

**VILLAGE OF BARTLETT**

**COMMITTEE AGENDA**

**JULY 20, 2021**

**BUILDING & ZONING, CHAIRMAN HOPKINS**

1. The Residences at Bartlett Station

**LICENSE & ORDINANCE, CHAIRMAN GUNSTEEN**

2. Incompatibility of Office Amendment



# Agenda Item Executive Summary

Item Name The Residences at Bartlett Station Committee or Board Committee

## BUDGET IMPACT

Amount: N/A Budgeted N/A

List what fund N/A

## EXECUTIVE SUMMARY

The petitioner originally requested to amend the approved Town Center ordinances with their associated exhibits, the preliminary/final PUD plan and the approved special use, to allow for the construction of a 104 unit apartment complex at the southwest corner of East Railroad and Berteau Avenues. **Since the joint special meeting of the Plan Commission and the Zoning Board of Appeals held on July 1, 2021, the petitioner has amended his plans to reduce the proposed number of apartment units from 104 to 90. The building would still be five (5) stories in height, but the mix of unit types would now consist of 30 - 1 bedroom and 60 - 2 bedroom units. The proposed density would also decrease from 55.6 to 48.1 dwelling units/acre.**

**The parking ratio would increase to 1.34 spaces/unit exceeding the Zoning Overlay District requirement of 1.25 and thereby eliminating a major design exception request.**

In response to the concerns raised by the adjacent Town Center residents, staff is proposing an on-street parking option along the east side of Berteau Avenue (see attached). The 21 parallel parking spaces could be utilized by anyone for 24 hour/overnight parking. These additional spaces further increase the parking ratio to 1.57 spaces/unit (see attached parking chart).

The staff is also reviewing the possibility of overnight (24 hr.) parking in a village controlled commuter parking lot north of the tracks. This overnight parking would require a fee during the week, but would be free on holidays and weekends.

A plat of consolidation, as well as major design exceptions from the Downtown Zoning Overlay are also being requested as part of this development.

Also, at the **joint special meeting** on July 1, 2021, the requisite public hearing was held. The **Plan Commission** motioned to approve the following: the second amendment to Ordinance #2003-123 to allow for 104 residential apartments in one building, amending the special use for a PUD to allow for 104 residential apartments in one building, amending the approved preliminary/final PUD plan (residential site plan), amending the exhibits attached to Ordinance #203-123, the first amendment to Ordinance #2005-124 to allow for 104 apartment units in one building, and amending the exhibits attached to Ordinance #2005-124. Each motion **failed** by a vote of 0-5. The motion to approve of the **plat of consolidation passed**. The **Plan Commission** had concerns with the number of parking spaces provided on the site, the northeast corner of the building located five (5) feet from the property line and the height of the building.

The **Zoning Board of Appeals** motioned to approve the following major design exceptions: other frontage build-to zone (corner side yard setback), the minimum rear setback, surface parking and loading location-rear yard, the maximum height, prohibited materials and the minimum parking spaces. **All motions passed** based upon the conditions and standards outlined in the staff report.

## ATTACHMENTS (PLEASE LIST)

PDS memo, minutes from the Joint Special Meeting of the Plan Commission and the Zoning Board of Appeals, parking chart, optional Berteau parking map, petitioner letter, petitioner studies, application and addendums, justifications for variation requests, location map, proposed plat of consolidation, proposed preliminary/final PUD plan, color rendering, building elevations, floor plans, landscape plan, approved

Town Center preliminary/final PUD Plan, petition, and emails from residents as well as a local business owner

**ACTION REQUESTED**

- For Discussion Only - to review and forward to the Village Board for a final vote.
- Resolution
- Ordinance
- Motion

Staff: Roberta Grill, Planning & Dev Services Director Date: 7.12.2021

**PLANNING AND DEVELOPMENT SERVICES MEMORANDUM**

**21-72**

DATE: July 12, 2021

TO: Paula Schumacher, Village Administrator

FROM: Roberta Grill, Planning & Development Services Director 

RE: **(#20-16) The Residences at Bartlett Station**

---

**PETITIONER**

Manny Rafidia

**SUBJECT SITE**

Southwest corner of East Railroad Avenue and South Berteau Avenue  
(Development Site E as identified in the TOD Plan)

**REQUESTS**

- A) **Second Amendment to Ordinance #2003-123 to allow for 90 residential apartments in one building**
- B) **Amending the Special Use for a PUD to allow for 90 residential apartments in one building**
- C) **Amending the approved Preliminary/Final PUD Plan (Residential Site Plan)**
- D) **Amending the following Exhibits attached to Ordinance #2003-123**
  - Residential Site Plan – Exhibit E-2
  - Residential Building – First Floor Plan – Exhibit E-4
  - Residential Building – Garage Floor Plan – Exhibit E-5
  - Landscape Plan – Exhibit E-6
  - Building Elevations – Exhibit E-7 (SK-007, 008)
  - Modifications to Bartlett Zoning and Subdivision and PUD Ordinances - Exhibit E8 #3
- E) **First Amendment to Ordinance #2005-124 - to allow for 90 apartment units in one building**
- F) **Amending the following Exhibits attached to Ordinance #2005-124:**
  - Residential Buildings 3, 4, & 5 First Floor Plan – Exhibit 1
  - Residential Buildings 3, 4 & 5 Second/Third Floor Plan – Exhibit 2
  - Residential Buildings 3, 4 & 5 Elevations – Exhibit 3
- G) **Plat of Consolidation**
- H) **Major Design Exceptions from the Downtown Zoning Overlay District**
  - 10-9C-3.C.3 – Other Frontage Build-to Zone – Corner Side Yard Setback
  - 10-9C-3.C.6 – Minimum Rear Setback
  - 10-9C-3.C.8[7] – Surface Parking & Loading Location – Rear Yard

- 10-9C-3.D.1 – Maximum Height
- 10-9C-4.D – Table C. Prohibited Materials

### SURROUNDING LAND USES

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
<b>Subject Site</b>	<b>Vacant</b>	<b>Village Center Mixed Use</b>	<b>PD</b>
North	Metra Parking	Metra Soo Line	N/A
South	Apartments	Attached Residential (Medium Density)	SR-6
East	Vacant	Municipal/Institutional	PD
West	Condominiums	Village Center Mixed Use	PD

### ZONING HISTORY

This property was part of the original Village of Bartlett corporate limits (1891) and was zoned Industrial in 1941. According to the Bartlett History Museum, U.S. Flexible Tubing Company (later known as Flex-Weld Inc.) built a plant on the property in 1949 to manufacture metal hoses.

Ordinance #1957-8 reclassified the Industrial District to the Restricted Manufacture or Industry District. As part of the comprehensive rezoning of the village in 1978, the property was zoned I-1 Light Industrial District.

The Village purchased the property in 2000 and demolished the building in 2001 as part of the redevelopment of Bartlett's downtown. The property was subject to the 2003 development agreement between the Village and New England Buildings for Bartlett Town Center.

Ordinance #2003-123 rezoned the property to PD, granted special use permits for the mixed-use Town Center PUD, and approved the preliminary/final subdivision/PUD and mixed-use and residential site plans. The original PUD Plan included two mixed-use buildings and five residential condo buildings with 24 units each. *One mixed-use building and two of the residential condos were built in accordance with the original PUD Plan.*

Ordinance #2005-124 amended the approved PUD Plan to modify the floor plans for the three remaining residential condo buildings and increase the number of units within each building from 24 to 27. The increase in units reduced the parking ratio from 1.45 to 1.30 for the remaining 3 condo buildings. *One of the condo buildings was built in accordance with the amended PUD Plan. The two condo buildings that were planned for this site were never constructed and the Village has retained*

ownership of the undeveloped property (commonly known as Site E in the TOD Plan.)

### **DOWNTOWN TOD PLAN RECOMMENDATIONS/STRATEGIES FOR SITE E**

- *The #1 Overall Planning Strategy – To increase the Downtown residential population by focusing on new housing development to fuel commercial growth.*
- *Site E is best suited for multi-family uses due to its location to the train station, the adjacent uses and the site's dimensions.*
- *Goal of the TOD Plan is to provide a mixed use environment with more residential options.*
- *Downtown Revitalization Strategy #4 - Continue to educate the public about the importance of attracting new development for Downtown, and the benefits of financial investments for Bartlett's future.*
- *There is sufficient demand to support apartments on Site E.*

### **UPDATE**

Since the joint special meeting of the Plan Commission and the Zoning Board of Appeals on July 1, 2021, the petitioner has amended his plans to reduce the proposed number of apartment units from 104 to 90. The building would still be five (5) stories in height, but the mix of unit types would now consist of 30 – 1 bedroom and 60 – 2 bedroom units. The proposed density would also decrease from 55.6 to 48.1 dwelling units/acre.

The parking ratio would increase to 1.34 spaces/unit exceeding the Zoning Overlay District requirement of 1.25 and thereby eliminating a major design exception request.

In response to the concerns raised by the adjacent Town Center residents, staff is proposing an on-street parking option along the east side of Berneau Avenue (see attached). The 21 parallel parking spaces could be utilized by anyone for 24 hour /overnight parking. These additional spaces further increase the parking ratio to 1.57 spaces/unit (see attached parking chart).

The staff is also reviewing the possibility of overnight (24 hr.) parking in a village controlled commuter parking lot north of the tracks. This overnight parking would require a fee during the week, but would be free on holidays and weekends.

## PREVIOUS DISCUSSION

1. The petitioner is requesting to amend the above mentioned approved **ordinances, exhibits, the preliminary/final PUD plan and special use**, to allow for the construction of a 104 unit apartment complex at the southwest corner of East Railroad and Berteau Avenues. This building would include a mix of 14 - studios, 48 - 1 bedroom and 42 - 2 bedroom units, with balconies and/or patios provided for a majority of these units. There would be 100 storage lockers located in the underground parking garage; as well as a package room, community space, fitness center, lobby, and office area proposed on the first floor. The building would include a secure entry system at both the north and south entrances.
2. The proposed building would be 5 stories in height with a mean height of 60'1" and constructed primarily with four (4) different color palettes of brick and a renaissance stone base. The roof top mechanicals would be located behind a 3'4" high parapet wall which architecturally provides for varying roof heights on each of the elevations.
3. The proposed density for this development would be 55.6 dwelling units per acre.
4. The proposed preliminary/final PUD plan identifies 73 surface parking spaces and 48 underground/garage spaces for a total of 121 spaces. The Downtown Zoning Overlay District requires 130 parking spaces for this site (or 1.25 spaces/unit). The petitioners are requesting a **major design exception** to reduce the parking requirement by nine (9) spaces (or to allow 1.16 spaces/unit) as part of the major design exceptions from the Downtown Zoning Overlay District requirements. For reference, the Town Center was granted a variance for parking as part of their PUD plan approval which allowed for 1.30 spaces/unit.
5. An eight (8') foot wide pedestrian/bike path is included as part of this plan and would be located along the western property line. This path was a recommendation from the TOD Plan which promoted connectivity through this development to the Metra commuter station.
6. A full curb cut is proposed along Berteau Avenue which would also serve as the construction entrance/exit. All construction vehicles would be required to approach the site from Berteau via Devon Avenue. No construction traffic would be permitted along Railroad Avenue.
7. Both indoor and outdoor bike racks would be located on the site as required in the Downtown Zoning Overlay. There would be 37 hanging bike racks located in the underground garage, with three (3) racks providing spaces for six (6) bikes located along the Railroad Avenue frontage.

8. The overall length of this building form along the Railroad Avenue frontage requires that two benches be placed along this streetscape. The petitioners have included a bench east and west of the north entrance. Two additional benches have been placed along the south property line within a "seating area" located adjacent to the bike path. Several native trees and some of the existing vegetation will also be preserved along the south property line. (The existing trees located on the adjoining apartment complex property to the south will remain.)
9. The petitioner is also requesting a **plat of consolidation** which would combine the four (4) existing PINs and parcels to create one PIN and one zoning lot. A plat of consolidation was also recorded as part of the original Town Center Development. *(This item will be voted on by the Plan Commission.)*
10. The following major design exceptions are being requested by the petitioner and require a recommendation from the Zoning Board of Appeals:
  - A. 10-9C-3.C.3 – Other Frontage Build-to Zone – Corner Side Yard Setback  
(7.5 foot minimum setback required – 5 feet provided)
  - B. 10-9C-3.C.6 – Minimum Rear Setback  
(7.5 foot minimum setback required – 2'8" provided)
  - C. 10-9C-3.C.8[7] – Surface Parking & Loading Location – Rear Yard  
(Rear parking shall not extend beyond the building. Parking extends 2'4" beyond the building.)
  - D. 10-9C-3.D.1 – Maximum Height  
(4 stories maximum – 5 stories provided)
  - E. 10-9C-4.D – Table C. Prohibited Materials  
(Metal Sheets – aluminum composite ACM or ACP – To allow aluminum composite panels as a minor façade material)
  - F. 10-9C-5.D.1 – Table E. Minimum Parking Spaces  
(1.25 parking spaces per unit required – 1.16 parking spaces per unit provided)

*The petitioner has provided a separate response to each of the major design exceptions being requested (see attached).*

11. Landscape, photometric and engineering plans are currently being reviewed by the staff.

## RECOMMENDATION

1. The Staff recommends **approval** of the petitioner's requests for amending the special use permit, the preliminary/final PUD plan (Residential Site Plan), the above referenced exhibits associated with each of the Town Center ordinances (#2003-123 and #2005-124), and the plat of consolidation, subject to the following conditions and findings of fact:
  - a. Village Engineer approval of the final engineering plans;
  - b. Building permits shall be required for all construction activities;
  - c. Planning and Development Services approval of the final Landscape Plan;
  - d. Landscaping must be installed within one year of the issuance of a building permit;
  - e. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to the planning & development services department for review and approval by the village forester and a bond posted in the approved amount for its future installation;
  - f. Sidewalks and pedestrian paths are required to be installed in accordance with the approved preliminary/final PUD plan;
  - g. All construction traffic shall enter/exit the site from the Berteau curb cut via Devon Avenue. No construction traffic shall be permitted on Railroad Avenue;
  - h. The Plat of Consolidation shall be recorded prior to the issuance of any building permits;
  - i. Bike racks and benches shall be installed per the approved preliminary/final PUD plan;
  - j. All proposed signage shall require permits and approval from the Planning & Development Services Department prior to installation;
  - k. Trees to be preserved along the south property line shall be clearly identified and fenced in accordance with Landscape Ordinance prior to a building permit being issued;
  - l. Parkway trees shall be planted along Railroad Avenue where adequate right-of-way width permits. New parkway trees shall be planted to replace the trees along the Berteau right-of-way in accordance with the Village Forester's recommendations.
  - m. The transformer shall be screened with either fencing and/or landscaping a minimum of 4 feet in height; and shall be added to the Landscape Plan,
  - n. Erosion Control plans shall be submitted and approved by Planning and Development Services prior to any earthwork being completed.
  - o. Excavation and transportation of surplus fill soils to a local quarry fill Clean Construction or Demolition Debris (CCDD) site or an Uncontaminated Soil Fill Operation (USFO) site shall occur prior to any building permits being issued.
  - p. Any required Public Improvement Completion Agreement and associated bonds shall be submitted for review and approval by the Village Attorney.
  - q. Findings of Fact (Planned Unit Development):

- i. That the proposed residential development is a permitted use in the PD Zoning District in which the Subject Property is located;
    - ii. The Planned Unit Development is designed, located and proposed to be operated and maintained so that the public health, safety and welfare will not be endangered or detrimentally affected;
    - iii. The Planned Unit Development will not substantially lessen or impede the suitability for adjacent permitted uses and development of, or be injurious to the use and enjoyment of, or substantially diminish or impair the value of, or be incompatible with, other property in the immediate vicinity;
    - iv. The Planned Unit Development shall include impact donations and such donations shall be paid at the time of an application for a building permit;
    - v. The plan will provide adequate utilities, drainage and other necessary facilities;
    - vi. The plan shall provide adequate parking and ingress and egress and be so designed as to minimize traffic congestion and hazards in the public streets;
    - vii. The plan shall have adequate site area, which area may be greater than the minimum in the district in which the proposed site is located, and other buffering features to protect uses within the development and on surrounding properties;
    - viii. There shall be reasonable assurance that, if authorized, it will be completed according to schedule and adequately maintained;
  - r. Findings of Fact (Special Use – Planned Unit Development):
    - i. That the proposed residential development will contribute to the general welfare of the neighbor and/or community;
    - ii. That the proposed residential development will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity;
    - iii. That the special use shall conform to the regulations and conditions specified in the Title for such use and with the stipulation and conditions made a part of the authorization granted by the Village Board of Trustees;
2. In accordance with the Downtown Zoning Overlay District, the Major Design Exceptions allowed by Article 10-9C are permitted under the following conditions and standards:
- a. The exception fulfills the intent defined for this Article 10-9C of the zoning regulations. Refer to Sec. 10-9C-1.A.
  - b. The resulting development is consistent or compatible with the surrounding context or the vision defined in the village's comprehensive

- plan, the downtown TOD master plan, and/or other planning documents approved by the village.
- c. The requested exception results in a development of equal or higher quality and durability of design.
  - d. The resulting development would not impede adjacent development from complying with the overlay district regulations.
  - e. The requested exception results from conditions that are unique to the subject development and would not establish a precedent that would prevent the board from reasonably denying a similar exception for similarly situated properties.
  - f. And the following additional conditions and standards specifically related to parking:
    - i. The required motor vehicle parking ratios do not accurately reflect the actual day-to-day parking demand that can reasonably be anticipated for the proposed use;
    - ii. The allowed parking credits and reduction alternatives of this section are infeasible or do not apply;
    - iii. The reduced parking ratios proposed are not likely to cause adverse impacts on traffic safety or on the general welfare of property owners and residents in the area.
3. A joint special meeting with both the Plan Commission and the Zoning Board of Appeals was held on July 1, 2021 along with the requisite public hearing. The **Plan Commission** motioned to approve the following: the second amendment to Ordinance #2003-123 to allow for 104 residential apartments in one building, amending the special use for a PUD to allow for 104 residential apartments in one building, amending the approved preliminary/final PUD plan (residential site plan), amending the exhibits attached to Ordinance #203-123, the first amendment to Ordinance #2005-124 to allow for 104 apartment units in one building, and amending the exhibits attached to Ordinance #2005-124. **Each motion failed** by a vote of 0-5. The motion to approve of the **plat of consolidation passed. The Plan Commission had concerns with the number of parking spaces provided on the site, the northeast corner of the building located five (5) feet from the property line and the height of the building.**
4. The **Zoning Board of Appeals** motioned to approve the following major design exceptions: other frontage build-to zone (corner side yard setback), the minimum rear setback, surface parking and loading location-rear yard, the maximum height, prohibited materials and the minimum parking spaces. **All motions passed** based upon the conditions and standards outlined in the staff report.

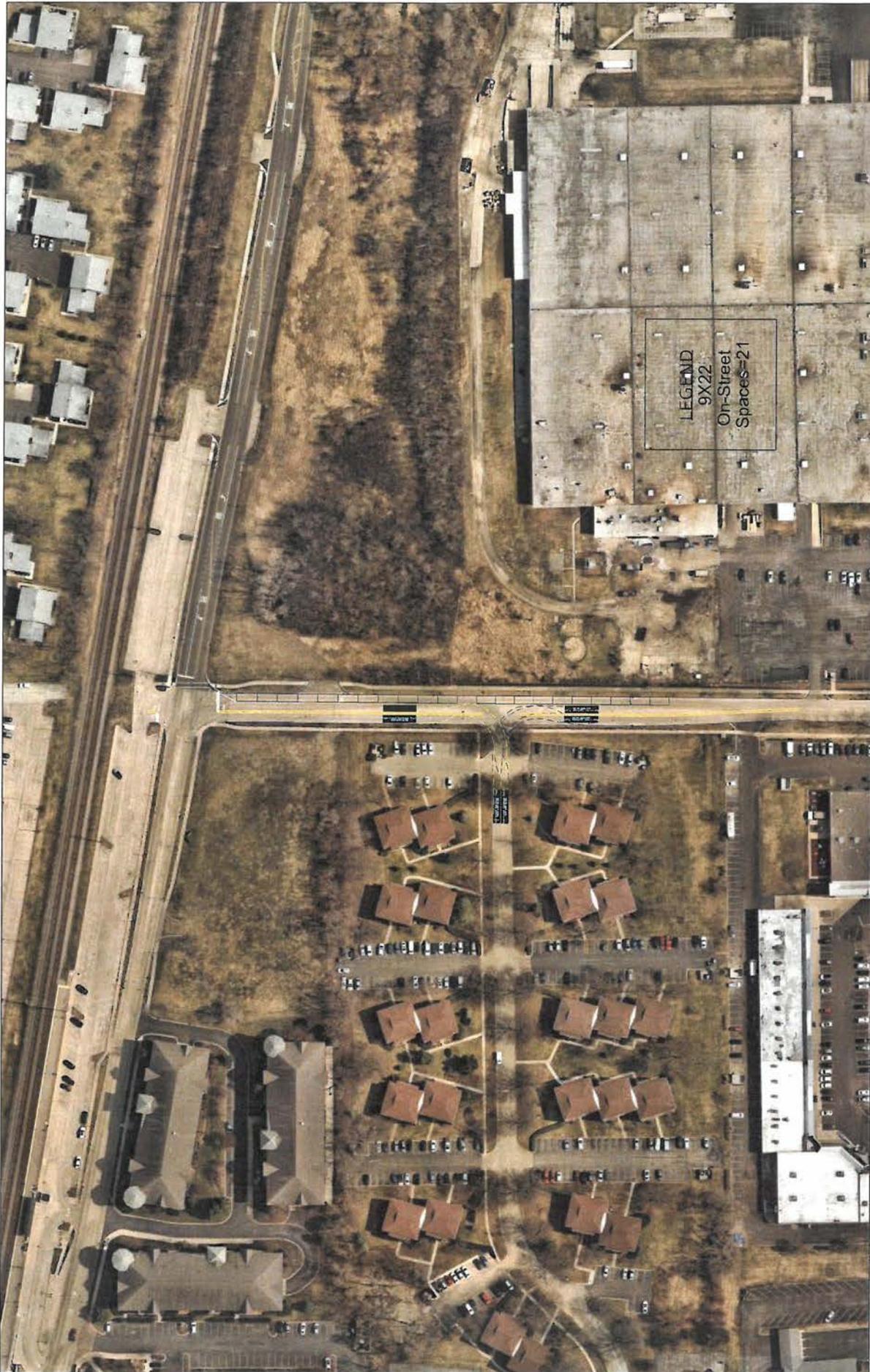
5. At this meeting staff proposed an on-street parking option along the east side of Berteau Avenue that could potentially provide 21 overnight parking spaces for anyone to utilize. These spaces could provide additional parking for either the apartment or condo residents.
  
6. The minutes from the Joint Special Plan Commission and Zoning Board of Appeals, a copy of the approved Town Center ordinances, the approved preliminary/final PUD plan, the proposed plat of consolidation, proposed preliminary/final PUD plan, justifications for the major design exceptions from the Downtown Zoning Overlay, the parking chart, emails from residents and a business owner, a map outlining the proposed parking spaces along Berteau and additional background information are attached for your review.

Rbg/attachments

x:\comdev\mem2021\072\_residencesatbartlettstation\_vbc2.docx

1.30 Town Center Buildings 3, 4 & 5  
 1.45 Town Center Buildings 1 & 2

	# Of Parking Spaces	Spaces/Unit
On Site Parking (Original 104 units)	121	1.16
Required per Overlay	113	1.25
On Site Parking (Revised 90 units)	121	1.34
On Site + 11 on Bertheau	132	1.46
On Site + 21 on Bertheau	142	1.57



LEGEND  
9X22  
On-Street  
Spaces=21

		USER NAME - T. HANCOCK DATE - 7/13/2005	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	<b>VILLAGE OF BARTLETT</b>	<b>S. BERTANI AVE PARALLEL PARKING EXHIBIT</b>	SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____	SEC. 100A ETC.	COUNTY _____ CONTRACT NO. _____	TOTAL SHEET NO. _____ SHEETS _____
---	--	--	--	--	----------------------------	--	---	-------------------	------------------------------------	---------------------------------------



**Village of Bartlett**  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

**Case (#20-16) Residences at Bartlett Station (Site E) (PC Chairman Lemberg)**

- A. **Second Amendment to Ordinance #2003-123** to allow for 104 residential apartments in one building
- B. **Amending the Special Use for a PUD** to allow for 104 residential apartments in one building
- C. **Amending the approved Preliminary/Final PUD Plan (Residential Site Plan)**
- D. **Amending the following Exhibits attached to Ordinance #2003-123**
  - o Residential Site Plan – Exhibit E-2
  - o Residential Building – First Floor Plan – Exhibit E-4
  - o Residential Building – Garage Floor Plan – Exhibit E-5
  - o Landscape Plan – Exhibit E-6
  - o Building Elevations – Exhibit E-7 (SK-007, 008)
  - o Modifications to Bartlett Zoning and Subdivision and PUD Ordinances - Exhibit E8 #3
- E. **First Amendment to Ordinance #2005-124** to allow for 104 apartment units in one building
- F. **Amending the following Exhibits attached to Ordinance #2005-124:**
  - o Residential Buildings 3, 4, & 5 First Floor Plan – Exhibit 1
  - o Residential Buildings 3, 4 & 5 Second/Third Floor Plan – Exhibit 2
  - o Residential Buildings 3, 4 & 5 Elevations – Exhibit 3
- G. **Plat of Consolidation**
- H. **Variations from the Downtown Zoning Overlay District (Form Based Code)**
  - o 10-9C-3.C.3 – Other Frontage Build-to Zone – Corner Side Yard Setback
  - o 10-9C-3.C.6 – Minimum Rear Setback
  - o 10-9C-3.C.8[7] – Surface Parking & Loading Location – Rear Yard
  - o 10-9C-3.D.1 – Maximum Height
  - o 10-9C-4.D – Table C. Prohibited Materials
  - o 10-9C-5.D.1 – Table E. Minimum Parking Spaces

**PUBLIC HEARING**

The following exhibits were presented:

**Exhibit A – Picture of Sign**

**Exhibit B – Mail Affidavit**

**Exhibit C – Notification of Publication**

**Exhibit D – Petition written by Bruce Dubiel**

**Exhibit E – Letter via email from Loretta Goddard**

**Exhibit F – Letter via email from Bruce Dubiel**

**Exhibit G – Parking Study #1 Elmhurst Terrace Apartments**

**Exhibit H – Parking Study #2 Elmhurst 255**

**Exhibit I - Parking Study #3 The Flynn, Elmhurst**

The petitioners were sworn in by **J. Lemberg**.

