uniform Delay (d ₁), s/veh	16.4	16.5	16.5	17.4	23.0	11.6	29.1	40.4		29.1	37.5	31.8
Incremental Delay (d ₂), s/veh	0.4	0.1	0.1	0.0	0.1	0.0	0.8	2.2		4.9	0.6	0.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	16.9	16.6	16.6	17.4	23.1	11.6	29.9	42.6		34.0	38.0	32.3
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	16.7		B	21.2		C	37.0		D	34.7		C
Intersection Delay, s/veh / LOS	25.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.10	B	2.45	B	2.30	B
Bicycle LOS Score / LOS	1.16	A	1.34	A	1.34	A	1.74	B

HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2019	Analysis Period	1 > 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Ex PM.xus		
Project Description	Existing PM				



Demand Information

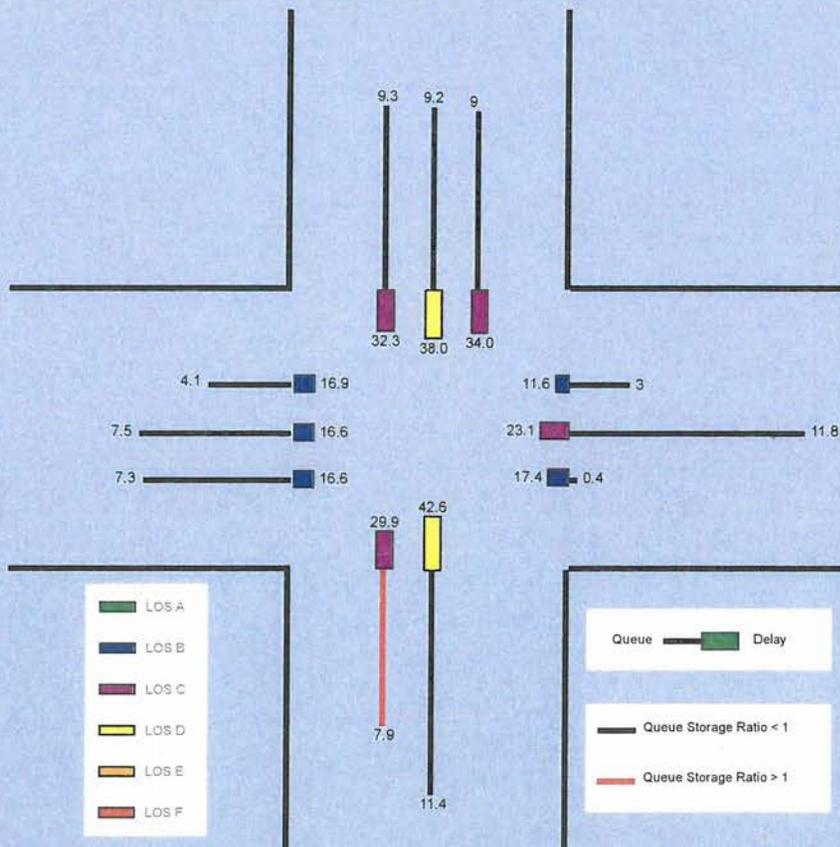
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	187	524	63	16	811	152	217	247	26	243	228	251

Signal Information

Cycle, s	102.3	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.1	3.7	42.2	12.6	1.6	18.7			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

Movement Group Results

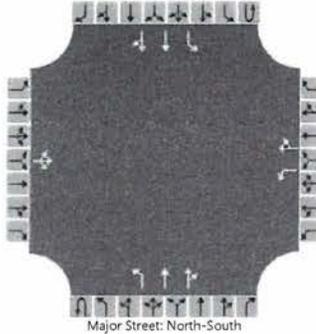
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	102.7	190	181.3	9.9	301.2	77.6	198.5	285.1		234.1	231.5	235.1
Back of Queue (Q), veh/ln (95 th percentile)	4.1	7.5	7.3	0.4	11.8	3.0	7.9	11.4		9.0	9.2	9.3
Queue Storage Ratio (RQ) (95 th percentile)	0.40	0.00	0.00	0.06	0.00	0.26	2.84	0.00		0.76	0.00	0.00
Control Delay (d), s/veh	16.9	16.6	16.6	17.4	23.1	11.6	29.9	42.6		34.0	38.0	32.3
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	16.7		B	21.2		C	37.0		D	34.7		C
Intersection Delay, s/veh / LOS	25.9						C					



HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	CAS	Intersection	STEARNS AND HUMBRACKT
Agency/Co.	V3 CO	Jurisdiction	DUDOT
Date Performed	2/13/2019	East/West Street	HUMBRACKT/SCHIFERL
Analysis Year	2024	North/South Street	MUNGER ROAD
Time Analyzed	Existing AM PH	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	LOGISTICS PROPERTY CO		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	1	2	0	
Configuration			LTR			L		TR		L	T	TR		L	T	TR	
Volume (veh/h)		54	0	95		86	0	39	0	13	553	20	0	4	541	8	
Percent Heavy Vehicles (%)		7	0	4		0	0	5	0	31			0	25			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

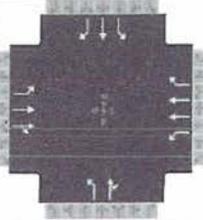
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.64	6.50	6.98		7.50	6.50	7.00		4.72				4.60		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.57	4.00	3.34		3.50	4.00	3.35		2.51				2.45		

Delay, Queue Length, and Level of Service

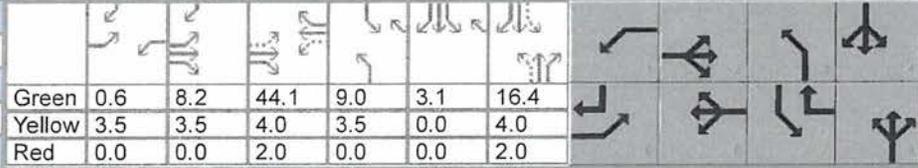
Flow Rate, v (veh/h)			169			98		44		15				5			
Capacity, c (veh/h)			342			169		661		781				792			
v/c Ratio			0.49			0.58		0.07		0.02				0.01			
95% Queue Length, Q ₉₅ (veh)			2.6			3.1		0.2		0.1				0.0			
Control Delay (s/veh)			25.4			51.9		10.8		9.7				9.6			
Level of Service (LOS)			D			F		B		A				A			
Approach Delay (s/veh)		25.4				39.1				0.2				0.1			
Approach LOS		D				E											

HCS7 Signalized Intersection Input Data

General Information						Intersection Information					
Agency	V3 Co.					Duration, h	0.25				
Analyst	CAS	Analysis Date	Feb 13, 2019			Area Type	Other				
Jurisdiction	DUDOT	Time Period	Existing AM PH			PHF	0.81				
Urban Street	Logistics Property Group		Analysis Year	2024		Analysis Period	1 > 7:00				
Intersection	Stearns and Munger		File Name	Stearns and Munger Bg AM.xus							
Project Description	Background AM										



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	258	831	80	6	498	164	118	169	23	154	172	144

Signal Information																								
Cycle, s	103.8	Reference Phase	2	Green	0.6	8.2	44.1	9.0	3.1	16.4	Yellow	3.5	3.5	4.0	3.5	0.0	4.0	Red	0.0	0.0	2.0	0.0	0.0	2.0
Offset, s	0	Reference Point	End	Uncoordinated	Yes	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On													

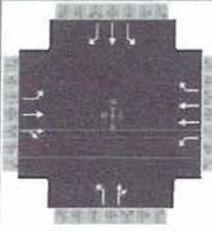
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	258	831	80	6	498	164	118	169	23	154	172	144
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	2	4		0	10	13	1	4		15	2	5
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	260	0		170	0	300	70	0		310	0	0
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	45	45	45	35	35	35	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	19.0	71.0	19.0	71.0	17.0	38.0	17.0	38.0
Yellow Change Interval (Y), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (l _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (P _C), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	V3 Co.			Duration, h	0.25		
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other		
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81		
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1 > 7:00		
Intersection	Stearns and Munger	File Name	Stearns and Munger Bg AM.xus				
Project Description	Background AM						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	258	831	80	6	498	164	118	169	23	154	172	144

Signal Information													
Cycle, s	103.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		0.6	8.2	44.1	9.0	3.1	16.4				
		Yellow		3.5	3.5	4.0	3.5	0.0	4.0				
		Red		0.0	0.0	2.0	0.0	0.0	2.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.969	1.000	1.000	0.922	0.899	0.992	0.969	1.000	0.883	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.969	0.969		0.000	0.847		0.979	0.979		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	3306	318	1810	3511	1447	1795	1586	216	1598	1969	1547
Proportion of Vehicles Arriving on Green (P)	0.12	0.54	0.54	0.01	0.42	0.42	0.09	0.16	0.16	0.12	0.19	0.19
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04		0.06	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (tL)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.56	0.54	0.43	0.42	0.24	0.16	0.29	0.19
Permitted Saturation Flow Rate (s _p), veh/h/ln	808	0	509	0	1178	0	1025	0
Shared Saturation Flow Rate (s _{sh}), veh/h/ln								
Permitted Effective Green Time (g _p), s	46.2	0.0	44.2	0.0	16.4	0.0	18.0	0.0
Permitted Service Time (g _u), s	31.5	0.0	32.2	0.0	7.4	0.0	3.2	0.0
Permitted Queue Service Time (g _{ps}), s	9.6		0.2		1.3		3.2	
Time to First Blockage (g _r), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g _{fs}), s								
Protected Right Saturation Flow (s _R), veh/h/ln				1447				1547
Protected Right Effective Green Time (g _R), s				12.1				12.3

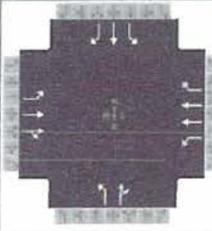
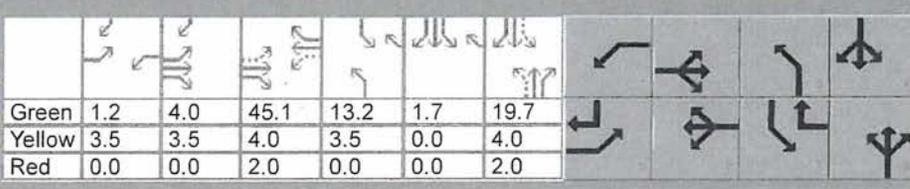
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.097	0.000	0.114	0.000	0.145	0.000	0.142
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1074.96	11.11	849.94	17.17	315.38	36.84	375.53	34.25
Bicycle F_w / F_v	-3.64	1.19	-3.64	0.68	-3.64	0.63	-3.64	0.96

