

VILLAGE OF BARTLETT

COMMITTEE AGENDA

OCTOBER 4, 2016

PLANNING & ZONING

Ashton Gardens

Downtown TOD Plan

FINANCE & GOLF

General Obligation Bonds for Proposed Police Facility

POLICE & HEALTH

Proposed Police Facility Floor Plans

COMMUNITY DEVELOPMENT MEMORANDUM

16-192

DATE: September 22, 2016
TO: Valerie L. Salmons, Village Administrator
FROM: Jim Plonczynski, Community Development Director
RE: **(#16-05) Ashton Gardens**

PETITIONER

Brad Schreiber on behalf of Ashton Gardens

SUBJECT SITE

Southwest corner of Devon and Prospect Avenues

REQUESTS

Preliminary/Final PUD Plan,

Special Uses: (a) Planned Unit Development (PUD); (b) Reception/Banquet Hall (Place of Assembly); (c) The Serving of Liquor and (d) Building Height; and

Variations: (a) Reduction in the number of required parking spaces; (b) Reduction from the 20' interior parkway requirement and (c) To allow one tree for each double parking island

SURROUNDING LAND USES

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

TIME LINE/UPDATES

1. The **Concept Plan** for this development was reviewed by the **Village Board Committee of the Whole on January 19, 2016** and the Petitioner was encouraged by the Board to submit a full application for review.
2. The **Village Board Committee of the Whole** reviewed the Petitioner's requests at their meeting on **July 19, 2016** and forwarded the petition on to the Plan Commission for further review and to conduct the required public hearing.

Since the Committee's initial review, the Petitioner has made the following concessions:

- (a) No outdoor events shall occur at this location;
- (b) Sunday hours would be reduced from a closing time of 12:30 a.m. to 10:30 p.m.
- (c) No deliveries or garbage pick-up will occur prior to 9:00 a.m.
- (d) Seven (7) trees required within the parking islands (double islands require 2 trees) would be relocated to the south and west property lines adjacent to the residential properties to provide additional buffering.
- (e) If overflow parking would ever be needed for an event, parking would be provided at the downtown Metra spaces (880 available) and Ashton Gardens would provide a shuttle service to these spaces.
- (f) An eight (8) foot high solid wood fence, rather than a six (6) foot high fence would be located along the south and west property lines.
- (g) Larger trees than required by the Landscape Ordinance will be planted around the chapel to beautify the surrounding area.
- (h) Several existing trees along the west property shall be preserved to the greatest extent possible to maintain a natural buffer to the residential properties to the west.
- (i) A four (4) foot high decorative fence with a solid row of evergreen shrubs, taller than the required three (3) foot minimum, will be provided along the Devon and Prospect frontages rather than the 75% landscaped frontage with 25% unscreened as outlined in the Landscape Ordinance.

The Petitioner has also attached letters of support from the communities with existing Ashton Gardens facilities for your review.

3. The **Plan Commission** conducted the required public hearing and reviewed the Petitioner's requests on **August 11, 2016** for a Preliminary/Final PUD Plan and the following Special Uses: (a) Planned Unit Development (PUD); (b) Reception/Banquet Hall (Place of Assembly); (c) The Serving of Liquor and (d) Building Height. Residents from the surrounding neighborhood voiced their concerns regarding parking, liquor consumption, noise and traffic. **The Plan Commission recommended approval subject to the conditions and findings of fact outlined by the Staff in their report.**

Although not part of the official conditions, the Petitioner has also agreed to the following suggestions made by Commissioner (Mark) Hopkins:

- (a) The kitchen vents and roof top mechanicals for the reception hall shall be located as far eastward on the roof and as far from the residents as possible.*
- (b) The roof top mechanicals shall be screened from the view of the residents to the west.*

Commissioner Ridenour also requested that the incident reports for both Villa Olivia and Bartlett Hills be provided for the Village Trustees to review since the incident

reports for the Seville in Streamwood were presented to the Plan Commission. (These reports are attached for your review.)

Also attached for your review are the incident reports for the Ashton Gardens from Houston (2) and Corinth, Texas for the same time period obtained by the Staff.

4. The **Zoning Board of Appeals** conducted the required public hearing and reviewed the Petitioner's requests on **September 1, 2016** for the following variations: (a) Reduction in the number of required parking spaces; (b) Reduction from the 20' interior parkway requirement and (c) To allow one tree for each double parking island. Residents from the surrounding neighborhood voiced their concerns regarding the number of parking stalls provided on the site and landscaping. **The Zoning Board vote consisted of 3 ayes and 2 nays. (A positive recommendation from the ZBA requires four (4) concurring votes.) The 3-2 vote is being sent to the Village Board without a formal recommendation.**
5. A formal written **Protest to the Special Use Requested by Ashton Gardens** was submitted to the Village Clerk by a resident. In accordance with the Zoning Ordinance: Section 10-13-8E. Protests - "In the case of written protest against any proposed special use, signed and acknowledged by the owners of 20% of the frontage proposed to be altered, or by the owners of 20% of the frontage immediately adjoining or across an alley therefrom, or by the owners of 20% of the frontage directly opposite the frontage proposed to be altered, is filed with the village clerk, the special use shall not be passed except by a favorable vote of 2/3 of all the trustees of the village then holding office." *(The protest along with a map of those who signed the protest is attached for your review.)*

ZONING HISTORY

This property was annexed to the Village in 1963 and was zoned Manufacturing. In 1978 the subject property was rezoned to the B-3 (Neighborhood Commercial) Zoning District and the property to the south and west of this commercial site was rezoned to the R-2 (Single Family) Zoning District. In 1988, Ordinance #88-104 approved a Site Plan for the commercial property which was reduced in size to accommodate additional single family lots to the south. This Ordinance also approved the Preliminary PUD Plan for the East Pointe Estates Subdivision which consisted of 59 detached single family lots. The Final PUD Plan for the Single Family Subdivision was approved by Ordinance #89-43. (Copies of the Historic Zoning Map, the Approved Commercial Center Site Plan and the Recorded Plat of Subdivision are attached.)

PREVIOUS DISCUSSION

1. The Petitioner is requesting a **Preliminary/Final PUD** Plan review for a proposed wedding and special event facility catering exclusively to high end wedding ceremonies and receptions. The plan includes a chapel, reception/banquet hall and small office to be located on the 3.8 acre piece of vacant property located at the southwest corner of Devon and Prospect Avenues.

2. The Petitioner currently has similar venues in Houston and Dallas, Texas as well as Sugar Hill, Georgia and three projects under development review in Cedar Park, Texas, Marietta, Georgia and here in Bartlett.
3. The Petitioner is also requesting **Special Uses** for a Planned Unit Development (three principal structures located on one zoning lot), a reception/banquet hall (place of assembly), the serving of liquor and building height (Chapel – 35 feet, 3 ½ inches).
4. The 14,367 square foot **reception/banquet hall** would have a maximum capacity of 300 guests. The building would be constructed with off-white stucco veneer on three exterior elevations and hardiplank siding in white along the rear/west elevation. Cast stone columns and a canopy would provide an inviting and elegant front entrance for the guests. The roof line would have a decorative cornice and parapet wall with white railing/baluster accents which would screen the rooftop mechanicals. This reception hall would be 28 feet at its highest point, while the majority of the building would be 22 feet in height. The **chapel**, consisting of 4,576 square feet, would have a maximum capacity of 252 guests. The building would consist of an off-white EIFS and Texas White Limestone veneer exterior with a grey shingled roof. Arched decorative windows as well as an arched entrance door would accent the front elevation. The highest point of the chapel would be 35 feet, 3 ½ inches with the lower roof line sitting at 15 feet, 7 inches. The small **office** building, consisting of 1,337 square feet, would architecturally complement the reception hall and chapel buildings; incorporating the off-white EIFS on the exterior, the decorative columns along the front elevation and the grey shingles on the roof. The overall height of this building would be 15 feet, 7 inches.
5. The hours of operation would be Monday – Thursday 9:00 a.m. – 7:00 p.m. for touring the facilities. If an event were to be scheduled, it would typically end before Midnight. Friday, Saturday and Sunday hours would typically be from 9:00 a.m. until 12:30 a.m. (An event may last longer if a patron pays for the extra time.) The Petitioner has agreed to reduce the hours on Sunday to close at 10:30 p.m. rather than the original 12:30 a.m. Liquor service would end ½ hour prior to the scheduled event end time and rarely would there be Sunday evening events.
6. The Petitioner would be requesting a Special Use to serve beer, wine and liquor and would be applying for a Class A Liquor License. The hours for the license would be Sunday through Thursday 8:00 a.m. until 1:00 a.m. Friday and Saturday hours would be from 8:00 a.m. until 2:00 a.m. The Petitioner understands they can only serve alcohol during the times specified by the Class A Liquor License.
7. A four (4) foot high decorative metal fence is proposed along the north and east property lines (Devon and Prospect Avenue frontages) with gates across each entrance drive for security when the facilities are closed. Emergency responders would have access to the lock boxes at these locations. Trees and an eight (8) foot high solid wood fence would be located along the south and west property lines to buffer these uses from the adjacent residential properties.

8. The Plan identifies three access points; two along Devon Avenue and the third along Prospect Avenue. The far west curb cut along Devon would allow for loading and garbage pick-up only, while the second access located further east, is shown as a right-in/right-out for guests to enter and exit the site. (*Devon Avenue is under the jurisdiction of DuPage County which has required this curb cut to be a right-in/right-out.*) The Prospect Avenue curb cut will allow for full ingress and egress. A two-way drop-off and pick-up drive is located directly in front of both the chapel and reception hall to accommodate those guests requiring easier access to the entrances of each building.
9. A Traffic Study, prepared by Eriksson Engineering Associates, Ltd. (Eriksson), has been submitted for the Staff to review (see attached) and the Village's Traffic Consultant, Brent Coulter of Coulter Transportation Consulting, LLC (Coulter) has reviewed and commented on the study (see attached comments).
10. In summary, Eriksson states that **"the Devon/Prospect intersection operates at a Level of Service B and this development will not have an adverse impact on the intersection. The Devon access would be 220 feet west of Prospect and the Prospect access will be 300 feet south of Devon; both will operate well within the projected traffic volumes of these uses. Weddings and receptions will primarily be held on Friday and Saturday evenings after the peak hour (5:00 p.m. – 6:00 p.m.)."**
11. The Village's Traffic Consultant concurs with the applicant's Traffic Study stating that **"both (Devon and Prospect) are low volume streets and that left and right turn lanes do not appear to be warranted at the site's access drives."**
12. The Petitioner is requesting a **variation** to allow for a reduction in the required number of parking spaces. This request is primarily due to the fact that the **Zoning Ordinance requires parking to be calculated for each individual use (Office=5, Chapel=63 and Reception Hall=90) and does not account for multiple uses sharing parking on one site.** As a result, the Zoning Ordinance would require 158 parking spaces. The PUD Plan identifies 135 spaces (23 short of the requirement). Based upon the Petitioner's observations at their other venues currently in operation, they believe 125 spaces would be the maximum number needed for this site. This is due in part that many guests will be proceeding directly from the chapel to the reception hall and that the Zoning Ordinance double counts these patrons. The Petitioner states that the 135 spaces provided on this plan are more than adequate to meet their needs.

Staff concurs and believes that those attending the chapel service will primarily be double counted and that the strict interpretation of the Zoning Ordinance provides a hardship for the Petitioner.

13. Below is a summary of the parking spaces provided on the site and those required in strict accordance with the Zoning Ordinance.

Parking Summary

	Parking Provided	Parking Required
Office	135	5 (1,337 sq. ft./275)
Reception/Banquet Hall		90 (300 occ/30%)
Chapel		63 (252/4 seats)
	Total = 135	Total = 158
		DEFICIT = 23spaces (158 - 135= 23)

14. If the 63 required spaces for the chapel are deleted, the calculation would be as follows: Office (5) + Reception Hall (90) = 95 vs. 158 (Zoning Ordinance).

However, Staff believes the 30 employees at the Reception Hall should be included in the required parking calculations in addition to the 300 maximum occupancy, and as a result, the REVISED calculation should be:

Office (5) + Reception Hall (99) = 104 TOTAL PARKING SPACES REQUIRED (well below the 135 parking spaces provided on the PUD plan.)

15. Coulter concurs that double counting may occur, however he suggests particular attention be given to the scheduling of events to provide a "sufficient time gap to allow those leaving a wedding and not attending a reception to have adequate time to leave and for reception guests to arrive without an overlap." He also states that because no overflow parking will be allowed on either Devon or Prospect Avenues, and it would seem obvious to most visitors to not park on Devon; that "No Parking" signs may need to be posted on Prospect due to its "more residential feel".
16. The Staff has requested the Petitioner secure an additional 20-30 parking spaces within close proximity to this site for overflow parking. The Petitioner is currently looking at using Metra commuter spaces which can be used by the public and are free on weekdays after 6:00 p.m. and all day on Saturday and Sunday. The Petitioner would shuttle guests to and from the subject property to their vehicle(s) at the Metra Lots if this overflow parking were ever needed.
17. Landscape **variations** being requested include a reduction from the interior parkway requirement from 20 feet to 16 ½ feet along Devon Avenue and to allow one tree rather than two trees on each double parking island. The Petitioner has stated that they would prefer to plant larger trees in and around the chapel and reception hall for aesthetic purposes and to beautify these areas rather than the parking lot. In addition, the Petitioner has agreed to relocate the seven (7) trees as part of the variation request and plant these trees along the south and west property lines to provide additional buffering for the neighbors.

18. Revised Engineering, Landscaping, Lighting and Truck Turning Plans are currently being reviewed by the Staff. *Please Note: Since the time of Coulter's traffic review, the Petitioner has submitted revised plans to incorporate several additional traffic comments, especially regarding truck turning movements for fire vehicles on the site.*

RECOMMENDATION

1. Staff recommends **approval** of the Petitioner's requests subject to the following conditions and Findings of Fact:
 - a. Village Engineer approval of the Final Engineering Plans;
 - b. Staff approval of the Landscape and Photometric Plans;
 - c. The landscaping of the Property shall be provided, planted, completed and maintained in accordance with the Landscape Plan, including the addition of seven (7) trees to be planted along the south and west property lines (*if the variation request is granted*).
 - d. Landscaping must be installed within one year of the issuance of a building permit. If landscaping cannot be installed at the time of construction, a landscape bond must be posted in the approved amount for its future installation;
 - e. Trees shall be preserved and secured in accordance with the approved Tree Preservation Plan;
 - f. An 8 foot high, solid, wood fence with steel posts as depicted on Sheet 2 of the Preliminary/Final PUD Plan shall be installed along the south and west property lines in accordance with the Building Code;
 - g. No deliveries or garbage pick-up shall occur before 9:00 a.m.
 - h. Hours of operation shall be Monday through Thursday from 9:00 a.m. until 7:00 p.m. but if an event is scheduled, the facility shall close no later than 12:30 a.m. Hours for Friday and Saturday shall be from 9:00 a.m. until 12:30 a.m., but may be extended until 2:00 a.m. (The Class A liquor license is from 8:00 a.m. until 2:00 a.m. for Friday and Saturday.) Sunday hours shall be from 9:00 a.m. until 10:30 p.m.
 - i. No outdoor events shall take place on the property;
 - j. Liquor service shall adhere to the hours outlined by the liquor license issued by the Village.
 - k. If warranted and upon a visible inspection by the Village, "No Parking" signs may be placed on Prospect Avenue, as far south as Lido Trail;
 - l. If parking demand on the site exceeds the number of parking spaces provided, the Petitioner shall utilize the existing Metra commuter parking spaces and shall shuttle guests to and from the subject property;
 - m. The Petitioner shall coordinate sufficient time between events to allow for minimal overlap in parking demand;
 - n. Lock boxes shall be provided and access granted to the Bartlett and Countryside Fire Protection District for the gates located on both Devon and Prospect Avenues;
 - o. DuPage County Department of Transportation approval of the curb cuts proposed on Devon Avenue and copies of the permits shall be submitted to the Village prior to the issuance of a building permit;
 - p. Signage shall be reviewed and approved separately by the Community Development Department in accordance with the Sign Ordinance;
 - q. Building permits shall be required for all construction activities;

- r. Findings of Fact: Special Uses (PUD, Banquet/Reception Hall/Place of Assembly, the Serving of Liquor and Building Height)
 - i. The proposed chapel, reception hall and office are desirable to provide uses which are in the interest of public convenience and will contribute to the general welfare of the community;
 - ii. That the proposed chapel, reception hall and office will not under the circumstances of the particular case be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity;
 - iii. That the special use shall conform to the regulations and conditions specified in the Bartlett Zoning Ordinance for such use and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.
 - s. Findings of Fact: Planned Unit Development
 - i. The chapel, reception/banquet hall and office are in conformance with the Comprehensive Plan and the Future Land Use Plan which identifies this site for commercial uses;
 - ii. The uses are permitted and/or special uses in the B-3 PUD Zoning District;
 - iii. The PUD development is designed, located and proposed to be operated and maintained so that the public health, safety and welfare will not be endangered or detrimentally affected;
 - iv. The PUD development shall not substantially lessen or impede the suitability for uses and development of, or be injurious to the use and enjoyment of, or substantially diminish or impair the value of, or be incompatible with, other property in the immediate vicinity;
 - v. The PUD development shall include impact donations;
 - vi. Adequate utilities and drainage shall be provided for this use;
 - vii. Adequate parking and ingress and egress will be provided for this use so as to minimize traffic congestion and hazards in public streets;
 - viii. Adequate buffering and landscaping shall be provided to protect uses within the development and on surrounding properties;
 - ix. There shall be reasonable assurance that, if authorized, this facility will be completed according to an appropriate schedule and adequately maintained.
2. The **Plan Commission** reviewed the Petitioner's requests and conducted the required public hearing at their meeting on August 11, 2016. The Plan Commission recommended **approval** subject to the conditions and findings of fact outlined above by the Staff. In addition, although not part of the official conditions, the Petitioner has agreed to the following comments made by Commissioner Hopkins:
 - (a) The kitchen vents and roof top mechanicals for the reception hall shall be located as far eastward on the roof and as far from the residents as possible.
 - (b) The roof top mechanicals shall be screened from the view of the residents to the west.
 3. The **Zoning Board of Appeals** reviewed the Petitioner's requests and conducted the required public hearing at their meeting on September 1, 2016. The Zoning Board

did not have 4 concurring votes and therefore, the **3 ayes and 2 nays vote** is sent to the Village Board without a formal recommendation.

The Zoning Board based their decision on the following:

- A. That the particular physical surroundings, shape or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.
 - B. That conditions upon which the petition for a variation is based are unique to the property for which the variations are sought and are not applicable, generally, to other property within the same zoning classifications.
 - C. That the purpose of the variation is not based exclusively upon a desire to make money out of the property.
 - D. That the alleged difficulty or hardship is caused by the provision of this Title and has not been created by any person presently having an interest in the property.
 - E. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhoods in which the property is located.
 - F. That the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.
 - G. That the granting of the variance requested will not confer on the applicant any special privilege that is denied by the provisions of this Title to other lands, structures or buildings in the same district.
4. Minutes from both the Plan Commission and Zoning Board of Appeals meetings as well as a copy of the Historic Zoning Map, the Recorded Plat of Subdivision, the Approved Commercial Site Plan from 1988, the Preliminary/Final PUD Plan, Building Elevations, Landscape Plan, the Traffic Study, Traffic Comments, Photos of existing facilities, Letters of Support and additional background information are attached for your review.

rbg/attachments

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BEFORE THE VILLAGE OF BARTLETT
ZONING BOARD OF APPEALS

IN RE THE MATTER OF:)
)
Approval of the July 14,)
2016 Joint Special Meeting)
for the Draft Downtown TOD)
meeting minutes; Approval of)
the August 4, 2016 meeting)
minutes; and (#16-05) Ashton)
Gardens Variations.)

REPORT OF PROCEEDINGS

September 1, 2016
7:00 P.M.

PROCEEDINGS had and testimony taken
before the Bartlett Zoning Board of Appeals of
the above-entitled cause taken at the Village
Hall, 228 South Main Street, Bartlett, Illinois,
before LYNN M. EVANS, C.S.R., License #084-003473,
a Notary Public qualified and commissioned for
the State of Illinois.

PRESENT:

- MR. MIKE WERDEN, Chairman
- MS. LINDA HANSON, Member
- MR. GEORGE KOZIOL, Member
- MR. BOB BUCARO, Member
- MS. PATRICIA HANSON, Member

1 ALSO PRESENT:

2 MR. JIM PLONCZYNSKI, Community Development
3 Director.

4 MS. ROBERTA GRILL, Assistant Community
5 Development Director.

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1 CHAIRMAN WERDEN: Okay. I'd like to open the
2 meeting of the Zoning Board of Appeals, the
3 Village of Bartlett, the counties of Cook, DuPage
4 and Kane to order.

5 Please call the roll.

6 MR. PLONCZYNSKI: Mike Werden.

7 CHAIRMAN WERDEN: Here.

8 MR. PLONCZYNSKI: Linda Hanson.

9 MS. L. HANSON: Here.

10 MR. PLONCZYNSKI: George Koziol.

11 MR. KOZIOL: Here.

12 MR. PLONCZYNSKI: Joe Banno.

13 Bob Bucaro.

14 MR. BUCARO: Here.

15 MR. PLONCZYNSKI: Patricia Hanson.

16 MS. P. HANSON: Here.

17 MR. PLONCZYNSKI: We have a quorum.

18 CHAIRMAN WERDEN: Okay. The next item on the
19 agenda is the approval of the July 14, 2016 joint
20 special meeting for the draft downtown transit
21 oriented development meeting. I guess we would
22 entertain a motion to approve. There weren't a
23 whole lot of us there.

24 MR. KOZIOL: So moved to approve.

1 MR. BUCARO: Second.

2 CHAIRMAN WERDEN: It's been moved by George
3 and seconded by Robert. Please call the roll.

4 MR. PLONCZYNSKI: Joe Koziol.

5 MR. KOZIOL: Yes.

6 MR. PLONCZYNSKI: Bob Bucaro.

7 MR. BUCARO: Yes.

8 MR. PLONCZYNSKI: Linda Hanson.

9 MS. L. HANSON: Abstain.

10 MR. PLONCZYNSKI: Joe Banno.

11 Patti Hanson.

12 MS. P. HANSON: Abstain.

13 MR. PLONCZYNSKI: Mike Werden.

14 CHAIRMAN WERDEN: Yes.

15 The minutes from our August 4th meeting
16 are not on the agenda. Is that just an oversight?

17 MS. P. HANSON: Yes, they are.

18 CHAIRMAN WERDEN: Oh, I see. Okay. No. 2.

19 MS. P. HANSON: I'll make a motion to approve
20 the minutes of the Village of Bartlett Zoning
21 Board of Appeals for August 4, 2016 meeting
22 minutes.

23 MR. BUCARO: Second.

24 CHAIRMAN WERDEN: It's been moved by Linda.

1 CHAIRMAN WERDEN: Okay. Do we have the
2 evidence of the mailings, the newspaper
3 publication, and the picture of the sign?

4 MS. GRILL: Yes, we do.

5 CHAIRMAN WERDEN: Mark those Exhibits A, B,
6 and C.

7 At this time we're going to have Roberta
8 Grill give the staff report on this project. Go
9 ahead.

10 MS. GRILL: This property was annexed to the
11 Village back in 1963 and was zoned manufacturing.
12 In 1978 the subject property was rezoned to the
13 B-3, neighborhood commercial, zoning district;
14 and the property to the south and west of this
15 commercial site was rezoned to the R-2, single
16 family, zoning district.

17 In 1988 Ordinance 88-104 approved a site
18 plan for the commercial property, which was
19 reduced in size to accommodate additional
20 single-family lots to the south. This ordinance
21 also approved the preliminary PUD plan to the
22 East Pointe Estates subdivision, which consisted
23 of 59 detached single-family lots, so this --
24 roughly this square area here back in the '60s

1 was zoned for manufacturing uses; and then in
2 1978 the zoning looked like this, so this was
3 public land, this was single family, and then
4 this was commercial; and then in 1988, the line
5 actually was about drawn right here, and I'll
6 show you -- the next slide shows the approved
7 site plan back in 1988 for a strip center that
8 has a parking area here. This is Devon. This is
9 Prospect Avenue. This is the strip center with
10 the loading area towards the west and the south
11 property lines and another exit off of Prospect.
12 (Indicating.)

13 So this plan was approved back in 1988 and
14 then this was the East Pointe Estates subdivision
15 also approved. You can see the commercial area
16 is now much smaller to allow for these
17 single-family lots to be created here and here,
18 and this was zoned commercial at the same time
19 this subdivision plat was recorded for the 59
20 single-family lots, and then this is an aerial
21 photo of what it looks like today. (Indicating.)

22 I thought I would go over the items that --
23 just to give you some background information.
24 Even though it was discussed at the plan

1 commission meeting, I think you might want some
2 background on this and the variation requests
3 that are your focus tonight. Is that okay?

4 CHAIRMAN WERDEN: Okay. That would be good.
5 One thing, we do have a court reporter with us,
6 so we need to be sure that we keep the noise down
7 to a point zero level because she has to be able
8 to hear everything that goes into the testimony.
9 Everyone will get a chance to speak at a later
10 point when we open it up for a public hearing.

11 Go ahead.

12 MS. GRILL: Okay. So they are requesting a
13 preliminary final PUD plan, which is before you
14 on the screen, for a proposed wedding and special
15 event facility catering exclusively to high-end
16 wedding ceremonies and receptions. The plan
17 includes a chapel, reception/banquet hall, and
18 small office to be located on the 3.8-acre piece
19 of vacant property located at the southwest
20 corner of Devon and Prospect Avenues. This PUD
21 plan was recommended for approval by the plan
22 commission on August 11, 2016.

23 The petitioner currently has similar
24 venues in Houston and Dallas, Texas, as well as

1 Sugar Hill, Georgia, and three projects under
2 development review in Cedar Park, Texas,
3 Marietta, Georgia, and here in Bartlett.

4 They are also requesting special uses for
5 a planned unit development primarily for three
6 principal structures on one zoning lot; a
7 reception/banquet hall, which is a place of
8 assembly; the serving of liquor; and building
9 height for the chapel, which would be
10 approximately 35 feet, 3 1/2 inches. These
11 special use requests were also discussed and
12 recommended for approval by the plan commission
13 on August 11th.

14 The 14,367-square-foot reception/banquet
15 hall would have a maximum capacity of 300 guests.
16 The building would be constructed with off-white
17 stucco veneer on three exterior elevations and
18 hardiplank siding in white along the rear west
19 elevation. Cast stone columns and a canopy would
20 provide an inviting front entrance for the
21 guests. The roof line would have a decorative
22 cornice and parapet wall with white
23 railing/baluster accents, which would screen the
24 rooftop mechanicals. This reception hall would

1 be 28 feet at its highest point while the
2 majority of the building would be 22 feet in
3 height.

4 The chapel consisting of 4,576 square feet
5 would have a maximum capacity of 252 guests. The
6 building would consist of an off-white EIFS and
7 Texas white limestone veneer exterior with a gray
8 shingled roof. Arched decorative windows, as
9 well as arched entrance door, would accent the
10 front elevation. The highest point of the
11 chapel, again, would be 35 feet, 3 1/2 inches
12 with the lower roof line sitting at 15 feet,
13 7 inches.

14 The small office building on the site
15 consisting of 1,337 square feet would
16 architecturally complement both the reception
17 hall and the chapel buildings incorporating the
18 off-white EIFS on the exterior, the decorative
19 columns along the front elevation, and the gray
20 shingles on the roof. This building would be
21 15 feet, 7 inches high.

22 The hours of operation would be Monday
23 through Thursday 9:00 a.m. to 7:00 p.m. for
24 touring the facilities; and if an event were to

1 be scheduled, it would typically end before
2 midnight. Friday, Saturday, and Sunday hours
3 would typically be from 9:00 a.m. until 12:30
4 a.m. An event may last longer if a patron pays
5 for the extra time. The petitioner has agreed to
6 reduce the hours on Sunday to close at 10:30
7 p.m., rather than the original 12:30 a.m. Liquor
8 service would end one-half hour prior to the
9 scheduled event end time and rarely would there
10 be Sunday evening events.

11 The petitioner would be also requesting a
12 special use to serve beer, wine, and liquor and
13 would be applying for a Class A liquor license.
14 The hours for the license would be Sunday through
15 Thursday 8:00 a.m. until 1:00 a.m., Friday and
16 Saturday hours would be from 8:00 a.m. until
17 2:00 a.m., and the petitioner does understand
18 that he can only serve alcohol during these times
19 specified by the license.

20 A 4-foot-high decorative metal fence is
21 proposed along the north and east property lines
22 with gates across each entrance drive for
23 security when the facilities are closed.
24 Emergency responders would have access to the

1 lockboxes at these locations. Trees and an
2 8-foot-high solid wood fence would be located
3 along the south and west property lines to buffer
4 these uses from the adjacent residential
5 properties. So along Devon and Prospect you
6 would have a 4-foot-high decorative fence and
7 then 8-foot-high wood fence would be along the
8 west property line buffering the residential and
9 the south property line here and landscaping
10 would be located between the fence and the
11 parking area and the buildings. (Indicating.)

12 The plan identifies three access points,
13 two along Devon Avenue and the third along
14 Prospect. The far west curb cut along Devon here
15 would allow for loading and garbage pickup only
16 while the second access located further east is
17 shown as a right-in/right-out for guests to enter
18 and exit the site. Just a side note, Devon
19 Avenue is under the jurisdiction of DuPage
20 County, which has required this curb cut to be
21 right-in/right-out. The Prospect Avenue curb cut
22 would allow for full ingress and egress here at
23 this location, and a two-way drop off in front of
24 the reception hall and the chapel would allow for

1 direct access in front of both of these
2 facilities to accommodate those guests requiring
3 easier access to the entrance of each building.
4 (Indicating.)

5 A traffic study prepared by Eriksson
6 Engineering Associates has been submitted for the
7 staff to review and the Village's Brent Coulter
8 of Coulter Transportation has reviewed and
9 commented on the traffic study.

10 In summary, Eriksson states that the
11 Devon/Prospect intersection operates at a level
12 of service B and this development will not have
13 an adverse impact on the intersection. The Devon
14 access will be 220 feet west of Prospect and the
15 Prospect access will be 300 feet south of Devon.
16 Both will operate well within the projected
17 traffic volumes for these uses. Weddings and
18 receptions will primarily be held on Friday and
19 Saturday evenings after the peak hour, which is
20 typically 5:00 to 6:00 p.m.

21 The Village's traffic consultant concurs
22 with the applicant's traffic study stating that
23 both Devon and Prospect are low volume traffic
24 streets and that left and right turn lanes do not

1 appear to be warranted at the site's access
2 drives.

3 So the variation requests before you
4 tonight are to allow for a reduction in required
5 number of parking spaces is the first one. This
6 request is primarily due to the fact that the
7 zoning ordinance requires parking to be
8 calculated for each individual use, so the office
9 space would require 5 spaces, the chapel would
10 require 63 parking spaces, and the reception hall
11 would require 90. This calculation does not
12 account for multiple uses sharing parking on one
13 site. As a result, the zoning ordinance would
14 require 158 parking spaces. This plan identifies
15 135 spaces, so 23 short of this requirement.

16 Based upon the petitioner's observations
17 at their other venues currently in operation,
18 they believe 125 spaces would be the maximum
19 number needed for this site. This is due in part
20 that the guests will be proceeding directly from
21 the chapel to the reception hall and that the
22 zoning ordinance double counts these patrons.
23 Petitioner states that the 135 spaces provided on
24 this plan are more than adequate to meet their

1 needs. Staff concurs and believes that those
2 attending the chapel service will primarily be
3 double counted and that the strict interpretation
4 of the zoning ordinance provides a hardship for
5 the party.

6 So if the 63 required parking spaces for
7 the chapel are deleted, the calculation would be,
8 again, the office requirement of 5 parking spaces
9 and the reception of 90 parking spaces for a
10 total of 95 spaces versus the 158 that was
11 required for all three individual uses. However,
12 the staff does believe that with a maximum number
13 of 30 employees at the reception hall that these
14 should be included in the required parking
15 calculations in addition to the 300 maximum
16 occupancy; and as a result, the revised
17 calculation should be, again, office 5 parking
18 spaces and the reception hall 99 parking spaces
19 for a total of 104.

20 Our traffic consultant Brent Coulter
21 concurs that double counting may occur. However,
22 he suggests particular attention be given to the
23 scheduling of events to provide sufficient time
24 gaps to allow those leaving a wedding and not

1 attending a reception to have adequate time to
2 leave and for reception guests to arrive without
3 an overlap. He also states that because no
4 overflow parking will be allowed on either Devon
5 or Prospect Avenues and it would seem obvious to
6 most visitors to not park on Devon, that no
7 parking signs may be needed to be posted on
8 Prospect due to its more residential feel.

9 The staff has requested the petitioner
10 secure an additional 20 to 30 parking spaces
11 within close proximity to the site for overflow
12 parking. Petitioner is currently looking at
13 using Metra commuter space, which can be used by
14 the public and are free on weekdays after
15 6:00 p.m. and all day on Saturday and Sunday.
16 The petitioner would shuttle guests to and from
17 the subject property to their vehicles at the
18 Metra lots if this overflow parking were ever
19 needed.

20 The landscape variations being requested
21 include a reduction from the interior parkway
22 requirement from 20 feet to 16 1/2 feet along
23 Devon Avenue, so only in this location right here
24 would be 3 1/2-foot variation, and to allow one

1 tree, rather than two trees, on each double
2 parking island, so the zoning ordinance requires
3 two trees on -- this is considered a double
4 parking island due to the double row. They are
5 to have two trees at these locations. They are
6 requesting to have one on each island. The
7 petitioner has stated they would prefer to plant
8 larger trees in and around the chapel and
9 reception hall for aesthetic purposes to beautify
10 these areas rather than the parking lot. In
11 addition, the petitioner has agreed to relocate
12 the seven trees as part of the variation request
13 and to plant those trees along the south and west
14 property lines, so here and these three here,
15 which would provide an additional buffering for
16 the neighbors. (Indicating.)

17 Revised engineering, landscaping,
18 lighting, and truck turning plans are currently
19 still being reviewed by the staff and that
20 concludes our presentation; and petitioner
21 obviously is here; and I think he would like to
22 elaborate a little bit on the variation requests.

23 CHAIRMAN WERDEN: Okay. Go ahead.

24 MR. SCHREIBER: Thank you, and thank you for

1 your time this evening. A few things and
2 probably the most important and probably the most
3 concern to the Village and its residents is the
4 parking. As was included in the report, it's
5 really important to understand that although we
6 have three buildings, the maximum number of
7 guests that we can have attending a function at
8 one time is 300. We will never have a ceremony
9 in the chapel and a reception going on with the
10 number of guests that will exceed the maximum
11 number that we can seat in the reception
12 building, so at maximum capacity in the reception
13 building, we can have 300. Those 300 would have
14 attended the ceremony for a wedding just prior to
15 in the chapel, so the chapel would empty out,
16 guests would go to the reception building, so
17 that's really the maximum number of guests that
18 we can accommodate at one time.

19 Of those 300, and I won't bore you with
20 the statistics, but there are X number of minors,
21 if you will, under driving age, there is X
22 number -- statistically X number of guests who
23 come in from out of town who either stay at
24 hotels and are shuttled to the property or stay

1 with friends or family and ride with them, so
2 which is more of a justification for the number
3 of parking spaces we feel is a good comfort level
4 for us.

5 At our other properties, three out of the
6 other four actually have a 400-guest capacity,
7 and we have right around the same number of
8 parking spaces. In one property, we have 13 more
9 parking spaces for a maximum capacity of 400 and,
10 to my recollection, we've never needed additional
11 parking. Maybe once or twice where we've had
12 employees, handful of employees, where we've
13 identified parking off-site, but on extremely
14 rare occasion. Once or twice that I can recall.
15 So we keep pretty good statistics on this, and we
16 agree with the analysis of the traffic study and
17 the parking requirements that you've seen.

18 We have -- I'm pretty sure it's in your
19 packet, but we have testimonials from city
20 officials at other cities -- similar size, by the
21 way, to Bartlett -- where they have -- have given
22 testimony to the benefit of having an Ashton
23 Gardens in their community, and we've never --
24 stating there has never been any negative impact

1 on it. We have letters from homeowners'
2 associations, and very similar situations that we
3 have here, stating the same, so we're very
4 conscious of all of the concerns that have been
5 expressed and probably will be tonight by the
6 residents and went to great lengths to make sure
7 that we keep that in mind everywhere we go; and,
8 again, we've got testimony from other homeowners'
9 associations stating to the fact that traffic,
10 crime, other things that -- you know, drunks,
11 whatever the case is, it just states that there
12 is no evidence of the concerns that have been
13 expressed here, which is our concerns as well.

14 In addition, each event is required to
15 have security. In all of the other locations, we
16 use off-duty police officers. We understand
17 that -- we've learned that is not a practice in
18 this area. However, our director of security for
19 the company has talked with a couple of security
20 companies and private security companies in this
21 area. It seems fairly common that they use
22 either off-duty or retired peace officers, which
23 we would require by using those services; and one
24 of their jobs is to manage the flow of the

1 traffic in and out and parking and help us
2 determine, you know, if there is a need for --
3 you know, in this case if we needed parking, we
4 determine that ahead of time. We would certainly
5 know by the number of guests that were attending,
6 and we would make -- you know, we would make
7 accommodations in the way of getting -- either
8 renting or owning a van to shuttle guests between
9 the off-site parking and our property.

10 The beauty of this business is that we
11 know exactly how many people are going to be at
12 every event; and, you know, knowing the statics
13 with the different types of attendees and the
14 comings and goings, it would be pretty easy for
15 us to predict that, the need for that as well.
16 So I think that about covers the parking.

17 As far as the landscape goes, as you saw
18 by the landscape plan, we're putting a bunch more
19 landscape than is required on this site. The
20 aesthetics of the site is really our calling
21 card. If you have an opportunity or had an
22 opportunity to look at our website, you'll see
23 that the properties are either located in a
24 forested area or they're on a piece of property

1 where we actually built a forest, if you will, to
2 create seclusion and for the chapel especially,
3 which is three sides of very tall glass walls,
4 with a view of -- if it's in a forest, an actual
5 forest, or if it's not on a forested property, of
6 trees and indigenous trees and shrubs and plant
7 life and landscaping so that the views are just
8 that and that the guests are not looking at homes
9 in the area nor would the residents be looking
10 into the chapel, if you will, while the events
11 are going on. It's exceptionally important to us
12 and is really our calling card and is the
13 seclusion and the beauty and the aesthetics from
14 not just inside -- not just outside, but also
15 inside those facilities.

16 In addition to that, creating the barriers
17 around, we're wanting to add additional trees,
18 shrubs. I'm not a landscape guy, but, basically,
19 frame Prospect and Devon all the way around so
20 that traffic noise is reduced as much as
21 possible; and, also, once you arrive on the
22 property, you get a feeling of privacy and
23 somewhat seclusion and your attention is taken
24 where we want it to be, which is towards the

1 buildings and toward the beautification of the
2 property itself; and we think that adding those
3 additional seven trees on the, I guess, it would
4 be, the south side of the property as we're
5 looking at it not only would add to the
6 aesthetics of the property and privacy of the
7 property, but also add privacy for the residents
8 on that side in addition to the fence that we're
9 going to install. I think that touches on it.

10 CHAIRMAN WERDEN: I have a question for the
11 staff. In contacting DuPage County with Devon
12 Avenue and getting the right-in/right-out, was
13 there any indication from them about any plans at
14 some point to widen Devon Avenue any farther?

15 MS. GRILL: No.

16 CHAIRMAN WERDEN: Where it would take up some
17 of the landscaping.

18 MS. GRILL: No.

19 MS. P. HANSON: My question would be to staff
20 of these proposed 135 spaces, how many of them
21 are handicap spaces? What's the required
22 handicap spaces for this facility?

23 MS. GRILL: They meet that requirement. They
24 are located right here in the front here.

1 (Indicating.)

2 MS. P. HANSON: How many are there, though, do
3 you know?

4 MS. GRILL: Five.

5 MS. P. HANSON: So there is really only 130
6 spaces with the five of them being handicap?

7 MS. GRILL: That's correct.

8 MS. P. HANSON: Is that within the guidelines
9 of what we require?

10 MS. GRILL: Yes, it is.

11 MR. KOZIOL: Not that it matters, but I think
12 I'm disappointed in DuPage County for the right
13 turn-in and right turn-out. I would have been
14 happier with a full interchange there like they
15 have there at the south corner along Prospect. I
16 don't see the value because I don't see a safety
17 issue here, but, like I said, it's irrelevant,
18 but I think, for the record, I would like to let
19 DuPage County know I don't think it's a good
20 idea.

21 MR. BUCARO: I have a question regarding the
22 overflow parking. In the event that there is an
23 event on-site where the -- you're at your
24 maximum, so you feel confident based on knowing

1 the number of people that are there ahead of time
2 and knowing -- using the statistics that you can
3 plan in advance for that overflow parking?

4 MR. SCHREIBER: Yes, sir. It's part of our --
5 we do event recaps every week with our corporate
6 management team and property management team; and
7 among all of the many things that we discuss that
8 are directly related to the set up of the chapel
9 or the menus or room sets or number of chairs,
10 you name it, is also analyzing the parking as
11 well; and, you know, if we feel like we're close,
12 we'll take precautions for that. We also do a
13 planning every week for the following week with
14 security; and we discuss the ins and the outs and
15 the timing of it and those -- if there is
16 anything special that we need from security, and
17 for the sake of this conversation, parking or
18 traffic issues, that's brought to their attention
19 and know that that's part of their -- along with
20 the management of the property, that's on their
21 radar as well; and if we think that we need it,
22 we will -- you know, we don't own vehicles at the
23 other properties. Again, we've needed them on an
24 exceptionally rare occasions, but if we feel like

1 we need them, we'll have one available. Probably
2 rent one and have it on property. The first
3 people that will be parked off-site will be our
4 employees, which will free up those parking
5 spaces immediately, so if we think at all that
6 we're going to need it, those employees as part
7 of their schedule and planning, event planning,
8 is we will go to the off-site parking, they park
9 there, they park at a particular time, we pick
10 them up with the vehicle and take them on-site
11 and free those parking spaces up first.

12 MR. BUCARO: Am I correct that in addition to
13 weddings, you may use the banquet facility for
14 corporate events or non-wedding types of venues?

15 MR. SCHREIBER: We hope so. 98 percent of our
16 events are weddings just because of they're
17 planned well in advance. They usually take the
18 Saturday nights and Friday nights, all the
19 favorite times for having events. Corporate
20 events are planned much shorter mostly because
21 they really don't know what their budgets are
22 until they get close enough to it, but we
23 certainly would take other business as it comes.
24 Certainly.

1 MR. BUCARO: And parking issues associated
2 with those other types of events, you've got a
3 history of that and so your backup plan, again,
4 you would feel confident --

5 MR. SCHREIBER: We treat every event the same.
6 We're in our 12th year at our Houston property.
7 We do about 800 plus events a year between all of
8 our properties. Every single event has the same
9 level of scrutiny, goes through the same
10 analysis. Parking is just as routine as menu
11 planning is for us, if you will.

12 MS. P. HANSON: Can I ask you a question? You
13 said you currently have two projects; is that
14 correct, one in Houston and one in Dallas, so you
15 actually have four existing right now?

16 MR. SCHREIBER: We have two in Houston, one in
17 Dallas, and one in Sugar Hill, Georgia, which is
18 north of --

19 MS. P. HANSON: And you do over 800 events?

20 MR. SCHREIBER: Between the four of them, yes,
21 we do.

22 MS. P. HANSON: So if someone came to you for
23 a wedding and they were inviting 200 people, they
24 would be the only people in that facility, that

1 time, that Saturday evening; is that correct?

2 MR. SCHREIBER: It's a good question. The
3 direct answer to the 200 number is yes. Now, we
4 can do -- the room is --

5 MS. P. HANSON: I know it's -- I saw how it
6 could be divided into two.

7 MR. SCHREIBER: It's divisible. However, the
8 capacity can't exceed 300. It's just not
9 designed for it with, you know, with dance floor
10 space, with pre-function space, with service
11 space, and all that.

12 MS. P. HANSON: But you could have a hundred
13 people at one wedding 150, 200 at another wedding
14 and different chapel times and people going and
15 coming in and out all the time; is that correct?

16 MR. SCHREIBER: We can set up to 150 on each
17 side, but the answer is yes. The way that
18 happens is at noon we have a ceremony. At 12:30,
19 1:00 the reception begins, so let's say there's
20 150 guests at that. They will take one-half of
21 the ballroom. The chapel will be cleared out.
22 All those guests will be in the reception
23 facility. Two to three hours later the next
24 ceremony will start while the reception has been

1 going on for quite some time and then those
2 guests will go into the second ballroom and
3 within an hour or so -- the way our times are
4 staggered, within an hour or so of the start of
5 the other reception the other guests will leave
6 the property.

7 MS. P. HANSON: I guess the real concern I
8 have is the parking because I just can't imagine
9 300 people at a banquet with realistically only
10 130 spaces.

11 MR. SCHREIBER: I understand that.

12 MS. P. HANSON: I find that very difficult to
13 believe.

14 MR. SCHREIBER: All I can do is just call on
15 what we -- the size of our other properties and
16 the number of events that we have and the timing
17 and all and just to say that it has been
18 adequate.

19 Our facility in Houston, the very first
20 one we opened almost 12 years ago, has 128
21 parking spaces, a maximum capacity of 300. We
22 have a small grassed area that's actually
23 designed for parking that holds another 20 or so
24 cars, if we needed it, and we use it on occasion.

1 I just don't have anything else to go on, other
2 than, you know, here is what we've done and here
3 is what we know and here is what the other
4 parking studies show.

5 MS. P. HANSON: Okay. I have another question
6 for you. The parking, is it going to be asphalt
7 or concrete?

8 MR. SCHREIBER: If asphalt is acceptable up
9 here, we would do asphalt. It's just less
10 expensive, and I think asphalt is common up here.
11 We would hope it would be asphalt because it's
12 less expensive.

13 MS. L. HANSON: I just want to ask a
14 background question. What brought you to
15 Bartlett and to this area?

16 MR. SCHREIBER: Yeah, happy to tell you that.
17 We always have a handful of markets that we're
18 looking at to grow to the next property when
19 we're ready to start our search. Chicago has
20 upwards of 50,000 weddings a year, so the real
21 short answer is number of weddings, the average
22 number of guests at the weddings, some
23 demographics as far as who the guests actually
24 are, the age of when people get married, number

1 of guests, how much they spend on certain things,
2 and it's just a good market. There is 50,000
3 weddings here in this market. Ashton Gardens is
4 not a -- kind of like a restaurant you hear
5 location, location, location. Well, with our
6 facility we found that it's just location, so
7 many of our guests travel 25, 35, 40 miles to get
8 to us. The importance of -- as all of us know,
9 I'm sure, the importance of the wedding event,
10 everything around it takes precedence over maybe
11 how far you have to drive or where -- you know,
12 you determine where the out of town guests would
13 stay close by, that sort of thing.

14 Our facility is -- I'm very, very proud to
15 say it's very high-end. It's managed -- all of
16 our management team, we all come from high-end
17 hospitality background. The way it's managed is
18 far different than the independents or the mom
19 and pops. The independents. There is a whole
20 lot of other facilities, Seville being one,
21 that's locally owned and owned by family and
22 operated by a group there, and I don't know, you
23 know, their experience, and although we shopped
24 them, all of our management -- our corporate team

1 comes from high-end corporate hotel or restaurant
2 background as does mine. All of the property
3 managers come from high-end restaurant or hotel
4 or some other type of hospitality background for
5 years, so all of that experience and the
6 investment is quite large in this. The finishes
7 are very fine. We have crystal chandeliers all
8 over the building. We obviously invest in the
9 aesthetics of the property, that sort of thing.

10 So that's the reason why -- Naperville is
11 close for somebody to drive to get to us. We
12 expect -- and the reason why we picked Bartlett
13 the -- first of all, we kind of started with a
14 little larger target saying -- obviously we
15 started with Chicago. We studied the population
16 of all the suburbs from north all the way down,
17 really, through the Naperville area. Further
18 south than that, there wasn't a whole lot there
19 for us to consider. We decided not to go into
20 the city because of the expense, because of the
21 red -- you know, because of all the bureaucracy,
22 that sort of thing. We've done very well. Sugar
23 Hill, Georgia, is a town very similar in size.
24 Corinth, Texas, is a town very similar in size

1 outside of a major metropolitan area, and we
2 get -- so we started with a little bigger target.
3 We kind of narrowed it down to this part of the
4 suburbs and then we started looking for land
5 within a little smaller circle and, you know, we
6 really like -- we're not right on a highway.
7 It's relatively easy to get to from different
8 parts of the western suburbs, northwestern
9 suburbs and started searching for land, and we
10 feel comfortable in smaller suburban towns and we
11 found the property.

12 MS. L. HANSON: So this would be the fifth
13 property then; is that correct?

14 MR. SCHREIBER: This will be our fifth, yes,
15 and Cedar Park, Texas, which is outside of
16 Austin, it's a much smaller market than we're
17 used to going in, but it's a very strong market.
18 Again, we're outside of Austin northwest by 15
19 miles or so. Kind of our MO.

20 MS. P. HANSON: My next question is the
21 variation you're looking for in the reduction of
22 trees on the islands. Trees in the village of
23 Bartlett really have a pretty sensitive scenario
24 in that we lost this summer thousands and

1 thousands and thousands of trees, many of them
2 the large overhanging cathedral trees on many of
3 our suburban streets, so I look at it and say
4 what's the thought and what's the reasoning
5 behind you reducing trees? I would hate to see
6 it look like a big asphalt jungle. I would like
7 to see trees and at least have some exterior
8 beauty to it, so what's the reasoning behind
9 that?

10 MR. SCHREIBER: Yeah. I'm glad you ask
11 because that was a very important part of the
12 conversation with Roberta and the staff. First
13 of all, when -- because of the beauty of the
14 buildings themselves and because of the finishes
15 of the chapel, for example, and the finishes of
16 the exterior of the reception building, how
17 they're placed, the landscape around it, the
18 trees that we plan to plant on the sides of the
19 reception building and the rear and the sides of
20 the chapel, when you arrive on the property, we
21 want you to see that. It's a very large
22 investment. It's -- we spend a lot of time on
23 how that building looks, so, you know, regardless
24 of the size of the trees when they go in,

1 eventually these trees are going to grow big and
2 block the view --

3 MS. P. HANSON: So they're not going to be
4 Charlie Brown trees?

5 MR. SCHREIBER: They're going to be whatever
6 is required by -- no. No. I'll get to that.
7 That's a great question, but when you come up the
8 property and you get out of your vehicle, the
9 arrival experience is very important. Seeing the
10 property itself and being able to, you know, look
11 towards the chapel if you're just arriving for
12 the ceremony and all of this. There's going to
13 be landscaping in front of it. There is going to
14 be all of that other -- neutral areas going to be
15 sodded and grass, so we want you to see it. You
16 know, that's -- the beauty of this is really --
17 it's part of our calling card. The limestone
18 that we use on the front of the chapel and the
19 handwork that goes involved in that. So we would
20 hate for you to arrive in the parking lot and
21 have these trees just blocking the view of that
22 property.

23 Now, having said that, the challenge for
24 our landscape company is that if it goes in

1 green, it has to stay green. We have to have --
2 if we have an event in February, and granted I
3 know there is probably not as many in February as
4 July, but when we sell this site and we sell this
5 property, we show them pictures at their best and
6 we can't -- try lying to a bride or a bride's
7 mother; worse than that, a bride's mother, about,
8 well, you said it was going to look like this and
9 now it's that. We don't want to deal with it.
10 The main point is it's got to be -- it's got to
11 have the same look and same feel all the time, so
12 the direction for our landscape company is if --
13 whatever goes in behind the chapel, when they go
14 in green, they have to stay green, so we need
15 cedars or spruces or whatever it is that stays
16 green in cold weather. We need those there all
17 the time.

18 MS. P. HANSON: It's going to be quite a
19 challenge with the Chicago area.

20 MR. SCHREIBER: It is a challenge. It's a
21 challenge in Texas with the heat. We lost, gosh,
22 half a dozen trees behind the chapel; and those
23 things are 22-feet tall and 400-gallon root
24 balls; and we replaced them because we can't walk

1 a bride into the chapel and she goes, oh, there's
2 a dead tree and behind the dead tree is a
3 smokestack of a house because that's not where
4 they want to get married. It's really important
5 to us. We spend a lot of time on that. I'm glad
6 you asked the question because we had that
7 discussion all the time.

8 MR. KOZIOL: The single trees that you're
9 proposing, are they going to be the same size as
10 what would have been two per island?

11 MR. SCHREIBER: It's whatever is speced for
12 it. We're going to satisfy the ordinance, so
13 whatever is coming out of the islands are going
14 along the perimeter.

15 MR. KOZIOL: It would be nice to see if you're
16 going to go to the one-tree concept that the size
17 of the tree be upgraded.

18 CHAIRMAN WERDEN: The comment was made about
19 exceeding the ordinance. Is that kind of like in
20 volume or size?

21 MS. GRILL: I'm sorry. Say that again.

22 CHAIRMAN WERDEN: For the landscape requirement
23 that they were exceeding what was required and
24 part of this is coming out of the proposed

1 islands with only having one in each island and
2 those trees would be moved to the south side of
3 the property?

4 MS. GRILL: And the very west. These gray
5 ones here would be added. Those are above and
6 beyond the requirements of the landscape
7 ordinance.

8 MR. SCHREIBER: We understand the sensitivity
9 of the neighbors and the view from their backyard
10 and that sort of thing, so that's why we said
11 rather than just take them out, we'll actually
12 put them to better use, at least in our opinion,
13 and probably in the opinion of the residents as
14 well. If they could have more trees, you know,
15 blocking their view of us than in the parking
16 lot, they would probably prefer that as well.

17 CHAIRMAN WERDEN: So with the landscaping and
18 the fence, it would be a solid fence, so there
19 would not a big chance of headlights going into
20 people's houses and things?

21 MS. GRILL: This is an 8-foot-high solid wood
22 fence, yes.

23 CHAIRMAN WERDEN: Okay. Any other questions
24 before we open it up to the public?

1 MR. KOZIOL: I don't know if I had my question
2 answered. The single trees that are going to be
3 put into those islands, will they be larger, more
4 mature than what was originally planned? I think
5 it would look better.

6 MR. SCHREIBER: The current plan is just to
7 move those trees. Whatever is required there to
8 move those trees to the perimeter, that's
9 currently what the plan is, and I don't recall
10 the size or the --

11 MS. GRILL: The minimum size is a 2 1/2-inch
12 caliper tree, and I believe that's what they're
13 going to be putting in.

14 MR. SCHREIBER: Not a Charlie brown tree.

15 MS. P. HANSON: Not a Charlie brown tree.

16 MR. SCHREIBER: We don't want our guests
17 looking at those either.

18 MS. L. HANSON: I have one other question.
19 I'm not getting a good visual on where you're
20 putting the dumpster. I see that it's on here
21 someplace, but where in that area you see behind
22 the reception hall? You have the dumpster area.
23 You show it on --

24 MR. SCHREIBER: At the end of the delivery --

1 the open square at the bottom, that's where that
2 would be.

3 MS. P. HANSON: And there is no turnaround,
4 correct? So if a truck comes in there, they're
5 going to back out onto Devon, is that correct, or
6 is there a turnaround?

7 MR. SCHREIBER: No, we created a turnaround.
8 That was also required by the -- recommended by
9 the fire department.

10 MS. P. HANSON: Okay. So there is a turnaround
11 in the back?

12 MR. SCHREIBER: Yes, ma'am.

13 MS. P. HANSON: It's hard to see that.

14 MR. SCHREIBER: The delivery trucks, they're
15 used to do doing that. This is a blessing for a
16 lot of delivery trucks to have access to an
17 egress like that.

18 MR. KOZIOL: Again, a question related to the
19 islands. On the ends of each island, are you
20 going to be planting shrubbery of some sort?

21 MR. SCHREIBER: We'll put whatever is required
22 by the ordinance.

23 MS. GRILL: He's required to do that.

24 MR. KOZIOL: So there will be some vegetation

1 so it's not just flat?

2 MS. GRILL: The landscape ordinance requires
3 either shrubs, grasses, or perennials; and he
4 will do that, yes.

5 MR. KOZIOL: Thank you.

6 CHAIRMAN WERDEN: Any other questions? Go
7 ahead.

8 MS. P. HANSON: Realistically, what is your
9 count for staff to have a 300-person wedding from
10 the standpoint of busboys, waitresses, bartenders,
11 security? What realistically would you require
12 if you had -- if I was going to have a 300-person
13 wedding, which I would never do again, but
14 anyways, what's your staff capacity going to be
15 at that point?

16 MR. SCHREIBER: 26 maximum.

17 MS. P. HANSON: 26?

18 MR. SCHREIBER: 26.

19 MS. L. HANSON: And they're parking off-site?

20 MR. SCHREIBER: If need be.

21 MS. P. HANSON: Potentially.

22 MR. SCHREIBER: We find that a lot of our
23 service staff, for example, are younger citizens,
24 high school, college kids, you know, live around

1 the neighbors, that sort of thing, some travel
2 together, some walk, some ride bikes. Even if
3 they all drove their own car, 26 is -- and I can
4 break it down by position if you want, but 26 is
5 really the most I would see on an event that
6 size.

7 MS. P. HANSON: Wow, that just doesn't seem --
8 I would want at least four, five bartenders, I
9 think, with 300 people. Okay.

10 MR. SCHREIBER: Again, we just have the
11 statistics and based on the parking study and
12 it's what we have to go by.

13 Gosh, I hope we need off-site parking
14 every weekend, I really do, because then we're
15 doing okay. I'll buy vehicles if we get to that
16 point.

17 MS. P. HANSON: If this were to go through the
18 whole process, what's the anticipated day to
19 break ground and build this facility? What's the
20 length of time to build it?

21 MR. SCHREIBER: It's ten months.

22 MS. P. HANSON: Well, this is Chicago, so you
23 can't pour concrete certain times and asphalt and
24 stuff like that.

1 MR. SCHREIBER: Well, at the rate this process
2 is going, it won't get started till the spring
3 anyway, so -- I mean, we would like to start
4 tomorrow, but it doesn't look like it, so -- and
5 we have three general contractors that have been
6 in this market, not Chicago, but in this area and
7 this market for years, and we've done
8 consultations on them and that sort of thing;
9 and, you know, cold is okay. Snow is not okay.
10 We can work in the cold. We can't work in the
11 snow, so it really depends when we get through
12 the process. We're actually in coordination with
13 the -- when the final plans are submitted to the
14 Village for approval, our GCs will have them or
15 have had them already getting through the bid
16 process and the vetting process, so really as
17 soon as we were able to permit, we could start
18 immediately. That's our goal.

19 CHAIRMAN WERDEN: Anybody else?

20 Okay. At this point we shall be opening
21 it up to the public. So that we can expedite
22 things and not have to swear everybody in
23 individually, there are forms to fill out. Some
24 are in the very back. Jim is holding that up.

1 He has some there and some over there under the
2 stand, under the microphone, so if you could fill
3 those out before you speak and state your name
4 and address when you are called on to come up and
5 speak. We're going to limit this to three
6 minutes per time at the stand. You can always
7 come back for follow-up questions after others
8 have had a chance to speak. We want everyone to
9 have a chance to speak, though, to get the
10 questions heard. Let's limit the topic to what
11 is before us tonight. It is strictly on the
12 three issues, a reduction in the number of
13 required parking spaces, reduction from the
14 20-foot interior parkway requirement, and to
15 allow one tree for each double parking island.
16 Those are the only issues that are being
17 requested for a variance from this government
18 body.

19 Who would like to speak first?

20 MR. PLONCZYNSKI: I have some already.

21 CHAIRMAN WERDEN: Okay. Jim. Bring them up
22 to Jim and he will call you.

23 MR. PLONCZYNSKI: Melissa VanMaldegiam.

24 CHAIRMAN WERDEN: I'll start the timer after

1 you state your name and address.

2 MS. VanMALDEGIAM: I'm Melissa VanMaldegiam,
3 832 Tall Grass Drive. I just wanted to say a few
4 things today. Some of the things are, you know,
5 we have rules in place. You keep saying that,
6 you know, he's covering the variances, the
7 2 1/2-inch trees, that sort of thing. I guess I
8 don't see why we need to give them a variance on
9 the 20-foot reducing it to the 16 feet. If the
10 area doesn't fit within the rules that we have,
11 then maybe this is not the right place, you know,
12 for this, you know, by -- he's staying within the
13 rules on other things. Why can't he stay within
14 the rules on all the things that are available?

15 With the trees in particular, they keep
16 saying that -- I fear that they don't know how
17 things are in the north not having any areas in
18 the north. It's not possible to keep everything
19 green in the north, as you know. Also, with
20 reducing those trees in those parking areas, look
21 at any parking lot in the city of Bartlett,
22 whether it's Jewel, whether it's the park
23 district, trees don't live in those parking
24 things. They always -- you never know which one

1 is going to be the Charlie Brown tree in the
2 spring. You never know which one is going to
3 give up the ghost with the salt spray, with the
4 cold. They just don't work, and so to plant all
5 the trees, that's great. You know, unless
6 they're going to keep coming in and replacing the
7 trees that didn't make it over the winter. I
8 guess that's a concern that I have.

9 Also, one other concern, it's not
10 really -- that 8-foot fence that runs along the
11 bottom of the property goes right up to the bike
12 path, so as people are coming out of the parking
13 lot, they're going to have to cross the bike path
14 and the sidewalk there to get to the street; and
15 how are they going to be able to see if there are
16 kids and people on that sidewalk on that bike
17 path? That's a big, big concern of mine on
18 Prospect coming down this way.

19 MS. GRILL: If I could answer that. An 8-foot
20 fence is not allowed to encroach into the
21 setback, so it will be set back probably 50 feet.
22 The bike path is not on this property, so start
23 from the property line, head west, and then the
24 fence cannot encroach at 8 feet at height beyond

1 that front setback, so it's going to be set back
2 quite a bit.

3 MS. VanMALDEGIAM: Okay. So there won't be
4 any encroachment on that sidewalk that runs down
5 Prospect?

6 MS. GRILL: No, it cannot. The bike path is
7 not on this property. It's on the right-of-way.

8 MS. VanMALDEGIAM: Yeah, I was afraid that the
9 sidewalk went right up to it. I wasn't sure
10 where that fence stopped, so I guess --

11 MS. GRILL: Now, the 4-foot fence would be on
12 their -- one foot in from their property, but
13 that's only 4-feet high. I just want to make
14 sure you're clear on that.

15 MS. VanMALDEGIAM: Yeah, the 4 foot one I
16 didn't have a problem with. It was the 8 foot
17 one that I thought went all the way to the
18 sidewalk.

19 MS. GRILL: No.

20 CHAIRMAN WERDEN: One minute left, and I'm
21 stopping it when staff is talking.

22 MS. VanMALDEGIAM: Okay. The other thing is
23 that the -- only about 70 percent of millennials
24 will actually get married in their lifetime, so

1 the rates of weddings are greatly reducing in our
2 lifetime, so any numbers they have now reduce by
3 25 percent over the course of the next time
4 because of the way millennials are not getting
5 married now. It was a big report that was just
6 out the beginning of the week, so thank you.

7 MS. P. HANSON: Thank you.

8 CHAIRMAN WERDEN: Thank you.

9 MR. PLONCZYNSKI: Eric Shipman.

10 MR. SHIPMAN: Thank you. I will try to use my
11 laser light focus to keep it under three minutes.

12 CHAIRMAN WERDEN: Okay. Name and address.

13 MR. SHIPMAN: Eric Shipman, 833 Prairie, and I
14 live in Bartlett. First of all, I would like to
15 commend the petitioner for considering Bartlett
16 for a business venture. He seems to have a great
17 plan and a great business. I'm just really,
18 really concerned about the location of it.

19 We'll talk about the historical zoning in
20 1950 when we decided to make it industrial and
21 then in 1988 when we decided to make it a little
22 less industrial. At that time the housing was
23 nothing like it is today. This all has to do
24 with parking, bear with me. Currently there is

1 housing on four sides of this property. It is
2 surrounded by single-family residential
3 properties. Kitty-corner to it is a small strip
4 mall. Part of that has to do with the number of
5 parking spaces. I'm a little incredulous that 26
6 employees can serve 300 guests, including
7 management, security, as we said, for 300 guests.
8 From my perspective, you need at least four
9 security officers, chefs, busboys, bartenders, a
10 salesperson on hand. I'm a little incredulous
11 about that, but I won't dispute the numbers with
12 the gentleman. I'm just wondering about it.

13 We talk about a right-in/right-out on
14 Devon Avenue. Well, let's say the traffic
15 engineers are always correct. They want the
16 right-in/right-out for a reason, and I suspect
17 because they feel that they're concerned about
18 the traffic leaving the place. Meaning there is
19 going to be lots of traffic, that's why they only
20 want it to go being a right-in/right-out.

21 We said, well, this is really a low volume
22 street. Well, if it's a low volume street, as
23 George mentioned, why wouldn't it be normal?
24 It's not. The engineers are saying it should be

1 right-in/right-out. Regarding those engineers,
2 we're not going to believe them and maybe we
3 shouldn't. The engineers have said no, this
4 isn't going to be a problem. We look no further
5 than Route 59 and Stearns Road whose engineer
6 said it should be okay there. Anybody drive
7 through that intersection recently at 8:00 in the
8 morning.

9 We also talked about the number of guests
10 who will be, you know, coming to the cars --
11 coming to the events and number of people inside
12 of a car. We say X number of guests. I'll tell
13 you from personal perspective, this X guest
14 always goes to a wedding alone. It sucks, but
15 that's the way that it is.

16 CHAIRMAN WERDEN: One minute.

17 MR. SHIPMAN: It's the reality of things. My
18 concern, again, is just -- and, again, I'm trying
19 to address only the zoning. There are other
20 things I can talk about. 300 spaces -- excuse
21 me -- 100 -- what we narrowed down now, to pars
22 it down to probably 130 spaces, not including the
23 security, not including everybody else.

24 The other thing I wanted to say was we

1 talked about the Metra commuter parking if it
2 were ever needed. Well, it's likely going to be
3 needed; and the problem is that it's a little bit
4 of closing the barn door after the cow's got out
5 because if it were ever needed, we already have
6 the problem. By the petitioner's own example, he
7 said, well, sometimes we have to do that.

8 So I would encourage you to consider all
9 those things when you consider the zoning change
10 here regarding the parking. I'm not so concerned
11 about the landscaping, other than saying nobody
12 wants to see a smokestack of a house --

13 CHAIRMAN WERDEN: Ten seconds.

14 MR. SHIPMAN: -- through their wedding. Nobody
15 with a house wants to look through their backyard
16 and see a wedding going on there. That's it.
17 Thank you very much.

18 MS. P. HANSON: Thank you.

19 MR. SCHREIBER: Might I respond to a couple of
20 points.

21 CHAIRMAN WERDEN: Go ahead.

22 MR. SCHREIBER: Thank you very much. First of
23 all, I didn't say often. I didn't say sometimes
24 we use it. I said on extremely rare occasion

1 have we used off-site parking, and I think I said
2 once or twice that I can actually recall.

3 As far as our employees count and the
4 number of employees, I could sit here all night
5 and bore you with productivity and how we plan
6 this. It's quite formulaic on how we schedule.
7 It's on per guest ratios, it's on meal types, all
8 kinds of other stuff like that. That's my
9 business. That's what I know. I appreciate
10 that -- you know, we don't have busboys. We
11 don't have things that you might expect that you
12 see in restaurants. This is our business, so how
13 we staff it is very specific to our business;
14 and, again, I could explain the systems to you,
15 you would be bored to tears probably. I would be
16 bored before you were.

17 As far as a right-in/right-out, I
18 understand part of that as well is to -- we've
19 had on one other location it was, actually,
20 considered by the county to put a turn lane in.
21 Well, you know, this compensates for that; and if
22 there was too much traffic for a
23 right-in/right-out and they determined that we
24 would need a turn lane, then we wouldn't be here

1 today. We've experienced that before.

2 As far as other things that, yes, we're
3 from Texas and this is Chicago. That's why we
4 hire people from Chicago to engineer our
5 buildings and to do our landscaping and to
6 determine asphalt versus concrete, that sort of
7 thing. We have experts that do that. We don't
8 do that, so I help that addressed those concerns.

9 MR. PLONCZYNSKI: Judy Fillipan.

10 MS. FILLIPAN: Judy Fillipan, 339 Mulberry
11 Court. My concern is if -- with the travel,
12 people are going to be getting off the Elgin
13 O'Hare. They're going to be coming down
14 Ontarioville Road there. I'm concerned that a
15 light needs to be put up at Newport and Devon
16 because people come flying around that corner and
17 there has -- you know, there is going to be
18 traffic there. There needs to be a light there.

19 Also, at the last meeting you said that
20 the overflow parking was going to be -- you had a
21 deal with Flexonics across the street. Tonight
22 you're talking about overflow parking at the
23 Metra. If you're going to be doing overflow
24 parking at the Metra station, I'm concerned about

1 any of the Village doings that go on here during
2 the summer, like next week you've got the flea
3 market and all those things going down. You have
4 the street -- don't you have a street fair where
5 you close off the street for events? I'm
6 concerned if you're going to be parking at the
7 Metra station and you're going to be transporting
8 people on the weekends, that's going to affect
9 the events that go on in this community, so I
10 think that needs to be considered too.

11 MR. SCHREIBER: I think all I can say is that
12 we can only work around the parameters that the
13 Village and the locale gives us. If they are
14 concerned about it, they will tell us we can't do
15 it, so, you know, again, we're just doing what
16 we're asked to do under certain parameters. So
17 if there is an issue with that, then I think that
18 the Village has to change their mind as far as
19 giving us access to it or however that works out,
20 but we've already had these conversations, so,
21 you know, if -- as far as the Senior Flexonics,
22 we actually did have an agreement with them all
23 the way down to consideration of insurability and
24 that was before the last meeting. As it turns

1 out, as recently as the end of last week, they
2 changed their mind. For whatever reason, they
3 changed their mind, so we looked for another
4 avenue and this was the recommendation we were
5 given, but if it's available and it's available
6 to the public, which we would be part of the
7 public; and the Village, you know, offers us a
8 recommendation or agrees to it or tells us we can
9 do it, I think the conversation has to be with
10 the Village officials because we're just doing
11 what we're asked.

12 MS. FILLIPAN: That's my concern. If you
13 don't have Flexonics now and you're going to be
14 use thing the Metra station, I think that's --

15 MR. SCHREIBER: I think there's 880 parking
16 spaces there. That's a lot of square footage and
17 we were going to use -- Senior Flexonics was
18 going to give access to -- I think there's 50
19 altogether, some were handicap, so roughly 35, I
20 think, is what -- not -- the non-handicap parking
21 we were going to use, which would have been more
22 than adequate.

23 MS. FILLIPAN: So they are or they are not?

24 MR. SCHREIBER: They are not now. That's why

1 we're going to the different site.

2 MR. PLONCZYNSKI: Suzanne Duffy.

3 MS. DUFFY: Suzanne Duffy. I live at
4 212 Lido Trail. I am going to be right behind
5 the chapel, so I'm going to be looking at your
6 glass windows.

7 MR. SCHREIBER: Trees. You'll be looking at
8 the trees.

9 MS. DUFFY: I have a question. How many trees
10 are you removing from the west end of the
11 property in order to make room for that driveway?

12 MR. SCHREIBER: As few as possible.

13 MS. DUFFY: Because there is a lot of them.

14 MR. SCHREIBER: I don't know if we have an
15 overlay of that, but it's actually part of the
16 landscape plan. We want -- you know, if there
17 was one tree on that whole property we could
18 keep, we would keep it.

19 MS. DUFFY: I know. Those are the only trees
20 on the property.

21 MR. SCHREIBER: So anything that can possibly
22 be salvaged there will, and we moved the --

23 MS. DUFFY: Did you see all those Xs there,
24 that's what I'm talking about.

1 MS. GRILL: They are saving, I believe, six
2 trees in this location, that's what they're
3 showing on their landscape plan. These are
4 coming out and then there will be six and you can
5 kind of see it on the other plan. It's difficult
6 to see, but there are light colored trees right
7 in here, these will be saved and they're
8 incorporated into the landscape plan.

9 (Indicating.)

10 MS. DUFFY: I'm not familiar with how all this
11 works, but if you're submitting this plan and you
12 approve it as far as landscaping and parking and
13 everything, who enforces that? Is that something
14 that's done at a closing? So if they don't plant
15 enough trees according to their map, how does all
16 that happen?

17 MS. GRILL: I have to go out and inspect it.

18 MS. DUFFY: So you account for --

19 MS. GRILL: I count every tree.

20 MS. DUFFY: All righty.

21 MR. SCHREIBER: And she's tenacious, by the
22 way, about her trees. I'm not kidding.

23 MS. DUFFY: A consideration with parking is
24 snow removal in the wintertime; and if it piles

1 up and you take spaces away, you -- and who is
2 going to enforce the fact that you are going to
3 have this bus that's going to take people a mile
4 away to the Metra station and not have people
5 going around parking in front of my house?

6 (Applause from audience.)

7 MR. SCHREIBER: Look, we he know people have
8 to drive up to our property first before they get
9 anywhere to discover there is no parking. Our
10 security is there to direct people to available
11 parking here or to direct off-site. Like I said,
12 our employees, maximum of 26, will be parking
13 off-site first, so it's just -- we have to manage
14 it; you know, and if there is an enforcement by
15 the Village, I'm sure they'll let us know and we
16 will comply.

17 MS. DUFFY: Besides your 26 employees, there's
18 a lot of people that will be driving up in cars
19 like a photographer or the DJ or band, the
20 minister, so that's another potentially ten cars.
21 Are you going to have them park off-site?

22 MR. SCHREIBER: They'll be the first ones to
23 park off-site, if we have to.

24 MS. DUFFY: That I struggle with.

1 MR. SCHREIBER: We manage that. I would love
2 to send you our standard operating procedure on
3 what our outside vendors are supposed to do
4 because it's very specific. Yeah, we manage
5 that. It's not a free-for-all.

6 MS. DUFFY: And the issue -- the maturity of
7 the plantings around the property, you know, is
8 there a rule on how big -- I mean, that's his own
9 design, so he gets to decide how big it will all
10 be, like, around the chapel and --

11 MS. GRILL: Our minimum for an evergreen tree
12 is typically around 6 feet high. He wants to do
13 quite a bit bigger than that. He's oversizing
14 many of the trees, so he's exceeded our landscape
15 requirements.

16 MR. SCHREIBER: The Village doesn't require
17 any of the trees behind it or -- behind the
18 chapel or to either side of the reception
19 building. We're doing that, and the guests in
20 the reception building -- when they -- we have
21 windows -- so if this is our reception building
22 and this is one side, there is windows and, you
23 know, any more than a bride getting married in a
24 chapel wants to look out over an open building,

1 anybody inside that building doesn't want to look
2 at -- you know, into a dormant chapel, so it's
3 part of our -- it's really part of our image. I
4 mean, if you look on the site, and I would
5 encourage you to --

6 MS. DUFFY: I have.

7 MR. SCHREIBER: You'll see all you see are
8 trees everywhere.

9 MS. DUFFY: Three of four are like that, but
10 the one on Clay Road looks like a parking lot.

11 MR. SCHREIBER: Well, the parking lot looks
12 like a parking lot because we're not required to
13 put anything in it.

14 MS. DUFFY: There is no landscaping on this --

15 MR. SCHREIBER: Well, there is.

16 MS. DUFFY: I'm just concerned about all of
17 the landscaping being planted the way you said
18 it's going to be and it's going to look that way.

19 MR. SCHREIBER: I understand.

20 MS. DUFFY: Because I am looking -- I'm going
21 to be looking at two of the glass walls.

22 MR. SCHREIBER: You won't see them.

23 MS. DUFFY: I have a question too about last
24 week or a couple weeks ago they were talking

1 about the air conditioning units. Where is the
2 air conditioning unit located on the chapel? Is
3 that going to be on the --

4 MR. SCHREIBER: On the ground.

5 MS. DUFFY: There is nothing on top? I won't
6 be looking at anything on top of your building?

7 MR. SCHREIBER: No, ma'am. It's a peak, it's
8 a gabled roof.

9 MS. DUFFY: Right. What about those two
10 things that go out like that?

11 MR. SCHREIBER: Those are -- the extensions,
12 those are the groom's room and the bridal dressing
13 suites and public restrooms and, actually -- if
14 you go back to the other one, Roberta, the one
15 just prior to that, the site plan.

16 You see the wings of the chapel, just
17 inside of those, so like right there where that
18 light is, on either side on the ground is where
19 the AC units will be for that building.

20 MS. DUFFY: And then how many light fixture
21 poles are going to be in the parking lot?

22 MS. GRILL: There's a few here.

23 MS. DUFFY: Is there an ordinance for that?

24 MS. GRILL: Yes, there is. There is very few

1 actually --

2 MS. DUFFY: One on each island or is it --

3 MS. GRILL: I would say less than that. I
4 don't recall exactly, but one, two, three light
5 poles here and maybe every other island is what I
6 recall.

7 MS. DUFFY: And then how tall are they? Am I
8 going to be looking out my bedroom at those
9 lights? Are they going to be on all night?

10 MS. GRILL: Our maximum is going to be 25 feet
11 in height.

12 MR. SCHREIBER: We are required to have -- we
13 did a couple of things with our -- with our
14 lighting specifications. Number one, we're
15 specing the lowest possible power that is
16 acceptable for reasons of not to be obtrusive to
17 the neighbors, and also -- we're also required to
18 put -- they're not reflectors, but they're panels
19 that hide the light, so if you're on that side,
20 if you're in your backyard and there is a light
21 pole, the light will not reflect towards your --
22 you won't even see the light actually. You'll
23 see the glow on the other side, but we are
24 required to block that off.

1 MS. GRILL: He would have to put a shield up,
2 which we've talked about. If you could see the
3 Xs on this plan. I know it's a little difficult.
4 There is one right here, there is one here, one
5 here, and here and I believe 1, 2, 3, 4, 5, 6.

6 MS. DUFFY: Are those supposed to be on all
7 night or turn off at particular time?

8 MR. SCHREIBER: No. No. They stay on for an
9 extra ten minutes to allow our -- they're on
10 timers. There's two lights on timers so that
11 once the guests are gone and we just have our
12 closing staff, the exterior lights go off; and
13 there are a couple lights that stay on; and there
14 is two of them that will be on timers, ten-minute
15 timers, so our staff can leave the building, lock
16 it up, get to their cars safely or get off
17 property safely, and it will be dark.

18 MS. DUFFY: All right. My biggest concern is
19 the parking. I don't think there is enough.

20 MR. PLONCZYNSKI: Jim Regan.

21 MR. REGAN: Good evening. My name is James
22 Regan. I live at 446 Hillandale Drive. I'm here
23 to appeal to the board to not allow this exception
24 for the parking. I think you're right to question

1 that it's completely inadequate for the size of
2 the facility.

3 Prior to the meeting last month, you
4 offered a magic bullet of off-site parking, so
5 don't worry about how few parking spots are here.
6 We've got some somewhere else. Well, that deal
7 fell through. What we're proposing now is the
8 Metra station.

9 With the county's recommendation of a
10 right-in/right-out, how are they supposed to get
11 there? They're either going to have to make a
12 left onto Prospect after making a right out of
13 your facility crossing two lanes of traffic at
14 peak hours or a U-turn to cross four lanes of
15 traffic to get to Main Street, so unless you're
16 suddenly proposing some other magic bullet, like
17 I don't know what, I don't see how that's a
18 solution at all.

19 Yeah, this off-site parking to get around
20 this what's required, it's not a solution.
21 You're just offering thoughts and ideas, but
22 there is nothing concrete about how this is going
23 to work, how you're going to get people there,
24 how you're going to get people back. This is,

1 frankly, making empty promises, my opinion,
2 because I don't see how -- unless you're parking
3 people east of the facility, how they're going to
4 get there. Have you thought that far ahead? Do
5 you have a proposal?

6 MR. SCHREIBER: First of all, and I said it a
7 handful of times last week, you know, it's -- I'm
8 at a disadvantage to try to respond to shear
9 speculation. All I can tell you is that, you
10 know, there are -- we spent a bunch of money
11 doing the parking studies and paying engineers
12 hired by the city to analyze all this stuff and
13 we have historical data, so all we can do is go
14 there. For us to say that they're wrong is your
15 opinion or my opinion when we're going through
16 the motions that are required by the Village and
17 required by the county and taking direction as
18 such, so all I can do is offer you that. Whether
19 you think or I think or anybody else thinks that
20 it's not enough parking, I have pages of
21 statistics and these statistics, personal and
22 professional statistics, show that this is enough
23 parking, and beyond that it's up to us to manage
24 our business and that's what we do, and we didn't

1 invent other off-site parking. There's other
2 businesses and churches do it all the time.
3 There is ways of doing it. We're just going to
4 have to manage it like we do anything else. I
5 understand it's foreign to you, but it's not
6 foreign to us because this is the business we're
7 in.

8 MR. REGAN: Right. With all due respect,
9 we're also at a disadvantage to respond to your
10 proposals for how we're getting around this
11 inadequate parking when it changes every meeting.

12 MS. GRILL: Well, it's not --

13 MR. REGAN: -- answer when it was off-site
14 parking west of there and now it's three quarters
15 of a mile away.

16 MR. SCHREIBER: And that is now our answer,
17 and your opinion of inadequate is your opinion.
18 I have statistics to show otherwise and that's
19 all I can offer. It is adequate. In my opinion, it's
20 adequate. In studies, it's adequate, unless --
21 again, unless the Village or the county changes
22 the way they do their calculations, we -- that's
23 what we have to go by, that's what we have to
24 abide by.

1 MR. REGAN: I understand that. Can I ask is
2 the requirement of number of parking spaces on
3 the assumption that a facility like this where
4 everyone is there at the same time, it's not in
5 and out like Jewel, it's not an in and out strip
6 mall, everyone pretty much arrives at the same
7 time, leaves the same time? Is there any
8 difference in the number of parking spots based
9 on the type of business?

10 MS. GRILL: Well, each use has its own parking
11 calculation, so the reception hall is based on 30
12 percent of the total occupancy.

13 MR. REGAN: So 3.3 people per vehicle?

14 MS. GRILL: Yes. The chapel is one for every
15 4 seats, so 252 divided by 4; and then the office
16 is 1 for every 275 square feet, so each one is
17 calculated differently.

18 MR. REGAN: They still need an extension for
19 the number of parking spaces they're proposing?

20 MS. GRILL: Yes. 23 -- the variation request
21 is for 23 short of the requirement.

22 MR. REGAN: Okay. Thank you.

23 MR. PLONCZYNSKI: Geneva Baker-Cotton.

24 MS. BAKER-COTTON: Geneva Baker-Cotton,

1 402 Hillandale Drive, Bartlett. With regard to
2 the parking, you wanted to reduce it by how many
3 did you say? How many spaces did you want to --
4 personally, I can't understand -- we were here
5 just not long ago. At that time I said I thought
6 it was rigged. Now I'm going to say not only
7 that, but now reneging on what you said. How can
8 this short of period of time you want to have
9 variances? You should have allowed for all these
10 things you're talking about in your original
11 proposal, but since you didn't with regard to the
12 parking, and you like to talk about your position
13 in hospitality and your degree of management,
14 well, you can't manage where the people are going
15 to park, the customers, but you can manage where
16 your staff is going to park. I say that the
17 overflow that you're working out let your staff
18 park there, bus them back and forth over there,
19 and leave these other parking spaces for the
20 customers.

21 You mentioned that you had hospitality.
22 Hospitality is giving good customer service,
23 service quality, to your customers, to the people
24 that are there, also at East Pointe Estates. I

1 feel that we've given enough. There is some
2 concessions. You've got to give some too.

3 Seven trees you're doing, but then you
4 want to take one tree per whatever you're talking
5 about instead of having two. Couple weeks ago
6 you were having two in the front. Now you only
7 want to have one. You're talking aesthetics.
8 I'm also thinking about the environmental control
9 for the sounds. The trees help buffer some of
10 the music and all. I don't think there should be
11 a variance for the parking or the trees and that
12 other thing too. I can't remember what it is.
13 Whatever it is. Let it stand as you said a
14 couple weeks. Why you changing it now?

15 You talk about hospitality. When you made
16 your presentation, you direct everything to the
17 board. You didn't once -- maybe once or twice
18 did you look at the people that it was going to
19 affect, so how is that hospitality in your heart?
20 If you want business as usual, and we all
21 understand about profitability, so I do
22 understand that, but you should have a heart for
23 the people that are going to be affected, and not
24 that any of this matters, but it was on my mind

1 and I wanted to say it, so there. I'm done.

2 (Applause from audience.)

3 MR. SCHREIBER: Well, thank you, and the
4 landscape plan and the parking and all of this
5 stuff has -- this has been in the works for
6 months. We don't get here -- I can't propose
7 something last week and change it this week and
8 have these guys pay any attention to me. I've
9 got to follow pretty darn strict -- and I'm not a
10 bureaucrat, so this stuff drives me nuts. These
11 guys are in charge of making sure everything
12 stays in place and people do what they're
13 supposed to do and all that. I'm more of a, you
14 know -- that stuff makes me crazy, but we have to
15 go through it anyway, but this plan has been like
16 this since we first submitted it for -- months
17 ago, so we haven't changed a thing on parking.
18 We haven't changed a thing on -- you know, the
19 only thing we asked for was the trees and we
20 agreed to -- if the neighbors would rather have
21 the trees in the parking lot than at their --
22 behind their property, you know, we can consider
23 that. I don't think that that's -- you know, we
24 thought that was a great idea.

1 MS. BAKER-COTTON: Well, then do it.

2 MR. SCHREIBER: Well, we're going to.

3 MS. BAKER-COTTON: Give us something just for
4 inconvenience. Do it all.

5 MR. SCHREIBER: But this has all been in the
6 works for many, many months and what you see now
7 is the outcome of, you know, a whole lot of
8 different people hired to do what's required by
9 the Village, what's required by us, changes based
10 on what the Village is asking us to do, some
11 changes based on what we would do anyway being in
12 the location that we're at, so this hasn't
13 changed really at all. If anything, it's gotten
14 more cumbersome for us to, you know, to comply.

15 MR. PLONCZYNSKI: Mike Tovella.

16 MR. REGAN: Mike Tovella, 208 Lido Trail.
17 I'll be looking directly at the chapel at 35-feet
18 high. Brad says that we won't be able to see it.
19 I don't know how we won't be able to see it.
20 It's 35-feet high. That's one of my points. My
21 other point is where is he putting the snow when
22 we get 11 inches of snow? That's my question to
23 you, Brad.

24 MR. SCHREIBER: We'll put it wherever

1 everybody else puts it. We'll hire snow removal
2 like other businesses to.

3 MR. TOVELLA: Where?

4 MR. SCHREIBER: I don't have a location for
5 you. I hear there is services out there that
6 remove snow.

7 MR. REGAN: If you don't know where you're
8 going to put it, are you going to lose parking
9 spaces?

10 MR. SCHREIBER: No.

11 MR. REGAN: No? Then how do you know if you
12 don't know where you're going to put it? Where
13 is it going to go? It has to go somewhere if we
14 get 11 inches of snow.

15 MR. SCHREIBER: Where do snow removal
16 companies take it when they remove snow?

17 MR. REGAN: I don't know.

18 MR. SCHREIBER: I don't either, but there are
19 companies that to do that, and we'll hire
20 companies to do that.

21 MR. REGAN: Are you going to have a truck on
22 your parking lot to remove the snow? What are
23 you going to do?

24 MR. SCHREIBER: That's not the business we're

1 in. We'll hire people to do that, just like
2 we'll hire people to maintain the landscaping and
3 there are plumbers to fix the plumbing.

4 MR. REGAN: My other question is outside
5 vendors. You said you had 26 staff. Outside
6 vendors, what's the number on that?

7 MR. SCHREIBER: I'm sorry.

8 MR. REGAN: Outside vendors, band people,
9 whoever, how many do you -- if you have two
10 weddings going on at one time, how many do you
11 anticipate having outside vendors?

12 MR. SCHREIBER: It will vary. If each one has
13 a DJ, there will be two. If each one has a band,
14 I don't know, there will be 10, but --

15 MR. REGAN: Each party has 10, so that's
16 another 20.

17 MR. SCHREIBER: No. You know, a five-piece
18 band is pretty large for a facility this size.

19 MR. REGAN: Well, you have a five-piece band
20 and then you have people that set it up and
21 whatever, so --

22 MR. SCHREIBER: They don't stay on property.

23 MR. REGAN: Okay. But they have to take a
24 parking spot sometime.

1 MR. SCHREIBER: I'm not sure how to answer
2 you. All I can tell you is we do this all the
3 time; and, yes, we'll manage the parking.

4 MR. REGAN: I know you do it all the time.
5 You keep saying you do it all the time, but --
6 and then you say that it's only happened a couple
7 times when you needed overflow parking. Now
8 you're saying we'll take all our employees and
9 park them over there, so that's a lot different
10 than a couple times if you have to park them over
11 there all the time.

12 MR. SCHREIBER: When we need them to, we will,
13 and it has happened a couple of times, so --

14 MR. REGAN: So do you anticipate it happening
15 more than a couple times here?

16 MR. SCHREIBER: I hope so. That means we're
17 doing great business and I'll do it everyday if I
18 have to. I'll be paying a lot more taxes too.

19 MR. REGAN: Let me just go over the numbers in
20 my head. 130 parking spaces.

21 CHAIRMAN WERDEN: One minute.

22 MR. REGAN: You've got 26 employees and you've
23 got another 10 to 15, so what are we at, 41, so
24 you're down to, what is it, 89 parking spaces for

1 300 people?

2 MS. P. HANSON: 96.

3 MR. REGAN: 96 parking spaces for 300 people.
4 I doubt it. That's all I got.

5 MR. PLONCZYNSKI: Carlo Madonia.

6 MR. MADONIA: My name is Carlo Madonia. I
7 live at 224 Lido. I got to direct my concern to
8 the board. I've been living in this property --
9 I bought the house 23 years ago. First thing
10 that strike when I saw the neighborhood that I
11 love the neighborhood and I say this is the house
12 that I want to raise my family, which I did. For
13 23 years I've been in this address. Love the
14 neighborhood. Great neighborhood. Now all of a
15 sudden we got this dilemma here. To me is
16 ridiculous that we even here addressing this
17 matter because the way I look at it -- like I
18 say, you know, it's great neighborhood. This
19 little space there for you guys to even consider
20 putting an establishment like this it's craziness
21 really because not only the traffic will bring to
22 Lido, which I live second house coming from
23 Prospect to the right, so this establishment will
24 be 100 feet from my backyard. So we talking

1 about a hundred feet. So a hundred feet to have
2 an establishment like this in a neighborhood, a
3 family neighborhood, you got kids playing,
4 including my grandkids. You got bikers. You got
5 people walking the dogs. I mean, this is a
6 family neighborhood. How you guys even consider
7 putting establishment like this in this little
8 tiny area? That's my question to the board
9 because it boggle my mind.

10 I don't know if you read one of my emails.
11 It really upsets me so much, not because of the
12 company. He's here just to make money. He
13 doesn't care about us. He doesn't care about
14 anybody here. He just is here to make money and
15 the city of Bartlett, I think, has got wake up
16 and really --

17 CHAIRMAN WERDEN: One minute.

18 MR. MADONIA: One minute. Okay. I'm telling
19 you, the city of Bartlett, I've been paying taxes
20 in this neighborhood and let me tell you guys,
21 which is pretty steep. We pay almost thousand
22 dollars a month on my property to be in my house
23 to have privacy, no noise, not rats in my
24 backyard, which you will bring, no drunken people

1 meeting at Pasta Mia that we went to, and
2 afterwards I came in to you and talked to you
3 about it. I don't remember if you remember that
4 or not because I was asking you about cutting
5 down some trees, but the question was I told him
6 that -- he was saying he was going to have a
7 maximum capacity of 300 people; and at that time
8 you told me he can't have that, he can only have
9 a maximum of 150, that he was going to have 150
10 and then he would take a break and then there'd
11 be another reception 150 because you told me the
12 parking lot didn't have enough people for that.
13 Now he's talking about having 300, okay, and back
14 then you told me the parking lot wasn't big
15 enough for that. Those were your words. That's
16 what you told me.

