

VILLAGE OF BARTLETT
VILLAGE HALL, 228 S. MAIN STREET
COMMITTEE AGENDA
April 15, 2025

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **TOWN HALL:** (Note: Three (3) minute time limit per person)
4. **STANDING COMMITTEE REPORTS:**
 - A. **BUILDING AND ZONING COMMITTEE, CHAIRMAN GUNSTEEN**
 1. #2018-05 TLE Devon and Prospect
 2. CP #2025-01 Pava Group
 3. #2025-04 Star Buds Dispensary
5. **ADJOURNMENT**



Agenda Item Executive Summary

AGENDA ITEM: #2018-05 TLE Devon & Prospect BOARD OR COMMITTEE: Committee

BUDGET IMPACT

Amount \$N/A

Budgeted \$N/A

Fund: N/A

Corresponding Activity Measure: P&Z Commission Review

EXECUTIVE SUMMARY

The petitioner is requesting to subdivide the 3.85 acres located at the southwest corner of Devon and Prospect Avenues to construct The Learning Experience (TLE) early education and daycare facility on Lot 1 and either a stand-alone restaurant or two small retail buildings on Lot 2. Lot 3 contains stormwater detention for the entire development and will be built at the same time as TLE.

The application includes the following requests:

- Preliminary/Final Plat of Subdivision/PUD,
- Preliminary/Final Site/PUD Plan for Phase 1
- Preliminary Site/PUD Plans for Phase 2
- Special use permits for a planned unit development, a restaurant serving liquor, and a drive-through

ATTACHMENTS (PLEASE LIST)

Memo, cover letter, application, location map, final subdivision/PUD plat, Phase 1 final site/PUD plan, Phase 2 preliminary site/PUD plan, landscape plan, elevations, floor plan, traffic study, 1988 site plan

RELATIONSHIP TO STRATEGIC PLAN GOAL

Strategic Plan Goal: Work to improve retail business profile in the village

Short Term (1-3 Years): Routine Complex

Long Term (3-5 Years): Routine Complex

ACTION REQUESTED

- For Discussion Only - For review and to forward to the Planning & Zoning Commission to conduct the public hearing
- Resolution
- Ordinance
- Motion

Staff: Kristy Stone, PDS Director

Date: April 7, 2025

PLANNING & DEVELOPMENT SERVICES MEMORANDUM
25-012

DATE: April 8, 2025
TO: Paula Schumacher, Village Administrator
FROM: Brian Krause, Associate Planner *BK*
RE: **(#18-05) TLE – Devon and Prospect**

PETITIONER

Anthony DeAngelis

SUBJECT SITE

Southwest corner of Devon Avenue and Prospect Avenue

REQUESTS

Preliminary & Final Plat of Subdivision / PUD
Preliminary & Final PUD / Site Plan for Lot 1
Preliminary PUD approval for Lot 2
Special Use Permits for a Planned Unit Development, a Restaurant to Serve Liquor, and a Drive Through

SURROUNDING LAND USES

Subject Site	<u>Land Use</u> Commercial	<u>Comprehensive Plan</u> Commercial	<u>Zoning</u> B-3 PUD
North	Single Family	Attached Residential	PD
South	Single Family	Suburban Residential	SR-2 PUD
East	Single Family	Suburban Residential	SR-4
West	Single Family	Suburban Residential	SR-2 PUD

ZONING HISTORY

Through the Staff's research and as shown on the Village's Annexation Map, this parcel was annexed by Ordinance 1963-09 as a part of the 38 acre Leiseberg property and zoned manufacturing. In 1978, the property was zoned B-3 as a part of the comprehensive rezoning of the Village. In 1988, the parcel was resubdivided and a site plan for a 25,955 square foot commercial building was approved by Ordinance 1988-104 (site plan is attached). In 2016, a banquet hall project titled Ashton Gardens was proposed, but failed to get approval from the Village Board.

CURRENT DISCUSSION

1. The petitioner is seeking approval for a **Special Use Permit** for a Planned Unit Development and **Preliminary/Final Plat of Subdivision/PUD** to subdivide the existing lot into three parcels.

Lot 1 (53,205 square feet)

- Lot 1 includes The Learning Experience (TLE), an early education / daycare facility. This proposal for Lot 1 **Final PUD approval**, and is included in Phase I of the development proposal.
- 43 parking spaces are provided, which exceeds the requirement of 22 spaces.
- The daycare center will have 10 classrooms, serving children in age groups ranging from 6 weeks to 6 years old. Two outdoor playgrounds are also included.
- Building elevations for the daycare center include a pitched roof over the entrance canopy with masonry and Hardie Plank panel facades. The average roof height is 23.5 feet, and roof top mechanicals are screened by parapet walls.

Lot 2 (73,307 square feet)

- The petitioner submitted two preliminary PUD plans for Lot 2, and is also seeking **special use permits** for a **drive through** and **for a restaurant to serve liquor**.
- **Option A** includes 2 retail buildings, 1 unit with a drive-through, and 50 parking spaces.
- **Option B** for Lot 2 includes a 6,500 sq. ft. restaurant with 50 parking spaces.
- The parking requirement for Lot 2 will be calculated when an application for a final PUD plan is submitted.

Lot 3 (48,850 square feet)

- Lot 3 is a stormwater detention basin.
- This lot lies between Lots 1 and 2 and the residential properties to the south, and includes an existing 6-foot tall wooden fence along the property line, a 4-foot open metal fence along the property line, and a 20-foot landscape easement that includes a mix of shrubs, grasses, and deciduous and evergreen trees.

2. The site will be accessed through a right-in/right-out curb cut on Devon Avenue and full access curb cut on Prospect Avenue.

3. The provided traffic study indicates that the proposed development would not have a negative impact on the surrounding roadways. The Village's Traffic Consultant has reviewed the traffic study and concurs with its findings.

RECOMMENDATION

1. The Staff recommends forwarding the Petitioner's requests on to the Planning & Zoning Commission for further review and to conduct the required public hearing.
2. The development application, cover letter, location map, plat of subdivision / PUD, PUD plans, landscape plan, elevations, and traffic study are attached for your review.

/attachments

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INTER CONTINENTAL REAL ESTATE & DEVELOPMENT CORPORATION



April 4, 2025

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

**Re: Devon & Prospect PUD: TLE & Additional Commercial Development
SW Corner of Devon and Prospect Avenues, Bartlett, IL
Preliminary/Final PUD & Special Use Application**

Dear Sirs:

We are pleased to submit for your review and consideration the attached new Commercial Development Application for Preliminary & Final PUD Approval of a TLE Early Education and Daycare Facility to be developed at the above-described project location.

The Planned Commercial Development will consist of a three (3) Lot Subdivision to be developed in two (2) phases; Phase I will include the 10,000 SF TLE Early Education & Daycare Facility with a 5,000 SF Outdoor Playground, a Stormwater Management Basin, and the associated access road and utilities for the entire project. This Development Application also includes a Request for Approval of the proposed Phase II Commercial Special Uses, including a QSR drive-through lane, a restaurant and/or convenience store with liquor sales, and outdoor dining/patio. We believe this mix of desirable commercial uses is consistent/compatible with the underlying B-3 zoning and they will enhance the neighboring residential community by providing a convenient location for daily shopping and dining, including a high-quality childcare facility operated by the fastest growing, nationally recognized/certified early education company. In addition, we have worked closely with the Village staff and carefully planned/designed the Development to integrate seamlessly with the existing roadway systems, and we have included significant landscaping and other features to buffer and blend into the existing suburban residential environment.

We trust you will find this Application to be acceptable and appropriate for the proposed location; however, please do not hesitate to contact us with any questions or if additional information is required. Thanks in advance for your time and consideration of this exciting new development opportunity in Bartlett.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anthony DeAngelis'.

Anthony DeAngelis
Executive Vice President



VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

For Office Use Only
Case # <u>18-05</u>

PROJECT NAME Devon & Prospect PUD, Bartlett, IL

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Anthony DeAngelis

Street Address: 2221 Camden Court, Suite 200

City, State: Oak Brook, IL

Zip Code: 60523

Email Address: adeangelis@icred.com

Phone Number: 630-560-8018

Preferred Method to be contacted: Email

PROPERTY OWNER INFORMATION

Name: HFC Realty Holdings LLC

Street Address: 2221 Camden Court, Suite 200

City, State: Oak Brook, IL

Zip Code: 60523

Phone Number: 630-560-8018

OWNER'S SIGNATURE: *[Signature]* **Date:** 3/28/2025
(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

ACTION REQUESTED (Please check all that apply)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Annexation | <input type="checkbox"/> Text Amendment |
| <input checked="" type="checkbox"/> PUD (preliminary) | <input type="checkbox"/> Rezoning <u>See Dropdown</u> to <u>See Dropdown</u> |
| <input checked="" type="checkbox"/> PUD (final) | <input checked="" type="checkbox"/> Special Use for: <u>Conv Store Liquor License, Coffee Shop Drive Thru Outdoor Dining Patio</u> |
| <input checked="" type="checkbox"/> Subdivision (preliminary) | <input type="checkbox"/> Variation: _____ |
| <input checked="" type="checkbox"/> Subdivision (final) | |
| <input checked="" type="checkbox"/> Site Plan (please describe use: commercial, industrial, square footage):
<u>Two Phase, Three Lot Development, includes 10,000 SF TLE Daycare w/ Playground with Phase I.</u> | |
| <input type="checkbox"/> Unified Business Center Sign Plan | |
| <input type="checkbox"/> Other (please describe) _____ | |

SIGN PLAN REQUIRED? No

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

PROPERTY INFORMATION

Common Address/General Location of Property: SW Corner of Devon and Prospect Avenues

Property Index Number ("Tax PIN"/"Parcel ID"): 82-3076905

Zoning: Existing: B-3 PUD **Land Use:** Existing: Vacant
(Refer to Official Zoning Map)

Proposed: B-3 PUD Proposed: Commercial

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

Acreage: 3.85 AC

For PUD's and Subdivisions:

No. of Lots/Units: 3 - Commercial

Minimum Lot: Area _____ Width _____ Depth _____

Average Lot: Area _____ Width _____ Depth _____

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

Attorney Dan Coman, EVP/General Counsel
Inter-Continental Real Estate & Development Corp.
2221 Camden Court, Suite 200, Oak Brook, IL 60523

Engineer Paul Lipski, P.E.
Haeger Engineering
100 East State Parkway, Schaumburg, IL 60173

Other Cheryl Schweiker, AIA
Jarmel Kizel Architects and Engineers
42 Okner Parkway, Livingston, NJ 07039

FINDINGS OF FACT FOR PUD and Site Plan Approval

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

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

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

The Phase I Proposed Use; Early Education/Daycare Facility is a Permitted Use within the B-3 Zoning (B-3 Includes all B-1 and B-2 Uses). The Phase II Uses; Option A includes two retail buildings, one with an end-cap drive through for a QSR, and Option B is a full-service restaurant with outdoor dining are permitted uses within the B-3 Zoning; Liquor Sales for a convenience store or a restaurant, a Drive Through for the QSR, and Outdoor Dining/Patio require Special Use Approvals, which are included in this Zoning Petition/Application.

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

The Proposed Site Plan includes a Building and Parking Arrangement that is consistent with Commercial Planning Standards and meshes with the existing Roadway System. The Site Lighting and Landscaping is sensitive to Existing Residential Properties. Also, the Storm-water Management Basin is located/designed to act as an additional Buffer to the Neighboring Homes.

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

The Vehicular Ingress / Egress has been designed to provide Minimal Impact to the Existing Roadway System and it conforms to the DuPage County Highway Department design standards for access to Devon Avenue.

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

Details included in the Final Engineering Plans depict a Safe Movement for Pedestrians both within the Site and along the Perimeter of the Property via a Concrete Sidewalk that includes ADA Compliant Ramps at all transitions.

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

The Details of the Final Landscape Plans indicate an Extensive Planting List with a Mixture of Grass, Trees and Shrubs, as required by the Ordinance. The Playground Area of the Early Education/Daycare Facility is Shielded with a Solid PVC Fence and Additional Landscape Screening. A four (4') Metal Fence and additional Landscaping are proposed as an Additional Buffer between the storm-water basin and the adjacent Homes.

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

No Outdoor Storage Areas are anticipated with this Development Plan. All Trash Enclosures are to be built with Masonry Walls and Steel Gates with Privacy Panels.

