

**VILLAGE OF BARTLETT**  
**BOARD AGENDA**  
**OCTOBER 18, 2016**  
**7:00 P.M.**

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **INVOCATION**
4. **PLEDGE OF ALLEGIANCE**
5. **\*CONSENT AGENDA\***  
*All items listed with an asterisk\* are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board member so requests, in which event, the item will be removed from the General Order of Business and considered at the appropriate point on the agenda.*
- \*6. **MINUTES:** Board and Committee Minutes – October 4, 2016
- \*7. **BILL LIST:** October 18, 2016
8. **TREASURER’S REPORT:** August, 2016  
Sales Tax Report – June, 2016  
Motor Fuel Tax Report – July, 2016
  
9. **PRESIDENT’S REPORT:** 2016 Passport to Adventure Winners
10. **QUESTION/ANSWER: PRESIDENT & TRUSTEES**
11. **TOWN HALL:** (Note: Three (3) minute time limit per person)
12. **STANDING COMMITTEE REPORTS:**
  - A. **PLANNING & ZONING COMMITTEE, CHAIRMAN REINKE**
    1. Ashton Gardens
    2. Downtown TOD Plan
  
  - B. **BUILDING COMMITTEE, CHAIRMAN HOPKINS**
    1. None
  
  - C. **FINANCE & GOLF COMMITTEE, CHAIRMAN DEYNE**
    1. None
  
  - D. **LICENSE & ORDINANCE COMMITTEE, CHAIRMAN ARENDS**
    - \* 1. Bartlett Heritage Days Halloween Parade
    - \* 2. Poplar Creek Church Pumpkin Patch Permit
    - \* 3. Poplar Creek Church Pumpkin Smash Permit
    - \* 4. BAPS Amplifier Permit Request
  
  - E. **POLICE & HEALTH COMMITTEE, CHAIRMAN CARBONARO**
    1. None
  
  - F. **PUBLIC WORKS COMMITTEE, CHAIRMAN CAMERER**
    1. Street Sweeper Purchase
  
13. **NEW BUSINESS:**
14. **QUESTION/ANSWER: PRESIDENT & TRUSTEES**
15. **ADJOURNMENT**



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1. CALL TO ORDER

President Wallace called the regular meeting of October 4, 2016 of the President and Board of Trustees of the Village of Bartlett to order on the above date at 7:00 p.m. in the Council Chambers.

2. ROLL CALL

PRESENT: Trustee Arends (via webcam), Camerer, Carbonaro, Deyne, Hopkins, Reinke, and President Wallace

ABSENT: None

ALSO PRESENT: Village Administrator Valerie Salmons, Assistant Administrator Paula Schumacher, Assistant to the Village Administrator Scott Skrycki, Finance Director Jeff Martynowicz, Director of Public Works Dan Dinges, Community Development Director Jim Plonczynski, Assistant Community Development Director Roberta Grill, Economic Development Coordinator Tony Fradin, Building Director Brian Goralski, Food & Beverage Manager Paul Petersen, Police Chief Kent Williams, Deputy Chief Patrick Ullrich, Village Attorney Bryan Mraz and Village Clerk Lorna Giles.

3. INVOCATION

Reverend Susan Tyrrel from Immanuel United Church of Christ did the invocation.

4. PLEDGE OF ALLEGIANCE

5. CONSENT AGENDA

President Wallace stated that all items marked with an asterisk on the Agenda are considered to be routine and will be enacted by one motion. He further stated that there will be no separate discussion of these items unless a Board member so requests, in which event, that item will be removed from the Consent Agenda and considered at the appropriate point on the Agenda. He asked if there were any items a Board member wished to remove from the Consent Agenda, or any items a Board member wished to add to the Consent Agenda.

There were none.

Trustee Arends moved to approve the Consent Agenda and that motion was seconded by Trustee Deyne.



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**ROLL CALL VOTE TO APPROVE THE CONSENT AGENDA**

**AYES:** Trustees Arends, Camerer, Carbonaro, Deyne, Hopkins, Reinke

**NAYS:** None

**ABSENT:** None

**MOTION CARRIED**

6. MINUTES - Covered and approved under the Consent Agenda.
7. BILL LIST – Covered and approved under the Consent Agenda.
8. TREASURER'S REPORT - None
9. PRESIDENT'S REPORT - None
10. QUESTION/ANSWER: PRESIDENT & TRUSTEES

Trustee Arends commented that having attended the Kickstand Classic, our staff is superior to any staff in the entire world. They work hard and long and made a real success of this event. She asked the Village Administrator to please pass that along.

President Wallace stated that that is a valid point and it was very well ran - good job staff. As a participant, he thought it was a very fun event as well.

11. TOWN HALL

President Wallace requested that the Board not have any comments from the developer of Ashton Gardens or any comments from concerned residents at this Town Hall portion of the meeting. They will have a Town Hall during the Committee of the Whole meeting. He asked if anyone would like to address the Board on other matters.

**Tom Gumble, Bartlett Terrace Apartments Homeowners Association**

Mr. Gumble stated that his concern is with page 61 of the downtown TOD plan. There is a proposed road between the apartment buildings. The concern is that this two block section will eliminate 108 parking spaces. It would also eliminate two huge garbage corrals that are used by the residence. This affects nine apartment buildings. The loss of 108 parking spaces would make the apartments on rentable. This is also shown on page 28 of the visual plan for the downtown area. It appears this was an oversight of the agency that Bartlett purchased the plan from but he hoped that by making these comments that this contribution may be helpful for the Village Board.



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**Art Piersonik, 925 Auburn Lane**

Mr. Piersonik stated that the other day he was having lunch at one of these fine Bartlett restaurants called The Still which has excellent food and more people should be visiting it. He was talking to the owner about how he was doing with his business in one of his comments was that not enough people know that he is there. He wondered if it would be possible to put up some of those nice flag signs that they have on Route 59 but was told it is against village code. If it was against village code he hoped that they could possibly relax this restriction because it seems to be an effective tool on 59 for the restaurants and food places. That little bit of help could help places like The Still or other restaurants.

He stated that he follows the U-46 board meetings quite regularly and support the people that are elected there to try and turn U-46 around for us. He spoke about the transgender issue and asked if they notified the Village that they were instituting this because it does have some legal implications to it?

President Wallace stated that he was not notified and this was the first time he heard about it.

Mr. Piersonik asked if there was a law against males using female restrooms and vice versa?

Attorney Mraz stated that he can't speak to school law. There are cases out of a school district sued in Palatine, and there is federal litigation pending over that issue. Frankly, the school code preempts us in applying our building code to the school district. Whether that is a building code issue or not, they are not required to give us notice of their internal policies.

Mr. Piersonik stated that he did not want the Village to be dragged into this issue but our residents and the students have rights too and U-46 keeps ignoring that. They are doing this for one or two kids and he believes in reasonable accommodations such as those that are hearing impaired. His son who is hearing-impaired always felt socially isolated too. Should we make all the students not speak any more and everyone to use sign language to make his son feel better? It would have been ridiculous. He does not agree with this policy that they are trying to put into place. He is concerned about the children in the district or the parents who have religious or moral objections to it. Maybe as a Board this is something they can discuss. He felt that this has the community divided.

**Jay Schack, 152 Bartlett Plaza**

Mr. Schack stated that he has been a resident since 1985 and a local business owner in town since 1981, as well as a former 25 year member of the Zoning Board of Appeals as well as a member of the Bartlett Chamber of Commerce. His question had to do with Ashton Gardens of which he called a copy of his tax bill. He stated that there is a line item for the Village of Bartlett and he assumes that goes to the general fund. He asked



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who owns Bartlett Hills golf course. He also had a line item for the Bartlett Park District and asked who owns Villa Olivia. Two taxing bodies where he is putting money into are basically helping to support these two ongoing businesses. Now we are going to throw in another banquet facility that will compete with an ongoing business concern that his tax dollars are supported. If, for some reason, Ashton Gardens is not going to generate more weddings, a will just take some of the weddings from the other two facilities. This means that loss of income to those two facilities.

President Wallace stated that with all respect it was requested that any comments or discussion for Ashton Gardens be placed at the Committee of the Whole meeting so the Board can answer questions.

12. STANDING COMMITTEE REPORTS

A. PLANNING & ZONING COMMITTEE, CHAIRMAN REINKE  
Trustee Reinke stated that there was no report.

B. BUILDING COMMITTEE, CHAIRMAN HOPKINS  
Trustee Hopkins stated that there was no report.

C. FINANCE & GOLF COMMITTEE, CHAIRMAN DEYNE  
Trustee Deyne stated that there was no report.

D. LICENSE & ORDINANCE COMMITTEE, CHAIRMAN ARENDS  
Trustee Arends stated that there was no report.

E. POLICE & HEALTH COMMITTEE, CHAIRMAN CARONARO  
Trustee Carbonaro stated that there was no report.

F. PUBLIC WORKS COMMITTEE, CHAIRMAN CAMERER  
Trustee Camerer stated that there was no report.

13. NEW BUSINESS - None

14. QUESTION/ANSWER: PRESIDENT & TRUSTEES

Trustee Camerer commented that the Kickstand Classic was a great event and it couldn't have gone better. He enjoyed it and his 19-1/2 miles that he rode was a good time. Public Works, Police Department and staff did a great job and he thanked them.

Trustee Hopkins stated that Mr. Piersonik brought up a question about the sign ordinance and he asked if there was an ordinance that prevented a business from putting up a sign.



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Mr. Plonczynski stated that particular section of the sign code prevents teardrop flags from being placed in the right of way. There are plenty that are on private property and he can tell the owner of The Still that he can have them as long as he keeps them on private property and they are out of any vision clearance.

President Wallace stated that IDOT is very particular about signs along Route 59.

Trustee Reinke stated that he thought that flag signs were illegal under the sign ordinance.

Mr. Plonczynski stated that as long as they are on private property that is the distinction. Typically those are done in conjunction with a grand opening and there basically temporary banners that do not need a sign permit. We are pretty flexible with letting them have them.

**15. ADJOURNMENT**

President Wallace stated that the Board will be going into the Committee of the Whole meeting immediately following the close of this meeting.

There being no further business to discuss, Trustee Camerer moved to adjourn the regular Board meeting and that motion was seconded by Trustee Carbonaro.

**ROLL CALL VOTE TO ADJOURN**

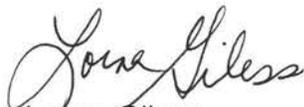
**AYES:** Trustees Arends, Camerer, Carbonaro, Deyne, Hopkins, Reinke

**NAYS:** None

**ABSENT:** None

**MOTION CARRIED**

The meeting was adjourned at 7:15 p.m.

  
Lorna Gilles  
Village Clerk



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President Wallace called the Committee of the Whole meeting to order at 7:16 p.m.

**PRESENT:** Trustee Arends (via webcam), Camerer, Carbonaro, Deyne, Hopkins, Reinke, and President Wallace

**ABSENT:** None

**ALSO PRESENT:** Village Administrator Valerie Salmons, Assistant Administrator Paula Schumacher, Assistant to the Village Administrator Scott Skrycki, Finance Director Jeff Martynowicz, Director of Public Works Dan Dinges, Community Development Director Jim Plonczynski, Assistant Community Development Director Roberta Grill, Economic Development Coordinator Tony Fradin, Building Director Brian Goralski, Food & Beverage Manager Paul Petersen, Police Chief Kent Williams, Deputy Chief Patrick Ullrich, Village Attorney Bryan Mraz and Village Clerk Lorna Giles.

**PLANNING & ZONING COMMITTEE**

Ashton Gardens

Trustee Reinke stated that they will be taking comments from the residents during this session rather than the Village Board meeting. He turned it over to staff and stated that they will talk about the public comments and receive the comments and consider.

Community Development Director Jim Plonczynski stated that Brent Schreiber is there this evening and he is the developer for Ashton Gardens. They are requesting a preliminary final PUD plan, a Special Use for a PUD, Special Use for reception banquet hall place of assembly, serving of liquor, building height, variations for the reduction in the number of required parking spaces, reduction from the 20 foot interior parkway requirement and to allow one tree for each double parking island (zoning calls for one tree for each parking island). The property is currently zoned as B-3 PUD (Commercial).

The concept plan was reviewed by the Village Board in January 2016. At that time the petitioner was encouraged to go through a full submittal. The Village Board Committee of the Whole in July 2016, reviewed the petitioner's request and went forward to the Plan Commission and a Public Hearing. The petitioner had submitted a site plan and final PUD plan. It shows a chapel facility, small office and the banquet hall. The petitioner has curb cuts proposed along Devon Avenue as well as Prospect and parking in the front of the property. The petitioner went through the Plan Commission review on August 11, 2016 for both a preliminary PUD, the Special Uses, serving of liquor, building height and place of assembly. The Plan Commission recommended approval subject to conditions and findings of fact outlined by the staff in their report. Basically, the petition included kitchen vents and rooftop mechanicals for the reception hall be located east as far as possible and the rooftop mechanicals be screened. There was



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also a request from one of the Plan Commissioners that incident reports for both Villa Olivia and Bartlett Hills be provided to the Trustees. The developer went on to the Zoning Board of Appeals on September 1, 2016 on the variances for the reduction in the interior parkway (one tree per island) and a reduction in the number of parking spaces. The Zoning Board with the court reporter minutes are in the packet and they voted 3-2 on the petition for the variances. A positive recommendation from the Zoning Board requires 4 members. That is why it is just a report as the petition stated.

Subsequently, they received a formal protest to the Special Use from the surrounding property owners. In the case of a written protest against any proposed Special Use is acknowledged by at least 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 20% of the frontage directly opposite the frontage that is to be altered. It is filed with the Village Clerk and the Special Use will be passed by a favorable vote of 2/3 of the Trustee of the Village. The protest with the map confirming that the surrounding residents make up the 20% is also included in the packet.

Going back into the preliminary PUD plan, Ashton Gardens shows a fence detail surrounding the property that will be a decorative fence to block the view with landscaping. The site will be heavily landscaped around the perimeter. The petitioner prefers to put the trees along the perimeter to act as a screening as well as visual effect. There are some trees along the site that need to be removed and they will try to save some of them. The petitioner went through a number of reiterations and concessions since the Committee's initial review. He has conceded that no outdoor events would occur at this location, the Sunday hours would be reduced from a closing time of 12:30 AM to 10:30 PM, no deliveries or garbage pickup prior to 9:00 AM. The seven trees but were going to be on the islands will be provided around the perimeter of the site. They explored overflow parking if needed for large events that exceed the parking and will utilize Metra parking as a viable option and provide shuttle service. The 8 foot high solid wood fence around the perimeter is located on the south and west and has increased over the original 6 foot. The larger trees would be planted along the perimeter and the landscaping area. A 4 foot high decorative fence with evergreen shrubs will be around the perimeter along Devon and Prospect and screened with additional evergreen shrubs. The petitioner has provided information on incident reports in some of his other facilities. There are very little incident reports. There was a property value chart and the petitioner has shown that the property values in the surrounding areas have not been impacted. There was a noise analysis done which measures the decibel levels around the property. It does not exceed any of the ambient noise standards. Ashton Gardens hired a traffic engineer that did a full site analysis that determines the impact would be almost negligible on that intersection and it operates at a level of service and our traffic consultant concurred with it.



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Trustee Reinke suggested, unless there were objections, they hear from the petitioner next, and then the residents, and engage in their discussions.

Brad Schreiber, Managing Partner and President of Ashton Gardens thanked the Village for entertaining the project. He stated that most of the important points were covered by staff. Since the last meeting, clearly, some of the items of most concern with the neighbors were parking and potential incidents. He delved way back into their business back to 2005. He re-created statistics on 5,050 events. Three out of the four current operating facilities that they have, seats 400 guests and the other seats 300 guests. Out of the 5,050 events of 250 guests or more, comes up to 113 events or 2.2% of all the events. The average event is 146 guests. It is consistent with the occupancy accounts of weddings in the Chicago area which is right at 150 guests. The concern about the parking, at least according to his history, and what proves out to be the history of the size of the events in this market, even if they go up to 200+ events, they are only 16.3% of all of our events. If we do 200 events at the Bartlett facility they will have approximately 10 to 15 cars that they would need parking for. From a business standpoint, it would be a good thing but from a realistic standpoint it just isn't going to happen. He hopes that this will ease the minds of the Board as well as the public. They have overflow and they have a plan for it. The concerns have been many and the conversations have been spirited. The facts prove out to be that it is only on rare occasion that they will experience enough to require overflow parking.

Another concern that came up had to do with potential incidents of their guests drinking, driving through the neighborhoods, driving over lawns, harming pets, doing other foul things in people's yards. To add some validity to prior presentations, in the past 12 years or 5,050 events, they have had four reported incidents. All of very minor concern: a gentleman fell asleep in his car and had a cell phone stolen; one incident of the four, relative to alcohol consumption was a couple that wanted more alcohol after the bar closed and management would not serve them so their local security rectified the problem. The Seville had 39 incidents over the course of two years of certainly more major situations than they had. There was theft, domestic issues, public drunkenness and that sort of thing.

They have stated that the level of professionalism and their conscientiousness or the safety of their guests and neighbors and or employees and the public proves out in these incident facts. He does not present that to pose an argument to the public but hopes that it will give them a feeling of who they are and how they do business and the level of concern and professionalism how they manage their business. They have made some concessions, changed their event times, moved trees to the south side of the property, adjusted their landscape plan and deliveries. They do have private security which will be off-duty or retired police officers. They bring a lot to the community and will have 40+ employees that will be hired locally and he hoped that some of them would be from the direct neighbors. They bring over \$1 million of other spending such



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as local DJs, cake bakers, florists, officiates and rehearsal dinners, etc. The competition for Bartlett Hills, speaking on capacity, we have dates that are requested that are booked, they would refer dates to other neighboring facilities as well as rehearsal dinners. Most rehearsal dinners are in the vicinity of the facility because it just makes sense. They would support local restaurants and the more people that visit them or Bartlett Hills, the better for all of us. When they come to this area they are not just going to look at us, they are going to look at other facilities in the area. There is reason they could choose one over the other and it could be size, outdoor feel of a country club, price, and those are the other reasons how they enhance other local businesses. It is not just a matter of fact, but a model of their business and how they support local businesses as best they can. They want to be good neighbors and support the community at every possible opportunity.

President Wallace asked how many events they actually book as compared to how many visit the facility?

Mr. Schreiber stated that each property hosted 1,000 tours per year. They can only do 200 weddings and their booking rate is somewhere in the low 20%. Certainly if there is a way that they could recommend and send business over there, they would certainly do so.

President Wallace asked what the reason was for losing that many possible bookings.

Mr. Schreiber stated that Saturday nights are booked first and there are only 52 of those. The number one reason is availability and the second reason is price. There are a lot of other facilities in the markets that are less expensive than they are.

President Wallace asked what the average price per plate is.

Mr. Schreiber stated that the guest fee is between \$115 and \$118 per plate depending on the facility. The average price for a wedding is between the \$16,000 and \$17,000 range.

Trustee Reinke asked what the average price is per plate at Bartlett Hills for a wedding.

Food & Beverage Manager Paul Petersen stated \$70 to \$100 per plate and an average wedding for 150 people, about \$15,000.

President Wallace asked how many people does he talk to and how many become bookings.

Mr. Petersen estimated that it would be 10% to 20%.



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President Wallace stated that there is a lot of sharing between these facilities based on the fact that there are only 52 Saturdays and nobody likes Friday's or Sunday's.

Mr. Petersen stated that bookings are based on availability, pricing and the setting of which they could vision their wedding taking place at.

Mr. Schreiber stated that the potential brides may not like the formality of Ashton Gardens and may prefer a more natural setting. The market is pretty broad and tastes are pretty broad also. In his opinion, they would probably complement each other. They have really great relationships with their competitors in all the markets. They get together and talk about the market, pricing and what one venue may be experiencing versus another because they are all fishing from the same pond and refer people back and forth.

President Wallace asked if they anticipated using local vendors for food, etc. The Village has a large food manufacturing portion of the community.

Mr. Schreiber stated that produce, seafood, meats are all local and they would commit to that.

Trustee Reinke asked if they could make that a condition of the conditional use?

Trustee Arends stated that would not be fair to him.

Attorney Mraz stated that they could do them.

Trustee Reinke stated that he will now open up the discussion to the residents and he asked them to try to limit their comments to three minutes. He asked them to try not to be duplicative in their comments and yield the balance of your time to the next speaker.

**Jay Schack, 120 Plymouth Court**

Mr. Schack stated that he left off with taxes. Are you going to put a business in town that will compete with two facilities that are supported with our property taxes. If they start taking away from Bartlett Hills and Villa Olivia and the income stream for those two facilities goes down, the first place that the Village will look for to boost it up will be the property taxes. He is concerned that his property taxes will support Ashton Gardens by supplementing the income lost to the two facilities. He asked the Board to consider this in the considerations of the entire project. A private golf course is owned by the owners or the members and paid for by the members. Our facilities are owned by the Village and the residents, therefore the source of income and revenue stream is totally different. He spoke about the people leaving the facility at night and the fact that they could be going through a maze of streets and cause more problems.



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President Wallace commented that you could Google Earth the other facilities and see the overlying topographical. A couple of them are almost identical to the nature of this environment here in Bartlett.

**Scott Erickson, 211 Lido Trail**

Mr. Erickson spoke about the amount of space for emergency traffic on the side streets. They have a strong belief that although there are precautions from Ashton Gardens to handle overflow parking and maybe use Flextronics, Metra, etc., the fact is that people coming to events, show up late. This will cause people to park on the side street to avoid shuttle service. Lido Trail being the first target street, both sides of that street are filled with cars, the minimum requirement is 11.5 feet for emergency vehicles to get through. Our concern is when winter time hits, when the plows bring the cars closer to minimum clearance, emergency traffic is going to be jeopardized. He submitted a picture for the record.

**George Koziol, 654 Hazelnut Ct.**

Mr. Koziol stated that as a concerned resident of Bartlett, he witnessed something of great concern. He attended the Plan Commission's Public Hearing on August 11, 2016 and then the Zoning Board of Appeals Public Hearing on September 1, 2016. Both of these meetings were dedicated to the Ashton Gardens proposal to develop the property at the southwest corner of Prospect and Devon.

The majority of the people present were very much against the proposed development. Only a few spoke in favor of the proposed plan.

What is it about human nature that causes people to only speak out when they are against something that is bringing change. Why won't people take the time to speak out on behalf of something. Our elected officials need to hear when something is good. What concerns me very much is that this is a very vocal minority over ruling the silent majority. Let's pause a moment and look at some numbers related to this issue. He saw a combined total of approximately 120 residents at the Plan Commission (PC) meeting and the Zoning Board of Appeals (ZBA) meeting. So let's use 150 as the number of people who spoke about Ashton Gardens coming to Bartlett. There are approximately 42,000 residents in Bartlett. With a little quick math, the 120 represent 4/10 of 1 percent of the population of Bartlett, aka the vocal minority. The remaining 41,850 represent 99.6 percent of the population, aka the silent majority.

He is a resident and voter who is a part of that silent majority, who happens to think Ashton Gardens (AG) is a worthwhile project, a development that would serve Bartlett well.



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- AG is probably the most interesting commercial (proposed) project outside of Brewster Creek to come to Bartlett in many years.
- The executives from Ashton Gardens looked all over the Chicago suburban area and chose Bartlett.
- Ashton Gardens believes strongly in making it work and they are willing to spend a large sum of money to make it happen.
- The likelihood of success would be high because there is no end in sight to brides and couples looking for a place to celebrate their weddings.
- AG would take a property that has been vacant since 1963 when the property was annexed to the Village and develop it and put it to an exciting use.
- Although the AG project is outside the area of the Bartlett TOD Plan, this might just become the start, the catalyst to jumpstart the TOD development and other positive activity in downtown Bartlett.
- Just think, Bartlett along with Ashton Gardens, might just become a real destination in the Chicago area, having the one and only venue such as this.
- Visitors might just like what they see and want to move to Bartlett to live or to start their businesses.
- The property is zoned for Commercial and AG has a plan.
- AG will change the property tax status from a vacant/undeveloped property to developed and will pay higher real estate taxes as a result.
- AG will bring sales tax revenue to the Village.
- AG will bring jobs to Bartlett.
- Limited hours of operation Friday & Saturday 9:00 a.m. to 12:30 a.m. and Sunday 9:00 a.m. until 10:30 p.m.
- Limited hours of operation during the week for deliveries and public visits.
- Outer perimeter will be landscaped with an aluminum, wrought iron like fence with a variety of landscaping, trees and shrubs.



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- Inner perimeter (residential), will include an 8 foot wood stockade fence along with heavy landscaping, trees and shrubs.
- Remember, this property is zoned commercial and could become another strip mall with many unknowns and in operation 24 hours per day, 7 days per week.

He hoped that the Board understands that he is speaking for more than myself. He is speaking for the silent majority, the 99.6 percent of the residents of Bartlett who did not attend either of the public meetings to voice their opinions. It is possible that their silence is a form of acceptance for the project.

May the discussions during the Committee of the Whole be positive, upbeat and beneficial to all. In the end, he is hoping that you rule positively for Ashton Gardens and move the project on to a meeting of the entire Village Board for approval.

The Ashton Gardens project just might benefit all of Bartlett. We are hoping that you will do what is right and best for all of Bartlett. He thinks that we can say that with this project, the “glass is more than half full.”

Trustee Carbonaro referenced the picture that was submitted earlier and he asked the Chief if there would be problems with emergency vehicles if there were cars parked on both sides of the street. His understanding was that these vehicles would be towed – correct?

Chief Williams stated that during a significant snowfall there is no on-street parking – they would be towed.

**Adam Newman, Evanston, IL – works for Cynthia Borbas who circulated petitions**

Mr. Newman submitted petitions with 68 names and stated that he did not want to get into the statistics or the math about what a minority 68 names are. As elected officials, you know how difficult it is to get signatures and how hard it is to get people to come to meetings. People work really hard and don't really want to get engaged in politics especially after such a mess this election season. They expect their local leaders to do the right things and it is hard to find childcare and so the fact that there is so much outpouring, especially from the people that are most concentrated, says a lot.

**Ann Marie Westfall, 109 S. Western Ave.**

Ms. Westfall stated that this town is always glad to have new businesses opening up. Recently in the Examiner, there were several new businesses that will be opening - It is called economic growth. The way the economy is with no jobs, Mr. Schreiber is going to employ people and is a good thing. Mr. Schreiber has brought a very well-thought-out



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plan to the Village Board and the people of Bartlett. He has always been very cooperative with the Board and changes that were asked of him. He also addressed all the people's questions and concerns at the last meeting. The people that bought the houses where Ashton Gardens is hopefully going to be built, knew that the property was zoned for commercial use and that is the chance that you took when you bought your house at that location.

**Scott Ummel, 225 John Drive**

Mr. Ummel stated that a lot of the statements that were made tonight by the petitioner himself and some of the staff members have no credibility to those statements. There are no statistics to back it up or companies that got these decibel readings. One thing that he learned in school is the fact that when you write a paper you have to cite your sources and it is illegal not to do so. For someone to come up here and say that there was a crime report written and they looked into it and there are only four. Where did you get that information from? Who is the town that reported that? Where is the paperwork that says that? Another thing he noticed from taking criminology classes is if you are a witness or on the stand you were not supposed to put your own feelings or opinions into a case. For some of the staff members to be up there and say what there was a nice overhang or nice windows shows the level of unprofessionalism on this point.

Mr. Plonczynski stated that he is not an architecture designer. He was trying to express the desire of the windows.

**Margaret Territo-Erdman, 220 Dallas Drive**

Ms. Territo-Erdman stated that they have had their difficulties with the businesses staying open and populated in the downtown area for many years. She didn't think this venue was the right place for this neighborhood area. She didn't think the parking was enough with only 120 spots. If you have two events going on with 150 guests plus 30 to 40 workers, there will be overflow and she feels sorry for the folks who will have excess flow parking on their streets. She didn't think it would help the businesses in the downtown area. She mentioned the two other banquet venues and she wasn't sure but she didn't think they were packed all the time. What happens in 5 to 6 years if they don't succeed in their business and we have another empty building or vacant business. The fresh market has been empty for a long time and do we really want another empty building.

President Wallace stated that we can absolutely, 100% control parking on Lido Trail. He has heard that repetitively and it was one of his concerns as well. He agreed with one of the resident comments that when people are late they may choose to park there but if that car is not there when they get out, they will wish that they didn't. There are controllable's involved with this parking question and part of those controllable's are something that the Village can enforce and it is an additional revenue stream.



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He stated that several people have mentioned that this venue is in direct competition to a taxpaying body right now and he has a tendency to disagree with that statement just because of the price level at which this organization operates. It is well above the price level of Villa Olivia or Bartlett Hills. As Mr. Schreiber stated there are only 52 Fridays and 52 Saturdays and you only book 20% of your venues, the hardest thing is to get people to come and look at the place. If you have people coming from other venues that are going to drive right down the street on the same day and look at that venue and it's part of the challenge of booking your banquet hall. He believes this an enhancement to the number of events we can have at all of the locations. He also agreed with Mr. Koziol, there is a very silent majority, he wanted to make this clear, he has heard from a very silent majority that they are very, very interested in seeing this move forward. He thought it was important that everyone here this. We have a continual environment in this country with retail jobs shrinking and shrinking because everyone is buying online. If we are going to think about a strip mall there eventually, we are having a hard enough time filling those stores and the other strip mall right across the street. You have this shrinking environment of retail jobs so you are going to have some kind of service environment there that will be a food store or restaurant or something in that state law that they will not like at all. The service-oriented jobs are the biggest growing market. The amount of time that it would take us to replace this particular location with a similar type business would be very unusual.

Trustee Deyne stated that he said just about everything he wanted to say. We talked about vacant buildings and he is going to hitchhike on what President Wallace said. He was going through the permitted uses in B-3 and he won't read them all but they do include: convenience store, garden supply and feed store, meat markets, supermarkets, postal distribution, those would not require any special behavior. You could wake up one morning and have a strip shopping center there. He spoke about the vacant Gorski Plaza and his fear is that if we talk about vacancies, if we do strip shopping centers, the potential of having vacant spots would be greater on what we would possibly have here. In essence, when we look at this, in lieu of some of the other uses we possibly could have on that property are special uses. These would include animal hospitals, dog kennels, automobile repair shops (including major repair), automobile and truck sales, banquet halls, car washes and it goes on and on. It is zoned B-3 and we can't regulate specifically what will be there. We have to treat this as the project that's been presented before us this evening. We don't regulate dentist or other medical offices, hair salons, restaurants and that is not the purpose of this Board. If somebody wants to make an investment in the community they have rights and we don't regulate. He agreed with regulation of the parking and felt that it would resolve any potential problems. We represent the entire community and that was brought up with the silent majority. We have to take a look at what this could potentially bring to the Village and the amount of jobs, the amount of revenue and tax dollars. Right now the property is vacant. Isn't it about time we do something with this parcel of property? He would like to see it move forward.



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Trustee Hopkins stated that one of his issues is parking. How would we regulate parking on Lido Trail.

Chief Williams stated that with a snow event they would tow the vehicles. As far as preventing a car from parking there, it's easier said, then done and they would get a citation. If that became a problem, we work with the community and the business owner to do more signage more high visibility patrols on those particular events especially if we were to get communication from the owner that he will have an overflow evening. They could put staff out there to help the neighborhood and that would be a primary concern of theirs.

Trustee Hopkins stated that the first step would be ticketing cars?

Chief Williams stated that it would be ticketing cars and removing them in a significant weather event and also working with the owner in the neighborhood to make sure that their presence is known as a preventative measure. We would have to monitor that to determine how much proactive efforts were needed in that neighborhood during a significant event.

Trustee Reinke asked if he proposed banning parking on Lido and Hillandale?

Chief Williams stated that you certainly wouldn't want to do that on both sides but that would be a question of the Board. If the Board wanted to prevent it altogether it would just be a matter of simple signage.

Trustee Reinke stated that if they ban parking on one or both sides of the street, this is somebody's neighborhood. People park on the street.

Chief Williams stated that the unintentional consequences of that is if they have an overflow in their driveway.

Attorney Mraz stated that we currently do not have restrictions for residents to have permits, etc. If it became a problem it could be something that could be adopted. We typically say parking or not on one side of the street but that limits the parking for the residents of the neighborhood.

President Wallace stated that it is a doable thing. He has been to many, many different locations in his years of traveling to sporting events where signs say "no parking here during game day". Wheaton towed a bunch of cars one day when people were ignoring the sign. There has to be a workaround for that particular situation.

Trustee Reinke asked if the workaround is a parking permit?



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Attorney Mraz stated that is an option if it became a problem.

President Wallace stated that only 2.2% of the events are 250+ and 16.3% are 200+. He stated that he certainly wouldn't want to park on Lido and have to go all the way around the berm and the fence to get to the chapel. He would just assume to be a little later and take the shuttle.

Trustee Camerer stated that now that we are able to accommodate bigger weddings at Bartlett Hills, what are the parking accommodations there and do we ever have issues where there is not enough parking?

Mr. Petersen stated that they could have more difficulty during the day on weekends when the golf course is full and they have wedding showers where they would have a 50, a 60, and an 80 at the same time. Once all of the permanent tee-time people leave on the weekend nights, even if they have a wedding with 230 people (10% of events), they have 206 parking spaces and it's never a problem.

President Wallace stated that it is the theory that no one goes to a wedding by themselves.

Trustee Reinke stated that looking at the diagrams it appears there is no sidewalk or bike path on the east side of the property and he asked if that was true.

Mr. Plonczynski stated that there are sidewalks on Prospect and a path on Devon that will remain.

Trustee Reinke stated that this is a tough one. He thought President Wallace's and Trustee Deyne's points are well taken. When you look at the uses in the B-3, they are undesirable for a residential neighborhood. One of the themes from one of the hearings was "would you and your family want to live next door to this". That is a great question because we all live here and have families. If the question was "would you rather live next to a strip-mall or this banquet hall" his answer would be that he preferred to live next to the banquet hall. He stated that he has experience with strip malls and if it is five or seven tenants in a strip-mall, it is problematic because each one of them is going to be doing their own thing. He thinks this is a much more desirable use than a strip-mall. At the same time he can't get his mind around this parking issue. If we ban parking on Lido and Hillandale it will be problematic, is the 135 spaces going to be enough, maybe or maybe not, what about snow, what about people that park goofy. It is problematic for him and we can't flood these peoples neighborhood with cars. The 390 extension is another thing he hasn't heard in these conversations. He thought it was important to talk about because wasn't the current design to have North Avenue as one of the off ramps?



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Mr. Plonczynski stated that was in the conceptual plan for the future of the Elgin O'Hare.

Trustee Reinke stated that if we have cars coming down North Avenue and they decided to zip down Prospect than that can be a bear. The traffic and the parking here make it very difficult to support this.

President Wallace stated that he disagrees. They are both controllable things.

Trustee Deyne stated that there have been a number of concerns regarding the traffic. He wanted to address that the facts that they have were not just created. Staff has put a great deal of time researching and putting these numbers together so the Board would have information and could make an intelligent decision. A traffic study was submitted by the petitioner and our consultant reviewed and concurred with the findings of the petitioner's findings. We did, under a FOIA request, receive incident reports from the other locations that the petitioner has and found that there was little to no police activity. Everything was minor as the petitioner stated and he was not lying. He also wanted to mention the decrease in property values and stated that the numbers presented this evening were researched and we did see over a five year period, a 17-18% increase in property values. This has not reduced property values. He agreed with Trustee Reinke on the parking issues but when you talk about the number of events that they will have on an annual basis, parking issues will be confronted with will be a small percentage of the events that he will have. He does not think that will be enough to preclude the project from moving forward. He felt that between the staff and the police department they could deal with the parking situation.

Trustee Arends stated that she believes fully in the free enterprise system. This is what has made this country great and she thinks that the use on this property is far superior to another strip-mall. If she lived on an adjacent street, she would much rather see this than a strip-mall. As far as the traffic goes, we have done our due diligence on that and addressed most of the objections. She respects the fact that the people that live there are all of the sudden being asked to put up with development there. After all this time, I might be a little perturbed too. We cannot dictate exactly what goes in a certain area specifically. The only thing that this petitioner is looking for is some leeway on parking. He has cooperated and gone beyond what we have requested of him. For that reason, she thinks this is a good use and should move forward.

Trustee Hopkins asked Mr. Plonczynski if he knew of any other communities that use commuter property to shuttle patrons back-and-forth?

Mr. Plonczynski stated that he didn't know about shuttling but the use of the Metra lot is regularly advertised for business use after the Metra hours. Our businesses in the downtown district do use this parking.



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Trustee Arends asked if this were to go through would the petitioner join the Chamber of Commerce.

Mr. Schneider stated "absolutely". They don't want to take advantage of anyone or any part of the city and he felt they demonstrated that with all the concessions and all the efforts that they have made. Once they get in, they are part of the community. One of the things they do relative to parking is to publish in advance, meet with their security and discuss all of the events on every detail including parking. The security is to protect the guests, protect the business, manage parking to whatever it is that they feel is necessary including protecting neighbors and their interests. The local law enforcement person will know, if they so desire, what events are happening, when they are happening, and how many guests will be there. If someone attending their event parks illegally, they want them towed. They are part of the community and most of the guests that attend these events are not part of the community. They do not want them to take advantage of any special treatment at all. They will take every effort in communicating and partnering with whatever is asked of them to help manage things. That is part of their business model and part of the way they run their company.

Trustee Camerer stated that not everyone is going to drive to the wedding and leave, some people stay overnight. At his son's recent wedding in Bartlett they had people stay at a hotel and the hotel provided a shuttle service back and forth. Not everyone that comes in for a Saturday night wedding, especially when they're coming from out of town, are going to leave and drive off.

Trustee Carbonaro stated that they annexed this property back in 1963 and it has been empty ever since. When he moved here in 1985 Prospect went from Stearns to Country and there was no connection to Devon. If you wanted to get to Devon you would have to drive around. When they sold the farm, they put in Wilcox and Amherst. The whole area was still unincorporated. It has been sitting there empty for over 50 years and he thought it was time they put something there. It will bring in the revenue to the Village and he agrees with Trustee Deyne that we don't restrict businesses in town because we have eight pizza places, 14 dentists, 11 hairstylists, 7 nail salons, 12 restaurants which include fast food, 11 places to receive physical therapy or chiropractic services, and 9 cleaners. We are only at 2 wedding facilities so maybe we should try third one.

Trustee Deyne stated that he was not a parking expert but we are on the same page as far as parking stickers or permit parking. He wondered if the petitioner could have a master list of the people in the neighborhood and when he has a large wedding that would require additional parking he could place "no parking" signs in the neighborhood.

Trustee Reinke stated that the next step is to move this on to the Village Board for a vote. The objections and the failure to receive a positive recommendation from the ZBA both require a vote of two thirds of the Trustees. The Mayor's vote would not count



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because of not having the positive recommendation from the ZBA but the neighbors petitions that require two thirds of the Trustees votes for the Special Use. He stated that four trustees would have to vote in favor for this to pass. He thought that the petitioner and the audience has a good idea of where they are all at.

### Downtown TOD Plan

Mr. Plonczynski stated that the downtown TOD plan put forth a vote at a previous meeting where it was tabled to the October 18th meeting. There was also a discussion to bring it back to the Village Board Committee prior to that meeting. There were some concerns expressed at that meeting concerning business owners in the Bartlett Plaza not being fully aware of the plan. Subsequent to that meeting the staff has visited and handed out the TOD plan to all the businesses in the Bartlett Plaza and talked to several of the business owners to answer their questions and concerns about the plan. In addition, our consultant from SCB prepared a memorandum regarding the section on implementation strategies of the plan. It basically emphasized that it is just a plan, it's conceptual in nature and it is also flexible. All plans have to be implemented, have a developer who is interested in doing something and there has to be support from the Village Board, Plan Commission and the Zoning Board for that type of implementation of the plans.

One of the residents assumed that there would be a loss of parking. Let's assume that there is this loss of parking because there is a road being put in. How are we going to deal with that?

Mr. Plonczynski stated that with any development that occurs, the Board reviews the project and considers the implications just like they are doing with Ashton Gardens. That is part of the review process.

Trustee Reinke stated that if they don't like what they see then they can kill it.

Administrator Salmons stated that you do what Metra has us do. We look at some development in downtown and if we want to use the parking that we have, we replace it somewhere else. If there were compelling reasons why this road had to fill in and it's taking away from parking she would think it would be the responsibility of the developer to replace it in a location where it is convenient for that which was there before.

Trustee Camerer asked that the audience be allowed to make comments. He stated that part of the reason he was concerned about this even though it was a conceptual plan is that it has the potential to dispose several service oriented businesses in a Plaza without having a plan where to put them. Who's going to provide buildout and shift these businesses and keep them in town. You also have a plan that potentially takes



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down apartment buildings. Who is going to be taking on this project? He also looks at it from a historical perspective and how the downtown has conceptualized change through bringing in condominiums and townhomes but it didn't bring change instantaneously. He wanted the Board to be concerned about the businesses and how to keep these businesses in Bartlett. One of the statements in the plan says that 50.4% of the businesses in downtown Bartlett are professional, medical and service businesses and yet the study would displace 20 businesses in Bartlett Plaza without a plan of saying where they will put them. Are they going to build the commercial places first before they tear down a part of the building? It is so vague in how they talk about tearing down the east side of the shopping center as well and as part of the north part of the parking lot for a road. Where does it stop? We lose our post office? If this plan is conceptualized to do this, do you think that this post office is going to move to another location in Bartlett with the postal economy being the way it is, we could have our doubts and potentially lose it. The other concern he has is that he does not want to give the impression to businesses that may be viable businesses to come into the shopping center that why should they bother since it's going to be torn down anyhow. He thinks they should be careful about portraying that vision and the prospect of looking at things into critical overview. He also takes issue with the fact that somehow we are saying to build more apartments because that is going to bring in more people and revitalize the downtown area. If it does, it will not be quick. Somehow we are gearing these apartments to people in their 20's and the seniors 55 to 74 and 75+. The last time he looked those are not age groups that have expendable income to get out and live in a \$1,600 apartment and every night go out and eat. He liked some of the changes that were made and felt that it gave them a little more direction... although it is not in a direction he is so certain of.

Christine Carlyle from SCB stated that the plan was done with the Steering Committee and they talked to a lot of businesses, had pre-community meetings, not a lot of input from people throughout the community about this. It is a series of actions for the downtown. The main purpose of the plan is to enhance the downtown area to look at various sites where it can have future development. Her emphasis was to create a series of options for the Village, create a roadmap and to think about development as a sequence and that you can do one or the other. When they met with the Gorski's there was a focus on the fact that they had a grocery store space that was obsolete and they knew that. They were not going to put any more money into it and there was no viable option for them in terms of today's commercial value for the site. It has a lot more value as residential. They looked at ways to make the very large block that goes north of the railroad tracks to Devon to Prospect and over to Main Street and how to break it up so you could have some other through traffic to serve those businesses. The issue of the parking could be accommodated by creating the right-of-way for the apartments. Every one of these recommendations will take a lot of coordination. Development doesn't just take place from a plan. The next set of sequences is if there is a developer or if it is Village initiated, looking at the infrastructure, water, sewer and how it services some of



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these properties. There are many different elements to implementation and you have to be talking to your businesses on a regular basis because it is very, very important that everyone is accommodated. You have 20% of the Bartlett Plaza that is vacant so there is an opportunity for moving some of the businesses into that area. She understood that moving has significant costs and if there was a TIF in place, funds could be used to help mitigate those kinds of concerns. There are many different processes for implementing any of these recommendations and one of the first steps is to have a plan in place which you can say, in general, we agree with these elements. Each one of them will be a planning process and you will be meeting with each other and your prospective developers. In terms of the point of apartments and senior housing in millennials, there is a lot of data out there and she would be happy to send him a report in terms of where the growth is projected in the next 20 to 30 years. It will be from two generations. There are big chunks of people who have been waiting a long time in their lives to make decisions and the millennials have been strapped with a lot of debt. They are looking for places to go and communities that have access to trains and other amenities are benefits for them because they are looking for little more open environment. A lot of seniors have been held back from selling their properties and want to stay in the community. We can offer them a little more carefree lifestyle and apartments. Those things are out there and there is a lot of real estate data. She thought it would be an important thing to make sure for your community that you can have places where people can buy into and not necessarily a single-family home.

Trustee Camerer stated that he is not saying that millennial's and seniors wouldn't want apartments, he is just that he doesn't know if that particular age group is going to revitalize the downtown area. He didn't think she has statistics that the twenty-some-things revitalize cities.

Ms. Carlyle stated that they have actually have statistics in this region. They have been working with Palatine on their downtown area and a good percentage are in those two brackets. They have looked at a variety of different communities and thinks that there are real benefits from both of those groups.

Trustee Camerer stated that he is not saying that there are not benefits to having groups there but he disagrees that this age group will bring expendable income. He asked what happens when a landlord can't rent out a \$1,600 a month apartment. He will have to rent it and will be bringing in a lower income housing group.

Ms. Carlyle stated that right now you have a phenomenal rental vacancy rate - it's like 98% is occupied and that is pretty amazing in Bartlett.

Trustee Reinke stated that he hears two different conversations going on and one reminds him of George Koziol's statement when the TOD plan was first up. He stated "this was a good plan and you might not like all parts of it, don't vote it down just



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because you don't like one part of it". It sounds like there are parts of it that we don't like and he is not a big fan of the apartment building on Western and Bartlett Avenue. It does not make sense to him but they are not voting on that. There's nothing magic about this plan but nothing magic about development. It is part of what he does for a living, and it is very difficult. Let's take Bartlett Plaza for example, the Gorski's could sell that place from under you. You probably have a written lease, there is probably a provision where you will consent to that sale and what is the subsequent buyer going to do. That can happen for each and every parcel in this area. It can be sold out from under you unless you own it. They are going to be constrained by their legal obligations and he can't imagine that the post office is going to roll over and walk away. He understood what he was saying but it's a very organic, long-term process. If there is a market for the millennial's and they wanted apartments and then some developer is going to figure out a way to make it work monetarily. If they don't, you have plenty of examples of that in town while developers think they are going to charge a fortune for downtown space and then we can't keep the business down here. That pie-in-the-sky thinking – those are the bad developers. The good developers have an idea of how much things are going to cost and what they need to make on the other side of it regardless if there is a TIF. He thinks it's a good plan, it's not perfect, there are challenges and he could see where it is very scary for particular business owners. This is a long-term plan.

Trustee Camerer stated that he likes parts of the plan as well, especially the downtown area. He is happy to see some of the potential areas are built up and have new parking garages. We just need to give it some thought when it comes to small businesses and the impact it is going to have on them. That is the reason he delayed this.