17 MS. GRILL: I'm sorry. I disagree with that.
18 I did not say that.

19 MR. SAUTER: Yes, you -- because you even told
20 me when I told him about the 300, you said I took
21 him out of context, that it was only 150. That's
22 exact words that you told that.

23 MS. GRILL: I'm sorry. I disagree with that
24 statement.

1 MR. SAUTER: I'm sorry, but that's what you
2 told me. That's all I have to say.

3 CHAIRMAN WERDEN: This is a public hearing.

4 MR. SAUTER: The parking lot wasn't sufficient
5 then for only 150, how can it be sufficient for
6 300? I don't care how many surveys or how many
7 consultants you get, if it wasn't good enough
8 then -- because you had to revamp the parking lot,
9 that's what you told me. You had 146 spots --

10 MR. PLONCZYNSKI: The plan has been for 300
11 spaces. The plan has not changed since you came
12 in.

13 MS. GRILL: The plan has been the same from
14 the day it's been submitted.

15 MR. PLONCZYNSKI: It's always been the same.

16 MR. SAUTER: That's not what you told.

17 MS. GRILL: I'm sorry. Again, I disagree with
18 your statement. That's not true.

19 MR. SAUTER: I'm sorry, but that's what you
20 told me in that meeting.

21 CHAIRMAN WERDEN: I'm sorry. This is a public
22 hearing. We go on what's presented here, not
23 off-site.

24 Do you have anything else to add

1 concerning the zoning?

2 MR. SAUTER: I'm just telling you that this is
3 what happened.

4 CHAIRMAN WERDEN: Okay. Next.

5 MR. PLONCZYNSKI: Diane Swenson.

6 MS. SWENSEN: Hi. I'm Diane Swensen, 237 John
7 Drive. I live in East Pointe Estates
8 neighborhood, which is to the south of this
9 proposed wedding chapel and facility. What I
10 think, as I agree with Carlo in so many ways,
11 that it's going to affect our quality of life;
12 and you could say that it doesn't matter, but
13 we've been supporting this community. We've
14 lived in our home for 22 years. I have a rough
15 estimate, our taxes were \$200,000 that we paid
16 over the 20 years, 22 years. There are 59 homes
17 in our subdivision. That's \$12 million that our
18 neighborhood has contributed to this community,
19 and I feel like we need some support because I
20 think this area is just way too small for this
21 type of facility, and there is going to be too
22 much traffic coming in and out.

23 I notice the fences, and I agree I was
24 worried about -- well, I wasn't worried because I

1 know anytime you have a fence that comes close to
2 a road, we reduce the height of the fence. Well,
3 we've been told that we have 9-foot fences so it
4 will protect our view and we're not going to be
5 bothered by things. Well, we know the first
6 house on each corner is going to have a reduced
7 fence. The one -- Carlo's house and the one next
8 door right on the corner is going to have traffic
9 going in and out constantly; and I'll tell you,
10 in our neighborhood, we sleep with our windows
11 open and we know that when people leave weddings
12 and happy times with alcohol you stand in the
13 parking lot say goodbye to family and friends and
14 it's going to be very disruptive to the quality
15 of our life; and I feel like we've paid and
16 deserve a right to have a good quality of life.
17 We love our neighborhood.

18 (Applause from audience.)

19 MR. PLONCZYNSKI: That's all the cards that I
20 have.

21 CHAIRMAN WERDEN: Okay. Are there more people
22 that would like to speak? You may also speak if
23 you've -- just because you had one time at the
24 microphone doesn't mean you're through. You can

1 still have more time.

2 MR. COTTON: Thomas Cotton, 402 Hillandale,
3 East Pointe Estates. I'm right on the corner of
4 Devon and Hillandale and been there close to 20
5 years, and I like to know is the parking going to
6 be the same after 10:00 at night, cars get
7 ticketed or whatever if they park on the street
8 the way the Village always had it? I'm speaking
9 to the Village people.

10 MS. GRILL: Yes, that would not change.

11 MR. COTTON: Okay. 10:00 at night, make no
12 difference what night it is, cars got to be gone?

13 MS. GRILL: On the street, on the public
14 right-of-way.

15 MR. COTTON: Okay. And Prospect is the same
16 thing?

17 MS. P. HANSON: There won't be any parking on
18 Prospect at all.

19 MR. COTTON: I moved from Scott Court -- down
20 Prospect and Scott Court to that house over 25
21 years ago.

22 MS. P. HANSON: There is no anticipated
23 parking at all on Prospect.

24 MR. COTTON: Yes. Okay. Thank you.

1 MS. KELLY: Pat Kelly, 1009 Bentley Lane. I
2 appreciate you wanting to bring business to
3 Bartlett, and I hope your concept is great. I
4 think you're just trying to cram a lot onto a
5 smaller parcel of land than perhaps is prudent.

6 I'd like to know how big the other sites
7 are that you have your venues, similar venues.
8 Is it the same acreage?

9 MR. SCHREIBER: Sure. The last one we built
10 on Clay Road in West Houston is within tenths of
11 the size of this one; and for those of you who
12 were at the last meeting, we also showed the
13 proximity to homeowners, which in some cases were
14 closer, but we have two sides with residents as
15 well. They are very similar to how this is set
16 up, and we -- again, as stated before, was shown
17 in the last meeting and it's access for anybody
18 to see, we have letters from the homeowners'
19 associations praising the business and talking
20 about it.

21 MS. KELLY: I appreciate all that. I don't
22 live right around your venue.

23 MR. SCHREIBER: So to answer your question, we
24 have -- one property is on nine acres, but the

1 space that is built on is all within -- very
2 similar because we just don't need any more room
3 than that.

4 MS. KELLY: No, I understand, but when you
5 have nine acres, you also have a bigger area. My
6 concern is you spend a lot of money for experts
7 to do your parking study, the Village of Bartlett
8 also spent a lot of time and money determining
9 minimum standards for parking, and you're asking
10 for a pretty significant deviation from that.
11 You're not including, again, some of the staff --
12 and you can lose a whole row of your parking with
13 our snow. You can go to any -- unfortunately,
14 with our winters and if everything is pushed to
15 the side, you will have less; and regardless of
16 where your remote parking is, with all due
17 respect, they're going to park on Prospect
18 because whether they see no parking signs or not,
19 people that don't know the neighborhood are going
20 to park on Prospect.

21 MR. SCHREIBER: And we're going to support you
22 on that. Again, that's number one why we have
23 peace officers, current or retired, police
24 officers, they're here to protect those things as

1 well, protect the homeowners as well, protect
2 from noise, protect from traffic; and if there is
3 no parking on that road, then we'll be the first
4 ones to either tell them or call the police.
5 We're here to -- our interest goes beyond that
6 little four-acre piece. It really does.

7 MS. KELLY: I appreciate -- and I think you
8 can be less disruptive to people in the
9 neighborhood than something going all the time
10 too. I just think you're trying to put too much.
11 I don't think to ask for a deviation is
12 appropriate because I don't think even the
13 Village's minimums are sufficient. I can't see
14 how a 300-person venue -- I've had -- I've paid
15 for 300-people weddings. You're not only going
16 to have 125 cars. You're going to have more than
17 that and it's going to be a problem for parking;
18 and another issue outside of this, you can't go
19 any bigger because the water -- where is the
20 water going to go and you're going to have issues
21 with that because there is no place for the
22 drainage. You have a retention area, so you
23 can't move any parking in there. I just don't
24 think the deviation for parking should be

1 granted.

2 MR. SCHREIBER: Thank you.

3 (Applause from audience.)

4 MS. P. HANSON: Can I ask a question, and this
5 may sound really ridiculous, but you have this
6 black wrought iron fence that's going to go onto
7 Devon and along Prospect and there are actually
8 gates that will be closing and the fire department
9 will have access to these gates. Okay. What
10 happens when someone is too inebriated to drive
11 and they leave their car there? What's your
12 scenario for that? What do you do on your
13 current properties in that situation to have
14 somebody come back, you know, the next day and
15 pick up their vehicle or that -- what's the
16 scenario?

17 MR. SCHREIBER: It does happen on occasion.

18 MS. P. HANSON: I'm sure it does. I've been
19 to weddings like that, so --

20 MR. SCHREIBER: The car gets locked on
21 property. When we leave the property, we secure
22 it; and they come while there is somebody on
23 property and the gates are open and we're in
24 business to pick up the car.

1 MS. P. HANSON: So you don't have a towing
2 company that would come in --

3 MR. SCHREIBER: No. No. We won't have it
4 towed. I mean, if it's there --

5 MS. P. HANSON: The next day it would still be
6 there.

7 MR. SCHREIBER: Yeah, or we'll call local law
8 enforcement and say, look, at the license. Tell
9 us who it is. We'll call them. We'll try to
10 work it out. It doesn't hurt anything to be
11 there for a day or so.

12 MR. KOZIOL: I have a question. If this
13 facility can support 300 attendees, on average
14 what do you think is a number of attendees
15 because you're not always going to be maxing out
16 at 300.

17 MR. SCHREIBER: Great question. I'll tell you
18 exactly. 148 is the average number of guests and
19 that is -- you know that is -- we rarely fill
20 these buildings. Believe me, we would love to do
21 300 all the time. It just doesn't happen that
22 way. The average is 148 with a low somewhere in
23 the low hundreds and the high somewhere in the
24 upper hundreds. Less than 20 percent of our

1 business is over 200 guests and that's how we get
2 to that average because if it was higher, that
3 average would be closer to 200, but it really is
4 not.

5 I mean, we're taking about in our Atlanta
6 property which seats 400, last year we did 16 at
7 capacity, 16 events at capacity out of 200 --
8 just shy of 230, so the arguments are valid, but,
9 you know, as much as we would love to fill that
10 place every day, it just isn't going to happen.
11 The average number of guests in a wedding in the
12 Chicago market is four higher than the Dallas
13 market, and our statistics are frighteningly
14 similar at every property, and we're within, you
15 know, that many on the average of every property
16 and it's in the upper 140s and three of those
17 properties hold 400 guests.

18 CHAIRMAN WERDEN: I would like to address a
19 couple of issues. I think, first of all, DuPage
20 County has been pointed out has jurisdiction over
21 Devon Avenue. We do not. I think the
22 right-in/right-out is a very good idea because if
23 you've ever driven in high traffic times, for
24 example, at Countryside Funeral Home or Moretti's

1 when people are turning left, they need to have
2 some right-in/right-out over there on certain
3 occasions because it gets to be quite a traffic
4 hazard; and at least here it's going to be easier
5 to exit on Prospect and go up to the light and
6 turn left at the traffic signal, as opposed to
7 trying to cross two lanes of traffic on Devon
8 Avenue. That was one reason why I asked the
9 question at the beginning to see if there was
10 plans by DuPage County to widen it or put a
11 median in or something like that. Generally
12 speaking, when they have right-in/right-out, they
13 do not change it later on; and I think that's a
14 very good safety issue.

15 Some of the other things that was pointed
16 out that this property was zoned as
17 non-residential, as business-type things all the
18 way back in the 1960s. I mean, I've lived in
19 Bartlett for 55 years. I've sat on this board
20 for 37 years. I can remember when that was
21 farmland. This portion under consideration now
22 has never been designed for residential; and so
23 some of the points that people have talked about
24 20 years or 23 years ago, some of the things that

1 have come before us for zoning changes, or for
2 potential changes, you could have had a strip
3 mall there with stores that might have been open
4 24/7, and you would have had a lot more traffic
5 going in and out at various times than what this
6 has proposed for limited times per year. Most of
7 the traffic is going to be generated on a Friday
8 or Saturday night when something is going on.
9 It's not going to be there every night of the
10 week, and it's not going to be after 2:00 a.m.

11 Did you want to speak again?

12 MS. VanMALDEGIAM: I did, but I can wait till
13 you're finished.

14 CHAIRMAN WERDEN: Go ahead.

15 MS. VanMALDEGIAM: Melissa VanMaldegiam,
16 832 Tall Grass Drive. Couple questions I had was
17 about the security officers and then parking on
18 Prospect. With that respect, you had mentioned
19 that they will be, you know, directing people to
20 different areas. Essentially, correct me if I'm
21 wrong, the police officers or security people who
22 will be there, they have no jurisdiction over --
23 because they will be off-duty, they will have no
24 jurisdiction over the city streets, so all they

1 can do is tell the people you can't park there.
2 The people don't necessarily have to follow that
3 rule because they won't be in, you know, uniform.
4 Who will be paying for the no parking signs that
5 will need to go up on Lido and those streets and
6 those areas, if they're going to do no parking
7 signs; and, you know, if people are going to run
8 the -- people will take the -- they'll take the
9 risk. Well, I'm just going to park here because
10 odds are I'm not going to get a ticket, you know,
11 instead of parking a mile away and having to wait
12 for some bus when there's two feet of slush on
13 the ground. They're going to go around the
14 corner. They're either going to park in the park
15 district parking lot that's just, you know,
16 around the corner from there or down there on the
17 street.

18 Can we increase the fines on those parking
19 tickets for people who do that to make it harsher
20 for them because that's what's going to happen,
21 people are going to park there. They're going to
22 be, yeah, I would rather pay the \$10 ticket than
23 wait for the shuttle to take me back to the train
24 station.

1 MS. P. HANSON: Unfortunately, we don't have
2 any control over that. That will be at your
3 Village board meeting, and I hope you attend that
4 because they need to hear those thoughts from
5 you. Unfortunately, the only thing we have
6 tonight are these variations and whether or not
7 we approve them to the Village board. I will
8 tell you that the park district has specific
9 hours, and I can tell you that they do ticket,
10 the Bartlett police or whatever it is, because I
11 have had a ticket from a surprise birthday party
12 where I parked in a park that closed at 10:00, so
13 there are things that can be enforced.

14 I live a block from the 4th of July
15 festivities. Believe me, you don't know what
16 traffic is until you live a block from there, so
17 we have had and worked very closely with the
18 Bartlett Police Department to help us out there
19 and make our streets coming in there one way only
20 so the people go around the circle and pull out.
21 So there is a lot of different concerns, and the
22 board and the staff are all here to listen to
23 what your complaints are and to help understand
24 what you're looking for and they're going to help

1 you do that. These are the elected officials
2 that you elected.

3 MS. VanMALDEGIAM: When is that meeting -- or
4 when would that be a meeting that we could go and
5 talk about that?

6 MS. GRILL: It hasn't been decided yet.

7 MS. P. HANSON: Board meetings are twice a
8 month.

9 MS. VanMALDEGIAM: Okay. So just go to anyone
10 and talk to --

11 CHAIRMAN WERDEN: Well, it will be on the
12 agenda.

13 MS. GRILL: You can call. We'll let you know.

14 MS. VanMALDEGIAM: Okay. And then the other
15 thing is I know that you say with the weddings
16 being 140 average, in Bartlett, you know, the
17 demographic has been changing over the last
18 several years, you know, last 20 years. We have
19 a lot of Indian people in Bartlett now. I don't
20 know if you've ever been to an Indian wedding,
21 but I haven't been to an Indian wedding that was
22 140 people. I mean, that's not even first
23 cousins for a Polish family or an Indian family,
24 so I think we're going to be -- if this goes

1 through, I think you'll be surprised at how many
2 times you would exceed capacity in a situation
3 like this. Just something to keep in mind when
4 we're talking about 300 people at a parking spot.
5 Thank you.

6 CHAIRMAN WERDEN: Well, at some point they
7 can't violate the capacity. They have fire
8 marshal issues and other issues of people coming
9 down on them if the capacity is too high. This
10 is a high-end place also. It's not -- a lot of
11 people probably are not going to be able to
12 afford to have something here.

13 MR. SCHREIBER: You know, you make a good
14 point. We do more Indian weddings in Atlanta
15 than we do any other property. We do a few in
16 Dallas; and you're right, they're larger; they're
17 longer. Our capacity is what our capacity is
18 and, frankly, those -- there aren't as many of
19 them that go to our facilities as we would like,
20 but they are larger, you're absolutely right
21 about that. We wish they were more frequent
22 because they spend a whole bunch of money and lot
23 of people show up, but they're very infrequent.

24 Again, we're talking about -- you know,

1 with all due respect, we're arguing about a
2 capacity of a building that happens 16 times a
3 year at our larger property, and we're -- look,
4 we're not here to pillage and plunder and, you
5 know, herds of locust come in and just, like,
6 make this place barren. You know, we are very
7 conscious of our neighbors. We are very
8 conscious of what goes on around us. There is an
9 ordinance in Harris County, Texas, where with a
10 \$15 permit you can blast off fireworks on a piece
11 of property. We don't allow it because we don't
12 want to disturb the neighbors. They could do it,
13 legally they could do it. We don't allow that.

14 MS. VanMALDEGIAM: With all due respect, you
15 keep comparing us to the south and we're not the
16 south. I know you can take your statistics based
17 on, you know, well, these kinds of weddings and
18 these kinds of weddings, but the people up
19 here -- I've lived in the south. I know that
20 they're different. I know the way they do things.
21 I know the way things take and the amount of
22 people.

23 You know, you keep saying that people that
24 Naperville are going to come here. People would

1 rather drop dead, the people who live in
2 Naperville, than come up and have their wedding
3 in Bartlett. It will never ever happen because
4 of the way the boundaries, the quote, unquote,
5 boundaries of the areas are set up. It will
6 never happen.

7 If you are trying to get the people in the
8 area to have their weddings there, you're going
9 to have more larger weddings because of the
10 nature of the people who live in the area; and
11 so, therefore, you're over your -- you have your
12 300 people more than your 16 times a year, and so
13 then -- I understand that you -- so that's just
14 my opinion.

15 MR. SCHREIBER: That's just wrong. We're not
16 just shooting from the hip. We've done a lot of
17 studies before we even considered this area, so
18 we know how many weddings there are, where they
19 are, how much they spend, how far they drive, how
20 many kids they have. We study this stuff. We're
21 not just up here raising something out of the
22 ground in an arbitrary location. We know the
23 statistics. We study this. We're not about to
24 make an investment like this on chance. We're

1 just not, so we know that people from Naperville,
2 we know how far they drive. I'll be glad to show
3 you the demographic maps and the zip code studies
4 that we do and all of that. We spend a lot of
5 time on this, so you can -- anybody can speculate
6 and create any scenario that you want to and
7 apply it to our business and I'll be happy to
8 share statistics otherwise. After that, we don't
9 have anything. I mean, after parking studies and
10 after traffic studies and after wedding
11 statistics and after, you know, landscape
12 ordinances, if you don't want to believe any of
13 that, then, you know, I can't argue any of that,
14 but this is -- we're trying to take a scientific
15 approach to it, and, yes, we do know how many
16 people get married here. I know how many Indian
17 weddings there are. I know where they live.
18 This is our business. This is what we do. This
19 area -- now, we can go five miles down the
20 street. We can go to Schaumburg. We can go to
21 Arlington Heights. It's the same demographics,
22 but we found a place that we like that fits and
23 everything else works around it. I don't know
24 how else to explain it. I really don't.

1 MS. DUFFY: Suzanne Duffy, 212 Lido. To
2 restate, you say that if there isn't enough
3 parking, they're going to be directed to the
4 off-site at the Metra station, and you have said
5 that this is going to be a destination-type
6 wedding location, so these people will not be
7 from the area. Are you going to give them a map
8 and show them how they have to go up and around
9 and get to that Metra parking lot? Probably not.

10 My other question is where is your signage
11 on Devon or Prospect so that people that are
12 coming from east, west, north, south, how are
13 they going to know where to turn? If they're
14 coming from the east off the Elgin O'Hare,
15 they're going to come down Devon. Are they going
16 to see a sign right away so that they know they
17 have to turn onto Prospect, or are they going to
18 go down Devon and see that they can't get a left
19 turn in, then they're going to have to turn at
20 Hillandale? You know, they'll have their GPS on,
21 they'll say, oh, here is a street, we can cut
22 down here and then they're going to go on Lido,
23 and then come back around. They're going to see
24 they can park there too if they go back in and

1 see that it's full. No, you have to go park a
2 mile away at the Metra station. They'll come
3 back out and go park on the side streets.

4 (Applause from audience.)

5 MR. SCHREIBER: I imagine our customers will
6 find us the same way we all find other businesses
7 we go to, you know, however that happens. They
8 manage to get -- you know, we manage to get
9 around and find businesses. You know, I got a
10 little thing that says your destination is on the
11 right. That's usually how I get there.

12 MR. SHIPMAN: All right. It's Eric again. I
13 will keep both of these directed toward traffic
14 the best I can. The first question I have is
15 either for Roberta or Jim, whichever one of you.
16 Regarding Lido and the other streets around
17 there, what authority does the Village have to
18 prevent somebody from parking on that street,
19 other than the hours of 2:00 a.m. to 5:00 a.m.?

20 MS. GRILL: That's correct.

21 MR. SHIPMAN: But other than 2:00 a.m. to 5:00
22 a.m.?

23 MS. GRILL: That's it.

24 MR. SHIPMAN: 6:00 p.m. till midnight or 1:00

1 or 2:00, are there any restrictions on the street?

2 MS. GRILL: No.

3 MR. SHIPMAN: So anyone can park there for
4 hours at a time?

5 MS. GRILL: That is correct.

6 MR. SHIPMAN: You could fill up every single
7 available curbside spot in that residential
8 neighborhood and there would be no law prohibiting
9 that?

10 MS. GRILL: That is correct.

11 MR. SHIPMAN: I guess my second question is
12 directed to you because you've brought this up,
13 so I'm very, very curious. Again, commend you
14 for considering Bartlett. I want to see more
15 business in our town. I think your business is a
16 great idea. I just don't think the parking and
17 everything else is right for this corner.

18 So when you look at all these other myriad
19 of locations and you did all this voluminous
20 research and due diligence, why not like some
21 place on Lake Street or Route 59 where there is
22 great ingress and egress and lots of room for all
23 the parking you could ever need? I'm just
24 curious from your -- why does your business plan

1 say that being in kind of a small spot
2 comparatively for what you need and too many
3 parking spots and surrounded by housing, why is
4 that a good business idea? Help me understand
5 that. That's all I have for now.

6 MR. SCHREIBER: Well, let me first of all say
7 the size is big enough. We do have enough parking
8 so all of that stuff we've already covered.

9 MR. SHIPMAN: Not according to the Village
10 code.

11 MR. SCHREIBER: According to the Village code,
12 but that's something you can take up with them.

13 MR. SHIPMAN: That's why we're here.

14 MR. SCHREIBER: That's why we're here. This
15 actually is -- first of all, we like the quiet of
16 it as well. Our guests -- we don't have a
17 property near a highway or off of an exit ramp or
18 near a mall or something of that sort. Quiet,
19 seclusion, well, all of that is important to us
20 as well and, frankly, we've done very well in
21 smaller towns. There is great available
22 property. Typically, you know, they're happy to
23 see a nice business come to town of this quality
24 that contributes to the tax base, that is a

1 good -- you know, good neighbors, good community
2 involvement, and that sort of thing, so, you
3 know, it's -- again, this isn't a -- you know,
4 we're not just here to scrape a piece of land
5 clean and run off to the next one. There is a
6 lot of consideration in that, and up to now we've
7 been very openly accepted in other communities
8 because of what we bring to it.

9 I saw the initial plan for what was going
10 in there, the little strip center, and I saw the
11 drive that goes on the west side of the property,
12 the full length of the west side and full length
13 of the south side, which would be delivery,
14 dumpsters, and, you know, those areas aren't kept
15 very clean and when you got multiple businesses
16 in a strip center like that, everybody has their
17 own trash. They've got noise going on. There is
18 deliveries. There's all kinds of stuff going on.
19 We're not going to do that. You know, I mean, I
20 don't think that's a pretty good alternative
21 either. We saw the original plan for that when
22 we were looking at the past zoning for the place
23 and the past uses, and -- you know, you see every
24 one of those square things at the bottom, those

1 are exits and that's where everybody is going to
2 put their dumpsters, you know, so we thought it
3 was a pretty good alternative.

4 CHAIRMAN WERDEN: Okay. Any further comments
5 from anyone on staff or anyone on the board?

6 MS. P. HANSON: No.

7 MR. KOZIOL: Somebody made a comment about
8 reduction in the interior parkways from 20 feet
9 to 16 1/2 feet. That's not uncommon. If my
10 memory serves me correctly, we did something
11 similar at Walgreens on Route 59.

12 MS. GRILL: That is correct, and the CVS.

13 MR. KOZIOL: That is a very common thing to
14 ask for.

15 MR. BUCARO: I have a question, I guess, for
16 Roberta. Your comment about today's parking
17 restrictions on Village streets is what exists
18 throughout the Village today right now, but the
19 Village board has the power and authority to set
20 up a special parking restriction on any street
21 for any reason; is that not correct?

22 MS. GRILL: Well, that depends. This is a
23 public street; and if you limit parking in front
24 of their house, how -- who else would be allowed

1 to park there?

2 MR. BUCARO: Okay. A nonresident?

3 MS. GRILL: Regardless, it's a public
4 right-of-way; and a public right-of-way is for
5 the public until 2:00 a.m. There is no overnight
6 parking. That is the only restriction on all
7 streets in Bartlett.

8 MS. P. HANSON: Could it be changed to a
9 one-way street?

10 MS. GRILL: Would the neighbors want it to be
11 changed to a one-way street?

12 MS. P. HANSON: I don't know.

13 MS. GRILL: I can't answer that. The
14 right-of-way is the standard -- well, it's a
15 60-foot right-of-way in that subdivision, which
16 is for two-way and allows for parking on the
17 street in front of the houses.

18 MR. BUCARO: Okay. Wrigley Field in Chicago,
19 it's a public -- the streets around the ballpark
20 are public streets. Yet the city established
21 during games parking restrictions for residents
22 only or -- so there are other considerations that
23 can be made.

24 MS. GRILL: Yes, but those also involve with

1 stickers and times. It becomes -- I'm not saying
2 it's not possible, but it would apply to
3 everyone.

4 CHAIRMAN WERDEN: So if they had a graduation
5 party and people came over, they might get
6 ticketed or towed or something if they didn't
7 have a ticket, a resident sticker?

8 MR. PLONCZYNSKI: It's not something we
9 typically do in the Village. I think, as Roberta
10 said, it's possible to do that, but I don't think
11 there is a demand for it. I don't think there
12 would be -- you know, it's just like when we
13 decide where to put stop signs. There has to be
14 an analysis, a traffic study. The street has to
15 be at capacity, accidents, those types of things.
16 This is a fairly normal residential street. I
17 don't think there is going to be a demand to put
18 no parking signs on the interior streets in this
19 subdivision, but it is possible for the board to
20 consider something like that.

21 MR. BUCARO: I'm just trying to look down the
22 road if it gets approved and parking is an issue
23 and you have, you know, your security people say
24 where to go, to park at the Metra lots, but they

1 come around the corner and park on Lido Terrace
2 and there is no ramifications and the Village has
3 no ramifications to solve that problem after the
4 fact. I guess this is what I'm trying to figure
5 out.

6 MR. PLONCZYNSKI: I think, you know, in a
7 scenario where if it got to that extent, it's
8 possible that they could do something like where
9 you would have a resident parking sticker. The
10 neighborhood I live in -- I live near a high
11 school. We have it. It's not a problem because
12 the kids -- they put in extra parking. It's
13 conceivable the Village board they do have that
14 authority.

15 MR. KOZIOL: A question to staff, south of the
16 property on Prospect Avenue, from what I can see
17 on the map and what memory serves me, I believe
18 that there are no fronts of homes on Prospect.

19 MS. GRILL: Yes, and there is parking on
20 Prospect south of this site.

21 MS. P. HANSON: Where?

22 MS. GRILL: South of this property, further
23 down on Prospect, the closer you get to the
24 elementary school, Centennial, there is parking

1 on Prospect.

2 CHAIRMAN WERDEN: And it's posted and it's
3 marked.

4 MR. PLONCZYNSKI: It's also like Wilcox and --

5 MR. KOZIOL: So that's legal parking?

6 MS. GRILL: That is correct.

7 MS. P. HANSON: They're not going to be
8 walking from there, George.

9 MR. KOZIOL: Right, so they're safe. That's
10 why I wonder what the complaints are.

11 CHAIRMAN WERDEN: Anything else? Any further
12 discussion?

13 MR. KOZIOL: A question to the developer. In
14 the -- with venues like this, weddings, I
15 personally envision traffic as staggered coming
16 in and going out. It's not an Indy 500 start.
17 People come in over a period of time. Is that
18 not correct or --

19 MR. SCHREIBER: Yeah, more so exiting. We see
20 that, you know, approximately 85 percent of the
21 guests come within a certain period of time for
22 the ceremony, and the -- if someone sent out an
23 invitation says the wedding is at 6:00, people
24 start trickling in, you know, 5:30, quarter to

1 6:00, some late, some never get there, some
2 later. Exiting we see that about 50 percent of
3 the guests in a reception leave at a certain
4 point, which is after the ceremonial garter toss
5 and bouquet toss and other stuff like that; and,
6 you know, closer to the end of the evening, the
7 last hour, there is somewhere around 30, maybe 40
8 percent on the high end of guests that stick
9 around that late. You've got kids and elderly
10 people and things like that just don't stay until
11 12:30. It's more on the exit, later in the
12 evening. It's more drawn out than it is the
13 entrance, but upon the entrance, it's typically
14 within 30 minutes of the start time.

15 CHAIRMAN WERDEN: One other thing, I think
16 since we've had a lot of revamping with the
17 zoning ordinances compared to how it was in the
18 late 1970's, we've learned about calculating the
19 parking places and was pointed out earlier there
20 is presumed to be some overlapping between the
21 chapel and the banquet hall. For the most part,
22 you're not going to usually have two sets of
23 activities going on and that's why they have
24 different formulas that are being used to

1 calculate this, as well as handicap parking.
2 We've revamped our ordinances quite a bit because
3 we've learned over the years what to expect at
4 different types of facilities, and I think that's
5 one thing that keeps being brought up about a
6 shortage of parking places, and I think it's been
7 calculated on many years of experience with
8 different types of business. We've had a lot of
9 professional people within the Village and people
10 hired outside of the Village to try to figure the
11 things out so it makes it easier for us.

12 The purpose of the zoning board is to hear
13 variances when it might be possible or necessary
14 to vary from the strict interpretation of the
15 ordinance. Whatever decision we come to tonight,
16 the Village board still has the authority to
17 override us.

18 Anything further or any motions?

19 MS. P. HANSON: I make a motion we close the
20 public hearing.

21 CHAIRMAN WERDEN: I can't until there is a
22 motion on the table. We make a motion, get a
23 second, then we close the public hearing.

24 Any motions?

1 MS. P. HANSON: I make a motion that we send a
2 positive recommendation to the Village board.

3 MR. KOZIOL: Second.

4 CHAIRMAN WERDEN: On all three?

5 MS. P. HANSON: On all three -- you want to
6 separate them?

7 CHAIRMAN WERDEN: I'm just asking you.

8 MS. P. HANSON: On all three variance requests.

9 CHAIRMAN WERDEN: Okay. Moved by Patti,
10 seconded by George.

11 MR. KOZIOL: Still second.

12 CHAIRMAN WERDEN: At this point, I shall close
13 the public hearing portion.

14 Any further discussion?

15 MS. P. HANSON: No.

16 CHAIRMAN WERDEN: Please call the roll.

17 MR. PLONCZYNSKI: Patti Hanson.

18 MS. P. HANSON: No.

19 MR. PLONCZYNSKI: George Koziol.

20 MR. KOZIOL: Yes.

21 MR. PLONCZYNSKI: Bob Bucaro.

22 MR. BUCARO: Yes.

23 MR. PLONCZYNSKI: Linda Hanson.

24 MS. L. HANSON: No.

1 MR. PLONCZYNSKI: Mike Werden.

2 CHAIRMAN WERDEN: Yes.

3 MR. PLONCZYNSKI: Three to two.

4 CHAIRMAN WERDEN: Okay. So that is not enough
5 of a quorum. All's it is is a split vote that
6 gets passed on to the Village board.

7 MR. PLONCZYNSKI: It will go as a report of
8 the proceedings of the meeting to the Village
9 board.

10 CHAIRMAN WERDEN: Okay. So this likely will
11 appear sometime in September at one of the
12 meetings, right?

13 MS. GRILL: Yes. It will be posted online.
14 You can call the staff anytime and we'll let you
15 know when we find out.

16 CHAIRMAN WERDEN: Okay. Anything under old
17 business/new business.

18 MR. PLONCZYNSKI: I don't think we have a
19 meeting scheduled for next month at this time.

20 MS. GRILL: Not yet.

21 MR. PLONCZYNSKI: And I don't know the last
22 time any of the old business -- I don't know
23 when the last variance we had that we heard is on
24 the Village board for vote on Tuesday and then

1 the other section -- the other variance that we
2 had last month is on committee and that was the
3 accessory building, so those are on for
4 September 6th, just to let you know. Nothing for
5 next month.

6 MS. P. HANSON: Make a motion to adjourn.

7 CHAIRMAN WERDEN: Okay. Move to adjourn.

8 All in favor.

9 (A chorus of ayes.)

10 (Proceedings concluded at

11 9:10 p.m.)

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1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF DU PAGE)
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4

5 I, LYNN M. EVANS, CSR, No. 084-003473, a
6 Notary Public in and for the County of DuPage,
7 State of Illinois, do hereby certify that LYNN M.
8 EVANS, C.S.R., reported in shorthand the
9 proceedings had and the testimony taken at the
10 public hearing of the above-entitled cause, and
11 that foregoing transcript is a true, correct, and
12 complete report of the entire testimony so taken
13 at the time and place hereinabove set forth.

14
15
16 _____
LYNN M. EVANS
17

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19 My Commission Expires:
May 20, 2017
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BEFORE THE VILLAGE OF BARTLETT
PLAN COMMISSION

IN RE THE MATTER OF:)
)
(#16-05) Ashton Gardens)
Preliminary/Final PUD Plan)
and Special Uses.)

REPORT OF PROCEEDINGS

August 11, 2016
7:00 P.M.

PROCEEDINGS had and testimony taken
before the Bartlett Plan Commission of the
above-entitled cause taken at the Village Hall,
228 South Main Street, Bartlett, Illinois, before
LYNN M. EVANS, C.S.R., License #084-003473, a
Notary Public qualified and commissioned for the
State of Illinois.

PRESENT:

- MR. JIM LEMBERG
- MR. MARK HOPKINS
- MR. JOHN MIASO
- MR. JACK ALLEN
- MR. TIM RIDENOUR
- MR. AUSTIN HOPKINS
- MR. TOM CONNOR

1 ALSO PRESENT:

2 MR. JIM PLONCZYNSKI, Community Development
3 Director.

4 MS. ROBERTA GRILL, Assistant Community
5 Development Director.

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1 CHAIRMAN LEMBERG: I'd like to call to order
2 the meeting of the Bartlett Plan Commission for
3 August 11, 2016, at 7:00 p.m.

4 Will the secretary call the roll.

5 MR. PLONCZYNSKI: Jim Lemberg.

6 CHAIRMAN LEMBERG: Here.

7 MR. PLONCZYNSKI: Mark Hopkins.

8 MR. M. HOPKINS: Here.

9 MR. PLONCZYNSKI: Tim Ridenour.

10 MR. RIDENOUR: Here.

11 MR. PLONCZYNSKI: John Miaso.

12 Diane Negele.

13 Austin Hopkins.

14 MR. A. HOPKINS: Here.

15 MR. PLONCZYNSKI: Jack Allen.

16 MR. ALLEN: Here.

17 MR. PLONCZYNSKI: Jerry Kallas.

18 Tom Connor.

19 MR. CONNOR: Here.

20 MR. PLONCZYNSKI: We have a quorum.

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24 CHAIRMAN LEMBERG: Next item on the agenda is

1 the No. 16-05, Ashton Gardens preliminary and
2 final PUD plan and special uses for planned unit
3 development, a banquet facility, assembly,
4 serving of liquor, and a building height.

5 This is a public hearing. If anyone
6 wishes to make a comment or statement or
7 questions, we have witness forms back there where
8 the clock is. You have to fill that out and hand
9 it in to Jim. If we already had the subject
10 brought up, there is no need to repeat anything.
11 So if it's mentioned once, that's good enough.
12 If anybody has a speaker for this whole group,
13 that would be great, otherwise we'll just take
14 whoever fills out a witness form.

15 Roberta, do we have all the notifications?

16 MS. GRILL: Yes, picture of the sign and
17 notifications.

18 CHAIRMAN LEMBERG: Okay. And all these emails
19 in our packets are exhibits?

20 MS. GRILL: I would like to enter those as
21 Exhibit D and then we could number them, so D1,
22 D2, since there is quite a few that were received
23 today.

24 CHAIRMAN LEMBERG: Okay.

1 MS. GRILL: And then also on the dais, I placed
2 a revised color rendering of the landscape plan.
3 If we could enter that as Exhibit E.

4 CHAIRMAN LEMBERG: Roberta, would you like to
5 give us some background.

6 MS. GRILL: Yeah. This property was annexed
7 to the Village in 1963 and was zoned
8 manufacturing. I don't have a map showing that,
9 but the manufacturing zoning district was
10 actually this square here on the map. In 1978,
11 the subject property was rezoned to the B-3
12 neighborhood commercial zoning district, and the
13 property to the south and west of this commercial
14 site was rezoned to the R-2 single family zoning
15 district. In 1988, ordinance 88-104 approved a
16 site plan for the commercial property, which was
17 reduced in size to accommodate additional single
18 family lots to the south. So, basically, what
19 happened is this B-3 district here, a line went
20 across to reduce the size to enable them to put
21 homes in this location here; and this is the site
22 plan that was approved back in 1988. It shows a
23 commercial strip center here, loading area here,
24 and contains 143 parking spaces. (Indicating.)

1 This ordinance also approved the
2 preliminary PUD plan for the East Pointe Estates
3 subdivision, which consisted of 59 detached
4 single-family lots, and up on your screen is that
5 recorded plat of subdivision; and you can see the
6 commercial center, when this was recorded, it was
7 also recorded as part of this, so here is the
8 commercial site. Here are the 59 lots.
9 (Indicating.)

10 This is a location map, aerial photo of
11 the property today, shown as B-3 and then the
12 surrounding residential to the south and to the
13 west.

14 The petitioner is requesting a
15 preliminary/final PUD plan for review -- for a
16 wedding and special event facility catering
17 exclusively to high-end wedding ceremonies and
18 receptions. The plan includes a chapel,
19 reception/banquet hall, and small office to be
20 located on the 3.8-acre piece of vacant property
21 located at the southwest corner of Devon and
22 Prospect Avenues.

23 The petitioner currently has similar
24 venues in Houston and Dallas, Texas, as well as

1 Sugar Hill, Georgia, and three projects under
2 development review in Cedar Park, Texas, Marietta,
3 Georgia, and here in Bartlett.

4 The petitioner is also requesting special
5 uses for a planned unit development. This planned
6 unit development is due to three principal
7 structures located on one zoning lot, a reception/
8 banquet hall, which is a place of assembly, and
9 the serving of liquor and building height, which
10 is the chapel that stands at 35 feet, 3 1/2
11 inches or will stand at 35 feet 3 1/2 inches.

12 The 14,367-square-foot reception/banquet
13 hall would be a maximum capacity of 300 guests.
14 The building would be constructed with off-white
15 stucco veneer on three exterior elevations and
16 hardiplank siding in white along the rear west
17 elevation. Cast stone columns and a canopy would
18 provide an inviting and elegant front entrance
19 for the guests. The roof line would have a
20 decorative cornice and parapet wall with white
21 railing/baluster accents, which would screen the
22 rooftop mechanicals. This reception hall would
23 be 28 feet at its highest point, while the
24 majority of the building would be 22 feet in

1 height.

2 The chapel consisting of 4,576 square feet
3 would have a maximum capacity of 252 guests. The
4 building would consist of an off-white EIFS and
5 Texas white limestone veneer exterior with a gray
6 singled roof. Arched decorative windows, as well
7 as an arched entrance door, would accent the
8 front elevation. The highest point of the chapel
9 would be 35 feet, 3 1/2 inches with the lower
10 roof line sitting at 15 feet, 7 inches.

11 The office building consists of 1,337
12 square feet and would architecturally complement
13 the reception hall and chapel buildings
14 incorporating the off-white EIFS on the exterior,
15 the decorative columns along the front elevation,
16 and the gray shingles on the roof. The overall
17 height of this building would be 15 feet,
18 7 inches.

19 The hours of operation would be Monday
20 through Thursday 9:00 a.m. to 7:00 p.m. for
21 primarily touring the facilities. If an event
22 were to be scheduled, it would typically end
23 before midnight. Friday, Saturday, and Sunday
24 hours would typically be from 9:00 a.m. until

1 12:30 a.m. An event may last longer if a patron
2 pays for the extra time. The petitioner has
3 agreed to reduce the hours on Sunday to close at
4 10:30, rather than the original 12:30 a.m., and
5 no outdoor events will take place on the site.
6 Liquor service would end a half hour prior to the
7 scheduled event end time and rarely would there
8 be Sunday evening events.

9 The petitioner would be requesting a
10 special use permit to serve beer, wine, and
11 liquor and would be applying for a Class A liquor
12 license. The hours for the license would be
13 Sunday through Thursday 8:00 a.m. until 1:00 a.m.
14 Friday and Saturday hours would be 8:00 a.m.
15 until 2:00 a.m. The petitioner does understand
16 they can only serve alcohol during the times
17 specified by the Class A liquor license.

18 I'm going to go back to the PUD plan. A
19 four-foot high decorative metal fence is proposed
20 along the north and east property lines, so along
21 Devon and Prospect with gates across each
22 entrance drive for security when the facilities
23 are closed. Emergency responders would have
24 access to the lockboxes at these locations.

1 Trees and an eight-foot high solid wood fence
2 would be located along the south and west
3 property lines.

4 The plan identifies three access points,
5 two along Devon and one along Prospect. The far
6 west curb cut along Devon would allow for loading
7 and garbage pickup only, while the second access
8 located further east is shown as a
9 right-in/right-out for guests to enter and exit
10 the site. Just would like to point out Devon
11 Avenue is under the jurisdiction of DuPage County,
12 which has required this curb cut to be a
13 right-in/right-out. The Prospect Avenue curb cut
14 would allow for full ingress and egress at this
15 location. A two-way drop-off and pick-up drive
16 is located directly in front of both the chapel
17 and reception hall, so this drive here is 2A,
18 front of the reception hall here and the front of
19 the chapel here, which would accommodate those
20 guests requiring easier access to entrances of
21 each building. (Indicating.)

22 A traffic study prepared by Eriksson
23 Engineering Associates has been submitted for the
24 staff to review and the Village's traffic

1 consultant, Brent Coulter of Counter
2 Transportation Consulting, has reviewed and
3 commented on the study.

4 In summary, Eriksson states that, quote,
5 the Devon/Prospect intersection operates at a
6 level of service B and this development will not
7 have an adverse impact on the intersection. The
8 Devon access would be 220 feet west of Prospect
9 and the Prospect access will be 300 feet south of
10 Devon. Both will operate well within the
11 projected traffic volumes of these uses.

12 Weddings and receptions will primarily be held on
13 Friday and Saturday evenings after the peak hour
14 of 5:00 to 6:00 p.m.

15 The Village's traffic consultant concurs
16 with the applicant's traffic study stating that
17 both Devon and Prospect are low volume streets
18 and that left and right turn lanes do not appear
19 to be warranted at the site's access drives.

20 The petitioner is requesting variances.
21 Now, these will be reviewed and discussed at the
22 zoning board of appeals public hearing. I
23 included them in your memo and I thought I should
24 still go over them because they are part of the

1 PUD.

2 So petitioner is requesting a variation to
3 allow for reduction in the required number of
4 parking spaces. This request is primarily due to
5 the fact that the zoning ordinance requires
6 parking to be calculated for each individual use,
7 so the office use would require 5 spaces, the
8 chapel would require 63 spaces, and the reception
9 hall would require 90 and does not account for
10 multiple uses sharing parking on one site.

11 As a result, the zoning ordinance would
12 require 158 total parking spaces. This PUD plan
13 identifies 135 space. 23 short of the
14 requirement. Based upon the petitioner's
15 observations at their other venues currently in
16 operation, they believe 125 spaces would be the
17 maximum number needed for this site. This is due
18 in part that many guests will be proceeding
19 directly from the chapel to the reception hall
20 and that the zoning ordinance double counts these
21 patrons. The petitioner states that the 135
22 spaces provided on this plan are more than
23 adequate to meet their needs. Staff concurs and
24 believes that those attending the chapel service

1 will primarily be double counted and that the
2 strict interpretation of the zoning ordinance
3 provides a hardship for the petitioner.

4 If the 63 required spaces for the chapel
5 are deleted because of double counting, the
6 calculation would be as follows: So the office
7 would require 5 spaces, once again, and the
8 reception hall would require 90, so that would be
9 a total of 95 spaces versus the 158 required for
10 all three individual uses. However, staff
11 believes the 30 employees at the reception hall
12 should be included in the required parking
13 calculations in addition to the 300 maximum
14 occupancy; and as a result, the revised
15 calculation, according to staff, the office,
16 again, 5 and the reception should be 99 and
17 therefore the more realistic requirement would
18 fall to -- well, actually, it would increase to
19 104 total spaces.

20 Coulter concurs that double counting may
21 occur. However, he suggests particular attention
22 be given to the scheduling of events to provide a
23 sufficient time gap to allow those leaving a
24 wedding and not attending a reception to have

1 adequate time to leave and for reception guests
2 to arrive without an overlap. He also states
3 that because no overflow parking will be allowed
4 on either Devon or Prospect Avenues and it would
5 seem obvious to most visitors to not park on
6 Devon that no parking signs may be needed to be
7 posted on Prospect due to its more residential
8 feel.

9 The staff has requested the petitioner
10 contact landowners within close proximity to the
11 site to secure an additional 20 to 30 parking
12 spaces for overflow parking. At the time that
13 this was written, there hadn't been a decision or
14 an outcome on that and the petitioner can speak
15 on this when they present their case, but they
16 have acquired an additional 50 parking spaces
17 from an adjoining property owner, which would
18 bring their total, in case they needed overflow
19 parking, to 185 spaces.

20 Landscape variations being requested
21 include a reduction from the interior parkway
22 requirement from 20 feet to 16 feet along Devon
23 Avenue, in this section only right here, and to
24 allow one tree rather than two trees on each

1 double parking island, so each of these islands
2 is considered a double parking island; and
3 according to the landscape ordinance, two trees
4 would be required on each of these islands; and
5 the petitioner has requested that only one tree
6 be allowed on each one of these islands; and
7 after discussions with the staff, he has agreed
8 that the seven trees that he originally would
9 like to eliminate, he has agreed to plant those
10 seven trees along the south and west property
11 lines for an added buffer along the property.

12 (Indicating.)

13 Revised engineering, landscaping,
14 lighting, and truck turning plans are currently
15 being reviewed by the staff, and the staff does
16 recommend approval of the petitioner's requests
17 subject to the conditions and findings of fact
18 outlined in your staff report, and the
19 petitioners are here tonight.

20 CHAIRMAN LEMBERG: Okay. Thank you. Are
21 there any questions of staff at this time?

22 MR. A. HOPKINS: Just a quick question on the
23 Class A liquor license. That has to deal with
24 the times, so they can go to 2:00 a.m. on Friday,

1 Saturday, Sunday?

2 MS. GRILL: No, just Friday and Saturday.

3 MR. A. HOPKINS: Is there -- would like a
4 Class B, would that be a different timing then?

5 MS. GRILL: Yes; and it's a different type of
6 liquor license, yes.

7 MR. A. HOPKINS: Okay.

8 CHAIRMAN LEMBERG: Anyone else have a question
9 for staff?

10 MR. RIDENOUR: So, historically, for the
11 parking requirements, is it basically one to
12 three for capacity?

13 MS. GRILL: For the reception hall?

14 MR. RIDENOUR: Right.

15 MS. GRILL: It's at 30 percent of the capacity
16 is how you calculate the parking.

17 MR. RIDENOUR: You found that to be sufficient?

18 MS. GRILL: Yes.

19 MR. RIDENOUR: Okay.

20 CHAIRMAN LEMBERG: Is the petitioner here this
21 evening?

22 Would you care to stand and be sworn in
23 and anyone else that's going to give testimony.

24 MR. SCHREIBER: Just me right now. We have

1 our engineers.

2 (Witness sworn)

3 CHAIRMAN LEMBERG: Would you care to add
4 anything to staff?

5 MR. SCHREIBER: Thank you. Brad Schreiber,
6 partner, president of Ashton Gardens. I think it
7 might be best for -- I do have some information
8 prepared in a lot of responses and in addition to
9 the presentation, so I think I would like to
10 reserve my time until after the public has their
11 opportunity to speak.

12 CHAIRMAN LEMBERG: Okay.

13 MR. SCHREIBER: Because a lot of this will be
14 in response to, I'm sure, what their concerns are
15 going to be expressed.

16 CHAIRMAN LEMBERG: So none of your others have
17 anything to say at this time?

18 Okay. Members have any questions for the
19 petitioner?

20 UNIDENTIFIED SPEAKER: We would like to hear
21 what he has to say before we ask questions so we
22 don't waste time asking questions that don't need
23 to be asked.

24 CHAIRMAN LEMBERG: Who's talking?

1 MS. GRILL: You can't speak from the audience.
2 We have a court reporter here, so --

3 MR. SCHREIBER: Might I propose I go through
4 my presentation and it might answer some of the
5 questions, maybe save some time. You all might
6 be able to prepare a little bit better in case my
7 information isn't satisfactory. Does that work?

8 CHAIRMAN LEMBERG: Okay. No questions from
9 the commissioners?

10 MR. M. HOPKINS: Not until after his
11 presentation.

12 CHAIRMAN LEMBERG: Okay. At this time, we're
13 going to open it up to the public. Again, if you
14 have one spokesperson, that would be great. If
15 not, the witness forms are in the back. Fill
16 those out. You have three minutes to make your
17 comment, questions. We would rather not have the
18 same things brought up over and over again. If
19 it was said once, that's fine. So if you want to
20 hand your papers in.

21 Jim, do we have any?

22 MR. PLONCZYNSKI: Yes. I thought that you
23 were going to give your presentation now and then
24 let the public, that's what I heard.

1 CHAIRMAN LEMBERG: Okay. So you're going to
2 give your presentation then, Is that what you
3 want to do?

4 MR. SCHREIBER: Okay. Might save a lot of
5 time. Hopefully, it will.

6 First of all, thank very much for --
7 members of the planning committee and the public
8 for showing up. Progress with pride. I'm going
9 to start with that. That's the slogan or the
10 credo for the Village. This is progress. We
11 feel, and I'll state my case here, that this is
12 progress at its best. It's a thriving business
13 in all of the other locations we have. We
14 actually have been approached by at least one
15 neighboring city once word got out that -- it's
16 quite public. Once word got out that we were
17 really targeting Bartlett for our facility, we
18 actually got a call from a neighboring city
19 expressing interest in it. We said let us do our
20 due diligence and hopefully we can land here and
21 may not have to return that phone call. We hope.

22 So we -- again, progress. Progress means
23 going forward. It means making headway. It
24 means advancing. I think that's one of the goals

1 anywhere that we've gone, and most of our -- most
2 of our properties, current and under development,
3 are in outskirts of larger cities, in smaller, if
4 you will, towns, in neighboring towns. It works
5 well for us. The locations that we pick are
6 accessible in the market, are the -- the reason
7 why we picked Bartlett, and many of the residents
8 that are here tonight may have heard this at the
9 last presentation, the west and northwest part of
10 the Chicago area is really a perfect spot for us.
11 We would attract business from north and east
12 from here and also south down towards Naperville
13 and the like and maybe even further west, so it's
14 a great location for us.

15 We have found that in all of our locations
16 that we're a, use the word loosely, but a city
17 regional destination. People travel to Ashton
18 Gardens for, typically, a wedding in some cases
19 30, 40 miles. It is an extremely unique concept
20 in that it is not a -- just a reception facility.
21 We don't like to use the word hall, but a
22 reception facility, but given the fact that it's
23 got the chapel, and quite a beautiful chapel
24 there, it really meets the needs of -- a unique

1 need of the wedding industry and that is that you
2 can get married and have the reception in one
3 place. It is the number one reason why --
4 besides how beautiful it is and all the other
5 great stuff we have going for us, it's the number
6 one reason that our guests give for seeking out
7 Ashton Gardens and visiting us to start with.

8 I'll give some statistics on what we have
9 to offer the communities that we go into. We
10 expect that a facility in this location of this
11 size and capacity will generate revenues
12 somewhere upwards of \$3 million. There is some
13 tax money in there for the city, for the county,
14 et cetera. In addition to that, every event,
15 every wedding has a DJ or a band, mostly a DJ,
16 cakes, florist, photographers, officiants. All
17 of that generates another just shy of a million
18 dollars in revenue. Now, the important part of
19 that is that those trades are local. We develop
20 a, what we call, a preferred vendor list, and we
21 have a couple of each of those, a couple of DJ's,
22 a couple of local cake bakers, photographers,
23 officiants, et cetera, and they're typically in
24 or right around the community. We like to use

1 local trades for our recommended vendors. They
2 don't have to select them, but we found that
3 about 40 percent of our weddings use the local
4 vendors that we recommend, so calculated that's
5 about \$980,000 more revenue. We generate
6 somewhere right around 2,000 room nights a year
7 for local hotels. That is somewhere in the
8 \$300,000 range. All of this money produces sales
9 tax for the cities and counties that we're in, so
10 we're talking somewhere in the mid \$4 million
11 worth of revenue generated.

12 Some may not see this as a plus, but we
13 host about a thousand tours a year. Tours is
14 brides and grooms to be to visit our property to
15 look at our facility as a potential location for
16 their wedding. That's a thousand tours. We
17 host -- and those are people coming that will
18 come experience this area, that will buy goods in
19 this area on their journey to and from Ashton
20 Gardens. It's also -- we expect to host about
21 conservatively, maybe not, but a couple hundred
22 weddings a year. That equates to about 30,000
23 guests.

24 What does that do for Bartlett? The other

1 locations, in particular similar to Bartlett,
2 Sugar Hill, Georgia, and Corinth, Texas, see
3 money spent in the community in restaurants; and
4 certainly if they stay in hotels, they have to
5 eat, they have to buy gas, they have sundries,
6 they have other things that are expended, so
7 there is 30,000 people, plus the tours, that will
8 visit this community that may not otherwise do
9 so. So there is a lot of residual spending
10 besides what is just generated by Ashton Gardens.
11 The other towns that we're in, the other cities
12 see that as a plus, have experienced that as a
13 plus.

14 It is exceptionally important to us that
15 we are great stewards of our business of being
16 great neighbors, of giving back to the community,
17 and being available to the community. In
18 Corinth, Texas, for example, the police
19 department -- not just in Corinth, but in the
20 county -- every year has an awards banquet and
21 such. Well, we do that at our cost. We host
22 events for church groups and for the city. Every
23 year the city of Corinth has a holiday party for
24 their staff. Those things can get expensive. We

1 do those at cost. We try to give back. So we
2 want to be good neighbors. We've proven to be
3 good neighbors and good stewards of our business.

4 We do have -- while I'm on that. Roberta,
5 can you find the letters, testimonial letters,
6 please?

7 MS. GRILL: Brad, which letters?

8 MR. SCHREIBER: If we start with the Corinth
9 letter.

10 MS. GRILL: Those letters are not on this
11 PowerPoint.

12 MR. SCHREIBER: They're not?

13 MS. GRILL: No.

14 MR. SCHREIBER: Well, that's too bad.

15 MS. GRILL: But they are in their packet, so
16 they did receive them.

17 MR. SCHREIBER: So for the public's knowledge,
18 we have a letter from the city manager of
19 Corinth, Texas. I won't bore you with reading it
20 all, but it says that we're a premier venue in
21 the community, that we attract a significant
22 amount of visitors and corporate businesses to
23 the area, and we're very good neighbors to the
24 surrounding area.

1 We also have a letter from the homeowners'
2 association of Oakmont Country Club property
3 owners' association, which is what is directly
4 adjacent to our property with -- it backs up
5 directly to our property, similar to the south
6 side of the property here and they praise our --
7 but basically they praise us as being good
8 neighbors. They discuss the cleanliness, the
9 maintenance of our property, and they also state
10 that they have not experienced in the five years
11 we've been there noise, any type of criminal
12 activity, any type of interference in their
13 day-to-day lives. That is from the property
14 association of Oakmont in Corinth.

15 Also have a letter from the city manager
16 of Sugar Hill, Georgia, and also, which is most
17 concerning here, Inverness Forest Homeowners'
18 association, which represents the neighborhood
19 right around our Houston property, which we've
20 been there for over 11 years now and not a single
21 incident has occurred. So we have testimonials
22 from your counterparts, the public's counterparts,
23 at these locations stating that we're good
24 neighbors, we do a good job, we're conscientious,

1 and that sort of stuff.

2 There has been a -- one of the questions
3 that has come up was in the matter of property
4 values. I read in some emails and at the last
5 public meeting it was brought up a number of
6 times. This is an analysis of the property
7 values around our Dallas property, which is going
8 on six years; and these are homes that are
9 directly adjacent to the property and a block
10 away in some cases, or across the street, if you
11 will, from the properties that abut our property.
12 You can see that the overall average has gone up
13 almost 19 percent. Now, I'm not saying that
14 because Ashton Gardens is there that it went up
15 19 percent, but what I'm saying is that the
16 property values did not go down and certainly did
17 not go down as a result of Ashton Gardens.

18 There is another property value analysis,
19 Houston North. This is a real interesting
20 analysis. The Houston North property, again,
21 going on being there for over 11 years, this is
22 not the best area of the northern -- the northern
23 part of Houston. It used to be, but it -- it's
24 not a bad place. It's just not the best place.

1 The home values there, I think you can see,
2 somewhere in the mid ones and lower mid ones.
3 The property values there -- this is outside the
4 city that is actually not far from a major
5 tollway, so they have increased 17 percent.

6 It's important that we presented this to
7 show those who are concerned that Ashton Gardens
8 may not -- although we're not taking credit for
9 the positive effect, we're saying there is no
10 negative effect, and certainly not in the 11
11 years that we were -- 11 plus years around
12 Houston North, so I hope that is helpful to those
13 that have that concern.

14 The properties that we have, and it's
15 stated in the letters, and -- do you have the
16 landscape plan in there? It's -- if we for one
17 minute let our guard down and with an investment
18 of this size, if we let our guard down and don't
19 maintain the property -- wedding facilities are
20 selected on very cerebral at first, mostly by the
21 brides, and that is how does it look. You know,
22 it's got to be beautiful, unique, clean. It's
23 got to satisfy all of these visual and cerebral
24 needs that the bride has, and not only have we

1 complied with the landscape ordinance, but we
2 have far exceeded it. You can see that around
3 the chapel, around the reception building, in
4 front of -- at the west part of the parking lot
5 where the handicap parking lot is. This is all
6 extra stuff that -- to beautify the property.

7 We will have a local, local, landscape
8 maintenance company that will be in charge of the
9 beautification of our property; and by the way,
10 we will -- we're using a local landscape architect
11 and landscape company to do the installation --
12 design, installation, and maintenance, so this is
13 going to be a beautiful site. You know, we think
14 this is going to be one of the prettier sites,
15 actually. So from a -- something we can be proud
16 of. Something the Village can be proud of. It's
17 just going to be a beautiful location. It's
18 going to be very private once you enter the site
19 because around the perimeter we're putting in
20 astrovitaes?

21 MS. GRILL: Arborvitaes.

22 MR. SCHREIBER: Arborvitaes. We use something
23 else down south, but all the way around the
24 perimeter, but we're required to put in the trees

1 that you see that have the round canopy.
2 Everything else is in addition. It's so that the
3 arrival experience to the property, the visual
4 from the outside, especially once you arrive on
5 the property, you get the feeling of privacy and
6 with the evergreens and all that around, so the
7 beauty of the facility is very important.

8 We have full time housekeeping and
9 maintenance staff because in our business if we
10 don't look as good or better than our website,
11 we're in trouble. You get found out really
12 quick. We try to look better. The website
13 attracts people. We try to look better than the
14 website, so our investment in the visuals of this
15 property far exceeds what's required by the
16 ordinance and is really exceptionally important
17 to us and one of the main reasons is that we
18 want to -- we want the community to be proud of
19 this site. It's not just a parking lot and
20 putting grasses and trees in the parking islands
21 and all that. It's far beyond that, so we
22 believe that it's something that we can all be
23 proud of and, hopefully, visited by you guys
24 quite a bit too throughout the time.

1 Real quick I'll just touch on a few
2 others. The traffic study. Roberta went through
3 that. This is something that is required of us
4 to -- that's required of us to perform so that
5 the Village can make sure that we comply. So
6 according to the traffic studies, there will be
7 no negative impact; and one of the concerns,
8 which I truly understand, one of the concerns was
9 that possibly when guests are exiting Prospect --
10 onto Prospect they might go through the
11 neighborhood. The way the traffic study -- and
12 there is a bunch of stuff that I don't
13 understand, but parsing it out, the access is
14 going to be -- the great majority of it is going
15 to be off of Devon and a very small percentage
16 off of Prospect, so there is really no need --
17 unless somebody goes -- gets lost and goes
18 through the neighborhood to get there, they won't
19 know how to get there when they're leaving, so
20 they'll use the main -- the main drive of Devon
21 Avenue, that's what the traffic study calls out.

22 As far as parking goes, we have had
23 conversation with Senior Flexonics, and they have
24 50 parking spaces right in front of their

1 property and they have agreed to let us use that
2 for overflow. We will provide -- if we ever need
3 it, we'll use it for our staff first; and then
4 after that if we need it, we'll use it for guests
5 and shuttle at our expense to get across the
6 street as needed. That takes the number of
7 parking spaces up to 185.

8 We have a -- our facility in Sugar Hill,
9 Georgia, our capacity is 400. We have 172
10 parking spaces there. Have never used them all.
11 We can't have overflow because we're on a main
12 four-lane thoroughfare, so where we are there is
13 literally nowhere else to go. We have never
14 exceeded that number and, you know, as I -- as I
15 mentioned at the last meeting, we would love to
16 do weddings of 300 every day. It just doesn't
17 happen that way. The average size wedding is
18 somewhere right around 150 and we have -- pardon
19 me just a moment while I find my notes.

20 At our Atlanta property, again, where we
21 seat 400 maximum, we did 240 events last year in
22 2015. 15 events exceeded 250. Count them, 15,
23 the whole year. Our average there is 156. The
24 average in the Chicago market, which includes all

1 in Chicago, and the weddings are larger, you
2 know -- the inner city weddings, if you will,
3 those that go to the big hotels and the private
4 clubs and such and the city clubs are downtown
5 are larger events and much more expensive events.
6 Those don't even exceed 200 on average, but
7 they're higher than what we would expect to have,
8 so I say that to refer back to the parking at 185
9 available spaces, it's really more than adequate.

10 We did that in response to the concerns of
11 the community about the parking. We don't want
12 people parking on the streets. We don't want to
13 have to have the Village install no parking signs
14 where the residents can't use the street. There
15 is no reason to restrict the residents from using
16 the legal parking areas now. There is no reason
17 to restrict that if we can do otherwise and
18 that's why we worked with Senior Flexonics and
19 got them to agree to let us use those 50 parking
20 spaces, so we feel that that's really -- that was
21 a huge hurdle for us. It was a big concern for
22 us, only that it was one of the major concerns
23 for the residents.

24 All right. Let's talk about noise. Let

1 me go back to the parking and traffic, one more
2 note. Statistically 10 to 15 percent of the
3 guests that attend the wedding at Ashton Gardens,
4 that's fairly typical, I guess of all weddings
5 really, but particularly with Ashton Gardens, 10
6 to 15 percent of the guests are from out of town.
7 They stay in local hotels. Many don't rent cars.
8 Many ride with friends or relatives that are
9 local. One of the requirements for our
10 recommended hotel is that they have shuttle
11 service to and from the hotel -- or to and from
12 Ashton Gardens, so that greatly reduces the
13 number of cars. If we take, let's call it 10
14 percent, if you take 25, 30 people out of the
15 capacity, that's fewer cars. Also, five percent
16 of the guests at a wedding at any given time are
17 children, and except in Texas where they can
18 drive tractors at any age, kids don't drive, and
19 you see it, by the way. It's okay to do that
20 there. I'm not really sure why still, but you
21 can, so that also is an aid to the traffic
22 problem and the parking problem, if you will.

23 All right. Thank you for your indulgence
24 while I'm going through all of this. Let's talk

1 about the noise. In both of our testimonials
2 from the homeowners' associations at the two
3 properties I referenced earlier, they both state
4 that there has never been a noise problem. We
5 have never gotten a call from a neighbor saying
6 that we were too loud. Now, there are people who
7 will hoot and holler, as we say down in Texas,
8 you know, out in the parking lot or maybe
9 cheering when the bride and groom leave. That's
10 a very short period of time when that happens.

11 As far as hearing the music, which I think
12 a lot were concerned with, that just simply
13 doesn't happen. If we can go to the decibel
14 study. We did a decibel study in response to the
15 concerns, and this isn't the first one we've
16 done. This is the third time we've done it
17 because of very similar concerns at the other --
18 at two of our other locations, so here is the
19 what we did, here is the criteria for the decibel
20 study, we took it at the peak dance time during a
21 wedding, which is when the music is typically the
22 loudest. The DJ's back is to the center divider
23 wall. I'll show you that in just a moment, and
24 the DJ is facing an exterior wall of the property

1 where an exit door is, not the main door, but a
2 side exit door.

3 Can we go to the Houston West? Now, this
4 is Google maps. They don't have a current one.
5 This is one under construction, but --

6 MS. GRILL: We have this one. This is current.

7 MR. SCHREIBER: There you go. You can see
8 that proximity of the houses to the building and,
9 again, this is a larger facility. It seats 400.
10 If we can show the floor plan that shows the
11 location of the DJs and the bands. Okay. So the
12 room is divisible in half. We can do two
13 weddings, not at the same time. They never occur
14 at the same time. Typically, we don't. In a
15 facility this size, typically, we have one
16 wedding at a time, but let's say for this example
17 that we have the divider walls closed in the
18 center and the location of the DJ on either side.
19 Now, the back is to the divider wall and the DJ
20 and the speakers are facing the exit door to the
21 far right in the center, okay, and know that we
22 don't allow DJs or bands just to blow it out.
23 First of all, you're with guests in the room.
24 Guests won't be able to talk. Grandmas won't --

1 won't be able to take it and, frankly, our staff
2 can't function if we just let a DJ -- by the way,
3 DJs think the only reason why anyone is having a
4 wedding is so they can come watch them; and if
5 you let them, they'll behave in such a way, so we
6 monitor the level of the volume of the DJ and the
7 bands so it's comfortable for the guests; and as
8 a result -- so if you look at the top of the
9 building, that is our back of the house. That's
10 the kitchen, that's the storage area, that's the
11 service corridor, so certainly the houses that
12 are behind there, music ain't getting through
13 there. There is just no way the sound is going
14 to get through the kitchen, et cetera, and the
15 exterior walls of the building are very highly
16 insulated as are the few windows that are along
17 each side.

18 So let's look at the position of the band.
19 Let's get that slide. So if we're using the full
20 ballroom, which would be the majority of the
21 time, the DJ or the band is playing to the front
22 of the building with his back to the -- to the
23 back of the building, so all the sound is going
24 that way. So now it's important that now you

1 know how we have our setup, our decibel
2 readings -- can we go back to the Houston West
3 property.

4 So we took decibel readings in different
5 locations. We took it inside the room, so inside
6 the ballroom; and if you remember the half
7 ballroom where the DJ was in the middle playing,
8 if you will, towards the side where the exit door
9 is, which is really the only way the sound is
10 going to get out of the building on that side, in
11 the room, our decibel reading was somewhere
12 between 96 and a hundred decibels; and just so
13 you know, for that rate, that's about three feet
14 away from a speaker in a night club, so it makes
15 sense. So the sound is typical there.

16 We took another reading directly outside --
17 directly outside the ballroom with the door closed
18 and 25 feet from the exit door. We had a decibel
19 level 74 to 80, which according to sound experts,
20 sound ratings, it's about somewhere between a
21 close alarm clock and a vacuum cleaner. So the
22 building is very well insulated, and you might be
23 able to hear it, but it's not going to be very
24 loud. The further away we got -- we took one 75

1 feet from the exit door because again that's --
2 that will be the closest point that the music
3 would exit the building. The decibel level was
4 somewhere around 70 to 74. Again, about the
5 sound of a vacuum cleaner; and we did one 130
6 feet from it in the far top corner, if you will,
7 and that was the same as -- that was the same as
8 75 feet. The reason for that is because there is
9 a street, Clay Road, very similar to Devon and
10 it's picking up the traffic noise there. Traffic
11 is about -- a semi busy local street is about 70
12 decibels, so if you can hear -- you'll be hearing
13 the cars in your backyard of your house before
14 you hear the music, so I hope addressed that.

15 We really paid close attention to this.
16 Again, it's the third time we've done it. We
17 know how important it is. We wanted to report
18 back with our findings on that and we just did
19 this more recently because this building is the
20 same shape and design, just a little smaller than
21 the one we'll be building here.

22 I'm trying to cover the concerns. I did
23 notice just as I -- I have a note here. It was
24 brought to my attention, and it was shown to me

1 today, that the Bartlett Area Moms Facebook --
2 are you all familiar with that? There were --
3 the first six postings on that Facebook page were
4 positive for Ashton Gardens. They were very
5 objective. If you're part of that, please look
6 at the page. I was kind of surprised when I was
7 shown that, but basically discussing progress,
8 saying that, you know, the surrounding -- one
9 example was that -- used Schaumburg as an example
10 that progress has married very well with local
11 residents and the city has thrived with new
12 businesses; and so I didn't have a whole lot of
13 positive stuff in my holster coming in, but that
14 was a nice surprise to see, and I thought I would
15 bring it to your attention and I invite you to
16 take a look at that.

17 So a couple of other things that -- and
18 I'm getting there, I promise. This property will
19 generate 40 plus or minus, probably plus, but
20 plus or minus full and part-time jobs. With the
21 exception of two positions, which will be upper
22 management positions, which we would transfer
23 from another property, everybody would be local.
24 We have high school kids. I'm sure there are

1 some high school kids in the neighborhood. We
2 have single moms. We have retired folks. We
3 have a lot of kids, especially on the service
4 staff and that work in the kitchen, so I would
5 submit that if you have teenage kids or kids
6 going to the college and they're living in the
7 area, they would be just prime for us to employ.
8 The wages will contribute about \$700,000 a year
9 to the working community.

10 Although we have -- the liquor license
11 we're applying for, which there is only a couple
12 of choices really that meet our needs, can go
13 till 2:00 in the morning. I can't remember the
14 last time we had an event that went past 12:30.
15 The typical ending time on a Friday or Saturday
16 night is 12:30. If somebody wants to go later,
17 they can buy up to an hour, but no more than
18 that, and that doesn't happen very often because
19 you're spending another \$500 for a half dozen
20 people that want to stick around, so although we
21 can serve till 2:00, we almost virtually never
22 do.

23 Our alcohol service training, and I'll
24 touch on that. I know liquor consumption is also

1 a big concern. Besides the state of Illinois
2 requiring all service staff and managers to
3 be all under their certification, we have one as
4 well and it includes not just service staff, but
5 everybody. It is so much more comprehensive and
6 so much more aware driven, awareness driven, than
7 just, you know, what the state requires because
8 on a practical level, we require every server,
9 ever manager, if there a salesperson on-site, and
10 there is also a coordinator that every wedding is
11 assigned to, everybody is looking after any type
12 of questionable behavior, especially related to
13 alcohol.

14 Our bartenders are trained even more
15 intently than -- intensely than the service staff
16 because they're the first line of defense.
17 Everybody that needs a drink or wants a drink has
18 to go to the bar so the bartender sees them. We
19 limit the number of drinks. We don't do shots.
20 We have cut people off before because we thought
21 they had too much to drink and they had pink eye.
22 We just don't mess around with liquor service for
23 a lot of reasons, our guests safety, the
24 neighborhood safety, and, frankly, you know, we

1 can't afford to risk anything happening with our
2 liquor license. People do drink.

3 You know, there is professionals out there
4 like me that do it for a living, and it might
5 take you a little while to figure me out because
6 I've had a lot of practice at it, but eventually,
7 you know, we figure it out, and we have not had a
8 single incident in 11 years serving over a
9 million and a half people in 11 years -- a
10 million 2, excuse me, in 11 years we have not had
11 a single incident.

12 Why is that? Partly because -- mostly
13 because of our awareness in our service and our
14 training and we pre-shift meetings before every
15 event. Every pre-shift meeting we talk about
16 alcohol awareness. We also have in other --
17 every other location we have off-duty police
18 officers. We do -- our director of security for
19 the company has aligned us with a security
20 company here in Chicago that employs retired or
21 off-duty police officers. Those guys know the
22 law. You know, those guys are there to assist
23 us, number one; and, again, if there is any
24 questionable behavior -- we've never had a fight.

1 We don't allow guns. I don't care if you have a
2 license to carry. You don't get to bring it in.
3 The only guy with a gun is an off-duty police
4 officer, and we just don't allow it.

5 He's also -- the police officer there is
6 also there to ensure that we don't disturb the
7 neighbors. That people who are able to leave on
8 their own leave on their own and are safe; and
9 those who aren't, we find them a way home, either
10 with friends or relatives and on countless
11 occasions we have paid for transportation, Uber,
12 taxi, whatever that might be. We just don't mess
13 around with alcohol service. Now, that's not to
14 stay that one day somebody is going to outsmart
15 us, but I hope they don't, but we take every
16 possible precaution we can; and one of the key
17 concerns is the safety and solitude and the piece
18 of the community that we're in and so far we're
19 doing pretty good at it.

20 We end our bar service 30 minutes before
21 the event ends. We don't want somebody walking
22 up to the bar and going thanks a lot and then
23 going out to their car. We also don't give last
24 call. All that does is just send 150 people to

1 the bar and we don't want that. First of all,
2 service is going to be terrible and our
3 reputation will be shot for that event, but we
4 don't want people to know when the bar ends so
5 they're rushing at the last minute to get a
6 drink. That doesn't serve anybody's purpose
7 whatsoever, and we've never had an issue with
8 that from that standpoint.

9 You know, this process has -- for any of
10 you guys that have been involved in something
11 like this, this is no inexpensive nor is it an
12 easy task. We have our engineers here tonight.
13 We have to hire engineers, architects,
14 hydrologists, landscape architects. You know,
15 right now in all, in full disclosure, we've
16 invested over \$150,000 so far just preparing for
17 this. We are required to uphold certain things
18 from a legal standpoint and from local ordinances
19 set out by the Village. This is -- if we didn't
20 really believe in this location, in this town, in
21 the potential of what our business could be here,
22 we would go down the road somewhere, but it's a
23 perfect prospect for us and, you know, we have
24 done everything that's been asked of us and then

1 some by the Village. We've listened to your
2 concerns. I hope I've addressed them.
3 Hopefully, I didn't forget any.

4 Oh, yeah, so we really are trying to be
5 good stewards of our business and good neighbors
6 and good community representatives and, you know,
7 and I don't know a whole lot about the history of
8 Bartlett. I don't know what the -- I've been
9 privy to see a couple businesses on my visits
10 here on an official level that are coming in or
11 expanding like the one we had early this evening,
12 but I think this is what progress with pride
13 means. I think this is progress. I think it's a
14 very high quality product. It's a very large
15 investment on our part. We're -- we have only
16 the best professionals in the industry working
17 for us. Our level of integrity is unmatched by
18 anybody. Our employee retention is huge. We
19 just think this would be, you know, this would be
20 really great. I appreciate everybody's concerns.
21 I appreciate everybody taking time out tonight to
22 come indulge me and let me tell you all of this.
23 I know that there is 40,000 more residents in
24 Bartlett, and they also would be beneficiaries of

1 what we could bring to the Village and so with
2 that, I thank you all for the time and attention.

3 CHAIRMAN LEMBERG: Okay. Thank you. Any
4 questions from the commissioners?

5 MR. M. HOPKINS: I have some questions.
6 Mr. Schreiber, right?

7 MR. SCHREIBER: Yes, sir.

8 MR. M. HOPKINS: Just wanted to get that part
9 right.

10 MR. SCHREIBER: Thank you.

11 MR. M. HOPKINS: Roberta, could you go back to
12 the overhead of the Clay Street facility, Clay
13 Road facility; and if this new facility is going
14 to be very similar to that, then we have rooftop
15 equipment that we need to consider on this; and
16 in looking at the elevations that are in the
17 packet -- you know, I would imagine,
18 Mr. Schreiber, that what Roberta just pointed to
19 on the top part of the roof plan there is over
20 the kitchen area?

21 MR. SCHREIBER: Correct.

22 MR. M. HOPKINS: And then the other rooftop
23 units are over the, I guess, the toilet room area
24 in the lobby?

1 MR. SCHREIBER: We call it the gallery. It's
2 the lobby, if you will.

3 MR. M. HOPKINS: Right. Our concern is that
4 that is screened from view, so when I'm looking
5 at your -- could you bring up the west elevation,
6 Roberta? When I'm looking at then the elevations
7 of the building, they're all nicely finished,
8 except the west elevation; and the west elevation
9 is called out as a hardiplank; and it's looks
10 like it's shown in a vertical board on board, you
11 know, with a bunch of downspouts and a gutter
12 running across and then an open parapet that runs
13 into a well where this rooftop equipment would
14 be. I think what we are going to be looking for
15 is that that rooftop equipment is totally
16 screened horizontally in elevation; and if you
17 have kitchen equipment there -- you know, you've
18 got some sizable equipment and that's going to go
19 for the stuff that's over the lobby too, so at
20 least this -- so it does look like -- and it's
21 hard to tell what the level of the roof is at
22 that part of the building, but there is a fine
23 line there where the ladder stops; and I'm
24 guessing that's the ladder from the low roof to

1 the high roof, right, so I think we're going to
2 be good.

3 The residents to the west of this facility
4 are going to be staring at all that equipment.
5 You know, the fence is terrific and that's a
6 great thing to have and, you know, I applaud you
7 for that, but we have to then consider what's
8 going to be visible over the top of the fence, so
9 could you talk about how that is going to be
10 screened from view.

11 MR. SCHREIBER: Sure. The easy part, the front
12 of the building you won't be able to see it.
13 Behind the balustrade the -- we don't want guests
14 to be looking at the front of this beautiful
15 building and see the RTUs on top, so they're set
16 down and away from the front of the building. So
17 the sight angle away and as you approach the
18 building, you won't be able to see them.

19 MR. M. HOPKINS: So if I'm out at Devon and
20 Prospect, I'm not going to see rooftop equipment?

21 MR. SCHREIBER: You won't be able to see it.

22 MR. M. HOPKINS: I won't see rooftop equipment?

23 MR. SCHREIBER: No, sir.

24 MR. M. HOPKINS: I would kind of like to see

1 that demonstrated in section actually in order to
2 assure ourselves of that, but more importantly,
3 for the sake of all three of these buildings, I
4 think what we're looking for is to demonstrate
5 that the equipment is also screened from the
6 resident side.

7 MR. SCHREIBER: I would be happy to add that
8 to the plans.

9 MR. M. HOPKINS: That would be terrific, and
10 whether we call that a condition or --

11 MS. GRILL: We can --

12 MR. M. HOPKINS: -- actually ask to see that
13 in --

14 MR. SCHREIBER: I can send you the
15 architectural --

16 MR. M. HOPKINS: All three buildings have open
17 wells that face the resident side right now on
18 these exhibits and we have to cure that.

19 MR. SCHREIBER: Okay. Be happy to do that.

20 MR. M. HOPKINS: Okay. Terrific. Also, I
21 think there needs to be consideration for the
22 kitchen equipment, so I was going to ask you
23 about what the operation of that kitchen actually
24 is. Is that a full service kitchen or is it --

1 is cooking -- food prep done on the site?

2 Cooking done on site?

3 MR. SCHREIBER: We do our own.

4 MR. M. HOPKINS: You do your own, so there is
5 going to be a kitchen exhaust, hood exhaust
6 somewhere.

7 MR. SCHREIBER: That's correct.

8 MR. M. HOPKINS: We would ask you to push that
9 exhaust, you know, things like the makeup area
10 and the exhaust fans or what have you, as far
11 east as you can in the plan.

12 MR. SCHREIBER: They can be moved some. If we
13 can go back to the plan view, please, Roberta.

14 MS. GRILL: I'm sorry. Which view?

15 MR. SCHREIBER: The plan view, the floor plan
16 view of the building. So on this wall, this is
17 where the cooking line is and there are five
18 pieces of cooking equipment, so the exhaust hoods
19 will be proportionally pretty much directly above
20 probably -- we might be able to get eight or ten
21 feet from the side of the building without too
22 much trouble for those. (Indicating.)

23 MR. M. HOPKINS: And you do have -- what we
24 would be concerned with is that you move it as

1 far laterally as the equipment would allow.

2 MR. SCHREIBER: Absolutely.

3 MR. M. HOPKINS: They do allow a certain
4 horizontal length.

5 MR. SCHREIBER: Yeah, it's just sizing the
6 fans and making sure that the transitions and the
7 duct work is --

8 MR. M. HOPKINS: All of that, but whatever the
9 rules are to scoot that as far east as possible
10 to keep that away from the residents.

11 MR. SCHREIBER: We would be happy to do that.

12 MR. M. HOPKINS: Terrific. I would ask you
13 about building mounted light fixtures, what do we
14 have going -- I couldn't find on the --

15 MR. SCHREIBER: I didn't enclose all the
16 architectural and lighting plan. The exterior
17 lights on the building are really just accent
18 lights, so there will be some 'low voltage LED up
19 lights that illuminate the landscape, as well as
20 certain parts of the side of the building. Very
21 opaquely. It's not going to be very bright at
22 all. It's going to be very soft lights, so
23 there's not going to be any -- and other -- the
24 only other lights will be similar to these guys,

1 the can lights, on the outside of the building
2 shining down and having maybe a six-foot
3 footprint by the time it hits ground level.
4 (Indicating.)

5 MR. M. HOPKINS: You're talking about
6 architectural lights on the perimeter of the
7 building?

8 MR. SCHREIBER: That's right.

9 MR. M. HOPKINS: Do you have any wall packs or
10 anything that would be on the residents' side,
11 especially at your loading bay?

12 MR. SCHREIBER: No.

13 MR. M. HOPKINS: There is nothing there?

14 MR. SCHREIBER: No. There might be -- there's
15 going to have to be a light back at the dumpster
16 that will be switched as needed, but there is no
17 lights in the back of the building.

18 MR. M. HOPKINS: No lights in the back?

19 MR. SCHREIBER: Yeah. We don't have any
20 activity out there at night, other than us
21 taking -- you know, visiting the dumpster area.
22 All deliveries really are done by noon every day
23 just because of how we produce our food and
24 timing and all that.

1 There will be some -- a little bit of
2 traffic possibly with DJ's or florists, for
3 example, loading or unloading, but nothing that
4 creates, you know, any noise or light to speak
5 of.

6 MR. M. HOPKINS: I think we can do better on
7 the west elevation of this building -- that up on
8 the screen there -- rather than the board-on-board
9 vertical siding there. It kind of -- you know,
10 at least in our location that's a little bit
11 perceived to be more like a shed than, you know,
12 a building where kind of horizontal siding here
13 and maybe there is something that can be done
14 with a couple of trim bands or a cornice or
15 something. I guess it's a little bit more than,
16 you know, de minimus on the residents' side from
17 what would be visible on this building over the
18 top of the fence.

19 MR. SCHREIBER: Yeah, I can appreciate that.
20 There's really -- and with an eight-foot fence, I
21 think unless -- you know, eight-foot fence is
22 like -- I'm not that tall, but like way up here.
23 (Indicating.)

24 MR. M. HOPKINS: It's a foot over the height

1 of the man door, so if I'm in one of those houses
2 to the west, I'm going to be looking at the
3 gutter and right now I'm going to be looking at
4 the equipment, but we'll cure that. When we cure
5 that by bringing the parapet up, right, we've got
6 a lot of that board on board going there.

7 MR. SCHREIBER: Yeah, and that's strictly
8 economics.

9 MR. M. HOPKINS: Something to present a
10 finished face --

11 MR. SCHREIBER: Would it be acceptable if we
12 went from a certain height up to do that, rather
13 than an entire wall so the actual viewpoints from
14 the other side of the fence, from the residents'
15 side would be okay.

16 MR. M. HOPKINS: We don't have a solution for
17 you. We've kind of shown the rear end of the
18 building to the neighbors and we think we can do
19 better.

20 MR. SCHREIBER: Okay. Yeah, we can do that.
21 That's an easy one.

22 MR. M. HOPKINS: The roof of the chapel is a
23 prominent piece in this design?

24 MR. SCHREIBER: Yeah, that's our money --

1 MR. M. HOPKINS: So whatever material you
2 choose, there should probably be more than the
3 bottom of the line shingle.

4 MR. SCHREIBER: We use a -- we do use a shingle
5 for that for a lot of reasons, installation,
6 maintenance, et cetera, so we -- our design is
7 that anything like ceramic platelets or something
8 like that doesn't work on that the way that's
9 constructed.

10 MR. M. HOPKINS: Right. I would like to see
11 an upgraded shingle on that. I guess, you know,
12 we're not an architectural review board, although
13 we play one on TV. It's just that we're concerned
14 that this project is the best neighbor it could
15 possibly be.

16 MR. SCHREIBER: Yes, sir. If there is a
17 question there, I'm not sure how to answer it
18 because the design of the chapel is -- you know,
19 anything, other than the chapel, can change. Our
20 chapels are exactly the same. We have the same
21 timber frame company that builds them for us and
22 erects them; and the way they're made, the
23 beadboard ceiling, the roof deck -- and the
24 interior and exterior of the roof deck shy of the

1 finished shingle is all made together.

2 MR. M. HOPKINS: Okay. Almost done. Your
3 board-on-board fence.

4 MR. SCHREIBER: Yes.

5 MR. M. HOPKINS: The eight-foot fence on the
6 perimeter seems to have an A side and a B side to
7 it. We want to turn the A side out.

8 MR. SCHREIBER: Maybe we'll have two A sides;
9 and I believe, on that note, I believe that's
10 what's required in the ordinance is a six-foot
11 fence, and we've offered --

12 MR. M. HOPKINS: You've offered an eight-foot
13 fence.

14 MR. SCHREIBER: We've offered an eight-foot
15 fence, just to make note of that.

16 MS. GRILL: And it will have steel posts.

17 MR. SCHREIBER: Hey, Roberta, why is that?
18 Why do we have steel posts?

19 MS. GRILL: It's just a condition that the plan
20 commission likes to place upon board-on-board
21 fences.

22 MR. SCHREIBER: Okay. Well, we're going to do
23 it. I just --

24 MR. M. HOPKINS: The light fixtures you're

1 showing in the exact same places as the trees in
2 the plan. Light fixtures in the parking lot on
3 the engineering drawings are shown in the exact
4 same place as the trees in the landscape plan;
5 and then my final question and then I'll shut up,
6 where did this arb hedge come from?

7 MS. GRILL: Arborvitae hedge?

8 MR. M. HOPKINS: Arborvitae hedge.

9 MS. GRILL: That was their proposal.

10 MR. M. HOPKINS: Are there alternates?

11 MR. SCHREIBER: I have to --

12 MR. M. HOPKINS: Arb hedges are susceptible to
13 winter blight; and when it's set up where it
14 tries to be a screen and they turn six- or
15 eight-feet high, right, and then what happens, we
16 lose one here, lose one there, and it becomes
17 kind of gap tooth.

18 MR. SCHREIBER: As soon as we lose one, we'll
19 replace it with another. We just don't mess
20 around with it.

21 MR. M. HOPKINS: We're going to suggest that
22 you consider an alternate to that, so rather than
23 have an eight-foot high continuous green arb
24 hedge around this thing, we're going to suggest

1 that you look at an alternate.

2 MR. SCHREIBER: Just so I'm clear --

3 MR. M. HOPKINS: Whether it's a yew hedge or
4 something that's a little bit lower that could be
5 just behind your four-foot decorative --

6 MR. SCHREIBER: Lower hedge?

7 MR. M. HOPKINS: Lower hedge.

8 MR. SCHREIBER: Oh, sure. That's cheaper.
9 Save me some money.

10 MR. M. HOPKINS: It might last for you too.

11 MR. SCHREIBER: Just so you know, the
12 assignment given to the landscape architect is
13 the same that we give in every location -- and we
14 have our own issues with heat down in Texas, as
15 we do with cold up here -- is that whatever we
16 put in there has got to be -- the trees
17 especially -- has to be green all the time. We
18 can't advertise -- and you've seen pictures of
19 the chapel, and we have glass windows all the way
20 around, very tall windows; and around the chapel
21 you saw the landscaping, those are going to be
22 very tall trees that enclose from the interior
23 view of the chapel, that's what you're going to
24 see. We want it to feel like you're in a forest

1 because we started out putting them in forests
2 and forests are hard to find in a lot of places,
3 so we're going to build a forest. So it is vital
4 to our identity that all of that stuff we put in
5 there stays green all the time; and if we put in
6 seasonal color, we replace them so that our
7 guests can't see dead plants or dead trees or
8 gaps in the trees any more than they can see, you
9 know, dirty floors or unset tables or anything
10 like that when they visit the property.

11 MR. M. HOPKINS: Okay. Appreciate it.

12 MR. SCHREIBER: Thank you very much.

13 MR. A. HOPKINS: Just a few questions. I
14 guess mine more relates to parking. I know you
15 went over it, but I know a lot of people here are
16 probably concerned about that.

17 How many employees, again, did you say
18 were going to be during, say, a large scale event,
19 wedding? How many employees will be working?

20 MR. SCHREIBER: At maximum capacity if we have
21 300 guests, the full service dinner, full bar,
22 kitchen coordinators and all that, we'll have at
23 most 26.

24 MR. A. HOPKINS: Is there a designated staff

1 parking area? If, let's say, Senior Flexonics
2 was out for some reason, it's not there,
3 something happens, is there a designated employee
4 parking area?

5 MR. SCHREIBER: Typically during the events
6 it's the furthest parking places from the
7 building.

8 MR. A. HOPKINS: And there is no parking
9 behind the building at all.

10 MR. SCHREIBER: I suppose it's there if we need
11 it with that service drive. We could certainly
12 use it as such. We aren't planning on it, but we
13 can certainly use it as such because it's not
14 occupied during events.

15 MR. A. HOPKINS: Okay. And then you mentioned
16 full-time landscapers. Where would they be
17 storing their equipment?

18 MR. SCHREIBER: Wherever their shop is.

19 MR. A. HOPKINS: Okay. So you're contracting
20 it? You're not --

21 MR. SCHREIBER: Right. It will be a local
22 landscape contractor.

23 MR. A. HOPKINS: Okay. All right. And then a
24 DJ, obviously people can bring their own DJ, so

1 that would be -- where would they be loading and
2 unloading?

3 MR. SCHREIBER: In the back. It depends on --
4 I guess part of the answer it depends on the
5 time. If there is nothing going on and they come
6 at a certain time, they can park in front or on
7 the side and come around the side of the building.
8 It really depends on the activity in the building
9 at the time and, you know, all of the vendors,
10 whether they -- if an event selects their own
11 vendor, let's say, a DJ, they have to be a
12 professional DJ. They have to have insurance.
13 They have to name Ashton Gardens as additional
14 insured. They have to have a business license.
15 They have to be professional. You can't bring,
16 you know, cousin Bobby and his boom box in to be
17 a DJ. I guess you could, but we're not going to
18 set you up as a DJ, but same with the cake baker,
19 has to be all -- the cake baker has to have a
20 place of business, inspected and licensed by the
21 health department, and carry insurance.

