

VILLAGE OF BARTLETT

COMMITTEE AGENDA

MAY 5, 2015

PLANNING & ZONING

1. Artis Senior Living of Bartlett
Final Subdivision & PUD/Site Plan – Lot 1
2. Sanzeri's Subdivision Rezoning
& Preliminary/Final Plat
3. Rt. 59/Stearns Road Improvements

PUBLIC WORKS

1. NPDES Permit Special Conditions



Agenda Item Executive Summary

Item Name (Case # 14-08) Artis Senior Living of Bartlett Committee or Board Committee

BUDGET IMPACT

Amount:	N/A	Budgeted	N/A
List what fund	N/A		

EXECUTIVE SUMMARY

Final Subdivision Plat and Final PUD/Site Plan for Lot 1

- (1) The Preliminary Subdivision and Preliminary PUD/Site Plan for Lot 1 were approved by Ordinance #2014-90 on November 18, 2014.
- (2) The Petitioner is requesting a review of their **Final Subdivision and Final PUD/Site Plan for Lot 1**.
- (3) The Final Subdivision Plat and Final PUD Plan for Lot 1 are in substantial compliance with the approved Preliminary Subdivision and Preliminary PUD/Site Plan.
- (4) The **Plan Commission** reviewed the Petitioner's requests and recommended **approval** subject to the conditions and findings of fact outlined in the Staff Report.

ATTACHMENTS (PLEASE LIST)

Memo, Plan Commission Minutes, Applicants Letter, Application, Location Map, Final Subdivision Plat, Final PUD/Site Plan for Lot 1, Elevations, Landscape Plan and a Proposed Use List for Lot 2

ACTION REQUESTED

For Discussion Only To discuss the Final Subdivision Plat and Final PUD/Site Plan for Lot 1 and to forward the petition on to the Village Board for a final vote and ordinance adoption.

Resolution _____

Ordinance _____

Motion:

Staff: Jim Plonczynski, Com Dev Director

Date: April 24, 2015

COMMUNITY DEVELOPMENT MEMORANDUM

15-74

DATE: April 24, 2015
TO: Valerie L. Salmons, Village Administrator
FROM: Jim Plonczynski, CD Director
RE: **(#14-08) Artis Senior Living of Bartlett**

PETITIONER

Jay Hicks on behalf of Artis Senior Living

SUBJECT SITE

6N625 S. Route 59, East side of Rt. 59, South of Apple Valley Drive

REQUEST

Final Subdivision and Final PUD/Site Plan for Lot 1

SURROUNDING LAND USES

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
Subject Site	Vacant (Former Farm House/Farm)	Attached Residential (High Density)	PD
North	Commercial/Office	Commercial	B-2 PUD
South	Church	Institutional	ER-1
East	Single Family Residential	Suburban Residential	SR-4
West	Forest Preserve	Open Space	SR-3 PUD

DISCUSSION

1. The Petitioner is requesting Final Subdivision and Final PUD/Site Plan (Lot 1) approval for a vacant 10.1 acre site along the east side of Rt. 59, south of Apple Valley Drive. The Preliminary Subdivision, PUD and Special Use were approved by Ordinance #2014-90 An Ordinance Granting a Special Use Permit for a Planned Unit Development, Approving of a Preliminary PUD Plan for Lot 1, and Approving of a Preliminary Plat of Subdivision for Artis Senior Living on November 18, 2014.
2. The proposed one-story brick and vinyl sided building for senior housing would be located on Lot 1 of the three (3) lot subdivision. Lot 2 at this time would remain vacant and Lot 3 would consist of the detention area.

3. The site contains 38 parking spaces and exceeds the Zoning Ordinance requirement of 32 spaces. A circular turn-around area has been provided in front of the building to provide an accessible drop-off and/or pick-up of residents.
4. The Final PUD/Site Plan identifies a right-in/right-out access point on Rt. 59. *(Please note: Rt. 59 is under the jurisdiction of IDOT and the permit for this curb cut would be issued by this agency.)* A 25-foot wide private drive would provide access to both Lots 1 & 2 of this proposed subdivision.
5. As discussed during the Preliminary review, a "Proposed Permitted Use List" for Future Lot 2 is attached and will be an Exhibit to the proposed Ordinance at a later date. The Petitioner considers these uses compatible with the proposed memory care facility.
6. The Staff is continuing to review the Final Engineering and Landscape plans.
7. **The Final Subdivision Plat and Final PUD/Site Plan for Lot 1 are in substantial compliance with the approved Preliminary Subdivision and Preliminary PUD/Site Plan for Lot 1.**

RECOMMENDATION

1. The **Staff** recommends **approval** of the Petitioner's request for a Final Subdivision and Final PUD/Site Plan for Lot 1 subject to the following conditions and Findings of Fact:
 - A. Village Engineer approval of the Final Engineering Plans;
 - B. Staff approval of the Landscape Plans;
 - C. IDOT approval of the right-in/right-out along Rt. 59 with a copy of the approved permit submitted to the Village prior to the issuance of a building permit;
 - D. Ingress and egress for Proposed Lot 2 to and from Rt. 59 shall be re-evaluated at the time a PUD Plan and/or Plat of Re-subdivision is submitted for Proposed Lot 2 to determine whether utilizing the right-in/right-out on Rt. 59 along with the private drive provide for safe and efficient movement of traffic and access onto Rt. 59;
 - E. The "List of Permitted Uses for Proposed Lot 2" are approved in concept only;
 - F. The construction plans and drawings submitted for a building permit for the senior housing facility to be located on Lot 1 shall be consistent with the colors, materials, dimensions and height depicted on the Building Elevations;
 - G. Installation of a 10' wide bike path in-lieu of the required sidewalks within the Multi-Use Path Easement and the Rt. 59 R-O-W shall be completed as part of the public improvements for this subdivision;
 - H. A 4' high black aluminum fence shall be installed along the north property line of Lots 2 & 3 subject to the Village Engineer's approval of the location;
 - I. Signage shall be reviewed and approved separately by the Community Development Department in accordance with the Sign Ordinance;
 - J. Landscaping must be installed within one year of the issuance of a building permit;

- K. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to Community Development for review and approval by the Village Arborist and a bond posted for 110% of the approved amount for its future installation;
 - L. Findings of Fact: Planned Unit Development for Lot 1
 - i. The memory care facility (senior housing) conforms with the Comprehensive Plan and general planning policies and precedents of the Village;
 - ii. The memory care facility is a permitted use in the PD Zoning District;
 - iii. The memory care facility 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 memory care facility 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 memory care facility shall pay Municipal Building Fund fees;
 - 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.
 - M. Findings of Fact: Site Plan for Lot 1
 - i. That the proposed senior housing facility is a permitted use in the PD Zoning District;
 - ii. That the proposed off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses;
 - iii. That the vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well;
 - iv. That the site plan provides for the safe movement of pedestrians within the site;
 - v. That there is a sufficient mixture of grass trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses. Any part of the site plan area not used for buildings, structures, parking or access ways shall be landscaped with a mixture of grass, trees and shrubs; (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements.)
 - vi. That all outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.
2. The **Plan Commission** reviewed the Petitioner's requests at their meeting on April 9, 2015. The Commission recommended approval subject to the conditions and findings of fact outlined above by Staff.

CD Memo 15-74

April 24, 2015

Page 4

3. Minutes from the Plan Commission Meeting, a copy of the Final Subdivision Plat, Final PUD/Site Plan for Lot 1 and additional background information are attached for your review.

rbg/attachments

x:\comdev\mem2015\074_artis_final_vbc.docx

Case # 14-08 Artis Senior Living of Bartlett – Final Subdivision Plat and Final PUD/Site Plan for Lot 1

The petitioner, Jay Hicks on behalf of Artis Senior Living, was present. Also present were Attorney Katriina McGuire of Thompson Coburn LLC and Kevin Serafin of Cemcon Ltd.

Roberta Grill gave some background information.

R. Grill – The petitioner is requesting a Final Subdivision and Final PUD/Site Plan for Lot 1 approval for a vacant 10.1 acre parcel along the east side of Route 59, south of Apple Valley Drive. The Preliminary Subdivision, PUD and Special Use were recommended for approval by this Commission and approved by the Village Board back in November of 2014.

The proposed one-story brick and vinyl sided building for senior housing would be located on Lot 1 of the three lot subdivision. Lot 2 at this time would remain vacant and Lot 3 would consist of the detention area. The Site Plan on Lot 1 contains 38 parking spaces and exceeds the Zoning Ordinance requirement of 32 spaces. A circular turn-around area has been provided in front of the building to provide an accessible drop-off and/or pick-up of residents. The Final PUD/Site Plan identifies a right-in/right-out access point on Route 59. *She identifies the location on the map.* Route 59 is under the jurisdiction of IDOT and the permit for this curb cut would be issued by this agency. A 25-foot wide private drive would provide access to both Lots 1 and 2 of this proposed subdivision.

As discussed during the Preliminary review, a “Proposed Permitted Use List” for Future Lot 2 is attached and will be an Exhibit to the proposed Ordinance, if approved, at a later date. The petitioner considers these uses compatible with the proposed memory care facility. The Staff is continuing to review the Final Engineering and Landscape plans. The Final Subdivision Plat and Final PUD/Site Plan for Lot 1 are in substantial compliance with the approved Preliminary Subdivision and Preliminary PUD/Site Plan for Lot 1. Staff recommends approval subject to the conditions and Findings of Fact outlined in your Staff report.

R. Deyne – Are there any questions from the Commissioners?

J. Lemberg – Under 1-D of the Recommendations of Staff, it states “Ingress and egress for Proposed Lot 2 to and from Route 59 shall be re-evaluated at the time a PUD Plan and/or Plat of Re-subdivision is submitted for Proposed Lot 2 to determine whether utilizing the right-in/right-out on Route 59 along with the private drive provide for safe and efficient movement of traffic and access onto Route 59”. Shouldn’t we be more positive and have it “safe and efficient” now?

R. Grill – I’ll have the petitioner address that question.

K. Serafin – I’m Kevin Serafin and the design engineer on this site. I don’t know where the verbiage “safe and efficient” came from in the Staff report, but we don’t have any idea what will eventually go back there so we can’t really do a traffic study for any use back there. So, we will evaluate it at such time as something wishes to go back there. But that is the only access that they will have, i.e. the right-in/right-out access from Route 59. That is all IDOT will give us.

J. Lemberg – Okay, when something comes in there and you find out that it isn’t “safe and efficient”, what are you going to do?

K. Serafin – They will have to use that access point. It will have to be “safe and efficient”. So, the use for Lot 2 will have to be compatible with that access point. Because that is all that IDOT will grant us for this site.

R. Grill – I think that at the time that Lot 2 develops, depending on what goes back there, whether it is a Re-subdivision or simply a Site Plan, it will depend on the use, the number of trips generated, and the possibility that at a future time, a connection can be made to the north to provide access to a traffic signal at Apple Valley Drive. Maybe that comes back into the picture again; we don’t know. We have been in contact with the property owners to the north, but at this time they will not agree to an access or connection of a private drive.

T. Ridenour – And that connection would be through their parking lot?

R. Grill – Yes.

M. Hopkins – I was not part of the Plan Commission’s previous discussion of this project. Can I ask, how was a property with a right-in/right-out, as a single means of access, made acceptable to the Commission? In the Preliminary Plan?

T. Ridenour – Basically, because the residents of this project aren’t going to be traveling in and out of the site. It will only be employees and a few visitors.

M. Hopkins – So, when visitors or deliveries come and they need to go southbound on Route 59, what do we expect that they are going to do?