President Wallace stated that he thought it was very effective and he thought that his point was well taken. He shouldn't worry because this is not going to happen until 20 things happen prior. It is disconcerting for people who put their time in the particular area and suddenly somebody bulldozes their place.

Trustee Reinke suggested that they have a sunset provision so every five years it should pop back up and they should talk about it, get input from the residents, see where the market is going, maybe something will happen with the millennial's or the baby boomers. We should renew this every few years and should be part of whatever we are going to vote for.

Administrator Salmons stated that they can write that into the final.

Trustee Carbonaro asked if it was going to take them six months to approve this? Batavia recently passed a \$40 million downtown renovation in about six days. Maybe they are used to having businesses downtown, he didn't know. This is a visionary plan that has taken a year to put together. There were four meetings at 7:00 PM and he



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didn't see anyone else at those meetings except Trustee Deyne. If you had concerns, you should have gone to those meetings. There were two daytime meetings of which he took a vacation day and a personal day to show up so they could discuss Village business. This is a Village plan. For you to take your personal business and put this on hold is absolutely despicable Trustee Camerer.

Trustee Deyne stated that no plan is perfect but one of the advantages we have here is that anything a developer would want to do has to come before the Board and go through the process. He thought some consideration should go towards how this will be funded and now we are back to where we were early on when we talked about a TIF. He didn't know if that was the answer but thought it should deserve some consideration.

Trustee Camerer asked staff if they have attendance records for all of the meetings? He asked for records of attendance to be sent to all the Board members so he could know who showed up to every meeting. One of the people that he asked to be on the committee only showed up one time. He stated that he did not show up because his impression was that it was a downtown TOD plan not incorporating Bartlett Plaza. He stated that he has more invested in this downtown than Trustee Carbonaro could ever think about. He has a business here for 27 years, he owns one of the apartments downtown and he has more invested than he can ever think about.

Trustee Carbonaro stated that what he is saying is that his personal business takes over.

Trustee Reinke stated that this matter will be moved on to the Village Board for a vote.

President Wallace stated that they will be taking a five minute recess at 9:00 PM.

The Board reconvened the meeting at 9:06 PM.

### **FINANCE & GOLF COMMITTEE**

#### **General Obligation Bonds for Proposed Police Facility**

Trustee Deyne asked the Finance Director to proceed with his presentation.

Finance Director Jeff Martynowicz stated that the Board has been looking at plans and discussing a new police facility and we are now coming into the process of proposing a financing plan for that police facility. The bond ordinance in the packet tonight is one formal action to be taken by the President and Board of Trustees to approve general obligation bonds which will be issued for the purpose of financing and constructing a police facility. Most importantly this ordinance establishes a parameter style ordinance



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which means that the final interest rates and other repayment concerns of the bonds are not set forth the ordinance but rather the ordinance established parameters which act as limitations that must be followed when the final terms of the bonds are established. The ordinance delegates the final approval of those terms to the designated officers which are the Village President, Clerk, Treasurer and Finance Director on some statistics or parameters of the ordinance. We are including a maximum amount to be borrowed at \$16.2 million with a \$3.8 million contribution from the Village. The maturity date would be in 2037 and an annual maturity amount of \$1.42 million and a maximum interest rate of 7%. We had a question tonight about the 7% and that is very flexible and Tom Gavin with RW Baird, who serves as our financial advisor, can explain the process of issuing bonds. They looked at what \$16.2 million would mean to a resident on a \$250,000 home and that would increase the property tax bill by approximately \$88.76.

Trustee Hopkins stated that one thing that jumps out at him is the parameters for the interest rate. It is 3.985% and the maximum amount is 7%. Obviously, he didn't think it would ever reach the 7% but in the event it does, it makes the police facility not feasible. The tax rate on a resident would be well above \$88 per year. Is that something that can be changed?

Tom Gavin from RW Baird stated that what is in demand right now is premium bonds that bear higher interest rates but give you more money for the amount you borrow. You would actually issue your bonds on a premium structure. He stated that 7% is a little bit generous and they could cut that down to 5% if that were acceptable. That would give them plenty of room to allow for premium bonds that would get better financing.

Trustee Hopkins stated that he thought 5% was a lot better than 7%.

President Wallace stated that it is all based on the market. You're not going to create any magic but he agreed that some kind of would make you feel better.

Mr. Gavin stated that they will be accepting bids for the bonds and expect many bids so it should be pretty tight.

Trustee Reinke asked if they get good bids, is it possible that this \$88 projection is going to last?

Mr. Gavin stated "sure".

Trustee Reinke stated that \$88 scares him. He looked at his tax bill and the Village portion is \$617 and if you raise that \$88 that is like 14%. That is a lot of money for people especially when we are getting hammered by other taxing districts.

Trustee Deyne asked if there were any other options.



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Trustee Reinke asked if there was a way to push the cost down on this.

Trustee Arends stated that we should thank our lucky stars that we have such a good bond rating because that in itself is quite a bit to do with what the options will be on these bonds.

Trustee Reinke stated that this new ordinance designates officers who approve the bonds and their three people were authorized to approve it. Is there a way that in the event it goes  $\frac{1}{2}$  a percent over the 3.98% that it comes back before the Board for a final approval?

Attorney Mraz stated that is the point of the 5%. The bond rates change daily.

Mr. Martynowicz stated that if the bids came over the parameters that were set in the ordinance they would have to reject the bids and they would come back and start over again.

Attorney Mraz stated that one of his clients at the Schaumburg Park District have done this parameter style ordinance every year for at least the last 5 to 10 years and it has worked well. You actually captured, timing wise, some of the best market that is available even though it's a little disconcerting because you haven't done it this way and were giving up a little control. He thought that Mr. Gavin can explain this a little further.

Mr. Gavin stated that they work for the Village and have a fiduciary duty to the Village. His goal is to make sure the interest rate is as low as possible and to look towards structuring the bond issue to allow premium bonds allowing a broader investor base to pay attention and want your bonds. It is just really shining the blue light special on Bartlett bonds versus all the other hundreds of bond issues that are done every week. Everybody is searching for investor attention and when you offer flexibility, investors are more likely to care about your bond issuance and that drives interest rates down.

Trustee Hopkins asked how many times they will solicit bonds over the course of one year?

Mr. Gavin stated that he handles about 30 to 40 transactions per year. His office in Naperville handles about 75 transactions per year.

Trustee Hopkins asked if when this goes before the Board for a vote is there any way we can list the cost to other home values just to be more transparent?

Administrator Salmons stated that it will return to the Board for a final vote at the appropriate time.



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**POLICE & HEALTH COMMITTEE**

Trustee Carbonaro stated that the Village Board approved the contract for architectural services for a proposed police facility with Williams Architects on June 21, 2016. He stated that this would be the presentation for the floor plans.

Mark Bushhouse, President of Williams Architects stated that his goals were as follows: keep the police facility here on this site, keep the police department in operation through the construction so they do not need to go to temporary facilities, build the right size facility to meet the near and longer-term space requirements and connect it to the Village Hall. He presented several illustrations of the proposed facility. He stated that the new structure will be built while the police remains in the existing building. Once the building is complete the staff will be able to move into the new facility. Most of the existing building will then be removed and they will build a one story slab on grade piece that will complete the project. Along Oak Street to the west there is a piece of property that the Village is working to acquire and they will put staff parking on the site. Right now you have between 42 to 46 off-street parking spaces for staff and patrol vehicles. This plan gets them all the way up to about 70 spaces. There is an enclosed garage to the north that will hold patrol cars and a parking area to the south that will hold vehicles for investigations, some visitors, other police vehicles and they will at least be covered. There is also a garage area in the back that has a drive-through that is a combined sallyport and evidence garage to allow for those uses.

Trustee Camerer stated that one of the concepts they talked about was underground parking.

Mr. Bushhouse stated that this is a slab on grade one story garage area. This was all about budget and this was the least expensive way to provide amenities. He stated that there is a basement area under this structure for additional storage.

Trustee Deyne stated that he did not see the existing Fire Barn.

Mr. Bushhouse indicated that it still remains in its current location.

Trustee Reinke stated that one of his concerns is how long this building will work for the Village. He did not want to revisit this in 25 years from now. He assumed that as part of the needs analysis they took a look at the reasonable likelihood of an increase in population, increasing officer and staff sizes, do we have some flexibility from here?

Mr. Bushhouse stated that there will be more space in here than the staff could occupy the day they move in. The police department did a review of likely staffing in the year 2030, based on societal trends and expectations from the community. The belief is that this building could be adequate for a long period after that year.



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Trustee Camerer asked if this building would be capable of adding further storage to it?

Mr. Bushhouse stated that his recommendation would be that spending that money now would not be in their best interest and there may be other options available in the decades ahead.

Trustee Camerer stated that this is the problem they had before. Nobody had the foresight to build or didn't think they would need to put a second floor on the building. If they did then we would just be building a second story instead of a whole new facility.

Mr. Bushhouse stated that they can only conjecture what the people were thinking those years ago. The stories that they have heard was that the building was completely full the day they moved in even though the Village projected significant growth at that point. Budgets are what they are and you can't throw stones at people in the past because everyone has to make it work in their own day.

Administrator Salmons stated that some of those people from the past are still here. The reason why the Village did it that way was because they were not home ruled and the Board was absolutely convinced that they were going to stay within their budget. They did not have the option of looking at the needs or going through the process. As a non-home ruled community this was where they could be and they made it fit. They knew it was not going to last into perpetuity but they did the best they could. The reason they did not put on a roof that could support a second story had to do with the cost involved at the time. When they designed the current building, the Board said it has to be built to last into perpetuity and will last long beyond. They did what they did out of a conservative nature because they did not want to spend the money.

Trustee Reinke stated that it was just a recognition that they want to make sure that going forward they are in a different position and will do it right.

Mr. Bushhouse continued with the floor plans and spoke about the flow and general layout. He stated that the idea of this design, besides being very functional and efficient, is to enhance and grow the department sense of one group of people working together, talking, sharing information. A very horizontal sort of organization with a huge focus on customer service. An officer's ability to get to and meet with the public to service them well has been a driving aspect. He stated that they are looking for the Board's positive concurrence that they are on the right track and in a good position on design. Their goal is to finish the schematic design next week and prepare those documents in a finished way and give those to staff. The staff has been reviewing the qualifications and interviewing potential construction managers. Your first task will be to take the schematic design and go vet and review the cost estimating for the project to verify that they are on budget.



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They showed a video of a fly around showing the proposed new facility and surrounding area which will be published on the website.

Trustee Deyne asked if they were going to do anything with the pump house?

Administrator Salmons stated that they will when they decide upon the future water supply and then be able to remove that completely.

Mr. Bushhouse stated that they will come back to the Board once the construction manager has done the cost estimating and that is when they will ask for the official approval of the schematic design. Once they get that approval they will continue with the design work and they are looking to get the shovel in the ground this summer. The completion will be done in late 2018 which is in the range of 14 to 16 months.

Trustee Hopkins asked if they have done any cost estimates so far.

Mr. Bushhouse stated that they have and it shows \$20 million-\$22 million range. They understand that \$20 million is the maximum and expect to come back for formal approval with a facility that is at or below \$20 million.

Trustee Hopkins asked if it would be possible to get an option if they were going to cut +/- \$4 million from the plan?

Mr. Bushhouse stated that there are certainly things they could look at. Would they have impact on the police department's meeting the longer-term goals or impact on providing good parking for the patrol vehicles. These are certainly things they could explore if that is what is important to the Board. His thought is to let them get this estimated by the construction manager and they can find out where the money is going for the different parts. If it pleases the Board they can show some of these pieces cost and they could be debated.

Chief Williams stated that they have been working overtime, making sure that this meets with the primary goal and that it is not coming back saying that "they wish they would have". At the same time being very conscious on cost and not being extravagant at all but not coming back saying "we should have". He stated that this has really been, almost a scientific effort to try and create a healthy balance for everyone. That being said, of course they could explore it.

Trustee Hopkins asked if they worked value engineering in from the start.

Mr. Bushhouse stated that they have been contemplating structural methods, HVAC methods, phasing methods, from the years of experience that they have. They are always looking for ways to provide maximum building for the best dollar. When the



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construction manager gets on board, that is one of those early things that they do as they get to understand the cost estimating, they are also reviewing with them the systems and techniques that they thought would be very efficient for the building and getting their feedback while working together to give the Village the best value.

Trustee Hopkins asked if they always worked with a construction manager.

Mr. Bushhouse stated that they do about 90% of the time.

Trustee Hopkins asked if it makes his job easier.

Mr. Bushhouse stated "yes", it brings the right kind of professional knowledge to do the things that they are better at than they are, such as cost estimating, construction phasing, etc.

Trustee Reinke liked the idea that they were using permeable pavers for some of the parking lots so they are not putting out the neighbors. He knew there was a cost trade-off to this that if they could make it a little more user-friendly he thinks it's a great thing.

Administrator Salmons stated that there were just minimal land costs. She thought this will be a great addition to downtown Bartlett. Staying in downtown Bartlett not only saved them money but they will be putting a great-looking building in the downtown that will always be here. The people who come here and work here have to eat lunch somewhere so you are putting a lot of people into downtown Bartlett and it is a real commitment to the downtown and the businesses that we are going to stay forever.

Trustee Deyne asked what concept we were following as far as being "green".

Mr. Bushhouse stated that they will be as green as possible. This is all about efficiency. They are selecting electrical, mechanical and lighting systems that are extremely efficient uses of energy. They are insulating the building very, very well. They do look for opportunities for recycling but they also have to compare that to the possibilities of these materials ultimately themselves are recycled and frankly are they going to last a long time with the kind of use and abuse a police station gets. Frankly, one of the most environmental things they can do is build this facility tough so they are not having to remodel, fix, rework this thing. They built them tough and it will easily be a lead ratable building if they want to spend money to do that.

He stated that the staff has thrown themselves into this with great effort, great vigor. They have met with him many, many times. They have vetted the designs, disagreed often, argued periodically, all in positive ways. They have pushed them hard to get the best design possible and a lot has been invested but they have great momentum and a



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design that we are both excited about. This is going to be an excellent, good functioning police facility.

There being no further business to discuss, Trustee Deyne moved to adjourn the Committee of the Whole meeting and that motion was seconded by Trustee Camerer.

**ROLL CALL VOTE TO ADJOURN**

AYES: Trustees Arends, Camerer, Carbonaro, Deyne, Hopkins, Reinke

NAYS: None

ABSENT: None

**MOTION CARRIED**

The meeting adjourned at 9:44 p.m.

Lorna Gilles  
Village Clerk

LG/

**VILLAGE OF BARTLETT**  
**DETAIL BOARD REPORT**  
 INVOICES DUE ON/BEFORE 10/18/2016

**100-GENERAL FUND REVENUES**

**480601-MISCELLANEOUS INCOME**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 GANI KERIMI	PARKWAY TREE REFUND	50.00
<b>INVOICES TOTAL:</b>		<b>50.00</b>

**100000-GENERAL FUND**

**210002-GROUP INSURANCE PAYABLE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 BLUE CROSS BLUE SHIELD OF ILLINOIS	MONTHLY INSURANCE - OCT 2016	255,630.01
** 1 DEARBORN NATIONAL	MONTHLY INSURANCE - OCT 2016	2,782.67
** 1 DELTA DENTAL OF ILLINOIS - RISK	MONTHLY INSURANCE - OCT 2016	15,236.22
** 1 DELTA DENTAL OF ILLINOIS - RISK	MONTHLY INSURANCE - OCT 2016	141.35
** 1 FIDELITY SECURITY LIFE	MONTHLY INSURANCE - OCT 2016	791.32
<b>INVOICES TOTAL:</b>		<b>274,581.57</b>

**1100-VILLAGE BOARD/ADMINISTRATION**

**530115-SUBSCRIPTIONS/PUBLICATIONS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	SUBSCRIPTION/BOOK PURCHASE	84.70
<b>INVOICES TOTAL:</b>		<b>84.70</b>

**532200-OFFICE SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	CELL PHONE REPAIR FEES	135.00
<b>INVOICES TOTAL:</b>		<b>135.00</b>

**541600-PROFESSIONAL DEVELOPMENT**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	CONF AIRFARE/REGISTRATION FEES	797.20
1 IL ENVIRONMENTAL HEALTH ASSOC	CONFERENCE REGISTRATION	80.00
1 TYLER ISHAM	ICMA CONFERENCE EXPENSES	182.99
<b>INVOICES TOTAL:</b>		<b>1,060.19</b>

**543101-DUES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 BARTLETT ROTARY CLUB	DUES	193.00
<b>INVOICES TOTAL:</b>		<b>193.00</b>

**543900-COMMUNITY RELATIONS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 A-1 TROPHIES & AWARDS INC	SISTER CITY PLAQUES	242.86
** 1 CARDMEMBER SERVICE	GIFT CARD	125.00

\*\* Indicates pre-issue check.

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1 CENTURY PRINT & GRAPHICS	BUSINESS CARDS	52.50
<b>INVOICES TOTAL:</b>		<b>420.36</b>

**543910-HISTORY MUSEUM EXPENSES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	MUSEUM SUPPLIES	506.66
** 1 SAM'S CLUB	FOOD PURCHASES/SUPPLIES	102.77
<b>INVOICES TOTAL:</b>		<b>609.43</b>

**546900-CONTINGENCIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	LUNCH MEETING/MISC SUPPLIES	190.97
1 COMCAST	VPN SERVICE	8.45
<b>INVOICES TOTAL:</b>		<b>199.42</b>

**1200-PROFESSIONAL SERVICES**

**523400-LEGAL SERVICES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 CULLEN INC	PROFESSIONAL SERVICES	2,000.00
1 LAW OFFICES OF ROBERT J KRUPP PC	PROFESSIONAL SERVICES	925.00
<b>INVOICES TOTAL:</b>		<b>2,925.00</b>

**523401-ARCHITECTURAL/ENGINEERING SVC**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 CHRISTOPHER B BURKE ENG LTD	POTABLE WATER STUDY	3,545.00
1 INTERNATIONAL MINING SERVICES INC	CONSULTING SERVICES	14,512.68
1 LINDSTROM ASSOCIATES LLC	VACANT PROPERTY EVALUATION	650.00
<b>INVOICES TOTAL:</b>		<b>18,707.68</b>

**546900-CONTINGENCIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 CHRISTOPHER B BURKE ENG LTD	SPAULDING ROAD QUIET ZONE	2,707.00
<b>INVOICES TOTAL:</b>		<b>2,707.00</b>

**1400-FINANCE**

**522400-SERVICE AGREEMENTS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 MAILFINANCE	LEASE PAYMENT	426.45
<b>INVOICES TOTAL:</b>		<b>426.45</b>

**529000-OTHER CONTRACTUAL SERVICES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 PROSHRED NORTH	PAPER SHREDDING SERVICES	105.00

\*\* Indicates pre-issue check.

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INVOICES TOTAL: 105.00

**530115-SUBSCRIPTIONS/PUBLICATIONS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 THE KIPLINGER LETTER	SUBSCRIPTION RENEWAL	58.00
		<u>INVOICES TOTAL: 58.00</u>

**532200-OFFICE SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 WAREHOUSE DIRECT	FORMS	83.43
1 WAREHOUSE DIRECT	PAPER TOWELS/BATH TISSUE	22.63
		<u>INVOICES TOTAL: 106.06</u>

**1500-COMMUNITY DEVELOPMENT**

**526000-VEHICLE MAINTENANCE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	64.63
		<u>INVOICES TOTAL: 64.63</u>

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 WAREHOUSE DIRECT	SHEET PROTECTORS	72.15
		<u>INVOICES TOTAL: 72.15</u>

**546900-CONTINGENCIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 LYNN M EVANS	RECORDING SERVICES	848.00
		<u>INVOICES TOTAL: 848.00</u>

**1600-BUILDING**

**511200-TEMPORARY SALARIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 MATT BURRIS	13 PLUMBING INSPECTIONS	390.00
1 ANDRZEJ NYCZ	12 INSPECTIONS	360.00
		<u>INVOICES TOTAL: 750.00</u>

**526000-VEHICLE MAINTENANCE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 MEINEKE CAR CARE CENTER	VEHICLE MAINTENANCE	223.37
1 OIL MASTERS	VEHICLE MAINTENANCE	34.74
		<u>INVOICES TOTAL: 258.11</u>

**526005-PLAN REVIEW SERVICES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
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\*\* Indicates pre-issue check.

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1 FIRE SAFETY CONSULTANTS INC	PLAN REVIEW SERVICES	1,250.00
1 FIRE SAFETY CONSULTANTS INC	PLAN REVIEW SERVICES	2,352.90
<u>INVOICES TOTAL:</u>		<u>3,602.90</u>

**532200-OFFICE SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 WAREHOUSE DIRECT	PAPER	14.51
<u>INVOICES TOTAL:</u>		<u>14.51</u>

**541600-PROFESSIONAL DEVELOPMENT**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 KENNETH BURRIS	REIMBURSEMENT/CLASS REGISTRATION	115.00
<u>INVOICES TOTAL:</u>		<u>115.00</u>

**546900-CONTINGENCIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	COPIES/PRINTS	72.00
<u>INVOICES TOTAL:</u>		<u>72.00</u>

**1700-POLICE**

**522400-SERVICE AGREEMENTS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ALICE BENDIG	SKETCH ARTIST DRAWING	200.00
1 CHICAGO OFFICE TECHNOLOGY GROUP	COPIER MAINTENANCE SERVICE	1,387.01
1 PROSHRED NORTH	PAPER SHREDDING SERVICES	120.00
1 STERICYCLE INC	SERVICE AGREEMENT	160.23
1 ULTRA STROBE COMMUNICATIONS INC	MONTHLY SERVICE FEE	700.00
1 VERIZON WIRELESS	WIRELESS SERVICES	684.18
1 WORD SYSTEMS INC	SERVICE AGREEMENT	2,559.12
<u>INVOICES TOTAL:</u>		<u>5,810.54</u>

**522500-EQUIPMENT RENTALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 VERIZON WIRELESS	WIRELESS SERVICES	1,135.14
<u>INVOICES TOTAL:</u>		<u>1,135.14</u>

**524240-IMPOUNDING ANIMALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 HOME DEPOT CREDIT SERVICES	MATERIALS & SUPPLIES	10.97
<u>INVOICES TOTAL:</u>		<u>10.97</u>

**525400-COMMUNICATIONS - DUCOMM**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 DU-COMM	DUES	148,302.75

\*\* Indicates pre-issue check.

**VILLAGE OF BARTLETT  
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**INVOICES TOTAL: 148,302.75**

**526000-VEHICLE MAINTENANCE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	28.99
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	78.99
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	84.88
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	22.90
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	32.22
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	593.26
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	129.95
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	22.90
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	22.90
1 BARTLETT TIRE LTD	VEHICLE MAINTENANCE	22.90
** 1 CARDMEMBER SERVICE	LICENSE PLATE RENEWAL FEES	310.11
1 MR CAR WASH	SEPTEMBER 2016 CAR WASHES	89.75
<b>INVOICES TOTAL:</b>		<b>1,439.75</b>

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 AUTOZONE INC	MATERIALS & SUPPLIES	13.80
** 1 CARDMEMBER SERVICE	RESTROOM STALL DOOR PARTS	36.40
1 HOME DEPOT CREDIT SERVICES	MATERIALS & SUPPLIES	26.64
1 ORION SAFETY PRODUCTS	FLARES	244.78
** 1 SAM'S CLUB	FOOD PURCHASES/SUPPLIES	209.16
1 ULINE	EVIDENCE SUPPLIES	255.30
1 WAREHOUSE DIRECT	TONER	117.55
<b>INVOICES TOTAL:</b>		<b>903.63</b>

**530110-UNIFORMS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 MTS SAFETY PRODUCTS INC	CROSSING GUARD EQUIPMENT	321.70
1 RAY O'HERRON CO INC	UNIFORM/ACCESSORIES	860.59
1 STREICHER'S INC	BODY ARMOR	600.00
1 STREICHER'S INC	BODY ARMOR	600.00
<b>INVOICES TOTAL:</b>		<b>2,382.29</b>

**530125-SHOOTING RANGE SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 RAY O'HERRON CO INC	RANGE SUPPLIES	1,002.30
<b>INVOICES TOTAL:</b>		<b>1,002.30</b>

**532200-OFFICE SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 STATE GRAPHICS	BUSINESS CARDS	44.00
1 WAREHOUSE DIRECT	WALL CALENDARS/ADDRESS LABELS	168.21
1 WAREHOUSE DIRECT	STYROFOAM CUPS/SUPPLIES	77.35

\*\* Indicates pre-issue check.

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INVOICES TOTAL: 289.56

**534300-EQUIPMENT MAINTENANCE MATLS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 CHICAGO BADGE & INSIGNIA CO	BADGE REPAIRS	21.62
1 MUNICIPAL ELECTRONICS DIVISION LLC	ANNUAL RADAR UNIT CERTIFICATES	1,030.85
		<u>INVOICES TOTAL: 1,052.47</u>

**541600-PROFESSIONAL DEVELOPMENT**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 CALEA	CONFERENCE WORKSHOP FEE	625.00
** 1 CARDMEMBER SERVICE	IACP CONFERENCE REGISTRATION	350.00
		<u>INVOICES TOTAL: 975.00</u>

**543101-DUES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 THE CHILDREN'S ADVOCACY CENTER	ANNUAL DUES	3,000.00
1 IL FIRE & POLICE COMMISSIONERS ASSN	ANNUAL MEMBERSHIP DUES	375.00
		<u>INVOICES TOTAL: 3,375.00</u>

**543900-COMMUNITY RELATIONS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	NNO PICTURES	20.87
1 ROSELYNN FASHIONS LTD	CITIZEN POLICE ACADEMY SHIRTS	184.25
		<u>INVOICES TOTAL: 205.12</u>

**545200-POLICE/FIRE COMMISSION**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 METRO-WESTERN COOK	BACKGROUND CHECK FEES	36.00
		<u>INVOICES TOTAL: 36.00</u>

**1800-STREET MAINTENANCE**

**522300-UNIFORM RENTALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 UNIFIRST CORP	UNIFORM RENTAL	95.92
1 UNIFIRST CORP	UNIFORM RENTAL	95.92
		<u>INVOICES TOTAL: 191.84</u>

**522500-EQUIPMENT RENTALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 COMCAST	VPN SERVICE	2.11
1 TRAFFIC CONTROL & PROTECTION INC	BARRICADE RENTAL	325.00
1 TRAFIC SERVICES INC	BARRICADE/SIGN RENTAL	900.00
1 UNITED RENT-A-FENCE	FENCE/SANDBAG RENTAL	973.50
1 VERIZON WIRELESS	WIRELESS SERVICES	185.75

\*\* Indicates pre-issue check.

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1 VERIZON WIRELESS	WIRELESS SERVICES	22.60
		<u>INVOICES TOTAL: 2,408.96</u>

**524120-UTILITIES**

<u>VENDOR</u>	<u>INVOICE DESCRIPTION</u>	<u>INVOICE AMOUNT</u>
1 COMMONWEALTH EDISON CO	ELECTRIC BILL	20.39
1 CONSTELLATION ENERGY	ELECTRIC BILL	976.60
		<u>INVOICES TOTAL: 996.99</u>

**526000-VEHICLE MAINTENANCE**

<u>VENDOR</u>	<u>INVOICE DESCRIPTION</u>	<u>INVOICE AMOUNT</u>
1 CAROL STREAM LAWN & POWER	EQUIPMENT REPAIRS	179.61
1 KAMMES AUTO & TRUCK REPAIR INC	VEHICLE MAINTENANCE	60.00
1 OIL MASTERS	VEHICLE MAINTENANCE	42.67
1 OIL MASTERS	VEHICLE MAINTENANCE	42.67
		<u>INVOICES TOTAL: 324.95</u>

**527110-SVCS TO MAINTAIN TRAFFIC SIGS**

<u>VENDOR</u>	<u>INVOICE DESCRIPTION</u>	<u>INVOICE AMOUNT</u>
1 MEADE ELECTRIC CO INC	TRAFFIC SIGNAL/STREET LIGHT MAINT	1,001.00
		<u>INVOICES TOTAL: 1,001.00</u>

**527113-SERVICES TO MAINT. GROUNDS**

<u>VENDOR</u>	<u>INVOICE DESCRIPTION</u>	<u>INVOICE AMOUNT</u>
1 C E SMITH LAWN MAINTENANCE INC	LANDSCAPING SERVICES	1,141.43
1 C E SMITH LAWN MAINTENANCE INC	LANDSCAPING SERVICES	616.00
1 CORNERSTONE LAND & LAWN INC	LANDSCAPING SERVICES	800.00
1 SEBERT LANDSCAPING CO	OCTOBER 2016 - LAWN MAINTENANCE	1,057.14
1 SEBERT LANDSCAPING CO	OCTOBER 2016 - LAWN MAINTENANCE	2,785.71
1 SEBERT LANDSCAPING CO	OCTOBER 2016 - LAWN MAINTENANCE	1,217.43
1 SEBERT LANDSCAPING CO	OCTOBER 2016 - LAWN MAINTENANCE	1,571.43
1 SEBERT LANDSCAPING CO	OCTOBER 2016 - LAWN MAINTENANCE	905.71
		<u>INVOICES TOTAL: 10,094.85</u>

**530100-MATERIALS & SUPPLIES**

<u>VENDOR</u>	<u>INVOICE DESCRIPTION</u>	<u>INVOICE AMOUNT</u>
1 FASTENAL CO	MATERIALS & SUPPLIES	188.76
1 FASTENAL CO	MATERIALS & SUPPLIES	87.48
1 NAPCO STEEL INC	MATERIALS & SUPPLIES	556.10
1 SAFETY-KLEEN SYSTEMS INC	PARTS WASHER SOLVENT	325.63
		<u>INVOICES TOTAL: 1,157.97</u>

**530160-SAFETY EQUIPMENT**

<u>VENDOR</u>	<u>INVOICE DESCRIPTION</u>	<u>INVOICE AMOUNT</u>
1 FIVE STAR SAFETY EQUIPMENT INC	GLOVES/SAFETY VESTS	547.00
		<u>INVOICES TOTAL: 547.00</u>

\*\* Indicates pre-issue check.

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**532200-OFFICE SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
J GRAINGER	PAPER TOWELS	70.46
1 WAREHOUSE DIRECT	BATH TISSUE/PAPER TOWELS	293.57
1 WAREHOUSE DIRECT	PAPER TOWELS	87.98
<b>INVOICES TOTAL:</b>		<b>452.01</b>

**534300-EQUIPMENT MAINTENANCE MATLS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 CAROL STREAM LAWN & POWER	EQUIPMENT REPAIRS	144.73
1 CAROL STREAM LAWN & POWER	EQUIPMENT MAINTENANCE SUPPLIES	27.56
1 HAPCO	EQUIPMENT MAINTENANCE SUPPLIES	247.47
1 MARTIN IMPLEMENT SALES INC	EQUIPMENT MAINTENANCE SUPPLIES	427.46
1 RALPH HELM INC	EQUIPMENT MAINTENANCE SUPPLIES	124.44
1 STANDARD EQUIPMENT CO	STREET SWEEPER SUPPLIES	102.09
<b>INVOICES TOTAL:</b>		<b>1,073.75</b>

**534400-STREET MAINTENANCE MATERIALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ALLIED ASPHALT PAVING CO	ASPHALT PURCHASE	1,847.32
<b>INVOICES TOTAL:</b>		<b>1,847.32</b>

**534500-GROUNDS MAINTENANCE MATERIALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ROYAL FENCE INC	FENCE REPLACEMENT	1,200.00
1 TRUGREEN-CHEMLAWN SCHAUMBURG	LANDSCAPE MAINTENANCE	1,050.00
<b>INVOICES TOTAL:</b>		<b>2,250.00</b>

**543800-STORMWATER FACILITIES MAINT**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 EARTH INC	GRAVEL/STONE PURCHASE	1,850.34
1 WELCH BROS INC	MAINTENANCE SUPPLIES	188.23
<b>INVOICES TOTAL:</b>		<b>2,038.57</b>

**4200-MUNICIPAL BLDG PROJECTS EXP**

**585016-POLICE BUILDING RENOVATIONS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 V3 COMPANIES	POLICE FACILITY ADDITION SERVICES	2,900.00
<b>INVOICES TOTAL:</b>		<b>2,900.00</b>

**4300-DEVELOPER DEPOSITS EXPENDITURE**

**585044-STREET GARAGE BLDG ADDITION**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 INSIGHT PUBLIC SECTOR INC	NETWORK SWITCH FOR PW ADDITION	1,182.31

\*\* Indicates pre-issue check.

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1 SCHRAMM CONSTRUCTION CORPORATION	PUBLIC WORKS EXPANSION PROJECT	31,337.40
1 WAREHOUSE DIRECT	BREAKROOM CHAIRS	2,950.00
		<b>INVOICES TOTAL: 35,469.71</b>

**430000-DEVELOPER DEPOSITS FUND**

**262099-DEPOSIT-ORDINANCE 89-49**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 JOSEPH LESSARD	VBR BOND REFUND	100.00
1 JOHN TALAGA	VBR BOND REFUND	500.00
		<b>INVOICES TOTAL: 600.00</b>

**4810-BREWSTER CRK TIF2000 PROJ EXP**

**524000-BOND ISSUANCE COSTS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	TRIBUNE LEGAL NOTICE	4,640.00
		<b>INVOICES TOTAL: 4,640.00</b>

**5000-WATER OPERATING EXPENSES**

**522300-UNIFORM RENTALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 UNIFIRST CORP	UNIFORM RENTAL	36.51
1 UNIFIRST CORP	UNIFORM RENTAL	36.51
		<b>INVOICES TOTAL: 73.02</b>

**522400-SERVICE AGREEMENTS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 WATER REMEDIATION	BASE TREATMENT CHARGE/W-4	10,539.75
1 WATER REMEDIATION	BASE TREATMENT CHARGE/W-7	2,293.33
		<b>INVOICES TOTAL: 12,833.08</b>

**522500-EQUIPMENT RENTALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 VERIZON WIRELESS	WIRELESS SERVICES	185.75
		<b>INVOICES TOTAL: 185.75</b>

**522800-ANALYTICAL TESTING**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 SUBURBAN LABORATORIES INC	ANALYTICAL TESTING	1,305.00
		<b>INVOICES TOTAL: 1,305.00</b>

**524120-UTILITIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 COMMONWEALTH EDISON CO	ELECTRIC BILL	25.09

\*\* Indicates pre-issue check.

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1 CONSTELLATION ENERGY	ELECTRIC BILL	411.46
1 CONSTELLATION ENERGY	ELECTRIC BILL	590.30
1 CONSTELLATION ENERGY	ELECTRIC BILL	528.24
1 CONSTELLATION ENERGY	ELECTRIC BILL	1,842.89
1 NICOR GAS	GAS BILL	267.92
<b>INVOICES TOTAL:</b>		<b>3,665.90</b>

**526000-VEHICLE MAINTENANCE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 OIL MASTERS	VEHICLE MAINTENANCE	40.24
<b>INVOICES TOTAL:</b>		<b>40.24</b>

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 HD SUPPLY WATERWORKS LTD	MATERIALS & SUPPLIES	330.00
1 HD SUPPLY WATERWORKS LTD	MATERIALS & SUPPLIES	250.00
1 HD SUPPLY WATERWORKS LTD	CREDIT - RETURNED ITEM	-206.00
<b>INVOICES TOTAL:</b>		<b>374.00</b>

**530120-CHEMICAL SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 VIKING CHEMICAL CO	CHEMICAL SUPPLIES	1,741.00
<b>INVOICES TOTAL:</b>		<b>1,741.00</b>

**532200-OFFICE SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 WAREHOUSE DIRECT	BATH TISSUE/PAPER TOWELS	293.58
1 WAREHOUSE DIRECT	PAPER TOWELS	87.98
<b>INVOICES TOTAL:</b>		<b>381.56</b>

**541600-PROFESSIONAL DEVELOPMENT**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ILLINOIS SECTION AWWA	SEMINAR FEE	48.00
<b>INVOICES TOTAL:</b>		<b>48.00</b>

**546900-CONTINGENCIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ILLINOIS STATE TREASURER	UNCLAIMED PROPERTY REPORT 2016	72.66
<b>INVOICES TOTAL:</b>		<b>72.66</b>

**570100-MACHINERY & EQUIPMENT**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 DELL MARKETING L.P.	DESKTOP COMPUTER	1,043.30
<b>INVOICES TOTAL:</b>		<b>1,043.30</b>

**500000-WATER FUND**

\*\* Indicates pre-issue check.

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**121054-WATER/SEWER BILLING A/R**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 DANIEL V PIANFETTI	REFUND/WATER BILL OVERPAYMENT	47.82
<b>INVOICES TOTAL:</b>		<b>47.82</b>

**5090-WATER CAPITAL PROJECTS EXP**

**581029-WATERMAIN REPLACEMENT**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 STARK & SON TRENCHING INC	WATER MAIN REPLACEMENT	12,625.00
<b>INVOICES TOTAL:</b>		<b>12,625.00</b>

**5100-SEWER OPERATING EXPENSES**

**522300-UNIFORM RENTALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 UNIFIRST CORP	UNIFORM RENTAL	66.22
1 UNIFIRST CORP	UNIFORM RENTAL	66.22
<b>INVOICES TOTAL:</b>		<b>132.44</b>

**522500-EQUIPMENT RENTALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 VERIZON WIRELESS	WIRELESS SERVICES	185.75
<b>INVOICES TOTAL:</b>		<b>185.75</b>

**524120-UTILITIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 CONSTELLATION ENERGY	ELECTRIC BILL	52.45
1 CONSTELLATION ENERGY	ELECTRIC BILL	89.51
1 CONSTELLATION ENERGY	ELECTRIC BILL	50.84
1 CONSTELLATION ENERGY	ELECTRIC BILL	132.84
1 CONSTELLATION ENERGY	ELECTRIC BILL	81.24
1 CONSTELLATION ENERGY	ELECTRIC BILL	71.00
1 CONSTELLATION ENERGY	ELECTRIC BILL	101.42
1 CONSTELLATION ENERGY	ELECTRIC BILL	81.38
1 CONSTELLATION ENERGY	ELECTRIC BILL	110.59
1 CONSTELLATION ENERGY	ELECTRIC BILL	264.38
1 CONSTELLATION ENERGY	ELECTRIC BILL	169.13
1 CONSTELLATION ENERGY	ELECTRIC BILL	251.88
1 CONSTELLATION ENERGY	ELECTRIC BILL	168.48
1 CONSTELLATION ENERGY	ELECTRIC BILL	400.57
1 CONSTELLATION ENERGY	ELECTRIC BILL	29,791.79
1 CONSTELLATION ENERGY	ELECTRIC BILL	97.91
1 CONSTELLATION ENERGY	ELECTRIC BILL	101.90
1 NICOR GAS	GAS BILL	26.75
1 NICOR GAS	GAS BILL	24.75
1 NICOR GAS	GAS BILL	27.36
1 NICOR GAS	GAS BILL	28.16

\*\* Indicates pre-issue check.

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1 NICOR GAS	GAS BILL	84.62
1 NICOR GAS	GAS BILL	85.18
<b>INVOICES TOTAL:</b>		<b>32,294.13</b>

**526000-VEHICLE MAINTENANCE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 POMP'S TIRE SERVICE INC	TIRE REPLACEMENTS	313.06
<b>INVOICES TOTAL:</b>		<b>313.06</b>

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 HINCKLEY SPRING WATER CO	DISTILLED WATER	27.48
1 NORTH CENTRAL LABORATORIES	LAB SUPPLIES	792.23
1 PETROLIANCE LLC	MATERIALS & SUPPLIES	358.50
<b>INVOICES TOTAL:</b>		<b>1,178.21</b>

**530120-CHEMICAL SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 HAWKINS INC	CHEMICAL SUPPLIES	2,788.80
<b>INVOICES TOTAL:</b>		<b>2,788.80</b>

**534300-EQUIPMENT MAINTENANCE MATLS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 GASVODA & ASSOC INC	EQUIPMENT MAINTENANCE SUPPLIES	783.67
1 LAI LTD	EQUIPMENT MAINTENANCE SUPPLIES	521.28
1 LIONHEART CRITICAL POWER	EQUIPMENT MAINTENANCE	401.00
1 METROPOLITAN INDUSTRIES INC	EQUIPMENT MAINTENANCE SUPPLIES	209.50
1 VORTEX TECHNOLOGIES INC	METER CALIBRATION SERVICES	2,905.00
<b>INVOICES TOTAL:</b>		<b>4,820.45</b>

**534500-GROUNDS MAINTENANCE MATERIALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 C E SMITH LAWN MAINTENANCE INC	LANDSCAPING SERVICES	120.00
<b>INVOICES TOTAL:</b>		<b>120.00</b>

**534600-BUILDING MAINTENANCE MATERIALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ACTION LOCK & KEY INC	LOCK REPAIRS	154.00
<b>INVOICES TOTAL:</b>		<b>154.00</b>

**541600-PROFESSIONAL DEVELOPMENT**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 IL ASSOC OF WASTEWATER AGENCIES	WORKSHOP REGISTRATION	50.00
<b>INVOICES TOTAL:</b>		<b>50.00</b>

\*\* Indicates pre-issue check.

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**543101-DUES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 IL ASSOC OF WASTEWATER AGENCIES	ANNUAL DUES	1,459.00
<b>INVOICES TOTAL:</b>		<b>1,459.00</b>

**510000-SEWER FUND**

**200504-FRWRD PAYABLE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 FRWRD	KANE COUNTY SEWER TREATMENT	314.26
<b>INVOICES TOTAL:</b>		<b>314.26</b>

**5190-SEWER CAPITAL PROJECTS EXP**

**582023-PHOSPHORUS REMOVAL SYSTEM**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ENGINEERING ENTERPRISES INC	DEVON EXCESS FLOW FACILITY	11,183.75
1 STRAND ASSOCIATES INC	WASTEWATER FACILITY PLAN UPDATE	989.37
1 STRAND ASSOCIATES INC	PHOSPHORUS REMOVAL REPORT	1,081.37
<b>INVOICES TOTAL:</b>		<b>13,254.49</b>

**5200-PARKING OPERATING EXPENSES**

**522400-SERVICE AGREEMENTS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 T2 SYSTEMS CANADA INC	MONTHLY EMS SERVICES	525.00
1 UNIFIRST CORP	MATS	12.00
1 UNIFIRST CORP	MATS	12.00
<b>INVOICES TOTAL:</b>		<b>549.00</b>

**524120-UTILITIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 COMCAST	VPN SERVICE	124.40
1 COMMONWEALTH EDISON CO	ELECTRIC BILL	106.02
<b>INVOICES TOTAL:</b>		<b>230.42</b>

**529000-OTHER CONTRACTUAL SERVICES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	DSL LINE FOR METRA PAY BOXES	29.95
<b>INVOICES TOTAL:</b>		<b>29.95</b>

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 AUTOMATED PARKING TECHNOLOGIES LLC	PAY STATION REPAIRS	1,203.00
1 AUTOMATED PARKING TECHNOLOGIES LLC	PAY STATION REPAIRS	251.00

\*\* Indicates pre-issue check.

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INVOICES TOTAL: 1,454.00

**570200-BLDG & GROUNDS IMPROVEMENTS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 C E SMITH LAWN MAINTENANCE INC	LANDSCAPING SERVICES	2,653.00
<u>INVOICES TOTAL:</u>		<u>2,653.00</u>

**5500-GOLF PROGRAM EXPENSES**

**523100-ADVERTISING**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 CHANNEL FORE INC	ADVERTISING	415.83
** 1 WATCHFIRE SIGNS	WIRELESS CONNECTION/RT 59 SIGN	200.00
<u>INVOICES TOTAL:</u>		<u>615.83</u>

**524100-BUILDING MAINTENANCE SERVICES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 KENNETH BURRIS	PLUMBING SERVICES	553.76
<u>INVOICES TOTAL:</u>		<u>553.76</u>

**524120-UTILITIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CONSTELLATION ENERGY	ELECTRIC BILL	3,179.87
** 1 CONSTELLATION ENERGY	ELECTRIC BILL	3,006.49
<u>INVOICES TOTAL:</u>		<u>6,186.36</u>

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	CREDIT - RETURNED PART	-23.88
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	89.45
1 MIZUNO USA INC - NDC	MATERIALS & SUPPLIES	500.00
1 SUPPLYWORKS	BATH TISSUE/ROLL TOWELS	212.94
<u>INVOICES TOTAL:</u>		<u>778.51</u>

**532200-OFFICE SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 WAREHOUSE DIRECT	PAPER/TAPE	7.60
<u>INVOICES TOTAL:</u>		<u>7.60</u>

**534332-PURCHASES - GOLF BALLS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ACUSHNET COMPANY	GOLF BALLS	139.92
<u>INVOICES TOTAL:</u>		<u>139.92</u>

**5510-GOLF MAINTENANCE EXPENSES**

\*\* Indicates pre-issue check.

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**524120-UTILITIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CONSTELLATION ENERGY	ELECTRIC BILL	1,059.95
** 1 CONSTELLATION ENERGY	ELECTRIC BILL	1,002.16
<b>INVOICES TOTAL:</b>		<b>2,062.11</b>

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 AMERICAN FIRST AID SERVICES INC	FIRST AID SUPPLIES	30.70
1 HARRELL'S LLC	FERTILIZER	320.09
<b>INVOICES TOTAL:</b>		<b>350.79</b>

**534300-EQUIPMENT MAINTENANCE MATLS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 LAWSON PRODUCTS INC	EQUIPMENT MAINTENANCE SUPPLIES	221.64
1 REINDERS INC	EQUIPMENT MAINTENANCE SUPPLIES	71.90
1 REINDERS INC	EQUIPMENT MAINTENANCE SUPPLIES	319.34
<b>INVOICES TOTAL:</b>		<b>612.88</b>

**534700-TREE MAINTENANCE MATLS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 NELS J JOHNSON TREE EXPERTS INC	DEAD TREE REMOVAL	2,590.00
<b>INVOICES TOTAL:</b>		<b>2,590.00</b>

**5560-GOLF RESTAURANT EXPENSES**

**522400-SERVICE AGREEMENTS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 A MAESTRANZI SONS	KNIFE RENTAL/SHARPENING	17.00
1 COMPLETE BAR SYSTEMS INC	CLEANED BEER LINES	40.00
1 DARLING INGREDIENTS INC	SERVICE AGREEMENT	69.00
<b>INVOICES TOTAL:</b>		<b>126.00</b>

**524120-UTILITIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 COMCAST	VPN SERVICE	125.79
** 1 CONSTELLATION ENERGY	ELECTRIC BILL	529.98
** 1 CONSTELLATION ENERGY	ELECTRIC BILL	501.08
<b>INVOICES TOTAL:</b>		<b>1,156.85</b>

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	41.90
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	44.55
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	29.34
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	15.00

\*\* Indicates pre-issue check.