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 Planned Unit Development represents a Mix of Desirable Uses that Complement the Neighboring Residential Community. Phase I of the PUD will provide Convenient Early Education/Daycare Facilities for Working Families, and the Phase II uses may include Convenience Oriented Retail Shopping, and a QSR with a Drive Through plus Outdoor Dining, or a Full-Service Restaurant with a Bar and Outdoor Dining.

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

The Proposed PUD will not be Detrimental to the Health, Safety, or General Welfare of the Neighboring Community. The Commercial/Retail Uses will Enhance Residential Property Values with the added Ease of Convenience.

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 Planned Unit Development will conform to all Conditions of the Ordinance and any Conditions made a Part of The PUD Approval by the Village Board.

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

The Proposed Uses conform to the Comprehensive Plan and Planning Policies of the Village. Final Details of the PUD Plan have been reviewed and enhanced based on Input from Village Staff. The Phase II Final PUD Improvements will presented when finalized for subsequent Staff Review and Approval.

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.

All Proposed Uses are Included and Permitted in the B-3 Zoning Classification with the Special Use Requests as Outlined Above, in this Development Petition.

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 PUD has been designed to ensure No Detrimental Affects to Public Health, Safety, and Welfare.

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

The PUD will not Substantially Lessen or Impede Use, Development, Enjoyment, or Diminish Value of Other Property in the Immediate Vicinity.

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

All Impact Fees will be paid to the Village in Accordance with the Applicable Ordinances, at the Time of Board Approval.

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

The Final Engineering Plans include Details and are Designed to ensure adequate Utilities, Drainage, and other Necessary Facilities are provided to Service this PUD.

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 PUD Documents include Engineering Plans that Specify Ingress/Egress Locations that Minimize any Potential Traffic Concerns. Adequate Parking is provided to comply with Ordinance Requirements, including a proposed Non-Exclusive Parking Agreement between Lots 1 & 2, as noted on the Final Plat of Subdivision.

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 Development Plans include adequate Site and Buffer Areas/Features to protect the uses within the Development, including the Surrounding Properties.

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

The Petitioner can ensure Completion of Phase I of the PUD within a Timely Schedule; Phase II Improvements will be Market Driven, but at all times the Property will be Adequately Maintained.

FINDINGS OF FACT FOR SPECIAL USES

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

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

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

The PUD Plans include Commercial Uses that are not currently available in the Immediate Vicinity, and they are Desirable to the Neighboring Residential Community. These Basic Commercial Special Uses add Convenience and provide Other Services that will enhance the General Welfare of the Neighborhood and Community.

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

The Special Uses Proposed in this Petition are not Detrimental to the Health, Safety, Morals, or General Welfare of the neighboring Community, nor will they be injurious to Existing Property Values.

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

The Special Uses will comply with all Requirements of the Village Ordinances and any Conditions of Approval imposed by the Village Board.

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: Anthony DeAngelis

DATE: 3/28/2025

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: HFC Realty Holdings LLC/Anthony DeAngelis

ADDRESS: 2221 Camden Court, Suite 200
Oak Brook, IL 60523

PHONE NUMBER: 630-560-8018

EMAIL: adeangelis@icred.com

SIGNATURE: 

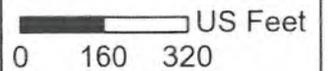
DATE: 3/28/2025



Created by Bartlett GIS
April 2025

SWC of Devon & Prospect

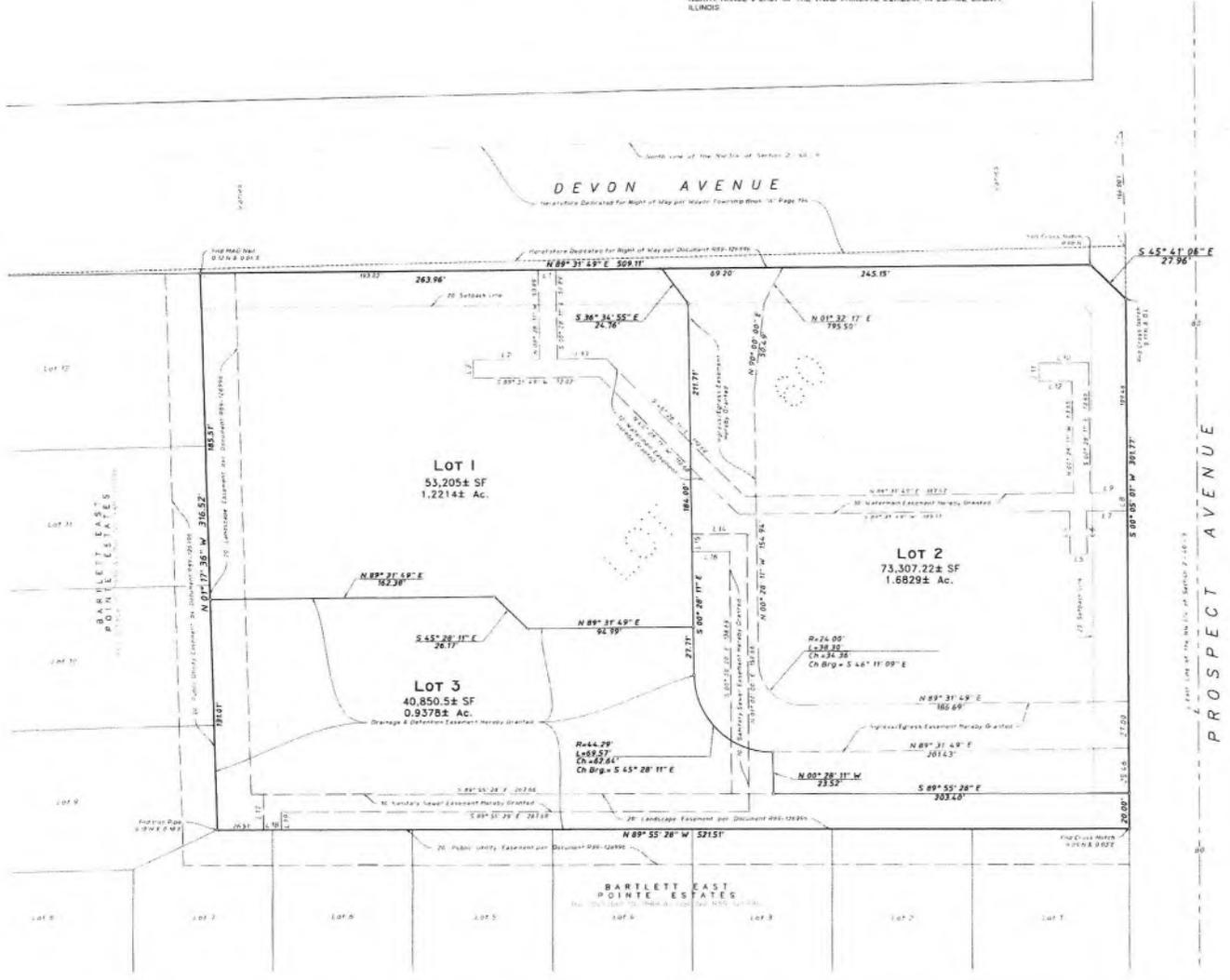
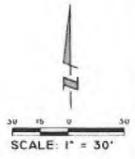
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MAIL PLAT 10
HAEGER ENGINEERING, LLC
CONSULTING ENGINEERS AND LAND SURVEYORS
101 EAST STATE PARKWAY
SCHAUMBURG, IL 60193

FINAL PLAT OF DEVON - PROSPECT SUBDIVISION

BEING A SUBDIVISION OF LOT 88 IN BARLETT EAST POINTE ESTATES, A PLANNED UNIT DEVELOPMENT IN THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPage COUNTY, ILLINOIS



LEGEND

- Identifying Subdivision Lot No.
- Surrounding Subdivision Lot No.
- Monumentation Set/Found
- Subdivision Boundary Line
- Road Center Line
- Public Access Easement Line
- ROW Line

LINE TABLE

Line	Direction	Length
1.1	N 89° 31' 45" E	273.00
1.2	S 36° 34' 55" E	24.76
1.3	N 01° 32' 17" E	755.50
1.4	N 89° 31' 45" E	509.11
1.5	N 89° 31' 45" E	245.15
1.6	S 45° 41' 08" E	273.6
1.7	S 45° 28' 11" E	26.77
1.8	N 89° 31' 45" E	92.99
1.9	S 00° 28' 11" E	27.71
1.10	N 89° 31' 45" E	185.69
1.11	N 89° 31' 45" E	185.69
1.12	N 00° 28' 11" W	23.52
1.13	S 09° 55' 28" E	303.40
1.14	N 89° 31' 45" E	185.69
1.15	N 89° 31' 45" E	185.69
1.16	N 89° 31' 45" E	185.69
1.17	N 89° 31' 45" E	185.69
1.18	N 89° 31' 45" E	185.69
1.19	N 89° 31' 45" E	185.69
1.20	N 89° 31' 45" E	185.69

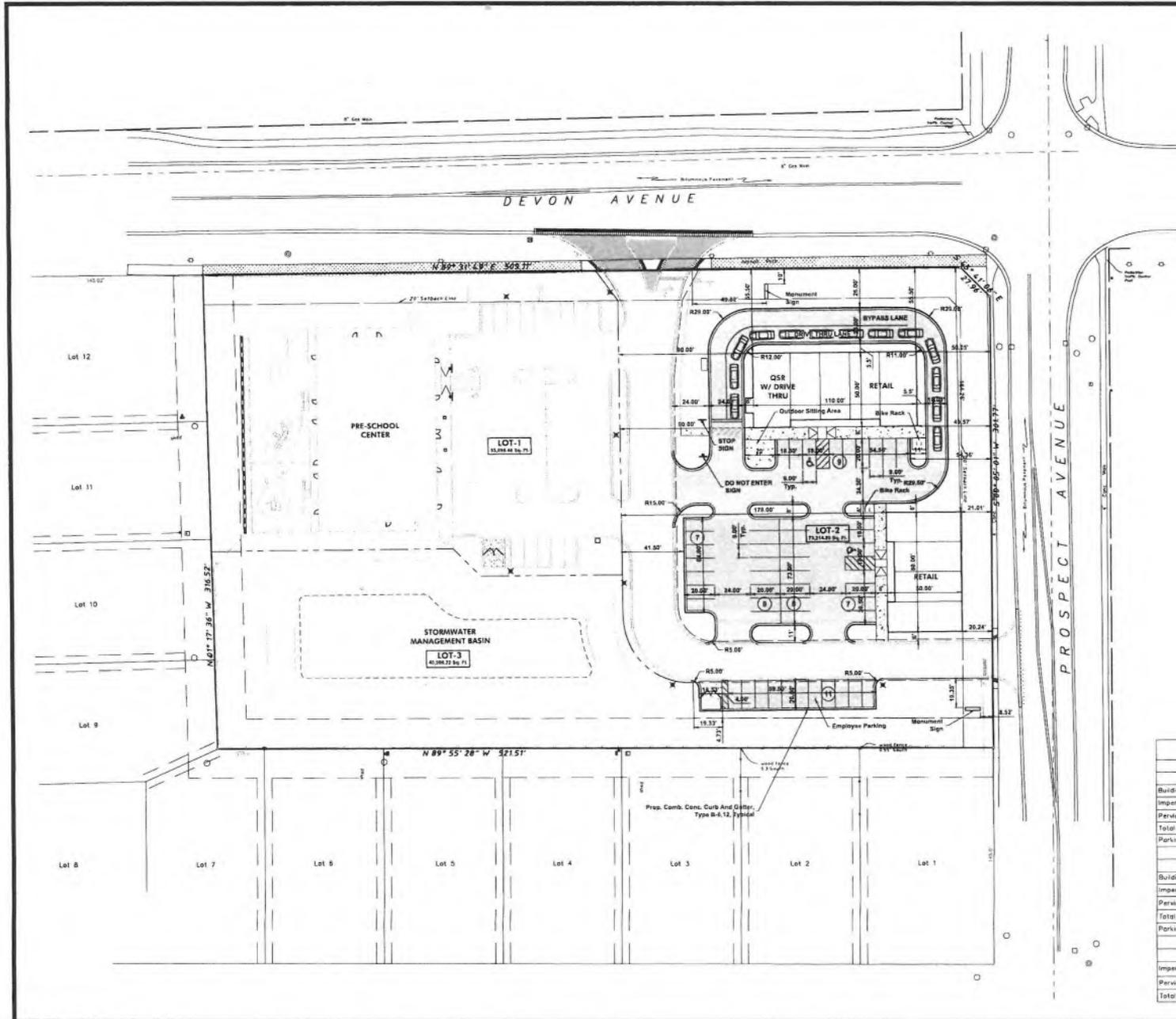
Parking Note:
10 passenger vehicle parking spaces on Lot 1 and 2 shall be available after 5:00pm on weekdays and all day on weekends. The parking spaces on Lot 1 shall be non-exclusive and available for use by the Township, including their employees, customers, licensees and voters on Lot 2.