22 MR. A. HOPKINS: And then what about when
23 these events are over when people are leaving.
24 The majority of people are going to be going east

1 on Devon, so they're obviously going to turn out
2 there. Are we worried about any type of stacking
3 issue with cars leaving or cars that have to turn
4 left onto Devon where they're going to be exiting
5 onto Prospect? Are we going to have to have some
6 type of traffic control? Are the police going to
7 be needed at all.

8 MR. SCHREIBER: We have a similar situation in
9 our Atlanta property and, you know, we -- I mean,
10 I suppose we could have traffic cops out there,
11 but for -- people find their way out. They don't
12 all go out at once. We find that a measurable
13 number of guests are gone by the time, you know,
14 right after dinner or right after the cake
15 cutting and that sort of stuff is happening; and
16 then, certainly, by the end of the event, you've
17 got maybe 30 percent of the guest count or so is
18 there. People trickle out, so we haven't
19 experienced it. I can't really answer it. All I
20 can say is the traffic study shows that there
21 won't be a problem; and I guess if you're leaving
22 the property, you got to figure out how to get
23 home.

24 MR. A. HOPKINS: Just a couple more questions.

1 Now, I know your primary events are going to be
2 weddings on Friday, Saturday nights. Will there
3 be things during the week? Will there be
4 luncheon events and those type of things during
5 the week or maybe somebody wants to save money
6 and have a wedding on a Wednesday night?

7 MR. SCHREIBER: I hope so. Yeah.

8 MR. A. HOPKINS: Okay. So there is other
9 times as well.

10 MR. SCHREIBER: If I can -- sorry for
11 interrupting, but I want to address this now
12 since you mention it. There was also a question
13 of competition of the Bartlett Hills and -- I'm
14 sorry. Let's see. The name of the other
15 facility here.

16 UNIDENTIFIED SPEAKER: Villa Olivia.

17 MR. SCHREIBER: First of all, competition is
18 good. If you think about the McDonald's effect,
19 a long time ago -- and there's kind of a joke in
20 the food industry that back when Burger King was
21 coming onto its own, they would wait to find out
22 where McDonald's built and buy the land, the
23 secondary land, not far from there because it
24 creates traffic. If we have a thousand tours a

1 year visiting our property -- and people the way
2 they search for -- they're much more -- you know,
3 20-some-year-old girls are much more
4 sophisticated at this than I am. The way they
5 search is pretty much online, mostly online, and
6 they will have a tendency -- if they're finding
7 Ashton Gardens in this area and they're searching
8 for weddings, they're going to find the other
9 locations as well. They're going to visit these
10 other locations. There is going to be times
11 where -- and this is an example of our being good
12 neighbors. There is going to be times where
13 people will want to have a particular day or time
14 for a wedding that we can't accommodate. We
15 would recommend -- and we do this in our other
16 properties in the cities where we are where there
17 is facilities to support them. We'll refer them
18 to these other places to go see and it happens
19 vice versa. Hopefully, we're all so busy we're
20 referring back and forth, but this sort of thing
21 is good. These folks that come visit us are
22 going to visit Bartlett Hills. They're going to
23 visit the other facilities.

24 We also have to have places where we refer

1 rehearsal dinners right after the rehearsal,
2 which is typically the day before the wedding.
3 Everybody leaves and goes right to -- the bridal
4 party goes right to a place to eat. We're going
5 to find our local business neighbors and
6 assuming, you know, quality and service and all
7 that stuff is there, we're going to try to send
8 business to other local businesses. That's just
9 what we do. That's part of what we think our
10 obligation is of being good community members.

11 MR. A. HOPKINS: Final question for me. I
12 appreciate you guys coming to look at Bartlett.
13 Bartlett is a great community and we would love
14 to have you. Did you look at other locations
15 within our Village?

16 MR. SCHREIBER: No. I can tell you this, we --
17 my partner and I came up here four times and
18 spent four days driving around, if you will, in
19 the target area where we wanted to be and we just
20 kept coming back to here. We love the location.
21 The access, it's fairly easy to get to from --
22 it's not -- our business is not location,
23 location, location because we're a destination.
24 People when they get married, something -- I

1 don't know what happens, but I got married in Las
2 Vegas. My wife and I went to Las Vegas, so I
3 wouldn't know how to do this, but they look for
4 the venue. They look for the place they want to
5 have their wedding and wherever it is, they'll go
6 to and at least it's been proven out that -- and
7 we don't have the most convenient locations in
8 everywhere we are, but people get to us. People
9 drive -- we're 27 miles north of Atlanta, 26
10 miles north of Atlanta. If anybody's driven in
11 Atlanta right after lunch, you know, traffic
12 backs up going out of the city, so it ain't easy
13 to get to us, but people get to us; and so the
14 fact that you may have to come off of one of the
15 major roads or a highway and drive for 10 to 15
16 minutes to get to us, we're okay with that. We
17 looked at property right off of highways, real
18 convenient to highways. We just love the feel of
19 that piece of property and where we're located
20 here in the Village and it's great -- you know,
21 you can get to us from Schaumburg and Hanover
22 Park and South Barrington. I hope I'm getting
23 the towns right, so it works.

24 MR. A. HOPKINS: Thank you.

1 MR. SCHREIBER: Thanks.

2 CHAIRMAN LEMBERG: Anyone else have a question?

3 Okay. Jim.

4 MR. PLONCZYNSKI: Okay. First person is Yasir
5 Rizvi and Hina Nawab. Just go up there and speak.

6 CHAIRMAN LEMBERG: Could you state your name
7 and address, please.

8 MS. NAWAB: My name is Hina Nawab and I'm at
9 228 Lido Trail.

10 Is this land already sold?

11 MR. SCHREIBER: No. We haven't closed on it
12 yet.

13 MS. NAWAB: Okay. We were concerned about the
14 noise and safety. I am a physician. I work
15 nights; and when I'm at the hospital, I'm at
16 peace of mind that my family is safe, so there is
17 a lot of concern about safety.

18 MR. SCHREIBER: Well, I can just refer back to
19 the example I gave earlier about how we manage
20 the business, alcohol consumption, how we manage
21 the exit, how we have a trained peace officer on
22 property. All of the things that -- you know, we
23 do everything we possibly can to ensure the
24 safety of our guests and, you know, beyond that

1 I'm not sure specifically what you mean by
2 safety. As far as traffic and all that goes, I
3 think I tried to address that.

4 MS. NAWAB: There would be traffic, there
5 would be, you know, drinking, there would be
6 people coming out for smoking, so a lot of things
7 happen people coming out for weddings and events.

8 MR. SCHREIBER: Sure. We just do absolutely
9 our best, you know, the way we manage the
10 business with our security; and as I said, in 11
11 years and a million plus guests, we haven't had
12 an incident yet. We can just continue to do the
13 best that we can do and hope for the same result.

14 MS. NAWAB: Okay. Thank you.

15 MR. SCHREIBER: Thank you very much.

16 MR. RIZVI: My name is Yasir Rizvi. Same
17 property as my wife. I'm at the corner of Lido
18 and Prospect there, so where that -- right there
19 by the third park entrance, and I'm concerned
20 that there will be a lot of traffic going in and
21 out and that's my backyard. I have small kids,
22 so -- plus also the parking concern is that if
23 people don't find parking to park in your parking
24 lot they will come on Lido Trail.

1 MR. SCHREIBER: Well, as I said, we're going
2 to -- you know, one of the reasons why we have
3 the security officer is to manage the parking as
4 well, so if we even think that our event -- an
5 event is big enough to warrant the off-site
6 parking, we'll make arrangements for it and we
7 will let people know that and we'll monitor that.
8 That's one of the jobs of -- by the way, anything
9 other 150 guests is required to have two
10 officers, partly for that reason as well, so all
11 of that is watched. That's part of their job.
12 We've got a, if you will, our own job description
13 of what security officers do on property and
14 traffic control and parking, and things of that
15 sort is part of the -- they have to be at certain
16 areas of the property at certain times of the
17 event, arrival and departure --

18 MR. RIZVI: So you're saying you're going to
19 have an off-duty police officer at every single
20 event?

21 MR. SCHREIBER: Every single event, yep, and
22 two if it's over 150.

23 MR. RIZVI: Thank you.

24 MR. SCHREIBER: And shuttle service to the

1 other parking, if we need it.

2 MR. RIZVI: Okay. Thank you.

3 MR. SCHREIBER: You're welcome. Thank you.

4 MR. PLONCZYNSKI: Annmarie Westfall.

5 MS. WESTFALL: Hi. I'm Annmarie Westfall. I
6 think you've covered a lot of good topics. I
7 think this town is always saying they want
8 economic growth. I think this would give a lot
9 of employment for a lot of people and that pretty
10 much sums it up.

11 MR. SCHREIBER: Thank you.

12 MR. PLONCZYNSKI: Theresa Materna.

13 MS. MATERNA: Good evening. My name is
14 Theresa Materna. I live at 329 West North Avenue,
15 so I am within walking distance. I walk past
16 here all the time. I'm not one for a lot of new
17 things, but I really think that this would be a
18 really good thing for this community. Actually,
19 I was kind of surprised, but you actually read my
20 email earlier because I'm the person who took my
21 wedding to Schaumburg because I couldn't find a
22 facility within the price range that we were
23 looking for. I've lived in Bartlett since 1993,
24 and I would have loved to have had my wedding

1 here, but Bartlett Hills was just too pricey for
2 us at the time and it would have been nice to
3 have choices, and I think this is going to be a
4 good choice and bring choices to the area.

5 MR. SCHREIBER: On that note, we're in the
6 business of -- we're in the business of having
7 business; and, you know, more times than not, if
8 we have an available day and time and event space
9 that goes unsold, we'll ask people what their
10 budget is. We'll try to -- you know, it's like a
11 hotel room. It's the old management, if you have
12 something sitting empty, you're better off
13 getting something than nothing for it, and so we
14 negotiate prices, we customize events, whether
15 it's menu or bar packages or facility fees or
16 usage or times or something like that because
17 we're in the business of doing business and, you
18 know, so we're -- we are -- we're going to be --
19 our rack rate, our peak pricing is going to be
20 more than Bartlett Hills is going to be, but if
21 somebody wants to come on an open Sunday and we
22 haven't sold it and we need to, we can get there.
23 We can customize an event for it. Again, it's
24 just the more business, the better for everybody,

1 really.

2 MR. PLONCZYNSKI: Michael Baggot.

3 MR. BAGGOT: Good evening. Michael Baggot,
4 B-a-g-g-o-t.

5 Mr. Schreiber, how are you this evening?

6 MR. SCHREIBER: How you doing, Michael? Good
7 to see you again.

8 MR. BAGGOT: Good to see you as well. I have
9 some points that I want to bring up that I think
10 are important to discuss. You talked about pride
11 of progress. I think a bigger issue is integrity.
12 I think keeping the integrity of the neighborhood
13 as it is, as a residential area, is important.

14 You talked about safety issues. Well, we
15 have other areas that are reception halls. One
16 similar to your type of plan is Seville, and I
17 had the opportunity to pull the police calls for
18 the Seville over a two-year period of time. So
19 you're talking about putting a hall right in the
20 middle of a residential area completely
21 surrounding use of the Flexonics part, right
22 around there.

23 Now, when I pulled the police calls for
24 the Seville located in Streamwood on Barrington

1 Road, during the course from January of 2014 to
2 July 2016 there were 76 calls made to that
3 facility, so over the course of two and a half
4 years 76 calls made to that facility. During
5 those calls, things that were called for were
6 people who were sick or injured, theft, domestic
7 trouble, intoxicated subjects, which we talked
8 about in the prior meeting, disturbances, criminal
9 trespass to vehicles, aggravated domestic battery,
10 and simple assault.

11 As you heard me say before, I do insurance
12 defense for a living. I represent companies like
13 you who are sued all the time and, unfortunately,
14 I see the bad side of what takes place when people
15 are drinking and what happens when you have 150
16 to 300 people in a facility consuming alcohol;
17 and despite all the grand assurances you've given
18 us regarding what's not going to happen, based on
19 what's taken place at a facility nearby, to put
20 something like that in a residential area is going
21 to do nothing but cause problems. You're going
22 to disrupt the integrity of that neighborhood,
23 the residential area surrounding it. Despite
24 anything you tell us, there is no way to prevent

1 these things from happening even with one or two
2 guards there during the facility (sic).

3 (Applause from audience.)

4 MR. BAGGOT: I'll be happy to submit the
5 findings I have --

6 MS. GRILL: Everyone has to speak into the
7 microphone. We have a court reporter here.
8 Okay?

9 MR. BAGGOT: I'll be happy to submit the
10 findings I have to the commission so they can
11 review it. These are picked right from the
12 Streamwood Police Department.

13 MR. MIASO: Do you have the calls from
14 Bartlett Hills and from Villa Olivia?

15 MR. BAGGOT: I don't have those calls, no. I
16 got the calls from Seville because Seville is
17 primarily a reception only institution similar to
18 what Mr. Schreiber is trying to put in place here;
19 and, quite frankly, to be honest with you, the
20 cost and time was prohibited as well, so I wanted
21 to get something similar to what Mr. Schreiber is
22 proposing to put in a residential area surrounded
23 by families and kids and individuals who will be
24 disturbed by the presence of Ashton Gardens

1 despite the fact it could be a great facility in
2 a different location.

3 (Applause from audience.)

4 MR. BAGGOT: The other concern I have you
5 talked a little bit about competition; and, in
6 general, competition is a great thing. However,
7 as Bartlett taxpayers, we have two facilities in
8 Bartlett that are currently to be used for
9 potentially receptions, so it is a direct
10 interference with what Bartlett residents are
11 paying for -- that we're paying for other
12 facilities to be used.

13 So I think in the end having a facility
14 like yours, again, in the middle of Bartlett is
15 in direct conflict with what other facilities
16 that are owned by Bartlett, are facilitated by
17 Bartlett, and, hopefully, in the business of
18 filling those things up should be done for.

19 So how would you address the competition
20 part of that.

21 MR. SCHREIBER: I think I already have. You
22 know, I'm not an attorney, so I wouldn't profess
23 to get into how your business works, but I can
24 only go by the statistics and by the things that

1 we know have occurred in other locations; and
2 simply by the laws of business, business helps
3 other businesses. Perhaps the other locations --
4 you know, we believe will benefit by it, so all I
5 can tell you is that that's how we do business.
6 We refer to other local businesses, and we have
7 seen -- and we work with our competitors. We
8 don't fight against them. We work with them
9 whenever there is opportunity and vice versa, so
10 that's just -- that's the type of business people
11 that we are.

12 As far as the Seville goes, to be quite
13 direct, I don't know who manages it. They're not
14 us. You know, they have 680 seating capacity.
15 They have a 106 parking spaces. I don't know if
16 they require security or have security. I don't
17 know how they manage it. I can only tell you
18 that if you want to talk about statistics, we
19 have not had a single call. I take it you've
20 probably looked for that. You haven't found one.
21 There is not one because of how we manage our
22 business because of the level of professionals
23 that we hire because of their experience, because
24 of our standard operating procedures, because of

1 attorneys. There is operations that are run well
2 by professionals with integrity, with security,
3 with all of the things and I've been there. You
4 know what, it ain't such a -- you know, I don't
5 know how they do business. I'm not saying that
6 they do it badly. I'm not arguing the fact that
7 they've had problems. I can tell you that we
8 have more weddings, more facilities, been open
9 longer than they have and not had a single
10 incident. That's all I can tell you. We can
11 make up any possible scenario and argue it and I
12 may or may not be able to address it. I can only
13 tell you what we do and how we've done it, what
14 the history is.

15 MR. BAGGOT: See, here's the problem,
16 Mr. Schreiber, one time it happens it happens in
17 a neighborhood full of residents.

18 MR. SCHREIBER: It's speculation. Strictly
19 speculation.

20 MR. BAGGOT: Right, and we're here to
21 speculate because we don't know what's going to
22 happen in the future.

23 MR. SCHREIBER: It hasn't happened yet.

24 CHAIRMAN LEMBERG: Okay. Your time is up.

1 MR. BAGGOT: Yes. I do. I'll be real fast.
2 One issue that wasn't -- that was sort of brought
3 up --

4 MR. PLONCZYNSKI: Len Giambalvo.

5 MR. BAGGOT: -- that wasn't addressed was
6 lighting in the parking lot. You're talking about
7 residential homes and you're going to have --

8 MR. SCHREIBER: We've got -- there are
9 restrictions placed on lighting by the Village
10 all the way down to the decimal point of candle
11 power that's allowed to be -- that's allowed to
12 be shone in certain areas. If lighting is not
13 permitted to -- and we have to put shades on the
14 lights in the parking lot so that the light does
15 not reflect back onto the residents. That's an
16 ordinance. You can look that up. We've got to
17 abide by that.

18 MR. BAGGOT: Thank you.

19 MR. SCHREIBER: Thank you.

20 CHAIRMAN LEMBERG: Okay. Thank you.

21 (Applause from audience.)

22 MR. PLONCZYNSKI: Len Giambalvo.

23 MR. GIAMBALVO: Hi. I'm Lenny Giambalvo. I
24 actually live across the street in the Hearthwood

1 Farms subdivision. One of the things you didn't
2 mention in your study is we already have a traffic
3 problem here at Devon and Ontarioville Road. It
4 is a nightmare. It takes me five minutes to pull
5 off of a side street onto that road and now
6 you're going to add more traffic, so that's just
7 not true. It's already a problem.

8 The other things that, you know, that I
9 want to talk about, the lighting he just did, so
10 I'll leave that alone. We just had a factory go
11 up over by me and they put those halogen lights
12 up. It lights up the whole neighborhood. When
13 you want to sit on your back porch right behind
14 your facility and watch the stars at night, you
15 can't do that no more because now you got a
16 spotlight in your eye, and I'll tell you it's a
17 real pain to deal with.

18 The other thing is these air conditioning
19 and heating units on top of the roof, they make a
20 lot of noise. I work on them. I know what they
21 do; and at 2:00 in the morning when them things
22 kick on and it's 40 feet from your back porch,
23 you hear it, you know, and that's a fact, you
24 know.

1 something that you're not going to present, you
2 know, but that's true. When they're done in the
3 kitchen, they open the back door because it's hot
4 as hell in the kitchen and they're all standing
5 outside 40 feet from somebody's back porch.
6 These are the little things that you're not
7 mentioning, you know, and they're important to
8 the neighbors that live right there.

9 You know, so mainly the traffic. We need
10 a stoplight or a traffic light at Devon and
11 Ontarioville Road there because it's a nightmare
12 already, so to add all of this is going to be
13 even harder. Turning around here -- we have a
14 lot of bicycle traffic and a lot of kids, you
15 know, and you've got a line of trying to pull
16 off -- I can just see it now. You're going to
17 have them all backed up in your lot trying to
18 turn here to go east on Devon. It's going to be
19 a nightmare.

20 I love your facility, but, honestly, I
21 don't know why you're downsizing to put it on a
22 little spot like that. Something tells me you're
23 going to want to upgrade it later and add more to
24 it. I know you guys, but, you know, I would love

1 this here in town, but it's my opinion, you know,
2 nicely said, I don't like that spot. It's all
3 homes. This Village changed in the last 30 years
4 and it's all residential here now. The factory
5 got grandfathered in 40, 50 years ago, otherwise
6 that would have never been allowed here now.
7 Look for a different spot and stay with our town,
8 you know.

9 (Applause from audience.)

10 MR. SCHREIBER: Can I address a couple of
11 things here?

12 MR. PLONCZYNSKI: Sure.

13 MR. SCHREIBER: First of all, again, we're not
14 a bar. We manage differently. We're a -- you
15 know, people at a Lexus dealership operate -- you
16 know, work differently than a Chevy dealership,
17 so businesses are run differently. We don't
18 allow smoking, by the way, on property by our
19 staff. If they're on a break, it's because
20 they're given a break at a certain time by
21 management. They have to stay in the building in
22 the break room. They're not allowed to smoke on
23 property. They're not allowed to smoke off
24 property if they do smoke. We don't have down

1 times enough to where staff can just leave the
2 building and goof off outside.

3 Now, that's just the way we do business,
4 you can believe it or not believe it, but that's
5 just the way we do business. We can speculate
6 again. We can make up anything that we want to
7 argue here and say that's the rule. We haven't
8 experienced and we have, again, letters from
9 homeowners' associations that are in some cases
10 closer than you guys that say this stuff doesn't
11 happen, so, you know, I don't know how to
12 address, you know, things that we can make up
13 and, with all due respect, things that we can
14 make up that are any possibility. So, you know,
15 all I can do is tell you how we run our business
16 and all the things that we know and all the
17 things that we do and our history and what the
18 outcome is. You know, I mean, shy of -- you
19 know, something could fall out of the sky. We
20 can't do anything about that either, but I can't
21 really argue that because we don't know about
22 that.

23 CHAIRMAN LEMBERG: Okay. Thank you. Jim.

24 MR. PLONCZYNSKI: Rick Ramirez.

1 MR. RAMIREZ: Rick Ramirez. 483 East Railroad.
2 I'm speaking as an individual, but I'm also the
3 vice president of the Asbury Place Homeowners'
4 Association and I'm not speaking for them, but I
5 can tell you I have not got any negative or
6 positive feedback. I don't know if there is
7 anybody from Asbury here. So we just have one.

8 I haven't experienced any kind of
9 information either way, so I'm just speaking as
10 an individual, but I would like to address some
11 of the things I've heard, starting with the most
12 recent. As far as the people are concerned about
13 the traffic, at least the road traffic, not
14 directly around the unit, but somebody mentioned
15 at Ontarioville and Devon. Has been anybody
16 driven by at 10:00, 11:00 on Devon Avenue and
17 Prospect? I mean, there is no traffic. I don't
18 know who we're kidding here. After 9:30 there is
19 nothing going on in this town as far as traffic,
20 so maybe a Friday evening when people would be
21 coming in there might be a little traffic, but
22 otherwise I don't see the traffic as an issue and
23 I live in the area.

24 Secondly, I think that, you know, Bartlett

1 talks about wanting to promote business and bring
2 vitality into the downtown area and everything.
3 I think this is an exceptional opportunity for
4 the Village. I don't think there is anything you
5 can put on that commercial lot, anything, that
6 the residents that back up to it are going to be
7 happy with. I kind of feel for them and I
8 understand, but that's just a fact of life. No
9 matter what you put there, they will not be happy.

10 Okay. And as far as the property values
11 that you spoke to, I was a residential appraiser
12 for seven years, and I can tell you if you back
13 to property, and the way you've described it how
14 you're going to fence it and what the fence and
15 everything, there is really very little that
16 affects the property value when it's like that.
17 Now, if you had a house there and a house on a
18 lake, I'm not going to tell you that the house on
19 the lake won't sell quicker, but it's not going
20 to affect your property values hardly at all, and
21 I can tell you that from seven years experience
22 as a certified residential appraiser.

23 When Asbury was selling, the parcels
24 around the park, they were going for \$15,000 more

1 because the builder can do that to you, they can
2 sell that in. Once those units are sold in, you
3 will never get that \$15,000 back because that
4 part of the location doesn't make that big of a
5 difference, but so, you know, getting back to my
6 original thought was I understand how some of
7 these residents feel, but it is a commercial lot.
8 If not this, what are you going to put there? I
9 would rather see this than another strip mall or
10 something that would be, you know, unsightly and
11 it is a commercial lot. That's what it's zoned
12 for. Anybody that bought near that property
13 knows that it's a commercial lot. They're taking
14 their chances, and I think -- unless you're
15 willing to rezone it as residential. If you
16 zoned it as commercial, I think it's an excellent
17 project. That's all I have to say.

18 CHAIRMAN LEMBERG: Okay. Thank you.

19 (Applause from audience.)

20 MR. PLONCZYNSKI: Rob Entzminger.

21 MR. ENTZMINGER: Rob Entzminger, 875 Prairie
22 Avenue. I think some of the gentlemen before me
23 did an excellent job expressing the concerns of
24 the people that live right in that community.

1 Another location would be more conducive to
2 getting businesses that you can work with a
3 little bit easier and also having the customers
4 that you're going to be serving having better
5 ingress and egress access to your location.

6 I have four kids. We ride our bikes all
7 the time around there and all hours of the day.
8 It's not just talking about Friday and Saturday
9 nights. You want to try and have business all
10 the time. May not happen all the time, but there
11 it is. You have a park right to your west. You
12 have a school right to the south of you. You
13 have another park that's to the north like -- you
14 also have another park that goes down toward
15 County Farm. Lots of residential activities
16 there.

17 I'm not going to get into an anecdotal
18 debate about the possibilities. We know that
19 people aren't always going to be respectful of
20 that community because they don't live in that
21 community, so really when you look at it from my
22 point, we ask you as residents and longstanding
23 residents take our requests into consideration.
24 Other sites in the community are going to be much

1 better suited for what their needs are and
2 building that community and getting clientele
3 because it's not just about getting people from
4 Bartlett to have events there. It's all over
5 Chicagoland, and we know that everyone has a
6 different perspective of their community and the
7 way they respect it and take care of it. We want
8 ours to be respected the way we need it to be
9 respected, right, and to protect our children and
10 the rest of the community.

11 (Applause from audience.)

12 MR. SCHREIBER: Again, all I can say is that
13 we have testimonials from years of being
14 neighbors with other communities that have given
15 us the report card I presented to you guys, so --
16 and as far as selecting a site for our business,
17 I think that's the job that we're -- that's the
18 business we're in. We spent a lot of time and a
19 lot of money finding what we thought is the best
20 site. That is our job, that is our prerogative,
21 and this is what we think is great, and, you
22 know, again, with all due respect with everybody
23 taking your time and effort to be here tonight,
24 this is a -- there is 40,000 other people that

1 can benefit from this and there is not going to
2 be a perfect location for us and there is not
3 going to be a perfect business for the residents.

4 Quite honestly, you know, we've -- we've
5 had nothing but great positive support and
6 response in the other places; and, although, we
7 do appreciate and we're trying to address
8 everything we possibly can. However, we do have
9 a history. We do -- you know, we do have
10 testimonials. You know, we do have facts to back
11 up our claims, and we do the best that we can do.

12 CHAIRMAN LEMBERG: Thank you.

13 MR. PLONCZYNSKI: Rocky Shah.

14 MR. SHAH: Hi. I'm Rocky Shah and I live on
15 217 Lido Trail, so I do agree with a lot of
16 people here that it's not the best spot for your
17 business. Along with that, I also wanted to say
18 that traffic is going to be a big concern if
19 you're expecting 30,000 people, as you mentioned,
20 per year. It's going to be an issue. I'm not
21 sure what the traffic study said, but it could be
22 biased.

23 Okay. Second thing I wanted to address
24 also was the officers that you mentioned during

1 the time that people are going to be there,
2 they're also going to be inside. I don't think
3 they're going to be strictly outside managing the
4 traffic, so I think that's also biased in your
5 presentation because you're going to have
6 people -- one officer or two officers inside
7 managing the parties and not necessarily the
8 traffic outside.

9 Also, some concerns I have if they are
10 going to pursue this with the board, here is
11 liquor license. That has to be at 12:00. I do
12 like to sleep relatively before that, so with the
13 traffic and noise and also liquor license being
14 past that it gives them the time to increase
15 their business to 1:00 or 2:00 in the morning.

16 Second thing I want to address with the
17 board also was to look into if an average wedding
18 is about 150 that you mentioned, maybe we can
19 allow 150 percent (sic), so maybe 200 occupancy.
20 I don't think there is a need for the 300
21 occupancy and that's going to bring more traffic
22 to our area also.

23 Once again, I'm not for this at all, but
24 this is something that we need to address as a

1 concern in our area; and, also, if you guys are
2 going to pursue, I do agree with Rizvi here the
3 entrance on Prospect has to be eliminated. The
4 traffic needs to be mostly on Devon because on
5 Prospect it's mostly residential. I can't get a
6 school bus to give me a bus ride for my kids.
7 They expect my kids to walk to the school or get
8 a ride, so with having that traffic there on that
9 street, I think the residential feel is going to
10 be gone away from the community.

11 As far as the Seville was mentioned, it's
12 on a more of a commercial road. Barrington is
13 fully commercial. That's what we're going to
14 maybe expect on Devon, so our board has to look
15 into that also, making sure that we are able to
16 accommodate the traffic. I know 9:30 there is
17 not traffic there, but we're going to experience
18 the traffic when the party leaves at 9:30, 10:30,
19 11:30, or 12:30.

20 And bigger concern also is on Ontarioville
21 and Barrington, I can never get out of that
22 intersection. It takes forever. It gets backed
23 up all the way to past the train -- all the way
24 towards the turning point. You can never get out

1 and that's going to be the main intersection
2 where people are going to enter from.

3 So we need to look at the capacity of the
4 hall also. If the average wedding is 150, we
5 don't need to go up to 300. Also the entrance,
6 we need to eliminate the entrance on Prospect.
7 We mentioned that already. The liquor license
8 there is no need if -- if your party ends at
9 12:00, mostly 99 percent of the time there is no
10 need to have it past 12:00. I think that's all.

11 CHAIRMAN LEMBERG: All right. Thank you.

12 (Applause from audience.)

13 MR. SCHREIBER: I would like to address a few
14 of those things. First of all, I don't make the
15 laws. We don't make the laws. Certain things
16 like the liquor licenses, that's state and local
17 driven, so we don't determine what the laws are.
18 We determine what our business needs are and how
19 to operate our business. Your speculation about
20 what the officers are doing is completely wrong
21 because, as I said earlier, we have specific
22 places for those officers to be at certain times,
23 so, you know, without nothing how we manage our
24 business, and I would be happy to discuss any

1 parts of it in whatever detail you want to. As
2 I've said before, we have standard operating
3 procedures on how those things are handled, so we
4 can get up here and say you're not going to do
5 it, but I'm telling you that that's how we do it;
6 and I don't know what else to offer, other than
7 the fact that I can tell you what our officers
8 do. I can tell you how we do our liquor. We
9 don't make the lighting ordinances. We don't
10 determine where the entrances and exits are. The
11 traffic study is done -- required by the Village,
12 done by an independent party that we pay for. We
13 don't make that stuff up, so all we're doing is
14 complying with what is required by the Village.
15 If some of those things -- if you don't agree
16 with them then -- you know, again, we're just
17 trying to do what's expected of us. Talk to the
18 Village about changing the laws and rules and
19 ordinances and then we have to change the way we
20 do business and we will comply with that, but
21 right now we're complying with everything that's
22 expected of us and then some, so we're really
23 trying.

24 MR. PLONCZYNSKI: Scott Erickson.

1 MR. ERICKSON: I pass.

2 MR. PLONCZYNSKI: Okay. Geneva Baker-Cotton.

3 MS. BAKER-COTTON: Good evening. My name is
4 Geneva Baker-Cotton, 402 Hillandale Drive. You
5 spoke of progress. You spoke of pride, but this
6 main thing is about profitability, and a lack of
7 providence because those of us that live at East
8 Pointe Estates -- live in East Pointe Estates
9 this is a major inconvenience for us. I won't go
10 and belabor the point.

11 They've mentioned safety, traffic, and
12 number of other things, and it doesn't seem like
13 any thought has really been given to the
14 residents, to the wishes of the residents. The
15 profitability of 3 million, \$4 million for
16 Bartlett that's great, but it's at the expense
17 and it makes us East Pointe Estates sacrificial
18 lambs in order to get that.

19 (Applause from audience.)

20 MS. BAKER-COTTON: And another thing, in the
21 words of Donald Trump, this is rigged because no
22 matter what we say, how many times -- you're
23 going to do it anyway. You give, you know, just
24 artificial due process, artificial due diligence,

1 and your presentation, it's already done and
2 you're going to do it, so, you know, that's that,
3 but at least give some consideration for the
4 people in the East Pointe Estates.

5 What are you going to do for us as
6 residents who are being so sorely inconvenienced?
7 Probably nothing. That's it.

8 MR. SCHREIBER: You know, this isn't a done
9 deal. We stand to lose everything we've invested
10 so far. We have not closed on the property yet.
11 The Village has not given us approval yet. This
12 is why we're doing this. You know, we believe in
13 this project. Anybody who builds anywhere on a
14 commercial piece of land is going -- any business
15 is going to want to be profitable, that's just
16 the nature of business. That's why you have
17 commercial zoned property. That's why cities
18 thrive. You know, without it you got nothing,
19 but, you know, we're going beyond what we had
20 hoped for certainly. We're willing to do as much
21 as we possibly can. You just heard we made some
22 allowances on our building design. You know,
23 we've changed our landscape plan. You know, we --
24 I wish it was a done deal, but it ain't and we

1 stand to lose a lot of money on this.

2 We believe in the Village. We believe in
3 the location. We believe that there are -- that
4 there is a community of 40,000 here that can
5 benefit from this and, you know, we want
6 everybody to like us. It ain't working out that
7 way, but, like I said, I wish it was a done deal.
8 That's why the Village has these types of
9 meetings. That's why we come up here time after
10 time. We could easily just call it quits, cut
11 our losses, and go someplace else.

12 (Applause from audience.)

13 MR. SCHREIBER: We believe in you guys more
14 than you believe in you guys because we want it
15 to be there and we think it's good for the
16 Village.

17 (Boos from audience.)

18 MR. PLONCZYNSKI: Melissa VanMaldegiam.

19 MS. VanMALDEGIAM: Hello. My name is Melissa
20 VanMaldegiam, 832 Tallgrass Drive. One of the
21 things people were saying -- so bear with me
22 because I was scratching things out so I didn't
23 say things twice. I don't believe this is
24 appropriate for this neighborhood space.

1 Weddings typically, you know, 2:00, 1:00 or 2:00,
2 noon, middle of the day, weekend times. If you
3 are in that area, there are thousands of little
4 kids, parents, families going from Leisberg Park
5 in the summer where there's that slash pad all
6 the way down to Newport Park. There's always
7 joggers, bike riders, all kinds of people coming
8 through in that area. I realize that it could be
9 a strip mall. It could be something else, but I
10 don't feel like when the mass -- if you look at a
11 strip mall, people are trickling in from 8:00 in
12 the morning till 8:00 at night. Something like
13 this facility people will be arriving -- 2:00
14 wedding, 1:40 people are trying to jam into the
15 parking lot as fast as possible because they're
16 going to be late for the wedding with not any
17 respect for the kids and other people who are in
18 the neighborhoods.

19 That intersection at Prospect and Devon,
20 if you're on the -- I'm really bad with
21 directions -- directly across from 7-Eleven, that
22 intersection is wrecked. The road is full of
23 potholes. There's no lines painted on the road.
24 It's terrible. You're going to increase the

1 traffic, you know, to 30,000 people almost going
2 through that one intersection. It's not
3 appropriate as a -- as a wear and tear standpoint.
4 The road is already ripped up and in a bad
5 condition on that one section of the road.

6 We already have multiple, and not that any
7 of them would be appropriate for this position,
8 but we have multiple large square footage areas
9 just empty in Bartlett. We have the old Ace
10 Hardware. The old Fresh Market.

11 (Applause from audience.)

12 MS. VanMALDEGIAM: None of them are appropriate
13 for this place, but we don't need -- in three or
14 four years when this place doesn't work we have
15 another large empty space not doing anything. As
16 somebody else touched on it, we have Villa Olivia.
17 We have Bartlett Hills. They aren't working to
18 capacity. They're not full every weekend.
19 They're not full with weddings every weekend.
20 The addition of another more expensive place in
21 a, you know, middle class area of Bartlett is not
22 going to support it. I don't really see Bartlett
23 as future awesome destination wedding area.

24 (Applause from audience.)

1 MS. VanMALDEGIAM: You know, I would like to
2 see the values -- you know, with all due respect,
3 statistics aren't worth the paper they're written
4 on. You showed us property values how they went
5 up 17 percent. Well, those houses directly
6 affected went up 17 percent. Well, did the ones
7 four miles away go up 40 percent, so it doesn't
8 help -- you know, so they're not really worth the
9 paper they're written on. I'm not a big fan of
10 statistics unless I can see all the numbers, so
11 that's just, you know, something that -- let's
12 see.

13 The other thing is that not only is
14 everybody arriving at the same exact time, 2:00,
15 whatever, then everybody is leaving -- I know
16 they kind of trickle out after dinner. Here,
17 again, all due respect, probably hasn't been to
18 too many Chicago area weddings. You know, what
19 about the poor Irish people who want to be able
20 to do shots? Never been to an Irish wedding that
21 shots wasn't a big problem or a big issue.
22 There's alcohol. If people can't get it from
23 you, I 99 percent guarantee that they'll be
24 bringing it in with them; and then at 10:00 at

1 night, all of these people are going to be on our
2 roads at the same exact time that our teenagers
3 will be returning from their jobs in time to get
4 home from curfew between 10:30 and 11:30, 12:30
5 at night.

6 (Applause from audience.)

7 MS. VanMALDEGIAM: What works in the south may
8 not work up here in the north. You know, Texas,
9 Georgia, way different people up here than we
10 have down there.

11 One thing you mentioned was that you try
12 to direct business to local hotels. There are
13 none.

14 (Applause from audience.)

15 MS. VanMALDEGIAM: Closest hotel is the
16 Marriott at 59 and Hoffman -- the interstate or
17 the Extended Stay. Can't really see them
18 providing transportation to -- back and forth.

19 Also, when you said people come in and
20 look and then you have to do things for the
21 reversal dinner, the only place to eat that would
22 be even remotely large enough to hold a rehearsal
23 dinner maybe Pasta Mia. What, are they going to
24 go to Subway? There is no place to hold a

1 rehearsal dinner.

2 (Applause from audience.)

3 MS. VanMALDEGIAM: You mentioned that all of
4 the trees around the chapel have to be green.
5 It's Illinois. Nothing is green after October
6 15th. Nothing. Unless you're going to put giant
7 shrubs of, you know, yew trees, which if you
8 drive down Devon, you will see that due to the
9 spray from the highway, the temperature of the
10 area going up, due to climate change, a lot of
11 the evergreens that have been planted in the last
12 10 or 15 years are now dead; and so yes, you can
13 keep replanting trees, but there is no such thing
14 as an all green tree in Illinois seven months of
15 the year. Seven months of the year you are going
16 to have dead sticks, and so I don't really see
17 how your having your green everything is really
18 going to --

19 CHAIRMAN LEMBERG: Okay. Thank you. Your
20 time is up.

21 MS. VanMALDEGIAM: One other thing I would
22 like to bring up is that just I happened to look
23 at the statistics because there too he does
24 statistics with the decibels. 70 decibels. Some

1 of those houses are 36 feet away from -- the back
2 of their houses are 36 feet away from the chapel
3 and some of the other areas. 100 feet -- at 100
4 feet, 70 decibels is the same as two people
5 having a conversation at three to five feet away,
6 so these people at 11:00 at night who might want
7 to have their windows open on the first nice day
8 that we've waited eight months for and the music
9 coming from the house would be the same as if
10 somebody was standing in their backyard speaking
11 having a conversation; and we all know what
12 that's like when your neighbor is having a little
13 party or whatever, that's fine, but every single
14 night and that's just from the music in the
15 building. That doesn't --

16 CHAIRMAN LEMBERG: Your time is up.

17 (Applause from audience.)

18 MR. PLONCZYNSKI: Jim Regan.

19 MR. SCHREIBER: May I just make a quick
20 response to that?

21 (Chorus of no from
22 audience.)

23 MR. PLONCZYNSKI: Jim Regan.

24 Did you respond to that? Go ahead.

1 MR. SCHREIBER: Yeah, I guess I have to just
2 go back, again, to what I said that, you know,
3 your speculation about what happens, again, we
4 can -- you know, you talk about people bringing
5 liquor into the building. Doesn't happen. Look,
6 I don't -- folks --

7 (Boos from audience.)

8 MR. SCHREIBER: -- we can make -- you know, at
9 the risk of sounding repetitive, we could make up
10 any scenario that you want to make up and believe
11 it and applaud it and apply it to my business,
12 doesn't matter what I say because you won't
13 believe it, but I can tell you that certain
14 things happen and certain things don't; and if
15 you would like to address the things that -- and
16 we're getting very repetitive, so I don't want to
17 keep repeating myself either, but the speculation
18 of, you know, any possibility that could happen
19 that whatever the experience is or whatever we're
20 making up, you know, it's hard to address that
21 because most of this stuff doesn't happen in our
22 property.

23 You know, if someone brings -- first of
24 all, it's against the law. Our license is at

1 risk if somebody brings liquor onto our property.
2 We watch that. We have systems for that. We
3 have people that look out for that. From the
4 time -- even in the parking lot. That's part of
5 the security officer's job is to make sure that
6 people aren't leaving the building, going
7 drinking in the parking lot. You don't have to
8 believe that, but that's what we do. I can't
9 speak for other places. I can't speak for any of
10 the possibilities that we can make up and apply
11 to this business. I can just tell you what we do
12 and how we do it and what our experience is, and
13 we can argue traffic studies and we can say there
14 is going to be traffic jams and all that. All we
15 have to go on is what this Village required us to
16 do, which they have accepted in terms of the
17 studies, so we have done all this due diligence.

18 We know what -- we're in this business,
19 you know, for the long haul. We know what
20 Chicago weddings do. We know where they go. We
21 know how much they spend. We know how far they
22 drive. We know how old they are. We know how
23 many dogs they have. So we don't go into this
24 just, you know, shooting from the hip. We don't

1 make investments like this hoping that they work.
2 You know, we spent months and months studying
3 every location that we try to get into. You have
4 to believe that. It's just the truth, so all
5 this other stuff that, you know, when -- that we
6 apply to this, some of it I can't argue because
7 it just simply isn't true. It's strictly
8 speculation. Thank you. Sorry.

9 MR. PLONCZYNSKI: Jim Regan.

10 MR. REGAN: My name is Jim Regan. My address
11 is 446 Hillandale Drive. Forgive me, I wrote up
12 a great script, let me tell you it's awesome, but
13 a lot of this has been covered, so I'm going to
14 go and try to hit the things I haven't heard yet.

15 First of all, you compare this property to
16 others you have in the south, but one thing I
17 didn't see in the aerial views of those other
18 properties are that the only egress -- the only
19 way in and out of our neighborhood borders this
20 facility, and we look at studies and we look at
21 traffic flow and we look at how many parking
22 spots there are, and I applaud you for at least
23 trying to find off-site parking. I'm very
24 suspect it will be used. I'm sure people would

1 prefer to park on the streets of our neighborhood
2 because it's closer, but those other locations,
3 can you speak to whether or not the only way in
4 and out borders your facility because all the
5 concern I hear is about Devon and Prospect. We
6 can't have parking on Devon. We can't have
7 parking on Prospect. Worried about traffic on
8 Devon and Prospect. Well, that's impacting us
9 even reaching our homes. There is no other way
10 to get to my house beyond those two streets.

11 MR. SCHREIBER: Roberta, can you put up the
12 east and west aerials, please?

13 MR. REGAN: Okay. On the east side, is that
14 the only way into that neighborhood?

15 MR. SCHREIBER: That's it. Right there.
16 That's the only way on.

17 MR. REGAN: That's fine. I'm talking --

18 MR. SCHREIBER: There are homes back here.
19 There are residents over here. This is the only
20 way in and out of those residence without going
21 way out of your way.

22 (Unidentifiable speakers
23 in audience.)

24 MR. SCHREIBER: I'm using it as an example.

1 We have -- we have two streets that are going in
2 and out of here and this one has one. There has
3 been zero problems with that. Zero, and the
4 capacity there is 400.

5 (Unidentifiable speakers
6 in audience.)

7 MR. SCHREIBER: And this was approved by -- by
8 the local authorities, so, you know, it does
9 work. That's all I can tell you there.

10 MR. REGAN: Well, that's a concern that I
11 didn't hear brought up and that's something I
12 appeal to you to defend on the part of the
13 residents in the neighborhood. That's are only
14 way home in or out.

15 The other thing I want to bring up is the
16 matter of public safety to the community as a
17 whole, not just those of us closest to the
18 facility, and this is really what I think this is
19 a horrible location for this business. I like
20 your business. I'd like to have it in Bartlett.
21 I don't want to have it at that location, and the
22 reason for that is we're talking about 150
23 vehicles per event coming out after a four-hour
24 open bar. I'm not going to say 150 drunk

1 drivers, but they're impaired. You cannot draw a
2 straight line from your facility to Lake Street
3 to Route 59 to I-90. They're going to wiggle
4 through neighborhoods. It's surrounded in every
5 single direction along every street that comes to
6 that facility past residential areas.

7 MR. SCHREIBER: These guys here figure it out,
8 you know, and that's one way in and out, so all I
9 can tell you is we've -- we were asked --
10 actually, we were instructed on where to put the
11 entrances and how many to put, so, again, we're
12 complying with -- if you have a problem with
13 how -- with how we're complying with ordinances
14 and with what's requested by the local DOT and by
15 the Village, address the Village. We're just
16 doing what we're asked to do, and they're a lot
17 smarter about traffic than I am. I'm not a --
18 you ought to see the traffic study. It's like
19 six pages of -- or ten pages of -- I don't even
20 know what the heck it is, so they've got
21 professionals doing this that know a hell of a
22 lot more than I do about it; and if they say
23 that -- you know, this is what they do for a
24 living. If they say put another entrance in,

1 which we did, and we want a right in/right out,
2 then we put it there. We don't argue with them,
3 so maybe the requirements from the DOT and the
4 Village have to be changed. We're just complying
5 with that.

6 CHAIRMAN LEMBERG: Okay. Thank you. Jim,
7 next one.

8 MR. PLONCZYNSKI: Cynthia Barbas.

9 MS. BARBAS: Hello. Hello. My name is
10 Cynthia Barbas. I'm actually from Carol Stream.
11 1110 Mill Court. I'm here as a private citizen
12 and not as a candidate for state representative
13 in this area. What I would really like to let
14 Ashton Gardens know is I feel like you need to
15 have more empathy for the people here. They have
16 to live with this. I'm a member of the Carol
17 Stream Chamber of Commerce. I have my own
18 business for 13 years. I've very pro business.
19 I understand, but I feel Ashton Gardens really
20 needs to listen and work with the residents
21 rather than argue on all the logical points, so
22 that's all I have to say.

23 (Applause from audience.)

24 MR. PLONCZYNSKI: Robert Paszta.

1 MR. PASZTA: Good evening, Chairman,
2 Commissioners. Robert Paszta, 421 Deanna Drive.
3 After listening to the presentation tonight, I
4 feel more informed, but still have three specific
5 concerns that, I think, the commission should
6 consider.

7 First is parking. I know they've got an
8 overflow lot. I've heard parking addressed, but
9 I think the neighborhood would be put somewhat at
10 ease if the Village proactively put no banquet
11 parking signs on all the streets in the
12 neighborhood. I think -- nobody likes to take a
13 shuttle. I wouldn't take a shuttle. I'd
14 probably park on my street too, so I think that
15 should be considered and done in the event this
16 is approved.

17 Second, and this is something I just --
18 was brought to my attention today, but with the
19 entrance on Devon being right in/right out,
20 people coming from the Elgin O'Hare are going to
21 have to turn around somewhere. You can't come in
22 that way, so they're going to be forced to either
23 come in through the Prospect Street entrance or
24 cut through the neighborhood to go around and

1 make the right-hand turn in. I'm not sure if
2 that was considered in the traffic study what the
3 impact on Lido Trail would be, but I think that
4 needs to be looked at if it hasn't already.

5 The last concern is with overserved
6 individuals leaving the facility. I know we've
7 got security guards on staff, and I've heard a
8 lot about standard operating procedures, but
9 those specifics haven't been discussed; and I
10 don't know if that's something that has been
11 provided previously, but I don't know under what
12 authority those security guards have to stop an
13 individual who's been overserved from backing
14 into a fence, leaving the facility under the
15 influence, but I know other villages have
16 ordinances that require for every hundred people
17 you have to have a cop on the property at the
18 expense of the hall. I don't know if that's been
19 considered or discussed, but I think there is a
20 legitimate concern about people being able to
21 leave the property after being under the
22 influence. That was all I had.

23 CHAIRMAN LEMBERG: Thank you.

24 (Applause from audience.)

1 MR. PLONCZYNSKI: Roy and Pam Hunt.

2 MR. HUNT: Good evening. Roy and my wife,
3 Pam, is over there. She's right here. Hunt.
4 442 Hillandale, down the street there, and we
5 just want to point out that, you know, the
6 location that's surrounded by families with a
7 regular routine where lights go out 9:00, 10:00
8 and it's not -- you know, just doesn't seem
9 right, and there is properties nearby that are
10 wide open fields for sale that, you know, could
11 be done. You haven't presented any testimonials,
12 although you've mentioned them, of other places
13 that had no complaints or good things to say as
14 far as I heard. You said 15 -- 10 to 15 percent
15 of people will be coming from out of town. That
16 leaves us with 85 to 90 percent of the people
17 will be coming from nearby towns or Bartlett, I
18 guess. It's progress for a lot of people, but it
19 seems like it would digress our immediate
20 neighborhood. The property is zoned commercially,
21 right, with -- isn't there different commercial
22 zones? Like you can't put a dump -- a garbage
23 pit there, right? You can't put just anything.
24 Isn't this a special -- isn't this outside of

1 what it was zoned for? No, it's not. That's all
2 I got.

3 CHAIRMAN LEMBERG: Thank you.

4 MR. PLONCZYNSKI: Karen Widlacki.

5 MS. WIDLACKI: Karen Widlacki, 128 Wilcox
6 Drive. I have three questions and you have great
7 reviews online. I'm not opposed to you coming to
8 the Village at all. I think there are better
9 locations for you.

10 First question, you had mentioned that you
11 had 40 employees or you were looking at 40
12 employees with about \$400,000 in salaries paid to
13 those employees and then you said full event 26
14 employees, so that's an average about \$17,000 of
15 payroll a year per employee, so is the majority
16 of your employees part-time employees then?
17 What's your full-time staff that you're going to
18 add to the Village?

19 MR. SCHREIBER: Yeah, about half are full
20 time, half are part time because we have events
21 three days a week, so the service staff,
22 bartenders, you know, certain culinary employees
23 will be part time, meaning 30 plus or minus
24 hours.

1 MS. WIDLACKI: Okay. Is your pay for the part
2 time, obviously, at base minimum wage?

3 MR. SCHREIBER: No, it's a lot more.

4 MS. WIDLACKI: Okay. And then you mentioned
5 at the back of your building that the only
6 lighting is for dumpsters. However, if you're
7 bringing your own DJ in, they're expected to load
8 their equipment after the event in the dark?

9 MR. SCHREIBER: No. The light at the dumpster
10 will give limited lighting in that area back
11 there. They'll pretty much -- at the end of an
12 event, they'll pretty much unload out from the
13 side door, as you see one of the two side doors.

14 MS. WIDLACKI: Can you highlight where those
15 doors are?

16 MR. SCHREIBER: He'll come in and out of here,
17 actually.

18 MS. WIDLACKI: Okay. And then their equipment
19 will be loaded at the front of the building or
20 back?

21 MR. SCHREIBER: Possibly in the front depending
22 on -- you know earlier in the day, more than
23 likely in the back, but, you know, it could be --

24 MS. WIDLACKI: But there is no sidewalk going

1 to the side doors, correct?

2 MR. SCHREIBER: There is here. There is an
3 entrance here, so it depends on the time of the
4 event, if it's day or nighttime, and what's going
5 on. You know, for the most, they'll approach
6 from the sides.

7 MS. WIDLACKI: Okay. And the third thing, I
8 am a licensed realtor and have been for 15 years.
9 When you brought up the study of the property
10 values surrounding your other properties, that's
11 somewhat obsolescent because -- for a reason.
12 Did you do property studies going further out, as
13 the other lady mentioned? What is the property
14 impact throughout the community a half mile out?
15 Have you looked at that in our other locations?

16 MR. SCHREIBER: We haven't.

17 MS. WIDLACKI: Okay. That was my questions.

18 CHAIRMAN LEMBERG: Thank you.

19 MR. PLONCZYNSKI: Okay. William Berg.

20 (Applause from audience.)

21 MR. BERG: Good evening. I'm William Berg. I
22 live at 137 Amherst Drive in Bartlett. Welcome
23 to Bartlett, Mr. Schreiber.

24 MR. SCHREIBER: Yeah, thanks.

1 MR. BERG: I've lived in Bartlett since 1984.
2 Lived in the area since 1965. Seen it go from a
3 small town up to what it is today, and I've also
4 seen a lot of businesses come and go. When they
5 developed the downtown area and built La Dolce
6 Vita and Antonio told me how much money he had
7 invested in that place, I felt like telling him
8 take your money that you have and run now because
9 I'll tell you one thing, the reason there is no
10 high-end restaurants in Bartlett is because the
11 people don't support it and that's just the way
12 it is. If your person testified that they have
13 their -- they would love to have their wedding in
14 Bartlett, but they couldn't afford Bartlett
15 Hills, they can't afford you. So my concern is
16 you build this facility, everything is great, you
17 fail, you move out, what's left? We have who
18 knows who going to come and take it over; and
19 maybe in addition to, you know, weddings, they're
20 going to have bachelor parties or they're going
21 to have something else going on there; and before
22 you know it, we have another albatross in the
23 city that sit there and do nothing but take tax
24 revenue away from the other facilities that we

1 support, so as a businessman to businessman, I
2 would say cut your losses and leave town.

3 (Applause from audience.)

4 MR. SCHREIBER: Yeah, thanks a lot. All I can
5 tell you is that we don't build in Bartlett, we
6 don't build in Sugar Hill, Georgia, we don't
7 build in Corinth, Texas, to make an investment
8 like this to have all of our business come from
9 40-, 50- or 60,000 local residents. Our draw,
10 our population draw, for location like this is
11 upwards of two and a half million people. We do
12 that homework. You know, what happens if we go
13 out of business? Gosh, I don't want to think
14 about it. We haven't yet. We think we have a
15 good business model, but we're -- again, we're
16 not -- we hope we get some business from Bartlett;
17 and by the way, you all get neighborhood family
18 deals, but, you know, the draw is really a much
19 bigger target than here, so --

20 CHAIRMAN LEMBERG: Thank you. Jim.

21 MR. PLONCZYNSKI: Luke Muczydlewski.

22 MR. MUCZYDLEWSKI: Good evening. Luke
23 Muczydlewski, 622 Lido Terrace West. Can you
24 please bring up that other view we had, that

1 aerial that covered a broader area? I live just
2 diagonal across from there on Lido. My fiancée
3 and I, we moved in there six months ago. Great
4 community. Great neighborhood.

5 And my question is little bit broader
6 approach probably more to the board than
7 Mr. Schreiber here. Why are we trying to put a
8 commercial whatever in that spot? If you look at
9 that picture there, do you want -- if you look 5,
10 10, 15 years down the line, do you want this
11 picture to look more like the top where we have
12 an underperforming plaza on the right side, we
13 have a factory on the left side, another plaza
14 down the street that's underperforming, or do we
15 want it to look more like the bottom where there
16 is a community there and there's homes there.

17 (Applause from audience.)

18 MR. MUCZYDLEWSKI: I've been here for six
19 months in this neighborhood and it's a confused
20 neighborhood. You just take a look at that
21 picture. So where are we taking this? This is
22 the picture here. That's the big question, and I
23 think Mr. Schreiber made a great case why this is
24 a great location for him, but a horrible case why

1 it's a good location for the neighborhood and for
2 the Village.

3 (Applause from audience.)

4 CHAIRMAN LEMBERG: Jim, do we have another?

5 MR. PLONCZYNSKI: That was the last one.

6 There is no more.

7 CHAIRMAN LEMBERG: That's it. Okay. All
8 right. Close the public hearing.

9 Commissioners, have any other questions or
10 comments for the petitioner or staff?

11 MR. A. HOPKINS: I have a question -- I have a
12 question for staff. Roberta, you know, with
13 their private security, what can their private
14 security do? Can they direct traffic? Can they
15 issue parking tickets? Can they do anything on
16 the public right-of-way?

17 MS. GRILL: I don't believe so.

18 MR. A. HOPKINS: Okay. That's what I thought.
19 I just wanted to get that in the minutes.

20 MS. GRILL: Although, I take that back. Well,
21 no. Our police officers actually direct traffic
22 in the public right-of-way. These would be
23 privately -- private officers, off-duty, that
24 type of thing, so I don't think so.

1 MR. A. HOPKINS: And if there is that traffic
2 control needed, is that something that, again,
3 would be paid for by the taxpayers, not by that
4 event?

5 MS. GRILL: What do you do in your other
6 communities?

7 MR. SCHREIBER: We don't -- we haven't had a
8 need to direct traffic, but if the need came up,
9 we would be -- well, the -- I'm not sure how the
10 Village would handle it, but we can't pay police
11 officers to work for Ashton gardens, so I'm not
12 sure how that would work, but --

13 MS. GRILL: Typically, what -- we have other
14 churches in town and BAPS has done traffic
15 control with our police officers and I believe
16 they pay.

17 MR. A. HOPKINS: Okay. Thank you.

18 MR. SCHREIBER: We would be happy to cover the
19 cost.

20 MR. RIDENOUR: What traffic control are you
21 talking about?

22 MR. A. HOPKINS: Just in case there was a
23 need. If they had a wedding of, you know, 300
24 people, but it was at an off time, maybe it's

1 going to start at 2:00 and end by 8:00. I mean,
2 we can't guarantee that all the weddings are the
3 same time and always going to be.

4 MR. RIDENOUR: So you brought this up earlier
5 as far as the lot filling up. You will have an
6 officer out there who will realize that the lot
7 is filling up, is that correct, and at that point
8 you will direct them to your overflow lot?

9 MR. SCHREIBER: Part of the job is to direct
10 traffic and manage the parking, yes.

11 MR. RIDENOUR: Okay. I don't have a problem
12 with the signs on the residential streets, that's
13 for sure, but I think the parking is probably, in
14 my opinion, controlled. How often do you have
15 300 people? You said that one.

16 MR. SCHREIBER: 15 times a year in our larger
17 facility in Dallas -- excuse me -- in Atlanta.
18 That was last year 15 times 250 and up.

19 MR. RIDENOUR: According to -- tell me again
20 the parking ratio. If we have 300, how many
21 spaces do we typically need?

22 MS. GRILL: The calculation is 30 percent of
23 capacity.

24 MR. RIDENOUR: So that would be 100?

1 MS. GRILL: 300 is -- no.

2 MR. RIDENOUR: A third of 300 would be 100
3 spaces, would that be the calculation here?

4 MS. GRILL: Yes, and it came out to -- 333 was
5 99 spaces, that's what staff --

6 MR. RIDENOUR: How many spaces do you have?

7 MR. SCHREIBER: We'll have 185 available.

8 MR. RIDENOUR: Okay. All right.

9 CHAIRMAN LEMBERG: Anyone else? We will be
10 looking for a motion for approval of the
11 petitioner's request subject to the following
12 conditions and findings of fact for
13 preliminary/final PUD plan and special uses:
14 A, planned unit development, PUD;
15 B, reception/banquet hall, a place of assembly;
16 C, the serving of liquor; and, D, building height.

17 MR. MIASO: So moved.

18 CHAIRMAN LEMBERG: There is a motion. Is
19 there a second?

20 MR. A. HOPKINS: Second.

21 CHAIRMAN LEMBERG: Discussion?

22 MR. RIDENOUR: I would like to consider tabling
23 this and gather a little bit more information.

24 MR. PLONCZYNSKI: You can't do a table once

1 there is a motion made.

2 MR. RIDENOUR: What?

3 MR. PLONCZYNSKI: You've already made your
4 motion and second.

5 MR. RIDENOUR: We would have to cancel that
6 vote.

7 MR. PLONCZYNSKI: You would have to vote on
8 the motion on the -- that is in front of you.

9 CHAIRMAN LEMBERG: You need more information
10 for what?

11 MR. RIDENOUR: I'd like to have a little more
12 information on the police reports that someone
13 brought up with regard to --

14 MR. PLONCZYNSKI: Those police reports were
15 not Bartlett police reports. Those were another
16 town.

17 MR. RIDENOUR: I understand that, but I would
18 like to gather that information that we have from
19 our town. We don't have anything from our town.

20 MS. GRILL: Could you be more specific?
21 Police reports from what entity?

22 MR. RIDENOUR: I would like to -- you've got
23 an item there. I would like to have some items
24 from the Bartlett Police Department with regard

1 to our facilities.

2 MS. GRILL: Bartlett Hills?

3 MR. RIDENOUR: Bartlett Hills, Villa Olivia.

4 I don't think the park district is big enough.

5 MR. PLONCZYNSKI: You do have a motion that
6 you have to vote on. It's already been made and
7 seconded. Asking for additional information is
8 fine, but you still have to vote on your motion.

9 MR. RIDENOUR: Do we have to vote tonight?

10 MR. PLONCZYNSKI: Yes. You already made the
11 motion and seconded it. You have to vote tonight.

12 CHAIRMAN LEMBERG: Okay. Further discussion?

13 MR. A. HOPKINS: You know, I agree. I would
14 like to have that additional information --

15 (Applause from audience.)

16 MR. A. HOPKINS: Hang on. Hang on. You know,
17 I do feel that there's -- there's not going to be
18 the problems that maybe the Seville has.

19 MR. RIDENOUR: I agree with you. It may not
20 be there at all, but I would like to know.

21 Can we withdraw our motion and second?

22 Can we withdraw our second first and then withdraw
23 our motion?

24 MR. PLONCZYNSKI: Yeah, you can withdraw that

1 motion, but it has to be the person who made the
2 motion has to withdraw his motion, the person who
3 did the second has to withdraw theirs, and tabling
4 it would not be the right thing to do. Continuing
5 the public hearing would be appropriate, but you
6 closed the public hearing already.

7 CHAIRMAN LEMBERG: Okay. We have a motion and
8 a second.

9 MR. A. HOPKINS: Let me finish the discussion.
10 I know we have the motion and second here. Again,
11 my concern with this -- I think it's a great
12 facility. I'm not concerned with the possibility
13 of public safety issues. I'm not concerned with
14 the noise. I don't think that's going to be a
15 big issue.

16 My issue is the parking and Devon,
17 Prospect, and Ontarioville Road, which Devon out
18 that way, it's not meant for this type of
19 increased traffic out that way. There is not
20 enough --

21 (Applause from audience.)

22 MR. A. HOPKINS: I think the bigger concern
23 for the residents, and I hope they would voice
24 their concern to the county, is the number of

1 dump trucks and semi trucks that go down that
2 way. I run down that way all the time and I
3 don't like looking at an empty lot, that's for
4 sure. I would like to see something there, but I
5 think, you know, the time and energy should be
6 spent at the county level getting that changed
7 because those are definitely alternate routes
8 they could be taking, but, again, my concern is I
9 don't think Devon, which is a county road, and
10 Prospect is built up for this type of increased
11 traffic and, again, the parking issues that could
12 definitely arise and people missing the turn at
13 Prospect and going down and cutting through that
14 area to get back to the facility.

15 CHAIRMAN LEMBERG: Okay. There is a motion
16 and second. Secretary call the roll.

17 MR. RIDENOUR: Wait a minute. We're not done
18 with discussion yet.

19 MR. PLONCZYNSKI: Your chairman is calling for
20 us to do the vote. You don't -- he's ended the
21 discussion.

22 MR. RIDENOUR: All right.

23 CHAIRMAN LEMBERG. Calling for a vote.

24 MR. RIDENOUR: All right. Go.

1 MR. PLONCZYNSKI: John Miaso.

2 MR. MIASO: Yes.

3 MR. PLONCZYNSKI: Austin Hopkins.

4 MR. A. HOPKINS: No.

5 MR. PLONCZYNSKI: Tim Ridenour.

6 MR. RIDENOUR: Yes.

7 MR. PLONCZYNSKI: Jack Allen.

8 MR. ALLEN: Yes.

9 MR. PLONCZYNSKI: Tom Connor.

10 MR. CONNOR: Yes.

11 MR. PLONCZYNSKI: Mark Hopkins.

12 MR. M. HOPKINS: Yes.

13 MR. PLONCZYNSKI: Jim Lemberg.

14 Sorry. The motion carried.

15 CHAIRMAN LEMBERG: Motion carried. Thank you.

16 Good luck.

17 Okay. We still have future business, so
18 if anyone has any comments, take it out into the
19 hallway please or into the parking lot.

20 Can we take it out into the hallway,
21 please?

22 MR. PLONCZYNSKI: The meeting is still going
23 on, folks. If you can go out in the hall. Thank
24 you.

1 CHAIRMAN LEMBERG: Okay. Next item on our
2 agenda is old business/new business.

3 MR. PLONCZYNSKI: I don't think we have much
4 in the way of old business, other than to tell
5 you that Jerry Kallas has expressed a desire to
6 return to the ranks of the plan commission and
7 hopefully by next month we'll be able to do it
8 through the use of the video camera and phone,
9 which we have the hook up. Unfortunately, he
10 couldn't join us tonight. He was close to it,
11 but didn't work out for him; and in terms of new
12 business, we probably won't have a meeting next
13 month. I'm not sure. There is nothing really in
14 the pipeline. You pretty much reviewed and
15 approved everything so far, so right now we don't
16 know if we have a meeting next month unless we
17 get another project, but you've gone through all
18 your industrial and subdivision, so right now
19 it's on hold. We'll see.

20 MR. CONNOR: Jim, if I could just say thank
21 you for the gift and card.

22 MR. PLONCZYNSKI: You're welcome.

23 CHAIRMAN LEMBERG: Anyone else have any
24 questions, comments?

1 Motion to adjourn.

2 MR. MIASO: So moved.

3 MR. CONNOR: Second.

4 CHAIRMAN LEMBERG: All in favor.

5 (Ayes were heard.)

6 (Which were all proceedings
7 had at the hearing of the
8 above-entitled cause.)

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

3

4

5 I, LYNN M. EVANS, CSR, No. 084-003473, a
6 Notary Public in and for the County of DuPage,
7 State of Illinois, do hereby certify that LYNN M.
8 EVANS, C.S.R., reported in shorthand the
9 proceedings had and the testimony taken at the
10 public hearing of the above-entitled cause, and
11 that foregoing transcript is a true, correct, and
12 complete report of the entire testimony so taken
13 at the time and place hereinabove set forth.

14

15

16


LYNN M. EVANS

17

18

19 My Commission Expires:
20 May 20, 2017

21

22

23

24

RECEIVED
COMMUNITY DEVELOPMENT

AUG 02 2016

VILLAGE OF
BARTLETT

RICK CHAFFIN
CITY MANAGER
CITY OF CORINTH



3300 CORINTH PKWY
CORINTH, TEXAS 76208
940-498-3200

To Whom It May Concern,

On behalf of the City of Corinth, Texas it is my pleasure to recommend Ashton Gardens as a premier venue for your community.

Ashton Gardens is an asset to the community and has been a model corporate citizen in Corinth since it opened. In addition to attracting a significant amount of visitors and corporate business to Corinth each year, Ashton Gardens has also been the preferred location of many of the City's special events including the annual Police and Fire Banquet, as well as the first annual City Volunteer Appreciation Dinner in October of 2015.

The City of Corinth is fortunate to be the home of a truly unique venue like Ashton Gardens. Please feel free to contact me if you have any questions or need additional information.

Best Regards,

Rick Chaffin
City Manager
City of Corinth





RECEIVED
COMMUNITY DEVELOPMENT

AUG 02 2016

VILLAGE OF
BARTLETT

August 7, 2015

To Whom It May Concern:

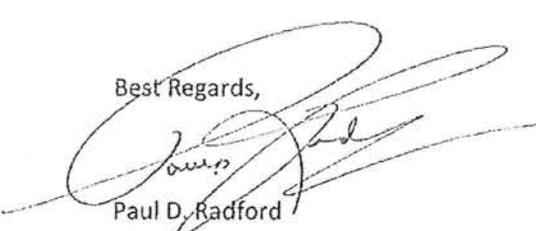
The City of Sugar Hill is proud to be home to Ashton Gardens Atlanta. Since they opened their doors in Sugar Hill in 2012 less than a mile from our downtown, they have been an ever-present member of the Sugar Hill community as well as the greater Gwinnett County area. Their elegant facility and calm and serene scenery creates a hidden gem in our flourishing suburb of Atlanta. Voted Best of Gwinnett in 2013 and The Knot's Best of Weddings from 2008 to 2013, Ashton Gardens is a jewel of our community.

We share common goals of excellence in customer service and world-class facilities. The leadership of the facility in Sugar Hill as well as President Brad Schreiber in Houston has been accessible and responsive. They are a great corporate and community partner, serving as a sponsor and participant in our "Sweet Life Concert Series" and other downtown events.

Ashton Gardens Atlanta hosts over 300 upscale weddings and functions per year, bringing in literally thousands of new guests through their doors every year. The City has experienced a significant positive economic impact thanks to the presence of Ashton Gardens. In fact, we are looking for ways to attract the interest of a hotel developer to capture the 1200-1500 hotel night stays created by their wedding events every year.

As city manager of Sugar Hill, I would highly recommend Ashton Gardens to any community fortunate to have them considering the siting of a new facility in their community. Their facility would add significant value to any community landscape.

Best Regards,



Paul D. Radford
City Manager

C: Mr. Brad Schreiber, President
Ashton Gardens

5039 West Broad Street • Sugar Hill, GA 30518 • 770-945-6716 • 770-945-0281 Fax
www.cityofsugarhill.com

INVERNESS FOREST HOME OWNER'S ASSOCIATION

RECEIVED
COMMUNITY DEVELOPMENT

AUG 02 2016

VILLAGE OF
BARTLETT

7/22/16

To Whom It May Concern:

I am the President of the Inverness Forest Home Owner's Association. The purpose of this correspondence is to give support and a recommendation for the Ashton Gardens Corporation.

Since the completion over ten years ago, of the Ashton Gardens facility located at 21919 Inverness Forest Blvd., we have had a good neighboring relationship with this company.

Ashton Gardens has always been respectful of the residents in our community. At no time have there been complaints of loud music, alcoholic related activities, or any type of criminal behavior. Ashton Gardens has never caused an issue related to parking or deliveries for our subdivision. The company has utilized their own private drive for all traffic traveling in and out of the facility during hours of operation.

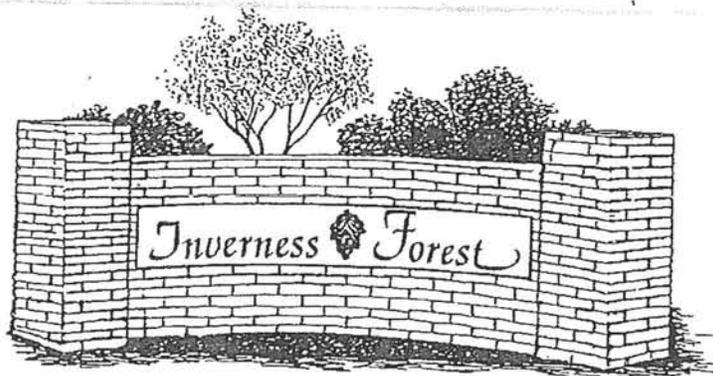
Management has always maintained a clean and well-manicured property. We are happy to have a good partnership with the Ashton Gardens Corporation and would recommend this company as a neighbor.

Sincerely,



Delight Flanagan

President, Inverness Forest Home Owner's Association



Oakmont Country Club Property Owners Association
c/o Vision Communities Management, Inc.
6305 Preston Road, Suite 900
Plano, Texas 75024 ~ 972-612-2303

RECEIVED
COMMUNITY DEVELOPMENT

AUG 02 2016

VILLAGE OF
BARTLETT

August 1, 2016
Re: Ashton Gardens

To Whom It May Concern,

The Oakmont Country Club Estates Property Owners Association is writing to relay our recommendation for Ashton Gardens to be granted building rights for a facility in your area. The Ashton Gardens venue in Denton Texas sits on the right side of the main entrance to our neighborhood, Oakmont Country Club Estates.

Ashton Gardens has been a good neighbor to our community in many ways, one example of such was their willingness to allow our community to host one of our Annual Meetings at their venue. The space was comfortable, ample to accommodate our number of guests, clean and welcoming.

We have never experienced any loud noise issues or complaints from our residents about any parties or events held in the venue, similarly we have never had any issues or complaints with the Ashton Gardens Staff. The property is always well maintained, clean and attractive to passerby's. Ashton Gardens Management and Staff has always been respectful to us and our residents.

Please do not hesitate to contact us regarding this correspondence,

Amber Anderson
Chief Financial Officer / Owners
Vision Communities Management, Inc.
On behalf of the Oakmont POA Board of Directors
Email: amber@vcmtexas.com

RECEIVED
COMMUNITY DEVELOPMENT

AUG 02 2016

VILLAGE OF
BARTLETT



July 26, 2016

The Village of Bartlett Board of Trustees
228 S. Main St.
Bartlett, Illinois 60103

Dear Board of Trustees,

First off I would like to start off by introducing myself. I am Lieutenant Jimmie Gregg and I have been in law enforcement for approximately 19 years and have served 17 of those years here in the City of Corinth. I have overseen the security operations at Ashton Gardens since 2010. I can tell you Ashton Gardens is a top notch business and the City of Corinth is lucky to have such an establishment. Ashton Gardens opened their doors in 2009 and have been wonderful neighbors to the adjacent neighborhood, Oakmont, ever since. Ashton Gardens is very respectful of its neighbors as they have many constraints on nuisance type issues such as deliveries, activities in the parking lot, and loud music, just to name a few. The property at Ashton Gardens is always clean and well kept. In the seven years they have been open the police department has not experienced an increase in alcohol related issues at the property or in any of the adjacent areas. Please feel free to contact me directly for any further questions you may have about Ashton Gardens.

Sincerely,

A handwritten signature in black ink, appearing to be 'Jimmie Gregg', with the number '11210' written next to it.

Lieutenant Jimmie Gregg

Debra Walthall
Chief of Police

Corinth Police Department
2003 S. Corinth Street
Corinth, Texas 76210

Phone: (940) 498-2017
Fax: (940) 498-4509

INCIDENTS AT BARTLETT HILLS COUNTRY CLUB: 01/01/2014 - 07/31/16

IOR	IncidentNo	Occurred From Date	LocattonAddress	LocationName	UCRCode	UCR Description
IOR	1402221004999	2/21/2014	800 W ONEIDA AVENUE	BARTLETI HILLS COUNTRY CLUB	1320	Criminal Damage to Vehicle
IOR	140917026590	9/17/2014	800 W ONEIDA AVENUE	BARTLITT HILLS COUNTRY CLUB	0810	Over \$300
IOR	151027027902	10/27/2015	800 W ONEIDA AVENUE	BARTLITT HILLS	7762	TRAFFIC CRASH - PRIVATE PROPERTY
IOR	160411009114	4/11/2016	800 W ONEIDA AVENUE	BARTLITT HILLS	7381	Stray Dog
IOR	141001028087	10/1/2014	800 W ONEIDA AVENUE	BARTLITT HILLS GOLF CLUB	0810	Over \$300
IOR	140508012881	3/1/2014	800 W ONEIDA AVENUE	BARTLITT HILLS GOLF COURSE	1110	Deceptive Practices
IOR	160520013068	5/20/2016	800 W ONEIDA AVENUE	BARTLETI HILLS GOLF COURSE	7762	TRAFFIC CRASH - PRIVATE PROPERTY
IOR	160203003131	2/3/2016	800 W ONEIDA AVENUE	BARTLITT HILLS GOLF CLUB	7254	Citizen Assist

INCIDENTS AT VILLA OLIVIA: 01/01/2014 - 07/31/16

IOR	Incident No	Occurred From Date	LocationAddress	LocationName	UCRLiteral
IOR	160625016994	6/24/2016	1401 W LAKE STREET	VILLA OLIVIA	Criminal Damage to Government Supported Property
IOR	140207003711	2/7/2014	1401 W LAKE STREET	VILLA OLIVIA	Suspicious Person
IOR	160214004111	2/14/2016	1401 LAKE STREET	VILLA OLIVIA	Citizen Assist

SEVILLE

IOR	14-00451	01-11-2014	700 S BARRINGTON RD			7280 - Other Public Service Non-Specific	LOCATION	
IOR	14-01035	01-28-2014	700 S BARRINGTON RD			0820 - Under \$300	LOCATION	
IOR	14-02002	02-21-2014	700 S BARRINGTON RD			7364 - Dispute Non-Specific	LOCATION	
IOR	14-02495	03-07-2014	700 S BARRINGTON RD			7250 - Person Down Sick or Injured	LOCATION	
IOR	14-02696	03-12-2014	700 S BARRINGTON RD			7250 - Person Down Sick or Injured	LOCATION	
IOR	14-02713	03-08-2014	700 S BARRINGTON RD			7413 - Lost Article	LOCATION	
IOR	14-04250	04-19-2014	700 S BARRINGTON RD	SEVILLE		7365 - Intoxicated Subject	LOCATION	
IOR	14-05474	05-16-2014	700 S BARRINGTON RD			7250 - Person Down Sick or Injured	COMPLAINANT (PER	
IOR	14-05474	05-16-2014	700 S BARRINGTON RD			7250 - Person Down Sick or Injured	LOCATION	
IOR	14-05564	05-18-2014	700 S BARRINGTON RD	THE SEVILLE		7250 - Person Down Sick or Injured	LOCATION	
IOR	14-06277	06-01-2014	700 S BARRINGTON			0820 - Under \$300	WITNESS	
IOR	14-06277	06-01-2014	700 S BARRINGTON			0820 - Under \$300	COMPLAINANT (PER	
IOR	14-06277	06-01-2014	700 S BARRINGTON RD	SEVILLE		0820 - Under \$300	LOCATION	
IOR	14-06277	06-01-2014	700 S BARRINGTON			0820 - Under \$300	WITNESS	
IOR	14-07690	06-29-2014	700 S BARRINGTON RD			7350 - Domestic Trouble	LOCATION	
IOR	14-07897	07-03-2014	700 S BARRINGTON RD			7250 - Person Down Sick or Injured	LOCATION	
IOR	14-08126		700 S BARRINGTON RD			7314 - Alarm (Burglary/Robbery)	LOCATION	
IOR	14-10143	08-18-2014	700 S BARRINGTON RD			7350 - Domestic Trouble	REPORTING PERSON	
IOR	14-10143	08-18-2014	700 S BARRINGTON RD	THE SEVILLE		7350 - Domestic Trouble	LOCATION	
IOR	14-12454	10-04-2014	700 S BARRINGTON RD	SEVILLE		7250 - Person Down Sick or Injured	LOCATION	
IOR	14-12454	10-04-2014	700 S BARRINGTON			7250 - Person Down Sick or Injured	COMPLAINANT (PER	
IOR	14-14259	11-14-2014	700 S BARRINGTON RD	SEVILLE		7250 - Person Down Sick or Injured	LOCATION	
IOR	14-14619	11-21-2014	700 S BARRINGTON RD	THE SEVILLE		7250 - Person Down Sick or Injured	LOCATION	
IOR	14-14971	11-30-2014	700 S BARRINGTON RD	THE SEVILLE		7250 - Person Down Sick or Injured	LOCATION	
IOR	14-15534	12-14-2014	700 S BARRINGTON RD			7350 - Domestic Trouble	LOCATION	
IOR	15-00715	01-18-2015	700 S BARRINGTON RD			7350 - Domestic Trouble	LOCATION	
IOR	15-03450	04-02-2015	700 S BARRINGTON RD	SEVILLE		0486 - Domestic	LOCATION	
IOR	15-03496	04-03-2015	700 S BARRINGTON RD			7250 - Person Down Sick or Injured	LOCATION	
IOR	15-04408	04-26-2015	700 S BARRINGTON RD	SEVILLE		7254 - Citizen Assist	REPORTING PERSON	
IOR	15-04408	04-26-2015	700 S BARRINGTON RD	SEVILLE		7254 - Citizen Assist	LOCATION	
IOR	15-04728	05-02-2015	700 S BARRINGTON RD	HALL		7365 - Intoxicated Subject	LOCATION	
IOR	15-05011	05-09-2015	700 S BARRINGTON RD	THE SEVILLE		7363 - Disturbance Non-Specific	LOCATION	
IOR	15-05011	05-09-2015	700 S BARRINGTON RD			7363 - Disturbance Non-Specific	BUSINESS OF OCCU	
IOR	15-06685	06-14-2015	700 S BARRINGTON RD			7367 - Unwanted Subject	LOCATION	
IOR	15-07611	07-05-2015	700 S BARRINGTON RD			7250 - Person Down Sick or Injured	LOCATION	
IOR	15-08225	07-18-2015	700 S BARRINGTON RD			1360 - Criminal Trespass to Vehicle	LOCATION	
IOR	15-08225	07-18-2015	700 S BARRINGTON RD			1360 - Criminal Trespass to Vehicle	COMPLAINANT (PER	

IOR	15-08557	07-26-2015	700 S BARRINGTON RD	SEVILLE	LOCATION	7385 - Intoxicated Subject
IOR	15-09505	08-16-2015	700 S BARRINGTON RD	SEVILLE	LOCATION	7363 - Disturbance Non-Specific
IOR	15-09505	08-16-2015	700 S BARRINGTON RD		BUSINESS OF OCCU	7363 - Disturbance Non-Specific
IOR	15-09510	08-16-2015	700 S BARRINGTON RD		LOCATION	7230 - Lock-Out Assist
IOR	15-09511	08-16-2015	700 S BARRINGTON RD	SEVILLE	LOCATION	7374 - Accidental Damage to Property
IOR	15-10804	09-12-2015	700 S BARRINGTON RD	THE SEVILLE	LOCATION	7350 - Domestic Trouble
IOR	15-11380	09-24-2015	700 S BARRINGTON RD	PARKING LOT	LOCATION	0488 - Aggravated Domestic Battery
IOR	15-11894	10-05-2015	700 S BARRINGTON RD		LOCATION	7230 - Lock-Out Assist
IOR	15-12832	10-25-2015	700 S BARRINGTON RD		LOCATION	7365 - Intoxicated Subject
IOR	15-13048	10-31-2015	700 S BARRINGTON RD		WITNESS	7363 - Disturbance Non-Specific
IOR	15-13048	10-31-2015	700 S BARRINGTON RD		LOCATION	7363 - Disturbance Non-Specific
IOR	15-13134	11-01-2015	700 S BARRINGTON RD	PARKING LOT	LOCATION	7365 - Intoxicated Subject
IOR	15-13134	11-01-2015	700 S BARRINGTON RD		COMPLAINANT (PER	7365 - Intoxicated Subject
IOR	15-13477	11-08-2015	700 S BARRINGTON RD		LOCATION	7250 - Person Down Sick or Injured
IOR	15-14090	11-20-2015	700 S BARRINGTON RD	SEVILLE	LOCATION	1220 - Theft of Lost or Mislaid Property
IOR	15-14110	11-23-2015	700 S BARRINGTON RD	SEVILLE	LOCATION	0460 - Simple
IOR	15-15491	12-27-2015	700 S BARRINGTON RD		LOCATION	7314 - Alarm (Burglary/Robbery)
IOR	15-15491	12-27-2015	700 S BARRINGTON RD		COMPLAINANT (PER	7314 - Alarm (Burglary/Robbery)
IOR	16-00005	01-01-2016	700 S BARRINGTON RD		REPORTING PERSON	7367 - Unwanted Subject
IOR	16-00005	01-01-2016	700 S BARRINGTON RD		LOCATION	7367 - Unwanted Subject
IOR	16-00328	01-10-2016	700 S BARRINGTON RD	THE SEVILLE	LOCATION	7363 - Disturbance Non-Specific
IOR	16-00328	01-10-2016	700 S BARRINGTON RD		EMPLOYEE OR OFFI	7363 - Disturbance Non-Specific
IOR	16-01175	01-31-2016	700 S BARRINGTON RD	BUSINESS	LOCATION	7365 - Intoxicated Subject
IOR	16-02761	03-11-2016	700 S BARRINGTON RD	SEVILLE	LOCATION	0460 - Simple
IOR	16-02762	03-11-2016	700 S BARRINGTON RD	SEVILLE	LOCATION	0460 - Simple
IOR	16-02815	03-13-2016	700 S BARRINGTON RD		LOCATION	7367 - Unwanted Subject
IOR	16-03079	03-19-2016	700 S BARRINGTON RD	THE SEVILLE	LOCATION	2890 - Disorderly Conduct - Other (Not Drunk)
IOR	16-03079	03-19-2016	700 S BARRINGTON RD		REPORTING PERSON	2890 - Disorderly Conduct - Other (Not Drunk)
IOR	16-04148	04-15-2016	700 S BARRINGTON RD		LOCATION	1360 - Criminal Trespass to Vehicle
IOR	16-05310	05-13-2016	700 S BARRINGTON RD		LOCATION	7363 - Disturbance Non-Specific
IOR	16-05414	05-15-2016	700 S BARRINGTON RD	THE SEVILLE	LOCATION	0486 - Domestic
IOR	16-05414	05-15-2016	700 S BARRINGTON		WITNESS	0486 - Domestic
IOR	16-05414	05-15-2016	700 S BARRINGTON		WITNESS, REPORTIN	0486 - Domestic
IOR	16-07336	06-25-2016	700 S BARRINGTON RD		LOCATION	7363 - Disturbance Non-Specific
IOR	16-07441	06-25-2016	700 S BARRINGTON RD	SEVILLE	LOCATION	7413 - Lost Article
IOR	16-07645	07-02-2016	700 S BARRINGTON RD	THE SEVILLE	LOCATION	0460 - Simple
IOR	16-07645	07-02-2016	700 S BARRINGTON RD		WITNESS, EMPLOYE	0460 - Simple

IOR	16-07649	07-02-2016	700 S BARRINGTON RD	THE SEVILLE	LOCATION	0910 - Autos
IOR	16-08660	07-23-2016	700 S BARRINGTON RD		LOCATION	0820 - Under \$300



CITY OF HOUSTON

Houston Police Department

Sylvester Turner, Mayor

1200 Travis Houston, Texas 77002-6000 713/308-1600

CITY COUNCIL MEMBERS: Brenda Stardig Jerry Davis Ellen R. Cohen Dwight A. Boykins Dave Martin Steve Le Greg Travis Karla Cisneros Robert Gallegos
Mike Laster Larry V. Green Mike Knox David W. Robinson Michael Kubosh Amanda K. Edwards Jack Christie CITY CONTROLLER: Chris B. Brown

September 6, 2016

Martha I. Montalvo
Acting Chief of Police



Diane Fuentes
228 S. Main Street
Bartlett, IL 60103

Dear Diane Fuentes:

On August 17, 2016, you submitted a public information request for any and all incident/offense reports as well as a list of the call for services for 21919 Inverness Forest Boulevard, Houston, TX 77073 and 18002 Clay Road, Houston, TX 77084 from 1/1/2014 to 7/31/2016. Please be advised that no incidents were found pertaining to 21919 Inverness Forest Boulevard, Houston, TX 77073 from 7/1/2014 to 7/31/2016; and no incidents were found pertaining to 18002 Clay Road, Houston, TX 77084 from 1/1/2014 to 7/31/2016. Enclosed are the responsive documents (1/1/2014 to 6/30/2014) and a copy of the invoice to return with your payment.

Payment must be for the exact amount as the invoice.