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**INVOICES TOTAL: 130.79**

**534320-PURCHASES - FOOD & BEVERAGE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 BREAKTHRU BEVERAGE ILLINOIS LLC	LIQUOR PURCHASE	134.91
1 EUCLID BEVERAGE LTD	BEER PURCHASE	340.00
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	339.61
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	222.82
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	351.00
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	199.94
1 LAKESHORE BEVERAGE	BEER PURCHASE	61.11
1 SCHAMBERGER BROS INC	BEER PURCHASE	200.19
1 SOUTHERN GLAZER'S OF IL	LIQUOR PURCHASE	75.00
1 TURANO BAKING CO	FOOD PURCHASE	37.07
1 TURANO BAKING CO	FOOD PURCHASE	43.38
<b>INVOICES TOTAL:</b>		<b>2,005.03</b>

**5570-GOLF BANQUET EXPENSES**

**522400-SERVICE AGREEMENTS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 CLUBTEC	MONTHLY SOFTWARE SUPPORT	53.00
1 DARLING INGREDIENTS INC	SERVICE AGREEMENT	69.00
1 M & M SPECIAL EVENTS CO	CHAIR TIE RENTAL	50.00
1 MICKEY'S LINEN	LINEN SERVICES	12.50
1 MICKEY'S LINEN	LINEN SERVICES	236.01
1 MICKEY'S LINEN	LINEN SERVICES	28.32
1 MICKEY'S LINEN	LINEN SERVICES	179.21
<b>INVOICES TOTAL:</b>		<b>628.04</b>

**522500-EQUIPMENT RENTALS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 M & M SPECIAL EVENTS CO	CHAIR RENTAL	825.00
1 M & M SPECIAL EVENTS CO	STAGE RENTAL	144.00
<b>INVOICES TOTAL:</b>		<b>969.00</b>

**523100-ADVERTISING**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CHICAGO STYLE WEDDINGS	ADVERTISING/MARKETING SERVICES	1,500.00
<b>INVOICES TOTAL:</b>		<b>1,500.00</b>

**524120-UTILITIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CONSTELLATION ENERGY	ELECTRIC BILL	529.98
** 1 CONSTELLATION ENERGY	ELECTRIC BILL	501.08
<b>INVOICES TOTAL:</b>		<b>1,031.06</b>

\*\* Indicates pre-issue check.

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**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	PLASTIC BAGS	61.86
1 EDWARD DON & COMPANY	FOOD SERVICE SUPPLIES	339.18
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	41.90
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	102.45
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	29.34
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	38.44
1 MLA WHOLESALE INC	FLOWERS	96.50
1 MLA WHOLESALE INC	FLOWERS	6.95
1 MLA WHOLESALE INC	FLOWERS	24.75
1 MLA WHOLESALE INC	FLOWERS	263.75
<b>INVOICES TOTAL:</b>		<b>1,005.12</b>

**532200-OFFICE SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 WAREHOUSE DIRECT	PAPER/TAPE	28.31
<b>INVOICES TOTAL:</b>		<b>28.31</b>

**534320-PURCHASES - FOOD & BEVERAGE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 BREAKTHRU BEVERAGE ILLINOIS LLC	LIQUOR PURCHASE	539.66
1 EUCLID BEVERAGE LTD	BEER PURCHASE	621.47
1 FORTUNE FISH & GOURMET	FOOD PURCHASE	295.23
1 FORTUNE FISH & GOURMET	FOOD PURCHASE	742.05
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	725.76
1 GORDON FOOD SERVICE INC	FOOD PURCHASE	13.98
1 GORDON FOOD SERVICE INC	CREDIT - RETURNED ITEM	-14.37
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	687.59
1 GRECO AND SONS INC	FOOD PURCHASE	40.89
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	573.51
1 GRECO AND SONS INC	FOOD PURCHASE	15.98
1 GRECO AND SONS INC	CREDIT - RETURNED ITEM	-59.99
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	938.87
1 IL GIARDINO DEL DOLCE INC	BAKERY PURCHASE	270.00
1 IL GIARDINO DEL DOLCE INC	BAKERY PURCHASE	340.80
1 LAKESHORE BEVERAGE	BEER PURCHASE	61.12
1 PEPSI-COLA GENERAL BOTTLERS INC	SOFT DRINK PURCHASE	130.32
** 1 SAM'S CLUB	FOOD PURCHASES/SUPPLIES	438.68
1 SCHAMBERGER BROS INC	BEER PURCHASE	195.20
1 SOUTHERN GLAZER'S OF IL	LIQUOR PURCHASE	1,057.48
1 TURANO BAKING CO	FOOD PURCHASE	103.20
1 TURANO BAKING CO	FOOD PURCHASE	43.38
<b>INVOICES TOTAL:</b>		<b>7,760.81</b>

**5580-GOLF MIDWAY EXPENSES**

\*\* Indicates pre-issue check.

**VILLAGE OF BARTLETT  
 DETAIL BOARD REPORT  
 INVOICES DUE ON/BEFORE 10/18/2016**

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	10.16
<b>INVOICES TOTAL:</b>		<b>10.16</b>

**534320-PURCHASES - FOOD & BEVERAGE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ELGIN BEVERAGE CO	BEER PURCHASE	72.72
1 EUCLID BEVERAGE LTD	BEER PURCHASE	178.20
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	295.93
1 GORDON FOOD SERVICE INC	FOOD PURCHASE/SUPPLIES	25.00
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	159.80
1 GRECO AND SONS INC	FOOD PURCHASE/SUPPLIES	93.80
1 LAKESHORE BEVERAGE	BEER PURCHASE	54.60
1 PEPSI-COLA GENERAL BOTTLERS INC	SOFT DRINK PURCHASE	62.82
** 1 SAM'S CLUB	FOOD PURCHASES/SUPPLIES	123.38
<b>INVOICES TOTAL:</b>		<b>1,066.25</b>

**6000-CENTRAL SERVICES EXPENSES**

**522400-SERVICE AGREEMENTS**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 BANCTEC INC	SERVICE AGREEMENT	1,060.32
1 EMERGENCY COMMUNICATIONS	CODE RED SERVICE AGREEMENT	17,500.00
<b>INVOICES TOTAL:</b>		<b>18,560.32</b>

**522700-COMPUTER SERVICES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 COMCAST	VPN SERVICE	134.85
1 SOLARWINDS	DAMEWARE ANNUAL MAINT RENEWAL	128.00
1 TYLER TECHNOLOGIES INC	DISASTER RECOVERY CONTRACT	11,388.73
<b>INVOICES TOTAL:</b>		<b>11,651.58</b>

**524100-BUILDING MAINTENANCE SERVICES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 ACTION LOCK & KEY INC	LOCK REPAIRS	150.00
1 C E SMITH LAWN MAINTENANCE INC	WEED ABATEMENT	1,230.00
1 CINTAS CORPORATION	CLEANING SERVICES	64.40
1 CINTAS CORPORATION	CLEANING SERVICES	92.48
1 CINTAS CORPORATION	CLEANING SERVICES	64.40
1 CINTAS CORPORATION	CLEANING SERVICES	198.50
1 FIRST COMMUNICATIONS LLC	P.W. TELEPHONE CIRCUIT	349.00
1 STATE FIRE MARSHAL	BOILER INSPECTION	70.00
1 UNIFIRST CORP	MATS	41.80
1 UNIFIRST CORP	MATS	41.80

\*\* Indicates pre-issue check.

**VILLAGE OF BARTLETT  
 DETAIL BOARD REPORT  
 INVOICES DUE ON/BEFORE 10/18/2016**

INVOICES TOTAL: 2,302.38

**524110-TELEPHONE**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	DSL LINE FOR VILLAGE HALL	65.00
1 VERIZON WIRELESS	WIRELESS SERVICES	114.03
1 VERIZON WIRELESS	WIRELESS SERVICES	422.98
<u>INVOICES TOTAL:</u>		<u>602.01</u>

**524120-UTILITIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 COMMONWEALTH EDISON CO	LAND & PROPERTY RENTAL FEE	622.00
1 COMMONWEALTH EDISON CO	ELECTRIC BILL	185.44
<u>INVOICES TOTAL:</u>		<u>807.44</u>

**530100-MATERIALS & SUPPLIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 SAM'S CLUB	FOOD PURCHASES/SUPPLIES	185.56
1 SHI	PLOTTER INK	397.00
1 WAREHOUSE DIRECT	PAPER TOWELS/BATH TISSUE	171.66
<u>INVOICES TOTAL:</u>		<u>754.22</u>

**546900-CONTINGENCIES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	COMPUTER SUPPLIES	45.98
1 TIME BUSINESS SYSTEMS INC	PHONE SYSTEM MAINTENANCE	227.00
1 TOWN & COUNTRY GARDENS	FLOWERS	196.98
<u>INVOICES TOTAL:</u>		<u>469.96</u>

**570100-MACHINERY & EQUIPMENT**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
** 1 CARDMEMBER SERVICE	CLOUD SERVICES	231.05
<u>INVOICES TOTAL:</u>		<u>231.05</u>

**7000-POLICE PENSION EXPENDITURES**

**523400-LEGAL SERVICES**

VENDOR	INVOICE DESCRIPTION	INVOICE AMOUNT
1 REIMER DOBROVOLNY & KARLSON LLC	LEGAL SERVICES	1,628.00
<u>INVOICES TOTAL:</u>		<u>1,628.00</u>

**GRAND TOTAL: 707,821.03**

\*\* Indicates pre-issue check.

**VILLAGE OF BARTLETT**  
**DETAIL BOARD REPORT**  
**INVOICES DUE ON/BEFORE 10/18/2016**

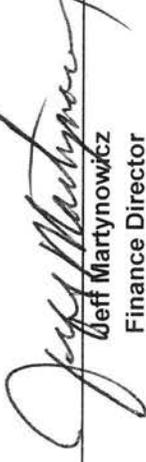
GENERAL FUND	499,471.89
MUNICIPAL BUILDING FUND	2,900.00
DEVELOPER DEPOSITS FUND	36,069.71
BREWSTER CRK2000 TIF PROJ FUND	4,640.00
WATER FUND	34,436.33
SEWER FUND	57,064.59
PARKING FUND	4,916.37
GOLF FUND	31,315.18
CENTRAL SERVICES FUND	35,378.96
POLICE PENSION FUND	1,628.00
<b>GRAND TOTAL</b>	<b>707,821.03</b>

\*\* Indicates pre-issue check.

CASH & INVESTMENT REPORT  
August 31, 2016

Fund	7/31/2016	Receipts	Disburse- ments	Detail of Ending Balance			
				Cash	Investments	Net Assets/Liab.	
General	14,470,359	1,767,699	1,761,153	7,938,746	5,943,007	595,151	14,476,904
MFT	3,613,317	95,266	9,207	2,390,609	1,327,260	(18,493)	3,699,376
Debt Service	928,882	224,117	250	657,555	493,435	1,759	1,152,750
Capital Projects	61,754	6	0	12,778	9,588	39,393	61,760
Municipal Building	1,178,060	228	0	512,645	384,693	280,951	1,178,288
Developer Deposits	4,063,973	181	108,226	33,009	3,535,776	387,144	3,955,929
Town Center TIF	453,941	70	2,727	154,636	116,040	180,608	451,283
59 & Lake TIF	0	0	0	0	0	0	0
BC Municipal TIF	422,591	8,687	39,647	233,271	175,049	(16,689)	391,631
Bluff City Tif Municipal	7,269	2	0	0	0	7,271	7,271
Water	21,564,128	675,639	214,151	1,484,583	1,113,969	19,427,064	22,025,617
Sewer	21,358,374	290,711	287,737	469,470	352,219	20,539,660	21,361,348
Parking	122,509	19,272	20,154	29,745	22,321	69,562	121,627
Golf	1,563,984	260,015	227,831	0	0	1,596,168	1,596,168
Central Services	743,218	170,294	96,793	415,296	311,642	89,781	816,719
Vehicle Replacement	3,216,856	99,336	15,144	887,668	666,114	1,747,266	3,301,047
<b>TOTALS</b>	<b>73,769,216</b>	<b>3,611,523</b>	<b>2,783,020</b>	<b>15,220,010</b>	<b>14,451,114</b>	<b>44,926,595</b>	<b>74,597,719</b>

BC Project TIF	5,341,208	61,268	462,776	4,939,701	0	0	4,939,700
Bluff City Project TIF	34,346	9	0	34,355	0	0	34,355
Bluff City SSA Debt Srv.	881,432	409,437	24,935	1,265,933	0	0	1,265,933
Police Pension	36,156,822	120,660	120,603	2,231,780	33,821,238	103,862	36,156,879

  
Jeff Martynowicz  
Finance Director

VILLAGE OF BARTLETT TREASURER'S REPORT  
 REVENUE & EXPENDITURE BUDGET COMPARISONS BY FUND  
 FISCAL YEAR 2016/17 as of August 31, 2016

Fund	Revenues			Expenditures		
	Actual	Current Year Budget	Prior YTD %	Actual	Current Year Budget	Prior YTD %
General	8,461,683	21,848,541	38.73%	6,961,770	22,116,878	31.48%
MFT	342,693	1,071,387	31.99%	648,672	1,330,000	48.77%
Debt Service	851,994	1,755,685	48.53%	444,469	1,970,139	22.56%
Capital Projects	6	100,100	0.01%	0	25,000	0.00%
Municipal Building	854	3,860	22.13%	0	340,500	0.00%
Developer Deposits	9,866	78,500	12.57%	313,693	206,100	152.20%
Town Center TIF	727	0	100.00%	7,327	0	100.00%
Bluff City SSA	410,558	950,381	43.20%	34,540	1,125,000	3.07%
59 & Lake TIF	0	6,100	0.00%	0	56,000	0.00%
Bluff City Municipal TIF	2,195	1,505	145.82%	0	0	0.00%
Bluff City Project TIF	34,331	1,979,510	0.11%	0	1,975,000	0.00%
Brewster Creek Municipal TIF	310,564	500,600	62.04%	167,385	666,137	25.13%
Brewster Creek Project TIF	2,178,155	4,276,050	50.94%	462,776	4,323,553	10.70%
Water	2,279,800	7,466,070	30.54%	2,123,154	8,158,758	26.02%
Sewer	1,111,097	7,387,450	15.04%	1,316,405	8,199,905	16.05%
Parking	75,056	230,075	32.62%	57,739	227,026	25.43%
Golf	1,138,910	2,658,000	42.85%	848,331	2,632,324	32.23%
Central Services	425,748	1,021,763	41.67%	404,240	1,118,733	36.13%
Vehicle Replacement	262,260	645,270	40.64%	239,858	919,000	26.10%
Police Pension	1,889,393	2,098,049	90.05%	485,676	2,098,049	23.15%
Subtotal	19,785,889	54,078,896	36.59%	14,516,035	57,488,102	25.25%
Less Interfund Transfers	(1,389,626)	(3,109,832)	44.68%	(1,389,626)	(3,109,832)	44.68%
Total	18,396,264	50,969,064	36.09%	13,126,410	54,378,270	24.14%

VILLAGE OF BARTLETT TREASURER'S REPORT  
 MAJOR REVENUE BUDGET COMPARISONS  
 FISCAL YEAR 2016/17 as of August 31, 2016

Fund	Current Year		Percent	Prior YTD %
	Actual	Budget		
Property Taxes	4,602,193	9,275,478	49.62%	49.69%
Sales Taxes (General Fund)	746,184	2,205,000	33.84%	32.28%
Income Taxes	1,487,251	4,368,048	34.05%	41.46%
Telecommunications Tax	317,023	1,057,500	29.98%	29.95%
Real Estate Transfer Tax	265,277	610,000	43.49%	45.03%
Building Permits	241,900	641,275	37.72%	22.01%
MFT	339,936	1,067,287	31.85%	23.74%
Water Charges	2,188,372	6,700,000	32.66%	29.20%
Sewer Charges	1,078,005	3,250,000	33.17%	32.49%
Interest Income	17,817	49,375	36.09%	14.05%
Gas Utility Tax	129,382	550,000	23.52%	16.88%
Electric Utility Tax	57,187	153,000	37.38%	43.23%

VILLAGE OF BARTLETT TREASURER'S REPORT  
 GOLF FUND DETAIL (Excluding Capital Projects)  
 FISCAL YEAR 2016/17 as of August 31, 2016

Fund	Actual	Current Year		Percent
		Budget		
<b>Golf Program</b>				
Revenues	735,650	1,670,000		44.05%
Expenses	512,555	1,587,645		32.28%
Net Income	223,095	82,355		270.89%
<b>F&amp;B - Restaurant</b>				
Revenues	73,465	133,000		55.24%
Expenses	113,009	319,149		35.41%
Net Income	(39,544)	(186,149)		21.24%
<b>F&amp;B - Banquet</b>				
Revenues	246,562	735,000		33.55%
Expenses	190,474	660,230		28.85%
Net Income	56,088	74,770		75.01%
<b>F&amp;B - Midway</b>				
Revenues	83,233	120,000		69.36%
Expenses	32,293	65,300		49.45%
Net Income	50,940	54,700		93.13%
<b>Golf Fund Total</b>				
Revenues	1,138,910	2,658,000		42.85%
Expenses	848,331	2,632,324		32.23%
Net Income	290,580	25,676		1131.72%

**Sales Taxes**

Month	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 15/16
May	146,546	126,506	175,701	173,657	178,983	170,734	186,214
June	137,130	164,604	195,692	193,303	201,968	200,031	224,385
July	176,678	165,519	190,898	186,097	188,547	194,738	
August	180,229	177,919	180,797	184,425	190,872	206,213	
September	177,173	187,893	182,163	189,650	183,399	198,880	
October	168,710	177,758	165,188	170,530	188,055	212,286	
November	162,303	161,152	181,865	174,037	179,846	204,437	
December	171,232	164,341	165,852	153,005	163,529	178,413	
January	166,523	167,926	168,154	210,506	187,865	194,219	
February	171,856	157,086	147,189	151,678	141,054	149,630	
March	168,981	177,777	147,039	128,886	141,609	161,850	
April	132,397	152,124	162,595	153,553	170,308	178,006	
<b>Total</b>	<b>1,959,758</b>	<b>1,980,605</b>	<b>2,063,133</b>	<b>2,069,327</b>	<b>2,116,036</b>	<b>2,249,438</b>	
<b>% increase</b>	<b>-7.33%</b>	<b>0.86%</b>	<b>4.17%</b>	<b>0.30%</b>	<b>2.26%</b>	<b>4.52%</b>	<b>12.17%</b>
Budget	1,950,000	1,950,000	1,975,000	2,010,000	2,075,000	2,115,000	2,205,000

**Warrant/EFT#: EF 0013679**

Fiscal Year: 2017 Issue Date: 08/08/16

Warrant Total: \$224,385.11 Warrant Status:

Agency	Contract	Invoice	Voucher	Agency Amount
492 - REVENUE		AG988259	7AG988259	\$224,385.11

**IOC Accounting Line Details**

Fund	Agency	Organization	Appropriation	Object	Amount	Appropriation Name
0189	492	27	44910055	4491	\$224,385.11	DISTRIBUTE MUNI/CNTY SALES TAX

**Payment Voucher Description**

Line	Text
1	IL DEPT. OF REVENUE AUTHORIZED THIS PAYMENT ON 08/04/2016
2	MUNICIPAL 1 % SHARE OF SALES TAX
3	LIAB MO: MAY. 2016 COLL MO: JUN. 2016 VCHR MO: AUG. 2016
4	?S PHONE: 217 785-6518 EMAIL: REV.LOCALTAX@ILLINOIS.GOV
61	MUNICIPAL 1 % SHARE OF SALES TAX

**MOTOR FUEL TAX**

Month	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
May	89,807	85,450	89,115	104,788	106,665	89,988	93,139
June	86,890	83,830	75,066	71,924	80,212	58,408	58,737
July	82,123	78,002	87,721	84,361	89,915	103,948	94,278
August	89,014	90,041	87,924	99,063	61,056	100,154	
September	86,580	88,420	76,347	70,076	83,006	67,441	
October	99,672	79,216	83,510	90,026	89,337	87,626	
November	73,018	88,011	89,027	77,655	90,552	101,486	
December	93,136	92,981	85,014	103,117	103,771	93,002	
January	89,163	115,721	82,788	90,866	97,525	89,828	
February	96,459	83,346	70,348	83,687	74,031	90,531	
March	77,675	84,943	83,251	65,802	37,978	77,861	
April	89,807	82,622	70,866	75,969	95,841	93,782	
<b>Subtotal</b>	<b>1,053,344</b>	<b>1,052,583</b>	<b>980,978</b>	<b>1,017,334</b>	<b>1,009,889</b>	<b>1,054,055</b>	<b>246,154</b>
Plus:							
High Growth	46,918	29,046	29,031	37,678	37,682	37,743	
Jobs Now	179,796	179,796	179,796	179,796	359,592		
<b>Total</b>	<b>1,280,058</b>	<b>1,261,425</b>	<b>1,189,805</b>	<b>1,234,808</b>	<b>1,407,163</b>	<b>1,091,798</b>	
Budget	1,015,000	1,250,000	1,250,000	1,175,000	1,188,990	1,025,000	1,067,287
Annual Inc in \$ w/o High Growth	<b>1.50%</b>	<b>-0.07%</b>	<b>-6.80%</b>	<b>3.71%</b>	<b>-0.73%</b>	<b>4.37%</b>	<b>-9.30%</b>



Municipality Report

August 4, 2016

Bartlett

**MOTOR FUEL TAX ALLOTMENT AND TRANSACTIONS FOR JULY, 2016**

Beginning Unobligated Balance		<b>\$3,637,476.50</b>
Motor Fuel Tax Allotment	\$94,278.30	
Minus Amount Paid to State	\$0.00	
Net Motor Fuel Tax Allotment		<b>\$94,278.30</b>
Plus Credits Processed		\$0.00
Minus Authorizations Processed		\$0.00
Current Unobligated Balance		<b>\$3,731,754.80</b>

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**PROCESSED TRANSACTIONS:**

## **2016 Passport to Adventure, Top Five Site Going Families**

The Village of Bartlett Museums is proud to announce the five families, seven children total, that visited all 65 sites and are Mayor's Medallion recipients to be presented at the October 18, 2016 Village Board meeting. We congratulate each one of them on this amazing accomplishment and their dedication and perseverance.

### **Jordan Boston and her mom Amy**

Jordan, 8 years-old, attends Sycamore Trails Elementary School. This is her fourth year participating in the passport program. Her mom Amy had a goal this year to complete all the sites and Jordan was on board too! Amy also took her niece Annie Walinder with to see all the nature centers and museums. Jordan's favorite site was the DuPage Children's Museum because she could play and experience all the hands-on activities. Amy loved learning about the history of the local communities such as her own hometown, Bartlett. Will this family participate for a fifth time next year? Probably so!

### **Annie Walinder and her parents Mary & Brad**

Annie, 15 years-old, is a sophomore at Bartlett High School. We now know she spent the summer visiting all the sites with her cousin Jordan and Aunt Amy. The families had such a great time together. They marked their passport booklets and plan to return to their favorite museums and this time take their friends. Annie's favorite site was the DuPage Children's Museum because she wants to be an engineer. She enjoyed seeing all the mechanical interactive exhibits.

### **Axel and Vala Koontz and their parents Sandy and Jason**

Axel and Vala are frequent visitors to the Bartlett Depot Museum. Their enthusiasm and smiles brighten staff's day when they visit. Axel is a kindergartener at Sycamore Trails Elementary School and Vala attends preschool at Streamwood High School. For several years the family has participated in the passport program. The kids look forward to visiting the varied sites. For Sandy and Jason, it gives their family a chance to discover and explore places they didn't even know existed. And yes, they will be participating next year! Peck Farm was a favorite site along with Willowbrook Nature Center where Vala got to handle a mouse and discover just how soft its whiskers were.

### **Liam Wersell and his parents Katie and Tim**

A year and a half ago the Wersell family moved to Bartlett. At a visit to the Bartlett Depot Museum last summer, the family learned about the passport program and started their adventure. What they enjoyed most about participating last year and this year, was the fact they quickly began learning about Bartlett, the surrounding communities and all that was offered in the way of cultural institutions. Liam has also loved the program too and it has been a great way to spend family time together. With the goal of visiting all the sites this year, the family quickly met their goal before Charlie, the newest addition, joined the family on August 3<sup>rd</sup>. Liam, a kindergartener at Centennial Elementary School, loves everything Cantigny, from climbing on the tanks to visiting the First Division Museum!

### **Ella Joy and Asaph Won and their parents Annie and Mike**

The Wons are also frequent visitors to the Bartlett Depot Museum and staff has certainly enjoyed their visits and watching the kids grow through the years! If the Wons look familiar, they also were recognized last year with the Mayor's Medallion for visiting all the sites. It is not unusual for Bartlett families to be recognized back to back years. It has happened before on several occasions. It is a testament to the fun and learning museums can bring to the children and their families.

Ella Joy, 7 years-old, a second grader, and Asaph, 5 years-old, a kindergartener wanted to visit all the sites this year and mom Annie, who confesses not to be a road warrior, agreed to the adventure. SciTech, Morton Arboretum, Blackberry Farm and Naper Settlement were the favorite sites this year for the family. Annie noticed how the kids had retained a lot of the stories they heard last year from docents and reiterated them when visiting the site this year!



**COMMUNITY DEVELOPMENT MEMORANDUM**  
**16-213**

DATE: October 7, 2016  
TO: Valerie L. Salmons, Village Administrator  
FROM: Jim Plonczynski, Community Development Director  
RE: **(#16-05) Ashton Gardens**

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**PETITIONER**

Brad Schreiber on behalf of AGHP, LLC the contract purchaser and proposed developer

**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**

	<b><u>Land Use</u></b>	<b><u>Comprehensive Plan</u></b>	<b><u>Zoning</u></b>
<b>Subject Site</b>	<b>Vacant</b>	<b>Commercial</b>	<b>B-3 PUD</b>
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 and Zoning Board for further review and to conduct the required public hearings.

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 submitted letters of support from the communities with existing Ashton Gardens facilities. These letters were previously attached for your review.*

3. The **Plan Commission** conducted the required public hearing and reviewed the Petitioner's requests on **August 11, 2016** for approval of a Preliminary/Final PUD Plan and the following Special Use Permits for: (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 Plan 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.*

*Plan 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 were previously attached.)*

*The incident reports for the Ashton Gardens from Houston (2) and Corinth, Texas for the same time period were also contained in the previous Staff Report.*

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, however, when proposed variations fail to receive approval of the Zoning Board of Appeals, the ordinance granting any such variations shall not be passed except by the favorable vote of two-thirds of the Trustees.**
5. The **Village Board Committee** reviewed the Petitioner's requests at their meeting on **October 4, 2016**. The Committee asked questions of the Petitioner and heard comments from the public. **The Committee forwarded the petition on to the Village Board for a final vote.**
6. A formal written **Protest to the Special Use Requested by Ashton Gardens** was submitted to the Village Clerk by a number of residents surrounding the subject property. 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 was signed and acknowledged by the owners at more than 20% of the frontage immediately adjoining the subject property.

## **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.

## PREVIOUS DISCUSSION

1. The Petitioner is requesting **Preliminary/Final PUD** Plan review and approval 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 Use Permits** 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 has requested a Special Use Permit 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, but further limited by

the forgoing conditions in the special use permit for liquor, if granted.

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 and the Village's Traffic Consultant, Brent Coulter of Coulter Transportation Consulting, LLC (Coulter) has reviewed and commented on the study.
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**

	<b>Parking Provided</b>	<b>Parking Required</b>
Office	135	5 (1,337 sq. ft./275)
Reception/Banquet Hall		90 (300 occ/30%)
<b>Chapel</b>		<b>63</b> (252/4 seats)
	<b>Total = 135</b>	<b>Total = 158</b>
		<b>DEFICIT = 23spaces</b> (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 will be utilizing the existing 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;
  - 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 Use Permits (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 uses shall conform to the regulations and conditions specified in the Bartlett Zoning Ordinance for such special uses 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, (Municipal/Building Fund);
    - 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, and the variations therefor require the favorable vote of 2/3 of all Trustees of the municipality.

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. The **Village Board Committee** reviewed the Petitioner's requests at their meeting on **October 4, 2016**. The Committee asked questions of the Petitioner and heard comments from the public. **The Committee forwarded the petition on to the Village Board for a final vote.**
5. The Ordinance with Exhibits is attached for your review and consideration.

rbg/attachments

ORDINANCE 2016 - \_\_\_\_\_

**AN ORDINANCE APPROVING OF A PRELIMINARY/FINAL PUD PLAN, GRANTING SPECIAL USE PERMITS FOR A PLANNED UNIT DEVELOPMENT, RECEPTION/BANQUET HALL (PLACE OF ASSEMBLY), THE SERVING OF LIQUOR AND BUILDING HEIGHT; AND GRANTING VARIATIONS FOR PARKING AND LANDSCAPING FOR ASHTON GARDENS**

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**WHEREAS**, AGHP, LLC, the contract purchaser, petitioner and proposed developer (also referred to herein as the "Petitioner" or the "Developer") has filed a petition for various zoning relief and approvals for a project known as Ashton Gardens with the consent of and on behalf of RB Resolution Properties, LLC – Prospect Series, the legal owner (the "Owner") of a parcel of real estate located within the corporate limits of the Village of Bartlett (the "Village"), which parcel is approximately 3.8 acres in size, located at the southwest corner of Devon and Prospect Avenues, zoned B-3 PUD, Neighborhood Shopping District, and is legally described as follows:

**LOT 60 IN BARTLETT EAST POINTE ESTATES, A PLANNED UNIT DEVELOPMENT IN THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 40 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 10, 1989 AS DOCUMENT R89-126996 AND CERTIFICATE OF CORRECTION RECORDED FEBRUARY 21, 1990 AND MAY 30, 1990 AS DOCUMENT R90-22098 AND R90-065464, RESPECTIVELY, IN DUPAGE COUNTY, ILLINOIS.**

**Permanent Index Number: 01-02-109-013**

("The Subject Property"); and

**WHEREAS**, the Developer has filed a petition with the Village (the "Petition") for approval of a Preliminary/Final Planned Unit Development Plan for Ashton Gardens, Special Use Permits for (a) a planned unit development, (b) reception/banquet hall (place of assembly), (c) the serving of liquor and (d) building height; and Variations to allow (a) a reduction of 23 parking spaces from the 158 required parking spaces, (b) a 3.5' reduction in the required 20' foot interior parkway landscape width requirement, and (c) one tree for each double parking island rather than the required two (2) trees for the subject property; and

**WHEREAS**, the Bartlett Plan Commission conducted a public hearing with respect to the Petition (Case #16-05) for a Preliminary/Final Planned Unit Development (“the Preliminary/Final PUD Plan”) and Special Use Permits for (a) a planned unit development, (b) reception/banquet hall (place of assembly), (c) the serving of liquor and (d) building height for Ashton Gardens on August 11, 2016 and has recommended to the Corporate Authorities that the requests be approved and granted subject to the conditions and findings of fact set forth in its report; and

**WHEREAS**, the Zoning Board of Appeals conducted a public hearing with respect to the Petition (Case #16-05) requesting approval of the following Variations: (a) a reduction of 23 parking spaces from the 158 required parking spaces, (b) a 3.5’ reduction in the required 20’ foot interior parkway landscape width requirement, and (c) one tree for each double parking island rather than the required two (2) trees on the property (collectively, the “Variations”), for Ashton Gardens on September 1, 2016 and voted 3-2 to recommend approval of the Variations based on the findings of fact and conditions contained in its report, but with no formal recommendation being sent to the Corporate Authorities due to the fact that it did not receive the requisite four positive votes to recommend an approval; and

**WHEREAS**, the Corporate Authorities have determined that it is in the public interest to approve the Preliminary/Final PUD Plan for Ashton Gardens based on its findings of fact set forth in its report and in Section One of this Ordinance; and

**WHEREAS**, the corporate authorities have determined that it is in the public interest to grant the Special Use Permits for (a) the Planned Unit Development, (b) the reception/banquet hall (place of assembly), (c) the serving of liquor and (d) the building height, based on its findings of fact and conditions set forth in its report and in Sections Three and Four of this Ordinance; and

**WHEREAS**, the corporate authorities have determined that it is in the public interest to grant the Variations with no formal recommendation from the Zoning Board of

Appeals based on the findings of fact and conditions set forth in Sections Five and Six of this Ordinance;

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

**SECTION ONE:** That based in part on the conditions set forth in Section Seven of this Ordinance, the Corporate Authorities do hereby make the following findings of fact with respect to the Preliminary/Final PUD Plan for Ashton Gardens:

- A. The Planned Unit Development is intended and established to provide for greater freedom, imagination and flexibility in the development of land while assuring substantial compliance with the intent of the Zoning Ordinance. It allows diversification and variation in the relationship of uses, structures and open spaces in developments planned as comprehensive, cohesive units which are unified by a shared concept, in this instance a wedding chapel, office and reception/banquet hall and parking facilities on the Property. The Planned Unit Development is further intended to encourage the beneficial integration of different compatible land uses at a proper scale and to encourage better design, provision of amenities of open space and the efficient use of public services through the use of planned unit development procedures which the Developer intends to utilize with the development. The intensity and profile of the development within this Planned Unit Development is compatible with surrounding uses.
- B. Comprehensive Plan. The chapel, reception/banquet hall and office uses, as identified on the Preliminary/Final PUD Plan, conform to the Village's Comprehensive Plan and Future Land Use Plan which identifies commercial uses for the Property, and conforms to the general planning policies and precedents of the Village, including, but not limited to, land use policies; land use intensity; traffic impact and parking; impact on schools; public utilities and facilities; and the character of the Village and the specific neighborhood;
- C. Permitted Uses. The chapel, reception/banquet hall and office uses that are a part of the Preliminary/Final PUD Plan are permitted or special uses in the B-3 Neighborhood Shopping Zoning District in which the Planned Unit Development is proposed to be located.
- D. Public Welfare. The chapel, reception/banquet hall and office uses that are a part of the Preliminary/Final PUD Plan are so designed, located and

proposed to be operated and maintained that the public health, safety and welfare will not be endangered or detrimentally affected.

- E. Impact on Other Property. The chapel, reception/banquet hall and office uses that are a part of the Preliminary/Final PUD Plan will not substantially lessen or impede the suitability for the permitted uses and development of, or be injurious to the use and enjoyment of, or substantially diminish or impair the value of, or be incompatible with, other property in the immediate vicinity.
- F. Support Facilities. The proposed chapel, reception/banquet hall and office uses that are a part of the Preliminary/Final PUD Plan will connect to the Village's municipal water and sewer systems and adequate drainage has been provided for the proposed uses.
- G. Parking and Traffic. The chapel, reception/banquet hall and office uses that are a part of the Preliminary/Final PUD Plan make adequate provision for the safe movement of pedestrians within the site, and parking and ingress and egress and are so designed as to minimize traffic congestion and hazards in the public streets.
- H. Adequate Buffering. The chapel, reception/banquet hall and office uses that are a part of the Preliminary/Final PUD Plan provide adequate site area and other buffering features to protect the uses within the development and on surrounding properties. There is a sufficient mixture of grass, trees and shrubs within the interior or perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses.
- I. Performance. There shall be reasonable assurance that the project will be completed in a timely manner and adequately maintained.
- J. Donations. The Developer will be required to pay a \$0.50 per square foot of building area to the Bartlett Municipal Fund upon the submittal of a building permit.

**SECTION TWO:** That the Preliminary/Final PUD Plan prepared by Dennis L. Norton, dated June 30, 2016, last revised July 29, 2016 (the "PUD Plan"), attached hereto as **Exhibit A**; the Building Elevations for the Reception Hall, Chapel and Office prepared by Dennis L. Norton, dated May 10, 2016, last revised July 29, 2016, attached hereto as **Exhibits B, C and D** (collectively the "Elevations"); the Landscape Plan prepared by Ryco Landscaping, dated July 11, 2016, last revised August 2, 2016 and attached hereto as **Exhibit E**; the Tree Preservation Plan prepared by Eriksson Engineering Associates,

LTD., dated April 19, 2016, last revised June 29, 2016, attached hereto as **Exhibit F**, each of which Exhibits A, B, C, D, E and F are expressly made a part of this Ordinance by this reference and which collectively comprise and shall herein be referred to as the "PUD Plan", are hereby approved subject to the findings of fact and conditions set forth in Sections One and Seven of this Ordinance.

**SECTION THREE:** That based in part on the conditions set forth in Section Seven of this Ordinance, the Corporate Authorities do hereby make the following findings of fact pertaining to the Special Use Permits for (a) a planned unit development, (b) reception/banquet hall (place of assembly), (c) the serving of liquor and (d) building height on the Property, referred to herein collectively, the "Special Use Permits":

- A. 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;
- B. 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;
- C. That the special uses 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.

**SECTION FOUR:** That the Special Use Permits for (a) a planned unit development, (b) reception/banquet hall (place of assembly), (c) the serving of liquor and (d) building height are hereby granted, subject to the findings of fact and conditions set forth in Sections Three and Seven of this Ordinance.

**SECTION FIVE:** That based in part on the conditions set forth in Section Seven of this Ordinance, the corporate authorities do hereby make the following findings of fact pertaining to each of the Variations (collectively, the "Variations") requested by the Developer with respect to the Property:

- A. That the particular physical surroundings, shape or topographical condition of the specific property involved would result in a particular hardship upon the Developer, as distinguished from a mere inconvenience, if the strict letter of the zoning regulations were carried out.
- B. That conditions upon which the petition for the Variations 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 classification.
- C. That the purpose of the Variations 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 provisions of the Zoning Ordinance and has not been created by any person presently having an interest in the Property.
- E. That the granting of the Variations 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 Variations 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 Variations requested will not confer on the applicant any special privilege that is denied by the provisions of the Zoning Ordinance to other lands, structures or buildings in the same district.

**SECTION SIX:** That the following Variations are hereby granted for the Property: (a) a reduction of 23 parking spaces from the 158 required parking spaces; (b) a 3.5' reduction in the required 20' foot interior parkway landscape width requirement; and (c) one tree for each double parking island rather than the required two (2) trees, subject to the findings of fact and conditions set forth in Sections Five and Seven of this Ordinance.

**SECTION SEVEN:** That the findings in Sections One, Three and Five, the Preliminary/Final PUD Plan approval in Section Two, the Special Use Permits granted in

Section Four, the Variations granted in Section Six of this Ordinance, are based upon and are hereby made contingent upon the satisfaction of the following conditions:

- 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.
- 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 amount approved by the Village Arborist or Village Engineer based on contracts estimated by the Developer for its future installation, or if no such contract is submitted, based upon estimates therefor submitted by the developer's landscape architect;
- 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. Sunday hours shall be from 9:00 a.m. until 10:30 p.m. (The Class A liquor license is from 8:00 a.m. until 2:00 a.m. for Friday and Saturday.)
- I. No outdoor events shall take place on the Subject Property;
- J. Liquor service shall adhere to the hours outlined by the liquor license issued by the Village, but shorter Sunday hours made a part of the Special Use Permit granted to serve liquor shall take precedence over the hours provided in the liquor license.
- K. If warranted and upon a visible inspection and determination by the Village Public Works Director, "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 Director in accordance with the Sign Ordinance;

Q. Building permits shall be required for all construction activities;

**SECTION EIGHT: SEVERABILITY.** The various provisions of this Ordinance are to be considered as severable, and if any part or portion of this Ordinance shall be held invalid by any Court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Ordinance.

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

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

**ROLL CALL VOTE:**

**AYES:**

**NAYS:**

**ABSENT:**

**PASSED: October 18, 2016**

**APPROVED: October 18, 2016**

---

**Kevin Wallace, Village President**

**ATTEST:**

---

**Lorna Giles, Village Clerk**

**CERTIFICATION**

I, the undersigned, do hereby certify that I am the Village Clerk of the Village of Bartlett, Cook, DuPage and Kane Counties, Illinois, and that the foregoing is a true, complete and exact copy of Ordinance 2016 - \_\_\_\_\_ enacted on October 18, 2016, and approved on October 18, 2016, as the same appears from the official records of the Village of Bartlett.