**R. Grill** we received additional petition signatures. I have 5 pages of additional signatures that I would like to enter into the record as exhibit D. Also included in your packet are letters that we received from Loretta Goddard and Bruce Dubiel with additional petitions and narratives. This property was part of



**Village of Bartlett**  
**Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes**  
**July 1, 2021**

---

the original Village of Bartlett corporate limits in 1891 and was zoned Industrial in 1941. U.S. Flexible Tubing Company (later known as Flex-Weld Inc.) built a plant on the property in 1949 to manufacture metal hoses. As part of the comprehensive rezoning of the village in 1978, the property was zoned I-1 Light Industrial District. In 2003, the property was rezoned to the PD Planned Development District, which granted special use permits for the mixed-use town center PUD and approved the preliminary/final subdivision/PUD and mixed-use and residential site plans. The original PUD Plan included two mixed-use buildings and five residential condo buildings with 24 units each. One mixed-use building and two of the residential condos were built in accordance with the original PUD Plan. In 2005, the PUD Plan was amended to allow for the modification of the floor plans for the three remaining residential condo buildings and to increase the number of units within each building from 24 to 27. The increase in units reduced the parking ratio from 1.45 to 1.30 for the remaining 3 condo buildings from 24 to 27. One of the condo buildings, building 3, was built in accordance with the amended PUD Plan. The 2 condo buildings that were planned for this site, which were buildings 4 and 5, were never constructed and the Village has retained ownership of the undeveloped property commonly known as Site E in the TOD Plan. The petitioners are requesting to amend the approved ordinances, all of the exhibits, the preliminary/final PUD plan, and the special use, to allow for the construction of a 104-unit apartment complex. This building would include a mix of 14 studios, 48 one-bedroom and 42 two-bedroom units. There would be 100 storage lockers located in the underground parking garage; as well as a package room, community space, fitness center, lobby, and office area proposed on the first floor. The building would include a secure entry system at both the north and south entrances. The proposed building would be 5 stories in height with a mean height of 60'1" and constructed primarily with 4 different color palettes of brick and a renaissance stone base. The roof top mechanicals would be located behind a 3'4" high parapet wall which architecturally provides for varying roof heights on each of the elevations. The proposed density for this development would be 55.6 dwelling units per acre. The proposed preliminary/final PUD plan identifies 73 surface parking spaces and 48 underground/garage spaces for a total of 121 spaces. The Downtown Zoning Overlay District requires 130 parking spaces for this site or 1.25 spaces/unit. The petitioners are requesting a major design exception to reduce the parking requirement by 9 spaces or to allow 1.16 spaces/unit. An 8' foot-wide multiuse path is included as part of this plan located along the western property line. This path was a recommendation from the TOD Plan which promoted connectivity through this development to the Metra commuter station. A full curb cut is proposed along Berteau Avenue which would also serve as the construction entrance and exit. All construction vehicles would be required to approach the site from Berteau via Devon Avenue and no construction traffic would be permitted along Railroad Avenue. Both indoor and outdoor bike racks would be located on the site as required in the Downtown Zoning Overlay. There would be 37 hanging bike racks located in the underground garage, with 3 racks providing spaces for 6 bikes located along the Railroad Avenue frontage. The overall length of this building along the Railroad Avenue frontage requires that 2 benches be placed along this streetscape and the petitioners have included a bench east and west of the north entrances. Two additional benches have been placed along the south property line within a seating area located adjacent to the bike path. Several native trees and some of the existing vegetation will also be preserved along the south property line. The existing trees located on the adjoining apartment complex property to the south will remain. The petitioner is also requesting a plat of consolidation which would combine the 4 existing parcels to create one zoning lot. The major design exceptions are being requested by the petitioner and those include the other frontage build-to zone corner side yard



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

setback, 7.5 foot minimum setback is required and 5' is provided; a minimum rear setback, 7.5' is required, 2' 8" is provided; surface parking and loading location in the rear yard, the rear parking shall not extend beyond the building and parking extends 2'4" beyond the building; the maximum height, 4 stories is the maximum, 5 stories is provided; prohibited materials (metal sheets), aluminum composite to allow aluminum composite panels as a minor façade material; minimum parking spaces; 1.25 parking spaces per unit is required, 1.16 parking spaces per unit is being provided. The petitioner has provided a separate response to each of the major design exceptions and the justifications, and those are included in your packet. Landscape, photometric and engineering plans are currently being reviewed by the staff. Staff does recommend approval of the petitioners' requests for amending the special use permit, the preliminary/final PUD plan the above-referenced exhibits associated with each of the Town Center ordinances and the plat of consolidation, subject to the conditions and findings of fact outlined in the staff report. The petitioners are here tonight.

**J. Lemberg** does anyone have any questions for staff at this time? **A. Hopkins** has any other type of development come up like this before in the Village? **R. Grill** can you be more specific? **A. Hopkins** has there been any other 5 story apartment buildings that have applied or been reviewed similar to this? **R. Grill** regarding the height or type of use? **A. Hopkins** both. **R. Grill** are you asking has it come before this commission or just to staff for concept review? **A. Hopkins** just to the Plan Commission or Village Board Committee of the Whole. **R. Grill** no. We have had other buildings in town that have exceeded this height limit. Clare Oaks to the west on W. Bartlett Road is actually 75' tall and the Plan Commission recommended approval for 80 feet. **M. Werden** since you cited those properties, this proposal is also higher end with better materials and even with the studio apartments that is not going to generate a lot of cars, correct? **R. Grill** that is correct and the petitioner has a presentation to demonstrate those statistics. **J. Pikarski, Gordon and Pikarski, Attorney at Law** it is my pleasure to present to you this evening the Residences at Bartlett Station. This is in my estimation probably one of the most exciting ideas that has come to the Board in probably decades. I represent MMAJ, LLC, but specifically its principal, Manny Rafidia. The property is at the southwest corner of Railroad Avenue and Berteau Avenue. The property measures about 81,500 square feet. It is currently owned by the Village. The property has frontage along Railroad Avenue of 376 feet. It is irregular in shape. I would call it trapezoidal. The property has 4 parcels. We are seeking to consolidate those 4 parcels into 1 parcel. The zoning is part of the Bartlett Downtown Plan with a Downtown Zoning Overlay and TOD Overlay. It has been subject to at least 2 reviews with this Board, which were both voted favorably, but were never completed, unfortunately. The building that we are presenting contains 104 units. We are providing 137 parking spaces. That is 48 spaces in the building, 73 spaces outside the building and 16 auxiliary spaces in the shopping center, which my client owns to the south of the subject site. The makeup of the units are 14 studios, which have about 650 square feet in each unit and will rent for about \$1,000 per month. It has 48 one-bedrooms, which have about 800 square feet and should rent for approximately \$1,240 per month. It has 43 two-bedroom units, which will contain approximately 1,200 square feet and rent for about \$1,860 per month. Our developer, Manny Rafidia, is not unknown to the Village. He is of the Village. He purchased a faltering shopping center within 500 feet of the subject site and turned it around. It is now a viable and tax-generating entity of which the Village can be exceptionally proud. It is called The Streets of Bartlett. As an exhibition of faith in the community, Manny is about to spend about \$15 million. You can only imagine what that does to the tax base of the Village of Bartlett. Also, the subject development will be within walking distance to the various



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

shopping areas that have been created within the Village and within 500 feet of the subject site. The subject of 104 units and how we arrived at that is not an arbitrary number that we just picked. In order to develop the site, a reasonable rate of return is approximately 8 percent. In order to do that, based on the cost of building, land and soft costs, 104 units is mandated. This is the amount that we have always spoken of. This is the amount we need in order to make this a viable project. We have expressed this to the Village Board and they have entered into a contract with us that is subject to obtaining 104 units. The legislative body of this Village has spoken as to their ideas as to the density of this project. **M. Haylock, Arch America** I would like to highlight the key features that we would like to focus on. This is a 5-story building with 104 apartments. We have 2 entrances into the building, the main entrance on Railroad Avenue and around the back on the parking side. Both sides of the building look identical. We also have side entrances. The vehicular access is off of Berteau and we have 73 parking stalls. Trash storage is in the basement and to get to the basement you go down the heated ramp. Trash will be wheeled out on trash mornings and the maintenance person will wheel the dumpsters up with a vehicle. You will not see any trash outside of the building. The back of building, which faces one of the residential developments has a drainage swale that runs across the site and there is storm water piping that wraps around and comes out to the storm sewer. That same sewer serves all of the buildings in the area. That sewer follows the street and about 2 blocks down there is a shared community detention basin. This site does not actually have detention on it, it is shared through that basin. The engineer has already designed the site and used all of the current best-engineering practices to make sure that all of the storm water will stay on the site and not spill over the property lines and may be even better than it is now. We will be following all of the required codes as well as staff approvals. There are a lot of trees along the property line and I believe we are going to keep all of them and add an additional buffer along the property line so that there is a screen to the parking lot. Regarding the variations, a lot of those have to do with setbacks. This site is trapezoidal and as you can see, if this property was straight, we could get more parking stalls and if it was actually square, we would not be talking about parking at all and would have met the ordinance. The side yard setback requirement along the street is 7.5 feet because the building got shifted to make room to get into the garage. We want to make sure that we have enough room for the cars to go down the ramp and get into the garage without having too sharp of a turn there. With the pedestrian path, which is 8' wide, we are really pinched at that spot. It is only 5' but increases to 20' so the average is well over 7.5 feet. The other variation we are asking for is to allow parking to project past the end of the building by a couple of feet. The variation is a rear yard setback and that is not a setback to the building, it is a setback to the parking stalls. We were trying to get as many parking stalls as we could. The building will have a variety of materials. There is renaissance stone at the base, which basically has the same properties as limestone. We have that throughout the building. It has a more consistent finish and color. We have 3 different colors of brick starting from dark brown to medium brown to a light color, almost white. This will help with the perception of height. The building to the east is a 4-story condo building with a roof. That building is brown with a dark roof so that you can see the mass of the building because the colors are consistent. Our building is varied dark to light as you get closer to the sky to help minimize the height of the building to make it feel not quite as tall. The other variation request is the use of composite aluminum panels. This material has a thicker sheet of aluminum on both sides and is very durable. It is designed to last the life of the building and it is going to look great. Staff has approved this material. The entire facade is going to look very clean and high end. This building will have load-bearing masonry walls with precast concrete floors with 2" concrete topping.



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

The floors are going to be 12" thick concrete. The walls will have at least 8" of masonry plus the exterior cladding. The roof will be steel frame. We primarily do that so that it is easier to create the slope on the roof and provide insulation. This is a very expensive building to construct. It is a high-end building that will need very little maintenance. It is going to look the same now as it will 20 years from now. It will not require any painting. The material and type of construction is fire resistant. The building will be fully sprinklered and will have fire alarms. It will be very difficult for your neighbor to hear you. This is going to be a very quiet building and very well-constructed building. The height of the building from the finished floor to the typical parapet is 59' 2". The grade is roughly 6" below that. We do not want to have the grade right at floor level. To grade, the site is almost flat. It drops off a little bit right at the end facing the neighbors, but that is where the drop off is. The building from grade is really 60' 4". The neighbor's building as a comparison is 4 stories; however, based on the construction drawings, the finished floor to the highest point of roof is 50 feet. If you take it from grade to the top, it is 54 feet. Our building is 60' 4" so that is a difference of about 6 feet. We do not want our building to look like the neighbor's building. We want to create variety and varying heights is a good thing. That is how you get a streetscape and a skyline. The ceiling height on the first floor is 10', second, third and fourth floors is 9', and 10' on the top floor. We could knock a few feet off, but we want it to have a high-end feeling and keep the ceiling heights that we have. A typical floor has 21 units with a community room and exercise room. The units will have an open-concept plan with an island in the kitchen, granite countertops, and wood flooring throughout. Every tenant will have a storage locker and hanging spots for bicycles. We will also have a luxurious lobby with high speed elevators. **William James, Principal Consultant, Camiros Ltd.** we understand this is the first project that is being considered under your Downtown Zoning Overlay. Our firm has a lot of expertise in zoning. We do zoning ordinances for major cities across the country. Town centers require public intervention and do not evolve naturally. You have to guide them into being. I think you have done a great job with your town center so far, but you need public intervention. I think your Form Based Regulations are part of that intervention. These regulations are different from the standards in your base zoning classifications. The base zoning classifications identify minimums and maximums. They create a very large envelope in which you can do different designs whereas your TOD regulations in your downtown are much more specific. The intent of the Downtown Overlay District Regulations are more in the form of guidelines than in the Base Regulations where you are expected to conform to the regulations and need a variation if you do not conform. In the Downtown Zoning Overlay if you do not conform you go through a major exception process and the criteria for that is different from the criteria for variations and the standard is lower because it is understood that specific projects will not meet each of the design regulations and the overlay. The main thing is to get the big picture right and make sure that you have projects that will help you create the kind of town center that fulfills your vision and oftentimes that includes development that is compact, fairly dense and has height to it, and the development as a whole creates a walkable community with a synergy between the uses that are there. These are all things that you want to get right as part of the big picture. The details are important, but really secondary and those would be things that would include the design exceptions in this case. I think a building with this kind of design is what you want in your town center. A lot of thought and effort went into this. There is a lot of visual interest in the building and it is an attractive building. I think that is important for your town center. I think the design exceptions are relatively minor. There are a couple of pinch points on the side yard and rear yard where we have fairly generous yards on the sides of the building, but because the site is trapezoidal it is not parallel to the lot line. There is about 150' between our proposed



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

building and the existing building to the west. That is a lot of space. I think that minimizes the impact that we would have in terms of our slightly taller building next to their slightly lower building. We have some variation on the front build-to-zone because the front lot line is irregular in shape. At the pinch point, we need a little relief from that 7.5', but with a generous side yard along Berteau Avenue. The setback for the rear yard is the same. There is a generous yard along the rear lot line. Surface parking and loading would be in the rear yard. The height we are asking for is 1 story above the height called for in your Downtown Zoning Overlay. I do not think that is a major point. I think it is much better to have a taller building than a shorter building. You want the height and prominence that this building will give you in your town center to make people notice that they are in a different place and special place within town with taller buildings and more density. We are slightly under the minimum requirement for parking. In TOD locations this is not unusual. I was part of a project design in Evanston where we had approved 168 units and only had a net addition to the site of 37 spaces. There was an abundance of off-site parking there and I think we have a similar condition here where we have abundant parking across the street except at certain hours. The auxiliary parking that we are going to have a short distance away will compensate for the shortage. I do not think parking will be a problem for this project. I believe all of the design exceptions we are asking for meet the criteria in the ordinance. The exceptions are needed to fulfill the intent of your Town Center District and is the kind of project consistent with the big picture for your town center. **Tim Doron, Senior Transportation Consultant, Fish Transportation Group** the key to parking is to utilize the assets around you i.e. the Metra station parking, right size parking of the property, and auxiliary parking. We reference in our report other communities and the national standards which are put forth by the Institute of Transportation Engineers where they have surveyed a number of these types of units nationally and locally. Their average for a suburban site within a half mile of a rail station is 1.5 per dwelling unit. Code in this overlay district calls for 1.25 spaces per dwelling unit. This site is located in the downtown district next to Metra parking, which is available after 11:00 am and on weekends to the public. In addition, we have a plan for overflow parking. Railroad Avenue is a single lane in each direction with a turn lane into the Metra parking lot going eastbound and a turn lane at Main Street going westbound. It is not signed for no parking, but you cannot park there because it is not wide enough. Berteau Avenue is a single lane in each direction. It carries about 8,000 cars a day. It is not a high-volume roadway. I believe nearby our development it could be re-striped and parking could be arranged on the east side. Mr. Rafidia owns the shopping center to the south and he has turned that into a very successful shopping center. For our site we are suggesting 16 auxiliary parking spaces at the center that are within 525 feet. **J. Pikarski** mentioned that the front of our property is 300 plus feet so it is not much to walk to the 16 parking spaces. With those 16 spaces we have a total of 137 parking spaces and that brings us to a 1.31 parking ratio with the auxiliary parking spaces that are only 525 feet away. We will clear that sidewalk when there is over 2" of snowfall in addition to plowing our site for people that are walking to the auxiliary parking. That is about a 2-1/2-minute walk. That is a standard from IDOT. Our parking allocation plan is for each tenant to have a space on site, first come, first serve. After the 104 spaces are allocated the 17 additional spaces will be on a first come, first serve basis. Some people may not want them. That would leave a surplus on site. After all of the 121 spaces on site are allocated that would give everybody 1 space and any auxiliary demand would be in our auxiliary parking area. The national standard used in the industry says that 1.15 spaces for a TOD is what is required. Your code calls for 1.25 spaces, which is not unreasonable. We just finished a project in Glenview with 1.18 spaces 200 feet from a Metra station with no auxiliary parking. Elmhurst has a project with 1.26 spaces per unit



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

and Villa Park at their Metra station with 1.28 spaces per dwelling. I think with that auxiliary parking we have safeguards built in and we have right-sized the parking. I think this project is going to bring a tremendous benefit to your downtown. You have a nice historical downtown, which some communities would give their left arm for and this will bolster that economic activity. **J. Lemberg** there are only 2 sump pumps for this building. Is that going to be enough? **M. Haylock** we have not fully engineered the building yet, but tentatively, we feel that 2 sump pumps are going to be enough. These will be commercial basins and pumps. **J. Lemberg** where will the water be pumped to. **M. Haylock** it will go into the storm system on site, down the street and into the detention basin like all of the other buildings in the area. **J. Lemberg** where will you push the snow? **M. Haylock** it will be taken off site.

**J. Lemberg** opened the public hearing portion of the meeting.

**Mary Jo Schulte, 267 E Railroad Avenue** we have very limited overnight parking. I live in a condo. People that do not have 2 spaces park in the parking lot behind us between the building and the shops. I fear that you do not have enough parking for everybody. The businesses are not going to have room for their customers. Introducing over 100 cars into the area is going to create a lot of traffic. The parking at Metra is only free after 11:00 am and you cannot park there at night. **Jack Kennedy, 275 Railroad Avenue** my wife and I have lived in Bartlett for 43 years. We have watched Bartlett grow without losing its charm. Expansion has been modest, but the proposed building at 5 stories is too tall and out of character with the surrounding neighborhood. Please limit this project to no more than 4 stories maximum height as our current ordinance reads. That would also solve the parking deficiency. **Mary Muzzilli, 271 E. Railroad Avenue** we are concerned with the variances being requested. In 2003, the buildings approved were 3 stories, not 4 stories. The proposed building's height is out of character for our downtown and certainly out of character with the existing town center's buildings and will dwarf the surrounding buildings. The parking is insufficient. What is the impact donation? What are the occupancy limits of the apartments? If units go unrented will there be special incentives allowed? How confident is the petitioner that he will fill 104 units? **Robin Dubiel, 271 E. Railroad Avenue** I am asking that you not allow a 5-story building to be built with only 121 parking spaces. Please take into consideration that there is no guest parking. If the variation is approved this is going to create a real problem for the tenants as well as the neighborhood. I believe if a 5-story building is built it will be detrimental to the public and welfare of the neighborhood, specifically our downtown area. **Bruce Dubiel, 271 E. Railroad Avenue** I hope that you all read the narrative and petition that was signed by 55 residents or more. I would think that even though the developer owns the shopping center he would need a variation to take those spaces for the auxiliary parking. I think this building is too tall. Our input should matter. We do not want to stop this project. We simply want a project that will be a good fit for our community and something we can celebrate. Please hold this project to 4 stories. **Russ Graziano, 271 E. Railroad Avenue** I am the president of Bartlett Town Center II Condo Association. The association is not opposed to development of the land in question, but does have concerns regarding the proposal. We find a disconnect between the proposed building and existing buildings and fear a major problem with the proposal's allotment of parking. We believe from experience that the forecasting is in error. We have had owners sell their condos and move out because of the parking situation. In fact, in soliciting for the petition that we turned in, my neighbor informed me that he is going to sell his unit because his fiancée will not be able to park once they get married. There is no convenient alternative in and around downtown Bartlett. There is a Village ordinance that prevents



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

overnight parking on all of the streets and the more distant community parking lots do not allow overnight parking. Where does the overage go? I am sure there will be overage. You cannot live in our downtown community without a vehicle. The project requires more parking than is planned for. We believe that granting the parking variation request runs contrary to Bartlett's standard for variation and would be detrimental to the public and the neighborhood. **Terry Daniello, 271 E. Railroad Avenue** we understand that variances are regularly granted, but this site has specific requirements for development. We are putting our trust in you to act as representatives for the community and not just one entity. **Jeannine Ames, 737 Candleridge Court** I have concerns about the size of the building and storm water. Even though we have detention ponds we still flood. Take into consideration with the size of this building where the water is going to go. We have 328 units in Hearthwood Farms. Every unit has 2 parking spaces, 1 in the garage and 1 on the driveway. In addition to the 656 parking spaces we have 105 overflow parking spaces for visitors and we have cars parked on the street. I think you need to reduce the size of the building and make it where people can live there and not have to worry about parking. **Emeli Solis, 271 E. Railroad** when I found out that this building was going to be built, I decided I wanted to move. I used to live in Addison with the same type of building that is being built, but I could not sleep because of the loud noises and the police being called multiple times. I moved to Bartlett and fell in love with the peace and quiet that we have. I am currently looking for a place to move to because this will be built. I am a health professional and most of the work that I do is at apartment buildings. One of the most difficult things is finding parking especially at this type of unit. We do emergency calls and can go out late at night and that is a safety concern. **Hector Solis, 271 E. Railroad** I currently have 1 parking spot and we have 2 cars so I have to park at the Metra overnight. In the winter, I wake up early to move my car and keep the spots cleared for the people that pay for that parking to go downtown. When I buy groceries and bags to bring in I go underground to unload and many times I have gotten calls and emails about blocking that spot. That is frustrating to not have a spot. Normally, the parking lot is full. **Jay Longfelder, 415 S. Hickory Avenue** in the Village of Bartlett Committee minutes from January 10, 2021 there is a Puckett Reserve concept plan review with 15 acres and the proposal we are addressing tonight has 1.873 acres with 104 units. Puckett Reserve was 146 apartments on 15 acres with 309 parking spaces. We have ordinances to protect the community. I am concerned about the capacity of the building and the parking spaces.

**J. Lemberg** closed the public hearing portion of the meeting.

**A. Hopkins** clearly parking is a big issue. I think our Village ordinance is not correct and we need to have more parking for developments. I always point to the Savoury area. There is not enough parking. Clearly, town center does not have enough parking. There was a study done for that which said it was adequate and that was incorrect. Is there a way to eliminate units to have adequate parking? I think on-site parking is important. Off site is nice for overflow, but at this price point this is going to be for people ages 24 to 35 so you are going to have 2 vehicles. Is there a way to reduce the size of this building to accommodate the actual number of cars that are going to be there? **W. James** the Village has a plan for the town center with standards. We are asking for a 9-space deviation from that to be compensated by 16 or more auxiliary spaces on property with the same owner. I do beg to differ with you that you are going to have people with 2 and 3 cars living here. You are talking about the inconvenience of people living on the site. We are not talking about impacting people on other properties. If someone has to get up at 6:00 am to move their car that is what they choose to do. If



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

that is the arrangement that they have chosen to live in, they have chosen that. I think people will self-select and if they have 2 or 3 cars they are not going to live here they are going to live where they have an abundance of parking. If you want an abundance of parking you are not going to get a quality town center because you are going to have a lot of parking and not have synergy or a walking/pedestrian environment. I think all of the concern about parking is really subterfuge for perhaps not wanting a 5-story building. We are asking for 1 story in excess of the standard. We are not asking for any variances because we are in the downtown overlay district and deviations would be major design exceptions, which have a different criterion, which I have addressed in my report. In terms of reducing the number of units, I can defer to the owner, but I am sure that answer is no. They want you to respond to the proposal as it is and they cannot reduce the number of units to exceed the amount of parking required by your ordinance. **A. Hopkins** have there been any sound studies done? My concern is the north side of town and vibrations from the train heading north. Was there a study done in that regard? **W. James** there are not study requirements in your ordinance for acoustical vibrations or the impact across the railroad tracks. You are going to have some vibration from the buildings that are there now and we are going to be 1 story taller than the building to the west of us. The answer is no, we have not done an acoustical study. **A. Hopkins** where is the retention pond for the storm water runoff? How big are the pipes and how much water is expected to runoff?