--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

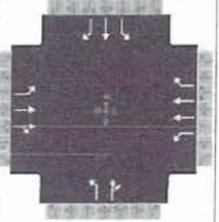
--- Comments ---

HCS7 Signalized Intersection Input Data

General Information				Intersection Information											
Agency	V3 Co.			Duration, h	0.25										
Analyst	CAS	Analysis Date	Feb 14, 2019	Area Type	Other										
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95										
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1 > 7:00										
Intersection	Stearns and Munger	File Name	Stearns and Munger Bg PM.xus												
Project Description	Background PM														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				190	549	64	16	850	154	220	251	26	246	231	255
Signal Information															
Cycle, s	107.4	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
Green	1.2	4.0	45.1	13.2	1.7	19.7									
Yellow	3.5	3.5	4.0	3.5	0.0	4.0									
Red	0.0	0.0	2.0	0.0	0.0	2.0									
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				190	549	64	16	850	154	220	251	26	246	231	255
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	2000	1900	
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				1	2		0	3	5	1	0		5	1	1
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft				260	0		170	0	300	70	0		310	0	0
Grade (Pg), %					0			0			0			0	
Speed Limit, mi/h				50	50	50	45	45	45	35	35	35	40	40	40
Phase Information				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Maximum Green (G _{max}) or Phase Split, s				19.0	71.0	19.0	71.0	17.0	38.0	17.0	38.0				
Yellow Change Interval (Y), s				3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0				
Red Clearance Interval (R _c), s				0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0				
Minimum Green (G _{min}), s				3	15	3	15	3	8	3	8				
Start-Up Lost Time (lt), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Extension of Effective Green (e), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Passage (PT), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Recall Mode				Off	Ped	Off	Min	Off	Off	Off	Off				
Dual Entry				No	Yes	No	Yes	No	Yes	No	Yes				
Walk (Walk), s					0.0		0.0		0.0		0.0				
Pedestrian Clearance Time (PC), s					0.0		0.0		0.0		0.0				
Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No	0.50	No	0.50	No	0.50	No	0.50	No	0.50	No	0.50

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 14, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Bg PM.xus		
Project Description	Background PM				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	190	549	64	16	850	154	220	251	26	246	231	255

Signal Information													
Cycle, s	107.4	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.2	4.0	45.1	13.2	1.7	19.7			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.984	1.000	1.000	0.977	0.961	0.992	1.000	1.000	0.961	0.992	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.963	0.963		0.000	0.847		0.983	0.983		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1795	3289	383	1810	3719	1547	1795	1693	175	1739	1984	1598
Proportion of Vehicles Arriving on Green (P)	0.08	0.49	0.49	0.01	0.42	0.42	0.12	0.18	0.18	0.14	0.20	0.20
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.04		0.21	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (tL)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.52	0.49	0.43	0.42	0.31	0.18	0.32	0.20
Permitted Saturation Flow Rate (s _p), veh/h/ln	627	0	798	0	1146	0	1062	0
Shared Saturation Flow Rate (s _{sh}), veh/h/ln								
Permitted Effective Green Time (g _p), s	47.2	0.0	45.2	0.0	19.7	0.0	19.9	0.0
Permitted Service Time (g _u), s	25.4	0.0	39.1	0.0	7.4	0.0	3.5	0.0
Permitted Queue Service Time (g _{ps}), s	10.2		0.1		3.1		3.5	
Time to First Blockage (g _t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g _{ts}), s								
Protected Right Saturation Flow (s _R), veh/h/ln				1547				1598
Protected Right Effective Green Time (g _R), s				14.9				8.7

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.106	0.000	0.116	0.000	0.143	0.000	0.142
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	980.33	13.96	840.66	18.04	366.92	35.80	397.69	34.46
Bicycle F_w / F_v	-3.64	0.70	-3.64	0.89	-3.64	0.86	-3.64	1.27

--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

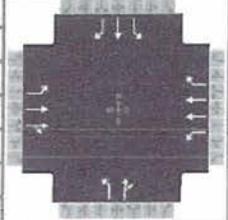
--- Comments ---

APPENDIX E

CAPACITY ANALYSIS WORKSHEETS
FUTURE WITH PROJECT

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger FwP AM.xus		
Project Description	Future with Project AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	269	839	80	7	504	166	118	171	25	163	172	144

Signal Information																
Cycle, s	107.4	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.7	9.0	45.1	9.2	0.3	17.2						
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	3.5	4.0						
				Red	0.0	0.0	2.0	0.0	0.0	2.0						

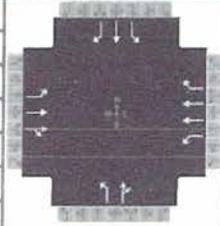
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	16.7	63.6	4.2	51.1	12.7	23.2	16.5	26.9
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.9	5.9	3.0	5.9	3.0	3.0	3.0	3.0
Queue Clearance Time (g _s), s	12.8	24.7	2.3	15.4	9.2	16.0	12.9	12.5
Green Extension Time (g _e), s	0.3	26.9	0.0	29.7	0.1	1.1	0.1	1.1
Phase Call Probability	1.00	1.00	0.23	1.00	0.99	1.00	1.00	1.00
Max Out Probability	0.06	0.45	0.00	0.38	0.00	0.00	0.30	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	332	576	559	9	622	205	146	242		201	212	178
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1841	1784	1810	1755	1447	1795	1799		1598	1969	1547
Queue Service Time (g _s), s	10.8	22.7	22.7	0.3	13.4	8.1	7.2	14.0		10.9	10.5	9.5
Cycle Queue Clearance Time (g _c), s	10.8	22.7	22.7	0.3	13.4	8.1	7.2	14.0		10.9	10.5	9.5
Green Ratio (g/C)	0.56	0.54	0.54	0.43	0.42	0.54	0.25	0.16		0.30	0.19	0.32
Capacity (c), veh/h	522	987	957	233	1474	782	314	288		290	384	492
Volume-to-Capacity Ratio (X)	0.636	0.583	0.584	0.037	0.422	0.262	0.463	0.841		0.694	0.553	0.362
Back of Queue (Q), ft/ln (95 th percentile)	179.3	342.2	323.5	5.4	241.7	120.9	141.1	270.6		215.2	219.3	161.1
Back of Queue (Q), veh/ln (95 th percentile)	7.1	13.3	12.9	0.2	9.0	4.4	5.6	10.5		7.7	8.6	6.2
Queue Storage Ratio (RQ) (95 th percentile)	0.69	0.00	0.00	0.03	0.00	0.40	2.02	0.00		0.69	0.00	0.00
Uniform Delay (d ₁), s/veh	14.6	16.8	16.8	18.5	22.0	13.2	33.7	43.9		31.7	39.0	28.3
Incremental Delay (d ₂), s/veh	0.9	0.2	0.2	0.0	0.1	0.1	0.4	2.6		3.0	0.5	0.2
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	15.5	17.0	17.0	18.5	22.1	13.3	34.1	46.4		34.7	39.5	28.4
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	16.7		B	19.9		B	41.8		D	34.5		C
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.10	B	2.46	B	2.30	B
Bicycle LOS Score / LOS	1.70	B	1.18	A	1.13	A	1.46	A

HCS7 Signalized Intersection Results Graphical Summary

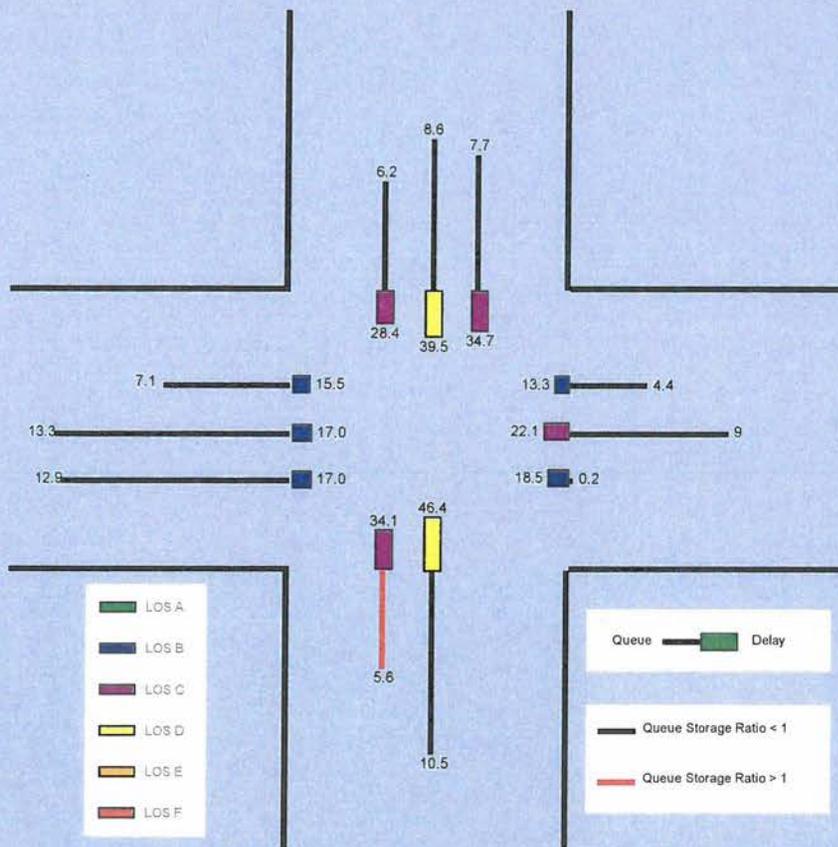
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger FwP AM.xus		
Project Description	Future with Project AM				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	269	839	80	7	504	166	118	171	25	163	172	144