Originally Prepared: 12/17/2024 Project No. 17-190

HAEGER ENGINEERING
consulting engineers land surveyors

101 East State Parkway, Schaumburg, IL 60193
Tel: 630.331.6600 Fax: 630.331.6600
Illinois Professional Engineer License No. 034-003151
www.haegerengineering.com

No. Date Revision



- Notes:
- 1) All traffic signs shall be installed at 7' high from ground elevation to the bottom of the sign.
 - 2) There shall be no landscaping within the County Right-of-Way.
 - 3) Red Reflective Warning Devices are required at all ADA ramps.
 - 4) All Traffic Sign Shall Be Installed On Square Break-away Post.

PAVING LEGEND

	BITUMINOUS PAVEMENT - STANDARD • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100
	BITUMINOUS PAVEMENT - HEAVY DUTY • 1 1/2" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1 1/2" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1 1/2" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100
	CONCRETE PAVEMENT • 4" Thick, 100% Cement Concrete (100% C.C.) • 4" Thick, 100% Cement Concrete (100% C.C.)
	DRIVEWAY APRON • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100
	CHANNELIZED MEDIAN • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100
	DEVON AVENUE R.O.W. MULTIPATH ADA RAMP • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100
	RESIN MALE • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100
	HOT MIX ASPHALT • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100 • 1" F. 1/2" Aggregate (1/2" Min. Surface Course) No. 57, 100

LAND COVERAGE DATA

Category	Square Feet	Acres
LOT-1 (Pre-School)		
Building Area	10,000.00	0.22857
Impervious Area	31,260.97	0.71785
PerVIOUS Area	21,835.49	0.50127
Total Site Area	53,096.46	1.21863
Parking Provided	41 Standard, 2 HC	
LOT-2 (OSR / Retail)		
Building Area	9,050.00	0.20776
Impervious Area	5,264.98	1.20866
PerVIOUS Area	20,565.12	0.47211
Total Site Area	73,214.20	1.68077
Parking Provided	48 Standard, 2 HC	
LOT-3 (Stormwater Management Basin)		
Impervious Area - NWL	9,603.00	0.22045
PerVIOUS Area	31,305.22	0.71867
Total Site Area	40,908.22	0.93912



HAEGER ENGINEERING
 CONSULTING ENGINEERS
 10000 Devon Avenue, Suite 100
 Dallas, Texas 75243
 Phone: (972) 412-1000
 Fax: (972) 412-1001
 www.haeger-engineering.com

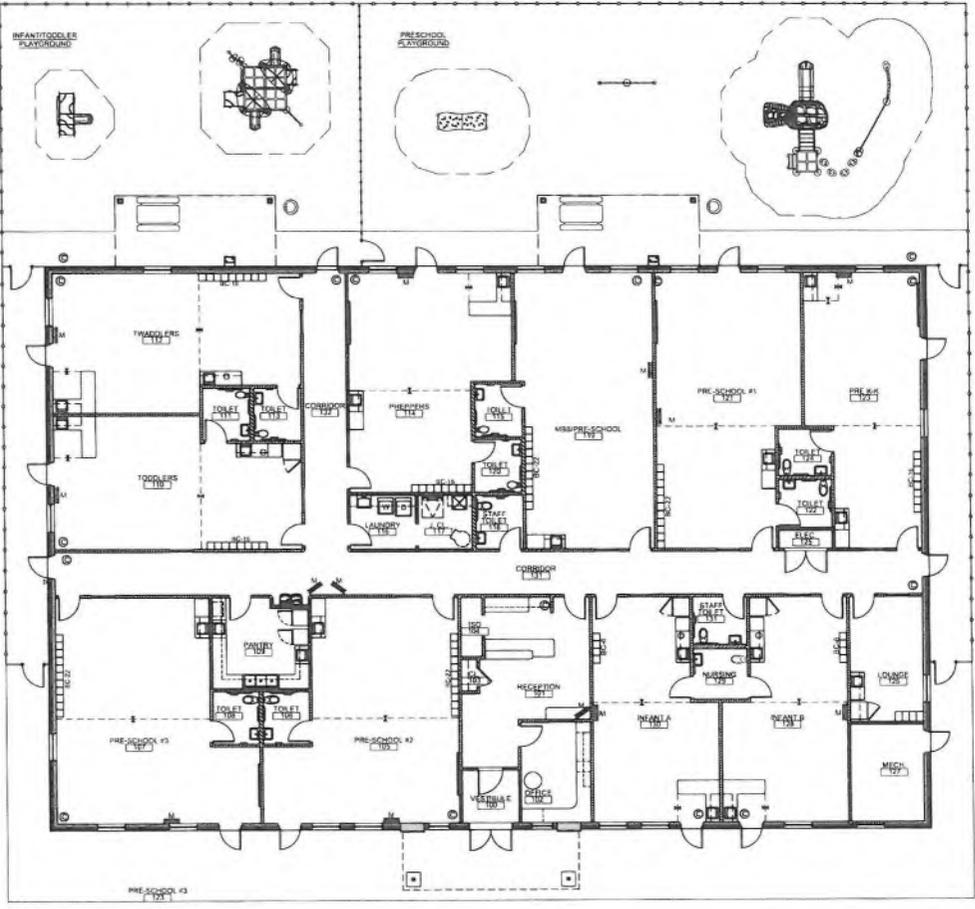
**PRELIMINARY PUD PLAN-OPTION-A
 PHASE 2
 DEVON-PROSPECT DEVELOPMENT
 PUD EXHIBITS**

Project Manager: P.A.I.
 Engineer: K.M.I.
 Date: 09-11-2023
 Project No: 17190
 Sheet: PH2-A

As Shown No. 20-0273-1-001 - Remarks: (a)
 1) Name: 10000 Devon Avenue, Suite 100, Dallas, Texas 75243

LICENSING CALCULATION CHART Bartlett, Illinois							
ROOM NUMBER	ROOM NAME	AGE GROUP	NUMBER OF CHILDREN	NUMBER OF TEACHERS	TEACHER RATIO	STATE REQ'D S.F. (100:1)	RATIO CHILD PER S.F.
130	INFANT A	6 WK - 14 MO	8	2	1:4	440	441
135	INFANT B	6 WK - 14 MO	8	2	1:4	440	441
110	TODDLER	15 MO - 23 MO	15	3	1:5	525	526
112	TWADDLERS	24 MO - 36 MO	18	2	1:9	569	568
114	PRESCHOOLERS	24 MO - 36 MO	18	2	1:9	580	580
121	PRE-SCHOOL #1	3-5 YEARS	20	2	1:10	700	700
123	PRE-SCHOOL #2	3-5 YEARS	20	2	1:10	700	700
127	PRE-SCHOOL #3	3-5 YEARS	20	2	1:10	700	700
119	MBS / PRE-SCHOOL	3-5 YEARS	20	2	1:10	700	700
122	PRE-K/4	5-6 YEARS	15	1	1:15	525	525
TOTALS			158	20			
			+ 2 ADMIN STAFF				
			TOTAL	160			

* CALCULATED LESS BUILT-IN ITEMS
FIRST FLOOR 10,000 S.F.
PLAY AREA 5,000 S.F.



1 PROPOSED FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"

Jarmel Kize
PROFESSIONAL ENGINEER
LICENSE NO. 001200018
STATE OF ILLINOIS
1001 N. WASHINGTON ST., SUITE 200
BARTLETT, IL 60010
TEL: 630.331.1111
WWW.JARMELKIZE.COM

DEVON AVENUE
BARTLETT, ILLINOIS
THE SITE ID: 110943



REVISION	
NO.	DATE / DESCRIPTION

PROFESSIONAL CERTIFICATION
NAME OF LICENSEE
MATTHEW B. JARMEL
LICENSE NUMBER: 001200018

PROPOSED FLOOR PLAN

SA-1.1

TRAFFIC IMPACT STUDY



ENGINEERING | SURVEYING | CONSTRUCTION

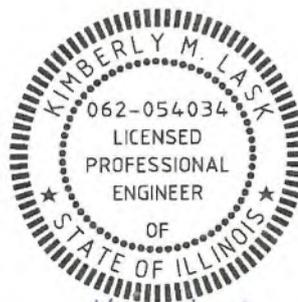
Project:
Devon-Prospect Development

Location:
Bartlett, Illinois

Prepared For:
Inter-Continental Equities, LLC
2221 Camden Court, Suite 200 Oak Brook, IL 60523

Date:
December 22, 2017
Revised December 12, 2024
Revised February 5, 2025

Prepared By:
Kimberly Lask, P.E., PTOE, CFM
Haeger Project No.: 17-190



Kimberly Lask

EXPIRES 11-30-25

HAEGER ENGINEERING
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1 - INTRODUCTION

Haeger Engineering LLC has conducted a trip generation study for a Pre-School Center and Retail Development located at the southwest corner of Devon Avenue (DuPage County Route #6) and Prospect Avenue in Bartlett, Illinois. The subject property is in Section 2, Township 40N, Range 9E. The parcel area is 3.84 acres, and the P.I.N. is 01-02-109-013. The property is currently zoned B-3 PUD. The location map and aerial photograph of the site vicinity are illustrated on *Figure 1* in *Appendix A*.

The project consists of a 3-lot commercial subdivision. Lot 1 is a 10,000 sq.ft. pre-school center. Development on Lot 2 is between two proposed options. Option A consists of a 5,250 sq.ft. retail and quick-service restaurant with drive-through at the north side of the lot and a 3,800 sq.ft. retail building at the southeast corner of the lot. Option B consists of a 6,500 sq.ft. restaurant. A stormwater management basin serving the subdivision is located on Lot 3. Access to the site includes two access driveways: one right-in/right-out driveway connecting to Devon Avenue and one full access driveway connecting to Prospect Avenue.

The Traffic Impact Study was conducted to assess the impact the proposed development would have on traffic conditions in the area and improvements necessary to accommodate site generated traffic safely and efficiently. The proposed site plans (Options A and B) are illustrated in *Appendix B*.

STUDY PARAMETERS

The scope of this analysis includes the following:

- *Data Collection:* This preliminary phase of the analysis included a reconnaissance survey of the site and its environs to determine the physical and operational characteristics of the existing street network that would serve the proposed development. Traffic counts conducted at the intersection of Devon and Prospect were used to determine existing weekday AM peak, weekday PM peak, and Saturday midday peak street traffic flow volumes within the vicinity of the site.
- *Land Uses:* Existing and proposed land uses near the development were evaluated.
- *Existing Roadway Network:* Traffic volumes (weekday AM/PM peak and Saturday midday peak), road geometrics, intersection geometrics, and traffic control devices were evaluated in the vicinity of the site. The influence area has been determined by the traffic generated from the site, the trip distribution of traffic, and the trip assignment of the traffic generated by the development over the surrounding area road network.
- *Peak-Hour Trip Generation Rates and Volumes:* A summary table was prepared listing each type of land use for the proposed development, the size or area for each type of land use, the average trip generation rates (weekday AM/PM peak and Saturday midday peak on adjacent street traffic) for each type of land use, and total number of trips generated.
- *Trip Distribution:* Both a figure and table are presented to show the directional distribution of site-generated traffic approaching and departing the site on the area road network.



- *Trip Assignment:* The technical analysis, methods, and assumptions used in the assignment are indicated. The trip distribution and subsequent assignment represent the most logically traveled routes.
- *Total Peak Hour Traffic Volumes:* The traffic volumes for access facilities, intersections, and the area road network within the area of influence area provided in a graphical format.
- *Capacity Analyses:* Capacity analyses were conducted at proposed access points. Consideration was given to the existing and projected levels of service and the adequacy of storage for projected queue lengths.
- *Traffic Control Measures:* The type and extent of traffic control measures were examined.
- *Conclusions and Recommendations:* These findings include all improvements for access facilities, intersections, and the area road network.