Make payment by check/money order made payable to the: **City of Houston**
Mail payment to: **HPD, Public Affairs – ORU, 21st Floor, 1200 Travis, Houston, TX 77002**
Reference payment with **OR# 16-6530**

Quantity	Description	Unit Price	Total
2	8 ½ x 11 pages	\$0.10	\$0.20
1	Postage	\$0.46	\$0.46
TOTAL			\$0.66

Return copy of invoice with your PAYMENT TO:

HPD, Public Affairs – ORU, 21st Floor,
1200 Travis, Houston, TX 77002
713 308-3200 713 308-3260(fax)
Email: hpd.openrecords@houstonpolice.org

Jeffrey C. Monk, Administration Manager
HPD Public Affairs – ORU

jcm:ewe





CFS Call Slip by Incident

62566314N

Date Start	5/20/2014 4:16 PM	Time Received	1616	Assigned UNIT	OFFICER ID
Date End	5/20/2014 4:35 PM	Time Dispatched	1616		
Street Number	21919	Time Arrived	1616		
Street Name	INVERNESS FOREST BLVD	Time Cleared	1635	Disposition	INF
Full Street Name	21919 INVERNESS FOREST BLVD ,HC				
Apartment #		Key Map	332M	Beat	None
Priority of Call	8	Call Type	8112 SELF INI/PATROL		
Reportee Name		Reportee Phone			
Reportee Address					
Business					
Dispatcher Emp #		Dispatcher Term	DEDISP,IADISP		
Call Info	[REDACTED]				





CFS Call Slip by Incident

62566314N





Calls For Service Search by Location

Incidents on the report exclude all Calls that are: Teleserve, Priority 7, Mobility-Response-Team, Patrol-Desk-Unit, Traffic-Stops, Fleet-Events and Assigned-Tasks
 The report only allows searching date range up to 180 days. The report will automatically adjust Start Date if search range is over 180 days

Date Range: 1/1/2014 To 6/30/2014 - Accident Reports are excluded from the list

Inc No. (1)	Unit Cleared	Call Code	Call Description	Priority	Disposition	Call Date	Address #	Street	Apartment #	Full Address	Key Map	Division	District	Beat
62566314	73193	8112	SELF IN/PATROL	8	INF	5/20/2014	21919	INVERNESS FOREST BLVD		21919 INVERNESS FOREST BLVD HC	332M	Unknown	Unknown	None

User: KHOLLAR

CORINTH PD

09/06/2016 16:29:48

Event Report

Event ID: 14-0098246

Call Ref #: 762

Date/Time Received: 05/10/2014 22:34:34

Rept #:	Call Source : SELF	Prime 311 Unit : VENTRCA, CLINTON J	Service Involved			
			LAW			

Location: 2001 ASHTON GARDENS LN				
X-ST: S I 35 E SERV				
POST OAK DR				
Business: ASHTON GARDENS	Phone: (940) 498-4273	Jur: CAD	Service: LAW	Agency: CPD
		St/Beat: CPD2	District: CPD	RA: JP1

Nature: DISTURBANCE	Alarm Lvl: 1	Priority: 2	Medical Priority:
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Caller:	Alarm:	Call Taker: Unit:311
Addr:	Alarm Type:	Console: QRYSRV

Vehicle:	St: TX	Report Only: No	Race:	Sex:	Age:
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Geo-Verified Addr: Yes	Nature Summary Code:	Disposition: N8	Close Comments:
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Notes: Groom was upset about not getting served a beer after the bar shut down. Bride and Groom left without further incident. [05/10/14 23:22:01 Unit:311] (311) CHANGE CALL TO POSS DISTURBANCE / OUT WITH 348 [05/10/14 23:09:21 CMORRISON] 215.88 ft from 2055 ASHTON GARDENS LN [05/10/2014 22:34:34 Unit:311]

Times

Call Received: 05/10/2014 22:34:34	<u>Time From Call Received</u>		
Call Routed: 05/10/2014 22:34:34	000:00:00	Unit Reaction: 000:00:00	(1st Dispatch to 1st Arrive)
Call Take Finished: 05/10/2014 22:34:34	000:00:00	En-Route: : :	(1st Dispatch to 1st En-Route)
1st Dispatch: 05/10/2014 22:34:34	000:00:00 (Time Held):	On-Scene: 000:48:29	(1st Arrive to Last Clear)
1st En-Route:	: :		
1st Arrive: 05/10/2014 22:34:34	000:00:00 (Reaction Time):		
Last Clear: 05/10/2014 23:23:03	000:48:29		

Radio Log

Unit	Empl ID	Type	Description	Time Stamp	Comments	Close Code	User
311	231	D	Dispatched	05/10/2014 22:34:34	Stat/Beat: CPD ;215.88 ft from 2055 ASHTON GARDENS		Unit:311
311	231	A	Arrived	05/10/2014 22:34:34	Stat/Beat: CPD ;215.88 ft from 2055 ASHTON GARDENS		Unit:311
348	418	D	Dispatched	05/10/2014 23:09:30	Out Srv: [OFFD] at ASHTON GARDENS;311		CMORRISON
348	418	A	Arrived	05/10/2014 23:09:30	Out Srv: [OFFD] at ASHTON GARDENS;311		CMORRISON
311	231	C	Cleared	05/10/2014 23:22:06		N8	Unit:311
348	418	C	Cleared	05/10/2014 23:23:03	N8	N8	CMORRISON

Event Log

Unit	Empl ID	Type	Description	Time Stamp	Comments	Close Code	User
		TR	Time Received	05/10/2014 22:34:34	By: SELF		Unit:311
		FIN	Finished Call Taking	05/10/2014 22:34:34			Unit:311
		ARM	Added Remarks	05/10/2014 23:09:21			CMORRISON
		CHG	Changed Nature	05/10/2014 23:09:26	SPECIAL PATROL --> DISTURBANCE		CMORRISON
		RSW	Reset Watchdog Timer	05/10/2014 23:09:34	Units: 311,348 >>> 20Min.		CMORRISON
		ARM	Added Remarks	05/10/2014 23:22:01			Unit:311

User: KHOLLAR **CORINTH PD** 09/07/2016 09:37:29

Event Report

Event ID: **14-0161526** Call Ref #: 480 Date/Time Received: 07/25/2014 22:48:25

Rept #:	Call Source : SELF	Prime Unit : 338 ROBERTS, RACHEL	Service Involved			
			LAW			

Location: **2001 ASHTON GARDENS LN**
S I 35 E SERV
 X-ST: *POST OAK DR*
 Business: ASHTON GARDENS Phone: (940) 498-4273

Jur: CAD Service: LAW Agency: CPD
 St/Beat: CPD2 District: CPD RA: JPI

Nature: **DISORDERLY CONDUCT** Alarm Lvl: 1 Priority: 2 Medical Priority:

Caller: Alarm: Call Taker: Unit:338
 Addr: Phone: Alarm Type: Console: QRYSRV

Vehicle: St: TX Report Only: No Race: Sex: Age:

Geo-Verified Addr: Yes Nature Summary Code: Disposition: N8 Close Comments:

Notes: 342 REQUESTED ASST WITH INTOXICATED MALE [07/25/2014 22:48:25 Unit:338]

Times

		Time From Call Received		
Call Received:	07/25/2014 22:48:25		Unit Reaction:	000:00:00 <i>(1st Dispatch to 1st Arrive)</i>
Call Routed:	07/25/2014 22:48:25	000:00:00	En-Route:	: : <i>(1st Dispatch to 1st En-Route)</i>
Call Take Finished:	07/25/2014 22:48:25	000:00:00	On-Scene:	000:57:28 <i>(1st Arrive to Last Clear)</i>
1st Dispatch:	07/25/2014 22:48:25	000:00:00 <i>(Time Held):</i>		
1st En-Route:		: :		
1st Arrive:	07/25/2014 22:48:25	000:00:00 <i>(Reaction Time):</i>		
Last Clear:	07/25/2014 23:45:53	000:57:28		

Radio Log

Unit	Empl ID	Type	Description	Time Stamp	Comments	Close Code	User
338	523	D	Dispatched	07/25/2014 22:48:25	Stat/Beat: CPD1;342 REQUESTED ASST WITH INTOXICATE		Unit:338
338	523	A	Arrived	07/25/2014 22:48:25	Stat/Beat: CPD1;342 REQUESTED ASST WITH INTOXICATE		Unit:338
338	523	C	Cleared	07/25/2014 23:45:53		N8	Unit:338

Event Log

Unit	Empl ID	Type	Description	Time Stamp	Comments	Close Code	User
		TR	Time Received	07/25/2014 22:48:25	By: SELF		Unit:338
		FIN	Finished Call Taking	07/25/2014 22:48:25			Unit:338

User: KHOLLAR	CORINTH PD	09/07/2016 09:34:01
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Event Report

Event ID: **14-0177004** Call Ref #: 85 Date/Time Received: 08/13/2014 08:43:42

Rept #: 14-01091	Call Source : W911	Prime 346 Unit : CROW, CARSON D	Service Involved				
			<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">LAW</td> <td style="width:25%;"></td> <td style="width:25%;"></td> <td style="width:25%;"></td> </tr> </table>	LAW			
LAW							

Location: 2001 ASHTON GARDENS LN			
X-ST: <i>POST OAK DR</i>			
<i>S I 35 E SERV</i>			
Business: ASHTON GARDENS	Phone: (940) 498-4273	Jur: CAD	Service: LAW Agency: CPD
		St/Beat: CPD2	District: CPD RA: JPI

Nature: **BURGLARY** Alarm Lvl: 1 Priority: 4 Medical Priority:

Caller: JOHNSON,SEAN	Alarm:	Call Taker: THIGGINS
Addr: 1709 BLUEBONNET DR	Phone:	Alarm Type: Console: CAD1

Vehicle: St: Report Only: No Race: Sex: Age:

Geo-Verified Addr: Yes Nature Summary Code: Disposition: RPT Close Comments:

Notes: ENTERED NCIC/TCIC NIC/A022246286 [08/13/14 14:00:22 AVANATTA] UDTS: {346} STATUS CHECK [08/13/14 10:06:30 AVANATTA] UDTS: {313} STATUS CHECK [08/13/14 10:06:30 AVANATTA] UDTS: {346} STATUS CHECK [08/13/14 09:34:21 AVANATTA] UDTS: {313} STATUS CHECK [08/13/14 09:34:21 AVANATTA] AT&T WILL NOT PING PHONE FOR THIS REASON [08/13/14 09:07:52 BPUTNAM] {313} ADV WOULD LIKE TO SEE IF AT&T WILL PING FOR SUSPECT IN BURG [08/13/14 09:06:04 BPUTNAM] CALLER IN A BLU FORD EXPEDITION / [08/13/14 08:45:19 THIGGINS] CALLER FELL ASLEEP IN HIS CAR LAST NIGHT / WHILE HE WAS SLEEPING HIS PHONE AND WEDDING PRESENTS WERE STOLEN / [08/13/14 08:44:52 THIGGINS]

Times

	Time From Call Received	
Call Received: 08/13/2014 08:43:42		
Call Routed: 08/13/2014 08:45:03	000:01:21	Unit Reaction: 000:05:27 (1st Dispatch to 1st Arrive)
Call Take Finished: 08/13/2014 08:45:03	000:01:21	En-Route: 000:01:20 (1st Dispatch to 1st En-Route)
1st Dispatch: 08/13/2014 08:45:25	000:01:43 (Time Held):	On-Scene: 001:39:17 (1st Arrive to Last Clear)
1st En-Route: 08/13/2014 08:46:45	000:03:03	
1st Arrive: 08/13/2014 08:50:52	000:07:10 (Reaction Time):	
Last Clear: 08/13/2014 10:30:09	001:46:27	

Radio Log

Unit	Empl ID	Type	Description	Time Stamp	Comments	Close Code	User
335	289	D	Dispatched	08/13/2014 08:45:25	Stat/Beat: CPD1		TCHAPMAN
335	289	X	Canceled	08/13/2014 08:45:59	Pre-empted to Event # 86		TCHAPMAN
346	379	D	Dispatched	08/13/2014 08:46:45	Stat/Beat: CPD2		Unit:346
346	379	E	En-Route	08/13/2014 08:46:45	Stat/Beat: CPD2		Unit:346
346	379	A	Arrived	08/13/2014 08:50:52			Unit:346
313	417	D	Dispatched	08/13/2014 08:58:09	Stat/Beat: CPD		Unit:313
313	417	A	Arrived	08/13/2014 08:58:09	Stat/Beat: CPD		Unit:313
313	417	R	Return to Qtr	08/13/2014 09:13:40			BPUTNAM
313	417	A	Arrived	08/13/2014 09:22:39			THIGGINS
313	417	73	{313} STATUS CHECK	08/13/2014 09:34:21			AVANATTA
346	379	73	{346} STATUS CHECK	08/13/2014 09:34:21			AVANATTA
346	379	ENT	Entered Vehicleid	08/13/2014 09:37:39	[Vin:]		Unit:346
346	379	73	{346} STATUS CHECK	08/13/2014 10:06:30			AVANATTA
313	417	73	{313} STATUS CHECK	08/13/2014 10:06:30			AVANATTA
313	417	C	Cleared	08/13/2014 10:27:17		N7	Unit:313
346	379	C	Cleared	08/13/2014 10:30:09		RPT	Unit:346

Event Log

Unit	Empl ID	Type	Description	Time Stamp	Comments	Close Code	User
		TR	Time Received		By: E911		THIGGINS

User: KHOLLAR	CORINTH PD	09/07/2016 16:05:24
---------------	-------------------	---------------------

Event Report

Event ID: **16-0166987** Call Ref #: 364 Date/Time Received: 07/15/2016 04:13:22

Rept #:	Call Source : W911	Prime Unit : 312 WHEAT, JOSEPH F	Service Involved					
			<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width:10%;">LAW</td> <td style="width:10%;">FIRE</td> <td style="width:10%;"></td> <td style="width:10%;"></td> <td style="width:10%;"></td> </tr> </table>	LAW	FIRE			
LAW	FIRE							

Location: 2001 ASHTON GARDENS LN X-ST: <i>POST OAK DR</i> <i>S I 35 E SERV</i>	SB SERV RD
Business: ASHTON GARDENS Phone: (940) 498-4273	Jur: CAD Service: LAW Agency: CPD St/Beat: CPD2 District: CPD RA: JP1

Nature: **FIRE ELECTRICAL** Alarm Lvl: 1 Priority: 2 Medical Priority:

Caller: ROSO, MICHAEL Addr: 2001 ASHTON GARDENS LN Phone: (469) 826-3356	Alarm: Call Taker: GBAILEY Alarm Type: Console: CAD2
--	---

Vehicle: St: Report Only: No Race: Sex: Age:

Geo-Verified Addr: Yes Nature Summary Code: Disposition: N8 Close Comments:

Notes: [FIRE] ** ON COR NOTF, 45 MINS ETA [07/15/16 04:30:56 SGOLDSTEIN] [FIRE] (Q592) ** ACTIVE FIRE CONTACT ON COR [07/15/16 04:22:16 SGOLDSTEIN] [FIRE] ACK PAGE [07/15/16 04:13:23 SGOLDSTEIN] Event spawned from FIRE ELECTRICAL. [07/15/2016 04:13:22 GBAILEY] TRANSFORMER ON FIRE, NO STRUCTURES NEARBY [07/15/16 04:12:25 SGOLDSTEIN]

Times

	Time From Call Received	
Call Received: 07/15/2016 04:13:22		
Call Routed: 07/15/2016 04:13:22	000:00:00	Unit Reaction: 000:01:10 (1st Dispatch to 1st Arrive)
Call Take Finished: 07/15/2016 04:13:22	000:00:00	En-Route: 000:00:00 (1st Dispatch to 1st En-Route)
1st Dispatch: 07/15/2016 04:13:26	000:00:04 (Time Held):	On-Scene: 000:17:11 (1st Arrive to Last Clear)
1st En-Route: 07/15/2016 04:13:26	000:00:04	
1st Arrive: 07/15/2016 04:14:36	000:01:14 (Reaction Time):	
Last Clear: 07/15/2016 04:31:47	000:18:25	

Radio Log

Unit	Empl ID	Type	Description	Time Stamp	Comments	Close Code	User
312	340	D	Dispatched	07/15/2016 04:13:26	Stat/Beat: CPD		GBAILEY
312	340	DXY	DispatchXY	07/15/2016 04:13:26	2402905.75,7110156.00		GBAILEY
312	340	E	En-Route	07/15/2016 04:13:26	Stat/Beat: CPD		GBAILEY
312	340	A	Arrived	07/15/2016 04:14:36			Unit:312
312	340	C	Cleared	07/15/2016 04:31:47		N8	Unit:312

Event Log

Unit	Empl ID	Type	Description	Time Stamp	Comments	Close Code	User
		TS	Time Spawned	07/15/2016 04:13:22	Initial call received at 07/15/2016 04:11:35		GBAILEY
		ARM	Added Remarks	07/15/2016 04:13:23			SGOLDSTEIN
		ARM	Added Remarks	07/15/2016 04:22:16			SGOLDSTEIN
		ARM	Added Remarks	07/15/2016 04:30:56			SGOLDSTEIN

Related Names

Last, First MI Suffix	Type	Race	Sex	HT	WT	Eyes	DOB	Age	Home Ph	Mobile Ph	Work Ph
ROSO, MICHAEL	CALLER				0				(469) 826-3356		
Address:		ASHTON GARDENS LN CORINTH TX 76210									

PROTEST TO THE SPECIAL USE REQUESTED BY ASHTON GARDENS AUG 30 2016

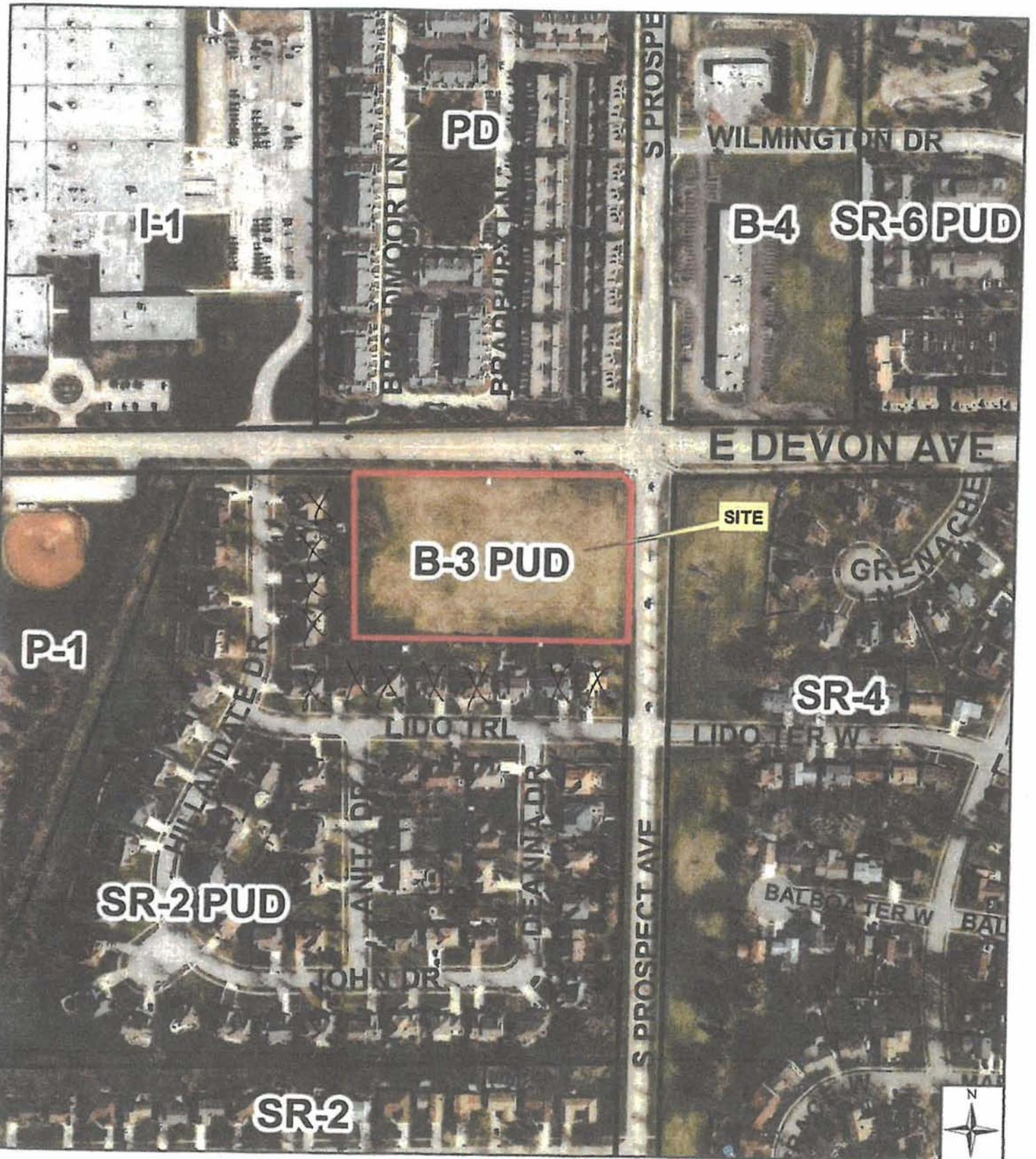
Pursuant to Bartlett Village Code 10-13-8(E) - Special Uses, the undersigned hereby acknowledge and protest the special use requested by Ashton Gardens. The undersigned acknowledge and attest they are property owners of the frontage proposed to be altered or of the frontage immediately adjoining or across an alley therefrom. The undersigned protest the approval of the special use requested and request that the special use be denied.

VILLAGE OF
BARTLETT

NAME	ADDRESS	Signature
1. MICHAEL BAGGOT	200 W. LIDO TR.	
2. Dawn Tovella	208 Lido Tr	Dawn Tovella
3. Mike Tovella	208 Lido Tr	Mike Tovella
4. Adam Turd	405 Hillandale dr	
5. MONIKA RATHI	216 LIDO TR.	
6. IGOR RATHI	216 LIDO DR	
7. SUZANNE DUFFY	212 LIDO TR	Suzanne Duffy
8. JOE DUFFY	212 LIDO TR	Joe Duffy
9. NANCY MADONIA	224 LIDO TR	
10. DIANE RADEL	413 Hillandale	Diane Radel
11. MARIO F DONOSO	409 HILLANDALE DR	Mario Donoso
12. Sonita N Shah.	401 Hill Dr.	Sonita N. Shah
13. YASIR RIZVI	228 Lido Trail	Yasir Rizvi
14. SYED SABOOR	204 LIDO TRAIL	Syed Saboor
15. Melonie Baggot	200 Lido Trail	Melonie Baggot
16.		
17.		
18.		

Case #16-05

Ashton Gardens



**Ashton Gardens
Bartlett, Illinois**

E DEVON AVE

HILLANDALE DR

S PROSPECT AVE



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community





April 26, 2016

Village of Bartlett, Illinois
228 S. Main Street
Bartlett, IL 60103

Attention: Mr. Kevin Wallace, Village President
Village Board of Trustees

Mr. Wallace & Trustees,

Thank you for taking time to review our development application

Below are specifics for the development application to add Bartlett as the newest home to an Ashton Gardens, a nationally branded wedding and special event facilities company.

We are under contract on the property at the corner of Devon Ave. and Prospect Ave. and, as a condition of the purchase, we must obtain local government approval for the project.

The property will be home to 3 buildings, described as follows.

The office building will be occupied by our operations management and our sales and coordinating teams as well as private guest conference rooms.

The 4500 square foot chapel features a European-inspired design of carved stone, natural timber buttresses, and soaring floor-to-ceiling glass windows furnished with ceramic tile floors and upholstered pews, plus private dressing suites for the brides and grooms.

The reception facility is 14,000 square feet and seats up to 300 guests in an elegant ballroom with crystal chandeliers, elegant décor, built in bars, and a finely appointed entry "gallery". As all food preparation is conducted in-house, there is a fully equipped commercial kitchen.

The grounds will be tastefully landscaped and well maintained.

Because the property is adjacent and open to single family homes, Ashton Gardens will provide a privacy fence behind each house, the full length of the South and West perimeters of the site. The North and East property lines (along Devon Avenue and Prospect Avenue) will be protected by a decorative fence and separate accesses to the property.

We are very conscious of the concerns of the neighbors as we have 3 other properties built adjacent to neighborhoods and we have never had an incident where a resident be disturbed or inconvenienced. All activities are conducted indoors, so there is not the opportunity for excessive noise on the outside...and the building is constructed in such a way as to ensure music cannot be detected outside the building. All events are required to have private security to assist with traffic control and to monitor all outside activity.

We will have 142 parking spaces, which is quite adequate as there would never be a situation when the chapel and reception areas would be occupied to capacity at the same time. The reason is that during a wedding, guests would attend a ceremony in the chapel, then proceed to the reception building for a reception. Therefore, one or the other building would not be occupied at some point during an event and the maximum number of guests on site at any time would be the capacity of the reception building.

The trash receptacle will be a sealed container with a water tight hinged top and will be enclosed in a secured, approved structure on the service drive closest to the reception building. All deliveries are scheduled weekdays, later in the mornings.

The great majority of the events occur from Friday evening through Sunday evening and with two access points (one each on Devon and Prospect), the effect on local traffic at will be very minimal.

I would like to thank you for all of your valuable assistance throughout this process and look forward to meeting with you to further our development.

Regards,

Brad Schreiber, President
Ashton Gardens



VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

For Office Use Only
Case # 16-05
**RECEIVED
COMMUNITY DEVELOPMENT**
MAY 16 2016
**VILLAGE OF
BARTLETT**

PROJECT NAME ASHTON GARDENS

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Brad Schreiber

Street Address: 525 N. Sam Houston Pkwy, Suite 405

City, State: Houston, TX

Zip Code: 77060

Email Address: bradschreiber@ashtongardens.com

Phone Number: 281-445-6935

Preferred Method to be contacted: See Dropdown

PROPERTY OWNER INFORMATION

Name: RB Resolution Properties, LLC - Prospect Series

Street Address: 2221 Camden Court

City, State: Oak Brook, IL

Zip Code: 60523

Phone Number: 630-570-7776

OWNER'S SIGNATURE: [Signature]

Date: 5/3/16

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

ACTION REQUESTED (Please check all that apply)

- Annexation
 - PUD (preliminary)
 - PUD (final)
 - Subdivision (preliminary)
 - Subdivision (final)
 - Site Plan (please describe use: commercial, industrial, square footage): Commercial w/ 3 buildings of approx 4,000, 11,000, & 1,500 sq ft
 - Unified Business Center Sign Plan
 - Other (please describe) _____
- Text Amendment
 - Rezoning See Dropdown to See Dropdown
 - Special Use for: Wedding & Special Events
 - Variation: _____

**RECEIVED
COMMUNITY DEVELOPMENT**

MAY 13 2016

**VILLAGE OF
BARTLETT**

SIGN PLAN REQUIRED? No

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

PROPERTY INFORMATION

Common Address/General Location of Property: Southwest corner of Devon & Prospect

Property Index Number ("Tax PIN"/"Parcel ID"): 01-02-109-013

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

Land Use: Existing: Vacant

Proposed: B-3 PUD

Proposed: Commercial

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

Acreage: 3.84

For PUD's and Subdivisions:

No. of Lots/Units: One

Minimum Lot: Area _____ Width _____ Depth _____

Average Lot: Area _____ Width _____ Depth _____

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

Attorney _____

Engineer Eriksson Engineering Associates, Ltd. Chris Keppner
601 W Randolph Street, Suite 500
Chicago, Illinois 60661 C.Keppner@eea-ltd.com

Other _____

FINDINGS OF FACT FOR PLANNED UNIT DEVELOPMENTS

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

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

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

With all existing locations, Ashton Gardens has proven to be a convenient and cooperative destination for local community organizations, governmental agencies, and the business community for social and professional uses. The high end quality of the facility will enhance the perception of the Village, substantial sales tax revenues will be generated, local businesses will benefit from more than 40,000 visitors to the area each year, and will be an eager participant in the community.

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

Ashton Gardens takes pride in extensive measures which we employ to ensure the safety of our guests through active event security; including close management of alcohol consumption; activities on the property, yet outside of the buildings as not to be disruptive to neighbors; and the practice of managing our business with the highest level of professionalism and integrity. At our other locations, Ashton Gardens has been well received by our neighbors especially when given consideration to possible alternative businesses that are not at the level of quality as our concept.

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

With the Village staff's excellent communication and eagerness to help, we have been, and will continue to ensure our project development is in full compliance with Title specifications and requirements. Where we have areas of uncertainty, we contact the Village and get immediate direction so our progress stays on the correct path.

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

Ashton Gardens has received confirmation on the use of parcel via concept plan submittal and attendance of Village Board meetings. The project conforms with the Comprehensive Plan which identifies this property for commercial use.

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

The site will consist of a small administrative office building, a chapel in which to host wedding ceremonies, and a reception building to host wedding receptions (following the ceremonies), corporate and social events, meetings, etc.

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

The project will not be detrimental to the public health, safety, and welfare nor be detrimental in any fashion. The design and aesthetics of the facilities and the site convey a high end, high quality image that compliments the community. Every possible measure is taken to ensure that all event activities are managed so as not to effect or disturb the community or our neighbors in any way.

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

The project will not be injurious and will not impede enjoyment of other property owners using their yards or property within the immediate vicinity. Ashton Gardens improves the public perception of the area in which we develop a business. The parcel could be home to many other types of businesses such as convenience stores, strip centers, or other entities that have a far less public perception. There is an added value to local businesses, increased tax base, and the community as a whole given consideration to the quality and number of guests that will seek out Ashton Gardens in Bartlett.

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

Ashton Gardens will comply with any ordinances related to the impact of this development.

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

The engineering of the project will provide all necessary utilities, infrastructure, and other requirements as dictated by local ordinances and direction of Village staff. There will be more than ample parking for the proposed uses.

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

Traffic entering and exiting the property will be eased to the best possible extent with the use of two access points, one on Devon Ave. and one on Prospect Ave. per the recommendation of Village staff. Also very few of the days and times the facility is in use does not coincide with "rush hour".

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

The residential sites adjacent to the parcel do not have a barrier at the adjoining property line. Ashton Gardens will build provide a landscape buffer, a fence along said property lines, or a combination of both.

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

When developing an Ashton Gardens facility, it is critical that the construction be completed on or before the scheduled date, because for months before opening, we sell dates for events beginning very close to the completion date, thus, should we go beyond the scheduled completion date, events must be cancelled...which would be very detrimental to our reputation. The appearance and upkeep of the property is key to maintaining our upscale, professional image and is never compromised.

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: Brad Schreiber

PRINT NAME: Brad Schreiber

DATE: 5.11.16

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: Brad Schreiber

ADDRESS: 525 N Sam Houston Parkway East, Suite 405

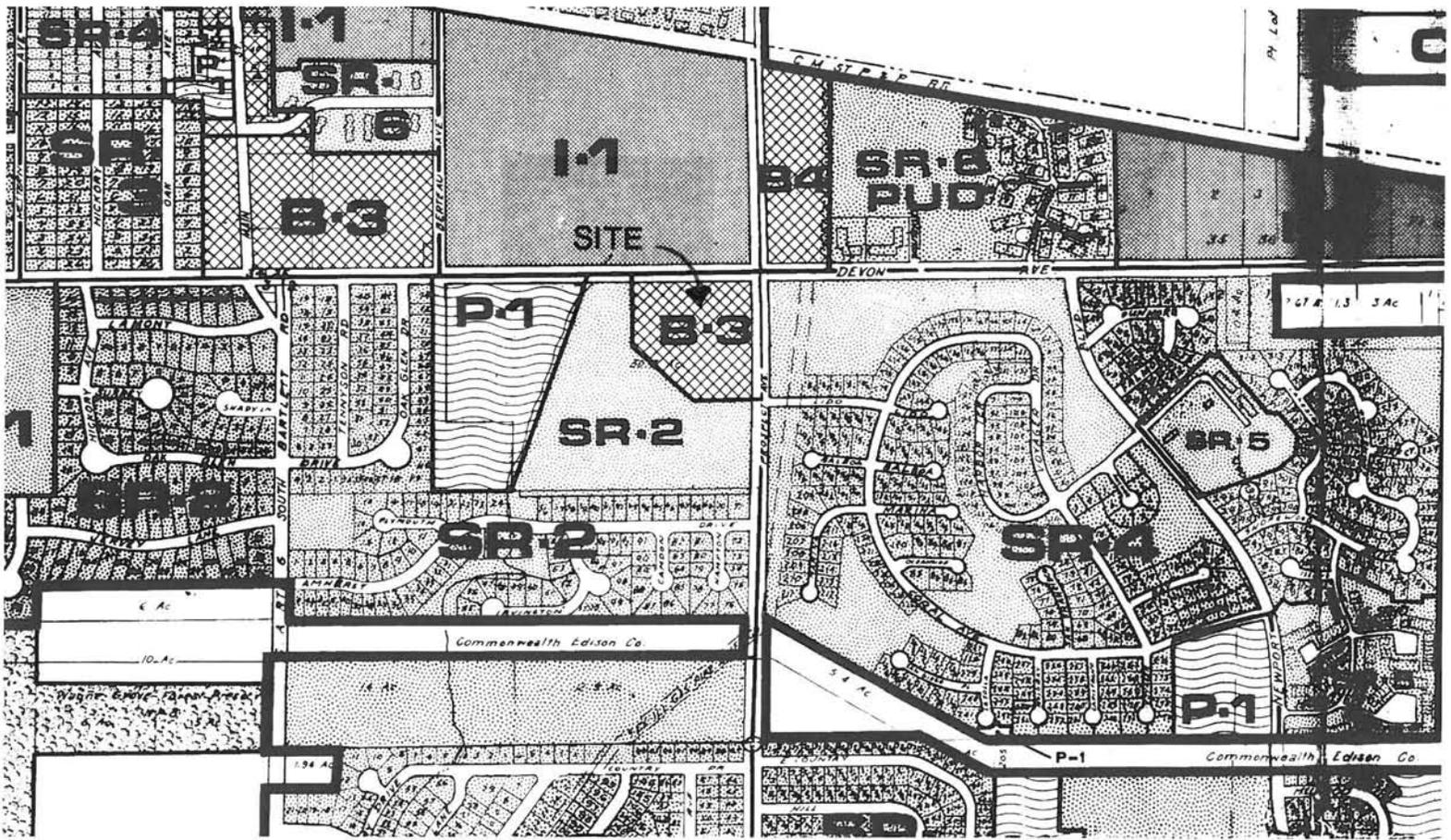
Houston, Texas 77060

PHONE NUMBER: 281-445-6935

EMAIL: bradschreiber@ashtongardens.com

SIGNATURE: Brad Schreiber

DATE: 5.11.16



HISTORIC ZONING MAP

Book 143
Page 35
RS9-126996



SCALE 1"=60'

BARTLETT EAST POINTE ESTATES

A PLANNED UNIT DEVELOPMENT PLAT

IN THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD
PRINCIPAL MERIDIAN, ALL IN BUREAU COUNTY, ILLINOIS.

LOT	ACRES	AREA
1	0.0000	0.00
2	0.0000	0.00
3	0.0000	0.00
4	0.0000	0.00
5	0.0000	0.00
6	0.0000	0.00
7	0.0000	0.00
8	0.0000	0.00
9	0.0000	0.00
10	0.0000	0.00
11	0.0000	0.00
12	0.0000	0.00
13	0.0000	0.00
14	0.0000	0.00
15	0.0000	0.00
16	0.0000	0.00
17	0.0000	0.00
18	0.0000	0.00
19	0.0000	0.00
20	0.0000	0.00
21	0.0000	0.00
22	0.0000	0.00
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27	0.0000	0.00
28	0.0000	0.00
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30	0.0000	0.00
31	0.0000	0.00
32	0.0000	0.00
33	0.0000	0.00
34	0.0000	0.00
35	0.0000	0.00
36	0.0000	0.00
37	0.0000	0.00
38	0.0000	0.00
39	0.0000	0.00
40	0.0000	0.00
41	0.0000	0.00
42	0.0000	0.00
43	0.0000	0.00
44	0.0000	0.00
45	0.0000	0.00
46	0.0000	0.00
47	0.0000	0.00
48	0.0000	0.00
49	0.0000	0.00
50	0.0000	0.00
51	0.0000	0.00
52	0.0000	0.00
53	0.0000	0.00
54	0.0000	0.00
55	0.0000	0.00
56	0.0000	0.00
57	0.0000	0.00
58	0.0000	0.00
59	0.0000	0.00
60	0.0000	0.00



NOTE: NO FEES IS ALLOWED TO BE PAID FOR THE
RECORDING OF THIS PLAT. THE RECORDING
FEE IS TO BE PAID BY THE PLATTEE.
ALL AREAS OF LOT 60 EXCEPT THOSE OCCUPIED
BY BUILDINGS OR SPECIFIC PARCELS ARE TO
BE USED FOR RESIDENTIAL PURPOSES. THE
PLATTEE SHALL BE RESPONSIBLE FOR THE
INSTALLATION AND MAINTENANCE OF ALL
NECESSARY UTILITIES AND ALL PUBLIC AND PRIVATE
UTILITIES SHALL BE MAINTAINED IN GOOD
REPAIR. A 15' SETBACK SHALL BE MAINTAINED
AND NEAR LOT LINES UNLESS OTHERWISE SHOWN.

NOTE:

BARTLETT EAST POINTE
ESTATES
Page 1 of 2

Prepared by:
Frank A. Moryczonek
Illinois Registered Land Surveyor #180
107 South Bloomington Rd., S. 4-LL
Bloomington, IL 61708 (313) 894-7022

PREPARED FOR:
JOHN GIANNINI
525 WISE ROAD
SCHAUMBURG, ILL. 60193

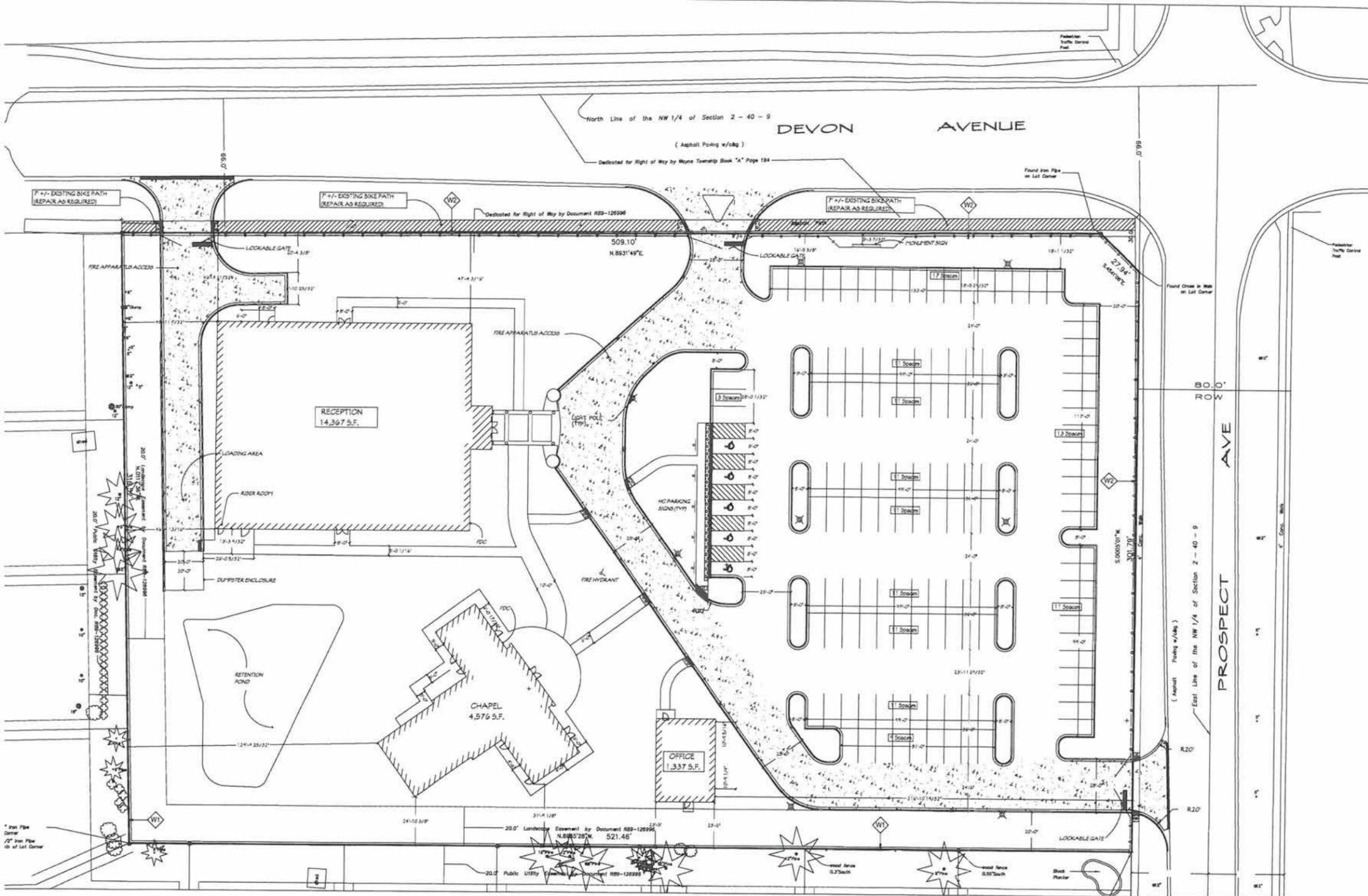
COUNTRY CREEK UNIT NO. 3 DOC 78 0757 JAN 26 1978

SHEET 1 OF 2

Case #16-05

Ashton Gardens





- 184-003233) titled "ALTA/ACSM Land Title Survey" dated March 07, 2012.
- Site Description: Lot 60 in Bartlett East Pointe Estates, a Planned Development in the Northwest 3/4 of Section 2, Township North, Range 9, East of the Third Principal Meridian, according to the plat recorded Pctber 10, 1989 as document R89-126996 and Certificates of Correction recorded February 21, 1990 and May 30, 1990 as Document R90-22098 and R90-065461, respectively, in Dupage County, Illinois.
 - Property PIN Number: 01-02-109-013-0000
 - Total Land Area: 3.84 Acres
 - Zoning Category: B-3 PUD Neighborhood Commercial
Maximum Building Height per Ordinance - 25'

DENNIS L. NORTON
1121 Liberty Lane
Bogart
Georgia 30622
PHONE:
(678) 462-5253
dnorton@nortonarchitect.com

Illinois Architectural License
001.023227

PROJECT DATA:
Total Land Area: 3.84 Acres

Building(s) Analysis:

Building I - Reception Facility (Assembly Use):
300 Seats

Building II - Chapel (Assembly Use):
252 Seats

Building III - Administration Building (Business Use):
1337 SF @ 1/100 SF = 13 Occupants

Proposed Parking Provided:
135 spaces (8'x18') including 5 ADA Compliant spaces (8'x18' with 8' access)

Required Parking:
Reception Facility - 1/3 seats = 300 x .3 = 90 Spaces PLUS 30 Employees x .30 = 99 Total
Chapel - 1/4 seats = 252 x .25 = 63 Spaces (Not used in addition to the Reception Facility)
Administration Building - 1/275 S.F. = 1337/275 = 5 Spaces
TOTAL REQUIRED BY ORDINANCE = 99 + 5 = 104 Spaces

Floor Areas:
Reception - 14,367 S.F.
Chapel - 4,576 S.F.
Office - 1,337 S.F.
Total Building Gross Floor Areas: 20,280 S/F

Floor Area to Land Area Ratio: 20,280 / 167,363 = 0.12

SYMBOL LEGEND

FENCING:

- W1 8' High Solid Wood Fencing
- W2 4' High Decorative Metal Picket Fencing

MISCELLANEOUS

- Site Light/Pole (Reference Civil Drawings)



PRELIMINARY / FINAL PUD PLAN

Ashton Gardens - Chicago West
SW Corner Devon Avenue & South Prospect Avenue
Village of Bartlett, Dupage County, Illinois

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ASHTON GARDENS, LLC

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PRELIMINARY / FINAL PUD PLAN
1" = 30'-0"
SCALE IN FEET

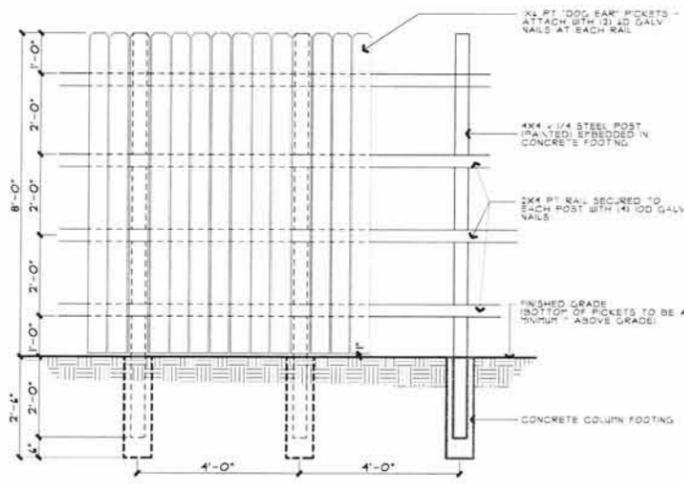


RECEIVED
COMMUNITY DEVELOPMENT

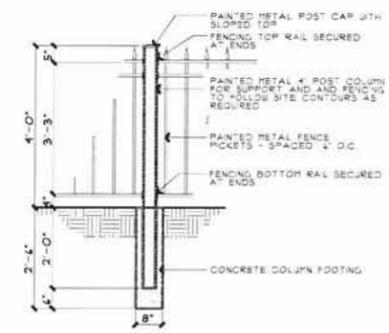
AUG 01 2016

VILLAGE OF
BARTLETT

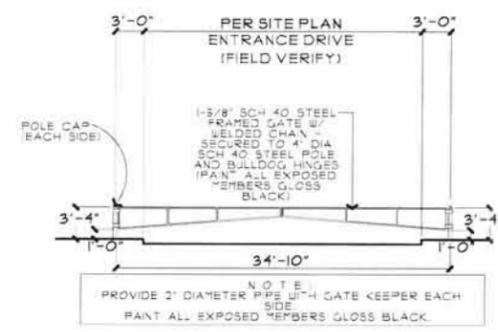
DESCRIPTION	DATE
REVIEW	30 JUNE 2016
REVISED	29 JULY 2016



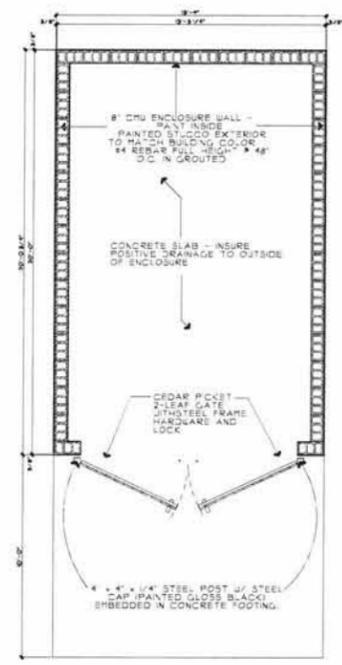
WOOD FENCE/SCREEN ELEVATION/DETAIL
1/2" = 1'-0"



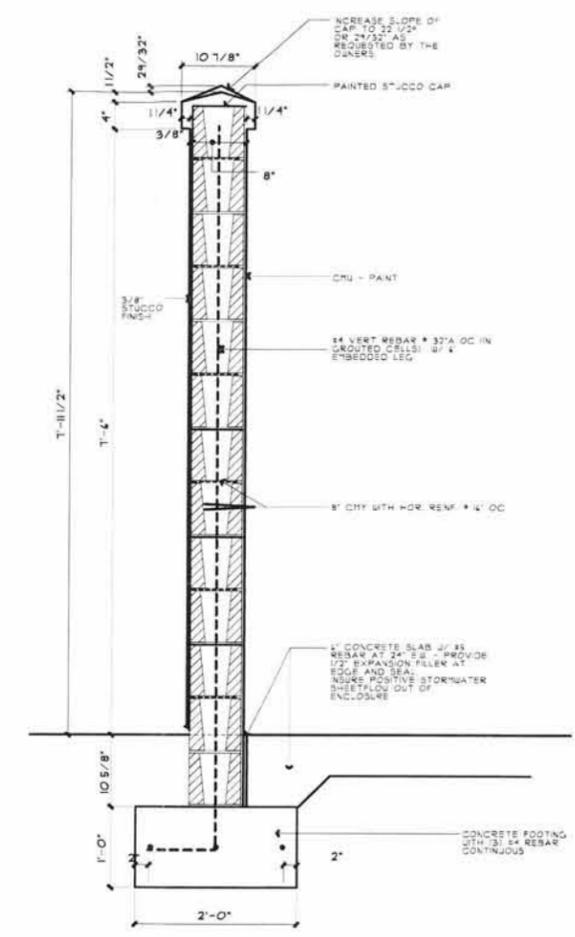
DECORATIVE FENCE DETAIL
1/2" = 1'-0"



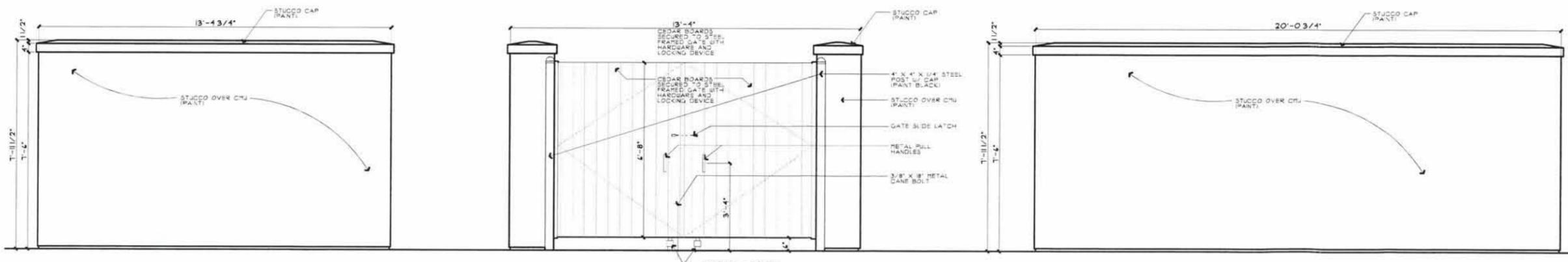
TYPICAL GATE DETAIL
3/32" = 1'-0"



DUMPSTER ENCLOSURE PLAN
1/4" = 1'-0"



DUMPSTER ENCLOSURE SECTION
1" = 1'-0"



DUMPSTER ENCLOSURE ELEVATIONS
1/2" = 1'-0"



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PRELIMINARY / FINAL PUD PLAN



Ashton Gardens - Chicago West
SW Corner Devon Avenue & South Prospect Avenue
Village of Bartlett, Duppage County, Illinois

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DESCRIPTION	DATE
REVIEW	30 JUNE 2016
REVISED	29 JULY 2016
REVISED	09 AUG 2016



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E:\Detached\DU\AG\Ashton Gardens - Bartlett\



OFFICE

CHAPEL

RECEPTION

COLOR RENDERING



Ashton Gardens
 Ashton Gardens Village of Bartlett
 Corner of Devon Ave. & South Prospect Ave.
 Bartlett, DuPage County, Illinois

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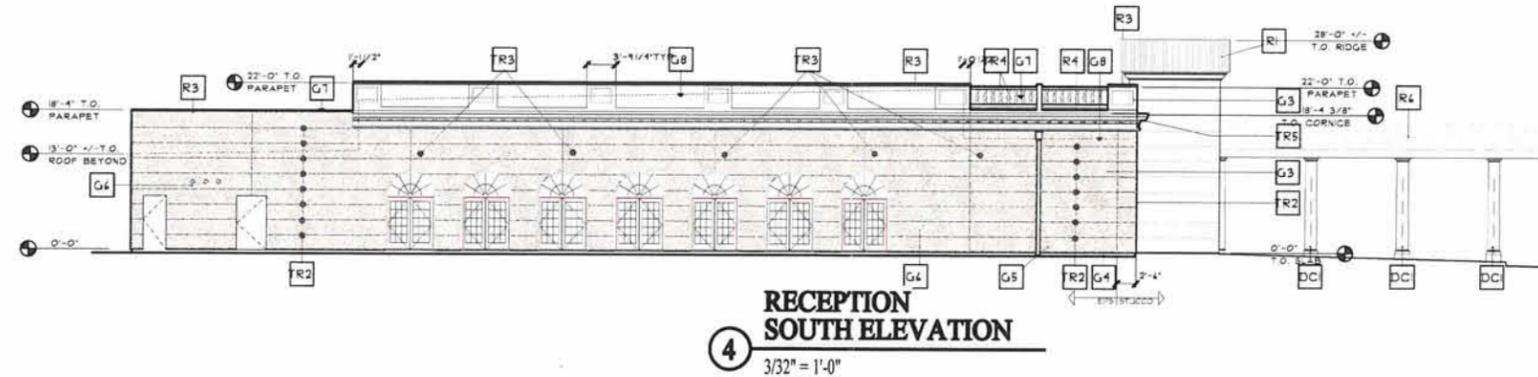
COLOR RENDERING OF BUILDING EXTERIORS

RECEIVED
 COMMUNITY DEVELOPMENT

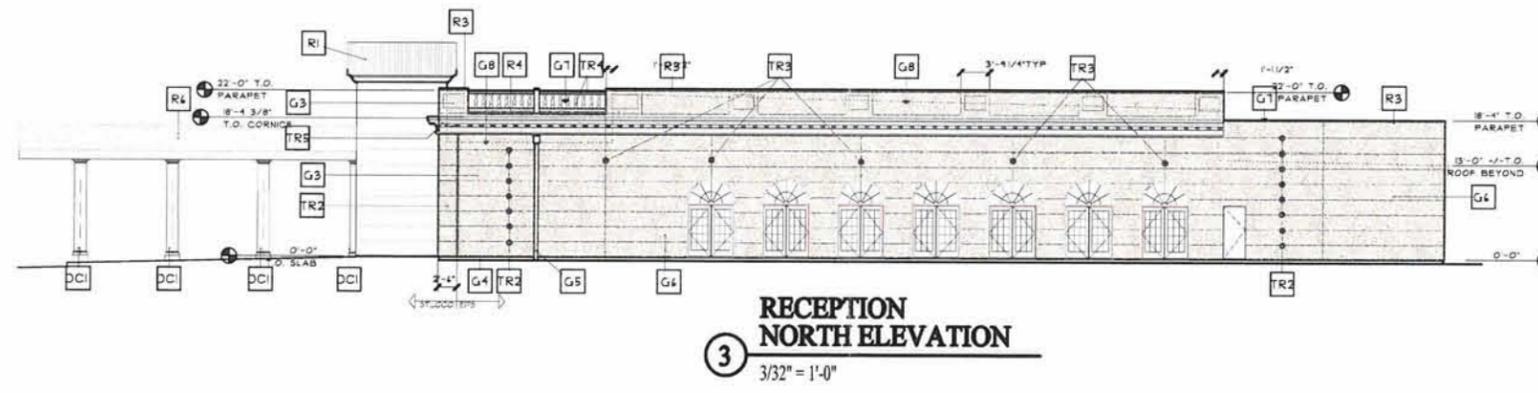
AUG 01 2016

VILLAGE OF
 BARTLETT

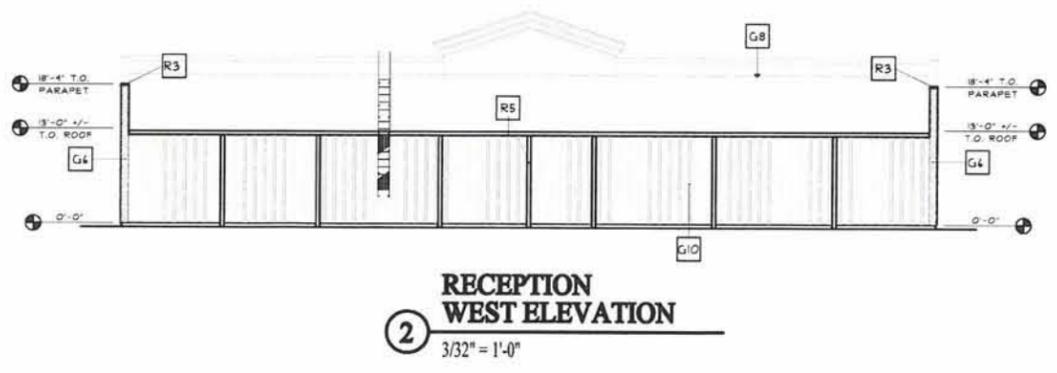
DESCRIPTION	DATE
REVIEW	10 MAY 2016
REVISED	29 JULY 2016



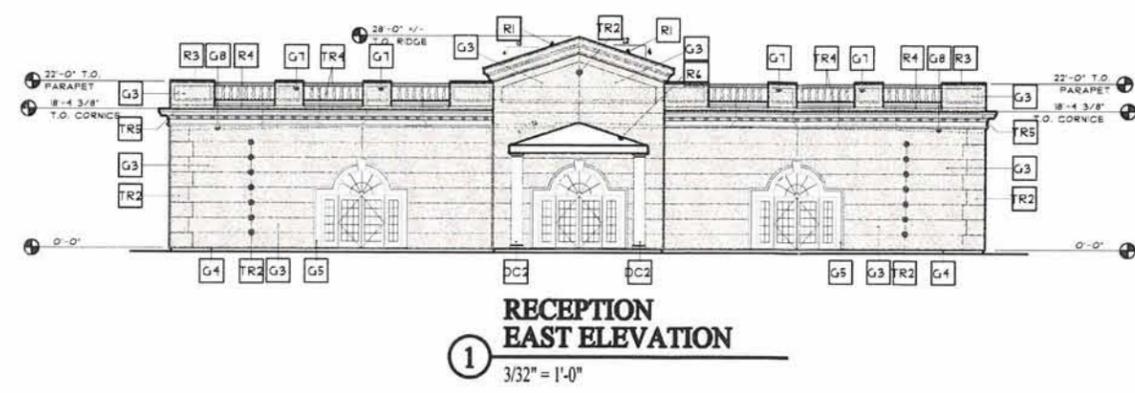
4
RECEPTION
SOUTH ELEVATION
3/32" = 1'-0"



3
RECEPTION
NORTH ELEVATION
3/32" = 1'-0"



2
RECEPTION
WEST ELEVATION
3/32" = 1'-0"



1
RECEPTION
EAST ELEVATION
3/32" = 1'-0"

- G GENERAL ITEMS**
- G1 DOOR / FRAME - TO MATCH EIFS/STUCCO COLOR
 - G2 CLAD WINDOW AND GLAZING SYSTEM - WHITE
 - G3 STUCCO VENEER - 3/4" 3-PART STUCCO OVER METAL LATH OVER 30# FELT - ALL JOINTS/MOLDINGS SHALL BE PVC - OFF WHITE
 - G4 CONCRETE FOUNDATION - PAINT EXPOSED SURFACES TO MATCH STUCCO COLOR
 - G5 STUCCO SURROUND - WHITE
 - G6 1/2" EPS CLASS PB DRAINABLE SYSTEM (PARX WATERMASTER) - OFF WHITE
 - G7 LINE OF ROOF TOP UNIT BEYOND
 - G8 LINE OF ROOF BEYOND
 - G9 STAINLESS WATER HEATER VENTS
 - G10 "HARDPLANK" SIDING OVER BUILDING WRAP - WHITE
 - G11 STEEL LADDER w/ LOCKABLE SECURITY CAGE - DARK BRONZE COLOR
- DC DECORATIVE COLUMN**
- DC1 12" DIA CAST STONE COLUMN - CORBELSTONE SAND COLOR
- R ROOFING**
- R1 STANDING SEAM METAL 24" ALUMINUM WITH KYLAR 300 FINISH (GEORGETOWN GRAY) ENGLERT A300/A301 SERIES 1" ALL X 1/2" WITH FLASH TYPE "A" - INSTALL OVER 30# FELT
 - R2 SINGLE PLY ROOFING (UL TRA-PLY TPO 120 YR WARRANTY) SINGLE PLY MEMBRANE - WHITE
 - R3 COPING - PREFINISHED METAL COPING TO MATCH SHINGLE COLOR
 - R4 METAL EAVE TRIM - 24 GA PERFINISHED TO MATCH SHINGLE COLOR
 - R5 METAL GUTTER AND DOWNSPOUT - PREFINISHED WHITE ALUMINUM 24 GAUGE
 - R6 CUSTOM CANOPY FRAME/COVER - HARRY GROVE AWNINGS COVER - VINYL-COATED POLYESTER FERRARI 502 COLOR SANDY BEIGE 5502-0235 FRAME - 1" X 1" ALUMINUM TUBING, ALL FINISH - ALL FASTENERS AND BRACKETS SHALL BE ALUMINUM
 - R7 METAL LEADER BOX AND DOWNSPOUT TIE TO STORM SEWER - WHITE
- TRIM / MISC.**
- TR1 STUCCO BASE TRIM (PVC - DRAINABLE VINYL CORP RS4458-15 - WHITE
 - TR2 EIFS GLOINS (3/4" THICK) - WHITE
 - TR3 CONTROL JOINT - 3/16" V REVEAL - VINYL CORP CLV1 WITH REMOVABLE TAPE
 - TR4 PVC RAILING/BALUSTER SYSTEM (MELTON CLASSICS) - WHITE
 - TR5 PRF CORNICE ASSEMBLY (MELTON CLASSICS MC-47) - WHITE

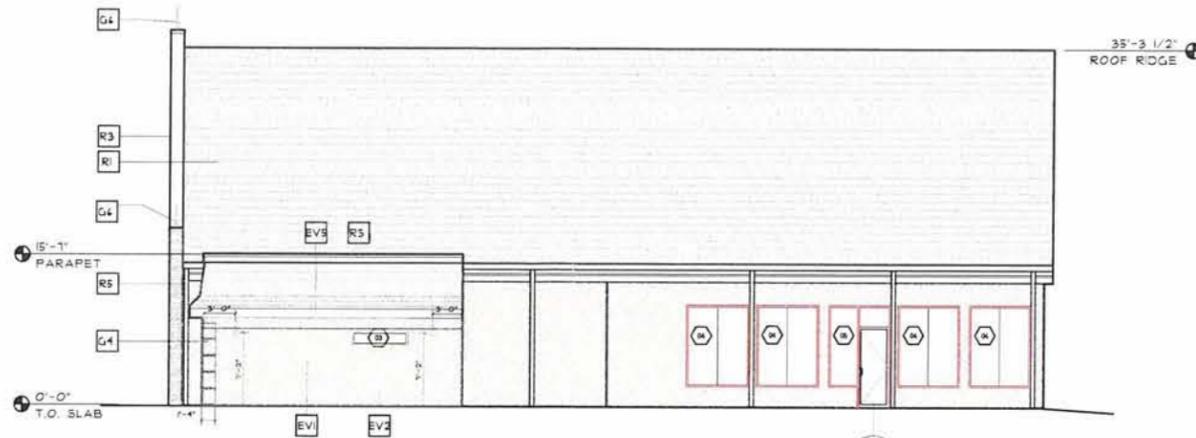


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RECEPTION FACILITY for
Ashton Gardens
Ashton Gardens Village of Bartlett
Corner of Devon Ave. & South Prospect Ave.
Bartlett, DuPage County, Illinois

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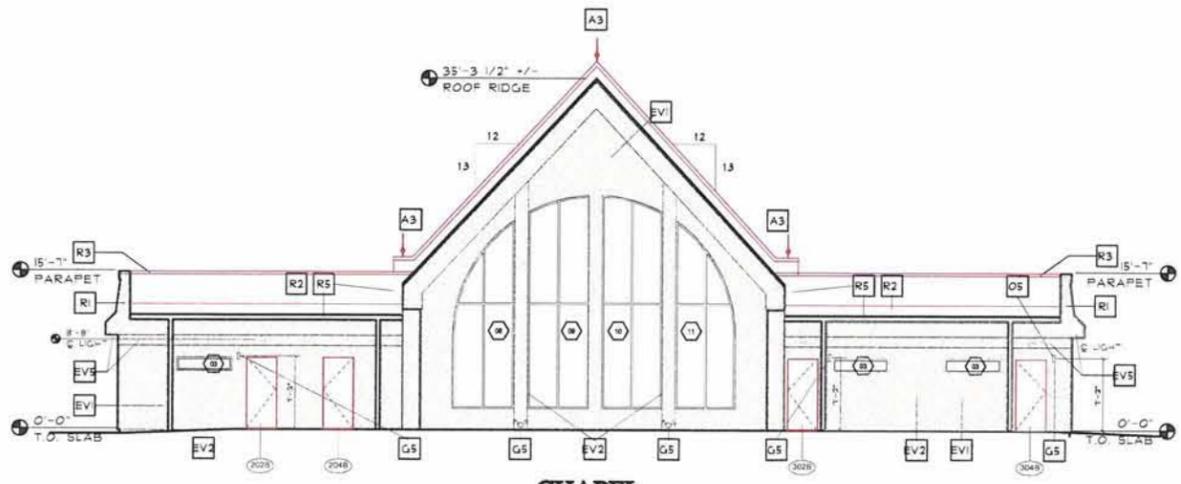
DESCRIPTION	DATE
REVIEW	18 MAY 2016
REVISED	29 JULY 2016



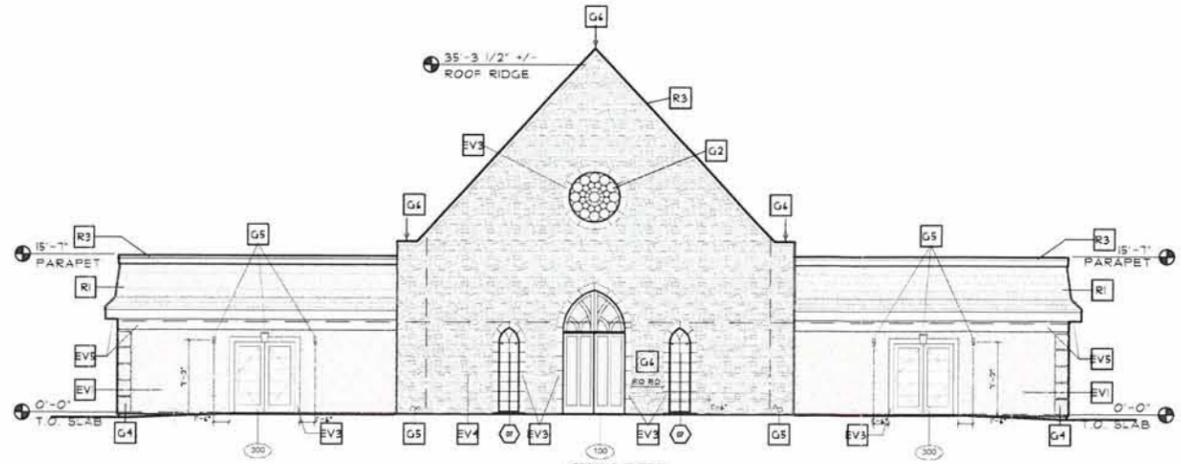
4 CHAPEL NORTH ELEVATION
1/8" = 1'-0"



3 CHAPEL SOUTH ELEVATION
1/8" = 1'-0"



2 CHAPEL WEST ELEVATION
1/8" = 1'-0"



1 CHAPEL EAST ELEVATION
1/8" = 1'-0"

- G GENERAL ITEMS**
- G1 DOOR / FRAME (TO MATCH EIFS/STUCCO COLOR)
 - G2 CLAD WINDOW - WHITE
 - G3 CONCRETE FOUNDATION, PAINT EXPOSED SURFACES TO MATCH STUCCO COLOR
 - G4 EIFS QUONDS - WHITE
 - G5 LIGHT FIXTURE
 - G6 COPPER FINIAL
- R ROOFING**
- R1 ARCHITECTURAL SHINGLES (CLASS 4) OVER 30# FELT, CERTAINTED 'INDEPENDENCE' GEORGETOWN GRAY
 - R2 SINGLE PLY ROOFING, ULTRA-PLY TPO (20 YR WARRANTY) SINGLE PLY MEMBRANE - WHITE
 - R3 COPING, PREFINISHED METAL COPING TO MATCH SHINGLE COLOR
 - R4 METAL TRIM, 24 GA. PREFINISHED TO MATCH SHINGLE COLOR
 - R5 METAL GUTTER AND DOWNSPOUT, PREFINISHED WHITE ALUMINUM 24 GAUGE
- EV - EXTERIOR VENEER**
- EV1 EIFS CLASS PB SYSTEM WITH LATER DRAINAGE COMPONENTS (PAREX OPTIMUM WATERMASTER) OFF WHITE
 - EV2 CONTROL JOINT, 3/4" V REVEAL - VINYL CORP C-1/4 WITH REMOVABLE TAPE
 - EV3 8" WIDE EIFS SURROUND - WHITE
 - EV4 TEXAS WHITE LIMESTONE
 - EV5 EIFS TRIM - WHITE



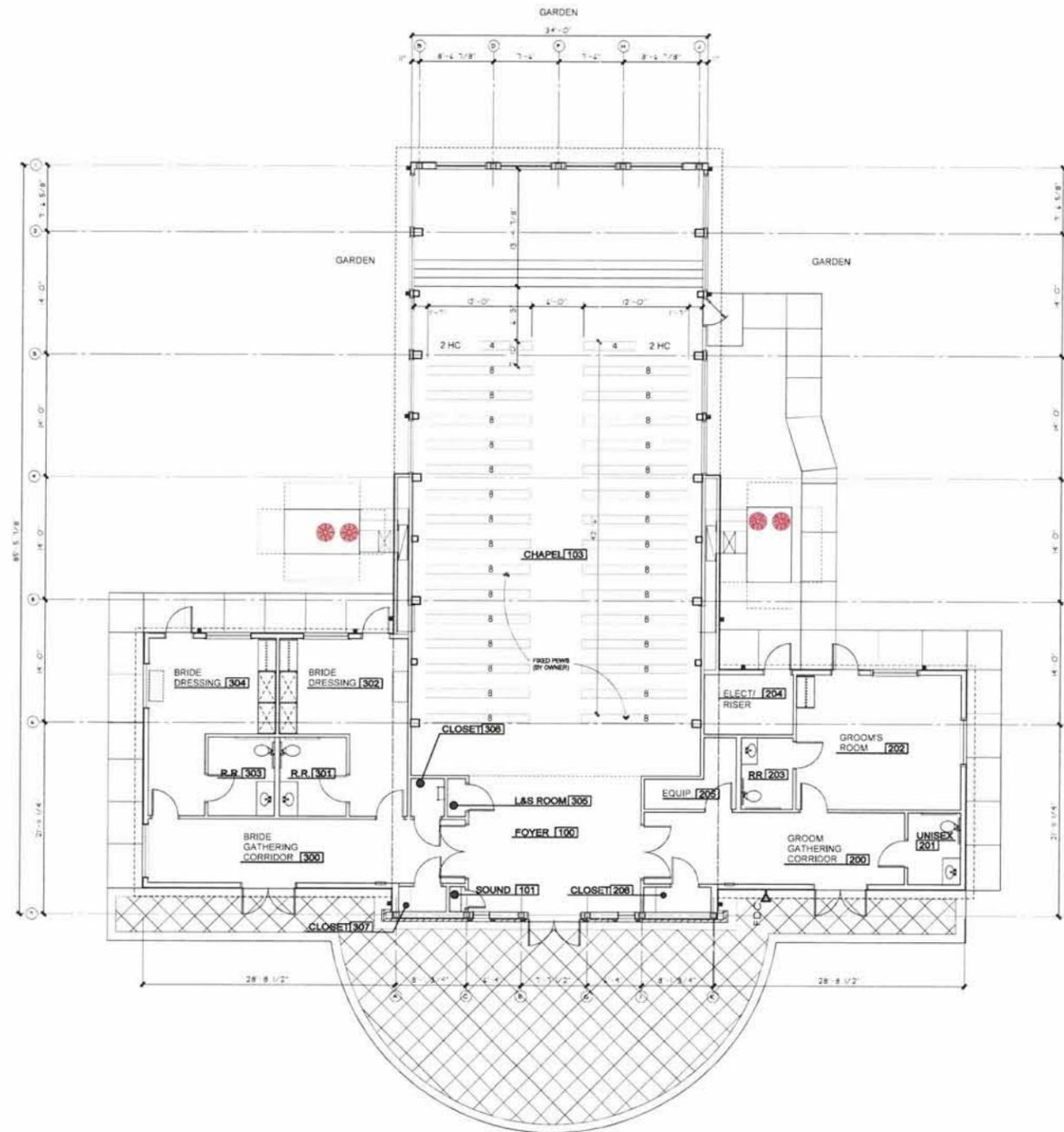
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CHAPEL for

 Ashton Gardens
 Ashton Gardens Village of Bartlett
 Corner of Devon Ave. & South Prospect Ave.
 Bartlett, DuPage County, Illinois

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DESCRIPTION	DATE
REVIEW	10 MAY 2016
REVISED	29 JULY 2016



1 CHAPEL FLOOR PLAN
1/8" = 1'-0"
NORTH

CODE CRITERIA

GENERAL DESCRIPTION:
 OCCUPANCY USE: WEDDING FACILITY
 OCCUPANCY CLASSIFICATION: ASSEMBLY A-3 W/ BUSINESS (B) ACCESSORY USE (DRESSING AREAS)
 CONSTRUCTION TYPE: TYPE II-B (STEEL & TIMBER FRAME)
 SPRINKLER REQUIRED: YES PER VILLAGE OF BARTLETT ZONING
 FIRE ALARM SYSTEM REQUIRED: YES (Per Bartlett Ordinance)

HEIGHT & AREA LIMITATIONS:
 Actual Building Area: 4,376 S.F.
 Actual Building Height: 35'-3 1/2"
 Building Height (to Average Roof Height): 24'-8"
 Actual Number of Stories: 1

Permitted Building Area (IBC Table 503): 9,300 S.F.
 Permitted Building Height: 35'
 Permitted Number of Stories: 2

STRUCTURAL FIRE RESISTANCE:
 Construction Type: II-B
 Structural Frame (IBC Table 601): 0 Hours
 Bearing Walls Exterior / Interior: 0 Hours
 Non-Bearing Exterior / Interior Walls: 0 Hours
 Floor Construction: 0 Hours
 Roof Construction: 0 Hours

FIRE RESISTANCE RATED WALLS & SMOKE PARTITIONS:
 None, No Fire Walls, No Occupancy Separation/vertical openings, or exit enclosures provided for this project.

OCCUPANCY LOADS (OCCUPIED SPACE ONLY)

ROOM NO	ROOM NAME	S.F.	OCC/SF	TOTAL OCC.	EXIT WIDTH
GROUP A-3 ASSEMBLY USE OCCUPANCY (based on NET Floor Area)					
100	FOYER	403	N/A	N/A	15' OCC
103	CHAPEL	2058	1/18"	244	36 6"
A-3 MAXIMUM OCCUPANCY LOAD					
				244	36 6" TOTAL
GROUP B BUSINESS USE OCCUPANCY (based on GROSS Floor Area)					
20' OCC					
202	GROOM'S ROOM	290	1/100	2.9	0.58'
302	BRIDE DRESSING	213	1/100	2.1	0.42'
304	BRIDE DRESSING	211	1/300	2.1	0.42'
B MAXIMUM OCCUPANCY LOAD				8	1.42'
MAXIMUM OCCUPANCY LOAD				252	38 0"

CHAPEL SEATING CAPACITY

ROOM NO	ROOM NAME	PEW LENGTH	18" PER SEAT	TOTAL SEATS
103	CHAPEL PEW SEATING	240 FT.	8	248
103	WHEELCHAIR SPACES	-	-	4
TOTAL				252

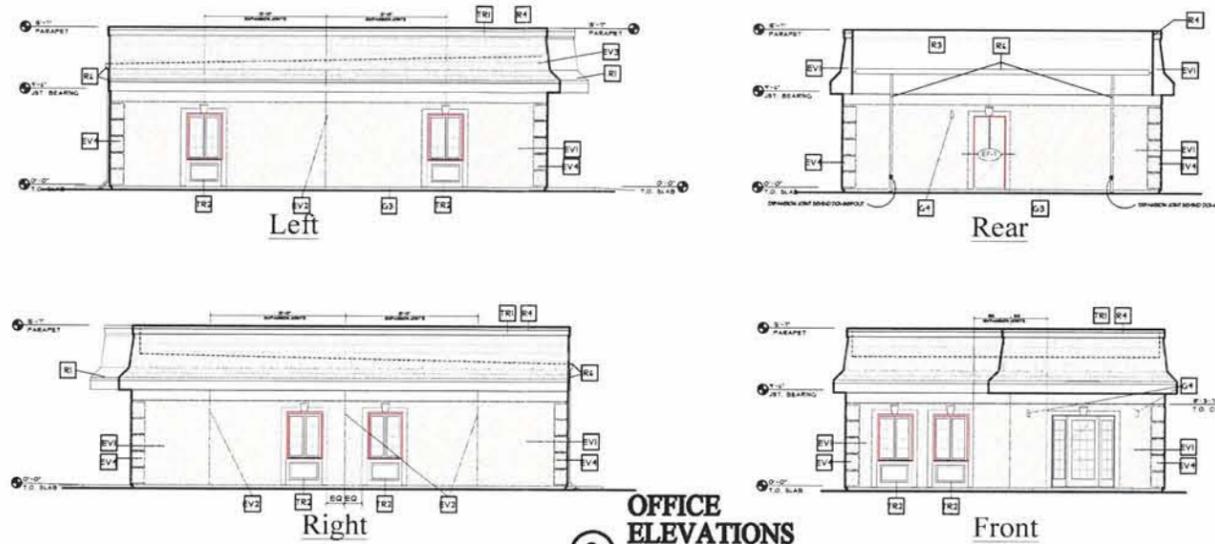
APPLICABLE CODES :
 ICC 2012 International Building Code w/ Amendments
 ICC 2012 International Residential Code w/ Amendments
 ICC 2012 International Fire Code w/ Amendments
 ICC 2012 International Mechanical Code w/ Amendments
 ICC 2012 International Fuel Gas Code w/ Amendments
 NEC 2011 National Electric Code w/ Amendments
 MFC 2011 National Fire Code w/ Amendments
 Illinois State Plumbing Code, 2014 or latest edition w/ Amendments
 The International Property Maintenance Code, 2012 edition (the "IPMC"), w/ Amendments
 Illinois Energy Conservation Code, latest edition (the State Energy Conservation Code "SECC") or ASHRAE 90.1-2010 w/ Amendments
 Village of Bartlett Zoning Code, Current Edition
 DuPage County Countywide Stormwater Floodplain Ordinance, 2013

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CHAPEL for
 Ashton Gardens
 Ashton Gardens Village of Bartlett
 Corner of Devon Ave. & South Prospect Ave.
 Bartlett, DuPage County, Illinois

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DESCRIPTION	DATE
REVIEW	10 MAY 2016
REVISED	29 JULY 2016

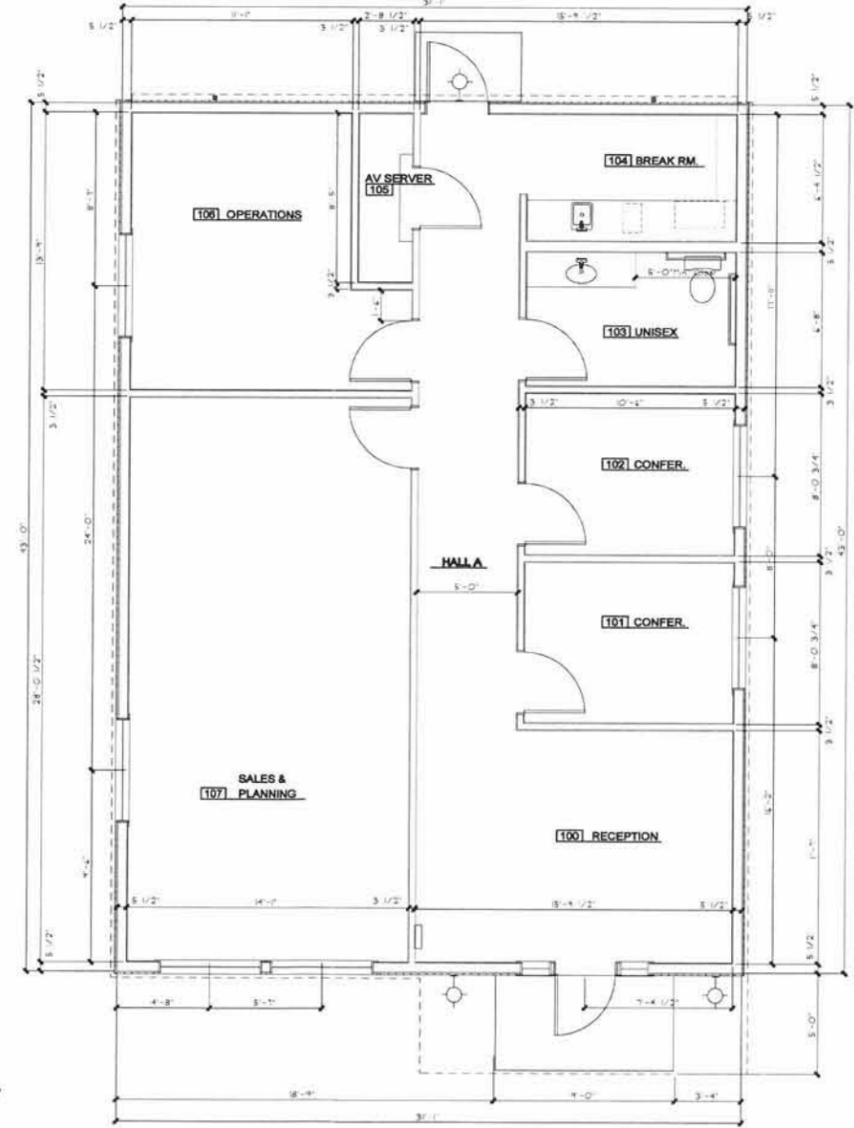


- G GENERAL ITEMS**
- G1 DOOR /FRAME - TO MATCH EPS COLOR
 - G2 CLAD WINDOW AND GLAZING SYSTEM - WHITE
 - G3 CONCRETE FOUNDATION, PAINT EXPOSED SURFACES TO MATCH STUCCO COLOR
 - G4 LIGHT FIXTURE
- R ROOFING**
- R1 NOT USED
 - R2 ARCHITECTURAL SHINGLES OVER 30# FELT, CERTAINTEED "INDEPENDENCE" GEORGETOWN GRAY
 - R3 SINGLE PLY ROOFING, ULTRA PLY TPO (20 YR. WARRANTY) SINGLE PLY MEMBRANE - WHITE
 - R4 COPING, FINISHED METAL COPING TO MATCH SHINGLE COLOR
 - R5 METAL TRIM, 24 GA. FINISHED TO MATCH SHINGLE COLOR
 - R6 METAL GUTTER AND DOWNSPOUT, FINISHED WHITE ALUMINUM 24 GAUGE
- EV - EXTERIOR VENEER**
- EV1 EPS CLASS PB SYSTEM (PAREX WATERMASTER/OVER BUILDING WRAP - OFF WHITE - ALL JOINTS/TOLDING SHALL BE PVC
 - EV2 EPS CONTROL/EXPANSION JOINT
 - EV3 EPS TRIM w/ KEYSTONE - WHITE
 - EV4 EPS GROUND - WHITE
- TR TRIM**
- TR1 1/8" CEMENTITIOUS BOARD - WHITE
 - TR2 WINDOW PANEL - EPS - WHITE

N

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2 OFFICE ELEVATIONS
1/8" = 1'-0"



APPLICABLE CODES :

ICC 2012 International Building Code w/ Amendments
ICC 2012 International Residential Code w/ Amendments
ICC 2012 International Fire Code w/ Amendments
ICC 2012 International Mechanical Code w/ Amendments
ICC 2012 International Fuel Gas Code w/ Amendments
NEC 2011 National Electric Code w/ Amendments
Illinois State Plumbing Code, 2014 (or latest edition w/ Amendments)
The International Property Maintenance Code, 2012 edition (The "IMC") w/ Amendments
Illinois Energy Conservation Code, latest edition (The State Energy Conservation Code "SECC") w/ Amendments
ASHRAE 90.1-2010 Standard 90.1-2010 w/ Amendments
Village of Bartlett Zoning Code (Current Edition)
DuPage County Countywide Stormwater Floodplain Ordinance, 2013

1 OFFICE FLOOR PLAN
1/4" = 1'-0"

CODE CRITERIA

GENERAL DESCRIPTION:

OCCUPANCY USE: GENERAL OFFICE
OCCUPANCY CLASSIFICATION: BUSINESS (B)
CONSTRUCTION TYPE: TYPE V-B (WOOD FRAME)
SPRINKLER REQUIRED: NO PER IBC TABLE 503
FIRE ALARM SYSTEM REQUIRED: NO

HEIGHT & AREA LIMITATIONS:

Actual Building Area: 1,337 S.F. (GROSS)
Actual Building Height: 15'-7"
Actual Number of Stories: 1

Permitted Building Area (IBC Table 503): 9,000 S.F.
Permitted Building Height: 40'
Permitted Number of Stories: 2

STRUCTURAL FIRE RESISTANCE:

Construction Type: V-B
Structural Frame (IBC Table 601): 0 Hours
Bearing Walls Exterior / Interior: 0 Hours
Non-Bearing Exterior / Interior Walls: 0 Hours
Floor Construction: 0 Hours
Roof Construction: 0 Hours

FIRE RESISTANCE RATED WALLS & SMOKE PARTITIONS:

None, No Fire Walls, No Occupancy Separation/vertical openings, or exit enclosures provided for this project.

OFFICE OCCUPANCY LOADS

ROOM NO	ROOM NAME	S.F.	OCC/SF	TOTAL OCC.	NOTES
100	RECEPTION	124	100	1.2	-
101	CONFERENCE	83	100	.8	-
102	CONFERENCE	83	100	.8	-
103	AV SERVER	-	-	-	NON-OCCUPIED SPACE
104	BREAK ROOM	65	100	.7	-
105	UNISEX TOILET ROOM	-	-	-	NON-OCCUPIED SPACE
106	OPERATIONS	165	100	1.7	-
107	SALES & PLANNING	361	100	3.6	-
TOTAL		-	-	8.8	-

Number of Exits Required (LSC 38.2.4.3): 1
Actual Provided: 2

Maximum Travel Distance Allowed (LSC 38.2.6.2): 200'
Actual Provided: 70'-6"

Maximum Common Path (LSC 38.2.5.3.2): 100'
Actual Provided: 0'

Maximum Dead End (LSC 38.2.5.2.2): 20'

Minimum Separation of Exits Required (LSC 7.5.4.2):
Diagonal x 1/2 Maximum Diagonal (88'-9" x 1/2 = 44'-5")
Actual Each Ballroom Provided: 66'-10"

Panic Hardware Required: Not Required

INTERIOR FINISHES (Shall comply w/ LSC Chapt. 8) Class A, B, or C.

OFFICE for

Ashton Gardens
 Ashton Gardens Village of Bartlett
 Corner of Devon Ave. & South Prospect Ave.
 Bartlett, DuPage County, Illinois

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DESCRIPTION	DATE
REVIEW	10 MAY 2016
REVISED	29 JULY 2016



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PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2011

ASHTON GARDENS
SW Corner of Devon Avenue & South
Prospect Avenue
Village of Bartlett, DuPage County Illinois

Reserved for Seal:

Expiration Date:

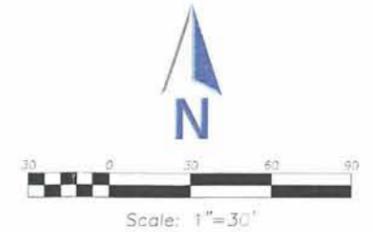
No.	Date	Description
05/16/16	Development Review Submittal	
06/29/16	Development Review Submittal	

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Design By: SSG Date: 04/19/16
Approved By: XXX Project No: 0000.00

Sheet Title:
**TREE
PRESERVATION
PLAN**

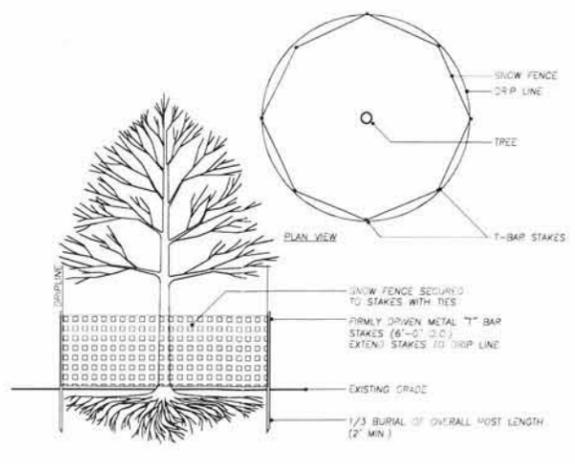
Sheet No:
L300



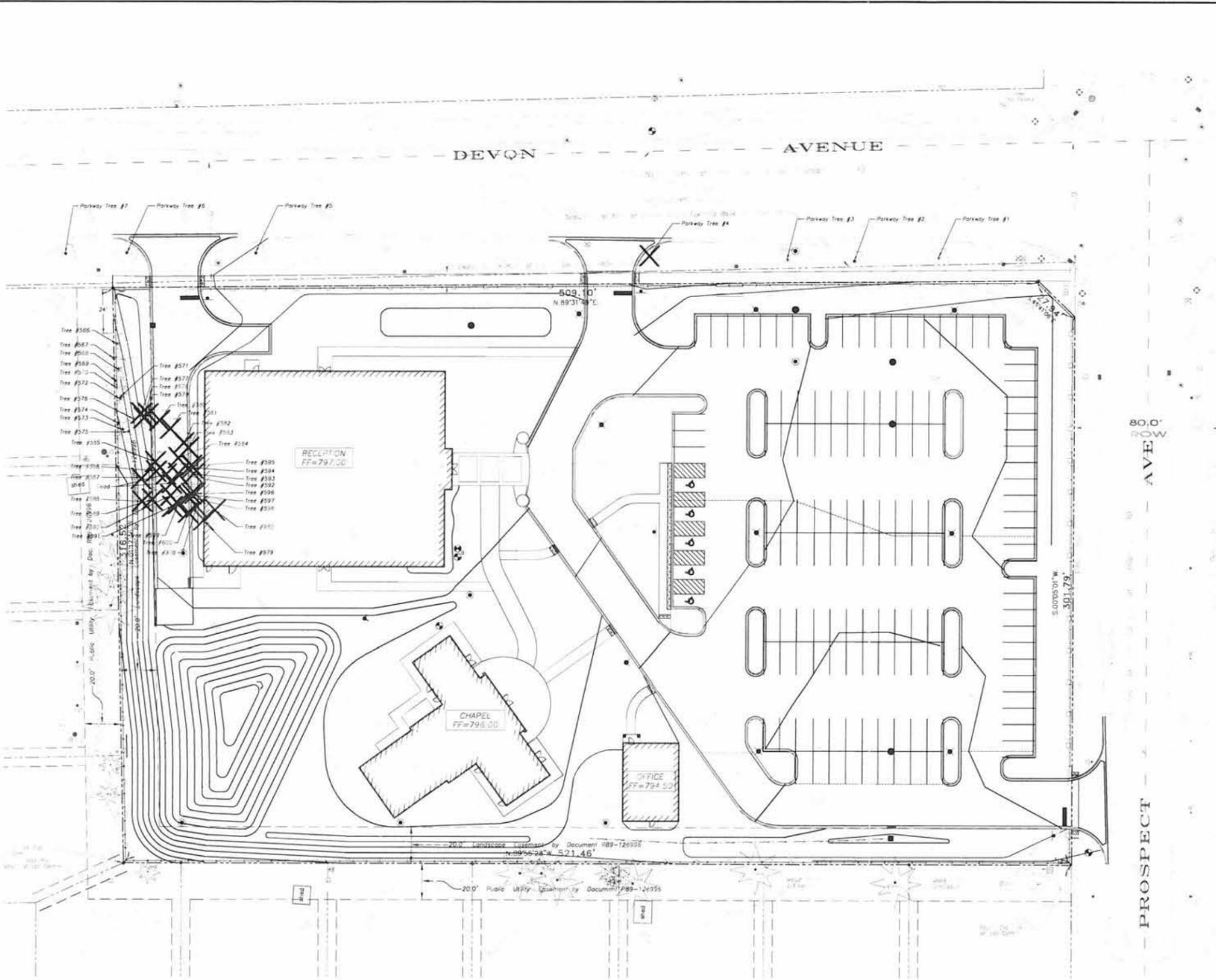
EXISTING TREE INVENTORY

TREE #	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	COMMENTS
566	Robinia pseudoacacia	Black Locust	12" Cal	Good	
567	Robinia pseudoacacia	Black Locust	12" Cal	Good	
568	Robinia pseudoacacia	Black Locust	8" Cal	Good	Multi-trunk
569	Robinia pseudoacacia	Black Locust	8" Cal	Fair	
570	Robinia pseudoacacia	Black Locust	8" Cal	Good	
571	Robinia pseudoacacia	Black Locust	8" Cal	Good	
572	Robinia pseudoacacia	Black Locust	6" Cal	Good	
573	Robinia pseudoacacia	Black Locust	10" Cal	Good	
574	Robinia pseudoacacia	Black Locust	12" Cal	Good	
575	Robinia pseudoacacia	Black Locust	12" Cal	Good	
576	Robinia pseudoacacia	Black Locust	8" Cal	Good	Multi-trunk
577	Robinia pseudoacacia	Black Locust	4" Cal	Good	
578	Robinia pseudoacacia	Black Locust	8" Cal	Good	
579	Robinia pseudoacacia	Black Locust	10" Cal	Good	
580	Robinia pseudoacacia	Black Locust	12" Cal	Good	
581	Robinia pseudoacacia	Black Locust	15" Cal	Good	
582	Robinia pseudoacacia	Black Locust	17" Cal	Good	
583	Robinia pseudoacacia	Black Locust	5" Cal	Fair	
584	Robinia pseudoacacia	Black Locust	12" Cal	Good	
585	Robinia pseudoacacia	Black Locust	15" Cal	Fair	Multi-trunk one segment dead
586	Robinia pseudoacacia	Black Locust	15" Cal	Good	
587	Robinia pseudoacacia	Black Locust	24" Cal	Good	Multi-trunk
588	Robinia pseudoacacia	Black Locust	30" Cal	Good	Multi-trunk
589	Robinia pseudoacacia	Black Locust	18" Cal	Good	Multi-trunk
590	Robinia pseudoacacia	Black Locust	4" Cal	Good	
591	Robinia pseudoacacia	Black Locust	5" Cal	Good	
592	Robinia pseudoacacia	Black Locust	12" Cal	Good	
593	Robinia pseudoacacia	Black Locust	9" Cal	Good	
594	Robinia pseudoacacia	Black Locust	8" Cal	Good	
595	Robinia pseudoacacia	Black Locust	8" Cal	Fair	
596	Robinia pseudoacacia	Black Locust	8" Cal	Good	
597	Robinia pseudoacacia	Black Locust	8" Cal	Good	
598	Robinia pseudoacacia	Black Locust	8" Cal	Good	
599	Robinia pseudoacacia	Black Locust	4" Cal	Good	
600	Robinia pseudoacacia	Black Locust	5" Cal	Good	
578A	Robinia pseudoacacia	Black Locust	15" Cal	Good	Multi-trunk
579A	Robinia pseudoacacia	Black Locust	15" Cal	Good	Multi-trunk
580A	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580B	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580C	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580D	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580E	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580F	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580G	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580H	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580I	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580J	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580K	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580L	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580M	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580N	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580O	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580P	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580Q	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580R	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580S	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580T	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580U	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580V	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580W	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580X	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580Y	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
580Z	Robinia pseudoacacia	Black Locust	24" Cal	Fair	Multi-trunk
581	Prunus celtica	Blackthorn	12" Cal	Fair	Growing into overhead lines
582	Prunus celtica	Blackthorn	12" Cal	Fair	Growing into overhead lines
583	Prunus celtica	Blackthorn	12" Cal	Fair	Growing into overhead lines
584	Prunus celtica	Blackthorn	12" Cal	Fair	Growing into overhead lines
585	Prunus celtica	Blackthorn	12" Cal	Fair	Growing into overhead lines
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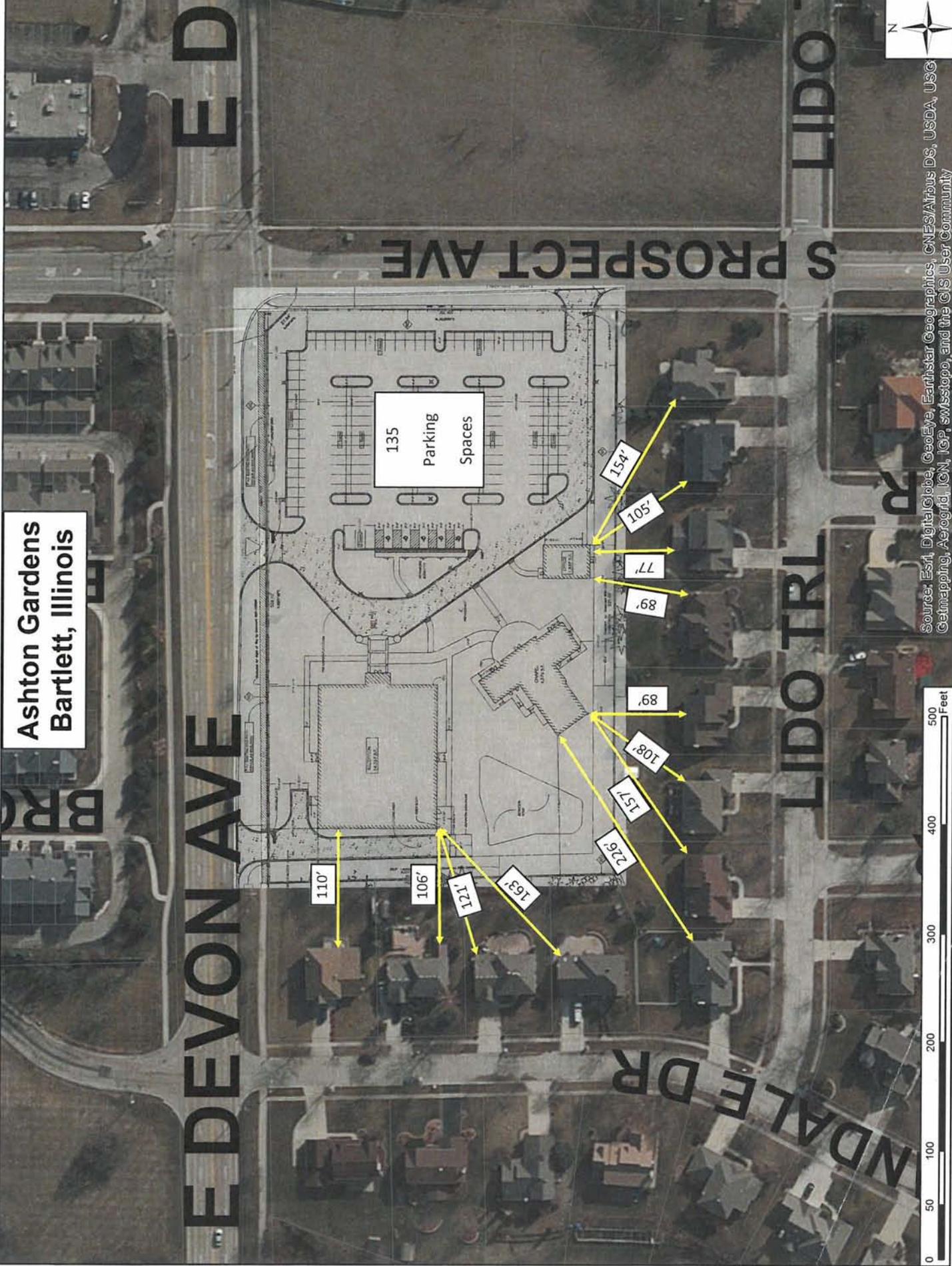
- TREE PRESERVATION NOTES**
- ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPRESSION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AND/OR SUCH MATERIALS AT A DISTANCE OF 4'-6" FROM THE TRUNK.
 - THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO ANYTHING PLANNING OPERATIONS. THE CONTRACTOR SHALL REPAIR/REPLACE AND UTILITY, PAVING, CURBING, ETC. WHICH IS DAMAGED DURING PLANTING AND TREE REMOVAL OPERATIONS.
 - REFER TO PLAN OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
 - CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
 - LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
 - REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
 - PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
 - TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.