**Azzam Hamdan** I have been an engineer for 30 years working with construction and design. The detention has already been designed and approved by MWRD and the Village. When Asbury Place was developed the detention requirement was 4.06 acres per foot and the detention provided was 15.48, which is 3 times more than what was required. There is no way this site will not be able handle the detention that exists right now. The storm water goes to the structure on the northwest corner of Railroad Avenue and Prospect Avenue with a 4" restrictor. There is no way with that size that the runoff will flow somewhere else. **M. Hopkins** is the intent of the developer to own it and sell it or to hold it and manage it? **J. Pikarski** my client's intent is to build, own and keep the property. They have 10 other properties that they also own. This will be rental. They are asking you to allow them to invest \$15 million in this site. They intend to keep it in tip-top shape. **M. Hopkins** what is the elevation of the corner unit? **M. Haylock** it cannot be more than 2 feet. **M. Hopkins** what is the height of the windowsill for the bedroom? **M. Haylock** it is roughly 3 feet. That is a secondary bedroom. **M. Hopkins** the window wall is looking east towards Berteau Avenue right at the sidewalk. What is the distance between that window and the public sidewalk. **M. Haylock** right now it is 10' 10" if you measure it to the existing sidewalk. **M. Hopkins** that is street level. **M. Haylock** yes. **M. Hopkins** when we go to the existing town center building some of those facades are about 10' away, but they are elevated about 4' and that makes a huge difference in terms of separation. The units along Berteau Avenue will have windows that look right out to the public sidewalk. Can this building be pushed west? **M. Haylock** a lot of that has to do with wanting to provide a nice radius to turn into the garage. **M. Hopkins** that radius is very generous there. **M. Haylock** is this a concern of safety or privacy. **M. Hopkins** for privacy. When I look at the rendering it looks like retail on the first floor because it is kissing up close to the sidewalks and the street. We have a conflict between the public just a few feet away from a bedroom and that does not happen anywhere else in this Village. **M. Haylock** we have offered a lot of different choices. The person that likes to live in a private home is not going to be comfortable living in an apartment building. The style of living for a person living on the first floor with a first-floor patio is a different from the person living on the second floor or the top floor. We only have 2 units that are facing that street and even



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

though it is close to the sidewalk it is much more of a quiet street. I feel it is just a matter of choice. If it becomes a problem where we cannot rent this because it is too close there are options. The particular window that we are talking about is not a requirement in that unit. We could close it off in the inside so that person does not have the issue, but it still looks the same on the outside. At some point, they could put in taller landscaping for more privacy. Everybody on the first floor is going to be at a lower level. That is just a matter of choice. We are trying to keep the building height down. Obviously, we could have raised the building up 4 feet, but we did not want to increase it even higher. We are trying to minimize the height of the building as much as we can. **M. Hopkins** I am trying to find a way to reconcile this in terms of a good site design. The Plan Commission is not here to vote on variances and setbacks, but just to address the height of the building. The mass of the building is just too much. There is a case to be made that rental parking is self-regulating in that if you do not provide enough you will not be able to keep it leased up. **R. Grill** staff has been working on that issue. We have looked at providing overnight free parking 24 hours 365 days a year on Berteau Avenue on the east side. We have put together a plan for 23 parking spaces. These could be utilized by anyone. We are hearing that the condo owners are short of parking. If they have guests, they can park here. If the apartment people need parking, they can park here. If you take these 121 spaces and the 16 spaces at the shopping center that gets you to 1.31 parking spaces per unit. If you take the onsite parking of 121 and add the 16 from the shopping center and just 14 of the 23 spaces on Berteau Avenue you are at 151 parking spaces available, which brings it up to 1.45 spaces per unit and if they utilize all 23 spaces of the on-street parking on Berteau Avenue you get a total of 160 spaces or 1.53 parking spaces per unit. The existing condo buildings 1 and 2 were granted 1.45 spaces per unit. That was amended for building 3 and building 3 was built with 1.30 spaces per unit. I just want to put this into perspective. In addition, staff is also working on overnight parking at the Metra station on the north side of the tracks. That area is underutilized. In Geneva, Barrington and other cities, the 24-hour overnight parking is quite a distance from the train station for a reason, because people are willing to walk farther if they are going to leave their car there for days. During the week there would be a fee; however, on holidays, after 11:00 am and on weekends, it would be free. **J. Miaso** with the 14 spaces that you are counting, half of those are contemplated cars on Berteau Avenue. What would the usage rules be for those cars? **R. Grill** overnight, 24 hours, on street. **J. Miaso** somebody could leave their car there for 9 days? **R. Grill** yes, that would be okay. **A. Hopkins** are you widening Berteau Avenue for this? **R. Grill** no. **A. Hopkins** the reason we cannot do parking on a regular street is because of safety concerns, but we are going to allow it here. **R. Grill** this street is a low-traffic generating street and there are quite a few turn lanes on this street with striping and it is fairly wide. **M. Hopkins** if we got past all of the other issues except for this and said yes to this it would be conditional to any approval, right? **R. Grill** yes. **C. Deveaux** what is to prevent the Village from building a parking lot in the open area at the southeast corner of Berteau Avenue and Railroad Avenue? **R. Grill** that property is owned by Metra. **G. Koziol** what about snow removal? **R. Grill** that is still under discussion. We do not know if we would allow cars to stay there or require people to move their cars after a 2" snowfall. That has not been decided at this time. **G. Koziol** that could make it difficult for people who think they have a legitimate parking space if it snows. **R. Grill** the cars could remain. They do that in many places. We could just plow the street. **A. Hopkins** I definitely applaud staff for looking into the parking and finding all of this parking. I think it is upon the developer to find out how to get adequate parking for their site. I do appreciate staff finding these other solutions because there are solutions there that may need to be utilized in the future. I am glad these options have been presented. **G. Koziol** when I saw this plan first proposed I



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

was excited because it is an area that I have longed to see developed. As I started to look at this, I asked myself, what about the parking? I understand what the TOD is trying to accomplish, but when I saw there was 104 units, my first thought was to take 52 units or 52 additional parking spaces because half of the 104 units are going to have 2 cars. I do not agree with the fact that you think there is going to be that low of a requirement for parking. The issue now with Metra parking is that you cannot park overnight. You may be able to park there overnight in the future, but we cannot count on that. Metra may or may not allow us to do that. The Metra parking might be convenient for guests, but I do not think it is convenient as it exists today for the residents. **B. Bucaro** are the 16 auxiliary parking spaces firmed up and part of the plan? In the traffic study it is referenced, but my question is, will that be part of the formal plan? What if the petitioner sells the shopping center? Is there a covenant that the new owner has to abide by the 16 parking spaces being available to the apartment building? **W. James** it would be part of the new planned development ordinance, so yes, it is a formal part of the proposal and it would be binding and there would not be the potential for that auxiliary parking to be separated and unavailable to the apartment development. **T. Doron** the shopping center, which has the same owner, has 535 parking space and they are required by code to have 423 so they are way over parked. They have more parking than they need. As part of the ordinance, we would include the 16 spaces. We can go beyond 16 spaces. Those are 16 on the east/west access at the far north end of the property. There are other spaces available any time. There would also be a security system employed at that point to watch those cars at night. You either buy into the concept of TOD or not and in a town center like this, this will be market driven. I guarantee that the people who move here will not have 3 cars that is based on national data. There are very specific standards for this with suburban TOD sites within a half mile of a train station. Those are accurate figures that are widely used in the industry. It would not be to the benefit of the owner to build this and invest the money if it was not market driven. **J. Pikarski** we can restrict the off-site parking/auxiliary parking via a restrictive covenant so that there will be a permanent easement as to the number of parking spaces that we ultimately settle on and that easement will run from the current owner and with the land so that it would be incumbent upon any future purchasers and would run to the ownership of the proposed project. **M. Werden** I think several people have made valid points. When Town Center was first proposed there were a lot of people that were shocked at the height of the building and complained about the height. As we move out from the Town Center, I think it would be natural to see something this height that is only going to be about 6' higher than the roof line of the development to the west. North of the tracks there is nothing there that this would intrude. It is an isolated area as far as height. The parking, I was a little squeamish about, but I think with what the Village is proposing, we are overcoming it. When you look at the square footage of the unit, it is not going to attract large families and why would you rent a high-end apartment if you knew you would not have enough parking. That would not make sense. You are going to have a higher caliber of people who are going to do some planning and since it is a rental unit, they are not making a 30-year mortgage investment. When their lease is up, they can look somewhere else if parking is their issue. **B. Bucaro** I know the petitioner has 12 properties. Are they all shopping centers or is there also residential? **M. Rafidia** I have 1 residential in Lakeview and 11 commercial properties. **M. Werden** the petitioner has a good track record of what he can do. I think the beauty of this building with 2 fronts and no back is phenomenal. We do not have that in Bartlett right now. I think this would be an asset and a good thing to get on the tax roles for the Village of Bartlett. **B. Bucaro** my concern is not with the parking. People who decide to rent here, it is their option and they will know what they are getting into. I cannot believe that the petitioner is going to



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

spend \$15 million and turn tenants away because there is a parking problem. That does not make sense. Looking at the shopping center, the petitioner is not that kind of business person. My concern is that it does not negatively affect residents of the Town Center. They have their parking and have overflow parking. How can the Village help to assure that the parking for the retail and the condos is not used by the residents of the apartment buildings? **R. Grill** the property owner currently takes care of that now and the Village does hear about that sometimes. **B. Bucaro** what is the likelihood of the Berteau Avenue street parking happening because it has a bearing on how I would vote. **R. Grill** I think the chances are very good. **M. Werden** I think it makes a huge difference too. That was a big turning point for me. I have never seen the Village be so proactive trying to resolve this issue. We want the Town Center to improve and grow. I think this would be a big asset. **M. Sarwas** in addition to the 16 parking spaces, how many more parking spaces would be available in the shopping center? **M. Rafidia** south of the 16 parking spots, next to the Montessori school there is space for 32 additional parking spots and that would still be within 500-600 feet from the building. **M. Sarwas** that is significant. **M. Rafidia** in regard to the ownership of the 2 properties, we will be recording a permanent easement. Even if we sell the shopping center in the future the new owners will have to honor the easement. **J. Miaso** can anyone park on Berteau Avenue 24 hours. **R. Grill** yes, anyone can park there 24 hours. **J. Miaso** could there be permit parking there? **R. Grill** we are not proposing permit parking at this time. **M. Hopkins** is there any way to get an increased setback on Berteau Avenue? Is there something you can do with the site plan and layout to get that to about 15 feet? Is there a way to draw the building further away from Berteau Avenue? **M. Haylock** not much. We could probably pick up a few feet. We have moved this building about 10 times over the last year and changed the parking at least that many times to try to improve it. It looks like there is a lot of room on the west side, but it is really tight. **M. Hopkins** without that commitment I just cannot do it. I can get past the parking and grit my teeth on the height, but that just kills it for me. I just cannot imagine walking by and driving by the condition. There is a huge radius at the bottom of the driveway and you are doing that for 2 overhead doors. Can you do 1 overhead door and make it a tighter turn with an 18' door? **M. Haylock** we need 2-way traffic. **M. Hopkins** you are being generous on the west side and pinching the east side to the point where I think it is dysfunctional and I am going to be a no. **M. Haylock** we cannot commit to 15 feet. That is just too much. **M. Hopkins** show me another place in the Village of Bartlett where you have a bedroom window that close to a property line. **W. James** it is difficult to argue against your own standards that you have in your ordinance. It is hard to conform to an urban-type development. **M. Hopkins** we have a form-based design, which is a performance-based design for our overlay district specifically so that we have the latitude to be able to say yes to a good design. I think we have to say no to a bad portion of the design and this building is nice, I cannot complain about that. It is just too close to Berteau Avenue. **M. Werden** you are looking at 1 bedroom in 1 unit out of 104 units and when this building is built nobody is forcing somebody to rent that unit. **M. Haylock** that window is not required for that particular unit, but I would rather leave the window. **A. Hopkins** I would hate to build something and say "if you want to live here, you can live here." I think that is a horrible way to develop something. The bottom level is going to have lights shining in the windows with car lights constantly. That is an issue.

**J. Kallas** made a motion to pass along a **positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for a Second Amendment to Ordinance #2003-



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

123 to allow for 104 residential apartments in one building subject to the conditions and findings of fact outlined in the staff report.

**Motioned by: J. Kallas**  
**Seconded by: J. Miaso**

**PC Roll Call**

**Ayes: None**

**Nays: John Miaso, Austin Hopkins, Jerry Kallas, Mark Hopkins, Jim Lemberg**

**The motion failed to pass.**

**A. Hopkins** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for Amending the Special Use for a PUD to allow for 104 residential apartments in one building subject to the conditions and findings of fact outlined in the staff report.

**Motioned by: A. Hopkins**  
**Seconded by: J. Kallas**

**PC Roll Call**

**Ayes: None**

**Nays: John Miaso, Austin Hopkins, Jerry Kallas, Mark Hopkins, Jim Lemberg**

**The motion failed to pass.**

**J. Kallas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for Amending the approved Preliminary/Final PUD Plan (Residential Site Plan) subject to the conditions and findings of fact outlined in the staff report.

**Motioned by: J. Kallas**  
**Seconded by: J. Miaso**

**PC Roll Call**

**Ayes: None**

**Nays: John Miaso, Austin Hopkins, Jerry Kallas, Mark Hopkins, Jim Lemberg**

**The motion failed to pass.**

**J. Kallas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for Amending the following Exhibits: Residential Site Plan – Exhibit E-2, Residential Building – First Floor Plan – Exhibit E-4, Residential Building – Garage Floor Plan – Exhibit E-5, Landscape Plan – Exhibit E-6, Building Elevations – Exhibit E-7 (SK-007, 008), and



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

Modifications to Bartlett Zoning and Subdivision and PUD Ordinances - Exhibit E8 #3 attached to Ordinance #2003-123 subject to the conditions and findings of fact outlined in the staff report.

**Motioned by: J. Kallas**  
**Seconded by: A. Hopkins**

**PC Roll Call**

**Ayes: None**

**Nays: John Miaso, Austin Hopkins, Jerry Kallas, Mark Hopkins, Jim Lemberg**

**The motion failed to pass.**

**J. Kallas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for a First Amendment to Ordinance #2005-124 to allow for 104 apartment units in one building subject to the conditions and findings of fact outlined in the staff report.

**Motioned by: J. Kallas**  
**Seconded by: J. Miaso**

**PC Roll Call**

**Ayes: None**

**Nays: John Miaso, Austin Hopkins, Jerry Kallas, Mark Hopkins, Jim Lemberg**

**The motion failed to pass.**

**J. Kallas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for Amending the following Exhibits attached to Ordinance #2005-124: Residential Buildings 3, 4, & 5 First Floor Plan – Exhibit 1, Residential Buildings 3, 4 & 5 Second/Third Floor Plan – Exhibit 2, and Residential Buildings 3, 4 & 5 Elevations – Exhibit 3 subject to the conditions and findings of fact outlined in the staff report.

**Motioned by: J. Kallas**  
**Seconded by: J. Miaso**

**PC Roll Call**

**Ayes: None**

**Nays: John Miaso, Austin Hopkins, Jerry Kallas, M. Hopkins, and Jim Lemberg**

**The motion failed to pass.**

**A. Hopkins** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for Plat of Consolidation subject to the conditions and findings of fact outlined in the staff report.



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

Motioned by: A. Hopkins  
Seconded by: J. Miaso

PC Roll Call

Ayes: J. Miaso, A. Hopkins, M. Hopkins  
Nays: J. Kallas, Jim Lemberg

The motion carried.

**M. Sarwas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for the following variation from the Downtown Zoning Overlay District (Form Based Code) subject to the major design exceptions and findings of fact outlined in the staff report: **10-9C-3.C.3 – Other Frontage Build-to Zone – Corner Side Yard Setback**

Motioned by: M. Sarwas  
Seconded by: C. Deveaux

ZBA Roll Call

Ayes: G. Koziol, B. Bucaro, M. Sarwas, and M. Werden  
Nays: J. Banno, C. Deveaux

The motion carried.

**M. Sarwas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for the following variation from the Downtown Zoning Overlay District (Form Based Code) subject to the major design exceptions and findings of fact outlined in the staff report: **10-9C-3.C.6 – Minimum Rear Setback**

Motioned by: M. Sarwas  
Seconded by: C. Deveaux

ZBA Roll Call

Ayes: G. Koziol, B. Bucaro, J. Banno, M. Sarwas, C. Deveaux, and M. Werden  
Nays: None

The motion carried.

**M. Sarwas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for the following variation from the Downtown Zoning Overlay District (Form Based Code) subject to the major design exceptions and findings of fact outlined in the staff report: **10-9C-3.C.8[7] – Surface Parking & Loading Location – Rear Yard**



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

Motioned by: M. Sarwas  
Seconded by: C. Deveaux

**ZBA Roll Call**

Ayes: G. Koziol, B. Bucaro, J. Banno, M. Sarwas, C. Deveaux, and M. Werden  
Nays: None

The motion carried.

**M. Sarwas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for the following variation from the Downtown Zoning Overlay District (Form Based Code) subject to the major design exceptions and findings of fact outlined in the staff report: **10-9C-3.D.1 – Maximum Height**

Motioned by: M. Sarwas  
Seconded by: C. Deveaux

**ZBA Roll Call**

Ayes: G. Koziol, B. Bucaro, J. Banno, M. Sarwas, and M. Werden  
Nays: None

The motion carried.

**M. Sarwas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for the following variation from the Downtown Zoning Overlay District (Form Based Code) subject to the major design exceptions and findings of fact outlined in the staff report: **10-9C-4.D – Table C. Prohibited Materials**

Motioned by: M. Sarwas  
Seconded by: C. Deveaux

**ZBA Roll Call**

Ayes: G. Koziol, B. Bucaro, J. Banno, M. Sarwas, C. Deveaux, and M. Werden  
Nays: None

The motion carried.

**M. Sarwas** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-16) Residences at Bartlett Station (Site E)** for the following variation from the Downtown Zoning Overlay District (Form Based Code) subject to the major design exceptions and findings of fact outlined in the staff report: **10-9C-5.D.1 – Table E. Minimum Parking Spaces**

Motioned by: M. Sarwas  
Seconded by: C. Deveaux



Village of Bartlett  
Joint Special Meeting of the Zoning Board of Appeals and Plan Commission Minutes  
July 1, 2021

---

**ZBA Roll Call**

**Ayes:** G. Koziol, B. Bucaro, M. Sarwas, and M. Werden

**Nays:** J. Banno, C. Deveaux

**The motion carried.**

**M. Werden** would the Village Board have to have a two-thirds vote to overrule the Plan Commission?

**R. Grill** I will have to check with our village attorney.

# GORDON AND PIKARSKI

CHARTERED  
ATTORNEYS AT LAW  
SUITE 940  
55 WEST MONROE STREET  
CHICAGO, ILLINOIS 60603

JOHN J. PIKARSKI, JR.  
MAUREEN C. PIKARSKI  
THOMAS M. PIKARSKI

DANIEL G. PIKARSKI  
KRIS R. MURPHY  
WILLIAM T. GROSSI  
MORTON A. GORDON (1928-2012)

April 23, 2021

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

Dear President Wallace and Trustees:

Re: Residences at Bartlett Station

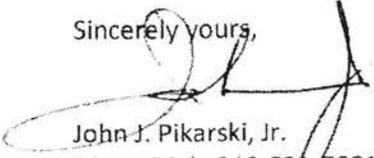
Enclosed you will find the Village of Bartlett Development Application for zoning and other relief to the property that is located at the southwest corner of Berteau Avenue and Railroad Avenue. We are specifically asking to amend Ordinances Nos. 2003-123 and 2003-124 including amending the preliminary/final PUD (residential site plan), exhibits associated with the Amendment of the preliminary/final PUD (residential site plan), exhibits associated with Amendment of the preliminary/final PUD (residential site plan) reducing the parking ratio and approval of a plat of consolidation to allow for 104 apartment units on the property.

More specifically, we are seeking (1) to reduce the number of buildings on the site from two (2) to one (1); (2) to increase the height of the proposed building from four (4) to five (5) stories; (3) to increase the number of dwelling units from 27 to 104; (4) to reduce the per unit parking requirements from 1.25 to 1.17; (5) to create corner side yard setbacks of approximately five (5) feet; and (6) to reduce the rear yard setback adjacent to parking to approximately two (2) feet eight (8) inches.

The housing product that the proposed development will bring to the Village of Bartlett is one that has not been produced for decades yet is much needed. The introduction of luxury rental units adjacent to railroad transportation has been recognized by many mature suburbs. The infusion of vitality into the central core of the Village will enhance already existing development while adding the density needed for the commercial area of the Village.

The proposal will have attributes and finishes of a condominium while being a rental building. The proposal is to include indoor heated parking, bicycle parking, and package delivery space. Fire and sound resistant construction is planned as is a state of the art emergency safety system. The interior finishes will include hardwood flooring and trim, granite countertops, state of the art Energy Star appliances, in suite washers and dryers, ceramic tile bathrooms and kitchens, premium quality carpeting, and a myriad of other attributes.

Sincerely yours,

A handwritten signature in black ink, appearing to read "John J. Pikarski, Jr.", written over a horizontal line.

John J. Pikarski, Jr.

Direct Dial: 312-521-7001

jpikarski@gordonpikarski.com

**April 26, 2021**

**Re: Project Name: Residence at Bartlett Station**

### **THE BUILDING INTERIOR**

- Elegant lobby with stone tile flooring, crown molding and distinctive pendant light fixtures
- Contemporary design elements both interior and exterior
- Luxurious carpeted corridors with abundant lighting
- Two computer controlled high speed elevators with designer finishes
- Computerized security/intercom system with closed circuit camera
- Fire and sound-resistant precast concrete plank floors and masonry interior and exterior bearing walls
- High speed data and internet wiring
- State of the art emergency safety systems including:
  - Hard wired smoke detectors
  - High tech fire alarm system with central station alert
  - Carbon monoxide detectors
- Automatic fire sprinkler system throughout the building
- Trash chutes within enclosed rooms on every floor
- Economical centralized hot water system
- Available private storage
- Fitness center with state-of-the-art equipment that allows residents a piece of mind and ease of access within the confines of the building
- Community center, which can be utilized as a gathering space for business or personal use

### **THE PARKING GARAGE**

- Controlled access indoor climate-controlled parking with full sprinkler fire protection
- Elevator lobby and stairway access to every floor
- Available private storage
- Bicycle storage areas

### **THE BUILDING EXTERIOR**

- Richly designed brick and stone façade
- Aluminum composite panel trim, fascias and copings
- Dramatic custom steel framed canopy at the main building entrance

### **THE APARTMENTS**

- A variety of floor plans offering studios, 1 & 2 bedrooms and 1, 1 ½ and 2 bathrooms
- 9'-0" ceilings
- Individually controlled gas forced heating and air conditioning system with programmable thermostat
- Spacious private balconies in select apartments
- Elegant six panel doors

- Decorative wood trim on all swinging doors
- High quality wood windows & patio doors, with maintenance-free exterior aluminum cladding
- Satin nickel door hardware
- Full size washer and dryer hookups
- State-of-the-art television, voice and data communication systems including high speed Internet access

## **THE KITCHEN**

- Granite countertops with full-height designer tile backsplashes
- Under-mount stainless steel sink with pullout spray faucet
- Garbage disposal
- Energy Star appliances with stainless steel finish:
  - Frost-free refrigerator with water and ice dispenser
  - Self-cleaning gas range with convection oven
  - Combination microwave/range exhaust with light
  - Dishwasher with ultra-quiet wash feature
- Engineered hardwood flooring

## **BATHROOM & POWDER ROOMS**

- Designer stone countertops and under-mount sinks
- Available double bowl sinks in select units (per plan)
- White bathtub or enclosed shower with frameless glass door (per plan)
- Designer toilets and fixtures
- Porcelain tile floors and tub/shower surrounds

## **LIVING ROOMS & DENS**

- Engineered hardwood flooring
- Decorative wood trim at the base of all walls
- Ceiling electrical boxes for optional decorative light fixtures or ceiling fans

## **BEDROOMS**

- High quality oak wood flooring
- Decorative wood trim at the base of all walls
- Vinyl-clad wire shelving in closets (per plan)

APR 29 2021



VILLAGE OF BARTLETT  
DEVELOPMENT APPLICATION

For Office Use Only  
Case # 2020-16  
**RECEIVED**  
APR 29 2021  
PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

**PROJECT NAME** Residence at Bartlett Station

**PETITIONER INFORMATION (PRIMARY CONTACT)**

**Name:** Manny Rafidia its Managing Member

**Street Address:** 134 Bartlett Plaza

**City, State:** Bartlett, IL

**Zip Code:** 60103

**Email Address:** MMAJLLC@GMAIL.COM

**Phone Number:** (847) 921-9200

**Preferred Method to be contacted:** Email

**PROPERTY OWNER INFORMATION**

**Name:** Village of Bartlett

**Street Address:** 228 S. Main St.

**City, State:** Bartlett, IL

**Zip Code:** 60103

**Phone Number:** (630) 837-8800

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

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

- Annexation
- PUD (preliminary)
- PUD (final)
- Subdivision (preliminary)
- Subdivision (final)
- Site Plan (please describe use: commercial, industrial, square footage): \_\_\_\_\_
- Unified Business Center Sign Plan
- Other (please describe) Consolidation, Amendment of PUD, Amendment of Ordinance #2003-123 & #2003-124  
Amendment to the number of units, the height of building, 1 building vs. 2 & the parking requirement from 1.25 to 1.1 $\frac{1}{2}$ .