A. Hopkins – I agree, I think that is an issue and if Lot 2 wants to get developed, I can’t imagine that someone is going to want to have to deal with that type of right-in/right-out for a business back there.

K. Serafin – As you can see from the aerial photo, it is developed all around and IDOT will not give us two places of access. They will only give us one right-in/right-out access to this site. If the church site ever develops, we might be able to get a second means of access there, but at this point in time, there is no way to get safely in from southbound Route 59.

M. Hopkins – My gut reaction to that is this site is not ready for development and won’t be until such time that it has proper access.

J. Plonczynski – Let me just remind the Commission, that we have already granted the Special Use for the PUD. We have approved the Preliminary PUD and we approved the Preliminary Plat of Subdivision and the property has zoning and they have been granted this access point. So, all those factors figured in, if you didn’t want it, we should have talked about that earlier. But we have already granted all of those things. We have talked about the access to the south; we have talked about the access to the north. The petitioner has begged the property owner to the north to give him a cross-access easement. We have talked to him. He refuses to do anything. The property to the south could be a possibility. The right-in/right-out for a left turn, we have looked at a deceleration lane; we have looked at left turn lanes on Route 59. It is too close to the traffic light. It is in the taper. If a delivery truck wants to go into the site, they go in via a right-hand turn. If they want to go southbound, they have to go north, turn at Apple Valley and do a U-turn and then come back down. That goes the same for the employees that will

work here and for any of the residents' visitors. That is the type of maneuver that has to be done if you want to go south from this property.

M. Hopkins – So, what you are saying is that, based on the Village process is here, the right-in/right-out is a done deal and it is off the table.

J. Plonczynski – It is the only thing that IDOT will grant, you are right about that.

M. Hopkins – That is not what I am saying. In terms of what our process is and what the Village has already negotiated and approved...

J. Plonczynski – They looked at different locations for the right-in/right-out, but that is all they are getting.

M. Hopkins – What I am asking you is, based on our process, and I am prefacing this by saying that I was not here for the previous deliberations, so based upon our process, you are saying that it is not the right thing to do to object to this at this moment. Is that correct?

J. Plonczynski – You can voice concerns, but I am just reminding you that we have already done the zoning and the Special Use. This is in substantial compliance with the Preliminary Plat.

M. Hopkins – I understand that.

R. Deyne – They have approved the Preliminary Plan and have moved forward on it.

D. Negele – I think it will be difficult getting something on that site (Lot 2) knowing they only have a right-in/right-out access.

R. Deyne – Well, that would become their responsibility then.

D. Negele – Right. That site might sit there and not develop because it will not be favorable to a future development.

J. Plonczynski – Yes. I would agree with that.

D. Negele – So, whoever has money invested in that site, I don't know if they can afford to let it sit there like that.

R. Deyne - I would just like to draw everyone's attention to item # 7 under the Discussion Topic (page 2). It says "The Final Subdivision Plat and Final PUD/Site Plan for Lot 1 are in substantial compliance with the approved Preliminary Subdivision and Preliminary PUD/Site Plan for Lot 1." So, that is where we are at.

M. Hopkins – My second question has to do with mechanical equipment and being exposed on the building. Is there any? On the site or the roof that we are not seeing on the drawings?

R. Grill – To my knowledge they will not be visible, but I would like the petitioner to answer that. They are not visible from the street? They are screened from the residents?

K. Serafin – That is correct.

M. Hopkins – Thank you. That's it.

R. Deyne – Are there any other questions or comments from the Commissioners?

J. Kallas – I think we sort of messed this up the first time around. As much as I opposed a lot of this, I was the only one. And I can oppose it again.

T. Ridenour – Well, I'll speak to the other side of that coin. When we discussed this the last time, because of the limited use of vehicles by the residents here, at least I, made the assumption that this right-in/right-out was sufficient for that. They may never get anything on the back lot because of this or unless they find another way, but for this use that we are addressing now...

J. Kallas – I still don't believe that you can have something like this and not have any type of emergency exit/entrance. And I still believe that whole heatedly, that something has to be done but in order to do that. Because, as I am going to put it very bluntly, if there is an accident at that point and where you can't get in and out, and they need an ambulance, and somebody dies, you can consider that, by approving it, as murder.

A. Hopkins – I have just a quick question about the retention pond. That will be added in, correct? Will that be sufficient drainage with the surrounding houses? I know there is a big issue down at BAPS down the road and other areas. I just want to make sure that the retention that will be put in there, will be able to hold a 100-year flood and everything.

K. Serafin – Yes. We are going back and forth with the Village and IDOT. IDOT actually has more stringent requirements than the Village or the County. We are working through those issues with the Village now.

R. Grill – Yes, we are still working on that.

J. Kallas – Roberta, can we put something in the motion that they need some kind of an emergency exit/entrance.

R. Grill – The problem is that Route 59 is under the jurisdiction of IDOT. This is what IDOT has granted. Any emergency access out on Route 59 would have to be approved by IDOT.

J. Kallas – No. I mean, can't we get the owner of the property to the north to have them access the strip mall to the north? I know there is a way to get from one property to another.

R. Grill – The owner to the north would have to give permission to utilize that. We have approached them many times over many years on the different projects that have come in to this site and we have always been told no.

J. Plonczynski – I will remind you that our Fire District reviewed these plans and they are satisfied with the design and the wrap-around-drive in order to get to all sides of the building. They are satisfied with that.

J. Kallias – Fine. That’s into the building, but what happens if there is a situation, I hope it never happens, but the situation where you need an emergency into the site. Then what?

J. Plonczynski – I think they would have to figure out a way to drive over the lawn or drive around the accident or they would move the car. That is what they would end up doing.

R. Grill – That’s what they do. They would move the vehicle.

R. Deyne – Yes, they will get in there.

J. Kallas – My comments still stand from the last meeting and they will stand for this one too.

A motion was made to approve the Final Subdivision Plat and Final PUD/Site Plan for Lot 1, along with the recommendations of Staff and the Findings of Fact.

Motioned by: J. Miaso
Seconded by: T. Connor

Discussion

None

Roll Call

Ayes: M. Hopkins, J. Lemberg, J. Miaso, T. Ridenour, D. Negele, S. Cook, A. Hopkins,
T. Connor

Nays: J. Kallas

The motion carried.

R. Deyne – Our recommendation will be forwarded to the Village Board.



CEMCON, LTD.

CONSULTING ENGINEERS, LAND SURVEYORS & PLANNERS

January 20, 2015

Village President Kevin Wallace and
Board of Trustees
Village of Bartlett
228 South Main Street
Bartlett, Illinois 60103

RECEIVED
COMMUNITY DEVELOPMENT

JAN 20 2015

VILLAGE OF
BARTLETT

Re: Artis Senior Living of Bartlett
Case #14-08
Final Subdivision and Final PUD Plan/Site Plan for Lot 1
CEMCON, Ltd. Job Number: 815.001

Dear President Wallace and Board of Trustees:

Artis Senior Living, LLC is the applicant for the above-referenced application and is seeking to redevelop an approximately four (4) acre portion of the property as a single-story facility dedicated to seniors with Alzheimer's disease and related memory disorders.

The total acreage of the subject property is ten (10) acres. A user for the remaining six (6) acres has not yet been identified.

We request the Village Board's consideration of our Final Subdivision and Final PUD Plan/Site Plan for Lot 1 at the Committee of the Whole meeting in anticipation of a Plan Commission hearing.

Very truly yours,

Michael B. Keith, P.E.
Engineer for applicant on behalf of
Jay Hicks, Senior Vice President
Artis Senior Living, LLC

H:\815001\LETTERS\2015-01-20 Wallace @ Village of Bartlett - Final Subdivision and Final PUD-Site Plan Development Submittal.doc



VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

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

For Office Use Only
Case # 14-08
RECEIVED
COMMUNITY DEVELOPMENT
JAN 19 2015
VILLAGE OF
BARTLETT

PROJECT NAME Artis Senior Living, Bartlett

PETITIONER INFORMATION

Name: Artis Senior Living, LLC **Phone:** 703-470-4446
Address: 1651 Old Meadow Road **Fax:** _____
McLean, VA 22102 **Mobile:** _____
Email: rw1872@gmail.com

PROPERTY OWNER INFORMATION

Name: UNB Bartlett LLC **Phone:** (847)888-7500
Address: 101 East Chicago Street **Fax:** _____
Elgin, IL 60120 **Mobile:** _____
Attn: Fred L. Shaw **Email:** fishaw@unbelgin.com

ACTION REQUESTED (Please check all that apply.)

- Annexation
- PUD (preliminary)
- PUD (final)
- Subdivision (preliminary)
- Subdivision (final)
- Site Plan
- Unified Business Center Sign Plan
- Other (please describe) _____
- Special Use (please describe) _____
- Variation (please describe) _____
- Rezoning from _____ to _____
- Text Amendment

SIGN PLAN REQUIRED? (Please Circle.) Yes or No

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

PROPERTY INFORMATION

Common Address/General Location of Property: 6N625 S. Route 59, Bartlett, IL 60103

Property Index Number ("Tax PIN"/"Parcel ID"): 01-09-205-028-0000 & 01-09-205-030-0000

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

Proposed: PD Proposed: assisted living facility

Comprehensive Plan Designation for this Property: Attached Residential (high density)
(Refer to Future Land Use Map)

Acreage: 10.1 Acre

For PUD's and Subdivisions:

No. of Lots/Units: 3

Minimum Lot: Area _____ Width _____ Depth _____

Average Lot: Area _____ Width _____ Depth _____

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

Attorney

Katriina S. McGuire, Schain Banks Kenny & Schwartz, Ltd

70 West Madison Suite 5300

Chicago, Illinois 60602

Engineer

CEMCON, Ltd.

2280 White Oak Circle, Suite 100

Aurora, Illinois 60502

Surveyor

Land Planner

Other

FINDINGS OF FACT (Standards)

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

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

FINDINGS OF FACT FOR PLANNED UNIT DEVELOPMENTS

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

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

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

Applicant proposes a 100% memory care assisted living facility for this area. It will provide a high quality residential facility to serve residents of the area and surrounding communities.

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

Applicant will provide a high-quality building, with attractive architecture, landscaping and safe ingress and egress.

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

The planned development shall conform.

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

The site is planned for Attached Residential (High Density) uses. The proposed use is consistent with the Comprehensive Plan designation.

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

YES

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

The development will provide landscaping and fencing along with attractive architecture. The proposed use generates little traffic because none of the residents drive. Access to and from the site is designed to allow safe ingress and egress to the property.

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

The site has commercial uses to the north, a church to the south, single family homes to the east and open space to the west. A high-quality memory care facility which will generate little traffic will not be injurious to the use and enjoyment of, or impair the value of other property in the area.

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

Applicant agrees to be subject all applicable Village ordinances.

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

The development is designed to provide adequate utilities, drainage, and other necessary facilities for the assisted living facility as well as any future development on the vacant lot to the east.

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

The residents of the facility do not drive. The 35 proposed parking spaces are sufficient to meet the parking demands for employees and visitors.

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

The site is designed with extensive setbacks from property lines and surrounding properties.

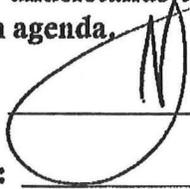
12. There is reasonable assurance that, if authorized, the PUD will be completed according to schedule and adequately maintained.

The Applicant is eager to proceed with the construction of the facility upon approval. The site will be maintained the applicant's high quality standards.

ACKNOWLEDGEMENT

The undersigned hereby acknowledges he/she is familiar with the code requirements which relate to this petition and certifies that this submittal is in conformance with such code(s). He/she further understands that any late, incomplete or non-conforming submittal will not be scheduled on an agenda.