SECTION VIEW
1 TREE PROTECTION DETAIL
Not To Scale
326163-01



EEA - C:\PROJECTS\LEA\Bartlett\2016-06-29_Ashton Gardens_Landscape_Plan.dwg
Plotted: 7/07/16 @ 4:30pm By: agregory



Ashton Gardens
Bartlett, Illinois

E DEVON AVE

S PROSPECT AVE

LIDO TRL

NDALFE DR



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





Ashton Gardens
Houston, Texas

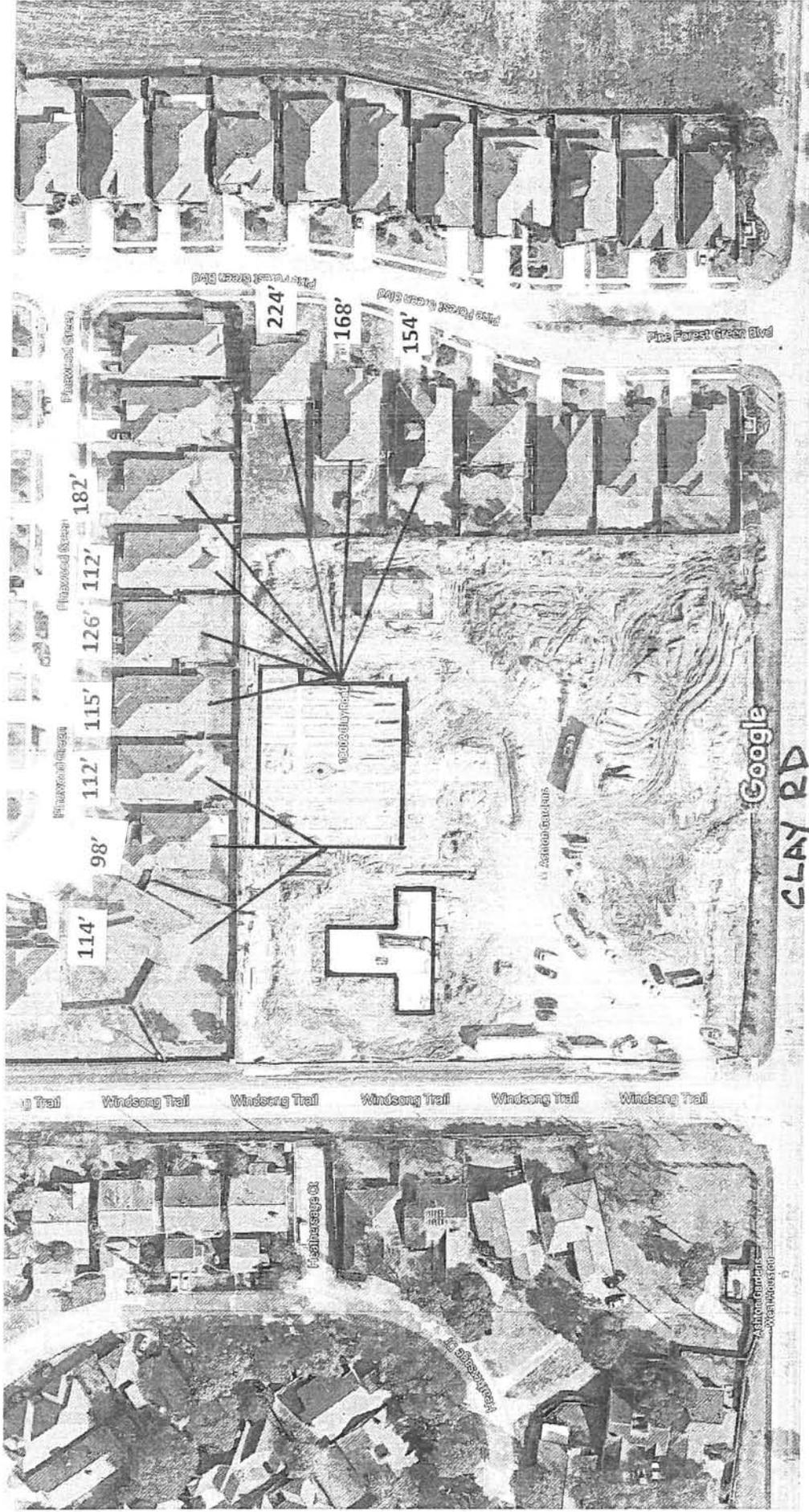
184
Parking
Spaces

Pine Forest Green Blvd

Windsong Trail

Clay Rd

Google Maps 18002 Clay Rd



Imagery ©2016 Google, Map data ©2016 Google 50 ft

Ashton Gardens Houston West Adjacent Residences

AUG 02 2016

ASHTON GARDENS DALLAS / FT. WORTH
Neighboring Property Values

VILLAGE OF
BARTLETT

Property Street	2016	2015	2014	2013	2012	2011	Increase 2011-16
Post Oak Cir	235,000	216,500	210,168	192,215	192,500	192,500	22.08%
	248,902	235,124	212,873	195,191	199,852	215,494	15.50%
	251,175	237,814	216,236	199,090	203,610	218,778	14.81%
Average By Street							17.46%
Wood Edge Ct	237,301	223,940	202,362	185,216	189,736	204,904	15.81%
	263,500	250,000	235,087	215,649	220,768	237,943	10.74%
	290,882	277,062	226,700	207,670	214,100	224,405	29.62%
	275,281	260,055	235,524	215,990	221,127	238,367	15.49%
	246,000	234,700	212,900	194,090	200,100	213,135	15.42%
	271,278	259,690	235,537	210,000	210,000	210,000	29.18%
Average By Street							19.38%
Fair Oaks Cir	245,000	220,000	220,000	215,000	215,000	215,000	13.95%
	262,226	249,604	205,000	194,308	197,670	200,000	31.11%
	240,553	230,000	217,911	195,000	195,000	195,000	23.36%
Average By Street							22.81%
Hayden Ln	221,111	217,000	201,035	180,000	180,000	180,000	22.84%
	236,077	237,565	215,585	198,130	202,669	213,738	10.45%
	287,036	273,244	226,000	225,658	229,285	243,414	17.92%
	214,482	203,302	184,055	169,215	173,202	183,719	16.74%
	243,740	231,897	209,137	191,035	195,745	208,754	16.76%
	240,700	228,998	206,509	188,621	193,276	206,139	16.77%
Average By Street							16.91%

Overall Average 18.81%

ASHTON GARDENS HOUSTON NORTH
Neighboring Property Values

Property Street	2016	2015	2014	2013	2012	2011	Increase 2011-16
Kenchester		139,735	127,032	115,484	117,794	117,794	18.63%
		149,433	135,849	124,784	123,736	123,736	20.77%
		151,539	128,331	117,210	117,210	117,210	29.29%
		90,729	78,665	73,015	73,015	73,015	24.26%
		138,832	126,211	114,738	113,317	113,317	22.52%
Average By Street							23.09%
Gloucester		111,217	111,217	111,217	119,709	119,709	-7.09%
		139,266	126,606	115,097	123,550	120,550	15.53%
		143,003	130,003	118,185	120,000	120,000	19.17%
		156,370	142,500	129,546	139,128	139,128	12.39%
		155,437	141,307	128,461	133,934	133,934	16.05%
Average By Street							11.21%

Overall Average 17.15%

ASHTON GARDENS DECIBEL LEVEL / NOISE ANALYSIS

Performed at Ashton Gardens Houston West

Location is very similar to Bartlett location in that the site is flanked by intersecting 4 lane road and a 2 lane road as well as similar proximity of residents

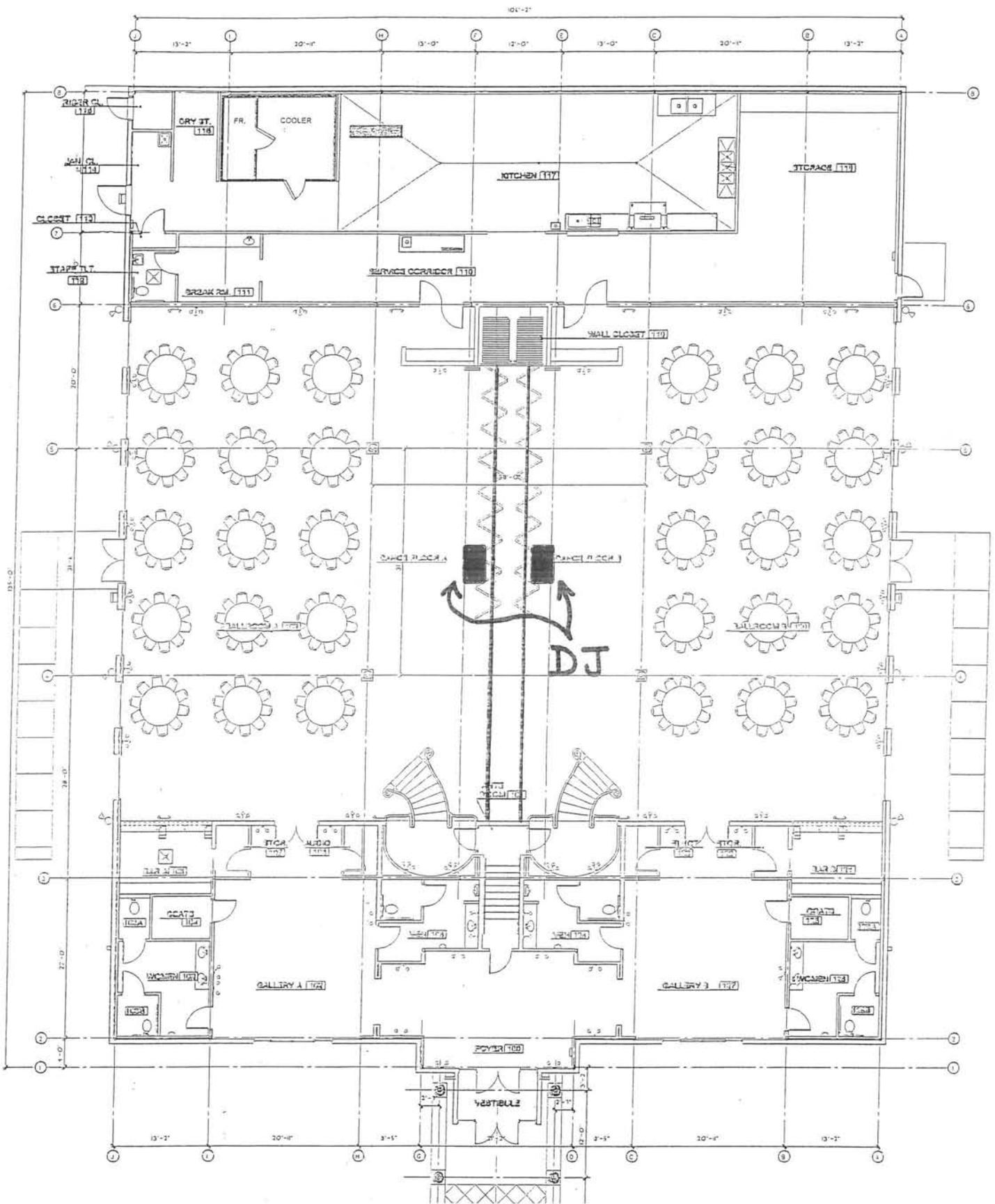
Locations and Levels of Decibel Readings & Criteria

- DJ playing music at peak dance time
- DJ with back to center divider wall
- DJ facing exterior window wall with exit door
- Reading #1 - inside ballroom, in front of DJ, interior far corner: 98 – 100 decibels
- Reading #2 – outside ballroom, 25 feet from window wall and exit door : 74 – 80 decibels
- Reading #3 – outside ballroom, 75 feet from window wall and exit door: 70 – 74 decibels
- Reading #4 – outside ballroom, 130 feet from window wall and exit door: 70 – 74 decibels

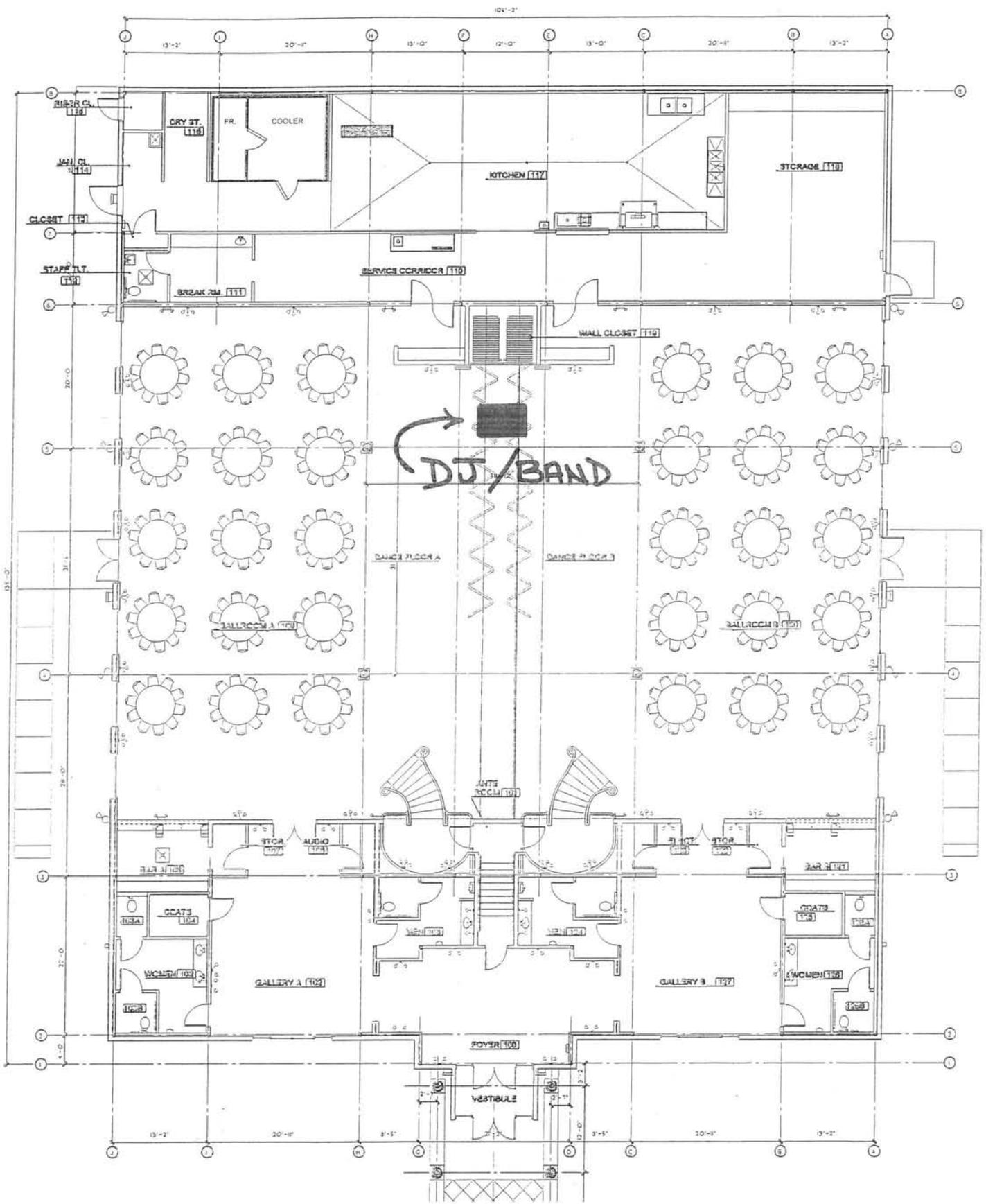
Notation: outside readings ranges were a result of normal traffic detected on Clay Road

Comparative Decibel Levels of Common Sounds

Sound (dB)	Sound noise (with distance)
0 dB	Hearing threshold
10 dB	Distant rustling of leaves
20 dB	Whisper close up
30 dB	Quiet rural area
40 dB	Quiet library
50 dB	Conversation at home
60 dB	Conversation in a bar
70 dB	Vacuum cleaner at 3ft. (1m)
80 dB	Close alarm clock
90 dB	Operating a lawn mower
100 dB	Speaker in a club 3ft. (1m) away
110 dB	Vehicle horn 3ft. (1m) away
120 dB	Chain saw close up (discomfort)
130 dB	Jack hammer (pain threshold)
140 dB	Jet engine (pain threshold)
150+ dB	Eardrum rupture

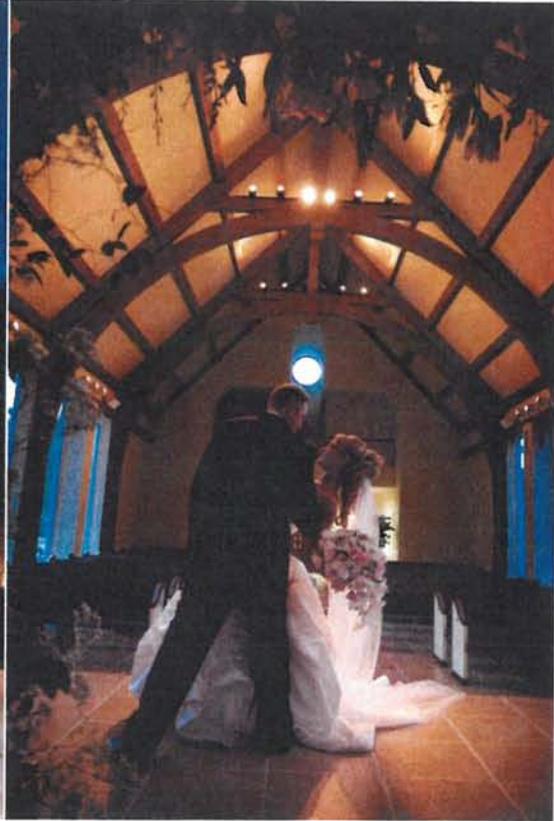
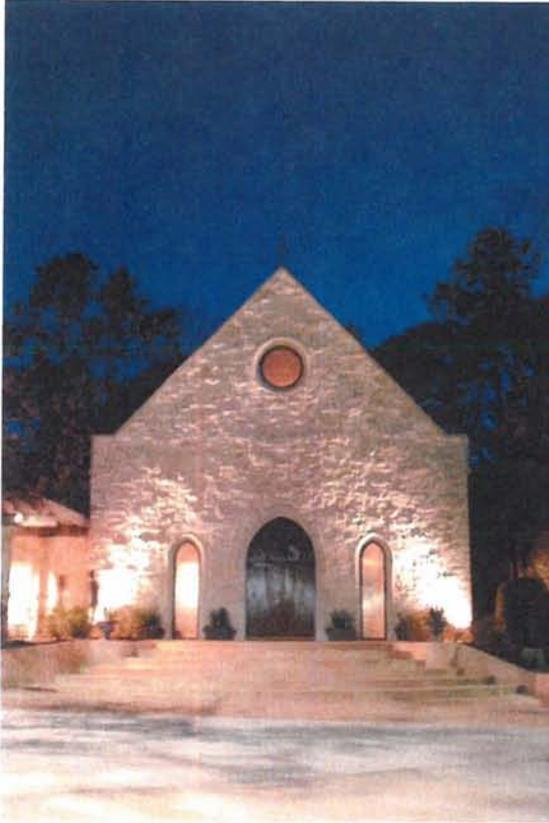


Location of DJ's with divider walls closed - single ballroom event



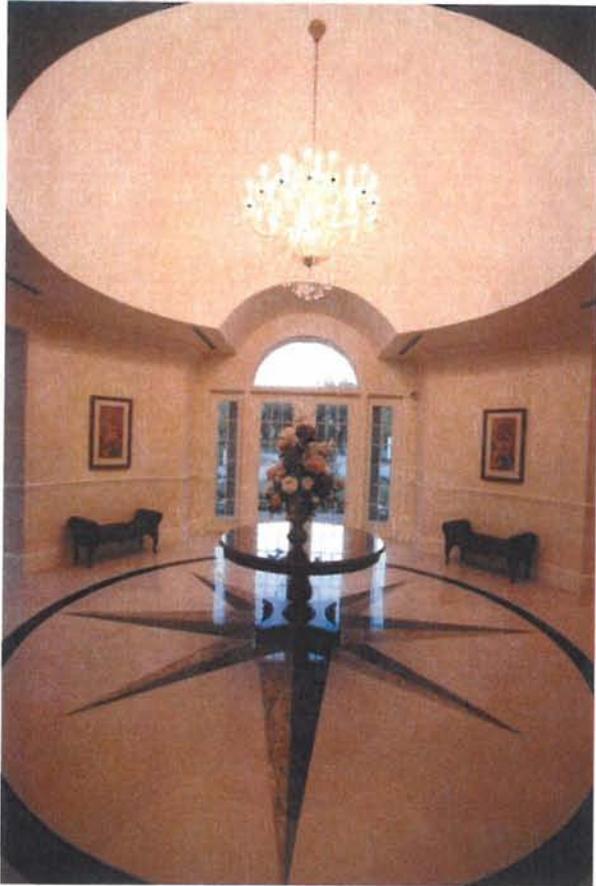
Location of DJ or band with divider walls open – double ballroom event

Intimate Ceremonies

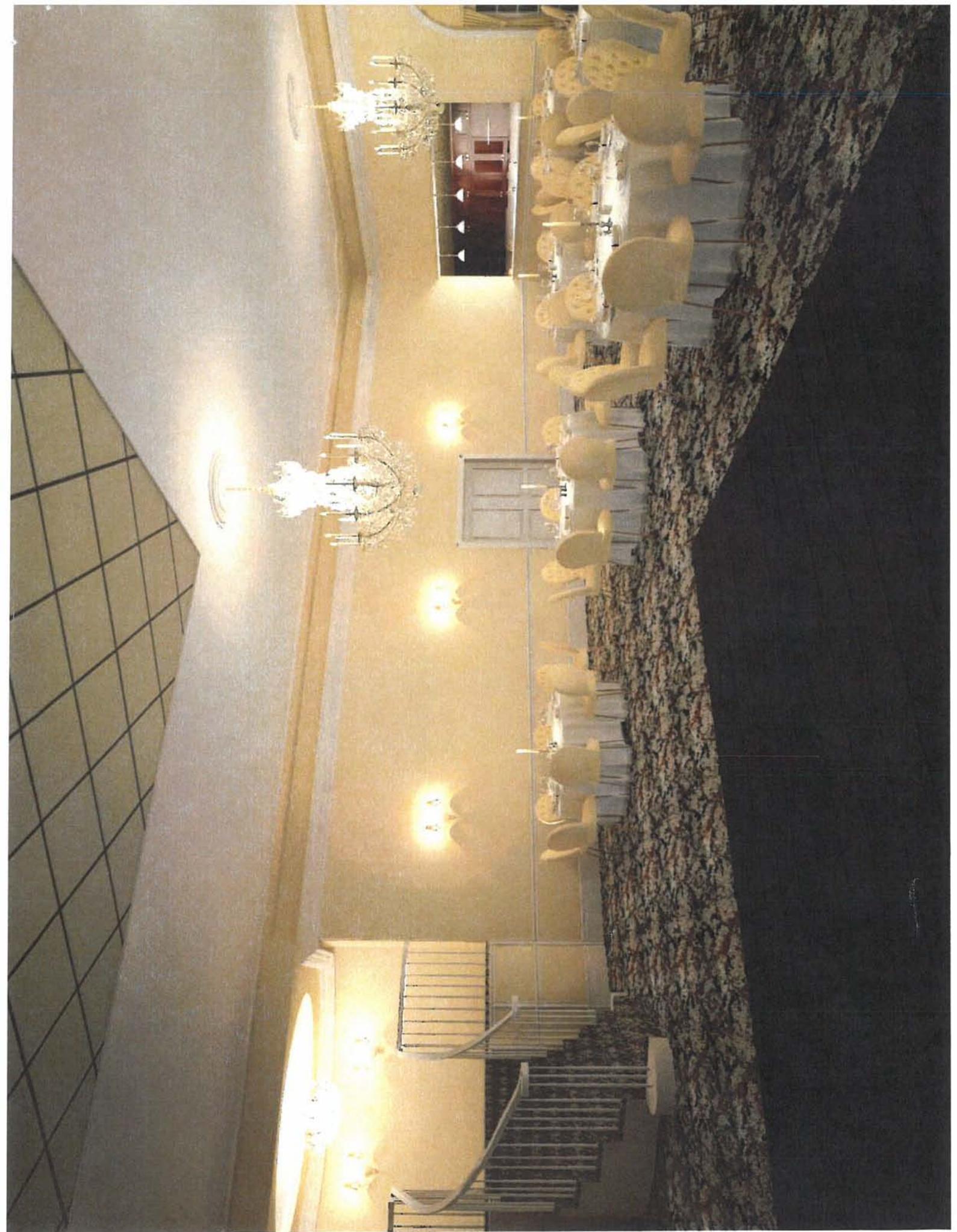


Elegant Receptions

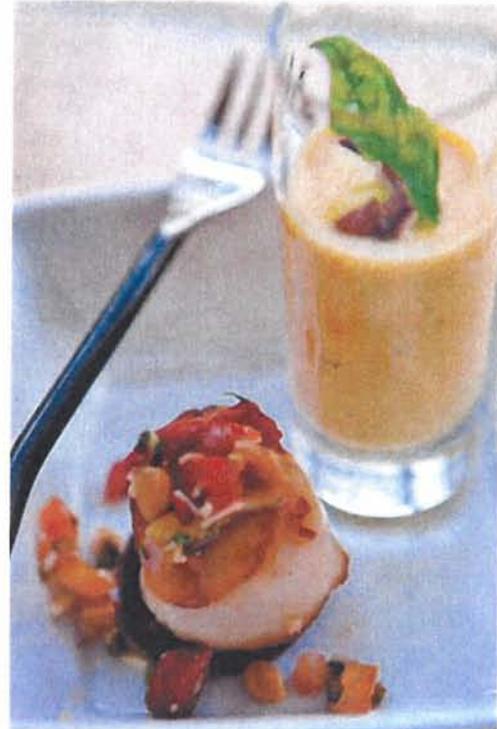
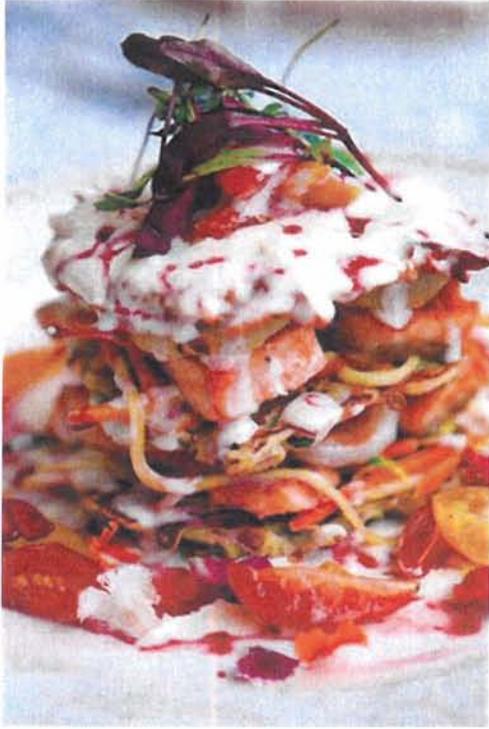








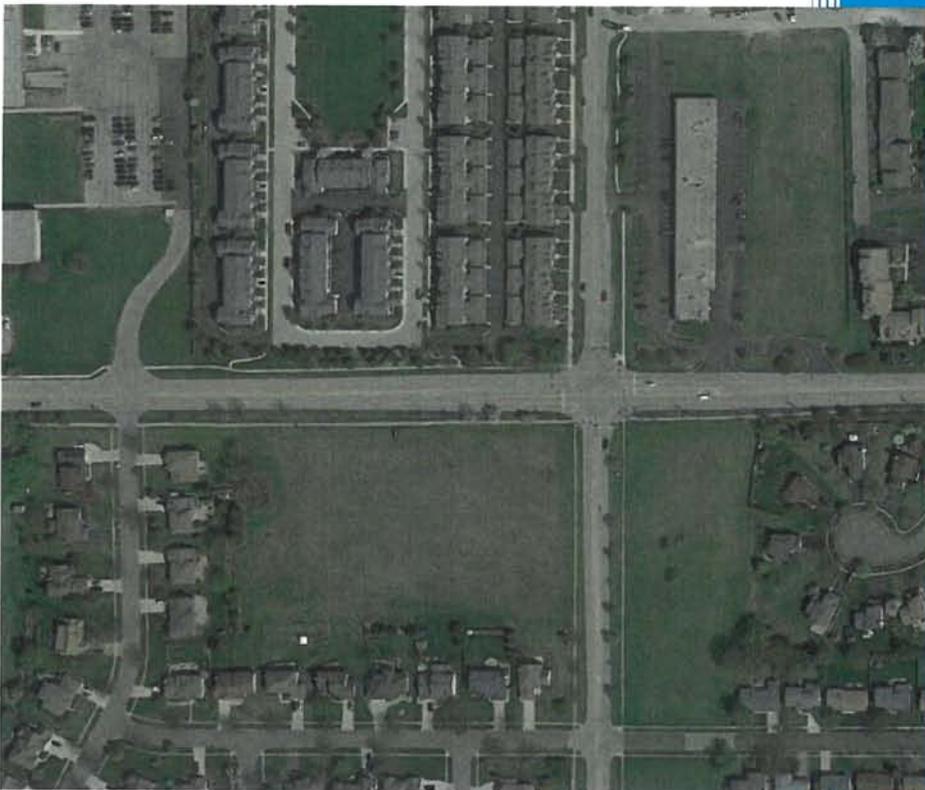
Exquisite Cuisine



April 2016

Ashton Gardens

Traffic and Parking Study



Prepared for:

**Dennis L. Norton
Architect**

Eriksson Engineering Associates, Ltd.

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Grayslake, IL 60030
(847) 223-4804

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Chicago, IL 60661
(312) 463-0551

INTRODUCTION

Eriksson Engineering Associates, Ltd. was retained by Dennis L. Norton Architect to conduct a traffic impact and parking demand study for a proposed wedding chapel and reception hall in Bartlett, Illinois. The proposed site is located on the south side of Devon Avenue and west of Prospect Avenue.

The purpose of the study was to observe the existing traffic patterns around the site, determine the traffic characteristics of the proposed development, review the parking needs, and develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Use

The subject site is currently vacant and located at the southwest corner of Devon and Prospect Avenues in Bartlett, Illinois. Uses around the site include single-family residential to the west and south, multi-family residential to the north, and vacant land/single-family residential to the east. Industrial buildings are located to the northwest and a retail building to the northeast. **Figure 1** illustrates the site and the surrounding land-uses and roads (All figures are located at the end of the report).

Bicycle and Pedestrian Routes

Designated bike routes are located on the south side of Devon Avenue and on Prospect Avenue north of Devon Avenue. Public sidewalks are provided along the site's frontage on both sides of each road.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

Devon Avenue (DuPage County 6) is a four-lane east-west undivided arterial with a posted speed limit of 35 mph. A multi-use path is provided along the south side of Devon Avenue adjacent to the site. At its signalized intersection with Prospect Avenue, it widens out to provide separate left-turn lanes. Devon Avenue is under the jurisdiction of DuPage County Division of Transportation.

Prospect Avenue is a three-lane north-south collector with a striped center median and a posted speed limit of 30 mph south of Devon Avenue and 25 mph north of Devon Avenue. Sidewalks are provided on both sides of the street. A left-turn lane is provided at the Devon Avenue intersection. Prospect Avenue is under the jurisdiction of Village of Bartlett.

Existing Traffic Volumes

Friday evening (4:00 to 7:00 PM) and Saturday evening (4:00 to 7:00 PM) manual traffic counts were conducted in April, 2016 at the intersection of Devon and Prospect Avenues. These counts showed the **peak-hours of traffic occurring 5:00 to 6:00 PM** on Friday and 5:30 PM to 6:30 PM on Saturday. At the intersection of Devon and Prospect Avenues, the Saturday counts were 39% lower than the Friday volumes. The existing traffic volumes are shown in **Figure 2** and included in the **Appendix**.

SITE TRAFFIC CHARACTERISTICS

Site Plan

Ashton Gardens is a wedding chapel and banquet facility that provides a single location for a wedding party and their guests to attend a ceremony and then stay for the reception. The site plan calls for the construction of three buildings on the property with a small 1,000 square foot office, a wedding chapel accommodating up to 244 persons, and the banquet hall holding 300 persons with 30 serving staff. A total of 142 parking spaces are proposed with six accessible spaces. A combined drop-off/loading lane is located in the front of the chapel and banquet hall. Refuse pick-up will be located on the west side of the building. Full access points are proposed Devon and Prospect Avenues.

Trip Generation

Weddings and the receptions are mostly held in the evenings after peak commuter traffic. The busiest days will be Fridays and Saturdays. Approximately 85% of the guests will arrive for the wedding ceremony while the rest come later for the reception. The vehicle occupancy rate is 3 persons per vehicle. The resulting site traffic volumes are shown in Table 1.

**Table 1
Ashton Gardens Site Traffic Volumes**

Friday Evening			Saturday Evening		
In	Out	Total	In	Out	Total
70	10	80	70	10	80

To be conservative, these volumes were combined with the peak-hour traffic volumes from the counts. Event start times will vary on a day to day basis.

Trip Distribution

The trip distribution to the site is based on a combination of the existing traffic volumes, the distribution of residences in the area, and the regional road network. The distribution of traffic is shown on Table 2 and Figure 3.

**Table 2
Directional Distribution**

Direction	Distribution
North on Prospect Avenue	10%
South on Prospect Avenue	10%
East on Devon Avenue	50%
West on Devon Avenue	30%
Total	100%

Trip Assignment

The future vehicular trips that are generated by the development were distributed to the adjacent roadways based on the directional distribution analysis and the proposed site plan. **Figure 4** displays the trip assignment for the development's traffic volumes. **Figure 5** shows the Total Traffic volumes, which is the sum of the existing traffic volumes and the projected site traffic volumes.

ANALYSES

Intersection Capacity Analyses

An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Capacity analyses were conducted for each intersection using the HCS computer program to determine the existing and future operating conditions of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**. **Table 4** shows the existing and projected level of service and vehicular delay results for each intersection.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual 2010

Devon Avenue Access Drive

The proposed driveway on Devon Avenue will have one inbound lane and one outbound lane under stop sign control. It is 270 feet west of Prospect Avenue and will operate well with the projected traffic volumes. A separate left-turn lane is not required on Devon Avenue.

Prospect Avenue Access Drive

The proposed driveway on Prospect Avenue will have one inbound lane and one outbound lane under stop sign control. It is 300 feet south of Devon Avenue and will operate well with the projected traffic volumes.

**Table 4
Intersection Level of Service and Delay**

Intersection	Friday Evening		Saturday Evening	
	Existing	Total	Existing	Total
Devon Avenue at Prospect Avenue (Signalized)	LOS B-16.5	LOS B-16.5	LOS B-18.8	LOS B-18.5
Ashton Gardens Access On Devon Avenue (Stop Controlled)		Nb Lt/Rt-LOS B-12.1 Wb Lt -LOS A-0.5		Nb Lt/Rt-LOS B-10.2 Wb Lt -LOS A-0.8
Ashton Gardens Access On Prospect Avenue (Stop Controlled)		Eb Lt/Rt-LOS B-10.3 Nb Lt -LOS A-0.4		Eb Lt/Rt-LOS B-10.1 Nb Lt -LOS A-0.4

Devon Avenue at Prospect Avenue

The signalized intersection works well today with a good level of service and minimal vehicular delays. The proposed development will not have an adverse impact on the intersection.

Delivery/Refuse Access

The proposed delivery/refuse driveway on Devon Avenue will have one inbound lane and one outbound lane under stop sign control. It is 500 feet west of Prospect Avenue. Deliveries will be between 9:00 AM and 1:00 PM. Approximately eight trucks will make deliveries throughout the week.

PARKING

Parking requirements for the development were calculated based on the Village of Bartlett Zoning Code. Table 5 shows the parking required by code for each component of the project.

**Table 5
Zoning Code Parking Requirements**

Use	Size	Zoning Code	Required Parking
Chapel	244 seats	One spaces for every 4 seats	61 spaces
Reception Hall	300 persons and 30 staff	Parking space shall be provided equal to 30 per cent of the capacity of the facility in persons.	99 spaces
Office	1,000 sq. ft.	One Space for every 275 sq. ft.	4 spaces
Parking Required			164 spaces
Parking Provided			142 spaces

The proposed site plan has a total of 142 parking spaces, including 6 accessible spaces, and provides 86% of the zoning code requirement. It exceeds the accessible requirement of 5 spaces. A small parking variation is required for 16 spaces.

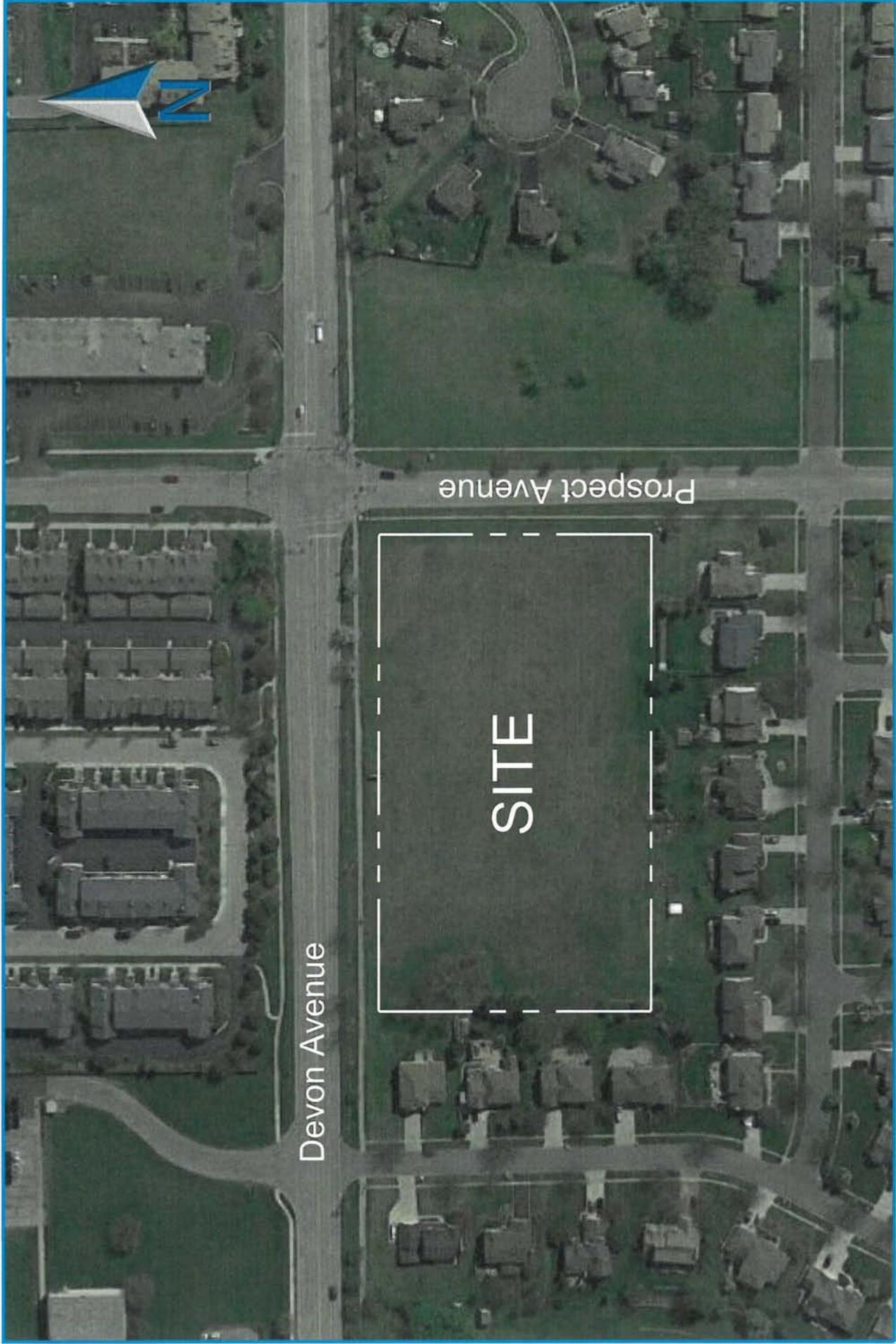
Zoning codes are based the assumption that the individual components of a development are occupied at the same time. Ashton Gardens provides the convenience of a single-location for a wedding and reception so the guests can drive and park once. The peak use of the office space is during the day when staff is planning for upcoming events. During events, the staff will be assisting at the chapel and reception hall and not in the office. The chapel and the reception hall will only be used in conjunction with one event. They are not going to schedule two different events at the same times that could create a parking problem. With the reception hall as the biggest user on the site, the code would require 99 spaces which is less than the 142 spaces provided.

Discussions with the Ashton Gardens operator indicate that the peak parking demand is 125 vehicles at their other facilities.

SUMMARY

This report summarizes the results of traffic and parking study for a proposed Ashton-Garden wedding chapel and reception hall in Bartlett, Illinois. The findings of the study are:

- The volume of traffic generated by the development will have no adverse impact on peak-hour traffic conditions on Devon or Prospect Avenues.
- Access to the site will be provided by three full access drives:
 - A delivery/refuse drive on the west side of the building on Devon Avenue.
 - A full access drive on Devon Avenue
 - A full access Drive on Prospect Avenue.
- An on-site loading space is provided in on the west side of the reception hall for deliveries and refuse pick-up.
- The Village Zoning Code requires 164 parking spaces based on the simultaneous usage of all three buildings on the site. With 142 parking spaces provided, a parking variation of 16 spaces is required.
- The proposed usage of the development and the parking information from other facilities indicate the parking demand would be less than 125 vehicles.



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ENGINEERING
ASSOCIATES, LTD.

Site Location & Area Roadways

Figure 1

LEGEND

- 00 Friday Peak
- (00) Saturday Peak
-  Traffic Signal



60 (20)
65 (71)
91 (62)

125 (63)
344 (165)
85 (60)

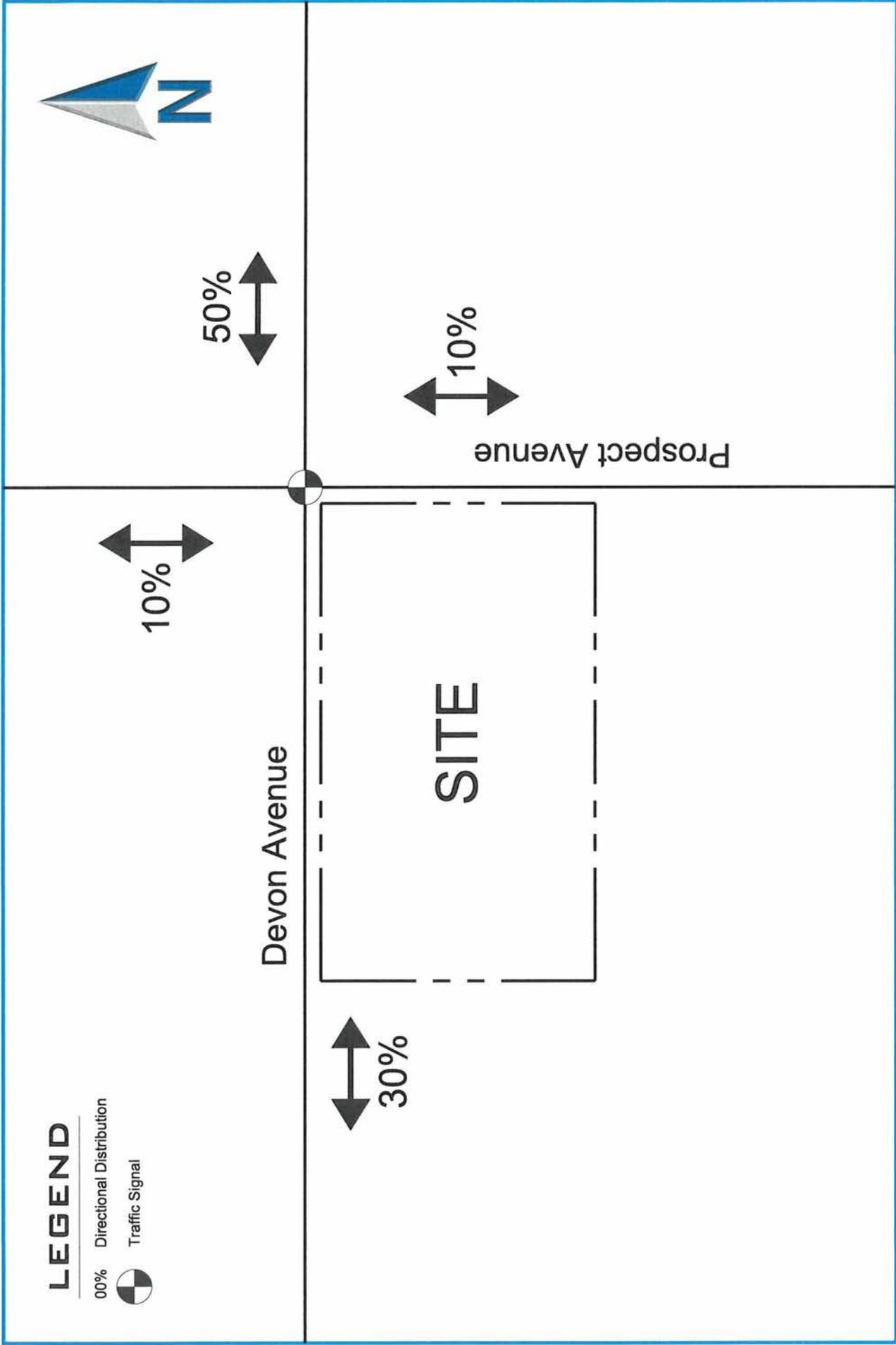
(26) 65
(141) 233
(34) 64

(31) 39
(40) 59
(66) 37

Devon Avenue

SITE

Prospect Avenue



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ASSOCIATES, LTD.

Directional Distribution

Figure 3

LEGEND

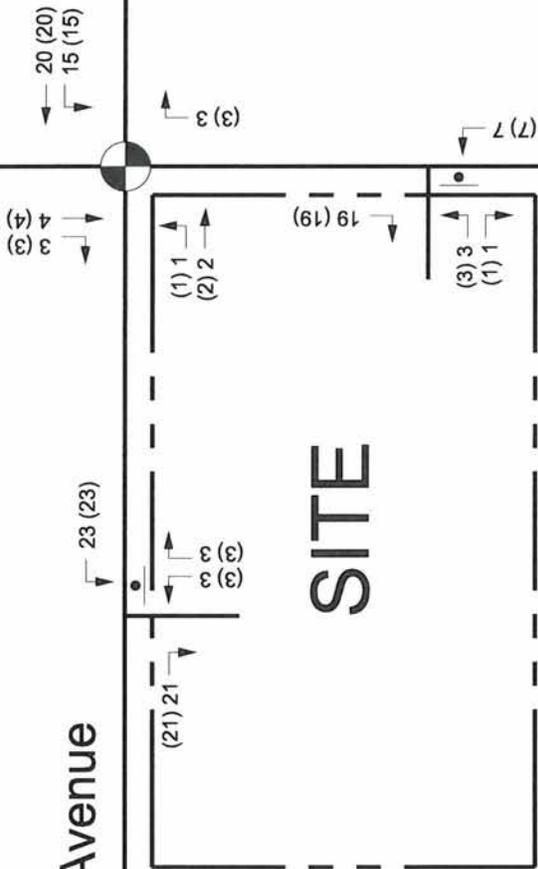
- Stop Sign
- 00 Friday Peak
- (00) Saturday Peak
- ◐ Traffic Signal



Devon Avenue

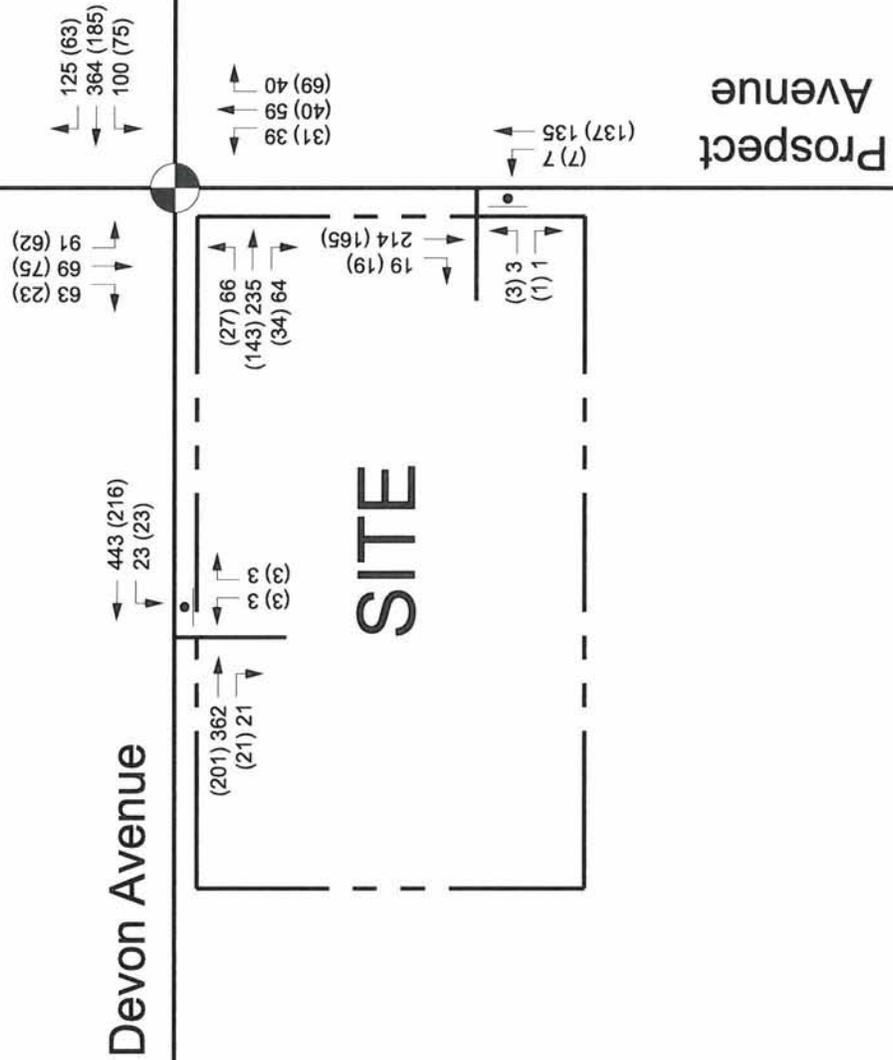
Prospect Avenue

SITE



LEGEND

- Stop Sign
- 00 Friday Peak
- (00) Saturday Peak
- ◐ Traffic Signal





Traffic and Parking Study Appendix

- **2016 Existing Traffic Counts**
- **Existing Capacity Analyses**
- **Total Capacity Analyses**

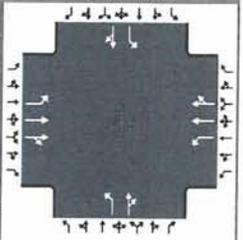


Devon Avenue at Prospect Avenue

Begin Time	Bartlett, Illinois												15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Prospect Avenue Southbound			Devon Avenue Westbound			Prospect Avenue Northbound			Devon Avenue Eastbound					
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Friday April 8, 2016														
4:00 PM	8	10	15	27	73	17	9	11	13	10	48	10	251	1072	0.85
4:15 PM	14	17	15	19	77	22	8	13	9	32	10	10	250	1120	0.89
4:30 PM	20	15	15	18	60	17	9	22	9	51	13	13	257	1194	0.92
4:45 PM	9	11	30	37	88	25	9	13	16	45	11	11	314	1254	0.97
5:00 PM	15	10	21	26	72	12	7	17	7	75	19	19	299	1267	0.97
5:15 PM	16	17	31	38	84	26	5	14	10	49	17	17	324	1254	0.96
5:30 PM	13	18	18	33	84	16	11	17	14	63	16	16	317	1165	0.89
5:45 PM	16	20	21	28	104	31	14	11	8	46	13	13	327	1115	0.85
6:00 PM	12	18	23	32	80	21	10	12	15	38	8	8	286	1022	0.89
6:15 PM	6	13	16	27	61	21	8	16	11	38	6	6	235		
6:30 PM	11	19	17	30	64	20	8	17	7	53	8	8	267		
6:45 PM	9	13	12	25	74	18	9	9	8	43	7	7	234		
Total	149	181	234	340	921	246	107	172	127	581	138	138	1267		
5:00-6:00 PM	60	65	91	125	344	85	37	59	39	233	65	65			
	Saturday April 9, 2016														
4:00 PM	4	11	15	22	44	10	20	15	3	48	7	7	206	777	0.94
4:15 PM	7	12	10	16	44	10	8	14	7	40	8	8	180	749	0.92
4:30 PM	6	11	18	15	41	14	13	20	6	31	9	9	188	741	0.91
4:45 PM	13	11	10	21	29	16	18	23	5	38	11	11	203	754	0.93
5:00 PM	8	7	18	15	40	17	9	10	8	36	5	5	178	753	0.93
5:15 PM	11	7	14	7	43	9	12	8	6	37	9	9	172	769	0.95
5:30 PM	3	13	17	18	49	15	16	11	8	38	5	5	201	779	0.96
5:45 PM	4	10	12	23	44	18	20	12	11	30	9	9	202	734	0.91
6:00 PM	7	27	22	8	32	12	20	8	6	35	5	5	194	675	0.87
6:15 PM	6	21	11	14	40	15	10	9	6	38	7	7	182		
6:30 PM	6	4	15	14	33	13	12	13	6	29	5	5	156		
6:45 PM	4	7	8	16	36	12	6	14	6	24	3	3	143		
Total	79	141	170	189	475	161	164	157	78	424	83	83	779		
5:30-6:30 PM	20	71	62	63	165	60	66	40	31	141	26	26			

HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	Eriksson Engineering			Duration, h	0.25		
Analyst	SBC	Analysis Date	4/7/2016	Area Type	Other		
Jurisdiction	DuPage/Bartlett	Time Period	Friday Existing Peak	PHF	0.97		
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:00		
Intersection	Prospect Avenue	File Name	Friday Existing.xus				
Project Description	Friday Existing Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	65	233	64	85	344	125	39	59	37	91	65	60

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	100.0	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	5.1	0.4	64.5	15.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	4.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	2.0	0.0	0.0					

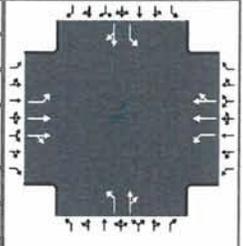
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	65	233	64	85	344	125	39	59	37	91	65	60
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	3	3		3	3		3	3		3	3	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	135	0		135	0		100	0		125	0	
Grade (P _g), %		3			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	30	30	30	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
	Maximum Green (G _{max}) or Phase Split, s	20.0	45.0	20.0	45.0		35.0	
Yellow Change Interval (Y), s	3.0	4.0	3.0	4.0		4.0		4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0		2.0		2.0
Minimum Green (G _{min}), s	6	6	6	6	6	15	6	15
Start-Up Lost Time (l _f), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Eriksson Engineering			Duration, h	0.25		
Analyst	SBC	Analysis Date	4/7/2016	Area Type	Other		
Jurisdiction	DuPage/Bartlett	Time Period	Friday Existing Peak	PHF	0.97		
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:00		
Intersection	Prospect Avenue	File Name	Friday Existing.xus				
Project Description	Friday Existing Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	65	233	64	85	344	125	39	59	37	91	65	60

Signal Information				Signal Phases								
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	5.1	0.4	64.5	15.0	0.0	0.0						
Yellow	3.0	0.0	4.0	4.0	0.0	0.0						
Red	0.0	0.0	2.0	2.0	0.0	0.0						

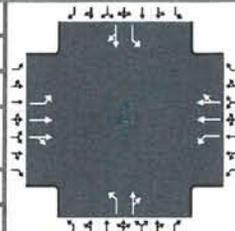
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	8.1	70.5	8.5	70.9		21.0		21.0
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g _s), s	3.2		3.6			12.0		14.3
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0		0.7		0.7
Phase Call Probability	0.84		0.91			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	67	156	150	88	250	233	40	99		94	129	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1817	1684	1757	1845	1678	1244	1725		1278	1698	
Queue Service Time (g _s), s	1.2	3.3	3.5	1.6	5.5	5.7	3.1	5.2		7.1	7.0	
Cycle Queue Clearance Time (g _c), s	1.2	3.3	3.5	1.6	5.5	5.7	10.0	5.2		12.3	7.0	
Green Ratio (g/C)	0.70	0.65	0.65	0.70	0.65	0.65	0.15	0.15		0.15	0.15	
Capacity (c), veh/h	667	1172	1086	814	1198	1089	172	259		198	255	
Volume-to-Capacity Ratio (X)	0.100	0.133	0.138	0.108	0.209	0.214	0.234	0.382		0.475	0.506	
Back of Queue (Q), ft/ln (95 th percentile)	17.2	56.5	54.7	22.2	94.6	88.9	43.9	101.3		106	136.3	
Back of Queue (Q), veh/ln (95 th percentile)	0.7	2.2	2.1	0.9	3.7	3.5	1.7	4.0		4.1	5.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.13	0.00	0.00	0.16	0.00	0.00	0.44	0.00		0.85	0.00	
Uniform Delay (d ₁), s/veh	5.1	6.9	6.9	4.8	7.1	7.1	43.7	38.3		43.9	39.1	
Incremental Delay (d ₂), s/veh	0.0	0.2	0.3	0.0	0.4	0.4	0.3	0.3		0.7	0.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	5.1	7.1	7.2	4.8	7.5	7.6	44.0	38.7		44.5	39.7	
Level of Service (LOS)	A	A	A	A	A	A	D	D		D	D	
Approach Delay, s/veh / LOS	6.8		A	7.1		A	40.2		D	41.7		D
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	0.8	A	1.0	A	0.7	A	0.9	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	Eriksson Engineering			Duration, h	0.25		
Analyst	SBC	Analysis Date	4/7/2016	Area Type	Other		
Jurisdiction	DuPage/Bartlett	Time Period	Friday Existing Peak	PHF	0.97		
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:00		
Intersection	Prospect Avenue	File Name	Friday Existing.xus				
Project Description	Friday Existing Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	65	233	64	85	344	125	39	59	37	91	65	60

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.1	0.4	64.5	15.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	4.0	0.0	0.0		
				Red	0.0	0.0	2.0	2.0	0.0	0.0		

Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	0.985	0.985	0.985	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.927			0.909			0.935			0.920	
Left-Turn Pedestrian Adjustment Factor (f_{Lob})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{rob})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1730	2760		1757	2595			1060			883	
Proportion of Vehicles Arriving on Green (P)	0.05	0.65	0.65	0.05	0.65	0.65	0.15	0.15	0.15	0.15	0.15	0.15
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0		6.0		6.0
Green Ratio (g/C)	0.70	0.65	0.70	0.65		0.15		0.15
Permitted Saturation Flow Rate (s_o), veh/h/ln	886	0	1058	0		1244		1278
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_e), s	64.5	0.0	64.5	0.0		15.0		15.0
Permitted Service Time (g_u), s	57.3	0.0	61.0	0.0		8.0		9.8
Permitted Queue Service Time (g_{os}), s	0.6		0.3			3.1		7.1
Time to First Blockage (g), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{rs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB			WB			NB			SB		
Pedestrian F_w / F_v	1.557	0.00		1.557	0.00		2.107	0.00		2.107	0.00	
Pedestrian F_s / F_{delay}	0.000	0.074		0.000	0.073		0.000	0.144		0.000	0.144	
Pedestrian M_{corner} / M_{cw}												
Bicycle c_b / d_b	1290.52	6.29		1298.65	6.15		300.00	36.13		300.00	36.13	
Bicycle F_w / F_v	-3.64	0.31		-3.64	0.47		-3.64	0.23		-3.64	0.37	

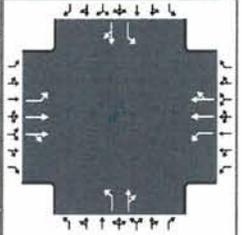
--- Messages ---

No errors or warnings exist.

--- Comments ---

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information				
Agency	Eriksson Engineering				Duration, h	0.25			
Analyst	SBC	Analysis Date	4/7/2016		Area Type	Other			
Jurisdiction	DuPage/Bartlett		Time Period	Friday Total Peak	PHF	0.97			
Urban Street	Devon Avenue		Analysis Year	2016	Analysis Period	1 > 17:00			
Intersection	Prospect Avenue		File Name	Friday Total.xus					
Project Description	FridayTotal Volumes								



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	66	235	64	100	364	125	39	59	40	91	69	63

Signal Information														
Cycle, s	100.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	5.1	0.6	64.1	15.2	0.0	0.0				
				Yellow	3.0	0.0	4.0	4.0	0.0	0.0				
				Red	0.0	0.0	2.0	2.0	0.0	0.0				

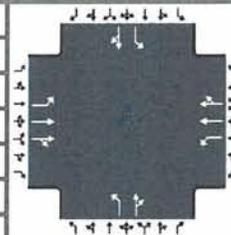
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	66	235	64	100	364	125	39	59	40	91	69	63
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	3	3		3	3		3	3		3	3	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	135	0		135	0		100	0		125	0	
Grade (Pg), %		3			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	30	30	30	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	20.0	45.0	20.0	45.0		35.0		35.0
Yellow Change Interval (Y), s	3.0	4.0	3.0	4.0		4.0		4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0		2.0		2.0
Minimum Green (G _{min}), s	6	6	6	6	6	15	6	15
Start-Up Lost Time (I), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Eriksson Engineering			Duration, h	0.25		
Analyst	SBC	Analysis Date	4/7/2016	Area Type	Other		
Jurisdiction	DuPage/Bartlett	Time Period	Friday Total Peak	PHF	0.97		
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:00		
Intersection	Prospect Avenue	File Name	Friday Total.xus				
Project Description	FridayTotal Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	66	235	64	100	364	125	39	59	40	91	69	63

Signal Information													
Cycle, s	100.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	5.1	0.6	64.1	15.2	0.0	0.0			
				Yellow	3.0	0.0	4.0	4.0	0.0	0.0			
				Red	0.0	0.0	2.0	2.0	0.0	0.0			

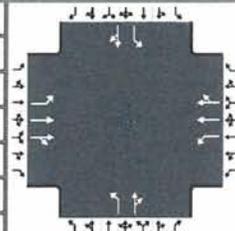
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	8.1	70.1	8.7	70.7		21.2		21.2
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.4		3.4
Queue Clearance Time (g _s), s	3.3		3.9			12.5		14.5
Green Extension Time (g _e), s	0.1	0.0	0.2	0.0		0.7		0.7
Phase Call Probability	0.85		0.94			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	68	157	151	103	261	243	40	102		94	136	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1817	1684	1757	1845	1684	1236	1720		1275	1699	
Queue Service Time (g _s), s	1.3	3.4	3.5	1.9	5.8	6.0	3.1	5.3		7.2	7.4	
Cycle Queue Clearance Time (g _c), s	1.3	3.4	3.5	1.9	5.8	6.0	10.5	5.3		12.5	7.4	
Green Ratio (g/C)	0.69	0.64	0.64	0.70	0.65	0.65	0.15	0.15		0.15	0.15	
Capacity (c), veh/h	653	1165	1080	812	1193	1089	169	262		198	259	
Volume-to-Capacity Ratio (X)	0.104	0.135	0.140	0.127	0.219	0.223	0.238	0.389		0.474	0.526	
Back of Queue (Q), ft/ln (95 th percentile)	17.8	58	56.1	26.7	100.3	94.4	44.1	104.4		106.1	144.4	
Back of Queue (Q), veh/ln (95 th percentile)	0.7	2.3	2.2	1.0	3.9	3.7	1.7	4.1		4.1	5.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.13	0.00	0.00	0.20	0.00	0.00	0.44	0.00		0.85	0.00	
Uniform Delay (d ₁), s/veh	5.2	7.1	7.1	4.9	7.3	7.3	43.9	38.2		43.9	39.0	
Incremental Delay (d ₂), s/veh	0.0	0.2	0.3	0.0	0.4	0.5	0.3	0.4		0.7	0.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	5.3	7.3	7.3	5.0	7.7	7.8	44.2	38.5		44.5	39.7	
Level of Service (LOS)	A	A	A	A	A	A	D	D		D	D	
Approach Delay, s/veh / LOS	6.9	A		7.3	A		40.1	D		41.6	D	
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2	B		2.2	B		2.9	C		2.9	C	
Bicycle LOS Score / LOS	0.8	A		1.0	A		0.7	A		0.9	A	

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	Eriksson Engineering			Duration, h	0.25		
Analyst	SBC	Analysis Date	4/7/2016	Area Type	Other		
Jurisdiction	DuPage/Bartlett	Time Period	Friday Total Peak	PHF	0.97		
Urban Street	Devon Avenue		Analysis Year	2016	Analysis Period	1> 17:00	
Intersection	Prospect Avenue		File Name	Friday Total.xus			
Project Description	FridayTotal Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	66	235	64	100	364	125	39	59	40	91	69	63

Signal Information													
Cycle, s	100.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.1	0.6	64.1	15.2	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	4.0	0.0	0.0			
				Red	0.0	0.0	2.0	2.0	0.0	0.0			

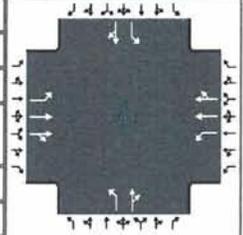
Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	0.985	0.985	0.985	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.927			0.913			0.932			0.921	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1730	2765		1757	2636			1025			888	
Proportion of Vehicles Arriving on Green (P)	0.05	0.64	0.64	0.06	0.65	0.65	0.15	0.15	0.15	0.15	0.15	0.15
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0		6.0		6.0
Green Ratio (g/C)	0.69	0.64	0.70	0.65		0.15		0.15
Permitted Saturation Flow Rate (s_o), veh/h/ln	869	0	1056	0		1236		1275
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_o), s	64.1	0.0	64.1	0.0		15.2		15.2
Permitted Service Time (g_u), s	56.7	0.0	60.6	0.0		7.8		9.9
Permitted Queue Service Time (g_{os}), s	0.6		0.4			3.1		7.2
Time to First Blockage (g), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_s), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.075	0.000	0.073	0.000	0.144	0.000	0.144
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1281.96	6.44	1293.24	6.24	304.88	35.92	304.88	35.92
Bicycle F_w / F_v	-3.64	0.31	-3.64	0.50	-3.64	0.23	-3.64	0.38

HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 12, 2016	Area Type	Other
Jurisdiction	DuPage/Bartlett	Time Period	Saturday Existing Peak	PHF	0.96
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:30
Intersection	Prospect Avenue	File Name	Friday Existing.xus		
Project Description	Saturday Existing Volumes				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	26	141	34	60	165	63	31	40	66	62	71	20

Signal Information													
Cycle, s	100.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	3.2	1.8	65.1	15.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	4.0	0.0	0.0			
				Red	0.0	0.0	2.0	2.0	0.0	0.0			

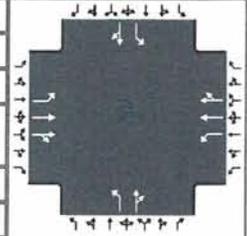
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	26	141	34	60	165	63	31	40	66	62	71	20
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	3	3		3	3		3	3		3	3	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	135	0		135	0		100	0		125	0	
Grade (Pg), %		3			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	30	30	30	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	20.0	45.0	20.0	45.0		35.0		35.0
Yellow Change Interval (Y), s	3.0	4.0	3.0	4.0		4.0		4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0		2.0		2.0
Minimum Green (G _{min}), s	6	6	6	6	6	15	6	15
Start-Up Lost Time (l _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 12, 2016	Area Type	Other
Jurisdiction	DuPage/Bartlett	Time Period	Saturday Existing Peak	PHF	0.96
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:30
Intersection	Prospect Avenue	File Name	Friday Existing.xus		
Project Description	Saturday Existing Volumes				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	26	141	34	60	165	63	31	40	66	62	71	20

Signal Information				Signal Phases										
Cycle, s	100.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
		Green	3.2	1.8	65.1	15.0	0.0	0.0						
		Yellow	3.0	0.0	4.0	4.0	0.0	0.0						
		Red	0.0	0.0	2.0	2.0	0.0	0.0						

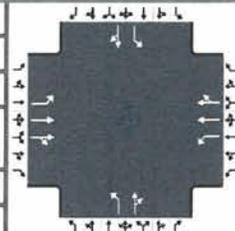
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	6.2	71.1	7.9	72.8		21.0		21.0
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g _s), s	2.5		3.1			9.1		13.0
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0		0.6		0.6
Phase Call Probability	0.53		0.82			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	27	92	90	63	121	116	32	110		65	95	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1817	1697	1757	1845	1674	1283	1659		1265	1774	
Queue Service Time (g _s), s	0.5	1.9	2.0	1.1	2.3	2.5	2.3	6.1		4.9	4.8	
Cycle Queue Clearance Time (g _c), s	0.5	1.9	2.0	1.1	2.3	2.5	7.1	6.1		11.0	4.8	
Green Ratio (g/C)	0.68	0.65	0.65	0.71	0.67	0.67	0.15	0.15		0.15	0.15	
Capacity (c), veh/h	819	1182	1104	907	1233	1119	203	249		185	266	
Volume-to-Capacity Ratio (X)	0.033	0.078	0.082	0.069	0.098	0.104	0.159	0.444		0.349	0.356	
Back of Queue (Q), ft/ln (95 th percentile)	7.3	31.5	31	14.9	39	37.8	34	114.5		71.9	97.7	
Back of Queue (Q), veh/ln (95 th percentile)	0.3	1.2	1.2	0.6	1.5	1.5	1.3	4.5		2.8	3.8	
Queue Storage Ratio (RQ) (95 th percentile)	0.05	0.00	0.00	0.11	0.00	0.00	0.34	0.00		0.58	0.00	
Uniform Delay (d ₁), s/veh	5.2	6.4	6.4	4.5	5.9	5.9	41.4	38.7		43.7	38.2	
Incremental Delay (d ₂), s/veh	0.0	0.1	0.1	0.0	0.2	0.2	0.1	0.5		0.4	0.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	5.2	6.6	6.6	4.5	6.0	6.1	41.5	39.2		44.1	38.5	
Level of Service (LOS)	A	A	A	A	A	A	D	D		D	D	
Approach Delay, s/veh / LOS	6.4		A	5.7		A	39.7		D	40.8		D
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.7	A	0.7	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	Eriksson Engineering			Duration, h	0.25		
Analyst	SBC	Analysis Date	Apr 12, 2016	Area Type	Other		
Jurisdiction	DuPage/Bartlett	Time Period	Saturday Existing Peak	PHF	0.96		
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:30		
Intersection	Prospect Avenue	File Name	Friday Existing.xus				
Project Description	Saturday Existing Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	26	141	34	60	165	63	31	40	66	62	71	20

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.2	1.8	65.1	15.0	0.0	0.0		
		Yellow	On	Yellow	3.0	0.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	2.0	0.0	0.0		

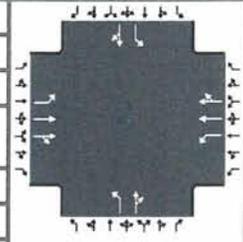
	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Saturation Flow / Delay												
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	0.985	0.985	0.985	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.934			0.908			0.899			0.962	
Left-Turn Pedestrian Adjustment Factor (f_{Lob})	1.000			1.000				1.000			1.000	
Right-Turn Ped-Bike Adjustment Factor (f_{Rob})			1.000			1.000				1.000		1.000
Movement Saturation Flow Rate (s), veh/h	1730	2847		1757	2574			626			1384	
Proportion of Vehicles Arriving on Green (P)	0.03	0.65	0.65	0.05	0.67	0.67		0.15	0.15	0.15	0.15	0.15
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50		0.04	0.04		0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0		6.0		6.0
Green Ratio (g/C)	0.68	0.65	0.71	0.67		0.15		0.15
Permitted Saturation Flow Rate (s_o), veh/h/ln	1110	0	1185	0		1283		1265
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_o), s	65.1	0.0	65.8	0.0		15.0		15.0
Permitted Service Time (g_u), s	62.3	0.0	63.1	0.0		10.2		8.9
Permitted Queue Service Time (g_{os}), s	0.1		0.2			2.3		4.9
Time to First Blockage (g), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.073	0.000	0.068	0.000	0.144	0.000	0.144
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1301.20	6.10	1336.60	5.50	299.94	36.13	299.94	36.13
Bicycle F_w / F_v	-3.64	0.17	-3.64	0.25	-3.64	0.24	-3.64	0.26

HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	Eriksson Engineering			Duration, h	0.25		
Analyst	SBC	Analysis Date	Apr 12, 2016	Area Type	Other		
Jurisdiction	DuPage/Bartlett	Time Period	Saturday Total Peak	PHF	0.96		
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:30		
Intersection	Prospect Avenue	File Name	Friday Existing.xus				
Project Description	Saturday Total Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	27	143	34	75	185	63	31	40	69	62	75	23

Signal Information				Signal Phases								
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	3.3	2.1	64.7	15.0	0.0	0.0						
Yellow	3.0	0.0	4.0	4.0	0.0	0.0						
Red	0.0	0.0	2.0	2.0	0.0	0.0						

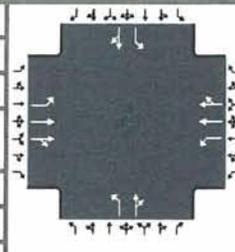
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	27	143	34	75	185	63	31	40	69	62	75	23
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	3	3		3	3		3	3		3	3	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	135	0		135	0		100	0		125	0	
Grade (P _g), %		3			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	30	30	30	25	25	25

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	20.0	45.0	20.0	45.0		35.0		35.0
Yellow Change Interval (Y), s	3.0	4.0	3.0	4.0		4.0		4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0		2.0		2.0
Minimum Green (G _{min}), s	6	6	6	6	6	15	6	15
Start-Up Lost Time (l _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 12, 2016	Area Type	Other
Jurisdiction	DuPage/Bartlett	Time Period	Saturday Total Peak	PHF	0.96
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:30
Intersection	Prospect Avenue	File Name	Friday Existing.xus		
Project Description	Saturday Total Volumes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	27	143	34	75	185	63	31	40	69	62	75	23

Signal Information				Signal Phases								
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	3.3	2.1	64.7	15.0	0.0	0.0				
		Yellow	3.0	0.0	4.0	4.0	0.0	0.0				
		Red	0.0	0.0	2.0	2.0	0.0	0.0				

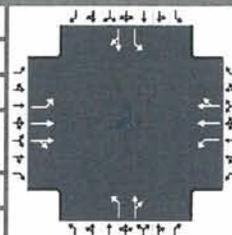
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	6.3	70.7	8.3	72.7		21.0		21.0
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g _s), s	2.5		3.3			9.5		13.2
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0		0.6		0.6
Phase Call Probability	0.54		0.89			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	28	93	91	78	132	126	32	114		65	102	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1817	1698	1757	1845	1687	1275	1656		1262	1770	
Queue Service Time (g _s), s	0.5	1.9	2.0	1.3	2.6	2.7	2.3	6.3		4.9	5.2	
Cycle Queue Clearance Time (g _c), s	0.5	1.9	2.0	1.3	2.6	2.7	7.5	6.3		11.2	5.2	
Green Ratio (g/C)	0.68	0.65	0.65	0.71	0.67	0.67	0.15	0.15		0.15	0.15	
Capacity (c), veh/h	804	1175	1098	907	1231	1126	197	248		182	265	
Volume-to-Capacity Ratio (X)	0.035	0.079	0.083	0.086	0.107	0.112	0.164	0.457		0.354	0.385	
Back of Queue (Q), ft/ln (95 th percentile)	7.7	32.4	31.8	18.6	42.9	41.4	34.2	118		72.2	105.8	
Back of Queue (Q), veh/ln (95 th percentile)	0.3	1.3	1.2	0.7	1.7	1.6	1.3	4.6		2.8	4.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.06	0.00	0.00	0.14	0.00	0.00	0.34	0.00		0.58	0.00	
Uniform Delay (d ₁), s/veh	5.3	6.6	6.6	4.4	6.0	6.0	41.7	38.8		43.9	38.3	
Incremental Delay (d ₂), s/veh	0.0	0.1	0.1	0.0	0.2	0.2	0.1	0.5		0.4	0.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	5.3	6.7	6.7	4.4	6.1	6.2	41.9	39.3		44.3	38.7	
Level of Service (LOS)	A	A	A	A	A	A	D	D		D	D	
Approach Delay, s/veh / LOS	6.5		A	5.8		A	39.9		D	40.9		D
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2		B	2.2		B	2.9		C	2.9		C
Bicycle LOS Score / LOS	0.7		A	0.8		A	0.7		A	0.8		A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Apr 12, 2016	Area Type	Other
Jurisdiction	DuPage/Bartlett	Time Period	Saturday Total Peak	PHF	0.96
Urban Street	Devon Avenue	Analysis Year	2016	Analysis Period	1> 17:30
Intersection	Prospect Avenue	File Name	Friday Existing.xus		
Project Description	Saturday Total Volumes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	27	143	34	75	185	63	31	40	69	62	75	23

Signal Information				Signal Phases									
Cycle, s	100.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		3.3	2.1	64.7	15.0	0.0	0.0				
		Yellow		3.0	0.0	4.0	4.0	0.0	0.0				
		Red		0.0	0.0	2.0	2.0	0.0	0.0				

	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Saturation Flow / Delay												
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	0.985	0.985	0.985	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.935			0.915			0.898			0.959	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1730	2855		1757	2656			608			1355	
Proportion of Vehicles Arriving on Green (P)	0.03	0.65	0.65	0.05	0.67	0.67	0.15	0.15	0.15	0.15	0.15	0.15
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0		6.0		6.0
Green Ratio (g/C)	0.68	0.65	0.71	0.67		0.15		0.15
Permitted Saturation Flow Rate (s_o), veh/h/ln	1089	0	1183	0		1275		1262
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_e), s	64.7	0.0	65.7	0.0		15.0		15.0
Permitted Service Time (g_u), s	62.0	0.0	62.7	0.0		9.8		8.7
Permitted Queue Service Time (g_{os}), s	0.1		0.2			2.3		4.9
Time to First Blockage (g), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.073	0.000	0.069	0.000	0.144	0.000	0.144
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1293.73	6.24	1334.97	5.53	299.96	36.13	299.96	36.13
Bicycle F_w / F_v	-3.64	0.18	-3.64	0.28	-3.64	0.24	-3.64	0.28

--- Messages ---

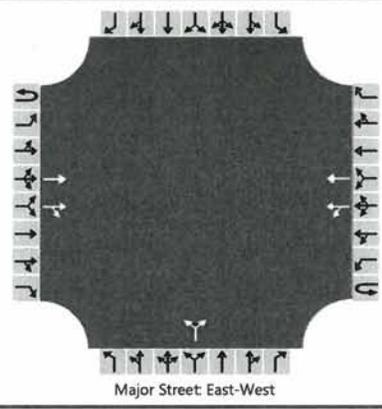
No errors or warnings exist.

--- Comments ---

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Devon Ave/Site Drive
Agency/Co.	Eriksson Engineering	Jurisdiction	DuPage County
Date Performed	4/12/2016	East/West Street	Devon Avenue
Analysis Year	2016	North/South Street	Ashton Gardens Drive
Time Analyzed	Friday Total Peak	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Ashton Gardens		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			362	21		23	443			3		3				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

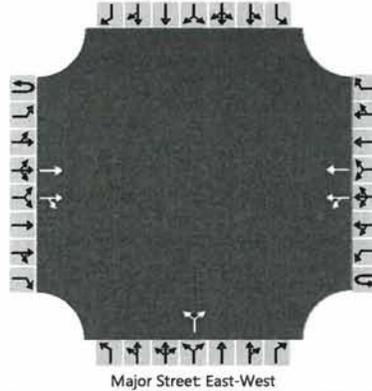
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)					253						6					
Capacity					1153						513					
v/c Ratio					0.22						0.01					
95% Queue Length					0.1						0.0					
Control Delay (s/veh)					8.2						12.1					
Level of Service (LOS)					A						B					
Approach Delay (s/veh)					0.5				12.1							
Approach LOS									B							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Devon Ave/Site Drive
Agency/Co.	Eriksson Engineering	Jurisdiction	DuPage County
Date Performed	4/12/2016	East/West Street	Devon Avenue
Analysis Year	2016	North/South Street	Ashton Gardens Drive
Time Analyzed	Saturday Total Peak	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Ashton Gardens		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			201	21		23	216			3		3				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

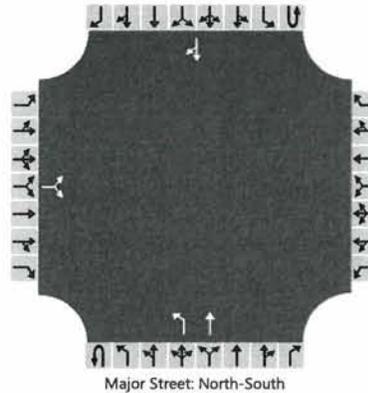
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						137						6				
Capacity						1327						700				
v/c Ratio						0.10						0.01				
95% Queue Length						0.1						0.0				
Control Delay (s/veh)						7.8						10.2				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.8				10.2							
Approach LOS									B							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Prospect Ave/Site Drive
Agency/Co.	Eriksson Engineering	Jurisdiction	Village of Bartlett
Date Performed	4/12/2016	East/West Street	Ashton Gardens Drive
Analysis Year	2016	North/South Street	Prospect Avenue
Time Analyzed	Friday Total Peak	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Ashton Gardens		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		3		1						7	135				214	19
Percent Heavy Vehicles		3		3						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

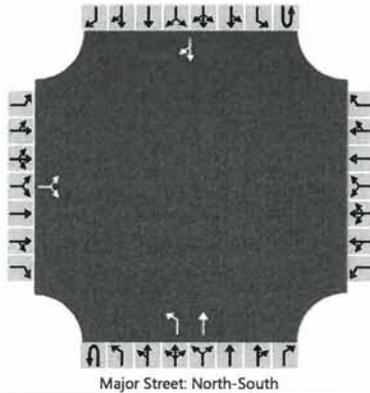
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			4							7						
Capacity			682							1318						
v/c Ratio			0.01							0.01						
95% Queue Length			0.0							0.0						
Control Delay (s/veh)			10.3							7.7						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.3								0.4							
Approach LOS	B															

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Prospect Ave/Site Drive
Agency/Co.	Eriksson Engineering	Jurisdiction	Village of Bartlett
Date Performed	4/12/2016	East/West Street	Ashton Gardens Drive
Analysis Year	2016	North/South Street	Prospect Avenue
Time Analyzed	Saturday Total Peak	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Ashton Gardens		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	1	1	0	0	0	1	0	
Configuration			LR							L	T						TR
Volume (veh/h)		3		1						7	137					165	19
Percent Heavy Vehicles		3		3						3							
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Left Only																
Median Storage	1																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			4							7							
Capacity			715							1376							
v/c Ratio			0.01							0.01							
95% Queue Length			0.0							0.0							
Control Delay (s/veh)			10.1							7.6							
Level of Service (LOS)			B							A							
Approach Delay (s/veh)	10.1								0.4								
Approach LOS	B																

JUN 07 2016

VILLAGE OF
BARTLETT



MEMO

To: Roberta Grill, Village of Bartlett
From: Brent Coulter, PE, PTOE
Date: 6/7/2016

Re: Traffic Engineering Review of the Proposed Ashton Gardens Wedding Chapel and Banquet Facility (Devon Ave. at Prospect Ave. in Bartlett, IL).

Per your request I have prepared this review of traffic and parking for the proposed Ashton Gardens based on the Site Plan, Traffic Impact Study prepared by Eriksson Engineering Associates, Ltd., "Autoturn" exhibits and other reports and plans provided by the Village for the proposed development. The following specific areas were addressed:

- Traffic generation and assignment and subsequent capacity and impact analysis at site driveways and the off-site intersection of Devon and Prospect.
- Overall site accessibility, driveway sight lines and access routing.
- Internal circulation including emergency vehicle accessibility.
- Proposed site parking supply and demand.

I. Site Accessibility and Offsite Intersection Traffic (Capacity) Impact

The site Traffic Impact Study analyzes proposed site driveway access on Devon Avenue and on Prospect Avenue, as well as the adjacent off-site signalized intersection of Devon and Prospect with and without the proposed wedding/reception use. The traffic study assumed, as a worst-case scenario, that the proposed use would coincide with the peak hour of background traffic counted on a Friday afternoon (as discussed later in the parking review, the projected site trip estimates are also high because they assume the wedding and reception facilities as separate trip generating entities when in fact many wedding guests will stay on site and not generate a "new" second inbound trip for the reception).

a. Site and Off-Site Capacity (Level of Service)

Both the 4-lane Devon Ave. (+/- 4,500 vpd west of Prospect based on factoring up from peak hour counts) and the 3-lane Prospect Ave. (2,400 vpd south of Devon) are relatively low-volume streets for their cross-sections. The applicant's traffic study found that the proposed use would not measurably change the existing level of service at the Devon/Prospect intersection (operating at a good overall Level of Service B) and that each unsignalized site driveway access would operate at a very good LOS A/B (with no left-turn lanes on either Devon or Prospect serving site access points).

This analysis Site traffic was assigned primarily to Devon Avenue (80%). Only 10% of site traffic was assigned to/from the north on Prospect which connects with Lake Street (US 20) a major east-west arterial. I think this estimate to/from the north could be significantly higher but do not believe it will appreciably impact the findings of the capacity analysis.

b. Overall Site Accessibility (Wayfinding)

Trips to and from the east via US 20 (Lake Street) encounter a rather circuitous routing via Ontarioville Road at US 20, and then a jog at Newport Blvd. that could be confusing to those unfamiliar with the area. Trips to/from the NW could come down Oak Avenue and then are faced with a variety of street routings (North Ave. to Prospect, or Railroad Ave. to S. Main to Devon, or Railroad Avenue to Prospect) to access the site, while trips from the west on West Bartlett Road could continue onto Railroad Ave. to Prospect or down S. Bartlett Road to Devon Avenue. It would be desirable for Ashton Gardens management to consult with Village staff on preferred access routings displayed on their web site.

II. Driveway Access Design/Internal Circulation

a. Turn Lane Warrants

The TIS concludes that no left-turn lanes are warranted on Devon Avenue or Prospect Avenue but no supporting warrant analysis was provided. A quick check of IDOT BDE Manual Figures 36-3.A and 36-3.B indicate that right-turn lanes are not warranted on either Devon Avenue or Prospect Avenue. A left-turn lane is not warranted on Prospect Avenue based on a volume check (assuming a conservatively volume on Prospect at the site access drive) based on IDOT BDE Figure 36-3.G. *The combination of opposing EB peak hour volume on Devon and projected WB site access left turns on the Harmelink warrant charts for 4-lane arterials show the combination right at, or slightly below warranting left-turn storage (but as noted earlier site trips may be overestimated).*

b. Site Access Location/Design

As shown in Figure 1., the Devon Avenue access is located approximately 220 feet west of Prospect and falls opposite the striped taper median area for the EB left-turn lane on Devon at Prospect. At this point the EB tape width is approximately 9 feet and in such cases there may be a tendency for WB left-turns into the site to straddle this median area as they wait to make their turn. One consideration would be to relocate this access to the west as shown in Figure 1. This could also result in the addition of +/- 6 parking spaces (see parking review that follows). In any event, this part of Devon Avenue is under the jurisdiction of DuPage County and they would have final authority on access location. Relocation of the driveway to the west also improves exiting sight lines relative to vehicle queued on red indications on Devon at the Prospect Ave. signal.

