

VILLAGE OF BARTLETT

COMMITTEE AGENDA

AUGUST 16, 2016

PLANNING & ZONING

RLE Bartlett

Downtown TOD Plan

FINANCE

Senior Utility Tax Rebate Discussion

PUBLIC WORKS

Mosquito Funding

Sewer Rate Study



Agenda Item Executive Summary

Item Name RLE Bartlett Committee or Board Committee

BUDGET IMPACT

Amount: N/A Budgeted N/A

List what fund N/A

EXECUTIVE SUMMARY

The Petitioner is requesting the following:

- (a) Annexation
- (b) Rezoning the North Lot (2.02 Acres) and the Cell Tower Lot (0.035 Acres), upon annexation, from the ER-1 (Estate Residence) to the B-3 (Neighborhood Shopping) Zoning District
- (c) Special Uses for:
 - motor home sales and major repair including automobiles and trucks
 - automobile and trucks mechanical and body repair and detail shop
 - storage of vehicles associated with the use of the property
- (d) Site Plan Review

The subject property is located on the North side of W. Lake Street approximately 0.24 miles east of Naperville Road.

The **Plan Commission** reviewed the application and conducted the public hearing at their meeting on July 14, 2016. The Commission recommended **approval** subject to the conditions and Findings of Fact outlined in the Staff Report.

ATTACHMENTS (PLEASE LIST)

CD Staff Memo, Minutes from the July 14, 2016 Plan Commission Meeting, Applicant Cover Letter, Application, Location Map, Annexation Agreement, Annexation Plat, Site Plan and Landscape Plan

ACTION REQUESTED

- For Discussion only- to discuss the project and forward to the Village Board to conduct a public hearing on the Annexation Agreement and for a final vote.
- Resolution
- Ordinance
- Motion

Staff: Jim Plonczynski, Com Dev Director Date: 8/5/2016

COMMUNITY DEVELOPMENT MEMORANDUM

16-166

DATE: August 5, 2016
TO: Valerie L. Salmons, Village Administrator
FROM: Jim Plonczynski, CD Director
RE: (#15-21) RLE- Bartlett

PETITIONER

Peter Bazos on behalf of RLE Property Corporation

SUBJECT SITE

1180 West Lake Street, on the north side of W. Lake Street approximately 0.24 miles east of Naperville Road. (Formally 1500 Lake Street).

REQUESTS

- (a) Annexation
- (b) Rezoning the North Lot (2.02 Acres) and the Cell Tower Lot (0.035 Acres), upon annexation, from the ER-1 (Estate Residence) to the B-3 (Neighborhood Shopping) Zoning District
- (c) Special Uses for:
 - motor home sales and major repair including automobiles and trucks
 - automobile and trucks mechanical and body repair and detail shop
 - storage of vehicles associated with the use of the property
- (d) Site Plan Review

SURROUNDING LAND USES

<u>Subject Site</u>	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
	2 Vacant Bldgs.	Commercial	B-3
North	Multi-Family		R-4 Transitional Res.*
South	Commercial	Commercial	B-3
East	Water tower/ Multi-Family		C-3 Highway Comm.* R-5 General Res.*
West	Commercial		C-8 Intensive Comm.**

*Streamwood

**Unincorporated Cook County

SITE INFORMATION

The site is comprised of 3 lots (see attached location map), the North Lot, the South Lot and the Cell Tower Lot.

This property was previously the Abel RV Center; also referred to as Motor Homes Unlimited and the Blizzard parcel.

SITE HISTORY

1. On February 22, 1989 the Village of Bartlett and the Village of Streamwood entered into a Jurisdictional Boundary Line Agreement. This Agreement gave the Village of Bartlett **authorization** to annex the **South Lot** (including the Cell Tower Lot) but **not** the **North Lot**.
2. On February 21, 1995 the Village of Bartlett **annexed the South Lot (4.42 Acres) excluding the Cell Tower Lot** per Ordinance 1995-11. The petitioner choose not to annex the Cell Tower Lot at that time.
3. On March 5, 1995 the Village of Bartlett per Ordinance 1995-12 approved the **rezoning** of the **South Lot** (excluding the Cell Tower Lot) from the ER-1 (Estate Residence District) to the B-3 (Neighborhood Shopping District), three Special Use Permits: a) motor home sales, b) sales of related items and c) motor home repairs; five Variances: a) to allow an accessory structure closer than five (5) feet from the rear zoning lot line, b) to allow an accessory structure to exceed fifteen (15) feet in height, c) a reduction of forty-eight (48) parking spaces from the required sixty-eight (68) parking spaces, d) a sign variation, and e) landscaping variations to remove the requirements of parking, building and service area landscaping and site plan approval.
4. On June 16, 1998 the Village of Bartlett and the Village of Streamwood entered into the **First Amendment** to the Jurisdictional Boundary Line Agreement. This Agreement gave the Village of Bartlett authorization to **annex the North Lot**.
5. On November 24, 2009 the Village of Bartlett and the Village of Streamwood entered into the **Second Amendment** to the Jurisdictional Boundary Line Agreement. This Agreement discusses the 6.17 acre lot directly west (**West Lot**) of this property and authorizes the Village of Streamwood to annex this lot.

CURRENT APPLICATION SUBMITTAL AND DISCUSSION

1. The Petitioner is requesting to **Annex** the **North Lot** (2.02 Acres) and the **Cell Tower Lot** (0.035 Acres). The South Lot was previously annexed and zoned in 1995.
2. The Petitioner is also requesting, upon annexation, to **Rezone** the **North Lot** and the **Cell Tower Lot** from the ER-1 (Estate Residence District) to the B-3 (Neighborhood Shopping District).

3. The Petitioner requests the following **Special Uses** for the **entire 6.48 acre property (North Lot, Cell Tower Lot & the South Lot)**:

- **motor home sales and major repair including automobiles and trucks**
- **automobile and trucks mechanical and body repair and detail shop**
- **storage of vehicles associated with the use of the property**

Some of the Special Uses were already granted to the South Lot but for transparency the Petitioner is requesting the above special uses on the entire 6.48 acre property.

4. The entire lot was recently cleaned up, brush and debris removed, power lines removed, and one building demolished. Two buildings and four cell towers remain on the property. The two remaining buildings are the proposed location of the detail and maintenance shop.
5. The Petitioner is also requesting a **Site Plan Review** which includes the storage of vehicles, a large stockpile and a large wetland/detention basin. The storage of vehicles will be located on the north side of the property where the stockpile is currently located and the wetland/detention basin will be located at the southern end of the property. The wetland/detention basin will serve not only the Village of Bartlett lots but also serve as the detention for the lot directly west of the Subject Site.
6. The Village of Bartlett has been working closely with the Village of Streamwood with regards to the water and sanitary hook up and the Site Plan. The Village of Streamwood will be annexing the West Lot (6.17 acre) after the retention facility is built. The Villages of Bartlett and Streamwood have preliminarily approved the cost sharing of over-sizing the waterline that will be bored and dug under Lake Street to connect to this site and create an emergency interconnection with our water system and the Village of Streamwood. **This water connection is imperative to the Village of Bartlett and the Village of Streamwood in case of an emergency.** The petitioner has agreed to make this water connection as long as the stock pile can remain indefinitely. The Villages of Streamwood and Bartlett have agreed to allow the stockpile as long as it is heavily landscaped.
7. There are two curb cuts existing on the property off Lake Street. The eastern curb cut will remain while the western curb cut will be eliminated. The petitioner is also proposing cross access between the subject property and the 6.17 acre lot to the west. (Both parcels are owned by the Petitioner.)
8. The two buildings remaining on this property are 23' tall which meet our requirements in the B-3 (Neighborhood Shopping) Zoning District and will be used for the repair and detail shop.
9. The Site Plan shows a proposed sidewalk along the southern property line (Lake Street) that will connect to the proposed sidewalk to the west and currently will dead

end to the east. (Existing townhomes in Streamwood.)

10. The Village of Streamwood is asking that the northern and eastern perimeter of the subject site provide for landscaping buffering of the development (i.e. fence and landscaping) to help minimize the impact from the existing residential developments to the north and east. Currently a 10' tall board on board fence exists on the north property line and a 6' tall board on board fence and 4' tall chain link fence cover a majority of the east lot line. The petitioner is proposing to install a 6' high board on board fence with landscaping in the northeast corner of the property to screen this area from the existing residents to the east.

11. The Landscape Plan, Lighting Plan and Engineering Plans are currently being reviewed.

RECOMMENDATION

1. The Staff recommends approval of the petitioner's request subject to the following conditions and Findings of Fact:
 - A. Staff approval of the Engineering Plans;
 - B. Staff approval of the Landscape Plan;
 - C. Staff approval of the Photometric Plan;
 - D. Recording of Utility Easements prior to the issuance of an occupancy building permit;
 - E. Recording of the Intergovernmental Agreement between the Village of Bartlett, the Village of Streamwood and the petitioners regarding the watermain interconnection;
 - F. Signage shall be reviewed and approved separately by the Community Development Department in accordance with the Sign Ordinance;
 - G. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to Community Development for review and approval by the Village Arborist and a bond posted in the approved amount for its future installation;
 - H. Landscaping must be installed within one year of the issuance of a building permit;
 - I. Findings of Fact (Site Plan):
 - i. That the proposed uses are permitted uses or a special use in the B-3 Neighborhood Shopping District;
 - ii. That the proposed building, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses;
 - iii. That the vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well;
 - iv. That the site plan provides for the safe movement of pedestrians within the site;
 - v. That there is a sufficient mixture of grass trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that

the proposed development will be in harmony with adjacent land uses. Any part of the site plan area not used for buildings, structures, parking or access ways shall be landscaped with a mixture of grass, trees and shrubs; (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements.)

- vi. That all outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.

J. Findings of Fact (Special Use Permits):

- i. The proposed uses (motor home sales and major repair including automobiles and trucks, a detail shop and storage of vehicles associated with the use of the property are 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;
- ii. 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;
- iii. 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.

- 2. The **Plan Commission** reviewed the application and conducted the public hearing at their meeting on July 14, 2016. The Commission recommended **approval** subject to the conditions and Findings of Fact outlined in the Staff Report.
- 3. Minutes from the Plan Commission public hearing and background information are attached for your review and consideration.

alz/attachments

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1 COMMISSION LEMBERG: The next item on the
2 agenda is another public hearing, the RLE
3 Bartlett rezoning upon annexation from ER-1
4 zoning district to B-3 zoning district, site plan
5 review special uses for motor home sales, major
6 repair, including automobiles and trucks, detail
7 shop, and storage of vehicles associated with the
8 use of the property. That's going to be No.
9 15-21.

10 At this time, I am going to recuse myself
11 and Mr. Hopkins will take over the meeting.

12 MR. M. HOPKINS: So this will be a public
13 hearing, and is there evidence of the postings?

14 MS. ZUBKO: Yes, sir.

15 MR. M. HOPKINS: Good. So -- and, Angela,
16 would you give the staff report.

17 MS. ZUBKO: Sure. Behind me is the location
18 map. The site is compromised of three lots, the
19 north lot, the south lot, and the cell tower lot.

20 This site was previously the Abel RV
21 Center, also referred to as the Motor Homes
22 Unlimited and the Blizzard parcel.

23 In 1989, the Village of Bartlett and
24 Village of Streamwood entered into a

1 jurisdictional boundary agreement. This gave the
2 Village of Bartlett authorization to annex the
3 south lot, including the cell tower lot, but not
4 the north lot.

5 In 1995, the Village of Bartlett annexed
6 the south lot, which is 4.42 acres. It excluded
7 the cell tower lot at that time, and they
8 chose -- or they chose not to annex that at that
9 time. Sorry. Later in March, the Village of
10 Bartlett approved the rezoning of the south lot,
11 excluding the cell tower lot, from ER-1 to the
12 B-3 shopping district with three special use
13 permits, that was motor home sales, sales of
14 related items, and motor home repairs; and also
15 five separate variances to allow accessory
16 structures closer to five feet from the rear
17 zoning lot line, to allow an accessory structure
18 to exceed the 15 feet in height, a reduction in
19 parking spaces, a sign variance, and landscape
20 variations.

21 And in 1998, the Village of Bartlett and
22 Streamwood entered into the first amendment to
23 the jurisdictional boundary line agreement, and
24 this gave the Village of Bartlett authorization

1 to annex the north lot because we could not annex
2 it before.

3 In 2009, the Village of Bartlett and
4 Streamwood entered into the second amendment to
5 the jurisdictional boundary line agreement, and
6 this discusses the 6.17-acre lot directly west,
7 known as the west lot of this property, and
8 authorizes the Village of Streamwood to annex
9 this lot, which they will be seeking later.

10 The petitioner is requesting to annex the
11 north lot, which is 2.02 acres, and the cell
12 tower lot, which is .035 acres. The south lot
13 was previously annexed and zoned in 1995.

14 They're also requesting upon annexation to
15 rezone the north lot and the cell tower lot from
16 ER-1 to the B-3 shopping district; and then just
17 for clarification, they're requesting special
18 uses for the entire parcel for motor home sales
19 and major repair, including automobiles and
20 trucks, a detail shop and body repair, storage of
21 vehicles associated with the use of the property.

22 Like I mentioned, some of the special uses
23 were granted before to the south lot, but for
24 transparency, we're just going to request all the

1 special uses on the entire lot so that there is
2 one ordinance for the entire lot.

3 The entire lot has already recently been
4 cleaned up with brush and debris removed, power
5 lines removed, and one building demolished. Two
6 buildings and four cell towers remain on the
7 property. The two remaining buildings are the
8 proposed location of the detail and the
9 maintenance shop.

10 The petitioner is also requesting a site
11 plan review, which includes the storage of
12 vehicles, a large stockpile, and a large wetland
13 or detention basin in the front of the lot. The
14 storage of vehicles will be located on the north
15 side of the property where the stockpile is going
16 to be located and the wetland detention basin
17 will be located on the south side of the
18 property. The wetland detention basin will not
19 only serve the Village of Bartlett lots, but also
20 serve as the detention for the lot directly west
21 of the subject site that will be in the village
22 of Streamwood.

23 The Village of Bartlett has been working
24 with the Village of Streamwood with regard to the

1 water and sanitary hook up and the site plan.
2 Like I had discussed, the Village of Streamwood
3 will be annexing the west lot after the retention
4 facility is built, and the Village of Bartlett
5 and Streamwood have preliminarily approved the
6 cost sharing of oversizing the water line that
7 will be bored and dug under Route 59 to connect
8 this site and create an emergency interconnection
9 with our water system to the Village of
10 Streamwood. This water connection is imperative
11 to the Village of Bartlett and the Village of
12 Streamwood in case of an emergency.
13 The petitioner has agreed to make this water
14 connection as long as the stockpile can remain
15 indefinitely. The Village of Streamwood and
16 Bartlett have agreed to allow the stockpile as
17 long as it is heavily landscaped, which they have
18 shown on their plan.

19 There are two curb cuts existing on the
20 property off of Lake Street. The eastern curb
21 cut will remain while the western curb cut will
22 be eliminated. The petitioner is also proposing
23 cross access between the subject property and the
24 6.17-acre lot to the west. Both of the parcels

1 are owned by the petitioner.

2 The two buildings remaining are 23-feet
3 tall, which do meet our requirements in the B-3
4 zoning district, and will be used for the repair
5 and detail shop.

6 The site plan shows a proposed sidewalk
7 along the southern property line that will
8 connect to the proposed sidewalk to the west and
9 currently will dead end to the east, which will
10 be the townhomes in Streamwood.

11 And the Village of Streamwood is asking
12 that the northern and eastern perimeter of the
13 subject site provide for landscaping buffering of
14 the development to help minimize the impact from
15 the existing residential development to the north
16 and east. Currently, a 10-foot tall
17 board-on-board fence exists on the north property
18 line and a 6-foot tall board-on-board fence and
19 4-foot tall chain-link fence cover a majority of
20 the east line. The petitioner is proposing to
21 install a 6-foot high board-on-board fence with
22 landscaping in the northeast corner of the
23 property to screen this area from the existing
24 residents, so the north and east will be

1 completely fenced in.

2 Staff does recommend approval of the
3 petitioner's request subject to the findings of
4 fact and conditions outlined in your report and
5 the petitioner is here if you have any questions.

6 MR. M. HOPKINS: Okay. Thank you very much.

7 Any of the commissioners have questions
8 for the staff?

9 MR. CONNOR: What would the access of the curb
10 cut be, both directions onto Lake Street?

11 MS. ZUBKO: They're going to be using that
12 eastern curb cut off of Lake Street, but then
13 they also have the cross access that will be to
14 that lot to the west as well.

15 MR. CONNOR: Okay. And you can exit that
16 property onto Lake Street either direction or
17 just west?

18 MS. ZUBKO: Yes, either direction. You can
19 drive over that curbed median or the short curbed
20 median.

21 MR. M. HOPKINS: Are there any other questions
22 for staff?

23 Okay. Does petitioner care to make a
24 presentation?

1 so it's a stockpile until it's not anymore and
2 then it would be a parking area.

3 The site -- we got a demolition permit
4 from the Village last year, and there used to be
5 four buildings on the site. Two southerly ones,
6 which were very unsightly, have been removed.
7 The property has been generally cleaned up.

8 If the Village will approve this petition,
9 I think what has been a bit of an eyesore in the
10 Village is going to become much more pleasing to
11 look at, and we certainly hope that the petition
12 is approved.

13 Angela did mention, by the way, part of
14 our discussions in the annexation agreement,
15 which is not I know before you, is that we will
16 be facilitating the extension of water from the
17 south side of Lake Street into the site, which is
18 otherwise surrounded by Streamwood. It's a very
19 expensive undertaking, but our client agreed to
20 do it; and then the Village of Bartlett and
21 Village of Streamwood are going to cause that
22 water line, that we would need which would be
23 only 8 inches, to be increased in size so there
24 is, I guess, an emergency interconnect of the

1 water system between the two villages. So our
2 bringing the 8 inch will allow them to increase
3 to 12 inch and both villages get something that
4 way too.

5 Beyond that I don't have anything else to
6 add. We're certainly willing to answer any
7 questions that you might have.

8 MR. ANDERSON: I just want to reiterate, we
9 have been working with public works in both
10 Streamwood and in Bartlett. We have gone out to
11 bid to three general contractors. The bids will
12 be coming in next -- by this time next week. You
13 heard there was a cost sharing on the
14 interconnect, so we will be able to have hard
15 bids, again, by this time next week that we can
16 present to both Bartlett and Streamwood, so
17 that's kind of the final link of what the cost
18 will be.

19 After that, upon approvals, we would like
20 to do this as quickly as possible. If possible,
21 to get it done this year. That's -- you know,
22 before the asphalt plants close in November.

23 MR. M. HOPKINS: Okay. Any questions for the
24 petitioners?

1 MR. RIDENOUR: I do. What exactly is a
2 stockpile?

3 MR. KRAMMER: As a result of the large
4 detention basin that we're required to construct,
5 we're going to have a lot of excess soil. So
6 soil is very expensive to haul off, so we're
7 going to pile it up in a manicured three-to-one
8 side slope, which is a mobile side slope. We're
9 going to heavily landscape it with the trees
10 shown up there and have a low maintenance, low
11 mow prairie grass growing on top of that
12 stockpile, so it's going to look very similar to
13 the plants that are adjacent -- along the top of
14 the banks of the adjacent detention pond to the
15 west -- to the -- the existing one up north.
16 Right there. So you're going to see some high
17 grasses on that stockpile until such time the
18 owner can eliminate the stockpile. (Indicating.)

19 MR. RIDENOUR: How tall is it now?

20 MR. KRAMMER: It's proposed to be about 20
21 feet above the existing grade. At its highest
22 point it will be about 20 feet above the existing
23 grade. In fact, it will provide a little bit
24 more screening from the residents in the interim.

1 MR. RIDENOUR: So that's your only use for
2 that northern lot at this point in time is just
3 the stockpile?

4 MR. KRAMMER: Yes, sir.

5 MR. RIDENOUR: The detention is on the southern
6 part of the southern lot?

7 MR. KRAMMER: Correct.

8 MR. RIDENOUR: Okay.

9 MR. M. HOPKINS: Any other questions?

10 I have two. One of them is for the civil
11 engineer, please.

12 How does this site work for emergency
13 access if the single entrance is blocked?

14 MR. KRAMMER: If the single entrance is
15 blocked, they can access the site via the
16 Streamwood parcel, which is shown immediately to
17 the west. Right now it's a gravel lot, but as
18 part of this project, there will be a sister
19 project that will actually be constructed at
20 once, but there will be another access off of
21 Lake Street on that access. If that entrance is
22 blocked, there is always the entrance off of
23 Elizabeth Street that the current paved Elgin
24 Toyota lot has and all three of those lots will

1 interconnect.

2 MR. M. HOPKINS: Thank you. And then the
3 second question is this, could you go around the
4 site plan and indicate where one kind of fence
5 starts and the next one stops, and could you
6 mention what condition the fences are in, the
7 existing ones that are to remain?

8 MR. KRAMMER: So from the southern limits, up
9 to about this location, you can see it outlined
10 in this angled fashion. That is a 6-foot high
11 board-on-board fence. That portion of the fence
12 is in pretty poor condition. It's the property
13 of the Streamwood townhomes here. About half a
14 dozen or so panels have fallen. (Indicating.)

15 From this point to this point is the
16 Streamwood water tower site. This property is
17 owned by the Village of Streamwood. This is a
18 4-foot high chain-link fence. This chain-link
19 fence is in pristine condition. (Indicating.)

20 From here to the north, you can see the
21 terminis of this fence here. From here to here
22 there is no fence currently existing. Proposed
23 is a 6-foot high board-on-board fence from here
24 to here, and then from this point all the way to

1 the west is a 10-foot high board-on-board fence
2 that appears to be in good condition.

3 (Indicating.)

4 MR. M. HOPKINS: Thank you very much. So the
5 fences that that are in bad condition belong to
6 the other properties; is that right?

7 MR. KRAMMER: Correct.

8 MR. M. HOPKINS: All right. Are there any
9 other questions for the petitioner?

10 MS. ZUBKO: I was going to state I did notify
11 the Village of Streamwood of the poor condition
12 of the fence and they are aware of it.

13 MR. M. HOPKINS: All right. Are there any
14 people in the public that are in the audience
15 that are here to comment on this issue?

16 All right. Have you filled in the form?
17 Okay. There is a form in the back. I'm going to
18 ask you to fill that out, but go ahead and ask
19 the question, but before you leave, please turn
20 that in.

21 MR. MARCUS: I would like to ask the engineer.

22 MR. M. HOPKINS: State your name and address,
23 please.

24 MR. MARCUS: My name is Dave Marcus, and I

1 would like to ask the engineer is there any
2 chance of flooding with the construction work to
3 the townhomes to the north? What is your
4 estimation of the risk of flooding?

5 MR. KRAMMER: The elevation of the townhomes
6 to the north is quite a bit higher than the south
7 side of the property, so there is virtually no
8 chance of flooding as a result of this
9 development to the properties to the north.

10 MR. MARCUS: All right. Thank you.

11 MR. M. HOPKINS: Are there any more? None?
12 Then we'll close the public hearing.

13 Are there any comments or questions from
14 the petitioner?

15 MR. RIDENOUR: I just have one other question.
16 The western lot, which is in Streamwood, is this
17 part of your project also?

18 MR. BAZOS: It is the same owner,
19 Mr. Commissioner, and so he does own -- the entity
20 owns the Bartlett piece and the two pieces to the
21 west leading up to Elizabeth Street. It will be
22 developed at the same time as the parcel
23 immediately west will be finished. We've been
24 waiting to get this piece done with you because

1 of the common detention pond, so I guess it is
2 part of the same project. It is, I guess,
3 generally part of the same project. It doesn't
4 mean, though, that the two lots will always be
5 used the same way concurrently. We have to meet
6 your zoning ordinance. The Streamwood piece has
7 to meet its. Currently, the intended uses are
8 consistent.

9 MR. RIDENOUR: The use is not motor home sales
10 and repair?

11 MR. BAZOS: It's not motor home sales, right.

12 MR. M. HOPKINS: Okay. No more. I'm going to
13 ask the commissioners since there is three
14 requests here if it will be sufficient for us to
15 do that under one motion or do we need to break
16 that up?

17 MR. RIDENOUR: One is okay with me.

18 COMMISSIONER LEMBERG: One motion is fine, so
19 we're looking for a motion for the rezoning of
20 the north lot, the special uses for the motor
21 homes, the detail shop, storage of vehicles, and
22 the site plan review. Do I hear a motion?

23 MR. MIASO: So moved.

24 MS. NEGELE: Second.

1 MR. M. HOPKINS: Please call the roll.
2 MS. GRILL: Tim Ridenour.
3 MR. RIDENOUR: Yes.
4 MS. GRILL: John Miaso.
5 MR. MIASO: Yes.
6 MS. GRILL: Diane Negele.
7 MS. NEGELE: Yes.
8 MS. GRILL: Jack Allen.
9 MR. ALLEN: Yes.
10 MS. GRILL: Tom Connor.
11 MR. CONNOR: Yes.
12 MS. GRILL: Mark Hopkins.
13 MR. M. HOPKINS: Yes.
14 MR. BAZOS: Thank you very much.
15 MR. M. HOPKINS: We look forward to it.
16 COMMISSION LEMBERG: Next item on the agenda
17 is old business, new business.
18 MR. PLONCZYNSKI: Other than old business, you
19 all signed the card for Jerry and you know Jerry
20 is recovering and so we all wished him well and
21 thank you for signing the card.
22 We probably will have a meeting in August,
23 so that's the new business; and I think we have
24 two items on the agenda, so that's coming up

1 August 11th; and I think that's it. Yes, that's
2 it. Thank you.

3 COMMISSION LEMBERG: Anyone on the commission
4 have any questions, answers, bring up anything
5 else?

6 MR. RIDENOUR: No.

7 COMMISSIONER LEMBERG: Okay. Next will be do
8 I hear a motion to adjourn?

9 MR. CONNOR: So moved.

10 MR. MIASO: Second.

11 COMMISSION LEMBERG: All in favor.

12 (A chorus of ayes.)

13 (Proceedings concluded at

14 7:30 p.m.)

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24

BazosFreeman

Bazos, Freeman, Kramer, Schuster & Braithwaite, LLC



November 6, 2015

President Kevin Wallace
Trustees of the Village Board
Village of Bartlett
228 South Main Street
Bartlett, IL 60103

Peter C. Bazos
Bradley T. Freeman
Robert S. Kramer
Mark Schuster
J. William Braithwaite
Jonathan S. Pope

Aaron H. Reinke
Christopher S. Nudo,
of counsel

Re: Zoning Application of RLE Property Corporation with Respect to
6-Acre "Able RV" Property

Writer's Contact:
pbazos@sbfklaw.com
847-742-8800 x2030

Dear President Wallace and Village Trustees:

I am representing RLE Property Corporation (hereafter "**Petitioner**", and the principal of which is Robert P. Loquercio) in connection with a Petition to the Village of Bartlett concerning the 6-acre parcel which is commonly referred to in your Village as the "Able RV" parcel, but which I will now refer to as the "**Subject Property**".¹ The Petitioner is also the owner of the Elgin Toyota facility located at the northwest corner of Lake Street and Elizabeth Drive and certain other properties in between.

By way of background, Mr. Loquercio moved his Elgin Toyota franchise out of the City of Elgin and to its new location near your corporate limits on Lake Street because of his desire to grow his business and obtain a much higher visibility that the Lake Street location affords. His companies have also proceeded to acquire additional parcels, one in the Village of Streamwood and the other (the Subject Property) partially in the Village of Bartlett. Mr. Loquercio envisions further business expansion, including the expansion I will briefly describe in connection with the Subject Property.

More specifically, the Petition filed with respect to the Subject Property contemplates the following:

- (a) Annexation of the approximate north 50% of the Subject Property into the Village of Bartlett. (As of now, only the southerly portion of the Subject Property is within your corporate limits.)
- (b) Zoning of the northerly portion that is being annexed to the B-3 Zoning District, which is consistent with the current zoning of the southerly portion that is already in the Village;

¹ Although Mr. Aaron Reinke (one of your Village Trustees) is an associate with this firm, we have (consistent with prior discussion with your Staff) seen to it that he has had (and will continue to have) no input or involvement in this petition.

1250 Larkin Avenue #100 Elgin, IL 60123
847-742-8800 (o) 847-742-9777 (fx)

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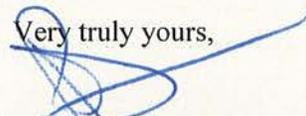
- (c) A special use that will allow the entire Subject Property to be used for automotive repair, vehicle storage and body shop purposes;
- (d) Site plan approval;
- (e) The general clean-up and re-landscaping of the entire Subject Property, including the establishment of a detention facility will serve not only this Subject Property but also Mr. Loquercio's five-acre parcel immediately to the west. When you see the site plan and landscape plans for the Subject Property, I think you will quickly conclude that this will result in a significant upgrade to the appearance of this property within your Village limits.

As to the special use, this is not significantly different than what the Subject Property has enjoyed in the past while under prior ownership. However, please note that Mr. Loquercio would ideally like to establish on the Subject Property a commercial "open to the public", Toyota-certified body shop. To do this, Mr. Loquercio will need to obtain the approval of his franchisor (Toyota Motor Corporation), and will then have to make a substantial investment into one or both of the existing buildings in terms of equipment and general interior building upgrades. Please note that, if this were to occur, the Village could expect the following:

- (a) The expenditure by Mr. Loquercio of an estimated \$1 million or more to establish this certified body shop;
- (b) The creation of approximately 20 new jobs in your community;
- (c) The generation of substantial sales tax that will come about through the sale of auto body parts that are required to effectuate the body repairs to the cars of customers.

Mr. Loquercio has already begun to improve the appearance of the Subject Property by demolishing the two southern-most buildings that had been situated thereon, leaving only two of the four original buildings². At the risk of being redundant, if the Village moves forward in approving the Development Application which we have filed, we have no doubt that the Village will be very pleased with the general upgrade and renovation that will occur with respect to the Subject Property and to the additional business activity and sales tax revenue that will likely result.

Mr. Loquercio and I look forward to working with you and your Staff as we go through this administrative process.

Very truly yours,

Peter C. Bazos, Esq.

PCB/awy

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² This demolition work was done pursuant to permits obtained from the Village of Bartlett.



VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

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

For Office Use Only
 Case # 15-21
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 BARTLETT

PROJECT NAME RLE-Bartlett

PETITIONER INFORMATION

Name: RLE Property Corporation
c/o Robert P. Loquercio
 Address: 1600 W. Lake Street
Streamwood, IL 60107

Phone: 847-628-2810

Fax: _____

Mobile: _____

Email: bloquercio@blautogroup.com

Contact: Pete Buzus

PROPERTY OWNER INFORMATION

Name: SAME

Phone: _____

Address: _____

Fax: _____

Mobile: _____

Email: _____

ACTION REQUESTED (Please check all that apply.)

Auto & truck sales, maintenance and body repair, detailing & Vehicle storage

- Annexation
- PUD (preliminary)
- PUD (final)
- Subdivision (preliminary)
- Subdivision (final)
- Site Plan
- Unified Business Center Sign Plan
- Other (please describe) _____
- Special Use (please describe) detailing & Vehicle storage
- Variation (please describe) _____
- Rezoning from County to B-3
- Text Amendment

SIGN PLAN REQUIRED? (Please Circle.) Yes or 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: 1180 W. Lake St., Bartlett, IL

Property Index Number ("Tax PIN"/"Parcel ID"): 06-28-100-007-0000 06-28-202-009-0000 06-28-202-010-0000

Zoning: Existing: B-3 on south portion County on north portion Land Use: Existing: Former RV Center with buildings and cell towers
(Refer to Official Zoning Map)

Proposed: B-3 on entire property Proposed: See attached Exhibit 1

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

Acreage: _____

For PUD's and Subdivisions:

No. of Lots/Units: _____
Minimum Lot: Area _____ Width _____ Depth _____
Average Lot: Area _____ Width _____ Depth _____

APPLICANT'S EXPERTS (Including name, address, phone, fax and email; mobile phone is optional)

Attorney Peter C. Bazos, Esq.
Bazos, Freeman, Kramer, Schuster & Braithwaite LLC
1250 Larkin Ave., Suite 100, Elgin, IL 60123
847-742-8800 Phone 847-742-9777 Fax
pbazos@sbfklaw.com

Engineer Matthew J. Kramer, Jacob & Hefner
910 S. Highland, #100, Lombard, IL 60148
630-652-4639 Phone mkramer@jacobandhefner.com

Surveyor Chuck Hill, Alan J. Coulson, PC
645 S. 8th St., West Dundee, IL 60118
847-426-2911 Phone 847-426-8074 Fax
sirvayr@aol.com

Land Planner NONE

Other

Project Manager: Michael J. Anderson
Anderson Associates, Inc.
1250 Larkin Ave., Suite 100, Elgin, IL 60123

847-468-1090 Phone 847-468-0204 Fax

mike@andersonassociatesinc.com

FINDINGS OF FACT (Standards)

The Village of Bartlett Zoning Ordinance requires that certain findings of fact, or standards, must be met before a special use permit, variation, site plan or planned unit development may be granted. Each application for a hearing before the Plan Commission or Zoning Board of Appeals for a special use, variation, site plan or planned unit development must address the required findings of fact for each particular request. The petitioner should be aware that he or she must present specific testimony at the hearing with regards to the findings. (On the following pages are the findings of fact, or standards, to be met. Please respond to each standard, in writing, as it relates to the case.)

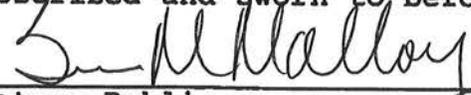
****PLEASE FILL OUT THE FOLLOWING FINDINGS OF FACT AS THEY****
****RELATE TO YOUR CASE.****

Dated this 29th day of October, 2015

RLE Property Corporation

By: 
Robert P. Loquercio

Subscribed and sworn to before me this 29th day of October, 2015


Notary Public



FINDINGS OF FACT FOR SITE PLANS

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

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

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

The Petitioner's proposed use is consistent with the existing special use zoning previously approved by the Village with respect to the southerly portion of the Subject Property.

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

Attached hereto as Exhibit _____ is the proposed site plan for the Subject Property. Of the four existing buildings, the two southern-most buildings will be demolished, and the other site improvements will remain substantially unchanged except for the construction of a detention pond as shown on the site plan.

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.

There are currently two points of ingress and egress onto Lake Street for the Subject Property. The eastern-most access point, together with a new internal connection to the property to the west.

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

Pedestrians may move safely while on site!

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

After demolishing the two southern-most buildings, Petitioner will construct and fully landscape a detention pond as shown on the site plan.

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

Other than the outdoor storage of motor vehicles, there will be no other outdoor storage. Screening will be installed around the detention pond.

FINDINGS OF FACT FOR SPECIAL USES

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

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

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

The proposed use is similar to uses previously made of this property, and is necessary and desirable to provide a needed service and will enhance the public convenience and will contribute to the general welfare of the neighborhood or community

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

The proposed use 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

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

The special use 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

FINDINGS OF FACT FOR SPECIAL USES

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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.)**

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

The proposed use 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

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

The special use shall conform to the regulations and conditions specified in this Title for such use and with the stipulation and conditions made in the associated annexation agreement and as a part of the authorization granted by the Village Board of Trustees

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: Robert P. Loquercio

PRINT NAME: RLE Property Corporation

DATE: November 6, 2015

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: Robert P. Loquercio

ADDRESS: 1600 W. Lake Street
Streamwood, IL 60107

PHONE NUMBER: 312-403-2100

EMAIL: bloquercio@blautogroup.com

SIGNATURE: Robert P. Loquercio

DATE: 11-6-15

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Page 13
NOV 09 2015
VILLAGE OF
BARTLETT

ACKNOWLEDGEMENT

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

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

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

SIGNATURE OF PETITIONER: _____

PRINT NAME: RLE Property Corporation

DATE: February 2016

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: RLE Property Corporation

ADDRESS: c/o Peter C. Bazos 1250 Larkin Avenue, Suite 100
Elgin, IL 60123

PHONE NUMBER: 847-742-8800

EMAIL: Pbazos@SBFLaw.com

SIGNATURE: Peter C. Bazos, ATTY

DATE: February 9, 2016

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT (the "Agreement") is made and entered into at Bartlett, Illinois, as of the ____ day of _____, 2016, by and between the VILLAGE OF BARTLETT, an Illinois municipal corporation and home rule unit of local government (the "Village") by and through the President and Board of Trustees (collectively, the "Corporate Authorities"), and RLE Property Corporation, an Illinois corporation (hereinafter the "Owner"). The Village and the Owner are hereinafter sometimes collectively referred to as the "**Parties**" or individually referred to as a "**Party**".

RECITALS

A. Owner is the owner in fee simple of tract of real estate that is not within, but is contiguous to, the corporate limits of the Village comprising approximately 2.37 gross acres (the "**Property to be Annexed**"). The Property to be Annexed is legally described on Exhibit "A" attached hereto.

B. The Owner desires to cause the annexation of the Property to be Annexed to the Village, and to develop and use the same for commercial purposes as herein described (the "Development").

C. The Owner also owns an approximate 4.42 acre parcel of land immediately south of and contiguous to the Property to be Annexed (the "**Owner's Adjacent Property**") which is (i) within the corporate limits of the Village, (ii) already zoned B-3 Neighborhood Shopping District with a special use pursuant to Village Ordinance 95-12 that currently allows motor home sales and repair including automobiles, and (iii) is legally described as on Exhibit "B" attached hereto. The Owner's Adjacent Property and the Property to be Annexed are sometimes collectively called the "**Combined Property**".

D. The Village is a municipal corporation organized and existing under the laws of the State of Illinois.

E. Owner has heretofore submitted to the Village its petition (the "**Petition**") for the enactment of all ordinances required to approve the following for the Combined Property, to wit: (i) annex the Property to be Annexed to the Village, (ii) rezone the Property to be Annexed from the current County zoning classification C-8: Intensive Commercial District in Cook County (which, upon annexation to the Village, would automatically be reclassified to the ER-1 Estate Residence District by operation of law) to the Village of Bartlett B-3 Neighborhood Shopping District; (iii) grant site plan, landscape plan, lighting plan and plat of easement approval for the Combined Property, and (iv) approve a special use permit to allow the Combined Property to be used for automobile and truck sales, automobile and truck mechanical and body repair and detailing, motor home sales and repair, automobile body shop and for the storage of motor vehicles owned by the Owner or its affiliates (collectively the "**Land Use Approvals**").