Second Amendment to #2005-124  
Development Application

**SIGN PLAN REQUIRED?** Yes

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

**PROPERTY INFORMATION**

**Common Address/General Location of Property:** Southwest Corner Railroad Ave & Berteau

**Property Index Number ("Tax PIN"/"Parcel ID"):** 06-35-315-065, 066, 067 & 068

**Zoning:** Existing: PD **Land Use:** Existing: Residential  
(Refer to Official Zoning Map)  
Proposed: See Dropdown Proposed: Residential

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

**Acreage:** 1.855

**For PUD's and Subdivisions:**

No. of Lots/Units: 4  
Minimum Lot: Area 80,792 ft Width \_\_\_\_\_ Depth \_\_\_\_\_  
Average Lot: Area \_\_\_\_\_ Width \_\_\_\_\_ Depth \_\_\_\_\_

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

**Attorney** John J. Pikarski  
55 West Monroe, Suite 940  
Chicago, IL 60603 (312) 521-7001

**Engineer** Arch America  
34121 N. US 45, Suite 213  
Grayslake, IL 60030 (847) 336-6600

**Other** Michael Pontarelli (Consultant)  
(773) 370-4026

**FINDINGS OF FACT FOR PLANNED UNIT DEVELOPMENTS**

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

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

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

The proposed plan will be compatible with the proposed special use to the proposed amended planned unit development . The modern rental apartment complex will be a convenience for the residents accessing the Metra transportation.

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

The proposed project will meet the design and standards that will be approved by the Village which will contribute to increasing property values within the area. The building will be equipped with automatic sprinkler system, fire dept. connections within 100 feet of a fire hydrant, fire alarm system, carbon monoxide detection in the garage and apartments and proper ventilation in the parking garage in accordance with the Int'l Mechanical Code.

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

The proposed project site is located in a downtown residential subarea that is intended for a mix of residential buildings, including small apartments, larger residential buildings and townhouses and the proposed 104 unit apartment building being proposed would meet this criteria. Ownership shall conform to all stipulations and conditions required by the Village of Bartlett.

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

The subject site is designated as part of the comprehensive plan - Village center mixed use. Sub area 3 is intended for a mix of residential buildings, including small apartment, larger residential buildings and townhouses. The proposed 104 unit apartment building meets the stated criteria of the Plan.

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

The proposed project site is a use that is intended within the planned unit development. The proposed 104 unit apartment building is comparable to and compatible with the existing residential condominium complexes located adjacent (North and West) to the proposed site.

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

The proposed project will address the safety of the residents and the public. As Ownership is providing the required life/safety requirements to the apartment building and the exterior site, to ensure the residents and their visitors are in a safe and healthy environment and the Ownership shall maintain all the property in a above standard manner with maintaining all required life/safety testing and monitoring as required by the governmental authorities.

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

The proposed 104 unit apartment building is comparable to and compatible with the adjacent residential condominium complexes located to the North and West of the proposed site. The design elements of the proposed project will meet and/or exceed the standards and requirements issued by the Village and enhance the value of the surrounding area.

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

Impact donations will be paid to the Village upon approval.

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

The proposed project will provide for all utilities, drainages and required services and shall be in accordance with the latest editions of the Illinois and Municipal applicable codes for each and shall be inspected/tested/approved by the applicable governmental authority. Please refer to the Civil Plans provided with this proposed project application for detail.

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

The proposed project plan is seeking approval for a variation from the required 1.25 stalls per unit to 1.17 stalls per unit. The plan provides for 48 interior parking stalls and 73 exterior parking stalls (a total of 121 parking stalls), which provides adequate parking facilities. The plan provides 2-way parking as to reduce congestion within the parking area on the site and for ingress/egress to Berteau Ave.

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

The proposed project site area is 1.8+/- acres of which the building footprint is 21,760 sq. ft., the paving/walks/patios are 32,669 sq. ft and the landscape area contains 27,133 sq. ft. utilizing the entire site that provides for adequate site are for the proposed project.

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

Ownership provides the assurance to the Village that the proposed project will be completed within the scheduled construction timetable, if not earlier. Ownership will ensure that compliance and expediting is our number one priority and will be maintained with above expected standards.

---

**FINDINGS OF FACT FOR SPECIAL USES**

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

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

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

The proposed project is in line with the Downtown Overlay residential Subarea 3. This proposed 104 unit apartment building complex will be attractive to many residents that are seeking the convenience of access to transportation and the downtown amenities that the Village of Bartlett offers.

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 project will meet the design standards of the Village. The proposed project will contribute to the increase of property values within the area and attract residents to the Village. The building will be equipped with all fire/life safety requirements and meet all building code/ordinance regulations that will be maintained in a first-class manner.

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

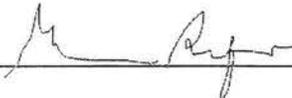
The proposed project site is located in an area that is intended for a mix of residential buildings, including small apartments, larger residential buildings and townhouses. The proposed 104 unit apartment building being proposed would meet this criteria with all code and construction standards of the Village of Bartlett.

**ACKNOWLEDGEMENT**

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

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

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

SIGNATURE OF PETITIONER:  \_\_\_\_\_

PRINT NAME: Manny Rafidia \_\_\_\_\_

DATE: 04/26/2021 \_\_\_\_\_

**REIMBURSEMENT OF CONSULTANT FEES AGREEMENT**

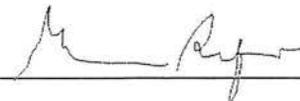
The undersigned hereby acknowledges his/her obligation to reimburse the Village of Bartlett for all necessary and reasonable expenses incurred by the Village for review and processing of the application. Further, the undersigned acknowledges that he/she understands that these expenses will be billed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

NAME OF PERSON TO BE **BILLED**: Manny Rafidia \_\_\_\_\_

ADDRESS: 134 Bartlett Plaza \_\_\_\_\_  
Bartlett, IL 60103 \_\_\_\_\_

PHONE NUMBER: (847) 921-9200 \_\_\_\_\_

EMAIL: MMAJLLC@GMAIL.COM \_\_\_\_\_

SIGNATURE:  \_\_\_\_\_

DATE: 04/26/2021 \_\_\_\_\_

## Development Application Addendum

### Project: Residence at Bartlett Station

#### Specific Requests:

- 2<sup>nd</sup> Amendment to Ordinance #2003-123
- Amending the Special Use for a PUD to allow 104 residential apartments in one building
- Amending the following Exhibits attached to Ordinance #2003-123
  - Residential Site Plan – Exhibit E-2
  - Residential Building – First Floor Plan – Exhibit E-4
  - Residential Building – Garage Floor Plan – Exhibit E-5
  - Landscape Plan – Exhibit E-6
  - Building Elevations – Exhibit E-7 (SK-007,008)
  - Modifications to Bartlett Zoning and Subdivision and PUD Ordinances – Exhibit E8 - #3
- Amend the approved Preliminary/Final PUD Plan (Residential Site Plan)
- Amendment to Ordinance #2005-124 to allow 104 apartment units in one building (27 condominiums previously permitted in each of Buildings 4 & 5)
- Amend the following Exhibits attached to Ordinance #2005-124:
  - Residential Buildings 3, 4 & 5 First Floor Plan – Exhibit 1
  - Residential Buildings 3, 4 & 5 Second/Third Floor Plan – Exhibit 2
  - Residential Buildings 3, 4 & 5 Elevations – Exhibit 3
- Reduce the parking ratio from 1.30 (in the underground garages of Buildings 4 & 5) to 1.0 for the entire site (underground garage and surface parking).
- Plat of Consolidation
- Modifications/Major Exceptions from the Form Base Code – Exhibit 4



34121 N. US 45, Suite 213  
Grayslake, Illinois 60030

Phone 847-336-6600  
Fax 847-336-6601

April 12, 2021

Ms. Roberta Grill  
The Village of Bartlett  
228 S. Main Street  
Bartlett, Illinois 60103

Project: **The Residences at Bartlett Station**  
279 E. Railroad Avenue, Bartlett, Illinois

Re: **Case No. 2020-16 – Form Based Code – Major Design Exceptions**

Dear Ms. Grill,

Regarding Case No. 2020-16, the petitioner requests the following Major Design Exceptions to the Village of Bartlett Downtown Zoning Overlay (otherwise known as the Form Based Code):

**Section 10-9C-3-C.1 Building Height**

Ordinance Requirement: 4 stories – Maximum  
Proposed: 5 stories

Justification for the Exception:

In order for the project to be financially feasible, the proposed 104 apartment units is required. This number of units can only be accomplished with a 5-story building, with a below-grade indoor parking garage. The proposed building is 5 stories, with a flat roof; with a mean height of 60'-1". The existing development to the west consists of 4-story buildings with sloped roofs, with a mean height to 50'-0". The petitioner does not believe that an additional 10 feet in height is significant enough to create a negative impact on the immediate neighborhood, or on the village as a whole.

**Section 10-9C-3-C.3 Other Frontage Build-to Zone – Corner Side Yard Setback**

Ordinance Requirement: 7.5 feet – Minimum  
Proposed: Varies from approximately 5'-0" to 19'-10"

Justification for the Exception:

The building is situated on an trapezoid-shaped property, which makes laying out the site a challenge. By orienting the building parallel to Railroad Avenue (the primary street frontage), the result is that the east end of the building becomes angled to Berteau Avenue. As proposed, the east side yard setback varies from approximately 5'-0" to 19'-10", with the average setback being approximately 12'-4". Only the far north corner of the building will have a setback of less than 7'-6", for a total length of approximately 19'-0". The petitioner feels that the proposed setback complies with the intent of the Code.

**Section 10-9C-3-C.6                    Minimum Rear Yard Setback to Parking**

Ordinance Requirement:        7.5 feet – Minimum  
Proposed:                            2'-8" – Approximate

Justification for the Exception:

Due to its trapezoid shape, the depth of the lot tapers down approximately 70 feet from west to east. As a result, the space available for parking at the rear of the site becomes limited. For this reason, a small portion of the parking lot will not have a 7'-6" setback from the rear (south) property line. A total of 6 parking stalls will require an exception.

**Section 10-9C-3-C.8 [7]                Surface Parking & Loading Location – Rear Yard**

Ordinance Requirement:        Rear parking shall not extend beyond the building .  
Proposed:                            The rear parking projects approximately 2'-9" beyond the rear corner of the building.

Justification for the Exception:

The trapezoid shape of the property severely limits the amount of parking that will fit behind the building. In order to maximize the number of off-street parking stalls, it became necessary for 2 of the parking stalls to project past the southeast corner of the building by approximately 2'-9". However, because the east end of the building is angled to the parking, approximately 88% of the building end wall projects (east) past the parking. The petitioner feels that, for all practical purposes, the parking lot design is in compliance with the Code in this respect.

**Section 10-9C-4                        Table B. Minor Façade Materials**

Ordinance Requirement:        Metal – aluminum composite materials (ACM) not allowed.  
Proposed:                            Allow aluminum composite panels on the building exterior.

Justification for the Exception:

An aluminum composite panel is a strong, durable, and relatively high-end material. It is commonly used on low and mid-rise commercial and residential buildings throughout the country. Composite panels consist of two coated aluminum sheets that are laminated to both sides of a fire-resistant core. Consistent finish quality, and its resistance to dents, scratches, and corrosion make this an outstanding product.

**Section 10-9C-5                        Table E. Minimum Parking Spaces**

Ordinance Requirement:        1.25 spaces per residential dwelling unit  
Proposed:                            1.17 spaces per residential dwelling unit

Justification for the Exception:

With the commuter train station being located directly across the street from the project site; the petitioner contends that several tenants will not own a car. For this reason, the petitioner feels that an off-street parking reduction of approximately 7% below the ordinance standard is appropriate and acceptable for this project.

If you have any questions, or require additional information, please contact my office.  
Thank you.

Respectfully,



Matthew S. Haylock  
Project Architect



## Memorandum

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

### Introduction

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

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

### Site Area Context

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



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

## Existing Conditions

### General Area Traffic and Parking Operations

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

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

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

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

## Future Development

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

### Parking Supply

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

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

Summary of parking supply:

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

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

Total parking supply with Reserved Auxilliary parking:

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

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

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



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



**National and Local Standards**

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

**Table 2-National Standards Parking Demand**

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

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

**Table 2 Traffic Generation**

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

**Table 2 – Trip Generation**

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

**Recommendations and Conclusion**

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

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

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

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

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

---

**ANALYSIS OF PLANNED UNIT DEVELOPMENT AMENDMENT AND DOWNTOWN ZONING OVERLAY  
DESIGN EXCEPTIONS APPLICATION**

Location: Southwest Corner of East Railroad Avenue and South Berteau Avenue.

Applicant: Manny Rafidia, MMAG, LLC.

Request: Applicant request “major design exceptions” from the Downtown Zoning Overlay District, and approval of an amendment to the Special Use PUD ordinance for a multi-family residential building at the property at the Southwest Corner of East Railroad Avenue and South Berteau Avenue.

Prepared By: William James, AICP/RLA  
Principal Consultant  
Camiros, Ltd.  
411 S. Wells Street, Suite 400  
Chicago, IL 60607  
*Resume is attached as Exhibit 5*

**Section 1: Subject Site and Existing Conditions**

**A. Project Description and Requests**

The applicant seeks to develop residential apartments at the Southwest Corner of East Railroad Avenue and South Berteau Avenue. The proposed development take the form of “Transit Oriented Multi-Family Residential Building” consistent with the intent of the Bartlett Downtown Plan and the Downtown Overlay District.

The applicant seeks to build a five-story, multi-family residential building on the site and is requesting an amendment to the existing Planned Unit Development ordinance on the property as well as “major design exceptions” from Downtown Overlay District. The requested major design exceptions support the development of a building that is in keeping with the goals of the Downtown Transit Oriented Development Plan and the intent Downtown Overlay District.

**B. Existing Conditions**

The subject site is approximately 1.873 acres in size and is located on the southwest corner of East Railroad Avenue and South Berteau Avenue. North of the site is the Metra Bartlett Station. To the west and south there are multi-family residential uses. The site is zoned with the Downtown Overlay District with PD Planned Development as the underlying district. The PD District, and prior PUD ordinance for the site, permits multi-family residential use. The Regulating Plan for the Downtown Overlay District classifies this site as “Subarea 3; Downtown Residential, which allows a range of residential building types with a minimum height of two stories and a maximum height of four stories.

## Section 2: Analysis of Variance Requests

### A. Summary of Requested Major Design Exceptions

The applicant is seeking to develop a town-center oriented residential building that reinforces the goals of the Bartlett Downtown Plan. As such, the design of the building needs to be compact with strong orientation to the two adjacent public streets. The subject site is trapezoidal in shape, which creates inherent difficulties in meeting minimum and maximum building setbacks with a rectangular-shaped building. A summary of the major design exceptions being requested is presented below.

#### MAJOR DESIGN EXCEPTIONS REQUESTED

<u>Ordinance Regulation</u>	<u>Requirement</u>	<u>Project Proposal</u>
1. Other Frontage Build-To Zone	7.5' – 15'	5' – 22'-2"
2. Corner Side Yard Setback	7.5' for parking	5'
3. Minimum Rear Setback	7.5' for parking	2.66' for parking
4. Surface Parking & Loading Location; Rear Yard	7.5'	2.66'
5. Maximum Height	4 Stories	5 Stories
6. Prohibited Materials	List of Prohibited Exterior Materials	Aluminum trim/coping; Composite panels at entry
7. Required Parking	1.25 spaces per unit	1.16 spaces per unit

It should be noted that the first and second major design exceptions are for the same condition, parking too close to the corner side lot line. Similarly, the third and fourth major design exceptions are for the same condition, parking too close to the rear lot line.

### B. Requested Major Design Exceptions from Downtown Zoning Overlay District

Chapter 13 of the Bartlett Zoning Code 10-13-3 establishes the power of the Zoning Board of Appeals to review and approve variances and major design exceptions from the zoning code.

The intent of the Downtown Zoning Overlay is to facilitate the implementation of the vision of the Village of Bartlett Downtown TOD Plan, including but not limited to maintaining the scale and character of the village and specifically the downtown, with the goal of incorporating new walkable, connected, mixed-use development that establishes a sense of place in the downtown area.

This Report concurs with the separate letter submitted by the project architect, Matthew Haylock of Archamerica Architects, dated April 12, 2021 on the justification of major design exceptions.

The applicant is seeking major design exceptions from the Downtown Zoning Overlay to develop a multi-family residential building. The proposed development is similar in character to the existing character in Downtown Bartlett and helps achieve Village goals as described in the Downtown Transit Oriented Development Plan. Variances from the following standards are requested: 10-9C-3.C.3 – Other Frontage Build-to Zone – Corner Side Yard Setback, 10-9C- 3.C.6 – Minimum Rear Setback, 10-9C-3.C.8[7] – Surface Parking & Loading Location – Rear Yard, 10-9C-3.D.1 – Maximum Height, 10- 9C-4.D – Table C., Prohibited Materials, and 10-9C-5.D.1 – Table E. Minimum Parking Spaces.



Adjacent 3 ½ - 4 Story Multi- Family Building

## B. Approval Criteria

10-9C-2.D.4 establishes conditions that major design exceptions be approved consistent with the criteria presented below. I find that each of the seven requested major design exceptions meet these criteria for the reasons cited in the respective “findings” paragraphs.

- a. *The exception fulfills the intent defined for this Article 10-9C of the zoning regulations. Refer to Sec. 10-9C-1.A.*

**Finding:** The requested exceptions will result in a residential building that meets the intention of the Downtown Zoning Overlay (DZO), which is to implement the Downtown Transit Oriented Development (TOD) Plan. The DZO identifies a range of suitable residential buildings and the proposed building is consistent with the examples cited in the DZO.

- b. *The resulting development is consistent or compatible with a) the surrounding context, or b) the vision defined in the village’s comprehensive plan, the downtown TOD master plan, and/ or c) other planning documents approved by the village.*

**Finding:** The proposed residential building is consistent with b) the Downtown TOD Master Plan. It is also compatible with a) adjacent TOD-oriented development to the north, located along Railroad Avenue (see photo, above). The proposed development is not as compatible with adjacent multi-family development to the south, which is three-story multi-family residential, but is not designed in a TOD manner and should not dictate development on the subject site.



Existing development to the south

- c. *The requested exception results in a development of equal or higher quality and durability of design.*

**Finding:** Collectively, the requested major exceptions facilitate the development of a higher-quality development, one more supportive of the Bartlett Downtown TOD Plan than would be possible without the granting of the major design exceptions. The scale and massing of the building helps to create the type of walkable, urban environment being sought in the Bartlett Downtown TOD Plan. Achieving this scale and massing necessitates the requested major design exceptions.

- d. *The resulting development would not impede adjacent development from complying with the overlay district regulations.*

**Finding:** The adjacent parcels are already developed and, thus, this development will not impede adjacent development from complying with the overlay district regulations.

- e. *The requested exception results from conditions that are unique to the subject development and would not establish a precedent that would prevent the board from reasonably denying a similar exception for similarly situated properties.*

**Finding:** The trapezoidal shape of the subject site, lacking right-angle corners, contributes to the need for four of the major design variations, and thus is unique to the site and not generally applicable to other parcels.

- The corner side yard setback ranges between 5' and 22' because of the trapezoidal shape of the site.
- Similarly, the rear yard parking setback ranges between 2.66' and more than 30'. The average parking setback along the rear lot line is approximately 18', which greatly exceeds the minimum 7.5' setback.
- The height exception is needed to allow an extra fifth floor above the permitted four stories. The applicant has testified that the additional floor is needed to allow for the additional units that are needed to make the project financially feasible. With the additional floor the building is still of a scale and character consistent with the Bartlett Downtown TOD Plan.
- Regarding the parking exception, the plan lacks the 14 spaces needed to meet ordinance requirements. If the subject site were regularly shaped, it might be possible to achieve the additional 14 spaces. To compensate for the requisite on-site parking, the applicant has secured an agreement for off-site parking at the nearby "Streets of Bartlett Shopping Center," which mitigates for the 14 space shortage of on-site parking.
- The exception to allow for "prohibited materials" is needed to allow for a small amount of exterior trim as metal (aluminum) or composite material and does not violate the intent of the requirement.

The Downtown Overlay Zoning Ordinances provides additional considerations for specific design exceptions.

**10-9C-2.C.3A Permitted Minor Design Exceptions.** The following are permitted minor design exceptions if the conditions are met.

- a. *The location of the building within up to 3 feet from any minimum yard requirement or build to district width/location.*

**Finding:** This applies to variance request 10-9C-3.C.3 –Other Frontage Build-to Zone – Corner Side Yard Setback. To determine the corner side yard setback the front and side yard setbacks were evaluated. The minimum frontage build-to-zone is 12-30 feet in Subarea 3. The proposed development has a frontage build-to-zone of approximately 9 feet at its most narrow. This is within the 3 foot allowance. The other frontage build-to-zone minimum is 7.5 feet in subarea 3. The proposed development's side yard set-back is approximately 5 feet at its most narrow. This is within the 3 foot allowance.

### **.Section 3: Analysis of Planned Unit Development Ordinance Request**

#### **A. Request Second Amendment to Ordinance #2003-123**

Chapter 13 Section 10-13-7 establishes the Planning Commission's Authority to review and recommend amendments to the zoning code to the Village Board of Trustees. The applicant is requesting an amendment to Ordinance #2003-123 to amend a special use PUD to allow for 104 residential apartments in one building.

The site is a part of the 2005 Bartlett Town Center Subdivision. It was originally planned for residential development but was impacted by the 2008 real estate market collapse. In 2005 the Downtown Center PUD was amended to allow for two three story condominium buildings. The development did not move forward and in 2016, the Downtown Transit Oriented Development Plan was approved and designated the site for rental apartments.

**Finding:** The proposed amendment will allow for a development that is in line with the goals of the Village of Bartlett as described in the TOD and Downtown Zoning Overlay District. It will allow for development that matches the desire for Transit Oriented Development near the Metra station and will result in desired pedestrian improvements that will increase the walkability and connectivity of downtown Bartlett.

### **Section 4: Summary Finding**

I have reviewed the application pursuant to all relevant provisions of the Bartlett Zoning Ordinance and found the proposed amendment and exceptions meet the stated criteria.

  
\_\_\_\_\_  
Signature

6/25/2021  
\_\_\_\_\_  
Date

**EXHIBIT 1: SITE LOCATION**



**EXHIBIT 2: SURROUNDING LAND USE; BIRD'S EYE VIEW**



**SURROUNDING LAND USES**

1. Metra Bartlett Station
2. Multifamily Residential
3. Vacant Lot
4. Industrial Senior Flexonics
5. Multifamily Residential
6. Multi-tenant Commercial

SITE OF PROPOSED PUD

**EXHIBIT 3: BIRD'S EYE VIEW FROM THE EAST**



**EXHIBIT 4: SURROUNDING LAND USE; BIRD'S EYE VIEW FROM THE SOUTHWEST**

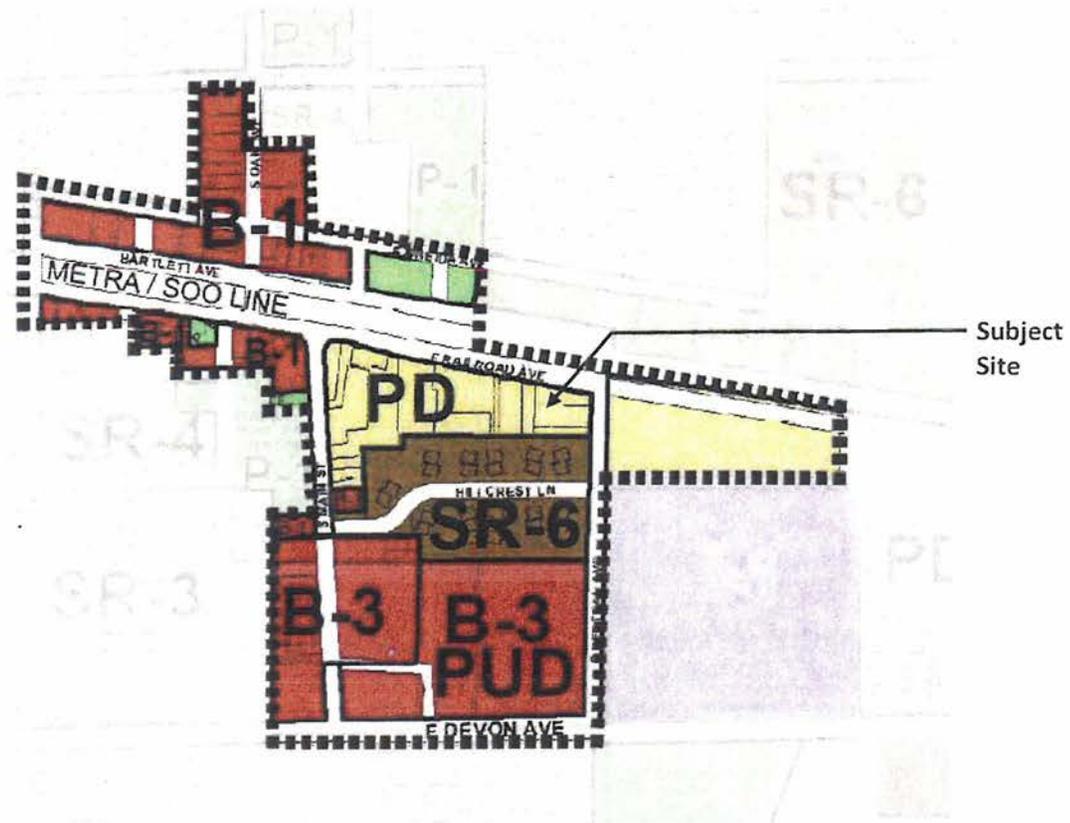


**EXHIBIT 5: EXISTING ZONING**

**KEY**

Base Zoning Districts provided here for information only. Refer to the village zoning map for districts:

- B ZONING DISTRICT
- SR-6 ZONING DISTRICT
- P-1 ZONING DISTRICT
- PD: PLANNED DEVELOPMENT
- LIMITS OF DOWNTOWN OVERLAY



Limits of Downtown Overlay with Existing Zoning. Overlay limits will be applied to zoning map and will not be included in the overlay article.