2 – LAND USE

The subject property is 3.84 acres of undeveloped land located at the southwest corner of Devon Avenue and Prospect Avenue in the Village of Bartlett. Major land uses in the vicinity of the development include single-family residential to the south and west (Bartlett East Pointe Subdivision), multifamily residential (Asbury Place) to the north, and a commercial development (Devon Prospect Plaza) to the northeast. There is a small parcel of undeveloped land to the east that is zone SR-4 Suburban Residential.

3 – EXISTING ROADWAY NETWORK

A field investigation was conducted along the adjacent segments of Devon Avenue and Prospect Avenue. The following information was obtained about the existing roadway network. See *Figure 2* for an exhibit illustrating the existing street characteristics.

DEVON AVENUE (DuPAGE COUNTY ROUTE #6)

- An east-west major collector roadway providing two lanes in each direction that is under the jurisdiction of DuPage County Division of Transportation (DuDOT).
- At its signalized intersection with Prospect Avenue, Devon Avenue provides a left-turn lane, through lane, and a shared through / right-turn lane at both the east and west approaches.
- The posted speed limit is 35 mph.
- The average daily traffic volume on Devon Avenue, published by IDOT, is 3,700 vpd in 2020. In 2016 the average daily traffic volume was 9,150 vpd.

PROSPECT AVENUE

- A north-south minor collector roadway providing one lane in each direction that is under the jurisdiction of the Village of Bartlett.
- At its signalized intersection with Devon Avenue, Prospect Avenue provides a left-turn lane and a shared through / right-turn lane at both the north and south approaches.



- The posted speed limit is 30 mph.
- The average daily traffic volume on Prospect Avenue, published by IDOT, is 3,350 vpd north of Devon in 2022 and 1,550 vpd south of Devon in 2020. The average daily traffic volume north of Devon was 3,250 vpd in 2018 and 2,350 vpd south of Devon in 2016.

EXISTING TRAFFIC

Figure 3 summarizes the existing weekday AM peak hour, weekday PM peak hour, and Saturday midday peak hour traffic volumes. Traffic counts were conducted at the intersection of Devon Avenue and Prospect Avenue. Hourly counts were conducted on November 14, 2024 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, and on November 16, 2024 from 11:00 AM – 2:00 PM.

The results indicate that the weekday AM peak hour street traffic occurred from 7:00 AM to 8:00 AM, the weekday PM peak hour occurred from 4:30 PM to 5:30 PM, and the Saturday midday peak hour occurred from 12:00 PM – 1:00 PM. The existing traffic count data can be found in *Appendix C. Figure 3* also provides the ADT 24-hour volume along Devon Avenue and Prospect Avenue as published by IDOT.

4 – PEAK HOUR TRIP GENERATION AND DIRECTIONAL DISTRIBUTION

In order to accurately estimate the traffic that will be generated by the proposed development, data compiled by the Institute of Transportation Engineers (ITE) in the 11th Edition of the *Trip Generation Manual* was utilized. Trip generation for a proposed development depends on the size and characteristics of the anticipated land uses. The volume of traffic generated by the square footage of the proposed facility was used to determine anticipated traffic volume. The ITE land use codes that were consulted for this analysis are indicated in *Table 1* along with the estimated weekday AM, weekday PM, and Saturday midday peak hour traffic volumes. Note that the pre-school center will be closed on Saturday.

Table 1 – ITE Land Use Codes and Peak Hour Trip Generation (Option A)

Land Use	ITE Code	Peak Hour Traffic Volumes						Daily Traffic Volumes Weekday	Daily Traffic Volumes Saturday
		AM Peak		PM Peak		Saturday Mid-day Peak			
		In	Out	In	Out	In	Out		
Day Care Center (10,000 sf)	565	62	55	56	62	0	0	476	0
Retail (Shopping Center) (7,750 sf)	822	29	30	55	48	26	25	557*	---
Fast-Food Restaurant with Drive-Through Window (1,300 sf)	934	34	32	34	32	37	35	608	801
Total Traffic		125	117	145	142	63	60	1,641	801

Note: --- No data available for Saturday daily traffic volumes for ITE Code 822

* Data for ITE Code 822 indicates a small sample size for daily traffic volumes



Table 2 – ITE Land Use Codes and Peak Hour Trip Generation (Option B)

Land Use	ITE Code	Peak Hour Traffic Volumes						Daily Traffic Volumes Weekday	Daily Traffic Volumes Saturday
		AM Peak		PM Peak		Saturday Mid-day Peak			
		In	Out	In	Out	In	Out		
Day Care Center (10,000 sf)	565	62	55	56	62	0	0	476	0
Restaurant (6,500 sf)	931	23	6	33	21	41	28	545	585
Total Traffic		85	61	89	83	41	28	1,021	585

Option A generates more traffic volume and will be used in the capacity analyses.

DIRECTIONAL DISTRIBUTION

The directional distribution of site-generated trips on the external street system is a function of several variables, including the operational characteristics of the adjacent roadways and the ease that drivers can travel over various sections of the street system without encountering major levels of congestion. The directions from which employees and patrons approach and depart the site were estimated based on the existing travel patterns as determined from the traffic count data. The estimated directional distribution of patron arrival and departure patterns are listed in *Table 3* and illustrated in *Figure 4*.

Table 3 – Trip Distribution

Route and Direction	To / From Percent
Devon Avenue	
- East of Prospect Ave.	40%
- West of Prospect Ave.	30%
Prospect Avenue	
- North of Devon Ave.	20%
- South of Devon Ave.	10%

5 – TRIP ASSIGNMENT & PROPOSED ACCESS DRIVEWAYS

Not all vehicle trips expected to be generated by the proposed project represent new trips on the study area roadway system. Studies have shown that for retail and quick service restaurant developments, a portion of the site-generated vehicle trips are already present in the adjacent passing traffic. Based on data in the *ITE Trip Generation Handbook*, 3rd Edition, the average pass-by trips is 34% for retail developments and 49% for a fast food restaurant with a drive-through window. To provide a conservative analysis, pass-by trip reduction was not applied to the proposed site-generated traffic.



The estimated weekday AM, weekday PM, and Saturday midday peak hour traffic volumes that will be generated from the proposed development were assigned to the various street and access driveways serving the site as illustrated in *Figure 5*. The volumes assigned to the proposed access driveways are in accordance with the previously described directional trip distribution patterns. As indicated previously, one full access driveway on Prospect Avenue and one limited access driveway on Devon are proposed.

- Access 1: This driveway is a full access driveway that will provide one inbound lane and one outbound lane. The centerline of Access 1 is located 320 ft south of the signalized intersection of Devon Avenue and Prospect Avenue. Exiting movements will be under stop sign control.
- Access 2: This driveway is a limited access, right-in/right-out driveway. The centerline of Access 2 is located 270 ft. west of the signalized intersection of Devon Avenue and Prospect Avenue. The driveway will provide one inbound lane and one outbound lane which will be under stop sign control.

6 – TOTAL PEAK HOUR TRAFFIC VOLUMES

To evaluate the impact that site-generated traffic will have on area roadways, the total weekday AM, weekday PM, and Saturday midday peak hour traffic volumes at the study intersections were estimated for the year 2029. To develop future volumes on the existing roadway system, a conservative growth rate of 1.0 percent per year was used to estimate the 2029 peak hour traffic volumes. This growth rate was found using the CMAP projections shown in *Appendix G*. The current ADT rates compared to the projected 2050 rates provided a reference to calculate 2029 volumes.

The future no-build traffic volumes are shown on *Figure 6* in *Appendix A*. *Figure 7* illustrates the site-generated traffic with 2029 traffic volumes to obtain the total peak hour traffic assignments

7 – CAPACITY ANALYSIS

The traffic impact that the development will have on the adjacent external road system is dependent on its vehicular access and internal circulation plan. Analysis of intersection and access drive operations were conducted for the AM peak, PM peak, and Saturday midday peak hours using the methodology in the Transportation Research Board's *Highway Capacity Manual, 7th Edition*. Transportation analysis software, Synchro Studio 12, was used to calculate the levels of service (LOS) for individual movements, approaches, and for the intersection as a whole.

LOS is a qualitative measure of the traffic operations at an intersection or on a roadway segment. It is ranked from LOS A, which signifies little or no congestion and is the highest rank, to LOS F, which signifies congestion and jam conditions. LOS D is typically considered adequate for peak hour operations at intersections. The LOS for an intersection is based on the control delay per vehicle which is the portion of the total delay attributed to traffic control measures such as stop signs and traffic signals. For signalized intersections, the control delay is calculated for each lane group and then compiled for each approach and for the entire intersection. For an unsignalized intersection, LOS is calculated for those movement that must each stop or yield to oncoming



traffic and is based on average control delay for the particular movement. The criteria for LOS are shown in *Table 4*.

Table 4 – Level of Service Criteria – Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Delay (sec/veh)	Unsignalized Intersection Delay (sec/veh)	Description
A	≤10	≤10	Little to no delay to motorists
B	> 10 and ≤20	> 10 and ≤15	Relatively low delay to motorists
C	>20 and ≤35	> 15 and ≤25	Average delays to motorists
D	>35 and ≤55	>25 and ≤35	Congestion becomes more noticeable. Delays are within an acceptable range.
E	>55 and ≤80	>35 and ≤50	High delays to motorists.
F	>80	>50	High delays to motorists. Arrival flow rates exceed the capacity of the intersection.

Levels of service were calculated at Devon Avenue and Prospect Avenue and the proposed access drives for the following scenarios.

- Existing Conditions – Year 2024
- Future No Build – Year 2029
- Future with Project Traffic – Year 2029

A summary of the results for the Devon Avenue and Prospect Avenue intersection is included in *Table 5*, and the results for the unsignalized access driveways are in *Table 6*. The Synchro Studio capacity analyses are included in *Appendix E*.



Table 5 – Level of Service Summary – Devon Avenue and Prospect Avenue (Signalized)

Year	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	TR	L	TR	L	TR	L	TR	
2024 Existing Conditions	Weekday AM	A 5.1	A 8.2	A 5.1	B 10.6	C 27.8	C 34.2	D 44.7	C 33.5	C 20.9
		A 7.5		B 10.1		C 33.3		D 39.4		
	Weekday PM	A 5.6	A 9.8	A 5.3	B 12.1	C 29.2	C 30.4	C 32.8	D 42.5	B 19.0
		A 8.9		B 11.6		C 30.1		D 39.7		
	Saturday MIDDAY	A 3.9	A 7.7	A 3.8	A 8.7	C 30.5	C 34.6	C 34.9	D 35.5	B 16.1
		A 6.9		A 8.1		C 33.6		D 35.3		
2029 No-Build	Weekday AM	A 5.3	A 8.4	A 5.2	B 10.8	C 27.7	C 34.3	D 46.0	C 33.6	C 21.3
		A 7.6		B 10.8		C 33.5		D 40.1		
	Weekday PM	A 5.8	A 10.0	A 5.4	B 12.5	C 29.6	C 30.5	C 33.0	D 43.6	B 19.4
		A 9.1		B 11.9		C 30.3		D 40.6		
	Saturday MIDDAY	A 4.0	A 7.9	A 3.9	A 8.9	C 30.6	C 35.0	D 35.2	D 35.7	B 16.3
		A 7.0		A 8.3		C 33.8		D 35.5		
2029 Total With Project	Weekday AM	A 5.5	B 10.9	A 5.5	B 11.1	C 32.1	D 35.6	D 48.9	D 35.1	C 22.2
		A 9.5		A 9.7		C 34.6		D 41.7		
	Weekday PM	A 6.2	B 11.8	A 5.9	B 13.0	D 42.2	C 31.4	C 32.8	D 47.6	C 21.1
		B 10.5		B 11.8		D 35.1		D 43.7		
	Saturday MIDDAY	A 4.3	A 9.0	A 4.2	A 9.2	C 32.5	C 35.0	C 34.4	D 36.2	B 16.9
		A 8.0		A 8.3		C 34.2		D 35.5		



Table 6 – Level of Service Summary – Access Driveways (Unsignalized)

Year	Intersection	Approach	Movement	Peak Hour Traffic		
				AM Peak	PM Peak	Saturday Midday
				LOS Delay	LOS Delay	LOS Delay
2029 with Project	Prospect Ave and Access 1 (Full)	NB	LT	A 7.6	A 7.9	A 7.6
		EB	RT/LT	B 10.7	B 11.9	B 10.3
	Devon Ave and Access 2 (RIRO)	NB	RT	A 9.8	B 10.1	A 9.5

Devon Avenue and Prospect Avenue

Based on the results of the capacity analyses, the intersection currently operates at LOS C during the AM peak hour and LOS B during PM and Saturday midday peak hours. The intersection is projected to continue operating at the same LOS during the AM peak hour and Saturday midday peak hour in 2029 with the project. The 2029 with project PM peak hour is projected to operate at LOS C. The total intersection delay remains consistent with existing conditions, and the proposed development will have minimal impact on the intersection operations.