F. In connection with the requested Land Use Approvals, the Owner has submitted to the Village for its review and approval:

- (i) Those Site Improvement Plans for 11.2 Acre Development prepared by Jacob & Hefner with last revision date of July 8, 2016 (the "**Site Improvement Plans**") covering the Combined Property and other property to the West thereof and not within the jurisdictional limits of the Village;
- (ii) Native Landscape Plan prepared by Encap Incorporated with last revision date of February 1, 2016 (the "**Native Landscape Plan**");
- (iii) Landscape Plan prepared by McCallum Associates with last revision date of June 8, 2016 (the "**Landscape Plan**");
- (iv) Electrical Site Plan prepared by Jacob & Hefner Associates with last revision date of February 1, 2016 (the "**Electrical Site Plan**");
- (v) Photometric Plan prepared by Jacob & Hefner Associates with last revision date of February 1, 2016 (the "**Photometric Plan**").

Copies of the Site Improvement Plan, Native Landscape Plan, Landscape Plan, Electrical Site Plan, and Photometric Plan are included and attached as Exhibits C-1, C-2, C-3, C-4 and C-5, respectively, and are collectively called the (the "**Land Use Plans**").

Also in connection with the requested Land Use Approvals, the Owner has submitted to the Village for its review and approval a Plat of Easement with last revision dated ___, 2016 granting to the Village (i) a public utility easement, (ii) a stormwater management easement, (iii) a watermain easement, and (iv) _____ (collectively, the "**Municipal Easements**"), all of which the Village has approved and agreed to accept:

G. The Parties desire to enter into a binding annexation agreement governing the annexation of the Property to be Annexed to the Village, the zoning of the Property to be Annexed in the Village and the performance of certain undertakings that are contingent upon said annexation, pursuant to: (i) the provisions of Division 11-15.1 of the Illinois Municipal Code of 1961, as amended (65 ILCS 5/11-15.1 et seq.); (ii) the Village's authorities under Division 13 of the Illinois Municipal Code (65 ILCS 5/11-13-1 et seq.); and (iii) the Village's authority as a home rule unit of local government.

H. The Parties desire that the Property to be Annexed be annexed to the Village on the terms and conditions hereinafter set forth and, to that end, Owner is about to materially change its positions in reliance upon the execution of this Agreement by the Village and the performance by the Village of its undertakings contained herein.

I. The Bartlett Plan Commission did, on July 14, 2016, hold a public hearing on the Owner's Petition for all requested Land Use Approvals (other than for annexation), pursuant to

public notice published in a newspaper of general circulation in the Village not less than 15 nor more than 30 days prior to said public hearing(s), a copy of said newspaper's Certificates of Publication having been filed by the Owner with the Village Clerk, and by written notice mailed by certified mail, return receipt requested, addressed to all Owner of property located within 250 feet of the perimeter of the Combined Property to be Annexed, excluding public right-of-way, as evidenced by the copy of said mailed notice and the return receipts filed by the Owner with the Village Clerk.

J. The Corporate Authorities of the Village did, on September 6, 2016, hold a public hearing on this proposed agreement, similar in form and substance to this Agreement, pursuant to public notice published in a newspaper of general circulation in the Village not less than 15 days nor more than 30 days prior to said public hearing, a copy of said newspaper's Certificate of Publication having been filed by the Owner with the Village Clerk.

K. The Plan Commission has made its report to the Corporate Authorities regarding the requested Land Use Approvals (other than annexation) as contemplated herein and has recommended approval thereof to the Corporate Authorities.

L. Written notices have been sent by the Village to all required public bodies, including the Trustees of the Bartlett Fire Protection District, the Trustees of Hanover Township, the Hanover Township Road Commissioner and the Bartlett Library District.

M. The Corporate Authorities of the Village, after due and careful consideration, have concluded that the annexation of the Property to be Annexed to the Village on the terms and conditions herein set forth would further the Village's growth, enable it to control the development of the area being annexed, increase the taxable value of the Property to be Annexed within the Village, extend the corporate limits and jurisdiction of the Village, and otherwise enhance, promote, and serve the best interests and general welfare of the Village and its residents.

N. The Owner has heretofore presented to the Village Clerk of the Village a duly executed Petition for Annexation requesting the annexation of the Property to be Annexed to the Village, which Petition for Annexation is contingent upon the execution of this Agreement.

O. The Village, upon acceptance of this Agreement, has agreed to annex the Property to be Annexed to the Village, an accurate map of which is set forth on the Plat of Annexation attached hereto as **Exhibit "D"**, to rezone the Property to be Annexed from ER-1, the zoning district to which it is automatically zoned upon annexation, to B-3 Neighborhood Shopping District, and to approve with respect to the Combined Property the other requested Land Use Approvals, as defined in the Village Zoning Ordinance as of the date hereof.

P. This Agreement is being entered into pursuant to the provisions of Section 11-15.1-1 through 11-15.1-5 of the Illinois Municipal Code (65 ILCS 5/11-15.1-1 through 11-15.1-5).

NOW, THEREFORE, in consideration of the mutual covenants, promises and agreement herein contained, the Parties agree as follows:

1. ANNEXATION: REZONING: SPECIAL USE.

- (a) Owner has filed with the Village a petition to annex the Property to be Annexed. Subject to the terms of this Agreement, the Village agrees to annex the Property to be Annexed, at one time, in its entirety and all unincorporated highways contiguous thereto, subject to the applicable provisions of statutes and the terms and conditions contained herein.
- (b) The Village also agrees to adopt at the time of its enactment of an ordinance annexing the Property to be Annexed, such additional ordinances and / or resolutions as are required to (i) rezone the Property to be Annexed from the current County zoning classification C-8: Intensive Commercial District in Cook County (which, upon annexation to the Village, would automatically be reclassified to the ER-1 Estate Residence District by operation of law) to the Village of Bartlett B-3 Neighborhood Shopping District; (ii) approve the development of the Combined Property as shown in the Land Use Plans, subject to the Owner granting the Municipal Easements, with corresponding site plan approval, and (iii) approve a special use permit to allow the Combined Property to be used for automobile and truck sales, automobile and truck mechanical and body repair and detailing, motor home sales and repair, automobile body shop and for the storage of motor vehicles owned by the Owner or its affiliates. All of the ordinances and resolutions specified in the Section 1(b) (collectively the "**Development Ordinances**") shall be in form and substance acceptable to the Owner, and until approved by the Owner the Village shall not annex the Property to be Annexed. Additionally, if such Development Ordinances are not agreed upon by Owner and the Village and within 30 days of such approval enacted by the Village, then either the Owner or the Village may, by written notice to the other, elect to terminate and rescind this Agreement.
- (c) In furtherance of the foregoing, the Village agrees to take the actions described in subsections 1(a) and (b) at the same meeting of the Corporate Authorities at which execution of this Agreement by the Village is authorized, or within 30 days thereafter.

2. COMMENCEMENT OF CONSTRUCTION.

- (a) Prior to commencing construction, the Owner shall submit a letter of credit or performance and payment bond from a financial institution or surety meeting at least the minimum requirements therefor set forth in the Bartlett Subdivision and PUD Ordinance (the "Subdivision Ordinance"), issued on behalf of the Owner to guarantee that for such of the following items included in the phase to be constructed, the site grading, on-site and off-site underground improvements, including but not limited to the Public Utilities (hereinafter defined), curb cuts and driveway approaches, and all stormwater facilities, retention ponds, detention basins and stormwater management

improvements (collectively the “**Public Improvements**”) and certain private improvements, such as landscaping, will be timely completed, fully paid for, and maintained for a period of 18 months after approval of the Public Improvements by the Corporate Authorities. The amount of such security shall be as approved by the Village Engineer, and the form of such security shall be as set forth in the Subdivision Ordinance, except if modified as approved by the Village Attorney. The Public Improvements shall be completed and fully paid for within 12 months of when construction thereof commences, and when completed, and approved by the Corporate Authorities to go into maintenance and the Owner shall have furnished a maintenance letter of credit or maintenance bond in form and substance as provided in the Subdivision Ordinance. In the event any of the Public Improvements are damaged as a result of construction activities on the Property, or in connection with the installation and construction of the off-site Public Utilities, all such damage shall be promptly repaired, or caused to be repaired, by the Owner without cost to the Village.

Notwithstanding the foregoing, the Owner shall not be required to provide maintenance security for the Interconnect System.

- (b) But for the demolition and related activities that have already been commenced on the Combined Property pursuant to permit(s) issued for such work, the Owner shall not commence any further construction on the Combined Property until such time as all applicable permits and authorizations have been obtained from the governmental bodies having jurisdiction over such work, and the applicable security for the Public Improvements has been posted with the Village.
- (c) Notwithstanding the foregoing, the Village shall allow the Owner to perform its on-site work on the Combined Property prior to the issuance by the Illinois Department of Transportation (“**IDOT**”) of any required access permits so long as a permit application to IDOT (if necessary) has been filed.
- (d) All landscape improvements shall be installed by the Owner within in one (1) year of the enactment by the Village of the ordinance granting the Land Use Approvals as described in Section 1 above.
- (e) Any site plan changes pertaining to access requirements / limitations imposed by IDOT and agreed to by the Owner and the Village Staff may be administratively approved by Village Staff.
- (f) The Village agrees that, from and after its enactment of the Development Ordinances, the Village will, upon full and complete application to the Village by the Owner or its contractors, and the payment to the Village of all permit fees required by the Village's ordinances of general applicability, promptly and without undue delay issue all permits so applied and paid for in connection with the development of the Combined Property as herein contemplated.

3. UTILITY IMPROVEMENTS: EXISTING STRUCTURES.

- (a) The Combined Property had been served with a private well (“**Existing Well**”) and septic system (“**Existing Septic System**”). Pursuant to a demolition permit previously issued to the Owner by the Cook County Health Department, said Existing Well and Existing Septic System have been previously removed.
- (b) The Village agrees that the Combined Property may be served with the sanitary sewers through connection to the sanitary sewer system of the Village of Streamwood, provided that Streamwood consents to same.
- (c) The Parties agree that, simultaneously with the execution of this Agreement, the Owner and the Village shall execute with the Village of Streamwood that certain Intergovernmental Agreement attached hereto as **Exhibit E** (the “**IGA**”). Said IGA provides for (i) the establishment of a water main interconnect between the public water systems of said villages (the “**Interconnect System**”), (ii) the establishment of potable water service to the Combined Property, and (iii) the relative obligations of the Owner, the Village and the Village of Streamwood to share the costs for same.
- (d) At the time of annexation, and as shown on the Site plan attached hereto as part of the Land Use Plans, the Combined Property will be improved with two buildings, four cell towers having existing heights of ____, ____, ____, and ____ (the “**Existing Cell Towers**”), parking and other site improvements as shown on said Site Plan. It is agreed and understood that the height of an Existing Cell Tower may not be further increased above the greater of (i) thirty-five (35) feet or (ii) the current height of such tower without an additional special use permit being hereafter considered and approved by the Village.
- (e) It is further acknowledged and agreed that the discharge (outlet) from the storm water detention facility to be constructed on the Combined Property (as shown on the attached Site Plan) will discharge into the corporate limits of the Village of Streamwood lying immediately east of the Combined Property.

4. FACILITIES TO BE UNDERGROUND; OFF-SITE DAMAGE.

- (a) Owner shall provide that all new utilities and communications facilities to be installed, including telephone, electric and cable television to serve the Combined Property shall be underground. Owner shall not be responsible for the burying of any existing utilities.
- (b) Within a reasonable time, the Owner shall repair and replace, in accordance with their original sizes, standards and topography, in a manner satisfactory to the Village, all property damaged or disturbed by reason of the Owner’s off-site work in connection with the development of the Property as contemplated herein.

5. LIMIT ON VILLAGE RESPONSIBILITY FOR UTILITIES.

The Village shall not be responsible for the installation of any public or private utilities on the Property to be Annexed, or for the installation of any public or private utilities off site in connection with the Property to be Annexed.

6. REQUIREMENTS OF OTHER JURISDICTIONS.

It is agreed that the Village shall not be liable or responsible for any restrictions on the Village's obligations under this Agreement that may be required or be imposed by any other governmental bodies or agencies having jurisdiction over the Property to be Annexed, the Village, the Owner, or either of them, including, but not limited to, county, state and federal regulatory bodies ("**Governmental Bodies**"). That notwithstanding, however, the Village agrees to execute all permits and documents, complying with the Village's ordinances and the laws, rules, regulations and ordinances of all applicable Governmental Bodies, that the Owner reasonably requests in connection with the approvals required by other Governmental Bodies having jurisdiction, provided there is no cost to the Village therefor.

7. DONATIONS, CONTRIBUTIONS AND FEES.

The Village acknowledges that the annexation of the Property to be Annexed will have relatively little impact on schools, parks, library, fire protection districts or other public services within the Village. Therefore, and as a condition of this Agreement, Owner shall not be obligated to pay to the Village, or the other taxing districts' donations or impact fees, except as follows:

1. Annexation Fees. Owner shall pay to the Village annexation fees in addition to other fees referred to in this Agreement as follows:

A lump sum of \$2,000.00 (calculated at \$1,000.00 per acre being annexed) shall be paid to the Village within sixty (60) days following the execution of this Agreement by the Village President.

2. Municipal Building Fund. Owner shall pay the sum of \$.50 per square foot with respect to any new building to be constructed on the Property to Annexed as and for its contribution to the Municipal Building Fund payable at the time of application for a building permit to construct such a new building.

3. Fees. Except for the impact fees or donations specified in this Section 7, during the term of this Agreement, and irrespective of any existing, new or revised donation ordinances of the Village, Owner shall not be required to donate any land or money to the Village or, by action or ordinance of the Village, to any other taxing district, or governmental body for any non-residential use or improvement of the Property to be annexed, on application for building permits. Building permit fees, tap-on fees and other similar fees (which are charged for specific services provided by the Village) shall be

payable in accordance with and as specifically provided for in the Village's ordinances as amended from time to time, unless expressly stated otherwise herein.

4. Other Impact Fees. No impact fees shall be required at any time relative to any future, non-residential lot created under this Agreement, except for any road impact fees that may be owed Cook County, if any.

5. Water Rates. At such time as the Combined Property may hereafter become served by Village of Bartlett water utilities, the Owner shall pay the Village's standard water rates as amended from time to time and made applicable throughout the Village to similarly classified water and sewer users in the Village.

8. BUILDING CODES.

Owner shall comply in all respects with the applicable Village Ordinances pertaining to building which are in effect at the time the Owner makes application to the Village for a building permit or permits in connection with the construction of buildings or structures on the Combined Property, whether or not any of such ordinances are amended after the date hereof.

9. SOIL EROSION.

Owner shall adhere to measures for the prevention of soil erosion during the development of the Property to be Annexed pursuant to the Village Erosion Control Ordinance, or the "Procedure and Standard for Urban Soil Erosion and Sedimentation Control in Illinois", published in 1981, as amended, and the recommended procedures of the DuPage County Soil and Water Conservation District and any other applicable regulatory agency, whichever is more restrictive. An erosion control plan shall be submitted by the Owner to the Village with the engineering plans for such portion of the balance of the Property to be Annexed where any site grading, excavation and land balancing work is performed and/or dirt, fill or spoils piled or stored, and shall be subject to review and approval of the Village Engineer. All erosion control work and methods shall be specifically stated in the engineering and be specifically set forth in the Owner's performance bond or letter of credit, and in the event the Owner requests an early earth work permit, the cost to remove all spoils piled and/or stored and restore the site to its original condition shall be included in a separate performance bond or letter of credit posted with the Village in accordance with the procedure therefor set forth in the Subdivision Ordinance.

10. REIMBURSEMENT.

The Owner shall reimburse the Village for all reasonable attorneys, engineering design and review, construction engineering and planning consultant fees in connection with the processing and review of all matters pertaining to the Property to be Annexed, this Annexation Agreement, including the drafting and negotiation thereof and all matters pertaining to the Land Use Approvals.

11. ZONING CODE CONDITIONS.

Except as modified by the Land Use Approvals, the Property to be Annexed shall be developed in strict accordance with the applicable provisions of the Bartlett Zoning Ordinance in effect on the date hereof. Notwithstanding the foregoing, Owner may make minor variations or deviations on the approved Site Plan and associated engineering plans in order to solve layout, engineering and design problems, and other problems not reasonably foreseeable at this time.

12. BINDING EFFECT AND TERM.

This Agreement shall be binding upon and inure to the benefit of the Parties hereto, successors in interest, assignees, and lessees, and upon any successor municipal authorities of the Village and successor municipalities for a period of twenty (20) years from the date of execution hereof.

13. COVENANT RUNNING WITH THE LAND,

This Agreement constitutes a covenant running with the land and shall be binding upon and inure to the benefit of the Parties hereto and all of their heirs, legal representatives, grantees, successors in interest, assignees and lessees.

14. MODIFICATIONS.

Modifications hereof may be effected by procedures established by law, in force from time to time, after the initial approval. The Village and the owner of record of any portion of the Property to be Annexed, even if not the Owner named herein, may agree in writing pursuant to applicable statutory and ordinance requirements, to modify this Agreement with respect to such portion of the Property to be Annexed.

15. SEVERABILITY.

The provisions hereof shall be deemed to be severable; and if any section, paragraph, clause, provision or item herein shall be held invalid, the invalidity of such section, paragraph, clause, provision or item shall not affect any other provision hereof; provided, however, the Village shall under no circumstances be required to incur any liability or loss or incur any expense for any reason in the event that any such section, paragraph, clause, provision or item is held invalid.

16. NOTICE.

Unless otherwise notified in writing, all notices, requests and demands shall be in writing and shall be delivered either personally, by certified mail, return receipts requested or by a nationally recognized overnight courier, as follows:

- a. If to Village: Valerie Salmons
Village of Bartlett
228 S. Main Street
Bartlett, Illinois 60103
- with a copy to: Bryan Mraz, Esq.
111 E. Irving Park Road
Roselle, IL 60172
Tel: (630) 529-2541
Fax: (630) 529-2019
- b. If to Owner: RLE Property Corporation
Attention: Robert P. Loquercio, President
1600 W. Lake Street
Streamwood, IL 60107
Tel: 888-728-7335
Fax: 224-238-3172
- with copies to: Peter C. Bazos, Esq.
Bazos, Freeman, Schuster & Braithwaite,
LLC
1250 Larkin Ave., Suite 100
Elgin, IL 60123
Tel: 847-742-8800
Fax: 847-742-9777

17. RECORDING.

This Agreement shall be recorded in the office of the Cook County Recorder of Deeds by either Party, but in no event shall recording occur prior to the time Owner acquires the Property to be Annexed. The Owner shall pay the recording fee. Further, it is agreed that this Agreement may also be recorded after the recording of any final plat or plats at Owner's expense.

18. ORDINANCES, AMENDMENTS.

The development of the Property to be Annexed shall be performed in compliance with the provisions of the zoning, subdivision, building codes and other ordinances of the Village applicable to real estate development except as otherwise expressly provided herein.

19. REMEDIES.

This Agreement shall be enforceable in any court of competent jurisdiction by either the Village or the Owner, or by either of them, or by any successor or successors in title or interest, or by the assigns of the Parties. Enforcement may be sought by an appropriate action at law or in

equity to secure the performance of the covenants, agreements, conditions and obligations contained herein. No action taken by any Party hereto pursuant to the provisions of this Section 19 or pursuant to the provisions of any other Section of this Agreement shall be deemed to constitute an election of remedies, and all remedies set forth in this Agreement shall be cumulative and non-exclusive of otherwise available to any Party at law or in equity.

In the event of a material breach of this Agreement, the Parties agree that the Party alleged to be in breach shall have 30 days after notice of said breach to correct the same prior to the non-breaching Party's seeking of any remedy provided for herein (provided, however, that said 30 day period shall be extended if the defaulting Party has initiated the cure of said default and is diligently proceeding to cure the same).

If any of the Parties shall fail to perform any of its obligations hereunder, and the Party affected by such default shall have given notice of such default to the defaulting Party, and such defaulting Party shall have failed to cure such default within 30 days of such default notice (or any extension of said 30 day period if the defaulting Party has initiated the cure of said default and is diligently proceeding to cure the same), then in addition to any and all other remedies that may be available, either in law or equity, the Party affected by such default shall have the right (but not the obligation) to take such action as in its reasonable discretion and judgment shall be necessary to cure such default. In such event, the defaulting Party hereby agrees to pay and reimburse the Party affected by such default for all reasonable costs and expenses incurred by it in connection with action taken to cure such default.

The failure of a Party to insist upon the strict and prompt performance of the terms, covenants, agreements and conditions herein contained, or any of them, upon any other Party imposed, shall not constitute or be construed as a waiver or relinquishment of any Party's right thereafter to enforce any such term, covenant, agreement or condition, but the same shall continue in full force and effect.

20. **HOLD HARMLESS.**

(a) Subject to the provisions of Section 20(b) below, in the event the Village, its officers, other officials, agents and employees or any of them, is made a party-defendant in any proceeding arising out of or in connection with this Agreement, the annexation of the Property to be Annexed, the rezoning or other Land Use Approvals concerning Combined Property, the approval of the Development Ordinances, and/or the development of the Combined Property, including matters pertaining to the hazardous material and other environmental matters, (except as may be required by provisions 765 ILCS 705/1 and 740 ILCS 35/1 of the Illinois Statute for the negligent acts and omissions of the Village, its officers, other officials, agents and employees or any of them) defend and hold the Village and such officers, other officials, agents and employees harmless from all claims, liabilities, losses, taxes, judgments, costs, fees, including expenses and reasonable attorneys fees in connection therewith. Any such indemnified person may obtain separate counsel to participate in the defense thereof at his own expense. However, if the Canons of Legal Ethics require such indemnified person to be separately defended where there is no agreement as to a conflict of interest, then Owner shall bear such expense. The

Village and such officers, other officials, agents and employees shall cooperate in the defense of such proceedings and be available for any litigation related appearances which may be required. Further, Owner shall be entitled to settle any claims for money, in such amounts and upon such terms as to payment as it may deem appropriate, without the prior approval or consent of the Village, its officers, other officials, agents and employees as the case may be. In the event the Corporate Authorities unreasonably withhold such approval or consent, Owner's obligation to indemnify and defend shall terminate.

(b) Notwithstanding the provisions of Section 20(a), in no event shall the Owner be liable to indemnify the Village from any claim or dispute asserted by the Village of Streamwood, Illinois (or any other party) pertaining to the Interconnect System, or the construction, maintenance or operation thereof.

(c) Owner agrees that the Village, its officers, other officials, agents and employees shall not be liable for any monetary damages or attorneys fees arising out of or in connection with the Village's breach of its obligations under this Agreement; provided that the Owner shall have the right to legal or equitable action against the Village for declaratory judgment, injunctive relief and mandamus to enforce all of its rights under this Agreement.

21. **NO DISCONNECTION.** Provided this Agreement is not terminated and rescinded by the Owner as provided in Section 1(b) above, the Owner and each of its successors in interest, shall not file, cause to be filed, or take any action that would result in the disconnection or deannexation of the Property from the Village of Bartlett during the term of this Agreement.

22. **INCORPORATION; CONFLICT.** The above-Recitals are incorporated as though fully set forth herein. In the event of a conflict between the above Recitals and the numbered Sections of this Agreement, the terms and conditions of the numbered Sections shall control.

23. **JOINT WORK PRODUCT.** This Agreement is and shall be deemed and construed to be the joint and collective work product of the Village and the Owner, and as such, this Agreement shall not be construed against any party, as the otherwise purported drafter of same, by any court of competent jurisdiction in order to resolve any inconsistency, ambiguity, vagueness or conflict in terms or provisions, if any contained herein.

24. **NO MERGER.** The provisions contained herein shall survive the annexation of the Property and shall not be merged or expunged by the annexation of the Property or any part thereof to the Village. This Agreement shall be construed under the laws of the State of Illinois.

25. **ENTIRE AGREEMENT.** This Agreement sets forth all the promises, inducements, agreements, conditions and understandings between the owner and the Village relative to the subject matter of this Agreement, and there are no promises, agreements, conditions or understandings, either oral or written, express or implied, between them, other than those that are set out in this Agreement. Except as otherwise provided here, no subsequent

alteration, amendment, change or addition to this Agreement shall be binding upon the parties unless authorized in accordance with law and reduced in writing and signed by them.

[signature pages follow]

Executed on the date first above written at Bartlett, Illinois.

Village of Bartlett

By: _____
Kevin Wallace
Village President

Attest:

Lorna Gilles, Village Clerk

STATE OF ILLINOIS)
) SS:
COUNTY OF DU PAGE)

1, the undersigned, a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY that Kevin Wallace, personally known to me to be the Village President of the Village of Bartlett, and Lorna Gilles, personally known to me to be the Village Clerk of said Village, and personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such Village President and as such Village Clerk, they signed and delivered such instrument as Village President and Village Clerk, respectively, and caused the seal of said Village to be affixed thereto, as their free and voluntary act and as the free and voluntary act and deed of said Village, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this ____ day of _____, 2016.

RLE Property Corporation

By _____
Name: Robert P. Loquercio
Its: President

STATE OF ILLINOIS)
) SS:
COUNTY OF COOK)

I, the undersigned, a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY that Robert P. Loquercio, personally known to me to be the President of RLE Property Corporation., and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such President he signed and delivered such instrument as his free and voluntary act and as the free and voluntary act and deed of said corporation, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this ___ day of _____, 2016.

Notary Public

EXHIBIT A
LEGAL DESCRIPTION OF PROPERTY TO BE ANNEXED

EXHIBIT B
LEGAL DESCRIPTION OF OWNER'S ADJACENT PROPERTY

**EXHIBIT C-1
SITE IMPROVEMENT PLANS**

**EXHIBIT C-2
NATIVE LANDSCAPE PLAN**

**EXHIBIT C-3
LANDSCAPE PLAN**

**EXHIBIT C-4
ELECTRICAL SITE PLAN**

**EXHIBIT C-5
PHOTOMETRIC PLAN**

EXHIBIT D
PLAT OF ANNEXATION

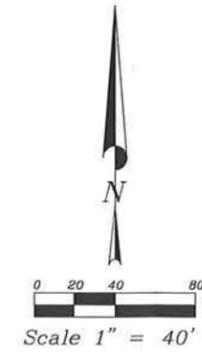
EXHIBIT E
IGA

P.I.N. 06-28-200-007
06-28-202-010

EXISTING LIMITS OF THE VILLAGE OF STREAMWOOD, IL
EXISTING LIMITS OF THE VILLAGE OF BARTLETT, IL
EXISTING LIMITS OF UNINCORPORATED COOK COUNTY, IL

PLAT OF ANNEXATION

OF
PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 41 NORTH,
RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS.



NOTES:
(100.00') DENOTES RECORD INFORMATION
'100.00' DENOTES MEASURED INFORMATION

BASIS OF BEARINGS
NAD 83, ILLINOIS STATE PLANE,
EAST ZONE (1201)

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS
THIS INSTRUMENT NUMBER _____ WAS FILED FOR RECORD IN THE
RECORDER'S OFFICE OF COOK COUNTY, ILLINOIS.
DATED THIS _____ DAY OF _____ 20____
AT _____ O'CLOCK _____ M
BY: _____
COUNTY RECORDER

SURVEYOR'S CERTIFICATE

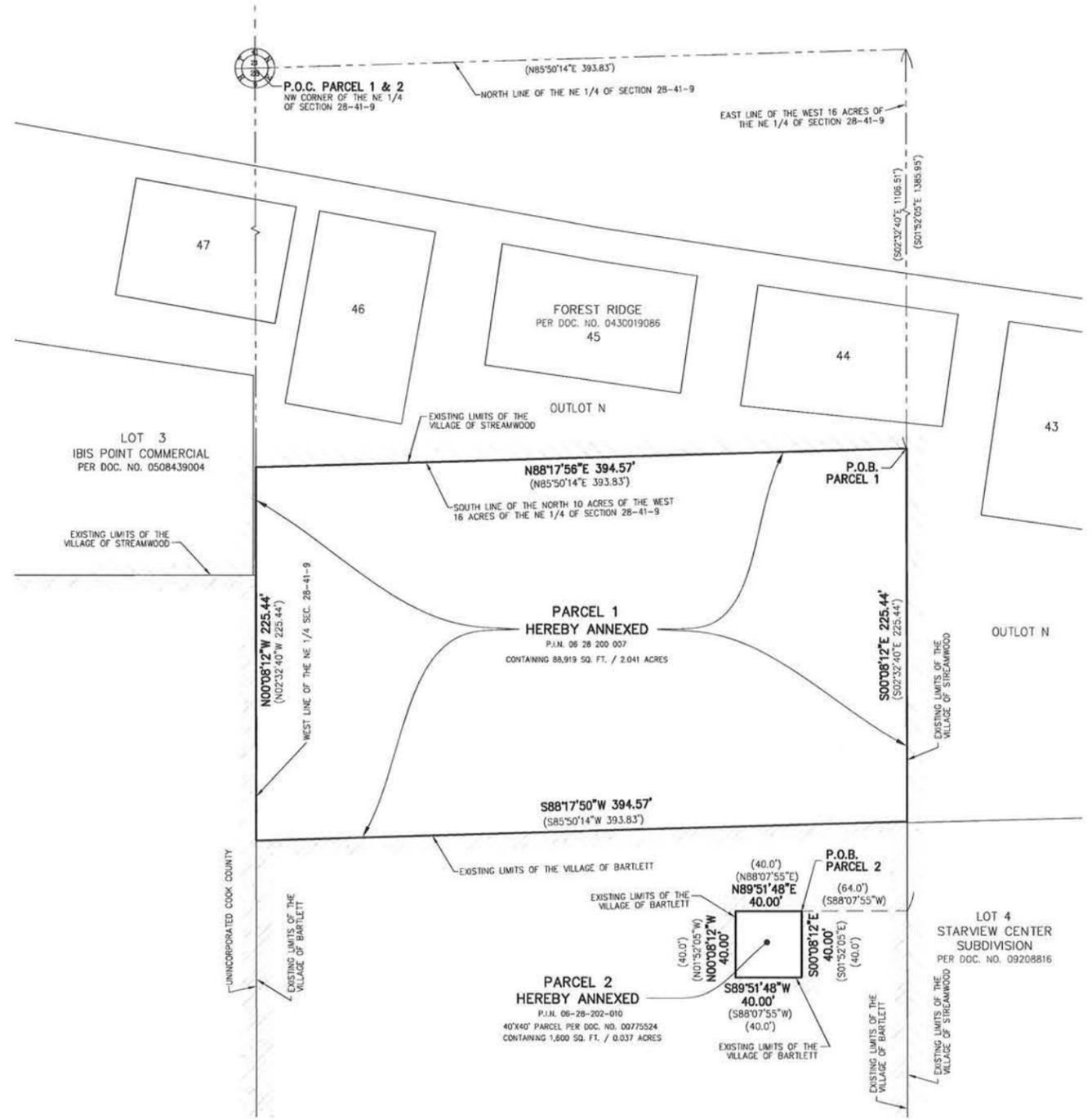
STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS
THIS IS TO CERTIFY THAT I, CARL J. COOK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR
HAVE SURVEYED AND PLATTED FOR THE OWNER(S) THEREOF THAT PART OF THE
NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 41 NORTH, RANGE 9 EAST OF THE
THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

PARCEL 1:
PART OF THE WEST 16 ACRES OF THAT PART OF THE NORTHEAST QUARTER OF SECTION 28,
TOWNSHIP 41 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, WHICH LIES NORTH OF
THE NORTHEASTERLY LINE OF LAKE STREET, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED
AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 28;
THENCE NORTH 85 DEGREES 50 MINUTES 14 SECONDS EAST ALONG THE NORTH LINE OF SAID
NORTHEAST QUARTER, A DISTANCE OF 393.83 FEET MORE OR LESS TO A POINT ON THE EAST
LINE OF THE AFOREMENTIONED WEST 16 ACRES; THENCE SOUTH 02 DEGREES 32 MINUTES 40
SECONDS EAST ALONG THE LAST MENTIONED EAST LINE OF THE WEST 16 ACRES, A DISTANCE OF
1106.51 FEET MORE OR LESS TO A POINT ON THE SOUTH LINE OF THE NORTH 10 ACRES OF SAID
WEST 16 ACRES FOR A POINT OF BEGINNING; THENCE CONTINUING ALONG A PROLONGATION OF
THE LAST DESCRIBED COURSE, A DISTANCE OF 225.44 FEET; THENCE SOUTH 85 DEGREES 50
MINUTES 14 SECONDS WEST, A DISTANCE OF 393.83 FEET TO A POINT ON THE WEST LINE OF THE
NORTHEAST QUARTER OF SECTION 28; THENCE NORTH 02 DEGREES 32 MINUTES 40 SECONDS
WEST ALONG THE LAST MENTIONED WEST LINE OF THE NORTHEAST QUARTER OF SECTION 28, A
DISTANCE OF 225.44 FEET TO THE AFOREMENTIONED SOUTH LINE OF THE NORTH 10 ACRES OF
THE WEST 16 ACRES; THENCE NORTH 85 DEGREES 50 MINUTES 14 SECONDS EAST ALONG THE
LAST MENTIONED SOUTH LINE OF THE NORTH 10 ACRES, A DISTANCE OF 393.83 FEET TO THE
POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF THE WEST 16 ACRES OF THAT PART OF THE NORTHEAST QUARTER OF SECTION
28, TOWNSHIP 41 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, WHICH LIES NORTH
OF THE NORTHEASTERLY LINE OF LAKE STREET BOUNDED AND DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE NORTH 85
DEGREES 50 MINUTES 14 SECONDS EAST BEING AN ASSUMED BEARING ON THE NORTH LINE OF
SAID NORTHEAST QUARTER, A DISTANCE OF 393.83 FEET TO THE EAST LINE OF THE WEST 16
ACRES OF THAT PART OF THE NORTHEAST QUARTER OF SAID SECTION 28 WHICH LIES NORTH OF
THE NORTHEASTERLY LINE OF LAKE STREET; THENCE SOUTH 01 DEGREES 52 MINUTES 05
SECONDS EAST ON A LINE PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER A
DISTANCE OF 1385.95 FEET; THENCE SOUTH 88 DEGREES 07 MINUTES 55 SECONDS WEST A
DISTANCE OF 64.0 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 01 DEGREES 52 MINUTES
05 SECONDS EAST ON A LINE PARALLEL WITH SAID WEST LINE OF THE NORTHEAST QUARTER A
DISTANCE OF 40.0 FEET; THENCE SOUTH 88 DEGREES 07 MINUTES 55 SECONDS WEST A DISTANCE
OF 40.0 FEET; THENCE NORTH 01 DEGREES 52 MINUTES 05 SECONDS WEST A DISTANCE OF 40.0
FEET; THENCE NORTH 88 DEGREES 07 MINUTES 55 SECONDS EAST A DISTANCE OF 40.0 FEET TO
THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

DATED AT LOMBARD, ILLINOIS, THIS 27th DAY OF OCTOBER 2015.
JACOB & HEFNER ASSOCIATES, INC.

ILLINOIS LAND SURVEYOR 35-3543
MY LICENSE EXPIRES NOVEMBER 30, 2016



OWNER'S CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF COOK) SS
THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE
LAND DESCRIBED ON THE SUBJECT PLAT OF ANNEXATION, AND HAVE CAUSED
THE SAME TO BE SURVEYED, DEPICTED AND LEGALLY DESCRIBED AS INDICATED
THEREON, FOR THE USES AND PURPOSES HEREIN SET FORTH.