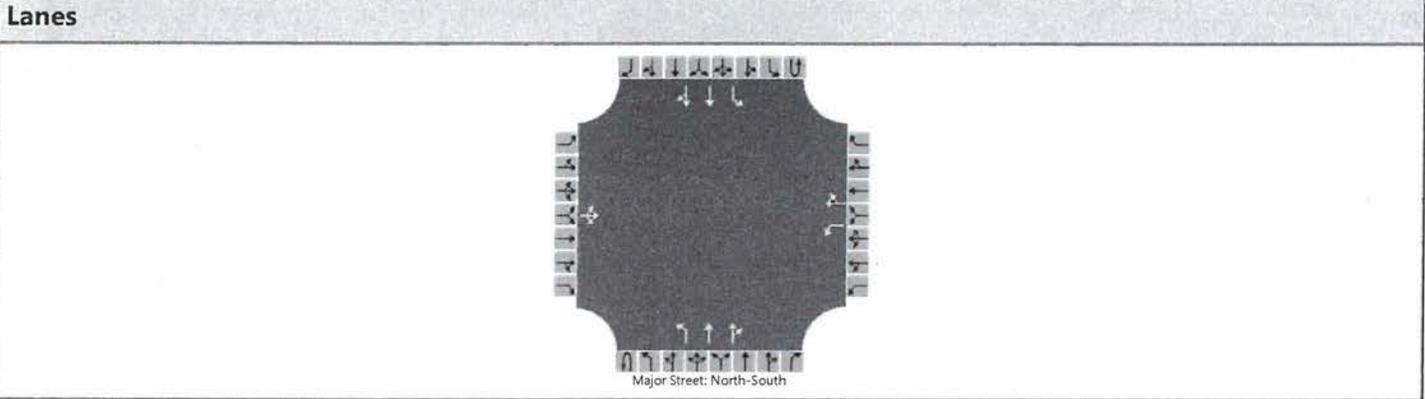
Signal Information													
Cycle, s	107.4	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.7	9.0	45.1	9.2	0.3	17.2			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	3.5	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	179.3	342.2	323.5	5.4	241.7	120.9	141.1	270.6		215.2	219.3	161.1
Back of Queue (Q), veh/ln (95 th percentile)	7.1	13.3	12.9	0.2	9.0	4.4	5.6	10.5		7.7	8.6	6.2
Queue Storage Ratio (RQ) (95 th percentile)	0.69	0.00	0.00	0.03	0.00	0.40	2.02	0.00		0.69	0.00	0.00
Control Delay (d), s/veh	15.5	17.0	17.0	18.5	22.1	13.3	34.1	46.4		34.7	39.5	28.4
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	16.7		B	19.9		B	41.8		D	34.5		C
Intersection Delay, s/veh / LOS	23.7						C					



HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CAS			Intersection	STEARNS AND HUMBRACHT		
Agency/Co.	V3 CO			Jurisdiction	DUDOT		
Date Performed	2/13/2019			East/West Street	HUMBRACHT/SCHIFERL		
Analysis Year	2024			North/South Street	MUNGER ROAD		
Time Analyzed	FUTURE WITH PROJECT AM PH			Peak Hour Factor	0.86		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	LOGISTICS PROPERTY CO						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	1	2	0	
Configuration			LTR			L		TR		L	T	TR		L	T	TR	
Volume (veh/h)		6	0	25		20	0	4	0	52	441	101	0	30	434	28	
Percent Heavy Vehicles (%)		38	0	29		13	0	0	0	12			0	0			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		8.26	6.50	7.48		7.76	6.50	6.90		4.34				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.88	4.00	3.59		3.63	4.00	3.30		2.32				2.20		

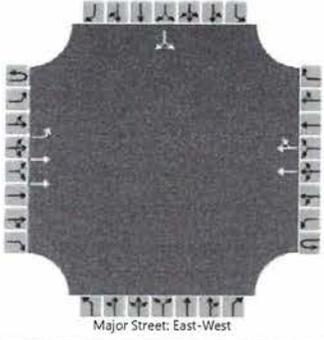
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			36			23		5		60				35			
Capacity, c (veh/h)			395			157		687		961				962			
v/c Ratio			0.09			0.15		0.01		0.06				0.04			
95% Queue Length, Q ₉₅ (veh)			0.3			0.5		0.0		0.2				0.1			
Control Delay (s/veh)			15.0			31.8		10.3		9.0				8.9			
Level of Service (LOS)			C			D		B		A				A			
Approach Delay (s/veh)		15.0				28.2				0.8				0.5			
Approach LOS		C				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	CAS	Intersection	STEARNS RD AND DRIVEWAY 2
Agency/Co.	V3	Jurisdiction	DUDOT
Date Performed	2/14/2019	East/West Street	STEARNS ROAD
Analysis Year	2024	North/South Street	DRIVEWAY 2
Time Analyzed	FUTURE WITH PROJECT AM PH	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	LOGISTICS PROPERTY GROUP		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	19	1008				675	13						8		2
Percent Heavy Vehicles (%)	0	11												25		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage					Left Only											1

Critical and Follow-up Headways

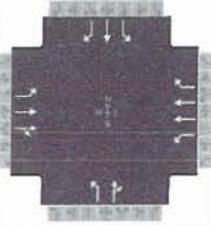
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.32												7.30		7.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.31												3.75		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20														11	
Capacity, c (veh/h)		817														277	
v/c Ratio		0.02														0.04	
95% Queue Length, Q ₉₅ (veh)		0.1														0.1	
Control Delay (s/veh)		9.5														18.5	
Level of Service (LOS)		A														C	
Approach Delay (s/veh)		0.2												18.5			
Approach LOS													C				

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 14, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger FwP PM.xus		
Project Description	Future with Project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	195	552	64	21	869	154	220	252	27	249	231	255

Signal Information				Signal Timing (s)								Signal Phases												
Cycle, s	110.0	Reference Phase	2	Green	1.5	4.0	46.4	13.5	1.8	20.2	Yellow	3.5	3.5	4.0	3.5	0.0	4.0	Red	0.0	0.0	2.0	0.0	0.0	2.0
Offset, s	0	Reference Point	End																					
Uncoordinated	Yes	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					

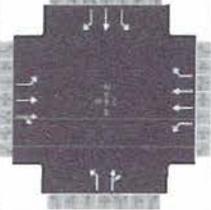
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	195	552	64	21	869	154	220	252	27	249	231	255
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	1	2		0	3	5	1	0		5	1	1
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	260	0		170	0	300	70	0		310	0	0
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	45	45	45	35	35	35	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	19.0	71.0	19.0	71.0	17.0	38.0	17.0	38.0
Yellow Change Interval (Y), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (lt), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Ped	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 14, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger FwP PM.xus		
Project Description	Future with Project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	195	552	64	21	869	154	220	252	27	249	231	255

Signal Information												
Cycle, s	110.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.5	4.0	46.4	13.5	1.8	20.2		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	2.0	0.0	0.0	2.0		

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVG})	0.992	0.984	1.000	1.000	0.977	0.961	0.992	1.000	1.000	0.961	0.992	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.963	0.963		0.000	0.847		0.983	0.983		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1795	3291	381	1810	3719	1547	1795	1687	181	1739	1984	1598
Proportion of Vehicles Arriving on Green (P)	0.08	0.49	0.49	0.01	0.42	0.42	0.12	0.18	0.18	0.14	0.20	0.20
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.04		0.24	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.52	0.49	0.44	0.42	0.31	0.18	0.33	0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	615	0	795	0	1146	0	1060	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	48.5	0.0	46.5	0.0	20.3	0.0	20.6	0.0
Permitted Service Time (g_u), s	25.7	0.0	40.1	0.0	7.8	0.0	3.5	0.0
Permitted Queue Service Time (g_{ps}), s	11.4		0.2		3.1		3.5	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1547				1598
Protected Right Effective Green Time (g_R), s				15.3				9.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.107	0.000	0.117	0.000	0.144	0.000	0.143
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	981.68	14.25	844.64	18.35	367.95	36.61	401.03	35.14
Bicycle F_w / F_v	-3.64	0.70	-3.64	0.91	-3.64	0.87	-3.64	1.28

--- Messages ---

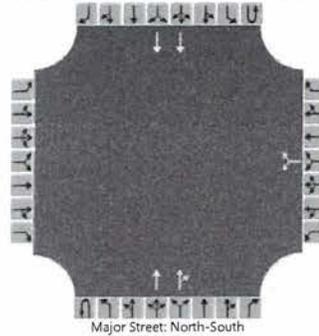
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	CAS	Intersection	MUNGER ROAD AND DRIVEWAY
Agency/Co.	V3 CO	Jurisdiction	DUDOT
Date Performed	2/14/2019	East/West Street	DRIVEWAY 1
Analysis Year	2024	North/South Street	MUNGER ROAD
Time Analyzed	FUTURE WITH PROJECT PM PH	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	LOGISTICS PROPERTY CO		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR			T	
Volume (veh/h)						0		9			595	6				735
Percent Heavy Vehicles (%)						0		33								
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

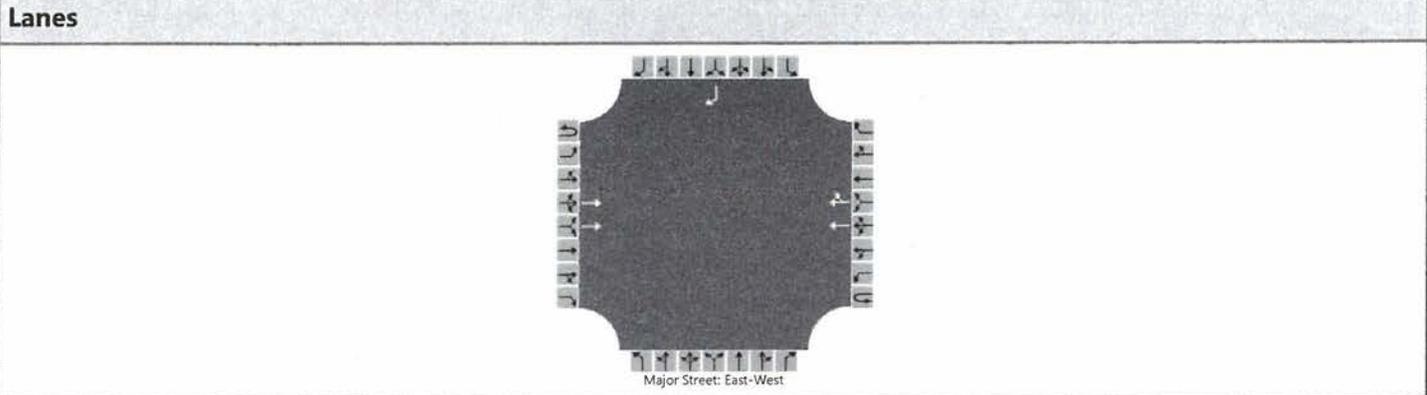
Base Critical Headway (sec)						7.5		6.9								
Critical Headway (sec)						6.80		7.56								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.50		3.63								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9										
Capacity, c (veh/h)						596										
v/c Ratio						0.02										
95% Queue Length, Q ₉₅ (veh)						0.0										
Control Delay (s/veh)						11.1										
Level of Service (LOS)						B										
Approach Delay (s/veh)						11.1										
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	CAS	Intersection	STEARNS RD AND DRIVEWAY 3
Agency/Co.	V3 CO	Jurisdiction	DUDOT
Date Performed	2/14/2019	East/West Street	STEARNS ROAD
Analysis Year	2024	North/South Street	DRIVEWAY 3
Time Analyzed	FUTURE WITH PROJECT PM PH	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	LOGISTICS PROPERTY GROUP		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			847				1025	4								17
Percent Heavy Vehicles (%)																6
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized															Yes	
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	7.02
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	18
Capacity, c (veh/h)																	475
v/c Ratio																	0.04
95% Queue Length, Q ₉₅ (veh)																	0.1
Control Delay (s/veh)																	12.9
Level of Service (LOS)																	B
Approach Delay (s/veh)																12.9	
Approach LOS																	B