SIGNATURE: _____



PRINT NAME: _____

JAY HICKS

DATE: _____

1/14/15

REIMBURSEMENT OF CONSULTANT FEES AGREEMENT

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

NAME OF PERSON TO BE BILLED: _____

JAY HICKS

ADDRESS: _____

1651 OLD MEADOW RD. #100

MCLEAN, VA 22102

PHONE NUMBER: _____

703-992-7985

SIGNATURE: _____



DATE: _____

1/14/15

FINAL PLAT OF SUBDIVISION

FINAL PLAT OF SUBDIVISION FOR ARTIS SENIOR LIVING OF BARTLETT

BEING A PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

THIS PLAT WAS SUBMITTED TO THE COUNTY RECORDER FOR THE PURPOSES OF RECORDING BY:

(PRINT NAME)

(ADDRESS)

(ZIP CODE) (STATE) (CITY/TOWN)

ACCESS CONTROL COVENANT
VEHICULAR ACCESS TO ILLINOIS ROUTE 59 IS RESTRICTED AND ONLY ALLOWED AT THE CROSS ACCESS EASEMENT PLATTED HEREON @ THE NORTH 30' OF LOT 1

ILLINOIS DEPARTMENT OF TRANSPORTATION CERTIFICATE

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT TO ARTICLE 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS", AS AMENDED. A PLAN THAT MEETS THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

DISTRICT ENGINEER DATE _____
COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS) SS
COUNTY OF DUPAGE)

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

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

GIVEN UNDER MY HAND AND SEAL AT _____ COUNTY, ILLINOIS THIS _____ DAY OF 2015.

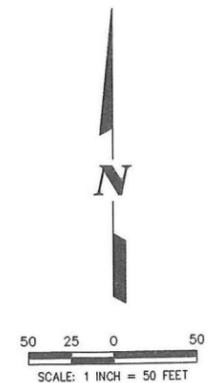
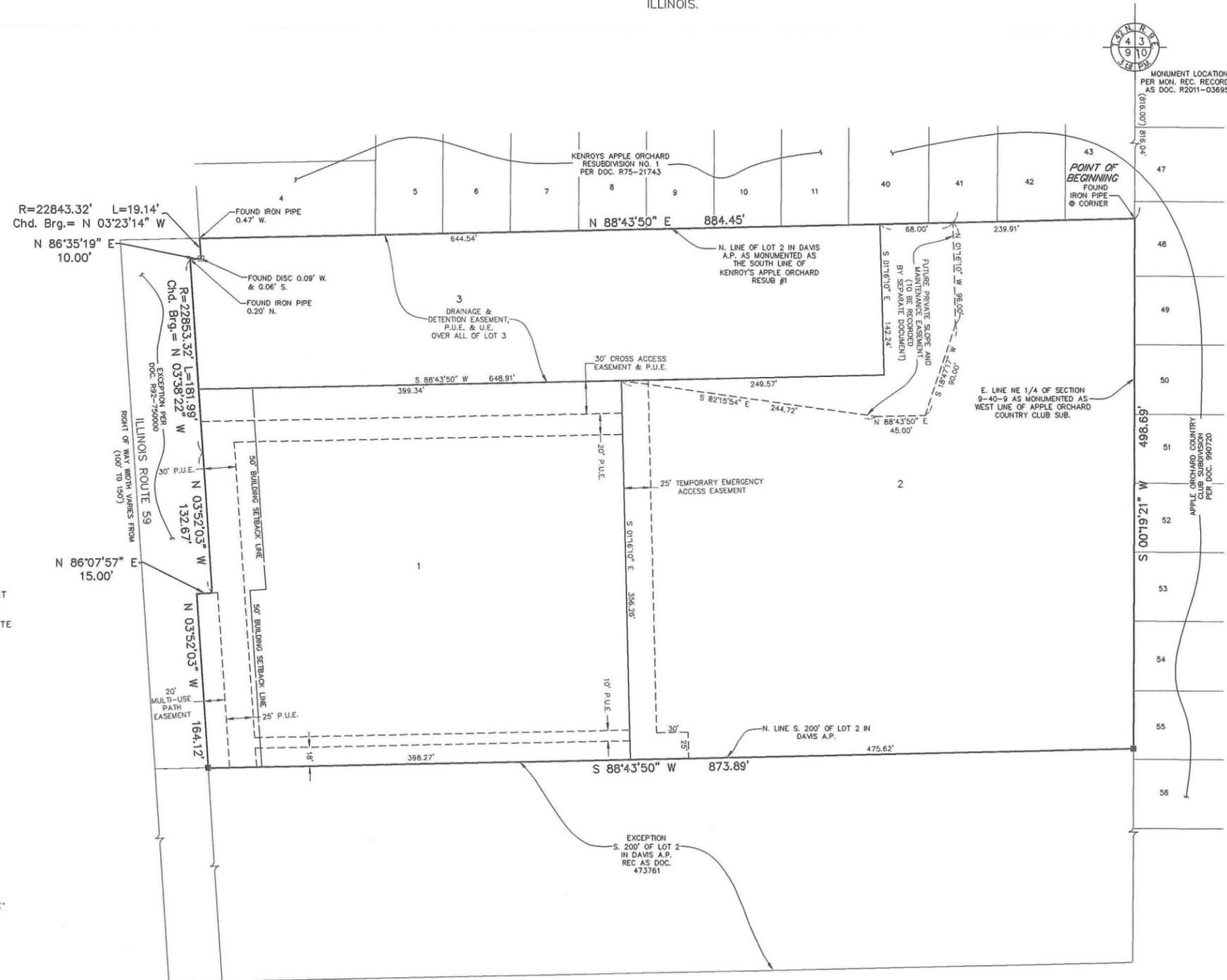
BY: _____
COUNTY CLERK

RECORDER'S CERTIFICATE

STATE OF ILLINOIS) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF _____ COUNTY, ILLINOIS, THIS DAY OF _____ 2015 AT O'CLOCK _____ M. AND RECORDED IN MAP BOOK _____, PAGE _____, AS DOCUMENT NO. _____

BY: _____
COUNTY RECORDER



NOTES
3/4 INCH IRON PIPE SET AT ALL LOT CORNERS AND POINTS OF CURVATURE UNLESS OTHERWISE NOTED.
ALL MEASUREMENTS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
DIMENSIONS SHOWN ALONG CURVES ARE ARC DISTANCES.
DIMENSIONS ENCLOSED WITH () ARE RECORD DATA. ALL OTHER DIMENSIONS ARE MEASURED.
ALL EASEMENTS ARE HEREBY GRANTED UNLESS OTHERWISE NOTED.
P.U.E. - INDICATES PUBLIC UTILITY AND DRAINAGE EASEMENT HEREBY GRANTED. SEE PROVISIONS FOR DETAILS.
U.E. - INDICATES UTILITY EASEMENT HEREBY GRANTED. SEE PROVISIONS FOR DETAILS.
THE BEARINGS SHOWN ARE BASED UPON THE NORTH LINE OF SUBDIVISION BEING N 88°43'50" E (ASSUMED).
RIGHT OF WAY WIDTHS FOR ILLINOIS ROUTE 59 PER DATE FROM DUPAGE COUNTY GIS WEBSITE.

LEGEND
- SUBDIVISION BOUNDARY LINE (Heavy Solid Line)
- LOT LINE/PROPERTY LINE (Solid Line)
- ADJACENT LOT LINE/PROPERTY LINE (Light Solid Line)
- EASEMENT LINE/LIMITS OF EASEMENT (Short Dashed Lines)
- CENTERLINE (Single Dashed Lines)
□ - FOUND CONCRETE MONUMENT
■ - SET CONCRETE MONUMENT

TOTAL AREA OF SUBDIVISION
10.088 ACRES
(MORE OR LESS)

PARCEL INDEX NUMBER
01-09-205-028 & 030

AREA SUMMARY
LOT 1 = 3.257 Ac.
LOT 2 = 4.707 Ac.
LOT 3 = 2.124 Ac.
TOTAL = 10.088 Ac.
(More or Less)

RECEIVED
COMMUNITY DEVELOPMENT
APR - 9 2015
VILLAGE OF BARTLETT

PREPARED FOR:
ARTIS SENIOR LIVING
1651 OLD MEADOW ROAD, SUITE 100
MCLEAN, VIRGINIA, 22102
(703) 281-0758

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100 Aurora, Illinois
60502-9675 PH: 630.862.2100 FAX: 630.862.2199
E-Mail: codd@cemcon.com Website: www.cemcon.com
DISC NO.: 815001 FILE NAME: SUBPLAT
DRAWN BY: TL FLD. BK. / PG. NO.: 759
COMPLETION DATE: 1-8-15 JOB NO.: 815.001
PROJECT REFERENCE:
REVISED 2-19-15/TL PER REVIEW LETTER DATED 2-15-15
REVISED 3-5-15/TL LIMITS OF LOTS 2 & 3 AREA ETC.
REVISED 3-11-15/TL PER REVIEW LETTER DATED 3-10-15
REVISED 4-2-15/TL ADDITIONAL EASEMENTS
REVISED 4-7-15/TL ADD PRIVATE SLOPE & MAINTENANCE EASEMENT
Copyright © 2015 Cemcon, Ltd. All rights reserved.

LOT FILE CREATED: 10/2/2015 10:22 BY: SEAN

SITE PLAN/P.U.D. PLAN
FOR
LOT 1
ARTIS SENIOR LIVING
OF
BARTLETT

FINAL PUD/SITE PLAN
FOR LOT 1



30 15 0 30
 SCALE: 1 INCH = 30 FEET

LEGEND

PROPOSED	DESCRIPTION
	FIRE HYDRANT
	LIGHT POLE
	PROP. FENCE
	PROP. SPLIT RAIL FENCE
	CONCRETE
	10' BIKE PATH

LOT 2
 4.70 AC.
 (FUTURE DEVELOPMENT)

SITE DATA FOR LOT 1	
TOTAL AREA	3.26 A.c. ±
IMPERVIOUS AREA	1.82 A.c. ±
BUILDING AREA	33,604 S.F.
FLOOR AREA RATIO	.24
REQUIRED PARKING	32 SPACES
PARKING PROVIDED	38 SPACES

PREPARED FOR:
ARTIS SENIOR LIVING
 1651 Old Meadow Road, Suite 100
 McLean, Virginia, 22102
 (703) 281-0758

PREPARED BY:
CEMCON, Ltd.
 Consulting Engineers, Land Surveyors & Planners
 2280 White Oak Circle, Suite 100
 Aurora, Illinois 60502-9675
 PH: 630.862.2100
 E-Mail: cadd@cemcon.com
 FAX: 630.862.2169
 Website: www.cemcon.com

DISC NO.: 815001 FILE NAME: SITE PLAN
 DRAWN BY: PRP/KMS FLD. BK. / PG. NO.:
 COMPLETION DATE: 01-23-2015 JOB NO.: 815.001
 XREF: TOPO PROJECT MANAGER: KTS

R=22843.00'
 (R)18.93'
 (M)19.14'
 86°35'17" E
 86°35'19" E
 10.00'

R=22853.32'
 (M)181.99'
 (R)183.11'

(R) N 86°07'45" E
 (M) N 86°07'57" E
 15.00'

(M) N 03°52'03" W
 132.67'

(M) N 03°52'03" W
 164.12'