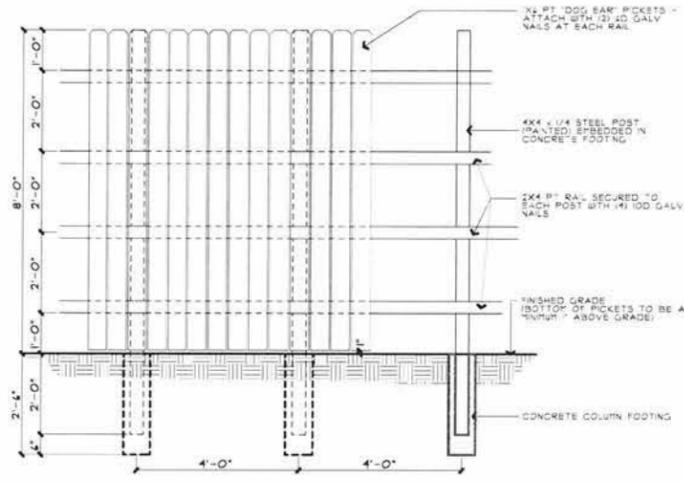
\_\_\_\_\_  
Lorna Giles



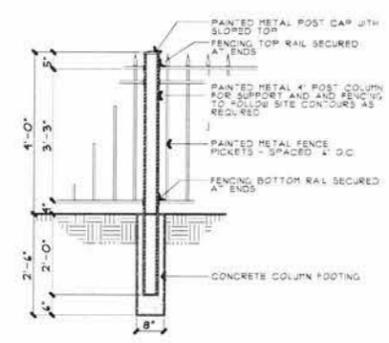


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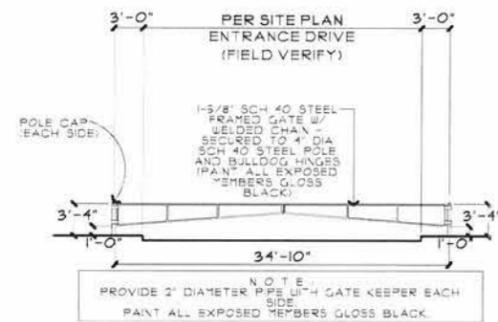
E:\Data\DCUG\Ashton Gardens - Bartlett\AS.rvt



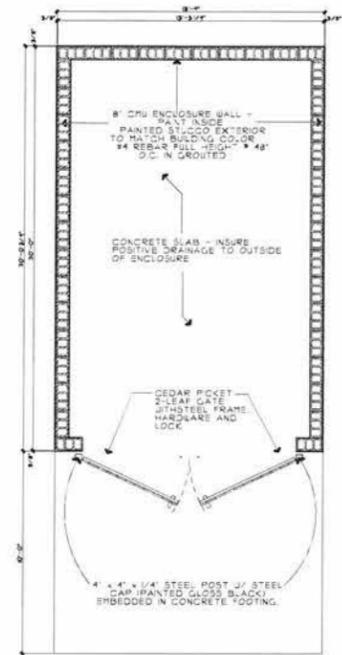
**WOOD FENCE/SCREEN ELEVATION/DETAIL**  
 1/2" = 1'-0"



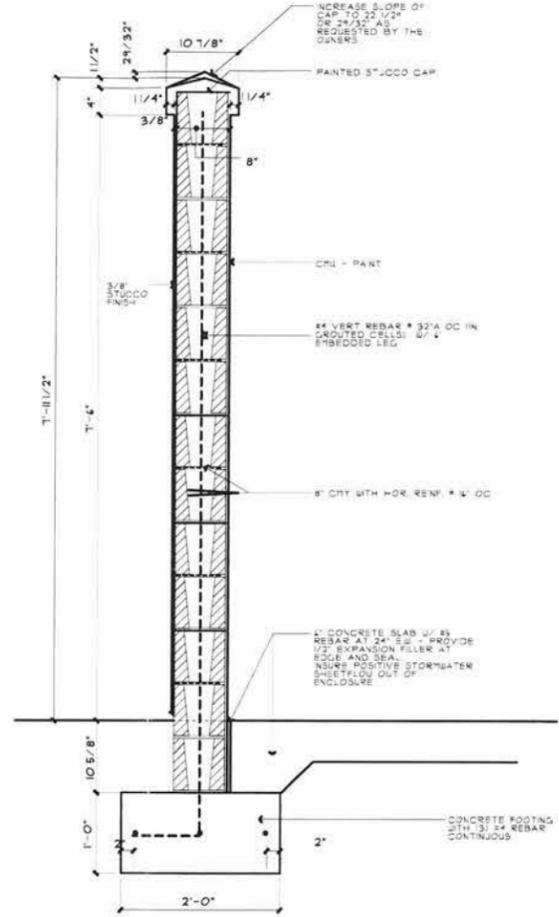
**DECORATIVE FENCE DETAIL**  
 1/2" = 1'-0"



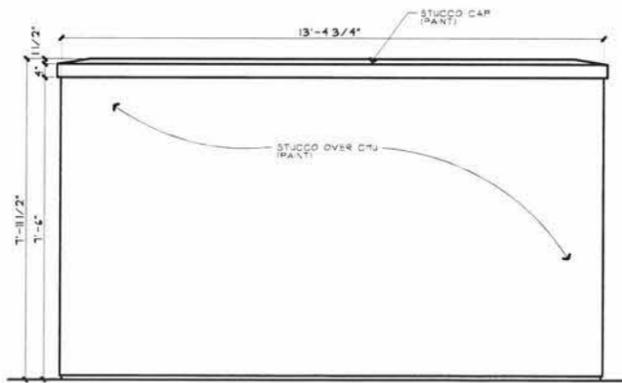
**TYPICAL GATE DETAIL**  
 3/32" = 1'-0"



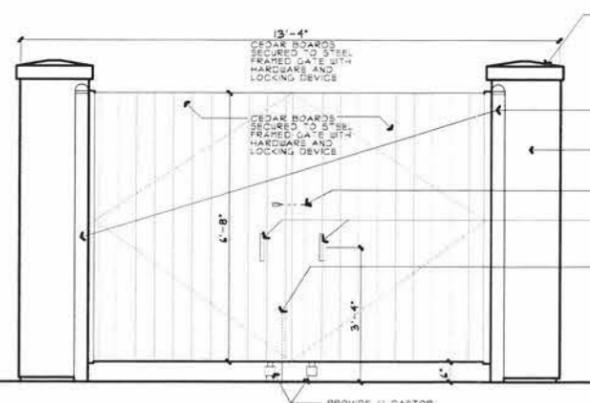
**DUMPSTER ENCLOSURE PLAN**  
 1/4" = 1'-0"



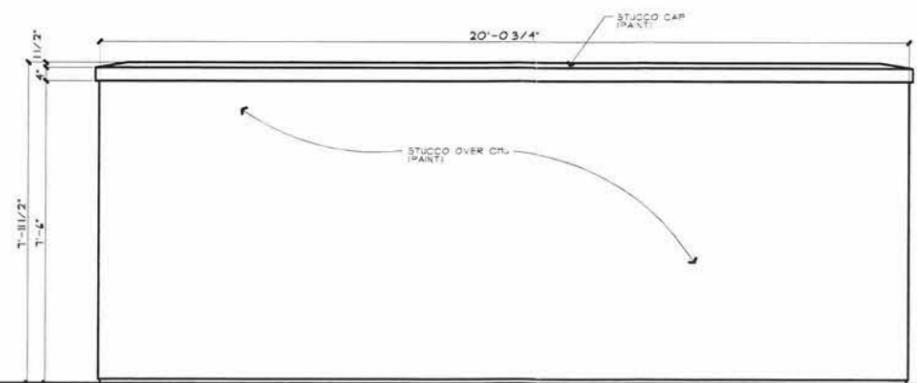
**DUMPSTER ENCLOSURE SECTION**  
 1" = 1'-0"



REAR WALL



FRONT WALL



SIDE WALLS

**DUMPSTER ENCLOSURE ELEVATIONS**  
 1/2" = 1'-0"

PRELIMINARY / FINAL PUD PLAN

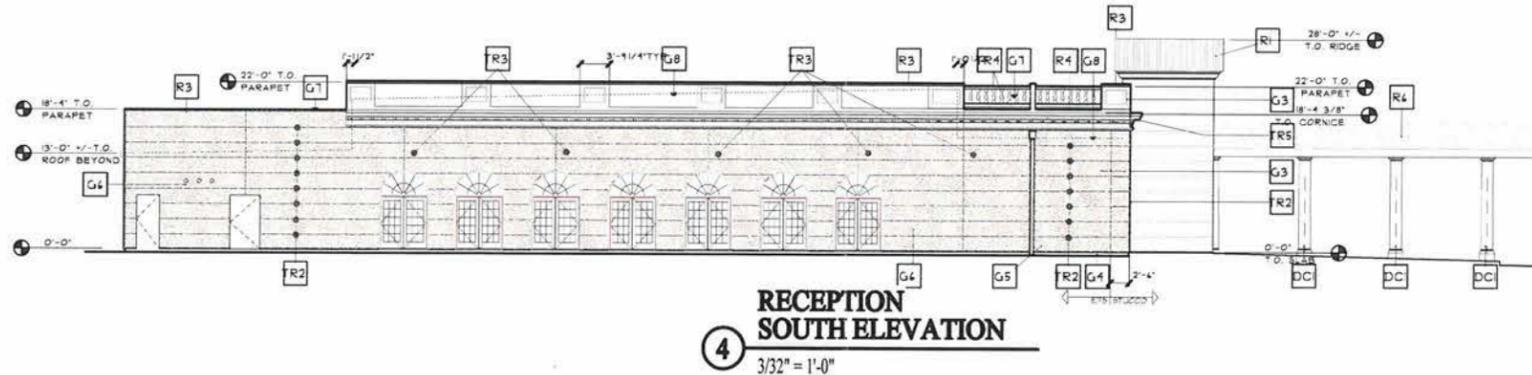


Ashton Gardens - Chicago West  
 SW Corner Devon Avenue & South Prospect Avenues  
 Village of Bartlett, Dupage County, Illinois

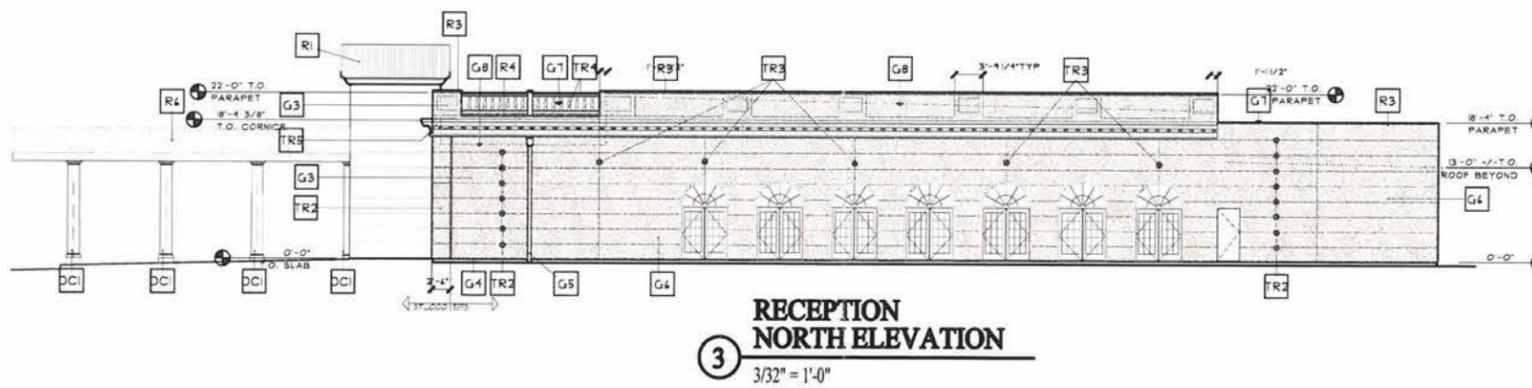
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DESCRIPTION	DATE
REVIEW	30 JUNE 2016
REVISED	29 JULY 2016
REVISED	09 AUG 2016



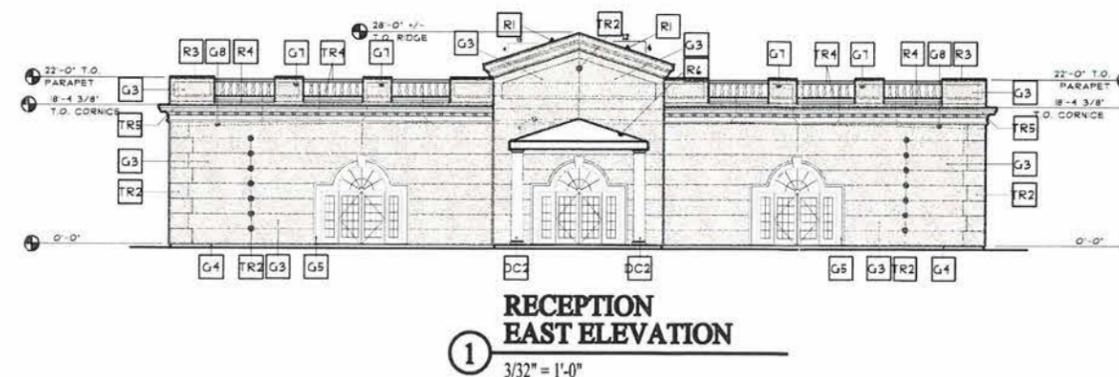
**RECEPTION SOUTH ELEVATION**  
 4  
 3/32" = 1'-0"



**RECEPTION NORTH ELEVATION**  
 3  
 3/32" = 1'-0"



**RECEPTION WEST ELEVATION**  
 2  
 3/32" = 1'-0"



**RECEPTION EAST ELEVATION**  
 1  
 3/32" = 1'-0"

- G GENERAL ITEMS**
- G1 DOOR /FRAME - TO MATCH EFS/STUCCO COLOR
  - G2 CLAD WINDOW AND GLAZING SYSTEM - WHITE
  - G3 STUCCO VENER: 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" EFS CLASS PB DRAINABLE SYSTEM (PAREX WATERMASTER) - OFF WHITE
  - G7 LINE OF ROOF TOP UNIT BEYOND
  - G8 LINE OF ROOF BEYOND
  - G9 STAINLESS WATER HEATER VENTS
  - G10 "HARD PLANK" SIDING OVER BUILDING WRAP - WHITE
  - G11 STEEL LADDER w/ LOCKABLE SECURITY GATE - DARK BRONZE COLOR
- DC DECORATIVE COLUMN**
- DC 12" DIA CAST STONE COLUMN - CORBELSTONE - SAND COLOR
- R ROOFING**
- R1 STANDING SEAM METAL, .040" ALUMINUM WITH KYLAR 500 FINISH (GEORGETOWN GRAY) - ENGLERT A1300/A1301 SERIES (ALL X 12" W/4 FLASH TYPE "A" - INSTALL OVER 30# FELT
  - 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 EAVE TRIM: 24 GA PERFINISHED TO MATCH SHINGLE COLOR
  - R5 METAL GUTTER AND DOWNSPOUT: PREFINISHED WHITE ALUMINUM 24 GAUGE
  - R6 CUSTOM CANOPY FRAME/COVER - MARY GROVE AWNINGS COVER: VINYL-COATED POLYESTER FERRARI 802 COLOR SANDY BEIGE FS02-0235 FRAME: 1" X 1" ALUMINUM TUBING, TILL FINISH - ALL FASTENERS AND BRACKETS SHALL BE ALUMINUM
  - R7 METAL LEADER BOX AND DOWNSPOUT (ITE TO STORM SEWER) - WHITE
- TRIM / MISC.**
- TR1 STUCCO BASE TRIM (PVC - DRAINABLE) VINYL CORP R54438-15 - WHITE
  - TR2 EFS QUOINS (3/4" THICK) - WHITE
  - TR3 CONTROL JOINT: 3/16" V-REVEAL - VINYL-CORP CJV14 WITH REMOVABLE TAPE
  - TR4 PVC RAILING/BALUSTER SYSTEM (MELTON CLASSICS) - WHITE
  - TR5 TRIP CORNICE ASSEMBLY (MELTON CLASSICS MC-4) - WHITE

**N**

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RECEPTION FACILITY for

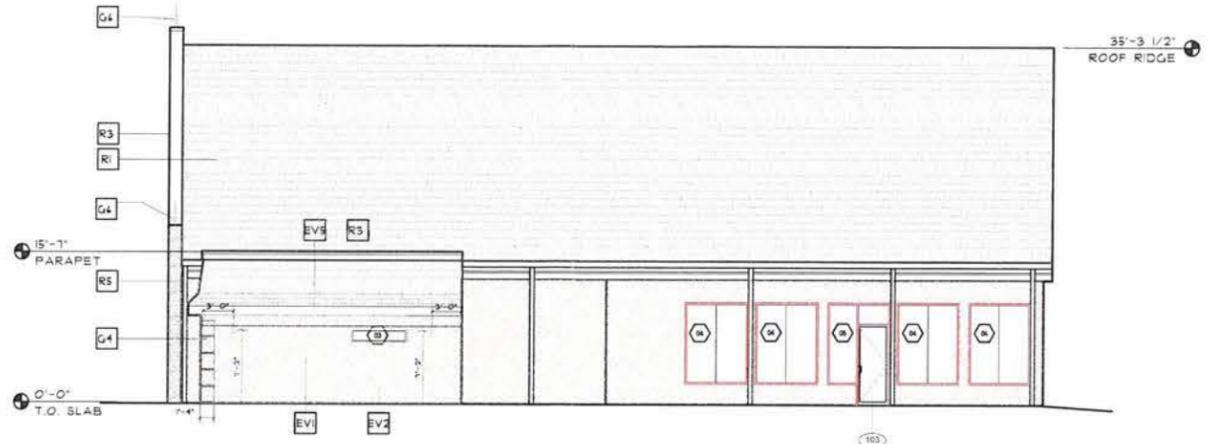
*Ashton Gardens*

Ashton Gardens Village of Bartlett  
 Corner of Devon Ave. & South Prospect Ave.  
 Bartlett, DuPage County, Illinois

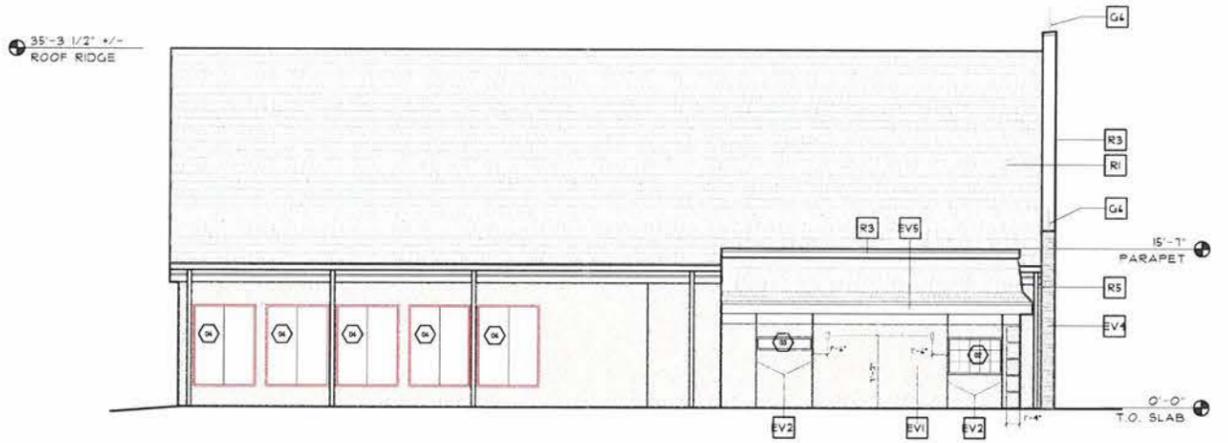
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DESCRIPTION	DATE
REVIEW	10 MAY 2016
REVISED	29 JULY 2016

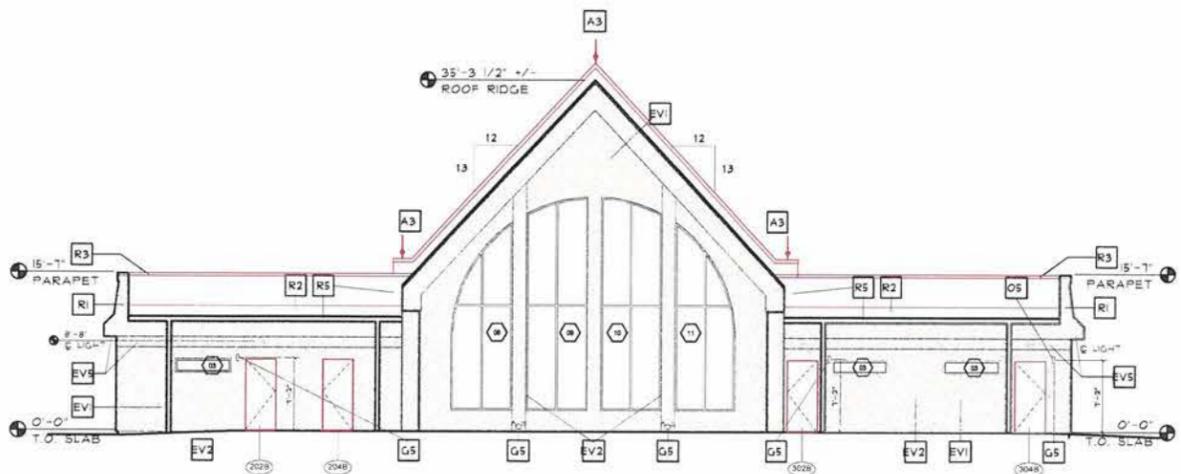
A-2  
 RECEPTION ELEVATIONS



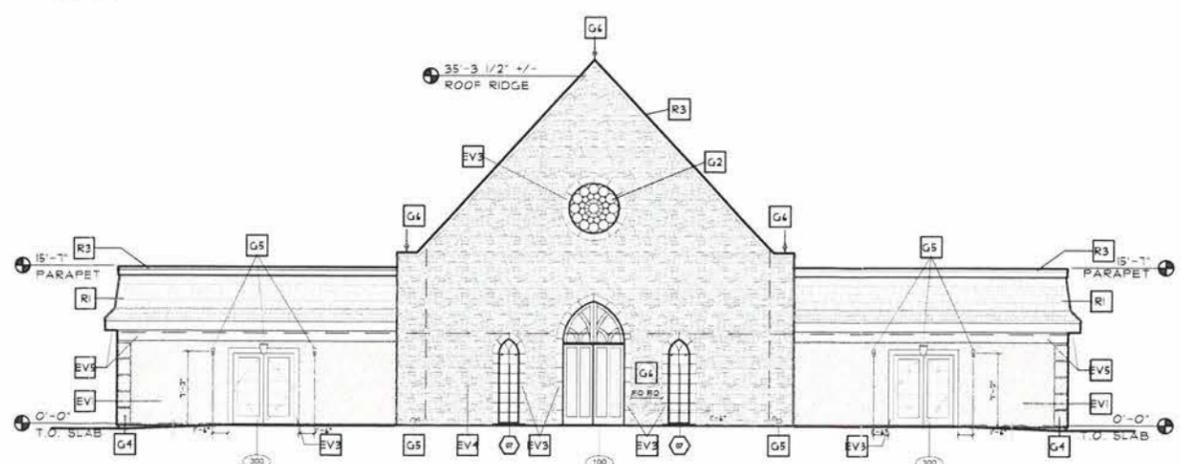
**4 CHAPEL NORTH ELEVATION**  
1/8" = 1'-0"



**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 QUONS - WHITE
  - G5 LIGHT FIXTURE
  - G6 COPPER FINIAL
- R ROOFING**
- R1 ARCHITECTURAL SHINGLES (CLASS A) OVER 302 FELT, CERTAINTED "INDEPENDENCE" GEORGETOWN GRAY
  - R2 SINGLE PLY ROOFING, ULTRA-PLY 1PD 120 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 WATER DRAINAGE COMPONENTS (PARAFLEX OPTIMUM WATERMASTER) - OFF WHITE
  - EV2 CONTROL JOINT, 3/4" V REVEAL - VINYL CORP. CURV WITH REMOVABLE TAPE
  - EV3 3" WIDE EIFS SURROUND - WHITE
  - EV4 TEXAS WHITE LIMESTONE
  - EV5 EIFS TRIM - WHITE

**N**

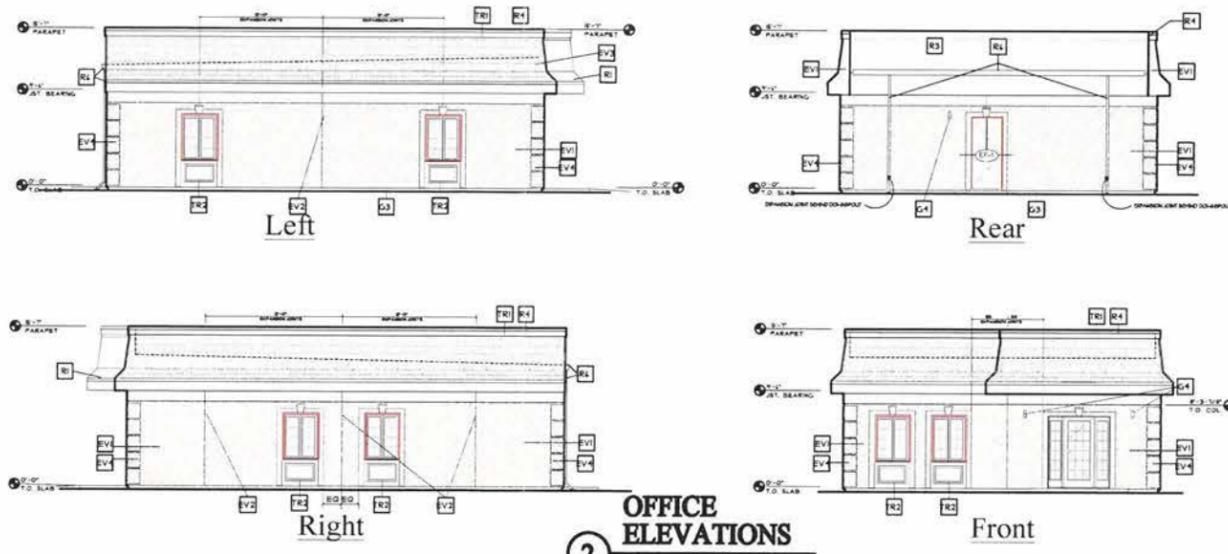
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CHAPEL for  
  
 Ashton Gardens  
 Ashton Gardens Village of Bartlett  
 Corner of Devon Ave. & South Prospect Ave.  
 Bartlett, DuPage County, Illinois

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DESCRIPTION	DATE
REVIEW	10 MAY 2016
REVISED	29 JULY 2016

**A-4**  
 CHAPEL  
 ELEVATIONS

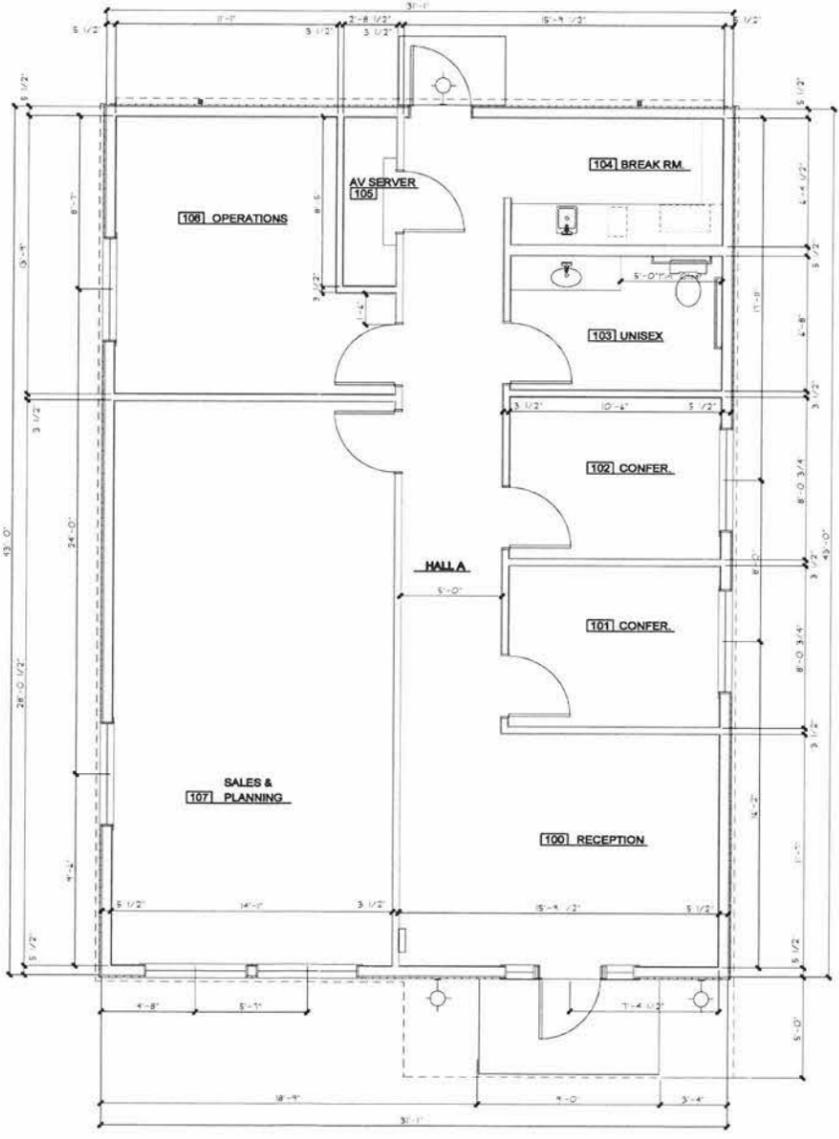


- G GENERAL ITEMS**
- G1 DOOR /FRAME - TO MATCH EFS COLOR
  - G2 CLAD WINDOW AND GLAZING SYSTEM - WHITE
  - G3 CONCRETE FOUNDATION. PAINT EXPOSED SURFACES TO MATCH STUCCO COLOR
  - G4 LIGHT FIXTURE
- R ROOFING**
- R1 NOT USED
  - R2 ARCHITECTURAL SHINGLES OVER 30# FELT. CERTAINTEED INDEPENDENCE GEORGETOWN GRAY
  - R3 SINGLE PLY ROOFING. ULTRA PLY TPO (20 YR. WARRANTY). SINGLE PLY MEMBRANE - WHITE
  - R4 COPING. PREFINISHED METAL COPING TO MATCH SHINGLE COLOR
  - R5 METAL TRIM. 24 GA. PREFINISHED TO MATCH SHINGLE COLOR
  - R6 METAL GUTTER AND DOWNSPOUT. PREFINISHED WHITE ALUMINUM 24 GAUGE
- EV - EXTERIOR VENEER**
- EV1 EIFS CLASS PB SYSTEM (PAREX GATEWAY) OVER BUILDING WRAP - OFF WHITE - ALL JOINTS/MOLDINGS SHALL BE PVC
  - EV2 EIFS CONTROL/EXPANSION JOINT
  - EV3 EIFS TRIM w/ KEYSTONE - WHITE
  - EV4 EIFS OUCN - WHITE
- TR TRIM**
- TR1 1/8" CEMENTITIOUS BOARD - WHITE
  - TR2 WINDOW PANEL: EIFS - WHITE

N

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**OFFICE ELEVATIONS**  
②  
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 w/ Amendments  
The International Property Maintenance Code, 2012 edition (the "IPMC") w/ Amendments  
Block Energy Conservation Code, latest edition (the State Energy Conservation Code "SECC") w/ AMENDMENTS  
ANSI/AIA/ES Standard 90.1-2010 w/ Amendments  
Village of Bartlett Zoning Code (Current Edition)  
DuPage County Countywide Stormwater Floodplain Ordinance 2013

**OFFICE FLOOR PLAN**  
①  
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: 1,357 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	-
<b>TOTAL</b>		-	-	<b>8.8</b>	-

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.

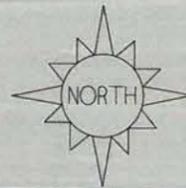
**OFFICE for**  
Ashton Gardens  
Ashton Gardens Village of Bartlett  
Corner of Devon Ave. & South Prospect Ave.  
Bartlett, DuPage County, Illinois

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DESCRIPTION	DATE
REVIEW	10 MAY 2016
REVISED	29 JULY 2016

A-5

OFFICE PLAN/ELEVATIONS



DEVON AVENUE

NOTES:

Pg 1

- (1) Proposed Irrigation
- (2) Premium Double Ground Hardwood Bulk Mulch All Planting Bed Areas
- (3) Amend All Planting Areas With Compost
- (4) Sod Entire Property In Green
- (5) All Sidewalks, Driveways, Parking Lot Area To Be Done By Others



Artisan Concept  
 Actual Design  
 Measurements May Vary

EX. PLANT MATERIAL LINE

EX. RESIDENCES

EX. TREES

EX. PLANT MATERIAL LINE

EX. PLANT MATERIAL LINE

NOTES:

Additional (3) Evergreens & (4) Shade Trees Added Above Requirements



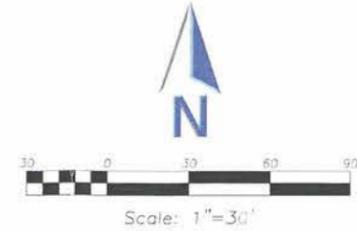
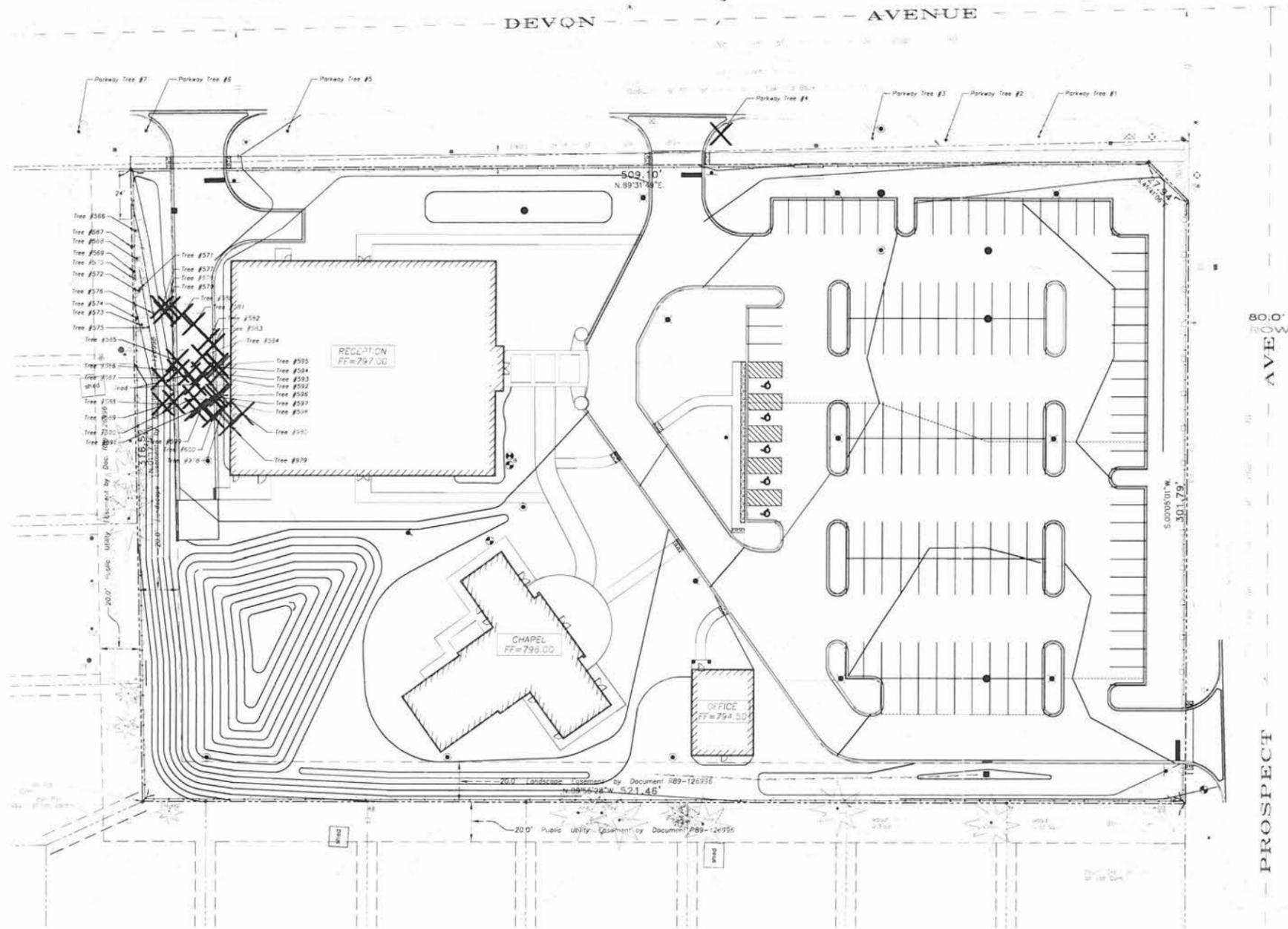
PROSPECT AVENUE

EXHIBITE

RECEIVED  
 COMMUNITY DEVELOPMENT  
 AUG 04 2016  
 VILLAGE OF  
 BARTLETT

**ASHTON GARDENS**

SW Corner of Devon Ave & South Prospect Ave  
 Village of Bartlett, DuPage County IL 60103  
 Date: 7-11-16 Revision (1) 7-18-16 (2) 8-1-16 (3) 8-2-16  
 Scale: 1/20" = 1'.0  
 Designed By: Wade Harvey | Melinda Quigley

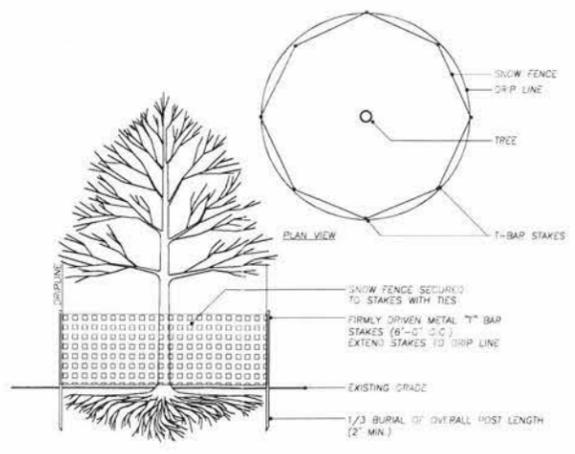


**EXISTING TREE INVENTORY**

TREE #	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	COMMENTS
566	Robinia pseudoacacia	Black Locust	8' Cal.	Good	
567	Robinia pseudoacacia	Black Locust	12' Cal.	Good	Multi-trunk
568	Robinia pseudoacacia	Black Locust	8' Cal.	Good	
569	Robinia pseudoacacia	Black Locust	5' Cal.	Fair	
570	Robinia pseudoacacia	Black Locust	8' Cal.	Good	
571	Robinia pseudoacacia	Black Locust	8' Cal.	Good	
572	Robinia pseudoacacia	Black Locust	8' 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	9' 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	7' 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	20' Cal.	Good	Multi-trunk
589	Robinia pseudoacacia	Black Locust	18' Cal.	Good	
590	Robinia pseudoacacia	Black Locust	4' Cal.	Good	
591	Robinia pseudoacacia	Black Locust	8' 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	9' Cal.	Good	
BREAK					
578	Robinia pseudoacacia	Black Locust	15' Cal.	Good	Multi-trunk
579	Robinia pseudoacacia	Black Locust	15' Cal.	Good	Multi-trunk
580	Robinia pseudoacacia	Black Locust	24' Cal.	Fair	Multi-trunk
Parkway Trees					
1	Pinus caryinata	Bradford Pear	12' Cal.	Fair	Growing into overhead lines
2	Pinus caryinata	Bradford Pear	12' Cal.	Fair	Growing into overhead lines
3	Pinus caryinata	Bradford Pear	12' Cal.	Good	Growing into overhead lines
4	Quercus macrocarpa	Kentucky Coffee Tree	9' Cal.	Good	Growing into overhead lines
5	Quercus macrocarpa	Thornless Honeylocust	12' Cal.	Good	Growing into overhead lines
6	Quercus macrocarpa	Thornless Honeylocust	12' Cal.	Fair	Growing into overhead lines
7	Quercus macrocarpa	Thornless Honeylocust	12' Cal.	Fair	Growing into overhead lines

**TREE PRESERVATION NOTES**

- ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
- THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/REPLACE AND UTILITY, PAVING, CURBING, ETC. WHICH IS DAMAGED DURING PLANTING AND TREE BRIDGING.
- 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 AGENCIES.
- LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR DAMAGED 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

**ERIKSSON  
 ENGINEERING  
 ASSOCIATES, LTD.**  
 145 COMMERCE DRIVE, SUITE A  
 GRAYSLAKE, ILLINOIS 60030  
 PHONE: (847) 233-4804  
 FAX: (847) 233-4864  
 EMAIL: INFO@EEA-LTD.COM  
 PROFESSIONAL DESIGN FIRM  
 LICENSE NO. 184-003320  
 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
05/10/16	Development Review (Submittal)	
06/28/16	Development Review (Submittal)	

ERIKSSON ENGINEERING ASSOCIATES, LTD., 2011  
 ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.  
 Design By: SSG Date: 04/19/16  
 Approved By: XXX Project No. 0000.00

Sheet Title:  
**TREE  
 PRESERVATION  
 PLAN**

Sheet No:  
**L300**



**COMMUNITY DEVELOPMENT MEMORANDUM**  
**16-215**

DATE: October 6, 2016  
TO: Valerie L. Salmons, Village Administrator  
FROM: Jim Plonczynski, C.D. Director   
RE: **Downtown TOD Plan**

---

**MOST RECENT DISCUSSION: OCTOBER 4<sup>TH</sup> COMMITTEE MEETING**

After hearing some further comments and questions at the October 4<sup>th</sup> Committee meeting, Christine Carlyle of Solomon Cordwell Buenz (SCB), the consultant on this project, addressed some of the outstanding issues, noting that future development in Downtown will require flexibility from the Village, property owners, local businesses and developers and that throughout the development process many discussions will be required to ensure that there will be a mutual agreement on costs, land, site access and overall development impacts.

Ms. Carlyle had submitted a Memorandum as a new introduction section to the Implementation Strategies section in Chapter 6 for the October 4<sup>th</sup> meeting.

After discussing the project, the Committee forwarded the TOD Plan to the Village Board for a final vote on October 18<sup>th</sup>, with the additional direction to Staff to provide an update on its status in five (5) years, in October of 2021. The attached Resolution reflects this change.

**PREVIOUS DISCUSSION**

The Transit Oriented Development (TOD) Plan was previously scheduled for a Village Board vote at its September 6<sup>th</sup> 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 4<sup>th</sup> 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, prior to the October 4<sup>th</sup> meeting. 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.

Mr. Fradin and Ms. Grill also met with tenants Lisa's School of Dance, Kripa Montessori School, Dr. Patel and Professional Consultations, the four current tenants in the building more likely to be redeveloped, next to the former Bartlett Fresh Market space.

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.

## **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](http://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 21<sup>ST</sup> VILLAGE BOARD COMMITTEE MEETING**

At its June 21<sup>st</sup> 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 14<sup>TH</sup> EDC, PLAN COMMISSION AND ZBA PUBLIC HEARING**

On July 14<sup>th</sup>, 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 16<sup>TH</sup> VILLAGE BOARD COMMITTEE MEETING**

A summary of this project, with meeting minutes and a recommendation for TOD Plan approval from the July 14<sup>th</sup> joint committee meeting and public hearing, was presented to the Planning & Zoning Committee on August 16<sup>th</sup>. Following the Committee's consideration and discussion, this matter was forwarded to the Village Board for a final vote at its September 6<sup>th</sup> meeting, at which time it was tabled.

### **RECOMMENDATION**

To remove the TOD Resolution from the table for a final vote on the TOD Plan at the October 18<sup>th</sup> Village Board meeting.

RESOLUTION 2016 - \_\_\_\_

**A RESOLUTION APPROVING THE DOWNTOWN  
TRANSIT ORIENTED DEVELOPMENT PLAN**

**WHEREAS**, the Village President and Board of Trustees of the Village of Bartlett (the "Corporate Authorities") reviewed a draft of the Downtown Transit Oriented Development Plan and its Appendices, for the Village of Bartlett, Illinois and suggested revisions thereto with respect to the specific areas in and around the Village of Bartlett, Illinois, and submitted the revised Downtown Transit Oriented Development Plan and Appendices (the "Downtown TOD Plan"), a copy of which is appended hereto as Exhibit A, to the Bartlett Economic Development Commission, the Bartlett Plan Commission and the Bartlett Zoning Board of Appeals for their review and respective recommendations; and

**WHEREAS**, the Bartlett Economic Development Commission, the Bartlett Plan Commission and the Zoning Board of Appeals heretofore held a joint public hearing with respect to the proposed Downtown TOD Plan on July 14<sup>th</sup>, 2016, and each has made its recommendation for approval to the Corporate Authorities; and

**WHEREAS**, the Corporate Authorities have considered the recommendations of the Bartlett Economic Development Commission, the Bartlett Plan Commission, and the Bartlett Zoning Board of Appeals and such information as has been derived from the public comments at the public hearing and public meetings where the Downtown TOD Plan was presented, and

**WHEREAS**, the Corporate Authorities have determined that it is necessary and desirable to adopt the Downtown TOD Plan to provide for the orderly growth of the Village

of Bartlett in its Downtown area; that the taxable value of land and buildings throughout the Downtown and its surrounding environs may be conserved; that congestion in the public streets may be avoided; that the public health, safety and welfare may otherwise be promoted; and to insure and facilitate the preservation of sites, areas, and structures of historical, architectural, and aesthetic importance in the Downtown area of Bartlett;

**SECTION ONE: NOW, THEREFORE, BE IT RESOLVED** by the President and Board of Trustees of the Village of Bartlett, Cook, DuPage, and Kane Counties, Illinois, that the Downtown Transit Oriented Development Plan and its Appendices, a copy of which is attached hereto as Exhibit A and is expressly incorporated herein (the "Downtown TOD Plan") is hereby approved, and shall serve as a guide for the future development of the Downtown area included in the study and be used as a reference in policymaking and decision making regarding future development and redevelopment of the Downtown area of the Village of Bartlett.

**SECTION TWO: BE IT FURTHER RESOLVED** by the President and Board of Trustees that the then acting Village of Bartlett Community Development Director shall provide a status report to the Corporate Authorities at the second meeting in October of 2021 and at the second meeting in October every five years thereafter, to report on the progress of development in the Downtown area of Bartlett as it relates to the Downtown TOD Plan, and to present suggested revisions to the Downtown TOD Plan, if any, due to development patterns and then current market conditions.

**SECTION THREE: SEVERABILITY.** The various provisions of the Resolution are to be considered as severable, and if any part or portion of this Resolution shall be held invalid by any Court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Resolution.

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

**SECTION FIVE: EFFECTIVE DATE.** This Resolution shall be in full force and effect upon its passage and approval.

**ROLL CALL VOTE:**

**AYES:**

**NAYS:**

**PASSED** this 18<sup>th</sup> day of October, 2016

**APPROVED** this 18<sup>th</sup> day of October, 2016

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

**ATTEST:**

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

#### **CERTIFICATION**

I, the undersigned, do hereby certify that I am the Village Clerk of the Village of Bartlett, Cook, DuPage, and Kane Counties, Illinois, and that the foregoing is a true, complete and exact copy of Resolution 2016-\_\_\_\_\_, enacted on October 18, 2016 and approved on October 18, 2016, as the same appears from the official records of the Village of Bartlett.

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



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

## Transportation Agency Partners

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

## TOD Plan Steering Committee

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

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

Abby Schwarz, Downtown Resident

Jane Shoemaker, BMO Harris Bank, Downtown Employer,

Tracy Smodilla, Economic Development Commission

Stakeholder Focus Group Participants

Arts in Bartlett

Bartlett Department of Public Works

Bartlett Fire Protection District

Bartlett Historic Society

Bartlett Parks District

Bartlett Plaza

Bartlett Police Department

Bartlett Public Library District

BMO Harris Bank

JC's Mexican Restaurant

Marcos Pizza

Platform 18

ROI Business Solutions

Senior Flexonics

Spin Doctor Cyclewerks

2 Toots Train Whistle Grill

Consultant Team

Solomon Cordwell Buenz - Project Management, Planning, and Urban Design

Goodman Williams Group - Real Estate Market Analysis

Fish Transportation Group - Transportation Analysis



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# 01 Introduction

## Project Introduction

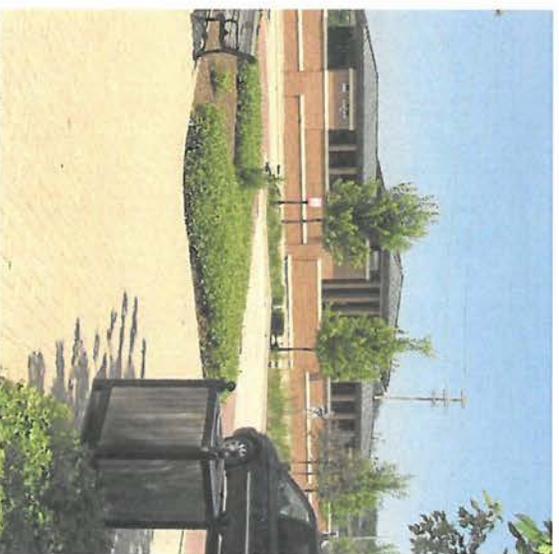
The Village of Bartlett received a grant through the Community Planning Program of the Regional Transportation Authority (RTA) to fund the creation of a Downtown Transit Oriented Development (TOD) Plan for the Metra station area.

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 park area 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.

### Goals of the TOD Plan

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

## Why is Bartlett a Good Opportunity for TOD?

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

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

### 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 Boundary

1/4 Mile Walking Radius

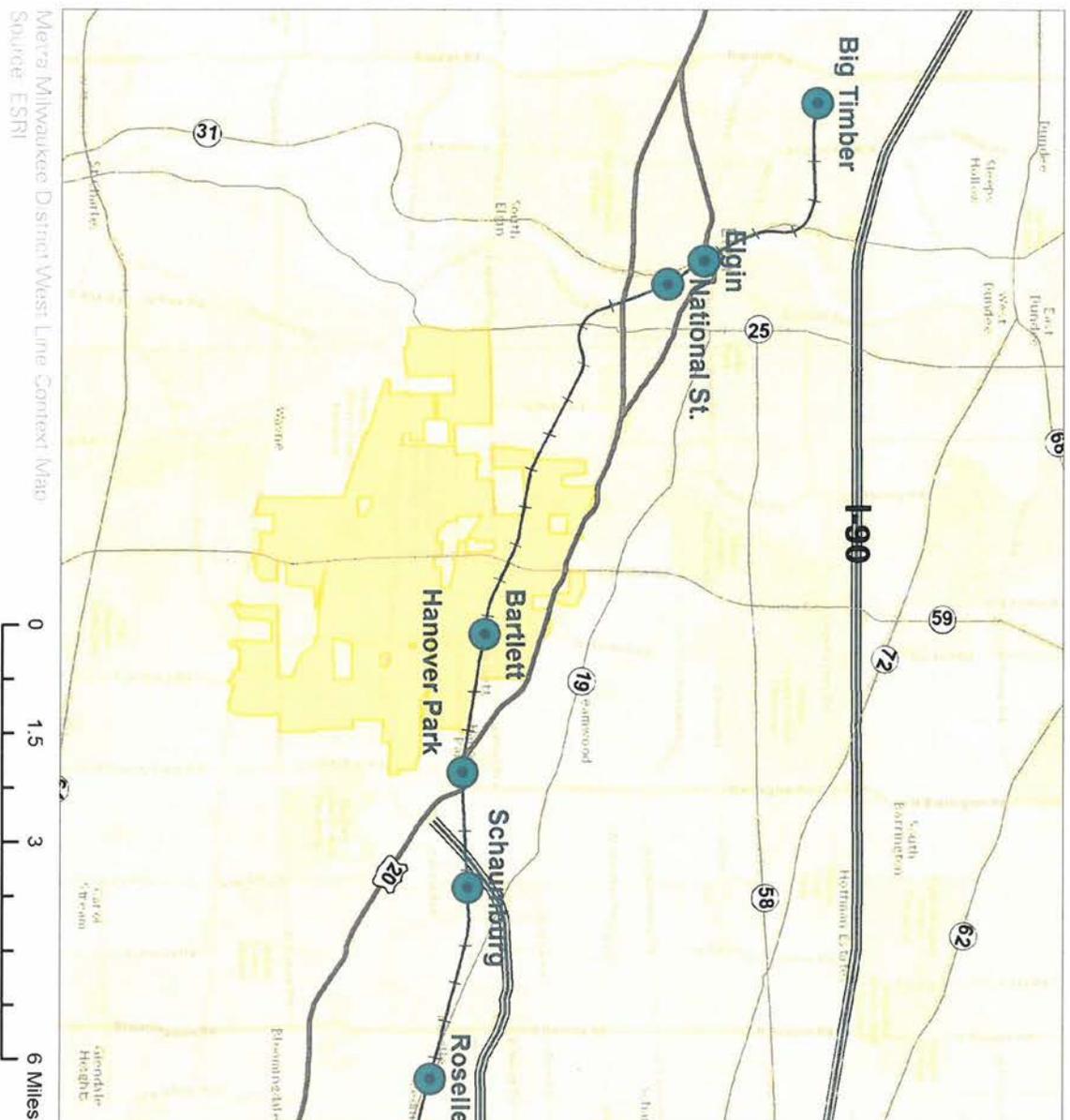
1/2 Mile Walking Radius

## 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+



Historic retail buildings along Bartlett Avenue

### 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).



Existing condominiums in the Tower Center

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

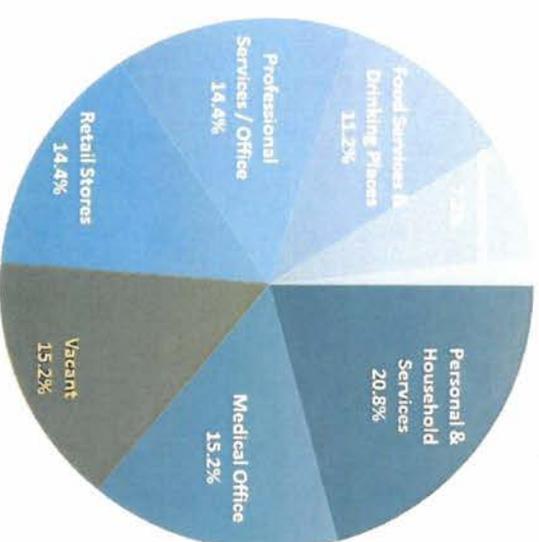
Many other Downtown employees work in Village Hall, the Fire Department, or Bartlett Elementary School. Together with the manufacturing jobs at Senior Flexonics, these industries comprise nearly two-thirds of the Downtown employment. Fourteen restaurants and 18 retail stores are located Downtown, employing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

### Downtown Commercial

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

Bartlett does not have as much retail as its neighboring communities as measured by annual retail sales tax. It collected just over \$2 million in retail sales tax in 2014 as compared to \$7.9 million in Bloomingdale.