DATED THIS _____ DAY OF _____ 20____
BLE PROPERTY CORPORATION, AN ILLINOIS CORPORATION
OWNER

NOTARY'S CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF _____) SS
I HEREBY CERTIFY THAT BLE PROPERTY CORPORATION, AN ILLINOIS CORPORATION, WHOSE NAME IS
SUBSCRIBED IN THE FOREGOING CERTIFICATE IS KNOWN TO ME AS SUCH OWNER.
GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____ 20____

NOTARY PUBLIC
SEAL
MY COMMISSION EXPIRES: _____

VILLAGE OF BARTLETT CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF COOK) SS
APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE
VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS
THIS _____ DAY OF _____ 20____

BY: _____
VILLAGE PRESIDENT
ATTEST: _____
VILLAGE CLERK

ANNEXATION CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF COOK) SS
THIS IS TO CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT
REPRESENTATION OF TERRITORY ANNEXED TO THE VILLAGE OF BARTLETT,
COOK, DUPAGE AND KANE COUNTIES, ILLINOIS BY ORDINANCE
NO. _____ APPROVED ON _____
DATED AT BARTLETT THIS _____ DAY OF _____ 20____

VILLAGE PRESIDENT
ATTEST:
VILLAGE CLERK

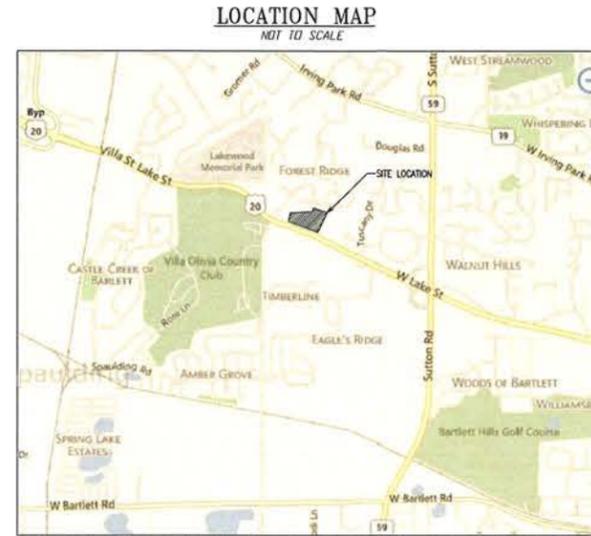
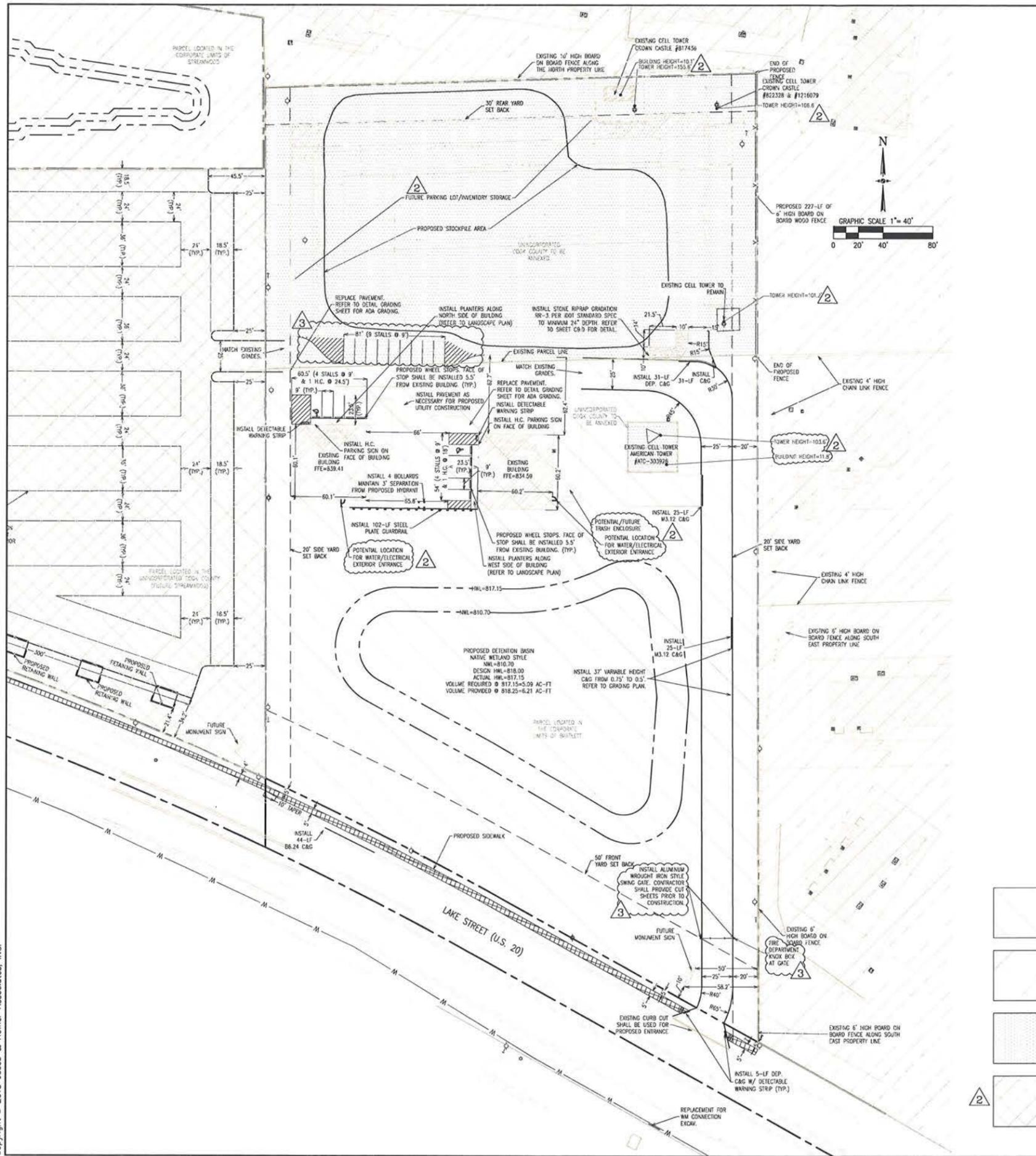
JACOB & HEFNER ASSOCIATES
1015 N. Highland Avenue, Suite 100, Lombard, IL 60148
PHONE: (630) 652-1000, FAX: (630) 652-1001
www.jacobandhefner.com
Illinois Professional Design Firm
License No. 184-000731 Exp. 4/30/17

Submitted By: Village of Bartlett
Robert Grill
228 S. Main Street
Bartlett, IL 60103

REVISED 07/29/16
REVISED 06/16/16
REVISED 12/28/15

Survey No.:	E9631
Ordered By.:	BL AUTOGROUP
Description:	PLAT OF ANNEXATION
Date Prepared:	OCTOBER 27, 2015
Scale:	1" = 40'
Field Work:	N/A
Prepared By:	RHW

ILLINOIS LAND SURVEYOR 35-3543
 MY LICENSE EXPIRES NOVEMBER 30, 2016
 www.jacobandhefner.com



3 SITE STATISTICS:

ZONING: B-3 COMMUNITY SHOPPING DISTRICT

PARCEL AREA = 5.99 ACRES TOTAL*
 EXISTING WEST BUILDING AREA = 3,615 SF
 EXISTING EAST BUILDING AREA = 3,628 SF
 EXISTING FLOOR AREA RATIO = 0.0278

EXISTING WEST BUILDING:
 BUILDING PEAK HEIGHT = 27.8'
 BUILDING EAVE HEIGHT = 17.0'
 AVERAGE BUILDING HEIGHT = 22.4'

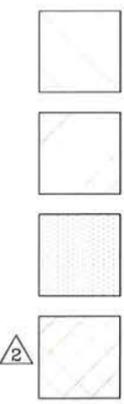
EXISTING EAST BUILDING:
 BUILDING PEAK HEIGHT = 27.6'
 BUILDING EAVE HEIGHT = 16.5'
 AVERAGE BUILDING HEIGHT = 22.1'

PARKING STALLS: (ALL STALLS SHALL BE 9'x18')
 NUMBER OF SERVICE STALLS = 6
 ASSUMED NUMBER OF EMPLOYEES = 8 (1 PER EACH SERVICE STALL PLUS 2 ADDITIONAL)
 REQUIRED STALLS = (6*2) + (0.5*8) = 16
 REQUIRED HANDICAP ACCESSIBLE STALLS = 1
 REQUIRED TRUCK STALLS = 0

PROVIDED REGULAR STALLS = 17
 PROVIDED HANDICAP ACCESSIBLE STALLS = 2
 PROVIDED TRUCK STALLS = 0

FUTURE REGULAR STALLS = 118

* PARCEL AREA INCLUDES PROPERTY LOCATED WITHIN THE CORPORATE LIMITS OF BARTLETT AND THE UNINCORPORATED COOK COUNTY AREA TO BE ANNEXED INTO BARTLETT.



- NOTES:**
- 1) ALL DIMENSIONS ARE FROM BACK OF CURB OR OUTSIDE FACE OF BUILDING.
 - 2) ALL RADII ARE 4-FT UNLESS NOTED OTHERWISE.
 - 3) ALL PAVEMENT MARKINGS SHALL BE 4-INCH PAINT UNLESS NOTED OTHERWISE, OR AS PROVIDED FOR ON THE DETAILS.
 - 4) THE CROSS SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1.5%.
 - 5) INSTALL REVERSE PITCH B6.12 CURB AND GUTTER AT EDGE OF PAVEMENT UNLESS NOTED OTHERWISE. STANDARD PITCH CURB & GUTTER DENOTED BY: _____
 - 6) ANY STRIPES WITHIN THE EXISTING PARKING LOT THAT ARE IN CONFLICT WITH PROPOSED STRIPING SHALL BE "BLACKED OUT" WITH BLACK PAINT PRIOR TO PAVEMENT RESTRIPING.
 - 7) ADA DETECTABLE WARNINGS SHALL BE RED ARMOR TILE OR APPROVED EQUAL.
 - 8) CONTRACTOR IS RESPONSIBLE FOR COORDINATING DIRECTLY WITH UTILITY COMPANIES REGARDING POTENTIAL IMPACTS TO UTILITY POLES AND GUY WIRES WITHIN R.O.W. FROM GRADING & CONSTRUCTION ACTIVITIES.
 - 9) SETBACKS SHOWN ON THE PLAN APPLY TO BUILDING AND PARKING SETBACKS.

VILLAGE OF BARTLETT SITE PLAN 11.2 ACRE DEVELOPMENT BOB LOQUERCIO AUTOMOTIVE GROUP STREAMWOOD, ILLINOIS		8/1/16	
		3	REVISED PER BARTLETT
JACOB & HEFNER ASSOCIATES 1910 S. Highland Avenue, Suite 100, Lombard, IL 60148 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com		6/15/16	
		2	REVISED PER BARTLETT
E963i 1"=40' EX1		2/5/16	
		1	ORIGINAL EXHIBIT DATE
No.	Description	Date	

11.2 Acre Development

Bartlett Parcel

Lake Street + Elizabeth Drive
Bartlett, Illinois

DAVID R. McCALLUM ASSOCIATES, INC.
LANDSCAPE ARCHITECTS
350 N. Milwaukee Avenue | Libertyville, Illinois 60069
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The Bob Loquerio Automotive Group
381 East Chicago Avenue | Elgin, Illinois 60120



Landscape Plan

Mark	Description	Date
5	Village Review Comments	07/29/16
4	Village Review Comments	06/08/16
3	Village Review Comments	02/05/16
2	Village Review Comments	10/28/15
1	For Review	08/14/15

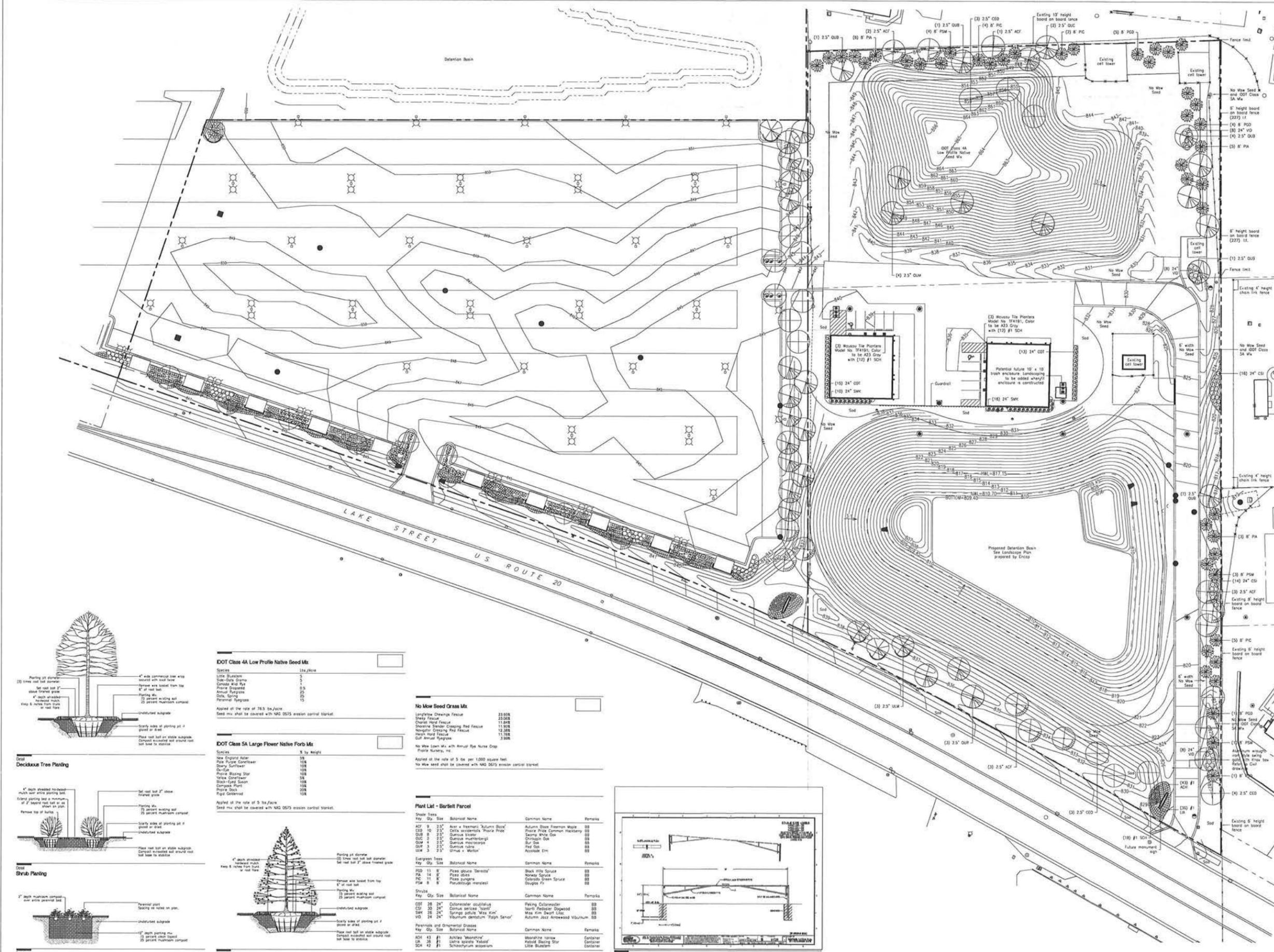
Number
409/PTB

Scale
1" = 40'



File
409/FP1A - Sub

Sheet
L10-Bartlett



DOT Class 4A Low Profile Native Seed Mix

Species	Qty./Acres
Little Bluestem	3
Side-Oats Grama	3
Canada Wild Ryegrass	0.5
Prairie Dropseed	25
Annual Ryegrass	25
Orchard Grass	25
Perennial Ryegrass	15

Applied at the rate of 78.5 lbs./acre.
Seed mix shall be covered with NAD 0575 erosion control blanket.

DOT Class 5A Large Flower Native Forb Mix

Species	Qty. by Weight
New England Aster	35
Pink Yucca Confertifera	100
Quincy Sunflower	100
Onion	100
Perennial Wilding Star	100
Yarrow Coniferaea	100
Black-eyed Susan	100
Compass Plant	200
Prickly Pear	200
Plantain	100

Applied at the rate of 5 lbs./acre.
Seed mix shall be covered with NAD 0575 erosion control blanket.

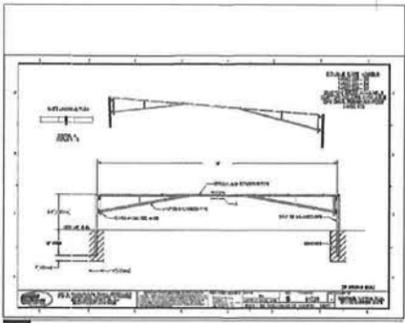
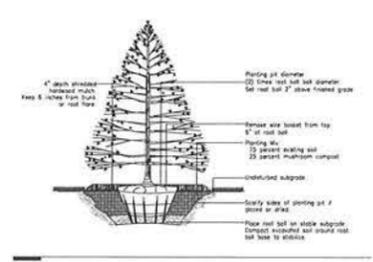
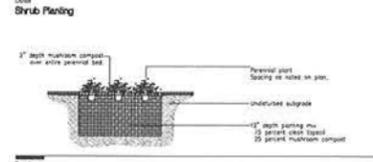
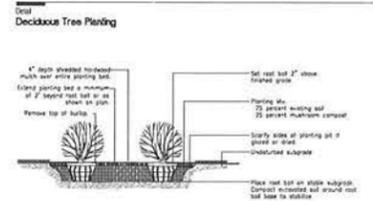
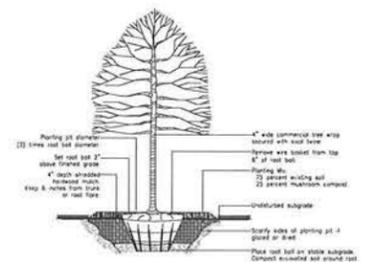
No Mow Seed Grass Mix

Species	Qty./Acres
Longleaf Chewgrass	21,000
Stony Patch	11,840
Chloris Hoop Fern	11,840
Sheep Sorghum Creeping Red Fescue	11,840
Woolgrass Creeping Red Fescue	11,840
Hoop Fern	11,840
Cult Annual Ryegrass	3,900

No Mow Lawn Mix, with Annual Ryegrass Nuts
Applied at the rate of 5 lbs. per 1,000 square feet.
No Mow seed shall be covered with NAD 0575 erosion control blanket.

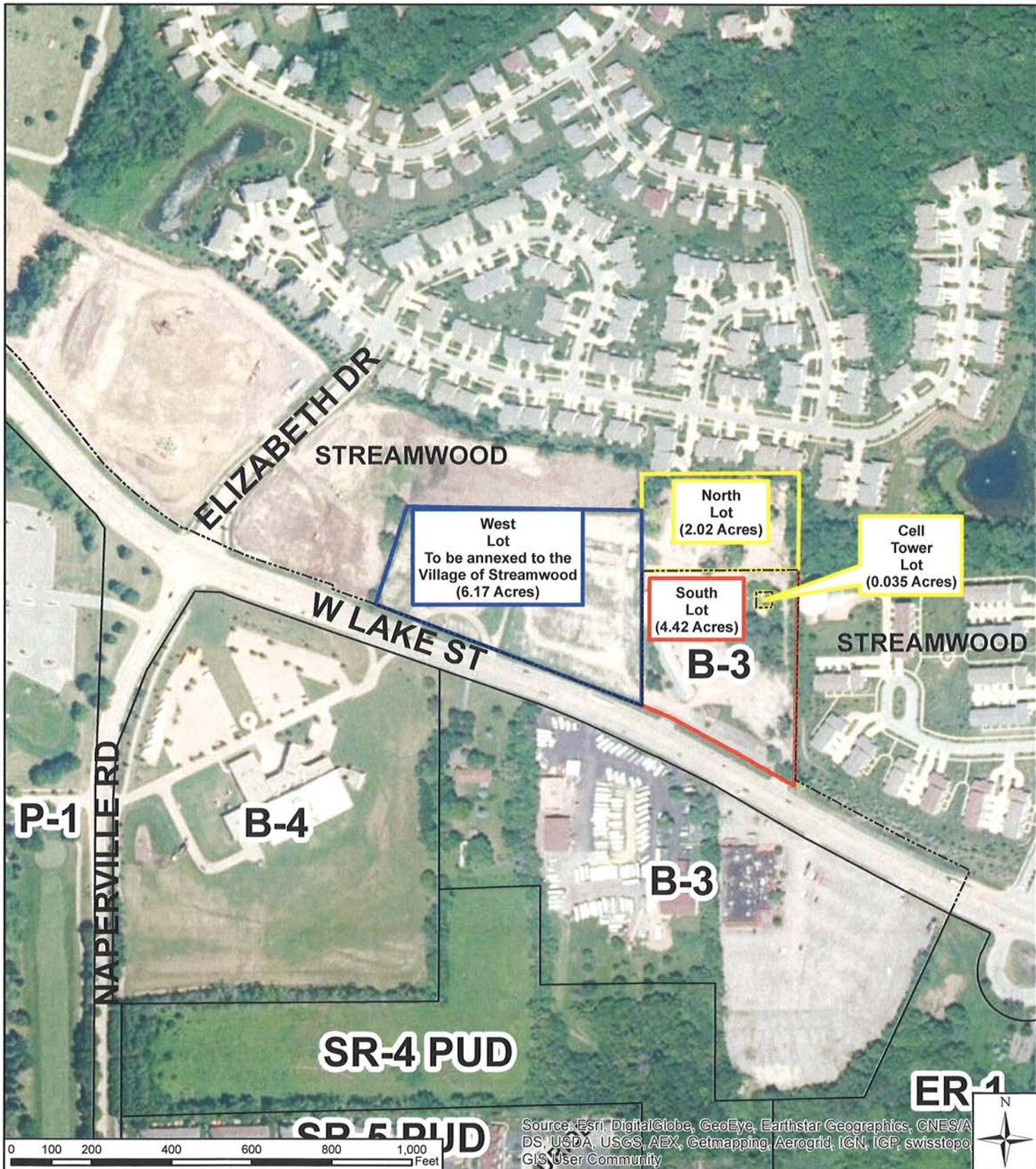
Plant List - Bartlett Parcel

Code	Qty.	Size	Botanical Name	Common Name	Remarks
ACF	9	2 1/2"	Aster x Treumum 'Autumn Bells'	Autumn Bells Treumum Aster	00
CED	10	2 1/2"	Celtis occidentalis 'Purdie Prose'	Purdie Prose Common Hackberry	00
QUB	8	2 1/2"	Quercus bicolor	Swamp White Oak	00
OUC	2	2 1/2"	Quercus muhlenbergii	Chinquapin Oak	00
QUB	8	2 1/2"	Quercus macrocarpa	Bur Oak	00
QUB	3	2 1/2"	Quercus rubra	Red Oak	00
QUB	14	2 1/2"	Quercus x 'Nuttall'	Academy Oak	00
Shrubs					
COF	28	24"	Colostephus acutifolius	Pinkish Colostephus	00
COF	30	24"	Colostephus acutifolius	North Redstart Opposed	00
SKR	28	24"	Spring spurge 'Max Kim'	Max Kim Desert Lily	00
VO	24	24"	Viburnum dentatum 'Viggo Jensen'	Autumn Jazz Arrowwood Viburnum	00
Perennials and Ornamental Grasses					
ACH	43	#1	Achillea 'Mousseline'	Mousseline Achillea	Container
LA	28	#1	Lonicera japonica 'Yakob'	Yakob Lonicera	Container
SCA	43	#1	Schizanthus laciniosus	Little Bluestem	Container



LOCATION MAP

RLE Bartlett 1180 W. Lake St.



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



Agenda Item Executive Summary

Item Name	Draft Downtown TOD Plan	Committee or Board	Committee
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BUDGET IMPACT

Amount:	\$25,000 (\$100,000 grant-funded)	Budgeted	Yes
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List what fund Professional Services

EXECUTIVE SUMMARY

Village Staff has worked with the consultant team of Solomon Cordwell Buenz (SCB), the Goodman-Williams Group and Fish Transportation, and members of the Steering Committee since July 2015 in the crafting of a Transit-Oriented-Development (TOD) Plan for the future development and redevelopment of Downtown Bartlett.

The Planning & Zoning Committee heard a presentation by SCB at its June 21st meeting, and then directed Staff to conduct a Public Hearing with the EDC, Plan Commission and ZBA.

A special combined Public Hearing with the three commissions was held on July 14th. Following a presentation by SCB and a public hearing, the combined commissions recommended in favor of approving the Downtown Bartlett TOD Plan to the Village Board.

ATTACHMENTS (PLEASE LIST)

Staff Memo; Draft Downtown TOD Plan; Meeting Minutes from the July 14, 2016 Public Hearing.

ACTION REQUESTED

- For Discussion only- to review the TOD Plan and to forward the record of the July 14th combined Public Hearing to the Village Board for a vote on adopting the Plan.
- Resolution
- Ordinance
- Motion

Staff: Jim Plonczynski, CD Director

Date: 8/5/16

COMMUNITY DEVELOPMENT MEMORANDUM
16-161

DATE: August 8, 2016
TO: Valerie L. Salmons, Village Administrator
FROM: Jim Plonczynski, C.D. Director
RE: **Downtown TOD Plan**

BACKGROUND

Staff applied for and received a Technical Assistance Grant from the RTA in 2014 to create a Transit-Oriented Development (TOD) Plan for Downtown Bartlett. Applying for this grant was one of the 9 short-term recommendations made by the Economic Development Commission, out of 24 total recommendations, at its October 2013 meeting.

After reviewing several submittals by qualified consultants, Staff and the RTA selected Solomon Cordwell Buenz (SCB) as the lead consultant for this project, and SCB has engaged Cindy Fish of Fish Transportation Group and Linda Goodman of the Goodman-Williams Group as part of their consultant team.

A Steering Committee was formed to guide the progress of this Plan and was comprised of Trustee Vince Carbonaro, downtown business owners, managers and local area residents, including E.D. Commissioner Tracy Smodilla, Plan Commissioner Shane Cook, Zoning Board of Appeals Commissioner George Koziol, and representatives from Metra, the RTA and Village Staff.

Stakeholder interviews were conducted early in the study phase, and three Community Meetings were held at Bartlett Hills to elicit comments and participation from the public. A website dedicated to this project was created by the consultants, www.bartlettdowntownod.com and also included a survey that garnered 287 responses.

DISCUSSION

After numerous meetings and interviews, detailed research by SCB's team, input from the public and by other downtown stakeholders, a detailed TOD Plan has been crafted and addresses issues impacting Downtown Bartlett's success as well as a long-term strategy for addressing these issues and improving the Downtown.

Prior to this draft of the Downtown TOD Plan, SCB and its team completed appendix reports including a **Summary of Existing Conditions**, a **Streetscape and Urban**

Design Analysis, Transportation Recommendations and a **Downtown Market Analysis**. These supporting background appendices are posted to the project website and can be viewed in the Documents section. Numerous findings from each of these reports were extracted and included in the attached draft Plan.

The TOD Plan is very wide-ranging and detailed, including analysis of individual blocks and properties throughout the Downtown. The key issues addressed throughout this TOD Plan include:

- **Traffic Analysis** – the Fish Transportation Group addressed such issues as pedestrian safety and crosswalks, access to the Metra Station and the split platform, roadways and intersections, signalization, roadway capacity and parking.
- **Bicycle and Pedestrian Connections** – improving connections from surrounding neighborhoods to the Downtown area and the Metra Station.
- **Increase Downtown Residential Population** – strategies that focus on new housing opportunities to fuel commercial growth. This Plan identifies numerous opportunity sites for future development and redevelopment.
- **Bartlett Avenue as the Historic Retail Center of Downtown** - reinforcing and extending the character of this street to the west by encouraging infill development.
- **Revitalizing Older Retail Properties** – enhance the marketability and appeal of existing businesses and properties within the Downtown.

PURPOSE AND INTENT OF THE DOWNTOWN TOD PLAN

This Downtown TOD Plan is intended to provide the Village of Bartlett with a successful implementation timeline and strategy for the development and redevelopment of its Downtown area, centered around the Metra station. The Plan does so by providing solutions that take advantage of the area's natural amenities, mitigating its inherent weaknesses, and planning in tandem with local demographic characteristics and economic conditions.

The TOD Plan will update the Future Land Use Plan of the Downtown based on current local demographic and economic trends, and will provide a more detailed set of design tools and regulations for shaping both public and private developments and partnerships in Downtown Bartlett.

JUNE 21ST VILLAGE BOARD COMMITTEE MEETING

At its June 21st meeting, the Planning & Zoning Committee heard a presentation by Ms. Carlyle of SCB and viewed a PowerPoint presentation summarizing the TOD Plan and the steps that have been taken to craft this Plan. At that meeting, the Planning & Zoning Committee referred the Plan for a Public Hearing to be conducted jointly by the

Economic Development Commission, the Plan Commission and the Zoning Board of Appeals for their review and recommendation.

JULY 14TH EDC, PLAN COMMISSION AND ZBA PUBLIC HEARING

On July 14th, the Village held a special meeting with the three commissions, which conducted a public hearing following Ms. Carlyle's presentation of the draft plan. Testimony was provided by several area residents, as well as two developers with interest in Downtown Bartlett.

During the hearing, commissioners raised questions about commuter parking and the possibility of creating a new Tax Increment Financing district to provide a funding source to facilitate this plan.

RECOMMENDATION

- 1) Following their discussion, the combined commissions **recommended approval** of this TOD Plan by the Village Board.
- 2) Staff is recommending that the Planning & Zoning Committee review the proposed Downtown Bartlett TOD Plan and the public hearing minutes. If the Committee feels that they have sufficient information, staff recommends forwarding the Plan to the Village Board for a final vote.
- 3) Background information attached includes the draft Downtown Bartlett TOD Plan and the minutes from the July 14, 2015 Public Hearing.

1 BEFORE THE VILLAGE OF BARTLETT

2
3 IN RE THE MATTER OF:)
4 Joint Special Meeting for)
5 the Draft Downtown Transit)
6 Oriented Development (TOD))
7 Plan-Public Hearing.)

8 REPORT OF PROCEEDINGS

9 July 14, 2016
10 7:30 P.M.

11 PROCEEDINGS had and testimony taken
12 before the Bartlett Plan Commission, Economic
13 Development Commission, and the Zoning Board of
14 Appeals of the above-entitled cause taken at the
15 Village Hall, 228 South Main Street, Bartlett,
16 Illinois, before LYNN M. EVANS, C.S.R., License
17 #084-003473, a Notary Public qualified and
18 commissioned for the State of Illinois.

19 PRESENT:

- 20 MR. JIM LEMBERG, Plan Commission.
- 21 MR. MARK HOPKINS, Plan Commission.
- 22 MR. JOHN MIASO, Plan Commission.
- 23 MR. JACK ALLEN, Plan Commission.
- 24 MR. TIM RIDENOUR, Plan Commission.
- MS. DIANE NEGELE, Plan Commission.
- MR. TOM CONNOR, Plan Commission.

1 PRESENT: (Cont.)

2

 MS. TRACY SMODILLA, Economic Development
 Commission.

3

 MR. ROBERT PERRI, Economic Development
 Commission.

4

 MS. CECILIA GREEN, Economic Development
 Commission.

5

 MS. DONNA WEIR, Economic Development
 Commission.

6

 MR. NAYAN MEHTA, Economic Development
 Commission.

7

8

 MR. GEORGE KOZIOL, Zoning Board of Appeals.

9

 MR. MIKE WERDEN, Zoning Board of Appeals.

10

 MR. BOB BUCARO, Zoning Board of Appeals.

11

 ALSO PRESENT:

12

 MR. JIM PLONCZYNSKI, Community Development
 Director.

13

14

 MS. ROBERTA GRILL, Assistant Community
 Development Director.

15

16

 MR. TONY FRADIN, Economic Developmnet
 Coordinator.

17

 MS. ANGELA ZUBKO, Village Planner.

18

19

20

21

22

23

24

1 COMMISSIONER LEMBERG: I would like to call to
2 order the Joint Special Commission meeting with
3 the Planning Commission, Zoning Board of Appeals,
4 and the Economic Development Commission for today
5 at July 14, 2016, at 7:45 p.m.

6 Secretary call the roll.

7 MS. GRILL: Jim Lemberg.

8 COMMISSIONER LEMBERG: Here.

9 MS. GRILL: Tim Ridenour.

10 MR. RIDENOUR: Here.

11 MS. GRILL: Jerry Kallas.

12 Mark Hopkins.

13 MR. M. HOPKINS: Here.

14 MS. GRILL: John Miaso.

15 MR. MIASO: Here.

16 MS. GRILL: Shane Cook.

17 Austin Hopkins.

18 Diane Negele.

19 MS. NEGELE: Here.

20 MS. GRILL: Tom Connor.

21 MR. CONNOR: Here.

22 MS. GRILL: Jack Allen.

23 MR. ALLEN: Here.

24 MS. GRILL: Gerald Kubaszko.

1 Cecilia Green.

2 MS. GREEN: Here.

3 MS. GRILL: Nayan Mehta.

4 MR. MEHTA: Yes.

5 MS. GRILL: Jeff Petro.

6 Tracy Smodilla.

7 MS. SMODILLA: Here.

8 MS. GRILL: Donna Weir.

9 MS. WEIR: Here.

10 MS. GRILL: Robert Perri.

11 MR. PERRI: Here.

12 MS. GRILL: Mike Sobel.

13 Mike Werden.

14 MR. WERDEN: Here.

15 MS. GRILL: Linda Hanson.

16 George Koziol.

17 MR. KOZIOL: Here.

18 MS. GRILL: Joe Banno.

19 Bob Bucaro.

20 MR. BUCARO: Here.

21 MS. GRILL: Patty Hanson.

22 COMMISSIONER LEMBERG: Okay. The first item

23 on our agenda is the draft for downtown transit

24 oriented development plan, known as the TOD.

1 This is going to be a public hearing. If anyone
2 here wishes to say anything, comments, questions,
3 we have a form in the back to fill out and hand
4 it in to Jim and we'll call your name at the
5 public hearing.

6 Do we have the documents for the public
7 hearing notices?

8 MR. PLONCZYNSKI: We have them here, and then
9 we also, since it's a special meeting, we had to
10 post a notice on the Village Hall entrance, so
11 that's been done also.

12 Before we start, I just want to welcome
13 everybody and tell you that this is our first
14 ever triple commission meeting. We've had dual
15 ones and this could be our last, but --

16 MR. MIASO: We all get along.

17 MR. PLONCZYNSKI: No, I'm not saying for that
18 reason. This is for our downtown TOD plan; and
19 before we get into introductions, I want to say
20 that from our standpoint, from the Village's
21 staff, Tony and Roberta Grill did the heavy
22 lifting on this project from the Village staff
23 standpoint attending all the steering committee
24 meetings, working with the various consultants

1 that we have hired, and then shepherding the
2 steering committee through this project; and the
3 project came about from the Economic Development
4 Commission's recommendations a couple years ago
5 of how to improve the downtown plan or downtown
6 area; and one of the recommendations was to apply
7 for an RTA grant for the downtown transit
8 oriented development plan, so that kind of worked
9 out that way.

10 So, again, welcome everybody and I'm going
11 to turn it over to Tony Fradin and he will
12 introduce our consultant team.

13 MR. FRADIN: Thank you, Jim. As Jim mentioned,
14 this has been a long project. This is the
15 culmination of a year-long project that was
16 originally one of the recommendations from the
17 Economic Development Commission several years
18 ago.

19 Roberta Grill and myself were members of
20 the steering committee for this project as was
21 George Koziol, Tracy Smodilla was part of the
22 steering committee for it, and also in the
23 audience tonight Jane Schumacher for Harris Bank
24 was a member of the steering committee as well.

1 The consultants were selected by grading a
2 number of consultant submittals by Village
3 staffers, people from the RTA, as well as Metra.
4 It was a competitive process where we received a
5 grant in the amount of \$100,000 with the Village
6 matching 20 percent, or \$25,000, for a project
7 cost of up to 125,000, so we've been working on
8 this for quite some time.

9 The lead consultant on this project that
10 was selected goes by SCB, Solomon Cordwell Buenz.
11 I said Buenz many times, but now I saw it right.
12 Christine Carlyle is the principal of the firm
13 and the lead consultant on this project, sitting
14 next to Christine is Cindy Fish of the Fish
15 Transportation Group who did all the analysis of
16 the transportation issues that are included in
17 the report that's before you tonight, and sitting
18 directly to my left is Adam Flickinger. He's
19 also with Solomon Cordwell Buenz and did quite a
20 bit of the background analysis and study data
21 gathering that went into this report.

22 You can see there is a 104-page report
23 before you tonight. If you went onto the project
24 website, you would see a number of appendix

1 reports. I urge you all to review those.
2 Hopefully, you've had a chance to and you can see
3 just the vast amount of research work and effort
4 that's gone into this project.

5 So, again, it's exciting and interesting
6 to have three commissions here together tonight;
7 and without further ado, I'm going to turn it
8 over to Christine Carlyle from SCB.

9 MS. CARLYLE: Good evening. I also wanted to
10 recognize our market analyst who worked on it who
11 was not able to come tonight, Linda Goodman from
12 the Goodman Williams Group, and they prepared a
13 lot of the research that you'll see or have seen
14 also in the report.

15 So, you know, this plan is -- the main
16 purpose is really to look at improving and
17 bettering the position of downtown Bartlett for
18 the future. That includes adding and attracting
19 new visitors and residents to the downtown,
20 identifying opportunities for future development
21 that will really make a positive impact to the
22 community, identifying, also, opportunities to
23 increase the development downtown. So we looked
24 at a variety of different market areas, including

1 office, residential retail, and neighborhood
2 serving amenities.

3 Another goal is really to look at the
4 downtown population during the daytime and
5 supporting those existing businesses and
6 attracting new development, encouraging walking
7 and biking and a healthy lifestyle in Bartlett,
8 and in order to ensure a safe and welcoming
9 public realm, and you'll see a lot of
10 recommendations associated with that, and also
11 looking at Metra and the ridership associated
12 with the train. This is sponsored by the RTA.
13 One of their goals and one of the goals of the
14 community is to look at the growth of the Metra
15 ridership.

16 So as Tony and Jim said, this has been an
17 11-month process. We started in August,
18 September last year. It really is -- the
19 planning process includes sort of three
20 components. The first three months we're looking
21 at existing conditions, doing a lot of data
22 analysis, also conducting stakeholder interviews,
23 and I know some of you were stakeholders and we
24 appreciated your input you gave to us. We had at

1 the close of that segment a public meeting where
2 we also got input from the community at large;
3 and then the next three months we looked at
4 creating and developing from all that input the
5 land use recommendations based on market data,
6 transportation recommendations, and urban design
7 analysis.

8 And then all of that was brought forward
9 into the second community meeting where we looked
10 at the initial recommendations of feedback in the
11 community. From that we created the draft
12 recommendations, and this -- all of this was
13 throughout this period of time was being vetted
14 by the steering committee, so we would have
15 meetings and discuss the goals and meeting the
16 goals of the plan.

17 And then we had a third public meeting
18 where we had a draft plan at that point in time
19 and then from that information we prepared the
20 final plan.

21 We also had a website that was available
22 to everyone so those that could not make the
23 meeting could then track the progress and then
24 provide us input as well on any opinions and

1 survey information that we had requested on the
2 website.

3 So in terms of the community outreach and
4 engagement process, we had five focus groups
5 where over 30 of your local experts participated
6 in giving us feedback that included downtown
7 businesses and property owners and residents and
8 representatives from the Village administration
9 and institutions, and we talked to people about
10 everything from business needs to event
11 programming.

12 We also had an online survey that was
13 available through the website and through your
14 Village website where you have a link. We got
15 287 responses to that. We also -- our steering
16 committee, we had five presentations during the
17 times -- just about every six weeks we met.
18 There were 14 members on the committee; and the
19 project website, which I think -- we're finding
20 more and more this is a way of communication
21 that's very, very important with every community.
22 We had 4,000 views, we had 1500 visitors, and 70
23 people signed up to follow. That meant that they
24 could get emails whenever we had any changes on

1 the -- in the plan and the notifications.

2 We also had a number of staff and steering
3 committee review opportunities throughout the
4 process and each one of the review periods was
5 about two weeks to get feedback.

6 So we've heard a lot from everyone and
7 this is just capturing some of the key, sort of,
8 statements. We had a lot of people who wanted to
9 see more events and encourage more people to be
10 participating in that, in not only the planning,
11 but also attendance, sort of reactivating the
12 Bartlett Plaza, and looking at, you know,
13 engaging youth and seniors. Those were some of
14 the many comments that we had that there were
15 part -- you'll see part of the plan.

16 In terms of the market analysis, there was
17 a lot of research and demographic household data,
18 economic trends that were looked at to understand
19 the basic fundamentals of the market within the
20 village of Bartlett. Within Linda Goodman's
21 group, there are residential specialists and
22 market and retail specialists, and so we looked
23 at those components. Those were folded into the
24 recommendations. There is also a full market

1 report, if you're interested, that's an appendix
2 to the plan.

3 Through the research, there was also a
4 number of civic leaders that were interviewed, as
5 well as representatives from the real estate
6 industry to learn about current plans in your
7 community, as well as surrounding communities,
8 and as well as looking at all the studies that
9 have been done in the past few years, including
10 your town center study in 2010, the variety of
11 different TIF qualification report, your downtown
12 TIF closeout report, and the briefing that was
13 done by the EDC in 2014.

14 As part of the analysis, there were a
15 number of findings. One was that the residential
16 market has a pent-up demand. There was -- the
17 recession has sort of ended. There has been, you
18 know, a need for additional housing. People
19 wanting to move into communities like Bartlett in
20 this area.

21 In looking at the rental apartment demand,
22 they estimated between 50 and 60 units and one-
23 to two-bedroom unit types, ranging from 750 to
24 1200 square feet, and monthly rentals from 1200

1 to 1600.

2 Also within the demand for this area is
3 town houses in the range of 45 to 55 units, and
4 this is within the next five years for both of
5 them, and two- to three-bedroom unit types, 1600
6 to 1900 square feet, and price points between
7 225- and 245,000, so with that, that was -- this
8 was based on research that was done with local
9 real estate industry specialists and developers,
10 as well other comparables in communities
11 surrounding here.

12 And then from the commercial side, there
13 would need to be some work to really capture what
14 is considered a limited demand for additional
15 retail today. There is lots of competition for
16 retail. There has been shrinking retail, but the
17 bright spots in the retail markets are really
18 looking at the eating and drinking places,
19 specialty food stores, independent retailers,
20 service businesses, and then supporting -- also
21 there was opportunities to support improvements
22 to some of your vacant store fronts to increase
23 business through sort of clean-up and fix-up
24 components to that, and then really sort of some

1 of the key things to helping market the downtown
2 Bartlett add to your constituency and the
3 community as a whole.