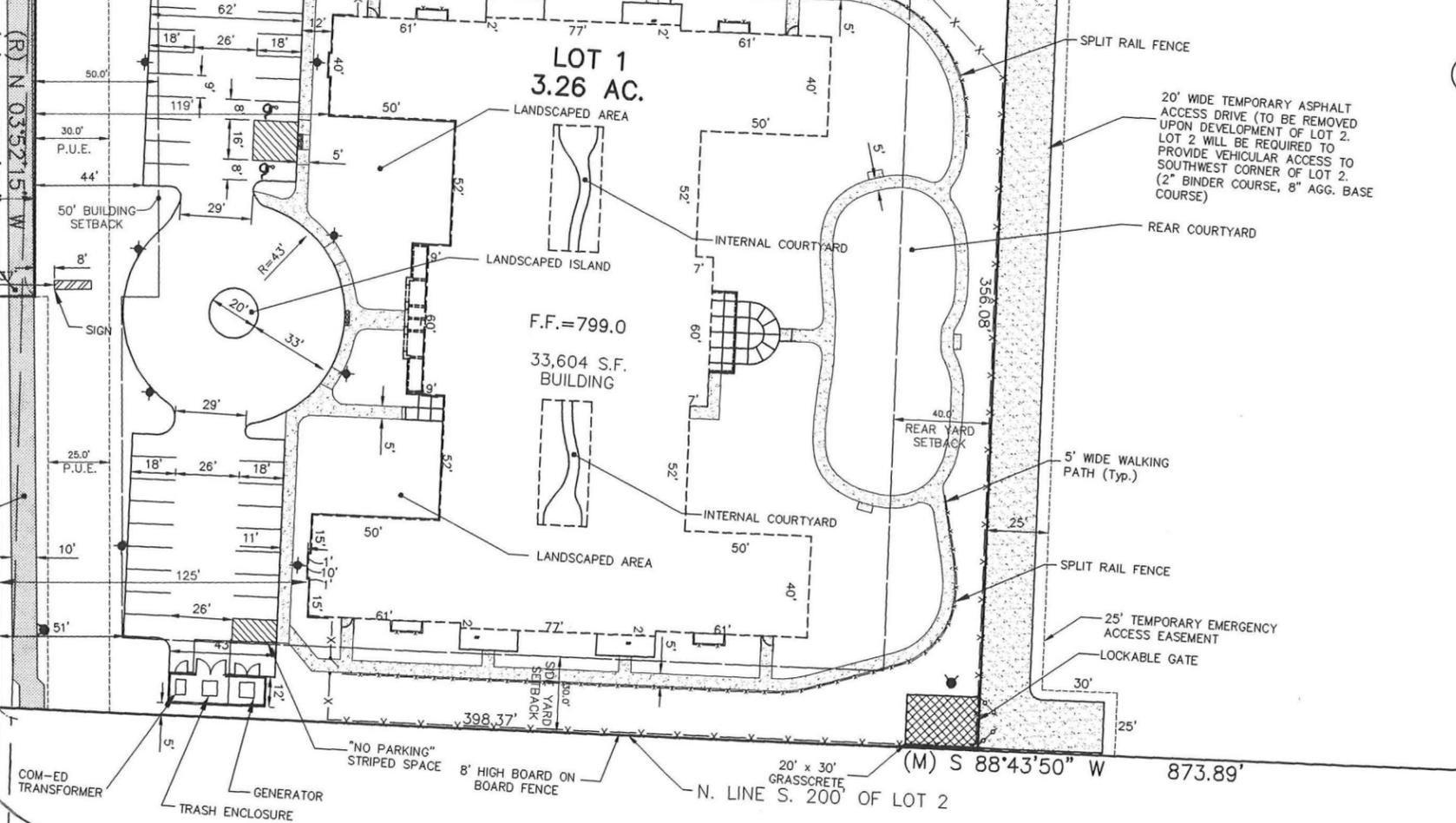
LOCATION MAP

ILLINOIS ROUTE 59

LOT 3
 2.12 AC. (RETENTION POND)

LOT 1
 3.26 AC.

F.F.=799.0
 33,604 S.F. BUILDING



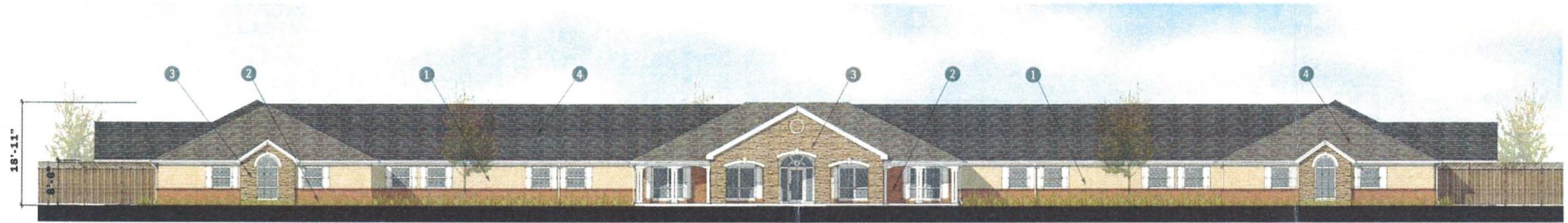
COM-ED TRANSFORMER
 TRASH ENCLOSURE
 "NO PARKING" STRIPED SPACE
 8' HIGH BOARD ON BOARD FENCE

(M) S 88°43'50" W 873.89'
 N. LINE S. 200 OF LOT 2

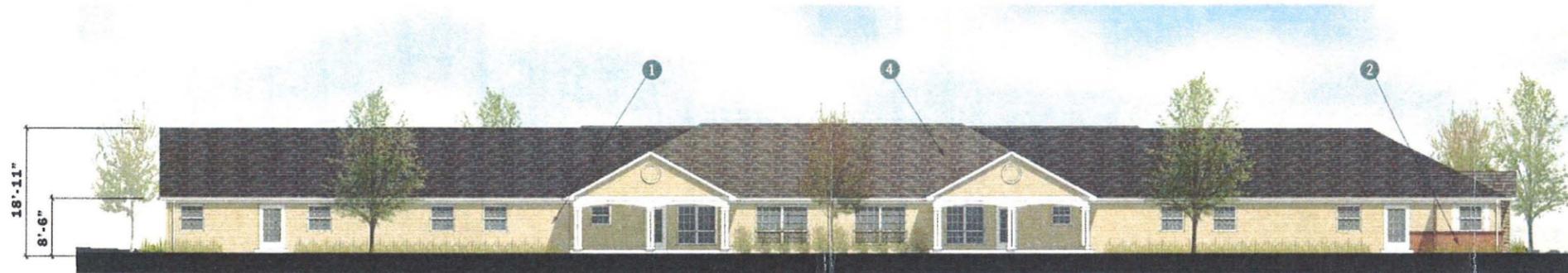
PRIVATE SLOPE & MAINTENANCE EASEMENT
 8' HIGH BOARD ON FENCE
 20' WIDE TEMPORARY ASPHALT ACCESS DRIVE (TO BE REMOVED UPON DEVELOPMENT OF LOT 2. LOT 2 WILL BE REQUIRED TO PROVIDE VEHICULAR ACCESS TO SOUTHWEST CORNER OF LOT 2. (2" BINDER COURSE, 8" AGG. BASE COURSE))