### Downtown Business Inventory



Source: Goodman Williams Group



Town Center mixed-use building along Main St



Other vacant commercial along Main St

## Study Area Overview

### Metra Rail Ridership

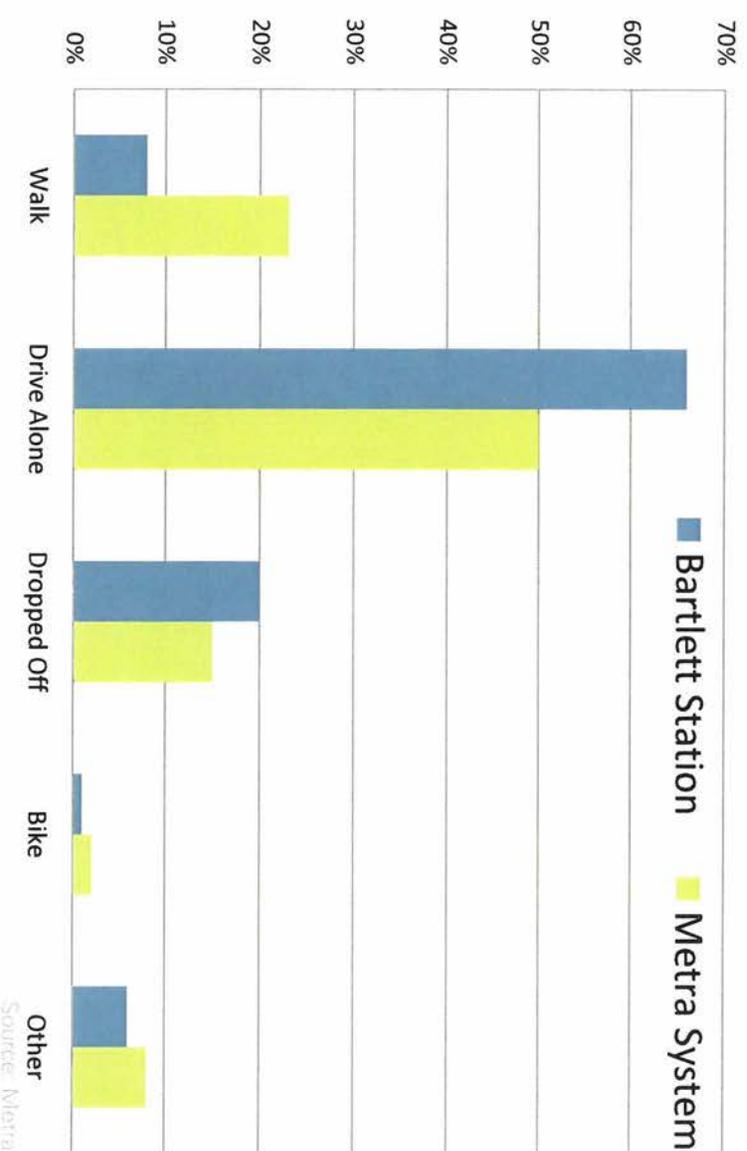
Per Metra's most recent ridership surveys (2014), there are 1,081 typical weekday boardings at the Bartlett station. Ridership at this station grew considerably in the 1980s and has been relatively stable since. Bartlett is appealing to commuters because it is the last station in Metra's Zone F, which 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

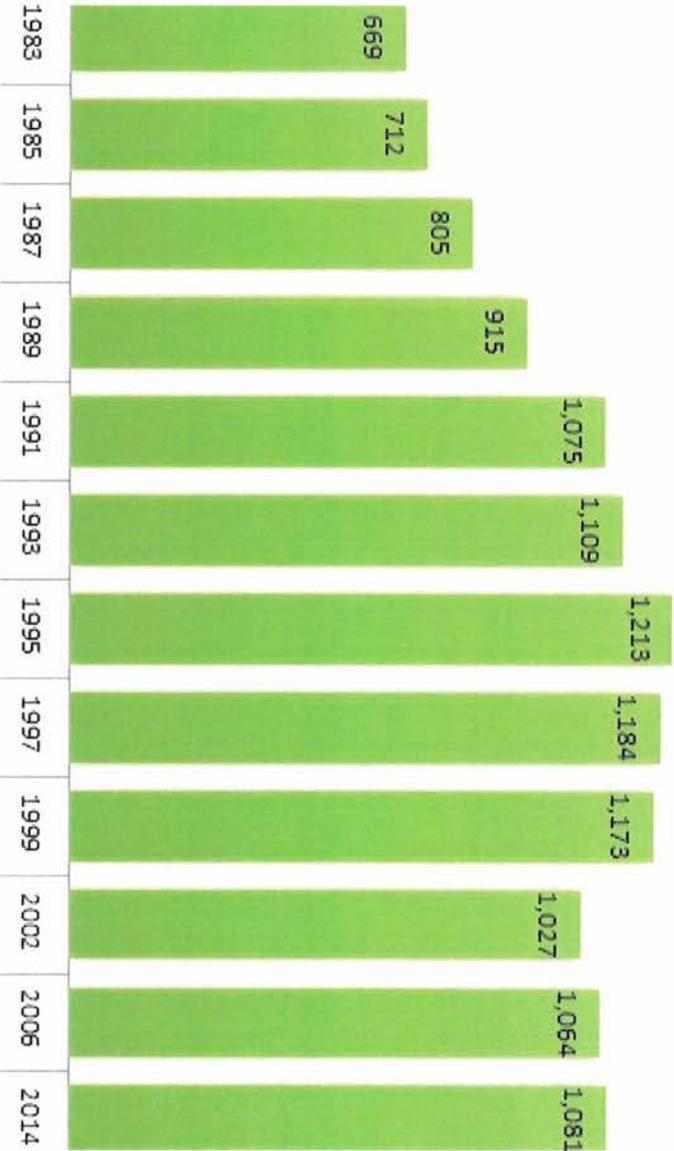


Original Bartlett depot building

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

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

## 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

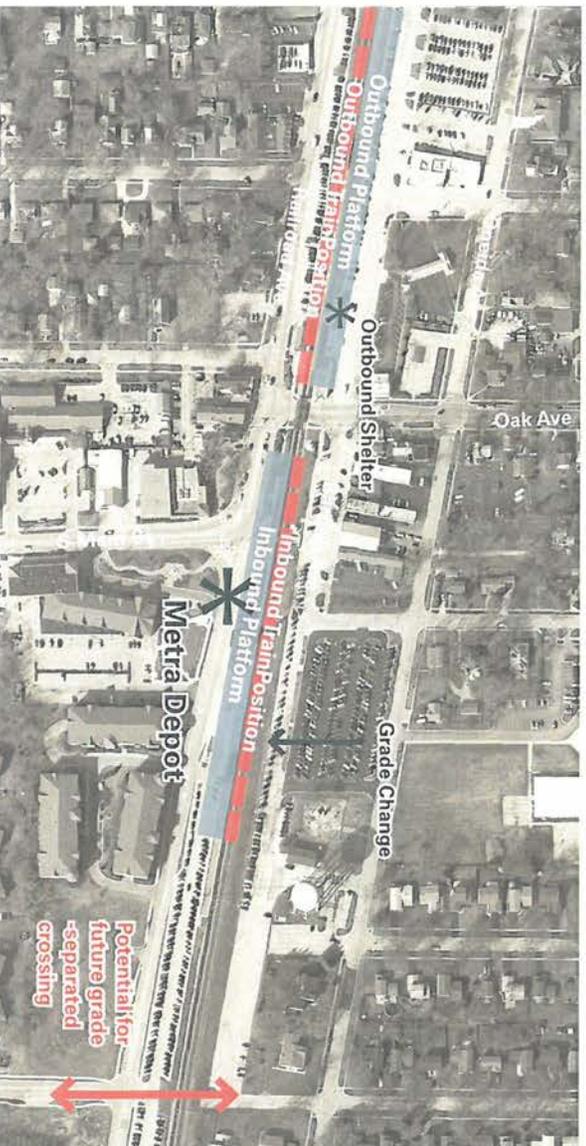
Constraints to future platform changes:

- 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



## 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.



## Study Area Overview

### Roadways & Intersections

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

#### KEY

Study Area Boundary

Super Block needs better connectivity

Sidewalk Gaps

Railroad Grade Crossings

Signalized Intersections

Major Collector

Minor Arterial

Local Road

Rail Platforms

ADT

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

### Key Traffic Considerations

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

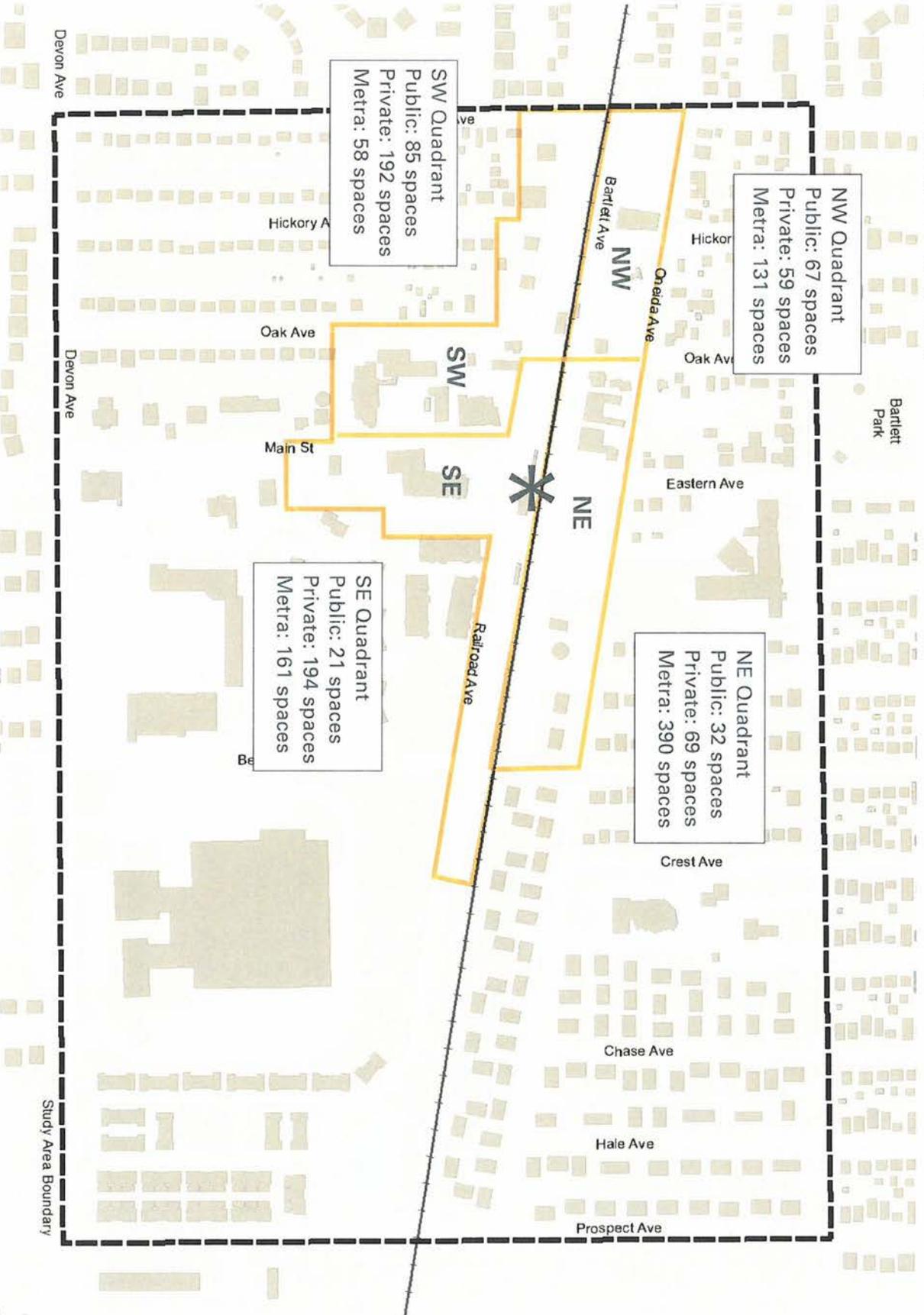


Railroad Avenue today

- 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.

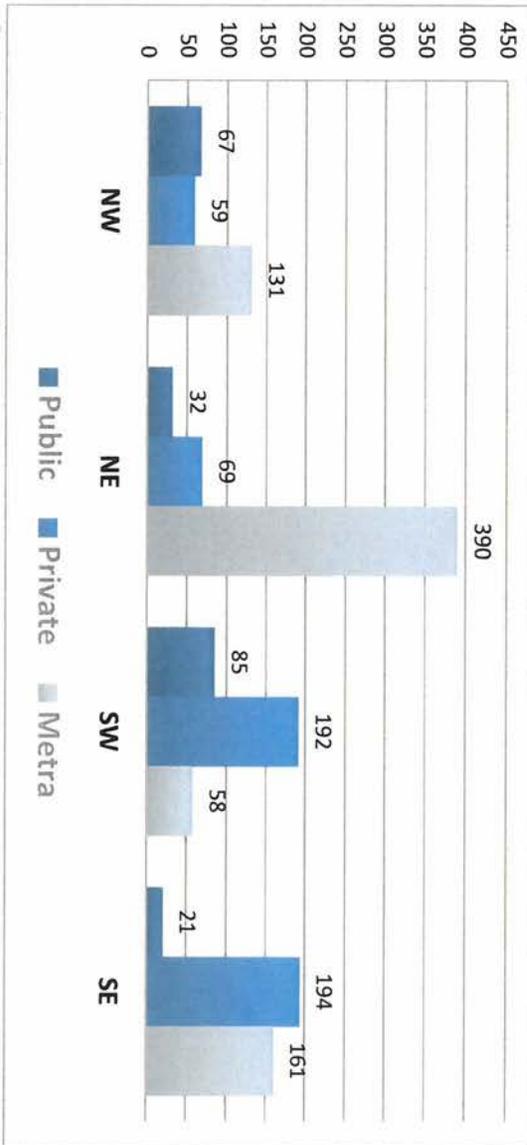
### Downtown Parking Inventory

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.

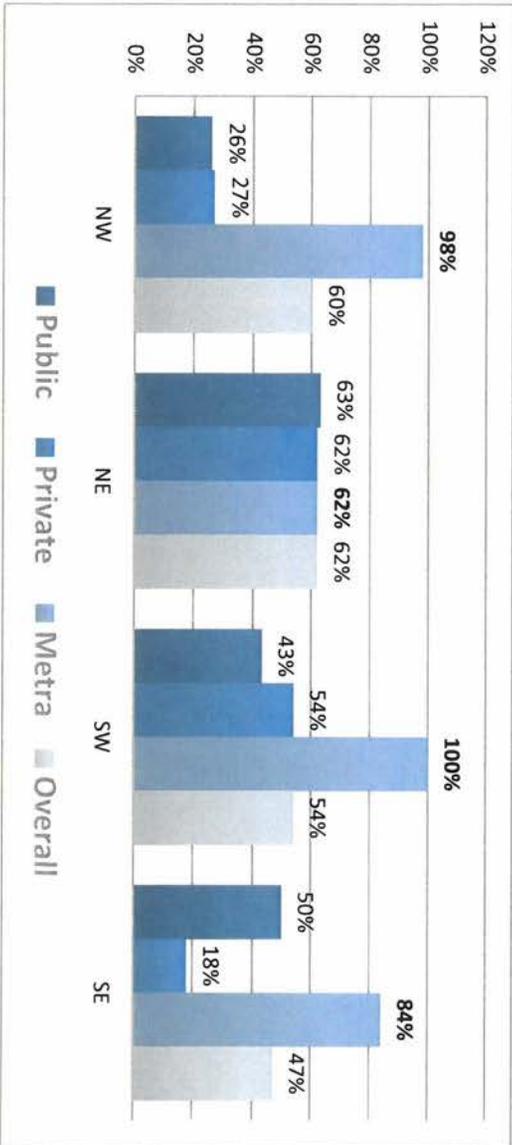
As shown in the occupancy table to the right, parking occupancy Downtown has been observed ranging from 47 - 60%. However, the Metra parking areas experience a much greater occupancy during peak periods, ranging from 84 - 100%.

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



### Parking Occupancy



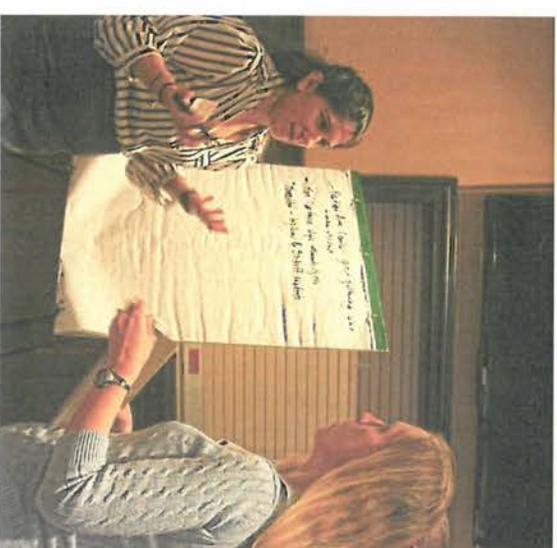
## Public Input Overview

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

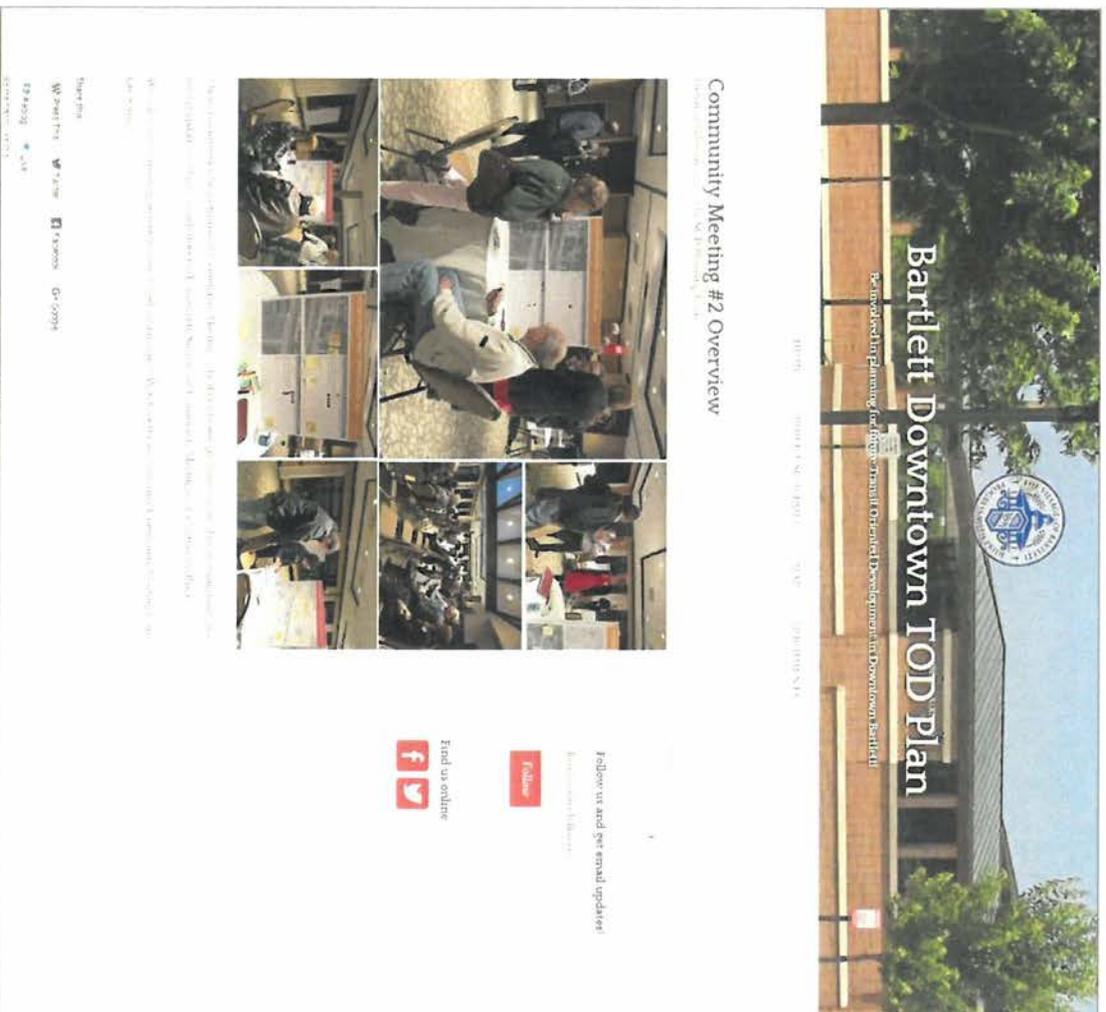
### Project Website

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.



Example blog post on [www.BartlettDowntownTOD.com](http://www.BartlettDowntownTOD.com)

## 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).

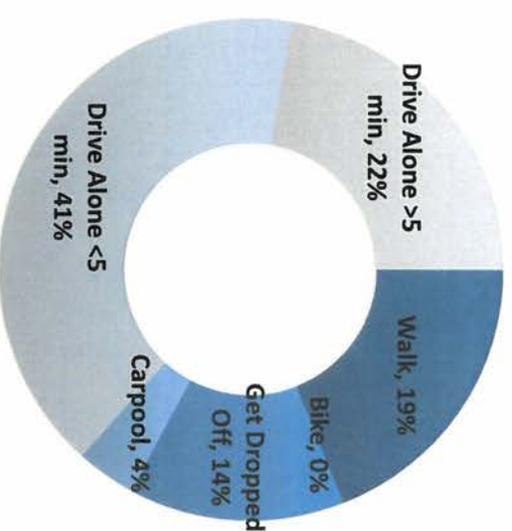
The results of the survey were presented to both the TOD Plan Steering Committee and the community. Outcomes of the survey helped define the topics of community meeting discussions, inform the project existing conditions data, and provide guidance for the Plan policies.

### Community Survey Highlights

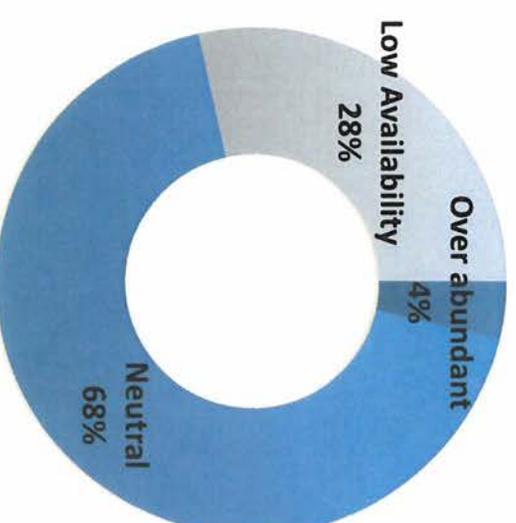
- 95% of survey respondents were residents of Bartlett
- Most of the respondents were long-time residents: 74% having lived in the community over 6 years, and 55% over 11 years
- 43% of respondents live within a mile of Downtown (which is considered a walkable distance)
- 17% chose walking as the way 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

## Key Public Engagement Comments

Need to attract larger and more destination businesses

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

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

Need to create a central gathering place Downtown

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

Need to better engage with existing social organizations and attract families to Downtown

Engage youth and seniors in Downtown activities

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

Many people in the community avoid driving through Downtown

Reactivating Bartlett Plaza would help spark other changes for Downtown

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

Need incentives to attract new development, and new businesses Downtown

Condense Metra parking to open up land for new development

Encourage more residential development to support new and existing businesses

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

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

# TOD Overall Planning Strategies Overview

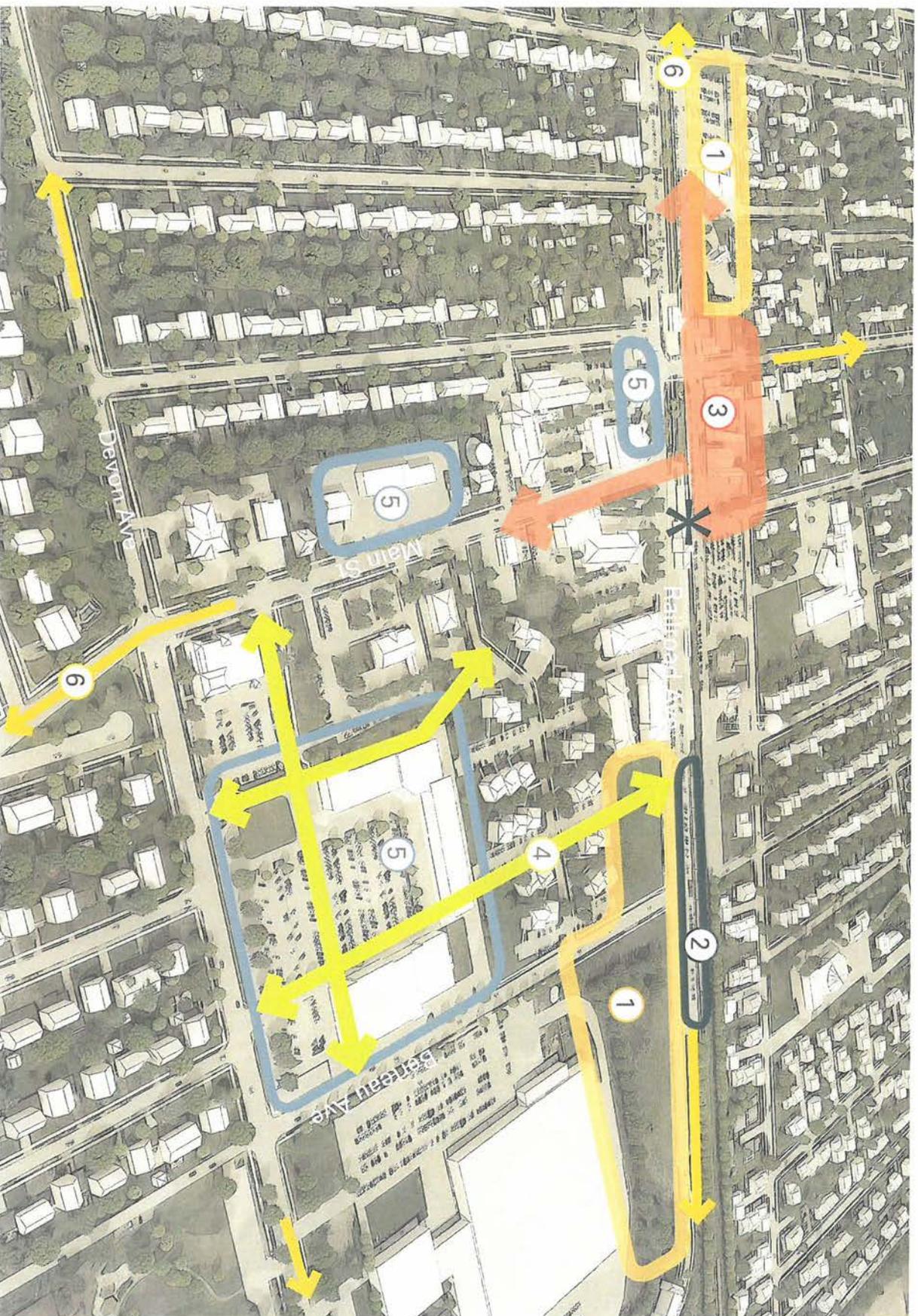


Illustration of existing Downtown Bartlett

Source: SCE

## 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.

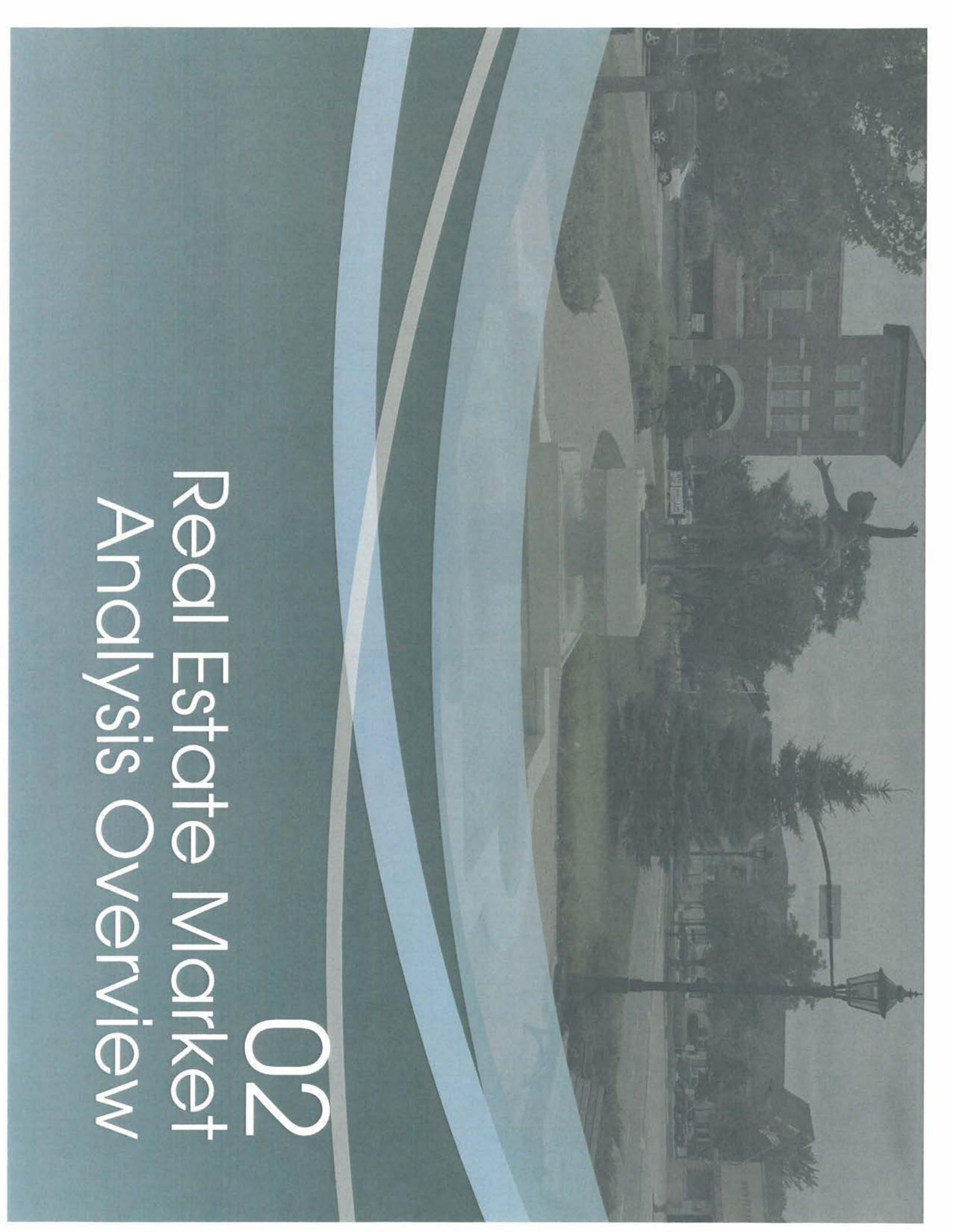
**5** Revitalize older retail properties to enhance the marketing and visual appeal of existing businesses.

**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

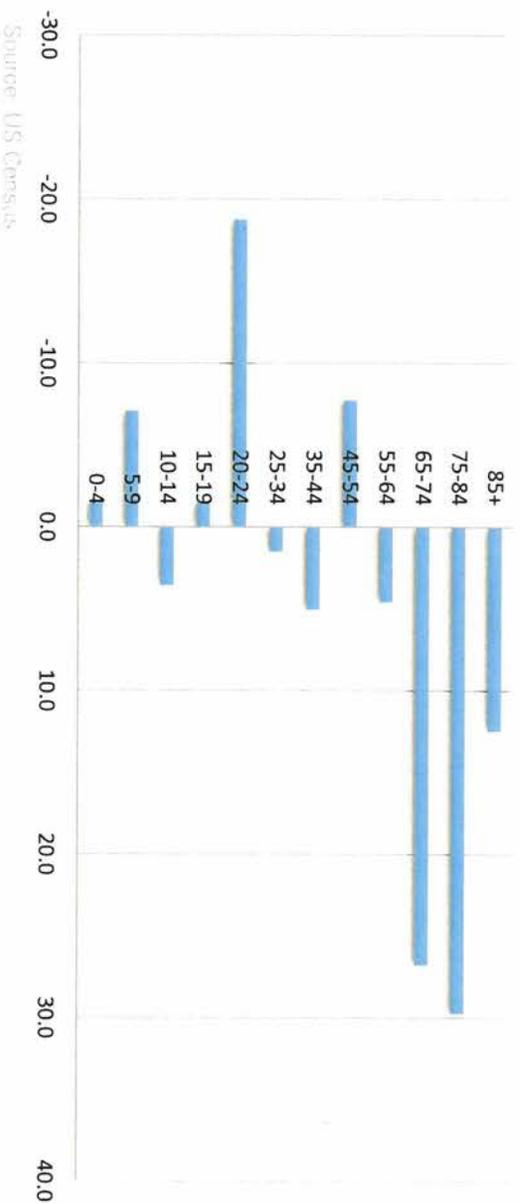
## Real Estate Market Analysis Overview

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)



Town Center resident

### 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.

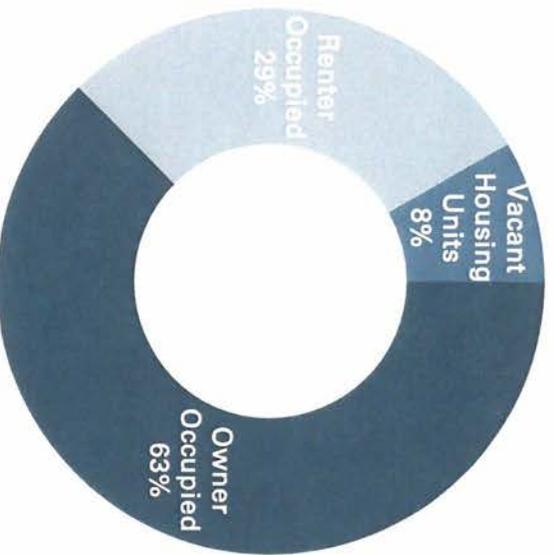
## Real Estate Market Analysis Overview

### 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.

### Study Area Housing Units (2015 Estimate)

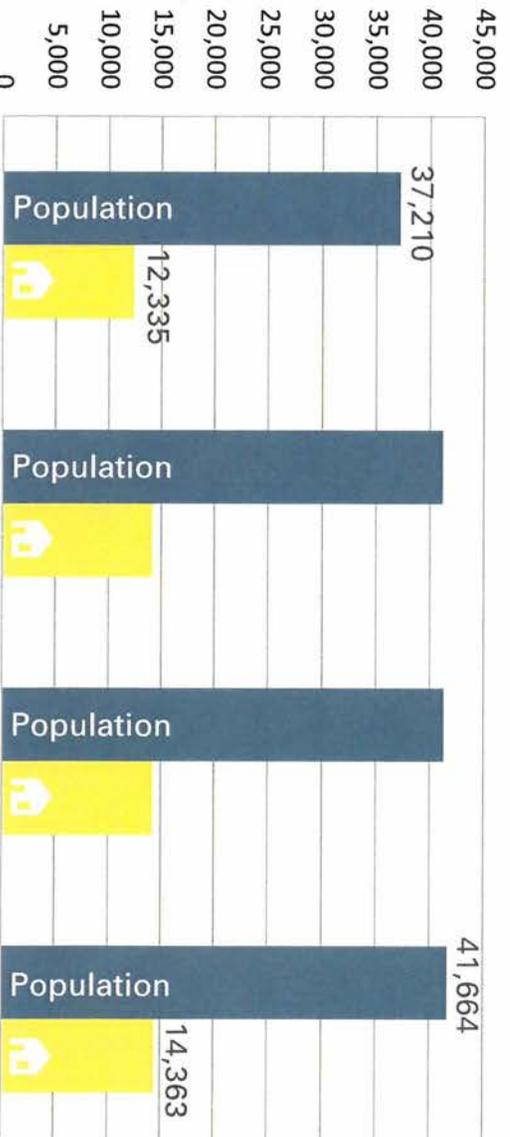


Source: ESRI

### Residential Market Conclusions

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

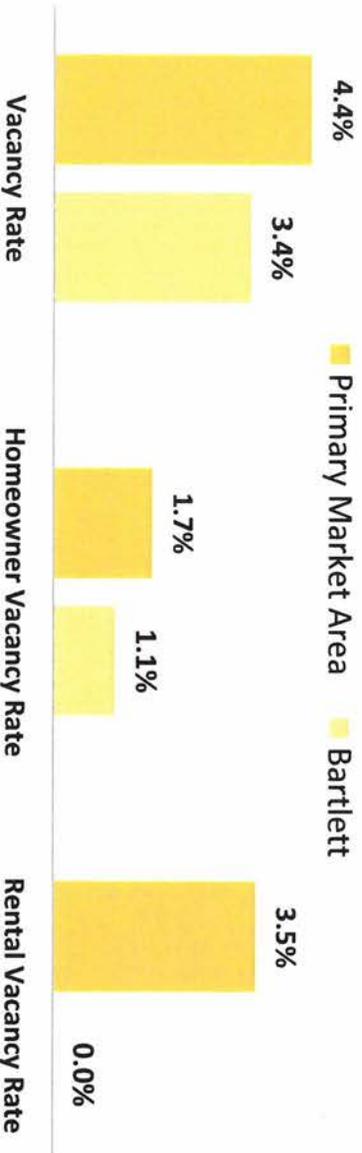
### Village of Bartlett Population & Household Growth Trends



Source: US Census Bureau Data, ESRI

## Real Estate Market Analysis Overview

### Housing Vacancy Rates by Type



Source: U.S. 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

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

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

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

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

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

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





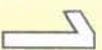
# 03 Transportation & Connectivity Overview

## 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.



### 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](http://www.completestreets.org/policy/workbook)

## 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

### 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.



Existing bike parking at the Metra station



Example bike parking in a parking spot



Covered / protected bike parking example

# 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

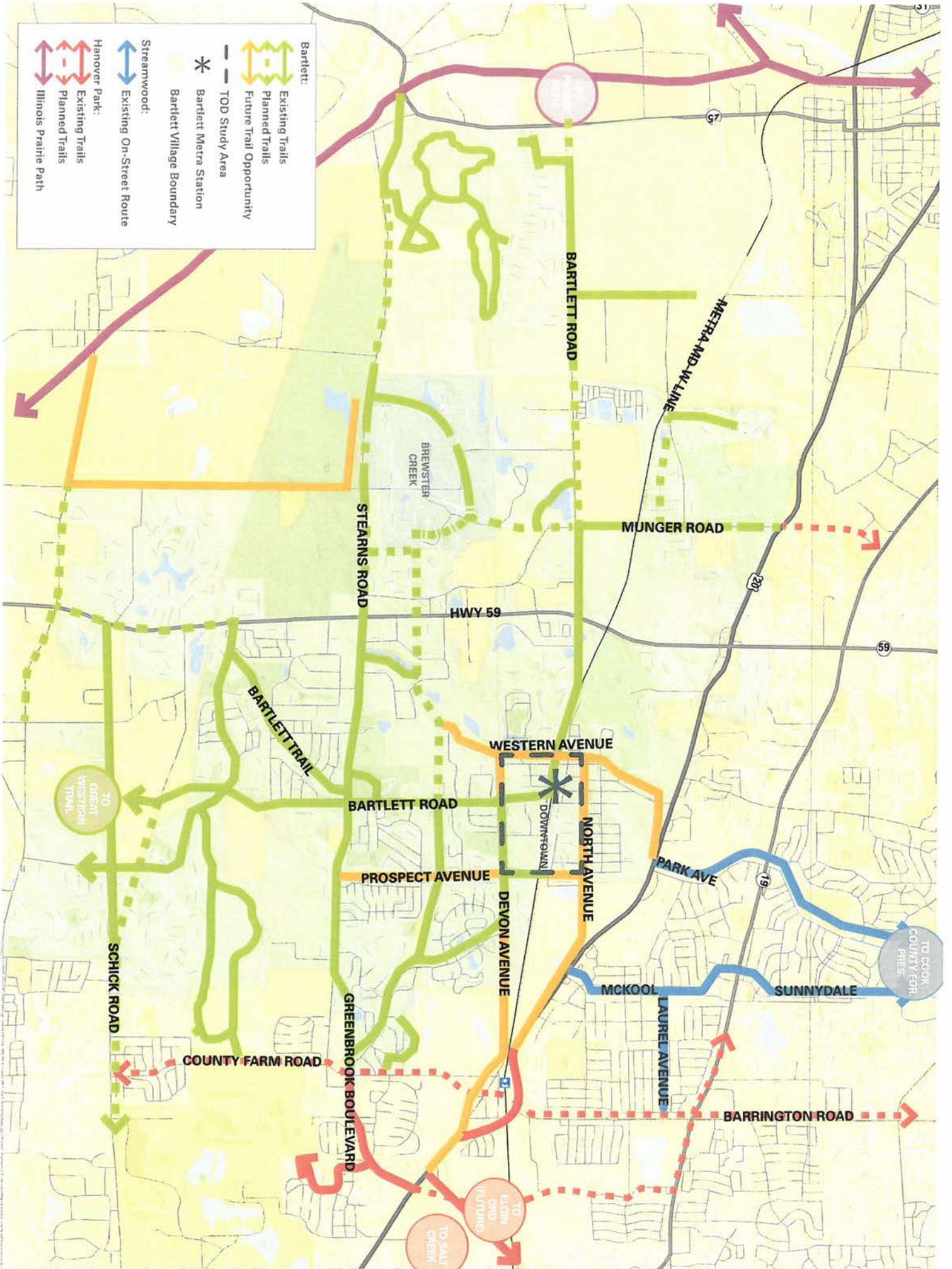
Pedestrian improvements addressing the design elements listed above that would be appropriate in Downtown include curb extensions, or bump-outs, raised crosswalks, and mid-block crossings.