# camiros

## William R. James, AICP, RLA

Principal Consultant

**Education** William James has over thirty years of urban planning consulting experience and is recognized as a leader and innovator in the field. Bachelor of Landscape Architecture, Louisiana State University

**Professional Registrations** Landscape Architect, State of Illinois  
He has amassed an impressive record of successful projects in a wide range of project types including comprehensive planning, downtown and commercial area improvement, neighborhood planning, development feasibility zoning, urban redevelopment, and urban design. As both an AICP planner and registered landscape architect, Mr. James combines the skills sets of planning and design to provide a holistic approach to today's complex urban development problems.

**Professional Affiliations** American Institute of Certified Planners  
American Planning Association  
American Society of Landscape Architects  
Illinois Tax Increment Association  
Mr. James is a member of Lambda Alpha International, American Planning Association, American Society of Landscape Architects, and the Illinois Tax Increment Association. He is also a registered professional landscape architect in the State of Illinois.

**Awards**  
**West Bench Project Analysis**  
75,000 Acre TOD Regional Planning Plan, Salt Lake County, Utah, President's Award, Illinois Chapter of the American Society of Landscape Architects, 2009  
Since joining Camiros in 1980, Mr. James has helped the firm establish a national reputation for excellence in planning and related practice areas. As a result of this experience, Mr. James has developed the capacity to both execute and direct a wide range of projects. Through this work, he has become particularly adept at seeing how planning projects relate to other disciplines and bringing together diverse groups of professionals to solve complex problems.

**LISC Chicago Neighborhood Plans**  
Gold Award, Illinois Chapter, American Planning Association, 2006  
A particular point of emphasis in his practice is project implementation. Experience has taught him that formulating reality-based plans requires the integration of implementation strategies from the very beginning of the project, not at the end of the process. He believes it is not enough to express in a plan the improvement communities strive for, but to meld together the functional, financial, design, market and regulatory considerations needed to provide a roadmap for realizing that improvement.

**Insignia Green**  
Single Family Development Plan, Silver Key Award, Home Builders Association of Greater Chicago, 2000

**95th Street Business District Plan**  
Chicago, Illinois, Honor Award, Illinois Chapter of the American Society of Landscape Architects  
Mr. James has practiced this approach to planning and has several landmark projects to his credit. "The Glen" in Glenview, is the community that resulted from Camiros' work in formulating the Consensus Reuse Plan for the Glenview Naval Air Station, a project directed by Mr. James. A team of consultants was brought together to forge a reality-based plan that also incorporated the community vision. A more recent project is the College Town Redevelopment Program for the University of Notre Dame. Mr. James directed the formulation of a plan to create an auxiliary mixed-use community adjacent to Notre Dame's campus, while at the same time, addressing the needs of the existing Northeast Neighborhood community and the City of South Bend. The first phase of implementation is now complete with the development of Eddy Street Commons by Kite Realty, based on Camiros' planning concepts.

# Project Experience // William R. James, AICP, RLA

## Comprehensive Planning

- Village of Barrington, IL
- Village of Lombard, IL
- Village of Oswego, IL
- Village of Grayslake, IL
- City of Appleton, WI
- Village of Burr Ridge, IL
- Village of Libertyville, IL
- Village of West Dundee, IL
- Village of Wheeling, IL

## Downtown Planning

- Village of Barrington, IL
- Village of Grayslake, IL
- Village of West Dundee, IL
- Village of Libertyville, IL
- City of Arkadelphia, AR
- City of Kankakee, IL
- Grand Forks, ND
- Village of Bourbonnais, IL
- City of Choctaw, OK
- City of Harvard, IL
- Urban Business District Planning
- 95th & Western Avenue, Chicago, IL
- 111th & Kedzie Avenue, Chicago, IL
- Milwaukee Avenue & Lawrence, Chicago, IL
- Six Corners, Chicago, IL
- Howard Street, Chicago & Evanston, IL
- 111th Street, Worth, IL
- 87th & Ashland, Chicago, IL

## Design Standards

- Town Center Design Standards, Richton Park, IL
- Downtown Design Standards, Bourbonnais, IL
- Residential Architectural Controls, Insignia Green, Long Grove, IL

## Neighborhood Planning

- Auburn-Gresham Quality-of-Life Plan, Chicago, IL
- Woodlawn Quality-of-Life Plan, Chicago, IL
- Woodlawn Commercial Land Use Study, Chicago, IL
- Taylor Street Neighborhood Plan, Chicago, IL
- Northeast Neighborhood Plan, South Bend, IN

## Tax Increment Financing

- Jefferson Park TIF District, Chicago, IL
- Portage Park TIF District, Chicago, IL
- North Avenue TIF District, Villa Park, IL
- 119th & I-57 TIF District, Chicago, IL
- 119th & Halsted Street TIF District, Chicago, IL

## Redevelopment Planning

- Glenview Naval Air Station Reuse Plan, Glenview, IL
- Richton Park Town Center, Richton Park, IL
- Renaissance Estates Townhomes, Chicago, IL
- Notre Dame College Town Master Plan, South Bend, IL
- North Pullman Redevelopment Area, Chicago, IL

## Office/Industrial Development Planning

- Cantera Development Control Regulations, Warrenville, IL
- Rockford Global Trade Park, Rockford, IL
- Elkhart East Planned Development, Elkhart, IL

## Zoning & Development Control Regulations

- Green Code and Brownfield Redevelopment Planning, Buffalo, NY
- Comprehensive Zoning

Revision, Salt Lake City, Utah

- Zoning Ordinance Rewrite, Lombard, IL
- Zoning Ordinance Rewrite, Burr Ridge, IL
- Zoning Ordinance Rewrite, Elgin, IL
- West Bench Project, Salt Lake County, UT

## Commercial Development Planning and Design

- Prairie Market, 600,000 S.F. Retail Center, Oswego, IL
- Algonquin Galleria, 1,000,000 S.F. Lifestyle Center, Algonquin, IL
- Milwaukee & Central Plaza, 120,000 S.F. Retail Center, Glenview, IL

## Streetscape Design

- West Dundee Downtown, West Dundee, IL
- 95th Street, Chicago, IL
- Lake Street, Chicago, IL
- Uptown Streetscape Master Plan, Chicago, IL
- Tinley Park Downtown Streetscape, Tinley Park, IL
- South Loop Market Place, Chicago, IL

## Corridor Planning

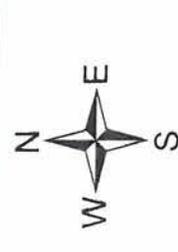
- North Avenue Corridor Plan, Villa Park, IL
- Route 120 Corridor Plan, Grayslake, IL
- Route 83 Corridor Plan, Grayslake, IL
- Broadway Avenue Corridor Plan, Chicago, IL



# ZONING/LOCATION MAP

Case #20-16 The Residences at Bartlett Station  
 Ordinance Amendments, Amending the Special Use Permit  
 Amending Exhibits, Plat of Consolidation and Variations

## 2021



# RESIDENCES AT BARTLETT STATION CONSOLIDATION

of

COOK COUNTY PERMANENT IDENTIFICATION NUMBERS (PINs)

06-35-315-065-0000.  
06-35-315-066-0000  
06-35-315-067-0000  
06-35-315-068-0000

Scale: 1 inch = 50 Feet  
Distances are marked in feet and decimals.

## OWNER'S CERTIFICATE (TRUST)

STATE OF ILLINOIS )  
COUNTY OF COOK )

THIS IS TO CERTIFY THAT \_\_\_\_\_ (and) \_\_\_\_\_, AS TRUSTEE(S) UNDER TRUST AGREEMENT NO. \_\_\_\_\_ DATED \_\_\_\_\_, AND NOT PERSONALLY, IS (ARE) THE OWNER(S) OF THE PROPERTY DESCRIBED ON THE SUBJECT PLAT AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON. FOR THE USES AND PURPOSES HEREIN SET FORTH, AND DOES (DO) HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED. DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

BY: \_\_\_\_\_ (and) \_\_\_\_\_

ATTEST: \_\_\_\_\_

## NOTARY CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF COOK )

I HEREBY CERTIFY THAT \_\_\_\_\_ (and) \_\_\_\_\_ PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) IS (ARE) SUBSCRIBED TO THE AFORESAID INSTRUMENT, ACKNOWLEDGED THAT HE/SHE (THEY) SIGNED AND DELIVERED THE INSTRUMENT AS \_\_\_\_\_ OF SAID \_\_\_\_\_ GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

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

MY COMMISSION EXPIRES: \_\_\_\_\_

## VILLAGE OF BARTLETT CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF COOK )

APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

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

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

## PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF COOK )

REVIEWED BY THE PLAN COMMISSION OF THE VILLAGE OF BARTLETT, COOK, DUPAGE, AND KANE COUNTIES, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

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

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

## VILLAGE TREASURER CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF COOK )

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

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

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

## VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF COOK )

I, \_\_\_\_\_, VILLAGE ENGINEER OF THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, CERTIFY THAT THE LAND IMPROVEMENT FOR THE SUBJECT PLATTED AREA AS DESCRIBED IN THE PLANS AND SPECIFICATIONS

TITLED: \_\_\_\_\_ DATED \_\_\_\_\_

LAST REVISED \_\_\_\_\_ PREPARED BY: \_\_\_\_\_

MEET THE MINIMUM REQUIREMENTS OF THE VILLAGE OF BARTLETT.

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

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

LOTS 11, 12, 13 AND 14 IN THE BARTLETT TOWN CENTER SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 34, AND PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 35, BOTH IN TOWNSHIP 41 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPTING THAT PART OF LOT 12 IN BARTLETT TOWN CENTER SUBDIVISION PER DOC. NO. 0328310201, BEING DESCRIBED AS FOLLOWS, BEGINNING AT POINT ON THE SOUTHERLY LINE OF EAST RAILROAD AVENUE SAID POINT BEING 22 FEET EASTERLY OF THE NORTHWEST CORNER OF SAID LOT 12; THENCE SOUTH WESTERLY ALONG AND LINE 14 FEET TO A POINT 13.52 FEET EASTERLY OF THE WEST LINE OF SAID LOT 12; THENCE SOUTHERLY ALONG A STRAIGHT LINE 83.48 FEET TO SAID WEST LINE OF LOT 11; THENCE NORTHERLY ALONG SAID WEST LINE 97.28 FEET THE NORTHWEST CORNER OF LOT 12; THENCE EASTERLY ALONG SAID SOUTH LINE OF EAST RAILROAD AVENUE TO THE POINT OF BEGINNING) IN COOK COUNTY ILLINOIS.

GROSS AREA = 81,587 SQ.FT. = 1.873 ACRES  
TOTAL NET AREA: 80,792 SQ.FT. = 1.855 ACRES

PROPERTY REF.: SW CORNER OF EAST RAILROAD AVENUE AND SOUTH BERTEAU AVENUE, BARTLETT, IL 60103

## SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF COOK )

THIS IS TO CERTIFY THAT I, MANGEL E. PALMA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HAVE SURVEYED, SUBDIVIDED AND PLATTED FOR THE OWNERS THEREOF THAT PART OF THE SOUTHWEST QUARTERS OF SECTION 34, TOWNSHIP 41 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

LOTS 11, 12, 13 AND 14 IN THE BARTLETT TOWN CENTER SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 34, AND PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 35, BOTH IN TOWNSHIP 41 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPTING THAT PART OF LOT 12 IN BARTLETT TOWN CENTER SUBDIVISION PER DOC. NO. 0328310201, BEING DESCRIBED AS FOLLOWS, BEGINNING AT POINT ON THE SOUTHERLY LINE OF EAST RAILROAD AVENUE SAID POINT BEING 22 FEET EASTERLY OF THE NORTHWEST CORNER OF SAID LOT 12; THENCE SOUTH WESTERLY ALONG AND LINE 14 FEET TO A POINT 13.52 FEET EASTERLY OF THE WEST LINE OF SAID LOT 12; THENCE SOUTHERLY ALONG A STRAIGHT LINE 83.48 FEET TO SAID WEST LINE OF LOT 11; THENCE NORTHERLY ALONG SAID WEST LINE 97.28 FEET THE NORTHWEST CORNER OF LOT 12; THENCE EASTERLY ALONG SAID SOUTH LINE OF EAST RAILROAD AVENUE TO THE POINT OF BEGINNING) IN COOK COUNTY ILLINOIS.

GROSS AREA = 81,587 SQ.FT. = 1.873 ACRES  
TOTAL NET AREA: 80,792 SQ.FT. = 1.855 ACRES

I FURTHER CERTIFY THAT STAKES HAVE BEEN SET AT ALL LOT CORNERS, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED, AND THAT THE PLAT HEREON DRAWN CORRECTLY REPRESENTS SAID SURVEY AND SUBDIVISION. DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF. THIS PROPERTY IS IN AN AREA OF MINIMAL FLOOD HAZARD (ZONE X1 AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF DUPAGE COUNTY, ILLINOIS AND INCORPORATED AREAS (MAP NO. 17031C0306J) DATED 3/19/2008, MAP NOT PRINTED.

DATED AT BROOKHAVEN, ILLINOIS, THIS 22ND DAY OF FEBRUARY, A.D. 2021.

ILLINOIS LAND SURVEYOR NO. 2135  
EXPIRES NOVEMBER 30, 2022

MANGEL E. PALMA  
LAND SURVEYOR  
234 BROOKHAVEN DRIVE  
ELK GROVE, IL 60007  
(773) 294-8758

## COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF COOK )

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

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

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

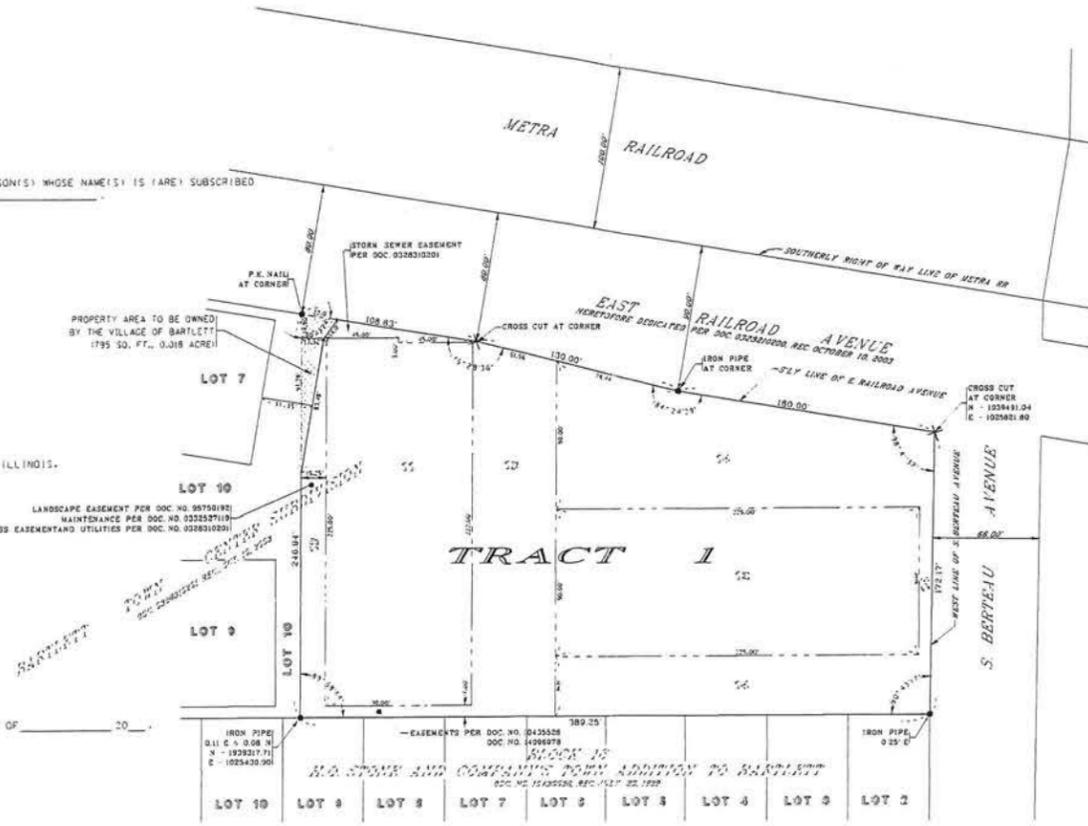
BY: \_\_\_\_\_  
COUNTY CLERK

## RECORDER'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF COOK )

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

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



REFERENCE STATE PLANE COORDINATE SYSTEM, NAD 83 (1986)

STATION NAME	NORTHING	EASTING	VERT. ORDER
0160	1940808	1027589	SECOND CLASS I
807 RESET	1940247	1023883	SECOND CLASS I



**Project Data**

BUILDING FOOTPRINT	21,760 S.F.	26.9 %
PAVING, WALKS, PATIOS	42,301 S.F.	52.4 %
LANDSCAPED AREA	16,731 S.F.	20.7 %
SITE AREA	80,792 S.F.	
PRIMARY FRONTAGE LENGTH	378'-8"	
PRIMARY FRONTAGE COVERAGE	313'-4"	82.8%
MEAN BUILDING HEIGHT	60'-1"	5 STORIES
AVERAGE GRADE TO TOP OF MAIN PARAPET		
<b>RESIDENTIAL APARTMENTS</b>		
1 BEDROOM	30 UNITS	
2 BEDROOMS	60 UNITS	
TOTAL	90 UNITS	
<b>ON-SITE MOTOR VEHICLE PARKING</b>		
INTERIOR PARKING	48 STALLS	
EXTERIOR PARKING	73 STALLS	
TOTAL	121 STALLS	
PARKING RATIO	1.34 STALLS / UNIT	
<b>BICYCLE RACKS</b>		
INTERIOR	37 RACKS	
EXTERIOR	6 RACKS	
TOTAL	43 RACKS	

PROPERTY AREA TO BE OWNED BY THE VILLAGE OF BARTLETT (795 S.F., 0.018 ACRE)

EXISTING DRIVEWAY  
EXISTING 4 STORY BUILDING

CONCRETE RETAINING WALLS W/ 3'-6" HIGH GUARD RAILS EACH SIDE OF RAMP

EXISTING FIRE HYDRANT

EXISTING 3 STORY BUILDING

8' WIDE PEDESTRIAN PATH

SEATING AREA W/ BENCHES

OPTIONAL WALK CONNECTION IF REQUESTED BY NEIGHBORS

EXISTING PARKING LOT

EXISTING FIRE HYDRANT

E. RAILROAD AVENUE

CONCRETE PAVERS AT BUILDING ENTRANCES

TRASH RECEPTACLE

3 INVERTED "U" BIKE RACKS SPACED AT 3'-0" ON CENTER FOR UP TO 6 BIKES

CONCRETE PATIOS WITH 3'-6" HIGH ALUMINUM PRIVACY FENCES

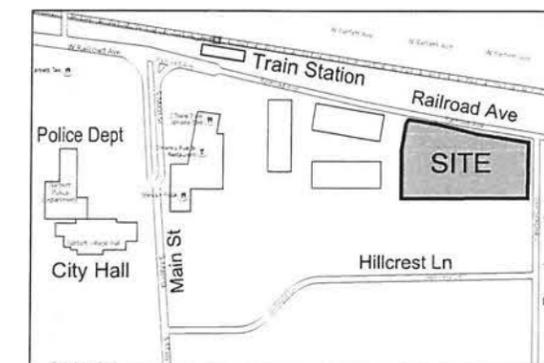
BENCH

5' CONCRETE WALK

EXISTING FIRE HYDRANT

BUILDING GAS METER

S. BERTEAU AVENUE



**Area Map**

NEW APARTMENT BUILDING  
90 UNITS - 5 STORIES

BASEMENT PARKING GARAGE  
48 INDOOR PARKING STALLS

73 PARKING STALLS

**P.U.D. Plan**



34121 N. US 45, Suite 213  
Grayslake, Illinois 60031  
Phone 847-336-6600  
Fax 847-336-6601

PROPOSED APARTMENT BUILDING AT THE  
**Residences at Bartlett Station**

279 E. RAILROAD AVENUE BARTLETT, ILLINOIS

JUNE 12, 2021  
Archamerica Job No. 19115

# Option B - 90 Units

Building Data	
1st FLOOR	18 APARTMENTS
2nd FLOOR	18 APARTMENTS
3rd FLOOR	18 APARTMENTS
4th FLOOR	18 APARTMENTS
5th FLOOR	18 APARTMENTS
<b>TOTAL</b>	<b>90 APARTMENTS</b>

Apartment Breakdown		
STUDIO	4	610 S.F.
1 BEDROOM	18	740 - 775 S.F.
2 BEDROOMS	68	1,105 - 1,220 S.F.
<b>TOTAL</b>	<b>90</b>	<b>1,225 S.F.</b>
<b>ON-SITE PARKING RATIO</b>		<b>1.34</b> ✓



N  
**1st Floor Plan**



N  
**2nd, 3rd, 4th, 5th Floor Plan**



- TYPICAL EXTERIOR MATERIALS:**
- PRE-FINISHED ALUMINUM COPINGS - SILVER COLOR
  - UTILITY FACE BRICK - LIGHT TAN COLOR
  - ALUMINUM COMPOSITE PANEL BALCONY ROOFS - SILVER COLOR
  - ALUMINUM COMPOSITE PANEL COLUMN ENCLOSURES - PEWTER COLOR
  - RENAISSANCE STONE TRIM - WHITE COLOR
  - UTILITY FACE BRICK - MEDIUM BROWN COLOR
  - UTILITY FACE BRICK - LIGHT GRAY
  - EMERGENCY EXIT
  - ALUMINUM COMPOSITE PANELS - SILVER COLOR
  - ALUMINUM CLAD WINDOWS & PATIO DOORS - MEDIUM GRAY COLOR
  - ALUMINUM GUARD RAILS - PEWTER COLOR
  - PRECAST CONCRETE BALCONIES - PAINTED LIGHT TAN
  - UTILITY FACE BRICK - DARK BROWN COLOR
  - RENAISSANCE STONE BASE - NUTMEG COLOR

**FACADE TRANSPARENCY**

SOLID WALL SURFACE	9,052 S.F.	57.9%
WINDOW & GLASS DOOR OPENINGS	6,588 S.F.	42.1%
<b>TOTAL</b>	<b>15,640 S.F</b>	<b>100%</b>