25' TEMPORARY EMERGENCY ACCESS EASEMENT
 LOCKABLE GATE

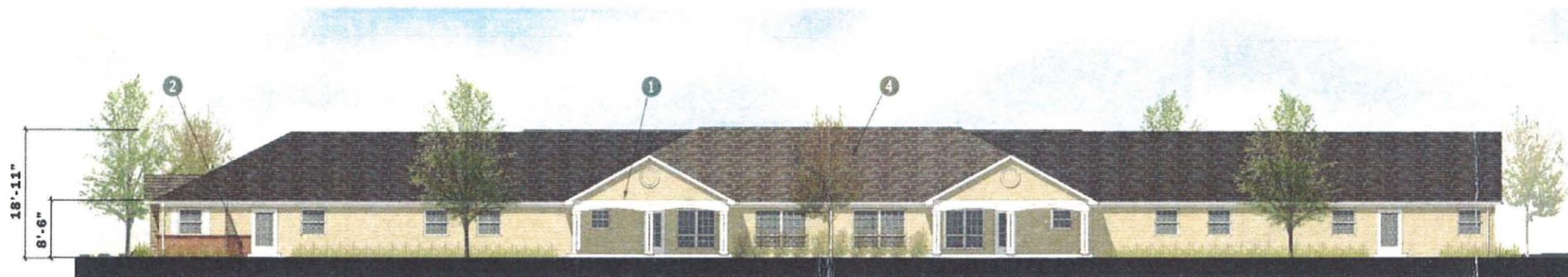
DATE PLOTTED: 01/23/2015 10:58:10 AM



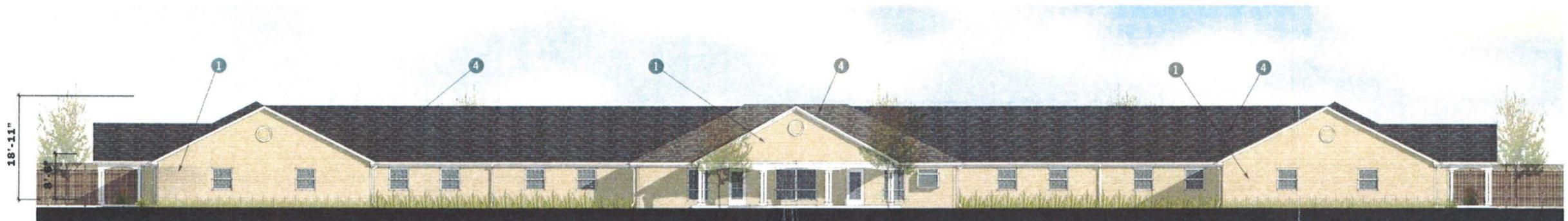
FRONT ELEVATION



SIDE ELEVATION



SIDE ELEVATION

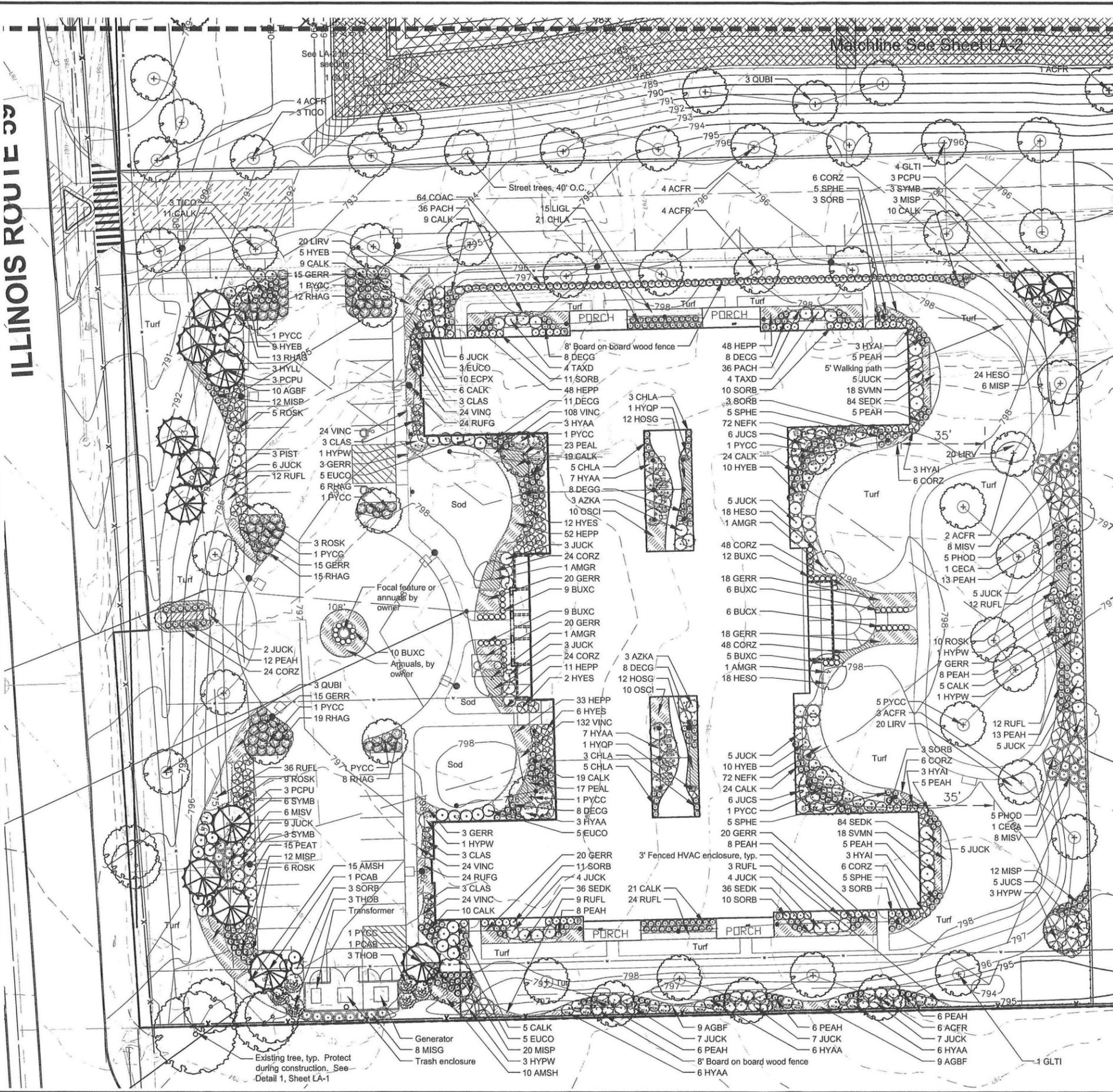


BACK ELEVATION

- ① Vinyl Siding
- ② Brick Veneer
- ③ Cultured Stone
- ④ Asphalt Shingles

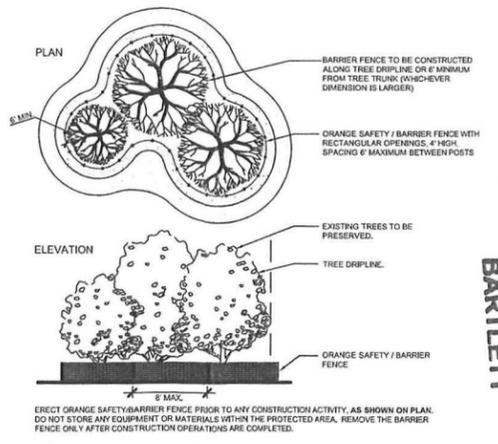
ILLINOIS ROUTE 30

DRAWING NAME: C:\NDA03-Projects\2014\N14005-Artis Senior Living-Bartlett-C-Drawing Data\01-Landscape Plan.dwg DATE PRINTED: Apr 08, 2015 - 5:55am

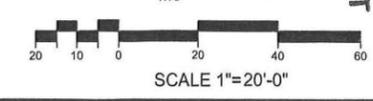


Plant Material List

Qnt.	Symbol	Botanical Name	Common Name	Size	Cond.
24	ACFR	Acer freemanii	Autumn Blaze Maple	2.5" Cal.	B&B
6	GLTI	Gleditsia tricanthos inermis	Skyline Honeylocust	2.5" Cal.	B&B
16	PYCC	Pyrus 'Chanticleer'	Ornamental Pear	2.5" Cal.	B&B
6	QUBI	Quercus bicolor	Swamp White Oak	2.5" Cal.	B&B
6	TICO	Tilia cordata	Littleleaf Linden	2.5" Cal.	B&B
4	AMGR	Amelanchier x grandiflora	Apple Serviceberry	6' Ht.	B&B
2	CECA	Cercis canadensis	Eastern Redbud	6' Ht.	B&B
2	PCAB	Picea abies	Norway Spruce	6' Ht.	B&B
9	PCPU	Picea pungens	Colorado Blue Spruce	6' Ht.	B&B
3	PIST	Pinus strobus	White Pine	6' Ht.	B&B
6	THOB	Thuja occidentalis 'Brabant'	Brabant Arborvitae	6' Ht.	B&B
12	CLAS	Clethra alnif. 'Sixteen Candles'	Sixteen Candles Clethra	24" Ht.	Cont.
64	COAC	Cotoneaster acutifolius	Peking Cotoneaster	24" Ht.	Cont.
18	EUCO	Euonymus a 'Compacta'	Dwarf Burning Bush	24" Ht.	Cont.
38	HYAA	Hydrangea arbores. 'Annabelle'	Annabelle Hydrangea	24" Ht.	Cont.
12	HYAI	Hydrangea arboresc. 'Abetwo'	Incrediball Hydrangea	24" Ht.	Cont.
34	HYEB	Hydrangea macr. 'Bloomstruck'	Bloomstruck Hydrangea	24" Ht.	Cont.
20	HYES	Hydrangea 'Endless Summer'	Endless Summer Hydrang.	24" Ht.	Cont.
3	HYLL	Hydrangea 'Little Lime'	Little Lime Hydrangea	24" Ht.	Cont.
10	HYPW	Hydrangea panicul. 'DVPinky'	Pinky Winky Hydrangea	24" Ht.	Cont.
2	HYQP	Hydrangea quercifol. 'Pee Wee'	Pee Wee Oakleaf Hydrang.	24" Ht.	Cont.
10	PHOD	Physocarpus opul. 'Diablo'	Eastern Ninebark	24" Ht.	Cont.
73	RHAG	Rhus aromatica 'Gro-low'	Gro-low Sumac	24" Ht.	Cont.
33	ROSK	Rosa 'Knockout'	Knockout Shrub Rose	24" Ht.	Cont.
57	SORB	Sorbaria sorbifolia 'Sem'	False Spirea	24" Ht.	Cont.
12	SYMB	Syringa 'Bloomerang Lilac'	Bloomerang Lilac	24" Ht.	Cont.
6	AZKA	Azalea 'Karens'	Karen's Azalea	24" Ht.	Cont.
57	BUXC	Buxus 'Chicagoland Green'	Boxwood	24" Ht.	Cont.
88	JUCK	Juniperus chinensis 'Kallay'	Kallay Compact Juniper	24" Ht.	Cont.
17	JUCS	Juniperus chinensis 'Sea Green'	Sea Green Juniper	24" Ht.	Cont.
8	TAXD	Taxus x media 'Densiformis'	Dense Intermediate Yew	24" Ht.	Cont.
28	AGBF	Agastache 'Blue Fortune'	Blue Fortune Hyssop	1 Gal.	Cont.
25	AMSH	Amsonia hubrichtii	Narrow Leaf Blue Star	1 Gal.	Cont.
192	CORZ	Coreopsis verticillata 'Zagreb'	Zagreb Coreopsis	12/Flat	Plug
10	ECPX	Echinacea 'Pixie Meadowbrite'	Pixie Meadowbrite Conefl.	1 Gal.	Cont.
174	GERR	Geranium 'Rozanne'	Rozanne Geranium	1 Gal.	Cont.
192	HEPP	Heuchera 'Palace Purple'	Palace Purple Coralbells	12/Flat	Plug
60	HESO	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	12/Flat	Plug
24	HOSG	Hosta 'Guacamole'	Guacamole Hosta	1 Gal.	Cont.
10	LIGL	Ligularia 'Little Rocket'	Dwarf Ligularia	1 Gal.	Cont.
144	NEFK	Nepeta x faassenii 'Kit Cat'	Kit Cat Catmint	12/Flat	Plug
40	PEAL	Pervoskia atriplicif. 'Little Spire'	Little Spire Russian Sage	1 Gal.	Cont.
15	PEAT	Persvsikia atriplicifolia	Persvsikia atriplicifolia	1 Gal.	Cont.
48	RUFL	Rudbeckia fulg. var. 'Goldsturm'	Goldsturm B.E.S.	12/Flat	Plug
108	RUFL	Rudbeckia fulg. var. 'Little Suzy'	Little Suzy Black Eyed S.	12/Flat	Plug
36	SVMN	Salvia nemorosa 'May Night'	May Night Salvia	12/Flat	Plug
172	CALK	Calamagrostis a. 'Karl Forerster'	Feather Reed Grass	1 Gal.	Cont.
40	CHLA	Chasmanthium latifolium	Northern Sea Oats	1 Gal.	Cont.
51	DECG	Deschampsia cesp. 'Goldtau'	Gold Dew Tufted H. Grass	1 Gal.	Cont.
8	MISG	Miscanthus sin. 'Gracillimus'	Maiden Grass	1 Gal.	Cont.
62	MISP	Miscanthus sin. 'Purpurascens'	Purple Maiden Grass	1 Gal.	Cont.
22	MISV	Miscanthus sin. 'Variegatus'	Variiegated Silver Grass	1 Gal.	Cont.
100	PEAH	Pennisetum alopec. 'Hameln'	Dwarf Fountain Grass	1 Gal.	Cont.
20	SPHE	Sporobolus heterolepis	Prairie Dropseed	1 Gal.	Cont.
60	LIRV	Liriope muscari 'Variegata'	Variegated Lilyturf	10/Flat	Plug
72	PACH	Pachysandra l. 'Green carpet'	Japanese Spurge	24/Flat	Plug
240	SEDK	Sedum kamtschaticum	Sedum Kamtschaticum	24/Flat	Plug
336	VINC	Vinca minor 'Dart's Blue'	Dart's Blue Periwinkle	24/Flat	Plug
20	OSCI	Osmunda cinnamomea	Cinnamon Fern	1 Gal.	Cont.



1 Tree Protection Plan



RECEIVED
COMMUNITY DEVELOPMENT
APR - 9 2015
VILLAGE OF BARTLETT

Artis Senior Living
1651 Old Meadow Road, Suite 100
McLean, Virginia 22102

Preliminary Landscape Plan

Scale: as noted
North: [North Arrow]
Drawn By: MN
Approved By: MN
Date: April 8, 2014
Job Number: 14005
Drawing Number: LA-1

nelson design associates inc.
789 Four Seasons Blvd
Aurora, Illinois, 60504
Tel: 630-255-1100
www.nda.com

Artis Senior Living of Bartlett

Proposed Permitted Uses for Future Lot 2:

1. Residential uses, including attached and detached single-family dwellings, duplexes, and multi-family dwelling units.
2. Offices, business and professional, including research facilities.
3. Medical and dental clinics.
4. Educational institutions (nonboarding).
5. Day care facilities.
6. Religious institutions.
7. Financial institutions and offices.
8. Health clubs and recreational facilities.
9. Nursing homes, sheltered care homes, intermediate care facilities, homes for the aged.
10. Retail uses.
11. Personal services.

RECEIVED
COMMUNITY DEVELOPMENT

JUL 23 2014

VILLAGE OF
BARTLETT

LOCATION MAP

#2014-08 Artis Senior Living

Final Subdivision/PUD Plan





Agenda Item Executive Summary

Item Name Case #14-15 - Sanzeri's Subdivision Committee or Board Village Board Committee

BUDGET IMPACT

Amount:	N/A	Budgeted	N/A
List what fund	N/A		

EXECUTIVE SUMMARY

A request for a **REZONING** from ER-1 (Estate Residence District) to SR-2 (Suburban Residence District) and a request for a **PRELIMINARY/FINAL PLAT OF SUBDIVISION** to create two (2) detached single-family residential lots on 0.65 acres located on the south side of W. Railroad Avenue, west of S. Western Avenue, commonly known as 429 W. Railroad Avenue.