The NB Prospect Avenue approach is projected to operate at LOS C and the southbound approach at LOS D. The LOS are consistent with existing conditions. Devon Avenue approaches will operate at LOS A or B for all time periods studied.

The 2029 with project 95th percentile queue length for Prospect Avenue NB through traffic is projected to be 142 ft. for the AM Peak hour, 119 ft. for the PM Peak hour, and 99 ft. for the Saturday Midday Peak hour. The 2029 with project 95th percentile queue length for Devon Avenue EB through traffic is projected to be 70 ft. for the AM Peak hour, 84 ft. for the PM Peak hour, and 59 ft. for the Saturday Midday Peak hour. Existing peak hour queue lengths are lower than the 2029 projected queues. The existing and 2029 projected queues are not anticipated to block the proposed access driveways, providing efficient and safe entry to and from the development.

Prospect Avenue and Access 1 (Full Access Driveway)

The EB shared right-turn and left-turn lane is expected to operate at LOS B for the AM peak, PM peak, and Saturday midday peak hours. The NB left-turns will operate at LOS A during all evaluated peak hours.

The 95th percentile queues for exiting traffic are not anticipated to exceed 1 vehicle for all peak hours studied, which will not impact operations onsite or offsite.

To determine whether auxiliary turn lanes are required at Access 1, the total projected 2029 traffic volumes were compared with the right-turn lane warrant criteria (Figure 36-3.A) and left-turn lane warrant criteria (Figure 36-3G) in the IDOT Bureau of Design and Environment Manual. Based on the criteria, an exclusive right-turn



lane and an exclusive left-turn lane are not warranted at Access 1. The turn-lane warrant figures are included in *Appendix H*.

Devon Avenue and Access 2 (Right-in/right-out Driveway)

The NB right-turn lane will operate at LOS A during the AM peak hour and Saturday midday peak hour. The NB right-turn lane will operate at LOS B during the PM peak hour.

The 95th percentile queues for exiting traffic are not anticipated to exceed 1 vehicle for all peak hours studied, which will not impact operations onsite or offsite.

To determine whether right-turn lane is required at Access 2, the total projected 2029 traffic volumes were compared with the right-turn lane warrant criteria in Chapter 36 of the IDOT Bureau of Design and Environment Manual. Since Devon Avenue is not a high-speed highway, other intersections on Devon Avenue do not have right-turn lanes, and there are no sight distance restrictions, an exclusive right-turn lane is not warranted at Access 2.

8 - DRIVE-THROUGH STACKING ANALYSIS

The proposed Option A and Option B site plans are shown in *Appendix B*. As previously mentioned, Option A includes a 1,300 sq.ft. quick service restaurant with drive-through window. There is a one-way counterclockwise movement through the drive-through. As shown on the Option A site plan, the number of vehicles that can be stacked is a total of 13 vehicles within the drive-through lane. An additional one vehicle can also be stacked onsite without disrupting onsite circulation. An article titled *Drive Through Queue Generation* prepared by Mike Spack, P.E., PTOE, et. al. recommends that fast food restaurants have a stacking length of 240 ft. or 12 vehicles. A copy of the article is included in *Appendix I*. The proposed drive-through stacking will adequately accommodate the anticipated vehicle queue for the proposed quick service restaurant.

9 - RECOMMENDATIONS AND CONCLUSION

Several components were considered to facilitate traffic on and off the site.

- Provide a limited access right-in/right-out drive to Devon Avenue.
- Provide a full access drive to Prospect Avenue.
- Provide sufficient storage distance to allow appropriate decisions when entering the site.
- Provide sufficient storage to allow queuing of vehicles exiting the site.
- Provide sufficient storage distance to allow queuing of vehicles prior to the drive-through window.
- Deliveries should occur during off-peak hours.
- "Do Not Enter" signs should be installed at the drive-through exit to discourage wrong way traffic from entering.
- Appropriate wayfinding signage should be provided to direct traffic to the drive-through.

Date: February 18, 2025

To: Ms. Kristy Stone, AICP
Planning and Development Services Director, Village of Bartlett

From: Lynn M. Means, P.E., PTOE, RSP₁
Senior Transportation Engineer

Re: Mixed-Use Development
Southwest Corner Devon Avenue and Prospect Avenue
Bartlett, Illinois

BLA, Inc. (BLA) is in receipt of the following documentation for the project referenced:

- Traffic Impact Study (TIS) prepared by Haeger Engineering dated February 5, 2025.
- Site Improvement Plans, prepared by Haeger Engineering dated February 5, 2025.

BLA has reviewed the documentation provided pertaining to traffic, parking and on-site circulation and generally concur with the findings and conclusions. We offer the following additional information:

TIS Analysis, Findings and Recommendations

BLA has found the documentation, in general, to adequately address the comments and concerns raised in the review memorandum dated January 10, 2025. *The following items are outstanding; however, an updated Traffic Impact Study is not anticipated to be required.*

1. No additional information was provided regarding the specific tenant for the quick service restaurant (QSR) use under Option A. *It is assumed that a coffee shop is not considered for the QSR space.*
2. Similarly, under Option B, no information was provided for the specific tenant for the restaurant use. *Again, it is assumed that a high-turnover restaurant is not considered for the restaurant space, should Option B be pursued.*
3. There were errors noted on the auxiliary turn lane analyses worksheets for the Prospect Avenue site access contained in the TIS appendix:
 - Left turn lane warrant: The opposing volume excluded the left-turn volume.
 - Right turn lane warrant: The design hour volume (DHV) excluded the right-turn volume, and the right-turn volume did not include the adjustment (when a design speed is below 50 mph and the DHV is less than 300 and right turn volumes are greater than 40, 20 should be subtracted from the right-turn volume).

Note: The above errors do not change the findings/recommendations included in the TIS, a left- and right-turn lane are not warranted at the Prospect Avenue site access.
4. Under 2029 No-Build conditions, during the weekday AM peak hour, the westbound through volume was incorrectly input in the synchro analyses as 140 versus 147. *This modification will not materially impact the study's findings or recommendations.*
5. The adequacy of the drive-thru queuing (stacking) was based on published article titled: *Drive Through Queue Generation*. The information specific to QSR use was based on data collected in 2011/2012 in Minnesota. Due to the geographic location and age (well over 10 years old), with significant changes to the QSR industry, including a notable increase in drive-thru use during/post Covid-19 pandemic, it is recommended that a statement be made regarding recent observations/experience at similar existing uses in the Chicagoland area to substantiate the referenced resource. *Note: Based on BLA's experience with similar, local QSR uses, it is anticipated that the drive-thru stacking to be sufficient to accommodate the expected peak demand.*

Site Plan

BLA has found the Site Improvement Plans, in general, to address the comments and concerns raised. The following comments/questions remain outstanding:

1. Consideration should be given to installing a sidewalk internal to the site to provide a connection to the existing sidewalk along the west side of Prospect Avenue.
2. Should Option B be considered, it is recommended that the five parallel parking spaces along the east property be eliminated or designated as employee only.
3. A crosswalk should be striped for the pedestrian crossing within the drive-thru lane. Consideration should also be given to placing the Stop bar and sign in advance of the crosswalk.

Parking

No supporting information was provided to address the previously noted questions/comments regarding parking.

1. If Option B is considered, a parking study should be provided which includes the anticipated peak parking demand based on the Village Code, ITE (industry standard) and/or local data to ensure adequacy of the parking supply. *It is also anticipated that a valet parking plan and shared parking analysis will be required under this option based on the fine dining restaurant use operating characteristics.*
2. The uses for the unidentified retail space in Option A should be monitored. Should additional restaurant and/or higher intensity retail occupy this space, shared parking with the daycare and/or limitations to the number of restaurants and/or hours of operation may be needed to ensure adequate parking is maintained on-site.

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



Agenda Item Executive Summary

AGENDA ITEM: CP #2025-01 Pava Group

BOARD OR COMMITTEE: Committee

BUDGET IMPACT

Amount \$N/A

Budgeted \$N/A

Fund: N/A

Corresponding Activity Measure: N/A

EXECUTIVE SUMMARY

The Blue Heron Business Park was annexed and rezoned to the Planned Development Zoning District in 2003. As part of the Planned Development, the business park was divided into four development areas, each with its own set of use restrictions – in general the properties with West Bartlett Road frontage were limited to commercial uses (Development Area 4) while the other properties also allow various light industrial uses (Development Areas 1-3).

The petitioner is requesting **Concept Plan Review** to amend the annexation agreement and Planned Development to redesignate the property at the northwest corner of Miles Parkway and West Bartlett Road to Development Area 1 to allow the construction of a tire distribution and trucking services facility for Pava Group.

ATTACHMENTS (PLEASE LIST)

Memo, cover letter, description of operations, application, location map, site plan, West Bartlett Road corridor design guidelines

RELATIONSHIP TO STRATEGIC PLAN GOAL

Strategic Plan Goal: N/A

Short Term (1-3 Years): Routine Complex

Long Term (3-5 Years): Routine Complex

ACTION REQUESTED

- For Discussion Only – To review the petitioner's concept plan and provide direction to the petitioner
- Resolution
- Ordinance
- Motion

Staff: Kristy Stone, PDS Director

Date: April 7, 2025

PLANNING & DEVELOPMENT SERVICES MEMORANDUM
25-10

DATE: April 8, 2025
TO: Paula Schumacher, Village Administrator
FROM: Andrew Barna, Associate Planner *AB*
RE: **(CP #25-01) Pava Group**

PETITIONER

Dean Kelley – Abbott Land and Investment Corp.

SUBJECT SITE

4.25 acres located at the northwest corner of Miles Parkway and W. Bartlett Road

REQUESTS

Concept Discussion (to obtain feedback on amending the Planned Development for Blue Heron Business Park)

SURROUNDING LAND USES

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
Subject Site	Vacant	Commercial	PD
North	Office/Warehouse	Mixed Use Business Park	PD
South	Vacant	Commercial	PD
East	Office/Warehouse	Mixed Use Business Park	PD
West	Vacant	Commercial	PD

ZONING HISTORY

The subject property is subject was annexed into the Village in 2003 and is subject to the Blue Heron Business Park Planned Development regulations adopted by Ordinance 2003-104. The Blue Heron Business Park consists of 125 acres and was divided into four (4) development areas, each of which has specific standards and use requirements. The subject property is in Development Area 4, which was intended for commercial uses and follows the use lists of the B-4 Community Shopping District.

CURRENT DISCUSSION

1. The petitioner is requesting a **concept plan review** to amend the Planned Development to have the property redesignated as Development Area 1 in

order to allow for industrial uses on the property. The proposed user, Pava Group, would operate a tire distribution and trucking services facility.

2. The proposed **Site Plan** shows a 50,468 square foot office/warehouse building with tire distribution (tire installation, rotations, alignment, balancing) on the north end, and trucking services (general fleet maintenance, oil changes, break, suspension, and steering system repairs) on the south end. The south end of the building includes a 5,300 square foot office area. Sixty-two (62) parking spaces are provided for employees and visitors.
3. The site contains three (3) curb cuts. A curb cut on the east of the site along Miles Parkway will serve the employee and visitor lot. Just north on the east side of the site, a larger curb cut will serve trucks coming from West Bartlett Road with a left-in only ingress point. Trucks will exit the site from a curb cut on the north end of the site on Miles Parkway.
4. The west elevation includes six (6) drive in doors and two (2) dock bays. Additionally, the west and east elevations show three (3) drive-thru doors on the north end of the building.
5. The hours of operation are Monday through Friday, 7:00 AM to 5:00 PM, and Saturday, 7:00 AM to 2:00 PM. There will be forty (40) full time employees.
6. The West Bartlett Road Corridor Plan identifies this property as being in the Picturesque Western Gateway. This design guidelines in the Corridor Plan propose office buildings to be located near to the landscape buffer along West Bartlett Road and that building materials should combine a mixture of materials such as stone masonry, brick, siding, and glazing. Office parking areas should be screened from view of the corridor. *The design guidelines for the West Bartlett Road Corridor Plan are attached.*

DISCUSSION POINTS

1. The petitioner is requesting feedback from the Committee of the Whole on the following:
 - a. Changing the designation of the property from Development Area 4 to Development Area 1 to allow for industrial uses i.e. tire distribution and trucking services building.
2. If the Village Board Committee gives a favorable review of this concept, the petitioner would then proceed with a full development application submittal requesting:
 - a. Amendment to the Planned Development
 - b. Site Plan approval.