4 And another goal is really to look at
5 encouraging more residential development because
6 I think that's really the key that we're seeing
7 throughout the region is that it's really the
8 housetops that really drive the retail. Having
9 more people down here will generate more demand
10 for retail, as well as it will create the
11 vitality for the district.

12 As part of these sort of overall planning
13 strategies and through translating that market
14 analysis into physical recommendations is looking
15 at sort of, you know, increasing the residential,
16 redistributing some of the Metra parking,
17 reenforcing the Bartlett Avenue retail,
18 reconnecting some of your existing street grids
19 because you have some very large blocks, and then
20 revitalizing some of your older retail properties,
21 and improving your bike and pedestrian
22 connections.

23 So as you can see, here this is a 1500-foot
24 block here where you have about 600-foot block to

1 the north, so this is a very large area. So
2 there is opportunities to really think about
3 reconnecting this -- the street grid for
4 accessibility and that was also done with looking
5 at opportunities associated with Bartlett Plaza,
6 as well as opportunities for sort of, you know,
7 revitalizing some of your older retail with some
8 modernization with improvements to the facades
9 and then reenforcing the Bartlett Avenue and
10 retail along the north side of the railroad
11 tracks and then seeking out opportunities to what
12 you see in yellow for some potential residential.

13 So what you see here is in the plan and
14 we've talked at length with the community on
15 opportunity sites at your Western and Oneida and
16 Bartlett. There is opportunity sites where the
17 existing Associated Bank is along Bartlett
18 Avenue -- I'm sorry -- Railroad Avenue, north of
19 the Senior Flexonics. There is some Metra owned
20 land and Metra has been part of the discussions
21 about potentially for trading for development
22 sites and parking would have to be part of the
23 reuse -- redevelopment opportunities.

24 We have a variety of scenarios that could

1 be looked at for the Bartlett Plaza. We did talk
2 extensively with the Gorskis about opportunities
3 there. They were very interested in looking at
4 potentially redeveloping part of the site or
5 maybe all of the site in the future. There are
6 strategic locations in red for potential retail
7 infill along Devon Avenue and along your Main
8 Street.

9 So part of what this plan is are
10 opportunity sites, where do you have currently
11 land that could be utilized to develop that would
12 add to the ambience of downtown and create that
13 continuity throughout downtown.

14 So this happens to be just one of the
15 sites. I'm not going to go into details on all
16 of them, but it covers a lot of the process and
17 what we looked at. We have primarily a 60-foot
18 building footprint, which is typical for today's
19 standards, for a residential to have opportunity
20 for first-floor retail on the lower level and for
21 parking along Oneida and Western. The site area
22 is about three-quarters of an acre and it's got
23 an FAR 1.3. We estimated a density of about 42
24 units per acre, so the number of units would be --

1 could be up to 32. Now, we're not saying that
2 this is -- the actual number is something that
3 would be -- to understand it from the standpoint
4 of a planning perspective of what the
5 opportunities are for the site, so each one of
6 these sites we looked at, we tried to right size
7 it and keeping it within the scale of the existing
8 buildings in the downtown area, and organizing it
9 that way.

10 So we also looked very extensively at the
11 site -- at the roadways. This happens to be
12 Bartlett Avenue and where this is -- this line
13 here is kind of a section through there. This is
14 east of Western Avenue, so we looked at
15 improvements to the pedestrian realm. One of the
16 key things that we've heard from everyone in our
17 conversations was that there are many commuters
18 that come off of the trains, then scatter across
19 the streets, and there isn't a sort of
20 channelling of them to go at crosswalks. There
21 is lighting problems, very dark. It's some
22 potential safety issues associated with that. So
23 with the work of Cindy and our team and looking
24 at both your urban design and transportation

1 components, we defined how to work within that
2 existing right-of-way. How can you increase some
3 of your parking there so that there are
4 opportunities to close some of the curb cuts, so
5 limiting your access in and out so you don't have
6 cars coming in in multiple locations, but they're
7 channeled, and then providing crosswalks in
8 strategic locations and improved pedestrian
9 areas.

10 This is -- again, we did the same for the
11 area east of Oak Avenue and this -- imagine this
12 is TL's at that location there. Again, looking
13 at, you know, preparing more of a pedestrian
14 space, opportunity for identity signage as well,
15 could be with lighting and with banners. There
16 is also opportunities for directional signage.
17 This is an area to transform into a two-way
18 street from the existing one way, which would
19 allow for more -- a greater flow and allow people
20 to circulate in an easier way to get out of the
21 area without having to go around the block.

22 So, again, looking at the development
23 concepts, we identified what we were calling the
24 kind of super block, this 1500 foot by 600 foot

1 block, as an opportunity site for redevelopment,
2 especially with the situation of the Bartlett
3 Plaza. Looking for -- there is opportunities for
4 really condensing existing retailers that are
5 there into half of the site and then preparing
6 for a development site where the former grocery
7 store was, and then really creating a smaller
8 commercial development along like Devon Avenue
9 where you could have a more attractive area and
10 utilize some of the parking.

11 So this shows you sort of the conceptual
12 layout of how that could work. Again, this is
13 the Bartlett Plaza area. What you have in yellow
14 here is potential redevelopment site. There are
15 also opportunities for commercial along Devon and
16 repositioning of the existing plaza where --
17 internal to the site. There is also sites here
18 in gray for new commercial and then multi-family
19 sites along your Railroad Boulevard.

20 This shows you just again some examples of
21 how that can be done and accomplished. This
22 would be the remaining Bartlett Plaza. There is
23 opportunity to bring a road through. It would
24 require some demolition of the end of the -- the

1 one-story structure. This is where the grocery
2 store is today. That could be demolished and
3 made into a retail -- made into a development
4 site, and then these are showing two outlots,
5 retail outlots along Devon.

6 This shows you the next sequence of
7 development and in terms of looking at
8 residential on the east side in this area and
9 then roads and streetscape and starting to break
10 down the block to a smaller sort of walkable
11 environment and still keeping enough parking to
12 serve each one of the retail establishments, so
13 this is showing approximately three stories of
14 development and about 80- to 85,000 gross square
15 feet and 55 to 65 units.

16 We also looked very carefully at your
17 existing bike infrastructure and bikeways, and so
18 there is a lot of opportunities for connecting
19 within the Village. So where you have your
20 existing trails are in green, your planned trails
21 are dotted in green, and future are the kind of
22 yellow, and so making sure it starts to work as a
23 network where people can get in and out of the
24 community; and it is an asset today more than

1 it's ever been where people are choosing to live
2 in places where they can have an opportunity for
3 recreational trails.

4 So another one of the downtown strategies
5 is increasing, you know, your local programming.
6 I know you've got some great work that's being
7 done with your Heritage Days and some of your
8 other events, but there are opportunities to
9 think about more event planning and bringing
10 people downtown as gathering places, so -- and
11 encouraging more for families, kids events,
12 seniors, and teens. So it can include everything
13 from -- you know, if you have short-term empty
14 retail, there is opportunity for having pop-up or
15 storefront displays and temporary ones
16 incorporating more events and seasonal retail and
17 then opportunities for maybe community -- more
18 community spaces as well and encouraging the more
19 family fitness activities.

20 So in looking at the plan, we did a lot of
21 work associated with implementation and
22 understanding, you know, phasing and where the
23 sequence of events -- development can take place
24 from a near term, one to three years; a midterm,

1 I guess, three to five years; and then five to
2 ten; and then beyond ten years.

3 So in terms of the phasing of the near
4 term, we looked at opportunities for service
5 parking at Western and Oneida Avenues, looking --
6 talking with the Associated Bank and coordinating
7 potential opportunities for infill development on
8 their site and consolidation of their banking and
9 use of the bank drive-through area, as well as
10 looking at the site identified as C, which is a
11 service parking lot at Oneida and Eastern Avenues,
12 and then looking at the vacant parcel along
13 Railroad Avenue further to the east, and as well
14 as the vacant parcel along the rail right-of-way.

15 In the midterm, we looked at, you know,
16 sort of ways of doing the buildout for the
17 Associated Bank drive-through, as well as some of
18 the vacant areas to the -- along Railroad Avenue
19 and start to look at, you know, sequence of
20 development that could start with multi-family;
21 and as demand was met, you could work towards
22 the -- each one of these sites. They would be
23 based on market timing and market needs.

24 And then the final build-out is the seven-

1 to ten-years time and that would be looking at
2 the build-out for the Bartlett Plaza area and the
3 retail core and then opportunities along
4 Main Street for infill.

5 And then ten-plus years, again, this is
6 sort of a graduated time frame looking at, you
7 know, potentially having enough demand at that
8 point for a parking garage in the site that's
9 along Eastern Avenue and Oneida and Bartlett
10 Avenue, and then the final build-out for the
11 block and sort of remaining parcels.

12 So I think this shows you sort of an
13 overview of the recommendations that are within
14 the plan. There are many recommendations in this
15 plan and it's based on a significant amount of
16 community stakeholder and Village leadership
17 input. Many of the recommendations have
18 unanimous support. We know there are a few that
19 are controversial, so we also would see that
20 there would be additional coordination and
21 dialogues about many issues in the plan going
22 forward. We look to -- passing this plan is
23 really achievement of that vision and realizing
24 there should be some flexibility in the details

1 of the planning. It should be based on market
2 dynamics, your Village cost implications to
3 decisions, and then continually working through
4 community support in the process. As the
5 projects move toward implementation, there needs
6 to be continued property owner and community
7 dialogue about all the critical issues in it.
8 This plan is based on sound economic planning and
9 really a strong vision towards creating a vibrant
10 downtown for everyone in terms of residents,
11 businesses, and the overall village. So with
12 that I would like to sort of close and open up to
13 some questions.

14 COMMISSIONER LEMBERG: Does anyone have a
15 question?

16 MR. M. HOPKINS: Are we going to talk about
17 transportation too?

18 MS. CARLYLE: We have Cindy Fish here, so we
19 can talk a little bit about -- if you have
20 specific questions about the transportation piece.

21 MR. M. HOPKINS: The questions I have is about
22 future demand for Metra parking, where we are now
23 and where we expect to be in five years and then
24 ten years with ridership and number of parking

1 stalls needed.

2 MS. FISH: So Metra prepared a -- for each
3 project we start working on, they give us an
4 estimate of what they think the number of
5 additional parking spaces might be needed by --
6 within the next, like, 20 years. They told us, I
7 believe, about 150 to 200 by 2040, and that is
8 based upon kind of where you're at now because
9 right now the parking is about 85 percent
10 occupied, and that's about the time that Metra
11 starts looking to see if additional parking is
12 needed, so they gave us a number -- it's usually
13 a range. They look at -- in their model to
14 generate those numbers, they look at all the
15 demographics in the area and how the other
16 stations are performing, so that 150 to 250,
17 whatever it was, you know, generally around 150
18 to 200 translates into, you know, probably
19 another 250 to 300 riders.

20 MR. M. HOPKINS: So about 150 more cars by
21 2040 is what you're saying?

22 MS. FISH: Right.

23 MR. M. HOPKINS: I think the report said we
24 have 740 odd now, so 900.

1 MS. FISH: Right, and so that's when we looked
2 at some of the developments in the area Christine
3 was talking about. We looked at how we could
4 incorporate that additional parking demand that
5 Metra would look for.

6 MR. M. HOPKINS: All right. Since the plan
7 that you presented had a lot of redevelopment of
8 existing parking and shuffling it around, was
9 there a balancing and a -- so when this plan, the
10 final one, was shown it accommodated 900 cars?

11 MS. CARLYLE: Yes, but the final one would
12 also at that point need a parking deck to make
13 sure you had all the cars because we -- the
14 development area to the east on Railroad, that is
15 where Metra had identified their future parking,
16 so for that to be developed that would have to
17 have some -- final development of that, you would
18 have to have some spaces that would be identified
19 in a garage for that.

20 MR. M. HOPKINS: All right. Might be a little
21 bit preliminary, but how high did you think that
22 deck needed to be in order to get the 900 cars?

23 MS. CARLYLE: Well, there is other spaces
24 throughout, so we were always looking at a fairly

1 low deck, somewhere in three stories, but then it
2 depends on if you're going to have retail on the
3 first floor.

4 MR. M. HOPKINS: Got you. Thank you.

5 COMMISSIONER LEMBERG: Any other questions?

6 MR. ALLEN: So in area A, you're going to
7 eliminate, like, 83 parking spaces?

8 MS. CARLYLE: Uh-huh.

9 MR. ALLEN: And then those will all end up at
10 the far east end eventually, right?

11 MS. CARLYLE: Well, there is parking in the
12 back -- or along Oneida, so there is still a row
13 of parking along the back of Oneida, so not all
14 of them would be relocated.

15 MR. ALLEN: But you will lose the whole lot
16 itself, right?

17 MS. CARLYLE: We'd use the front of the lot.
18 It would depend on how many spaces are needed for
19 residential. Some spaces could still remain for
20 that area. Whether they'd be Metra parking, it
21 may be just a handful at that point.

22 MR. ALLEN: Would you maybe lose 50?

23 MS. CARLYLE: You would probably lose 50. I
24 think that would be a conservative.

1 MR. ALLEN: Has anybody walked from the far
2 eastern end to the drop off? That's like six
3 blocks.

4 MS. CARLYLE: We also are gaining some more
5 parking in the consolidation of parking along the
6 street edges where we've closed a few of the curb
7 cuts, so there is some opportunity for that as
8 well; and the bank parking, Associated Bank,
9 right now that is a very small lot. There is an
10 opportunity for better utilization of that
11 particular parcel, so I think there is a lot of
12 different components. It's not necessarily
13 saying we're shifting from, you know, Western and
14 Oneida all the way to the far eastern lot that's
15 owned by Metra today, but that was where Metra
16 had identified the larger parking.

17 MR. ALLEN: Yeah, I'm just afraid it's bad for
18 commuters that are coming from the west. Some of
19 them are going to have to cross Oak and park to
20 the east.

21 MS. CARLYLE: There will be probably some of
22 that. That was always the case in terms of
23 Metra's planning for this area. There are
24 trade-offs.

1 MR. ALLEN: I'm just afraid you'll lose
2 commuters.

3 MR. MIASO: You've already lost commuters.

4 MR. ALLEN: Yeah, but do you want to lose any
5 more?

6 MS. CARLYLE: One of the things, you know, in
7 terms of the economic development associated with
8 commuters is very minimal for the town itself --
9 for your village, so it's not -- it's not
10 perceived as an economic development issue as
11 much as it is a Metra issue where they want to
12 maximize the ridership at every one of their
13 stations. We have a number of lots that have
14 been looked at.

15 I don't know, Cindy, if you want to add to
16 this at all the parking analysis that you did
17 during the process.

18 MS. FISH: Well, I mean, we did look at all of
19 the parking within the downtown. We looked at
20 all the Metra parking. You know, I think to add
21 to that is that what we wanted to do was make
22 sure that there was a better way -- it was more
23 efficient to be able to walk and to bike to the
24 station so that you can accommodate -- you know,

1 there's always going to be the people that
2 drive -- you're saying drive from the west, but
3 if we can get more people to -- within that
4 quarter mile, half mile to walk and bike to the
5 station, that frees up some of the parking as
6 well. And when we look at some of the
7 redevelopment scenarios, building some of that
8 density in the downtown area, that can generate
9 more riders who aren't going to be needing a
10 parking space, but we did look at all of the
11 Metra parking lots; and we looked at the parking
12 demand for all the redevelopment scenarios; and,
13 you know, the fact is that because of the way
14 Metra operates it is spread out and it's kind of
15 a given for this station.

16 MR. ALLEN: All right. I think, though, the
17 commuters are not a big player as far as traffic
18 in downtown.

19 MS. CARLYLE: They are a big player in terms
20 of peak traffic times when the trains come in.
21 Yes, that's something we looked at and that was
22 part of why you had Bartlett Avenue converted
23 into -- recommendation for that to be converted
24 from one way to two way so you can get people out

1 of these areas without having to increase the
2 amount of driving they do.

3 MR. ALLEN: I was afraid they might lose
4 commuters to National Street or you may lose them
5 to Hanover Park.

6 MS. CARLYLE: Well, I mean, I think one of the
7 things that people will choose to park in the
8 most convenient place for them for their needs.
9 You are at the end of a fare --

10 MS. FISH: Yes, you are getting -- people are
11 coming here because it is -- from the west
12 because it is a better fare zone.

13 MS. CARLYLE: Yeah.

14 MR. ALLEN: But you're losing some western
15 spots. Okay.

16 MS. CARLYLE: Throughout the process all the
17 parking will have to be calibrated every time
18 there is a piece of development, so it's not
19 that -- the parking spaces aren't going away.
20 Metra because they own the land will be looking
21 to the Village to coordinate where they go and
22 optimize the best spaces for it.

23 What we look at is where are the places
24 where there are opportunity for consolidation of

1 parking. There are also development sites that
2 are currently parking sites, so, you know, part
3 of that is going to be trade-offs with location.
4 We did hear from people, and specifically those
5 that were handicapped that had limited walking
6 abilities, that there would be -- would have to
7 make sure that the handicap parking is as
8 conveniently located as possible between the two
9 platforms and then also adding in additional
10 parking where possible along the road ways.

11 MR. RIDENOUR: What parts of this plan do you
12 consider to be the key steps towards letting this
13 happen? Are there any sort of --

14 MS. CARLYLE: Well, I guess you have to think
15 about the strategy we used was to think about the
16 downtown as a whole and that every site can be
17 encumbered by various things. It can be property
18 owner issues, it can be financial issues, and
19 things like that, so we have many sites that
20 could be thought of independently that wouldn't
21 hurt one another in terms of their sequence, and
22 so I think that -- I can't say that there is one
23 that's going to be the keystone to making this
24 thing happen.

1 I think it's an incremental process, so
2 there are some, you know, issues in terms of if
3 you can develop Bartlett Plaza, I think you're
4 going to send a signal -- there is more traffic.
5 As people see that, it sends a signal that there
6 is an opportunity in the downtown that people can
7 see. Both your Bartlett Avenue and Railroad are
8 also very conveniently located. People will want
9 to gravitate towards there.

10 We're seeing a lot more demand for access
11 to trains, and especially people who want to not
12 have to drive. It gets you to a lot of different
13 destinations for your employment. You can have,
14 you know, two-working adult families that want --
15 one has a car, one takes the train, so there is a
16 lot of different ways that lifestyles are changing
17 and so being able to have that opportunity to
18 have -- to use the train, to have a downtown that
19 is walkable, and you have some services here are
20 real assets, so it's really building off of those
21 is what we saw. Everything we did was to build
22 off the assets you have and the structure you
23 have.

24 MR. RIDENOUR: Let me ask from the other side

1 of the equation. We've tried some of the
2 build-it-and-they-will-come plans in the past and
3 it has not been very successful. What is going
4 to make the difference here over what we've tried
5 in the past?

6 MS. CARLYLE: Well, the town center has been
7 successful from the residential side. It was a
8 difficult time for everybody in the region and
9 across the United States when this -- that
10 project was opened. I mean, we hit the recession
11 of all recessions, so I think it's hard to use
12 that as your benchmark. I think the thing is not
13 to go too far out in terms of the numbers of
14 units you build at any given time and it will be
15 absorbed, so absorption is part of the issue that
16 everyone has in development timing.

17 Some of the things we looked at -- and all
18 of these projects are small projects, so they can
19 be done as a one-off, and they would then -- you
20 don't want them all happening at once, but what
21 we heard from all of our advisers from the market
22 side is that the residential -- there is a
23 demand. There has been a pent-up demand for it.
24 The foreclosure crisis and other things that

1 followed caused some stagnation in the market.
2 Now people are looking to make the moves that
3 they couldn't make, you know, for the last seven
4 to ten years for various reasons; and so there
5 are demands for these types of properties; and
6 this is basically a scarce entity to be close to
7 a rail station, so it's got a demand model to it.

8 MR. RIDENOUR: Do you think the fact that
9 this -- the majority of this is located in Cook
10 County is going to have a big effect on --

11 MS. CARLYLE: It has a big effect on the
12 retail. In terms of the -- your proximity to
13 DuPage with lower tax rate is something that's
14 difficult on your retailers, so it's -- there has
15 to be some forethought in that. I think every
16 community needs to think about supporting their
17 retailers. If you want them there, then you have
18 to encourage people to come downtown and, you
19 know, go to your restaurants and be there and
20 patronize them because they can't survive without
21 you.

22 MR. RIDENOUR: That's the part that scares me
23 just judging on our past experiences.

24 Do you have any way to move the Cook,

1 DuPage County line?

2 MS. CARLYLE: No. I don't have any magic wand
3 for that. Sorry.

4 MR. RIDENOUR: Thank you.

5 MS. SMODILLA: Christine, can you give us any
6 examples of other communities within Cook County
7 that have gone through a regentrification for
8 redevelopment similar to this where it's been
9 multi-phased and perhaps share some of the
10 success stories as those towns went through each
11 of the development phase?

12 MS. CARLYLE: Well, I mean, you have your
13 existing neighbors. I mean, you've got sort of
14 your -- let's see. Arlington Heights has done
15 that for the last couple of decades. We're
16 working right now in Palatine. They've gone
17 through a number of development cycles, and I
18 think you have to just keep on thinking about
19 them as development cycles. There is kind of the
20 upside of the cycle and the downside of the cycle
21 and almost all of those communities also had some
22 support in terms of TIF and other things; and I
23 think that is one of the challenges of this
24 community, is that you don't have a TIF at the

1 moment, and so that is something that developers
2 are looking for. I think that's some things that
3 our market group looked at very closely.

4 MS. SMODILLA: And that was the only
5 opportunity that was provided to those communities
6 in their development was through TIF?

7 MS. CARLYLE: No, not necessarily. I mean, I
8 think that a lot of it has to do with the ability
9 to help the development process. You can also
10 have some -- look at the fees associated with it.
11 Having a plan in place is also a good thing to
12 give predictability to a developer and -- as well
13 as sort of the coordination effort. I think you
14 have to think of it as a partnership, and I think
15 most of the communities that have been very
16 successful they have worked towards this as their
17 vision. They've helped developers as they come
18 in to make sure it fits the goals.

19 When it comes to tenant attraction and
20 things like that for retailers, ensuring that you
21 get the right sort of mix for the community and
22 then marketing it as well. I think that having a
23 marketing plan for downtown is extremely
24 important that tells people there is an

1 expectation they should come down. It gets them
2 excited about stuff and so coordinating your
3 programming with that as well. Encouraging your
4 retailers to be engaged. Maybe create a merchant
5 association. Some of these things that would
6 just start to add the synergy to creating that
7 vitality. It does take time. This is nothing
8 that happens overnight.

9 MS. SMODILLA: Well, there is no question that
10 redevelopment for downtown is desirous by not
11 just the business community, but certainly by
12 many of the residents here in the community, but
13 as Commissioner Ridenour alluded to, there is a
14 little bit of trepidation because of past history.

15 Based on the plan that has been presented
16 and recognizing that there is flexibility within
17 that, would you, or perhaps any of the other
18 commissioners, recognize some perhaps low-lying
19 fruit that we could capitalize upon without
20 having to go to TIF.

21 MS. CARLYLE: Well, I guess the one thing you
22 do have is some Village owned land, so that is an
23 opportunity to think about if you're trying to
24 attract a developer who is maybe choosing between

1 a place with a TIF and you can offer some land
2 cost remediation that might be good or looking at
3 some of your fees and -- there is also going to
4 be some infrastructure issues associated with
5 this as well, so if you have to update your water
6 and sewer in these areas to accommodate, that's
7 something that's looking at those components of
8 it that's within the public realm. Streetscape
9 is definitely something that benefits everybody
10 in the community, so I think there is a lot of
11 ways of making it a partnership without the TIF,
12 and so sort of looking at the different ways the
13 community can support that and encourage the
14 development.

15 MS. FISH: Christine, some of the communities
16 that I've worked in, some of the things that
17 they've done, some of the short-term actions have
18 been -- I think there is three or four of them
19 right now that have applied for ITIP funds that
20 are installing sidewalks, pedestrian crossings,
21 adding bike facilities, so there are some --
22 those are things that can be done relatively
23 quickly. You know, the RTA has some monies
24 available for implementing some of the -- kind of

1 the smaller budget infrastructure-type projects
2 and that always shows that the community is
3 investing and looking to move forward.

4 MS. CARLYLE: The federal government is
5 supporting more transit-related improvements in
6 many ways to reduce congestion and encourage
7 people to take the train and do other things, so
8 that is where the FTA money is then trickling
9 down to the states and then they distribute it to
10 the communities. So having projects is something
11 that when there is a call for projects at the
12 state level for the federal funding, that is
13 always good to have some of these things ready
14 and put forward because they will go to those
15 that are prepared.

16 MR. MIASO: What other TODs have you done?

17 MS. CARLYLE: What other TOD have I done?

18 MR. MIASO: What suburbs?

19 MS. CARLYLE: I worked for about five years
20 for the city of Dallas in the '90s, and we did
21 the 22 stations as their starter stations, so I
22 worked on -- I was working with the city of
23 Dallas. I was their liaison for that, so I did a
24 lot of station area with that.

1 We just recently did a plan that was built
2 out for Loyola University and the CTA station
3 there in working through the development of the
4 CTA station area on the Red Line if you're
5 familiar with that.

6 MR. MIASO: Red Line where?

7 MS. CARLYLE: Rogers Park.

8 MR. MIASO: Which one? On Howard Street?

9 MS. CARLYLE: No. Loyola.

10 MR. MIASO: Okay.

11 MS. CARLYLE: So we worked with them on that,
12 and it was a very complicated one because Loyola
13 had the land and the property and a little
14 triangle of land. They offered to re- -- to take
15 that down and demolish it and create a plaza and
16 then work through the development of a number of
17 buildings on either side of it. We did the TIF
18 plan for that because it was at North Sheridan
19 Road. It was TIF, and then we worked through
20 about ten years of various incremental components
21 associated with that, and there was also
22 pedestrian funding from IDOT for sort of
23 incorporating their bike connections through the
24 campus and moving the access from the CTA station

1 to -- across the plaza to a corner where you had
2 a signalized intersection. At that point, there
3 was a -- before that there was -- the students
4 were crossing underneath an embankment, which was
5 very dangerous, so that was part of the
6 pedestrian enhancement and so they got federal
7 funding because of that.

8 MR. MIASO: Have you done any of the suburbs
9 out here?

10 MS. CARLYLE: Well, right now we're working
11 with Palatine. We just finished up their plan
12 for the downtown, so it's a TOD plan with RTA.

13 MR. MIASO: Well, they developed what, about
14 15 years ago in Palatine?

15 MS. CARLYLE: Well, they did, but now --
16 they're very proactive and they're back at it
17 again and looking at the next phase and wave of
18 development. Really, it's, you know, things have
19 changed significantly, you know, throughout the
20 region and everywhere since -- you know, 2002 was
21 their last plan for the downtown, so we're
22 looking at that right now.

23 MR. MIASO: All right.

24 MS. CARLYLE: We did work with Hoffman Estates

1 when they were -- there was potential for a Star
2 Line alignments and that didn't pan out for a
3 variety of reasons, but we did look at some
4 stationary development for them.

5 MR. MIASO: Okay.

6 MR. PERRI: In regard to TIF plans, the
7 question is towns that you had worked previously
8 with and are working now, how many of them have
9 or had TIF plans?

10 MS. CARLYLE: We have a map of that in terms
11 of the towns and growth and we're happy to
12 provide that to you. I think that almost all of
13 the ones on your alignment that you've seen some
14 growth have had some TIF associated with it, so
15 it is a significant contributor to encouraging
16 development.

17 MR. PERRI: In your own personal evaluation of
18 a TIF plan, do you think it's an integral part of
19 revitalizing a downtown area?

20 MS. CARLYLE: No. No. It's really the issues
21 associated with financing, so, you know, it's
22 been a -- there are sort of -- there are not as
23 many opportunities for communities to finance
24 development and deal with this sort of gap

1 financing issues of the other things that have to
2 be done in the public realm, like the street
3 changes, the water and sewer, the streetscapes,
4 those types of things. Typically, those are
5 where the improvements come in, you know, some
6 electrical work in areas, and things like that,
7 so the TIF can be very, very helpful in providing
8 sort of the Village's part of the development
9 package.

10 MR. PERRI: So in your evaluation, do you
11 think the Village of Bartlett would be better off
12 having a TIF plan or not have having a TIF plan?

13 MS. CARLYLE: I think it would be better off.
14 I mean, there are ways of doing it. I mean, in
15 terms of we talked about the land and some other
16 things, and it depends on how desirable this
17 location is for developers.

18 I am not a market analyst. We had Goodman
19 Williams who looked at that. They felt very
20 strongly that you needed something to be able to
21 encourage development, so they reviewed your
22 McAfee report and some of the other reports that
23 were done and thought there were some good sound
24 recommendations for TIF within that.

1 I think one of the things you have now
2 with this TOD plan you actually have an action
3 list of development sites so that you could
4 program a TIF to be very specific as to what the
5 goals would be and how it would be used.

6 MR. PERRI: Right now Bartlett does not have a
7 TIF plan. Do you think Bartlett should have a
8 TIF plan --

9 MS. CARLYLE: I would recommend it, but I
10 don't think that means you have to do this today.
11 I think it's one of the things as you go down
12 this, you should think of that as one of your
13 tools.

14 MR. PERRI: Okay. What is the alternative of
15 not having a TIF plan?

16 MS. CARLYLE: Possibly not attracting the
17 right investment that you're looking for.

18 COMMISSIONER LEMBERG: Anything further?

19 At this time, we'll open up to the public.

20 MR. PLONCZYNSKI: Randy Ramey.

21 MR. RAMEY: Randy Ramey, 935 Glenlake Drive,
22 Carol Stream, Illinois. I'm obviously not a
23 resident of the village of Bartlett, but have
24 been involved with Bartlett's infrastructure for

1 many years.

2 I come to you as a representative of two
3 companies that could be helpful as you move
4 forward in your downtown development. One of
5 them being a buy-in cooperative where if the
6 Village were to join it, it makes things a lot
7 easier in the purchasing realm where pricing is
8 already set at the lowest, best price and kind of
9 avoid the bidding process. It's called TIPS is
10 the name of the company and the Bartlett Park
11 District just recently became a member. I have
12 given information to the Village board in the
13 past, so they're aware of the benefits of doing
14 this, but it can help save money as you move
15 forward as you're trying to develop your downtown
16 area.

17 Part of that, there is another company
18 that I represent; and when you mention
19 low-hanging fruit, you know, what was one of the
20 goals that you had up there? No. 5 was lighting
21 public safety. Well, people have concerns with
22 that.

23 In this downtown area, you can look at
24 retrofitting into an LED system very inexpensively

1 and you're going to start seeing 75 percent
2 saving on your electrical bills, money that can
3 be reinvested that you've been saving off those
4 budgets and put back into your development, but I
5 think the biggest part of that right now is that
6 DCEO, Department of Commerce and Economic
7 Development, for Illinois just through this
8 temporary budget got funded and they have a pool
9 of money, \$56 million, that is offered to
10 governmental agencies for green activity, moving
11 up from regular lighting into LED and other
12 various available ideas, so the issue with that
13 is that money goes very quickly.

14 So when you look at low-hanging fruit and
15 it's been talked about by the Mayors Conference
16 of America, that switching over to LED lights is
17 very easy to do, does very quickly, and you save
18 money right away, so that too has been offered to
19 the village as an opportunity. Something that
20 you would look into.

21 I had hoped that the plans would have that
22 as part of the change because when you switch to
23 an LED light, you have a white light, it's
24 brighter, it helps with safety, see things better,

1 and for the police departments to be able to
2 identify clothing, cars, of any other potential
3 problems that they have in those areas, so just
4 my opinion obviously. Something to look at.
5 Many of you on the board have my contact
6 information as does the Village, so be happy to
7 have further conversation if you see that
8 necessary. Thank you very much.

9 COMMISSIONER LEMBERG: Thank you.

10 MR. PLONCZYNSKI: Terry Witt.

11 MR. WITT: Terry Witt, 471 South Western
12 Avenue in Bartlett. I came to speak in favor of
13 the TOD. It's a plan. It's a very well written
14 plan; and if we're going to revitalize downtown
15 Bartlett, we have to have a plan; and at some
16 point in time, we are going to need a TIF; and if
17 we're going to get a TIF, we have to have a plan.
18 That last attempt to get a TIF, I believe, failed
19 because we didn't have a plan. We didn't have
20 any faith that something was going to happen.
21 This TOD plan lays out ways to help Bartlett.

22 The number one thing that I like about it
23 is that it provides for bringing 600 residents to
24 live right into the downtown area. If you got

1 residents living in downtown, businesses are
2 going to want to come to service them. Right now
3 nobody comes to downtown Bartlett. No new
4 businesses want to come to Bartlett. I know it's
5 in Cook County, but if you don't have any income,
6 it doesn't make any difference what kind of taxes
7 you're paying. Whatever county it is, you're
8 just not going to survive, so we need residents
9 and this plan has a good way of bringing
10 residents in with thoughtful development of
11 housing that's affordable to people who want to
12 live in a downtown area near a train, near
13 transportation, and near shopping.

14 The other thing that I really like about
15 this plan because of what I support is what's
16 called a complete streets policy. Now, about ten
17 years ago Smart Growth America developed the idea
18 of complete streets policy. Very simply what
19 complete streets policy does it puts people
20 first. It doesn't say how fast can we get those
21 cars from point A to point B. It says how can we
22 safely accommodate people.

23 Now, in the ten years, this policy has
24 grown. There is almost a thousand communities

1 that have adopted a complete streets policy.
2 City of Chicago has a complete streets policy.
3 Cook County's adopted complete streets policy.
4 DuPage County has adopted complete streets
5 policy. The state of Illinois has adopted
6 complete streets policies.

7 If you Google Smart Growth America,
8 complete streets policy, you're going to see that
9 it is the way of the future, the way people are
10 developing their towns to attract people to come
11 into the town. It's just a safe way to get
12 around, so anyway I just wanted to speak very
13 briefly.

14 I hope that you recommend to the Village
15 board to adopt this plan to go forward; and the
16 other thing, not only TIF, but if we don't
17 demonstrate that we really want to do a plan,
18 when we apply for grants, they're going to say,
19 okay, Bartlett, you had a TOD study. What did
20 you do with it? Oh, and you want more money
21 because why? So if we really want to revitalize
22 downtown Bartlett, we need to get on a plan and
23 this is a good one. Thank you.

24 COMMISSIONER LEMBERG: Thank you.

1 MR. PLONCZYNSKI: Larry Nyberg.

2 MS. NYBERG: Thank you. Good evening,
3 everyone. It's Larry Nyberg. I live on 801 Poppy
4 Lane, toward the south end of town. I've got a
5 couple of disparate thoughts actually. Jack, I
6 apologize, my eyes won't let me read your last
7 name that far away, but you started talking about
8 parking issues; and I've been wondering since
9 this thing first started the talk -- one of the
10 main goals that Metra and RTA have is to get more
11 ridership on the trains. Well, we're already
12 losing ridership. I wonder if we really know why
13 we're losing ridership. Are they going to other
14 stations; or before I lost my job, my job changed
15 a lot. I went from an office environment 40
16 hours a week to probably a day and a half in the
17 office and a lot of work at home. A lot of
18 people doing work at home now that aren't
19 traveling. I have a niece who is a customer
20 service manager with Verizon. She has not been
21 in an office in seven years. She's been working
22 out of her home all that time. It's a growing
23 area.

24 Then in relation to parking concerns, I do

1 like the idea of the plan having a transit
2 orientation and the downtown. To me they're
3 really two disparate plans with a very minimal
4 amount of overlap. Where they can overlap, Terry
5 just started talking a little bit about the
6 increase in residential area. Well, when I look
7 at 45 to 55 apartment buildings and similar
8 numbers for some town houses, it seems to me if
9 you take an average of maybe one and a half to
10 two people per apartment, we're really only
11 looking at a couple hundred people that might be
12 filling up those units; and Metra's wildest
13 dreams they might get 25 percent of those that
14 will be riding on the train. So that's what,
15 we're down to 50 people might increase it, so I'm
16 kind of wondering where the growth in the
17 ridership that Metra and RTA are anticipating is
18 going to come from; and if they're successful and
19 it actually comes, where are they all going to
20 park because this plan is talking about taking
21 away parking spaces now. Yeah, we'll have this
22 mega million dollar garage that if it's going to
23 cost me 10 bucks a day to park in there, guess
24 what? I'm not going to park in there. Of

1 course, I don't park down here anyway because I'm
2 two and a half miles away and I very seldom take
3 the train, so I think that needs to be closely
4 looked at those numbers to justify it; and if we
5 can't justify that growth on Metra, why would RTA
6 and Department of Transportation be interested in
7 throwing any grants this way for that. Certainly
8 not just to improve downtown Bartlett because
9 that's not going to get more ridership on the
10 trains, so that's all I have to say. If anybody
11 has any questions. Thank you.

12 COMMISSIONER LEMBERG: Thank you.

13 MR. PLONCZYNSKI: Nick Peters.

14 MR. PETERS: Good evening. I'm Nick Peters.
15 I'm a commercial real estate broker with CBRE,
16 and my office is in Oak Brook, Illinois, 700
17 Commerce Drive in Oak Brook. I'm also a resident
18 of Naperville. So I'm involved in Bartlett
19 Plaza. We're just starting and our goal is to
20 find a lucky developer to come in and redevelop
21 that property, but as I look at the downtown
22 Bartlett area and I look at -- I listened to what
23 we're all talking about. I think you have to
24 take probably ten steps back and really

1 understand the community and understand what
2 we're trying to do and how do you bring people to
3 a downtown Bartlett. The only reason to come to
4 downtown Bartlett, in my mind, is for either
5 entertainment that's for eating or some type of
6 entertainment or services.

7 Today -- I'm a retail specialist and I'm a
8 retail broker. Today's retail has changed
9 dramatically from the way it used to be, and
10 people are shopping on the Internet; or if
11 they're really shopping at stores, they're going
12 to the major shopping areas, the regional
13 shopping areas, and those are near Targets and
14 they're near regional malls, they're near Meijer,
15 and that's where you're going to find people
16 buying goods.

17 Typically, in a downtown like this it's
18 more service oriented and you're going to find
19 people coming here for dentists, doctors,
20 attorneys, State Farm insurance, and for food;
21 and when you get a community like this, you don't
22 have really much daytime population here, so you
23 have to figure out how to get people here in the
24 daytime if you want people to come here to eat

1 lunch.