The Prospect Avenue access shown on the Site Plan falls generally opposite a diagonally striped median and beginning of a SB left-turn lane taper serving Lido Terrace. Under the same rational as discussed above, it may be advantageous to consider restriping this median area on Prospect to provide a legal left-turn storage area for inbound site left-turns while still maintaining the SB left-turn lane (with reduced taper length) for Lido Terrace as shown in Figure 1.

c. Internal Circulation and (Fire) Truck Access

A separate truck service berth and refuse truck access is provided by a separate truck-only access on the west side (rear) of the reception hall building. This would require service vehicles or fire trucks to back out onto Devon Ave., but maximizes green area on the site and separates trucks from guest traffic. A turn-around pad for smaller delivery trucks could be considered south of Devon on this service drive (see Figure 1.).

An aerial fire truck turning path exhibit was provided in support of the Site Plan and shows a vehicle just able to navigate the around the winding parking access aisle at the south end of the site near the office building. The Village should determine if this design vehicle adequately reflects wheelbase, length and turning radii of their own fire equipment. I would suggest consideration of modifying the curb line near the office building area if possible, as shown in Figure 1 (this may require some minor shifting of the office building further west).

III. Parking Supply

The applicant's traffic and parking study suggests that their parking analysis may be overstated (double-counted) since they treat the wedding chapel function and the reception hall as separate and distinct parking generators even though it appears that these two functions are generally codependent, with most guests attending the wedding also remaining parked and staying for the reception. I concur with the possibility that the applicant's report may have double-counted parking demand but only if a sufficient time-gap is scheduled between the end of the wedding service and the beginning of the reception to allow those wedding service attendees not staying to leave prior to reception guests arriving.

Based on the above, I have reflected in Table 1., below, the Village staff's calculation of required parking supply based only on the reception facility. These calculations appear to reflect a high occupancy of 3.3 person per vehicle (PPV) for social-recreational trips. I have added in two additional "demand" scenarios based on typical auto occupancies for social-recreation events of in the range of 2.5 to 3.0 persons per vehicle (PPV). The Demand Scenario 1 in Table 1 assumes an average occupancy of 2.5 (PPV) based on the 2.34 PPV from a 2009 study of auto occupancy study at various churches within the County, by DuPage County. Demand Scenario 2 assumes a higher occupancy of 3.0 PPV. In both scenarios, employee parking demand was based on an average suburban Chicago occupancy of 1.2 PPV. In my scenarios, projected parking demand was adjusted to a recommended parking supply by dividing demand by a design supply factor of ".85" to help assure that finding a space is convenient and does not require constant recirculation, and that also takes into account snow removal needs, etc.

The parking supply sensitivity analysis above shows a range of a parking shortfall of 25 spaces under Demand Scenario 1 to a surplus of 12 and 36 spaces for Demand Scenario 2 and the Village Ordinance respectively. In my opinion therefore, the possibility of a parking shortfall exists in cases where the reception hall is fully occupied and/or insufficient time gap is scheduled to allow wedding service only guests to exit the site before the arrival of post wedding reception guests. *To be fair, the applicant's report does state that Ashton Gardens reports a peak parking demand of 125 spaces at other of their facilities in the United States, however, no specific documentation of this was included in my review materials.*

As noted earlier an additional/ +/- 6 parking spaces if the main access drive were relocated further west and consideration of land-banked employee spaces (a one-way aisle to minimize depth) may be of interest on the north side of the building (see Figure 1.).

Scenario	Projected Demand (spaces)	Req'd Parking Supply (spaces)	Spaces Provided On Current Plan	Shortfall(-)/ Surplus(+)
Village Ordinance (3.3 persons/vehicle)		104 ¹	140	+36
Derived Demand Scenario 1 (2.5 persons/guest vehicle) (1.2 persons/employee veh.)	300/2.50 = 120 <u>30/1.2 = 29</u> Total = 149	149/.9 = 165 ²	140	-25
Derived Demand Scenario 2 (3.0 persons/guest vehicle) (1.2 persons/employee veh.)	300/3.00 = 90 <u>30/1.2 = 25</u> Total = 115	115/.9 = 128 ²	140	+12

¹ Calculated by Village staff based on Village Ord.
² Required parking supply assumes a 10% design surplus factor to support ease of space finding and user convenience.

Certain events with a higher number of children in attendance than a wedding (such as quinceaneras) or lower adult auto occupancies (i.e. after work office banquets where auto occupancies are more like the typical employee commute) may generate parking demand significantly higher than assumed by the Village ordinance or demand scenarios above.

The corner site is located at the intersection of two arterial streets with no on-street parking permitted and with no on-street parking capability on within reasonable walking distance. As a result careful attention must be paid to parking demand and on-site supply to insure that all parking can be accommodated without parking spilling over onto private parking lots or residential streets or where guest vehicles are forced to circulate continuously through the site (or worse, in and out of the site on adjacent streets) in their search for a parking space. Devon Avenue seems to be the type of 4-lane street that most guests would not associate with on-street parking, however, the three-lane Prospect Avenue has a local residential feel to it that may not convey “no parking” as strongly. No parking signs on Prospect should be installed if this were to become a problem.

Initial wedding events could be scheduled so that they fall below the maximum legal occupancy of the reception hall in order to verify parking demand. Subsequent events which may be anticipated to generate a higher level of parking demand than a traditional wedding could also have occupancy caps.

Opportunities for valet parking for larger events using remote lots under agreement with other commercial property owners appear to be limited but could be considered.

IV. Review Findings/Recommendations

1.a. Site and Off-Site Capacity (Level of Service)

Site driveway capacity (level of service) are projected to be good, and offsite operations at the signalized intersection of Devon and Prospect will not be adversely impacted by the proposed use.

1.b. Overall Site Accessibility (Wayfinding)

Access routing options from the west, northwest and east may be somewhat confusing to some guests. It would be desirable for Ashton Gardens management to consult with Village staff on preferred routings displayed on their web site.

2.a. Turn Lane Warrants

I would concur with the applicant's traffic report that left- and right-turn lanes do not appear to be warranted at site access drives on Devon and on Prospect.

2.b. Site Access Location/Design

Consider relocating the main access on Devon further west (Figure 1.) to move it away from the EB left-turn lane entry taper on Devon at Prospect (this could also create potential for added parking spaces internally). Consider restriping the median area north of Lido Terrace to maintain the existing SB left-turn lane but add legal median left-turn storage for the proposed site access (see Figure 1.).

c. Internal Circulation and (Fire) Truck Access

There is no internal connection for the rear (reception hall) loading berth. Service trucks will be forced to back out onto Devon. A truck turn-around pad could be considered near the northwest corner of the reception hall (Figure 1.).

Fire truck access through the main parking access aisle is tight. Verify that the design fire vehicle is compatible with the Village design fire truck and consider a slight modification to the curb line in the vicinity of the office building (see Figure 1.).

3. Parking

In my opinion, in the absence of strong internal scheduling controls, there may be some potential for event parking to exceed supply, especially when at maximum legal reception hall occupancy and for certain events with a higher number of children in attendance than a typical wedding (such as quinceanearas) or where lower adult auto occupancies could be expected (i.e. after work office banquets where auto occupancies are more like the typical employee commute). Since there is no overflow on-street parking available on adjacent and nearby appropriate (i.e. non-residential) public streets, certain management considerations should be considered if the development is approved:

- *Initial wedding events could be scheduled so that they fall below the maximum legal occupancy of the reception hall in order to verify actual parking demand. Subsequent events which may be anticipated to generate a higher level of parking demand than a traditional wedding could also have temporary occupancy caps below the legal limit of the reception hall.*
- *A sufficient time-gap should be scheduled between the end of a wedding service and the beginning of the reception to allow those wedding service attendees not staying for the reception to leave the site prior to reception-only guests arriving.*

- *Prospect Avenue has a local residential feel to it that may not convey "no on-street parking" to guests as strongly as Devon Avenue. No parking signs on Prospect should be installed if this were to become a problem.*

Relocation of the main Devon access drive to the west would create an additional +/- 6 guest parking spaces. Land banked employee parking (one-way aisle) could be considered on the north side of the reception hall connecting the service drive to the main Devon access drive (Figure 1.).

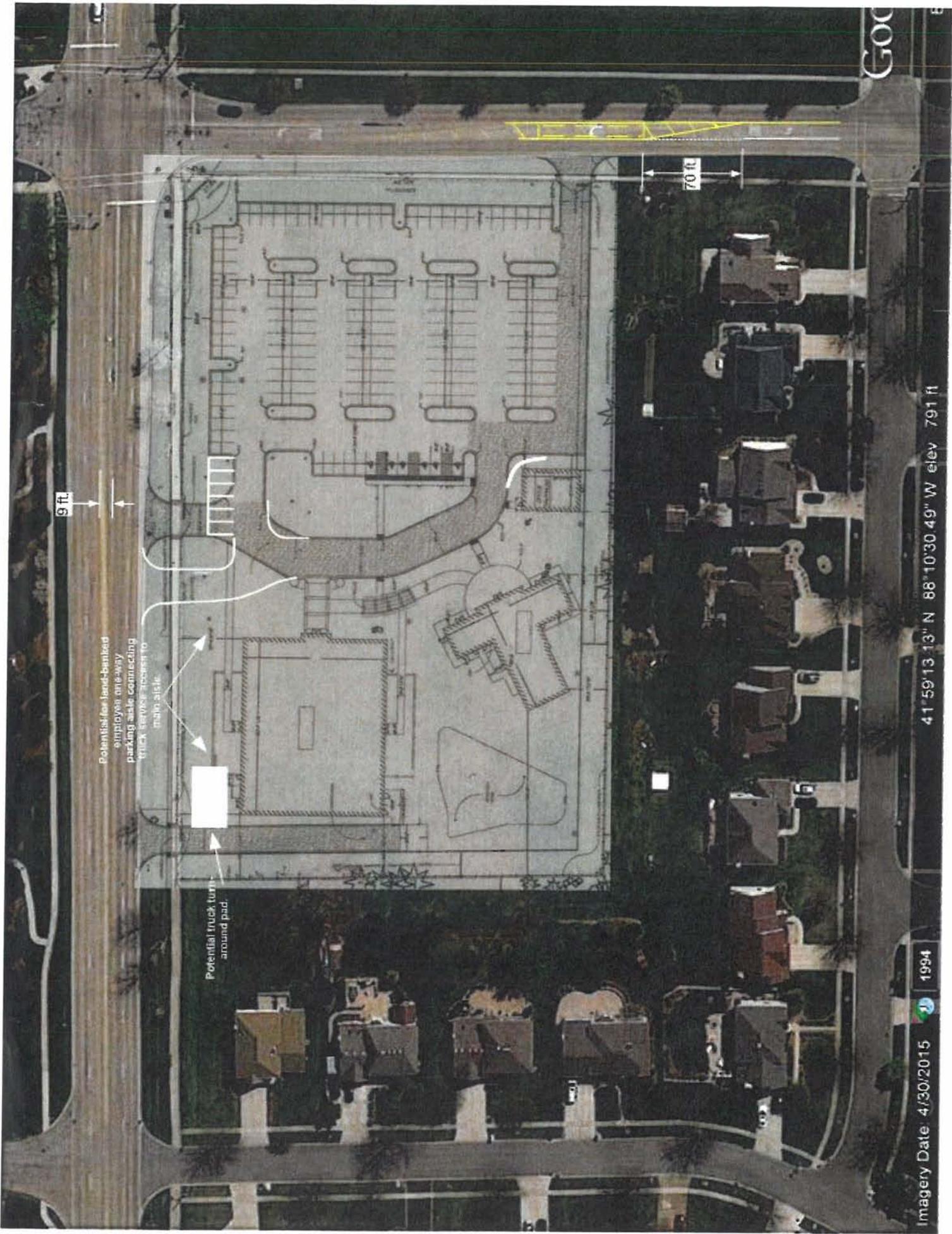


FIGURE 1. Ashton Gardens – Site Plan Considerations

COMMUNITY DEVELOPMENT MEMORANDUM
16-199

DATE: September 26, 2016
TO: Valerie L. Salmons, Village Administrator
FROM: Jim Plonczynski, C.D. Director
RE: **Downtown TOD Plan**

MOST RECENT DISCUSSION

The TOD Plan was scheduled for a Village Board vote at its September 6th meeting. At that time, Trustee Camerer motioned to table this matter due his belief that not all of the businesses located in Bartlett Plaza were aware of the potential redevelopment of the shopping center and the possible ramifications for their businesses. After the motion was seconded, the TOD Plan was tabled until the October 4th Committee meeting for further discussion.

DISTRIBUTION OF DOWNTOWN TOD PLAN

Village Staff and TOD Plan Steering Committee members Tony Fradin and Roberta Grill met with Dr. Mategrano to discuss his concerns with the Plan and more specifically, the future plans for the Bartlett Plaza Shopping Center in which he has been a long term tenant. It was explained that the Plan is a vision and a guide for future development/redevelopment. It is conceptual in nature and allows for flexibility rather than an actual submitted application for redevelopment of the Bartlett Plaza. It was also explained that any potential plan submitted for the development/redevelopment of this shopping center (or any other downtown area identified in the Plan) would be subject to the Village's thorough review process, including public input.

Staff subsequently went door-to-door in Bartlett Plaza, handing out copies of the TOD Plan and explaining the scope of the project and some of its contents to the business owners and managers. Several businesses had not heard of the Plan, while others had heard of it but were not aware of any of the specifics; or had the misconception that there was a developer in place ready to commence with demolition. Staff explained that the Plan is a Concept and that changes could be incorporated into the plan depending on market demand and financial feasibility.

As a result of Dr. Mategrano's input, Staff spoke with the consultants from SCB about including additional language into the Plan regarding its flexibility and the ability to change the plan at any time depending upon market conditions and input from the

public planning process. Attached for your review are those most recent changes to the 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 at three community meetings, 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 Village is seeking to make the station area more attractive for residents and commuters by promoting a balanced mix of transit oriented land uses including housing opportunities, which would better support local retail uses.

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 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.

AUGUST 16TH VILLAGE BOARD COMMITTEE MEETING

A summary of this project, with meeting minutes and a recommendation for TOD Plan approval from the July 14th joint committee meeting and public hearing, was presented to the Planning & Zoning Committee on August 16th. Following the Committee's consideration and discussion, this matter was forwarded to the Village Board for a final vote at its September 6th meeting, at which time it was tabled.

RECOMMENDATION

To forward the Downtown TOD Plan to the Village Board for a final vote to adopt this Plan at the October 18th meeting.



Memorandum

To: Tony Fradin, Economic
Development Coordinator
Village of Bartlett
228 S. Main St.
Bartlett, IL 60103

Date: 9/27/2016

Project: Village of Bartlett TOD Plan

Project Number: 2015306.000

Fax Number:

Pages:

Copy to: Roberta Grill

From: Christine Carlyle, SCB

Re: Bartlett TOD Plan Updates

Proposed new introduction section to the Implementation Strategies Chapter 6:

The design concepts contained in this Bartlett TOD Plan identify many opportunities for economic development that will help to build a vibrant Downtown. The highest and best use concepts described for each site are based on market research, analysis of existing conditions and understanding of current development trends, process, and costs. Each recommendation outlines a strategy and one method of achieving the desired development outcome, however there are a variety of ways to achieve these goals. Flexibility in design and updating the development approach will be critical to ensuring success. Likewise, each development recommendation can have a variety of unforeseen impacts that will require additional coordination and communication between the Village and property owners, local businesses, and tenants in order to minimize negative impacts, ensure local business needs are recognized and solutions are sought to be mutually beneficial to everyone involved. Throughout the development process many discussions will be required with property owners to ensure there exists a mutual agreement on costs, land, site access and overall development impacts.

Real estate markets are perpetually changing to adjust to supply, demand and ownership issues, and as a result to create a realistic plan for the implementation of the Bartlett Downtown TOD concepts will require flexibility from the Village, property owners, local businesses and developers to respond to the local market factors. Market timing, price points and right sizing a development will be extremely important to ensure success where retail vacancies are filled and residential properties sell or lease up quickly. The development phases span many years and it will be important for developers to prepare a market analysis for each project prior to investing in the development. Understanding all the costs such as engineering, acquisitions, demolitions, utility upgrades, storm water, streetscape improvements, landscaping and marketing will be critical to creating a successful outcome to each development recommendation.



Memorandum

This primary TOD Implementation Plan is organized into four broad phases to outline a sequence of development projects that can build-off the success of each other. This timeline is not set in stone and can be altered to capitalize on opportunities that arise or constraints that limit development timing. Allowing flexibility due to market impacts or development investor interest or community concerns should be taken into account. The following are the four broad based phases:

Near Term (1- 3 Years): These recommendations are considered the low hanging fruit because the concepts can be implemented with greater ease, require less capital, rely less on major policy changes, no significant land acquisitions and do not require major infrastructure improvements.

Mid Term (4-6 Years): These recommendations require more detailed pre-planning and coordination between the Village, property owners and agencies in order for concepts can be implemented.

Near Term (7-10 Years): These recommendation take the long view and require building commitments between the Village and property owners. Changes to zoning and infrastructure might be required.

Near Term (10 Years and beyond): These recommendations are not needed today, however the previous decade of development can trigger new development sites, additional parking needs or added infrastructure.



Village of Bartlett

Downtown TOD Plan

06.13.2016

FINAL DRAFT



**Regional
Transportation
Authority**

CONSULTANT TEAM:



GOODMAN WILLIAMS GROUP
— REAL ESTATE RESEARCH —

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

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

Platform 18
ROI Business Solutions
Senior Flexonics
Spin Doctor Cyclewerks
2 Toots Train Whistle Grill

Transportation Agency Partners

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

Consultant Team

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

Stakeholder Focus Group Participants

Arts in Bartlett
Bartlett Department of Public Works

TOD Plan Steering Committee

Vince Carbonaro, Village of Bartlett Trustee
Shane Cook, Plan Commission
Steve Frei, Resident
Paul Ohlson, Downtown Resident and Business Owner

Fish Transportation Group - Transportation Analysis

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

George Koziol, Zoning Board of Appeals

Don McClure, Resident, Downtown Business, and Property Owner

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01 Introduction

Project Introduction

The Village of Bartlett received a grant through the Community Planning Program of the Regional Transportation Authority (RTA) to fund the creation of a Downtown Transit Oriented Development (TOD) Plan for the Metra station area.

In general, TOD plans focus on district improvements that encourage the creation of sustainable and walkable communities with reduced automobile dependency, and identify ways to pair economic development with transportation improvements. Plan strategies can include but are not limited to identifying business attraction strategies, creating a safer walking environment, encouraging active ground floor uses, expanding housing options, and increasing downtown event programming.

The Village of Bartlett Downtown TOD Plan process took place over roughly 10 months and was guided by a Steering Committee comprised of Downtown residents, business owners, and Village leaders. At key milestones in the process, the community was invited to participate in public workshops to discuss and comment on the plan components.



Plaza and artwork in the park near Town Center



Bartlett Metra station depot building



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.

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 of 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.

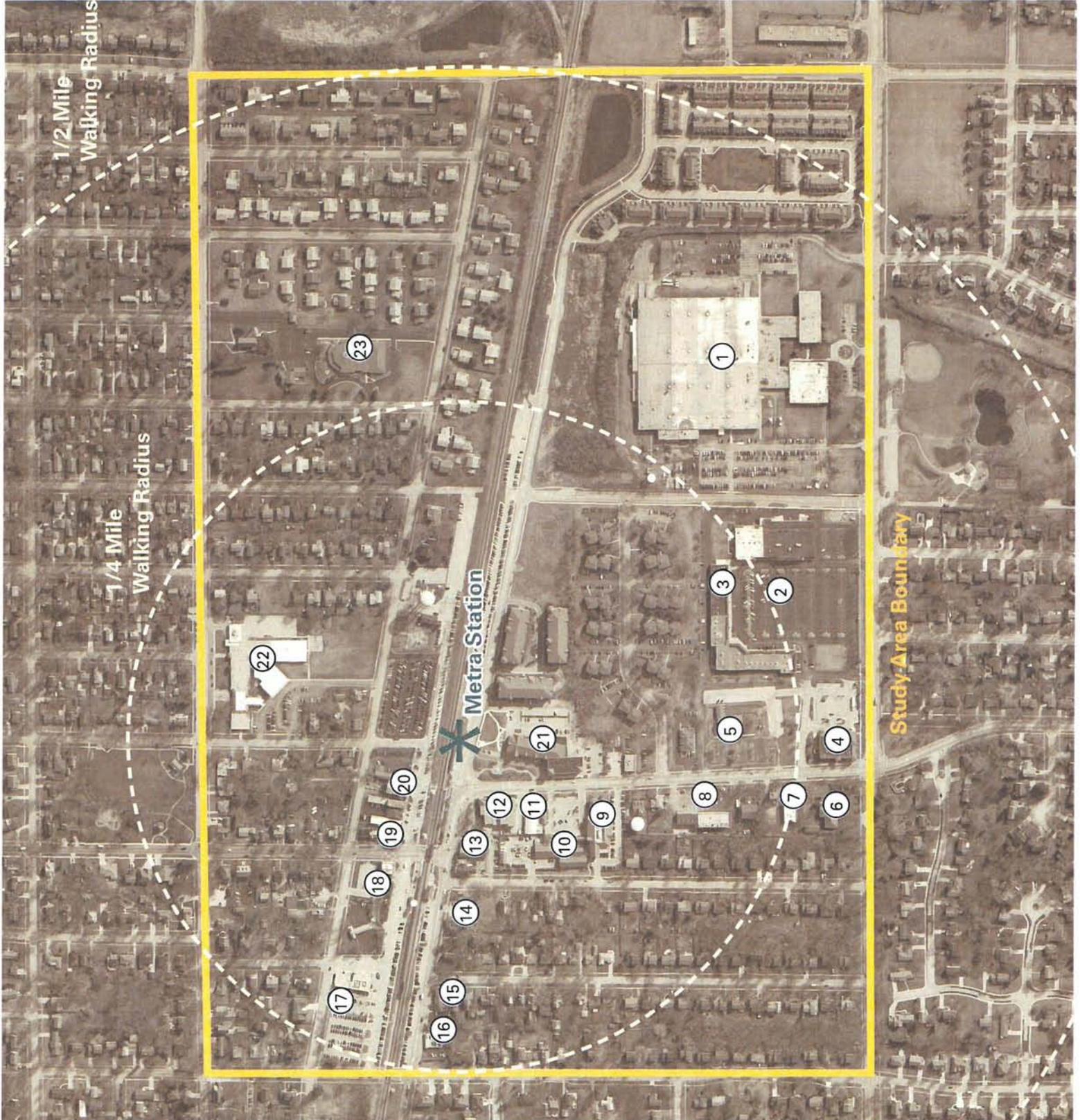
To continue to reinforce Downtown Bartlett as a transit served, amenity rich, mixed-use neighborhood, residential growth should be paired with the pedestrian, public realm, and transportation improvements outlined within this Plan. As the Downtown residential population grows, it will also help to better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

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

Legend

1. Senior Flexonics
2. Bartlett Plaza Shopping Center
3. US Post Office
4. CVS
5. BMO Harris Bank
6. American Charter Bank
7. V&V Paesano Pizzeria
8. Main Street Plaza Shopping Center
9. Village Hall
10. Police Department
11. Hanover Township Emergency Services
12. At&T Data Center
13. Platform 18
14. Banbury Fair
15. Dance Motions Inc.
16. Bartlett Smiles
17. Spin Doctor Cyclewerks
18. Associated Bank
19. JC's Mexican Restaurant
20. TI's Four Seasons
21. Town Center Shopping Center
22. Bartlett Elementary School
23. St. Peter Damian Catholic School

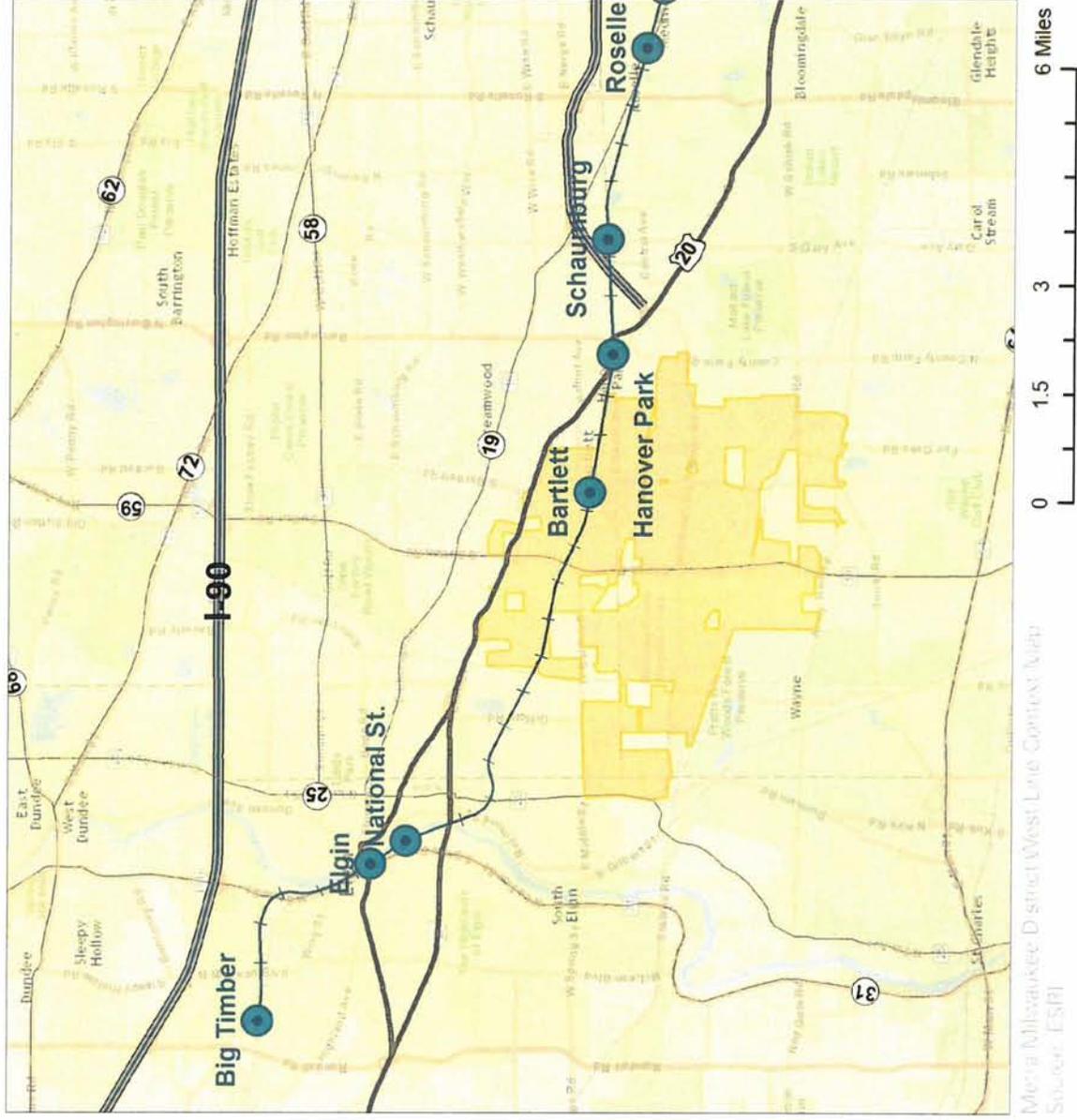


Study Area Overview

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

Demographics

The population of Bartlett in 2015 is estimated to be 41,299. It has grown by 12.5% in the past fifteen years, with the majority of this growth seen between 2000 and 2010. Since 2010, the population has remained steady, and is only projected to increase slightly by 2020.

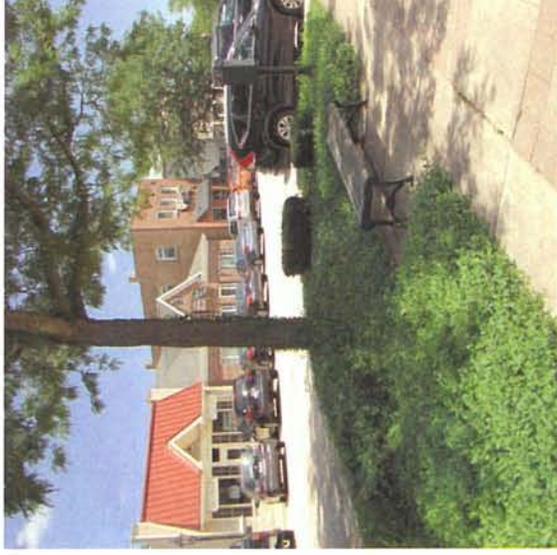
An estimated 76.1% of the population in Bartlett identifies as White. Asians make up the largest minority, comprising 15% of the population. The Hispanic population of Bartlett has increased significantly since 2000. It now is estimated as 11% of the population.

Age Distribution

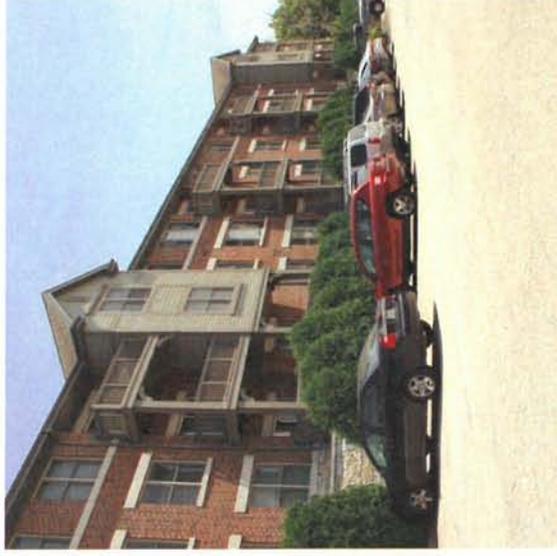
The median age of residents in the community has increased 15.9% since the 2000 Census, from 33.4 to 38.7 years. CMAP estimates the median age in the seven-county region is 36.0. As the population continues to age, the municipality will have to plan accordingly for these growing populations.

Three segments of the population in Bartlett are increasing:

- Individuals in their young 20's
- Those aged 45 – 54, who are typically in their peak earning years
- Seniors, both 55 -74 and 75+



Suburban-style buildings along Bartlett Avenue



Existing multifamily units in the Village Center

Housing Characteristics

Bartlett's housing stock, which has a total of 14,187 units, is predominantly made up of owner-occupied units (a total of 88.1%). The housing vacancy rate is only 2.9%, which is considered very low and a positive indicator by most standards.

More than 90% of homes within Bartlett were constructed in the decades spanning 1970 to 2009. The 1990s were the most significant decade for housing construction within the Village, with 5,327 homes built during this ten year period (37% of the housing stock).

As measured by the issuance of residential building permits, annual new home construction volumes over the last 10 years peaked in 2005 with 511 single family and 238 multifamily permits issued – then tumbled into a deep hole as the housing and financial market crises hit and the regional and national economies fell into recession. Construction volumes within the Village have yet to recover, having hovered near zero since 2008.

During the past few years, Bartlett has only permitted 20 single family residential units and no multifamily units. Streamwood has permitted a total of 150 single family and multifamily units during the same time frame.

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 Flexionics, 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 Flexionics, most employees travel from neighboring suburbs to work at the location and the overwhelming majority commutes via personal vehicle.

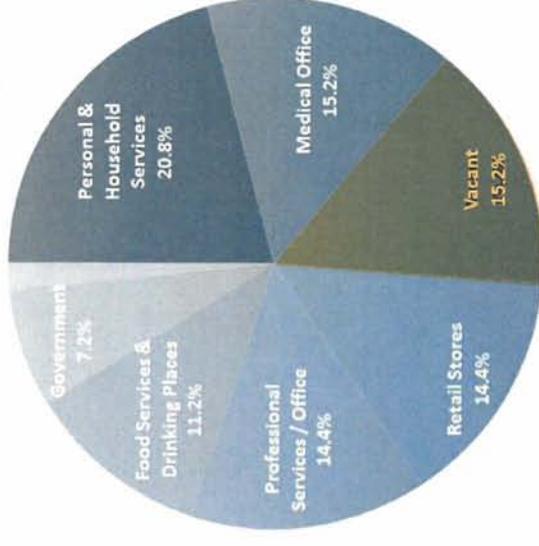
Many other Downtown employees work in Village Hall, the Fire Department, or Bartlett Elementary School. Together with the manufacturing jobs at Senior Flexionics, these industries comprise nearly two-thirds of the Downtown employment. Fourteen restaurants and 18 retail stores are located Downtown, employing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

Downtown Commercial

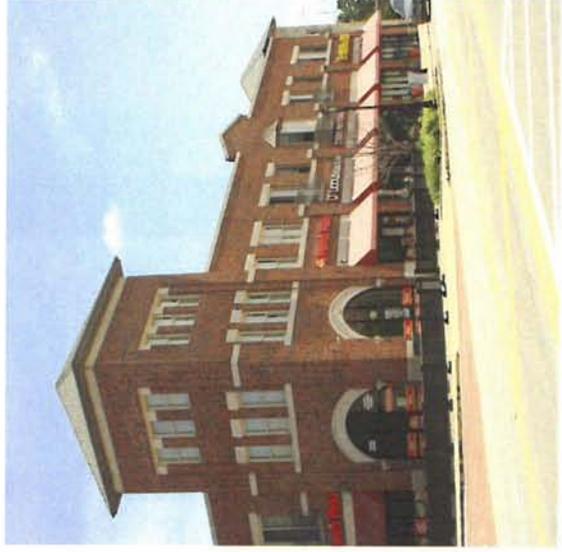
Nineteen storefronts in Downtown Bartlett are vacant, a relatively high percentage. Retail and Restaurants comprise of 25.6% of total establishments. Professional and medical offices and other service businesses together comprise 50.4% of the total businesses in Downtown Bartlett.

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 \$7.9 million in Bloomingdale.

Downtown Business Inventory



Source: Governmental Williams Group



Town Center mixed-use building along Main St



Old gas station commercial along Main St

Study Area Overview

Metra Rail Ridership

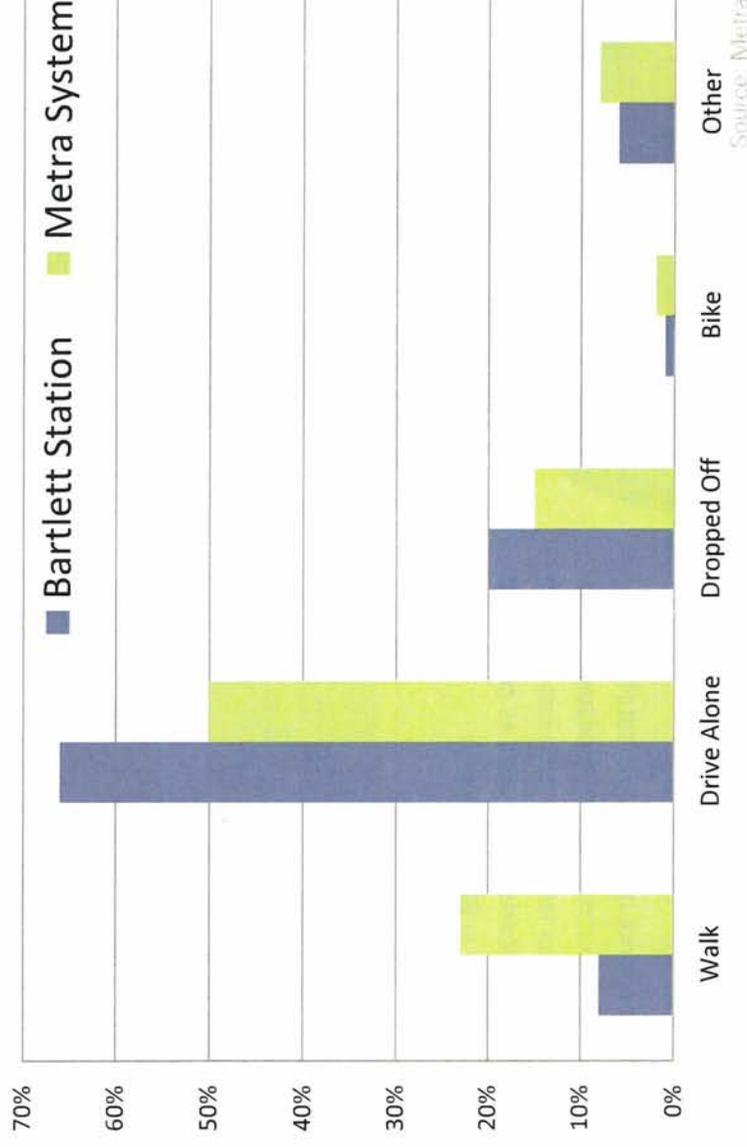
Per Metra's most recent ridership surveys (2014), there are 1,081 typical weekday boardings at the Bartlett station. Ridership at this station grew considerably in the 1980s and has been relatively stable since. Bartlett is appealing to commuters because it is the last station in Metra's Zone F, which is two fare zones lower than the next closest station to the west (Elgin, National Street).

Getting to the Station

Mode of access to the station is predominantly by driving alone/parking, followed by being dropped off as shown to the right. Bartlett has a higher drive alone access to the station and a much lower number of riders who walk compared to both the MD-W line and the Metra system as a whole.

The Bartlett Metra station attracts riders from a fairly wide area, drawing as far west as South Elgin, as far north as Schaumburg, and as far south as Army Trail Road. This could be attributable to the fare zone location and availability of daily fee parking spaces. Drawing from this large of an area also contributes to the higher percentage of drive alone access to the station.

How Commuters Get to the Metra Station



Key Metra Commuter Considerations

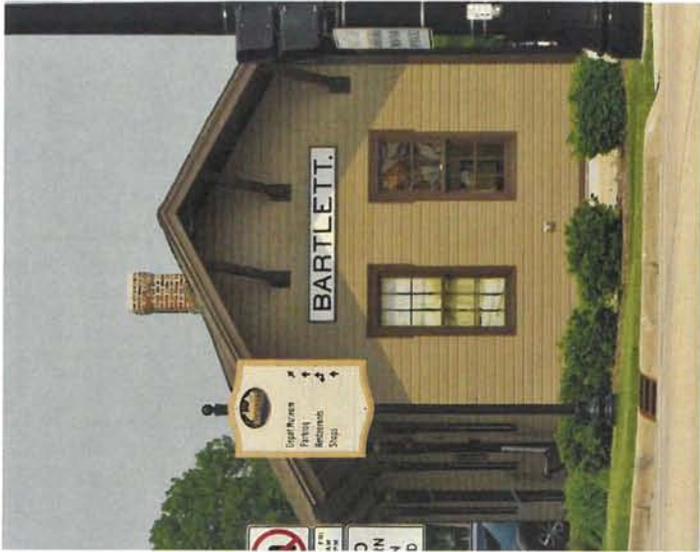
Commuter parking: Existing parking is 85% utilized. This is the level at which additional parking resources may need to be considered.

Access to Metra station: The highest percentage of commuters who access the Bartlett station drive alone and park, while the walk access is very low. Improvements to the

pedestrian/bicycle network should be a focus of future work to make walking and biking to the station more attractive.

Commuter Lot 11: The Village purchased this commuter lot, located north of the tracks and east of Western Avenue, in April 2009 with interest in redeveloping the parcel. As part of the sale of this property, the Village agreed that when the parcel is redeveloped, it will

Study Area Overview

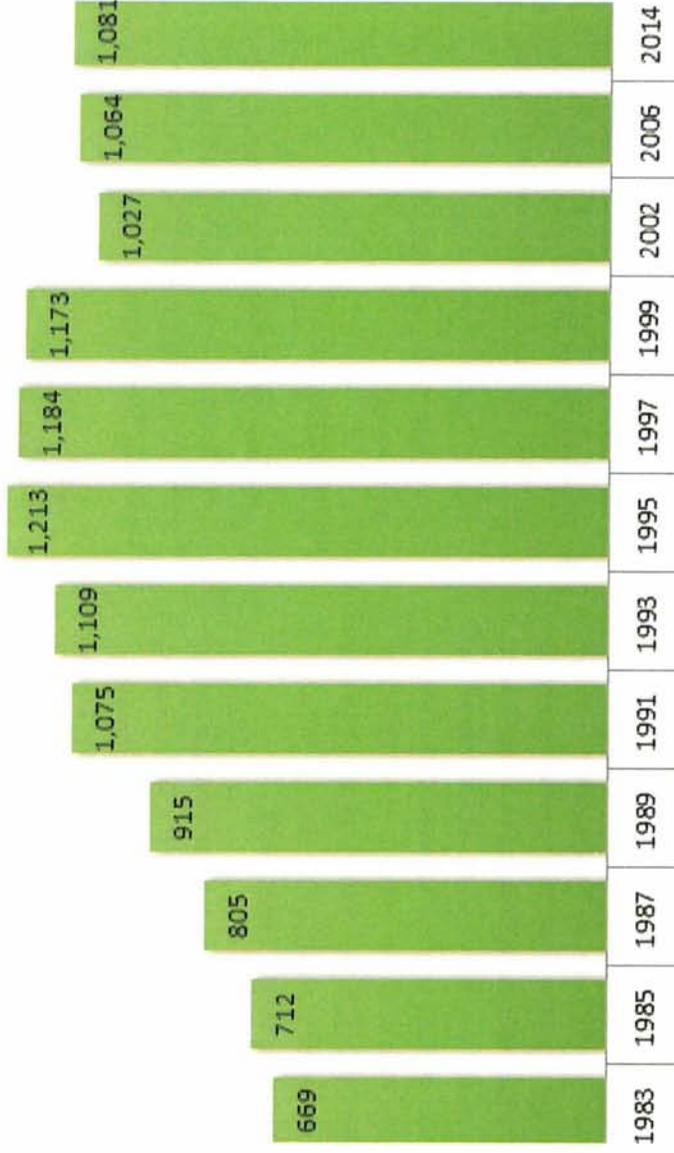


Original Bartlett West Building

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.

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

Metra Split Platform Operation

When the Village of Bartlett envisioned the new mixed-use Town Center redevelopment in the late 1990's, it revolved around the development of a new Metra train station. The original historic rail depot is located west of Oak Avenue and several options were considered at the time for the new Metra depot, including moving that station away from Downtown.

At the same time, the Village worked with Metra to identify alternatives for improving the operation of the commuter rail station and traffic circulation Downtown in response to concerns from local businesses and the general public. The three initial options considered were:

- Station remains in the same place, and gates will be closed when any train is in the station
- Staggered platforms and gates can be raised when commuter trains are loading
- New parallel platform, east of Oak Avenue, requiring gates to be down during commuter train loading

The split platform concept originated from these discussions, and proposed a condition where the in-bound platform to Chicago would be located adjacent to the new depot station and the out-bound platform would be adjacent to the historic rail depot. The decision to create a split platform occurred over many years of collaboration between Metra, the Village, and stakeholders. The split platform layout solved a key issue at the time which was to reduce the time when Oak Avenue is closed to traffic while a train is in the station, while also keeping the station near Downtown businesses, and alleviating the need to consolidate all commuter parking on the east side of the Downtown. As part of the decision, the Village was given control of the historic rail depot for other community uses, as a licensing agreement with Metra for the new station.

During the TOD Plan process several community members expressed the opinion that the split platform is inconvenient for commuters and Downtown visitors. The following analysis outlines the discussion of the split platform issues related to the goals of the TOD Plan.

Advantages:

- Platform locations provide the opportunity to have Metra commuter parking dispersed throughout Downtown, while still within a walkable distance of one of the platforms.
- Reduces the amount of time that Oak Avenue will be closed due to commuter train operations.
- The new Metra station has remained in close proximity to Downtown businesses.
- Having split platforms helps to disperse commuter traffic and pedestrian activity at peak periods.

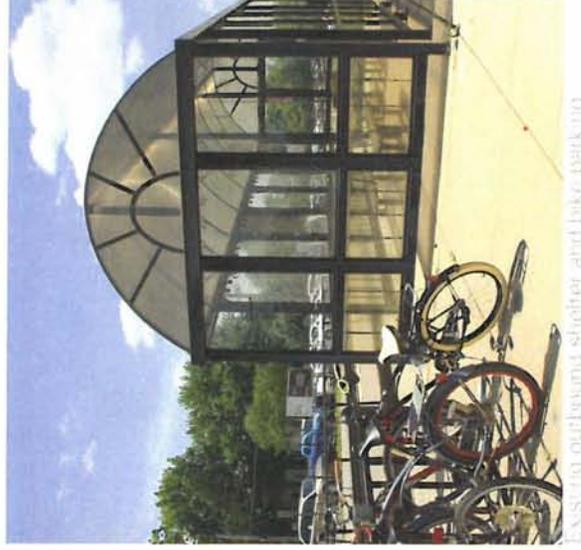
Disadvantages:

- Increased freight traffic has created sporadic changes in the loading locations for commuter trains, creating some confusion for commuters.
- Because commuter parking is located surrounding both the inbound and outbound platforms, commuters need to walk further for either their arrival at the station or evening departure.
- The longer walking distances are less convenient, and may discourage commuters from using the Bartlett Metra station.

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 outbound 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

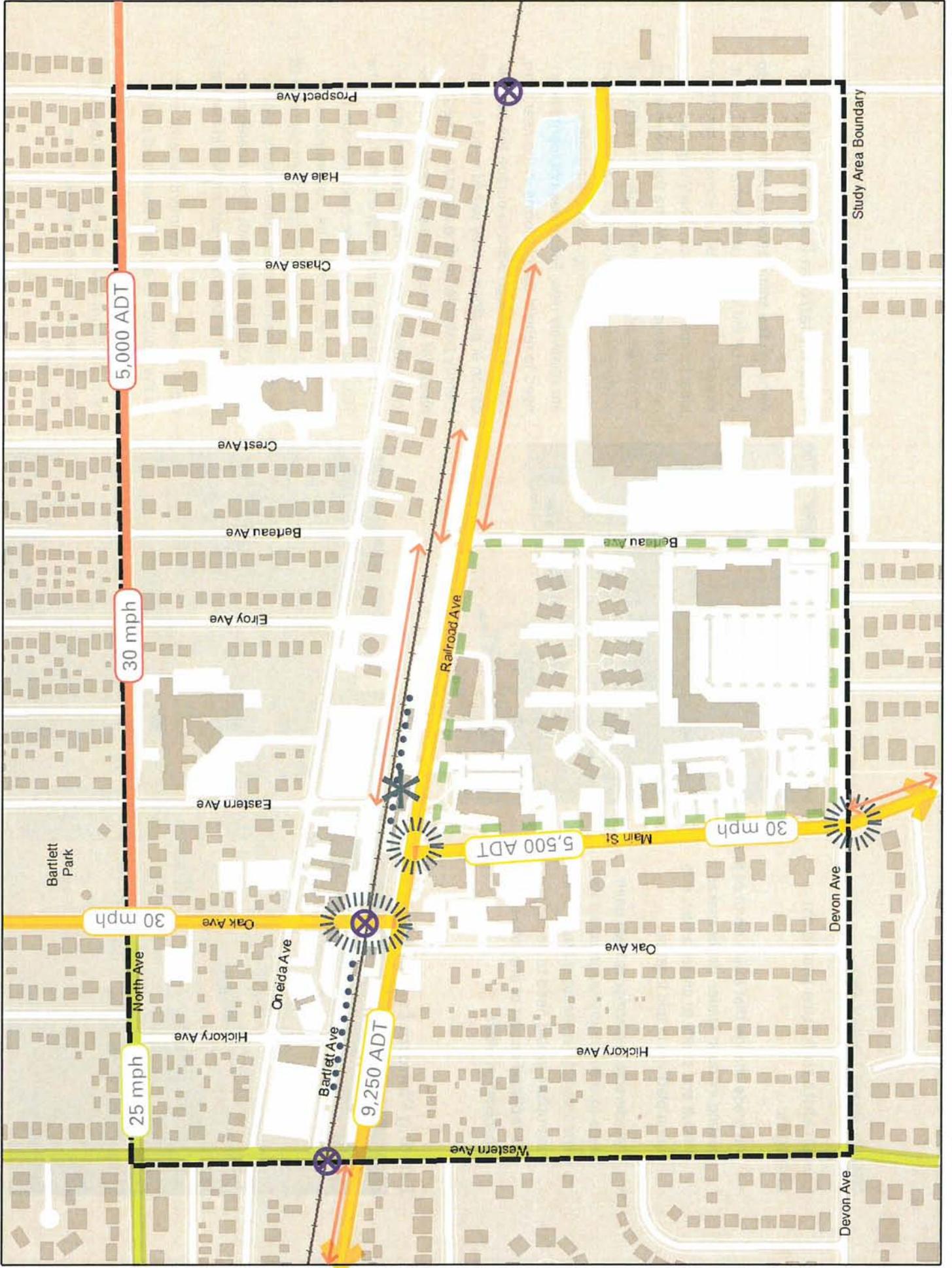


Village of Bartlett | Downtown TOD Plan

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 Berneau Avenue and pedestrian gates near the depot have also been discussed, and should continue to be explored in the near term.



Roadways Map

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

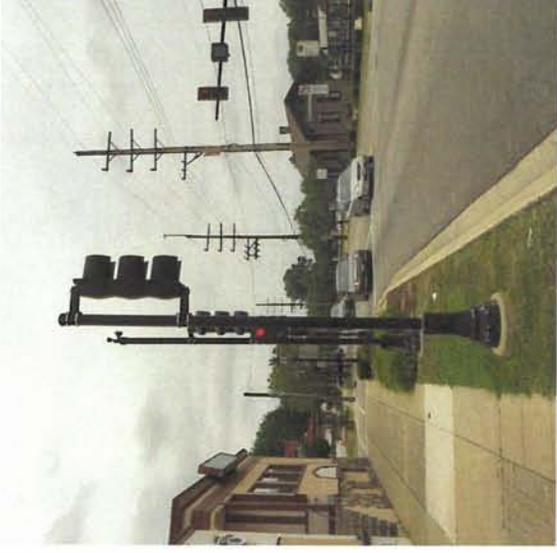
 Local Road

 Rail Platforms

 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

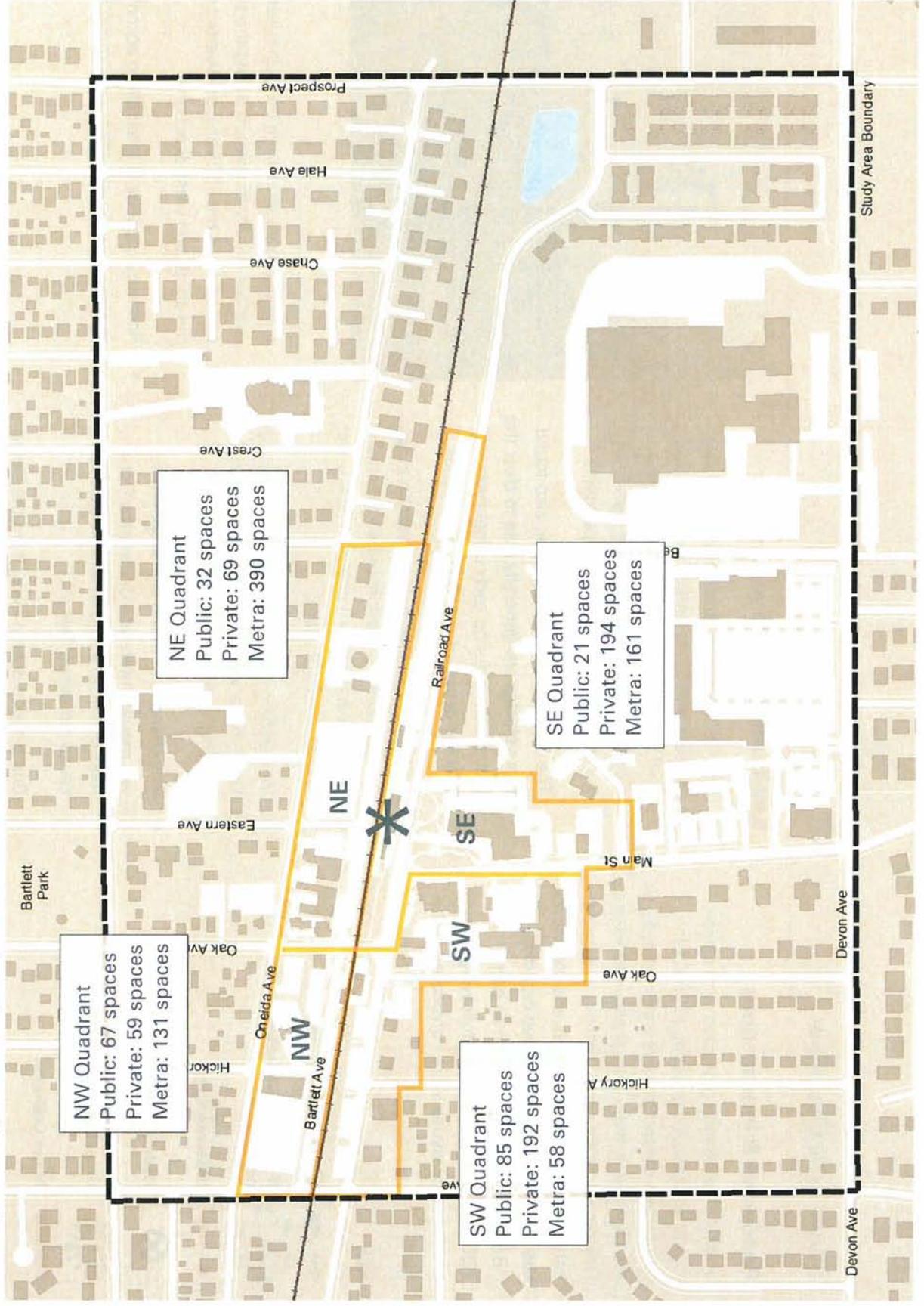


Railroad Avenue today

- 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 Parking Inventory Map



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.

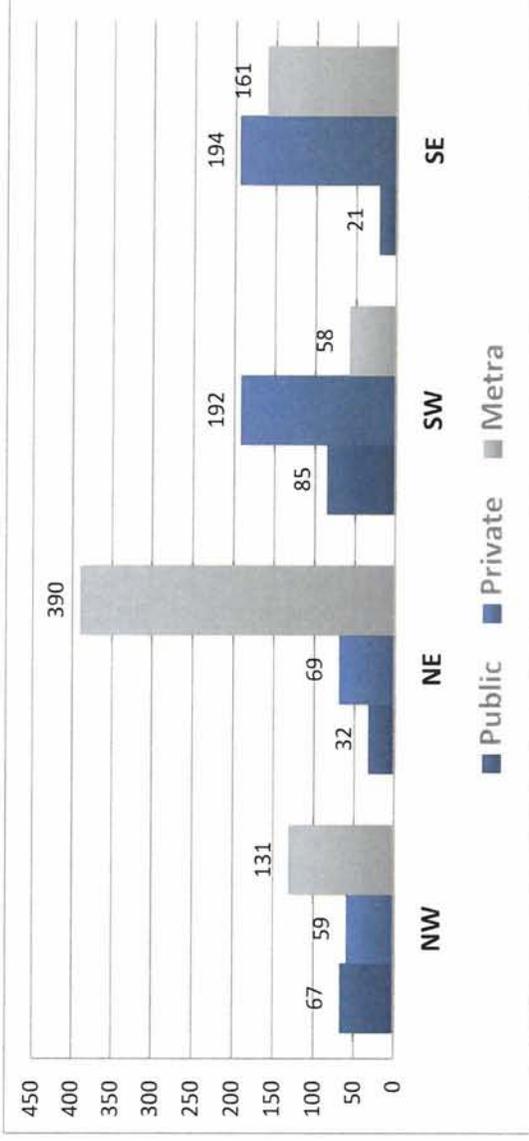
Downtown Parking Inventory

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%.

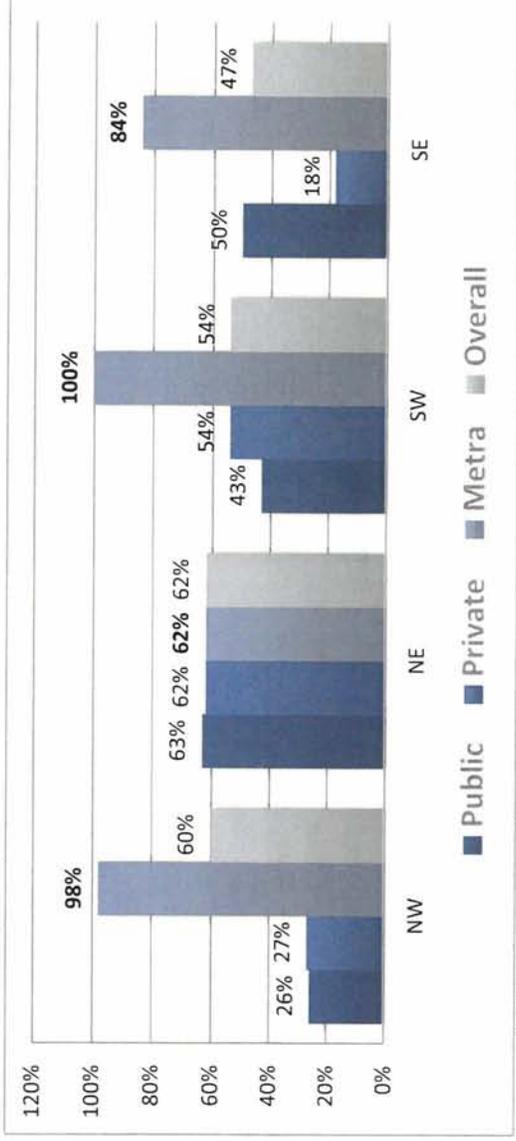
Metra estimates that the Bartlett station may need as many as 250 additional commuter parking spaces to meet their long term needs.

Existing Parking Inventory



Source: Fish Transportation Group

Parking Occupancy



Source: Fish Transportation Group

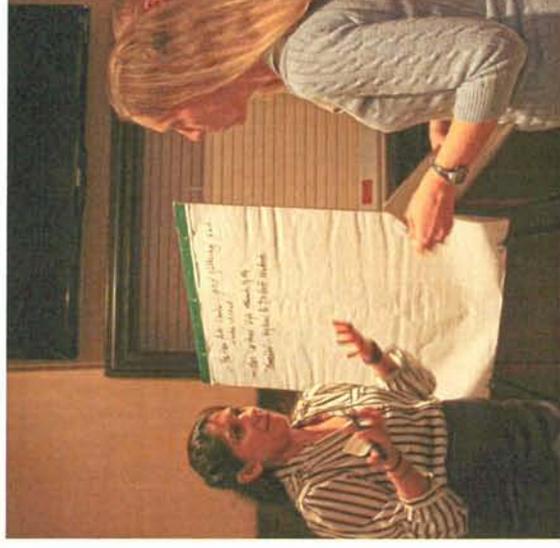
Public Input Overview

The TOD planning process included many opportunities for residents, business owners, and other stakeholders to be involved in decision making discussions. Downtown businesses were invited to focus group discussions early in the process to help the planning team understand local challenges and opportunities. Additionally, three Village-wide public workshops were held at key project milestones to give the public the opportunity to view elements of the plan, and discuss comments with the planning team. A project website, linked to the Village's existing website and social media pages, was also continuously updated throughout the planning process.

Stakeholder Focus Group Discussions

Downtown businesses owners, major employers, municipal leadership, and Village staff were invited to participate in focus group discussions as part of the initial data gathering exercise of the plan. Over 30 people participated in the discussions which were an open forum for the sharing of challenges in Downtown. Many common themes were revealed through the discussions, including:

- A need to increase the daytime population of Downtown Bartlett by increasing residential, office, and generally creating broader mix of uses.
- Many perceive Downtown as being fragmented and noted the need to create more concentrated development with a consistent building and streetscape quality.
- Although parking in Downtown is abundant, the current parking management system confuses visitors with complicated rules, inadequate signage, and parking that is inconveniently located.
- Stakeholders want to see a creation of more significant destination businesses in Downtown that will attract patrons from a wider area.
- The existing split platform Metra station creates traffic delays, and isn't ideal for commuters who have to walk long distances from both their in-bound and out-bound drop-off locations.



Discussion station at community meeting

- Bartlett needs to engage a wider audience of Downtown users, including better outreach to seniors, mothers with young children, and teenage youth through more frequent events and a broader range of activities.
- Bartlett Plaza, currently struggles to attract new tenants, and is considered an important redevelopment opportunity for the Village. It is in a key Downtown location, but lacks good street circulation and doesn't contribute to the walkability of Downtown.

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 to 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.



Public Input Overview

287 people responded to the survey. The online survey tool ensures that only one survey can be completed per electronic device. The survey results represent an adequate sample of the community based on the 2015 projected population of 41,299 people (with a 90% confidence level and 5% margin of error).

The results of the survey were presented to both the TOD Plan Steering Committee and the community. Outcomes of the survey helped define the topics of community meeting discussions, inform the project existing conditions data, and provide guidance for the Plan policies.

Community Survey Highlights

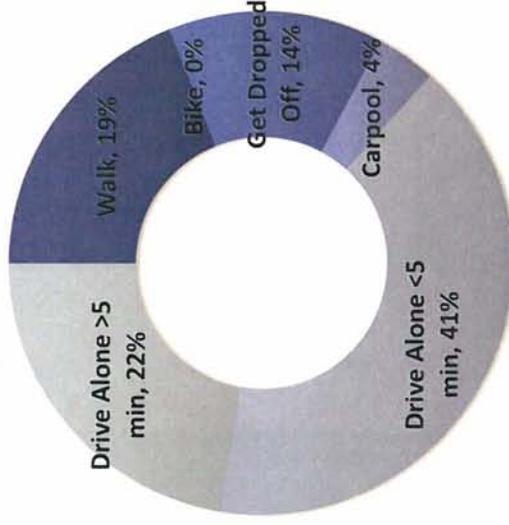
- 95% of survey respondents were residents of Bartlett
- Most of the respondents were long-time residents; 74% having lived in the community over 6 years, and 55% over 11 years
- 43% of respondents live within a mile of Downtown (which is considered a walkable distance)
- 17% chose walking as the way they most often travel to Downtown

- Very few (15%) of respondents list Metra as the way they commute to work or school, but only 17% note that they don't commute

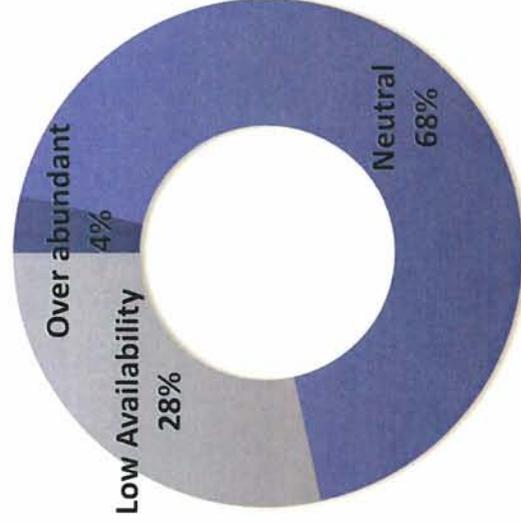
- 96% of respondents were working age (18-64)
- 74% listed that they use Metra mostly for leisure activities, and not for work
- 80% were satisfied or very satisfied with buildings and streetscape Downtown
- 70% listed sit-down restaurants as the most visited Downtown businesses

- The second highest choice was services such as the post office, dry cleaners, salons, or banks (45%)
- 40% visit Downtown businesses a few times a month
- Most respondents want more food related businesses such as restaurants, bakeries, coffee shops, groceries or fast food

How do you typically travel to the Metra station?



How would you rate the availability of parking in Downtown Bartlett?



Public Input Overview

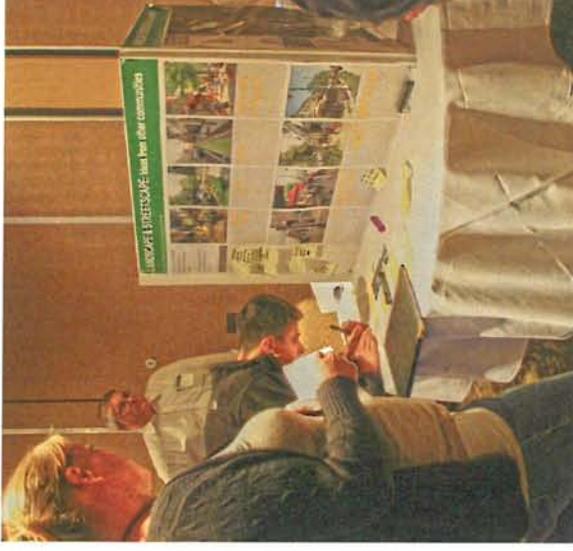
Information Gathering Workshop November, 4th, 2015

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

Public Input Overview

Key Recommendations Workshop

February, 3rd, 2016

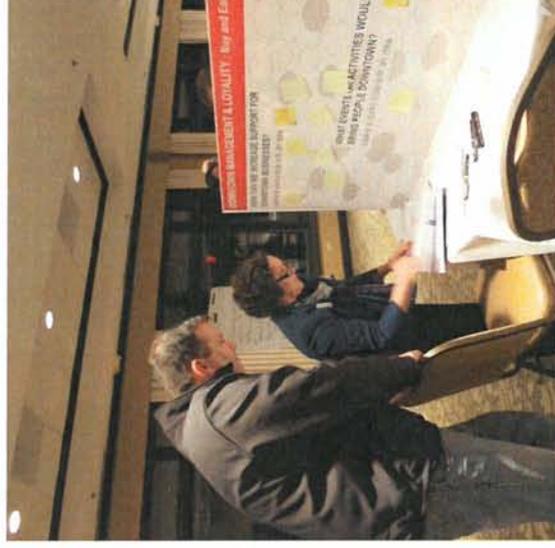
The second community meeting was well-attended (held in early February, 2016). The goal of the second workshop was to provide an opportunity for the public to review the initial recommendations and concepts that the planning team prepared, to provide feedback and comments. At the beginning of the workshop, a brief project update was presented by the consultant team that included:

- Findings of the Real Estate Market Analysis, and related recommendations
- Discussion of the results of the community survey, and outcomes of the first community meeting
- Overview of initial development concepts, transportation recommendations, and strategies for the future of Downtown

Following the presentation, participants were invited to discuss each recommendation in more detail at topic based small group discussion tables. Each table was facilitated by a planning team member who could discuss in more detail each of the proposals, alternatives, and recommendations being considered. Table discussions covered the following topics:



Photos from the Initial Recommendations Workshop



- Community Meeting and Survey Results
- Super-Block Ideas
- Future Development Scenarios / Phases
- Opportunity Site Concepts
- Real Estate Market Analysis
- Downtown Loyalty, Management, & Support
- Streetscape Analysis
- Parking Inventory
- Biking Opportunities

Want more consistency, quality, and concentration of buildings. Currently, Downtown is fragmented

Need more continuous and well marked bike trails

TOD Overall Planning Strategies Overview



Illustration of existing Downtown Barlett

Source: SCR

TOD Overall Planning Strategies

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

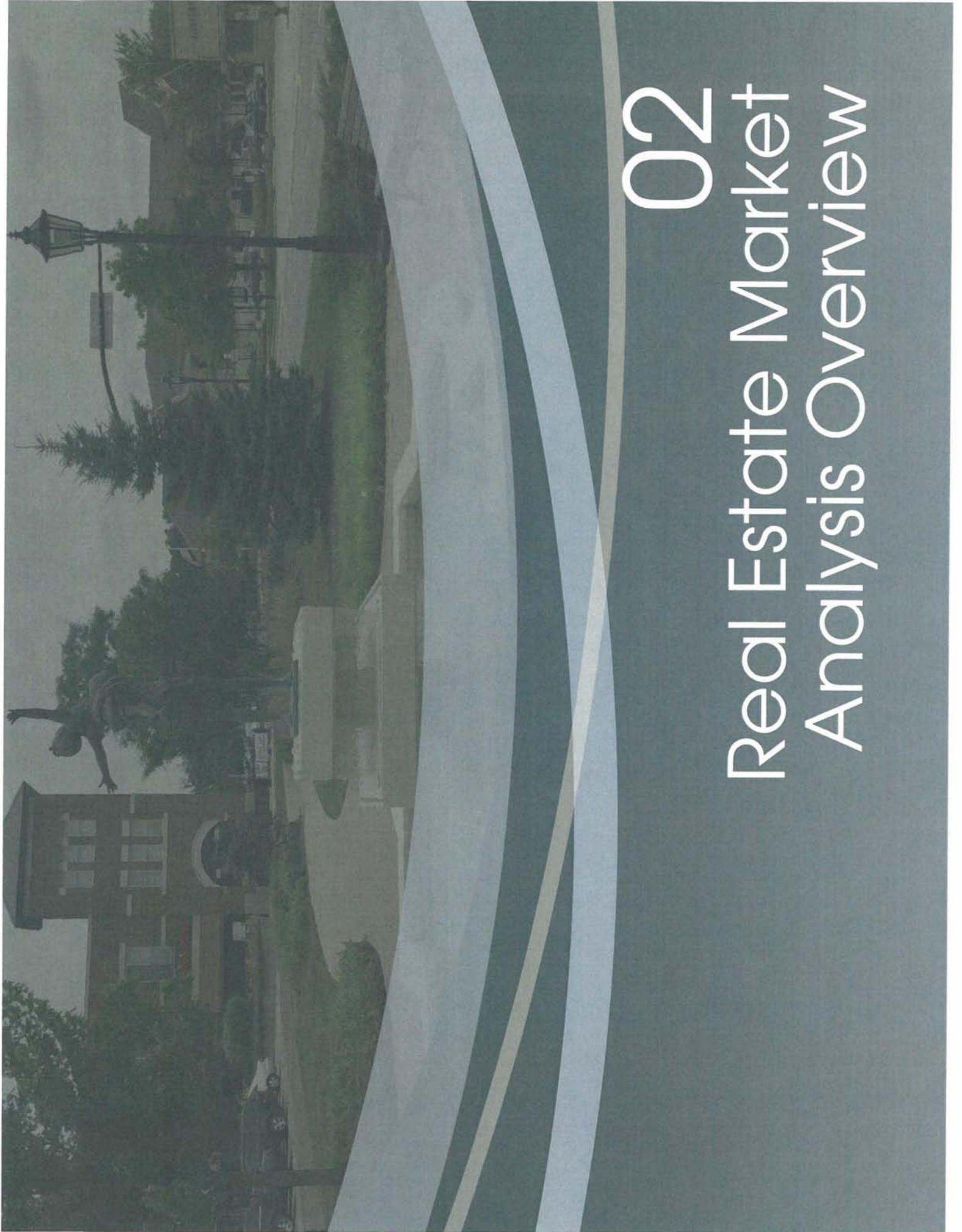
3 Reinforce Bartlett Avenue as the historic retail center of Downtown and extend the character of the street to the west by encouraging infill development.

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

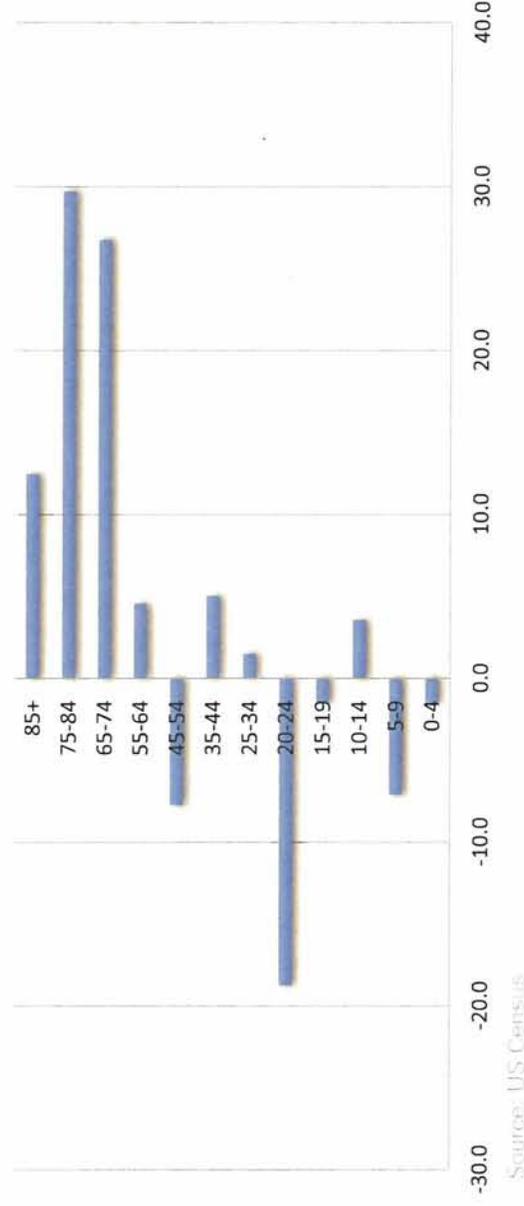
Real Estate Market Analysis Overview

A critical part of identifying future development possibilities for Downtown Bartlett is to identify real estate market trends. At the onset of the project, Goodman Williams Group (GWG) analyzed residential and commercial market data for the Village and provided recommendations regarding current retail and commercial opportunities, and viable housing options for the Bartlett TOD Study Area. A summary of findings is outlined in this chapter.

The Market Analysis process included the following elements:

- Analysis of demographic, household, and economic trends within the Village of Bartlett.
- Assessment of the current residential and commercial markets within the Village and analysis of the resulting data, in order to identify market gaps, and longer-term market potential.
- Participation in meetings with the project team, Steering Committee, and community workshops.
- Interviews of civic leaders, representatives from the real estate industry, and other stakeholders.
- Review of previous plans and studies.

Projected Change in Population by Age (2015-2020)



Preliminary Market Findings and Opportunities for Downtown Bartlett

New Transit Oriented Development in Downtown Bartlett will be led by demand for residential units, both multifamily rental and for-sale townhome products. Proximity to the Metra station, existing residential developments, and convenience retail make this an attractive residential location.

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:

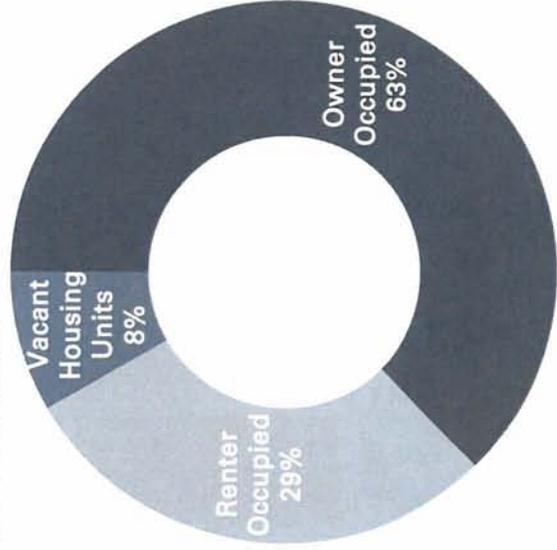
- Housing occupancies in Bartlett are extremely tight.

- 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

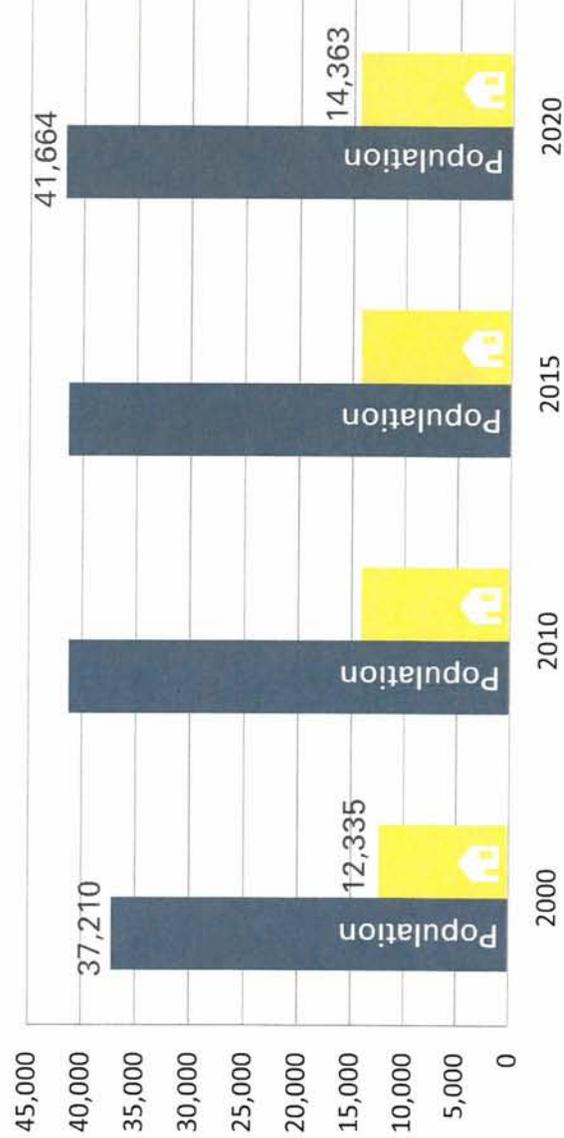
Desirable infill locations – such as those offered within the Downtown Bartlett TOD Study Area will be attractive options for new residential development. The market data suggests that **sufficient market strength exists to support the development of 45-55 for-sale townhomes within a 1-5 year time frame**,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

Study Area Housing Units (2015 Estimate)



Source: ESRI

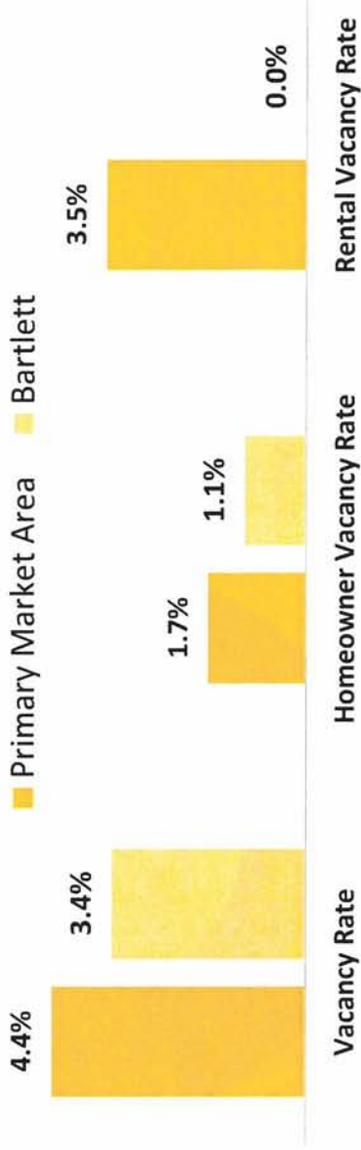
Village of Bartlett Population & Household Growth Trends



Source: US Census Bureau Data, ESRI

Real Estate Market Analysis Overview

Housing Vacancy Rates by Type



Source: US Census Bureau

Additionally, to satisfy the demand for rental apartments in the near term, 50-60 rental apartments could be reasonably built. A

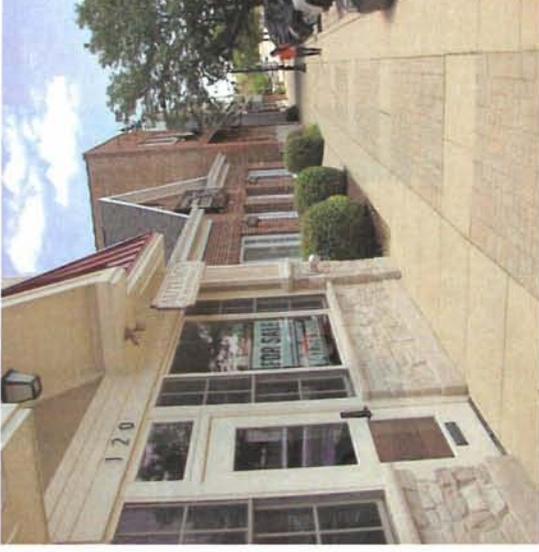
portfolio of one and two bedroom unit plans is recommended, ranging from approximately 750 to 1,200 square feet in size and from \$1,250 to \$1,600 in base monthly rent. Both younger professionals and downsizing empty nesters would likely be attracted to these units, with proximity to Bartlett's Metra station serving as a major draw.

Finally, it should be noted that the market offers little (if any) support for condominiums for the foreseeable future. This conclusion is based on persistent weakness in the multifamily for sale sector throughout most areas of suburban Chicago, as well as the

experience of the condominium market within Bartlett itself – most notably that of Bartlett Town Center, where two of the five buildings originally planned were never built and where most units, purchased by investors after a wave of foreclosures, have now been put onto the rental market.

Commercial Market Analysis

The commercial space in Downtown Bartlett serves primarily as a neighborhood-scale shopping district, offering convenience retail, eating and drinking establishments, and professional and personal services to area residents. Downtown employees, and those coming into the area. Downtown Bartlett competes with several nearby high-traffic corridors in the area.



Bartlett Avenue retail

These include Illinois Route 59, Irving Park Road (IL-19), Lake Street (U.S. Route 20), and Barrington Road.

Downtown Bartlett is unlikely to support a significant amount of new commercial development in the near term. Currently, Downtown Bartlett is suffering from a high vacancy rate in its commercial space. GWG's inventory identified nearly 74,000 square feet of space currently available in Downtown Bartlett. This total includes more than 43,000 square feet in Bartlett Plaza and 12,800 square feet in Bartlett Town Center.

Real Estate Market Analysis Overview

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

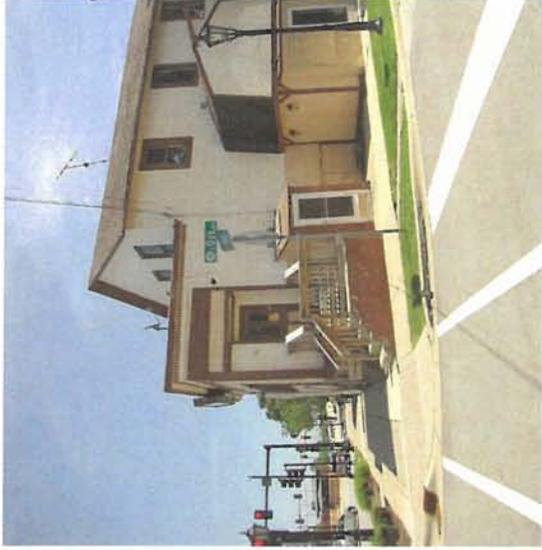
- Low traffic counts along Downtown's major streets.
- Limited pedestrian circulation.
- Lack of patronage by Metra commuters.
- High Cook County property and sales tax rates as compared to DuPage County.
- Older buildings in need of interior and exterior improvements.

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

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.

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



03

Transportation & Connectivity Overview

Transportation Recommendations Overview

Downtown Bartlett, with consistently provided sidewalks and recent streetscape improvements, has potential to be a highly walkable and vibrant community destination. However, there is very little pedestrian activity in Downtown today, and businesses struggle to be successful. Inviting streets with neighborhood serving retail that conveniently accommodate pedestrians would help to promote the Downtown as desirable place to live and visit.

Bartlett is a multi-modal community, with potential access to commuter rail, highways, bike trails, and pedestrian paths. Traveling to and within Downtown Bartlett by foot, bike, train, or car needs to be improved to become safer, more convenient, and welcoming, with clearly marked routes and signage. While the Milwaukee District West Line provides exceptional commuter rail access to and from Downtown Bartlett, there are challenges regarding access and circulation to the station.

Overall transportation recommendations outlined below provide comprehensive strategies for improving Downtown to ensure coordinated and safe accessibility for residents and visitors. Detailed recommendations for specific improvements can be found in Transportation Technical Memorandum, which is an appendix to this document.

1 Adopt a complete streets policy

A Complete Street is defined as a street that is planned, designed, and operated for all modes of transportation and all users, regardless of age or ability (National Complete Streets Coalition). The significance of a complete streets policy is to show the Village's commitment to establish, design, and implement transportation improvements, addressing and balancing the needs of all users of the transportation system. With a complete streets policy, Village staff will be better enabled to plan, design, and implement transportation improvements that are appropriate for all users, regardless of mode of travel. Illinois communities such as Lombard, Schaumburg, Algonquin, Bolingbrook, and Des Plaines have adopted complete streets policies.

Complete Street policies can be formally adopted in a variety of ways, including ordinances, resolutions, agency policies, plans, and design guides. There is no specific policy or guidance that fits all, but should be unique to each community and should take into account existing policies, practices, and local politics. Many communities may begin with a simple resolution that evolves into a more complex policy.

As part of Smart Growth America, the National Complete Streets Coalition provides guidance and resources for communities to develop a Complete Streets policy, more information can be found on their website:

www.completestreets.org/policy/workbook

Transportation Recommendations 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



3 Expand bike parking throughout Downtown

Available bicycle parking is a critical component of a bicycle network. Bicyclists, like motorists, should be able to securely park their bikes near shopping and commercial areas, schools, parks, and other popular destinations. Consideration should be given to providing covered bicycle parking. Additionally, the provision of community bike parking should be incorporated into the development process.



Extrahole bike parking in a parking spot



Covered/protected bike parking example



Exterior bike parking at the Metrol station

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

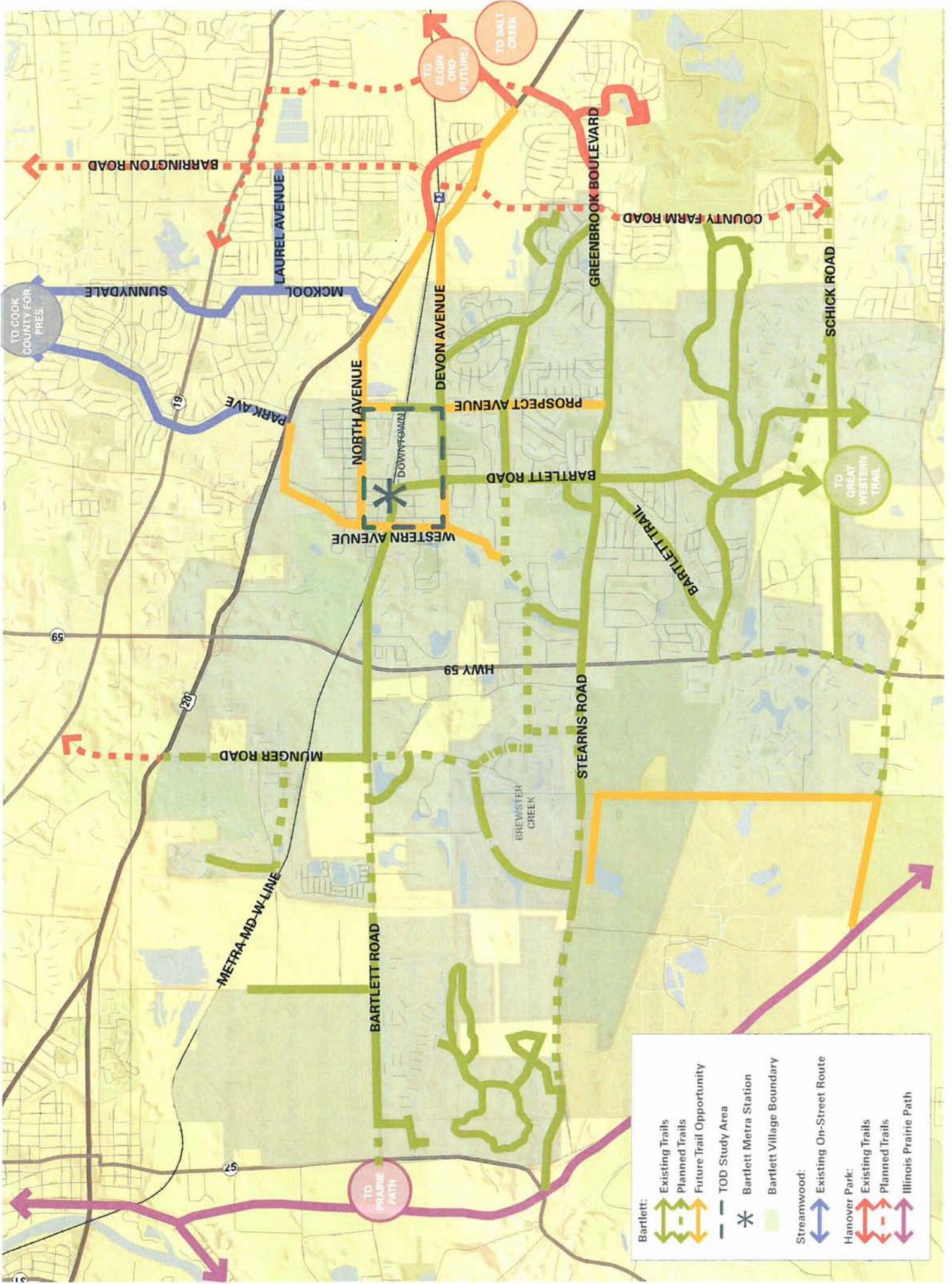
Pedestrian improvements addressing the design elements listed above that would be appropriate in Downtown include curb extensions, or bump-outs, raised crosswalks, and mid-block crossings.

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 bicyclists 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.

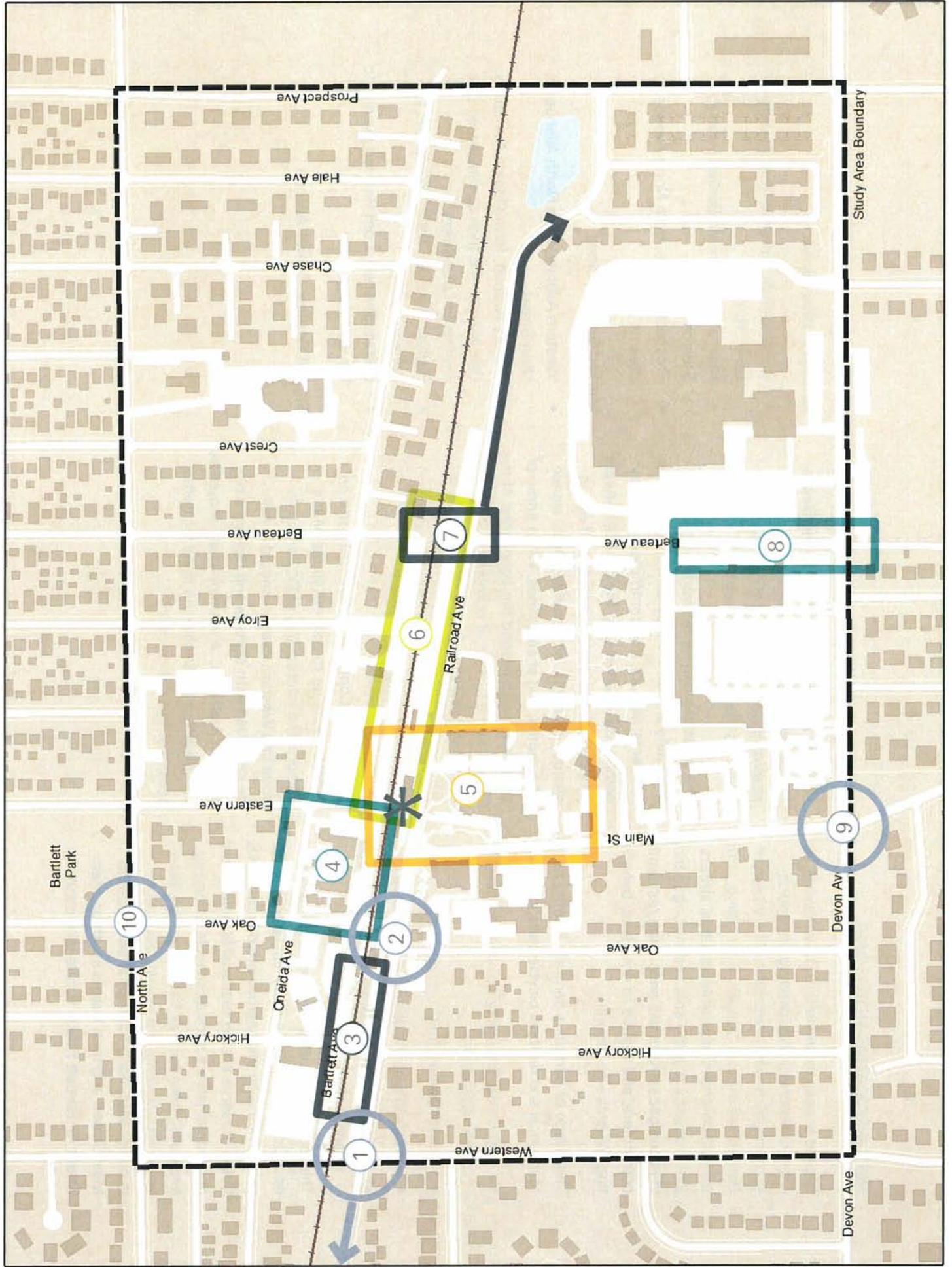
On-Street Bike Lanes

- 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 Improvement Zones Diagram

0 250 500 1,000 Feet



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 Berteau 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 Berteau Avenue:**
Berteau Avenue currently serves as a service street for Senior Flexionics 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 Management & Collaboration

Collaboration Between Downtown Merchants

Throughout the TOD planning process there were many opportunities for local business owners and community leaders to meet, and discuss issues. Several stakeholders in the business community noted that they seldom have the opportunity to collaborate with their fellow Downtown businesses in Bartlett, and thought that it was beneficial to do so.