PDS Memo 25-10
April 8, 2025
Page 3 of 3

3. A copy of the concept plan and additional background information are attached for your review.

ab/attachments

General - PDS Team\memos 2025\010_PavaGroupConceptPlan_vbc.docx



ABBOTT LAND AND INVESTMENT CORP.
Commercial and Industrial Real Estate

March 11, 2025

Sent via Hand Delivery
Village Board of Trustees
c/o Kristy Stone, Community Development Director
Village of Bartlett
228 Main St.
Bartlett, IL 60103

RE: 4.25 Acres at NWC West Bartlett Road and Miles Parkway in Blue Heron Business Park

Dear Village Board of Trustees,

Enclosed is a completed Application for Concept Plan Review for the Pava Group Office/Warehouse Project being proposed on the south end of Blue Heron Business Park, just west of Miles Parkway. The following attachments are included:

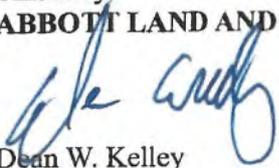
1. Completed & Signed Concept Plan Application – Eight (8) copies
2. \$400 Application Fee payable to the Village of Bartlett – Check No. 8470
3. Site Concept Plan – Eight (8) folded full-size copies, one (1) 11" x 17", and one (1) via PDF

This is the final lot in our Blue Heron Business Park. We are seeking feedback with respect to the concept plan and upon a favorable response from the Board, we'll proceed with the application for final approval for an amendment to the PUD Plan, changing this property, which is in Development Area 4 (Commercial), to an Industrial use, which is consistent with the rest of the park.

This owner/user, Pava Group, will operate a tire distribution business on the north end of the building, and trucking services (no body/repair work) on the south end. For tire distribution, trucks will enter from a one-way access drive on Miles Parkway and exit to the west.

We appreciate your consideration and look forward to presenting this project to you at the next available Village Board Committee Meeting.

Sincerely,
ABBOTT LAND AND DEVELOPMENT CORPORATION


Dean W. Kelley
President

Enclosures

PAVA Logistics
Description of Operations
4.25 Acres Blue Heron Business Park
4/4/2025

The following is a summary of the operations for the proposed 50,540 square foot facility at the south end of Blue Heron Business Park.

The north end of the building will be served by three drive-through bays. Vehicles/trucks will enter from Miles Parkway going north with a left-in only ingress point. The three drive-through bays will be utilized for the following services related to tire sales:

- Installation
- Rotation, alignment and balancing
- Maintenance and repair

PAVA anticipates approximately ten trucks per day for these operations.

At the south end of the building there are proposed to be six drive-in doors and two docks. In this area Pava will perform general repairs, primarily fleet maintenance for its own trucks. This will include suspension and steering systems, oil changes, brakes and other minor repairs. No body work will occur in this area or in the building. The two docks will be used for deliveries for the general repair area. There is also an office area of approximately 5,300 square feet that is at the south end of the building extending to the far east corner. There will be a total of approximately 40 full-time employees in the building.

Hours of operation are Monday through Friday, 7:00 AM to 5:00 PM, and Saturday, 7:00 AM to 2:00 PM.

We will be available to answer additional questions at the upcoming Village Board Committee meeting.

Thank you for your consideration.



VILLAGE OF BARTLETT CONCEPT PLAN APPLICATION

(Please type or complete in blue or black ink.)

For Office Use Only
Case # CP-25-01
RECEIVED
PLANNING & ZONING DEPARTMENT
MAR 11 2025
VILLAGE OF
BARTLETT

PROJECT NAME Pava Group Office/Warehouse

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Dean W. Kelley

Street Address: 2250 Southwind Blvd.

City, State: Bartlett, IL

Zip Code: 60103

Email Address: dean@abbottland.com

Phone Number: 630-497-9440 x4

Preferred Method to be contacted: Email

PROPERTY OWNER INFORMATION

Name: Gifford 300, LLC

Street Address: 2250 Southwind Blvd.

City, State: Bartlett, IL

Zip Code: 60103

Phone Number: 630-497-8700

OWNER'S SIGNATURE: [Signature] **Date:** 11 MAR 2025
(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

PROPERTY INFORMATION

Common Address/General Location of Property: NWC Miles Parkway and West Bartlett Rd.

Property Index Number ("Tax PIN"/"Parcel ID"): 06-36-200-021-0000

Acreage: 4.25 **No. of Lots/Units:** 1

Zoning: Existing: PD **Land Use:** Existing: Vacant
(Refer to Official Zoning Map)

Proposed: PD **Proposed:** Industrial
(Amend PUD Plan)

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

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

Attorney TBD

Engineer Steve Kaminski, Mackie Consultants, LLC
9575 W. Higgins Rd., Suite 500, Rosemont, IL 60018
Office: 847-696-1400; Email: skaminski@mackieconsult.com

Other Architect: Kelly Harris, Harris Architects, Inc.
1475 E. Woodfield Rd., Suite 925, Schaumburg, IL 60173
Office: 847-303-1155; Email: kharris@harrisarchitects.com



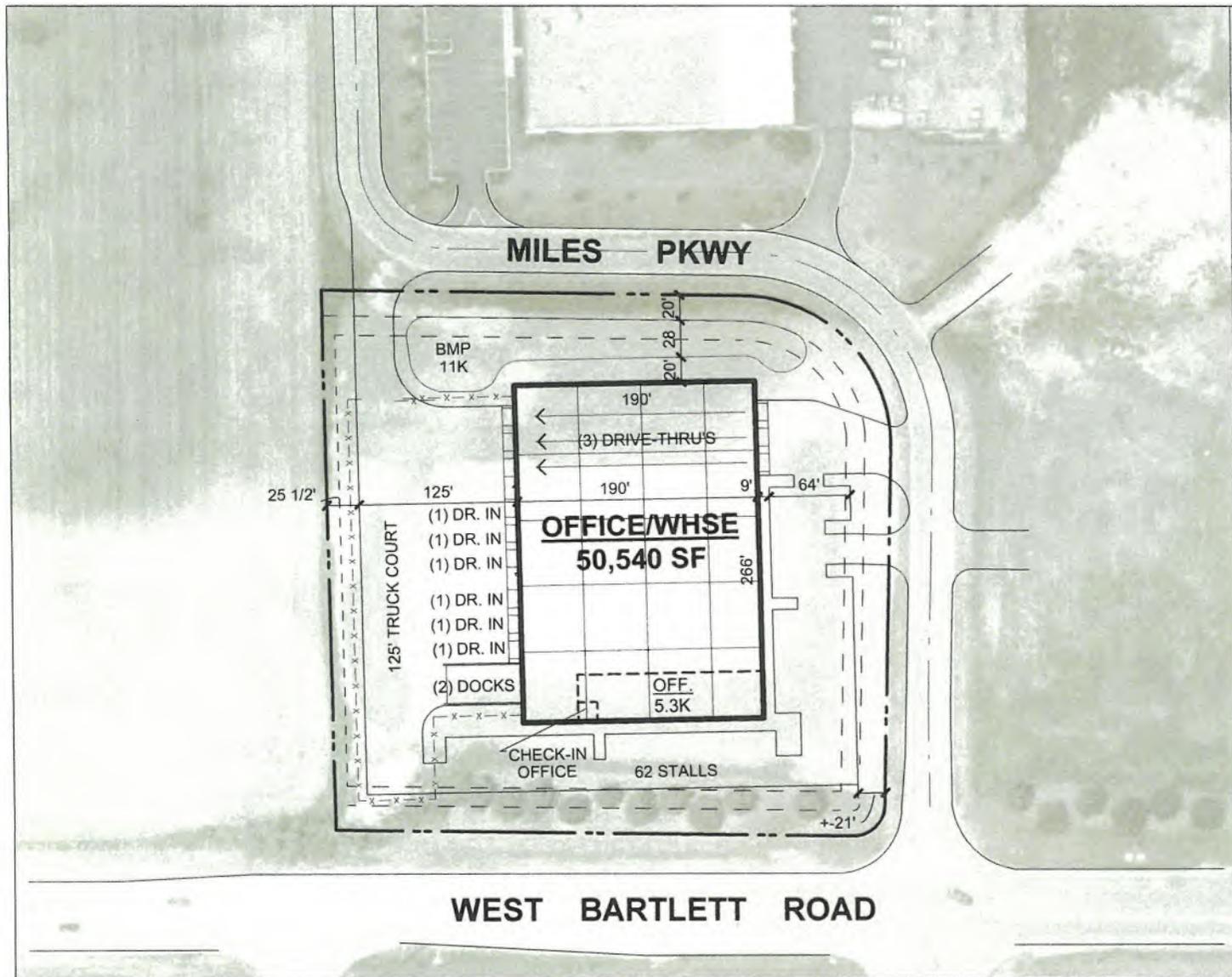
Created by Bartlett GIS
April 2025

Pava Group Office Warehouse

PIN #06-36-200-021



0 200 400 US Feet



CONCEPTUAL SITE PLAN FOR:
OFFICE/ WAREHOUSE
BLUE HERON - LOT 11
 BARTLETT, ILLINOIS

SITE AREA (±4.25 AC.) ±185,307 SF

BUILDING AREA ±50,468 SF

CAR PARKING	62 STALLS
DRIVE THRU DOORS	3 DOORS
DRIVE IN DOORS	6 DOORS
TRUCK DOCKS	2 DOCKS
CLEAR HEIGHT	28'-0"

SCHEME A

SITE PLAN

224043 03-07-2025

Picturesque Western Gateway: To protect and promote existing views from the roadway to commercial, business/office park, open space and residential landscape buffers. The principles of the Picturesque Western Gateway are to:

- Create a Gateway to the Village at West Bartlett Road and IL. Route 25
- Preserve views of natural areas and environmental amenities
- Integrate commercial and business/office park areas into the Gateway
- Enhance landscaped buffers separating residential areas from the roadway

Table 4: Design Guidelines for the Picturesque Western Gateway

ENHANCEMENTS OF PRIVATE DEVELOPMENTS FRONTING PUBLIC R.O.W.	
BUILDING FORM	
Orientation	Residential, commercial and office buildings should be placed near to the landscape buffer along the street, should share parking access drives, and should have attractive front facades facing both the street and the shared parking.
Setbacks	Buildings should be set back from the Corridor behind a large landscaped buffer.
Proportion, Size, Scale	Residential, commercial and office buildings should be proportioned such that they are viewed as structures nestled into the landscape, rather than as dominant features on the site.
EXTERIOR BUILDING TREATMENTS	
Façade Treatments and Materials	Residential, commercial and office building types should express attractive façades on all exposed faces of the buildings. Building materials should combine a mixture of materials, such as stone masonry, brick masonry, siding, and glazing.
Roofing Treatments and Materials	Residential, commercial and office roof types should be expressed at all façades of the buildings utilizing gable, hipped or gambrel roofs. Roof materials should be selected such that they are visually subdued, such as neutral color selections of wood, asphalt, or fiberboard shingles.
SITE ENHANCEMENTS	
Parking	Residential parking should be provided in garages, which should express similar building proportions, façades and rooflines as those mentioned above and should be located such that they are set back from the residential access road. Limited on-street visitor parking may be provided on the residential access roadways. Commercial and office parking and service areas should be screened from view of the corridor with bufferyard landscaping. Truck docks and loading areas should be screened from view of the corridor or be fully enclosed.
Landscaping	<p>Landscape areas and plantings should be organized such that they reflect the native landscape features found in the conservation areas throughout Bartlett.</p> <ul style="list-style-type: none"> ▪ Parkway areas should include groves of mixed-size native canopy and understory tree plantings. ▪ Open space areas should include naturalized groupings of mixed-size evergreen and understory trees and shrub plantings. ▪ Gateway entry areas should emphasize main entrances to development sites through the use of ornamental trees, shrubs, and perennial and annual plantings including ornamental/native grasses. ▪ Bufferyard areas should include naturalized groupings of mixed-size native canopy trees, evergreen trees, understory trees and shrubs planted on berms. ▪ Detention areas should express curvilinear forms, which invite wildlife habitat and resident use. The edges of the detention areas should express shallow grades, planted with a variety of native grasses and groundcovers, such that a variety of landscape and wildlife will be attracted to the area.