2 When you look at a transit oriented
3 development, it's all about the transit. It's a
4 development that's built around a transit system
5 and that transit system has to be integral in
6 doing something to either bring people here or to
7 take people from here to there; and so if it's to
8 bring people here, you have to develop businesses
9 and it's not retail businesses. You have to
10 develop office businesses, high tech, service
11 businesses. You have to bring people on the
12 train or by cars into your downtown community;
13 and they've got to be hanging around here so when
14 it's lunchtime, they're going out for lunch; and
15 then at the end of the day, they're either
16 stopping at the dentist or the chiropractic or
17 wherever else they're going.

18 If you want people to live here as part of
19 the transit oriented development, you develop
20 residential and you do that next to the train
21 station so that people aren't driving to work.
22 They're getting from their apartment or their
23 condo and they're walking two blocks and they're
24 taking the train to downtown Chicago and that's

1 what transit oriented developments are all about.

2 The type of retail you're going to combine
3 with that development, again, it's going to be
4 service businesses and that's 20- or 30,000
5 square feet of business because that's all you
6 can fill today. It's, again, it's a dentist,
7 it's a dry cleaner, it's a convenient store, so
8 while people are there getting on the train,
9 maybe they're grabbing a coffee and grabbing a
10 donut and they're moving on.

11 So how do you really develop the downtown
12 area and how do you start sucking people in?
13 Residents are a big part of that. If you have
14 people living here, then if they're not doing
15 business here, but they're living here, then
16 they're going to come at nighttime when they're
17 back home and on the weekends and they're going
18 to start shopping and using the services of the
19 retailers in town.

20 Another big draw is to have restaurants.
21 Restaurants are traffic generators. They will
22 draw people and they can draw them by themselves
23 without having to have a lot of other retail,
24 associated retail, to bring them in.

1 Downtown Naperville is a big example of
2 that, and I'm heavily involved in downtown
3 Naperville and have done probably 50, 60 percent
4 of the leasing there. Downtown Naperville in the
5 '70s got a little scared when the regional mall
6 was built, Fox Valley, so the first thing they
7 did -- and this is before I lived there. The
8 first thing they did is eliminate all the parking
9 meters, created free parking, and then they
10 started developing the Riverwalk, made nice
11 amenities so the towns people could do something
12 while they're in downtown Naperville; and then
13 some restaurants started locating there and the
14 restaurants started bringing people in; and the
15 more people that came in started then attracting
16 retailers because they said, gee, there's people
17 hanging out here all the time, maybe we can sell
18 them some retail goods; and so the town just kept
19 building and building and now you've got quite a
20 bit of momentum there.

21 My recommendation is to look internally
22 and really what can this village do for the
23 residents? Who is living here? Where are they
24 going? They got to be shopping somewhere. Where

1 are they eating? Can we bring businesses into
2 this geographic area here that are going to bring
3 daytime population in; and if we're going to do a
4 transit oriented development, what's the purpose
5 of it? Is it to create housing for people so
6 that they're either living here and maybe moving
7 by vehicle somewhere else, by train, or is it to
8 bring people from maybe other communities, like
9 downtown Chicago perhaps, maybe younger people,
10 to come to work in our downtown area; and if
11 you're looking to bring people in, you got to
12 create employment and somehow attract businesses
13 to the downtown area, businesses to Bartlett. If
14 that's through incentives or economic development
15 or however it's done, you got to create business
16 otherwise you don't have any daytime population.
17 That's all I have to say.

18 COMMISSIONER LEMBERG: Okay. Thank you.

19 MR. PLONCZYNSKI: Mark VerHalen.

20 MR. VerHALEN: Good evening. My name is Mark
21 VerHalen. I'm a real estate developer. I would
22 like to give you a little perspective on what we
23 do and how that factors into what you guys are
24 looking at doing here.

1 We started looking into your Village here
2 about two years ago. Very interested in what we
3 saw here. We saw a lot of very interesting
4 opportunities here for building the area up. You
5 have a very nice residential community. You have
6 a nice community, but you're lacking the retail,
7 you're lacking the density in the downtown area
8 to support that retail. A lot of going off of
9 what Nick just talked about in terms of
10 Naperville, his experience with Naperville, I
11 absolutely agreed with what he had to say here.

12 So what we were looking at doing in terms
13 of some of our development here is that we were
14 looking at introducing apartments. We've done
15 apartment developments. We've done a lot of
16 retail development; and so combining those two
17 into a mixed-use development seemed to make sense
18 in terms of what you guys needed here. One of
19 the things is when we first started looking here,
20 we started taking a look at the opportunity that
21 you were talking about putting a TIF in here and
22 that was very attractive for us. Quite frankly,
23 when the TIF was taken off of the table, we
24 walked away at that point. We stayed in touch

1 with the community, took a look at what you were
2 doing, but what I would like to do is express to
3 you a couple of different points that affect us
4 as developers in terms of considering coming to a
5 community like yours.

6 One is when we take a look at residential,
7 one of the things that the plan is talking about
8 doing is bringing more people in the downtown
9 area. You have to create the density to support
10 the retail to come in. In order to do that,
11 apartments are a great way to do that. The way
12 you can look at apartments in terms of how that
13 services the community is that it helps perpetuate
14 the community throughout the life span of people.

15 When you got a family that comes into
16 town, as they get older, it's typically the
17 younger generation that can't afford to buy a
18 house, so they're looking for an apartment. If
19 they like the community they grew up in, they'll
20 stay here. If you provide nice apartment
21 opportunity for them close to retail where
22 there's interesting things to do as younger
23 families or as younger singles, they want to have
24 things to do and that's where the retail comes

1 into place. So if you've got the apartments
2 there, it helps create the density and allows the
3 community to stay here instead of moving
4 downtown. Instead of moving to another location,
5 they have an opportunity to stay in the community
6 they grew up in; and as they develop, get
7 married, have kids, eventually they can't stay in
8 apartments. Eventually they're going to find a
9 house and chances are they're going to stay in
10 the community then too that they grew up in, so
11 it's the opportunity when you look at this life
12 cycle of a family, apartments are an integral
13 part to making that happen and it does help to
14 create some of the things we're talking about
15 here as far as having the density in the downtown
16 area to support the train, to support the retail,
17 and all of that.

18 In terms of doing apartments, in terms of
19 developing apartments, one of the things that I
20 always have to look at, it's a financial
21 situation. Anytime a development it's always
22 money. Income versus expenses. One of the big,
23 big components of our -- any apartment building
24 complex is real estate taxes. One of the

1 problems we've got there is that when you look at
2 an apartment complex, the real estate taxes are
3 absorbed by the developer. If I have retail in
4 there, a portion of real estate taxes can be
5 appropriated in a triple net lease to the
6 retailer, but if it's just the apartments, I'm
7 absorbing that expense and I have two options. I
8 either raise the rents or I absorb it. It's
9 really those two options. I cannot pass that
10 expense of the taxes on to the tenants, so I have
11 to be careful because once you start raising the
12 rents up to a certain level, tenants can't afford
13 it any longer.

14 Real estate taxes can play a big part of creating
15 that situation where you see profit, a project
16 that's profitable and having one that's marginal.
17 You don't want to start doing this and have a
18 situation where someone comes in, develops an
19 apartment complex and it goes bankrupt. That's
20 where TIF comes in to help out a situation like
21 that. What you're doing is helping a developer
22 stabilize his tax liability going forward to the
23 point that he's not only helping his residents,
24 but he's also helping the retail if there is a

1 retail component in it. Talked about Cook County
2 and the effect of Cook County taxes on that,
3 that's something that helps out with that.

4 We can talk about this for a long time. I
5 just wanted to at least give you an overview of
6 how that comes into play in terms of how we look
7 at a project and how that comes into -- how we
8 factor in whether there is a TIF or not. We've
9 done a lot of work in the city of Chicago.
10 Worked in TIF districts in the city. We like
11 your community. Like to consider doing things
12 here. For us the TIF would be an integral
13 portion of considering whether we do this or not.
14 The plan that you guys have put together is very
15 encouraging. We were very happy to see that. We
16 think it's a great plan. We would like to be
17 part of this. We would like you to consider
18 bringing the TIF back in. It's not a matter of
19 just being profitable. It's a matter of whether
20 a project could happen or not. Thank you.

21 COMMISSIONER LEMBERG: Thank you.

22 MR. PLONCZYNSKI: That was all I have so far.
23 I don't know if anybody else has any.

24 COMMISSIONER LEMBERG: Is there anyone else in

1 the audience?

2 MS. NYBERG: Sorry. I forgot this before.
3 Again, Larry Nyberg. I'm sorry, I don't remember
4 your name. I'm so poor on names, but you had
5 mentioned that you were doing some work in
6 Arlington Heights, Palatine, and previous
7 meetings we talked, I think, about Glenview and
8 Northbrook. The one big thing that I haven't
9 heard anything about that addresses the big
10 elephant in the room, Palatine, Arlington
11 Heights, Glenview, you go up and down Roosevelt
12 Road, you go to Naperville, they all have major
13 traffic thoroughfares that go through town. They
14 bring people into town. That's what we don't
15 have here. Any other new restaurants that have
16 opened, they're over on 59. The business park is
17 up at 59. If I was going to open a business,
18 that's where I would be going because that's
19 where the traffic is going to be coming from.

20 A hundred more people living here in
21 downtown is not going to bring a lot of traffic
22 to downtown as the gentleman was talking about
23 his Naperville areas. Coming down Bartlett Road,
24 getting onto the tracks, trying to get past the

1 railroad tracks, the school buses are going to be
2 on the road again here in the few more weeks. I
3 mentioned at a previous meeting I got caught one
4 morning behind 17 school buses. I must have sat
5 here for three days trying to get across that
6 stupid crossing and I no longer go that way. I
7 don't care how I go, but I'm not going to go
8 through town twice a day to put up with that
9 nonsense. Thank you.

10 COMMISSIONER LEMBERG: Thank you. No other
11 ones?

12 MR. PLONCZYNSKI: That's it.

13 COMMISSIONER LEMBERG: At this time, I'll
14 close the public hearing. Anyone have any
15 questions, comments? No.

16 MR. KOZIOL: I have to make a comment. My
17 name is George Koziol and I was on the project
18 for its entire life span. I attended every
19 meeting, and what I see as an outcome here is not
20 a plan that's necessarily a cast in concrete road
21 map, but what I see is a list or a collection of
22 ideas that we can work on as we choose, as funds
23 are available. Some things in this plan are easy
24 to do. Some are hard. Some are inexpensive.

1 Some are going to cost some money. I think we
2 need to pick and choose the things that we want
3 to work on.

4 I truly believe that we can't afford to do
5 nothing because if we do, the downtown Bartlett
6 area is going to look like it did before all of
7 the improvements took place. Setko, I mean, I
8 remember what it looked like when that was across
9 the street. There were tanks of some sort along
10 the railroad tracks. There was a major clean up
11 of waste product, the Setko property, the gas
12 station where there is parking today.

13 If it wasn't for TIF -- there is a good
14 example of how a TIF can do some good in a
15 community. Putting in infrastructure, the TIF
16 helps to do that. It doesn't necessarily pay for
17 all of it, but it will help pay for some of it,
18 and I think we need to be open to that going
19 forward. We and the other people who spoke
20 against the TIF should be a little more
21 open-minded that if it's good for the community
22 it's good for them also. I think this is a plan
23 that can be used as a checklist for the future
24 and it has a lot of good ideas in it and we can

1 implement some of them in a soon fashion. Thank
2 you.

3 COMMISSIONER LEMBERG: Okay. No further
4 discussions, I'll be looking for a motion to
5 approve the draft downtown transit oriented
6 development known as the TOD plan. Is there a
7 motion?

8 MR. MIASO: So moved.

9 COMMISSIONER LEMBERG: Is there a second?

10 UNIDENTIFIED SPEAKER: I'll second it.

11 COMMISSIONER LEMBERG: Secretary call the
12 roll.

13 MS. GRILL: Jim Lemberg.

14 COMMISSIONER LEMBERG: No.

15 MS. GRILL: Tim Ridenour.

16 MR. RIDENOUR: Yes.

17 MS. GRILL: Mark Hopkins.

18 MR. M. HOPKINS: Yes.

19 MS. GRILL: John Miaso.

20 MR. MIASO: Yes.

21 MS. GRILL: Diane Negele.

22 MS. NEGELE: Yes.

23 MS. GRILL: Tom Connor.

24 MR. CONNOR: Yes.

1 MS. GRILL: Jack Allen.
2 MR. ALLEN: No.
3 MS. GRILL: Cecilia Green.
4 MS. GREEN: Yes.
5 MS. GRILL: Nayan Mehta.
6 MR. MEHTA: Yes.
7 MS. GRILL: Tracy Smodilla.
8 MS. SMODILLA: Yes.
9 MS. GRILL: Donna Weir.
10 MS. WEIR: Yes.
11 MS. GRILL: Robert Perri.
12 MR. PERRI: Yes.
13 MS. GRILL: Mike Werden.
14 MR. WERDEN: Yes.
15 MS. GRILL: George Koziol.
16 MR. KOZIOL: Yes.
17 MS. GRILL: Bob Bucaro.
18 MR. BUCARO: Yes.
19 MS. GRILL: Motion carried.
20 COMMISSIONER LEMBERG: Then that should
21 conclude our special meeting. Is there a motion
22 to adjourn?
23 MR. CONNOR: So moved.
24 COMMISSIONER LEMBERG: Second?

1 MS. NEGELE: Second.

2 COMMISSIONER LEMBERG: All those in favor?

3 (The ayes were heard.)

4 COMMISSIONER LEMBERG: Opposed.

5 (Proceedings concluded

6 at 9:12 p.m.)

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1 STATE OF ILLINOIS)
2 COUNTY OF DU PAGE) SS.

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4 LYNN M. EVANS, CSR, being first duly
5 sworn on oath says that she is a court reporter
6 doing business in the state of Illinois; that she
7 reported in shorthand the proceedings given at
8 the taking of said public hearing and that the
9 foregoing is a true and correct transcript of her
10 shorthand notes so taken as aforesaid, and
11 contains all the proceedings given at said public
12 hearing.

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14

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LYNN M. EVANS, CSR
CSR No. 084-003473

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International Mining Services, Inc.

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Belvidere, IL 61008
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Email: IMSJIM@aol.com

August 7, 2016

Vulcan Materials – Rt. 25 Mine
Attention: Kevin Huey – Area Manager
Bartlett, Illinois 60103

Subject: Information Request on Rt 25 Mine Tour of 3 August 2016

Dear Mr. Huey,

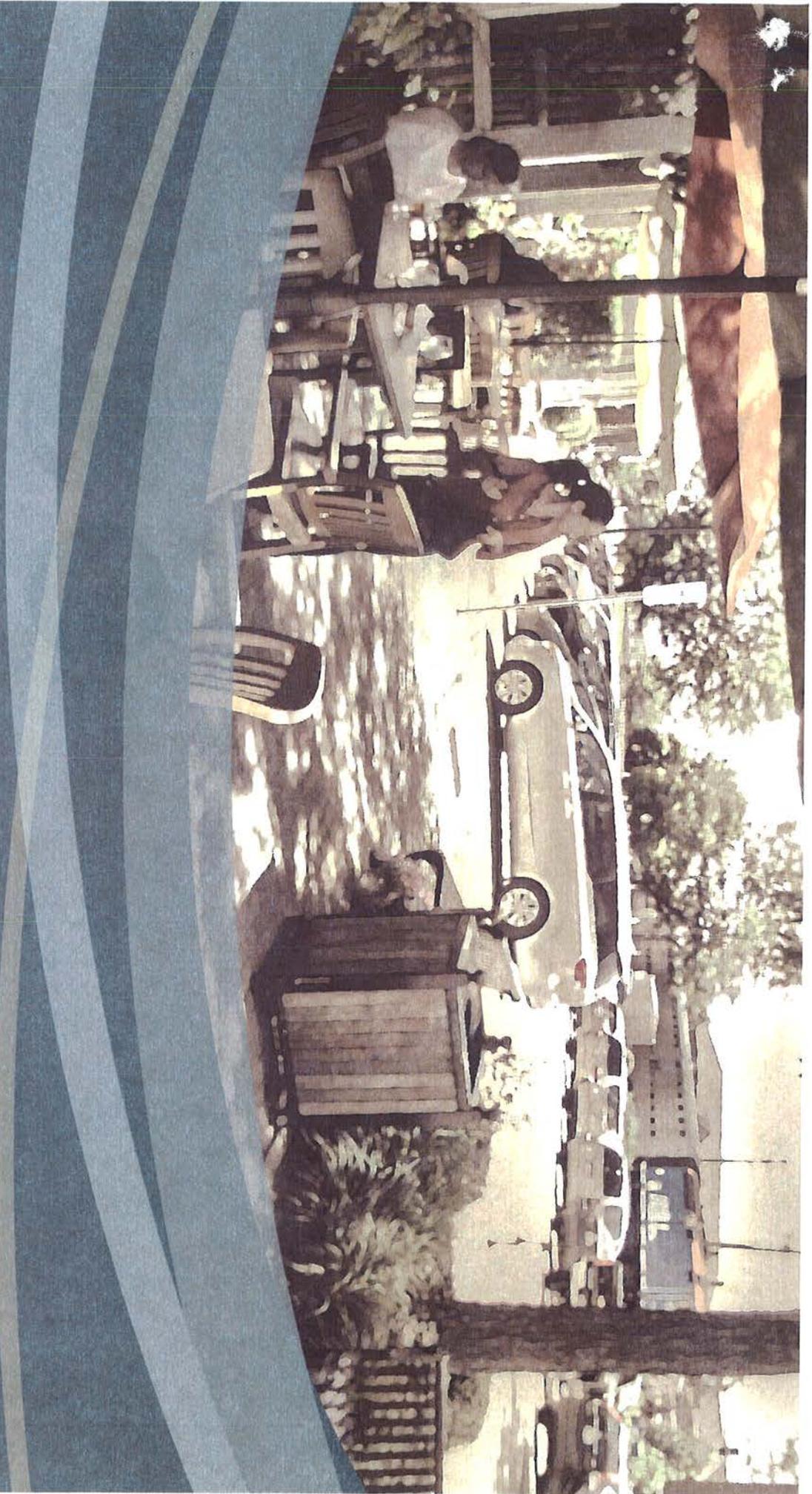
Thanks for taking the time in supporting the annual site review. As a follow on to my visit, below is a current summary of the information I am asking for.

Information Request

Item	Description
A	Vulcan Underground As-Built Mine Detail Map as of July or August 2016
B	Certificate of Liability Insurance
C	Seismic Vibration and Air Overpressure Summary July 01, 2015 to July or August , 2016
D	Current BATF Notice of Clearance for individuals shipping, receiving, transporting, or possessing explosive material
E	Vulcan Construction Material Central Region Bartlett Plant – 393/3433 5-Year Plan Covering from January 2016 through December 2020
F	Current State of Illinois DNR Explosive Storage Permits
G	Current BATF License for manufacture of blasting agents

Sincerely,

John J. Magyar, PE



Village of Bartlett
Downtown TOD Plan

06.13.2016

FINAL DRAFT

ACKNOWLEDGEMENTS

The Village of Bartlett Transit Oriented Development (TOD) Plan is the culmination of a 10 month process that included numerous opportunities for Village leadership, residents, major employers, and business owners to participate. Many stakeholders volunteered their time to attend community workshops, meetings, focus groups, and stakeholder interviews. We would especially like to recognize the involvement of the individuals and businesses listed below for their guidance throughout the process:

Village of Bartlett Staff

Tony Fradin, Village of Bartlett Economic Development Coordinator
 Roberta Grill, Village of Bartlett Assistant Community Development Director

Transportation Agency Partners

Michael Horsting, Regional Transportation Authority
 Brian Hacker, Metra
 Allison Buchwach, Metra

TOD Plan Steering Committee

Vince Carbonaro, Village of Bartlett Trustee
 Shane Cook, Plan Commission
 Steve Frei, Resident
 Paul Ohlson, Downtown Resident and Business Owner
 George Koziol, Zoning Board of Appeals
 Don McClure, Resident, Downtown Business, and Property Owner

Mark Mirsky, Resident, Business Owner, and Chamber of Commerce Chairman

Abby Schwarz, Downtown Resident

Jane Shoemaker, BMO Harris Bank, Downtown Employer,

Tracy Smodilla, Economic Development Commission

Stakeholder Focus Group Participants

Arts in Bartlett
 Bartlett Department of Public Works
 Bartlett Fire Protection District
 Bartlett Historic Society
 Bartlett Parks District
 Bartlett Plaza

Bartlett Police Department

Bartlett Public Library District

BMO Harris Bank

JC's Mexican Restaurant

Marcos Pizza

Platform 18

ROI Business Solutions

Senior Flexonics

Spin Doctor Cyclewerks

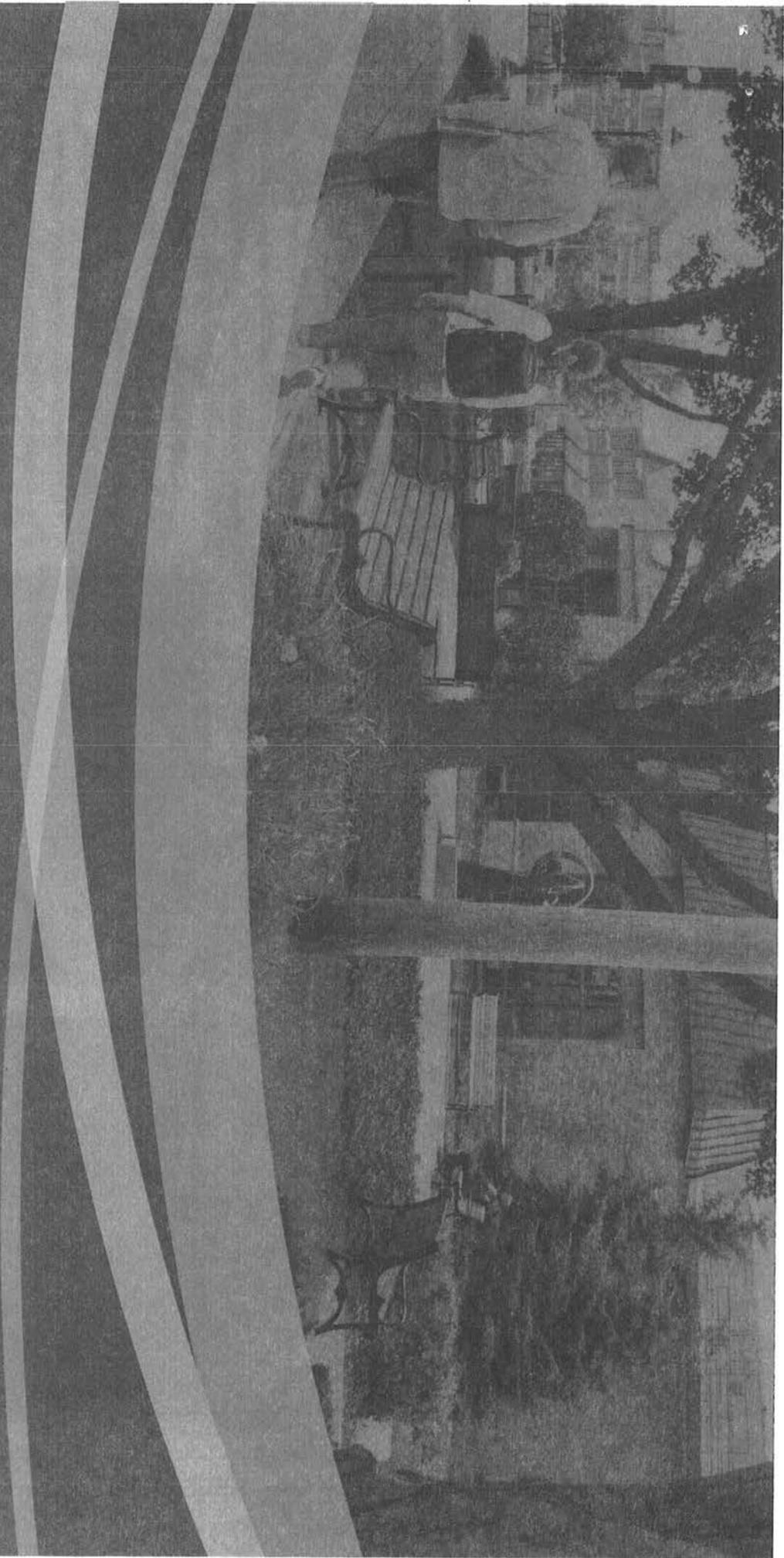
2 Toots Train Whistle Grill

Consultant Team

Solomon Cordwell Buenz - Project Management, Planning, and Urban Design
 Goodman Williams Group - Real Estate Market Analysis
 Fish Transportation Group - Transportation Analysis

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01 Introduction

What are the benefits of Transit Oriented Development (TOD)?

The goal of creating developments in close proximity to public transit options is to use transit resources effectively, reduce congestion, and give a boost to the local economy. TOD plans promote walking and an active lifestyle, by encouraging quality streetscape and buildings in a compact layout. This consequently allows for more efficient use of land, and often requires less land area to be dedicated to parking due to the potential for sharing between businesses.

Planning for new development around the Bartlett Metra station will help expand Metra ridership, attract new visitors, and investment to Downtown. Locally, making transit options and the Downtown more attractive will help to bring new customers to existing businesses, as well as attract new shopping, restaurant, and employment options to the area. Regionally, the increase in transit ridership helps to alleviate traffic congestion, reduce the need for new roadways, and reduce air pollution.

Goals of the TOD Plan

- Foster a greater sense of community pride and vibrancy in Downtown Bartlett
- Increase economic development throughout the Downtown area
- Provide a mixed-use environment, with more residential options, a variety of commercial businesses, and jobs within the Village
- Expand the local tax base to support future infrastructure improvements
- Encourage commuters to use Metra to help reduce traffic congestion and air pollution
- Maintain and enhance the appearance of the Downtown to provide a stronger sense of place
- Advance sustainability and public health goals through the promotion of a compact, walkable community

Why is Bartlett a Good Opportunity for TOD?

Downtown Bartlett is an excellent opportunity for new residential development. Existing housing units, especially those available for rent, are almost fully leased out. Regionally, Downtown locations that are well served by public transit are very attractive to developers and have generally recovered from the recession of 2008 faster than suburban areas that are less connected. Bartlett also has an established, walkable street pattern Downtown, with quiet tree-lined residential streets, good sidewalks, high quality community facilities, and very little traffic congestion. Residential settings like Bartlett appeal to a growing demographic of young professionals and empty nesters who are investing in new suburban housing. The Real Estate Market Analysis conducted as part this Plan concludes that there is sufficient demand today to support the construction of 50-60 apartments and 45-55 townhomes units Downtown over the next 3 years.

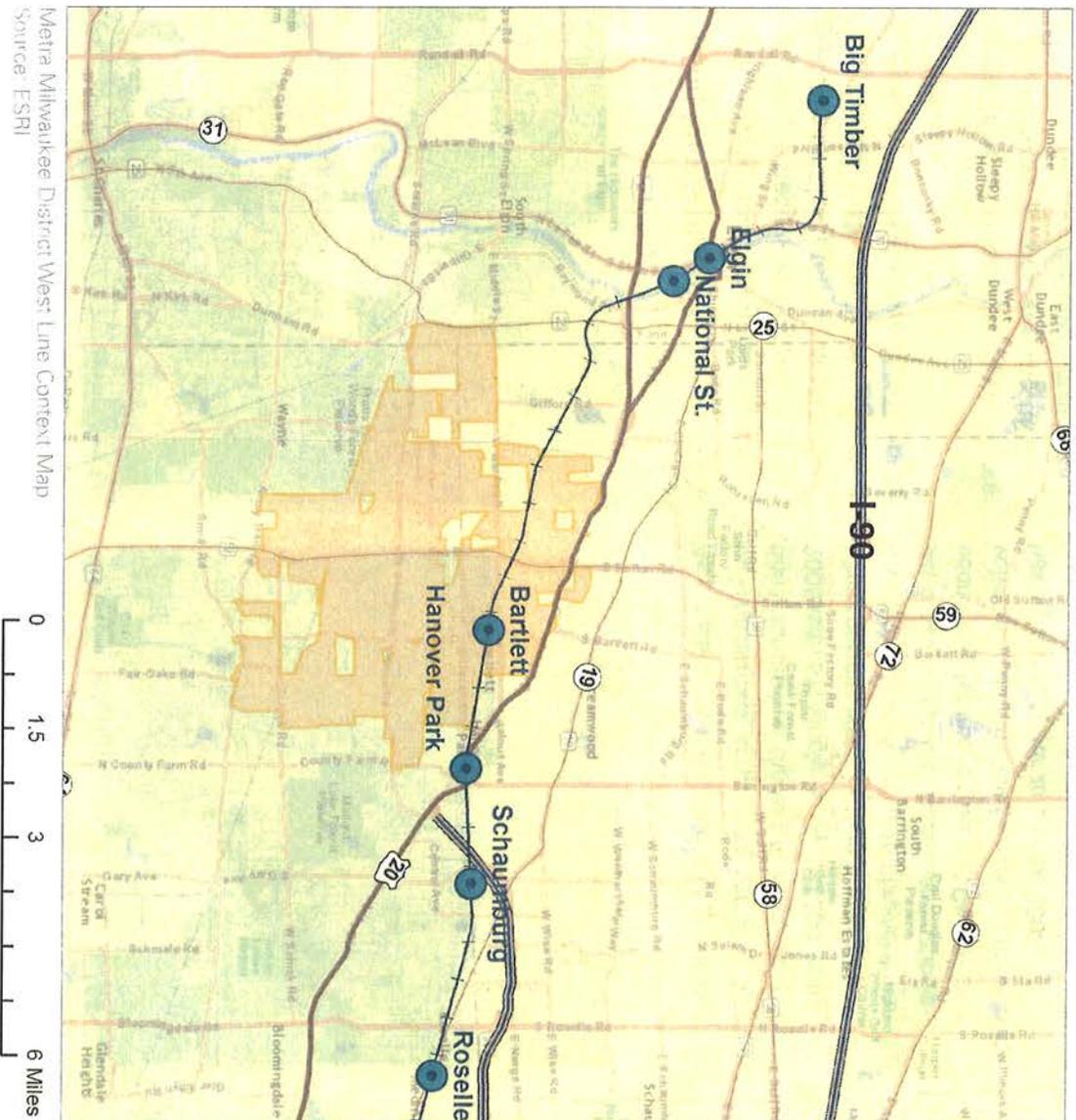
To continue to reinforce Downtown Bartlett as a transit served, amenity rich, mixed-use neighborhood, residential growth should be paired with the pedestrian, public realm, and transportation improvements outlined within this Plan. As the Downtown residential population grows, it will also help to better sustain the existing businesses, as well as help attract new retail and restaurants to the area.

Study Area Overview

The study area for the TOD Plan is focused on the walkable district surrounding the Metra station which includes Bartlett's core Downtown retail and residential zone, as well as schools, professional offices, major employers, and park spaces. The TOD study area covers roughly 240 acres of land, and is bounded by Western Avenue, North Avenue, South Prospect Avenue and West Devon Avenue (shown on the facing page).

The Village of Bartlett is located roughly 35 miles northwest of Downtown Chicago, and includes portions of the Lake Street / Illinois Route 20 and Illinois Route-59 corridors. The Village is split between Cook, DuPage, and Kane Counties, and shares boundaries with the neighboring communities of Elgin, South Elgin, Streamwood, Hanover Park, Carol Stream, West Chicago, and Wayne.

Bartlett's Metra station is located on the Metra Milwaukee District West Line, that provides service from downtown Chicago – Union Station to Big Timber Road in Elgin. There are approximately 68 trains per day through Downtown Bartlett, of which 58 are Metra commuter trains (weekday trains) and about 10 are freight trains.



Study Area Overview

The Downtown Bartlett Study Area encompasses a wide variety of housing types, including detached single family homes and multi-family rental apartments, townhomes, and condominiums.

Downtown Employment

Senior Flexonics, located on Devon Avenue, is Downtown's largest employer with 400 employees. They manufacture flexible mechanisms for exhaust, cooling, and fuel distribution systems. According to the Human Resources Manager for Senior Flexonics, most employees travel from neighboring suburbs to work at the location and the overwhelming majority commutes via personal vehicle.

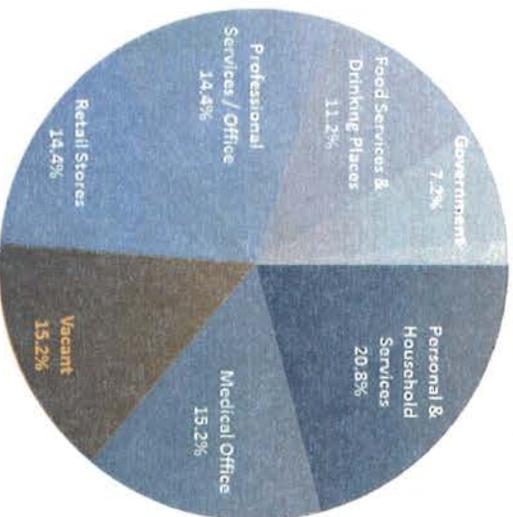
Many other Downtown employees work in Village Hall, the Fire Department, or Bartlett Elementary School. Together with the manufacturing jobs at Senior Flexonics, these industries comprise nearly two-thirds of the Downtown employment. Fourteen restaurants and 18 retail stores are located Downtown, employing 150 people.

Downtown Commercial

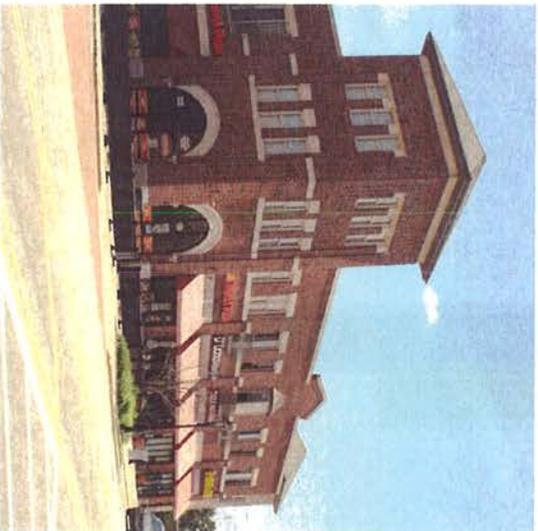
Nineteen storefronts in Downtown Bartlett are vacant, a relatively high percentage. Retail and Restaurants comprise of 25.6% of total establishments. Professional and medical offices and other service businesses together comprise 50.4% of the total businesses in Downtown Bartlett.

Bartlett does not have as much retail as its neighboring communities as measured by annual retail sales tax. It collected just over \$2 million in retail sales tax in 2014 as compared to \$79 million in Bloomingtondale.

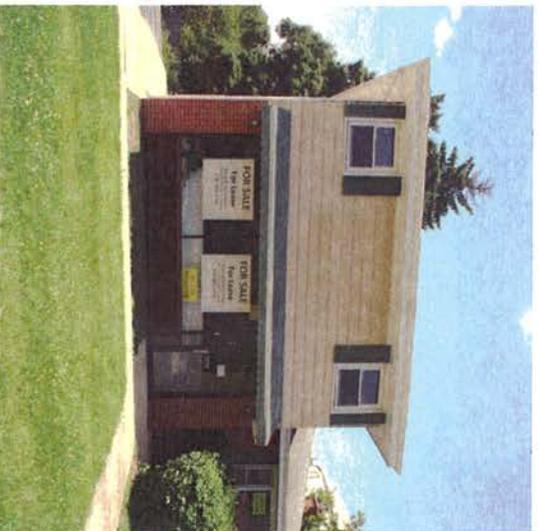
Downtown Business Inventory



Source: Goodman Williams Group



Town Center mixed-use building along Main St



Older vacant commercial along Main St

Study Area Overview



Original Bartlett depot building

pay for the relocation of the 86 parking spaces to another site near the station. Since the acquisition, the Village and Metra have discussed possible areas for relocating the parking, but no binding agreement has been made on this issue due to the lack of development activity on the lot 11 parcel.

Outbound trains blocking the Western Avenue and Oak Avenue crossings: Because of the split platform operation, both crossings are generally not blocked at the same time.

Village of Bartlett | Downtown TOD Plan

Bartlett Station Ridership Over Time



Source: Metra

Western Avenue does get backed up at times, particularly during the PM peak period, as it appears to be a preferred route both for motorists who desire to bypass the Downtown and for commuters who drive or are dropped off. Since the actual time that the gates are down is not long, it is unlikely that any additional adjustments can be made without adversely affecting the other crossings.

Commuter pick-up: during the evening peak times generally takes place along Bartlett Avenue, near the outbound platform west of Oak Avenue. Awaiting vehicles typically double-park behind vehicles parked in commuter parking spaces along the railroad. Since waiting drivers tend to stay with their vehicles, few conflicts are experienced. An expanded pick-up location with better signage should be considered.

Study Area Overview

Constraints to future platform changes:

- The grade change that exists north of the existing inbound station depot makes it difficult and costly to create a new out-bound platform in this location.
- Considerable investments have been made to the current station layout and surrounding intersections. Much of this infrastructure would need to be redesigned and replaced as part of any future platform consolidation effort.



Existing outbound shelter and bike parking

Existing Platform Layout Map



Future Platform Recommendations

Although the split platform operation was supported by the Village and Metra in the past, it has since been viewed by some as less than ideal for the Downtown. The Village has recently discussed with Metra the possibility of consolidating both the inbound and outbound platforms to the east of Oak Avenue, adjacent to the depot building. Since the platforms are relatively new, Metra has not identified a need to rebuild the platforms in the near term. Should the Village want to pursue the consolidation of platforms, they would need to help identify possible funding assistance mechanisms for the project. This proposed improvement would have minimal impact on growth and business support that are the focus of the TOD Plan, and therefore is not considered an immediate priority. The opportunities for re-combining the platforms should continue to be discussed between stakeholders, Metra, and the Village along with other strategies to improve the commuter experience in Bartlett. Other pedestrian safety improvements such as the creation of a grade-separated crossing at Bertréau Avenue and pedestrian gates near the depot have also been discussed, and should continue to be explored in the near term.

Study Area Overview

Roadways & Intersections

In 2014, the Village contracted with Christopher B. Burke Engineering (CBBEL) to complete a comprehensive traffic analysis of the Downtown area. This analysis reviewed Downtown traffic characteristics and operations, including traffic signals and the Milwaukee District West Line railroad crossings. The CBBEL report was reviewed as part of the TOD Plan process, and the following traffic and roadway issues were considered in the Plan.