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

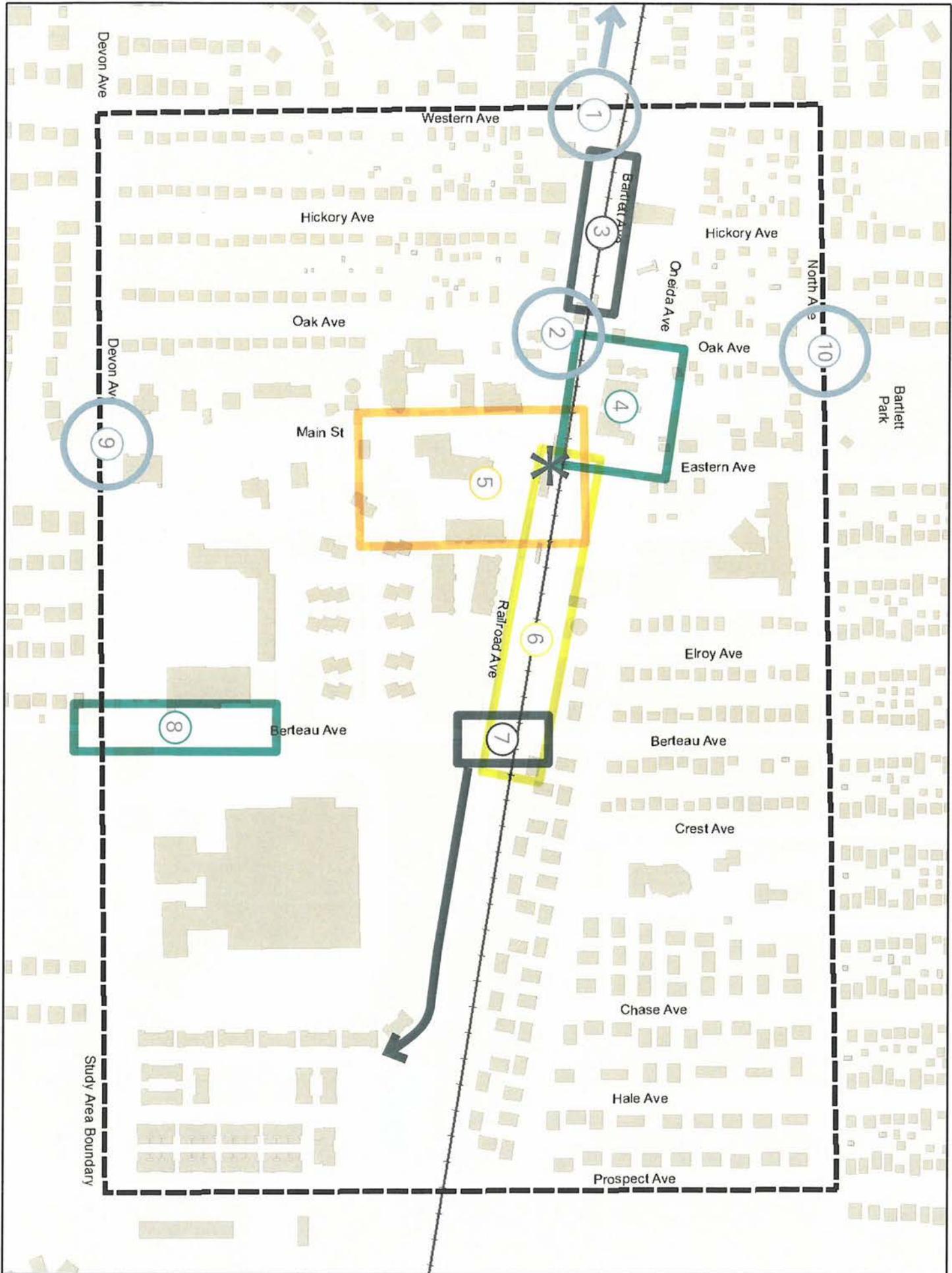
- North Avenue, from Western Avenue to Lake Street
- Main Street, from W. Bartlett Road to Stearns Road
- Prospect Avenue, from North Avenue to Stearns Road

### 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

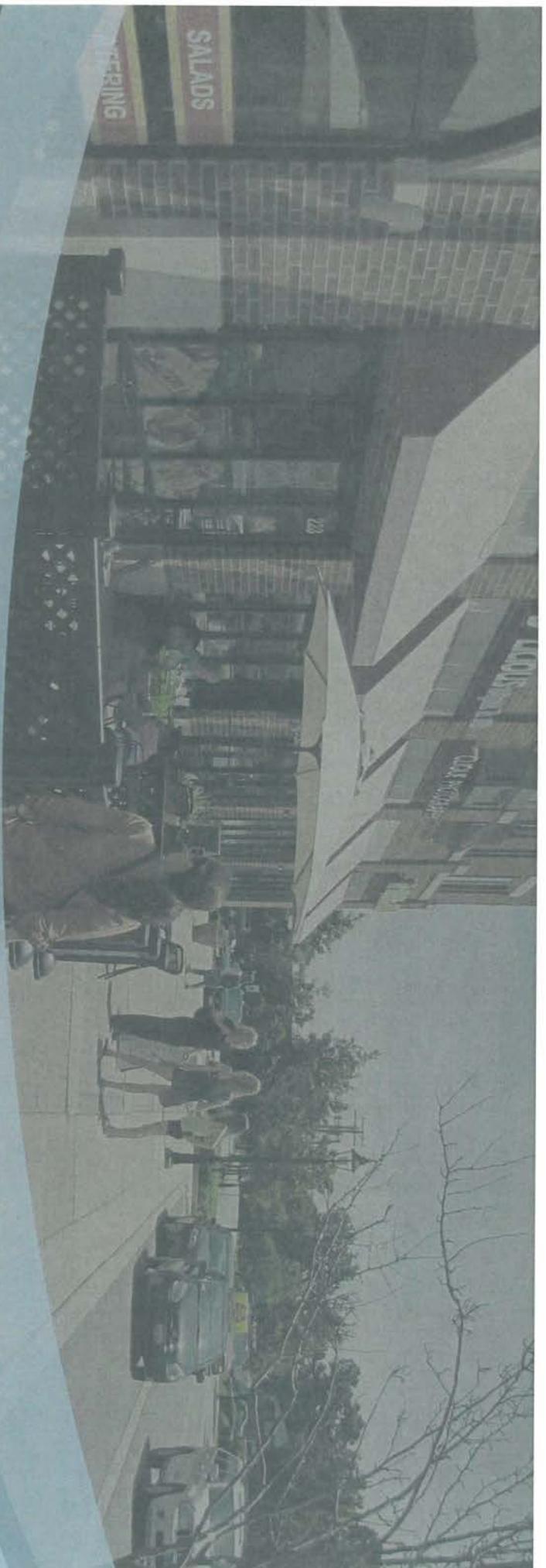


## Streetscape Analysis

- 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 a better visitor experience.
- ⑤ **Town Center Access and Circulation:**  
The current Town Center parking and circulation route creates confusion for visitors trying to find businesses. Better connectivity between front and rear parking zones is needed.
- ⑥ **Streetscape Along Parking Areas to the East:**  
The Metra commuter parking areas, north of the rail tracks, lack adequate sidewalks, street trees, and landscape to provide a comfortable and safe walking experience for commuters traveling east from Downtown. An improved and extended sidewalk is needed in this area.
- ⑦ **Lack of Rail Crossing for Pedestrians and Bikes at Berneau Avenue:**  
As future developments are constructed on vacant land in the eastern portion of Downtown, more connectivity for pedestrians will be needed to allow for access to schools and parks north of the tracks. A crossing at grade is likely not possible in this area, but below and above grade connections should be explored in the future.
- ⑧ **Streetscape and Landscape Along Berneau Avenue:**  
Berneau Avenue currently serves as a service street for Senior 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 is 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.



Community workshop discussions

- 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

- 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

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

## 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
<b>Youth</b>	Kids' Craft at the Depot Museum <i>Family Night Out Movies in the Park</i>	Kids' Craft at the Depot Museum <i>Youth Olympics</i>	Kids' Craft at the Depot Museum	Kids' Craft at the Depot Museum
<b>Arts</b>	Festival of the Arts Artist Reception at Village Hall <i>Bartlett-palooza</i>	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
<b>Community</b>	\$5 Fridays Heritage Days Sister City Anniversary Program National Night Out Picnic	<i>Street Dance Party Taste of Bartlett Health Fair</i>	Holiday Tree Lighting <i>Winter Fest</i>	Uncorked Social Artworking Police Department Open House Harm Raffle Dine-Around the Arts
<b>Active</b>	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.



Parent Play Groups



Hula Hoop Competition



Family Fitness Event



Corporate Sponsored Tri-cycle 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.

## Activation of Public Space

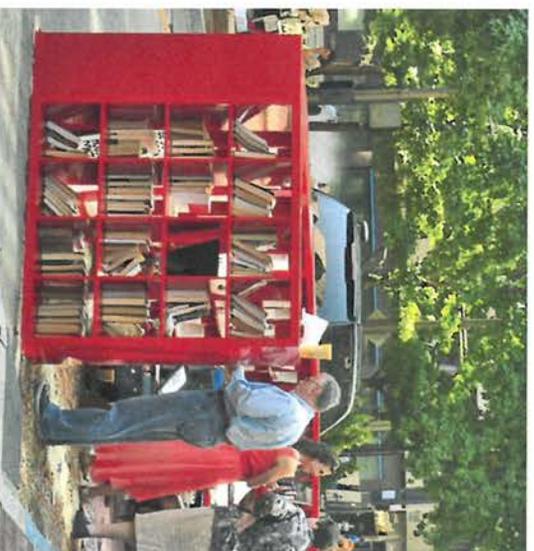
The existing (Downtown) park spaces are located adjacent to the Town Center retail area, and include high quality landscaping, a fountain, artwork, and benches. Though the parks are conveniently located at the center of Downtown, they are seldom used. Creative programming for these parks would help attract new users, and new customers for Downtown. A wide variety of strategies for activating public spaces are possible, and range from temporary art installations, community fairs, holiday celebrations, and social activities or meet-ups.



Special Family Entertainment



Fitness / Yoga Classes



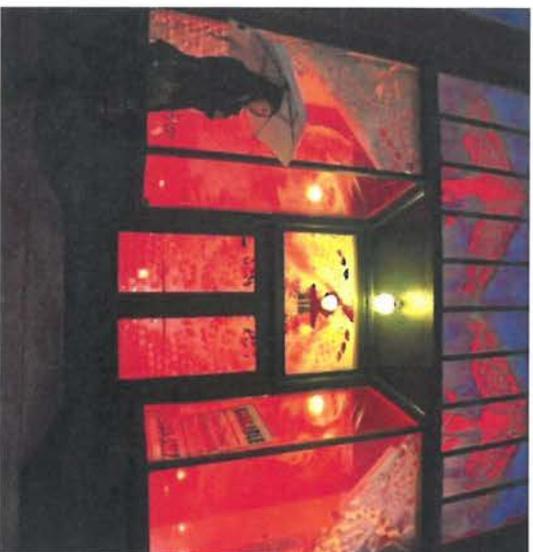
Book Sale , Community Garage Sale or Flea Market



Temporary Stores / Kiosks

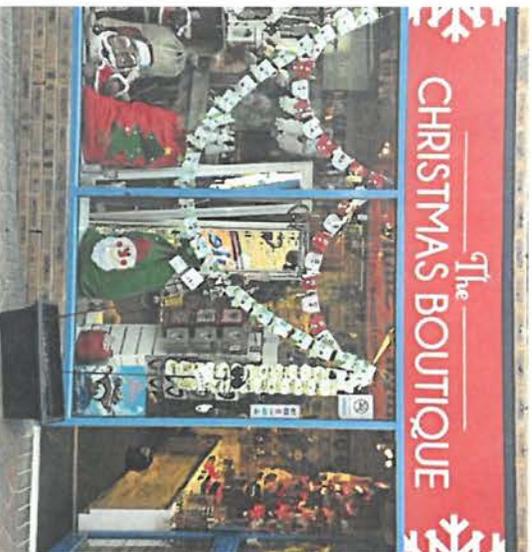
In the short term, allowing a temporary summer kiosk, that sells coffee, ice cream, or other snacks, would help attract new activity to the park. Many stakeholders noted that there are not enough places for Teens and Seniors to gather in the community. Fitness classes, competitions, or pop-up shops that 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**

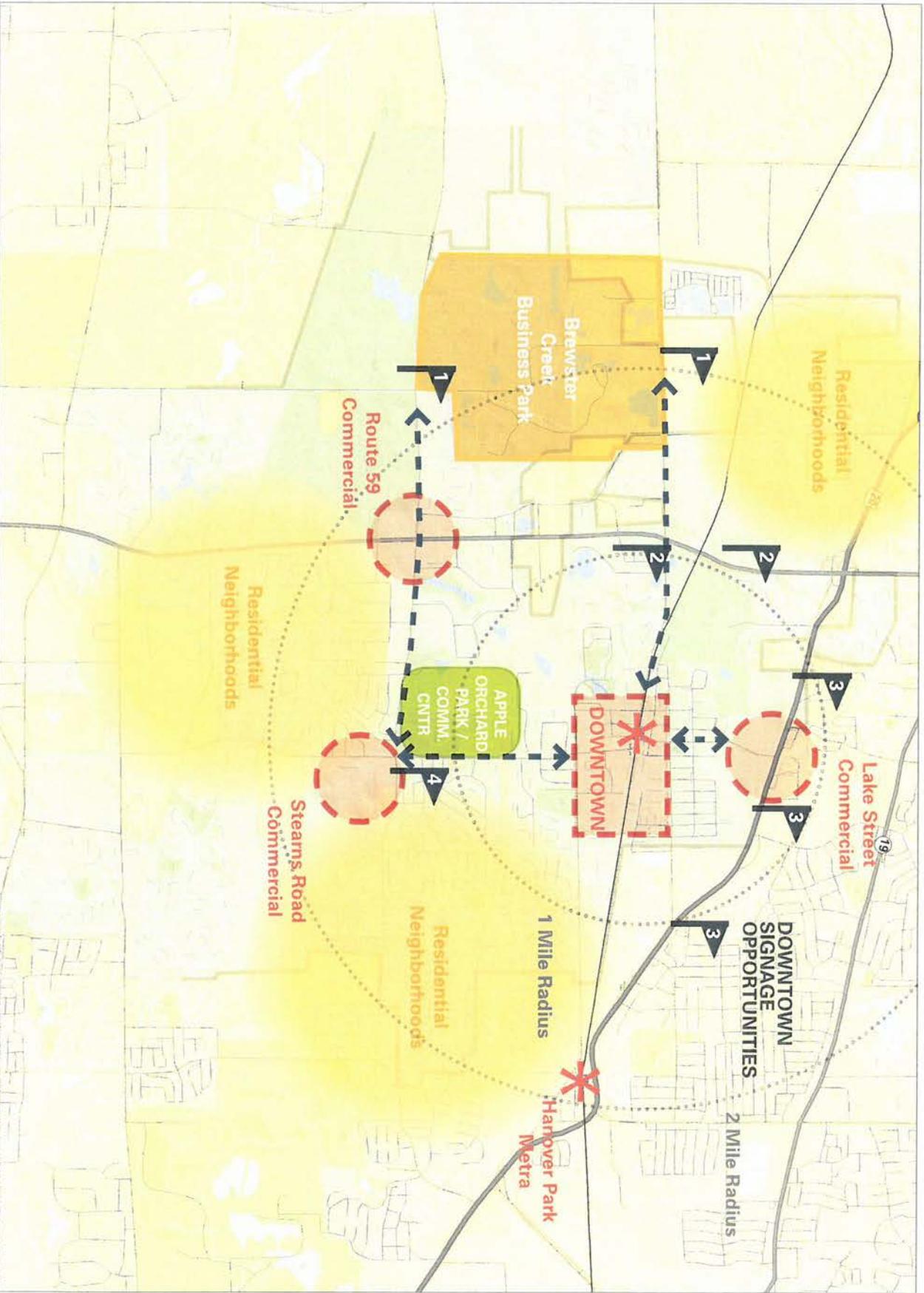


### Locating Downtown

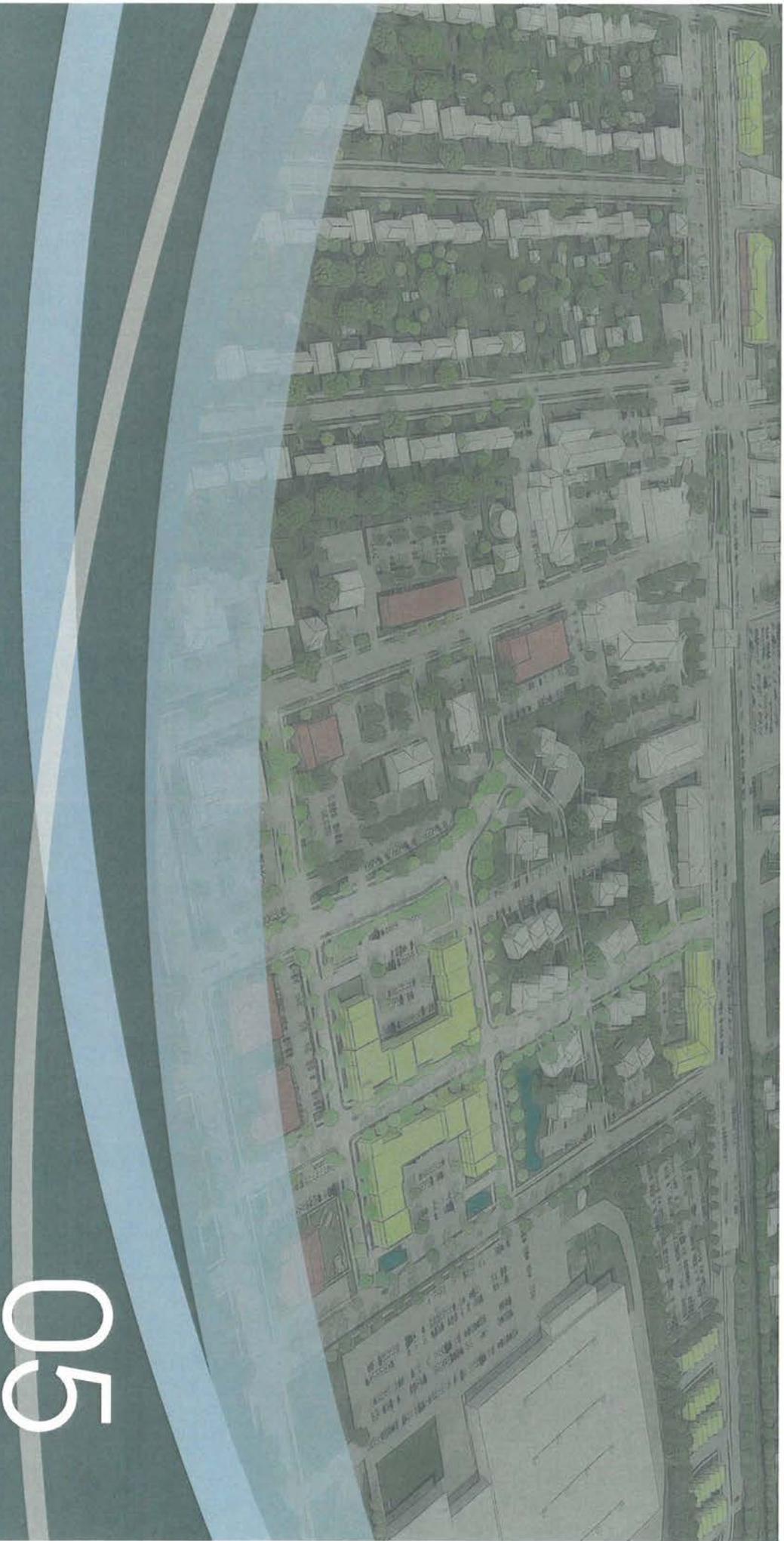
Community workshop participants, and other stakeholders expressed concern that many in the community, even long-time residents, do not know where Downtown Bartlett is located. To better identify the Downtown district, wayfinding signage located strategically along the arterials, highways, and other major 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

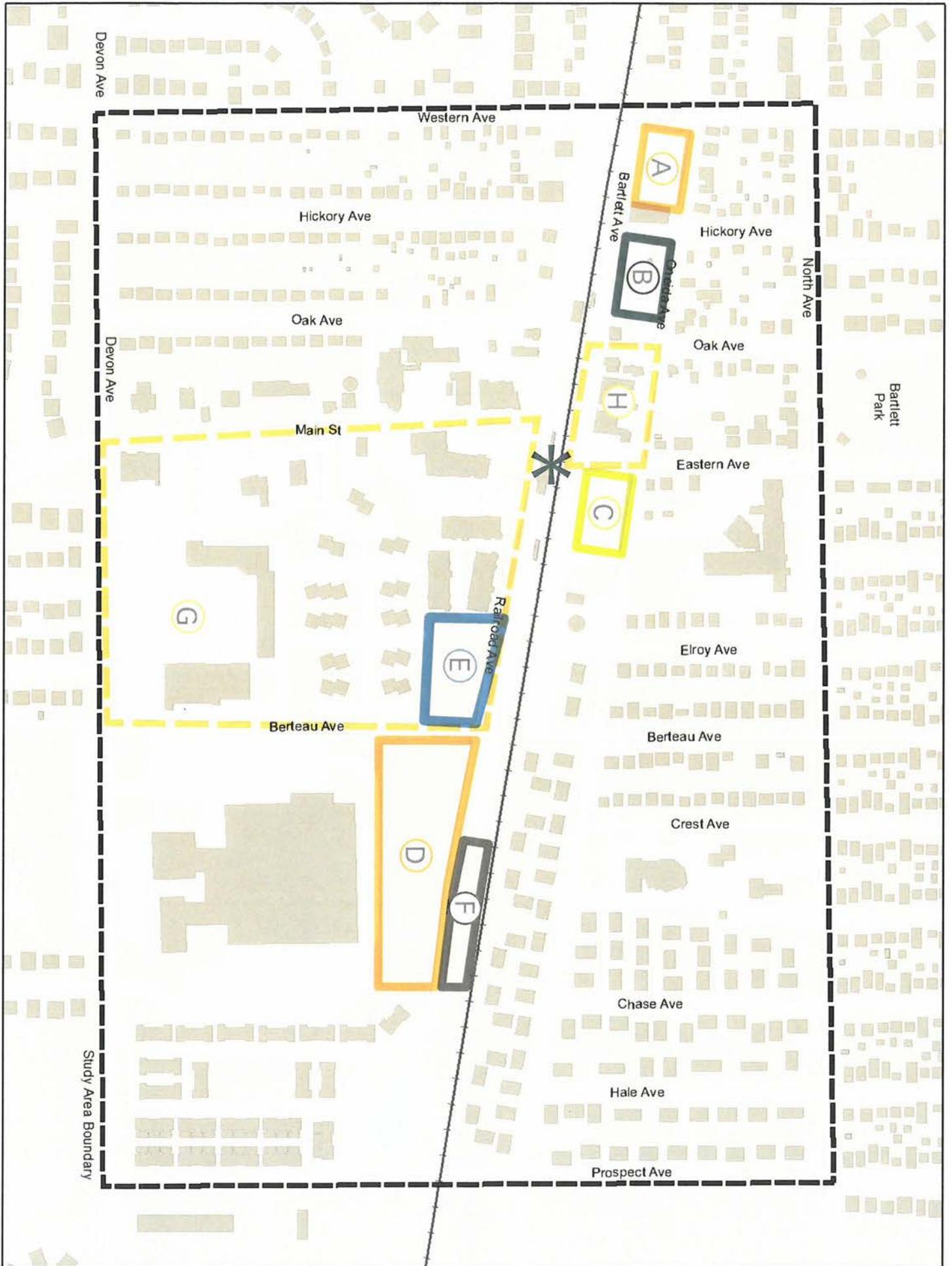






# 05 Development & Public Realm Recommendations

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 Flexonics facility. This site is an excellent opportunity for single-family attached residential expansion Downtown. A portion of this site will also be needed to accommodate future Metra parking needs.
- E Vacant Parcel at Railroad Avenue and Berteau Avenue:**  
Directly to the west of Site D is a well-situated vacant parcel on the corner of Railroad Avenue and Berteau 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

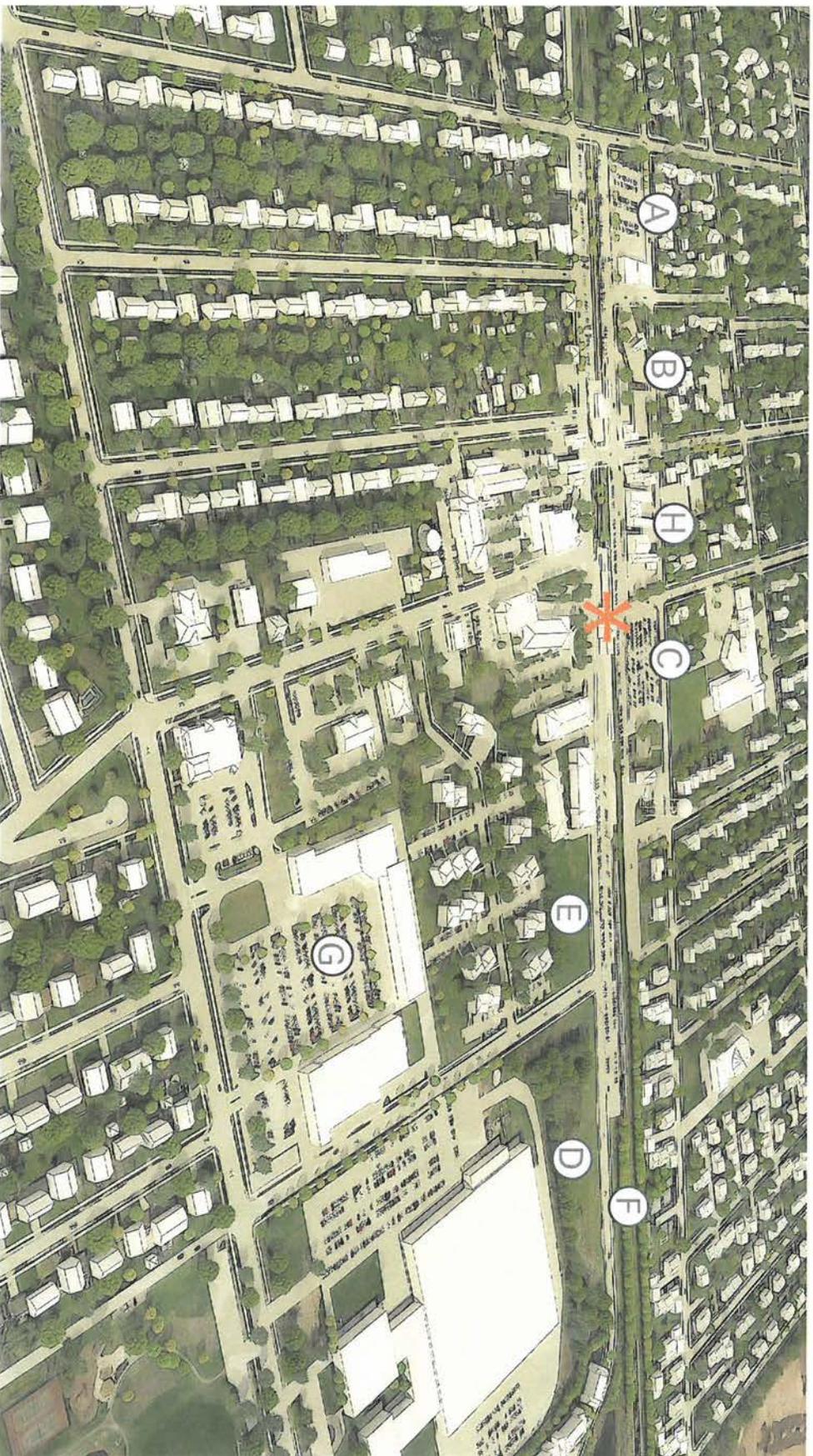
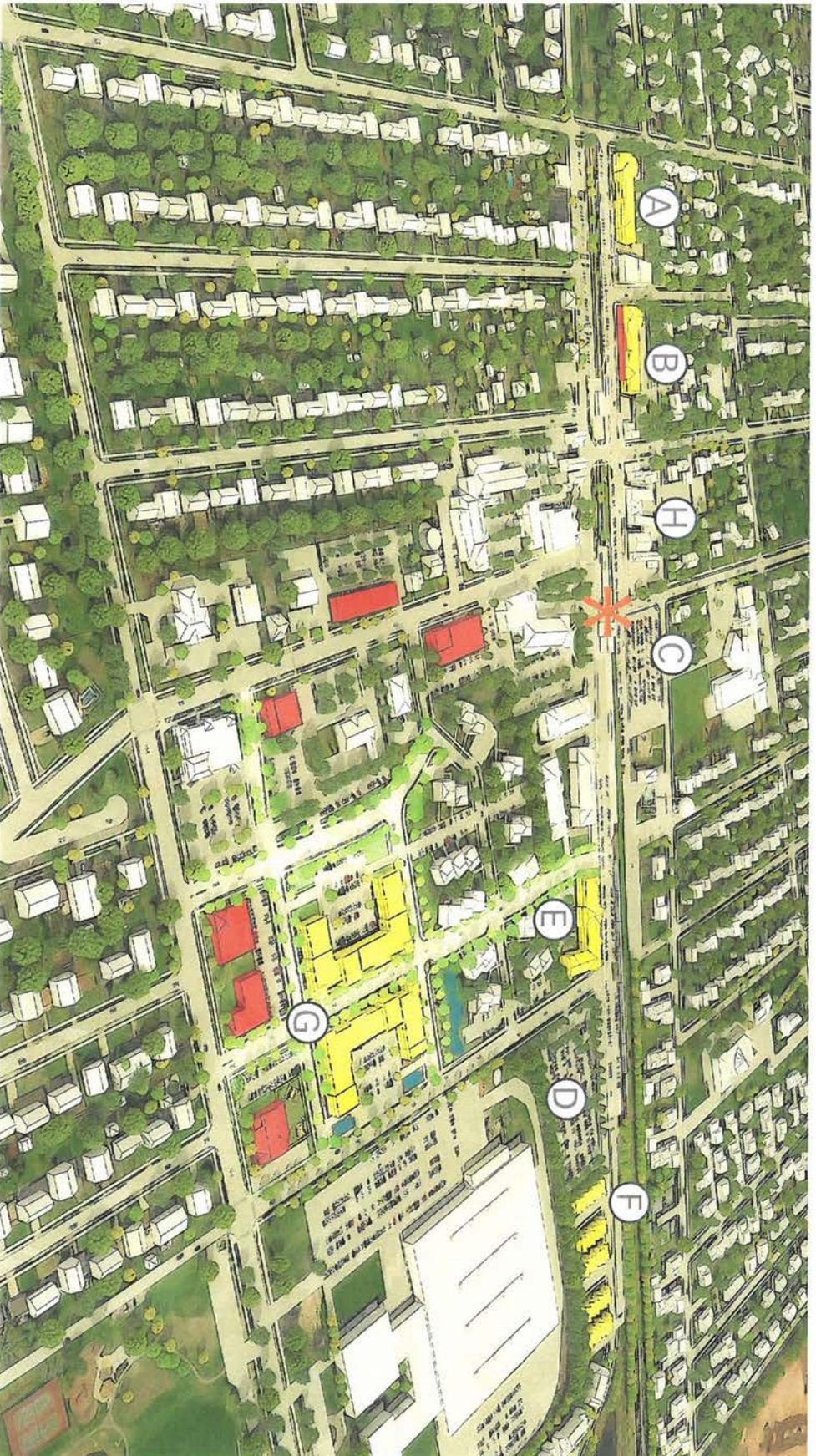


Illustration of existing Bartlett

# Transit Oriented Future



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

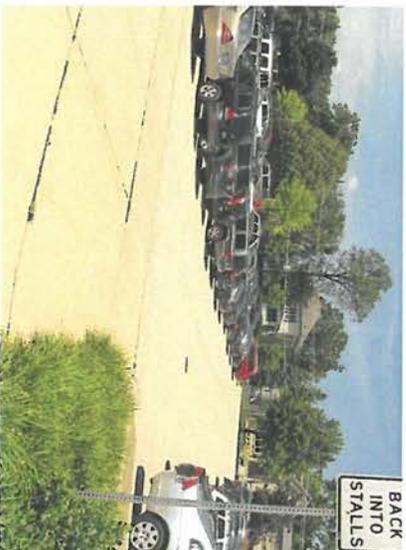
## Opportunity Site A

### 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.

### 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 photos of Site A



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:

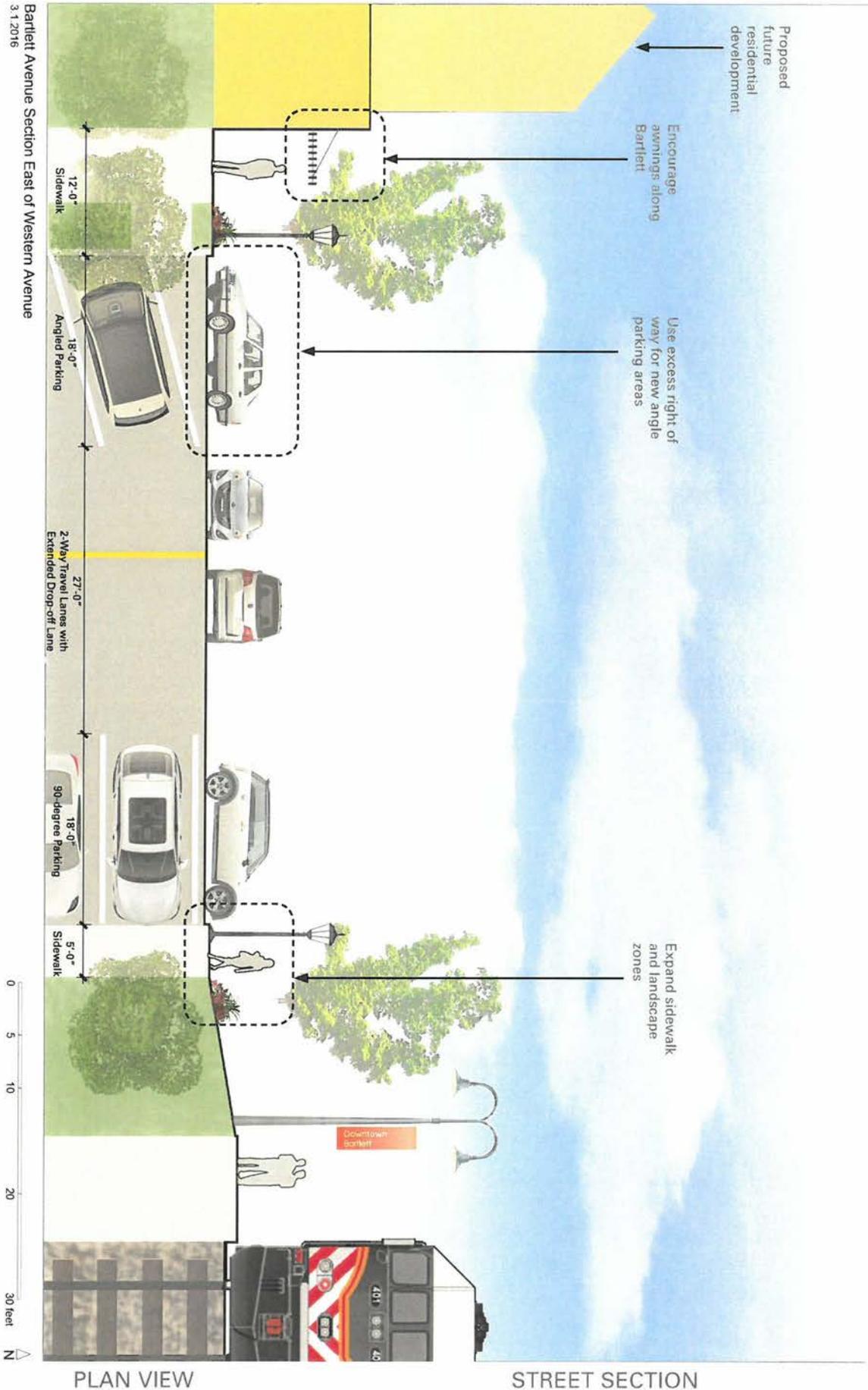
- Relocate driveway access for the commuter parking lot from Bartlett Avenue to a single new access drive on Oneida Avenue.
- Consolidate private parking access from two driveways to one driveway.
- Add curb extensions (bump-outs) at each end of the block.
- Improve delineation of travel lanes, commuter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



### KEY

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

# Opportunity Site A



PLAN VIEW

STREET SECTION

## Opportunity Site A

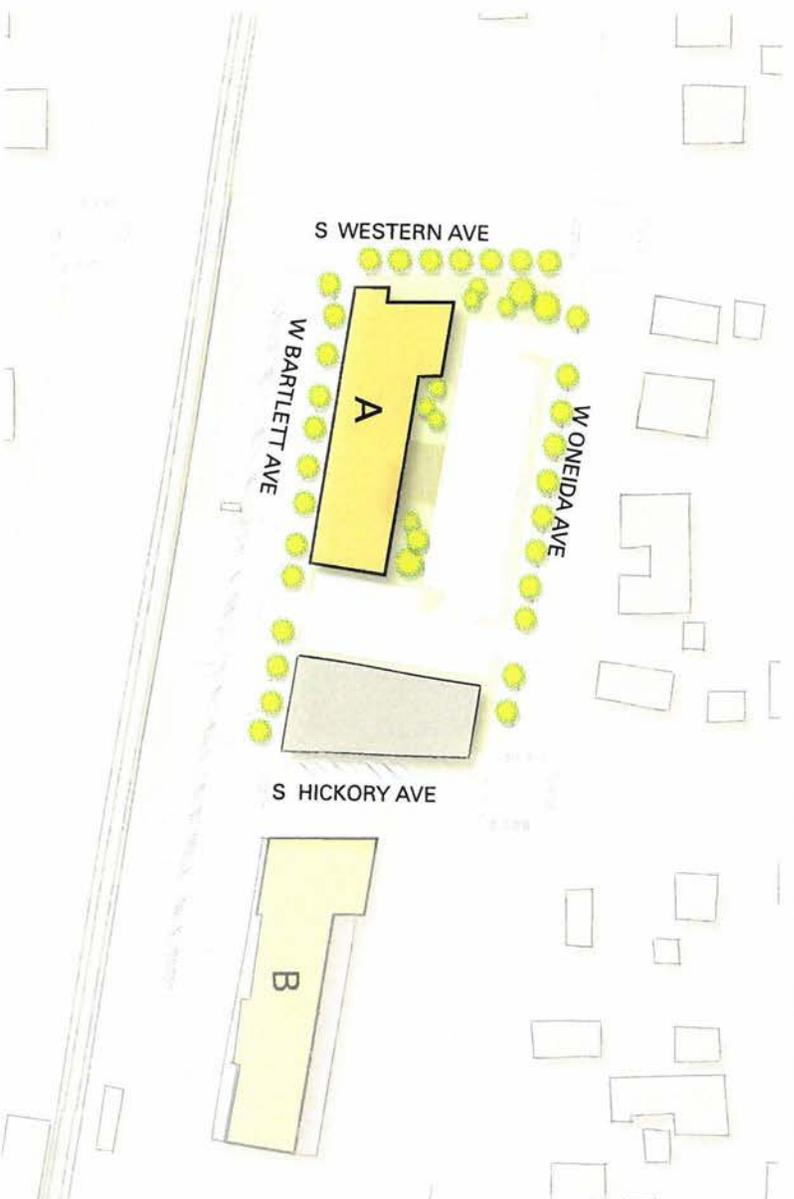
### Long Term Strategies

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.

### 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 photos of Site B



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

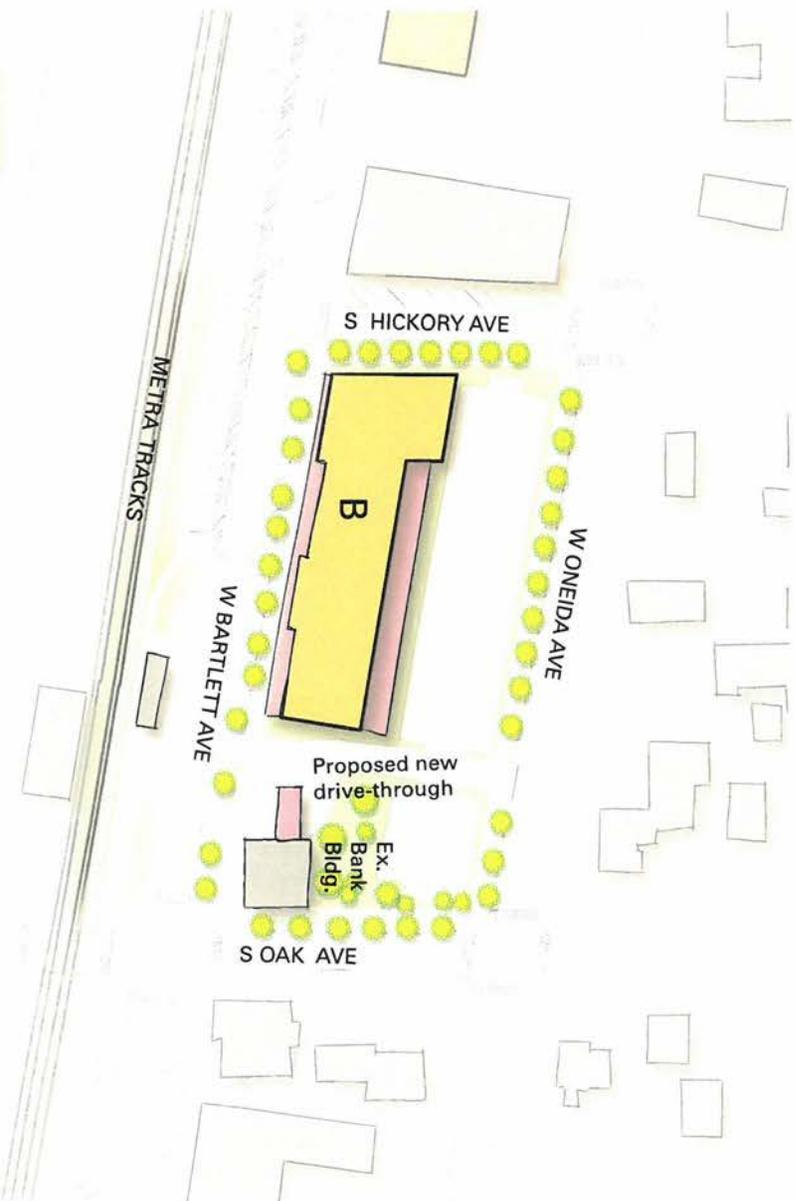
- 1 Add curb extension, high visibility crossing striping, and special paving
- 2 Reorient parking spaces to create more efficient layout
- 3 Consolidate and reduce curb cuts
- 4 Convert parallel parking to angled parking
- 5 Consider creating a more efficient shared parking layout with the bank and 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 complementary 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

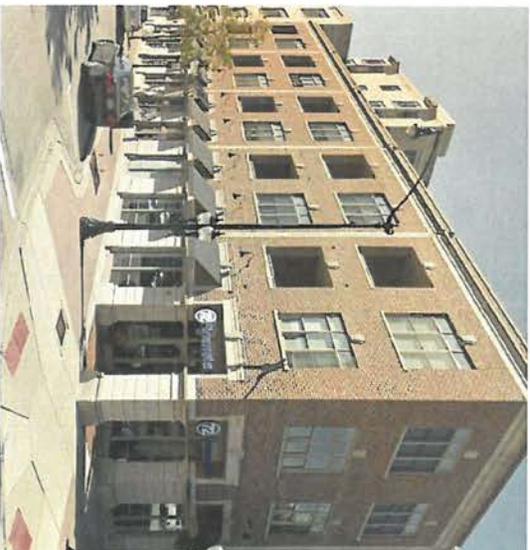


## Opportunity Site B

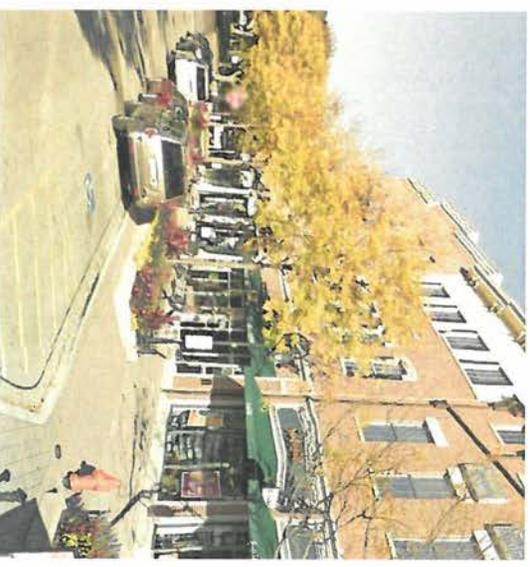
### Example Developments from other Communities



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

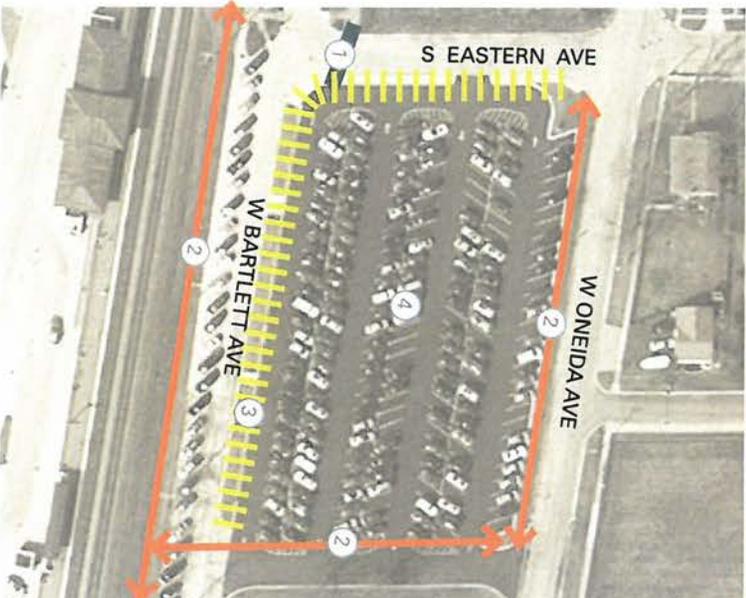
Currently, Site C is the largest, and most conveniently located Metra commuter parking lot in Downtown Bartlett. This site accommodates over 200 parking spaces dedicated to Metra through permits at an affordable \$1.50 a day price point. The lot is well used today with a 79% observed use rate based on 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 photo of Site C



Existing aerial of Site C, source: ESRI

- 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

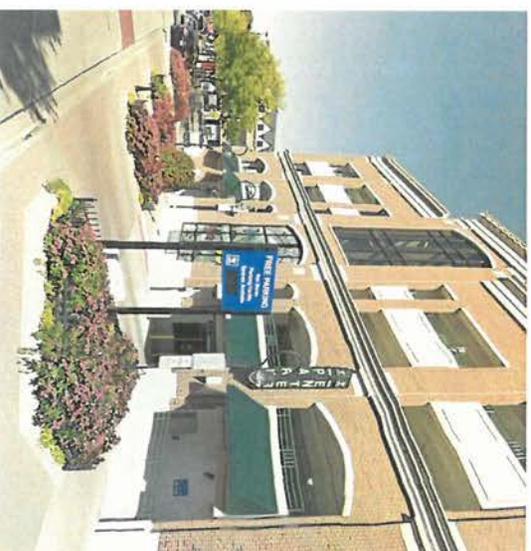
### Example Developments from other Communities