NOTE:  
CALCULATIONS TAKEN FROM TOP OF 1st FINISHED FLOOR UP TO UNDERSIDE OF 5th FLOOR CEILING

- ALUMINUM COMPOSITE PANEL ENTRY ROOF & WINDOW VERTICAL DIVIDER - PEWTER COLOR
- ALUMINUM STOREFRONT - CLEAR ANODIZED

34121 N. US 45, Suite 213  
Graylake, Illinois 60030

Phone 847-336-6600  
Fax 847-336-6601

## North Elevation

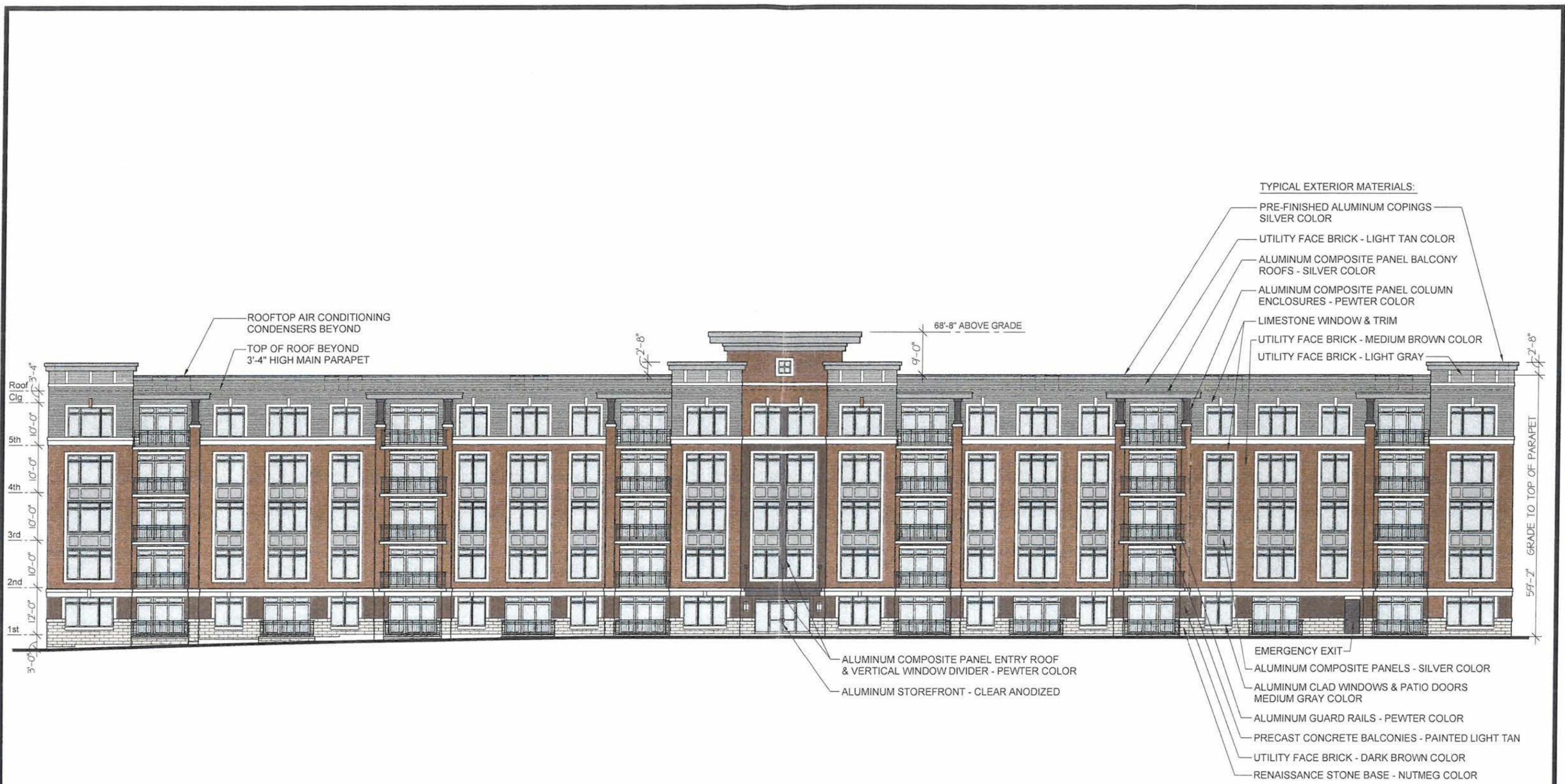


PROPOSED APARTMENT BUILDING AT THE

# Residences at Bartlett Station

279 E. RAILROAD AVENUE BARTLETT, ILLINOIS

JUNE 4, 2021  
Archamerica Job No. 19115



34121 N. US 45, Suite 213  
Grayslake, Illinois 60030

Phone 847-336-6600  
Fax 847-336-6601

## South Elevation



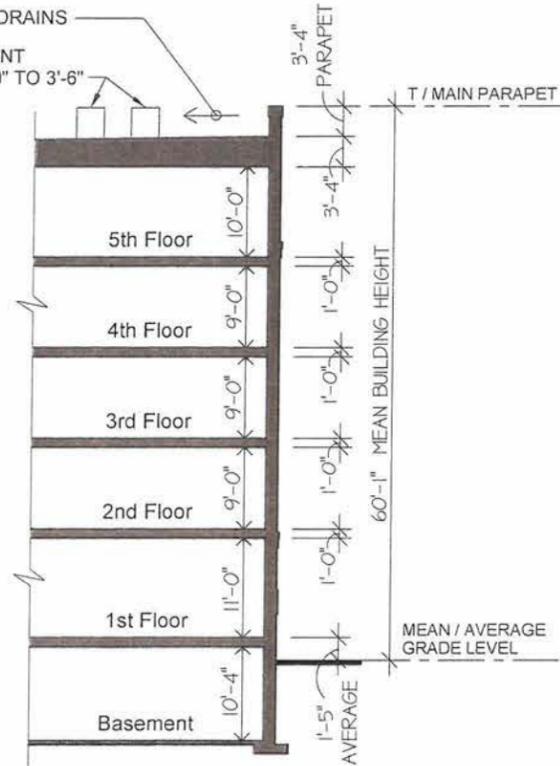
## PROPOSED APARTMENT BUILDING AT THE Residences at Bartlett Station

279 E. RAILROAD AVENUE BARTLETT, ILLINOIS

JUNE 4, 2021  
Archamerica Job No. 19115

ROOF SLOPES 8" DOWN TO DRAINS

ROOFTOP H.V.A.C. EQUIPMENT VARIES IN HEIGHT FROM 3'-0" TO 3'-6"



## Building Section

NOT TO SCALE



## East Elevation

### FACADE TRANSPARENCY

SOLID WALL SURFACE	3,564 S.F.	76.8%
WINDOW OPENINGS	928 S.F.	23.2%
TOTAL	3,984 S.F.	100%

NOTE:  
CALCULATIONS TAKEN FROM TOP OF 1st FINISHED FLOOR UP TO UNDERSIDE OF 5th FLOOR CEILING



## West Elevation

0 5' 10' 20' 40'



PROPOSED APARTMENT BUILDING AT THE

## Residences at Bartlett Station

279 E. RAILROAD AVENUE BARTLETT, ILLINOIS



34121 N. US 45, Suite 213  
Grayslake, Illinois 60030

Phone 847-336-6600  
Fax 847-336-6601

JUNE 4, 2021  
Archamerica Job No. 19115



1 BEDROOM BALCONY  
SIDE VIEW

1 BEDROOM BALCONY

CORNER 2 BEDROOM BALCONY

**ARCHAMERICA**  
 34121 N. US 45, Suite 213  
 Grayslake, Illinois 60030  
 Phone 847-336-6600  
 Fax 847-336-6601

**Elevation Details**



PROPOSED APARTMENT BUILDING AT THE  
**Residences at Bartlett Station**  
 279 E. RAILROAD AVENUE BARTLETT, ILLINOIS

JUNE 4, 2021  
 Archamerica Job No. 19115

### Building Requirements

The building shall be equipped with the following:

1. Automatic sprinkler system in accordance with NFPA 13
2. Fire department connection within 100 feet of a fire hydrant
3. Main fire alarm panel in the sprinkler room, with an annunciator panel in the south vestibule
4. 2 fire department Knox boxes
5. Fire alarm system
6. Carbon monoxide detection in the garage and apartments
7. Ventilation in the parking garage in accordance with the International Mechanical Code

### Building Data

BASEMENT	48 PARKING STALLS	21,780 S.F.
1st FLOOR	20 APARTMENTS	21,780 S.F.
2nd FLOOR	21 APARTMENTS	21,780 S.F.
3rd FLOOR	21 APARTMENTS	21,780 S.F.
4th FLOOR	21 APARTMENTS	21,780 S.F.
5th FLOOR	21 APARTMENTS	21,780 S.F.
<b>TOTAL</b>	<b>104 APARTMENTS</b>	<b>130,680 S.F.</b>

### Apartment Breakdown

STUDIO	14	425 - 610 S.F.
1 BEDROOM	48	740 - 775 S.F.
2 BEDROOMS	42	1,105 - 1,220 S.F.
<b>TOTAL</b>	<b>104</b>	



Building Footprint 21,780 s.f.

Refer to 2nd, 3rd, 4th, 5th Floor Plan for Typical Apartment Designs



34121 N. US 45, Suite 213  
Grayslake, Illinois 60030

Phone 847-336-6600  
Fax 847-336-6601



## 1st Floor Plan



## PROPOSED APARTMENT BUILDING AT THE Residences at Bartlett Station

279 E. RAILROAD AVENUE BARTLETT, ILLINOIS

JUNE 4, 2021  
Archamerica Job No. 19115





REVISIONS:  
 07.07.20 (OWNER REVIEW)  
 11.18.20 (VILLAGE REVIEW)  
 12.11.20 (OWNER REVIEW)  
 02.11.21 (VILLAGE REVIEW)

**DOWDEN DESIGN GROUP**  
 P.O. BOX 415, LIBERTYVILLE, IL, 60048  
 DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

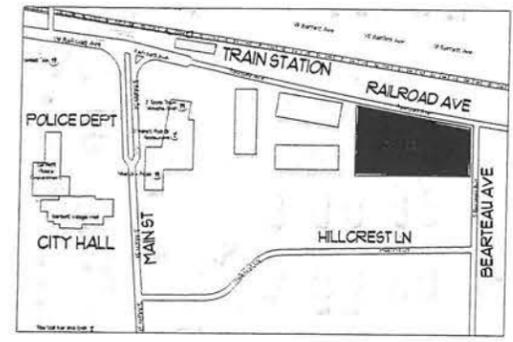
**RESIDENCES AT BARTLETT STATION**  
 279 E. RAILROAD AVENUE  
 BARTLETT, ILLINOIS

**LANDSCAPE PLAN**

DATE: 06.16.20  
 SCALE: 1"=20'  
 DRAWN: CID



**L101**



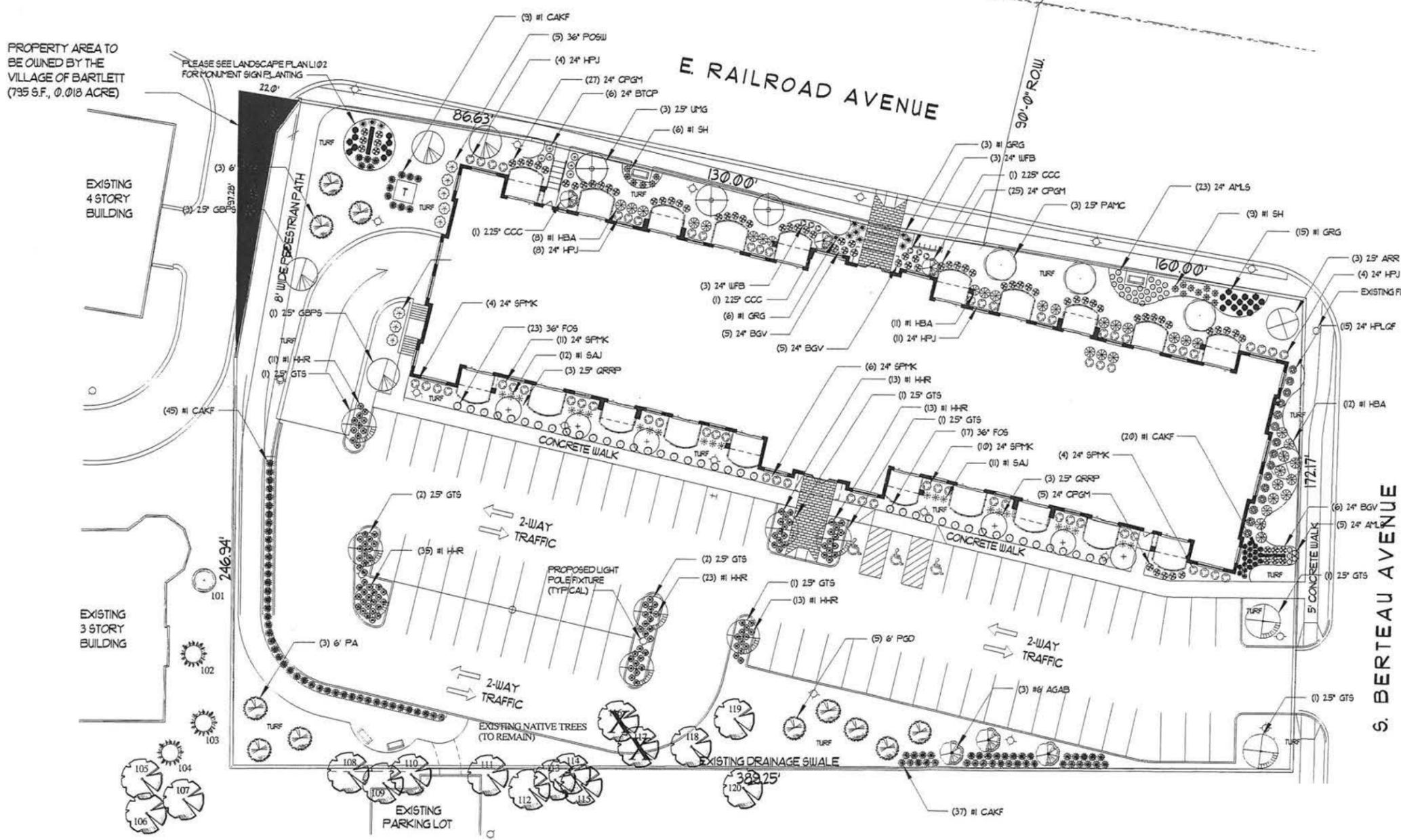
**AREA MAP**

**PROJECT DATA**

BUILDING FOOTPRINT	21,760 S.F.	26.7 %
PAVING, WALKS, PATIOS	38,410 S.F.	47.1 %
LANDSCAPED AREA	21,332 S.F.	26.2 %
SITE AREA	81,562 S.F.	
PRIMARY FRONTAGE LENGTH	338'-8"	
PRIMARY FRONTAGE COVERAGE	313'-4" 78.6%	
BUILDING HEIGHT	5 STORIES 57'-0"	
RESIDENTIAL APARTMENTS		
STUDIO	14 UNITS	
1 BEDROOM	48 UNITS	
2 BEDROOMS	42 UNITS	
TOTAL	104 UNITS	
MOTOR VEHICLE PARKING		
INTERIOR PARKING	48 STALLS	
EXTERIOR PARKING	74 STALLS	
TOTAL	122 STALLS	
PARKING RATIO	117 STALLS / UNIT	
BICYCLE RACKS		
INTERIOR	37 RACKS	
EXTERIOR	5 RACKS	
TOTAL	42 RACKS	

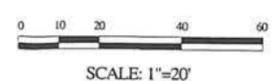
PROPERTY AREA TO BE OWNED BY THE VILLAGE OF BARTLETT (735 S.F., 0.018 ACRE)

PLEASE SEE LANDSCAPE PLAN L102 FOR MONUMENT SIGN PLANTING



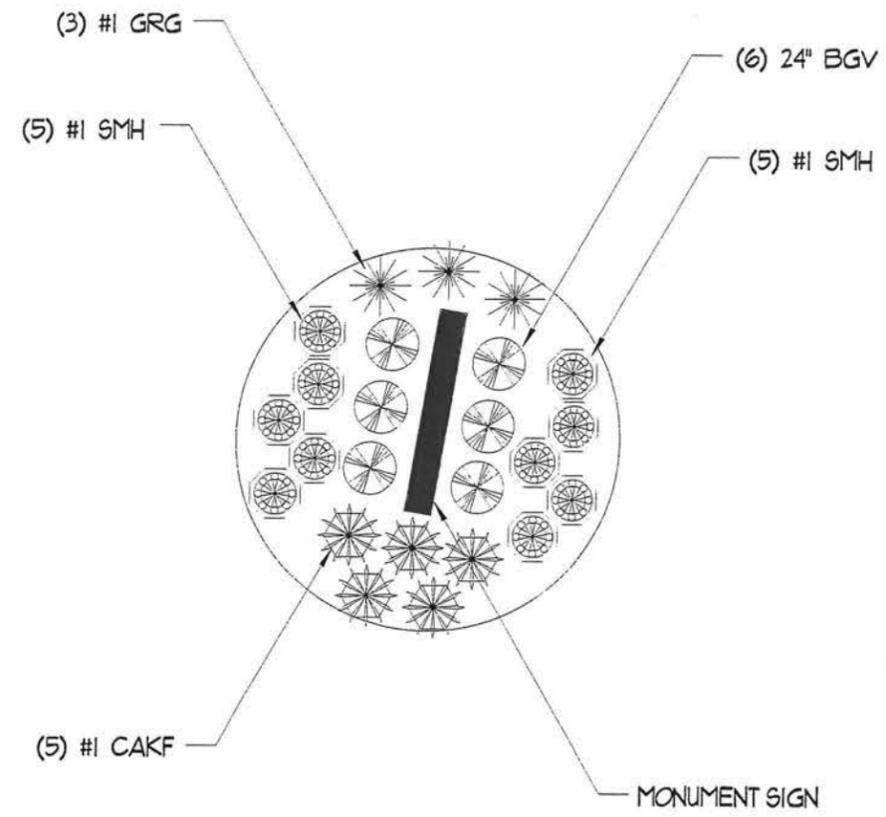
**S. BERTEAU AVENUE**

**E RAILROAD AVENUE**

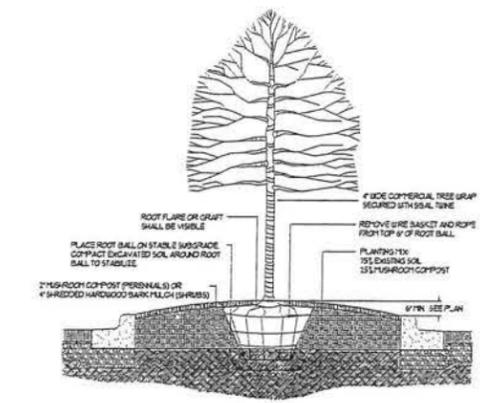
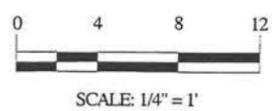


REVISION: 9-25-2020

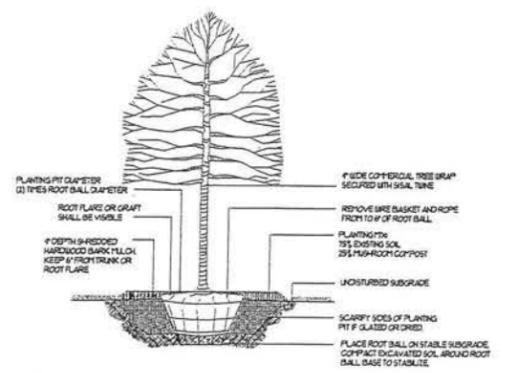
SHEET NO. 16 OF 25



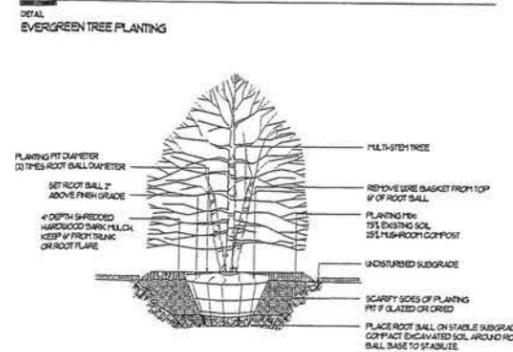
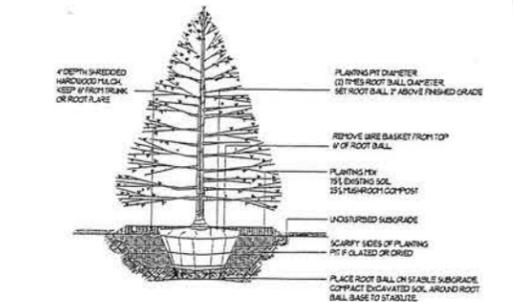
**MONUMENT SIGN LANDSCAPE**



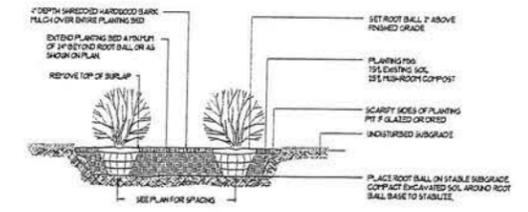
DETAIL  
DECIDUOUS TREE PLANTING IN PARKING LOT ISLAND



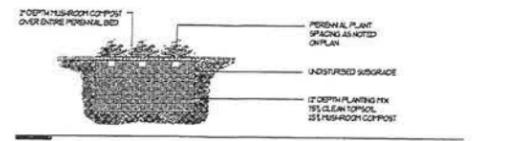
DETAIL  
DECIDUOUS TREE PLANTING



DETAIL  
DECIDUOUS ORNAMENTAL TREE PLANTING



DETAIL  
SHRUB PLANTING



DETAIL  
PERENNIAL PLANTING

**NOTES:**

- THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE PLANTINGS AS SHOWN ON THE DRAWING. ALL PLANTS SHALL COMPLY WITH THE REQUIREMENTS OF THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK, PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION. PLANTS SHALL MEET SIZE, GENUS, SPECIES AND VARIETY AND BE IN GOOD HEALTH, FREE OF INSECTS, DISEASES, OR DEFECTS. NO "PARK GRADE" MATERIAL SHALL BE ACCEPTED. TREES NOT EXHIBITING A CENTRAL (OR SINGLE) LEADER WILL BE REJECTED UNLESS CALLED IN THE PLANT LIST AS MULTI-STEM. QUANTITY LISTS ARE SUPPLIED AS A CONVENIENCE. THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL QUANTITIES AND, IN CASE OF DISCREPANCY, THE PLAN SHALL PREVAIL. NO PLANTS ARE TO BE CHANGED OR SUBSTITUTED WITHOUT APPROVAL FROM A REPRESENTATIVE OF JAMES DOWDEN & ASSOCIATES, INC.
- ALL PLANTS SHALL BE WATERED DURING THE FIRST 24 HOUR PERIOD FOLLOWING INSTALLATION. A WATERING SCHEDULE MUST BE AGREED UPON WITH THE OWNER (BEFORE PLANTINGS ARE INSTALLED) OF WHOM WHEN AND HOW PLANT MATERIALS ARE TO BE PROPERLY WATERED. THE LANDSCAPE CONTRACTOR SHALL VERIFY PROPER WATERING IS BEING DONE FOR THE ESTABLISHMENT AND HEALTH OF ALL PLANT MATERIALS. THE LANDSCAPE CONTRACTOR SHALL WARRANT ALL PLANT MATERIALS FOR ONE YEAR FROM THE TIME OF INSTALLATION AND PROJECT ACCEPTANCE.
- PLANTS SHALL BE BALLED AND BURLAPPED UNLESS OTHERWISE NOTED ON THE LANDSCAPE PLAN. NO ROOT BOUND MATERIAL SHALL BE ACCEPTED AND ALL WRAPPING MATERIALS MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING. IT IS THE OPTION OF THE LANDSCAPE CONTRACTOR TO ROLL BACK BURLAP FROM THE TOP OF THE ROOT BALL.
- RECOMMENDED MULCH DEPTH IS THREE INCHES (3") OF SHREDDED HARDWOOD BARK. THE LANDSCAPE CONTRACTOR SHALL AVOID OVERMULCHING AND THE CREATION OF "MULCH VOLCANOES". MULCH BEDS SHALL EXTEND A MINIMUM OF TWO FEET (2') BEYOND THE CENTER OF A TREE OR SHRUB. MULCH MUST BE PULLED BACK AT LEAST TWO INCHES (2") FROM THE BASE OF A TREE SO THE BASE OF THE TRUNK AND ROOT CROWN ARE EXPOSED.
- PREPARE ALL PERENNIAL BEDS WITH ONE CUBIC YARD OF GARDEN COMPOST PER 100 SF AND THE COMPOST SHALL BE ROTOTILLED TO AN 8" DEPTH.
- ALL PLANTS SHALL BE SET PLUMB. IT IS THE OPTION OF THE LANDSCAPE CONTRACTOR TO STAKE DECIDUOUS TREES BUT IT IS ALSO THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO GUARANTEE THE PLANTS REMAIN PLUMB UNTIL THE END OF THE GUARANTEE PERIOD.
- TREES SHALL BE INSTALLED A MINIMUM OF FIVE FEET (5') HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES. TREES SHALL BE INSTALLED A MINIMUM OF TEN FEET (10') HORIZONTALLY FROM UTILITY STRUCTURES INCLUDING, BUT NOT LIMITED TO, MANHOLES, VALVE VAULTS AND VALVE BOXES. SHADE TREES SHALL BE A MINIMUM OF TEN FEET (10') FROM ALL LIGHT POLES AND ALL SHRUBS SHALL BE A MINIMUM OF THREE TO FIVE FEET (3'-5') FROM ALL FIRE HYDRANTS.
- THE LANDSCAPE CONTRACTOR SHALL LOCATE THE EXISTENCE OF ALL UNDERGROUND UTILITIES PRIOR TO STARTING WORK. THE LANDSCAPE CONTRACTOR MUST ALSO KEEP THE PAVEMENT AND WORK AREAS IN NEAT AND ORDERLY CONDITION THROUGHOUT THE CONSTRUCTION PROCESS. THE LANDSCAPE CONTRACTOR SHALL ACQUAINT HIMSELF WITH, AND VERIFY, WORKING CONDITIONS IN ADVANCE OF SUBMITTING A PROPOSAL. FAILURE TO RECOGNIZE INHERENT RESPONSIBILITIES DOES NOT RELIEVE THE CONTRACTOR OF OBLIGATIONS DUE TO MISCALCULATIONS.
- PROPERTY OWNERS SHALL BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPING SHOWN ON THE APPROVED PLANS THROUGHOUT THE LIFE OF THE DEVELOPMENT.
- ALL TURF SHALL BE PREMIUM BLUEGRASS MIX (4-5 LBS/1,000 SF) WITH NORTH AMERICAN GREEN DS75, OR EQUIVALENT, EROSION CONTROL BLANKET IN ALL DISTURBED AREAS.
- TO INSURE VISIBILITY, SHRUBS AND ORNAMENTAL GRASSES SHALL NOT EXCEED A MATURE HEIGHT OF THIRTY INCHES (30") ABOVE PAVEMENT ON LANDSCAPE ISLANDS AT THE END OF PARKING ROWS.
- TREE BRANCHING SHALL START NO LESS THAN SIX FEET (6') ABOVE THE PAVEMENT MEASURED FROM PAVEMENT LEVEL.