From: Furey, David <David.Furey@dupageco.org>
Sent: Tuesday, October 09, 2018 2:35 PM
To: Ben Fish; Tuman, Michael; Eidson, William
Cc: Aaron Martell; Bryan Rieger; Peter Reinhofer; Carl Schwarzer
Subject: RE: LPC - Stearns & Munger - Updated Traffic Study

Ben,

The County will accept the full-access on Stearns at either driveway location provided that the scenario does not result in additional "hourglassing" on Stearns Rd. Provide geometrics of the proposed roadway improvements and we will have a more complete picture.

Thank you,

David J. Furey

Highway Permits Supervisor

DuPage County Division of Transportation

421 North County Farm Road

Wheaton, Illinois 60187

Office: 630-407-6900



From: Furey, David <David.Furey@dupageco.org>
Sent: Friday, November 02, 2018 3:14 PM
To: Ben Fish
Cc: Peter Reinhofer; Bryan Rieger; Carl Schwarzer; Aaron Martell; John Gallagher; Tuman, Michael; Eidson, William
Subject: RE: LPC - Stearns - Road Widening
Attachments: Stearns Road Conceptual Widening Design.pdf

Ben,

The County is generally ok with the concept presented. There will be some minor modification to striping but this seems to address our concerns. If you wish to proceed, please submit an application for Highway Permit with 2 copies of preliminary plans for review.

Thank you,

David J. Furey

Highway Permits Supervisor

DuPage County Division of Transportation

421 North County Farm Road

Wheaton, Illinois 60187

Office: 630-407-6900



Project Traffic Summary

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

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

Date: March 25, 2019

Subject: Bartlett Case Number: 18-24
Logistics Property Company
Office/Warehouse Development
Stearns Road and Munger Road
Bartlett, Illinois

Per your request, Gewalt Hamilton Associates, Inc. (GHA) has performed a traffic and parking review for the proposed warehouse development located at the northeast corner of Stearns Road and Munger Road. The approximately 27.9-acre site is currently vacant. As proposed, the development will consist of the construction of two warehouse buildings, containing a total of 414,000 square-feet. Access to the site is proposed via three driveways: one full access on Stearns Road, one right-in/right-out access on Stearns Road and one ¾-access (right-in, right-out, left-out) on Munger Road. Stearns Road and Munger Road are both under the jurisdiction of the DuPage County Division of Transportation (DuDOT) adjacent to the site.

A Traffic Impact Study (TIS) has been prepared by V3 Companies for the proposed development, which includes a summary of data collection, analyses and identifies improvements to mitigate the impact's the development may have on the adjacent roadway network. The TIS has included correspondence with DuDOT, which indicates their agreement, in principal, with the findings and recommendations of the TIS.

Conclusions of this effort are presented below:

1. Existing traffic conditions in the study area were established by performing weekday morning (7-9 AM) and weekday evening (4-6 PM) peak period traffic counts in July 2018, coinciding with the peak timeframes of the adjacent street traffic.
2. Future (non-site) traffic volume conditions were developed for the anticipated opening year of the development, plus 5-years, to year 2024, using Chicago Metropolitan Agency for Planning (CMAP) 2050 projections.
3. Trip generation for the proposed warehouse use was quantified for the weekday morning and evening basis using ITE trip generation rates contained in the 10th Edition of the Manual *Trip Generation* using Land Use Code 150, Warehousing.
4. Approximately 80 total (including both entering and exiting of both cars and trucks) weekday morning and evening peak hour vehicle trips are expected on the roadways leading beyond the study area. Of which, 16 (20 percent) are anticipated to be trucks. Based on the anticipated directional distribution of the site traffic, this increase represents, on average, during the peak hours, approximately one vehicle every two minutes on Stearns Road and approximately one vehicle every 5 to 12 minutes on Munger Road. These increases are not anticipated to impact operations at nearby adjacent intersections, including Lynnfield Lane and Sayer Road to the east.

5. Based on the signalized intersection of Stearns Road and Munger Road cycle length of approximately 100 seconds during the weekday AM and PM peak periods and the corresponding peak hour increases of 35 to 37 vehicles, this represents approximately one additional vehicles every cycle through this intersection, which is not anticipated to impact existing or future traffic operations.
6. On a daily basis, total volume increases of approximately 740 vehicles (370 entering and 370 existing) are expected on the study area roadway network. Of which, 150 (75 entering and 75 exiting) are anticipated to be trucks. Based on the anticipated directional distribution, this represents an approximately 1 to 2 percent increase based on the existing IDOT daily volumes.
7. Based on historical ITE hourly distribution of traffic for warehouse uses, site traffic during off-peak hours (6PM-5AM) is minimal, with 20 vehicles total (combined entering and exiting of both cars and trucks) or less anticipated per hour. Only approximately 10 percent of the total site traffic (or 74 total trips) is anticipated during this timeframe.
8. The capacity analyses summaries provided in the TIS indicate the signalized intersection of Stearns Road and Munger Road currently operate at overall acceptable levels of service and will continue to do so with the proposed warehouse traffic.
9. The TIS also concludes a left-turn lane would be required at the proposed full site access driveway on Stearns Road and no right-turn lanes are warranted at any of the three access driveways. A five-lane cross-section is proposed on Stearns Road, extending from Munger Road to the existing five lane cross-section near Lynnfield Lane.
10. Peak hour left-turn restrictions (no left-turns from the site access onto southbound Munger Road) will also be implemented during the weekday morning and evening peak hours. *We recommend that a channelizing island be provided on the Munger Road three-quarter (right-in, right-out, left-out) access driveway to preclude southbound left-turn movements from entering the site. This should be supplemented with no left-turn signing on southbound Munger Road at the site access.*
11. Adequate operations can be expected with the proposed site geometry operating under Stop sign control at all three site access intersections.

* * * * *

We hope you find this summary helpful in your assessment of the proposed development. Should you have any questions please do not hesitate to contact GHA at 847-478-9700.

5366.900_LPC Stearns and Munger_Traffic Summary_3.25.19.docx



**Forest Preserve District
of DuPage County**

35580 Naperville Road
P.O. Box 5000
Wheaton, IL 60189

Sent via email: RGrill@vbartlett.org

630.933.7200
Fax 630.933.7204
TTY 800.526.0857
dupageforest.org

March 7, 2019

Mr. Mike Werden, Chairman
Zoning Board of Appeals
Village of Bartlett
228 South Main Street
Bartlett, IL 60103

Re: Public Hearing –Case # 18-24 – PIN # 01-04-307-024
Northeast corner of Stearns and Munger Road, Bartlett

Dear Mr. Werden,

The Forest Preserve District of DuPage County recently received a Public Hearing Notice regarding a request for a Variation, re-zoning, and a Special Use permit as it relates to the development of the aforementioned property. We appreciate receiving timely notification of such requests that may have an impact on District property and thank you for the opportunity to comment.

District staff reviewed the Site Plans dated February 4th by the Village of Bartlett Community Development Department and have the following comments:

The Final Landscape Plan includes Cornelian Cherry (*Cornus mas*) which is considered an invasive species that the District recommends against using. An alternative to this species is Silky Dogwood (*C. obliqua*) or Red-Osier Dogwood (*C. serotina*).

We suggest the developer refrain from using asphalt sealants that contain coal tar products. Coal tar sealants contain Polycyclic Aromatic Hydrocarbons (PAHs) which pose adverse threats to aquatic organisms, plants and humans when subjected to long-term exposure. The DuPage County Environmental Committee has urged communities to prevent the use of coal tar in DuPage County. Less detrimental and more environmentally safe alternatives to coal tar products exist.

Please consider this as the Forest Preserve District's request that this letter be read and entered into the public record at the Thursday, March 7th Zoning Board of Appeals meeting. If you have any questions, please contact me at 630-933-7235.

Sincerely,

Kevin Stough, Land Preservation Manager

cc: Daniel Hebreard, President
Forest Preserve District Board
Ed Stevenson, Executive Director
Daniel L. Zinnen, Director of Resource Management and Development

Kristy Stone

From: Roberta Grill
Sent: Tuesday, March 12, 2019 2:37 PM
To: Kristy Stone
Subject: FW: Compromise Concept Plan/Stearns and Mungers
Attachments: IMG_1958.JPG; ATT00001.txt; IMG_1956.JPG; ATT00002.txt

-----Original Message-----

From: John Martin [mailto:nike1115@icloud.com]
Sent: Tuesday, March 12, 2019 1:56 PM
To: amartell@logisticspropco.com
Cc: Roberta Grill <RGrill@vbartlett.org>
Subject: Compromise Concept Plan/Stearns and Mungers

Dear Aaron,

At the suggestion of Roberta Grill with the village, I presenting to you the wishes of our 104 homeowners in the Weathersfield Subdivision adjacent to your proposed warehouse development. I am enclosing two site plan concepts for your consideration. We will be at the public hearing Thursday night with our concerns for this type of development at the front door of our subdivision. We have over sixty percent of our homeowners who have signed a petition objecting to your proposal. We would like to see a plan more in keeping with the existing zoning, providing us with a more logical land use transition as envisioned by the existing zoning.