The **Plan Commission** reviewed the Petitioner's requests and conducted the public hearing at their meeting on April 9, 2015. The Commission recommended **approval** subject to the conditions and finding of fact outlined in the Staff Report.

ATTACHMENTS (PLEASE LIST)

Staff Memo, Plan Commission Minutes, Applicant Cover Letter, Application, Location Map, Zoning Map, Preliminary/Final Plat of Subdivision

ACTION REQUESTED

For Discussion Only X To discuss the proposed rezoning and subdivision and forward to the Village Board for a final vote and ordinance adoption.

Resolution _____

Ordinance _____

Motion:

Staff: Jim Plonczynski Date: 4/27/15

COMMUNITY DEVELOPMENT MEMORANDUM
15-069

DATE: April 27, 2015
TO: Valerie Salmons, Village Administrator
FROM: Jim Plonczynski, Com Dev Director
RE: **(#14-15) Sanzeri's Subdivision**

PETITIONER

Dana Sanzeri represented by Linda Sanzeri

SUBJECT SITE

South side of W. Railroad Avenue, west of S. Western Avenue, commonly known as 429 W. Railroad Avenue

REQUEST

Rezoning from ER-1 to SR-2; Preliminary/Final Plat of Subdivision to create two detached single-family residential lots.

SURROUNDING LAND USES

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
Subject Site	Single-Family Residential	Suburban Residential (2-5 du/net acre)	ER-1
North	Railroad/SF Residential	Village Center Residential	SR-4
South	Single-Family Residential	Suburban Residential	SR-3
East	Single-Family Residential	Suburban Residential	SR-3
West	Church	Municipal/Institutional	ER-1

DISCUSSION

1. The Petitioner is requesting a Zoning Map Amendment (Rezoning) from ER-1 (Estate Residence District) to SR-2 (Suburban Residence District) and a Preliminary/Final Plat of Subdivision for a proposed two-lot residential subdivision on a 28,169 square-foot parcel (0.65 acres more or less).
2. The subject property is currently developed with a one-story, 900 square-foot, detached single-family house (built c.1935), a detached two-car garage, and a 20' x 12' detached shed. The Petitioner is proposing to demolish the existing structures to allow for the construction of two new single-family houses. The Petitioner has stated that she intends to construct a home on the western lot (Lot 1) and to market the eastern lot (Lot 2) for sale or as a built-to-suit property.

3. Lot 1 is 17,325 square feet. Lot 2 is 10,844 square feet. Both proposed lots meet the minimum standards for the SR-2 Zoning District with each lot exceeding the 80 ft. minimum lot width requirement and 10,800 sq. ft. minimum lot size requirement.
4. This project would result in a net density of 2.76 dwelling units/net acre and is consistent with the Comprehensive Plan which designates the area as "Suburban Residential, 2-5 dwelling units/net acre".
5. The Preliminary/Final Plat of Subdivision includes public utility and drainage easements along all property lines in accordance with the Subdivision and PUD Ordinance.
6. Since the subject property is less than 3 acres, no detention is required for this subdivision. However with the new DuPage County Stormwater Ordinance, PCBMPs (Post-Construction Best Management Practices) will be required on an individual lot basis if the new impervious area is more than 2,500 sq.ft. This will be reviewed by the Building and Public Works Departments during the building permit review process.
7. The existing house is connected to Village water and sewer service. A note on the Final Engineering Plans indicates that there is no surface visible evidence of a well and/or septic field(s). Proof that any private well and/or septic field(s) (if discovered during construction) have been abandoned in accordance with DuPage County Health Department standards will need to be provided before any building permits can be issued.
8. There is an existing 5' concrete sidewalk that transitions to a deteriorating 5' asphalt path located within the public right-of-way adjacent to the property. In accordance with the West Bartlett Road Corridor Plan, and as part of this development, the existing 5' sidewalk/path will be replaced with an 8' asphalt path along the frontage of Lots 1 and 2. The new path will include a taper near the east lot line of Lot 1 to transition from the existing 5' concrete sidewalk.
9. The Engineering Plans are currently being reviewed.
10. New Bartlett Addresses will need to be assigned to the two lots.

RECOMMENDATION

1. Staff recommends approval of the Map Amendment (rezoning) and Preliminary/Final Plat of Subdivision for Sanzeri's Subdivision subject to the following conditions and finding of fact:
 - A. Staff approval of the Final Engineering Plans;
 - B. Assignment of new Bartlett addresses prior to the issuance of any building permits for Lot 1 and Lot 2; and
 - C. Proof that any private well and/or septic field(s) (if discovered during construction) have been abandoned in accordance with DuPage County Health Department standards shall be provided prior to the issuance of any building permit for Lot 1 or Lot 2.

- D. Demolition of existing structures within 45 days after approval of the ordinance.
 - E. Finding of Fact (Rezoning):
 - i. The Map Amendment (rezoning) from ER-1 (Estate Residence District) to SR-2 (Suburban Residence District) and a Preliminary/Final Plat of Subdivision for a proposed two-lot residential subdivision for Sanzeri's Subdivision is consistent with the Village of Bartlett Comprehensive Plan.
2. The Plan Commission reviewed the Petitioner's requests and conducted the public hearing at their April 9, 2015 meeting. The Plan Commission recommended **approval** of the requests subject to the conditions and finding of fact outlined above by Staff.
3. Minutes from the Plan Commission meeting, the Subdivision Plat and additional background information are attached for your review.

Attachments

X:\Comdev\mem2015\069_Sanzeri's Subdivision_vbc.docx

Case # 14-15 Sanzeri's Subdivision – Rezoning from ER-1 to SR-2 and Preliminary/Final Subdivision – PUBLIC HEARING

The petitioners, Dana and Linda Sanzeri, were present and sworn in. The subject property is located on the south side of West Railroad Avenue, west of South Western Avenue, commonly known as 429 West Railroad Avenue, Bartlett, IL.

Chairman Deyne opened the Public Hearing.

The following Exhibits were presented:

- Exhibit A - Picture of Sign**
- Exhibit B - Mail Affidavit**
- Exhibit C - Notification of Publication**

M. Schwarz gave some background information.

M. Schwarz – The petitioner is requesting a Zoning Map Amendment or Rezoning from ER-1, Estate Residence District to SR-2, Suburban Residence District classification and a Preliminary/Final Plat of Subdivision for a proposed two lot residential subdivision, known as Sanzeri's Subdivision. The subject property is currently developed with a one-story, 900 square-foot, detached house, a detached 2-car garage and a 20' by 12' detached shed. The petitioner is proposing to demolish the existing structures to allow for the construction of two, new single-family houses. As shown on the Plat, the larger, Lot 1 is 17,325 square feet and the smaller lot, Lot 2, is 10,844 square feet.

The petitioner has stated she intends to construct a home on the western lot, Lot 1, and market the eastern lot, Lot 2, for sale as a built-to-suit property. Both of the lots meet the minimum standards of the SR-2 Zoning District and the minimum lot requirement. The project would be in line with a net density of 2.76 dwelling units per acre, which is consistent with the Comprehensive Plan, designating the area as Suburban Residential. There are public utility and drainage easements along all property lines in accordance with the Subdivision and PUD Ordinance. Since the subject property is less than 3 acres, no detention is required for the subdivision. However, in accordance with the new DuPage County Stormwater Ordinance, Post-Construction Best Management Practices (PCBMP) will be required on an individual lot basis if the impervious area for each house is more than 2,500 square feet. This will be reviewed by the Building and Public Works Departments during the building permit review process.

The existing house is already connected to Village sewer and water service. There is no surface visible evidence of a well or septic field. If they are discovered during the construction, they will have to be capped in accordance with the DuPage County Health Department standards. There is an existing 5-foot concrete sidewalk that transitions to a deteriorating 5-foot path in front of the property. In accordance with the most recent West Bartlett Road Corridor Plan and as part of this development, the existing 5-foot sidewalk/path will be replaced with an 8-foot asphalt path along the frontage of both lots. The Engineering Plans are currently being reviewed and new Bartlett addresses will need to be assigned to the two lots. Staff recommends approval of the Map Amendment/Rezoning and the Preliminary/Final Plat of Subdivision, subject to the 4 conditions listed in your Staff report and I would like to verbally add this Finding of Fact: 1) The proposed Re-zoning and the Preliminary/Final Plat are consistent with the Comprehensive Plan for the area.

M. Hopkins – Mr. Chairman, I need to recuse myself from this discussion. (Time: 7:28 pm)

J. Kallas – I am looking at the map showing the two lots. It lists the street as Railroad Avenue. The other maps in our packet list the street as West Bartlett Road. What is the name of the road?

M. Schwarz – Well, it is actually both. The transition line is just at the edge of this property where West Bartlett Road is officially re-named West Railroad Avenue.

A. Hopkins – Why is this to be re-zoned to SR-2 over SR-3, which is right there and SR-4 is just to the north?

R. Deyne – The zoning designation is simply a density issue. The density represents the number of dwelling units per acre.

R. Grill – In addition, the lot sizes are closest to the SR-2 Zoning District requirements.

T. Ridenour – Does the impervious surface area of 2,500 square feet apply to any size lot in the SR-2 District? Because one lot is 17,000 square feet and the other lot is 10,000 square feet. So, is it for any size lot?

R. Grill – Yes, 2,500 square feet.

M. Schwarz – That would include the paved surfaces, the patio, the driveway, the front sidewalk, and the footprint of the house itself.

J. Plonczynski – It is a new requirement. The DuPage County Stormwater Ordinance has taken into account undeveloped lots, throughout the county. So, when you disturb that much, you have to use these Best Management Practice guidelines/requirements.

R. Deyne – Are there any questions from the audience?

Margaret Deyne resides at 511 Morse Avenue, Bartlett, IL.

M. Deyne – I am a Deputy Assessor in Cook County. This property is in Cook County and you keep saying DuPage County. It is not in DuPage County, so why are you saying DuPage County? I am puzzled.

J. Plonczynski – Just to clarify, we use the DuPage County Stormwater Ordinance throughout the Village, whether the property is in Kane County, Cook County or DuPage County for uniformity.

R. Deyne – Are there any other questions from the audience? *No response from the audience.* Are there any other questions from the Commissioners? *No response from the Commissioners.*

A motion was made to approve the petitioner's request for Rezoning from ER-1 to SR-2 and Preliminary/Final Subdivision, along with the recommendations of Staff and the Findings of Fact.

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

Discussion

None

Roll Call

Ayes: J. Lemberg, J. Miaso, T. Ridenour, D. Negele, A. Hopkins, J. Kallas, T. Connor

Nays: None

Abstain: S. Cook

The motion carried.

Chairman Deyne closed the Public Hearing.

R. Deyne – Good luck. We will pass on our recommendation to the Village Board.

RECEIVED
COMMUNITY DEVELOPMENT

JUL 9 2014

VILLAGE OF
BARTLETT

July 9, 2014

Dear Village of Bartlett President and Board of Trustees,

My name is Dana Sanzeri. I have lived in Bartlett for 32 years. I recently purchased a house at 429 Railroad Ave. The purpose of this letter is to inform you about my application for rezoning/subdivision.

Currently, 429 W. Railroad Ave. is an 82 year old home that is zoned ER-1 (a residential estate with over 80,000 square feet). The plot of land at 429 W. Railroad Ave. is approximately 30,000 square feet. I am applying to have the plot of land subdivided into two lots and rezoned to SR-2 (Suburban Residence District).