The Village of Bartlett has an active Economic Development Commission and Chamber of Commerce, as well as dedicated Village staff that work closely with local businesses, offering informal advice, coordination, and promotional assistance.

The Economic Development Commission recently established an action list of initiatives to improve Downtown. Key future actions they have identified include:

- Establishing a Downtown Bartlett Steering Committee
- Creating a comprehensive community calendar
- Refinement of the event management



Community workshop discussions

It is recommended that a Downtown Merchants Association be formed in Bartlett, to provide the opportunity for business owners to share ideas and resources, and help to support Downtown business growth.

Regular Merchants Association meetings could cover the following topics:

- Marketing and promotional coordination
- Ideas for shared events and entertainment
- Business trends, and customer analysis
- Maintenance and service issues
- Village events coordination

process by choosing an existing event to serve as a pilot project for improvements

- Partnerships with local business education institutional resources to provide assistance to Downtown businesses
- Strengthen the relationships between Downtown businesses

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

Existing Downtown Events & Ideas for the Future

Today, the success of Bartlett's Downtown events relies on the hard work of a small group of dedicated volunteers. The Economic Development Commission and many stakeholders have noted that more frequent Downtown events are needed to attract visitors. Many events, today, are held at the Bartlett Community Center and adjacent Apple Orchard Park (1 mile south of Downtown).

In the future, better coordination between the committees and organizations that host events in the community is encouraged. To initiate collaboration, it is recommended that the Village invite all of the various community groups to a collaborative brainstorming meeting. Opportunities for sharing event planning resources, sponsorships and other funding should be explored. Ideas for new activities should also be discussed.

There are many options for new community gatherings in Bartlett. Although there isn't a large central open space in Downtown, low traffic volumes make it feasible to close streets for larger events. Bringing people close to Downtown businesses provides a unique opportunity to attract new customers. Businesses should be encouraged participate in Downtown activities where appropriate providing seasonal outdoor locations to serve food or sell other products.

	Summer	Fall	Winter	Spring
Youth	Kids' Craft at the Depot Museum Family Night Out Movies in the Park	Kids' Craft at the Depot Museum Youth Olympics	Kids' Craft at the Depot Museum	Kids' Craft at the Depot Museum
Arts	Festival of the Arts Artist Reception at Village Hall Bartlett-palooza	Woman's Club Craft Show Artist Reception at Village Hall An Evening of the Spoken Word	HeARTS in Bartlett Artist Reception at Village Hall Woodwind Clinic & Masterclass Healing Hearts Workshop	April Fool's Night Party Artist Reception at Village Hall
Community	\$5 Fridays Heritage Days Sister City Anniversary Program National Night Out Picnic	Street Dance Party Taste of Bartlett Health Fair	Holiday Tree Lighting Winter Fest	Uncorked Social Artworking Police Department Open House Ham Raffle Dine-Around the Arts
Active	Labor Day Dash Chamber vs Village Softball Yoga in the Park Bartlett Bikers (Bicycle League)	Bike Bartlett (bike marathon) Youth Olympics Labor Day Dash	Santa Dash Winter-Fest and Ice Skating	Apple Blossom Run Ride of Silence Bartlett Bikers (Bicycle League)

Existing Events Ideas for New Events

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



Parent Play Groups



Corporate Sponsored Tricycle Race

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.



Family Fitness Event

Activation of Public Space

The existing (Downtown) park spaces are located adjacent to the Town Center retail area, and include high quality landscaping, a fountain, artwork, and benches. Though the parks are conveniently located at the center of Downtown, they are seldom used. Creative programming for these parks would help attract new users, and new customers for Downtown. A wide variety of strategies for activating public spaces are possible, and range from temporary art installations, and community fairs, holiday celebrations, and social activities or meet-ups.



Special Family Entertainment



Fitness / Yoga Classes



Temporary Stores / Kiosks



Book Sale , Community Garage Sale or Flea Market

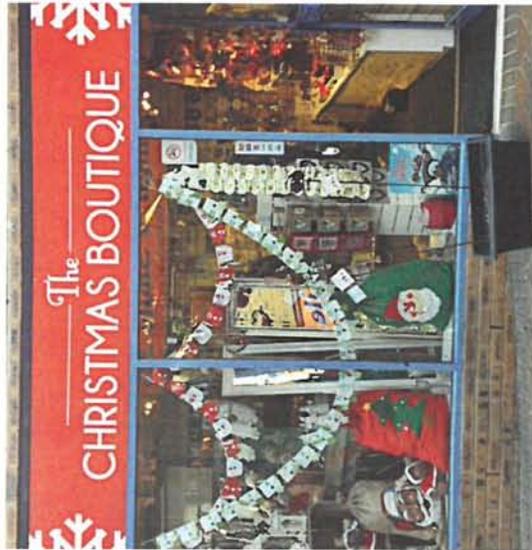
In the short term, allowing a temporary summer kiosk, that sells coffee, ice cream, or other snacks, would help attract new activity to the park. Many stakeholders noted that there are not enough places for Teens and Seniors to gather in the community. Fitness classes, competitions, or pop-up shops that appeal to these age groups should be explored. Other temporary community events, and strategies for activating Downtown are illustrated in the photos on this page.

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.

Marketing & Signage

Downtown Promotion

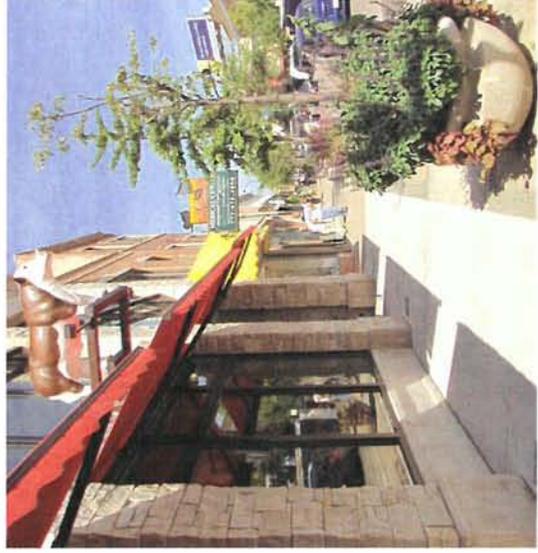
Downtown Bartlett is not located near a major arterial corridor, which has provided the small town character of the district, but also is easily avoided by residents and potential new visitors. Many stakeholders echoed this sentiment, noting that Downtown is often avoided during everyday trips. Providing a stronger presence for Downtown, will help to attract new development and investment.

Wayfinding

The Village recently created standardized wayfinding signage, located at key intersections, to direct visitors to businesses, parks, and community facilities. The signage is attractive and complements the character of Bartlett. Signage for Downtown public parking, however, is not standardized and can be confusing. Private property owners have created their own signage systems for their parking to control misuse of private lots. This signage is aimed at avoiding illegal use by commuters, and isn't welcoming to Downtown visitors. A system of clear, standardized, public parking signage such as proposed in the example to the right is needed. Additionally, stakeholders expressed concern that the current roadway naming system, with multiple streets named Bartlett Road / Avenue, is confusing, even for long-time residents.



Bold Signage in a Historic Style



Creative Signage and Window Displays

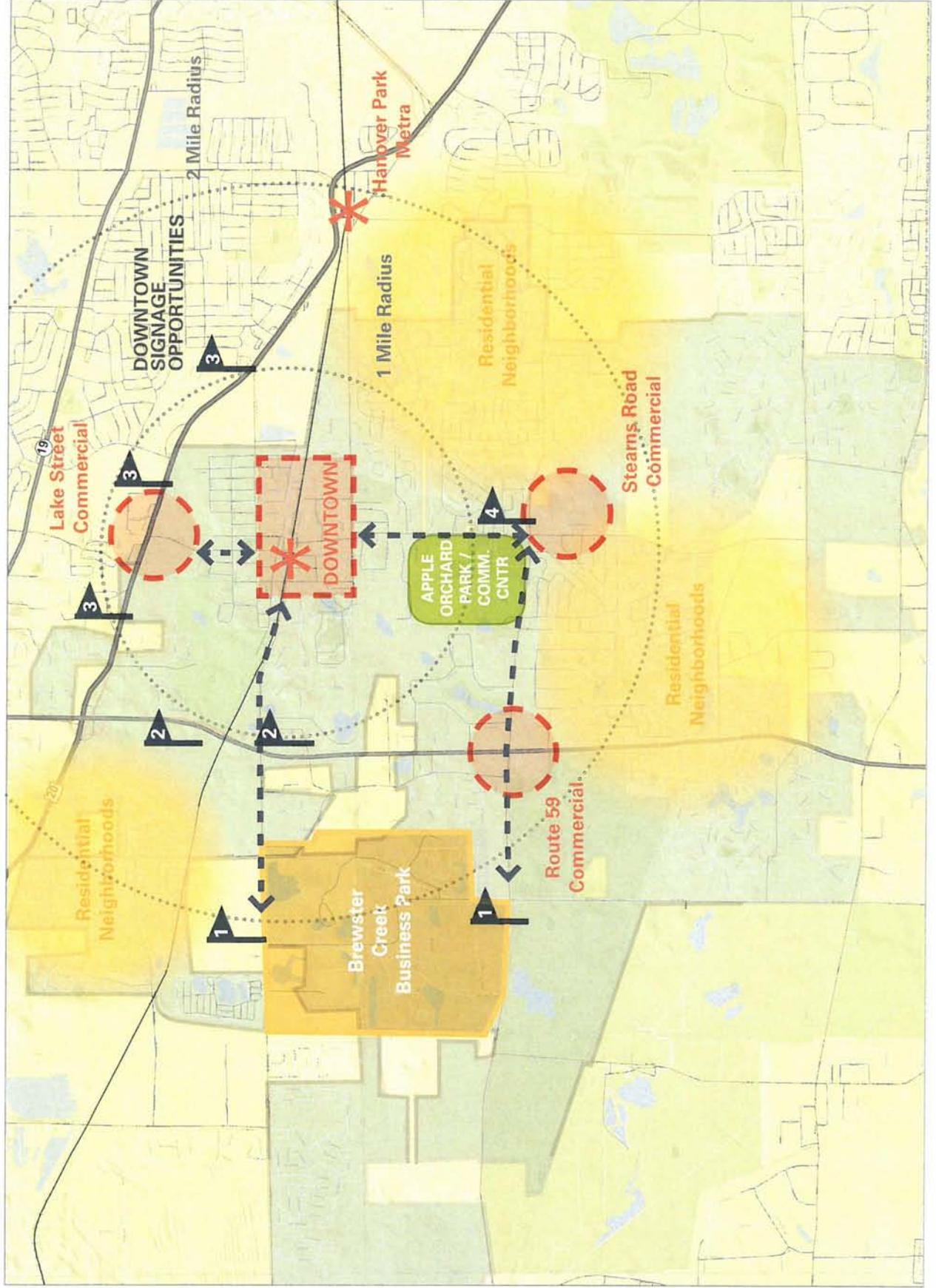


Locating Downtown

Community workshop participants, and other stakeholders expressed concern that many in the community, even long-time residents, do not know where Downtown Bartlett is located. To better identify the Downtown district, wayfinding signage located strategically along the arterials, highways, and other major corridors surrounding Bartlett is recommended as shown on the map on the facing page. Suggested locations for directional signage are:

1. Near the Brewster Creek Business Park: Many employees work in this area, and may be interested in restaurants and services in Downtown.
2. Along the Illinois Route 59 corridor.
3. Along the Lake Street / Illinois Route 20 Corridor.
4. Near Bartlett's community facilities and recreational center at Stearns Road Bartlett Road.

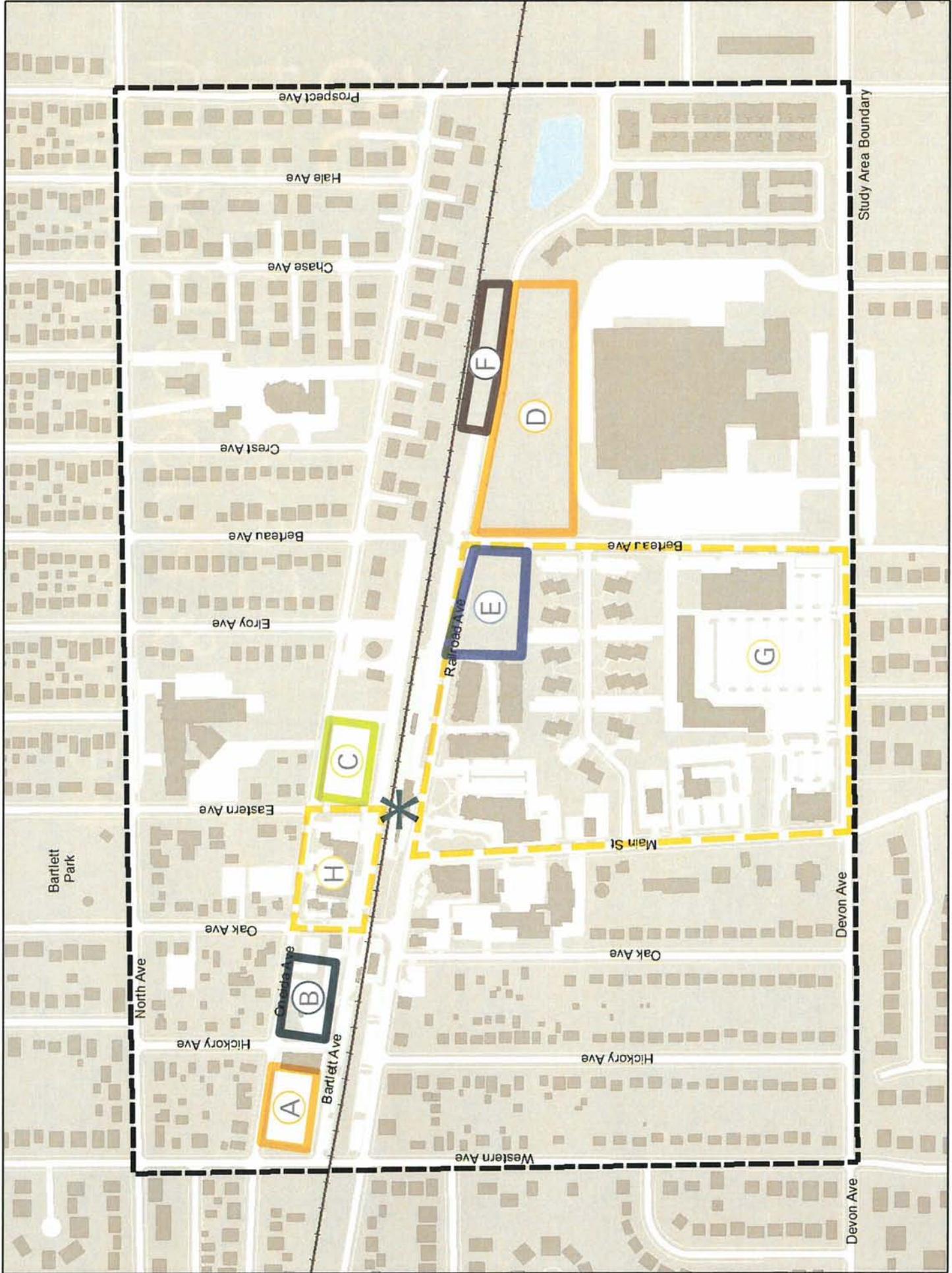
Marketing & Signage





05

Development
& Public Realm
Recommendations



Development Opportunities Diagram

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 Flexionics 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.

Downtown Bartlett Today

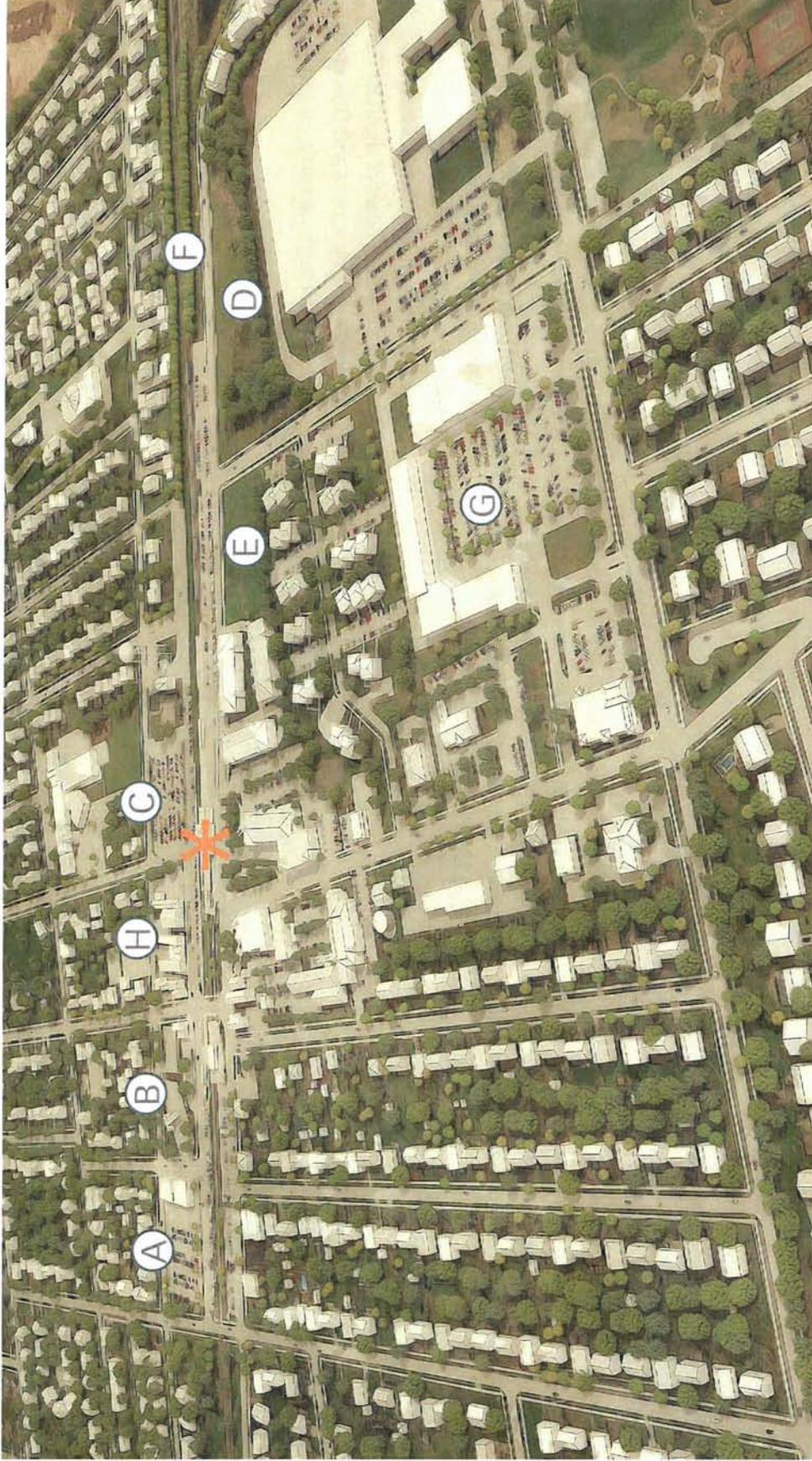


Illustration of existing Bartlett

Transit Oriented Future



Threedimensional illustration of a potential concept for future development in Bartlett

Opportunity Site A

Existing Conditions

Site A is a Village owned property at the western edge of Downtown Bartlett. The site is surrounded by single family residential to the north and west, the Metra tracks to the south, and a commercial property to the east. 86 Metra commuter parking spaces are currently located on the site. Currently, the parking layout has several large curb cuts along Bartlett Avenue that interrupt the sidewalk.



Existing photos of Site A

Development Considerations

- Because Site A is located at the periphery of Downtown adjacent to a residential neighborhood, it is best suited to become multi-family rental housing, and could help satisfy the demand for new rentals in Bartlett.
- There are several existing historic homes to the north of the site. Any new development should carefully protect the views and character of these properties.
- Site A's location, and relatively small site dimensions, may not be as desirable as Sites D and E to developers.
- Existing Metra commuter parking would need to be relocated to another area of Downtown, if the site was developed for other uses.



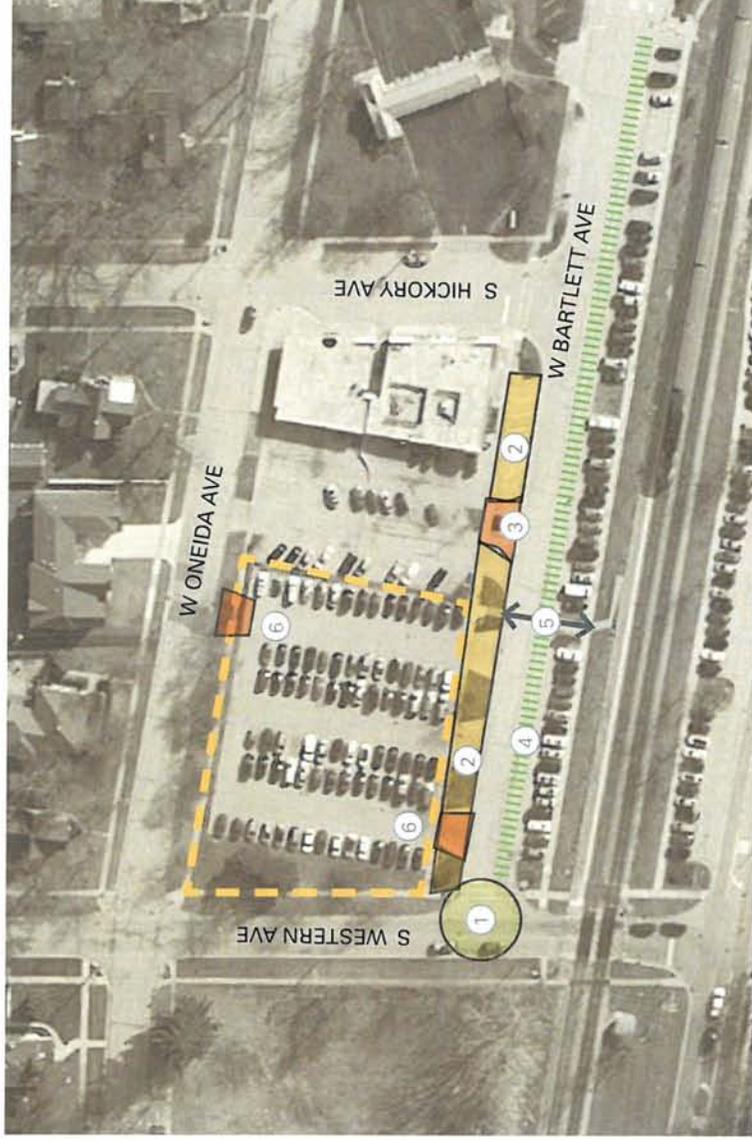
Existing aerial of Site A source: ESRI

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:

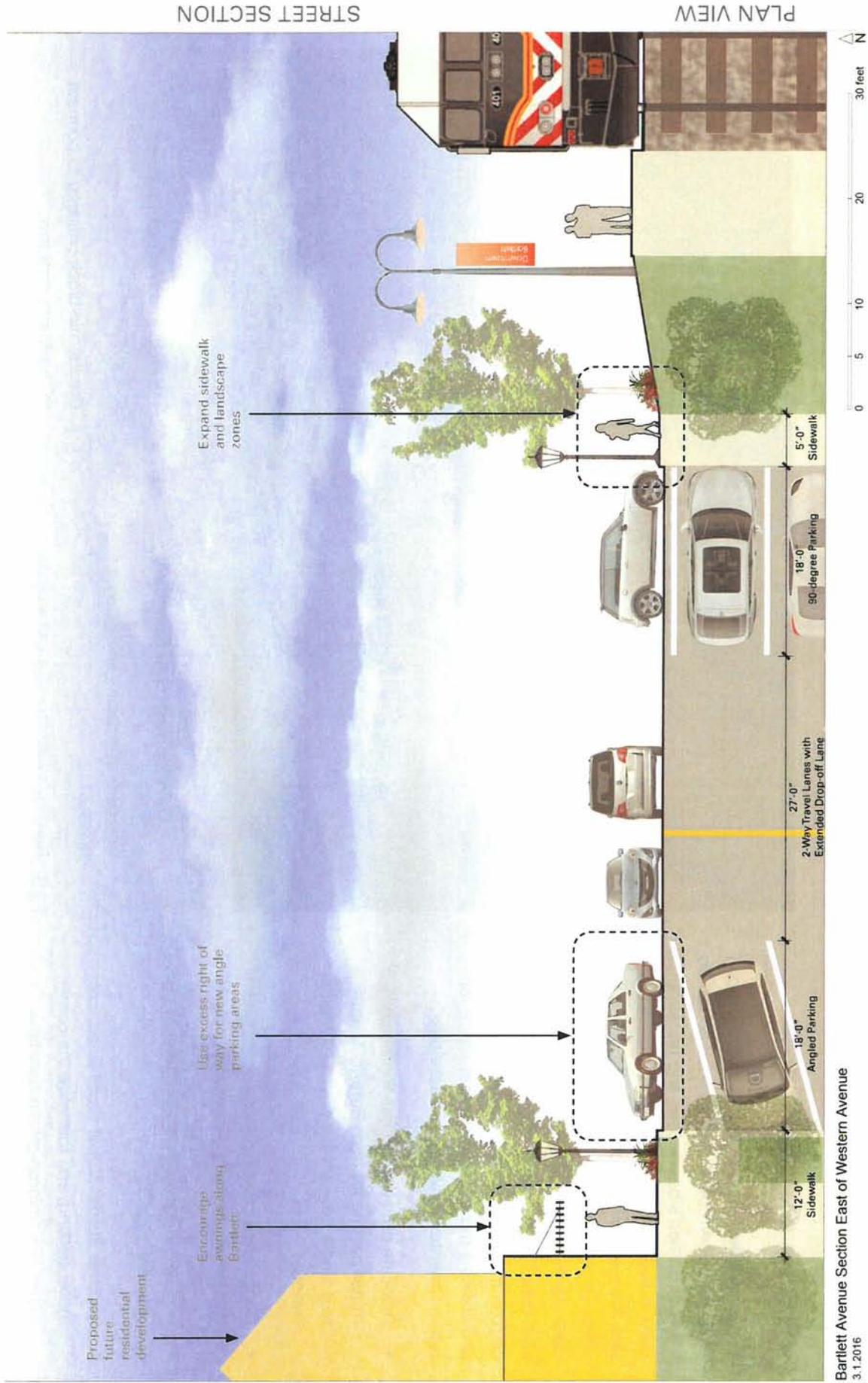
- Relocate driveway access for the commuter parking lot from Bartlett Avenue to a single new access drive on Oneida Avenue.
- Consolidate private parking access from two driveways to one driveway.
- Add curb extensions (bump-outs) at each end of the block.
- Improve delineation of travel lanes, commuter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



KEY

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

Opportunity Site A



Opportunity Site A

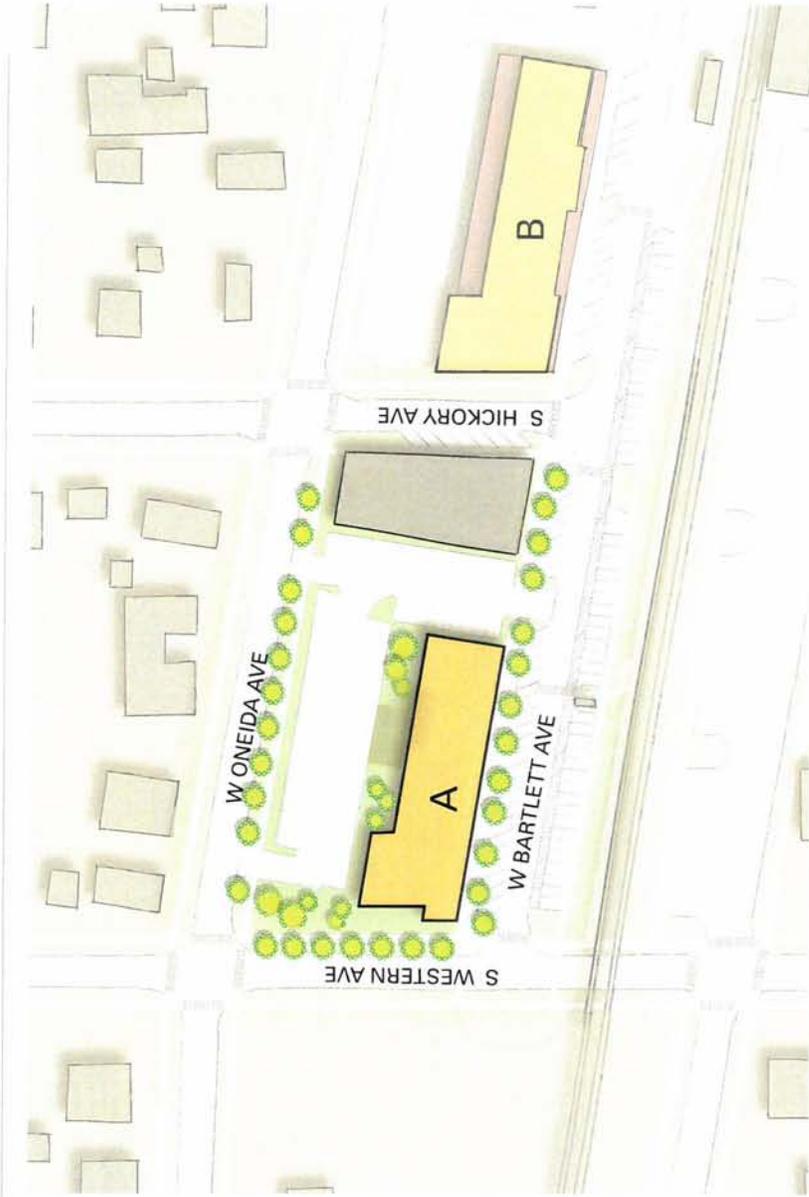
Long Term Strategies

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

Existing Conditions

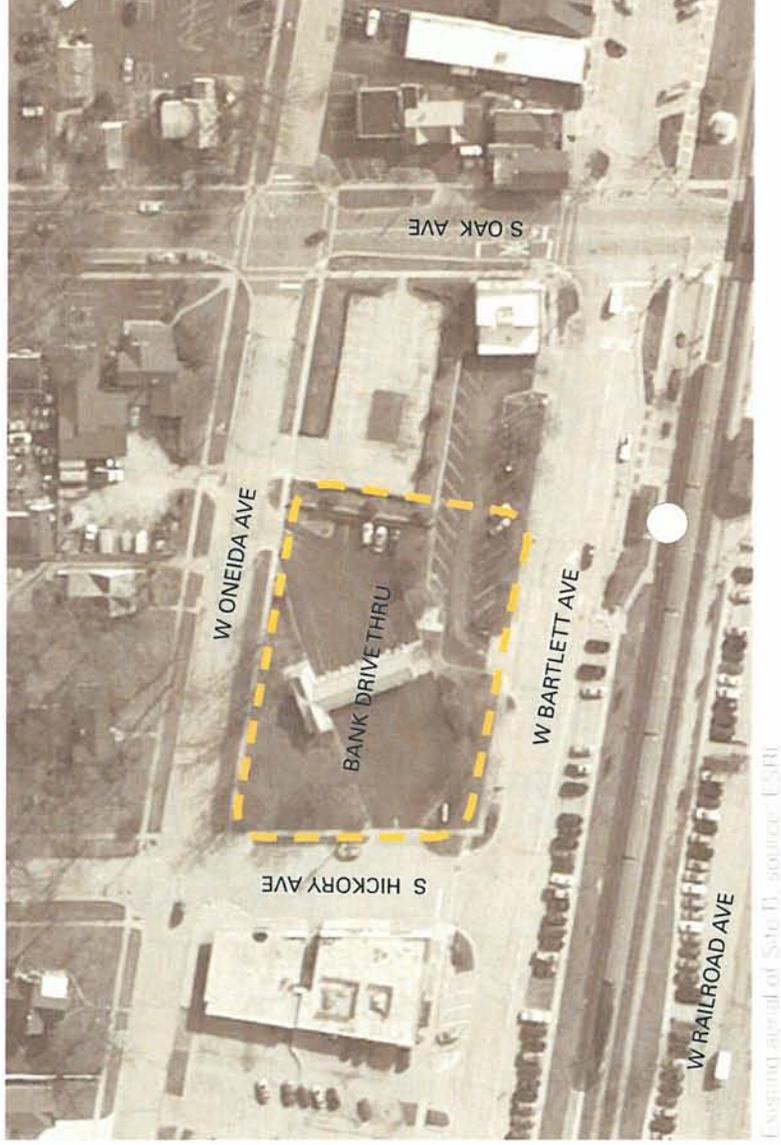
Site B is a privately owned property located in a key Downtown location, directly adjacent to the Metra outboard platform and drop-off area. Site B currently houses a large-scale drive-through banking facility, and several driving and queuing lanes. A historic bank building and a municipal parking lot are located to the east of the site.



Existing photos of Site B

Development Considerations

- The site is at a key intersection Downtown, and is close to restaurants, and other businesses. New investment in this area of Downtown will have a significant impact on the appearance of Bartlett Avenue.
- Potential demolition of the drive-through bank should be considered to create a viable development site.
- Because the site is privately owned and contains an active use, the property owners will need to be a partner in any future plans.



Existing aerial of Site B, source: ESRI

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

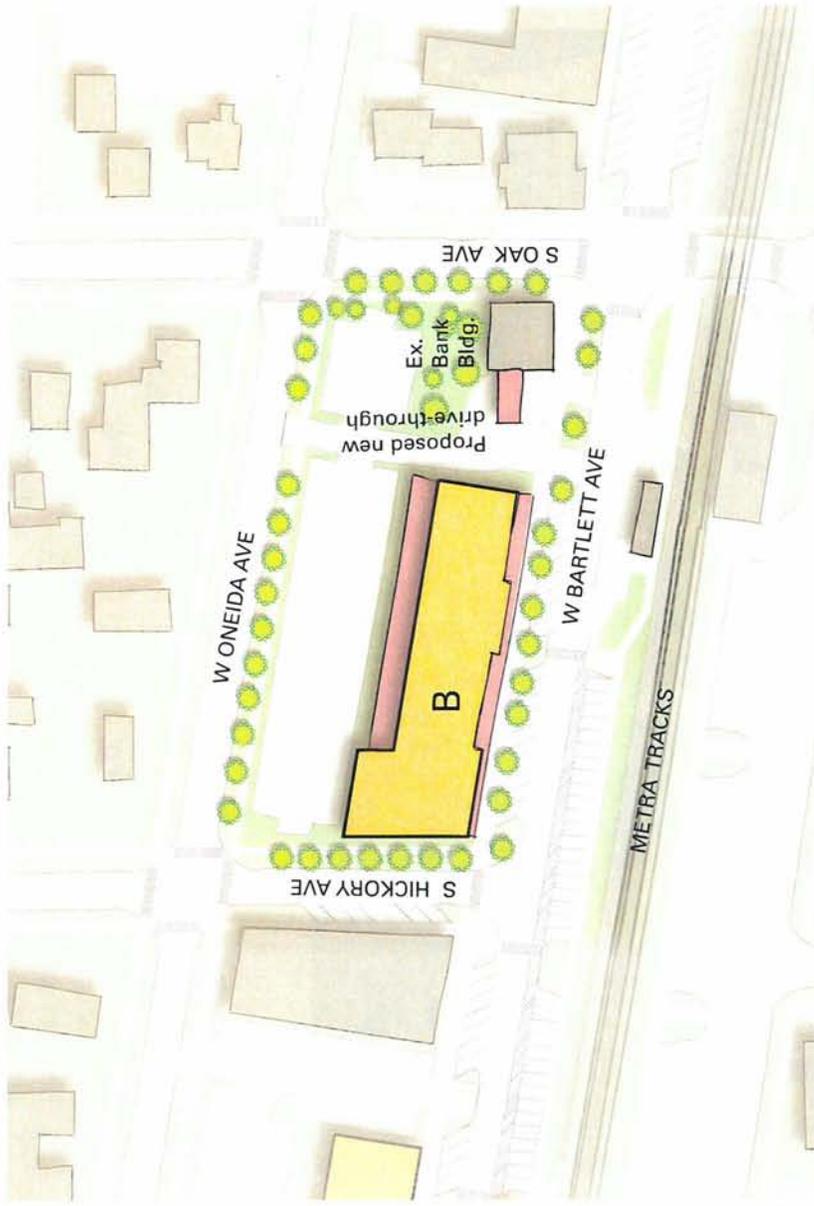
- ① Add curb extension, high visibility crossing striping, and special paving
- ② Reorient parking spaces to create more efficient layout
- ③ Consolidate and reduce curb cuts
- ④ Convert parallel parking to angled parking
- ⑤ Consider creating a more efficient shared parking layout with the bank and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

Opportunity Site B

Long Term Strategies

Site B's location, near the historic retail center of Bartlett, is a good candidate for redevelopment in the future and would help to extend the character and scale of the existing Downtown retail street to the west.

Redevelopment of Site B would require close collaboration and partnership with the private property owners of this block to discuss opportunities for creating a more efficient bank drive-through, and a more efficient shared parking layout. If reorganized, the site could accommodate a mixed-use building, with retail on the ground floor and multi-family residential above. The retail should be built in a complimentary scale to the existing historic buildings to the east, and front Bartlett Avenue. The bank drive-through could be relocated to a small ATM addition on the west side of the existing historic bank building. This drive-through would be organized in a more urban layout, appropriate for this Downtown location. Parking for these proposed uses would be located off of Oneida Avenue, with a landscaped buffer to provide separation between the existing housing in that area.

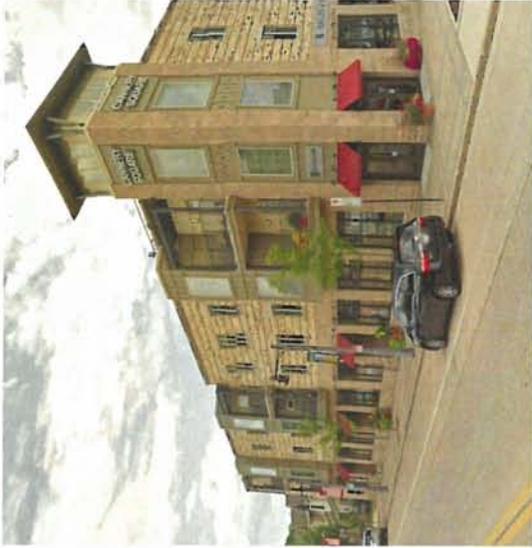


Site Location	Proposed Uses	Proposed Height (# of Floors)	Gross Square Footage	Estimated Units	Estimated Parking Spaces
B	Residential - Multifamily	3	42,000	32	48
B	Ground Floor Commercial	1	10,000		10
Site Area (Square Feet)		Site Area (Acres)	Proposed FAR	Estimated Density	
39,800		0.91	1.0	35 units/acre	

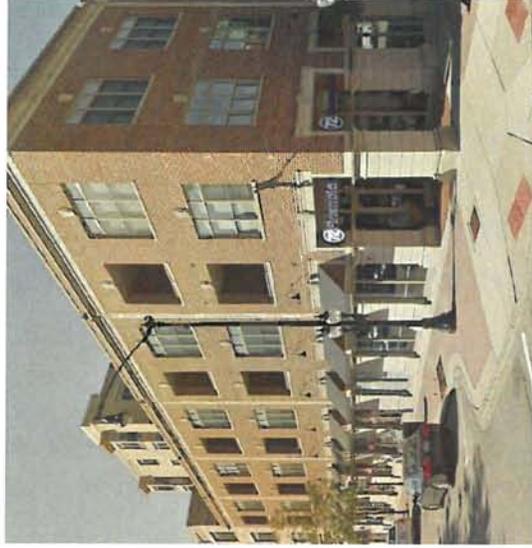


Opportunity Site B

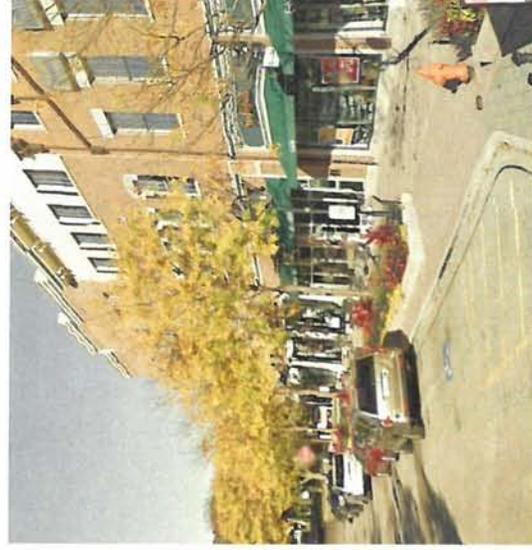
Example Developments from other Communities



Downtown Mixed-use, Sun Prairie, WI



Mixed-use, Arlington Heights, IL



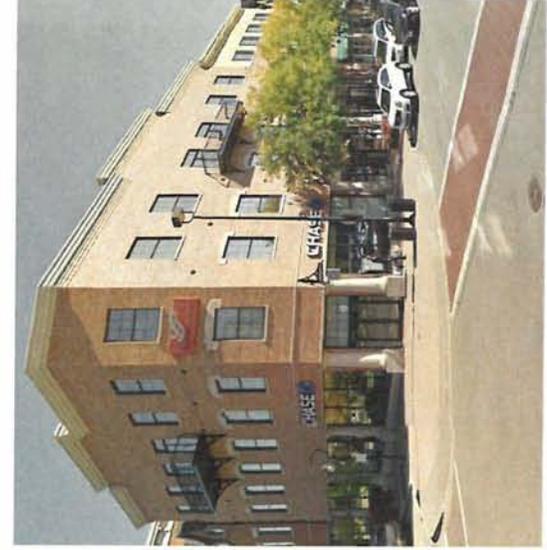
Downtown Mixed-use, Naperville, IL

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

Commuter Parking Strategies

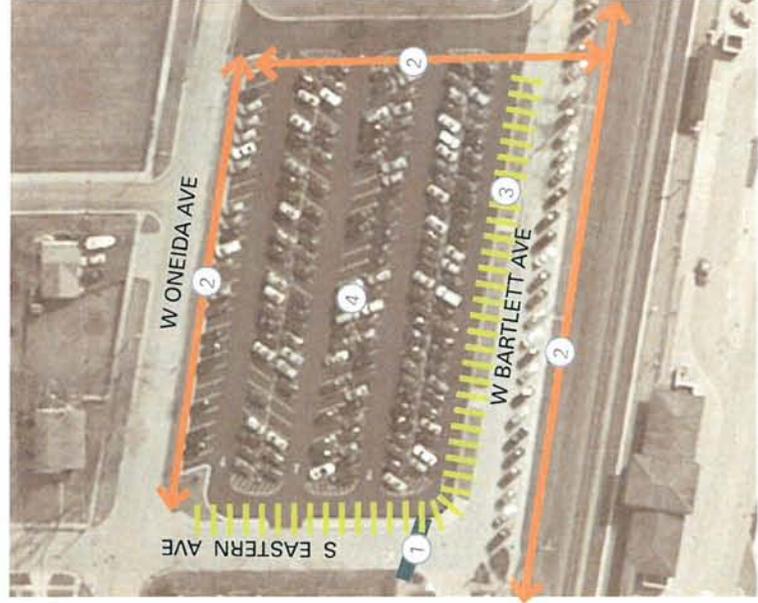
Currently, Site C is the largest, and most conveniently located Metra commuter parking lot in Downtown Bartlett. This site accommodates over 200 parking spaces dedicated to Metra through permits at an affordable \$1.50 a day price point. The lot is well used today with a 79% observed use rate based on Metra's annual survey of commuter lots.

Many stakeholders in the community feel that this site would be well suited to create a parking garage structure, to help reduce the amount of Downtown land area devoted to commuter parking in the future, and provide opportunities for new development. The scale and dimensions of the site could easily accommodate a parking structure, as well as ground floor retail. The cost burden to construct and maintain any future parking structure would fall mostly on the Village, and would require a significant up-front investment.

For the near term, surface parking should remain on this site, but sidewalks and streetscape should be extended and improved to create better connectivity to the Metra depot and existing Downtown retail street. Better lighting, focused on pedestrian crosswalks is also needed for this area.



Existing physical Site C

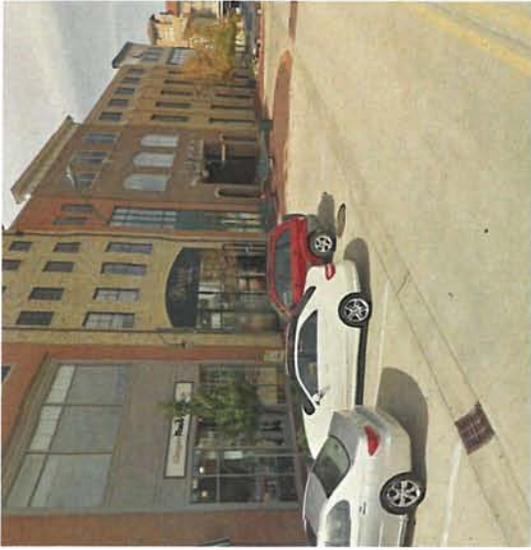


Existing aerial of Site C, courtesy FSRI

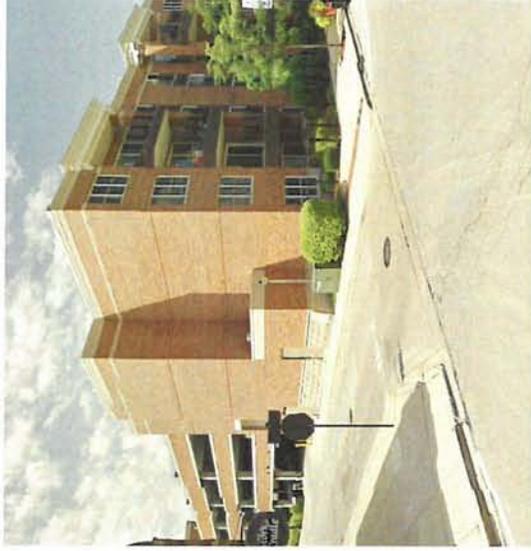
- 1 Add high visibility crossing striping and intersection lighting
- 2 Extend and improve sidewalks to create a safer walking environment for commuters and reduce pedestrian-vehicular conflicts
- 3 Improve surface parking lot edges by adding low fencing, plantings, lighting, street trees and consistent signage.
- 4 Simplify parking rules and signage to encourage use of commuter parking areas in off-peak times

Opportunity Site C

Example Developments from other Communities



Parking Structure with Retail, St Charles, IL



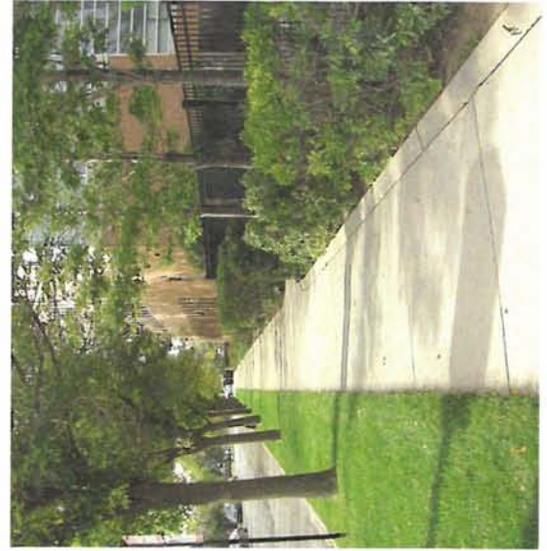
Parking with Residential, Wheaton, IL



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

Existing Conditions

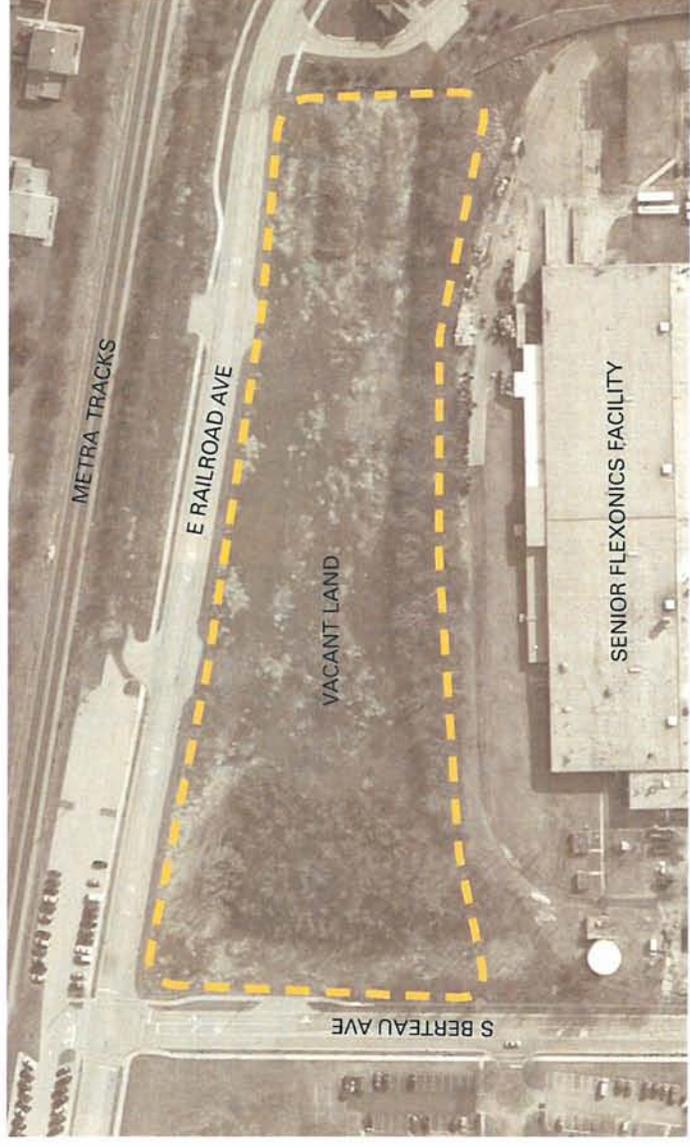
Site D is owned by Metra, and is currently vacant land. The site is over 5 acres in size, but has a significant grade change along the southern edge that will need to be regraded and incorporate retaining walls to be usable. To the south of the site is a large distribution and light manufacturing plant that houses the Senior Flexonics company. Senior Flexonics is one of the largest employers in Downtown Barrlett. An existing natural buffer exists between the plant and Site D. A recently developed large scale attached single family residential neighborhood lies to the east.

Development Considerations

- The fact that the site is vacant and shovel ready increases the desirability for residential developers.
- The site is Metra owned, and will need to accommodate a portion of their future commuter parking needs, in combination with new development
- Portions of the site have narrow dimensions, which are better suited for attached single family townhome development, rather than larger multi-family buildings



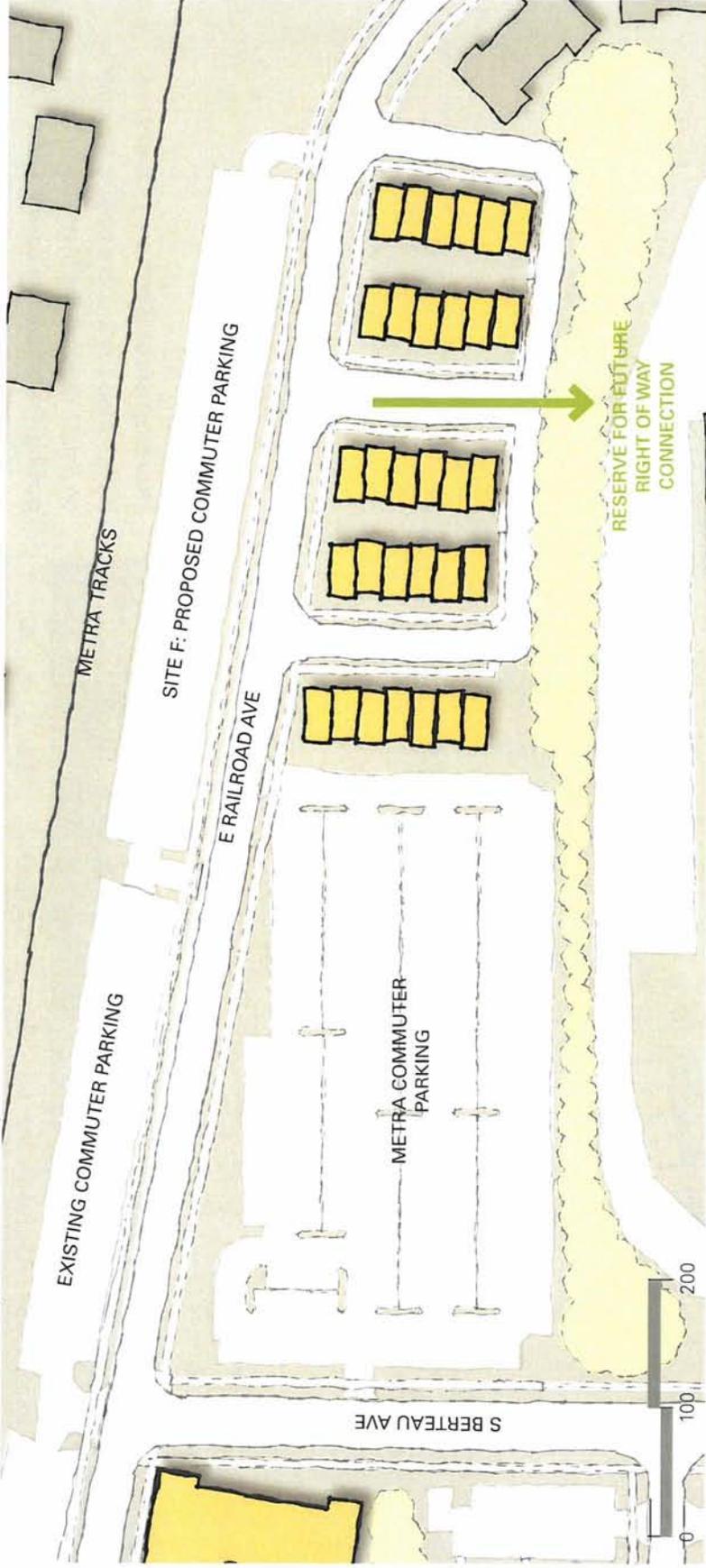
Existing photos of Site D



Concept aerial of Site D, source: ESRI

Opportunity Site D

Phase 1 & 2 Development Concept



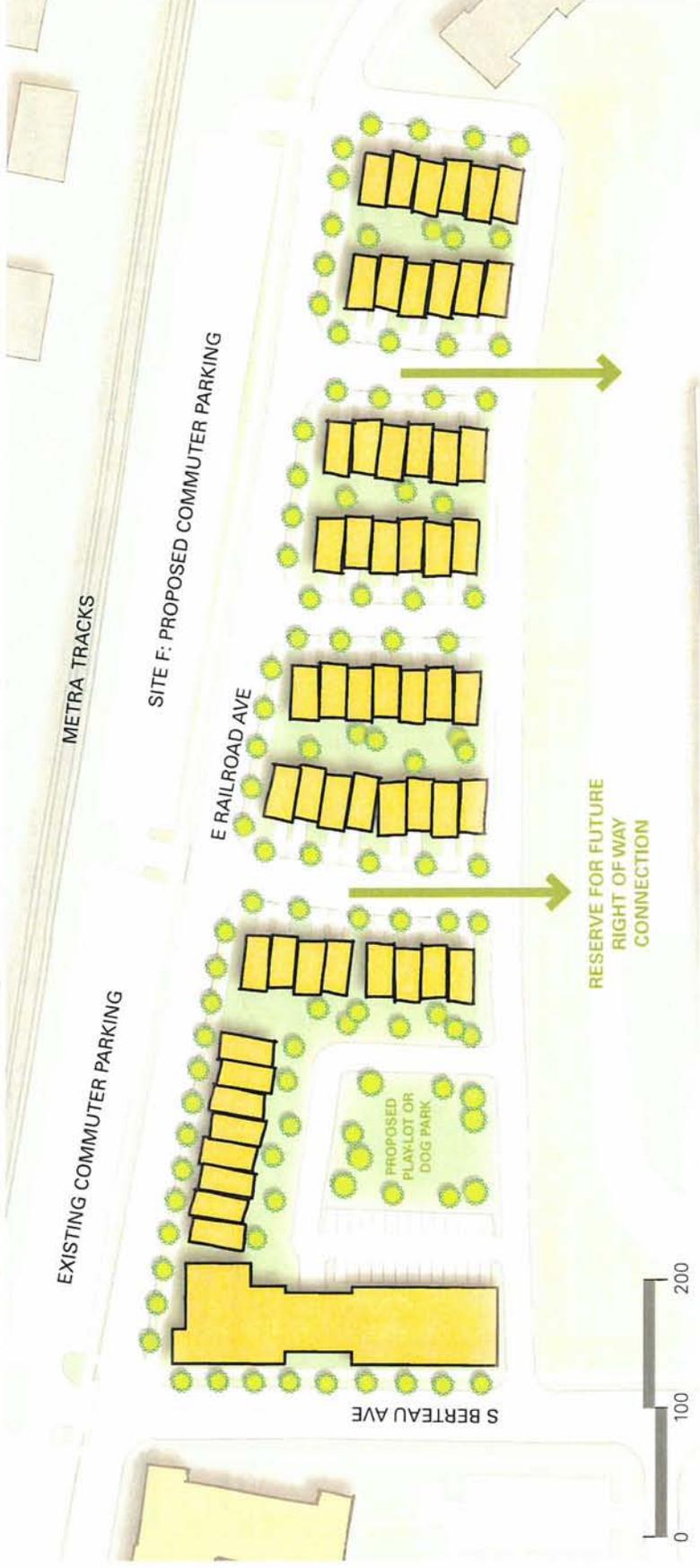
Site Location	Proposed Uses	Proposed Height (# of Floors)	Gross Square Footage	Estimated Units	Estimated Parking Spaces
D	Residential - Townhomes	2	49,600	31	62
D	Metra Commuter Parking				250
Site Area (Square Feet)		Site Area (Acres)	Proposed FAR	Estimated Density	
223,100		5.12	0.2	6 units/acre	

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

Full Build Out Development Scenario (Long Term Vision - 20+ Years)



Site Location	Proposed Uses	Proposed Height (# of Floors)	Gross Square Footage	Estimated Units	Estimated Parking Spaces
B	Residential - Multifamily	3	42,000	32	48
B	Residential - Townhomes	2	88,000	55	110
Site Area (Square Feet)		Site Area (Acres)	Proposed FAR	Estimated Density	
223,100		5.12	0.6	17 units/acre	

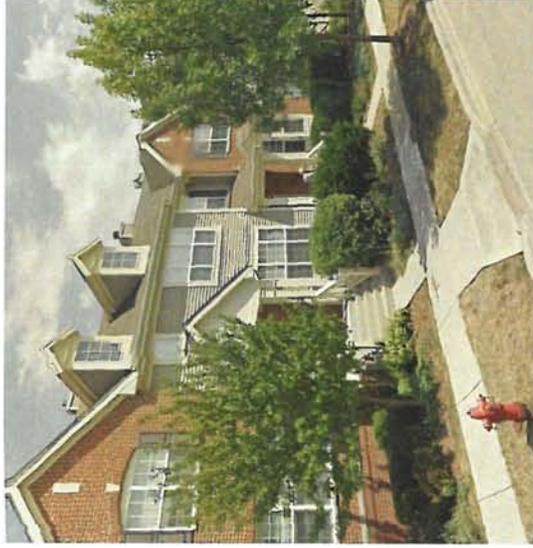
Development Scenario Overview

If the Village constructs a parking structure on Site C, much of the Metra commuters parking needs could be consolidated, which would free up the rest of Site D for residential growth. This concept illustrates a concept for full build out of the site with additional townhomes and a multi-family rental building that holds the corner along Berteau Avenue.

Opportunity Site D



Townhomes, Prairie Crossing, IL



Existing Townhomes, Bartlett, IL



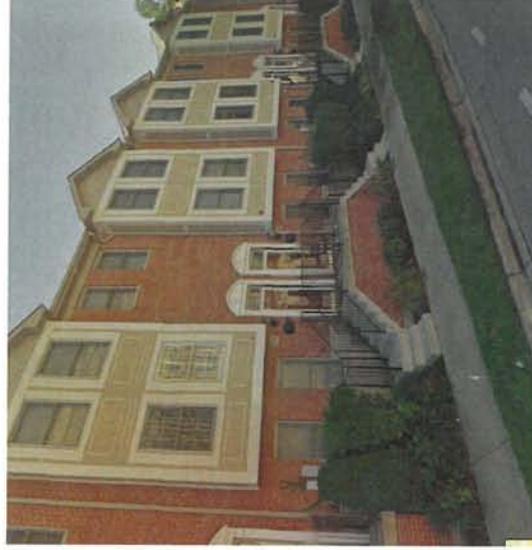
Townhomes, Arlington Heights, IL

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

Existing Conditions

Site E is currently vacant, but was originally planned to become multi-family condominium buildings as the next phase of the Town Center development. Because of changing demand, a rental apartment development is more feasible on this site today.

Development Considerations

- This site will be very attractive to potential residential developers because it is vacant, cleared and within close proximity to the Metra station
- This site one of the most viable Downtown development sites and should be a marketing priority for the Village
- Many Downtown amenities are within walking distance of the site including Leiseberg and Bartlett Parks, restaurants, and Village Hall
- The size and dimensions of the site are suitable to many layouts of apartment building floor plates



Existing photos of Site E



Existing aerial of Site E - source: USM

Opportunity Site E

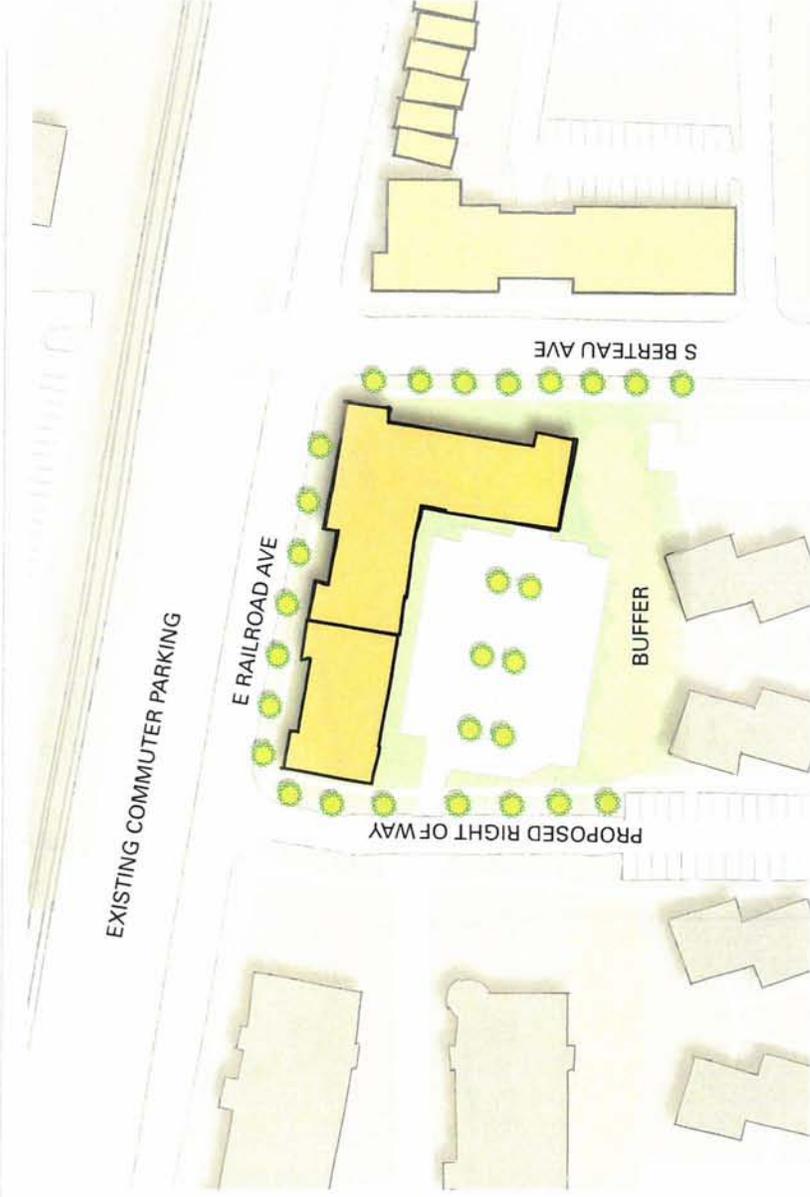
Near Term Strategies

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 Berteau 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



Opportunity Site F

Near Term Strategies

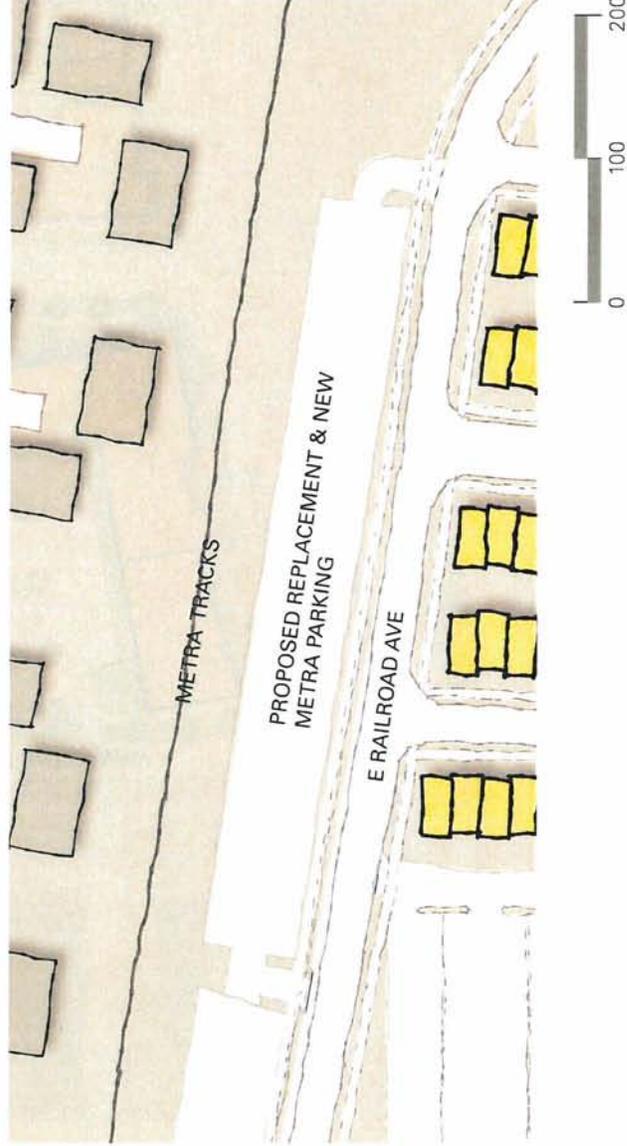
This narrow Metra-owned site is located within the rail right of way, and has been identified by Metra as a good location to extend the commuter parking lots along the tracks further east. Parking spaces developed in this area will be used to replace commuter parking removed from Site A, as well as accommodate some of the expected future increased demand for Metra parking in Bartlett.

The site is located within a reasonable walking distance of Metra; roughly 0.3 miles from the station depot, and less than 1/2 mile from the outbound platform.

Better sidewalks, streetscape, and crosswalks in this area will be needed to improve the pedestrian experience and safety for commuters traveling to the platforms. Pedestrian improvements in this area will also help to better connect the existing residential neighborhood of townhomes to the east, named Asbury Place.



Existing aerial of Site F, source: ES&I



Downtown Street & Block Pattern

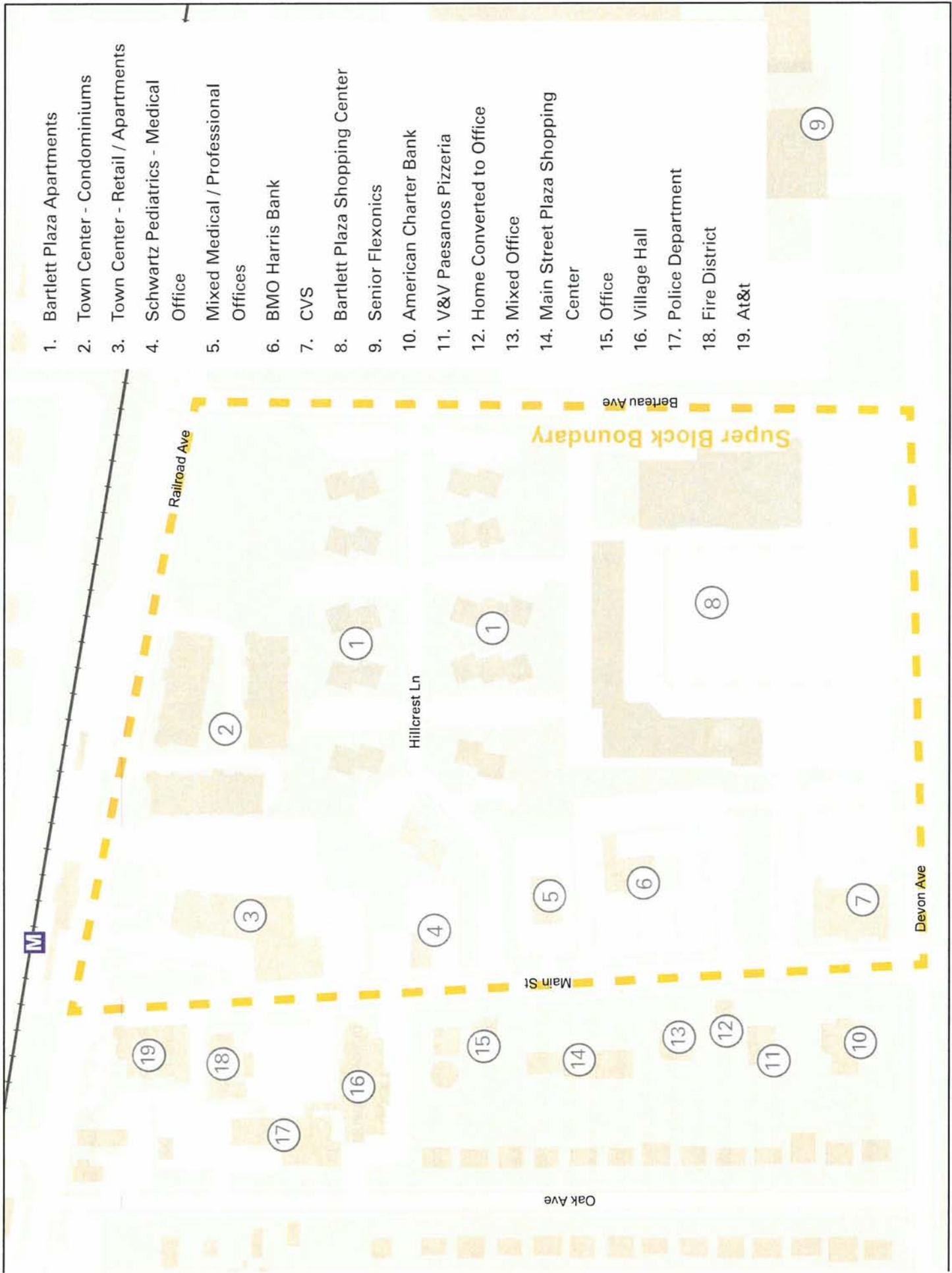
Connectivity Today

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.





1. Bartlett Plaza Apartments
2. Town Center - Condominiums
3. Town Center - Retail / Apartments
4. Schwartz Pediatrics - Medical Office
5. Mixed Medical / Professional Offices
6. BMO Harris Bank
7. CVS
8. Bartlett Plaza Shopping Center
9. Senior Flexonics
10. American Charter Bank
11. V&V Paesanos Pizzeria
12. Home Converted to Office
13. Mixed Office
14. Main Street Plaza Shopping Center
15. Office
16. Village Hall
17. Police Department
18. Fire District
19. At&t

Site G: Super-Block

Existing Conditions

① 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.



② 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:



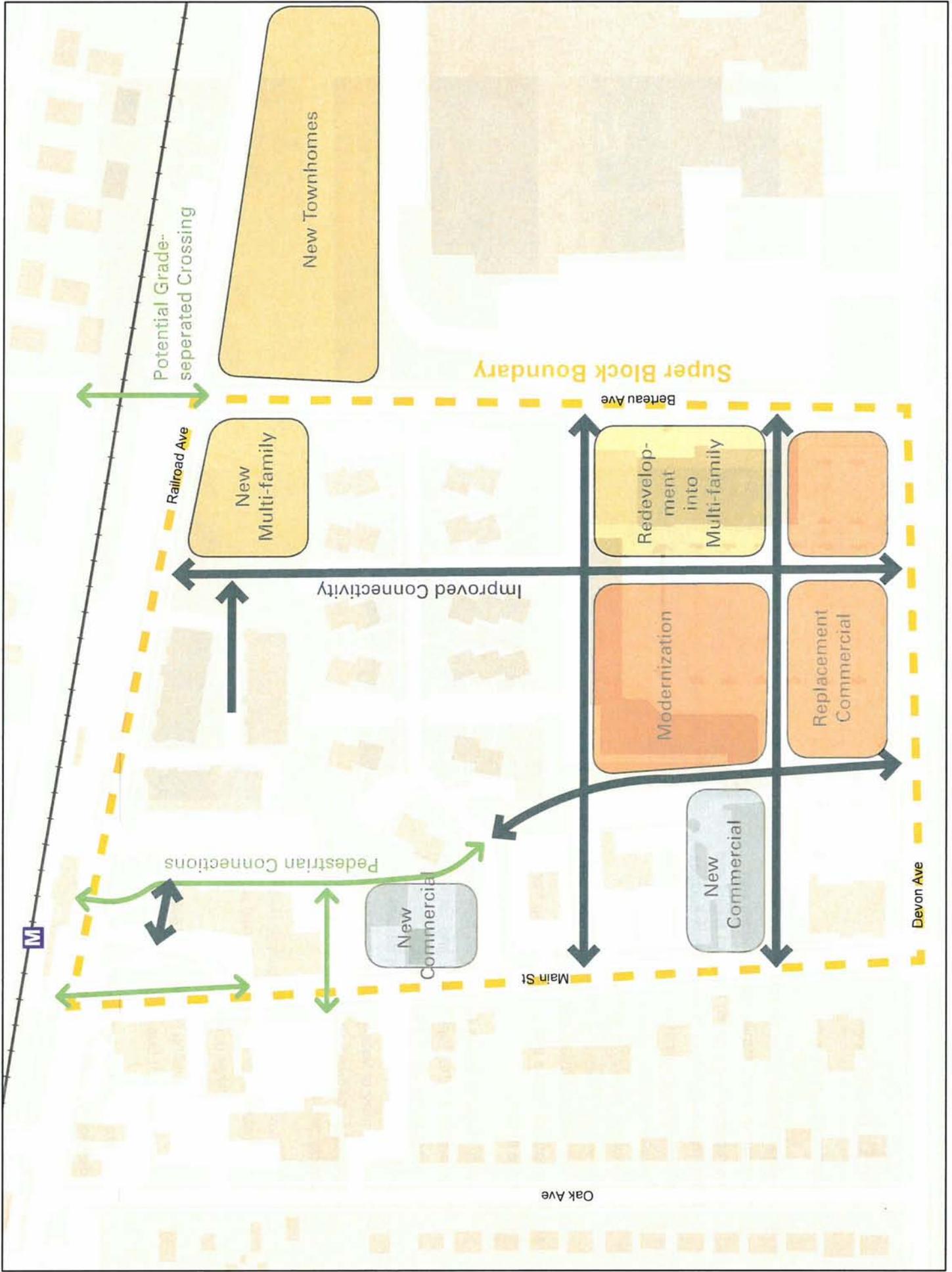
③

- 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.

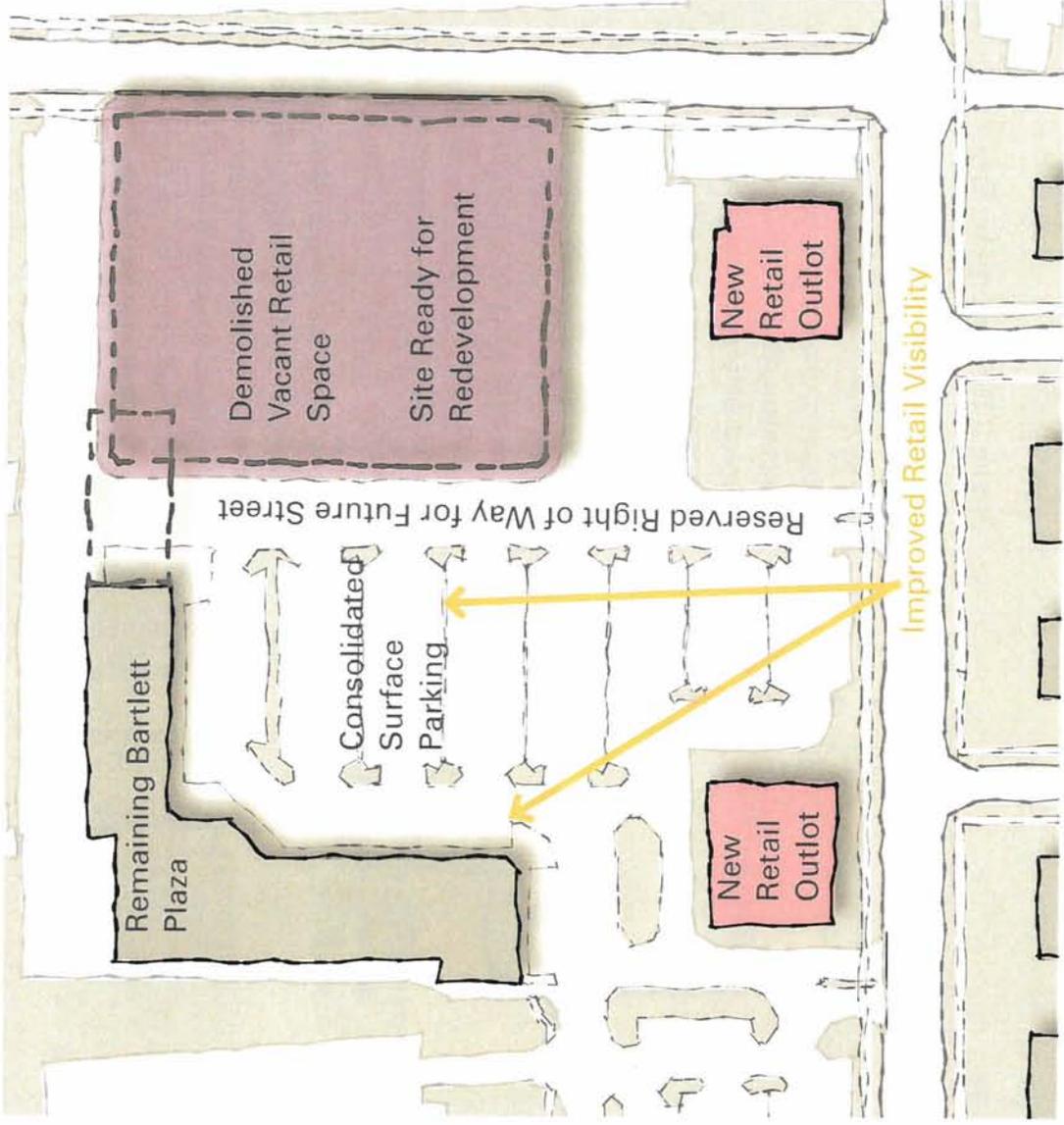


Site G: Super-Block

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:

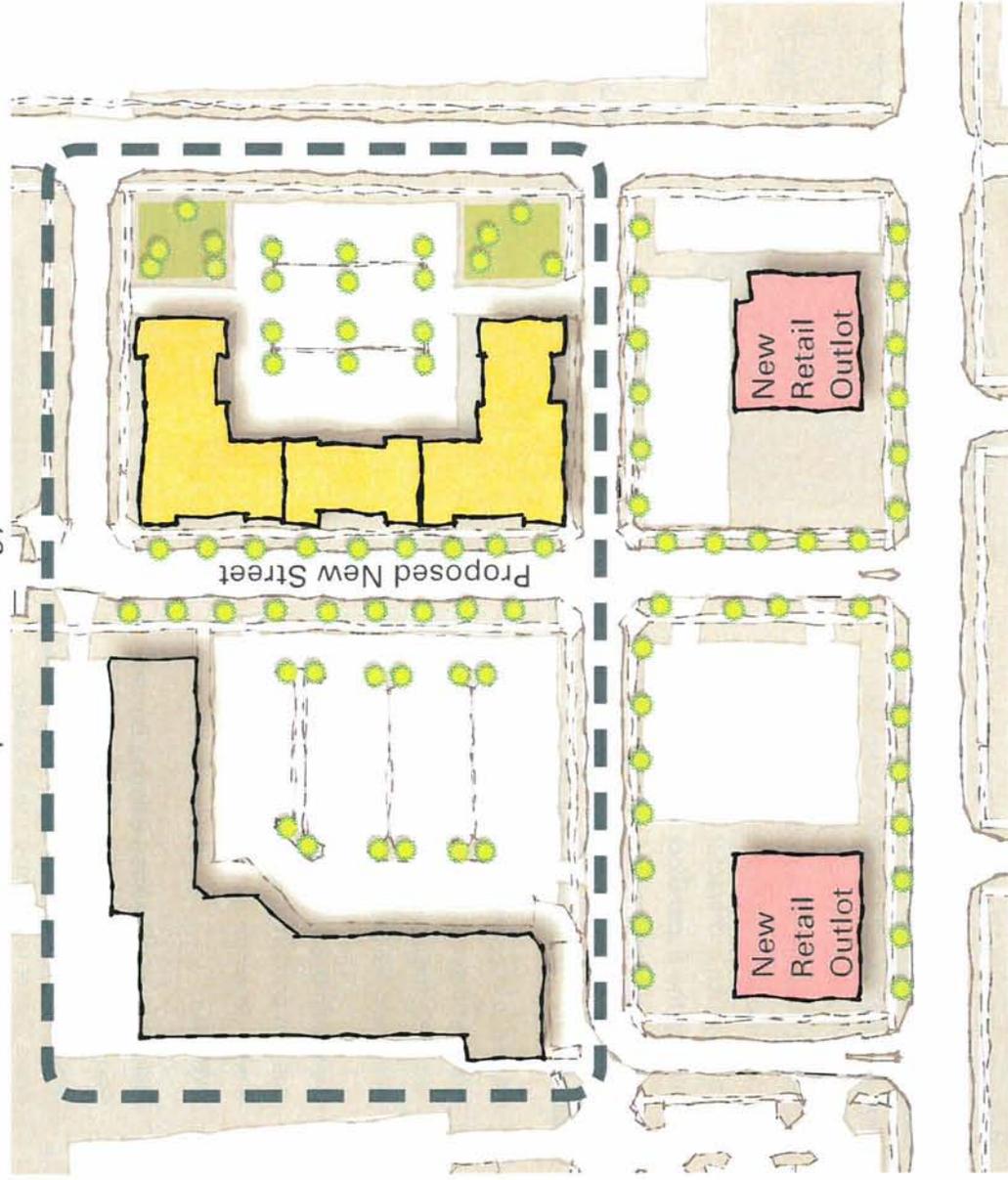
- Maintain successful existing residential and commercial properties, while also reducing the overall amount of vacant commercial space.
- Demolish the vacant grocery space, and eastern portion of Bartlett Plaza to create a new development site along Bertheau Avenue.
- Relocate any displaced existing 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

Bartlett Plaza Phase 2 Development Strategy



Site Location	Proposed Uses	Proposed Height (# of Floors)	Gross Square Footage	Estimated Units	Estimated Parking Spaces
G	Residential - Multi-family	3	84,600	63	95
G	Retail / Commercial		18,400		18

Phase 2 Development Strategy

After the former vacant grocery building is demolished, and the site is readied for new development, the site will need to be marketed by the Village to solicit residential development interest. The site is of a scale and dimensions that could easily accommodate many different layouts for multi-family residential. The option shown to the left, illustrates a building fronting along the new neighborhood north-south street, with parking facing the Berteau Avenue frontage. This layout would provide the proposed residential uses with separation from the existing Senior Flexonics facility to the west.

In this scenario, it is conceptualized that the construction of the new neighborhood street would also provide an opportunity to re-landscape the parking areas of the remaining retail center, and to modernize the facade, and signage elements. These improvements would help ensure that the active businesses remain in Bartlett Plaza, continue to be successful in the future.

Site Area (Sq Ft)	Site Area (Acres)	Prop. FAR	Est. Density
400,000	9.18	0.5	7 units/acre

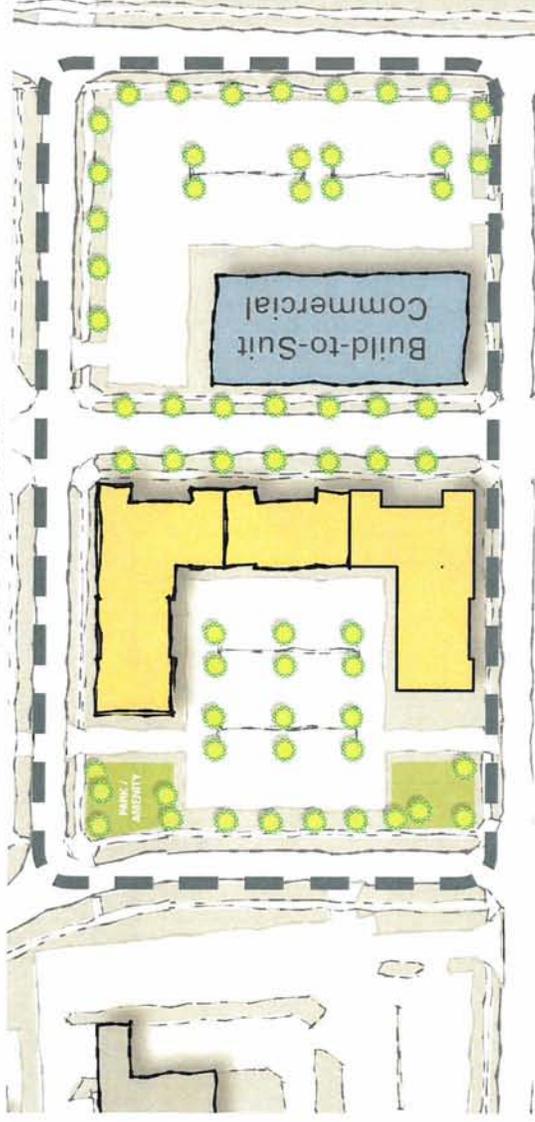
Super Block Concepts

Other Options for Consideration:

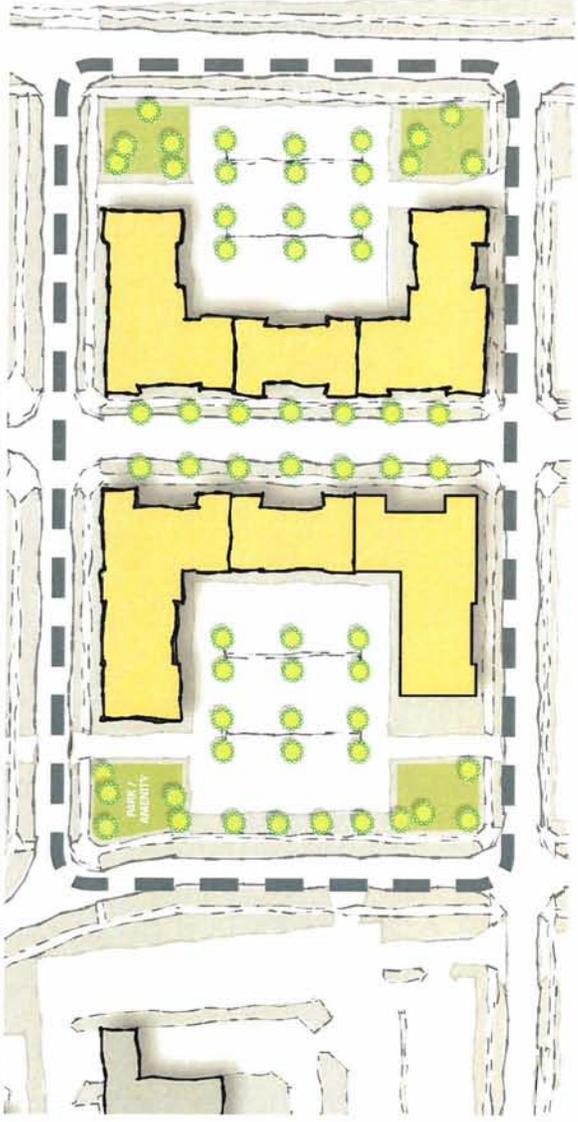
Alternative 1

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.

Bartlett Plaza Mixed-use Full Build Out Scenario



Bartlett Plaza Residential Full Build Out Scenario

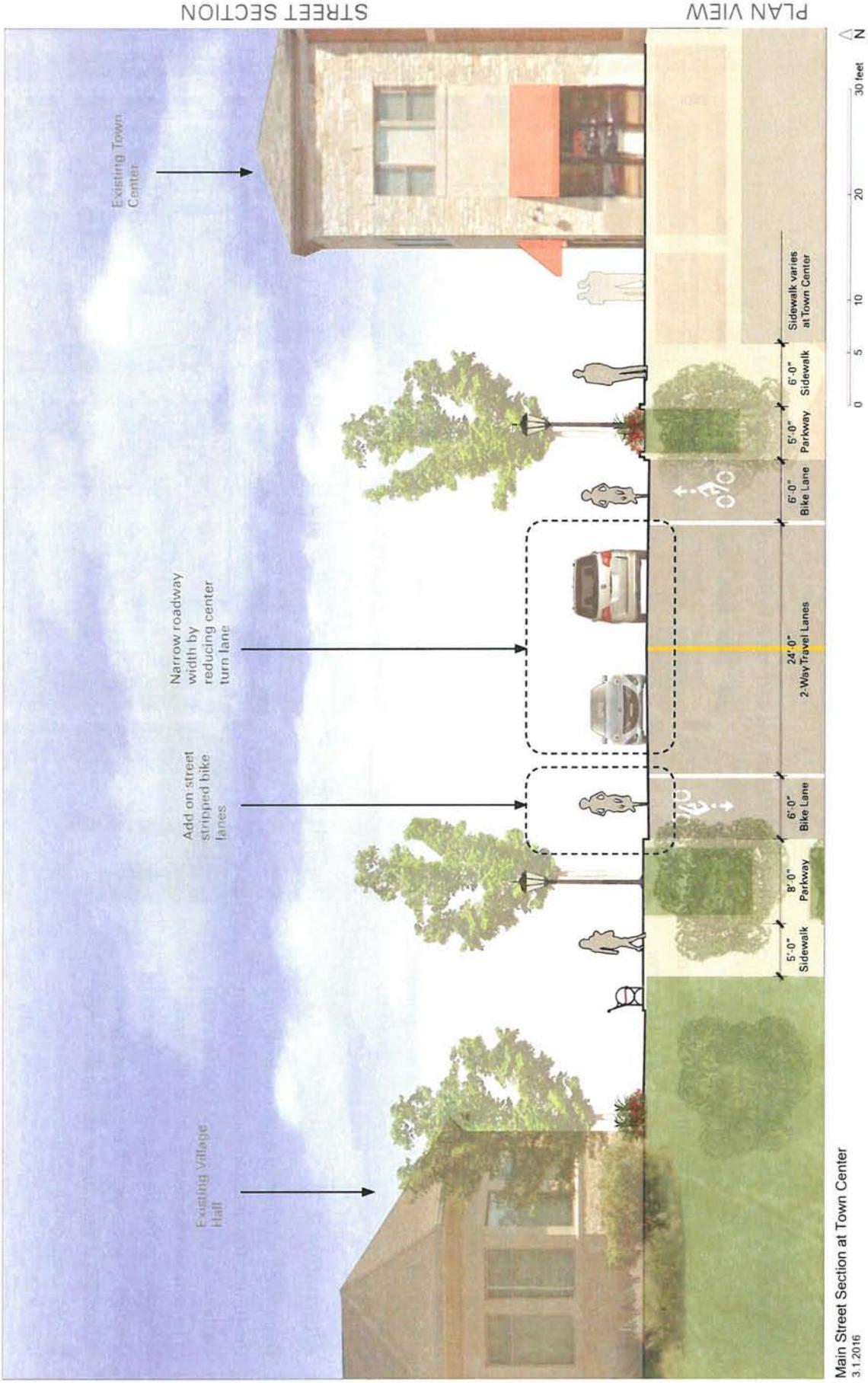


Alternative 2

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.