<p>Signage</p>	<ul style="list-style-type: none"> ▪ Entry, wayfinding and directional signage should be organized and selected such that text and graphics are clearly visible and understood. ▪ Development site entry signage should promote West Bartlett Road as an extension of the downtown area. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood, and/or metal. ▪ Signage should architecturally match or complement the building/development to which it belongs.
<p>Lighting</p>	<ul style="list-style-type: none"> ▪ Pole-mounted lighting in the residential parkway areas should be selected so as to minimize glare or light spillage onto residential properties. ▪ Light fixtures should be upgraded from the standard light pole/fixtures to the light pole/fixtures designated for the Corridor west of IL. Rt. 59 as shown in <i>Exhibit 6</i>.

ENHANCEMENTS WITHIN PUBLIC R.O.W.

<p>Barriers and Wayfinding Signage</p>	<ul style="list-style-type: none"> ▪ These elements should contribute to a unified Corridor appearance. ▪ Barrier railings of wood or black aluminum or barrier walls constructed of stone or other masonry should be included to represent the native landscape features found in the conservation areas throughout Bartlett. ▪ Entry, wayfinding and directional signage should be strongly pronounced in this area to promote the western edge of the corridor as a significant gateway. Signage should be organized and selected such that text and graphics are clearly visible and understood, and banners attached to light poles should be utilized when appropriate. ▪ Signage materials should be selected such that they are visually subdued, such as neutral color selections of stone, wood and/or metal.
<p>Roadway Lighting and Signage</p>	<p>Decorative vehicular-scale light poles should be selected along the roadway area. Where continuous pedestrian pathways occur, vehicular scale light poles should be augmented with pedestrian scale fixtures (see Exhibit 6). Banners attached to light poles should be included to promote a unified Corridor appearance. Utility lines should be buried.</p>
<p>Landscaping</p>	<ul style="list-style-type: none"> ▪ Landscape plantings within the right-of-way should reflect the native landscape features found in conservation areas throughout Bartlett. ▪ Parkway plantings should include groves of mixed-size native canopy and understory tree plantings. ▪ Bufferyard plantings, which abut residential, commercial and office uses, should include a medium-height landscaped berm planted with naturalized groupings of mixed-size native canopy, evergreen, and understory trees.
<p>Intersections and Pedestrian Crossings</p>	<p>The intersections at IL Route 25 and Gifford Road, both signalized intersections, should be enhanced to promote safe pedestrian crossings. Enhancements should include decorative paving at the intersection corners, decorative paving at widened pedestrian crosswalks, bollards, timed traffic signals, plantings, and additional lighting.</p>
<p>Pedestrian Walkways</p>	<p>The existing bike path/pedestrian walkway along the south side of West Bartlett Road should be protected and promoted as a significant pedestrian linkage between the Picturesque Western Gateway and downtown to the east. Enhancements such as directional and wayfinding signage, additional parkway plantings, additional bufferyard plantings, decorative lighting, and accent paving would reinforce the bike path/pedestrian walkway as a safe and attractive access route to and from the downtown area.</p>



Agenda Item Executive Summary

AGENDA ITEM: #2025-04 Star Buds Dispensary

BOARD OR COMMITTEE: Committee

BUDGET IMPACT

Amount \$N/A

Budgeted \$N/A

Fund: N/A

Corresponding Activity Measure: P&Z Commission Review

EXECUTIVE SUMMARY

The petitioner is requesting a **special use permit to allow an adult-use dispensary** at 801 S Route 59 in the Brewster Creek Shopping Center. The petitioner is also proposing to open a bakery selling hemp infused products at 803 S Route 59, this use is permitted by right as it does not involve cannabis infused products.

ATTACHMENTS (PLEASE LIST)

Memo, cover letter, application, location map, site plan, floor plan

RELATIONSHIP TO STRATEGIC PLAN GOAL

Strategic Plan Goal: Work to improve retail business profile in the village

Short Term (1-3 Years): Routine Complex

Long Term (3-5 Years): Routine Complex

ACTION REQUESTED

For Discussion Only - For review and to forward to the Planning & Zoning Commission to conduct the public hearing

Resolution

Ordinance

Motion

Staff: Kristy Stone, PDS Director

Date: April 7, 2025

PLANNING & DEVELOPMENT SERVICES MEMORANDUM
25-011

DATE: April 8, 2025
TO: Paula Schumacher, Village Administrator
FROM: Brian Krause, Associate Planner *BK*
RE: **(#25-04) Star Buds Dispensary**

PETITIONER

Ahmad Joudeh

SUBJECT SITE

801-803 S IL Route 59

REQUESTS

Special Use Permit – Adult-Use Cannabis Dispensary

SURROUNDING LAND USES

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
Subject Site	Commercial	Commercial	B-3
North	Commercial	Commercial	B-3
South	Commercial	Commercial	B-3
East	Residential	Estate Residential	ER-3
West	Commercial	Commercial	B-3 PUD

CURRENT DISCUSSION

1. The petitioner seeks to occupy 4,561 square feet of the Brewster Creek Shopping Centre. The petitioner is requesting a **special use permit** for an adult-use cannabis dispensary at 801 S Route 59. The onsite consumption of cannabis is prohibited. The petitioner will also operate a bakery at 803 S Route 59 which produces hemp-infused baked goods. *The bakery does not require a special use permit since the products are infused with hemp, not cannabis.*
2. The shopping center parking lot provides 185 parking spaces. The dispensary requires 7 parking spaces, and the bakery requires 4 parking spaces. The requirements for both uses are met with the existing parking.
3. The proposed dispensary is required to meet the additional requirements of the

PDS Memo 25-011

April 8, 2025

Page 2 of 2

3. The proposed dispensary is required to meet the additional requirements of the Illinois Department of Financial and Professional Regulation for an adult-use cannabis dispensary license and an approved security plan.
4. The proposed hours of operation for the dispensary and bakery are 8:00 a.m. to 10:00 p.m, 7 days a week.

RECOMMENDATION

1. Staff recommends forwarding the application to the Planning and Zoning Commission for review and to conduct the public hearing.
2. A letter from the petitioner, application, location map, floor plan, and site plan are attached for your review.

ab/attachments

General - PDS Team\memos 2025\011_Starbuds_vbc.docx

Ahmad Joudeh
7527 Claridge Dr #D
Bridgeview, IL, 60455
AJoudeh@starbuds.us
708-328-0177
06/04/2024

Dear Village of Bartlett,

I am writing to you on behalf of Star Buds Dispensary regarding our business operations and development plans in Bartlett, IL. As a reputable and responsible member of the cannabis industry, we are committed to upholding the highest standards of compliance, safety, and community engagement.

Our proposed business operations in Bartlett aim to provide a safe and regulated environment for adult-use cannabis consumers while also contributing positively to the local economy and community. We have meticulously designed our business model to align with both state regulations and community values, ensuring that our presence will enhance rather than detract from the neighborhood.

At Star Buds Dispensary, we prioritize transparency and collaboration in our approach to business. We recognize the importance of open communication with local authorities, stakeholders, and residents to address any concerns and foster mutual understanding. Our team is dedicated to proactive engagement with the community, including participating in local events, supporting charitable initiatives, and providing educational resources about responsible cannabis use.

Furthermore, we are committed to implementing robust safety measures to mitigate any potential risks associated with our operations. This includes strict adherence to security protocols, comprehensive employee training, and responsible product sourcing to guarantee the highest quality and safety standards for our customers.

We believe that our presence in Bartlett will not only provide access to safe and regulated cannabis products for adults but also create job opportunities and generate revenue for the local economy. Additionally, we are committed to being good corporate citizens by investing in initiatives that benefit the community and promote social responsibility.

In conclusion, Star Buds Dispensary is dedicated to operating responsibly and ethically in Bartlett, IL. We are confident that our business will contribute positively to the community while upholding the values of integrity, safety, and compliance.

We look forward to having our new Star Buds Dispensary opened in Bartlett!

Sincerely,

Ahmad Joudeh
President
Star Buds Dispensary



VILLAGE OF BARTLETT SPECIAL USE PERMIT APPLICATION

For Office Use Only
Case # 25-04
RECEIVED
PLANNING & DEVELOPMENT
FEB 27 2025
VILLAGE OF
BARTLETT

PROJECT NAME Star Buds Bartlett

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Ahmad Joudeh

Street Address: 7527 Claridge Dr #D

City, State: Bridgeview, IL

Zip Code: 60455

Email Address: AJoudeh@starbuds.us

Phone Number: 708-328-0177

Preferred method to be contacted: Phone #

PROPERTY OWNER INFORMATION

Name: Brewster Creek L.P

Street Address: 1350 E Touhy Ave STE 360E

City, State: Des Plaines, IL

Zip Code: 60018

Phone Number: 773-557-7569

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

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

Adult Use Cannabis Dispensary located at 801 & 803 Illinois Rte 59 Bartlett, IL 60103

PROPERTY INFORMATION

Common Address/General Location of Property: 801& 803 Illinois Rte 59 Bartlett IL 60109

Property Index Number ("Tax PIN"/"Parcel ID"): 01-04-402-058

Acreage: 5.77 acres

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

Land Use: Commercial

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

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

Attorney

Engineer

Br Design & Architecture
1 Trans AM Plaza Dr
Ste 120
Oakbrook Terrace, IL 60181

Other

FINDINGS OF FACT FOR SPECIAL PERMIT

Both the Planning & Zoning Commission and Village Board must decide if the requested Special Use meets the standards established by the Village of Bartlett Zoning Ordinance. The Planning & Zoning 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 Planning & Zoning 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 biggest Economic Advantages include such- Tax Revenue-Cannabis sales generate significant tax income, which can be allocated to public services, infrastructure improvements, and community programs
Job Creation-Dispensaries create employment opportunities across various roles, including retail, security, and administration, thereby stimulating the local economy.

Community Welfare include- Regulated Access-A licensed dispensary ensures that adults have access to safe, tested cannabis products, reducing reliance on unregulated markets and Public health and safety

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 establishment of Star Buds in Bartlett, IL, will operate in full compliance with local regulations, ensuring a safe, controlled environment that does not negatively impact health, safety, morals, or property values. Licensed dispensaries have been shown to enhance community welfare by reducing illicit sales, generating tax revenue, and maintaining strict security measures, thereby preventing any detrimental effects on the surrounding area.

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.

Star Buds will fully comply with all regulations and conditions set forth in the Village of Bartlett's code and adhere to any stipulations imposed by the Village Board of Trustees, ensuring responsible and lawful operation

Please refer to Chapter 13 for additional Findings of Fact for Proposed Cannabis Uses.

ADDITIONAL FINDINGS OF FACT FOR CANNABIS-RELATED SPECIAL USE PERMITS

That special use permits for adult-use cannabis dispensing centers, medical cannabis dispensing centers, adult-use cannabis cultivation centers and/or medical cannabis cultivation centers shall include the following additional findings of fact:

(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 Planning & Zoning Commission and Village Board to review.)

a. The proposed facility will not negatively impact existing or future uses located within the vicinity of the subject property.

Star Buds will operate in full compliance with local zoning and regulatory requirements, incorporating strict security, traffic management, and community engagement measures to ensure it does not negatively impact existing or future uses in the vicinity. Its presence will be well-regulated, promoting economic growth and community safety.

b. The proposed adult-use cannabis cultivation center or medical cannabis cultivation center property is located a minimum of two thousand five hundred feet (2,500') from the property line of a pre-existing public or private nursery school, preschool, primary or secondary school, day care center, day care home or residential care home or pre-existing property zoned or used for residential purposes. Learning centers and vocational/trade centers shall not be classified as a public or private school for purposes of this section.

N/A, This will not be a cultivation center, This will be an Adult Use Cannabis Dispensary

c. The proposed structure in which the facility will be located complies with the Village of Bartlett Zoning Ordinance (the Zoning Code) and Building Code.