The goal of the property is to achieve zoning, tear down the current structures, subdivide the land into two lots, and build 2 homes --- I intend to live in one of the two homes long term so you can be assured that all of my design/build decisions will be of top quality and have the objective of enhancing the value of the property. I am happy to meet with Village staff to make the proper applications and to make this substantial improvement to the neighborhood a reality.

Regards,

Dana

Dana Sanzeri
185 E. Stearns Rd.
Bartlett, IL 60103
630-776-3953



VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

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

For Office Use Only
Case # 14-15
RECEIVED
COMMUNITY DEVELOPMENT
JUL 16 2014
VILLAGE OF
BARTLETT

PROJECT NAME SANZERI'S SUBDIVISION

PETITIONER INFORMATION

Name: DANA SANZERI

Phone: 630.776.3953

Address: 185 E. STEARNS RD.

Fax: _____

BARTLETT, IL 60103

Mobile: 630.776.3953

LINDA SANZERI
185 E STEARNS RD BARTLETT IL 60103

Email: DANA.SANZERI@SBBGLOBAL.NET

630.772.6883 | LINDA.SANZERI@AOL.COM

PROPERTY OWNER INFORMATION

Name: DANA SANZERI

Phone: 630.776.3953

Address: 185 E. STEARNS RD.

Fax: _____

BARTLETT, IL 60103

Mobile: 630.776.3953

Email: DANASANZERI@SBBGLOBAL

ACTION REQUESTED (Please check all that apply.)

- Annexation
- PUD (preliminary)
- PUD (final)
- Subdivision (preliminary)
- Subdivision (final)
- Site Plan
- Unified Business Center Sign Plan
- Other (please describe) _____
- Special Use (please describe) _____
- Variation (please describe) _____
- Rezoning from ER-1 to SR-2
- Text Amendment

SIGN PLAN REQUIRED? (Please Circle.) Yes or No

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

PROPERTY INFORMATION

Common Address/General Location of Property: 429 W. RAILROAD AVE, BARTLETT IL
60103

Property Index Number ("Tax PIN"/"Parcel ID"): 06-34-406-009-0000

Zoning: Existing: ER-1
(Refer to Official Zoning Map)

Land Use: Existing: RESIDENTIAL

Proposed: SR-2

Proposed: RESIDENTIAL

Comprehensive Plan Designation for this Property: RESIDENTIAL - SR2 / 2 LOTS
(Refer to Future Land Use Map)

Acreage: LESS THAN ACRE EACH
1) 10,880 SQ FT. and 1) 17,601 SQ FT.

For PUD's and Subdivisions:

No. of Lots/Units: 2

Minimum Lot: Area 10,880 Width 80 Depth 136.48'

Average Lot: Area _____ Width _____ Depth _____

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

Attorney DEAN GALANOPOULOS W/GALANOPOULOS & GALGAN
340 W. BUTTERFIELD RD. SUITE 1A
ELMHURST, ILLINOIS 60126

*630-832-6666 PHONE / *630-941-1145 FAX

Engineer ROBERT P. SCHLAF
335 VENTURA CLUB DRIVE
ROSELLE, IL 60172
*630-541-7338 PHONE

Surveyor PROFESSIONAL LAND SURVEYING, INC
3080 OGDEN AVENUE SUITE 107
LISLE, IL 60532 / JEFF PANKOW
630-778-1757 / *630-778-7757 FAX

Land Planner _____

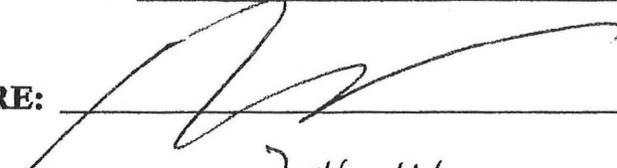
ACKNOWLEDGEMENT

The undersigned hereby acknowledges he/she is familiar with the code requirements which relate to this petition and certifies that this submittal is in conformance with such code(s). He/she further understands that any late, incomplete or non-conforming submittal will not be scheduled on an agenda.

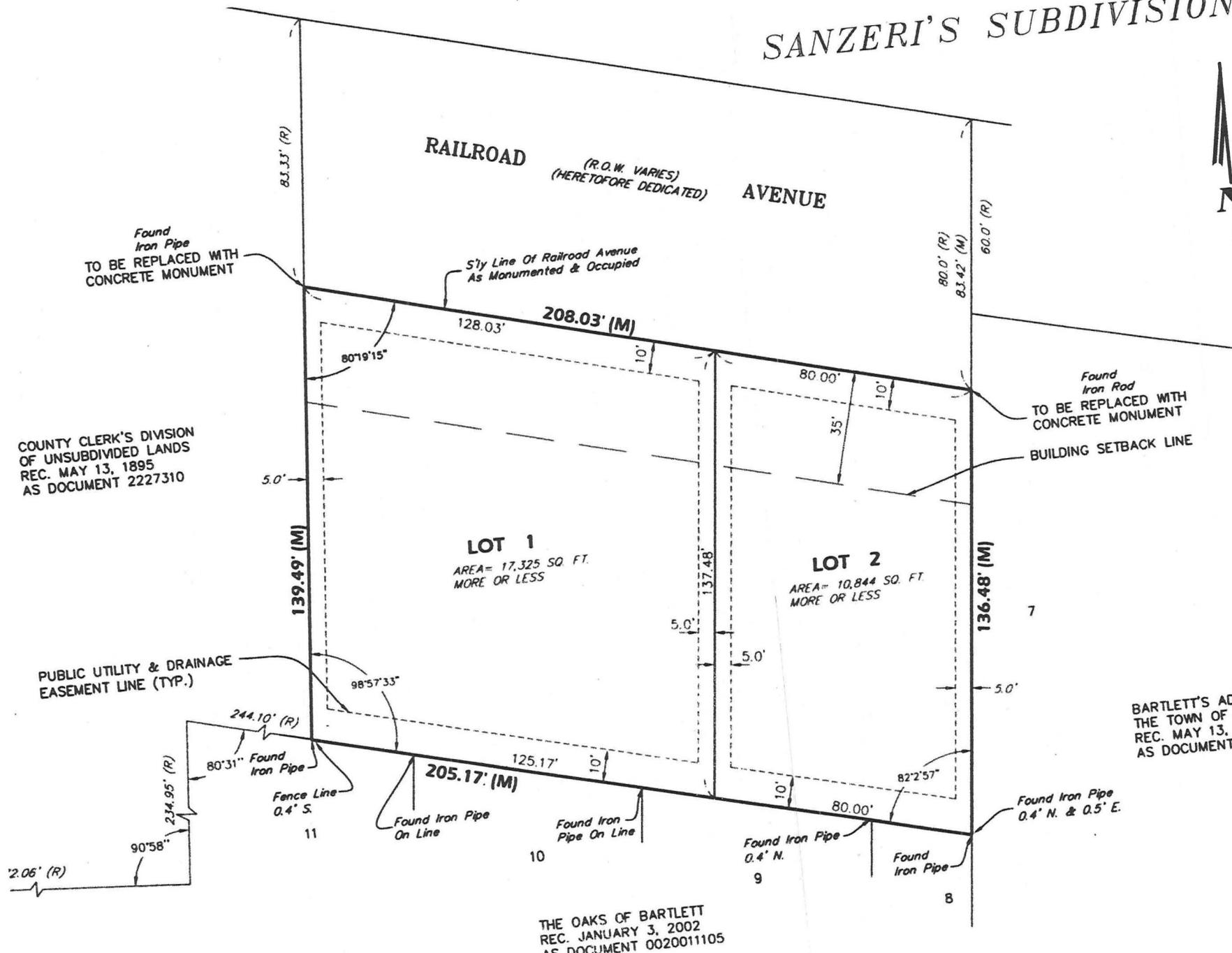
SIGNATURE: 
PRINT NAME: Dana Szerec
DATE: 7-16-14

REIMBURSEMENT OF CONSULTANT FEES AGREEMENT

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

NAME OF PERSON TO BE BILLED: Dana Szerec
ADDRESS: 135 E. Stearns Rd
Bartlett IL 60133
PHONE NUMBER: 630-776-3983 - please call first if costs increase
SIGNATURE: 
DATE: 7-16-14

SANZERI'S SUBDIVISION



COUNTY CLERK'S DIVISION
OF UNSUBDIVIDED LANDS
REC. MAY 13, 1895
AS DOCUMENT 2227310

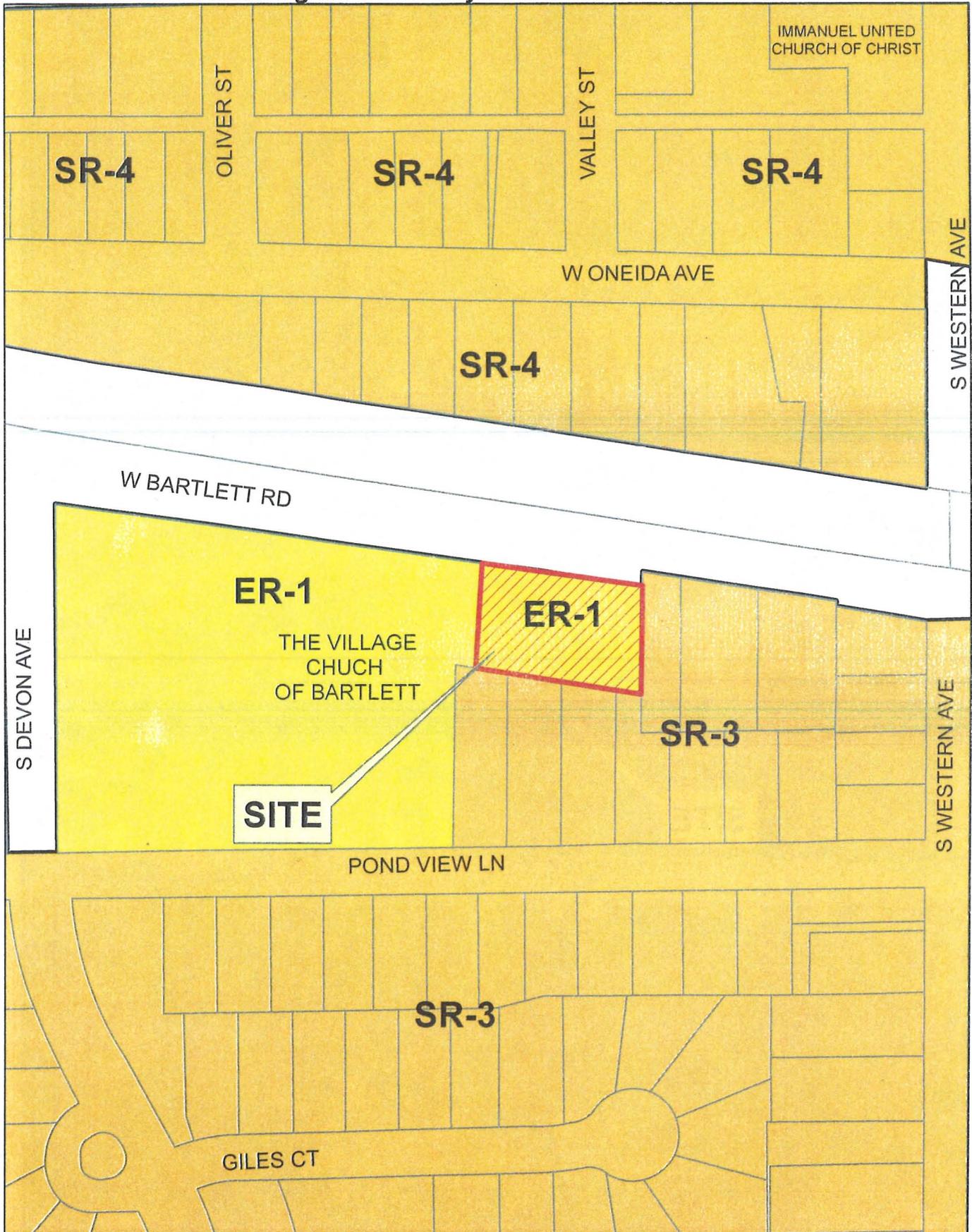
BARTLETT'S ADDITION TO
THE TOWN OF BARTLETT
REC. MAY 13, 1876
AS DOCUMENT 85729