The enclosed concept plan represents a compromise that everyone can be happy with. We know there is a strong market for the type of use that you are proposing and understand the importance this economic development means for all the residents of Bartlett. As a former land planner for more than thirty years, I familiar with many home builders in the area. Toll Brothers, Pulte Homes and Lennar Homes have recently completed or are about complete active adult communities in the area. They have the architecture and marketing in place to continue their success on a new piece of land. In the past I have work with developers on joint ventures with housing and commercial development. I would be willing to work with you as a liaison between a home builder and Logistic Properties, I know these builders are definitely interested in finding land in Bartlett for active adult housing.

Our subdivision, with the predominantly ranch homes, are occupied by folks like my wife and I, senior citizens. Many of us looked at Toll Brothers Regency properties in South Barrington and Elgin and we have friends that live in Del Webb's Edgewater community in Elgin. There is a great market right here.

As a service to my friends and neighbors I have come out of retirement to work on this compromise plan. I have essentially left your Lot 1 as planned at the corner of Munger and Stearns Roads. A simple right in/right out curb cut is all that would be needed on Stearns road, saving you the expense of constructing a left turn lane on Stearns. The detention is provided along Stearns where it wants to be from a grading and buffering standpoint. This should save you on land costs and provide a joint venture with the all important material for a landscape/berm buffer between the two uses, similar to what exist behind our homes and the existing business park. The residential plan also will use the Stearns road frontage for detention. We anticipate a boulevard entry with a gate house off Lynnfield Lane into the proposed active adult neighborhood, only an emergency access fire lane needs to provided onto Stearns road. A forty to fifty unit development should be enough to accommodate a small club house for the residents as shown on the plan next to the landscape berm. The east-west orientations of the housing is a plus for a senior development.

Aaron, thank you for your consideration to our homeowners concerns and we look forward to continuing this discussion on a compromise plan Thursday night.

Respectfully submitted,
John Martin

Kristy Stone

From: Roberta Grill
Sent: Tuesday, March 19, 2019 2:19 PM
To: Kristy Stone; Aaron Martell; Ethan Frisch; Bryan Rieger
Subject: FW: Logistics Management

FYI
Roberta

From: Noreen Martin [<mailto:noreenmartin7@gmail.com>]
Sent: Tuesday, March 19, 2019 10:45 AM
To: Raymond Deyne <rdeyne@vbartlett.org>
Subject: Logistics Management

I live at 870 Groton Lane. I am opposing the petitioner Logistics Management's proposed big box warehouses at Lynnfield & Stearns.

The 2 huge 40 feet high warehouses will:

1. be visually obtrusive
2. bring increased truck traffic and polluting our air with diesel fuel fumes
3. bring difficulty to residents turning into/out of our subdivision
4. create a safety hazard to children playing in the adjacent park
5. hours of operation will be interrupting sleep due to truck loading, reverse beeping noises
(I already hear it daily behind the berm of my residence)

Convince me not to want to move. I have enjoyed living here in Weathersfield for almost 4 years. Before the day those earthmovers begin my For Sale sign goes up.

Thanks for listening.

Noreen Martin

Kristy Stone

From: Kristy Stone
Sent: Tuesday, April 9, 2019 11:52 AM
To: Kristy Stone
Subject: FW: Munger and Stearns

-----Original Message-----

From: Ken Murawski [mailto:kenmuraw@icloud.com]
Sent: Friday, March 22, 2019 8:08 AM
To: Adam Hopkins <ahopkins@vbartlett.org>
Subject: Munger and Stearns

Adam
We spoke briefly last nite.
I would like my name added to the petition to stop construction Lynnfield and Stearns.
This is no spot for more Semi traffic .
When is this coming up again at meeting.

Thank You
Ken Murawski

Kristy Stone

From: Kristy Stone
Sent: Tuesday, April 9, 2019 11:57 AM
To: Kristy Stone
Subject: FW: Opposition to Lynnfield and Stearns Road construction

From: Marlene Palmer [<mailto:mauimarlene@yahoo.com>]
Sent: Monday, March 25, 2019 5:52 PM
To: Aaron Reinke <aaronreinke@hotmail.com>; Aaron Reinke <areinke@vbartlett.org>; Marlene Palmer <mauimarlene@yahoo.com>
Subject: Opposition to Lynnfield and Stearns Road construction

Greetings, Aaron,

As a resident of Weathersfield subdivision for the past six years, and a lifelong resident of Bartlett, I urge you to vote NO on the proposed construction of big box warehouses at the corner of Lynnfield and Stearns.

We as residents have several reasons to oppose this construction. Safety, air quality, traffic are but a few. This proposal includes not only buildings larger than two football fields, but stands to be a real threat to air quality, as the construction includes 28 bays/docks for semi trucks to load/unload at all hours of the day. Waiting to load and unload involves trucks idling and spewing diesel fumes into the neighborhood's environment. Over 60% of our residents are retirees, and we have children, visiting as well as living in our subdivision. Chronic health issues are present, especially in retirees who have spent their life saving for homes in this neighborhood. Diesel fumes are proven to be a cancer threat to young and old. Business owners on Humbracht Circle oppose this construction for the very same reason. They do not want to be exposed to this.

Traffic congestion stands to pose a problem at Lynnfield, as truck traffic on Stearns and the intersection becomes intense. Contrary to what the Martell group said, we, as residents use this as our main entrance to our area, and we do not use the Sayer Road entrance as they stated. The Sayer Road is more dangerous as cars drive fast over the hill from Stearns and 59 posing an accident potential.

We have provided the Planning Commissioners with two petitions opposing this construction. Our resident petition shows, from 103 homes, more than 122 residents oppose this type of construction. Brewster Creek business owners generated their own petition, and more than 85 business owners on Humbracht Circle voiced disapproval in signature form for the big box warehouse. When business owners as well as residents do not welcome this type of construction, it should be a wake up call to trustees and commissioners. It has not made an impact as it should. Typically the trustees and commissioners would have the residents' well-being in mind as to what is the right thing to do, not the dollar signs. It does not seem the case, as two candidates currently endorse this construction.

We have a compromise we are willing to have the village look at and hear, however it seems it has fallen on deaf ears. Our compromise has been drawn up by a licensed land planner who has previously worked with the village. He has a builder who is interested in our plans and would build on this site a much needed senior single home development as well as one warehouse. However, we believe the dollar signs of warehouse construction on a DuPage county lot is what the village planners endorse since tax revenue is higher in DuPage than Cook.

All of our opposition is not about what we WANT. It is about what is the RIGHT thing to do for residents. We urge you to vote NO on this big box warehouse proposal putting residents first and dollar signs last, as those who will profit from the 6 million dollar deal will be the Kronen family and village

treasury, not the residents. How and what does it take to get this done for the right reasons? Since no trustee , commissioner. or the Kronen family lives here in the Weathersfield subdivision , does this not matter because it is not in any of their back yards?

I trust you will listen and vote accordingly. Thank you..

Sincerely,

Marlene Palmer
874 Groton Lane

Kristy Stone

From: Kristy Stone
Sent: Tuesday, April 9, 2019 11:58 AM
To: Kristy Stone
Subject: FW: Proposed construction of Super Warehouse at Lynfield Lane and Stearns Road
Attachments: Deisel Emissions Harm Health.docx

From: James Palmer [<mailto:mauimutt55@yahoo.com>]
Sent: Tuesday, April 2, 2019 2:21 PM
To: Kevin Wallace <kwallace@vbartlett.org>; Marlene Palmer <mauimarlene@yahoo.com>; Michael Camerer <mcamerer@vbartlett.org>; Kristina Gabrenya <kgabrenya@vbartlett.org>; Vince Carbonaro <vcarbonaro@vbartlett.org>; Raymond Deyne <rdeyne@vbartlett.org>; Adam Hopkins <ahopkins@vbartlett.org>; Aaron Reinke <areinke@vbartlett.org>; Lorna Giless <lgiless@vbartlett.org>
Subject: Proposed construction of Super Warehouse at Lynfield Lane and Stearns Road

Dear Mayor Wallace and all Trustees,

I have COPD and bronchitis. Building such a facility that close to me endangers my health. The attachment below states what the government has to say about diesel air pollution. Let's not add even more of this poison to our already over-stressed Bartlett environment:

Thank you,

James H. Palmer
874 Groton Lane
Bartlett, Illinois 60103

(410) 537-

Village of Bartlett

Community Development

Bartlett, Illinois 60103

From: Residents of Weathersfield Subdivision

To Whom it may concern:

It has been brought to our attention that the Zoning Board is scheduled to meet March 14, 2019 at 7 p.m. to address the rezoning of the property on the corner of Lynnfield Lane and Stearns Road. The development proposal calls for the construction of big box warehouses with attached truck loading docks. We adamantly oppose this type of construction and the property for numerous and important reasons. Our residences and everyday lives would be negatively impacted by this proposal.

Our concerns are the following:

1. Manufacturing and warehouse uses with the associated truck traffic are not compatible to the adjacent single family and park uses.
2. Additional traffic at that intersection would add a burden on the already busy Stearns Road. That intersection is a dangerous one, especially during morning and afternoon when traffic is at rush hour volume.
3. Additional noise due to truck traffic would negatively impact residents at various times of day. Removal of trash early morning hours is unacceptable to residents at 4 a.m. as is done for warehouses and businesses directly west of Lynnfield and behind homes on Groton Lane.
4. Artificial lighting would also affect residents, especially those residences directly across to the east side of Lynnfield Lane. Artificial light all night invades and interrupts residents' privacy.
5. Children and families are frequent visitors to the playground at the park directly across the street. Safety is the utmost concern for those visitors with an increase in traffic in and out of the area.
6. Drainage for water is a concern. We understand that there are existing wetlands on the property that the developer proposes to fill. We oppose any destruction of existing trees and wetlands.
7. Maintaining our property value is essential to all of us. Big box warehouses change our surroundings and impact our property value.
8. Maintaining the residential character of the main entrance to our subdivision is very important to all residents of the Weathersfield Subdivision.

9. There is an existing wildlife corridor running along the western perimeter of our subdivision, connecting the forest preserves to the south and the open space areas to the north which would be cut off by this proposed development.
10. Any proposed development of this property should include a residential component, such as upscale townhomes or senior living. This would be more compatible with our single family homes.

We the homeowners of the Weathersfield Subdivision strongly oppose the proposed warehouse development to the front door to our community.