The proposed Star Buds facility will fully comply with the Village of Bartlett Zoning Ordinance and Building Code, meeting all structural, safety, and operational requirements. The building will be designed and maintained to align with local regulations, ensuring a secure and suitable environment for its intended use.

d. The proposed hours of operation for the proposed facility coincide with the hours established by the State of Illinois.

Yes Hours will be 8AM-10PM 7 Days a week

e. The proposed facility has satisfied all necessary security measures as required by the State of Illinois and the Village, including but not limited to approval of a security plan and security installations.

The proposed Star Buds facility has met all required security measures set by the State of Illinois and the Village of Bartlett, including an approved security plan, surveillance systems, and other necessary installations to ensure a safe and compliant operation.

f. The proposed parking for the facility satisfies the parking requirements in the Zoning Code and is based on one (1) space per two hundred (200) square feet of retail floor area for an adult-use cannabis dispensing center or medical cannabis dispensing center and one (1) space per one thousand (1,000) square feet of growing/warehousing space for an adult-use cannabis cultivation center or medical cannabis dispensing center.

The proposed Star Buds facility meets the parking requirements of the Village of Bartlett Zoning Code, providing parking based on one space per 200 square feet of retail floor area and one space per 1,000 square feet of growing/warehousing space, ensuring adequate parking for customers and staff.

g. The proposed traffic generated by the facility will not negatively impact the adjacent roadway capacity nor will it negatively impact access to adjacent roadways.

The proposed Star Buds facility will generate minimal traffic impact, with sufficient roadway capacity to accommodate customers and staff. Proper traffic management measures will ensure smooth access to adjacent roadways without disruption.

h. The design and layout of the site, including internal site circulation is compatible with adjacent land uses and provides for safe, efficient movement of traffic.

The design and layout of the Star Buds facility, including internal circulation, is carefully planned to be compatible with adjacent land uses, ensuring safe and efficient traffic movement within the site and the surrounding area.

i. The proposed signage for the facility complies with the Village of Bartlett Sign Code regulations as outlined in the Zoning Code.

The proposed signage for the Star Buds facility fully complies with the Village of Bartlett Sign Code regulations as outlined in the Zoning Code, ensuring it meets all size, placement, and design requirements.

j. The proposed facility satisfies and complies with all requirements provided in section 10-2-2 of the Zoning Ordinance

The proposed Star Buds facility fully satisfies and complies with all requirements outlined in Section 10-2-2 of the Village of Bartlett Zoning Ordinance, ensuring adherence to all applicable zoning regulations.

k. Building enhancements, such as security cameras, lighting or other improvements, as set forth in the special use permit, to ensure the safety of employees and customers of the adult-use cannabis dispensing center, medical cannabis dispensing center, adult-use cannabis cultivation center and/or medical cannabis cultivation center, as well as its environs have been satisfied. Said improvements shall be determined based on the specific characteristics of the floor plan for an adult-use cannabis dispensing center, medical cannabis dispensing center, adult-use cannabis cultivation center and/or medical cannabis cultivation center and the site on which it is located, consistent with the requirement of the Cannabis Regulation and Tax Act, P.A. 101-0027, as it may be amended from time to time, and regulations promulgated thereunder.

The proposed Star Buds facility has implemented all required building enhancements, including security cameras, lighting, and other improvements, as specified in the special use permit. These measures are designed to ensure the safety of employees, customers, and the surrounding area, in full compliance with the Cannabis Regulation and Tax Act and its associated regulations.

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: Ahmad Joudeh

PRINT NAME: Ahmad Joudeh

DATE: 02/04/2025

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: Ahmad Joudeh

ADDRESS: 7667 W 95th street #202
Hickory Hills IL 60457

PHONE NUMBER: 708-328-0177

EMAIL: AJoudeh@starbuds.us

SIGNATURE: Ahmad Joudeh

DATE: 02/04/2025



Created by Bartlett GIS
April 2025

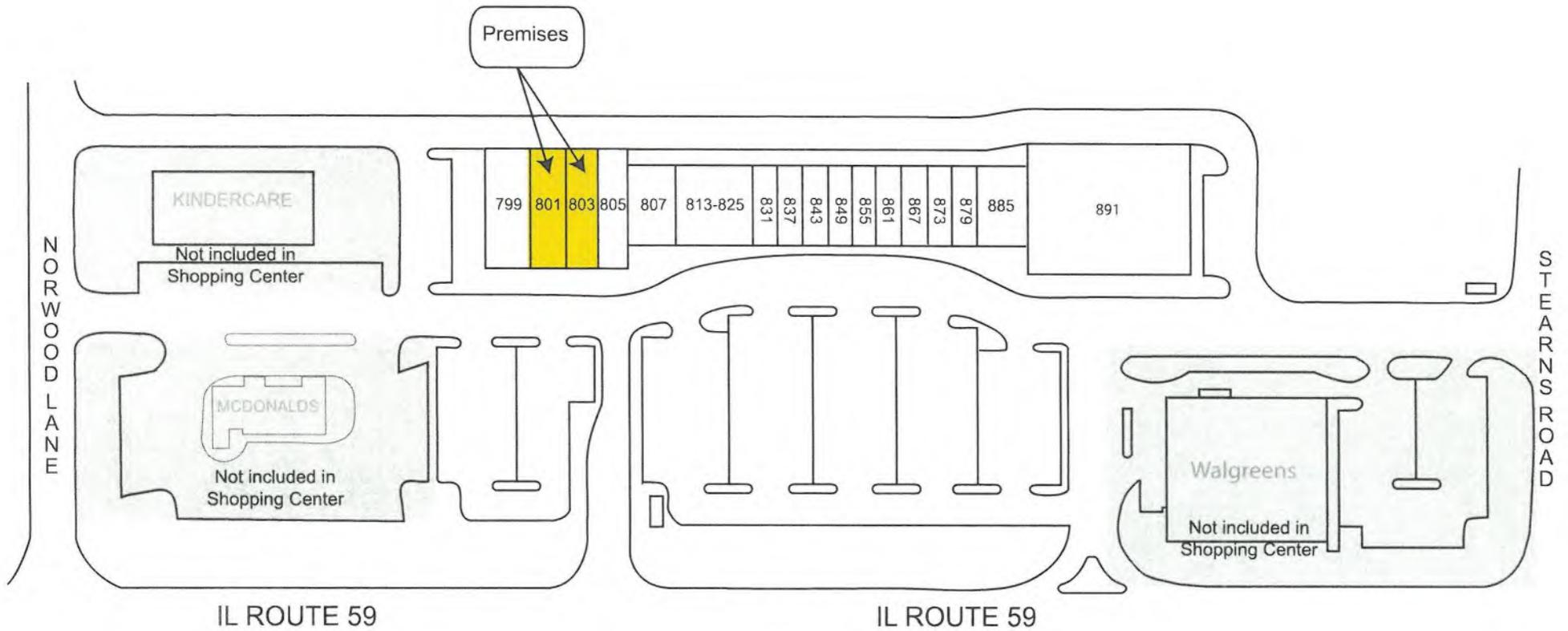
801-803 IL Route 59

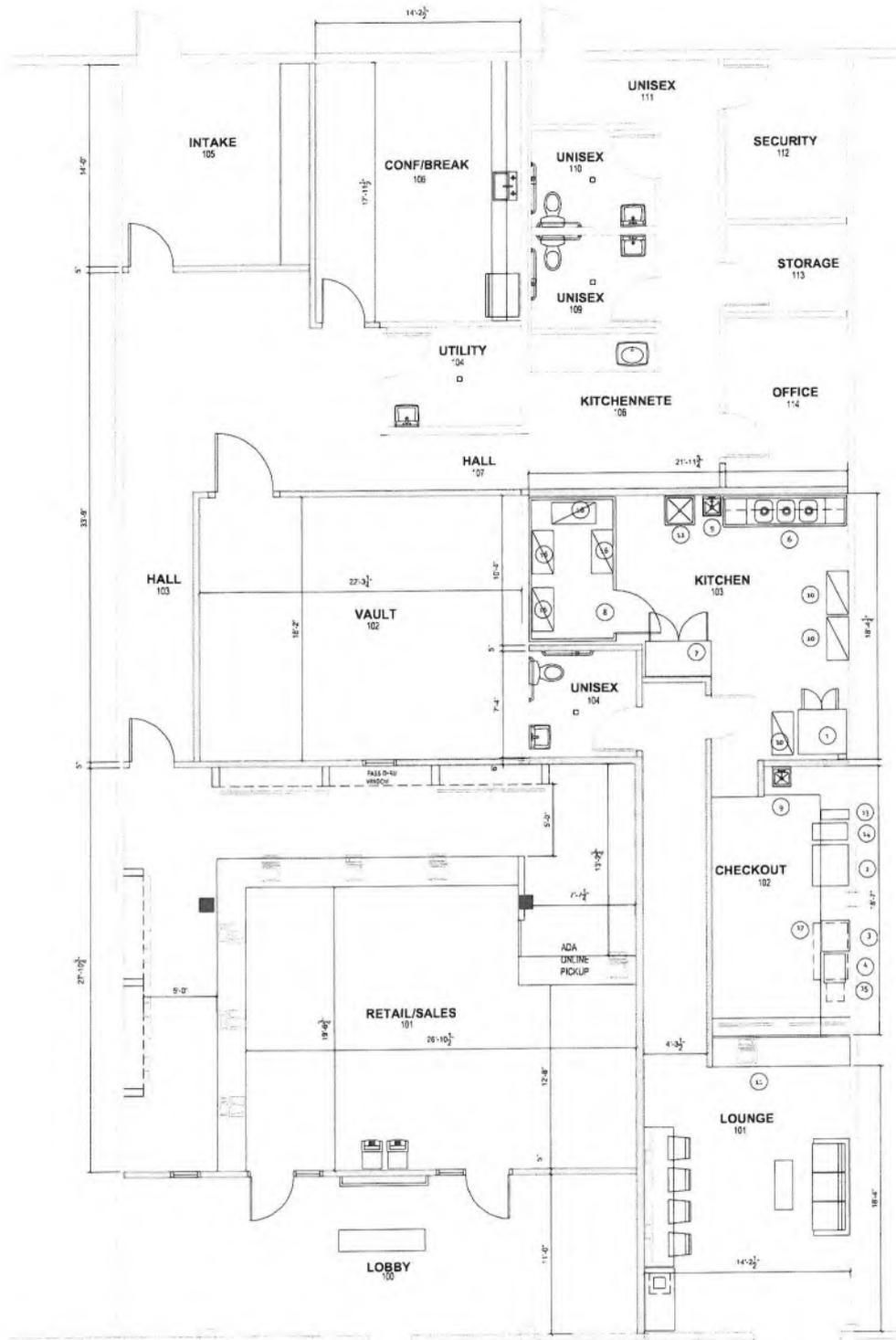
PIN #0104402058



0 60 120 US Feet

BREWSTER CREEK Bartlett, IL






1 FLOOR PLAN
 3/16" = 1' - 0"

		EQUIPMENT SCHEDULE									
Item No	Qty	Equipment Category	Amps	Volts	NEMA	Gas Size (in)	BTU	Cold Water Size (in)	Hot Water Size (in)	Direct Drain Size (in)	Indir Drain Size (in)
1	3	Baxter Electric Convection Oven	4.4/5	120v/208v	5-15P			1/2"			
2	1	Manitowoc ITo4go Ice Cube Machine	11.9	120v	5-15P			1/2"			3"
3	1	Tornado Oven	30	208v	6-30						
4	1	SilverKing Milk Dispenser	1.6	120v	5-15P						
5											
6	1	Elkay E3Caox2o-2-2ox 3Compartment sink						1/2"	1/2"		3"
7	1	True TS-49-HC 2dr Freezer	14	120v	5-20P						
8	1	Norlake Walk In Cooler Bxso	8.5	208v	6-15P						
9	1	Hand Sink- John Boos 17" PBHS-W-1410 w/ splash guards						1/2"	1/2"		2"
10	7	Regency Wire Storage Racks									
11	2	Register- POS System	1.6	115	5-15P						
12	1	Mustee 17" Mop Sink- w/ heavy duty rack						1/2"	1/2"		2"
13	1	Sureshot Flavor Machine	1.6	115	5-15P						
14	1	Espresso Machine	2.7	115	5-15P						
15	2	ADA Employee Lockers									
16	5	Regency epoxy coated racks-WIC									
17	1	48" Arctic Air AUCaBR UnderCabinet Frng	3.0	115	5-15P						