Parking Structure with Retail, St Charles, IL



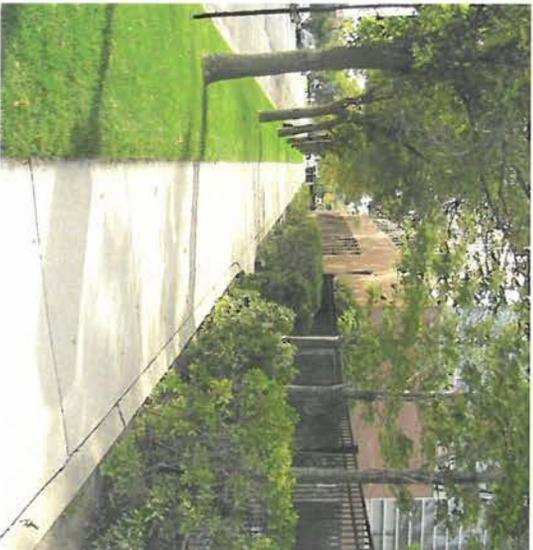
Parking with Residential, Wheaton, IL



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

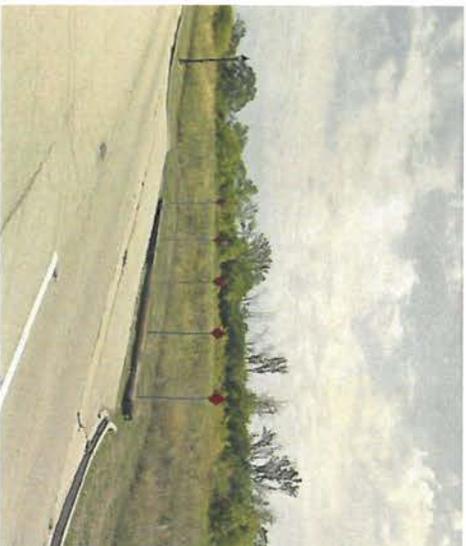
## Opportunity Site D

### Existing Conditions

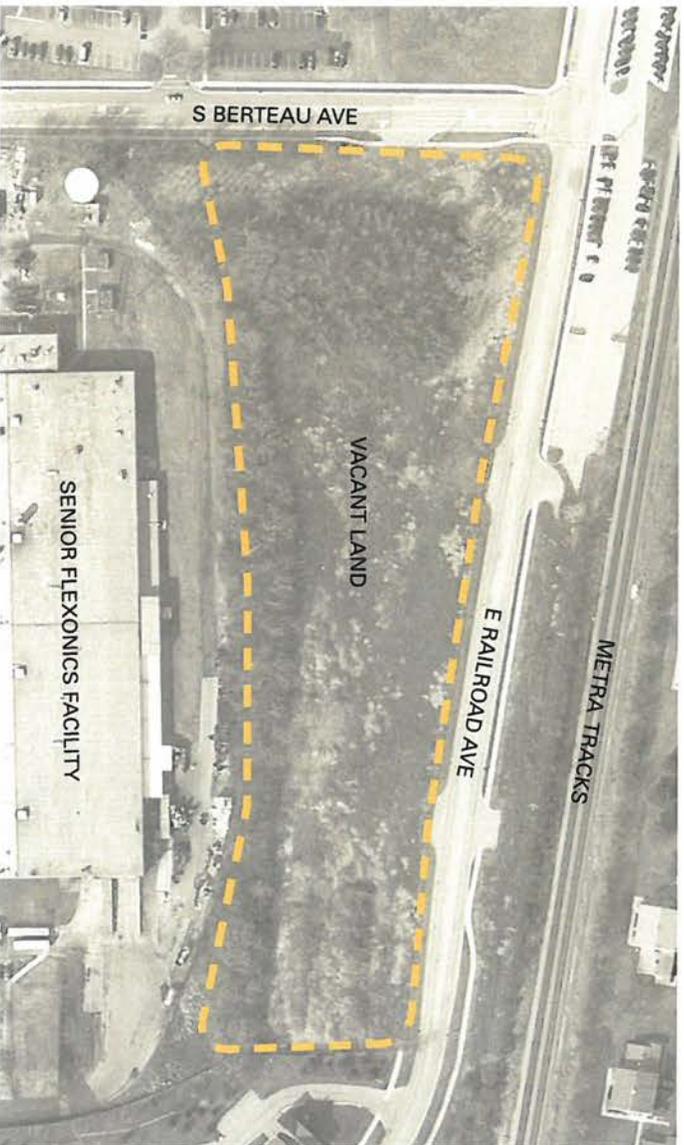
Site D is owned by Metra, and is currently vacant land. The site is over 5 acres in size, but has a significant grade change along the southern edge that will need to be regraded and incorporate retaining walls to be usable. To the south of the site is a large distribution and light manufacturing plant that houses the Senior Flexonics company. Senior Flexonics is one of the largest employers in Downtown Bartlett. 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



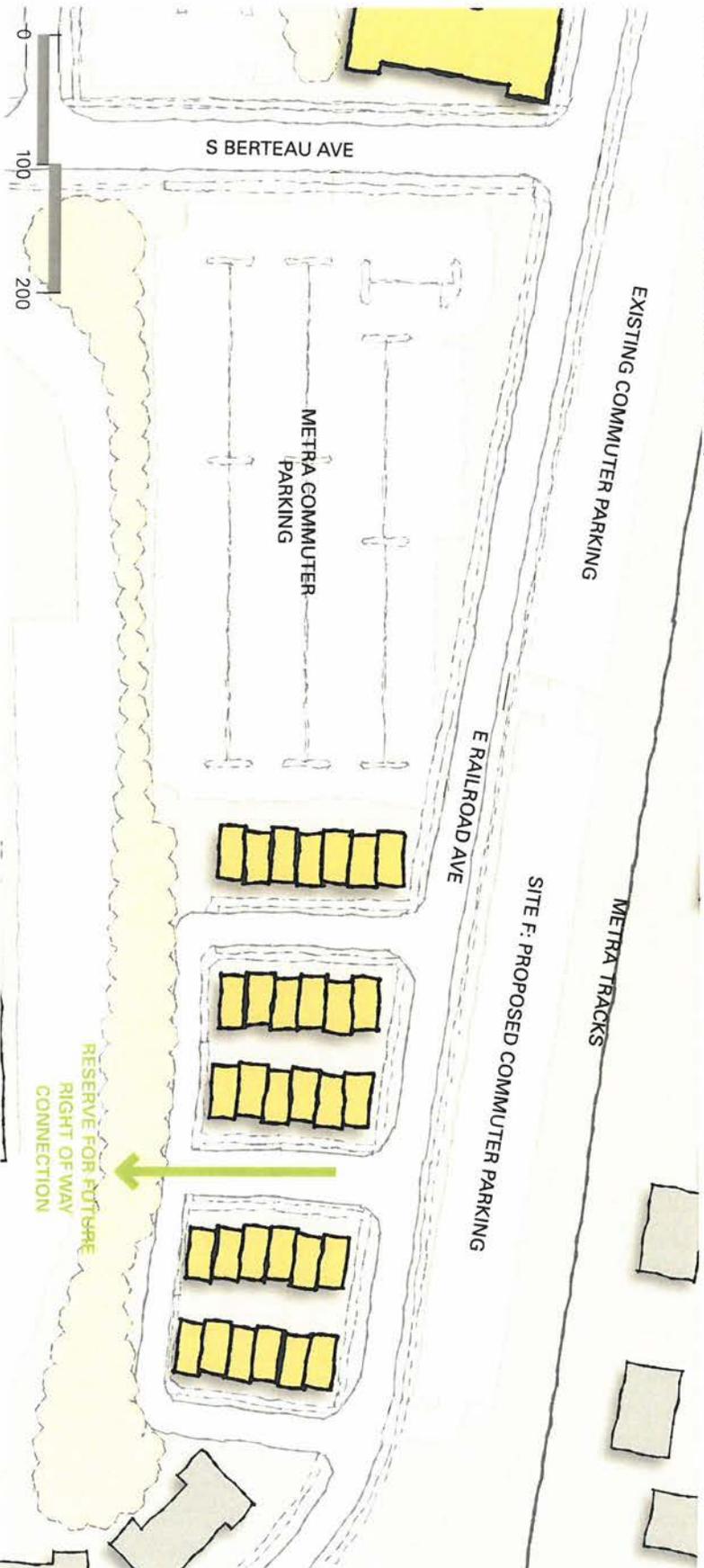
Existing photos of Site D



Existing aerial of Site D, source: ESRI

## Opportunity Site D

### Phase 1 & 2 Development Concept



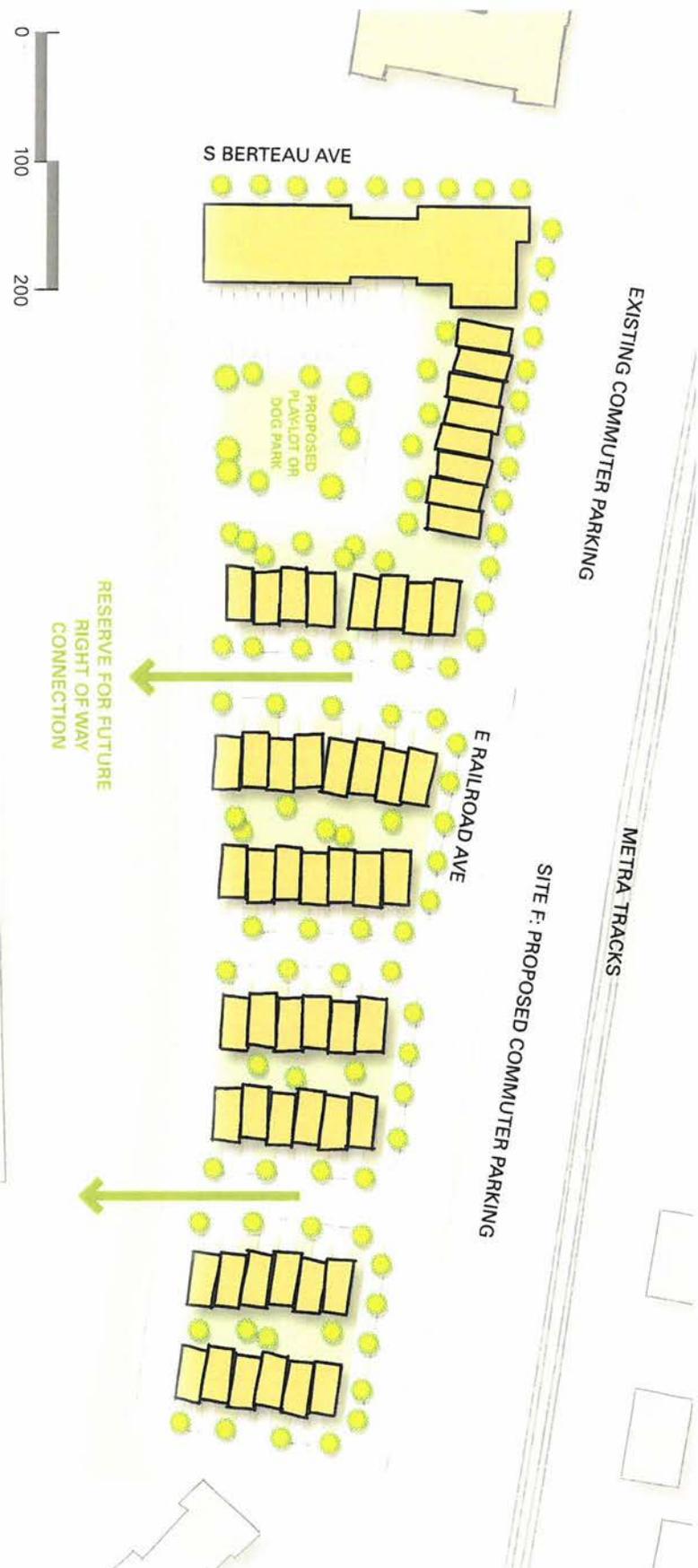
Site Location	Proposed Uses	Proposed Height (# of Floors)	Gross Square Footage	Estimated Units	Estimated Parking Spaces
D	Residential - Townhomes	2	49,600	31	62
D	Metra Commuter Parking				250
<b>Site Area (Square Feet)</b>		<b>Site Area (Acres)</b>	<b>Proposed FAR</b>	<b>Estimated Density</b>	
223,100		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 Berateau Avenue.

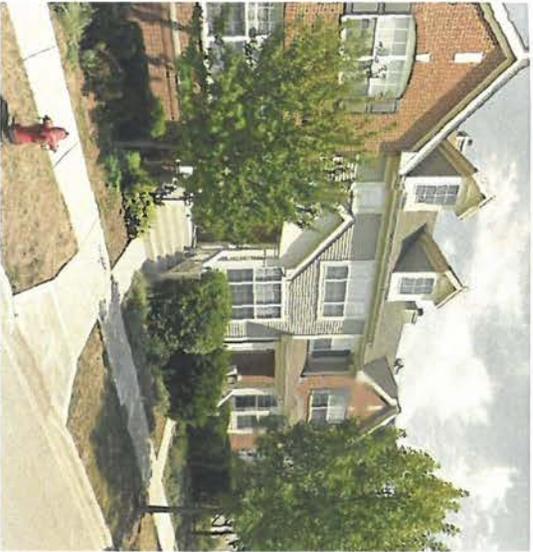
## Opportunity Site D



Townhouses, Prairie Crossing, 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.



Existing Townhouses, Bartlett, IL



Townhomes, Arlington Heights, IL



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: ESRI

## Opportunity Site E

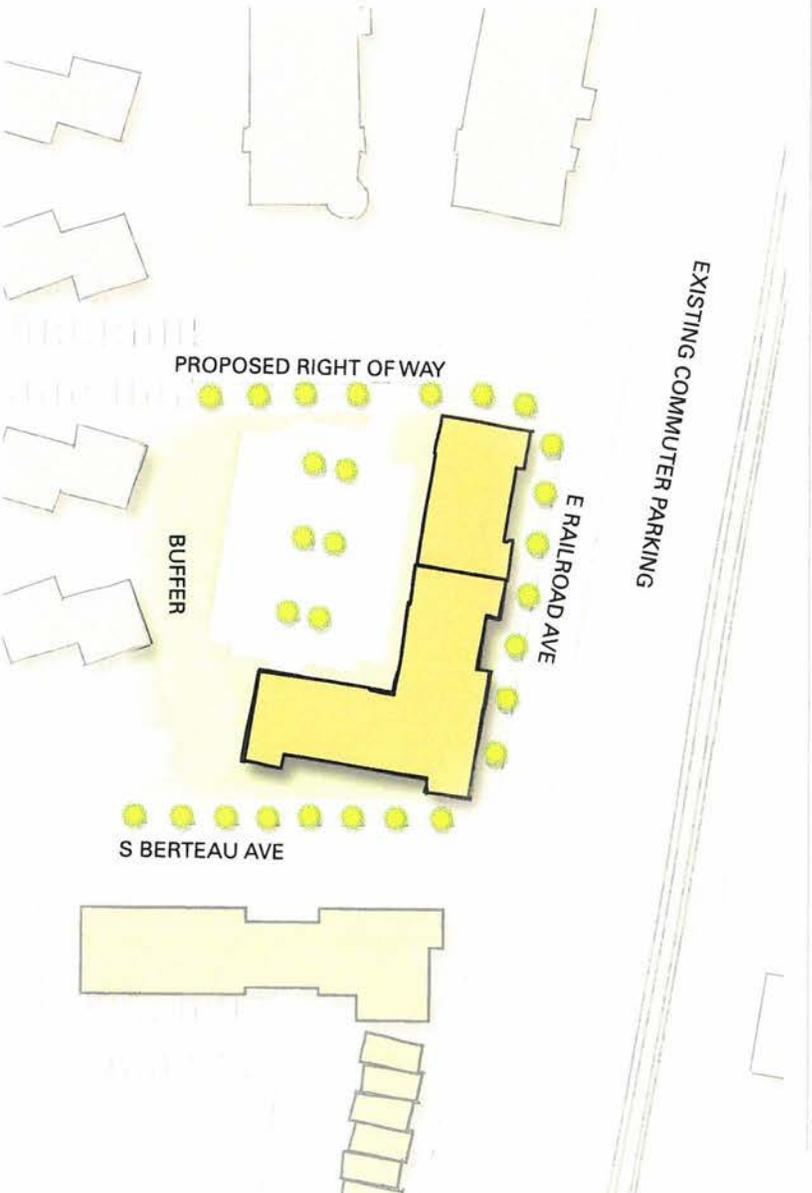
### Near Term Strategies

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

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

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

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



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

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



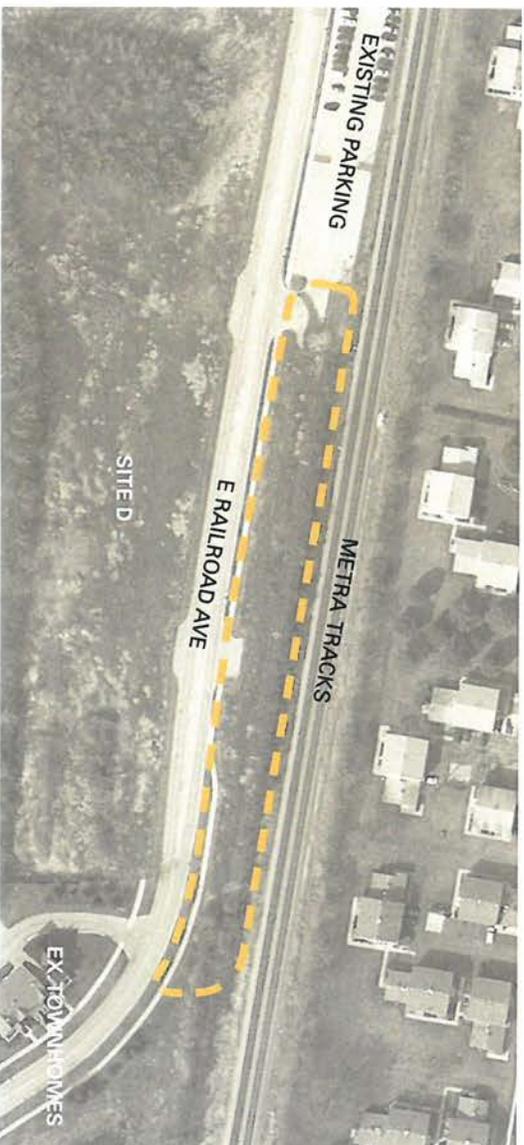
## Opportunity Site F

### 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.



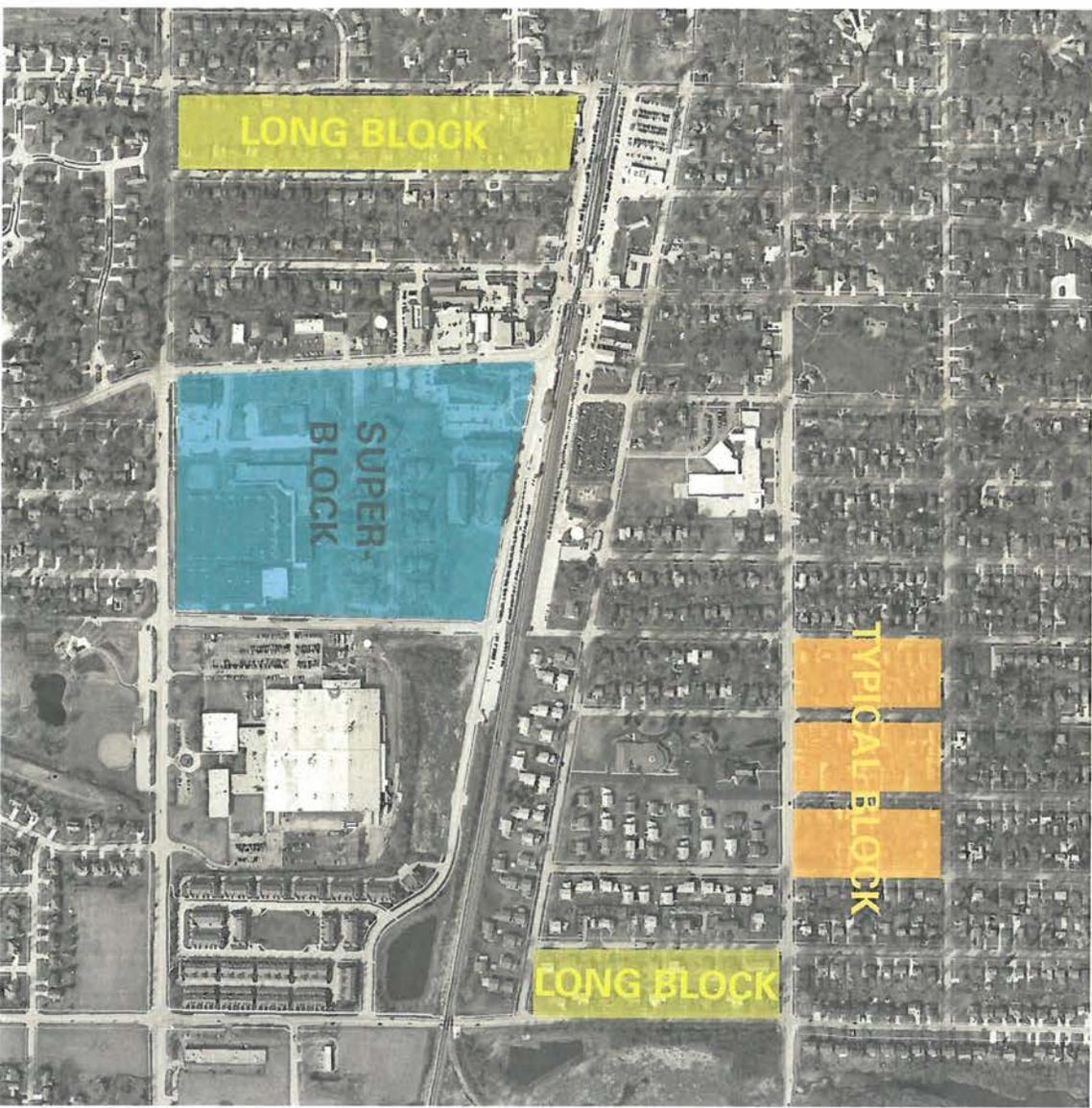
## Downtown Street & Block Pattern

### 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

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



1



7

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:

- 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.



2



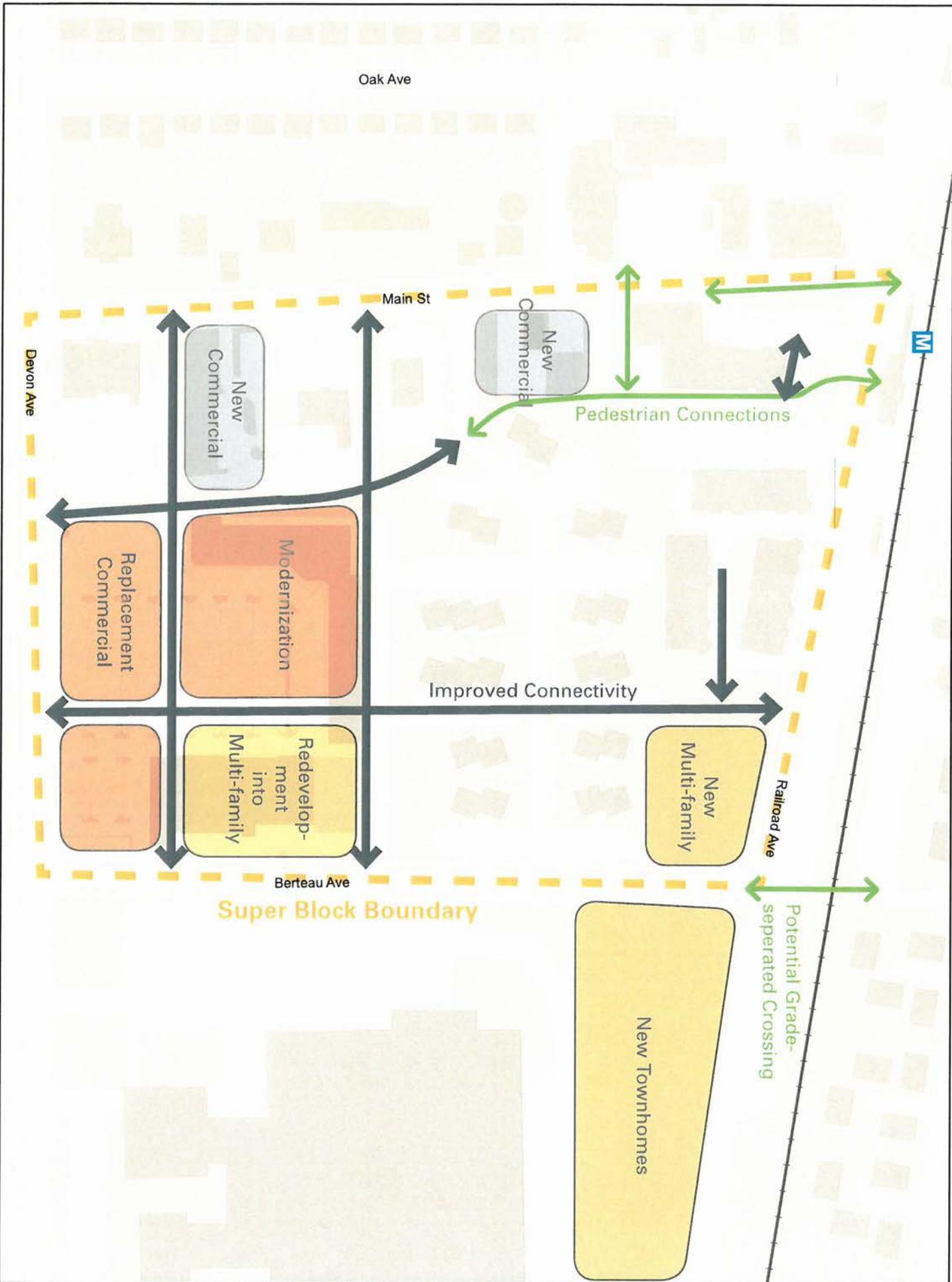
8



3



16

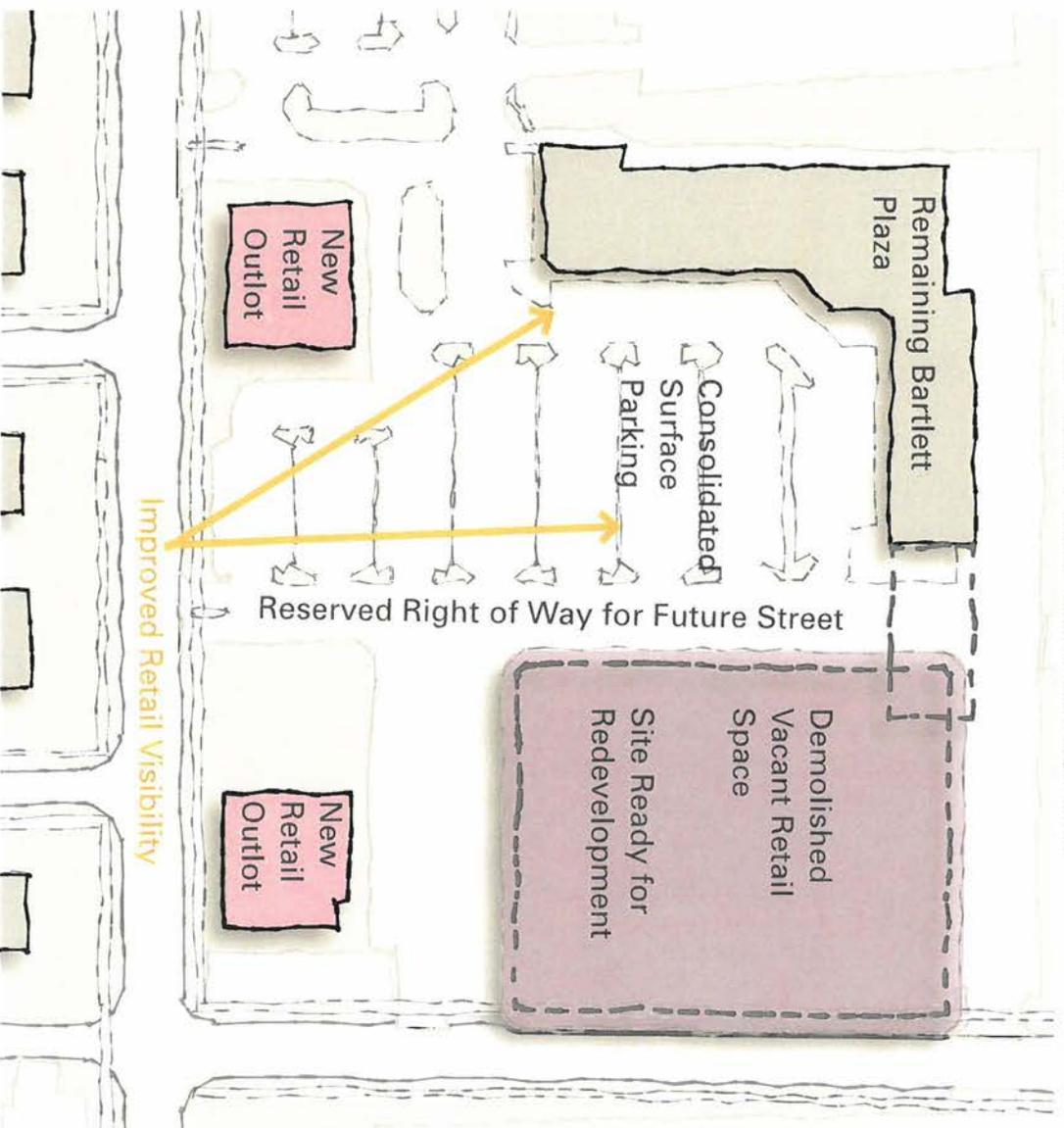


## Site G: Super-Block

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

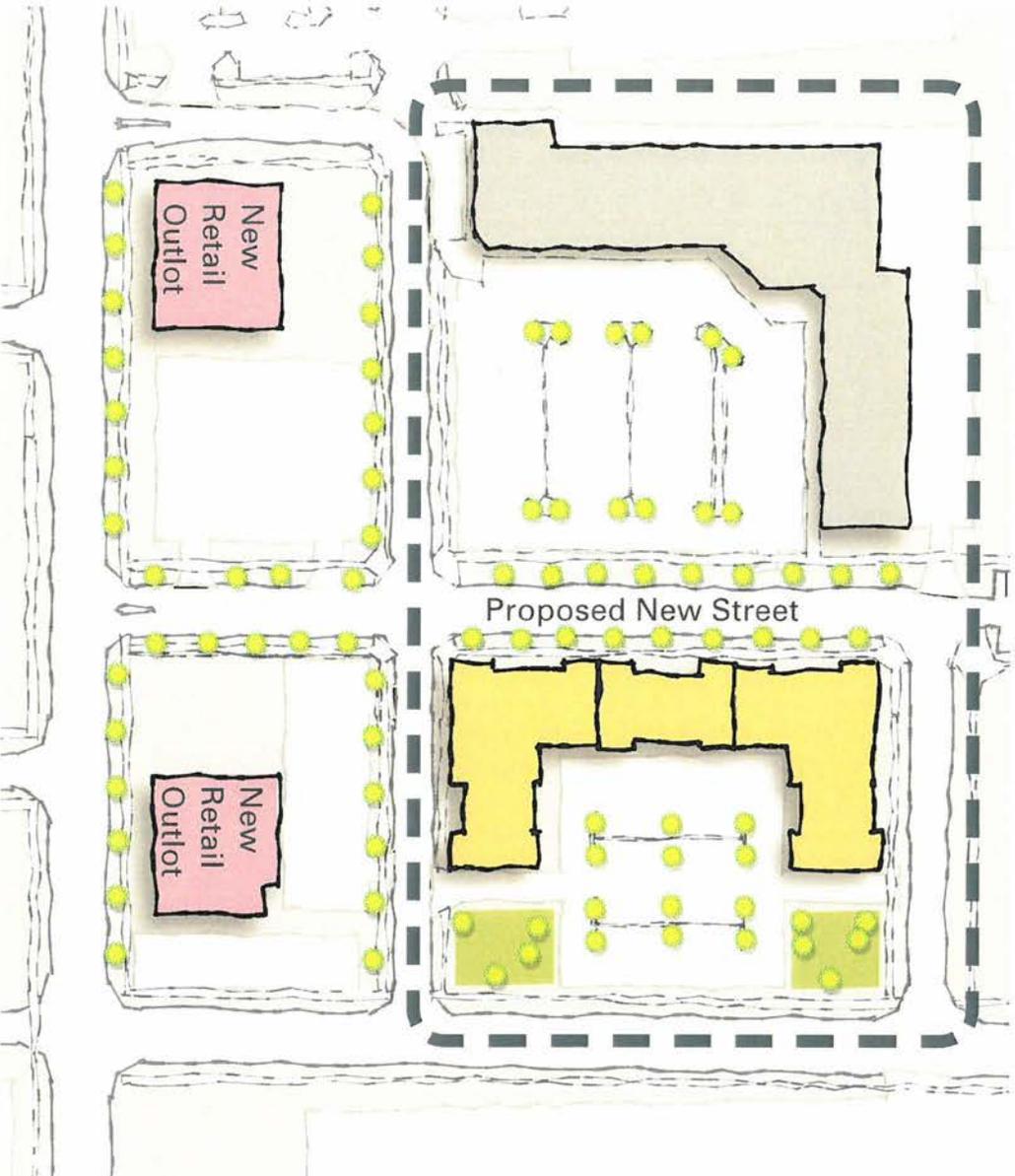
- Maintain successful existing residential and commercial properties, while also reducing the overall amount of vacant commercial space.
- Demolish the vacant grocery space, and eastern portion of Bartlett Plaza to create a new development site along Berreau Avenue.
- Relocate any displaced existing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

Bartlett Plaza Strategy for Initial Phase of Redevelopment



## Super Block Concepts

### Bartlett Plaza Phase 2 Development Strategy



**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 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

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:

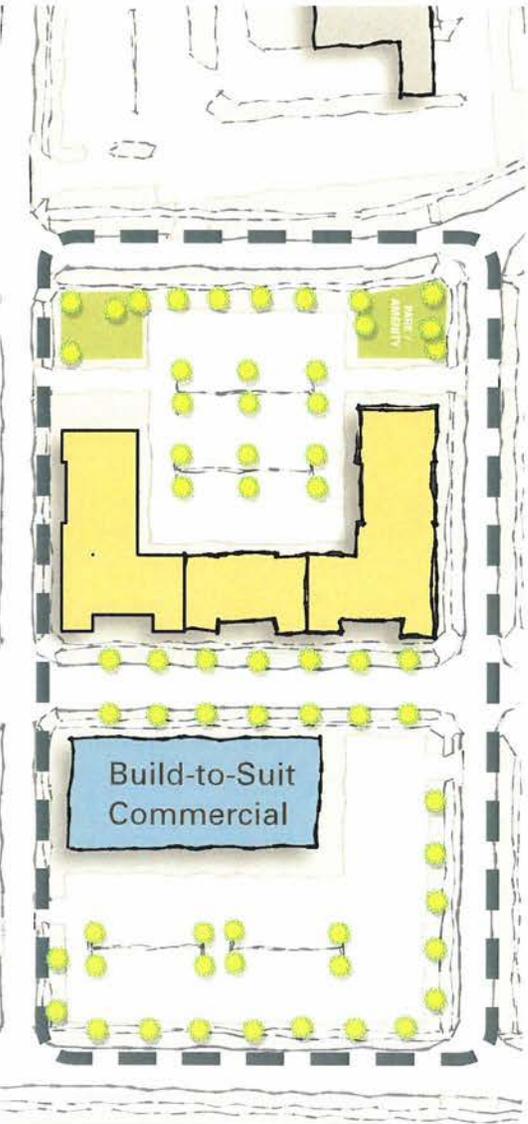
#### Alternative 1

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.

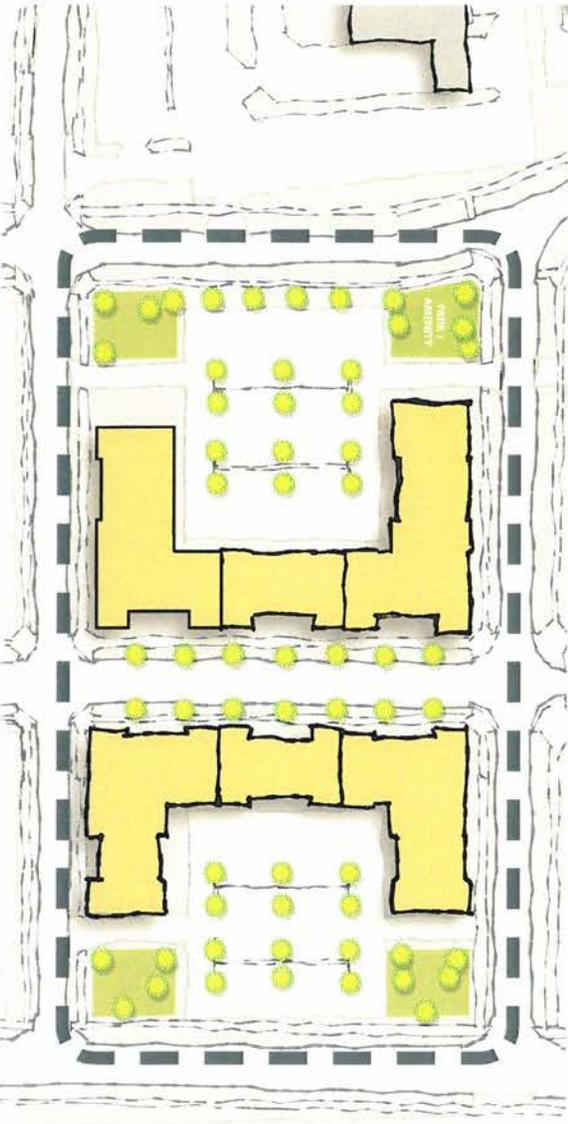
#### Alternative 2

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

Bartlett Plaza Mixed-use Full Build Out Scenario

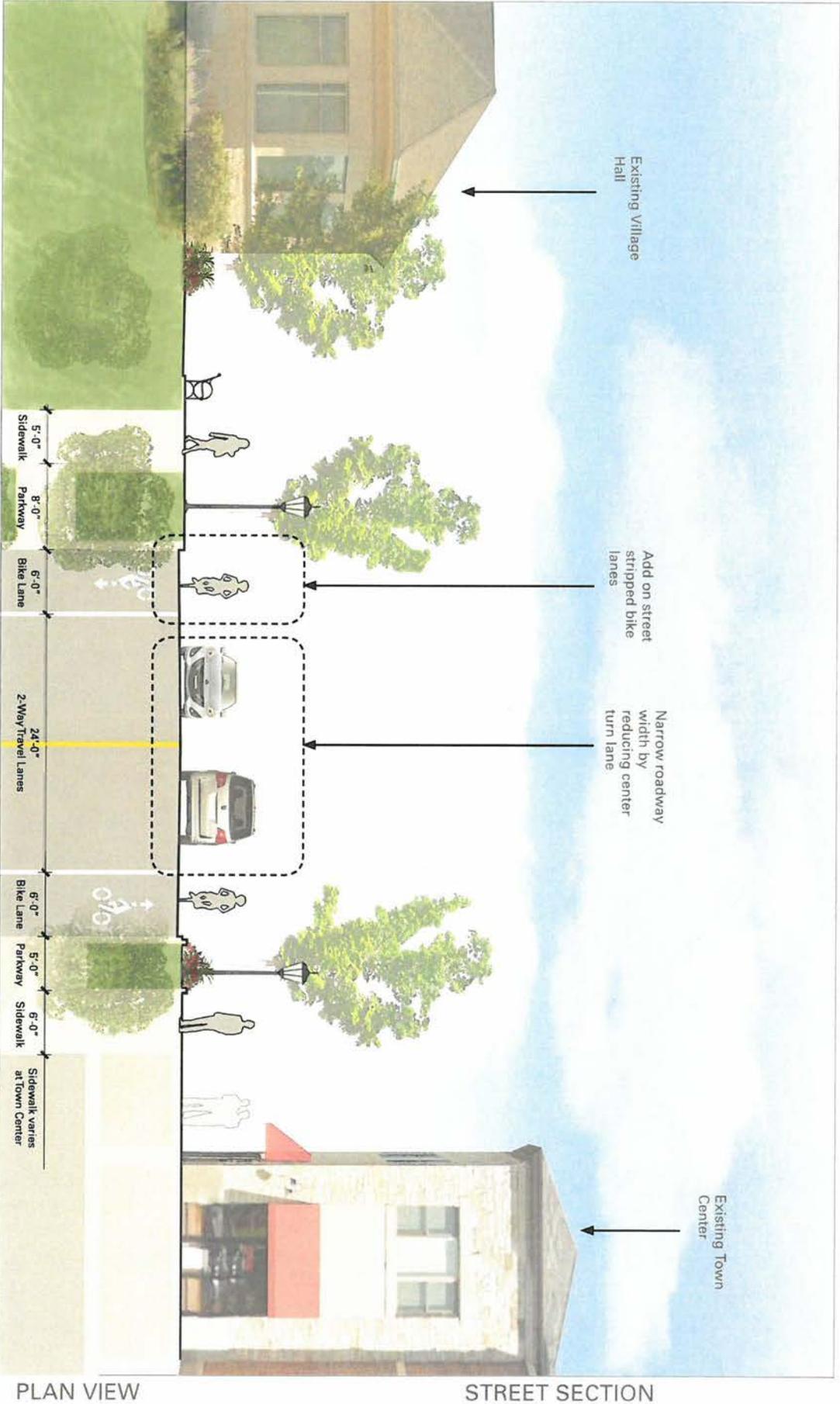


Bartlett Plaza Residential Full Build Out Scenario



# 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.

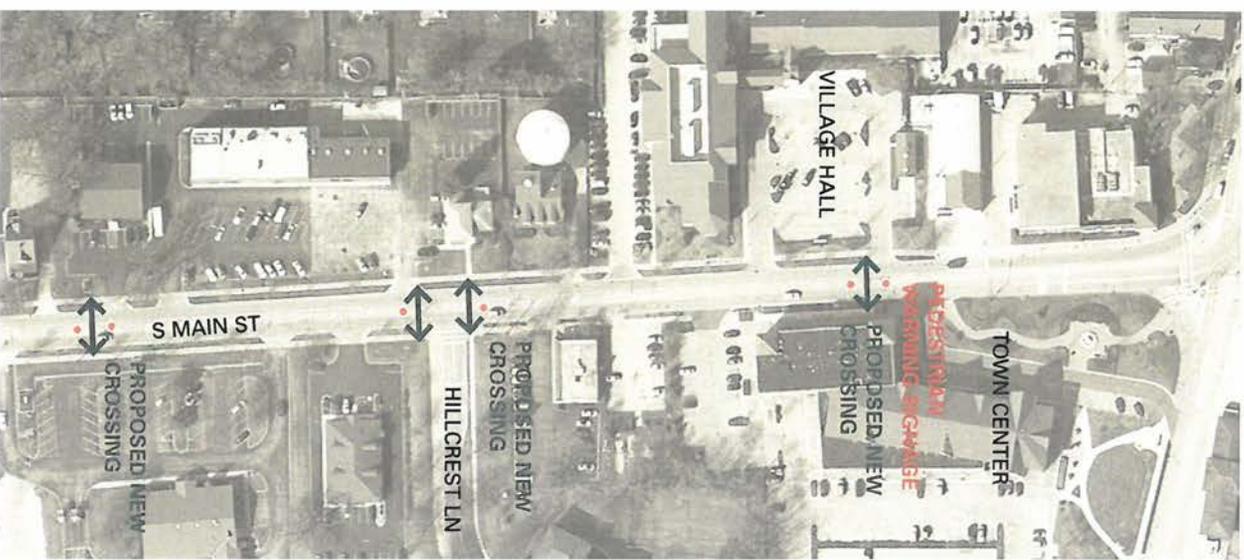
The conceptual street section on the facing page illustrates the proposed lane reconfiguration to provide space for bike lanes in each direction.