JTL

414-202-0447

Carrie Rogers

847-490-4055

Village of Bartlett

Community Development

Bartlett, Illinois 60103

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Deann Miller
RMM

630-674-2628

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A handwritten signature in cursive script, reading "Kathleen Henne". The signature is written in black ink and is positioned to the right of the main text block.

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Marie Johnson
30-336-1215
Marie Johnson

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Dina Mitchell

Tom Mitchell

364 Groton Lane, Bartlett

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Cindy Carlson

830-457-0491

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Julia & Dan Wagner

*864 Dedham Lane
Burlington MA 01803*

630-936-2761

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Gizella Szalay
Yveta Szalay

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Jewes Block

3/11/19

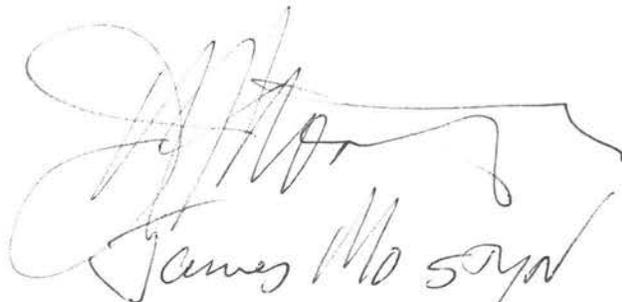
Thomas Block
268 Middleton Ln
Bartlett, IL 60103

Christine M Block
Christine M Block

03.11.19

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James Moynihan
547-682-9906

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May M. New
Cathleen

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James T. Toste
630 340 1955

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Judy M Domaracki
Judy M Domaracki
224-383-4572

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JAG
630 544 8264

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GREGORY BLOCH

630-901-2313



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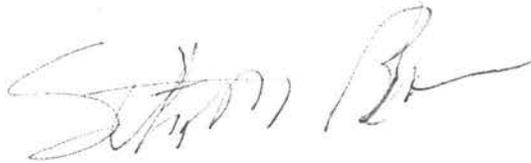
Christine Holman

630-289-7114

*Your proposal would
significantly increase
Traffic in the area NOT
in favor of rezoning.*

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A handwritten signature in black ink, appearing to read "S. M. B.", is written in a cursive style.

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Kyle Arciola

A handwritten signature in black ink, appearing to read 'Kyle Arciola', written in a cursive style.

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Barbara Arnold

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Janice Cable
847-373-7883

Jan E. Miller
847-373-0817

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847-340-1688



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 414-202-0447
 847-490-4055

LH Block Electric Co., Inc.

1281 Humbracht Circle, Suite K, Bartlett, IL 60103
630-830-9680

contact@LHBlockElectric.com / LHBlockElectric.com

March 9th, 2019

Ms. Kristy Stone
Community Development
Village of Bartlett
228 S. Main St.
Bartlett, IL 60103

Dear Ms. Stone



It has been brought to our attention that there are plans in the works for a large warehouse/logistics hub to be built right behind our office/warehouse at 1281 Humbracht Circle. We would like to voice our concern and vehement protest of this re-zoning which would allow this project to move forward. After viewing the plans, and based on our experience with logistic warehouses of this size, there will likely be day and night truck movement and all that it entails, extremely close to our office doors.

Our company moved to Bartlett in 2003 after moving out of our previous building in Schaumburg due to the heavy diesel fumes, truck traffic and noise that goes along with this kind of proposed operation. We bought our office space in Bartlett because of the diligence the city has always shown in keeping the industrial area aesthetically pleasing, safe and functional for all business owners. We did our homework and knew the adjacent property directly south of our office was not zoned for industrial purposes and felt safe investing in this building for our business. I am certain all of our neighbors on Humbracht Circle also purchased their office suites never imagining this kind of business would be operating mere yards from their office doors.

We are asking that you reconsider re-zoning this property which would most definitely create a hardship for all of the current businesses that have been established along Humbracht Circle. We moved our business here with the belief we would not be exposed to the noise and hazards that will certainly come along with this project. Although I am not going to be in town during the week of these public hearings involving the zoning, I wanted to share my feelings. I hope you understand where we are coming from and consider our situation while making these important zoning decisions.

Sincerely,

Randall R. Block

President
LH Block Electric Co Inc

RECEIVED
COMMUNITY DEVELOPMENT
MAR 14 2019
VILLAGE OF
BARTLETT

PETITION TO OPPOSE THE PROPOSED LOGISTICS WAREHOUSE DEVELOPMENT AND RE-ZONING OF THE PROPERTY LOCATED AT THE NE CORNER OF STEARNS AND MUNGER ROADS IN DUPAGE COUNTY.

Petition summary and background	As business owners and tenants with an interest in the area we oppose the re-zoning of the land located directly south of our building. This new logistics warehouse hub would create day and night truck movement and disruption extremely close to our office doors. This new development can create the possibility of heavy diesel fumes, truck traffic and disruptive noise that goes along with this type of business.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the development and rezoning of two logistic warehouses at the Northeast corner of Stearns and Munger Road.

Printed Name	Signature	Address	Comment	Date
Thomas Block		1281 Humbrecht Cir Ste K		3/10/19
Jonathan Block		1281 Humbrecht Suite K		3/11/19
MIKE CORRADO		1281 HUMBRECHT CIR SUITE L		3/12/19
PETE LARIS		1281 HUMBRECHT STE / St. g		3/12/19
Aurora Garcia		1281 Humbrecht Circle		
WILLIAM LAMACK		1281 HUMBRECHT CIRCLE SUITE M	NO SOUND STORAGE NO WALK NEXT TO MY SUITE DISRUPTIVE	3/12/19
ARON MASONALL		1281 Humbrecht Circle Unit I		3/12/19
DEBBIE BALMUDA		1271 HUMBRECHT CIRCLE SUITE G		3/12/19
Bailey Jaquson		1281 HUMBRECHT CIRCLE SUITE G		3/14/19
Janie Stehlin		9 Marie Ct		3/14/19

Printed Name	Signature	Address	Comment	Date
Penay Perry		1281 Humbrecht Circle		3/14/19
Brandt Deumer		1281 Humbrecht Circle Suite 6		3/14/19
Susanne Oesterreich		1273 Humbrecht Cir		3/14/19
Lori Nelson		1273 Humbrecht Cir		3/14/19
Ed Banks		1273 Humbrecht Cir		3/14/19
Ryan Shapiro		1273 Humbrecht Circle		3/14/19
Bill Burns		1273 Humbrecht Circle		3/14/19
Justin Kline		1273 Humbrecht Circle		3/14/19
Greg Stobach		1273 Humbrecht Circle		3/14/19
Anthony Cernose		1271 Humbrecht Circle		3/14/19
Mark Roberts		1261 A Humbrecht circle		3/14/19
Judith Davis		1261 A-G-H-1 Humbrecht		3/14/19
John Wark		1261 I Humbrecht		3/14/19
Bob Semers		1261 Humbrecht F		3/14/19
Kenneth Losacco		1251 Humbrecht Circle A		3/14/19
Maria Losacco		1251 Humbrecht Circle #A		3/14/19

PETITION TO OPPOSE THE PROPOSED LOGISTICS WAREHOUSE DEVELOPMENT AND RE-ZONING OF THE PROPERTY LOCATED AT THE NE CORNER OF STEARNS AND MUNGER ROADS IN DUPAGE COUNTY.

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Printed Name	Signature	Address	Comment	Date
Nathu Fee		1251 HUMBRACT #A		3/14
		1251 HUMBRACT #A		3/14
MEUSSA AGUIRRE		1201 HUMBRACT #A		3/14
RACHELLE BADEM		1251 Humbrect #A		3/14
Mike Smith		1251 Humbrect #A		3/14
Anthony Garcia		1251 Humbrect #A		3/14
Pat Infelise		1251 Humbrect #A		3/14
Jonathan Fuentes		1251 Humbrect #A		3/14
Joyce Stone		1251 Humbrect #A		3/14
Darrel Rotenberg		1251 Humbrect #A		3/14

*Forming District
Home District of Business
re-zoning - Down Park Hill*

Case 18-24

February 27, 2019

We oppose construction of BIG BOX WAREHOUSES at the corner of Lynnfield Lane and Stearns Road.

NAME	ADDRESS	PHONE/E-MAIL
1 James F. Gould	878 Groton Lane	630 823 8119
2 Jennifer L. Gould	878 Groton Lane	630 823 8119
3 Kimberly Wade	882 Groton Lane	770-856-2172
4 Stephen D Wade	882 Groton Lane	678 481 1075
5 Theresa Link	884 Groton Lane	630-920-9025
6 Steve Link	884 Groton Ln	630-774-9039
7 Noreen Martin	870 Groton Ln	847-987-5365
8 John C. Martin	870 Groton Ln.	" " "
9 James V. Palmer	874 Groton Ln	630-289-0360
10 Maureen Palmer	874 Groton Ln	630-289-0360
11 Maria Pagan	875 Groton Ct	630-945-0550
12 Anne Nystant	871 Groton Ct	630 747 8720
13 Angela Lazzara	1179 Foxboro Ct	224-242-8019
14 Andrew Lazzara	1179 Foxboro Ct.	224-242-8019
15 Bette Murre	1199 Foxboro Lane	630-830-7578
16 Sally Murre	1188 Foxboro Lane	630-289-3529
17 Nancy Anttila	1195 Foxboro Ln.	847-809-6833
18 Alberto Guen	1173 Foxboro Ln	331 301-6765
19 Jennifer Lazzara	1178 Foxboro Ln	630 855 4526
20 Karla Garza	867 Groton Ct	(224) 653-0563

123 signatures

February 27, 2019

We oppose construction of BIG BOX WAREHOUSES at the corner of Lynnfield Lane and Stearns Road.