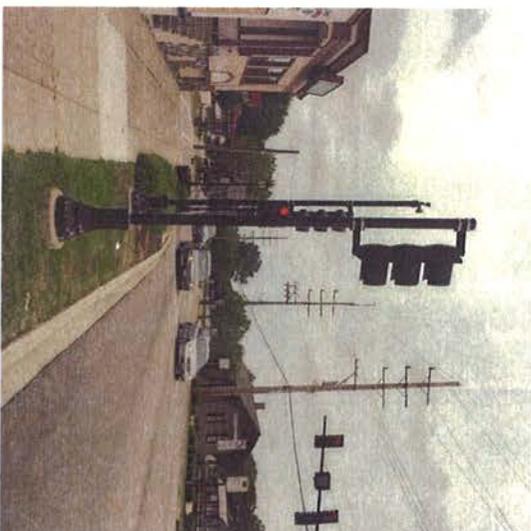
KEY

-  Study Area Boundary
-  Super Block needs better connectivity
-  Sidewalk Gaps
-  Railroad Grade Crossings
-  Signalized Intersections
-  Major Collector
-  Minor Arterial
-  Local Road
-  Rail Platforms

ADT
Average Daily Traffic (ADT) refers to the number of vehicles traveling through a street in a 24-hour period.

Key Traffic Considerations

- The CBBEL traffic observations and data indicate that while traffic flows relatively well through Downtown Bartlett, occasional delays can occur at the signalized intersection due to railroad operations.
- The CBBEL analysis, however, also found that vehicles are generally able to clear the intersections during each signal cycle with average delays of only 50 – 60 seconds.
- Additional vehicular delays could be experienced during occasions when two trains are approaching from opposite directions, or due to freight trains.
- Intersections operate within an acceptable Level-of-Service (LOS) C in both the A.M. and P.M. peak periods.
- Any changes in traffic signal operations will require Interstate Commerce Commissions (ICC) approval and would likely cause increased delay.
- Some traffic diverts away from the Downtown during peak periods. The CBBEL analysis found that less than 150 vehicles



Railroad Avenue today

- diverted to the north and east via Western Avenue and North Avenue during the peak period. Less than 50 vehicles diverted to the south and west directions.
- Roadway capacity is available to accommodate new development opportunities.

Study Area Overview

Existing Commuter Parking

Commuter parking is provided in ten surface lots with a total of 740 parking spaces. Of the total number of commuter parking spaces, 85% are daily fee spaces and 15% are permit spaces. Overall, commuter parking is 84% utilized. Ownership and maintenance of the commuter parking varies per location and is shared between the Village and Metra.

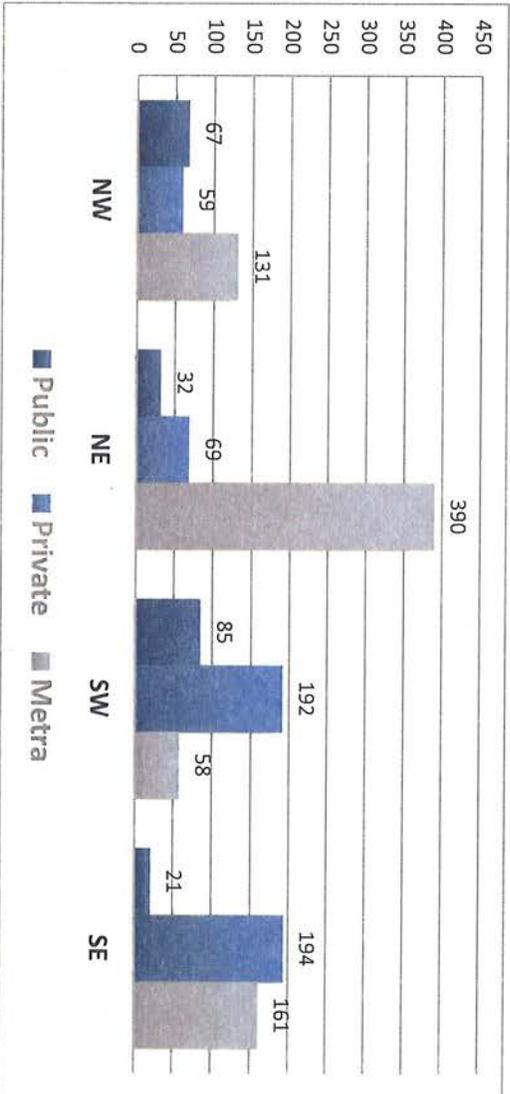
Downtown Parking Inventory

The map on the facing page, and tables to the right illustrate a snapshot of existing parking including public, private, and Metra commuter spaces. Roughly 1,450 total parking spaces are located in the zones identified on the map, about 50% of which are for Metra commuter users.

As shown in the occupancy table to the right, parking occupancy Downtown has been observed ranging from 47 - 60%. However, the Metra parking areas experience a much greater occupancy during peak periods, ranging from 84 - 100%.

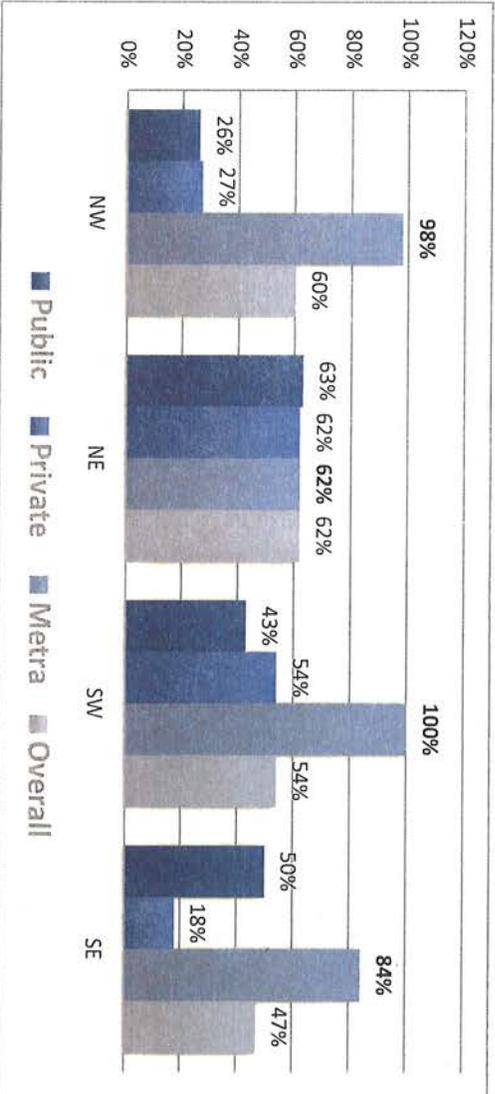
Metra estimates that the Bartlett station may need as many as 250 additional commuter parking spaces to meet their long term needs.

Existing Parking Inventory



Source: Fish Transportation Group

Parking Occupancy



Source: Fish Transportation Group

Public Input Overview

Project Website

A key element of the community outreach strategy for the TOD Plan was the creation of an interactive project website. The website contained general information about the planning process, helped educate the public about the goals and strategies of the Plan, provided a continuously updated project news page. Formatted in a blog-like layout, website visitors were invited to download and review draft documents, learn about community meetings, and provide comments. The website was linked the existing Village website and social media pages.

The website received over 3,000 views, 70 followers, and 1,300 visitors.

Community Survey

A community-wide survey was created by the project team to help reveal preferences and identify issues for the Plan. The survey was conducted using an online survey tool which was released to the public on October 30th, 2015 and closed roughly two months later on January 1st, 2016. A link to the survey was added to the TOD Plan website, as well as advertised at stakeholder meetings, and through bulk email, posters, and handouts. Residents, employees, visitors, and business owners were invited to take the survey.



Example blog post on www.BartlettDowntownTOD.com

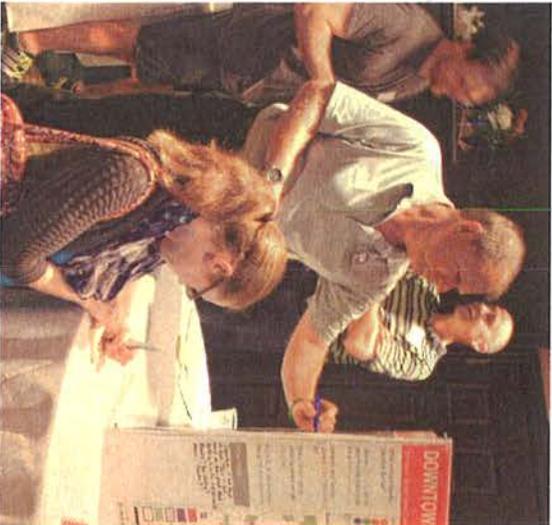
Public Input Overview

Information Gathering Workshop November, 4th, 2015

The first Village wide meeting for the plan was held on November 4th, 2015 at the Bartlett Hills Golf Club, just west of Downtown. The goal of this initial meeting was to gather base information from the public, get feedback on issues the team heard from the stakeholder meetings, and help to spread the word about the plan.

The meeting consisted of a brief plan overview presentation highlighting the project schedule, demographics, and key planning issues followed by an interactive discussion forum with activity stations arranged by topic. The focus topics for the open discussion included survey questions about transportation, parking, buildings, development, landscape, streetscape, retail, biking, and walking.

Over 65 people attended this initial meeting.



Photos from the Information Gathering Workshop

Key Public Engagement Comments

Need to attract larger and more destination businesses

Commuters walking in the streets, especially at night, is dangerous

Current events are not sufficiently supported and need more management, security, and funding

Leverage the many nearby bike trails, parks, and natural areas

Need to create a central gathering place Downtown

Engage youth and seniors in Downtown activities

Parking Downtown is confusing with spread-out lots, and complicated rules

Many people in the community avoid driving through Downtown

Reactivating Bartlett Plaza would help spark other changes for Downtown

Need to improve the convenience of commuter parking areas, and ensure that future parking expansion is located near the station

Need incentives to attract new development, and new businesses Downtown

Condense Metra parking to open up land for new development

Encourage more residential development to support new and existing businesses

Need to increase the daytime population by increasing the mix of uses

Want increased frequency of Downtown events, better support for existing events, and to ensure increased businesses participation

TOD Overall Planning Strategies

1 Increase the Downtown residential population by focusing on new housing development to fuel commercial growth.

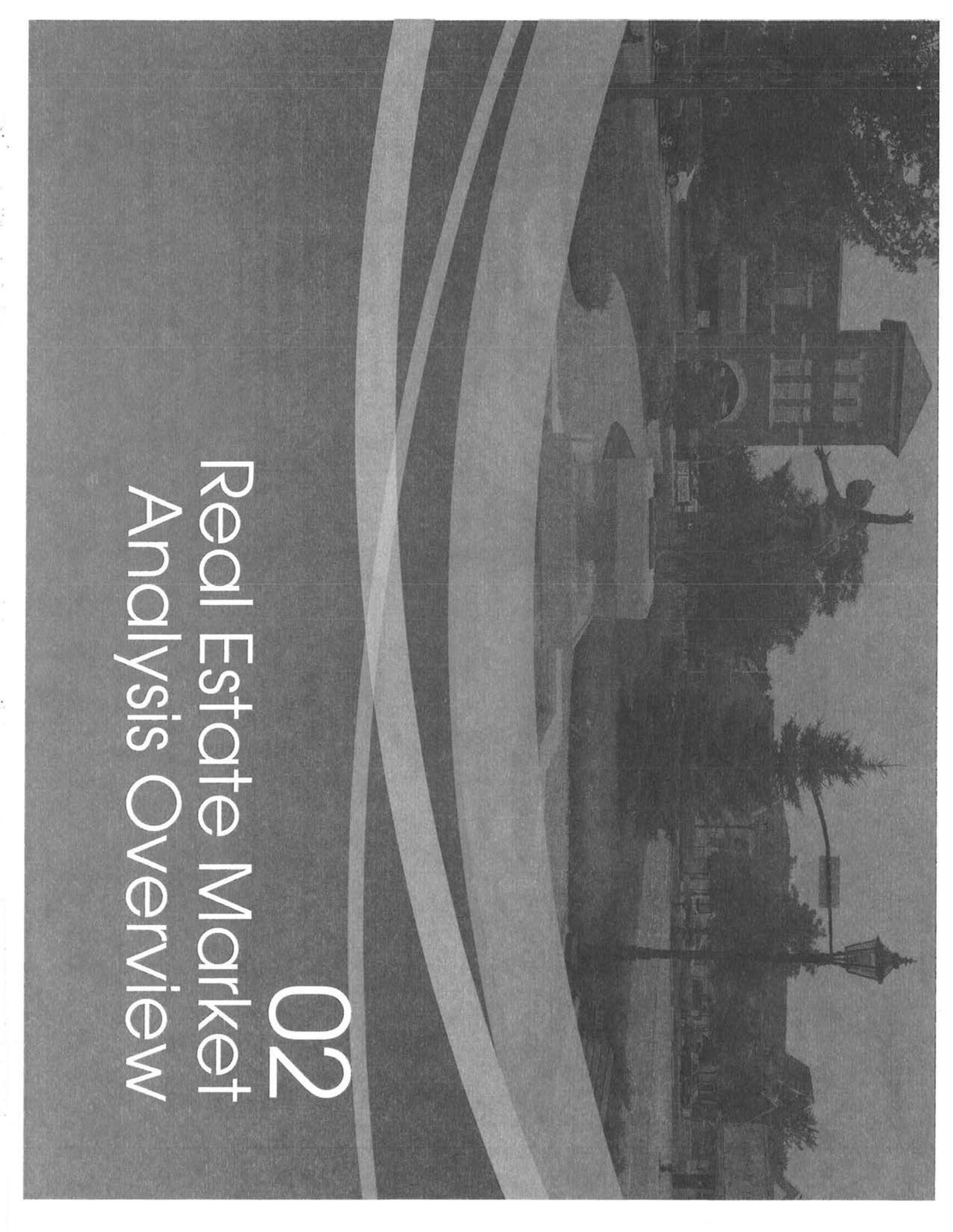
3 Reinforce Bartlett Avenue as the historic retail center of Downtown and extend the character of the street to the west by encouraging infill development.

5 Revitalize older retail properties to enhance the marketing and visual appeal of existing businesses.

2 Redistribute Metra parking to both accommodate future commuter needs and allow for new development on key Downtown sites.

4 Improve traffic and pedestrian connectivity Downtown by re-establishing street grid south of the railroad tracks.

6 Improve bike and pedestrian connections from surrounding residential neighborhoods to Downtown.



02 Real Estate Market Analysis Overview

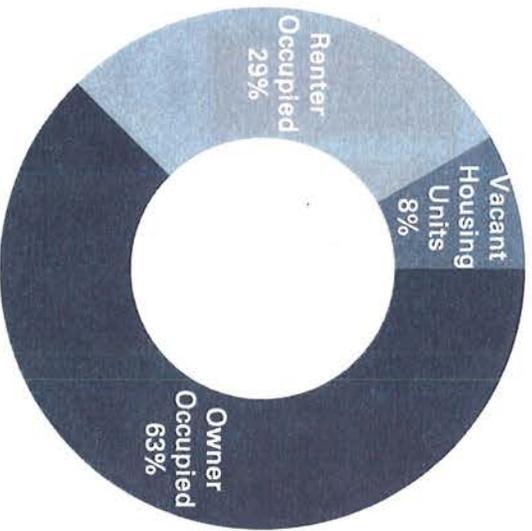
Real Estate Market Analysis Overview

Residential Market Analysis

Demand for new residential development in the study area is based on GWG's analysis of the anticipated population growth, particularly the population between the ages of 25-34, 35-44, and over 55. In addition, the team reviewed existing housing characteristics, which revealed the following encouraging factors:

- Housing occupancies in Bartlett are extremely tight.

Study Area Housing Units (2015 Estimate)



Source: ESRI

Village of Bartlett | Downtown TOD Plan

- 800 new households are expected to be added to the market area within the next five years.

- There will be a need to replace obsolete, abandoned, and demolished units as the area housing stock ages.

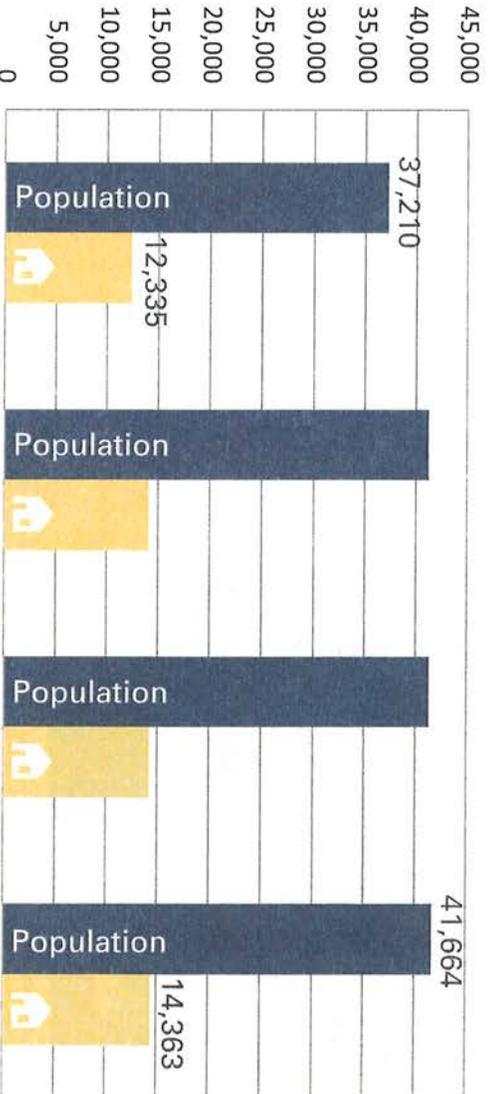
- 90% of the rental apartment stock within the sub market was built prior to 1990.

- No new rental apartments have been built since the 1990s.

Residential Market Conclusions

Desirable infill locations – such as those offered within the Downtown Bartlett TOD Study Area will be attractive options for new residential development. The market data suggests that **sufficient market strength exists to support the development of 45-55 for-sale townhomes within a 1-5 year time frame**, ranging in size from approximately 1,600 to 1,900 square feet.

Village of Bartlett Population & Household Growth Trends



Source: US Census Bureau Data, ESRI

Real Estate Market Analysis Overview

A combination of factors is contributing to the high vacancy rate in Downtown Bartlett:

- Low traffic counts along Downtown's major streets.
- Limited pedestrian circulation.
- Lack of patronage by Metra commuters.
- High Cook County property and sales tax rates as compared to DuPage County.
- Older buildings in need of interior and exterior improvements.

Commercial Market Conclusions

Over the near term, the focus for upgrading Downtown Bartlett's commercial space should be to identify and help secure tenants to occupy some of the key vacant and under-utilized parcels. These tenants will likely include more restaurants, local retailers selling food, apparel, or other specialty merchandise, and services businesses that attract people into the Downtown.

Recommendations

New residential development will add excitement to the Downtown, generating potential support for additional commercial uses. In order to attract new residential development



Vacant restaurant building along Railroad Avenue

and successfully compete with the nearby commercial corridors and neighboring communities, Bartlett will likely have to offer financial incentives to property owners and developers. In addition, infrastructure and streetscape improvements are needed that will require funding. Other economic development strategies that the Village has discussed include the expansion of marketing efforts, better branding, and staging of additional events in the Downtown.

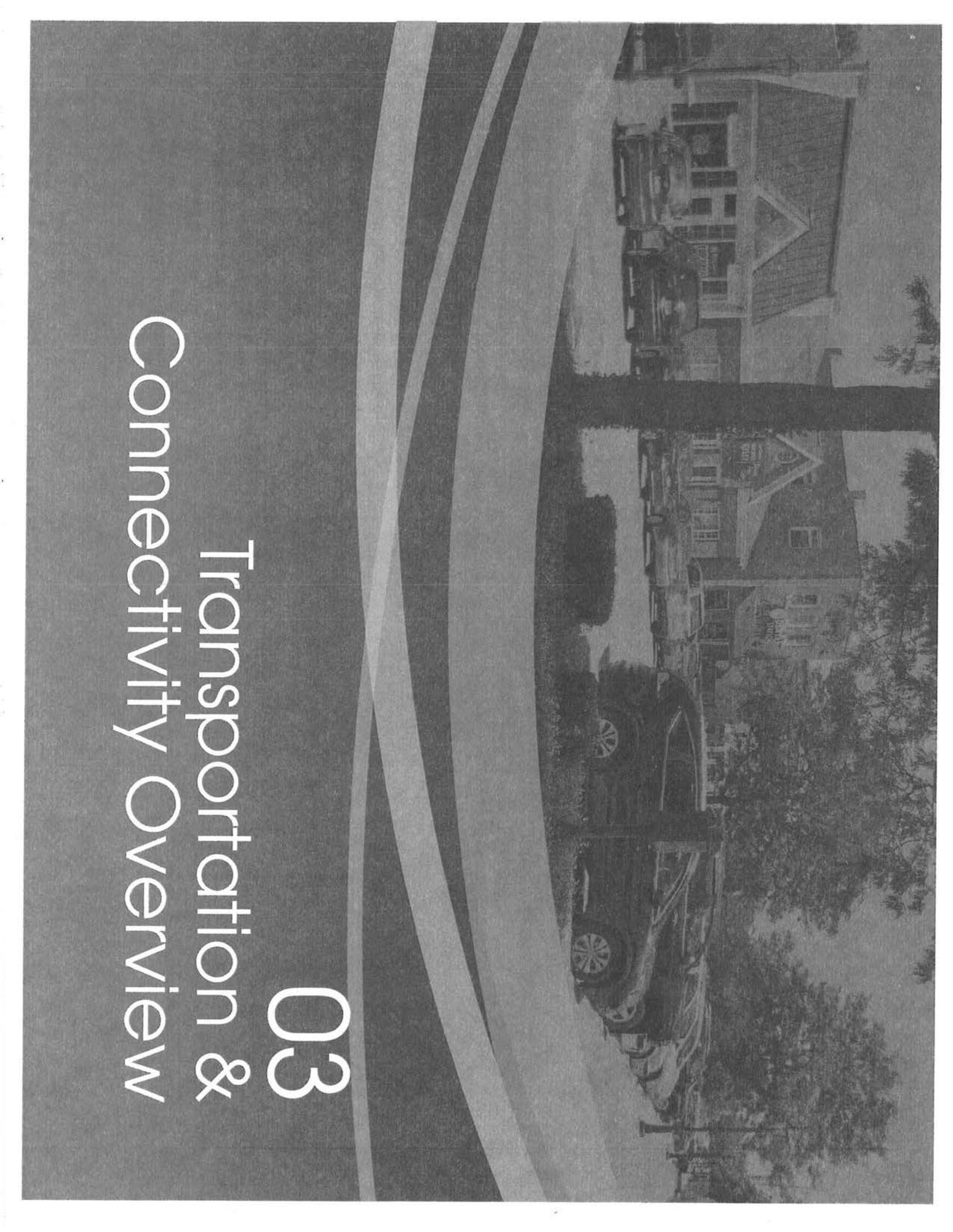
The Downtown Bartlett TIF expired in 2010, and attempts to create a new TIF have not been successful. The Village should reexamine

establishing a TIF district, given the current and anticipated market opportunities that will require one-time and dedicated income streams.

Many of the communities with Metra stations along the Milwaukee District /West line as well as those on the Union Pacific Northwest and West Lines do currently have TIF districts. These communities, a number of which compete with Bartlett for new residents as well as retail, will be in a position to offer developers incentives to move to their communities and help market themselves to attract new retailers.

As Bartlett struggles to compete with these communities, a new TIF district would be an important tool for future development.

The complete "Market Analysis Technical Memorandum" can be found as an appendix to this report.



03 Transportation & Connectivity Overview

2 Improve Pedestrian Safety

A key element in any plan to attract more pedestrians is to improve safety. Streets, sidewalks, and crosswalks should all be designed to minimize conflicts with vehicular traffic and to provide a safe environment for all pedestrians, including people with disabilities, seniors, and youth. A continuous and well connected network of sidewalks and walkways should be designed to provide connections to allow pedestrians to reach their destinations via the most direct route. Pedestrian safety, accessibility, mobility, and comfort are enhanced by design tools such as:

- Slower traffic speeds
- Fewer and/or narrower traffic lanes
- Shorter street crossings
- Clear visibility between pedestrians and vehicles at intersections
- Buffering from traffic provided by wider

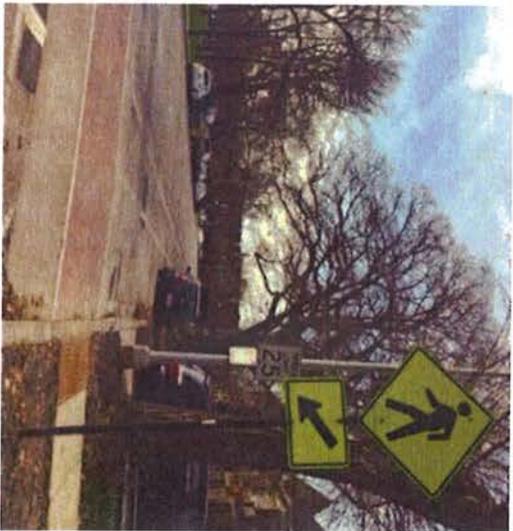
sidewalks, curb side bike lanes and on street parking

- Tighter corner radii at street intersections
- Provide signage alerting motorists of pedestrian crossings
- Change paving material at intersections to increase awareness of pedestrian zones

The pedestrian system should also be designed and maintained to promote walking and include elements that create a comfortable public realm, including amenities such as trees, pedestrian-scaled street lighting, buffers from traffic, places to sit, and other streetscape elements. All intersections and pedestrian crossings should be enhanced with high visibility paint, appropriate signage, and countdown signals at signalized intersections.



Flexible Street used for food festival



Pedestrian crossing signage

Transportation Recommendations Overview

4 Establish 25mph speed limits on all roadways Downtown

Key Downtown roadways including Oak Avenue, Main Street, and Bartlett Road all have speed limits of 30mph (see map). The National Association of City Transportation Officials (NACTO) produced a Cone of Vision Simulation, showing how much small increases in speed can decrease what a driver sees. This is an important consideration for Downtown Bartlett with the high volume of Downtown commuters. Further, a consistent 25 mph posted speed limit functions as a gateway, introducing arrival into the Downtown zone, reinforcing the multi-modal environment.

5 Improve Design of Street Crossings

Pedestrian crossings that are safe, accessible, and convenient have design elements that address:

- Minimize conflicts with vehicles
- Provide a direct walking route
- Appropriate signage and signals
- Highly visible, marked crosswalks
- Good visibility between drivers and pedestrians

Pedestrian improvements addressing the design elements listed above that would be appropriate in Downtown include curb extensions, or bump-outs, raised crosswalks, and mid-block crossings.

Curb Extensions, or “bump-outs,” provide an extension of the pedestrian zone. These are commonly used at intersections, but may also be used at mid-block locations. The benefit of curb extensions include improving

sight lines between vehicles and pedestrians and reducing the distance needed for pedestrians to cross the road, thereby reducing exposure to potential vehicle conflicts. Additionally, curb extensions can reduce the speed of turning vehicles by decreasing turning radii and visually narrowing the roadway.

Mid-block crossings help improve pedestrian safety and mobility by providing a clearly defined crossing between the typical crosswalks at intersections. Locations for mid-block crossings are commonly Downtown commercial areas where pedestrian traffic is heaviest.

Raised Intersections slightly elevate the crosswalk zone, making the pedestrians more visible to motorists. These can be placed at intersections or at mid-block crossing locations.

BIKE RECOMMENDATIONS

Bicycle access to and within Downtown is a key component to expanding transportation options for the community. The Village of Bartlett has a good foundation for biking, with on- and off-street bike facilities. Local streets and crossings that are safe and inviting to bicycles and pedestrians will encourage residents, commuters, and visitors to drive less, benefiting the entire community.

The Village of Bartlett is centrally located to many local and regional bicycle trails including:

- Salt Creek Greenway Trail and James Pate Phillip State Park
- Great Western Trail
- Pratt's Wayne Woods Forest Preserve
- Municipal bicycle networks: Streamwood, Hanover Park, Carol Stream

This location provides an opportunity to connect Downtown Bartlett and Metra commuter rail service with the nearby networks of parks, forest preserve and recreational facilities; and other destinations such as schools, shopping, and public uses such as the Village Hall, libraries, and museums. An existing bike route is designated along Railroad Avenue east to Main Street, and then travels south on Main Street /S. Bartlett Road. Future bike connect-

tions are proposed to connect to the Illinois Prairie Path located west of the Village. The proposed Downtown area bicycle network builds on the existing network

The proposed bicycle network aims to create a safe and efficient system that connects residents, visitors, and commuters with key community destinations. The bicycle network proposed in this section includes off-street shared use paths, on-street facilities, signed bike routes, and shared lanes. While some of these routes go beyond the boundaries of the Downtown TOD Plan, it is important to understand the networks of trails that connect to Downtown.

Shared-Use Paths

Bartlett Trail: Continue Bartlett Trail north on Western Avenue to connect to the Metra station. The intersection of W. Bartlett Avenue and Western Avenue should initially be improved with signage and highly visible crossing markings. A warrant study should be completed to determine the need for traffic control at this intersection.

On-Street Bike Lanes

- North Avenue, from Western Avenue to Lake Street
- Main Street, from W. Bartlett Road to Stearns Road
- Prospect Avenue, from North Avenue to Stearns Road

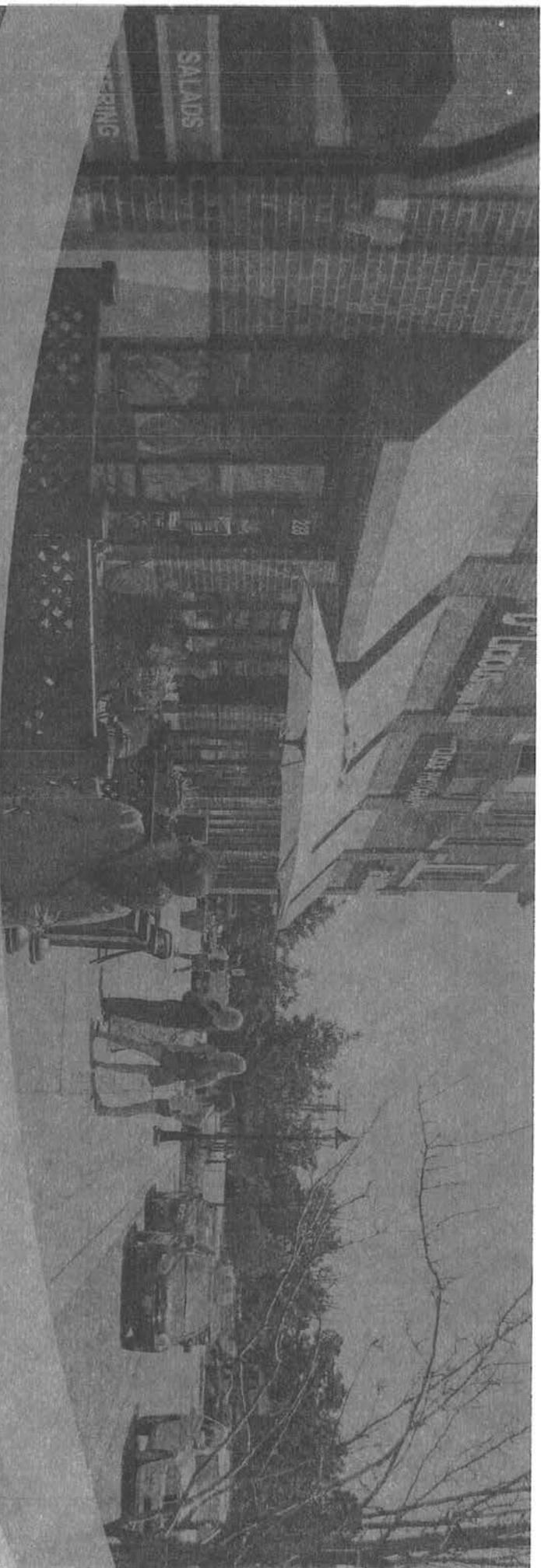
Marked Shared Lanes

- Western Avenue, from North Avenue to Main Street
- Hickory Avenue, from Oneida Avenue to Oak Avenue and then continuing on Oak Avenue to Lake Street
- Railroad Avenue, from Main Street to Berteau Avenue
- Berteau Avenue, from Railroad Avenue to Devon Avenue

Signed Routes: Oneida Avenue

Streetscape Analysis

- 1 **Rail Crossing at Western Avenue and Pedestrian / Bike Connections to the West:**
Previously recommended in the West Bartlett Road Corridor Plan and mentioned by several stakeholders, better pedestrian and bicycle connectivity to the west would help connect residents and employees to Downtown.
- 2 **Rail Crossing and Intersection at Oak Avenue:**
Streetscape at the Oak Avenue Metra track crossing includes newer landscaping and paving, but lacks adequate night lighting, and business directory signage.
- 3 **Streetscape Along W Bartlett Avenue:**
This zone is characterized by wide driving lanes, narrow sidewalks, and excessive curbs cuts. Expanded landscape zones, greater sidewalk width, and curb cut consolidation is needed.
- 4 **One-way Street and Block Circulation Along Historic Retail Strip:**
The one way traffic flow of this block creates frustration and confusion for visitors driving to businesses. The circulation pattern for vehicular traffic is needlessly complex, and could be streamlined to create better visitor experience.
- 5 **Town Center Access and Circulation:**
The current Town Center parking and circulation route creates confusion for visitors trying to find businesses. Better connectivity between front and rear parking zones is needed.
- 6 **Streetscape Along Parking Areas to the East:**
The Metra commuter parking areas, north of the rail tracks, lack adequate sidewalks, street trees, and landscape to provide a comfortable and safe walking experience for commuters traveling east from Downtown. An improved and extended sidewalk is needed in this area.
- 7 **Lack of Rail Crossing for Pedestrians and Bikes at Berneau Avenue:**
As future developments are constructed on vacant land in the eastern portion of Downtown, more connectivity for pedestrians will be needed to allow for access to schools and parks north of the tracks. A crossing at grade is likely not possible in this area, but below and above grade connections should be explored in the future.
- 8 **Streetscape and Landscape Along Berneau Avenue:**
Berneau Avenue currently serves as a service street for Senior Flexonics and Bartlett Plaza, and therefore is not inviting to pedestrians. In the future, as new housing is built Downtown, it will become an important north-south connection to the Metra station and should be improved.
- 9 **Gateway Intersection at Devon Avenue and Main Street:**
Better sidewalk connectivity, and landscaping is needed to the south to extend the character of Downtown.
- 10 **Gateway Intersection at Oak and North Avenues:**
The entrance to Downtown from the north has a more residential character. It is unclear for those unfamiliar with Downtown what is further south. Improvements in this area are needed to attract more visitors to Downtown.



04 Downtown Revitalization Recommendations

Downtown Revitalization Strategies

1 Create a support system for Downtown businesses that provides educational and networking resources.

3 Audit the development review and permitting process for possible confusion or inefficiencies.

5 Encourage and support the Economic Development Commission's commitment to Downtown business attraction and events management.

2 Foster more business collaboration by forming a Downtown Merchants Association that meets regularly.

4 Continue to educate the public about the importance of attracting new development for Downtown, and the benefits of financial investments for Bartlett's future.

6 Target existing active community social networks, such as young families or stay-at-home parents, to attract a dedicated Downtown clientele.

Events & Activities

Youth & Families

As evident through social media groups, there are many young families living in the Village of Bartlett. Providing meeting space and activities that appeal to this demographic is important to making the Downtown more relevant to today's residents. Downtown already hosts many children's events, such as those held at the Depot Museum and Arts in Bartlett. Holding larger family events, that engage local businesses, will help build stronger social relationships, a commitment to Downtown retailers, and help to welcome new residents.



Hula Hoop Competition



Corporate Sponsored Tricycle Race



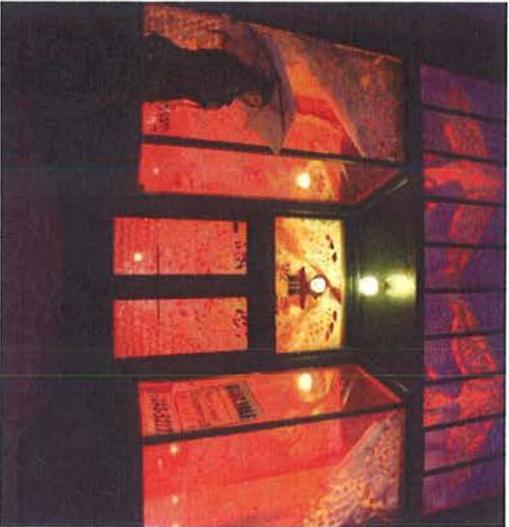
Parent Play Groups



Family Fitness Event

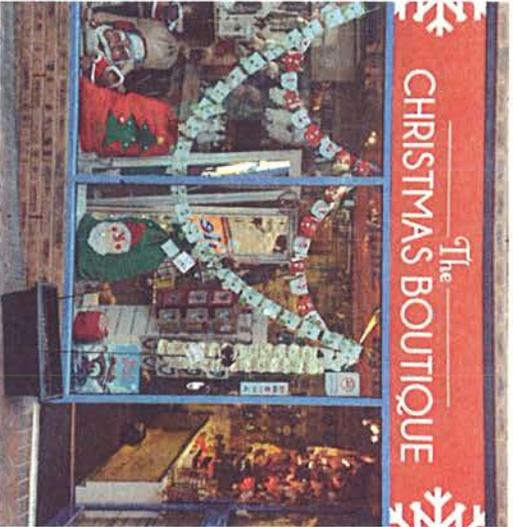
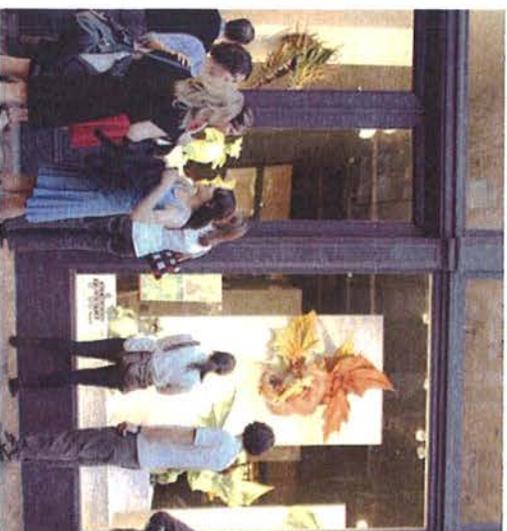
The photos on this page illustrate relevant examples of family-friendly events from other communities. Many of these events are funded through corporate sponsorships, and take place in small parks or on a closed street. Activities that involve fitness, public health, and safety are particularly popular with parents today. Often, local healthcare providers are willing to participate in these types of events. Cooking demonstrations, food stalls, and other booths at these events can help to promote local businesses and introduce residents to the Downtown offerings.

Activation of Vacant Storefronts



Storefront Installations

There are many vacant storefronts in the core of Downtown Bartlett that have created a negative impression for visitors. There are many widely-used techniques for activating vacant Downtown storefronts in engaging ways, that attract new interest, and investment for Downtown areas. Temporary installations that involve community organizations can be used to bring life to empty spaces, such as the student artwork projects shown here. These projects also help to highlight local talent.