Super Block Concepts

S Main Street Complete Street Concept



Main Street Section at Town Center
3.1.2016

South Main Street Corridor

Near Term Strategies

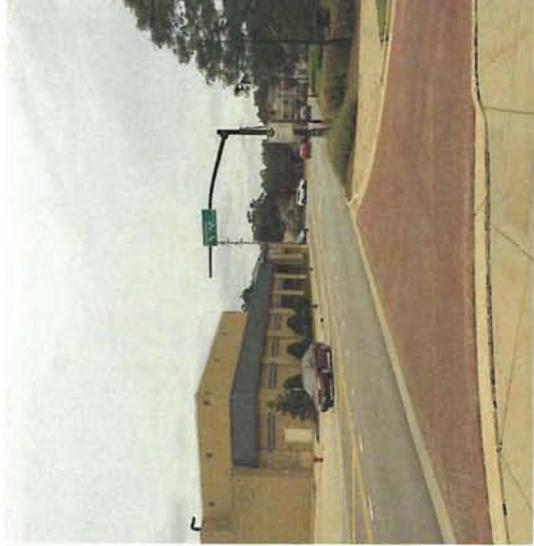
South Main Street is an important Downtown corridor, but currently lacks adequate pedestrian and bicycle safety infrastructure to encourage a connection between the east and west sides. Between Devon Avenue and Railroad Avenue, there are no formal pedestrian crossings, but many were observed crossing 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

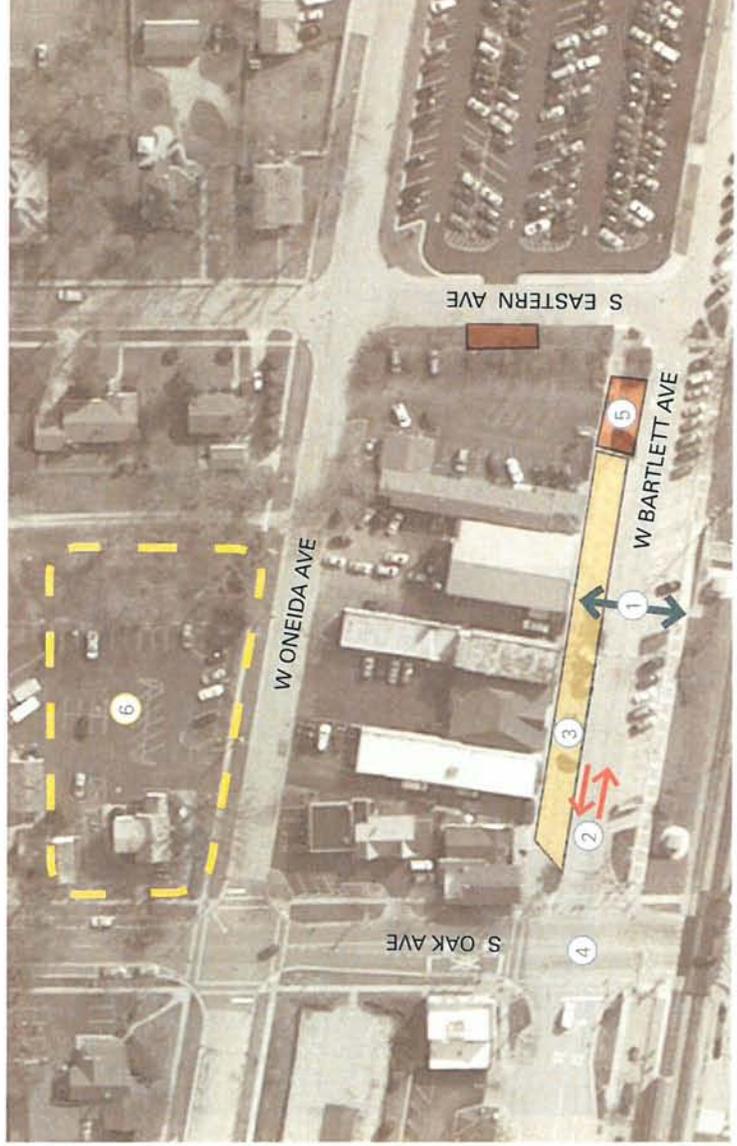
Bartlett Avenue between Oak and Eastern Avenues contains a concentrated mix of reused historic buildings housing restaurants, offices, and other businesses. Strategic improvements that build off the character of the street are needed to reinforce its identity as the center of Downtown. Currently, many of the storefronts appear vacant, but actually contain active businesses. Improved signage, window displays, colorful awnings, expanded sidewalk cafes, and plantings are needed to attract new customers to this area. Uses such as restaurants, that activate the street throughout the day should be encouraged.

Other public realm recommendations are:

- 1 Add mid block crossing to facilitate access to the Metra platform.
- 2 Convert to two-way operation to improve access and circulation for Downtown businesses.
- 3 Reorient angled parking to accommodate two-way traffic.
- 4 Improve Oak Avenue intersection to include bump outs and high visibility intersection markings
- 5 Relocate large curb cut to Eastern Avenue
- 6 Other future infill development opportunity sites



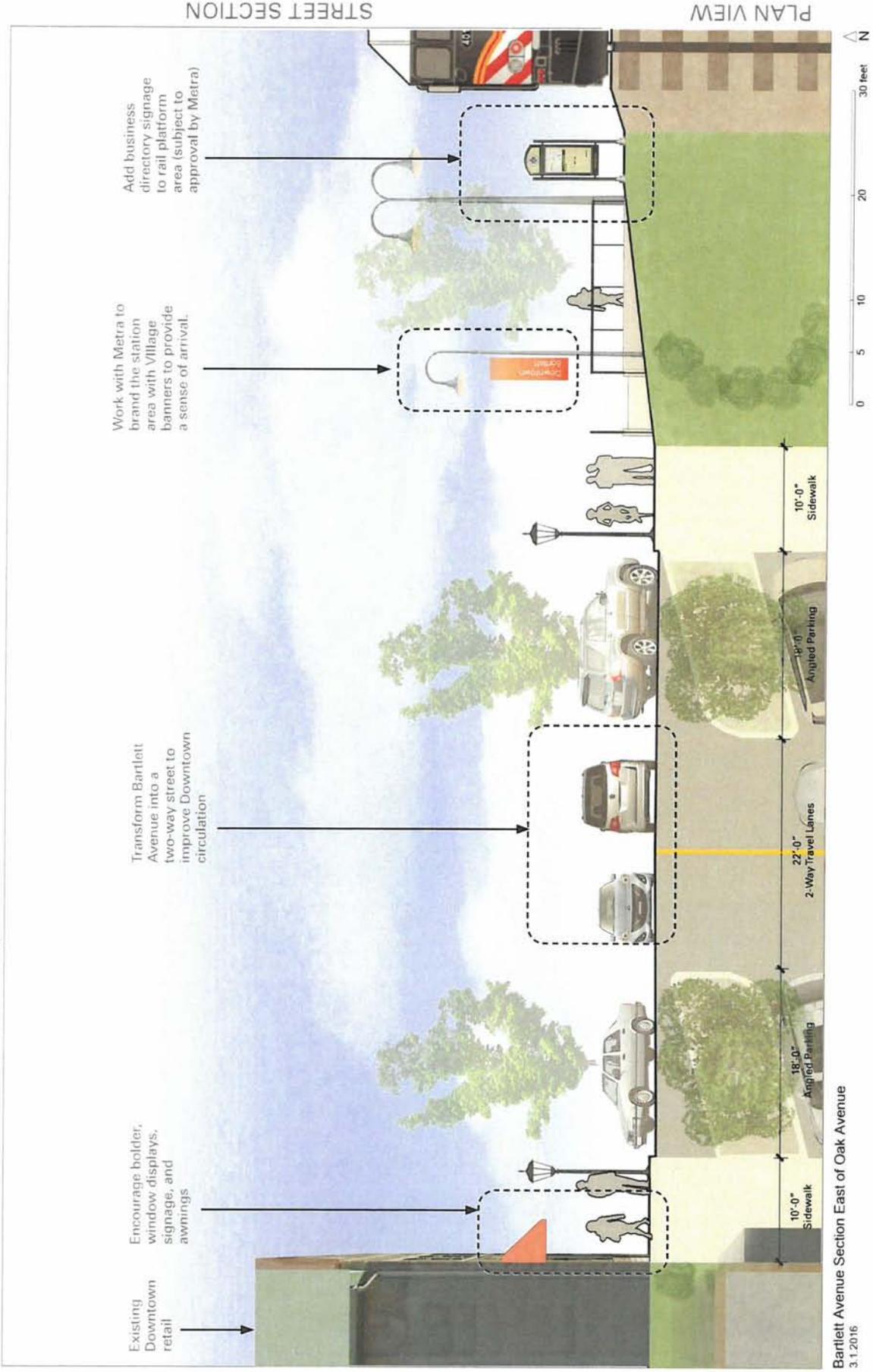
Existing photos of Bartlett Avenue Retail



Existing aerial of Bartlett Avenue ES&M

Bartlett Avenue Retail Core

Bartlett Avenue Revitalization Concept





06 Implementation Strategies



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

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			
F	Commuter Parking Added (86 relocated spaces + 14 new)			(86) 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.

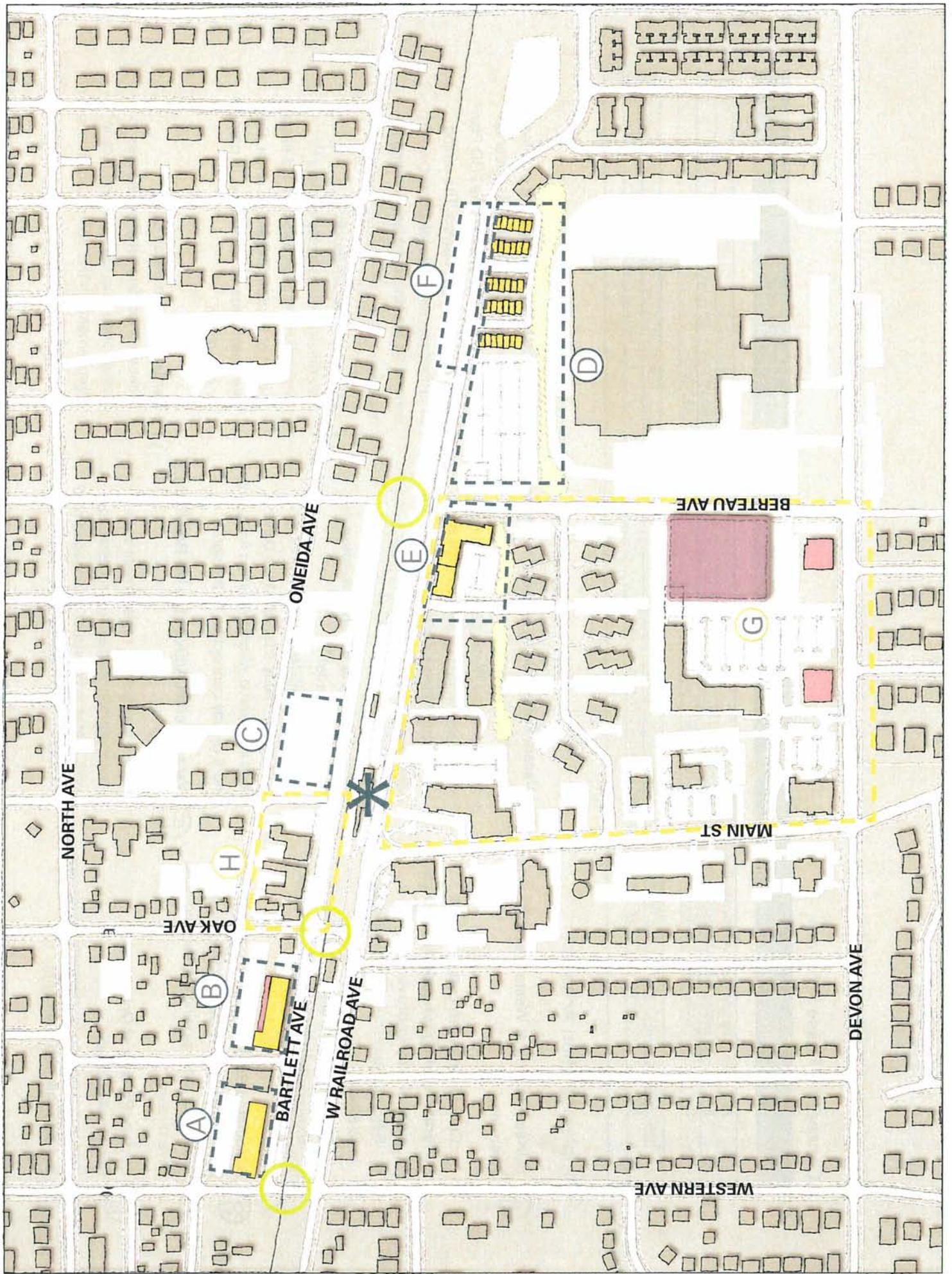
(E) Vacant Parcel at Railroad Avenue and Berteau Avenue: Seek new multi-family development for this shovel-ready site. Redefine parcel area to reserve western portion for future right of way connection to the south.

(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)

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.

(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.



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

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.

E

Vacant Parcel at Railroad Avenue and Berteau Avenue:

Partially construct new neighborhood street connection to the south.

G

Downtown Super-Block:

- Construct new pedestrian connections from the Bartlett Plaza area to the train station.
- Prepare Bartlett Plaza site for new development, market to potential residential developers.
- Construct new commercial outlet developments along Devon Avenue to strengthen the southern gateway to Downtown.

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 Berteau Avenue area



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



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

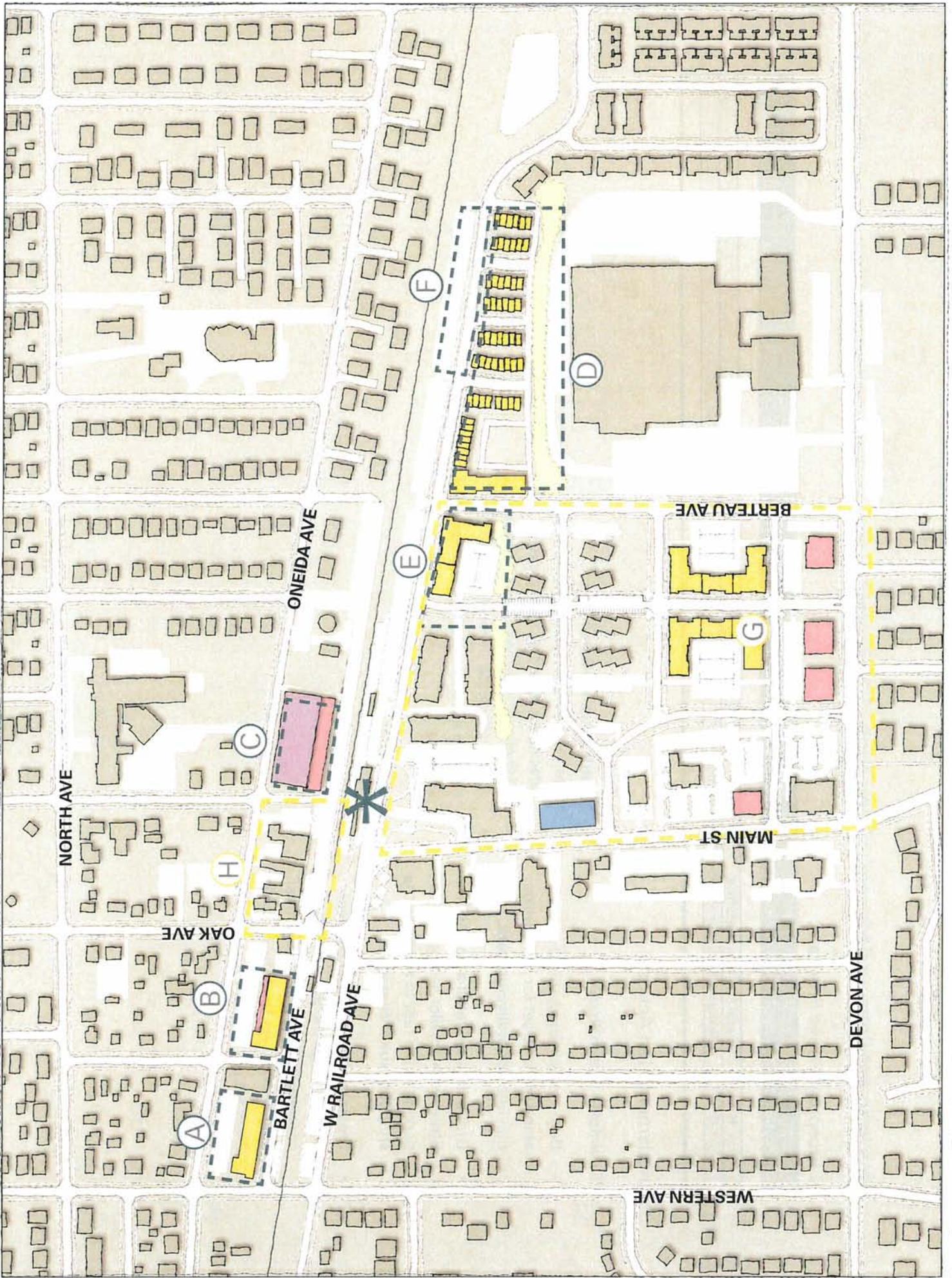
Downtown Super-Block:

- 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)



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				
	Commuter Parking Relocated			(250)
C	Commuter Parking absorbed in new Parking Garage			(204)
C	Parking Garage Spaces (250 relocated spaces from D + 204 existing spaces on C = 420 spaces)	164,634		420

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 peak 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.
- D** **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 townhomes along Railroad Avenue.

- G** **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.

Implementation Check List

TASK 1: ENCOURAGE WALKING, BIKING, AND TRANSIT USE IN BARTLETT

Suggested Actions:	Timeline			Notes
	Immediate Initiative	Ongoing Initiative		
<p>1.1 Implement Downtown streetscape improvements by working with the Public Works department and Village leadership. If needed, form a committee that is focused on Downtown streetscape improvements and sidewalk extensions.</p>	●			
<p>1.2 Encourage growth of the recently formed Biking Task Force to ensure that residents and employees of Bartlett are encouraged to participate in bike infrastructure decision-making.</p>	●			
<p>1.3 Host fun and educational public health fairs that encourage participants to get out and walk Downtown. Engage families and seniors with outdoor activities Downtown. Encourage people to walk to the event, have healthy food stalls, information from local healthcare providers, crafts, races, and other competitions.</p>		●		
<p>1.4 Seek out pedestrian safety grants to help fund infrastructure improvements, as well as other funding opportunities such as sponsorships for landscape, bike parking, and signage improvements.</p>		●		
<p>1.5 Activate the Metra station depot by improving the entry landscape, signage, lighting, and allowing temporary uses in the depot lobby.</p>	●			
<p>1.6 Adopt a Complete Streets Policy to ensure that new roadway infrastructure improvements accommodate all modes of access</p>	●			
<p>1.7 Expand online presence for Downtown activities and businesses by creating website or separate social media page just for Downtown</p>		●		
<p>1.8 Encourage Completes Street training for Village public works staff by attending regional training seminars</p>		●		

Implementation Check List

TASK 2: ATTRACT NEW USERS TO DOWNTOWN

Suggested Actions:	Timeline		
	Immediate Initiative	Ongoing Initiative	Notes
<p>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</p>	●		
<p>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</p>	●		
<p>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</p>	●		
<p>2.4 Identify spaces for temporary activities such as Pop-Up Shops and other temporary uses for vacant storefronts, and retail spaces.</p>	●		
<p>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.</p>		●	
<p>2.6 Embrace the ethnic diversity of Bartlett by encouraging cultural celebrations and holiday events to be held in Downtown.</p>		●	
<p>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</p>	●		

Implementation Check List

TASK 3: SUPPORT EXISTING & ATTRACT NEW DOWNTOWN BUSINESSES

Suggested Actions:	Timeline			Notes
	Immediate	Ongoing Initiative	Initiative	
<p>3.1 Form a bond between Downtown businesses by forming a Downtown Merchants Association that meets regularly. Encourage coordinated marketing, and business improvement efforts and better online resources.</p>	●			
<p>3.2 Work with businesses to recommend cost-effective façade and business signage improvements such as awnings, bold / graphic business signage, large clear-glass storefronts, window displays, and building lighting. Work with local design school to create signage and facade improvement concepts.</p>	●			
<p>3.3 Provide educational resources for Downtown businesses by partnering with location higher education institutions.</p>			●	
<p>3.4 Reinforce Downtown Bartlett as a food and entertainment destination by attracting unique local pubs, restaurants, and entertainment venues</p>	●			
<p>3.5 Review ordinances and relevant permits for Downtown businesses to ensure that commercial uses located in the Downtown district are encouraged to have creative signage, awnings, and outdoor seating. More lenient ordinances that apply specifically to the Downtown should be explored.</p>	●			

Implementation Check List

TASK 4: INCREASE DOWNTOWN RESIDENTIAL POPULATION

Suggested Actions:	Timeline			Notes
	Immediate Initiative	Ongoing Initiative		
<p>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.</p>	●			
<p>4.2 Streamline permit process to better facilitate development and aim to provide clear information on fees and Village approval processes.</p>	●			
<p>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.</p>		●		
<p>4.4 Research and further explore financial incentive options such as land swaps, permitting deductions, public-private partnerships, or zoning bonuses.</p>	●			
<p>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.</p>		●		
<p>4.6 Proactively zone strategic Downtown development parcels as residential to show a commitment to new residential development in Bartlett.</p>	●			
<p>4.7 Compile data on recent developer interactions to help inform leadership decisions, and to better quantify challenges and constraints for Downtown.</p>		●		



Consultant Contact:
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Agenda Item Executive Summary

Item Name	General Obligation Bonds for Proposed Police Facility	Committee or Board	Committee
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BUDGET IMPACT

Amount: \$20,000,000

Budgeted

Capital Projects

List what fund

EXECUTIVE SUMMARY

The Bond Ordinance (the "Ordinance") is the one formal action to be taken by the President and Board of Trustees of the Village (the "Corporate Authorities") to approve the General Obligation Bonds, Series 2016 (the "Bonds"), which would be issued for the purpose of financing the construction of a police facility. The Ordinance is a "parameters style" ordinance which means that the final interest rates and other repayment terms for the Bonds are not set forth in the Ordinance, but rather the Ordinance establishes parameters which act as limitations that must be followed when the final terms for the Bonds are established. The Ordinance delegates the final approval of those final terms to the "Designated Officers," which are the Village President, Clerk, Treasurer and Finance Director. The parameters include maximums for par amount (\$16,200,000), maturity date (2037), annual maturity amount (\$1,420,000), maximum interest rate (7.00%), maximum annual bond tax levy (\$1,520,000) and other terms. As attached, prior analysis by R. W. Baird showed a net interest rate of 3.985%. The annual impact on a \$250,000 home would be \$88.76.

Tom Gavin from Robert W. Baird will be in attendance at the Committee meeting to answer questions about the bond issuance.

ATTACHMENTS (PLEASE LIST)

Finance Memo 2016-18, dated September 27, 2016, Tax Impact Analysis and Ordinance

ACTION REQUESTED

- For Discussion Only
- Resolution
- Ordinance
- Motion:

Staff: Jeff Martynowicz/Finance Director

Date: 9/27/2016

Village of Bartlett
Finance Department Memo
2016 – 18

DATE: September 27, 2016

TO: Valerie Salmons, Village Administrator

FROM: Jeff Martynowicz, Finance Director 

SUBJECT: General Obligation Bonds for Proposed Police Facility

The Bond Ordinance (the "Ordinance") is the one formal action to be taken by the President and Board of Trustees of the Village (the "Corporate Authorities") to approve the General Obligation Bonds, Series 2016 (the "Bonds"), which would be issued for the purpose of financing the construction of a police facility. The Ordinance is a "parameters style" ordinance which means that the final interest rates and other repayment terms for the Bonds are not set forth in the Ordinance, but rather the Ordinance establishes parameters which act as limitations that must be followed when the final terms for the Bonds are established. The Ordinance delegates the final approval of those final terms to the "Designated Officers," which are the Village President, Clerk, Treasurer and Finance Director. The parameters include maximums for par amount (\$16,200,000), maturity date (2037), annual maturity amount (\$1,420,000), maximum interest rate (7.00%), maximum annual bond tax levy (\$1,520,000) and other terms. As attached, prior analysis by R. W. Baird showed a net interest rate of 3.985%. The annual impact on a \$250,000 home would be \$88.76. Section 9 of the Ordinance provides for the form of the Bonds, which includes a description of the full faith and credit general obligation security pledge of the Village. The Ordinance authorizes the Bonds to be sold only with the advice of Robert W. Baird & Co., as financial advisor, that the terms of the sale of the Bonds are fair and reasonable in view of current conditions in the bond markets. Finally, the Ordinance contains certain provisions supporting the issuance of the Bonds on a tax-exempt basis.

Attached, is the bond parameters ordinance which should be placed on the Finance Committee agenda for October 4, 2016 for review and discussion by the Committee. Tom Gavin from Robert W. Baird will be in attendance at the Committee meeting to answer questions about the bond issuance. If the Committee approves the parameters ordinance and forwards it to the Board, the parameters ordinance will be included on the Board agenda for November 1, 2016 for final approval.

Attachments

Village of Bartlett, Illinois

Hypothetical Tax Impact Analysis for GO Bonds

\$20 MM Project, \$4.54 MM Contribution, 20 Year Amortization, Level Debt Service

Bond Year Ending Jan 1	Assumed EAV ⁽¹⁾	Hypothetical General Obligation Bonds ⁽¹⁾				Tax ⁽²⁾ \$250,000 Home	
		Principal ^(1/1)	Assumed Coupon	Assumed Interest (1/1 & 7/1)	Total Debt Service		
2017	\$1,085,000,000			\$141,920	\$141,920	\$0.0131	\$10.90
2018	\$1,085,000,000	\$590,000	1.950%	\$567,679	\$1,157,679	\$0.1067	\$88.92
2019	\$1,085,000,000	\$600,000	2.080%	\$556,174	\$1,156,174	\$0.1066	\$88.80
2020	\$1,085,000,000	\$610,000	2.210%	\$543,694	\$1,153,694	\$0.1063	\$88.61
2021	\$1,085,000,000	\$625,000	2.340%	\$530,213	\$1,155,213	\$0.1065	\$88.73
2022	\$1,085,000,000	\$640,000	2.580%	\$515,588	\$1,155,588	\$0.1065	\$88.75
2023	\$1,085,000,000	\$655,000	2.800%	\$499,076	\$1,154,076	\$0.1064	\$88.64
2024	\$1,085,000,000	\$675,000	2.990%	\$480,736	\$1,155,736	\$0.1065	\$88.77
2025	\$1,085,000,000	\$695,000	3.120%	\$460,554	\$1,155,554	\$0.1065	\$88.75
2026	\$1,085,000,000	\$715,000	3.280%	\$438,870	\$1,153,870	\$0.1063	\$88.62
2027	\$1,085,000,000	\$740,000	3.750%	\$415,418	\$1,155,418	\$0.1065	\$88.74
2028	\$1,085,000,000	\$770,000	3.750%	\$387,668	\$1,157,668	\$0.1067	\$88.91
2029	\$1,085,000,000	\$795,000	3.750%	\$358,793	\$1,153,793	\$0.1063	\$88.62
2030	\$1,085,000,000	\$825,000	4.100%	\$328,980	\$1,153,980	\$0.1064	\$88.63
2031	\$1,085,000,000	\$860,000	4.100%	\$295,155	\$1,155,155	\$0.1065	\$88.72
2032	\$1,085,000,000	\$895,000	4.100%	\$259,895	\$1,154,895	\$0.1064	\$88.70
2033	\$1,085,000,000	\$935,000	4.300%	\$223,200	\$1,158,200	\$0.1067	\$88.96
2034	\$1,085,000,000	\$975,000	4.300%	\$182,995	\$1,157,995	\$0.1067	\$88.94
2035	\$1,085,000,000	\$1,015,000	4.300%	\$141,070	\$1,156,070	\$0.1066	\$88.79
2036	\$1,085,000,000	\$1,060,000	4.500%	\$97,425	\$1,157,425	\$0.1067	\$88.90
2037	\$1,085,000,000	\$1,105,000	4.500%	\$49,725	\$1,154,725	\$0.1064	\$88.69
		\$15,780,000		\$7,474,825	\$23,254,825	Average⁽⁷⁾	\$88.76

Sources and Uses of Funds

Sources of Funds	
Par Amount	\$15,780,000
Village Contribution	\$4,540,000
Total Sources	\$20,320,000

Uses of Funds

Deposit to Project Fund	\$20,000,000
Assumed Costs of Issuance ⁽⁴⁾	\$320,000
Total Uses of Funds	\$20,320,000

Potential Net Interest Cost⁽⁵⁾	3.985%
Potential True Interest Cost⁽⁶⁾	3.937%

(1) The assumed coupon rates are hypothetical non bank-qualified interest rates based on current market rates for a "Aa1" rated Unlimited Tax General Obligation Bond as of February 18, 2016 plus 100 basis points. These rates are subject to change, and the actual rates applicable to any bonds that the Village may decide to issue may vary from the assumed rates. If actual rates are higher than these assumed, the interest cost could be more. Structure assumes twenty year amortization, \$4,540 million Village contribution, level debt service, dated date of October 1, 2016 and first interest payment of January 1, 2017. Preliminary, subject to change.

(2) Assumed equalized assessed valuation of \$1,085,000,000 provided by the Village and no growth thereafter.

(3) Assumed home value of \$250,000. Home price shown is a market value, taxes are assessed on 1/3 of the market value.

(4) Assumed costs of issuance of \$20,000 per \$1,000 of bonds. Preliminary, subject to change.

(5) Net Interest Cost is the overall rate of interest to be paid by the issuer over the life of the bonds not taking the time value of money into account.

(6) True Interest Cost is the rate of interest, compounded semi-annually, required to discount the payments of principal and interest to bondholders to the original purchase price.

(7) Excludes first year payment.

EXTRACT OF MINUTES of a regular public meeting of the President and Board of Trustees of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, held at the Village Hall, in said Village, at 7:00 p.m., on the 1st day of November, 2016.

The Village President called the meeting to order and directed the Village Clerk to call the roll.

Upon the roll being called, the President and the following Trustees answered physically present at said location: _____

The following Trustees were allowed by a majority of the Trustees in accordance with and to the extent allowed by rules adopted by the President and Board of Trustees to attend the meeting by video or audio conference: _____

No Trustee was not permitted to attend the meeting by video or audio conference.

The following Trustees were absent and did not participate in the meeting in any manner or to any extent whatsoever: _____

There was then a discussion of the construction of a police facility in and for the Village, and an ordinance providing for the issuance of General Obligation Bonds, Series 2016, of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, authorizing the execution of one or more bond order and providing for the levy and collection of a direct annual tax sufficient for the payment of the principal of and interest on said bonds. The President then explained that the ordinance sets forth the parameters for the issuance of said bonds and sale thereof by designated officials of the District and summarized the pertinent terms of said parameters, including the

specific parameters governing the manner of sale, length of maturity, rates of interest, purchase price and tax levy for said bonds.

Thereupon, Trustee _____ presented the following ordinance:

AN ORDINANCE providing for the issuance of not to exceed \$16,200,000 General Obligation Bonds, Series 2016, of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, providing for the levy and collection of a direct annual tax sufficient for the payment of the principal of and interest on said bonds, and providing for the sale of said bonds to the purchaser thereof.

(the "Bond Ordinance") which was laid before the President and Board of Trustees in words and figures as follows.

Trustee _____ moved and Trustee _____

seconded the motion that the Bond Ordinance as presented be adopted.

A discussion of the matter followed.

The Acting Village President directed that the roll be called for a vote upon the motion to adopt the ordinance.

Upon the roll being called, the following Trustees voted AYE: _____

_____ and the following Trustees voted NAY: _____.

WHEREUPON, the Acting Village President declared the motion carried and the ordinance adopted.

Other business was duly transacted at said meeting.

Upon motion duly made and carried, the meeting adjourned.

Village Clerk

ORDINANCE NUMBER _____

AN ORDINANCE providing for the issuance of not to exceed \$16,200,000 General Obligation Bonds, Series 2016, of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, providing for the levy and collection of a direct annual tax sufficient for the payment of the principal of and interest on said bonds, and providing for the sale of said bonds to the purchaser thereof.

Adopted by the President and Board
of Trustees on the 1st day of November,
2016.

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ORDINANCE NUMBER _____

AN ORDINANCE providing for the issuance of not to exceed \$16,200,000 General Obligation Bonds, Series 2016, of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, providing for the levy and collection of a direct annual tax sufficient for the payment of the principal of and interest on said bonds, and providing for the sale of said bonds to the purchaser thereof.

WHEREAS, the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois (the "*Village*"), pursuant to the provisions of Section 6 of Article VII of the 1970 Constitution of the State of Illinois, is a home rule unit and may exercise any power or perform any function pertaining to its government and affairs including, but not limited to, the power to tax and to incur debt; and

WHEREAS, pursuant to the provisions of said Section 6, the Village has the power to incur debt payable from ad valorem property tax receipts or from any other lawful source and maturing within 40 years from the time it is incurred without prior referendum approval; and

WHEREAS, the President and Board of Trustees of the Village (the "*Corporate Authorities*") have heretofore, and it hereby is, determined that it is advisable and necessary and in the public interest of the residents of the Village that the Village construct a police facility, together with all necessary land and rights in land, professional, legal, engineering, electrical, financial and other services, costs of borrowing, reserves, capitalized interest, if any, and other related costs (collectively, the "*2016 Project*"); and

WHEREAS, the estimated costs of the 2016 Project are not less than \$20,000,000 and investment earnings thereon; and

WHEREAS, the Village has insufficient funds on hand and lawfully available to pay the costs of the 2016 Project, and it will be necessary to borrow said amount of not to exceed \$16,200,000 to pay the same, and in evidence of such borrowing to issue General Obligation

Bonds of the Village in the aggregate principal amount of not to exceed \$16,200,000 (the “*Bonds*” as further defined herein); and

WHEREAS, the Corporate Authorities have heretofore and it hereby is determined that it is advisable and necessary that such indebtedness be incurred in accordance with the Act as hereinafter defined, and without submitting the question of incurring such indebtedness to the electors of the Village for their approval:

NOW THEREFORE Be It Ordained by the President and Board of Trustees of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, in the exercise of its home rule powers, as follows:

Section 1. Definitions. In addition to such other words and terms used and defined in this Ordinance, the following words and terms used in this Ordinance shall have the following meanings, unless, in either case, the context or use clearly indicates another or different meaning is intended:

A. The following words and terms are as defined in the preambles.

Bonds

Corporate Authorities

2016 Project

Village

B. The following words and terms are defined as set forth.

“*Act*” means the Illinois Municipal Code, as supplemented and amended, and the home rule powers of the Village under Section 6 of Article VII of the Illinois Constitution of 1970. In the event of conflict between the provisions of said code and home rule powers, the home rule powers shall be deemed to supersede the provisions of said code.

“*Bond*” or “*Bonds*” means one or more, as applicable, of the General Obligation Bonds, Series 2016, authorized to be issued by this Ordinance.

“*Bond Fund*” means the Bond Fund established and defined in (Section 13 of) this Ordinance.

“*Bond Moneys*” means the Pledged Taxes, any other moneys deposited into the Bond Fund and investment income earned in the Bond Fund.

“*Bond Register*” means the books of the Village kept by the Bond Registrar to evidence the registration and transfer of the Bonds.

“*Bond Registrar*” means a bank or trust company having trust powers with an office located in the State of Illinois, or a successor thereto or a successor designated as Bond Registrar hereunder.

“*Bond Order*” means the Bond Order and Notification of Sale to be executed by the Designated Officers as hereinafter provided and setting out final details of the Bonds as hereinafter provided.

“*Code*” means the Internal Revenue Code of 1986, as amended.

“*County Clerks*” means the respective County Clerks of The County of DuPage, Illinois, The County of Cook, Illinois, and The County of Kane, Illinois.

“*Depository*” means The Depository Trust Company, New York, New York, or successors or assigns duly qualified to act as a securities depository for the Bonds.

“*Designated Officers*” means the Village President, Clerk, Treasurer and Finance Director or designee, or any of them acting together.

“*Ordinance*” means this Ordinance, numbered as set forth on the title page hereof, passed by the Corporate Authorities on the 1st day of November, 2016.

“Paying Agent” means a bank or trust company having trust powers with an office located in the State of Illinois, or a successor thereto or a successor designated as Paying Agent hereunder.

“Pledged Taxes” means the taxes levied on the taxable property within the Village to pay principal of and interest on the Bonds as made in (Section 10 of) this Ordinance.

“Private Business Use” means any use of the 2016 Project by any person other than a state or local government unit, including as a result of (i) ownership, (ii) actual or beneficial use pursuant to a lease or a management, service, incentive payment, research or output contract or (iii) any other similar arrangement, agreement or understanding, whether written or oral, except for use of the 2016 Project on the same basis as the general public. Private Business Use includes any formal or informal arrangement with any person other than a state or local governmental unit that conveys special legal entitlements to any portion of the 2016 Project that is available for use by the general public or that conveys to any person other than a state or local governmental unit any special economic benefit with respect to any portion of the 2016 Project that is not available for use by the general public.

“Purchase Price” means the price to be paid for each series the Bonds, as set forth in the Bond Order, which shall be not less than 98.0% of the par amount of such series of Bonds (without regard to original issue discount, if any, or original issue premium, if any).

“Purchaser” means, for any series of Bonds issued hereunder, the initial purchaser of such series of Bonds, as set forth in the Bond Order.

“Record Date” means the 15th day of the month of the month next preceding any regular interest payment date and the 15th day next preceding any interest payment date occasioned by a redemption of Bonds on other than a regularly scheduled interest payment date.

“*Tax-exempt*” means, with respect to the Bonds, the status of interest paid and received thereon as excludable from the gross income of the owners thereof under the Code for federal income tax purposes, and as not included as an item of tax preference in computing the federal alternative minimum tax for individuals and corporations, but as taken into account in computing an adjustment used in determining the alternative minimum tax for certain corporations.

“*Term Bonds*” means Bonds which are subject to mandatory redemption prior to maturity by operation of the Bond Fund.

Section 2. Incorporation of Preambles. The Corporate Authorities hereby find that all of the recitals contained in the preambles to this Ordinance are true, correct and complete and do incorporate them into this Ordinance by this reference.

Section 3. Determination To Issue Bonds. It is necessary and in the best interests of the Village to provide for the 2016 Project, to pay all related costs and expenses incidental thereto, and to borrow money and issue the Bonds for such purposes. It is hereby found and determined that such borrowing of money pertains to the government and affairs of the Village, is necessary for the welfare of the government and affairs of the Village, is for a proper public purpose or purposes and is in the public interest, and is authorized pursuant to the Act; and these findings and determinations shall be deemed conclusive.

Section 4. Bond Details. For the purpose of providing for the payment of the costs of the 2016 Project and to pay all related costs and expenses incidental thereto, the Bonds, if issued, shall be issued in an amount not to exceed \$16,200,000, as set forth in the Bond Order. The Bonds shall be designated “*General Obligation Bonds, Series 2016*” or such other series designation set forth in the Bond Order. The Bonds shall be in fully registered form, be dated the date of delivery thereof as set forth in the Bond Order (the “*Dated Date*”), and shall also bear the date of authentication thereof. The Bonds shall be in denominations of \$5,000 or integral

multiples thereof (but no single Bond shall represent principal maturing on more than one date), shall be numbered consecutively in such fashion as shall be determined by the Bond Registrar and shall become due and payable (subject to provisions for Term Bonds and right of prior redemption as hereinafter stated) on January 1 of each of the years (not later than 2037), in the amounts (not exceeding \$1,420,000 per year) and bearing interest at the rates percent per annum (not exceeding 7.00% per annum) as set forth in the Bond Order.

Each Bond shall bear interest from the later of its Dated Date as herein provided or from the most recent interest payment date to which interest has been paid or duly provided for, until the principal amount of such Bond is paid or duly provided for, such interest (computed upon the basis of a 360-day year of twelve 30-day months) being payable on January 1 and July 1 of each year, commencing on the date set forth in the Bond Order. Interest on each Bond shall be paid by check or draft of the Paying Agent, payable upon presentation thereof in lawful money of the United States of America, to the person in whose name such Bond is registered at the close of business on the applicable Record Date or at such other address furnished in writing by such person to the Bond Registrar or as may otherwise be agreed by the Village and the Depository. The principal of the Bonds shall be payable in lawful money of the United States of America upon presentation thereof at the principal office maintained for the purpose by the Paying Agent or at successor Paying Agent and locality.

The full faith and credit of the Village are hereby irrevocably pledged to the punctual payment of the principal of and interest on the Bonds. The Bonds shall be direct and general obligations of the Village, and the Village shall be obligated to levy ad valorem taxes upon all the taxable property in the Village for the payment of the Bonds and the interest thereon, without limitation as to rate or amount.

Section 5. Execution; Authentication. The Bonds shall be executed on behalf of the Village by the manual or duly authorized facsimile signature of its Village President (or Acting Village President) and attested by the manual or duly authorized facsimile signature of its Village Clerk, as they may determine, and shall have impressed or imprinted thereon the corporate seal or facsimile thereof of the Village. In case any such officer whose signature shall appear on any Bond shall cease to be such officer before the delivery of such Bond, such signature shall nevertheless be valid and sufficient for all purposes, the same as if such officer had remained in office until delivery. All Bonds shall have thereon a certificate of authentication, substantially in the form hereinafter set forth, duly executed by the Bond Registrar as authenticating agent of the Village and showing the date of authentication. No Bond shall be valid or obligatory for any purpose or be entitled to any security or benefit under this Ordinance unless and until such certificate of authentication shall have been duly executed by the Bond Registrar by manual signature, and such certificate of authentication upon any such Bond shall be conclusive evidence that such Bond has been authenticated and delivered under this Ordinance. The certificate of authentication on any Bond shall be deemed to have been executed by it if signed by an authorized officer of the Bond Registrar, but it shall not be necessary that the same officer sign the certificate of authentication on all of the Bonds issued hereunder.

Section 6. Redemption. (A) OPTIONAL REDEMPTION. All or a portion of the Bonds due on and after the date, if any, specified in the Bond Order shall be subject to redemption prior to maturity at the option of the Village from any available funds, as a whole or in part, and if in part in integral multiples of \$5,000 in any order of their maturity as determined by the Village (less than all of the Bonds of a single series and maturity to be selected by the Bond Registrar), on the date specified in the Bond Order, and on any date thereafter, at the redemption prices

(expressed as a percentage of the principal amount redeemed) plus accrued interest to the date fixed for redemption, if applicable, as set forth in the Bond Order.

(B) **TERM BONDS.** The Bonds maturing on the date or dates, if any, indicated in the Bond Order are subject to mandatory redemption, in integral multiples of \$5,000 selected by lot by the Bond Registrar, at a redemption price of par plus accrued interest to the redemption date for the Bonds, on January 1 of the years, if any, and in the principal amounts, if any, as indicated in the Bond Order.

The principal amounts of Bonds to be mandatorily redeemed in each year may be reduced through the earlier optional redemption thereof, with any partial optional redemptions of such Bonds credited against future mandatory redemption requirements in such order of the mandatory redemption dates as the Village may determine. In addition, on or prior to the 60th day preceding any mandatory redemption date, the Bond Registrar may, and if directed by the Board shall, purchase Bonds required to be retired on such mandatory redemption date. Any such Bonds so purchased shall be cancelled and the principal amount thereof shall be credited against the mandatory redemption required on such next mandatory redemption date.

Section 7. Redemption Procedure. The Bonds subject to redemption shall be identified, notice given, and paid and redeemed pursuant to the procedures as follows.

1. *Redemption Notice.* For a mandatory redemption of Term Bonds, the Bond Registrar shall proceed to redeem the Term Bonds without any further order or direction from the Village whatsoever. For an optional redemption, the Village shall, at least 45 days prior to any optional redemption date (unless a shorter time period shall be satisfactory to the Bond Registrar), notify the Bond Registrar of such redemption date and of the principal amount and maturities of Bonds to be redeemed.

2. *Selection of Bonds within a Maturity.* For purposes of any redemption of less than all of the Bonds of a single maturity, the particular Bonds or portions of Bonds to be redeemed shall be selected by lot by the Bond Registrar for the Bonds of such maturity by such method of lottery as the Bond Registrar shall deem fair and appropriate; *provided*, that such lottery shall provide for the selection for redemption of Bonds or portions thereof so that any \$5,000 Bond or \$5,000 portion of a Bond shall be as likely to be called for redemption as any other such \$5,000 Bond or \$5,000 portion. The Bond Registrar shall make such selection (1) upon or prior to the time of the giving of official notice of redemption, or (2) in the event of a refunding or defeasance, upon advice from the Village that certain Bonds have been refunded or defeased and are no longer Outstanding as defined.

3. *Official Notice of Redemption.* The Bond Registrar shall promptly notify the Village in writing of the Bonds or portions of Bonds selected for redemption and, in the case of any Bond selected for partial redemption, the principal amount thereof to be redeemed. Unless waived by the registered owner of Bonds to be redeemed, official notice of any such redemption shall be given by the Bond Registrar on behalf of the Village by mailing the redemption notice by first class U.S. mail not less than 30 days and not more than 60 days prior to the date fixed for redemption to each registered owner of the Bond or Bonds to be redeemed at the address shown on the Bond Register or at such other address as is furnished in writing by such registered owner to the Bond Registrar. All official notices of redemption shall include the name of the Bonds and at least the information as follows:

- (a) the redemption date;
- (b) the redemption price;

(c) if less than all of the outstanding Bonds of a particular maturity are to be redeemed, the identification (and, in the case of partial redemption of Bonds within such maturity, the respective principal amounts) of the Bonds to be redeemed;

(d) a statement that on the redemption date the redemption price will become due and payable upon each such Bond or portion thereof called for redemption and that interest thereon shall cease to accrue from and after said date; and

(e) the place where such Bonds are to be surrendered for payment of the redemption price, which place of payment shall be the office designated for that purpose of the Bond Registrar.

4. *Conditional Redemption.* Unless moneys sufficient to pay the redemption price of the Bonds to be redeemed shall have been received by the Bond Registrar prior to the giving of such notice of redemption, such notice may, at the option of the Village, state that said redemption shall be conditional upon the receipt of such moneys by the Bond Registrar on or prior to the date fixed for redemption. If such moneys are not received, such notice shall be of no force and effect, the Village shall not redeem such Bonds, and the Bond Registrar shall give notice, in the same manner in which the notice of redemption was given, that such moneys were not so received and that such Bonds will not be redeemed.

5. *Bonds Shall Become Due.* Official notice of redemption having been given as described, the Bonds or portions of Bonds so to be redeemed shall, subject to the stated condition in paragraph (4) immediately preceding, on the redemption date, become due and payable at the redemption price therein specified, and from and after such date

(unless the Village shall default in the payment of the redemption price) such Bonds or portions of Bonds shall cease to bear interest. Upon surrender of such Bonds for redemption in accordance with said notice, such Bonds shall be paid by the Bond Registrar at the redemption price. The procedure for the payment of interest due as part of the redemption price shall be as herein provided for payment of interest otherwise due.

6. *Insufficiency in Notice Not Affecting Other Bonds; Failure to Receive Notice; Waiver.* Neither the failure to mail such redemption notice, nor any defect in any notice so mailed, to any particular registered owner of a Bond, shall affect the sufficiency of such notice with respect to other registered owners. Notice having been properly given, failure of a registered owner of a Bond to receive such notice shall not be deemed to invalidate, limit or delay the effect of the notice or redemption action described in the notice. Such notice may be waived in writing by a registered owner of a Bond entitled to receive such notice, either before or after the event, and such waiver shall be the equivalent of such notice. Waivers of notice by registered owners shall be filed with the Bond Registrar, but such filing shall not be a condition precedent to the validity of any action taken in reliance upon such waiver. *In lieu of the foregoing official notice, so long as the Bonds are held in book entry form, notice may be given as provided in the Representation Letter, and the giving of such notice shall constitute a waiver by DTC and the book entry owner, as registered owner, of the foregoing notice. After giving proper notification of redemption to the Bond Registrar, as applicable, the Village shall not be liable for any failure to give or defect in notice.*

7. *New Bond in Amount Not Redeemed.* Upon surrender for any partial redemption of any Bond, there shall be prepared for the registered owner a new Bond or

Bonds of like tenor, of Authorized Denominations, of the same maturity, and bearing the same rate of interest in the amount of the unpaid principal.

8. *Effect of Nonpayment upon Redemption.* If any Bond or portion of Bond called for redemption shall not be so paid upon surrender thereof for redemption, the principal shall become due and payable on demand, as aforesaid, but, until paid or duly provided for, shall continue to bear interest from the redemption date at the rate borne by the Bond or portion of Bond so called for redemption.

9. *Bonds to Be Cancelled; Payment to Identify Bonds.* All Bonds which have been redeemed shall be cancelled and destroyed by the Bond Registrar and shall not be reissued. Upon the payment of the redemption price of Bonds being redeemed, each check or other transfer of funds issued for such purpose shall bear the CUSIP number identifying, by issue and maturity, the Bonds being redeemed with the proceeds of such check or other transfer.

10. *Additional Notice.* The Village agrees to provide such additional notice of redemption as it may deem advisable at such time as it determines to redeem Bonds, taking into account any requirements or guidance of the Securities and Exchange Commission, the Municipal Securities Rulemaking Board, the Government Accounting Standards Board, or any other federal or state agency having jurisdiction or authority in such matters; *provided, however,* that such additional notice shall be (1) advisory in nature, (2) solely in the discretion of the Village (unless a separate agreement shall be made), (3) not be a condition precedent of a valid redemption or a part of the Bond contract, and (4) any failure or defect in such notice shall not delay or invalidate the redemption of Bonds for which proper official notice shall have been given. Reference is also made to the provisions of the Continuing Disclosure Undertaking of the Village with

respect to the Bonds, which may contain other provisions relating to notice of redemption of Bonds.

11. *Bond Registrar to Advise Village.* As part of its duties hereunder, the Bond Registrar shall prepare and forward to the Village a statement as to notices given with respect to each redemption together with copies of the notices as mailed.

Section 8. Book-Entry Provisions; Registration and Exchange or Transfer of Bonds; Persons Treated as Owner. (A) BOOK-ENTRY PROVISIONS. The Bonds shall be initially issued in the form of a separate single fully registered Bond for each Series and maturity bearing the same interest rate. Upon initial issuance, the ownership of each such Bond shall be registered in the Bond Register in the name of the Depository or a designee or nominee of the Depository (such depository or nominee being the "*Book Entry Owner*"). Except as otherwise expressly provided, all of the outstanding Bonds from time to time shall be registered in the Bond Register in the name of the Book Entry Owner (and accordingly in Book Entry Form as such term is used in this Ordinance). Any Village officer, as representative of the Village, is hereby authorized, empowered, and directed to execute and deliver or utilize a previously executed and delivered Letter of Representations or Blanket Letter of Representations (either being the "*Letter of Representations*") substantially in the form common in the industry, or with such changes therein as the officer executing the Letter of Representations on behalf of the Village shall approve, his or her execution thereof to constitute conclusive evidence of approval of such changes, as shall be necessary to effectuate Book Entry Form. Without limiting the generality of the authority given with respect to entering into such Letter of Representations, it may contain provisions relating to (a) payment procedures, (b) transfers of the Bonds or of beneficial interests therein, (c) redemption notices and procedures unique to the Depository, (d) additional notices or communications, and (e) amendment from time to time to conform with changing customs and

practices with respect to securities industry transfer and payment practices. With respect to Bonds registered in the Bond Register in the name of the Book Entry Owner, none of the Village, any Village officer, or the Bond Registrar shall have any responsibility or obligation to any broker-dealer, bank, or other financial institution for which the Depository holds Bonds from time to time as securities depository (each such broker-dealer, bank, or other financial institution being referred to herein as a "*Depository Participant*") or to any person on behalf of whom such a Depository Participant holds an interest in the Bonds. Without limiting the meaning of the immediately preceding sentence, the Village, any Village officer, and the Bond Registrar shall have no responsibility or obligation with respect to (a) the accuracy of the records of the Depository, the Book Entry Owner, or any Depository Participant with respect to any ownership interest in the Bonds, (b) the delivery to any Depository Participant or any other person, other than a registered owner of a Bond as shown in the Bond Register or as otherwise expressly provided in the Letter of Representations, of any notice with respect to the Bonds, including any notice of redemption, or (c) the payment to any Depository Participant or any other person, other than a registered owner of a Bond as shown in the Bond Register, of any amount with respect to principal of or interest on the Bonds. No person other than a registered owner of a Bond as shown in the Bond Register shall receive a Bond certificate with respect to any Bond. In the event that (a) the Village determines that the Depository is incapable of discharging its responsibilities described herein and in the Letter of Representations, (b) the agreement among the Village, the Bond Registrar, and the Depository evidenced by the Letter of Representations shall be terminated for any reason, or (c) the Village determines that it is in the best interests of the Village or of the beneficial owners of the Bonds either that they be able to obtain certificated Bonds or that another depository is preferable, the Village shall notify the Depository and the Depository shall notify the Depository Participants of the availability of Bond certificates, and

the Bonds (of a given Series if applicable) shall no longer be restricted to being registered in the Bond Register in the name of the Book Entry Owner. Alternatively, at such time, the Village may determine that the Bonds of such Series shall be registered in the name of and deposited with a successor depository operating a system accommodating Book Entry Form, as may be acceptable to the Village, or such depository's agent or designee, but if the Village does not select such alternate book entry system, then the Bonds of such Series shall be registered in whatever name or names registered owners of Bonds transferring or exchanging Bonds shall designate, in accordance with the provisions of this Ordinance.

(B) REGISTRATION. The Village shall cause the Bond Register to be kept at the office of the Bond Registrar maintained for such purpose, which is hereby constituted and appointed the registrar of the Village for the Bonds. The Village shall prepare, and the Bond Registrar or such other agent as the Village may designate shall keep custody of, multiple Bond blanks executed by the Village for use in the transfer and exchange of Bonds. Subject to the provisions of this Ordinance relating to the Bonds in Book Entry Form, any Bond may be transferred or exchanged, but only in the manner, subject to the limitations, and upon payment of the charges as set forth in this Ordinance. Upon surrender for transfer or exchange of any Bond at the office of the Bond Registrar maintained for the purpose, duly endorsed by or accompanied by a written instrument or instruments of transfer or exchange in form satisfactory to the Bond Registrar and duly executed by the registered owner or an attorney for such owner duly authorized in writing, the Village shall execute and the Bond Registrar shall authenticate, date and deliver in the name of the transferee or transferees or, in the case of an exchange, the registered owner, a new fully registered Bond or Bonds of like tenor, of the same maturity, bearing the same interest rate, of authorized denominations, for a like aggregate principal amount. The Bond Registrar shall not be required to transfer or exchange any Bond during the period from the close of business on the

Record Date for an interest payment to the opening of business on such interest payment date or during the period of 15 days preceding the giving of notice of redemption of Bonds or to transfer or exchange any Bond all or any portion of which has been called for redemption. The execution by the Village of any fully registered Bond shall constitute full and due authorization of such Bond, and the Bond Registrar shall thereby be authorized to authenticate, date and deliver such Bond; *provided, however*, the principal amount of Bonds of each maturity authenticated by the Bond Registrar shall not at any one time exceed the authorized principal amount of Bonds for such maturity less the amount of such Bonds which have been paid. The person in whose name any Bond shall be registered shall be deemed and regarded as the absolute owner thereof for all purposes, and payment of the principal of or interest on any Bond shall be made only to or upon the order of the registered owner thereof or his legal representative. All such payments shall be valid and effectual to satisfy and discharge the liability upon such Bond to the extent of the sum or sums so paid. No service charge shall be made to any registered owner of Bonds for any transfer or exchange of Bonds, but the Village or the Bond Registrar may require payment of a sum sufficient to cover any tax or other governmental charge that may be imposed in connection with any transfer or exchange of Bonds.

Section 9. Form of Bond. The Bonds shall be in substantially the form hereinafter set forth; *provided, however*, that if the text of the Bonds is to be printed in its entirety on the front side of the Bonds, then the second paragraph on the front side and the legend "See Reverse Side for Additional Provisions" shall be omitted and the text of paragraphs set forth for the reverse side shall be inserted immediately after the first paragraph.

[FORM OF BOND - FRONT SIDE]

REGISTERED
No. _____

REGISTERED
\$ _____

**UNITED STATES OF AMERICA
STATE OF ILLINOIS
COUNTIES OF DUPAGE, COOK AND KANE
VILLAGE OF BARTLETT
GENERAL OBLIGATION BOND, SERIES 2016**

See Reverse Side for
Additional Provisions

Interest Rate: _____% Maturity Date: January 1, 20__ Dated Date: _____, 2016 CUSIP: _____

Registered Owner: CEDE & CO.

Principal Amount:

KNOW ALL PERSONS BY THESE PRESENTS that the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, a municipality, home rule unit, and political subdivision of the State of Illinois (the "*Village*"), hereby acknowledges itself to owe and for value received promises to pay to the Registered Owner identified above, or registered assigns as hereinafter provided, on the Maturity Date identified above (subject to right of prior redemption), the Principal Amount identified above and to pay interest (computed on the basis of a 360-day year of twelve 30-day months) on such Principal Amount from the later of the Dated Date of this Bond identified above or from the most recent interest payment date to which interest has been paid or duly provided for, at the Interest Rate per annum identified above, such interest to be payable on January 1 and July 1 of each year, commencing _____ 1, 20__, until said Principal Amount is paid or duly provided for. The principal of this Bond is payable in lawful money of the United States of America upon presentation hereof at the principal office maintained for the purpose by _____, _____, _____, as paying agent (the "*Paying Agent*"). Payment of interest shall be made to the Registered Owner hereof as shown

on the registration books of the Village maintained by _____,
_____, _____, as bond registrar (the "*Bond Registrar*"), at the close of
business on the applicable Record Date (the "*Record Date*"). The Record Date shall be the 15th
day of the month next preceding any regular interest payment date and the 15th day preceding
any interest payment date occasioned by a redemption of Bonds on other than a regularly
scheduled interest payment date. Interest shall be paid by check or draft of the Paying Agent,
payable upon presentation in lawful money of the United States of America, delivered to the
address of such Registered Owner as it appears on such registration books or at such other
address furnished in writing by such Registered Owner to the Bond Registrar, or as otherwise
agreed by the Village and The Depository Trust Company, as depository, or nominee, or
successor or assigns, as long as this Bond shall remain in book-entry only form as provided.

Reference is hereby made to the further provisions of this Bond set forth on the reverse
hereof, and such further provisions shall for all purposes have the same effect as if set forth at
this place.

It is hereby certified and recited that all conditions, acts and things required by the
Constitution and Laws of the State of Illinois to exist or to be done precedent to and in the
issuance of this Bond, have existed and have been properly done, happened and been performed
in regular and due form and time as required by law; that the indebtedness of the Village,
represented by the Bonds, and including all other indebtedness of the Village, howsoever
evidenced or incurred, does not exceed any constitutional or statutory or other lawful limitation;
and that provision has been made for the collection of a direct annual tax, in addition to all other
taxes, on all of the taxable property in the Village sufficient to pay the interest hereon as the
same falls due and also to pay and discharge the principal hereof at maturity.

This Bond shall not be valid or become obligatory for any purpose until the certificate of
authentication hereon shall have been signed by the Bond Registrar.

IN WITNESS WHEREOF the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, by its President and Board of Trustees, has caused this Bond to be executed by the manual or duly authorized facsimile signature of its Village President and attested by the manual or duly authorized facsimile signature of its Village Clerk and its corporate seal or a facsimile thereof to be impressed or reproduced hereon, all as appearing hereon and as of the Dated Date identified above.

Village President, Village of Bartlett
DuPage, Cook and Kane Counties, Illinois

ATTEST:

Village Clerk, Village of Bartlett
DuPage, Cook and Kane Counties, Illinois

[SEAL]

Date of Authentication: _____, 20__

CERTIFICATE
OF
AUTHENTICATION

Bond Registrar and Paying Agent:

_____, _____

This Bond is one of the Bonds described in the within-mentioned Ordinance and is one of the General Obligation Bonds, Series 2016, having a Dated Date of _____, 2016, of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois.

as Bond Registrar

By _____
Authorized Officer

[FORM OF BOND - REVERSE SIDE]

This bond is one of a series of bonds (the "*Bonds*") in the aggregate principal amount of \$ _____ issued by the Village for the purpose of paying the costs of the 2016 Project and of paying expenses incidental thereto, all as described and defined in the ordinance authorizing the Bonds (the "*Ordinance*"), pursuant to and in all respects in compliance with the applicable provisions of the Illinois Municipal Code, as supplemented and amended, and as further supplemented and, where necessary, superseded, by the powers of the Village as a home rule unit under the provisions of Section 6 of Article VII of the 1970 Constitution of the State of Illinois (such code and powers being the "*Act*"), and with the Ordinance, which has been duly passed by the President and Board of Trustees, signed by the Village President, and published, in all respects as by law required.

This Bond may be transferred or exchanged, but only in the manner, subject to the limitations, and upon payment of the charges as set forth in the Ordinance. Upon surrender for transfer or exchange of this Bond at the principal office maintained for the purpose by the Bond Registrar in Chicago, Illinois, duly endorsed by or accompanied by a written instrument or instruments of transfer or exchange in form satisfactory to the Bond Registrar and duly executed by the Registered Owner or an attorney for such owner duly authorized in writing, the Village shall execute and the Bond Registrar shall authenticate, date and deliver in the name of the transferee or transferees or, in the case of an exchange, the Registered Owner, a new fully registered Bond or Bonds of like tenor, of the same maturity, bearing the same interest rate, of authorized denominations, for a like aggregate principal amount.

The Bonds coming due on and after January 1, 20__, are subject to redemption prior to maturity on January 1, 20__, and any date thereafter, from any available monies, in whole or in part, and if in part, in such principal amounts and from such maturities as the Village shall

determine, at a redemption price of par plus accrued interest to the date fixed for redemption, and as otherwise provided in the Ordinance.

The Village, the Bond Registrar and the Paying Agent may deem and treat the Registered Owner hereof as the absolute owner hereof for the purpose of receiving payment of or on account of principal hereof and interest due hereon and for all other purposes, and the Village, the Bond Registrar and the Paying Agent shall not be affected by any notice to the contrary.

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned sells, assigns and transfers unto

Here insert Social Security Number,
Employer Identification Number or
other Identifying Number

(Name and Address of Assignee)

the within Bond and does hereby irrevocably constitute and appoint

as attorney to transfer the said Bond on the books kept for registration thereof with full power of substitution in the premises.

Dated: _____

Signature guaranteed: _____

NOTICE: The signature to this transfer and assignment must correspond with the name of the Registered Owner as it appears upon the face of the within Bond in every particular, without alteration or enlargement or any change whatever.

Section 10. Tax Levy. A. PLEDGED TAXES LEVIED. For the purpose of providing funds required to pay the interest on the Bonds promptly when and as the same falls due, and to pay and discharge the principal thereof at maturity, there is hereby levied upon all of the taxable

property within the Village, in the years for which any of the Bonds are outstanding, a direct annual tax sufficient for that purpose; and there is hereby levied on all of the taxable property in the Village, in addition to all other taxes, the direct annual taxes for the years and in the amounts as follows (the “*Pledged Taxes*”):

FOR THE YEAR	A TAX SUFFICIENT TO PRODUCE THE DOLLAR SUM OF:	
2016	\$1,520,000.00	for principal and interest to and including January 1, 2018
2017	\$1,520,000.00	for principal and interest
2018	\$1,520,000.00	for principal and interest
2019	\$1,520,000.00	for principal and interest
2020	\$1,520,000.00	for principal and interest
2021	\$1,520,000.00	for principal and interest
2022	\$1,520,000.00	for principal and interest
2023	\$1,520,000.00	for principal and interest
2024	\$1,520,000.00	for principal and interest
2025	\$1,520,000.00	for principal and interest
2026	\$1,520,000.00	for principal and interest
2027	\$1,520,000.00	for principal and interest
2028	\$1,520,000.00	for principal and interest
2029	\$1,520,000.00	for principal and interest
2030	\$1,520,000.00	for principal and interest
2031	\$1,520,000.00	for principal and interest
2032	\$1,520,000.00	for principal and interest
2033	\$1,520,000.00	for principal and interest
2034	\$1,520,000.00	for principal and interest
2035	\$1,520,000.00	for principal and interest

Interest or principal coming due at any time when there are insufficient funds on hand from the Pledged Taxes to pay the same shall be paid promptly when due from current funds on hand in advance of the collection of the Pledged Taxes herein levied; and when the Pledged Taxes shall have been collected, reimbursement shall be made to said funds in the amount so advanced. The Village covenants and agrees with the Purchaser and registered owners of the Bonds that so long as any of the Bonds remain outstanding, the Village will take no action or fail to take any action which in any way would adversely affect the ability of the Village to levy and

collect the foregoing tax levy. The Village and its officers will comply with all present and future applicable laws in order to assure that the Pledged Taxes may be levied, extended and collected as provided herein and deposited into the Bond Fund.

To the extent that the taxes levied above exceed the amount necessary to pay debt service on the Bonds as set forth in the Bond Order, the Corporate Authorities are hereby authorized to direct the abatement of such taxes to the extent of the excess of such levy in each year over the amount necessary to pay debt service on the Bonds in the following bond year. Proper notice of such abatement shall be filed with the County Clerks in a timely manner to effect such abatement.

B. PROVISIONS FOR ABATEMENT. Whenever other funds from any lawful source are or have been determined that they will be available in timely for the purpose of paying any principal of or interest on the Bonds, so as to enable the abatement of the taxes levied herein for the payment of same, the Corporate Authorities shall, by proper proceedings, direct the abatement of the Pledged Taxes by such amount. A certified copy or other notification of any such proceedings abating taxes may then be filed with the County Clerks in a timely manner to effect such abatement.

Section 11. Filing with County Clerks. Promptly, as soon as this Ordinance becomes effective, a copy hereof, certified by the Village Clerk, shall be filed with the County Clerks; and said County Clerks shall in and for each of the years set forth hereinabove ascertain the rate percent required to produce the aggregate tax hereinbefore provided to be levied in each of said years; and said County Clerks shall extend the same for collection on the tax books in connection with other taxes levied in said years in and by the Village for general corporate purposes of the Village; and in said years such annual tax shall be levied and collected by and for and on behalf

of the Village in like manner as taxes for general corporate purposes for said years are levied and collected, and in addition to and in excess of all other taxes.

Section 12. Sale of Bonds. The Designated Officers are hereby authorized to proceed, without any further authorization or direction whatsoever from the Corporate Authorities, to sell and deliver the Bonds, in one or more series, upon the terms as prescribed in this Section, pursuant to one or more Bond Orders. Each series of Bonds shall be sold and delivered to the Purchaser at the Purchase Price, plus accrued interest to the date of delivery, if any. Each such sale shall be made upon the advice (in the form of a written certificate or report) of the Village's financial advisors that the terms of the Bonds are fair and reasonable in view of current conditions in the bond markets. Nothing in this Section shall require the Designated Officers to sell any of the Bonds if in their judgment, aided by the Village's financial advisors, the conditions in the bond markets shall have deteriorated from the time of adoption thereof or the sale of all or any portion of the Bonds shall for some other reason not be deemed advisable, but the Designated Officers shall have the authority to sell the Bonds in any event so long as the limitations set forth in this Ordinance and the conditions of this Section shall have been met. As a further exercise of this authority, the Designated Officers may sell the Bonds in more than one series; and, in such event, shall be authorized to change the name of the Bonds for each such series so that such series may properly be identified separately. Further, in such event, the provisions for registration, redemption and exchange of Bonds shall be read as applying to Bonds only of each series, respectively, and not as between series. Upon the sale of the Bonds or any series of the Bonds, the Designated Officers and any other officers of the Village as shall be appropriate, shall be and are hereby authorized and directed to approve or execute, or both, such documents of sale of the Bonds as may be necessary, including, without limitation, the Bond Order, Preliminary Official Statement, Official Statement, Purchase Contract, a tax exemption

certificate and agreement as prepared by Bond Counsel (a "*Tax Certificate*"), and certain further closing documents. The Designated Officers must find and determine in the Bond Order that no person holding any office of the Village either by election or appointment, is in any manner financially interested either directly, in his or her own name, or indirectly in the name of any other person, association, trust or corporation in said Purchase Contract with the Purchasers for the purchase of the Bonds. The distribution of the Preliminary Official Statement relating to the Bonds is hereby in all respects authorized and approved, and the proposed use by the Purchasers of an Official Statement (in substantially the form of the Preliminary Official Statement but with appropriate variations to reflect the final terms of the Bonds) is hereby approved. The Designated Officers shall execute a Purchase Contract for the sale of each series of Bonds to the Purchasers in the form approved by the attorney for the Village. Upon the sale of the Bonds, the Designated Officers shall prepare the Bond Order, which shall include the pertinent details of sale as provided herein, and such shall be entered into the records of the Village and made available to the President and Board of Trustees at the next public meeting thereof. The Designated Officers shall also file with the County Clerks the Bond Order or like document including a statement of taxes. The authority granted in this Ordinance to the Designated Officers to sell Bonds as provided herein shall expire on April 4, 2017.

The Designated Officers are hereby authorized to take any action as may be required on the part of the Village to consummate the transactions contemplated by the Purchase Contract, this Ordinance, said Preliminary Official Statement, said final Official Statement, the Tax Certificate and the Bonds.

Section 13. Creation of Funds and Appropriations.

A. There is hereby created the “*General Obligation Bonds, Series 2016 Bond Fund*” (the “*Bond Fund*”), which shall be the fund for the payment of principal of and interest on the Bonds. Accrued interest, if any, and capitalized interest received upon delivery of the Bonds shall be deposited into the Bond Fund and be applied to pay first interest coming due on the Bonds.

B. The Pledged Taxes shall either be deposited into the Bond Fund and used solely and only for paying the principal of and interest on the Bonds or be used to reimburse a fund or account from which advances to the Bond Fund may have been made to pay principal of or interest on the Bonds prior to receipt of Pledged Taxes. Interest income or investment profit earned in the Bond Fund shall be retained in the Bond Fund for payment of the principal of or interest on the Bonds on the interest payment date next after such interest or profit is received or, to the extent lawful and as determined by the Corporate Authorities, transferred to such other fund as may be determined. The Village hereby pledges, as equal and ratable security for the Bonds, all present and future proceeds of the Pledged Taxes on deposit in the Bond Fund for the sole benefit of the registered owners of the Bonds, subject to the reserved right of the Corporate Authorities to transfer certain interest income or investment profit earned in the Bond Fund to other funds of the Village, as described in the preceding sentence.

C. From the principal proceeds of the Bonds, the sum necessary, as determined by the Designated Officers, shall be used to pay costs of the 2016 Project and to that end shall be deposited into a separate and segregated account of the Village, hereby created, and to be known as the “*2016 Project Fund*” (the “*Project Fund*”). Monies on deposit in and to the credit of the Project Fund shall be disbursed from time to time as needed by the Finance Director, without further official action or direction of the Corporate Authorities, in accordance with normal

Village procedures for disbursements of corporate funds for capital projects. Upon the completion of the 2016 Project, as certified to the Finance Director by the architect or engineer in responsible charge of the 2016 Project, remaining funds, if any, on deposit in and to the credit of the Project Fund shall be transferred by the Finance Director, without further official action of or direction by the Corporate Authorities, to the Bond Fund. Monies on deposit in and to the credit of the Project Fund may be (a) advanced to the Bond Fund in anticipation of the receipt of Pledged Taxes as necessary in order to assure the timely payment of principal of and interest on the Bonds and (b) invested by the Finance Director in any investments lawful under Illinois law for Village funds, each without further official action of or direction by the Corporate Authorities.

Alternatively, the Village may deposit from the principal proceeds of the Bonds, the sum necessary, as determined by the Designated Officers, to be used to pay costs of the 2016 Project into the existing Capital Projects Fund of the Village and assign thereto a separate project number in accordance with customary Village procedures for capital improvement projects, and the Project Fund shall be deemed to consist of said proceeds *provided, however*, that the hereinabove stated provisions for the Project Fund shall in all other respects be in effect.

D. Accrued interest, and capitalized interest, if any, received upon the sale of the Bonds shall be deposited in the Bond Fund. The sum necessary, as determined by the Designated Officers, of the principal proceeds of the Bonds shall be deposited into a separate and segregated fund, hereby created, to be known as the “2016 Expense Fund” (the “Expense Fund”) and shall be disbursed upon the delivery of the Bonds or be used by the Finance Director to pay costs of issuance of the Bonds in accordance with normal Village disbursement procedures (which may include direction to the Purchaser to pay such expenses directly on the date the Bonds are delivered). Any funds remaining to the credit of the Expense Fund on the

date which is three months following the date of delivery of the Bonds shall be transferred by the Finance Director to the Bond Fund.

Section 14. Reimbursement. None of the proceeds of the Bonds will be used to pay, directly or indirectly, in whole or in part, for an expenditure that has been paid by the Village prior to the date hereof except architectural or engineering costs incurred prior to commencement of any of the construction of the Infrastructure (as hereinafter defined) or expenditures for which an intent to reimburse it as properly declared under Treasury Regulations Section 1.150-2. This Ordinance is in itself a declaration of official intent under Treasury Regulations Section 1.150-2 as to all costs of the Infrastructure paid after the date hereof and prior to issuance of the Bonds.

Section 15. Not Private Activity Bonds. None of the Bonds is a “private activity bond” as defined in Section 141(a) of the Code. In support of such conclusion, the Village certifies, represents and covenants as follows:

A. No direct or indirect payments are to be made on any Bond with respect to any Private Business Use by any person other than a state or local governmental unit.

B. None of the proceeds of the Bonds is to be used, directly or indirectly, to make or finance loans to persons other than a state or local governmental unit.

C. No user of the improvements to the general public capital infrastructure financed with the proceeds of the Bonds (the “Infrastructure”) other than the Village or another governmental unit will use the same on any basis other than the same basis as the general public; and no person other than the Village or another governmental unit will be a user of the Infrastructure as a result of (i) ownership or (ii) actual or beneficial use pursuant to a lease, a management or incentive payment contract, or (iii) any other arrangement.

Section 16. Registered Form. The Village recognizes that Section 149 of the Code requires the Bonds to be issued and to remain in fully registered form in order to be and remain Tax-exempt. In this connection, the Village agrees that it will not take any action to permit the Bonds to be issued in, or converted into, bearer or coupon form.

Section 17. Further Tax Covenants. The Village agrees to comply with all provisions of the Code which, if not complied with by the Village, would cause the Bonds not to be Tax-exempt. In furtherance of the foregoing provisions, but without limiting their generality, the Village agrees: (a) through its officers, to make such further specific covenants, representations as shall be truthful, and assurances as may be necessary or advisable; (b) to comply with all representations, covenants and assurances contained in certificates or agreements as may be prepared by counsel approving the Bonds; (c) to consult with such counsel and to comply with such advice as may be given; (d) to file such forms, statements and supporting documents as may be required and in a timely manner; and (e) if deemed necessary or advisable by its officers, to employ and pay fiscal agents, financial advisors, attorneys and other persons to assist the Village in such compliance.

The Village further certifies and covenants as follows with respect to the requirements of Section 148(f) of the Code, relating to the rebate of “excess arbitrage profits” (the “*Rebate Requirement*”) to the United States:

A. Unless an applicable exception to the Rebate Requirement is available to the Village, the Village will meet the Rebate Requirement.

B. Relating to applicable exceptions, the Designated Officers are hereby authorized to make such elections under the Code as either such officer shall deem reasonable and in the best interests of the Village. If such election may result in a

“penalty in lieu of rebate” as provided in the Code, and such penalty is incurred (the “*Penalty*”), then the Village shall pay such Penalty.

C. The officers of the Village shall cause to be established, at such time and in such manner as they may deem necessary or appropriate hereunder, a “2016 General Obligation Bonds Rebate [or Penalty, if applicable] Fund” (the “*148 Compliance Fund*”) for the Bonds, and such officers shall further, not less frequently than annually, cause to be transferred to the 148 Compliance Fund the amount determined to be the accrued liability under the Rebate Requirement or Penalty. Said officers shall cause to be paid to the U.S., without further order or direction from the Corporate Authorities, from time to time as required, amounts sufficient to meet the Rebate Requirement or to pay the Penalty.

D. Interest earnings in the Bond Fund are hereby authorized to be transferred, without further order or direction from the Corporate Authorities, from time to time as required, to the 148 Compliance Fund for the purposes herein provided; and proceeds of the Bonds and other funds of the Village are also hereby authorized to be used to meet the Rebate Requirement or to pay the Penalty, but only if necessary after application of investment earnings as aforesaid and only as appropriated by the Corporate Authorities.

The Village also certifies and further covenants with the Purchaser and registered owners of the Bonds from time to time outstanding that moneys on deposit in any fund or account in connection with the Bonds, whether or not such moneys were derived from the proceeds of the sale of the Bonds or from any other source, will not be used in a manner which will cause the Bonds to be “arbitrage bonds” within the meaning of Code Section 148 and any lawful regulations promulgated thereunder, as the same presently exist or may from time to time hereafter be amended, supplemented or revised.

Section 18. Opinion of Counsel Exception. The Village reserves the right to use or invest moneys in connection with the Bonds in any manner, notwithstanding the tax-related covenants set forth (in Sections 15 through 17) herein, provided it shall first have received an opinion from an attorney or a firm of attorneys of nationally recognized standing as bond counsel to the effect that use or investment of such moneys as contemplated is valid and proper under applicable law and this Ordinance and, further, will not adversely affect the Tax-exempt status for the Bonds.

Section 19. Rights and Duties of Bond Registrar and Paying Agent. If requested by the Bond Registrar or the Paying Agent, or both, any Designated Officer of the Village is authorized to execute such forms of agreements between the Village and the Bond Registrar or Paying Agent with respect to the obligations and duties of the Bond Registrar or Paying Agent hereunder as shall be approved by the Village Attorney. In addition to the terms of any such agreements and subject to modification thereby, the Bond Registrar and Paying Agent by acceptance of duties hereunder agree:

(a) to act as bond registrar, paying agent, authenticating agent, and transfer agent as provided herein;

(b) as to the Bond Registrar, to maintain a list of Bondholders as set forth herein and to furnish such list to the Village upon request, but otherwise to keep such list confidential to the extent permitted by law;

(c) as to the Bond Registrar, to give notice of redemption of Bonds as provided herein;

(d) as to the Bond Registrar, to cancel and/or destroy Bonds which have been paid at maturity or upon earlier redemption or submitted for exchange or transfer;

(e) as to the Bond Registrar, to furnish the Village at least annually a certificate with respect to Bonds cancelled and/or destroyed; and

(f) to furnish the Village at least annually an audit confirmation of Bonds paid, Bonds outstanding and payments made with respect to interest on the Bonds.

The Village Clerk of the Village is hereby directed to file a certified copy of this Ordinance with the Bond Registrar and the Paying Agent.

Section 20. Defeasance. Bonds which (a) are paid and cancelled, (b) which have matured and for which sufficient sums been deposited with the Paying Agent to pay all principal thereof and interest due thereon, or (c) for which sufficient U.S. funds and direct non-callable U.S. Treasury obligations have been deposited with the Paying Agent or similar institution to pay, taking into account investment earnings on such obligations, all principal of and interest on Bonds when due at maturity, pursuant to an irrevocable escrow or trust agreement, shall cease to have any lien on or right to receive or be paid from the Bond Moneys hereunder and shall no longer have the benefits of any covenant for the registered owners of outstanding Bonds as set forth herein as such relates to lien and security of the outstanding Bonds. All covenants relative to the Tax-exempt status of the Bonds; and payment, registration, transfer, and exchange; are expressly continued for all Bonds whether outstanding Bonds or not.

Section 21. Continuing Disclosure Undertaking. The President or the Village Clerk of the Village is hereby authorized, empowered and directed to execute and deliver the Continuing Disclosure Undertaking (the "*Continuing Disclosure Undertaking*") in customary form as provided by Bond Counsel and as heretofore executed by the Village, or with such changes therein as the officer executing the Continuing Disclosure Undertaking on behalf of the Village shall approve, his or her execution thereof to constitute conclusive evidence of his or her approval of such changes. When the Continuing Disclosure Undertaking is executed and

delivered on behalf of the Village as herein provided, the Continuing Disclosure Undertaking will be binding on the Village and the officers, employees and agents of the Village, and the officers, employees and agents of the Village are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Continuing Disclosure Undertaking as executed. Notwithstanding any other provision of this Ordinance, the sole remedies for failure to comply with the Continuing Disclosure Undertaking shall be the ability of the beneficial owner of any Bond to seek mandamus or specific performance by court order, to cause the Village to comply with its obligations under the Continuing Disclosure Undertaking.

Section 22. Municipal Bond Insurance. In the event the payment of principal of and interest on the Bonds is insured pursuant to a Municipal Bond Insurance Policy issued by a bond insurer (a “*Bond Insurer*”), and as long as such Municipal Bond Insurance Policy shall be in full force and effect, the Village and the Bond Registrar agree to comply with such usual and reasonable provisions regarding presentment and payment of the Bonds, subrogation of the rights of the Bondholders to the Bond Insurer when holding Bonds, amendment hereof, or other terms, as approved by the President of the Village on advice of counsel, his or her approval to constitute full and complete acceptance by the Village of such terms and provisions under authority of this Section.

Section 23. Publication of Ordinance. A full, true and complete copy of this Ordinance shall be published within ten days after passage in pamphlet form by authority of the Corporate Authorities.

Section 24. Superseder; Effective Date. All ordinances, resolutions and orders, or parts thereof, in conflict herewith, are to the extent of such conflict hereby superseded. This Ordinance shall be in full force and effect immediately upon its passage and approval.

AYES: _____

NAYS: _____

ABSENT: _____

ADOPTED: The 1st day of November, 2016

APPROVED: November 1, 2016

Village President, Village of Bartlett
DuPage, Cook and Kane Counties, Illinois

Recorded in Village Records: November __, 2016.

Published in pamphlet form by authority of the Corporate Authorities on November __,
2016.

ATTEST:

Village Clerk, Village of Bartlett
DuPage, Cook and Kane Counties, Illinois

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

CERTIFICATION OF MINUTES AND ORDINANCE

I, the undersigned, do hereby certify that I am the duly qualified and acting Village Clerk of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois (the "*Village*"), and as such official I am the keeper of the official journal of proceedings, books, records, minutes and files of the Village and of the President and Board of Trustees (the "*Corporate Authorities*") thereof.

I do further certify that the foregoing is a full, true and complete transcript of that portion of the minutes of the meeting of the Corporate Authorities held on the 1st day of November, 2016, insofar as the same relates to the adoption of an ordinance, numbered _____, entitled:

AN ORDINANCE providing for the issuance of not to exceed \$16,200,000 General Obligation Bonds, Series 2016, of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, providing for the levy and collection of a direct annual tax sufficient for the payment of the principal of and interest on said bonds, and providing for the sale of said bonds to the purchaser thereof.

a true, correct and complete copy of which said ordinance as adopted at said meeting appears in the foregoing transcript of the minutes of said meeting.

I do further certify that the deliberations of the Corporate Authorities on the adoption of said ordinance were taken openly; that the vote on the adoption of said ordinance was taken openly; that said meeting was held at a specified time and place convenient to the public; that notice of said meeting was duly given to all newspapers, radio or television stations and other news media requesting such notice; that an agenda for said meeting (the "*Agenda*") was posted at the location where the meeting was held on a day which was not a Saturday, Sunday or legal holiday for Illinois municipalities and not less than 96 hours prior to holding the meeting, that the Agenda described or made reference to said ordinance; that a true, correct and complete copy of the Agenda as so posted is attached hereto, and that said meeting was called and held in strict compliance with the provisions of the Open Meetings Act of the State of Illinois, as amended, and the Illinois Municipal Code, as amended, and that the Corporate Authorities have complied with all of the provisions of said Act and said Code, except as validly superseded by the home rule authorities of the Village, and with all of the procedural rules of the Corporate Authorities in the adoption of said ordinance and the fixing of the Agenda.

IN WITNESS WHEREOF I hereunto affix my official signature and the seal of the Village
this 1st day of November, 2016.

Village Clerk

[SEAL]

[VILLAGE CLERK TO ATTACH AGENDA]

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

I, the undersigned, do hereby certify that I am the duly qualified and acting Village Clerk of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois (the "*Village*"), and as such official I am the keeper of the official journal of proceedings, books, records, minutes, and files of the Village and of the President and Board of Trustees (the "*Corporate Authorities*") thereof.

I do further certify that on the ____ day of November, 2016, there was published in pamphlet form, by authority of the Corporate Authorities, a true, correct and complete copy of Ordinance Number _____ of the Village providing for the issuance of General Obligation Bonds, Series 2016, of the Village and that said ordinance as so published was on said date readily available for public inspection and distribution, in sufficient number to meet the needs of the general public, at my office as Village Clerk located in the Village.

IN WITNESS WHEREOF I have affixed hereto my official signature and the seal of the Village this ____ day of November, 2016.

Village Clerk

[SEAL]

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

CERTIFICATE OF FILING

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of Cook, Illinois, and as such officer I do hereby certify that on the ____ day of _____, 2016, there was filed in my office a properly certified copy of Ordinance Number _____, passed by the President and Board of Trustees of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, on the 1st day of November, 2016, and entitled:

AN ORDINANCE providing for the issuance of not to exceed \$16,200,000 General Obligation Bonds, Series 2016, of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, providing for the levy and collection of a direct annual tax sufficient for the payment of the principal of and interest on said bonds, and providing for the sale of said bonds to the purchaser thereof.

and that the same has been deposited in, and all as appears from, the official files and records of my office.

IN WITNESS WHEREOF I have hereunto affixed my official signature and the seal of The County of Cook, Illinois, this ____ day of _____, 2016.

County Clerk of The County
of Cook, Illinois

[SEAL]

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

CERTIFICATE OF FILING

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of DuPage, Illinois, and as such officer I do hereby certify that on the ___ day of _____, 2016, there was filed in my office a properly certified copy of Ordinance Number _____, passed by the President and Board of Trustees of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, on the 1st day of November, 2016, and entitled:

AN ORDINANCE providing for the issuance of not to exceed \$16,200,000 General Obligation Bonds, Series 2016, of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, providing for the levy and collection of a direct annual tax sufficient for the payment of the principal of and interest on said bonds, and providing for the sale of said bonds to the purchaser thereof.

and that the same has been deposited in, and all as appears from, the official files and records of my office.

IN WITNESS WHEREOF I have hereunto affixed my official signature and the seal of The County of DuPage, Illinois, this ___ day of _____, 2016.

County Clerk of The County
of DuPage, Illinois

[SEAL]

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

CERTIFICATE OF FILING

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of Kane, Illinois, and as such officer I do hereby certify that on the ____ day of _____, 2016, there was filed in my office a properly certified copy of Ordinance Number _____, passed by the President and Board of Trustees of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, on the 1st day of November, 2016, and entitled:

AN ORDINANCE providing for the issuance of not to exceed \$16,200,000 General Obligation Bonds, Series 2016, of the Village of Bartlett, DuPage, Cook and Kane Counties, Illinois, providing for the levy and collection of a direct annual tax sufficient for the payment of the principal of and interest on said bonds, and providing for the sale of said bonds to the purchaser thereof.

and that the same has been deposited in, and all as appears from, the official files and records of my office.

IN WITNESS WHEREOF I have hereunto affixed my official signature and the seal of The County of Kane, Illinois, this ____ day of _____, 2016.

County Clerk of The County
of Kane, Illinois

[SEAL]

Memorandum

TO: Valerie L. Salmons, Village Administrator

FROM: Paula Schumacher, Assistant Village Administrator

DATE: September 20, 2016

SUBJECT: Police Facility Floor Plans

The Village Board approved the contract for architectural services for a proposed Police Facility with Williams Architects on June 21, 2016.

Williams Architects staff have worked with the Police Department to draft a floor plan for the proposed police facility. Working off the needs analysis, input from the staff, several interviews and tours of other police facilities Williams has put together a floor plan that addresses the needs of the department both in size and purpose for each operational division.

The floor plan was reviewed and revised by the Administration, Building and Police Department management team. Then each operational division at the police department reviewed their area and how they connected to the building as a whole. The Village technical review staff also looked at the plan.

In addition to the attached floor plans, Williams Architects will also be prepared to present preliminary external renderings as well at the Committee of the Whole Meeting.



ARCHITECTURAL SITE PLAN

BARTLETT POLICE DEPARTMENT NEW POLICE STATION

SCALE: 1/16" = 1'-0"



2015-047
2016.09.26





FIRST FLOOR PLAN - 30,830 GSF

BARTLETT POLICE DEPARTMENT
NEW POLICE FACILITY



BASEMENT LEVEL	14,588 GSF	
GROUND LEVEL	30,830 GSF	
UPPER LEVEL	10,414 GSF	2015-01
TOTAL	55,842 GSF	2016-03-26



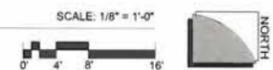
300 West Washington, Suite 400
Chicago, IL 60601
Phone: 312.321.1111
www.williamsarchitects.com
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UPPER LEVEL FLOOR PLAN - 10,414 GSF



BARTLETT POLICE DEPARTMENT
NEW POLICE FACILITY



BASEMENT LEVEL:	14,598 GSF
GROUND LEVEL:	30,830 GSF
UPPER LEVEL:	10,414 GSF
TOTAL:	55,842 GSF

2015-047
2016.09.26



LOWER LEVEL FLOOR PLAN - 14,598 GSF

BARTLETT POLICE DEPARTMENT
NEW POLICE FACILITY



BASEMENT LEVEL:	14,598 GSF	2015-041
GROUND LEVEL:	30,835 GSF	2016-09-26
UPPER LEVEL:	10,414 GSF	
TOTAL:	55,847 GSF	



300 Park Boulevard Suite 400
Bartlett, IL 60010
Phone: (630) 271-1177
www.williamsarchitects.com