NAME	ADDRESS	PHONE/E-MAIL
1 MICHAEL TESSNER	860 GROTON LANE	630-786-1420 MTESSNER@YAHOO.COM
2 Tom Mitchell	864 Groton lane	630-855-2771 Bake4bread4@gmail.com
3 Dina Mitchell	864 Groton lane	630-855-2771 dmitchell52@gmail.com
4 Tom CHRISTIANSEN	862 Groton	
5 CHRISTIE CHRISTIANSEN	862 GROTON	
6 Jean Stynga	858 Groton Lan	630-213-1637
7 Dan Stup	858 G. Road - NW	"
8 JOSE FAVELA	856 GROTON LN	
9 LUKA FAVELA	856 GROTON LN	
10 RANDALL PETERSON	1216 WALTHAM	
11 Jacqueline Peterson	1216 Waltham Ln	
12 Amanda Kanthack-Nyc	1214 Waltham Ln	akanthack@gmail.com
13 DAN NYC	1214 WALTHAM LN	
14 Paula Orsello	1194 Waltham Ave	
15 Kristina Orsello	1211 Waltham Ln	KRISolesi@aol.com
16 Vito Alesi	"	"
17 Rosanna Gelardi	1215 Waltham Ln	rgelardi86@gmail.com
18 Joe Gelardi	1215 Waltham Ln	rgelardi86@gmail.com
19 Tony Lanza	861 GROTON	715 851 0177
20 Susan Piscitello	868 Groton Ln	

Case 18-24

February 27, 2019

We oppose construction of BIG BOX WAREHOUSES at the corner of Lynnfield Lane and Stearns Road.

NAME	ADDRESS	PHONE/E-MAIL
1 Carol Chetigny	878 Brewster Ln	dc878m@yahoo.com
2 Diamond Chetigny	878 Brewster Ln	dc878m@yahoo.com
3 GENE Ligocki	874 Brewster Ln	"
4 Curtian Ligocki	874 Brewster Ln	CRISTINA@WHICO@MAIL.COM
5 Anne Ligocki	870 Brewster Ln	630-289-3417
6 STAYLER	862 BREWSTER LN.	JTAYLER@GMAIL.COM
7 Sheri Taylor	862 Brewster Ln.	sheri.taylor.862@gmail.com
8 Jacob Taylor	862 Brewster Ln.	jtaylor.862@gmail.com
9 JOSEPH H. KISS	859 BREWSTER LN	JPKCOCO@COMCAST.NET
10 Laurie Kiss	859 Brewster Ln	ckesco@comcast.net
11 Candy Goddard	863 Brewster Ln	CandigoDdard@hotmail.com
12 DAVE	863 BREWSTER LN	DAVE@DAVE-COMPANIES.COM
13 Charlei Feineis	871 Brewster Ln	charlei-beth@yahoo.com
14 Randall Feineis	871 Brewster Ln	randell-feineis@yahoo.com
15 ROCHELLE PRYBYLSS	875 BREWSTER LN.	rochelle_np@yahoo.com
16 Alejandro Garza	867 Groton Ct.	(224) 653-0563
17 Carol Egan	1209 Lynnfield	630-483-2492
18 Paul Marchese	879 Groton Ct	630-372-1604
19 Marge Marchese	879 Groton Ct	630-372-1604
20. Martin O'Rourke	873 Groton Ct	630-306-0557

CASE 18-24

February 27, 2019

We oppose construction of BIG BOX WAREHOUSES at the corner of Lynnfield Lane and Stearns Road.

NAME	ADDRESS	PHONE/E-MAIL
1 <i>Christina Holmes</i>	872 DEDHAM LN	630-289-7114 CLH1108 BARTLETT@MSN.COM
2 <i>Steve Born</i>	873 DEDHAM LN	630-239-3147 STEVE.BORN@SPR.COLOBR.NET
3 <i>Barb Arciola</i>	856 Dedham Ln	630 308 2015 barb_arciola@yahoo.com
4 <i>Kyle Arciola</i>	856 DEDHAM LANE	224 760 9492 kyle.arciola@gmail.com
5 <i>Jean Wagner</i>	864 Dedham Lane	630-936-2761 Stellindan@aol.com
6 <i>Dore Wagner</i>	864 Dedham Lane	630-936-2761 Stellindan@aol.com
7 <i>Angela Circin</i>	864 Dedham Lane	630-936-2761 Stellindan@aol.com
8 <i>May Carter</i>	865 Dedham Lane	630-531-0606
9 <i>Angelike Stachnik</i>	871 Dedham Ln	630 544 8264 angelikastachnik@gmail.com
10 <i>Janette Testi</i>	876 Dedham Ln	630 540 9553 testi-family@comcast.net
11 <i>Frank Testi</i>	876 Dedham Ln	630 453-4126 FRANKTESTI@COMCAST.NET
12 <i>BK</i>	861 DEDHAM LN	630-901-2713 GREG@LHISLOCKRELECTRICAL.COM
13 <i>Edmondson</i>	860 DEDHAM LN	224 383 4578
14 <i>J S Holmes</i>	872 DEDHAM LN	630-289-7114
15 <i>W J Thru</i>	865 DEDHAM LN	630-336-1215
16 <i>Maree Holmes</i>	865 Dedham	For 630-842-5256
17 <i>Adrian Juby</i>	857 Dedham	630-437-1530
18 <i>Adrian Juby</i>	1175 WAKEFIELD	847-340-1688
19 <i>Judi Rabe</i>	1175 Wakefield	847-909-7549
20 <i>Diane Miller</i>	1171 WAKEFIELD	630-674-7628

February 27, 2019

We oppose construction of BIG BOX WAREHOUSES at the corner of Lynnfield Lane and Stearns Road.

NAME	ADDRESS	PHONE/E-MAIL
1 Phil Butalb	868 Groton Ln	
2 Rita Dennis Kutt	854 Groton Lane	
3 Peggy Hansen	1206 Waltham Lane	
4 John Hansen	1206 Waltham Lane	
5 E. W. Handyle	1202 WALTHAM LN.	
6 J. Root	1190 Waltham Lane	
7 [Signature]	1174 WALTHAM	
8 Pat Lippelhaus	1174 Waltham Lane	
9 ROBERT ESPOSITO	1170 WALTHAM LN	
10 JAMESON ESPOSITO	1170 WALTHAM LN.	
11 JOSEPH ESPOSITO	1170 Waltham Ln	
12 HARRY R. HUPP	847 DEWHAM LANE.	
13 Michael Holland	549 Dewham Lane	
14 Betty Jureta	1194 Lynnfield Ln	
15 Joseph Jureta	1194 Lynnfield Ln.	
16 Ed Galisano	1216 Lynnfield Ln	
17 Yuki Galisano	1216 Lynnfield Ln.	
18 Yuriko Shirota	1216 Lynnfield Ln.	
19 Patricia Krenig	873 Middleton Ln.	
20 Claude Krenig	873 Middleton Ln.	

February 27, 2019

We oppose construction of BIG BOX WAREHOUSES at the corner of Lynnfield Lane and Stearns Road.

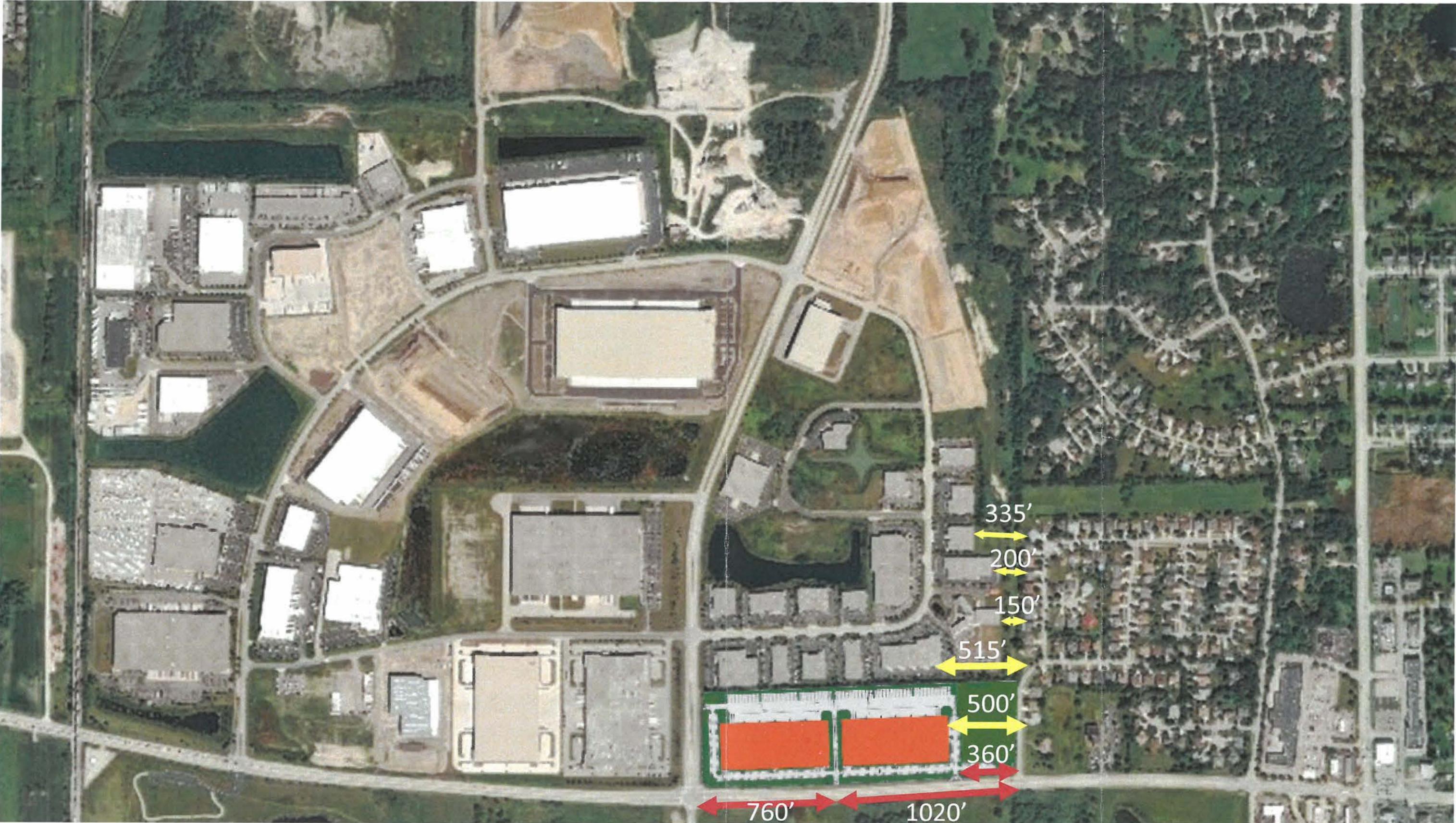
NAME	ADDRESS	PHONE/E-MAIL
<u>1</u> Rick Hering	1237 LYNNFIELD LN	630-508-8950
<u>2</u> Pam Rodriguez	1185 Lynnfield Ln	630-508-5608
<u>3</u> Roy Villoba	1197 LYNNFIELD LN	224-656-9928 630-736-0
<u>4</u> JOHN LINKE	1221 LYNNFIELD LN	630 483 8986
<u>5</u> Tony Pinnoli	1225 LYNNFIELD LN	630-483-1998
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✓

February 27, 2019

We oppose construction of BIG BOX WAREHOUSES at the corner of Lynnfield Lane and Stearns Road.