Intersection of Main Street and Devon Avenue



Main Street near the Town Center

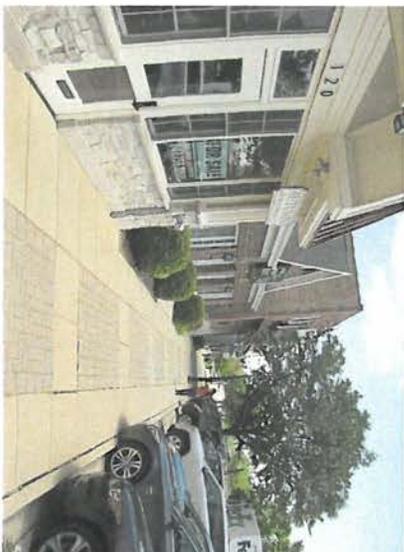


## Bartlett Avenue Retail Core

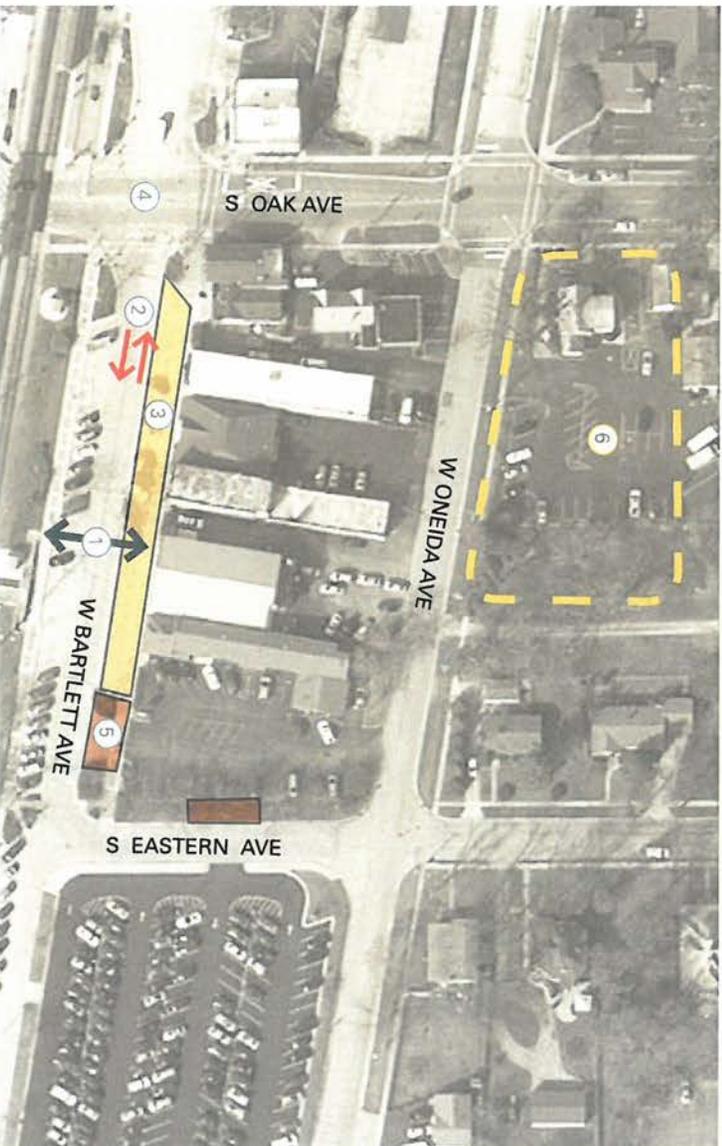
Bartlett Avenue between Oak and Eastern Avenues contains a concentrated mix of reused historic buildings housing restaurants, offices, and other businesses. Strategic improvements that build off the character of the street are needed to reinforce its identity as the center of Downtown. Currently, many 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



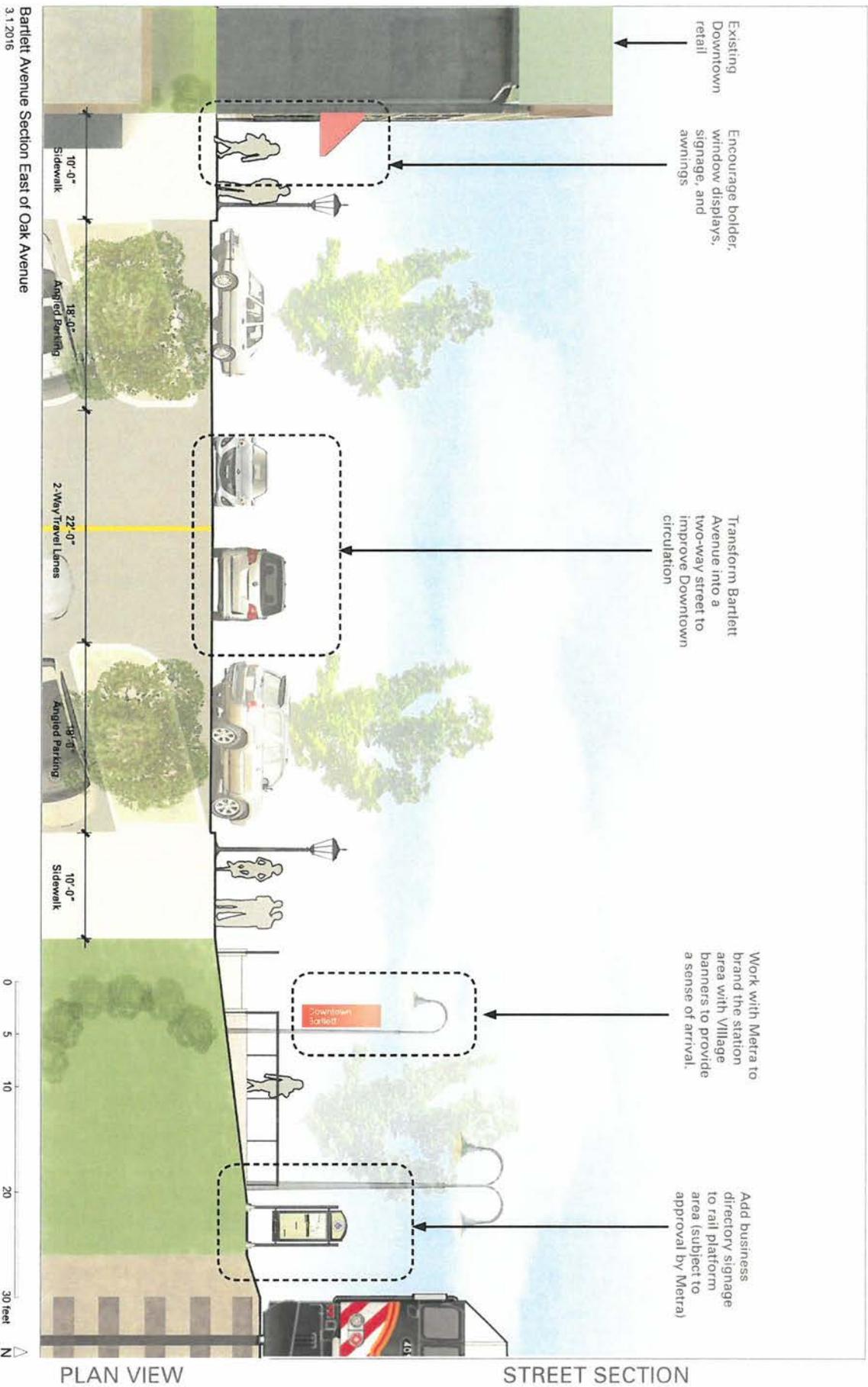
Existing photos of Bartlett Avenue Retail



Existing aerial of S Oak Ave source: ESRI

# Bartlett Avenue Retail Core

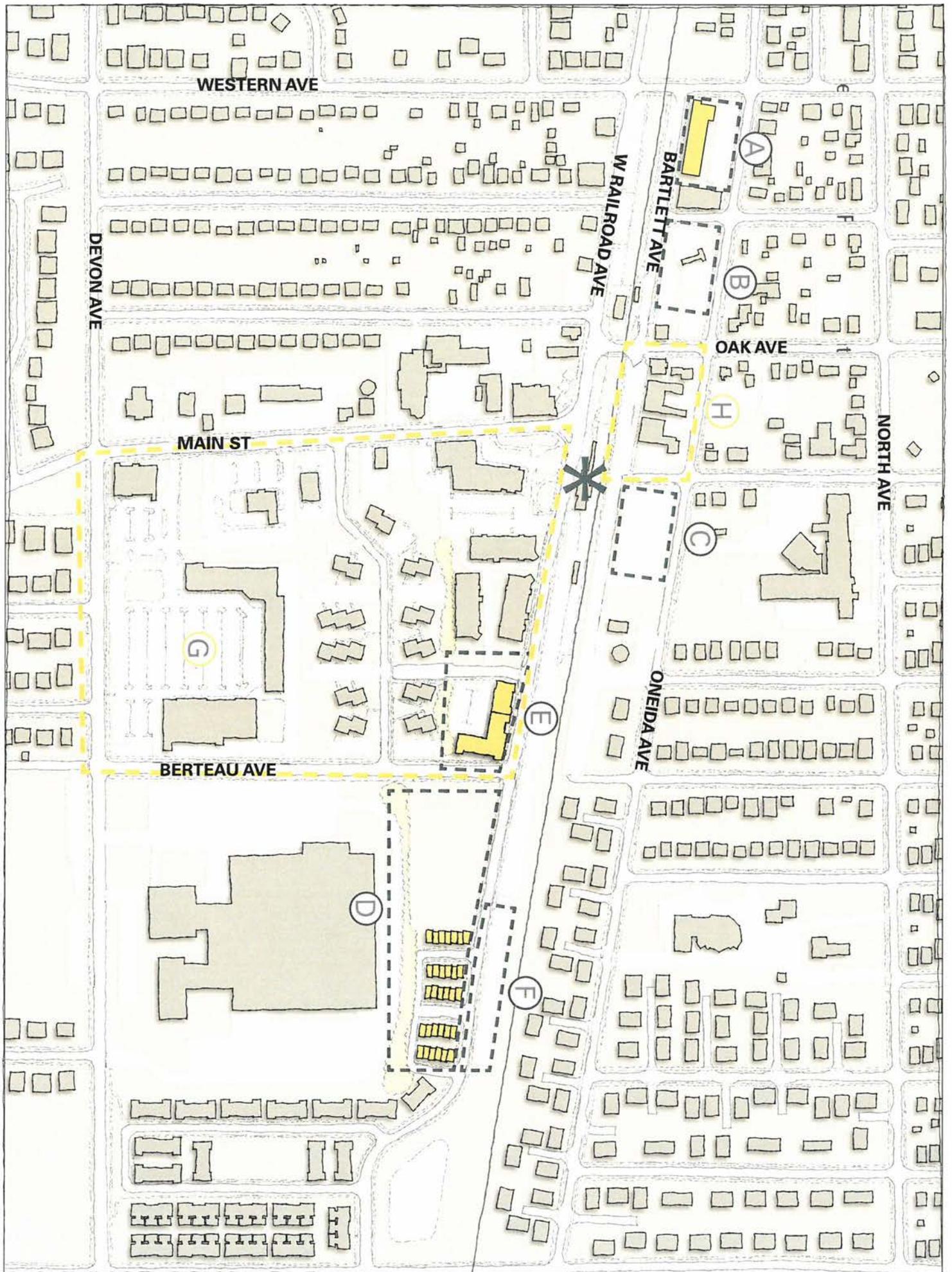
## Bartlett Avenue Revitalization Concept







# 06 Implementation Strategies



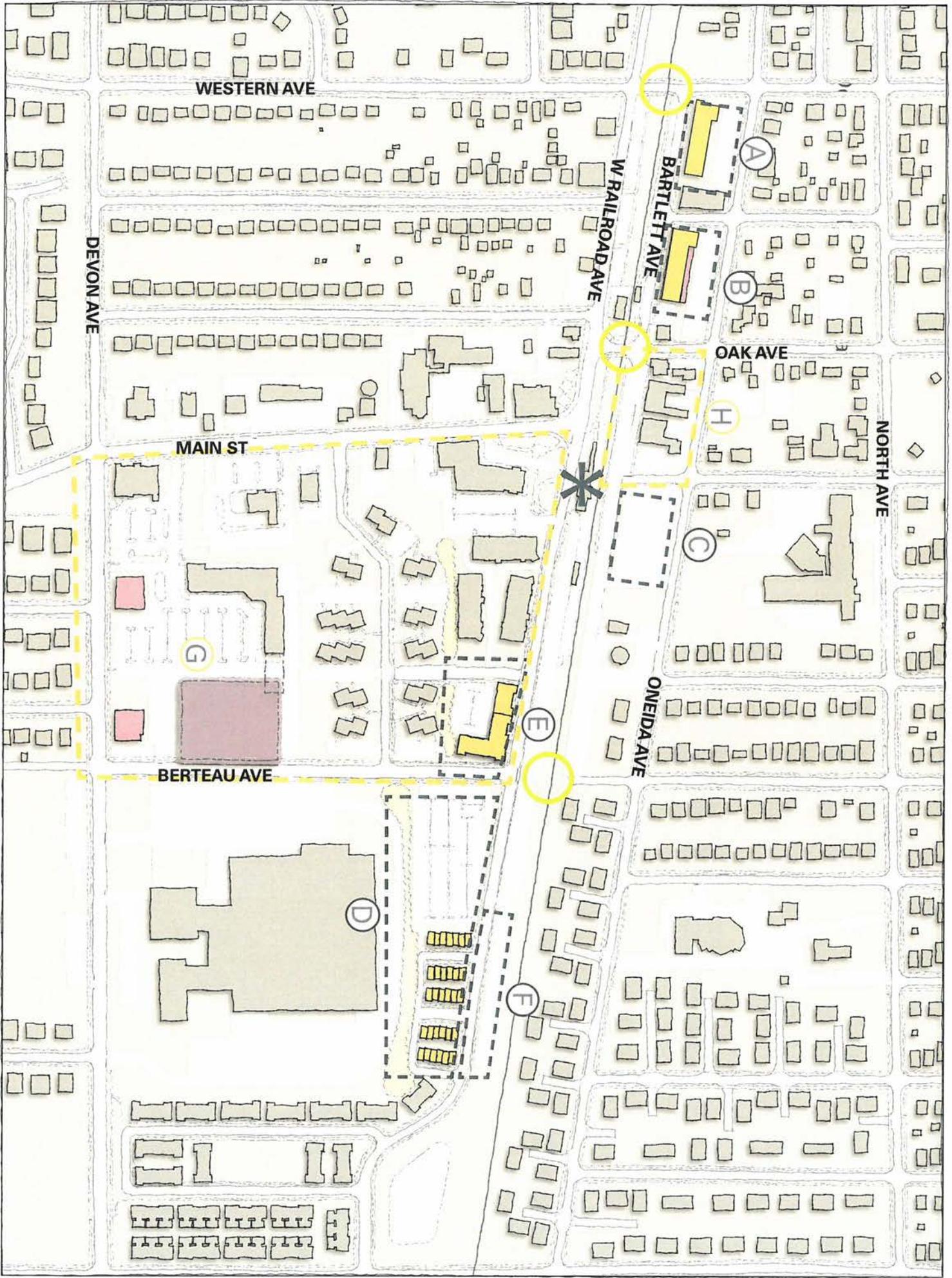
## Development Phasing Strategies : Near Term (1-3 Years)

### Conceptual Phase Program:

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

### Implementation Actions:

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



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

### Conceptual Phase Program:

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

### Implementation Actions:

#### **B** Associated Bank Drive-Through:

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

#### **D** Vacant Parcel Along Railroad Avenue:

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

#### **G** Downtown Super-Block:

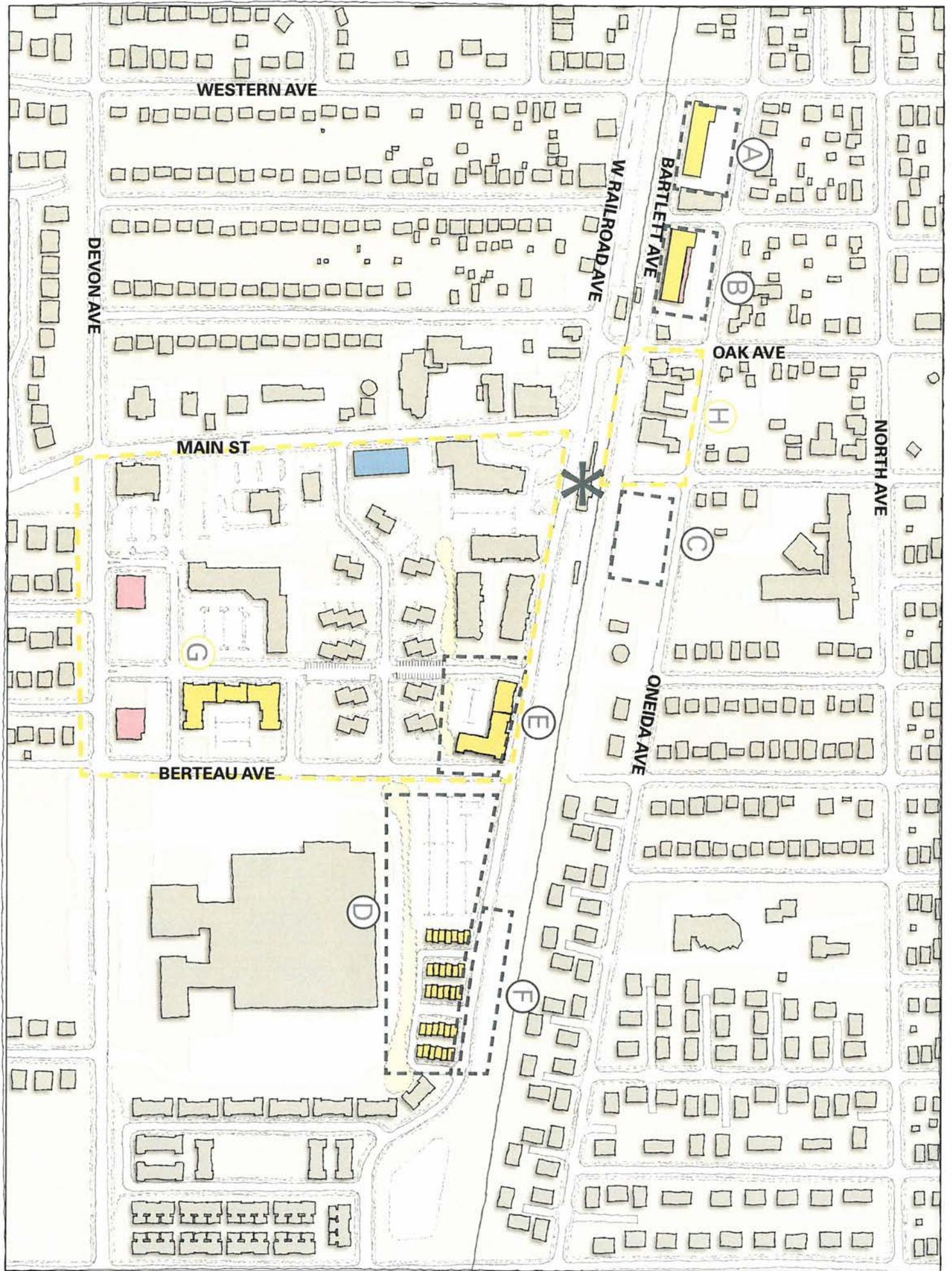
- Construct new pedestrian connections from the Bartlett Plaza area to the train station.
- Prepare Bartlett Plaza site for new development, market to potential residential developers.
- Construct new commercial outlot developments along Devon Avenue to strengthen the southern gateway to Downtown.

#### **E** Vacant Parcel at Railroad Avenue and Berneau Avenue:

- Partially construct new neighborhood street connection to the south.

#### Metra Operations & Coordination:

- Meet regularly with Metra to discuss options for future platform and station improvements
- Improve safety of pedestrian crossings at Western Avenue and Oak Avenue
- Study options for below or above-grade pedestrian crossings in the Berneau Avenue area



## 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
<b>H</b>	Retail / Commercial/Office	14,500	-	15
<b>G</b>	Residential - Multifamily Rental Apartments	84,600	63	95

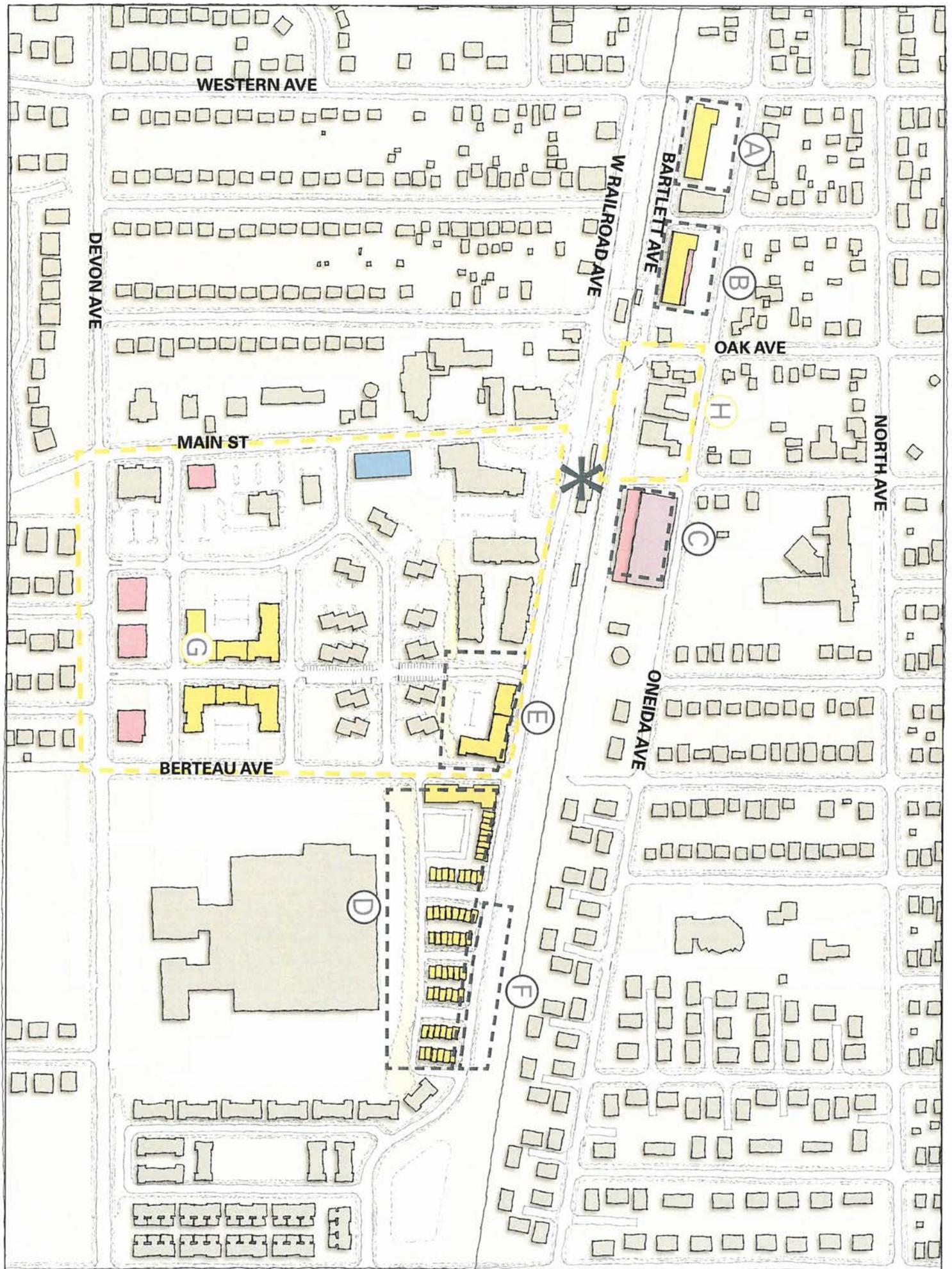
### Implementation Actions:

#### **G** Downtown Super-Block:

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

#### **H** Bartlett Avenue Retail Core:

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



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

### Conceptual Phase Program:

Site Location	Full Build Out Vision	Gross Square Footage	Estimated Units	Parking Spaces
<b>H</b>	Retail / Commercial/Office	34,500	-	35
<b>G</b>	Residential - Multifamily Rental Apartments	92,100	69	104
<b>D</b>	Residential - Single Family Attached (Townhomes)	38,400	24	36
<b>D</b>	Residential - Multifamily Rental Apartments	42,000	32	47
<b>C</b>	Retail / Commercial	14,100	-	14
<b>From D to C</b> Commuter Parking Relocated				
<b>C</b>	Commuter Parking absorbed in new Parking Garage			(250)
<b>C</b>	Parking Garage Spaces	164,634		(204)
	(250 relocated spaces from D + 204 existing spaces on C = 420 spaces)			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 peaks periods. The creation of a Downtown parking garage would require a partnership with many investors and a financial commitment by the Village for maintenance and management of the facility.

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

#### Implementation Actions:

##### **C** Surface Parking at Oneida and Eastern Avenues:

If the parking structure option is implemented, Metra parking on Site D could be combined with additional public parking on Site C. This would in turn allow for the full build out of the western portion of Site D to residential.

##### **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.

##### **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 town-homes along Railroad Avenue.

## Implementation Check List

### TASK 1: ENCOURAGE WALKING, BIKING, AND TRANSIT USE IN BARTLETT

	Timeline		
	Immediate Initiative	Ongoing Initiative	Notes
<b>Suggested Actions:</b>			
1.1 <b>Implement Downtown streetscape improvements</b> 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.	●		
1.2 <b>Encourage growth of the recently formed Biking Task Force</b> to ensure that residents and employees of Bartlett are encouraged to participate in bike infrastructure decision-making.	●		
1.3 <b>Host fun and educational public health fairs</b> 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.	●		
1.4 <b>Seek out pedestrian safety grants to help fund infrastructure improvements</b> , as well as other funding opportunities such as sponsorships for landscape, bike parking, and signage improvements.	●		
1.5 <b>Activate the Metra station depot</b> by improving the entry landscape, signage, lighting, and allowing temporary uses in the depot lobby.	●		
1.6 <b>Adopt a Complete Streets Policy</b> to ensure that new roadway infrastructure improvements accommodate all modes of access	●		
1.7 <b>Expand online presence for Downtown activities and businesses</b> by creating website or separate social media page just for Downtown	●		
1.6 <b>Encourage Completes Street training</b> for Village public works staff by attending regional training seminars	●		

# Implementation Check List

## TASK 2: ATTRACT NEW USERS TO DOWNTOWN

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

## Implementation Check List

### TASK 3: SUPPORT EXISTING & ATTRACT NEW DOWNTOWN BUSINESSES

	Timeline		
	Immediate Initiative	Ongoing Initiative	Notes
<p><b>Suggested Actions:</b></p> <p><b>3.1 Form a bond between Downtown businesses by forming a Downtown Merchants Association</b> that meets regularly. Encourage coordinated marketing, and business improvement efforts and better online resources.</p> <p><b>3.2 Work with businesses to recommend cost-effective facade and business signage improvements</b> 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><b>3.3 Provide educational resources for Downtown businesses</b> by partnering with location higher education institutions.</p> <p><b>3.4 Reinforce Downtown Bartlett as a food and entertainment destination</b> by attracting unique local pubs, restaurants, and entertainment venues</p> <p><b>3.5 Review ordinances and relevant permits for Downtown businesses</b> 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

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



Consultant Contact:  
Christine Carlyle, AIA, AICP  
Principal & Director of Planning

SCB Chicago  
625 N. Michigan Ave  
Chicago, IL 60611  
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[www.scb.com](http://www.scb.com)

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## Agenda Item Executive Summary

Item Name Bartlett Heritage Days Halloween Parade Committee or Board Village Board

### BUDGET IMPACT

Amount: N/A Budgeted N/A

List what fund N/A

### EXECUTIVE SUMMARY

The Bartlett Heritage Days Committee is requesting a parade permit for a Halloween Parade with a 10:00 a.m. start on Saturday, October 29, 2016. Participants will start at Village Hall, head north on Main St, ending at Banbury Fair.

### ATTACHMENTS (PLEASE LIST)

Memo  
Motion  
Certificate of Insurance  
Site Map

### ACTION REQUESTED

For Discussion Only \_\_\_\_\_  
Resolution \_\_\_\_\_  
Ordinance \_\_\_\_\_  
Motion   x  

Motion: Move to approve the parade permit requested by the Bartlett Heritage Days Committee for the Halloween Parade on October 29, 2016.

Staff: Tyler Isham/Administrative Intern Date: 10/10/2016

# Memorandum

**To:** Scott Skrycki, Assistant to the Administrator  
**From:** Tyler Isham, Administrative Intern  
**Date:** 10/11/2016  
**Re:** Bartlett Heritage Days Halloween Parade

---

The Bartlett Heritage Days Committee is requesting a parade permit for the Halloween Parade on Saturday, October 29<sup>th</sup> at 10:00 a.m. The parade will be limited to walking groups, pulled wagons, and strollers. Participants will line up in the Village Hall parking lot at 9:30 a.m. The parade will begin at Village Hall, heading north on Main Street, ending at Banbury Fair. The Police Department is aware of the route and has no concerns.

The appropriate certificate of insurance has been submitted by Bartlett Heritage Days Committee and reviewed by the Village Attorney. However, approval of the parade can be granted pending the submittal and approval of the certificate of insurance. A copy of the parade route is attached.

## **MOTION:**

Move to approve the parade permit requested by the Bartlett Heritage Days Committee for the Halloween Parade on October 29, 2016.



BARTL-4

OP ID: KS

# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/12/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> Bartlett Insurance Group 804 West Bartlett Road Bartlett, IL 60103	<b>CONTACT NAME:</b> Karen Sanfilippo <b>PHONE (A/C, No, Ext):</b> 630-830-3232 <b>E-MAIL ADDRESS:</b> karens@bigonline.net	<b>FAX (A/C, No):</b> 630-830-3258
	<b>INSURER(S) AFFORDING COVERAGE</b>	
<b>INSURED</b> Bartlett Heritage Days NFP P.O. Box 8463 Bartlett, IL 60103	<b>INSURER A : National Specialty Insurance</b>	
	<b>INSURER B :</b>	
	<b>INSURER C :</b>	
	<b>INSURER D :</b>	
	<b>INSURER E :</b>	
	<b>INSURER F :</b>	

### COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE \$ 1,000,000
A	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR	X		A202080 00	10/29/2016	10/30/2016	DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000
							MED EXP (Any one person) \$ 5,000
							PERSONAL & ADV INJURY \$ 1,000,000
							GENERAL AGGREGATE \$ 2,000,000
							PRODUCTS - COMP/OP AGG \$ 2,000,000
							\$
	<b>GEN'L AGGREGATE LIMIT APPLIES PER:</b>						
	<input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC						
	OTHER:						
	<b>AUTOMOBILE LIABILITY</b>						COMBINED SINGLE LIMIT (Ea accident) \$
	<input type="checkbox"/> ANY AUTO						BODILY INJURY (Per person) \$
	<input type="checkbox"/> ALL OWNED AUTOS						BODILY INJURY (Per accident) \$
	<input type="checkbox"/> HIRED AUTOS						PROPERTY DAMAGE (Per accident) \$
							\$
	<input type="checkbox"/> SCHEDULED AUTOS						\$
	<input type="checkbox"/> NON-OWNED AUTOS						\$
	<input type="checkbox"/> AUTOS						\$
	<b>UMBRELLA LIAB</b>						EACH OCCURRENCE \$
	<input type="checkbox"/> OCCUR						AGGREGATE \$
	<b>EXCESS LIAB</b>						\$
	<input type="checkbox"/> CLAIMS-MADE						\$
	DED						\$
	RETENTION \$						\$
	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b>						PER STATUTE
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)						OTH-ER
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. EACH ACCIDENT \$
							E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

**RE: Bartlett Halloween Parade on 10/29/2016. Additional Insured: Village of Bartlett, its officials, officers, employees, agents, consultants, and volunteers.**

### CERTIFICATE HOLDER

### CANCELLATION

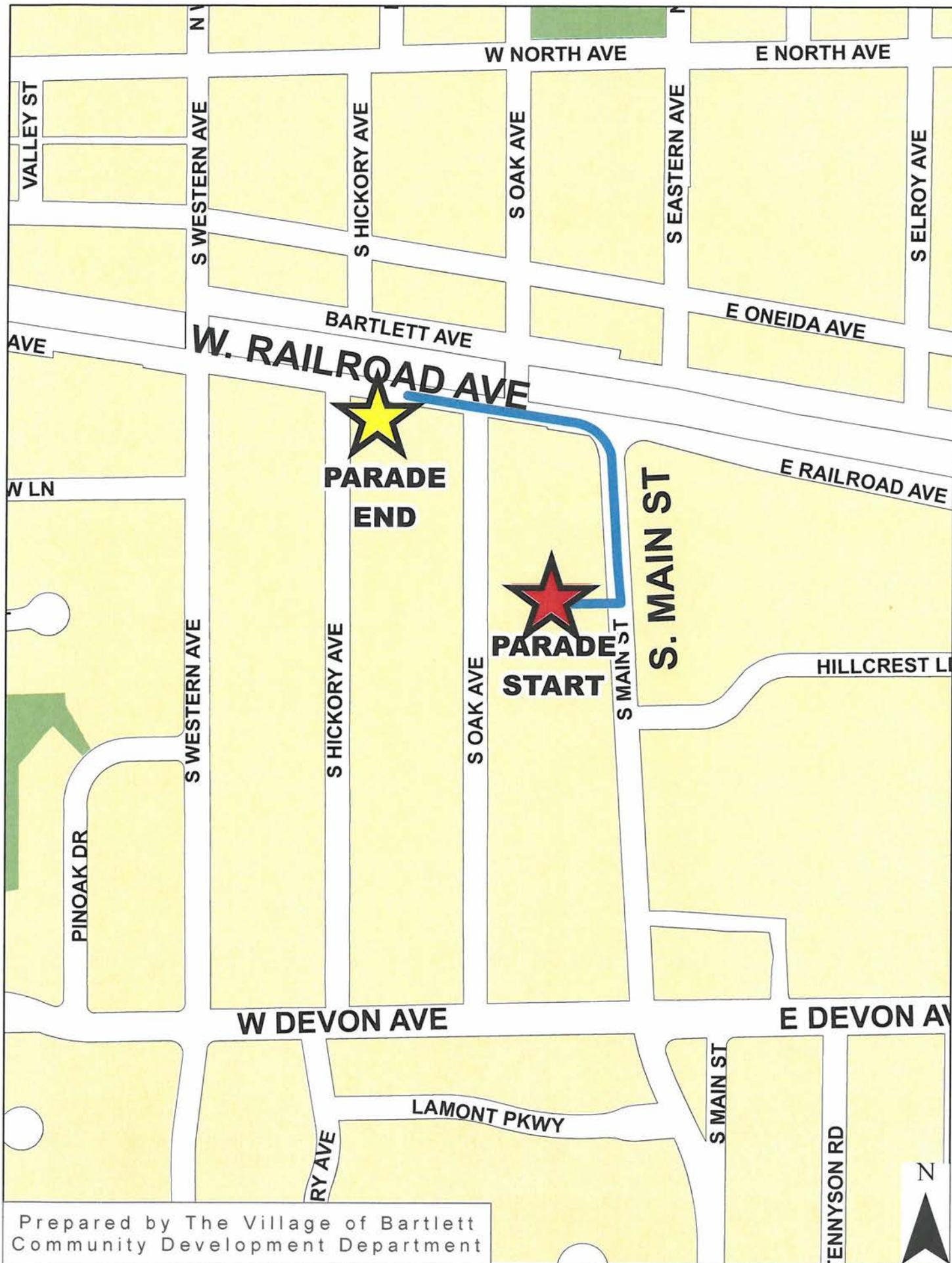
VILL007

Village of Bartlett  
228 South Main Street  
Bartlett, IL 60103

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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Prepared by The Village of Bartlett  
Community Development Department



# Agenda Item Executive Summary

Item Name	Poplar Creek Church Amplifier Permit Request	Committee or Board	Board
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## BUDGET IMPACT

Amount:	N/A	Budgeted	N/A
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List what fund	N/A
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## EXECUTIVE SUMMARY

A request for an **AMPLIFIER PERMIT** to allow a sound system as part of the Pumpkin Patch Party at 300 E. Schick Rd. on Sunday, October 30<sup>th</sup>, 2016 from 3:00 P.M. to 5:00 P.M.

## ATTACHMENTS (PLEASE LIST)

Memo, Application, Location Map

## ACTION REQUESTED

- For Discussion Only
- Resolution
- Ordinance
- Motion:** I hereby move to approve the request from Poplar Creek Church for an Amplifier Permit to allow a sound system for the Pumpkin Patch Party on Sunday, October 30<sup>th</sup>, 2016 from 3:00 P.M. until 5:00 P.M. at 300 E. Schick Rd.

Staff: Jim Plonczynski

Date: October 18, 2016

**COMMUNITY DEVELOPMENT MEMORANDUM**

**16-207**

**DATE:** October 3, 2016  
**TO:** Valerie L. Salmons, Village Administrator  
**FROM:** Jim Plonczynski, CD Director  
**RE:** Amplifier Permit Request – Poplar Creek Church

---

Attached is the application requesting approval for an Amplifier Permit to allow a sound system as part of the Pumpkin Patch Party at 300 E. Schick Rd. on Sunday, October 30<sup>th</sup>, 2016 from 3:00 P.M. to 5:00 P.M.

The petitioner is requesting that the amplifier permit be approved in compliance with Village Ordinance 3-22-2(A) "Except as provided in subsections B and C... no licensee shall use, operate or employ any such device within the Village limits **on Sunday**, or after the hour of eight o'clock (8:00) P.M. to the hour of eleven o'clock (11:00) P.M. (prevailing time) of any day or before the hour of eight o'clock (8:00) A.M. (prevailing time) of any day without the approval of the Bartlett Village Board; no licensee shall use or operate or employ any such device within the radius of two (2) blocks from any hospital or within the radius of two (2) blocks of any church while services are being held therein."

# AMPLIFIER PERMIT APPLICATION

For Office Use Only:  
 Permit #: 201602784  
 Received: **RECEIVED**  
**COMMUNITY DEVELOPMENT**  
 (Village Stamp)  
**SEP 30 2016**



**Village of Bartlett**  
 Community Development Dept.  
 228 S. Main Street  
 Bartlett, IL 60103  
 Ph: (630) 540-5940  
 Fax: (630) 540-5436  
 E-mail: [CommunityDevelopment@vbartlett.org](mailto:CommunityDevelopment@vbartlett.org)  
 Web: [www.village.bartlett.il.us](http://www.village.bartlett.il.us)

**VILLAGE OF  
 BARTLETT**

Village Board approval is required for those requests taking place: Mon-Sat. before 8:00 A.M. or after 8:00 P.M., and on Sundays (all day). **Not to exceed 11:00 P.M. Application must be received at least two weeks prior to the Village Board meeting.**

**APPLICANT MUST COMPLETE AND SIGN APPLICATION**

**PERMIT APPLICANT:**

Poplar Creek Church 300 Schick Rd 630-483-1000  
 NAME ADDRESS PHONE

62214 **ADDRESS OF EVENT:** 300 Schick Rd, Bartlett, IL 60103

292 **OWNER OF PROPERTY WHERE EVENT WILL BE HELD:**

Poplar Creek Church 300 Schick Rd 630-483-1000  
 NAME ADDRESS PHONE

**DESCRIPTION OF EVENT:** Pumpkin Patch Party, halloween party for kids birth - 6th grade.

**DAY, DATE, BEGINNING & ENDING TIME OF EVENT:** Sunday, Oct. 30, 3-5pm

**AMPLIFIER DEVICE BEING USED:** (e.g. DJ, live band, stereo) sound system used for music and announcing

**SIGNATURE OF APPLICANT:** Jamie Pierce  
**SIGNATURE OF PROPERTY OWNER:** \_\_\_\_\_

**FOR OFFICE USE ONLY**

Zoning Dist. <u>ER3</u>	FINAL INSPECTION DATE	ISSUED BY <u>Smj</u>	TOTAL FEE <u>15.00 Pd</u> <i>ck# 17210</i>
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# LOCATION MAP

## 300 E. SCHICK RD.





COMMUNITY DEVELOPMENT MEMORANDUM

16-206

**DATE:** October 3, 2016  
**TO:** Valerie L. Salmons, Village Administrator  
**FROM:** Jim Plonczynski, CD Director  
**RE:** Amplifier Permit Request – Poplar Creek Church

---

Attached is the application requesting approval for an Amplifier Permit to allow a sound system as part of the Pumpkin Smash Party at 300 E. Schick Rd. on Friday, October 21<sup>st</sup>, 2016 from 7:00 P.M. to 10:00 P.M.

The petitioner is requesting that the amplifier permit be approved in compliance with Village Ordinance 3-22-2(A) "Except as provided in subsections B and C... no licensee shall use, operate or employ any such device within the Village limits on Sunday, or **after the hour of eight o'clock (8:00) P.M. to the hour of eleven o'clock (11:00) P.M. (prevailing time) of any day** or before the hour of eight o'clock (8:00) A.M. (prevailing time) of any day without the approval of the Bartlett Village Board; no licensee shall use or operate or employ any such device within the radius of two (2) blocks from any hospital or within the radius of two (2) blocks of any church while services are being held therein."

# AMPLIFIER PERMIT APPLICATION

SEP 30 2016

**For Office Use Only:**  
 Permit #: 201602784  
 Received: **RECEIVED**  
**COMMUNITY DEVELOPMENT**  
 SEP 30 2016



### Village of Bartlett

Community Development Dept.  
 228 S. Main Street  
 Bartlett, IL 60103  
 Ph: (630) 540-5940  
 Fax: (630) 540-5436

E-mail: [CommunityDevelopment@vbartlett.org](mailto:CommunityDevelopment@vbartlett.org)  
 Web: [www.village.bartlett.il.us](http://www.village.bartlett.il.us)

### VILLAGE OF BARTLETT

Village Board approval is required for those requests taking place: Mon-Sat. before 8:00 A.M. or after 8:00 P.M., and on Sundays (all day). **Not to exceed 11:00 P.M. Application must be received at least two weeks prior to the Village Board meeting.**

### APPLICANT MUST COMPLETE AND SIGN APPLICATION

#### PERMIT APPLICANT:

Poplar Creek Church 300 Schick Rd. (630) 483-1000  
 NAME ADDRESS PHONE

62214 ADDRESS OF EVENT: 300 Schick Rd, Bartlett, IL 60103

#### OWNER OF PROPERTY WHERE EVENT WILL BE HELD:

292 Poplar Creek Church 300 Schick Rd ((630) 483-1000  
 NAME ADDRESS PHONE

DESCRIPTION OF EVENT: Pumpkin Smash Party - Halloween party for students grade 6<sup>th</sup> - 12<sup>th</sup>.

#### DAY, DATE, BEGINNING & ENDING TIME OF EVENT:

Friday, Oct. 21, 7-10pm

#### AMPLIFIER DEVICE BEING USED: (e.g. DJ, live band, stereo)

sound system for dance music, announcing games/activities

#### SIGNATURE OF APPLICANT:

James Purice

#### SIGNATURE OF PROPERTY OWNER:

### FOR OFFICE USE ONLY

Zoning Dist. <u>ER3</u>	FINAL INSPECTION DATE	ISSUED BY <u>[Signature]</u>	TOTAL FEE <u>15.00</u>
----------------------------	-----------------------	---------------------------------	---------------------------

62214

# LOCATION MAP

## 300 E. SCHICK RD.





COMMUNITY DEVELOPMENT MEMORANDUM

16-204

**DATE:** October 3, 2016  
**TO:** Valerie L. Salmons, Village Administrator  
**FROM:** Jim Plonczynski, CD Director  
**RE:** Amplifier Permit Request – BAPS

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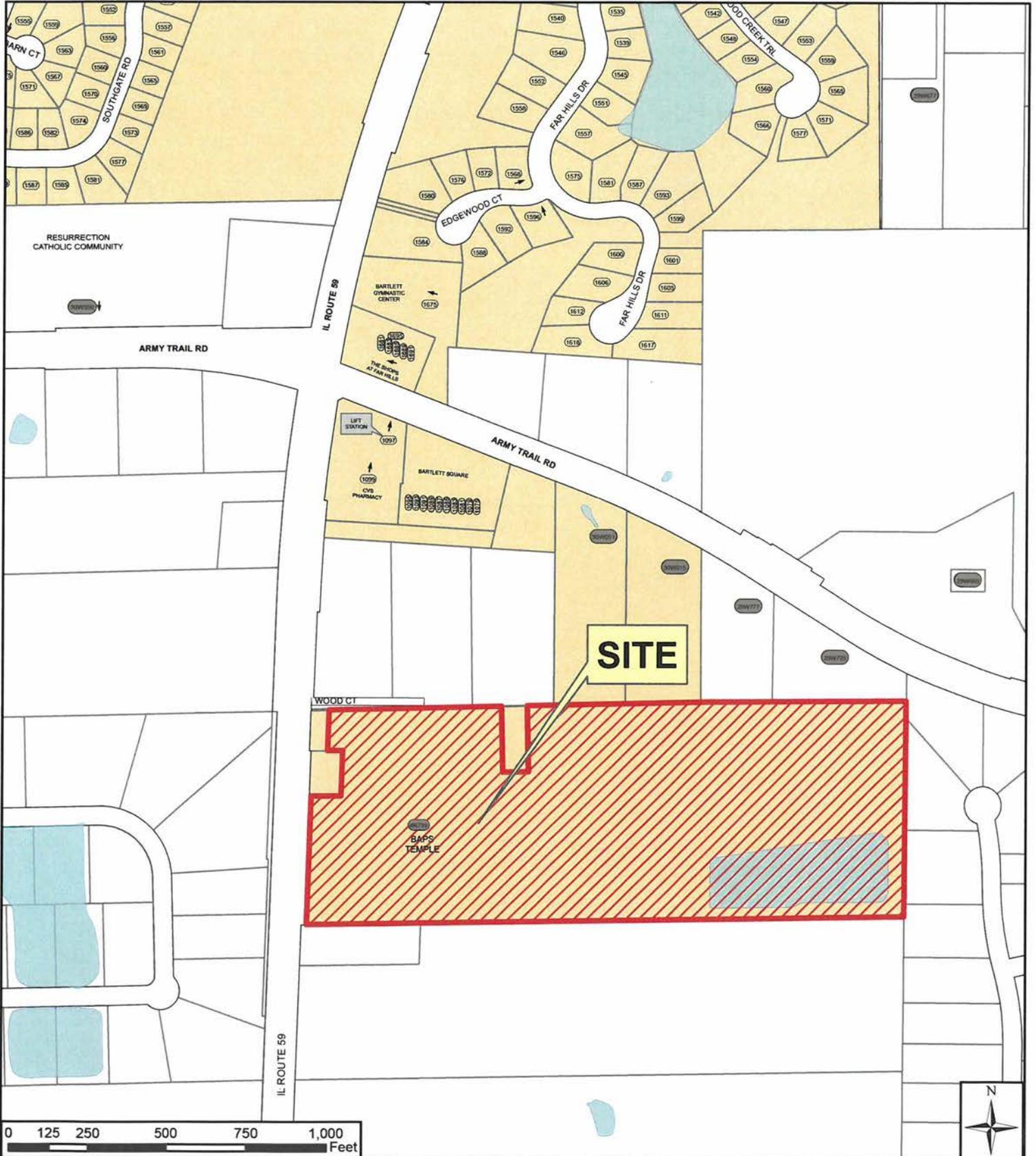
Attached is the application requesting approval for an Amplifier Permit to allow a portable sound system as part of the Diwali and Hindu New Year celebration at 1851 South IL Route 59 on Sunday, October 30<sup>th</sup>, 2016 from 6:00 P.M. to 9:00 P.M.

The petitioner is requesting that the amplifier permit be approved in compliance with Village Ordinance 3-22-2(A) "Except as provided in subsections B and C... no licensee shall use, operate or employ any such device within the Village limits **on Sunday**, or after the hour of eight o'clock (8:00) P.M. to the hour of eleven o'clock (11:00) P.M. (prevailing time) of any day or before the hour of eight o'clock (8:00) A.M. (prevailing time) of any day without the approval of the Bartlett Village Board; no licensee shall use or operate or employ any such device within the radius of two (2) blocks from any hospital or within the radius of two (2) blocks of any church while services are being held therein."



# LOCATION MAP

1851 S. IL Rt. 59





# MEMO

Date: October 6, 2016

To: Valerie L. Salmons, Village Administrator

From: Daniel Dinges, Public Works Director

Re: ***Purchase of One (1) Street Sweeper***

I have received pricing for the purchase of one (1) Elgin Crosswind Street Sweeper. The pricing was obtained from the NJPA Purchasing Cooperative through Standard Equipment Company.

We have purchased Elgin Crosswind Sweepers from Standard Equipment Company in the past. We have always been satisfied with the quality of products and high level of service they provide. Our current 2008 Elgin Crosswind sweeper will be sold at auction after the new sweeper has been delivered.

Based upon the price provided, I recommend the Village Board approve the purchase of One (1) Elgin Crosswind Sweeper from Standard Equipment Company of Chicago, IL, in the amount of \$ 227,293.05.

Please place this on the next available Village Board Agenda.

cc: Jeff Martynowicz, Finance Director

## **Motion**

I move the Village Board approve the purchase of One (1)  
Elgin Crosswind Sweeper in the Amount of  
\$227,293.05 from Standard Equipment Company of  
Chicago, Illinois.