**PLANT LIST**

Qty.	Common Name	Botanical Name	Size	Remarks	Key
<b>Shade Trees (29)</b>					
3	Redpointe Red Maple	Acer rubrum 'Redpointe'	2.5"	B&B	ARR
4	Princeton Sentry Ginkgo	Ginkgo biloba 'Princeton Sentry'	2.5"	B&B	GBPS
10	Skyline Locust	Gleditsia triacanthos 'Skyline'	2.5"	B&B	GTS
3	Exclamation London Planetree	Platanus acerifolia 'Morton Circle'	2.5"	B&B	PAMC
6	Regal Prince English Oak	Quercus robur 'Regal Prince'	2.5"	B&B	QRPP #
3	Triumph Elm	Ulmus 'Morton Glossy'	2.5"	B&B	UMG
<b>Flowering Ornamentals (6)</b>					
3	Autumn Brilliance Serviceberry	Amelanchier grandiflora	6'	B&B	AGAB
3	Covey Weeping Redbud	Cercis canadensis 'Covey'	2.25"	B&B	CCC
<b>Upright Evergreens (11)</b>					
3	Norway Spruce	Picea abies	6'	B&B	PA
8	Black Hills Spruce	Picea glauca 'Densata'	6'	B&B	PGD
<b>Deciduous Shrubs (165)</b>					
28	Low Scape Mound Chokeberry	Aronia melanocarpa 'Low Scape'	24"	Cont.	AMLS
6	Crimson Pygmy Barberry	Berberis thunbergii 'Crimson Pygmy'	24"	Cont.	BTCP
40	Sunrise Forsythia	Forsythia ovata 'Sunrise'	36"	Cont.	FOS
27	Little Lime Hydrangea	Hydrangea paniculata 'Jane'	24"	Cont.	HPJ
15	Little Quick Fire Hydrangea	Hydrangea paniculata 'Little Quick Fire'	24"	Cont.	HPLQF
8	Summer Wine Purpleleaf Ninebark	Physocarpus opulifolius 'Summer Wine'	36"	Cont.	POSW
35	Miss Kim Lilac	Syringa patula 'Miss Kim'	24"	Cont.	SPMK
6	Spilled Wine Weigela	Weigela florida 'Bokraspiwi'	24"	Cont.	WFB
<b>Evergreen Shrubs (79)</b>					
22	Green Velvet Boxwood	Buxus 'Green Velvet'	24"	Cont.	BGV
57	Golden Mop Japanese Cypress	Chamaecyparis pisifera 'Golden Mop'	24"	Cont.	CPGM
<b>Perennials (330)</b>					
116	Karl Foerster Reed Grass	Calamagrostis acutiflora 'Karl Foerster'	#1	Pots	CAKF
27	Rozanne Geranium	Geranium 'Rozanne - Gerwat'	#1	Pots	GRG
108	Happy Returns Daylily	Hemerocallis 'Happy Returns'	#1	Pots	HHR
31	Blue Angel Hosta	Hosta 'Blue Angel'	#1	Pots	HBA
23	Autumn Joy Sedum	Sedum 'Autumn Joy'	#1	Pots	SAJ
15	Prairie Dropseed	Sporobolus heterolepis	#1	Pots	SH
10	Hummelo Lamb's Ear	Stachys monieri 'Hummelo'	#1	Pots	SMH

**PREMIUM BLUEGRASS MIX 4-5 LBS PER 1,000 SF**

- 20% MIDNIGHT KENTUCKY BLUEGRASS
- 20% DENIM KENTUCKY BLUEGRASS
- 20% LANGARA KENTUCKY BLUEGRASS
- 20% BLUESTAR KENTUCKY BLUEGRASS
- 10% PRIZM PERENNIAL RYEGRASS
- 10% SUNSHINE PERENNIAL RYEGRASS

REVISIONS:  
 07.07.20 (OWNER REVIEW)  
 11.18.20 (VILLAGE REVIEW)  
 12.11.20 (OWNER REVIEW)  
 02.11.21 (VILLAGE REVIEW)

**DOWDEN DESIGN GROUP**  
 P.O. BOX 415, LIBERTYVILLE, IL, 60048  
 DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

**RESIDENCES AT BARTLETT STATION**  
 279 E. RAILROAD AVENUE  
 BARTLETT, ILLINOIS

**LANDSCAPE PLAN**

DATE: 06.16.20  
 SCALE: 1/4" = 1"  
 DRAWN: CID



REVISION: 9-25-2020

SHEET NO. 17 OF 25

**L102**

REVISIONS:  
 07.07.20 (OWNER REVIEW)  
 11.18.20 (VILLAGE REVIEW)  
 12.11.20 (OWNER REVIEW)  
 02.11.21 (VILLAGE REVIEW)

**DOWDEN DESIGN GROUP**  
 P.O. BOX 415, LIBERTYVILLE, IL, 60048  
 DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

**RESIDENCES AT BARTLETT STATION**  
 279 E. RAILROAD AVENUE  
 BARTLETT, ILLINOIS

**LANDSCAPE PLAN**

DATE: 06.16.20  
 SCALE: NONE  
 DRAWN: CID

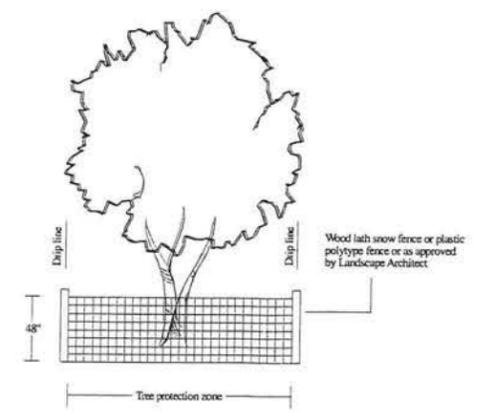


**L103**

**TREE INVENTORY & PROTECTION PLAN**

Tree	Common Name	Botanical Name	Size	Condition	Remarks
101	Crabapple	Malus var.	12"	Good	Off Property
102	Austrian Pine	Pinus nigra	12'-14'	Fair	Off Property
103	Norway Spruce	Picea abies	14'-16'	Good	Off Property
104	Norway Spruce	Picea abies	14'-16'	Good	Off Property
105	Sugar Maple	Acer saccharinum	6'-7"	Good	Off Property
106	Sugar Maple	Acer saccharinum	6'-7"	Good	Off Property
107	Elm	Ulmus var.	6'-7"	Fair	Off Property
108	Elm	Ulmus var.	13"	Fair	Off Property
109	Maple	Acer var.	10"	Good	Off Property
110	Elm	Ulmus var.	24"	Fair	Off Property
111	Box Elder	Acer negundo	9"	Poor	Off Property
112	Black Walnut	Juglans nigra	9"	Poor	Off Property
113	Maple	Acer var.	11"	Fair	Off Property
114	Maple	Acer var.	14"	Fair	Off Property
115	Elm	Ulmus var.	36"	Poor	Off Property
116	Elm	Ulmus var.	11"	Poor	Remove
117	Elm	Ulmus var.	12"	Poor	Remove
118	Hackberry	Celtis occidentalis	10"	Poor	Maintain
119	Hackberry	Celtis occidentalis	11"	Fair	Maintain
120	Elm	Ulmus var.	9"	Poor	Off Property
121	Black Locust	Robinia pseudoacacia	24"	Good	Off Property

- Notes:**
- Existing native areas will be preserved with tree protection fence. (See detail)
  - Remaining portions of existing native areas are a combination of Common Buckthorn, native grasses, and common weed growth.



**TREE PROTECTION FENCE DETAIL**

REVISION: 9-25-2020

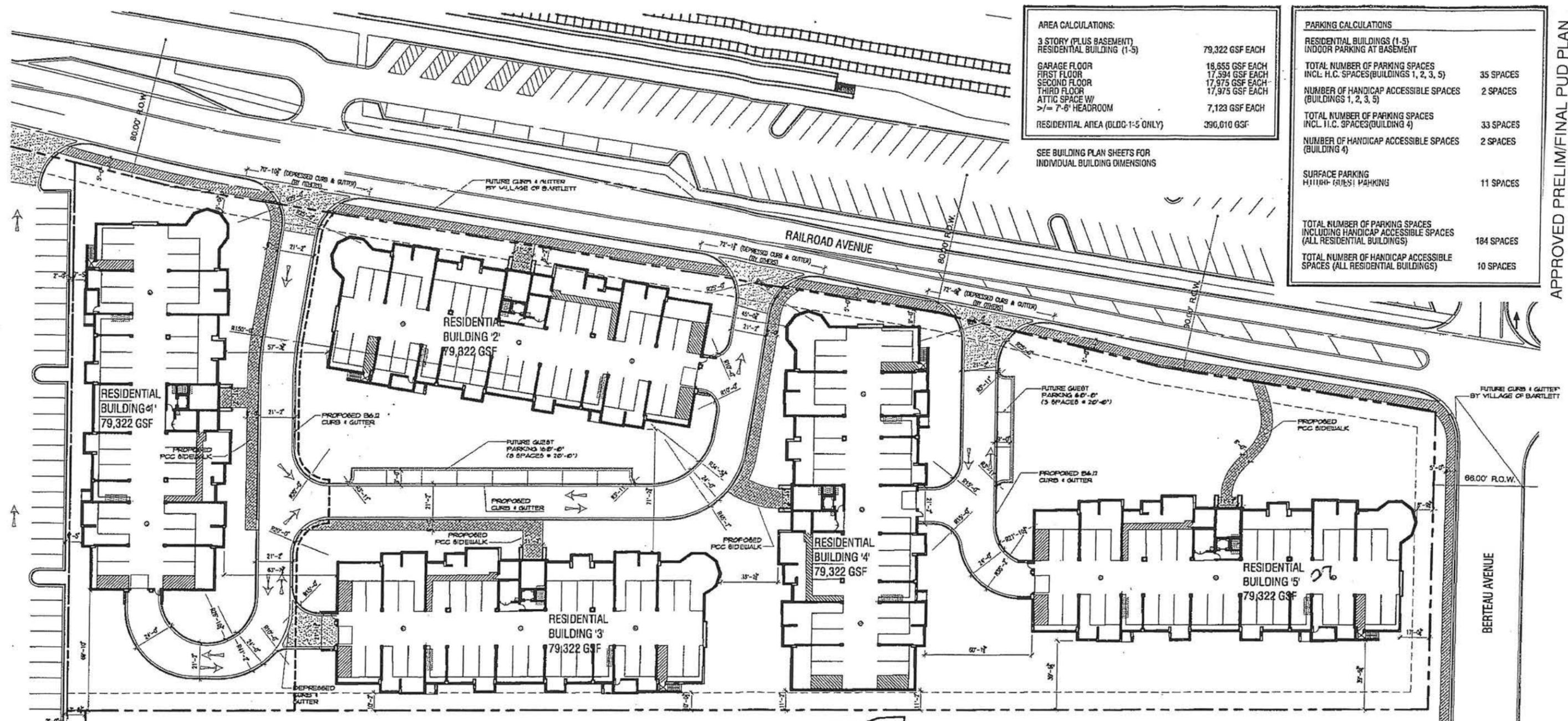
SHEET NO. 18 OF 25

APPROVED PRELIMINAL PUD PLAN

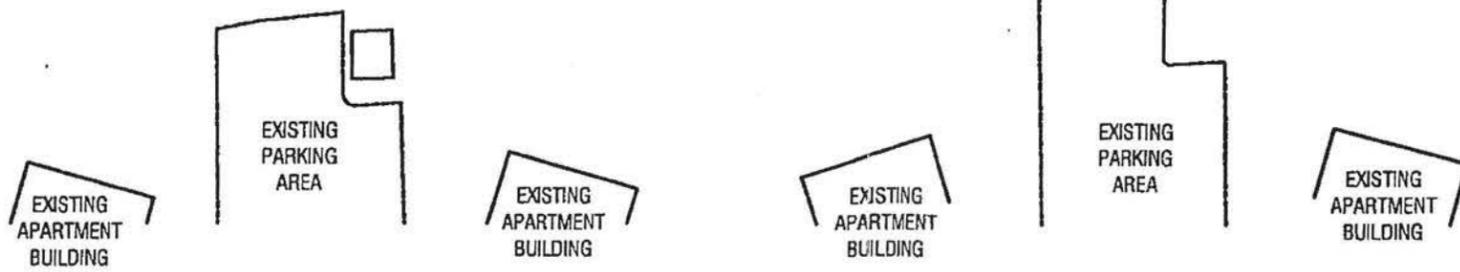
AREA CALCULATIONS:	
3 STORY (PLUS BASEMENT) RESIDENTIAL BUILDING (1-5)	79,322 GSF EACH
GARAGE FLOOR	18,655 GSF EACH
FIRST FLOOR	17,594 GSF EACH
SECOND FLOOR	17,975 GSF EACH
THIRD FLOOR	17,975 GSF EACH
ATTIC SPACE W/ >/= 7'-6" HEADROOM	7,123 GSF EACH
RESIDENTIAL AREA (DLDC 1-5 ONLY)	390,010 GSF

SEE BUILDING PLAN SHEETS FOR  
INDIVIDUAL BUILDING DIMENSIONS

PARKING CALCULATIONS	
RESIDENTIAL BUILDINGS (1-5) INDOOR PARKING AT BASEMENT	
TOTAL NUMBER OF PARKING SPACES INCL. H.C. SPACES (BUILDINGS 1, 2, 3, 5)	35 SPACES
NUMBER OF HANDICAP ACCESSIBLE SPACES (BUILDINGS 1, 2, 3, 5)	2 SPACES
TOTAL NUMBER OF PARKING SPACES INCL. H.C. SPACES (BUILDING 4)	33 SPACES
NUMBER OF HANDICAP ACCESSIBLE SPACES (BUILDING 4)	2 SPACES
SURFACE PARKING HITCHHIKER PARKING	
	11 SPACES
TOTAL NUMBER OF PARKING SPACES INCLUDING HANDICAP ACCESSIBLE SPACES (ALL RESIDENTIAL BUILDINGS)	184 SPACES
TOTAL NUMBER OF HANDICAP ACCESSIBLE SPACES (ALL RESIDENTIAL BUILDINGS)	10 SPACES



APPROVED  
PLANS



PAVING LEGEND	
COLORLED PATTERNED CONCRETE	STONE PAVERS
VILLAGE OF BARTLETT BITUMINOUS PAVEMENT	VILLAGE OF BARTLETT SIDEWALK PAVING

RECEIVED  
COMMUNITY DEVELOPMENT  
OCT 16 2003  
VILLAGE OF  
BARTLETT

ISSUED FOR PD-REVISION

SCB

PARTIAL SITE PLAN (RESIDENTIAL)  
BARTLETT TOWN CENTER  
Bartlett Town Center, LLC.

06/26/03  
07/02/03 Revised  
08/14/03 Revised

0 30' 60'

SK-002

Bruce Dubiel  
271 E. Railroad Ave. Bartlett, IL. 60103 [brucedu374@gmail.com](mailto:brucedu374@gmail.com)

**RE: RESIDENCES AT BARTLETT STATION**

The Developer is asking for a reduction in required parking to 1.16 spaces/unit. Therefore, 104 units would have a total of 121 spaces. This is inadequate, allow me to explain why. 121 parking spaces would give each unit one space and then there would be 17 parking spaces left over, 5 of which are handicap spaces. So, in reality there are 12 spaces left over for the general population of the building. How will these 12 spaces be assigned? First come first serve? Keep in mind there are 48 two-bedroom units.

I would expect that practically every two-bedroom unit would want or need two parking spaces. I would also expect that some of the one-bedroom units could use two parking spaces. Guest parking is non-existent, a huge issue in itself. It gets worse in the winter when the snow plows pile up snow on ten or twenty parking spaces. When that happens, the residents don't even have one space per unit.

Transit Oriented Design is great for people to take the train to work. But that does not mean they don't need a vehicle. People still need to go to the grocery store, visit friends and family, doctor visits and etc.

I can foresee many calls to the Police and Code Enforcement because of the inadequate parking, the frustrations, rising tempers, altercations and no solution to remedy the problem. Also, I would predict that the Village will get calls from irate residents saying, "How could the Village have approved this?"

The Bartlett Town Center Condominiums have a ratio of 1.30 spaces/unit and even that is inadequate.

In order to solve the problem in the planning stages and come up with a desirable and successful Project that will serve the Community well for the next 100 years, I would suggest removing the 5<sup>th</sup> floor entirely and keeping the building at 4 stories as is presently required by ordinance.

The Project would then have 83 Units with 121 Parking spaces. This would yield a ratio of 1.45 spaces/unit. Yes, it is above the minimum of 1.25 as set by ordinance. But in reality, this is an excellent solution. One can never have too much parking and it solves a huge problem.

There are three other minor things I would like to mention:

First, I noticed an on-site management office on the first floor of the building. I would hope that it is open and a staff person is on site at least 8 hours per day to ensure order and address issues immediately as they arise.

Second. The ground sign indicated at the west end of Railroad Ave could prove to be a safety hazard if it is higher than 3'-0" above grade because it will cause a blind spot for drivers leaving the driveway of our complex.

Lastly, Though Civil Engineering drawings were mentioned regarding utilities, I did not see a Civil Engineering Drawing in the Packet. I would be interested in reviewing how the stormwater detention is being addressed. Thank you for taking the time to consider my comments.

Respectfully,

Bruce Dubiel

## Roberta Grill

---

**From:** Loretta Goddard <loretta.goddard@icloud.com>  
**Sent:** Saturday, June 19, 2021 1:55 PM  
**To:** Roberta Grill  
**Subject:** Concerns about construction of Residences at Bartlett Station

### CAUTION

This e-mail originated outside of the Village of Bartlett. DO NOT click links or open attachments unless you are expecting the email and know the content is safe. If you have any doubt, contact the sender by phone to confirm.

Roberta, I am a resident & owner in Bartlett Town Center 1, 267 E Railroad Ave., unit 204 & am unable to attend the Public Hearing on July 1, 2021 due to physical disability & lack of a caregiver at the time of the meeting. I wish to verbalize my concern about the inadequate parking which is already a problem for the Bartlett Town Center buildings. I have had to pay for an additional parking space for my caregiver since I have employed one & finding an available space to rent has been an issue already. A building of that immense size with 104 units is going to be a huge impact on the already limited available parking in this area. The building is too high, but if one floor was removed & the units decreased to 83 units, adequate parking for that number would be available. I urge you to consider my concerns regarding construction of these Residences @ 275 E. Railroad Ave.

Thank you. Loretta J. Goddard, Unit 204, Bartlett Town Center 1@267 E. Railroad Ave, Bartlett, IL Prepared & sent on June 19, 2021

Sent from my iPhone

RECEIVED

JUN 25 2021

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

## Petition Narrative

### **Re: Residences at Bartlett Station**

The Architectural design of the proposed building is well done and appealing. However, the height of the building and the lack of parking are the two areas of concern.

The developer identified the building, Bartlett Town Center 2, located at 271 E. Railroad Ave as a four-story building. It is in fact three levels of living units over the garage level. The garage level is in-ground but one can see the overhead door, looking from the proposed development to the west.

As one would look from the BTC2 property to the east, one would see the proposed development's overhead door and five levels above that. Evaluating by the same standard, then we would be able to call this project a six-story building.

I believe the proposed building is too tall, out of character with the neighborhood and should be reduced by one level. The same architecture can be maintained with one less level and then the 121 parking spaces would be adequate to serve the 83 units in the four levels, a parking ratio of 1.45.

One of Bartlett's "Standards for Variations" is: "item c. That the purpose of the variation is not based exclusively upon the desire to make more money out of the property." I believe this is the motivation for requesting the two variations of concern, the height and reduction in parking ratio.

Please see the attached Parking Studies, which demonstrate three existing Apartment projects with parking ratios of 1.63, 2.08 and 1.26 respectively.

I strongly urge the Plan Commission and the Zoning Board of appeals to deny the request to increase the height of this building from four stories as required by ordinance, to five stories. Also, please do not allow a reduction of the Ordinance required parking ratio. Thank you.

Respectfully,



Bruce Dubiel

271 E. Railroad Ave. Bartlett, IL. 60103

[brucedu374@gmail.com](mailto:brucedu374@gmail.com)

RECEIVED

JUN 25 2021

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

## PARKING STUDY #1

Elmhurst Terrace Apartments  
100 Fellows Court  
Elmhurst, IL. 60126

315 apartment units, (81 studio, 130 One-Bedroom, 104 Two-Bedroom)

515 Total Parking Spaces (417 assigned spaces, 58 guest & 40 Garages)

Ratio: Parking spaces/Units  $515/315 = 1.63$

6/16/21 – I, Bruce Dubiel, visited the property and spoke to the on-site Property Manager, Lisa Ralston. She said that they do have adequate parking but it is tight. She has been managing apartments of 17 years. I asked her opinion about an apartment building that has 104 units with 121 total parking spaces. Her reply: "That is nowhere near enough."

LIVE  
WELL

ELMHURST TERRACE

LISA RALSTON  
Property Manager

100 Fellows Court  
Elmhurst IL, 60126

630.832.7600

Lisa.Ralston@LiveWellCE.com

www.ElmhurstTerrace.com

COHEN  
ESREY   
www.LiveWellCE.com  
An Equal Housing Opportunity Company

RECEIVED

JUN 25 2021

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

## PARKING STUDY #2

**ELMHURST 255** - Downtown Apartments 2 blocks from the Train Station  
255 N. Addison Avenue  
Elmhurst, IL. 60126

192 Apartment Units, (4 Studio, 89 One-Bdrm, 90 Two-Bdrm & 9 Three-Bdrm)  
400 Parking Spaces

Ratio: Parking Spaces/Units  $400/192 = 2.08$

6/17/21 – I, Bruce Dubiel visited this property and spoke to the on-site Leasing Manager, Giana Randazzo. She informed me that they have ample parking.

Giana Randazzo  
Leasing Manager  
info@Elmhurst255.com  
p 630.758.0255  
f 630.903.6680

# ELMHURST 255

— DOWNTOWN APARTMENTS

255 N Addison Avenue, Elmhurst, IL 60126

www.Elmhurst255.com

RECEIVED

JUN 25 2021

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

## PARKING STUDY #3

**THE FLYNN** – Downtown Apartments 1 block from the Train Station  
183 N. Addison Avenue  
Elmhurst, IL. 60126

212 Apartment Units, (60 Studio, 95 One-Bdrm, 54 Two-Bdrm, 2, Three-Bdrm)  
267 Parking Spaces

Ratio: Parking Spaces/Units  $267/212 = 1.26$

6/17/21 – I, Bruce Dubiel visited this property and spoke to the on-site Senior Community Manager, Jason Shoufer. He provided these figures.





RECEIVED

JUN 25 2021

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

# PETITION

To: Village of Bartlett, Zoning Board of Appeals and Plan Commission

## RE: RESIDENCES AT BARTLETT STATION

I, the undersigned am in full agreement with the attached Petition Narrative, regarding the proposed development: Residences at Bartlett Station, written by Bruce Dubiel, along with the associated three parking studies. The narrative and its conclusions parallel my thoughts and point of view.

NAME/SIGNATURE	ADDRESS	PHONE
Isidore Ordinario <i>I Ordinario</i>	795 Orchid LN	773-704-0889
José G. Pinero <i>José G. Pinero</i>		
Jose M. Pinero	115 S. Western Ave	630-677-2250
Justin McWilliam's <i>Justin</i>	846 Lakeside Drive Bartlett IL	630-624-0057
Adele Pihora <i>Adele Pihora</i>		
Adele Pihora <i>Larry Pihora</i>	784 Bayberry Dr. Bartlett, IL	630-310-6468
<i>Larry Pihora</i>	784 Bayberry Dr Bartlett	630-310-6468
Marc Montalbano <i>MARC Montalbano</i>	554 EASTWICK LN BARTLETT,	630-514-9645

6 TOTAL

RECEIVED

JUN 25 2021

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETTPETITION

To: Village of Bartlett, Zoning Board of Appeals and Plan Commission

RE: RESIDENCES AT BARTLETT STATION

I, the undersigned am in full agreement with the attached Petition Narrative, regarding the proposed development: Residences at Bartlett Station, written by Bruce Dubiel, along with the associated three parking studies. The narrative and its conclusions parallel my thoughts and point of view.

NAME/SIGNATURE

ADDRESS

PHONE

NAME/SIGNATURE	ADDRESS	PHONE
Kevin Karpick <i>K</i>	217 E Railroad Ave, Unit 105	708-264-3269
Priscilla K. Smith	271 E Railroad Ave Unit 108	630-809-9590
<i>Jong S Chung</i>	271 E. Railroad Ave. Unit 101	773-727-9104
<i>Jong S Chung</i>	271 E. Railroad Ave Unit 101	847-912-4532
<i>Clara Frank</i>	271 E Railroad Ave Unit 103	630-483-0042
<i>Alaire Guinto</i>	271 E Railroad Ave Unit 102	312-927-4149
<i>PATRICIA HOFFMAN</i>	271 E. Railroad Ave Unit 106	630-823-8050
<i>Renee [Signature]</i>	271 E Railroad Ave Unit 106	630-327-9212

8 TOTAL





JUN 25 2021

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETTPETITION

To: Village of Bartlett, Zoning Board of Appeals and Plan Commission

RE: RESIDENCES AT BARTLETT STATION

I, the undersigned am in full agreement with the attached Petition Narrative, regarding the proposed development: Residences at Bartlett Station, written by Bruce Dubiel, along with the associated three parking studies. The narrative and its conclusions parallel my thoughts and point of view.

NAME/SIGNATURE

ADDRESS

Unit PHONE

NAME/SIGNATURE	ADDRESS	Unit	PHONE
Tom Parato/Ry	267 E Railroad	#304	620-777-1622
Diane Berg	267 E. Railroad	#103	847-987-9771
KATHY BISOS	267 E. RAILROAD	#106	630-940-6105
Carie Dabdoub	267 E. Railroad	#308	630-212-7126
Mary J. Schulte	267 E. Railroad	#305	630-855-6012
Loretta J. Woodard	267 E. Railroad	#204	(630)800-8050
Hollis Berman	267 E Railroad	#206	630-213-2647
Stacy Delgado	267 E Railroad	#208	847-274-3963
Chick	267 E Railroad	#201	630-816-2137
Pamela Drymiller	267 E. Railroad	Unit 307 (#73)	267-992*

10 TOTAL

RECEIVED  
JUN 25 2021

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

## PETITION

To: Village of Bartlett, Zoning Board of Appeals and Plan Commission

### RE: RESIDENCES AT BARTLETT STATION

I, the undersigned am in full agreement with the attached Petition Narrative, regarding the proposed development: Residences at Bartlett Station, written by Bruce Dubiel, along with the associated three parking studies. The narrative and its conclusions parallel my thoughts and point of view.