NAME	ADDRESS	PHONE/E-MAIL
1 Kathleen Henne	857 Middleton	630-977-9363 <i>henne50@gmail.com</i>
2 Janet Maslyn	856 Middleton	847-682-9906
3 Gizella Szalay	864 Middleton	630-540-1344
4 Erika Szalay	864 Middleton	630-540-1344
5 Thomas Block	868 Middleton Ln	847-630-2303
6 Mary Nevera	852 Middleton Ln	847-476-1353
7 Kathleen Nevera	852 Middleton Ln	847-476-1353
8 Christine Block	868 Middleton Ln	630-728-9160
9 Jennifer deRu	877 Middleton Lane	630-605-7651
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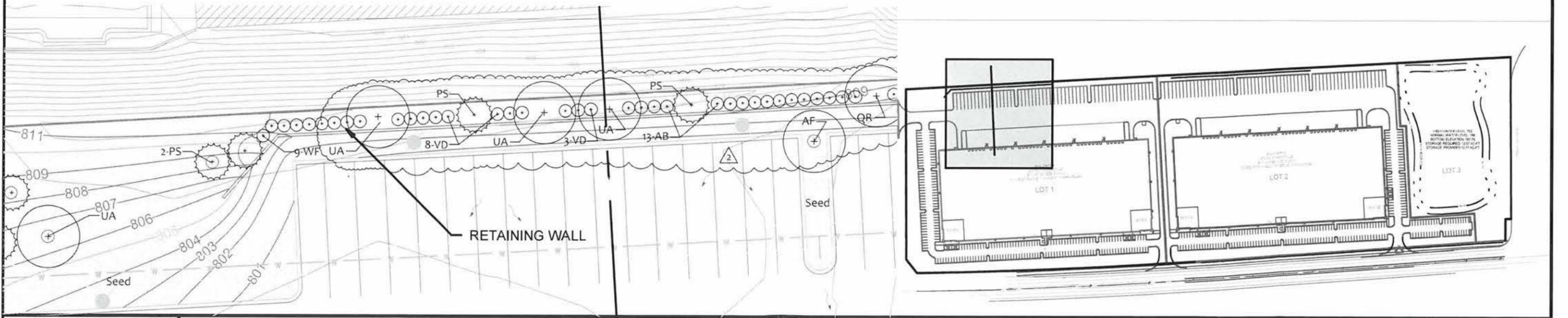
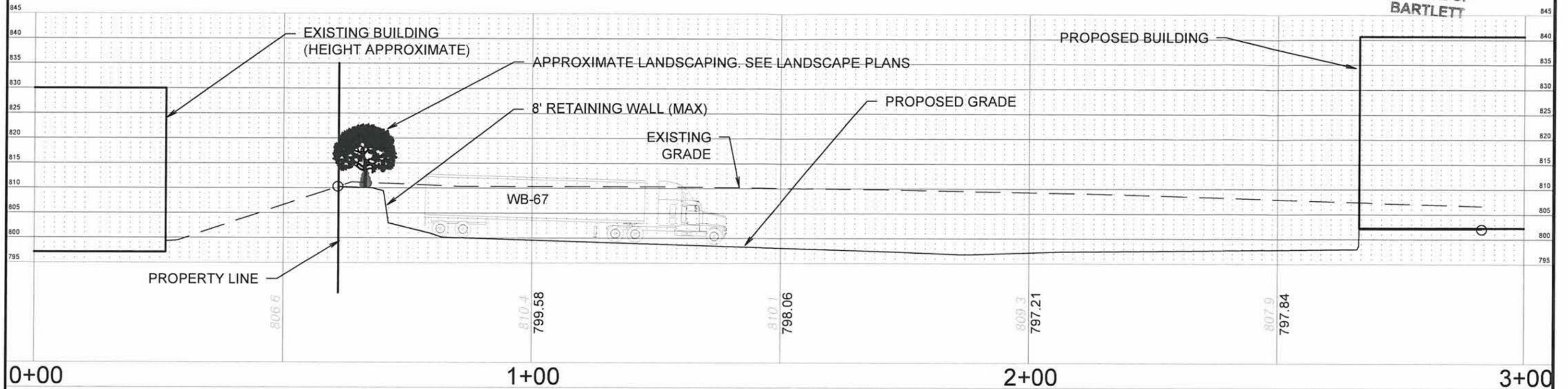


335'
200'
150'
515'
500'
360'
760' 1020'

RECEIVED
COMMUNITY DEVELOPMENT

APR 09 2019

VILLAGE OF
BARTLETT



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

STEARNS AND MUNGER

**NORTH PROPERTY LINE
CROSS SECTION**

DATE: 04-05-19



Deigan & Associates, LLC
Environmental Consultants

Our 20th Year of Client Service! ~ 1998 to 2018

28835 N Herky Dr. Unit 120

Lake Bluff, Illinois 60044

Phone 847.578.5000

Fax 847.549.3242

www.deiganassociates.com

April 9, 2019

Ms. Roberta Grill
Director, Community Development
Village of Bartlett

via email to rgrill@vbartlett.org

RE: Proposed Warehouse Development
Diesel Particulate Emissions

Dear Ms. Grill:

Per your request, we have reviewed the proposed warehouse development plans and the environmental concerns raised by a resident in the vicinity of the proposed development. We offer the following comments and professional technical opinions as Environmental Consulting Professionals, as the Village Board and Staff review this proposed development.

1. The technical literature provided to the Village by the concerned resident was factual and appeared to have been obtained as USEPA literature intended as a general publication to raise public awareness on the potential affects of diesel particulates. In providing the literature to the Village, it did raise awareness of a *potential* issue and caused further review of the matter within the scope of Village Staff review. In this manner, the EPA literature served a purpose.
2. In response to continued growth in e-commerce (ordering from the internet for delivery to residences and businesses), we will see an increase in logistical centers that receive, store and transfer commerce. This may result in increased truck miles traveled with potential for a beneficial decrease in automobile miles traveled, since e-commerce consolidates the delivery of goods.
3. Since 2012, Diesel engine trucks have seen substantial improvements in air emissions as a result of the mandated use of ultra-low sulfur diesel fuel and bio-diesel formulations. Area-wide initiatives and programs are being implemented to further address diesel emissions in metropolitan areas. Additional information is presented at <https://www.epa.gov/cleandiesel/learn-about-clean-diesel>

Sustainable Environmental Solutions

www.deiganassociates.com

Ms. Roberta Grill
Village of Bartlett
April 8, 2019

4. Review of the proposed warehouse site location with respect to the nearest residential-zoned property, we see a setback distance from the nearest loading dock of approximately 520-ft. Based on this setback distance, we would not expect any diesel emissions health and environmental effects in the residential subdivision caused solely by this proposed facility, considering the following factors:
 - a. The prevailing wind direction based on data from the Village of Schaumburg and O'Hare International Airport is easterly.
(<http://www.ci.schaumburg.il.us/depts/transport/airport/ohare.htm>)
 - b. The proposed warehouse site would not be expected to contribute diesel emissions any greater than traffic from the nearby industrial park and the intersection of Munger and Stearns Road.
 - c. The planned vegetated perimeter berm and the Lot 3 buffer zone at the proposed warehouse site will provide additional attenuation of fine particulates, if present from diesel emissions.

5. We do not believe the proposed development alone will impact the air quality in the residential subdivision, however, the Village may wish to consider the following reasonable conditions to further address this public concern:
 - a. Diesel engine idling shall be kept to a minimum and comply with the Dupage County Ordinance which limits idling to 30-minute increments.
 - b. Loading docks that require continuous or prolonged diesel engine idling shall be equipped with exhaust controls.
 - c. Forklifts shall be propane fueled or electric-driven.
 - d. On-site diesel and yard equipment shall use only Ultra low sulfur diesel fuel or an appropriate Biodiesel-ULSD blend.
 - e. Provide sufficient ventilation within idling areas to reduce concentrated conditions.

We appreciated the opportunity to conduct this environmental review for the Village of Bartlett. Please contact me with any questions or should you require further follow-up.

Sincerely,

Deigan & Associates, LLC



Gary J. Deigan
Principal

ECONOMIC DEVELOPMENT MEMORANDUM

DATE: April 9, 2019
TO: Paula Schumacher, Village Administrator
FROM: Tony Fradin, Economic Development Coordinator
RE: Logistics Spec Building EAV

RECEIVED
COMMUNITY DEVELOPMENT
APR 09 2019

VILLAGE OF
BARTLETT

Based on Logistics Property Group's two proposed speculative buildings at Stearns and Munger Roads, the anticipated Equalized Assessed Values for the buildings would likely range between \$2 million and as high as \$4 million based upon the build-out and fair market value of the buildings.

Five similarly-sized buildings located in Brewster Creek Business Park were analyzed including those occupied by Axiom Plastics, Clarke Packaging & Crating, Cheese Merchants of America, Get Fresh Produce and Greco & Sons.

The buildings range from 151,324 SF (Get Fresh) to 277,088 SF (Cheese Merchants of America).

Buildings utilized solely as warehouses including Clarke Packing & Crating are assessed at a lower value (\$1,950,700) whereas buildings with more built-out office and high-grade food space like Get Fresh and Greco are both assessed in the \$3 million range.

As these two buildings are proposed to be larger than Clarke, Greco and Get Fresh, an estimate of the EAVs for the buildings is in the \$2.4 to \$3.5 million range once they attain full occupancy.

The resulting property tax bills for *each* building would thus be in the range of \$100,000 should the buildings be utilized solely as warehouse/distribution centers to a high of around \$300,000 should they be utilized as a higher use including food-grade or high-technology precision manufacturing facilities.

This is based upon current tax rates in DuPage County from a low of approximately \$.50 PSF for a warehouse building to \$1.50 PSF for a Class A building with more built-out space than warehouse space.

This site is not located within the Brewster Creek Business Park Tax Increment Financing (TIF) district, thus all taxes paid on these properties would immediately be distributed to all taxing bodies.