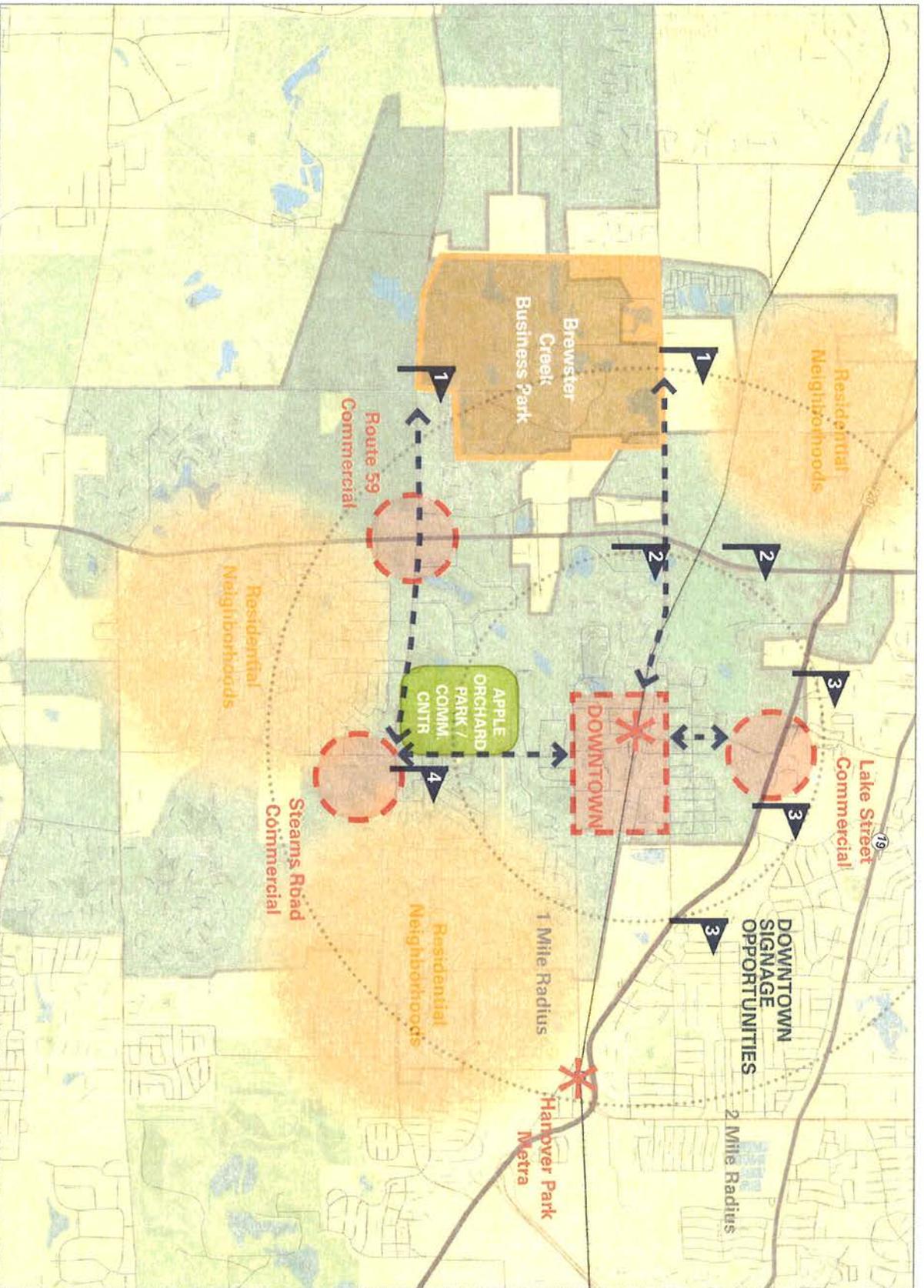
Special Family Entertainment

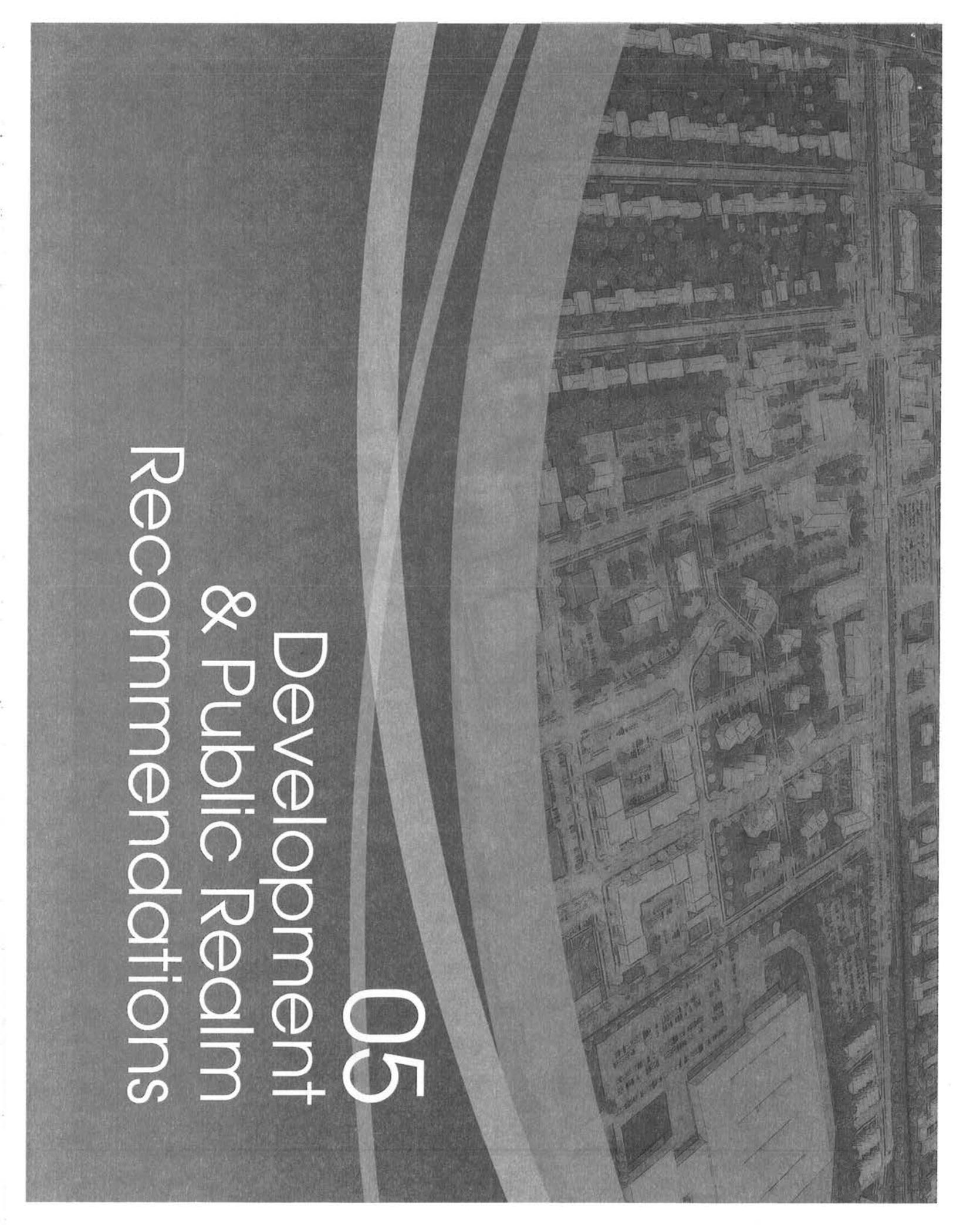


Book Sale / Community Garage Sale

Pop-Up Shops / Short Term Leases

Other solutions for Downtown vacancies include short-term leases for start-up businesses, often referred to as a "Pop-up Shop." These businesses might be online stores that want to explore having a physical location, or a seasonal, holiday-related business that doesn't need to be open year-round. If successful, these short-term businesses may look for longer term leases, or may help attract other new businesses to Downtown.



An aerial photograph of a city street grid, showing a dense network of buildings and streets. A prominent road construction overlay is visible, consisting of several thick, light-colored lines that curve across the grid. The text is overlaid on the left side of the image.

05
Development
& Public Realm
Recommendations

Opportunity Zones Overview

A key task of the planning process was to identify possible Downtown development sites with the input of Village stakeholders and leadership. Potential future improvements for each site were then discussed, and coordinated with the Real Estate Market Analysis, Transportation Analysis, and public comments. The map on the facing page identifies the sites that were considered, and the following chapter provides an overview of the potential options, constraints, and opportunities for each site area.

- A Surface Parking at Western and Oneida Avenues:**
This Village-owned commuter surface parking lot is adequately sized for future multi-family residential development. Existing parking would need to be relocated to other areas of Downtown.
- B Associated Bank Drive-Through:**
The existing drive-through banking facility on this site is an inefficient use of land, and doesn't support Downtown character goals. Reconfiguring the bank site, to condense its layout would allow for a new development parcel in this desirable Downtown location.

- C Surface Parking at Oneida and Eastern Avenues:**
As heard from Village leadership, business owners, and Downtown residents, consolidating some of the Metra commuter parking into a parking structure, with retail on the first floor is a long-term goal of the community. Though many stakeholders feel that a parking structure would free up other areas of Downtown for new development, the cost to build and manage a parking facility would be significant, and may inconvenience commuters.

- D Vacant Parcel Along Railroad Avenue:**
This Metra-owned vacant parcel is located just north of the Senior Flexonics facility. This site is an excellent opportunity for single-family attached residential expansion Downtown. A portion of this site will also be needed to accommodate future Metra parking needs.

- E Vacant Parcel at Railroad Avenue and Berneau Avenue:**
Directly to the west of Site D is a well-situated vacant parcel on the corner of Railroad Avenue and Berneau Avenue. This site is best suited for future multi-family uses due to the location, adjacent uses, and site dimensions.

- F Vacant Parcel Adjacent to the Rail Right of Way:**
This site is located close to the Metra rail right of way, and is very narrow. Development in this location would be difficult, so the site is best suited to help accommodate future Metra commuter surface parking needs. New parking development in this zone could replace the existing commuter parking on Site A.

- G Downtown Super-Block:**
Located just south of the Metra station, this large block is a substantial part of Bartlett's Downtown. The block layout doesn't serve the goals of the TOD Plan to improve Metra access and Downtown circulation through walkable, mixed-use blocks.

- H Bartlett Avenue Retail Core:**
The historic retail buildings along Bartlett Avenue, between Oak Avenue and Eastern Avenue are the center of Bartlett's Downtown. The scale and architecture of the buildings provide the small-town "main street" character that is desired by many stakeholders in the Village. Strategic enhancements to the streetscape, pedestrian realm, parking, signage, and facades is recommended to reinforce the importance of this street to Downtown.



Three-dimensional illustration of a potential concept for future development in Bartlett

Opportunity Site A

Near Term Strategies

Bartlett Avenue is an important east-west connection in Downtown, and provides access to many of Bartlett's businesses and restaurants. Bartlett Avenue between Western Avenue and Oak Avenue, however, lacks an appealing, inviting, or safe pedestrian zone due to complex vehicular circulation patterns and excessive curb cuts. The following site strategies would help to improve the character of the street, and create a more suitable street space for future Downtown events and activities:

- Relocate driveway access for the commuter parking lot from Bartlett Avenue to a single new access drive on Oneida Avenue.
- Consolidate private parking access from two driveways to one driveway.
- Add curb extensions (bump-outs) at each end of the block.
- Improve delineation of travel lanes, commuter parking, and formalize the commuter pick-up/drop-off auxiliary lane.
- Increase sidewalk width on north side of street.



KEY

- Development Site Boundary
- ① Add curb extensions and gateway feature
- ② Remove curb cuts and add angled parking
- ③ Consolidate curb cuts for private parking area
- ④ Maintain informal pick-up lane / queuing area
- ⑤ Create mid-block crossing to connect to the Metra platform
- ⑥ Provide new curb cuts for the commuter parking along Oneida Street, to prepare the site for development along the Bartlett Avenue frontage

Opportunity Site A

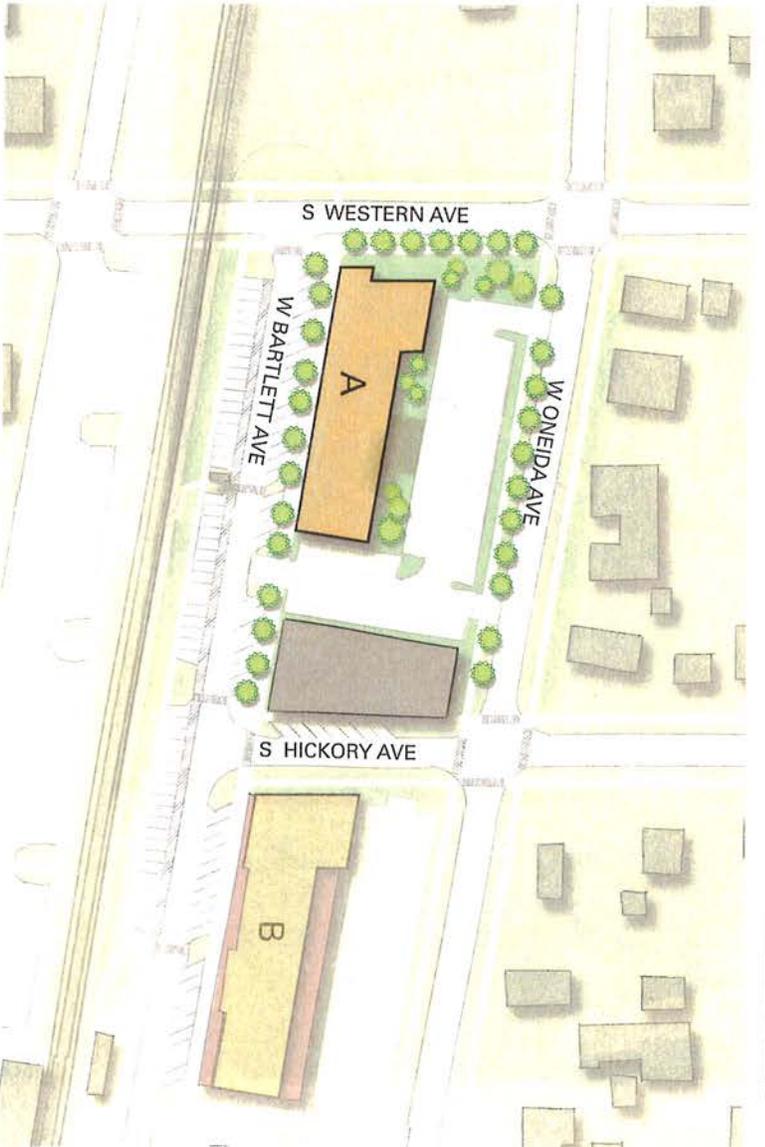
Long Term Strategies

As demand for new housing increases, Site A will become a good opportunity to create new rental units in close proximity to the Metra station. The goal of West Bartlett Avenue infill developments should be to extend the existing Downtown building character to Western Avenue.

New infill buildings that are built close to the Bartlett Avenue frontage, with parking along Oneida Avenue, will provide a better sense of continuity for the street and will fill existing gaps between properties. An attractive landscape buffer, with low fencing, should be designed for the Oneida Avenue frontage to reduce the impact of the development on adjacent single family homes.

Site A is roughly .76 acres in size, and would accommodate a small-scale residential rental apartment development. Building entrances, the lobby, and other public spaces should face Bartlett Avenue to help activate the street.

Because the location of Site A is at the western edge of Bartlett's core retail area and adjacent to single family uses, this site is not considered a good location for commercial uses.



Site Location	Proposed Uses	Proposed Height (# of Floors)	Gross Square Footage	Estimated Units	Estimated Parking Spaces
A	Residential - Multifamily	3	42,000	32	47

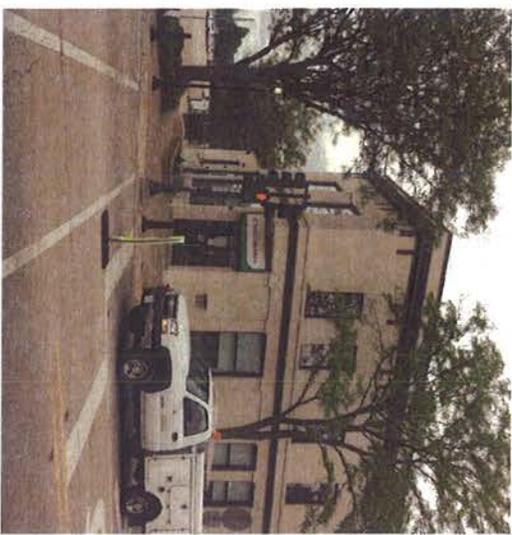
Site Area (Square Feet)	Site Area (Acres)	Proposed FAR	Estimated Density
33,000	.76	1.3	42 units/acre



Opportunity Site B

Near Term Strategies

This portion of Bartlett Avenue has a particularly wide cross-section, and therefore facilitates fast moving traffic that creates a dangerous environment for pedestrians especially after dark. Many commuters walk in the street to travel to and from their cars from the Metra platform. Overall, brighter lighting, high visibility crossing markings, and improve sidewalk connections are needed to increase pedestrian safety.



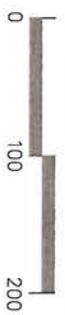
Existing historic bank building at Oak St and Bartlett Ave



KEY

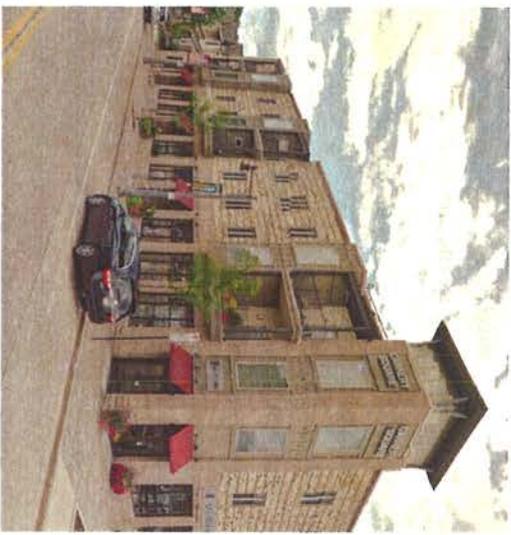
Development Site Boundary

- 1 Add curb extension, high visibility crossing striping, and special paving
- 2 Reorient parking spaces to create more efficient layout
- 3 Consolidate and reduce curb cuts
- 4 Convert parallel parking to angled parking
- 5 Consider creating a more efficient shared parking layout with the bank and other uses on the block
- 6 Expand bike parking in the Metra platform area

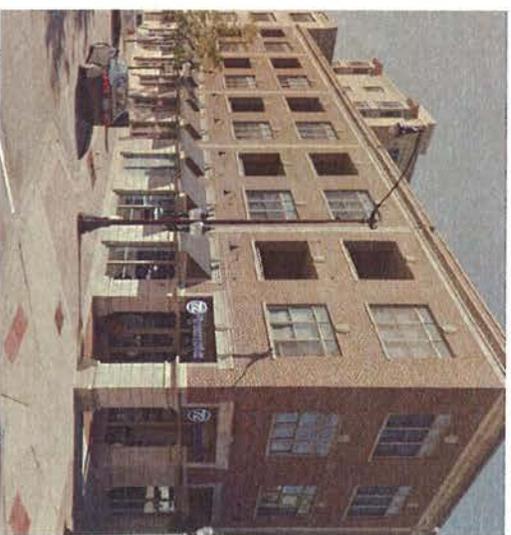


Opportunity Site B

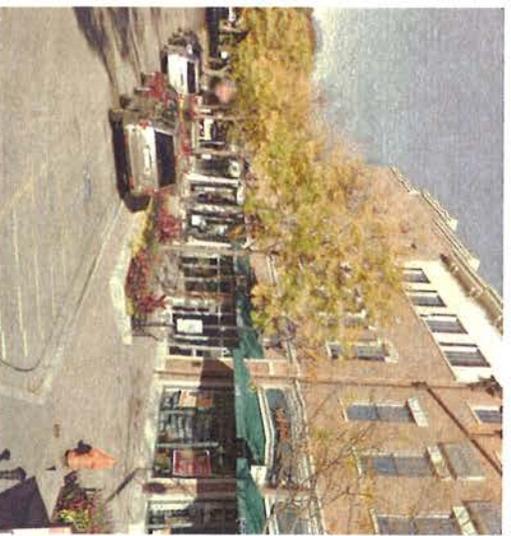
Example Developments from other Communities



Downtown Mixed-use, Sun Prairie, WI



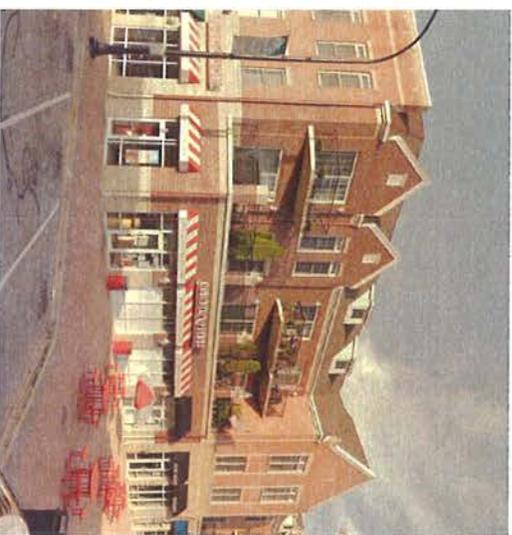
Mixed-use, Arlington Heights, IL



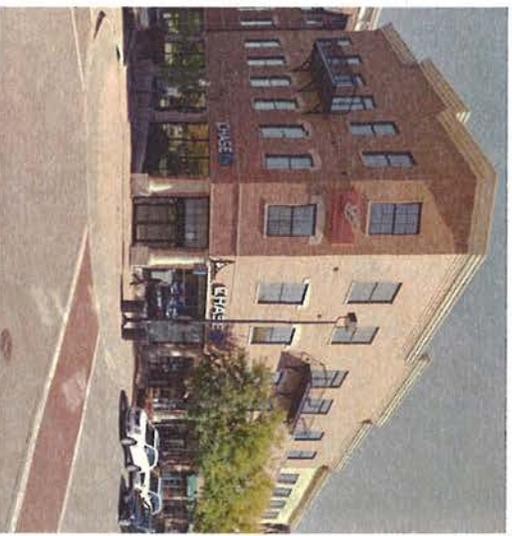
Downtown Mixed-use, Naperville, IL

Building Form and Character

The Development of Opportunity Sites A and B will significantly impact the character of Downtown and should be thoughtfully constructed in a scale that closely relates the Town Center, and nearby existing historic retail properties as shown in these photo examples. Building and facade features that help to better define the edge of the street should be used, such as corner projections, varied roof lines, awnings, and material changes. Active uses, with clear glass and pedestrian oriented signage should be used on the ground floors to change the perception of Downtown.



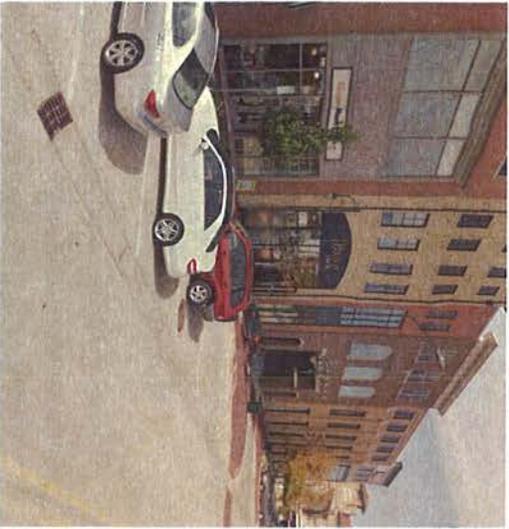
Mixed-use, Mt Prospect, IL



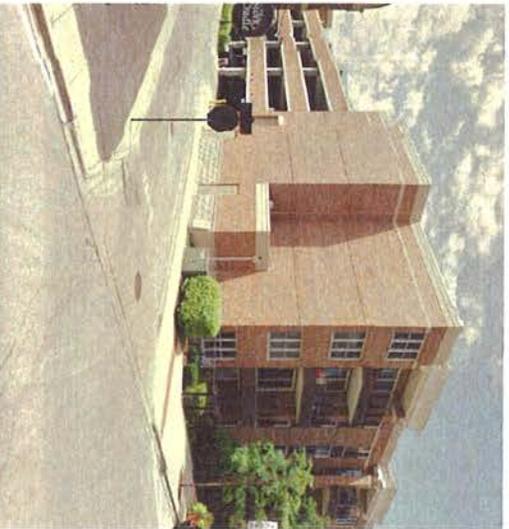
Downtown Mixed-use, Naperville, IL

Opportunity Site C

Example Developments from other Communities



Parking Structure with Retail, St Charles, IL



Parking with Residential, Wheaton, IL



High Quality Parking Structure, Naperville, IL

Parking Improvement Strategies

In the short term, strategies for better lighting, landscaping, and edges of surface parking lots should be considered. The two examples to the right show surface parking with low-maintenance landscaping, low fencing, and densely planted street trees. If a parking structure is built in the future, it should be carefully designed to fit with the neighborhood uses and character of Bartlett. The examples above show different options for creating an active ground floor to help disguise a downtown parking structure including retail, residential, and office uses.



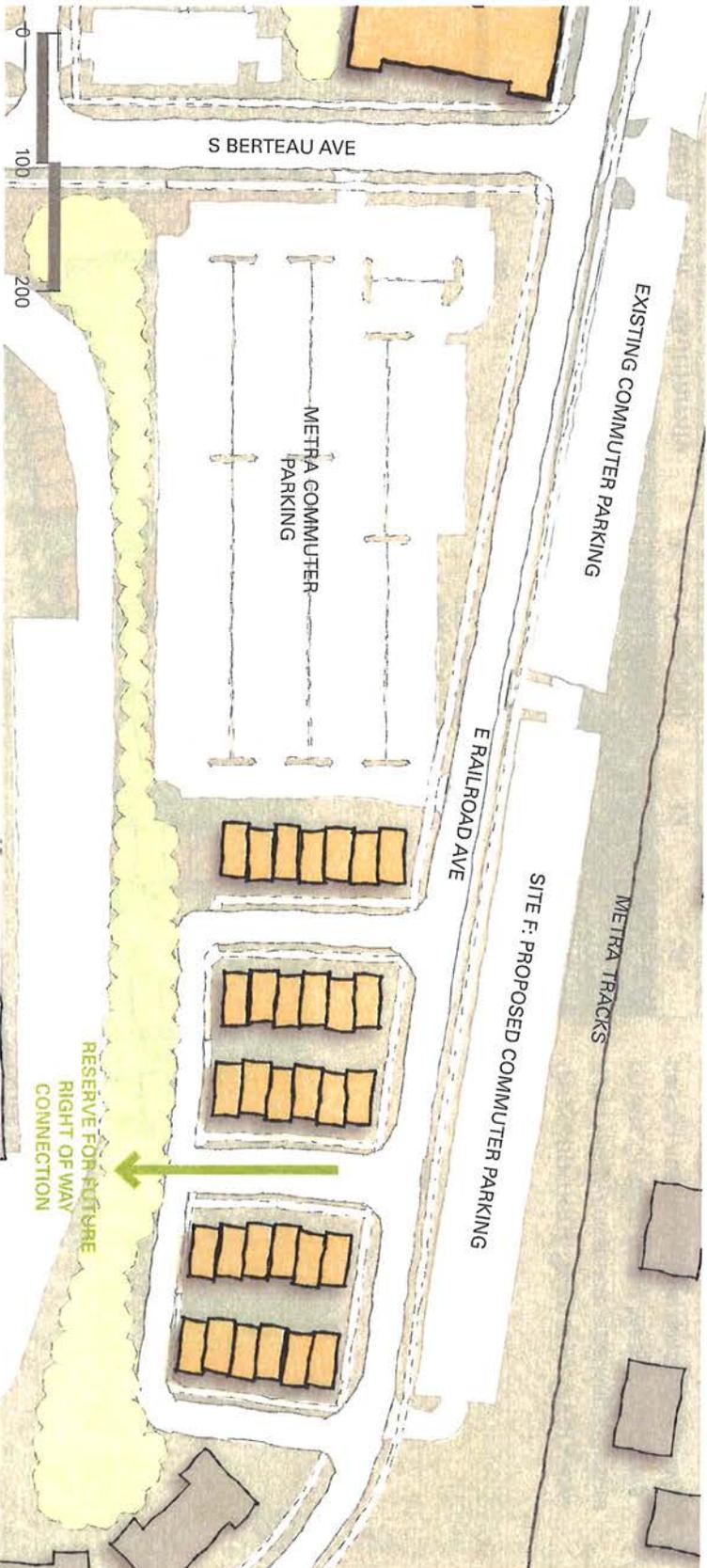
Parking Lot Buffer, Chicago, IL



Parking Lot Edge, traditional style

Opportunity Site D

Phase 1 & 2 Development Concept



Site Location	Proposed Uses	Proposed Height (# of Floors)	Gross Square Footage	Estimated Units	Estimated Parking Spaces
D	Residential - Townhomes	2	49,600	31	62
D	Metra Commuter Parking				250
Site Area (Square Feet)		Site Area (Acres)	Proposed FAR	Estimated Density	
223,100		5.12	0.2	6 units/acre	

Development Scenario Overview
 Initial solicitation to developers for Site D should focus on the eastern portion of the site that is well suited for new townhomes. North-south right of ways should be reserved as part of the development layout to provide the opportunity for future street connections if Senior Flexionics were ever to relocate or reconfigure their property. The western portion of the site will be used over time to accommodate Metra's parking expansion needs.

Opportunity Site D



Townhouses, Prairie Crossing, IL



Existing Townhouses, Bartlett, IL



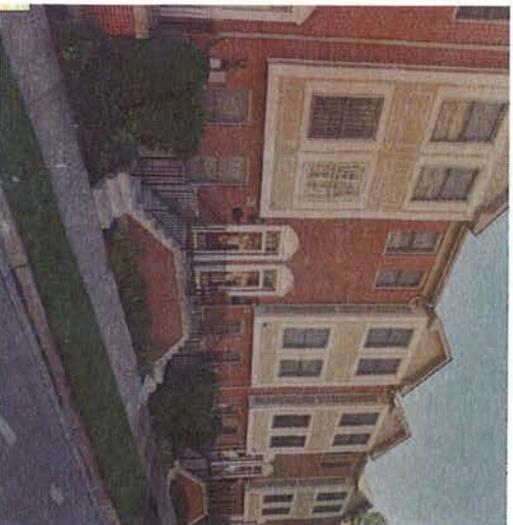
Townhomes, Arlington Heights, IL

Development Character Examples

Site D is located at the eastern edge of Downtown and therefore acts as a transition zone to lower density residential neighborhoods. Townhomes, similar in scale to the neighboring Asbury Place development would help to create a coherent character to this neighborhood. If the parking structure scenario is implemented and the Metra parking can be accommodated elsewhere, other types of housing such as rental apartments or condominiums would be possible on the site. Examples show multifamily of 1-4 stories, which fits well with the existing density of Bartlett.



Multi-Family, Naperville, IL



Multi-Family, Arlington Heights, IL

Opportunity Site E

Near Term Strategies

Because Site E is development ready, it should be the focus of attracting new residential development to Downtown Bartlett.

The concept to the right shows a potential site layout including an “L-shaped” residential building that defines the corner of Railroad and Berneau Avenues. A surface parking lot to serve the building is located away from the street frontage, behind the proposed building.

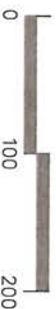
To accommodate future right of way connections to the south, the western portion of the site should be reserved through a setback or easement. This reserved space would not inhibit the property’s development potential, as it has a substantial size, and would greatly improve the connectivity for new residential Downtown.

The existing natural buffer at the southern edge of the site should be maintained to provide separation between the existing apartments and any new development.



Site Location	Proposed Uses	Proposed Height (# of Floors)	Gross Square Footage	Estimated Units	Estimated Parking Spaces
E	Residential - Multifamily	3	50,000	38	57

Site Area (Square Feet)	Site Area (Acres)	Proposed FAR	Estimated Density
69,500	1.6	0.7	24 units/acre



Downtown Street & Block Pattern

Connectivity Today

Older Downtown Bartlett residential neighborhoods, north of the Metra tracks, are defined by a consistent, pedestrian friendly, block pattern and system of neighborhood streets. To the south of the tracks, however, many of the blocks near the core of Downtown are in close proximity to businesses, but are not directly accessible due to a lack of through-street connections. For example, a resident living on S Hickory Avenue, between Railroad Avenue and Devon Avenue is located only about 500 feet from the Village Hall, but would need to walk 1/2 mile to get there on foot. Similarly, the block occupied by the Town Center, CVS, and Bartlett Plaza Shopping Center (identified as a Super Block to the right) acts as a barrier for pedestrians traveling from neighborhoods south of Devon Avenue to the Metra station area.

Future Strategies

Options for creating new connective neighborhood streets and pedestrian routes through the Super-Block are identified on the following pages. These concepts would not require any major building demolitions, and could be implemented in phases over time as funding for infrastructure improvements are secured.



Site G: Super-Block

Existing Conditions

The Super-Block currently contains a mix of commercial, multi-family, retail, and service uses representing a broad range of styles and ages. The more recent developments such as the Town Center and the CVS act as important gateways to Downtown and include newer streetscape, attractive architecture, and an urban layout. Other older properties, throughout the center of the block, are designed with generous setbacks and surface parking fronting the street.

1



7



2



8



Bartlett Plaza Shopping Center occupies a large portion of the Super-Block, and currently has a large amount of vacant space. Based on the Market Analysis, Downtown Bartlett has a large inventory of vacant commercial spaces that need to be filled. Proposed strategies to revitalize this area include:

3

- Redevelop older retail properties that have been vacant for a significant period of time, into other uses.
- Condense existing retailers to create a critical mass of businesses.
- Create new, smaller scaled commercial development along Devon Avenue to establish a more attractive gateway.



16

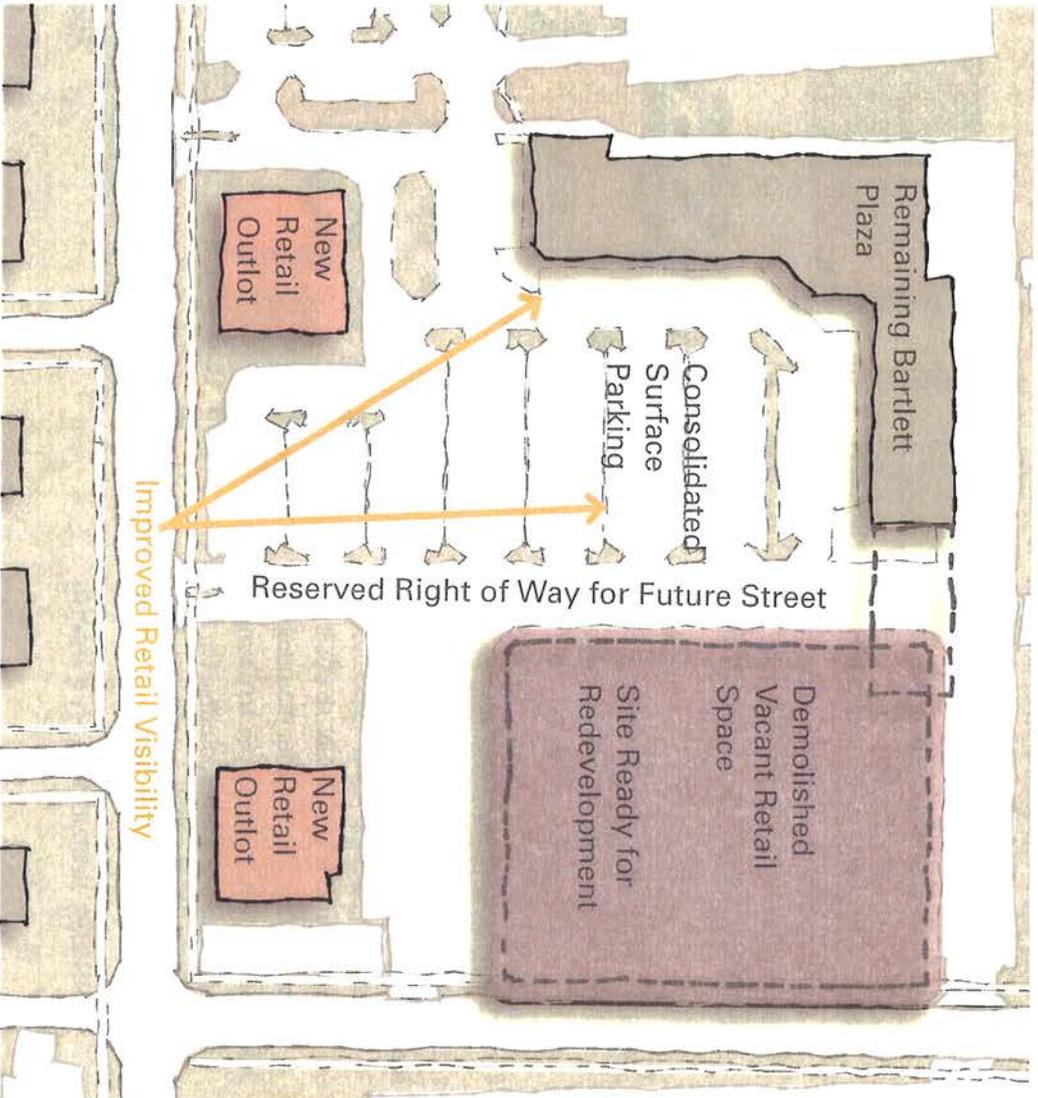


Site G: Super-Block

Redevelopment of Bartlett Plaza and improved connectivity through the Super-Block is needed to reposition existing businesses and provide new opportunities for Downtown residential and commercial development. Increased circulation for pedestrians and vehicles through Downtown will help to also strengthen its character. A concept for subdividing the Super-Block by adding new north-south pedestrian and vehicular routes is shown on the facing page. Strategies illustrated by this diagram include:

- Maintain successful existing residential and commercial properties, while also reducing the overall amount of vacant commercial space.
- Demolish the vacant grocery space, and eastern portion of Bartlett Plaza to create a new development site along Berreau Avenue.
- Relocate any displaced existing Bartlett Plaza businesses to new commercial developments along the Devon Avenue or Main Street to improve their visibility.
- Resurface and modernize the parking, improve landscape, and update the facades of the remaining Bartlett Plaza.