NAME/SIGNATURE	ADDRESS	<u>UNIT</u>	PHONE
Ralph + Joyce Daniels	267	102	630-334-6510
Scott + Stacy Henderson	267	184	830-287-1193
Mr. [Signature]	267	205	312.550.9562
Ken + Jean Richardson	267	306	630-289-8829
Jim + Robin Craft	267	202	630-538-2826
Tom + [Signature]	267	107	713-477-2278
E. [Signature]	267	105	630-222-9609

All 267 E. Railroad

RECEIVED

JUN 25 2021

# PETITION

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

To: Village of Bartlett, Zoning Board of Appeals and Plan Commission

## RE: RESIDENCES AT BARTLETT STATION

I, the undersigned am in full agreement with the attached Petition Narrative, regarding the proposed development: Residences at Bartlett Station, written by Bruce Dubiel, along with the associated three parking studies. The narrative and its conclusions parallel my thoughts and point of view.

NAME/SIGNATURE

ADDRESS

PHONE

ELISABETH FANGUSARO <i>Elisabeth Fangusaro</i>	271 E. #204 Railroad Ave	#204 #204	630-823-8987
EVA CHIPERI <i>Eva Chiperi</i>	271 Railroad ave	#201	630 372 3872
Jarlan Lendesh <i>Jan Lendesh</i>		#207 #207	630--823 8996
Rahut Tabeni <i>Rahut Tabeni</i>		#208 #208	623 584-8716 11 11
Kenneth Mullozzi <i>Kenneth Mullozzi</i>	211 2 RAILROAD	#203	847-302-7741
MARY MULLOZZI <i>Mary Mullozzi</i>	"	#203	847-302-7741

6 TOTAL

D

# PETITION

To: Village of Bartlett, Zoning Board of Appeals and Plan Commission

## RE: RESIDENCES AT BARTLETT STATION

I, the undersigned am in full agreement with the attached Petition Narrative, regarding the proposed development: Residences at Bartlett Station, written by Bruce Dubiel, along with the associated three parking studies. The narrative and its conclusions parallel my thoughts and point of view.

**NAME/SIGNATURE**

**ADDRESS**

**PHONE**

NAME/SIGNATURE	ADDRESS	PHONE
Bernice Lavery	107	847-893-6828
Daniel J Lavery	107	" "
David Boehring	136 N Chase ave	630 430 7838

See Narrative in ENTRYWAY  
and GARAGE SIGNATURE



# PETITION

To: Village of Bartlett, Zoning Board of Appeals and Plan Commission

## RE: RESIDENCES AT BARTLETT STATION

I, the undersigned am in full agreement with the attached Petition Narrative, regarding the proposed development: Residences at Bartlett Station, written by Bruce Dubiel, along with the associated three parking studies. The narrative and its conclusions parallel my thoughts and point of view.

NAME/SIGNATURE

ADDRESS

PHONE

NAME/SIGNATURE	ADDRESS	PHONE
<i>Mansha Neumann</i>	<i>275 E. Railroad Unit 308</i>	<i>630 267 7048</i>
<i>Thomas Neumann</i>	<i>275 E Railroad Unit 308</i>	<i>630 251-3088</i>
<i>Melinda S Bushig</i>	<i>275 E. Railroad Ave. Unit 305</i>	<i>630-660-9000</i>
<i>David</i>		
<i>Doreen K. Maxwell</i>	<i>271 E. Railroad #205</i>	<i>630-712-0777</i>

- See Narrative in ENTRYWAY



# PETITION

To: Village of Bartlett, Zoning Board of Appeals and Plan Commission

## RE: RESIDENCES AT BARTLETT STATION

I, the undersigned am in full agreement with the attached Petition Narrative, regarding the proposed development: Residences at Bartlett Station, written by Bruce Dubiel, along with the associated three parking studies. The narrative and its conclusions parallel my thoughts and point of view.

NAME/SIGNATURE

ADDRESS

PHONE

NAME/SIGNATURE	ADDRESS	PHONE
Dana Filippello	275 RR #205	630 248 3264
Krista Smith	275 RR #307	847 312-6839
Dimorah Guray	275 RR #207	630 <del>248</del> 956 4208
Jack Kennedy	275 RR #102	630 642-9243

See Narrative in ENTRYWAY  
& GARAGE ELEVATOR

## Roberta Grill

---

**From:** Lorna Giless  
**Sent:** Wednesday, July 7, 2021 10:27 AM  
**To:** Paula Schumacher; Roberta Grill  
**Subject:** FW: One Twenty Live

See e-mail below.

*Lorna Giless*  
*Village Clerk/Executive Secretary*  
*Village of Bartlett*  
*228 S. Main Street*  
*Bartlett, IL 60103*  
*Phone: (630) 540-5908*  
*Fax: (630) 837-7168*

**From:** Dana Bollman <danabollman8@yahoo.com>  
**Sent:** Wednesday, July 7, 2021 10:09 AM  
**To:** Kevin Wallace <kwallace@bartlett.il.gov>; Renee Suwanski <rsuwanski@bartlett.il.gov>; Stephanie Gandsey <sgandsey@bartlett.il.gov>; Daniel Gunsteen <dgunsteen@bartlett.il.gov>; Raymond Deyne <rdeyne@bartlett.il.gov>; Adam Hopkins <ahopkins@bartlett.il.gov>; Aaron Reinke <areinke@bartlett.il.gov>; Lorna Giless <lgiless@bartlett.il.gov>  
**Subject:** One Twenty Live

**CAUTION** This e-mail originated **outside** of the Village of Bartlett. **DO NOT** click links or open attachments unless you are expecting the email and know the content is safe. If you have any doubt, contact the sender by phone to confirm.

Good morning, all! I am writing this email as owner of a local business located at 120 W. Bartlett Ave. in Bartlett to voice my concerns over potential residential developments.

As a newer business owner, increasing residential opportunities within Bartlett affects every aspect of my business. Many, many resources are spent trying to expand our customer base to local town and cities surrounding Bartlett. It has gotten easier with the use of social media and other avenues, but most, if not all, of our business comes from local families, local youth sports teams, local educators and small business owners like myself. Even though the last year during the pandemic was not ideal for anyone, Bartlett residents put forward more effort than anyone else to support us.

I am and will always be in support of residential development. My business in particular continues to thrive because of the people of Bartlett and expanding that number that only insure our continued success here.

Thank you for your time, Dana Bollman



---

**BRYAN E. MRAZ**  
BEM@MRAZLAW.COM

---

DAVID W. GULLION  
ASSOCIATE  
DWG@MRAZLAW.COM

---

## MEMORANDUM

---

TO: President and Board of Trustees of the Village of Bartlett  
Paula Schumacher, Village Administrator

FROM: Bryan E. Mraz, Village Attorney

DATE: July 8, 2021

RE: Village Advisory Boards, Committees and Commissions

---

In 2002 the then Village Board passed Ordinance 2002-116:

“AN ORDINANCE ESTABLISHING LIMITATIONS REGARDING ELIGIBILITY FOR VILLAGE OF BARTLETT ADVISORY BOARDS, COMMITTEES AND COMMISSIONS”.

Although I do not have independent recollection of the issue or concern that gave rise to Ordinance 2002-116, in hindsight it may be overly restrictive and broad when applied to certain appointed offices to Village subsidiary boards and commissions, e.g., the Plan Commission, ZBA, EDC, Police and Fire Commission, and Police Pension Board (collectively, “Subsidiary Boards”) that would preclude its members from holding elected or appointed office with another taxing district.

The issue of the continued viability or fairness of Ordinance 2002-116 was raised about an appointee to the Bartlett Police Pension Board who is also on the Library Board. By the terms of Ordinance 2002-116, unless repealed or amended, that individual would have to give up one of those offices, even though but for Ordinance 2002-116, the two offices in question are not incompatible.

By way of background, there are certain government offices that are “incompatible” with one another – in other words, a person serving in one government office cannot

simultaneously serve in another incompatible government office. There are a number of examples in state statute, Attorney General opinions, and even a few court cases that discuss the "incompatibility of office doctrine". The purpose of the doctrine is to avoid any potential inherent conflicts of interest that might come up for the office holder who may have divided loyalties on a particular matter before both government bodies, or may be serving in one position that has oversight over the other position. Most, but not all, of the cases and opinions have to do with elected board members of two different taxing districts, but sometimes include subsidiary bodies of a taxing district, including its advisory boards or commissions.

The difficulty is that the determination always comes down to the facts of each case as to whether or not two offices, whether elective or appointive, are incompatible. Ordinance 2002-116 solved that problem by just making a blanket prohibition, that with the benefit of hindsight looks like the nuclear option when a more surgical conventional option of taking it on a case by case basis may have been more appropriate and fair.

If the matter that brought this issue up were analyzed on the facts and a determination were to be made as to whether the offices of Police Pension Board member and Library Board Trustee are incompatible, the first issue is whether the two offices are expressly prohibited by statute, i.e., either by the Prohibited Officer Prohibited Activities Act (50 ILCS 105/1-105/2a) or by Section 3.1-15-15 of the Illinois Municipal Code (65 ILCS 5/3.1-15-15). They are not, so the next step in the analysis is to determine whether the duties of the two offices are such that the holder of one could not in each instance fully and faithfully discharge the duties of the other. The prior AG Opinions in which the two offices in question were found to be incompatible was where the two entities had express authority to contract with each other or where one entity had some control of funds that could be disbursed to the other entity. Even by that standard, a Police Pension Board has no authority to contract on its own or control of any funds that could go to the Library District. More recent cases and AG Opinions look not just at the actual or theoretical authority to contract, but look at the frequency of the interaction between the two entities and even where there were occasional instances of interaction between the two bodies, the court held that they did not create a conflict of duties between the two offices. A single incident or very infrequent conflict of interest did not render the offices incompatible, and was solved by the member/elected official recusing himself or herself.

On the other hand, where statutes provide all kinds of contractual interaction provisions between two types of public bodies, e.g., the Municipal Code and the Park Code, or the member has to frequently recuse himself or herself because of inherent conflicts of interest, courts or the AG will likely find the two offices incompatible, e.g., alderman and park commissioner. The last example, being two elected offices in two different taxing districts, is wholly different than a comparison of an individual appointed to a Village subsidiary body (the Police Pension Board) and an elected office in another taxing district.

Based on the time frame when Ordinance 2002-16 was passed, staff believes the matter of concern that gave rise to that ordinance was an individual member of the Bartlett

Plan Commission who was also on the Board of Park Commissioners for the Bartlett Park District. Around that time the Park District had a number of development projects before the Village that had to go before the Plan Commission, and that individual had to repeatedly recuse himself. The passage of Ordinance 2002-116 made the two offices incompatible, but even without the blanket prohibition, I would have opined that those two offices were incompatible.

The concern over Village liability that Ordinance 2002-116 sought to avert, albeit too broadly, was that if offices are later found by a court to be incompatible, the law requires that the office first held be automatically lost upon election or appointment to the second office, theoretically affecting the validity of the votes taken by each board in the interim. However, in the matter that gave rise to this Memo, a Police Pension Board member and a Library Trustee, it is quite clear that those two offices are not incompatible by any measure.

While Ordinance 2002-116 on its face appears to provide transparency, by oversimplifying the process and casting a wide net in terms of not allowing any member of a Village subsidiary body to serve in any other elected or appointed office of another taxing district, it appears that the baby may have been thrown out with the bathwater. Every taxing district seeks as many competent individuals as possible who are willing to generously give of their time to serve on both their elective and appointed boards and commissions. In my opinion, whether two offices are incompatible can and should be made on a case by case basis.

Accordingly, I have prepared the attached ordinance amending Ordinance 2002-116 regarding the issue of incompatible offices, entitled :

**“AN ORDINANCE AMENDING ORDINANCE 2002-16 TO MODIFY THE LIMITATIONS REGARDING ELIGIBILITY FOR VILLAGE OF BARTLETT ADVISORY BOARDS, COMMITTEES AND COMMISSIONS”**

Essentially, it requires potential appointees and candidates for offices of two taxing districts to procure a written legal opinion from both the Village Attorney and legal counsel for the other taxing district that the offices are not incompatible before accepting or being sworn in to the second public office.

ORDINANCE 2021 - \_\_\_\_\_

**AN ORDINANCE AMENDING ORDINANCE 2002-116 TO  
MODIFY THE LIMITATIONS REGARDING ELIGIBILITY FOR VILLAGE  
OF BARTLETT ADVISORY BOARDS, COMMITTEES AND COMMISSIONS**

---

**WHEREAS**, the Village of Bartlett (the "Village") is a home rule municipality, having all the powers pursuant to Article VII, Section 6, of the Illinois Constitution of 1970, including the right to exercise any power and perform any function pertaining to its government and affairs; and

**WHEREAS**, the Village is governed by an elected, or in some limited circumstances appointed, Village President and Village Board of Trustees (collectively, the "Corporate Authorities") as the governing body of the Village; and

**WHEREAS**, the Illinois Municipal Code (65 ILCS 5/1-1-1, *et seq.*), the Pension Code (40 ILCS 5/101, *et seq.*), Division 2.7 of Article 10 of the Illinois Municipal Code (65 ILCS 5/10-2.1-1, *et seq.*) and other laws of the State of Illinois require the Village to establish and appoint certain boards and commissions, and the Village is further empowered to create other boards, commissions, committees, subcommittees and subsidiary bodies, to carry on its government and affairs (collectively, the "Village Subsidiary Bodies"); and

**WHEREAS**, under the laws of the State of Illinois and/or the Ordinances of the Village, the various Village Subsidiary Bodies are either appointed by the Village President with the advice and consent of the Village Board of Trustees, or they are appointed by the Corporate Authorities of the Village, and each board or commission either acts in an advisory capacity to the Corporate Authorities and/or is granted separate and independent powers and duties by statute; and

**WHEREAS**, establishment of eligibility requirements for the various Village Subsidiary Bodies are functions pertaining to the government and affairs of the Village and are a proper exercise of the Village's home rule authority; and

**WHEREAS**, Illinois law prohibits officers from holding two or more public offices that are incompatible; and

**WHEREAS**, offices are incompatible under Illinois law where the Constitution or a statute specifically prohibits the occupants of either one of the offices from holding the other, or where there is a conflict of duties between the two offices, or where the duties of either office are such that the holder of one cannot in every instance properly and faithfully perform all the duties of the other; and

**WHEREAS**, because it can sometimes be difficult to determine whether two offices are incompatible and it often comes down to the facts and circumstances of each case

and an examination of the two offices involved, the then Corporate Authorities of the Village in 2002 adopted Ordinance 2002-116 "AN ORDINANCE ESTABLISHING LIMITATIONS REGARDING ELIGIBILITY FOR VILLAGE OF BARTLETT ADVISORY BOARDS, COMMITTEES, AND COMMISSIONS" (hereinafter "Ordinance 2002-116"), which in effect made any person holding an elective office for any taxing body ineligible to serve on any Village of Bartlett subsidiary body, and made any member of any Village of Bartlett Subsidiary Body ineligible to serve in any elective office of any other taxing district; and

**WHEREAS**, the present Corporate Authorities hereby find and determine that Ordinance 2002-116 is too broad and restrictive and should be modified so that the issue of whether two offices are incompatible is reviewed on a case by case basis and only may be allowed provided in the event both the Village Attorney and the attorney for the other taxing district in which an elective or appointive office is held, sought or contemplated each render a legal opinion that the two offices at issue are not incompatible;

**NOW, THEREFORE, BE IT ORDAINED** by the President and Board of Trustees of the Village of Bartlett, Cook, DuPage and Kane Counties, Illinois, as follows:

**SECTION ONE:** That any person holding any elective or appointed office of any taxing body shall not be eligible to serve on any existing Subsidiary Body of the Village or office of the Village hereafter created by ordinance, presently including, but not limited to, the following Subsidiary Bodies: the Bartlett Plan Commission, the Bartlett Police Pension Board, the Bartlett Police and Fire Commission, the Bartlett Zoning Board of Appeals, and the Bartlett Economic Development Commission (hereinafter collectively referred to as the "Village Subsidiary Bodies" and each as a "Village Subsidiary Body") unless the Village Attorney and the attorney for the other taxing district in which an individual holds an elective or appointive office each render a written legal opinion concluding that the two offices are not incompatible.

**SECTION TWO:** Any member of any Village Subsidiary Body contemplating running for office of another taxing body (or before accepting an appointment of another taxing body to fill a vacancy in such an elected office, or before accepting an appointment to an appointed office of another taxing body) shall first procure the written legal opinion of the Village Attorney and the attorney for the other taxing district that the two offices in question are not incompatible; otherwise the person elected or appointed shall be deemed to have resigned from the Village Subsidiary Body upon taking such elective or appointed office, with no further action required of the Village Corporate Authorities.

**SECTION THREE:** Nothing herein shall preclude the Village President and/or any Village Trustee from serving on any committee, subcommittee and/or Subsidiary Body of the Village, unless otherwise forbidden by law or Village Ordinance.

**SECTION FOUR: SEVERABILITY.** The various provisions of this Ordinance are to be considered as severable, and if any part or portion of this Ordinance

shall be held invalid by any Court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Ordinance.

**SECTION FIVE: REPEAL OF PRIOR ORDINANCES.** All prior Ordinances and Resolutions in conflict or inconsistent herewith are hereby expressly repealed only to the extent of such conflict or inconsistency.

**SECTION SIX: EFFECTIVE DATE.** This Ordinance shall be in full force and effect upon passage and approval.

ROLL CALL VOTE:

AYES:

NAYS:

ABSENT:

PASSED:

APPROVED:

\_\_\_\_\_  
Kevin Wallace, Village President

ATTEST:

\_\_\_\_\_  
Lorna Giles, Village Clerk

#### CERTIFICATION

I, the undersigned, do hereby certify that I am the Village Clerk of the Village of Bartlett, Cook, DuPage and Kane Counties, Illinois, and that the foregoing is a true, complete and exact copy of Ordinance 2021-\_\_\_\_\_ on July 20, 2021 and approved on July 20, 2021, as the same appears from the official records of the Village of Bartlett.

\_\_\_\_\_  
Lorna Giles, Village Clerk

ORDINANCE 2021 - \_\_\_\_\_

**AN ORDINANCE AMENDING ORDINANCE 2002-116 TO  
MODIFY THE LIMITATIONS, REGARDING ELIGIBILITY FOR VILLAGE  
OF BARTLETT, ADVISORY BOARDS, COMMITTEES AND COMMISSIONS**

- Deleted: ¶
- Deleted: 2002
- Deleted: ESTABLISHING
- Deleted: ¶
- Deleted: ¶
- Deleted: ¶

**WHEREAS**, the Village of Bartlett (the "Village") is a home rule municipality, having all the powers pursuant to Article VII, Section 6, of the Illinois Constitution of 1970, including the right to exercise any power and perform any function pertaining to its government and affairs; and

**WHEREAS**, the Village is governed by an elected, or in some limited circumstances appointed, Village President and Village Board of Trustees (collectively, the "Corporate Authorities") as the governing body of the Village; and

**WHEREAS**, the Illinois Municipal Code (65 ILCS 5/1-1-1, *et seq.*), the Pension Code (40 ILCS 5/101, *et seq.*), Division 2.7 of Article 10 of the Illinois Municipal Code (65 ILCS 5/10-2.1-1, *et seq.*) and other laws of the State of Illinois require the Village to establish and appoint certain boards and commissions, and the Village is further empowered to create other boards, commissions, committees, subcommittees and subsidiary bodies, to carry on its government and affairs (collectively, the "Village Subsidiary Bodies"); and

**WHEREAS**, under the laws of the State of Illinois and/or the Ordinances of the Village, the various Village Subsidiary Bodies are either appointed by the Village President with the advice and consent of the Village Board of Trustees, or they are appointed by the Corporate Authorities of the Village, and each board or commission either acts in an advisory capacity to the Corporate Authorities and/or is granted separate and independent powers and duties by statute; and

**WHEREAS**, establishment of eligibility requirements for the various Village Subsidiary Bodies are functions pertaining to the government and affairs of the Village and are a proper exercise of the Village's home rule authority; and

**WHEREAS**, Illinois law prohibits officers from holding two or more public offices that are incompatible; and

**WHEREAS**, offices are incompatible under Illinois law where the Constitution or a statute specifically prohibits the occupants of either one of the offices from holding the other, or where there is a conflict of duties between the two offices, or where the duties of either office are such that the holder of one cannot in every instance properly and faithfully perform all the duties of the other; and

**WHEREAS**, because it can sometimes be difficult to determine whether two offices are incompatible and it often comes down to the facts and circumstances of each case

- Deleted: because of the duties of either office
- Deleted: in interest may arise
- Deleted: \_\_\_\_\_Section Break (Continuous)\_\_\_\_\_
- Deleted: the Corporate Authorities hereby find that such a determination
- Deleted: if not impossible
- Deleted: make in advance of a situation that creates it, and...
- Deleted: such case, which if it is later determined by a court that the two offices held by

and an examination of the two offices involved, the then Corporate Authorities of the Village in 2002 adopted Ordinance 2002-116 "AN ORDINANCE ESTABLISHING LIMITATIONS REGARDING ELIGIBILITY FOR VILLAGE OF BARTLETT ADVISORY BOARDS, COMMITTEES, AND COMMISSIONS" (hereinafter "Ordinance 2002-116"), which in effect made any person holding an elective office for any taxing body ineligible to serve on any Village of Bartlett subsidiary body, and made any member of any Village of Bartlett Subsidiary Body ineligible to serve in any elective office of any other taxing district; and

Deleted: individual are incompatible, could submit  
Deleted: to liability; and¶

**WHEREAS,** the present Corporate Authorities hereby find and determine that Ordinance 2002-116 is too broad and restrictive and should be modified so that the issue of whether two offices are incompatible is reviewed on a case by case basis and only may be allowed provided in the event both the Village Attorney and the attorney for the other taxing district in which an elective or appointive office is held, sought or contemplated each render a legal opinion that the two offices at issue are not incompatible;

Moved down [1]: ¶  
**WHEREAS,**  
Deleted: to avoid such liability, or even the appearance of a conflict of interest or a claim that an individual is  
Deleted: two incompatible offices, the Corporate Authorities of the Village have therefore determined that henceforth appointive offices of each of the Village Subsidiary Bodies shall be deemed incompatible with each and every  
Deleted: of every  
Deleted: body;  
Moved (insertion) [1]

**NOW, THEREFORE, BE IT ORDAINED** by the President and Board of Trustees of the Village of Bartlett, Cook, DuPage and Kane Counties, Illinois, as follows:

**SECTION ONE:** That any person holding any elective or appointed office of any taxing body shall not be eligible to serve on any existing Subsidiary Body of the Village or office of the Village hereafter created by ordinance, presently including, but not limited to, the following Subsidiary Bodies: the Bartlett Plan Commission, the Bartlett Police Pension Board, the Bartlett Police and Fire Commission, the Bartlett Zoning Board of Appeals, and the Bartlett Economic Development Commission (hereinafter collectively referred to as the "Village Subsidiary Bodies" and each as a "Village Subsidiary Body") unless the Village Attorney and the attorney for the other taxing district in which an individual holds an elective or appointive office each render a written legal opinion concluding that the two offices are not incompatible.

Deleted: for  
Deleted: ineligible  
Deleted: now  
Deleted: ,  
Deleted: The

**SECTION TWO:** Any member of any Village Subsidiary Body contemplating running for office of another taxing body (or before accepting an appointment of another taxing body to fill a vacancy in such an elected office, or before accepting an appointment to an appointed office of another taxing body) shall first procure the written legal opinion of the Village Attorney and the attorney for the other taxing district that the two offices in question are not incompatible; otherwise the person elected or appointed shall be deemed to have resigned from the Village Subsidiary Body upon taking such elective or appointed office, with no further action required of the Village Corporate Authorities.

Deleted: of the Village who is elected as an officer  
Deleted: appointed  
Deleted: )

**SECTION THREE:** Nothing herein shall preclude the Village President and/or any Village Trustee from serving on any committee, subcommittee and/or Subsidiary Body of the Village, unless otherwise forbidden by law or Village Ordinance.

**SECTION FOUR: SEVERABILITY.** The various provisions of this Ordinance are to be considered as severable, and if any part or portion of this Ordinance

shall be held invalid by any Court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Ordinance.

**SECTION FIVE: REPEAL OF PRIOR ORDINANCES.** All prior Ordinances and Resolutions in conflict or inconsistent herewith are hereby expressly repealed only to the extent of such conflict or inconsistency.

**SECTION SIX: EFFECTIVE DATE.** This Ordinance shall be in full force and effect upon passage and approval.

ROLL CALL VOTE:

AYES:

NAYS:

ABSENT:

PASSED:

APPROVED:

Deleted: ¶  
¶  
¶  
¶

ATTEST:

Kevin Wallace, Village President

Deleted: Catherine J. Melchert

Lorna Gilles, Village Clerk

Deleted: \_\_\_\_\_ ¶  
Linda Gallien

CERTIFICATION

I, the undersigned, do hereby certify that I am the Village Clerk of the Village of Bartlett, Cook, DuPage and Kane Counties, Illinois, and that the foregoing is a true, complete and exact copy of Ordinance 2021-\_\_\_\_\_ on \_\_\_\_\_, 2021 and approved on \_\_\_\_\_, 2021, as the same appears from the official records of the Village of Bartlett.

Deleted: 2002  
Deleted: 2002  
Deleted: 2002

Linda Gallien, Village Clerk