Bartlett Plaza Strategy for Initial Phase of Redevelopment



Super Block Concepts

Other Options for Consideration:

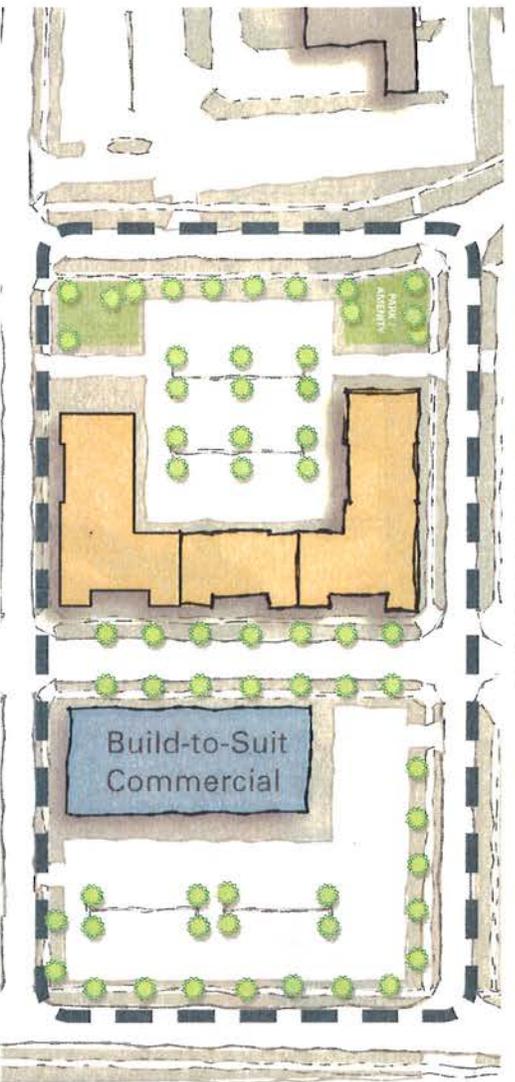
Alternative 1

As a long term solution, the center parcels of the Super-Block may be better suited to other uses, rather than retail. If retail expansion is relocated to the Main Street corridor, the remaining portion of Bartlett Plaza could be replaced with more multi-family residential units. The option shown to the right illustrates another multi-family building on the Bartlett Plaza site. This scheme also shows an alternative of office uses on the east parcel.

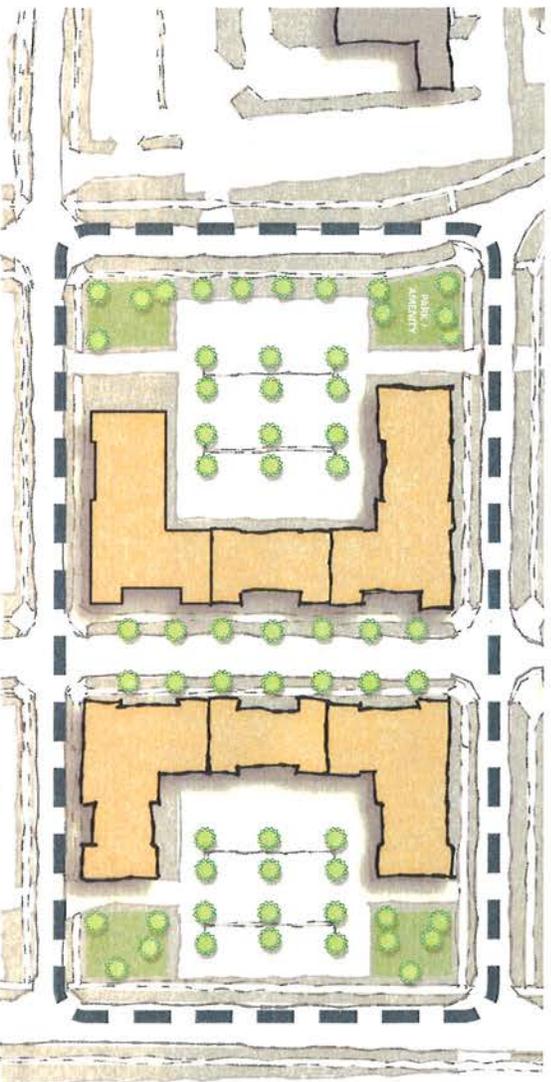
Alternative 2

Depending on the real estate market in the future, the demand for housing might continue to be much higher than for retail in Downtown Bartlett. If this is the case, focussing on the development of additional residential uses for this area would be most successful. This scheme shows an option for two multi-family residential buildings that front the new neighborhood street, with parking to the rear.

Bartlett Plaza Mixed-use Full Build Out Scenario



Bartlett Plaza Residential Full Build Out Scenario



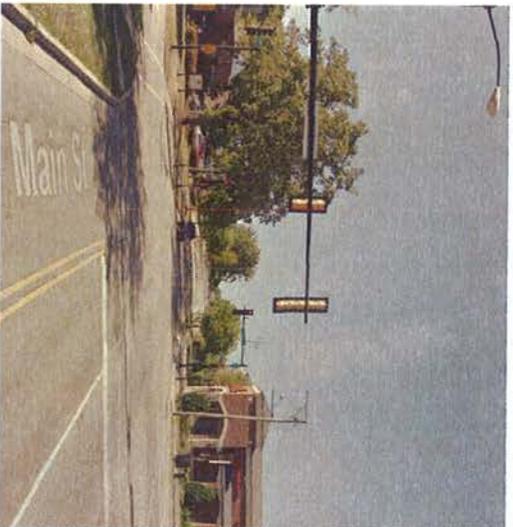
South Main Street Corridor

Near Term Strategies

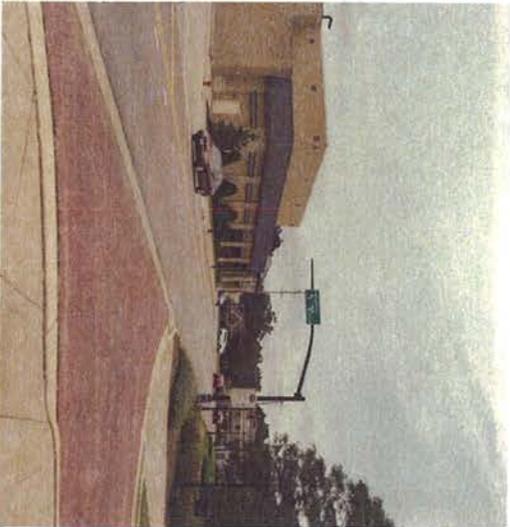
South Main Street is an important Downtown corridor, but currently lacks adequate pedestrian and bicycle safety infrastructure to encourage a connection between the east and west sides. Between Devon Avenue and Railroad Avenue, there are no formal pedestrian crossings, but many were observed crossing into traffic in this area. The following improvements are recommended to transform Main Street into a complete street:

- Reduce speed limit to 25 mph.
- Add mid-block crossing between Village Hall and Town Center.
- Add pedestrian crossing at Hillcrest Lane
- Reduce driveway widths/eliminate curb cuts where possible, to accommodate safer pedestrian crossings.
- Add on-street bike lanes by eliminating the center turn lane.

The conceptual street section on the facing page illustrates the proposed lane reconfiguration to provide space for bike lanes in each direction.



Intersection of Main Street and Devon Avenue

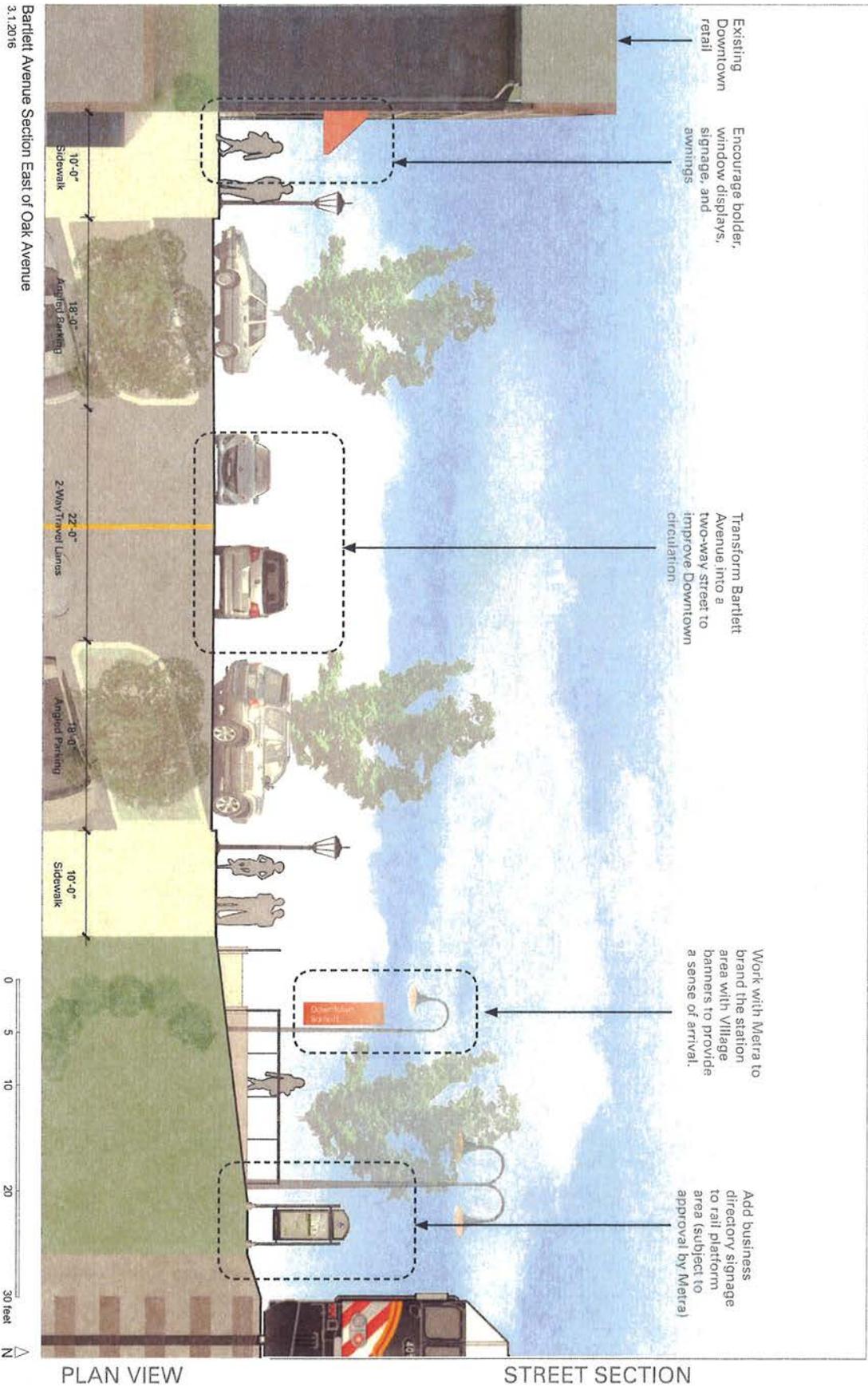


Main Street near the Town Center



Bartlett Avenue Retail Core

Bartlett Avenue Revitalization Concept



PLAN VIEW

STREET SECTION

Bartlett Avenue Section East of Oak Avenue
3.1.2016



06 Implementation Strategies

Development Phasing Strategies : Near Term (1-3 Years)

Conceptual Phase Program:

Site Location	Near Term (1-3 Years)	Gross Square Footage	Estimated Units	Approx. Parking Spaces
A	Residential - Multifamily Rental Apartments	42,000	32	47
E	Residential - Multifamily Rental Apartments	50,000	38	56
D	Residential - Single Family Attached (Townhomes)	49,600	31	47
From A to F	Commuter Parking Relocated			(86)
F	Commuter Parking Added (86 relocated spaces + 14 new)			100

Implementation Actions:

- A** Surface Parking at Western and Oneida Avenues:
 - Consolidate curb cuts and seek grant funding for pedestrian related right of way improvements.
 - Relocate commuter parking spaces to Site F
 - Outreach to residential developers to market Site A for new development
- B** Associated Bank Drive-Through: Meet with property owners to discuss options for redeveloping the existing bank drive through.
- C** Surface Parking at Oneida and Eastern Avenues: Implement parking lot perimeter landscape and sidewalk improvements.
- D** Vacant Parcel Along Railroad Avenue: Right-size the area that is needed to accommodate Metra parking, and then define the remaining area as a development site. Market the site for townhome development.
- E** Vacant Parcel at Railroad Avenue and Berneau Avenue: Seek new multi-family development for this shovel-ready site. Redefine parcel area to reserve western portion for future right of way connection to the south.
- F** Vacant Parcel Adjacent to the Rail Right of Way: Village to construct replacement commuter parking spaces, and to coordinate with Metra to construct any needed new commuter parking (relocated from Site A)
- G** Downtown Super-Block: Coordinate with property owners to formalize demolition plans for the eastern portion of Bartlett Shopping Center. Relocate businesses as necessary to prepare for demolition.
- H** Bartlett Avenue Retail Core: Meet with existing retail businesses to discuss aesthetic, signage, and facade improvements in this zone. Construct new crossings, and convert street to two-way.

Initial Phase: The development of Sites E and D would meet the initial residential demand that is identified by the TOD Plan Real Estate Market Analysis. The timing of further residential development would depend on the future market demand for housing.

Development Phasing Strategies : Mid Term (4-6 Years)

Conceptual Phase Program:

Site Location	Mid Term (4-6 Years)	Gross Square Footage	Estimated Units	Approx. Parking Spaces
B	Retail / Commercial	10,000	-	10
B	Residential - Multifamily Rental Apartments	42,000	32	48
G	Retail / Commercial	18,400	-	18
G	Demolished Commercial	(49,830)	-	-
D	New Commuter Parking			250

Implementation Actions:

B Associated Bank Drive-Through:

- Relocate drive-through, and demolish existing building to prepare the site for new development
- Consolidate and reorganize existing parking areas, to create a more efficient layout along Oneida Avenue
- Market site to residential developers as a downtown mixed-use opportunity

D Vacant Parcel Along Railroad Avenue:

- Work with Metra to construct new commuter parking lot to provide capacity for commuter growth.

G Downtown Super-Block:

- Construct new pedestrian connections from the Bartlett Plaza area to the train station.

E Vacant Parcel at Railroad Avenue and Berneau Avenue:

- Partially construct new neighborhood street connection to the south.

- Prepare Bartlett Plaza site for new development, market to potential residential developers.

Metra Operations & Coordination:

- Meet regularly with Metra to discuss options for future platform and station improvements
- Improve safety of pedestrian crossings at Western Avenue and Oak Avenue
- Study options for below or above-grade pedestrian crossings in the Berneau Avenue area
- Construct new commercial outlot developments along Devon Avenue to strengthen the southern gateway to Downtown.

Development Phasing Strategies : Long Term (7-10 Years)

Conceptual Phase Program:

Site Location	Long Term - (7-10 Years)	Gross Square Footage	Estimated Units	Parking Spaces
H	Retail / Commercial/Office	14,500	-	15
G	Residential - Multifamily Rental Apartments	84,600	63	95

Implementation Actions:

G

Downtown Super-Block:

- Begin identifying additional sites along Main Street for modernization and / or redevelopment.
- Gradually infill retail along Main Street with smaller setbacks, and parking in the rear to reinforce the shopping street character.
- Create additional street connections through the Super-Block, in coordination with new residential development on the former Bartlett Plaza site.

H

Bartlett Avenue Retail Core:

- Reinforce Bartlett Avenue as the core retail street by adding special paving and additional streetscape. These improvements will create an excellent environment for expanded Downtown events and activities.

Development Phasing Strategies : Full Build Out Vision (10+ Years)

Conceptual Phase Program:

Site Location	Full Build Out Vision	Gross Square Footage	Estimated Units	Parking Spaces
H	Retail / Commercial/Office	34,500	-	35
G	Residential - Multifamily Rental Apartments	92,100	69	104
D	Residential - Single Family Attached (Townhomes)	38,400	24	36
D	Residential - Multifamily Rental Apartments	42,000	32	47
C	Retail / Commercial	14,100	-	14
From D to C				
C	Commuter Parking Relocated			(250)
C	Commuter Parking absorbed in new Parking Garage			(204)
C	Parking Garage Spaces	164,634		420
	(250 relocated spaces from D + 204 existing spaces on C = 420 spaces)			

Vision Overview

In the future, as Bartlett continues to fill Downtown vacancies and redevelop underutilized parcels with new housing and businesses, the consolidation of Metra commuter parking into a parking structure on Site C could be economically feasible. Structured parking on Site C would be located in close proximity to the station, and therefore would reduce travel time for commuters. However, concentrating the commuter traffic in one location may increase congestion and other traffic issues at peaks periods. The creation of a Downtown parking garage would require a partnership with many investors and a financial commitment by the Village for maintenance and management of the facility.

It is estimated that the cost to construct a surface parking lot is roughly \$5,000-10,000 per space while the construction of structured parking would cost roughly \$25,000-30,000 per space. As the Village considers alternatives for the future, a cost-benefit analysis of the parking structure option should be conducted to guide decision making.

Implementation Actions:

- C** Surface Parking at Oneida and Eastern Avenues:
If the parking structure option is implemented, Metra parking on Site D could be combined with additional public parking on Site C. This would in turn allow for the full build out of the western portion of Site D to residential.

Downtown Super-Block:

As the remaining Bartlett Plaza retail center continues to age, full replacement with residential uses at the center of the Super-Block as shown in this concept may be financially feasible. The future retail should be oriented along the Oak Avenue, Bartlett Avenue, and Main Street corridors.

Vacant Parcel Along Railroad Avenue:

If Metra parking is relocated in the future, this site could be fully built out with residential development. The proposed concept shows multi-family housing along Berneau Avenue, and additional town-homes along Railroad Avenue.

Implementation Check List

TASK 2: ATTRACT NEW USERS TO DOWNTOWN

	Timeline		
	Immediate Initiative	Ongoing Initiative	Notes
Suggested Actions:			
2.1 Establish a collaborative community activities committee that meets regularly to discuss opportunities for sharing responsibilities, resources, and to brainstorm ideas for new future events	●		
2.2 Encourage restaurants to actively participate in Downtown Bartlett by setting up temporary kiosks during events, engaging with commuters, and providing promotions to new residents	●		
2.3 Engage with existing local online social groups by providing opportunities for physical meeting spaces Downtown and by appealing to their interests and needs	●		
2.4 Identify spaces for temporary activities such as Pop-Up Shops and other temporary uses for vacant storefronts, and retail spaces.	●		
2.5 Form a diverse group committed to expanding the attendance, frequency, and offerings at Downtown Bartlett events. Establish assistance for this group to ensure that event volunteers have the management support they need.	●	●	
2.6 Embrace the ethnic diversity of Bartlett by encouraging cultural celebrations and holiday events to be held in Downtown.		●	
2.7 Build off of the recommendations of the Economic Development Committee (EDC) to leverage existing events, better engage local families, offer a range of activities that appeal to many family types, and to engage local businesses with local events	●		

Implementation Check List

TASK 4: INCREASE DOWNTOWN RESIDENTIAL POPULATION

	Timeline		
	Immediate Initiative	Ongoing Initiative	Notes
Suggested Actions:			
4.1 Market key Downtown sites for residential development by collecting relevant data and creating a Downtown Bartlett brochure to educate the development community about housing demand in Bartlett.	●		
4.2 Streamline permit process to better facilitate development and aim to provide clear information on fees and Village approval processes.	●		
4.3 Create an educational public meeting series to help the public understand the development opportunities, constraints, and current best practices in the region. Invite expert planners, and speakers to present what other communities are doing to promote their downtowns.		●	
4.4 Research and further explore financial incentive options such as land swaps, permitting deductions, public-private partnerships, or zoning bonuses.	●		
4.5 Re-propose the establishment of a Downtown TIF district with Village Leadership by using the recommendations of the TOD plan to define the goals and opportunities for future development. Revisit the cost-benefit analysis of providing a TIF for Downtown.		●	
4.6 Proactively zone strategic Downtown development parcels as residential to show a commitment to new residential development in Bartlett.	●		
4.7 Compile data on recent developer interactions to help inform leadership decisions, and to better quantify challenges and constraints for Downtown.		●	

Village of Bartlett
Finance Department Memo
2016 - 13

DATE: August 10, 2016
TO: Valerie Salmons, Village Administrator
FROM: Jeff Martynowicz, Finance Director
SUBJECT: Senior Utility Tax Rebate

Trustee Carbonaro has asked for committee discussion on the utility tax rebate for seniors. Below is a brief history of the Gas and Electric utility taxes.

The Village Board reduced the Electric and Gas Utility tax by a combined \$1,000,000 with cuts of \$300,000 in 2014 and \$700,000 in 2015. The last reduction went into effect as of May 1, 2016. During the implementation of the Utility taxes in 2012, the Village also granted an annual rebate for senior citizens of \$30 per year. In 2012, we estimated both taxes would cost a single family household approximately \$85 per year and established the \$30 rebate for seniors. In total the utility taxes have been cut by 58% from the original amounts established in 2012. The annual expense for the senior rebate is budgeted at \$59,000.

Two options for the Village Board to consider is eliminating the senior rebate entirely or reducing the rebate by a similar percentage of the revenue reduction in the utility taxes.

BRYAN E. MRAZ
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DAVID W. GULLION
ASSOCIATE
DWG@MRAZLAW.COM

MEMORANDUM

TO: President and Board of Trustees of the Village of Bartlett
Valerie L. Salmons, Village Administrator

FROM: Bryan E. Mraz, Village Attorney

DATE: July 11, 2016

RE: Northwest Mosquito Abatement District

Trustee Hopkins has cited to Section 9.5 of the Mosquito Abatement District Act (70 ILCS 1005/9.5) regarding the levy and collection of taxes by municipalities and mosquito abatement districts for mosquito abatement services. He has asked that I provide an opinion with regard to that statute.

That statute provides that if a municipality (Bartlett) budgets for and provides mosquito abatement services and levies within its general tax levy, a tax to fund those (mosquito abatement) services, and if the municipality (Bartlett) lies wholly or partially within a (mosquito abatement) district (NWMAD) that also levies a district (NWMAD) tax upon territory that lies in both the affected municipality (Bartlett) and the district (NWMAD), then the affected municipality (Bartlett) shall pay to the district (NWMAD) the amount collected by the municipality (Bartlett) to the district (NWMAD) that is also levying a district (NWMAD) tax on the territory (the Cook County portion of Bartlett) for the same type and quantity of services.

If the above requirements are met, the statute then provides that the district (NWMAD) shall reduce and abate the taxes levied by the district (NWMAD) on the territory (in Bartlett Cook County) subject to taxation.

The Village budgets \$72,000 to pay for the contractual mosquito abatement services that Clarke provides in the DuPage County portion of Bartlett. There is not a separate line item for mosquito abatement in the levy ordinance, but in the budget process and in determining the amount to be levied against all properties in the Village in DuPage, Cook and Kane Counties, the \$72,000 was included in the levy amount, and distributed by the taxing authorities to the Village, which in turn deposited the monies received into the Village corporate fund. The Village does not levy, collect or pay for additional mosquito abatement services in Cook County, as those services are being provided by the NWMAD. There are roughly 8,300 taxpayers in the DuPage County portion of the Village, and roughly 5,785 taxpayers in the Cook County portion

of the Village. From the levy and collection of real estate taxes on the properties of those 5,785 Bartlett/Cook County taxpayers, Cook County extended \$44,085 to NWMAD for mosquito abatement services in tax year 2014.

To trigger the statute, the Village would have to first pay NWMAD \$44,085, and then according to the statute, NWMAD would be required to reduce and abate taxes by that amount, arguably in proportion to the amount each of the 5,785 taxpayers paid in taxes based on the NWMAD tax rate X the assessed value of each tax parcel. Trustee Hopkins procured a spread sheet from the Cook County Clerk's Office that lists the amount of taxes levied against each of the 5,785 tax parcels identified by permanent index number ("PIN"), which totals the \$44,085. Trustee Hopkins has stated his position in the past that the Bartlett/Cook County residences are being double taxed, i.e., \$44,085 by the NWMAD, and then again by spreading the \$72,000 expenditure to Clarke over all of the taxable properties in the Village, including the portion of the Village lying in Cook County.

One problem is that the Village did not levy or budget for the cost of providing mosquito abatement services in all three counties in which the Village lies. What was arguably levied tied only into the cost of providing DuPage mosquito abatement services, and not to cover the \$44,085 expenditure to the NWMAD. Just taking the DuPage and Cook figures, \$72,000 and \$44,085 respectively, the total would be \$116,085. Thus, the Village did not levy for or receive the \$44,085 to now pay to the NWMAD, so NWMAD can in turn abate those taxes to Bartlett/NWMAD residents. Secondly, you can expect that the NWMAD will be resistant to taking on that tax abatement obligation, or at a minimum will want to reduce the abatement by the administrative costs and legal fees it incurs in connection with a process that they did not anticipate and has not encountered before. While the statute itself is silent on whether NWMAD can deduct those costs and fees, I would expect they will try to do so. NWMAD may also argue that the statute does not apply because Bartlett did not levy for the same type and quantity of services, particularly if it cannot recover or reduce abatement to cover its costs. That would be a fact question that could prove expensive to litigate, if it ever came to that.

If the Village were to pursue the matter, I believe the level of resistance will depend on the costs that the NWMAD anticipates that it will incur to comply and whether those costs will be reimbursed. It may be that the Cook County Clerk's Office can calculate the numbers and the Cook County tax officials may be able to apply any such abatement to future tax bills of Bartlett/NWMAD (Cook County) residences, rather than require manual calculations and mailing of thousands of checks.

If the Village is interested in pursuing this matter, I would advise that before paying the money to the NWMAD, the Village determine the ability of the Cook County Clerk's Office to perform those services, and the cost, if any, and the Village then write to the NWMAD attorneys to gauge the NWMAD's willingness to cooperate.

Columns posted: 7/13/2016 5:31 AM

Are you being double-taxed for mosquito control?



Video: Suburban Mosquito Abatement



Jake Griffin

Only one creature on this planet is so loathed that Illinois created special taxing districts to combat its presence.

While the pesky mosquito lacks size, it can pack a pretty significant wallop for suburban taxpayers, especially for some who are paying multiple agencies to battle the bugs.

"Why am I paying for two mosquito abatements? That seems like government bloat," said Wheaton resident Mary Ann Vitone. "There shouldn't be duplication like that here."

Vitone lives within the Wheaton Mosquito Abatement District, a 22-square-mile swath of central DuPage County where \$425,578 was spent last year to control the mosquito population, or \$19,344 per square mile. She also lives in Milton Township, which spent an additional \$48,066 total to fight the pests, according to agency financial reports.

Some Carol Stream residents might be paying taxes for three different agencies to ward off mosquitoes. The village spent \$76,063 last year, Bloomingdale Township spent \$166,980, and the West Chicago Mosquito Abatement District spent \$163,051.

And they aren't the only ones.

In Glen Ellyn, some taxpayers are paying for double coverage from Milton Township and the Glen Ellyn Mosquito Abatement District.

Taxpayers in St. Charles are paying both the city and township for mosquito control, as are people in parts of Addison, Aurora, Bensenville, Itasca, North Aurora, Oak Brook, Round Lake, Wauconda and Wood Dale.

That's according to a Daily Herald analysis of financial reports from 56 abatement districts, municipalities and townships that combined to spend more than \$5.3 million in each of the last two years on mosquito control.

While the ultimate goal is to prevent the spread of mosquito-borne diseases like West Nile virus, the amount of money devoted to the cause varies widely. The Zika virus is upping the ante in some places, though mosquitoes haven't been found to transmit the virus here.

Skeeter spending

Various agencies throughout the suburbs earmarked more than \$5 million in taxes last year to combat mosquitoes, with some spending more aggressively than others.

Agency	2015 spending	Square miles	Cost per square mile	Agency	2015 spending	Square miles	Cost per square mile
Addison	\$79,384	10.00	\$7,938.40	Libertyville	\$25,200	9.15	\$2,754.10
Addison Township	\$41,455	32.42	\$1,278.69	Lincolnshire	\$68,179	4.67	\$14,599.36
Aurora	\$15,639	45.80	\$341.46	Lisle Township	\$50,100	36.00	\$1,391.67
Aurora Township	\$32,575	35.30	\$922.80	Lombard	\$88,710	10.45	\$8,489.00
Avon Township	\$6,462	23.80	\$271.51	Long Grove	\$15,999	12.71	\$1,258.77
Batavia	\$38,564	9.70	\$3,975.67	Milton Township	\$48,066	35.27	\$1,362.80
Bensenville	\$37,733	5.62	\$6,714.06	Mundelein	\$53,993	9.96	\$5,420.98
Bloomingtondale Twp.	\$166,980	35.30	\$4,730.31	Naperville Township	\$31,048	35.89	\$865.09
Buffalo Grove	\$48,298	9.53	\$5,068.00	North Aurora	\$50,756	7.39	\$6,868.20
Carol Stream	\$76,063	9.42	\$8,074.63	North Barrington	\$38,069	4.89	\$7,785.07
Carpentersville	\$19,264	8.10	\$2,378.27	Northwest Mosquito Abatement District*	\$2,307,676	242.00	\$9,535.85
Crystal Lake	\$94,493	19.00	\$4,973.32	Oak Brook	\$70,229	8.28	\$8,481.76
Cuba Township	\$60,000	24.20	\$2,479.34	Oakbrook Terrace	\$15,438	1.27	\$12,155.91
Deer Park	\$20,075	3.83	\$5,241.51	Round Lake	\$23,650	5.63	\$4,200.71
Ela Township	\$28,060	35.90	\$781.62	St. Charles	\$106,376	14.93	\$7,124.98
Fox Lake	\$7,605	9.94	\$765.09	St. Charles Township	\$13,268	35.55	\$373.22
Fremont Township	\$12,822	35.80	\$358.16	Sugar Grove	\$2,728	10.50	\$259.81
Geneva	\$45,474	10.00	\$4,547.40	Vernon Hills	\$55,358	7.92	\$6,989.65
Glen Ellyn Mosquito Abatement District	\$152,202	8.00	\$19,025.25	Villa Park	\$32,740	4.76	\$6,878.15
Grant Township	\$13,945	23.00	\$606.30	Volo	\$16,118	4.00	\$4,029.50
Grayslake	\$35,331	10.00	\$3,533.10	Wauconda	\$45,018	5.73	\$7,856.54
Gurnee	\$103,077	13.57	\$7,595.95	Wauconda Township	\$19,488	24.20	\$805.29
Hanover Park	\$25,200	6.43	\$3,919.13	Wayne Township	\$72,900	36.50	\$1,997.26
Huntley	\$56,153	14.10	\$3,982.48	West Chicago Mosquito Abatement District	\$163,051	27.00	\$6,038.93
Itasca	\$70,508	5.07	\$13,906.90	Wheaton Mosquito Abatement District	\$425,578	22.00	\$19,344.45
Kildeer	\$10,150	4.60	\$2,206.52	Wood Dale	\$59,161	4.84	\$12,223.35
Lake Barrington	\$25,000	6.17	\$4,051.86	York Township	\$63,499	35.67	\$1,780.18
Lake in the Hills	\$37,914	10.61	\$3,573.42				
Lake Zurich	\$42,614	7.18	\$5,935.10				

* Includes 24 suburbs in Northwestern Cook County.

Source: Agency financial reports and The U.S. Census Bureau

"The term my environmental coordinator used is 'aggressive,'" said Itasca Village Manager Evan Teich. "As part of our budget discussions this year, that cost actually came up and we discussed cutting back. But they thought doing it in a year when people were highly concerned about the Zika virus might not be the best year to do it."

Zika, a disease that can cause birth defects in utero, is carried by mosquitoes that are not native to northern Illinois and whose embryos can't survive the winter here, experts said. Infected insects would have to be imported to the Chicago area for someone to catch the disease without leaving the region.

West Nile virus, however, is common in Illinois. Most human cases are mild, but a few deaths occur.

Itasca spent \$70,508 last year and budgeted \$71,000 this year to combat the mosquito population. While several municipalities paid more than that, fewer paid at a higher rate per square mile. At a little more than five square miles, Itasca spent \$13,907 per square mile to fight mosquitoes.

Teich said it's a quality-of-life expense. The costs cover extra attention at the village's 60-acre nature center that hosts a variety of youth summer camps, extra sprayings for special events, and treatment of storm sewers, a method some towns have abandoned.

On the opposite end of the spectrum, Sugar Grove spent \$260 per square mile to fight mosquitoes last year, according to the village's financial records.

Most of the money spent by government agencies goes to Clarke Mosquito Control based in St. Charles. The company has the lion's share of mosquito control contracts with suburban governments, including most abatement districts that collect taxes and turn over those funds to Clarke.

Clarke spokeswoman Laura McGowan said the costs vary so widely because the services the company offers vary from one place to the next, based on how local officials choose to combat the pests.

Naperville is one of the few locations with its own in-house mosquito abatement operation, but those costs are not broken out of the city's overall public works budget.



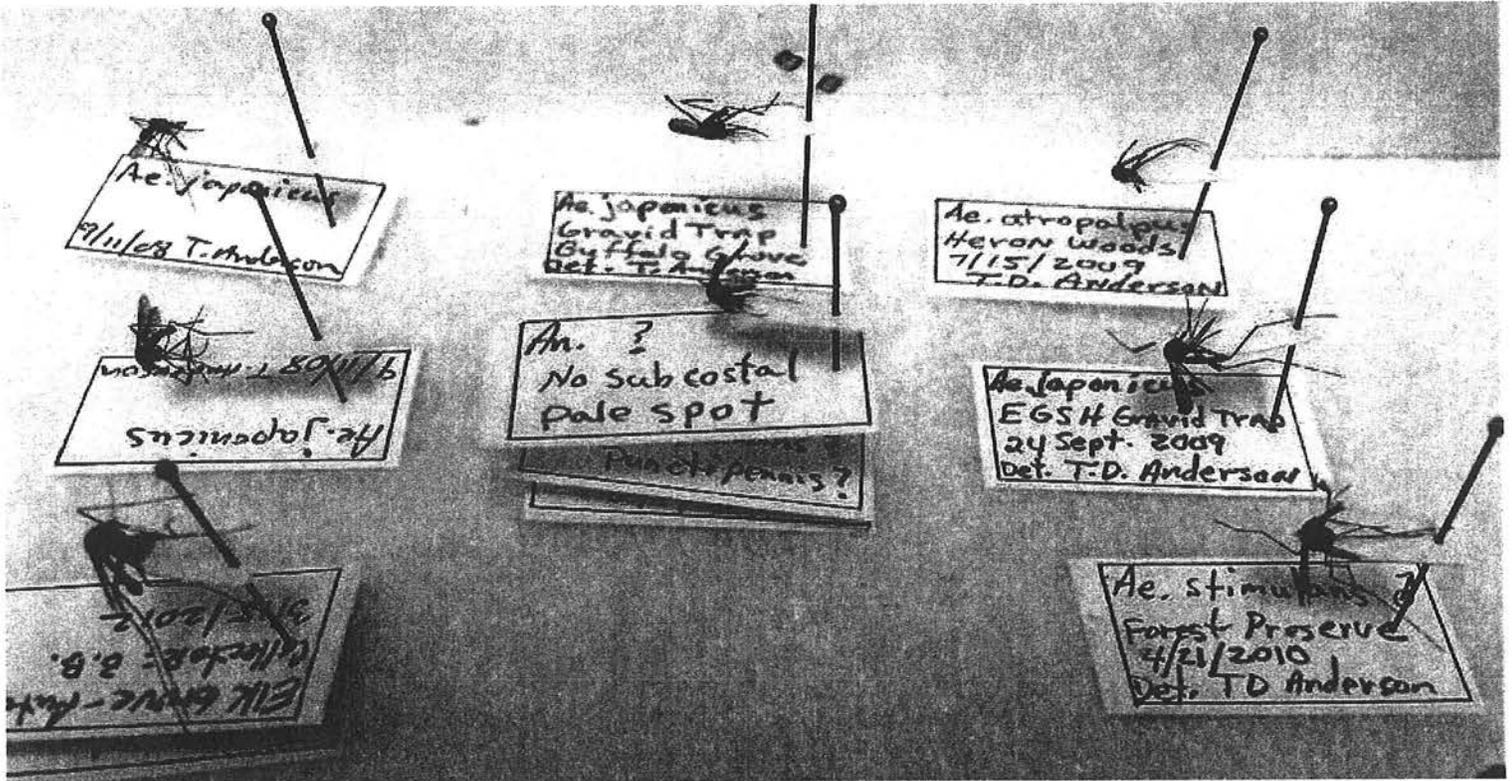
AT [DAILYHERALD.COM/MORE](https://www.dailyherald.com/more): Entomologist Patrick Irwin of the Northwest Mosquito Abatement District explains why you need not fear the Zika virus, and what happens if it ever does enter the suburbs. - Mark Welsh | Staff Photographer

Another is the massive Northwest Mosquito Abatement District that covers all of northwestern Cook County. With 13 full-time employees and a cadre of seasonal employees, the district has 242 square miles and spent more than \$2.3 million last year, according to the district's audit.

District director Mike Szyska contends the agency's costs are comparable to contracting out the work to outfits like Clarke but taxpayers have greater control by maintaining an oversight board. While costs are on the higher end at \$9,536 per square mile, there is virtually no duplication of services.

"When we hear there might be a problem in a town, we'll send out a crew to investigate, but we're not going to charge the town anything extra if we wind up doing a spraying or something," Szyska said. "The taxpayers are already paying for this."

Few, if any, of the 24 suburbs in the district have additional mosquito-fighting costs, according to municipal financial records.



Certain species of mosquito caught in the Northwest suburbs are used for study at the Northwest Mosquito Abatement District, headquartered in Wheeling. - Mark Welsh | Staff Photographer

While abatement districts in Wheaton and Glen Ellyn spent more than \$19,000 per square mile on mosquito control last year, a few towns have seemingly surrendered to the buggy foes.

Warrenville stopped abatement activities in 2000, citing costs. Voters later rejected a ballot question to increase taxes to pay for mosquito control. (<http://www.warrenville.il.us/CivicAlerts.aspx?AID=281>) The city in southwestern DuPage County is almost entirely surrounded by forest preserves, which many in town believe makes the fight futile since the DuPage County Forest Preserve District does little in the way of thwarting nuisance mosquitoes. Instead the district specially targets the West Nile-carrying Culex mosquito larvae.

"We are a conservation-focused entity and we have found some of the products that combat adult mosquitoes harm or kill other invertebrates like moths and butterflies," said Andres Ortega, a forest preserve ecologist. "It doesn't make sense for us to be utilizing those products."

There's also another reason.

"Then there's the expense associated with it," Ortega said.

Article Comments (0)

MEMO

Date: July 11, 2016

To: Valerie L. Salmons, Village Administrator

From: Dan Dinges, Public Works Director

Re: *Sewer Rate Study*

With the proposed Capital Improvements and the questions Trustee Hopkins has raised regarding sewer rates between Counties, we have talked to some of the consultants that we have worked with and are familiar with our sewer system about performing a sewer rate study. The sewer rate study would look at both the collections system and wastewater treatment facilities. They would look at operation & maintenance costs along with the proposed capital improvements.

Based on our discussions, we recommend that Trotter & Associates be considered to perform the sewer rate study. They are familiar with both of our wastewater treatment facilities and our collection system. They estimate that a sewer rate study would be \$30,000 - \$40,000 to complete.