THE OAKS OF BARTLETT
REC. JANUARY 3, 2002
AS DOCUMENT 0020011105

ZONING MAP

#2014-15 Sanzeri's Subdivision

Rezoning & Preliminary/Final Plat of Subdivision

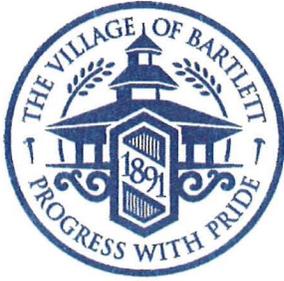


LOCATION MAP

#2014-15 Sanzeri's Subdivision

Rezoning & Preliminary/Final Plat of Subdivision





Agenda Item Executive Summary

Item Name Revised Rt. 59 and Stearns Road Intersection Committee
plans with Norwood Traffic signal cost estimates or Board Committee

BUDGET IMPACT

Amount: n/a Budgeted n/a

List what fund n/a

EXECUTIVE SUMMARY

This is the fourth review of the revised Rt. 59 and Stearns Road intersection plan for the east leg of the intersection. The most recent revised plan maintains the original southbound dual left turn design and only provides a left turn lane into the child care facility and Braintree Lane. It allows for a left turn out of the Shopping Center during non-peak hours. The revised plan also calls for the Village to pass an ordinance prohibiting left turns out of the shopping center during peak traffic hours.

IDOT and DuPage County are seeking the Village's input on the preferred alternative plan, sign a Letter of Intent indicating the Village's acceptance of the preferred design prior to preparing the Phase II final engineering design plans for the full intersection.

ATTACHMENTS (PLEASE LIST)

Original Intersection Design plan, initial revised Intersection Design Plan, second revised Intersection Design Plan, II 59 traffic signal alternative at Norwood lane, Norwood Lane Traffic Signal/road improvement design/cost estimates, IDOT Letter of Intent

ACTION REQUESTED

For Discussion Only to come to a consensus on the Intersection Design plan and direct Staff to prepare a Resolution authorizing the Village President to sign the IDOT Letter of Intent designating the preferred Intersection Design

Resolution _____

Ordinance _____

Motion:

Staff: Jim Plonczynski

Date: 4/28/15

COMMUNITY DEVELOPMENT MEMORANDUM

15-078

DATE: April 27, 2015
TO: Valerie L. Salmons, Village Administrator
FROM: Jim Plonczynski, CD Director
RE: REVISED Rt. 59 and Stearns Road Intersection Improvements

MOST RECENT DISCUSSION

The Planning and Zoning Committee reviewed a revised IDOT/DuPage County design plan for the east leg of the Rt. 59 and Stearns Road intersection improvements at their April 7, 2015 meeting (see attached 2/26/15 Striping/Access Plan).

The discussion at this meeting focused on a design alternative that eliminated the left turn movement into the Brewster Creek Shopping Center, allowed a left turn into the daycare center and allowed a left turn out of the shopping center during non-peak hours. This alternative maintained the southbound dual left turn design. Several Trustees were in favor of this design as was the Police Chief and the Village's traffic consultant. This design alternative met with resistance from the Brewster Creek shopping center owner who believed that taking away the left turn in would hurt the center's business. There was also a direction from the Trustees to provide a more firm cost estimate for the traffic signal/road improvements to Norwood Lane. Staff worked with Bollinger, Lach & Associates, Inc. to put a more detailed cost estimate together for the traffic signal at Norwood Lane. Two alternates were put together depending on whether IDOT will require pedestrian crossings or not (see attached estimates of cost Alternates 1 and 2).

The Trustees wanted to have an additional discussion on this alternative with the traffic signal/road improvement cost estimates.

PREVIOUS DISCUSSION

The Village Board Committee discussion at the March 3, 2015 meeting focused on a design alternative that allowed for a dedicated left turn movement into the Brewster Creek Shopping Center, the new Walgreens's and the child day care facility. This design was proposed by the DuPage County Highway Department after a letter requesting an evaluation of an alternative design that allows access out of the shopping center was sent by the Village. (see attached Revised Design Plan of Stearns Road

East of Rt. 59 Plan). An additional condition of this design is that the Village pass an ordinance restricting left turn movements out of the shopping center during peak hours.

Trustees expressed concerns over the safety of this left turn movement and the ability of the traffic flow to allow the turn movement to be made without congestion at the shopping center driveway. The Police Chief expressed concern over this design as he believed the left turn in movement was not safe due to the speed of traffic and turning across four lanes of traffic. The Village's traffic consultant also had concerns with this design as he felt that if there is only a single left turn southbound, traffic would back up and block the left turn into the shopping center during peak traffic hours.

As an alternative to the proposed roadway design, the Village's traffic consultant suggested a traffic signal at Rt. 59 and Norwood Lane. This signal would allow another safe ingress and egress to the commercial shopping area and for the residents of Braintree Lane.

Village resident Richard Lewis spoke at the meeting and indicated that the revised design would not have much of an affect for the Braintree Lane residents but believed that the traffic signal at Norwood Lane would help.

Shopping Center owner, Dennis Cortesi spoke in favor of the revised design, suggesting that it helps all of the businesses in that area as well as providing for a safer entrance into the center.

ORIGINAL DISCUSSION

IDOT officials and their consulting engineer presented the proposed Rt. 59 and Stearns Road intersection improvements at the August 17, 2014 Village Board Committee meeting (see attached Original Design Plan). At that meeting several concerns were expressed by the Village Trustees related to the access to the Home Depot and Brewster Creek Shopping Center and the impact on the residents of Braintree Lane in the Bartlett Estates neighborhood.

The proposed IDOT plans showed that the left turn from Stearns Road into the Brewster Creek Shopping Center would be eliminated and that access would be from the Rt. 59 entrances to the shopping center, Norwood Lane and westbound from Stearns Road with a right-in right-out access.

After that presentation and a subsequent public meeting held by IDOT, the shopping center owner with support of the Village requested that IDOT and DuPage County re-examine the Stearns Road access to the shopping center. DuPage County and IDOT

traffic engineers followed up on the request and submitted an alternate design of the Stearns Road east leg of the intersection.

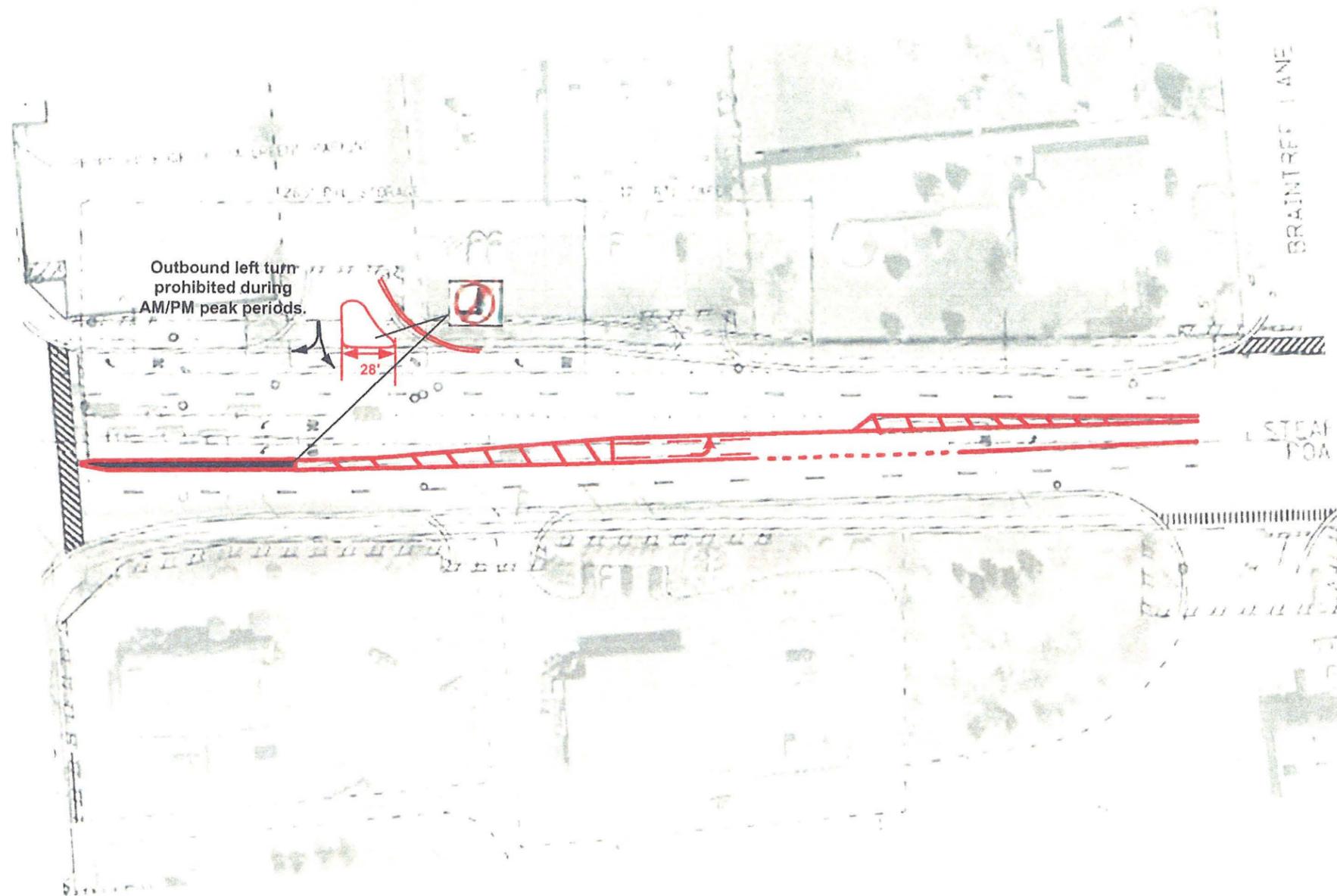
At the request of the Village and the Brewster Creek Shopping Center owner, IDOT and the DuPage County Division of Transportation revised the east leg of the Rt. 59 and Stearns Road intersection improvements to provide for a left turn movement from Stearns Road into the new Walgreen's and the Brewster Creek Shopping Center. In addition to this revised plan the County is requesting that the Village adopt an ordinance restricting peak hour left turn lane movement from the shopping center access point.

The revised access drawing was reviewed by Staff and Brent Coulter, the Village's traffic consultant. As with any plan to revise a complicated access problem there are concerns expressed with the revisions. This revised set of plans provides for an ingress and egress to the shopping center and the new Walgreen's which is an improvement over the existing conditions. However, there are still some traffic movement conflicts with entering the shopping center during peak hours and crossing the additional lanes of traffic that will be constructed with the intersection improvement.

A proposed additional improvement to the Rt. 59 project which has not yet been requested of or reviewed by IDOT is to add a new traffic signal at Norwood Lane and Rt. 59. This new traffic signal would provide controlled access to and from the commercial and residential area. This signal improvement, along with limiting the east bound traffic into Bartlett Estates by installing "Do Not Enter" signs just east of the commercial area would help alleviate the resident's concerns with the traffic flow through Braintree Lane.

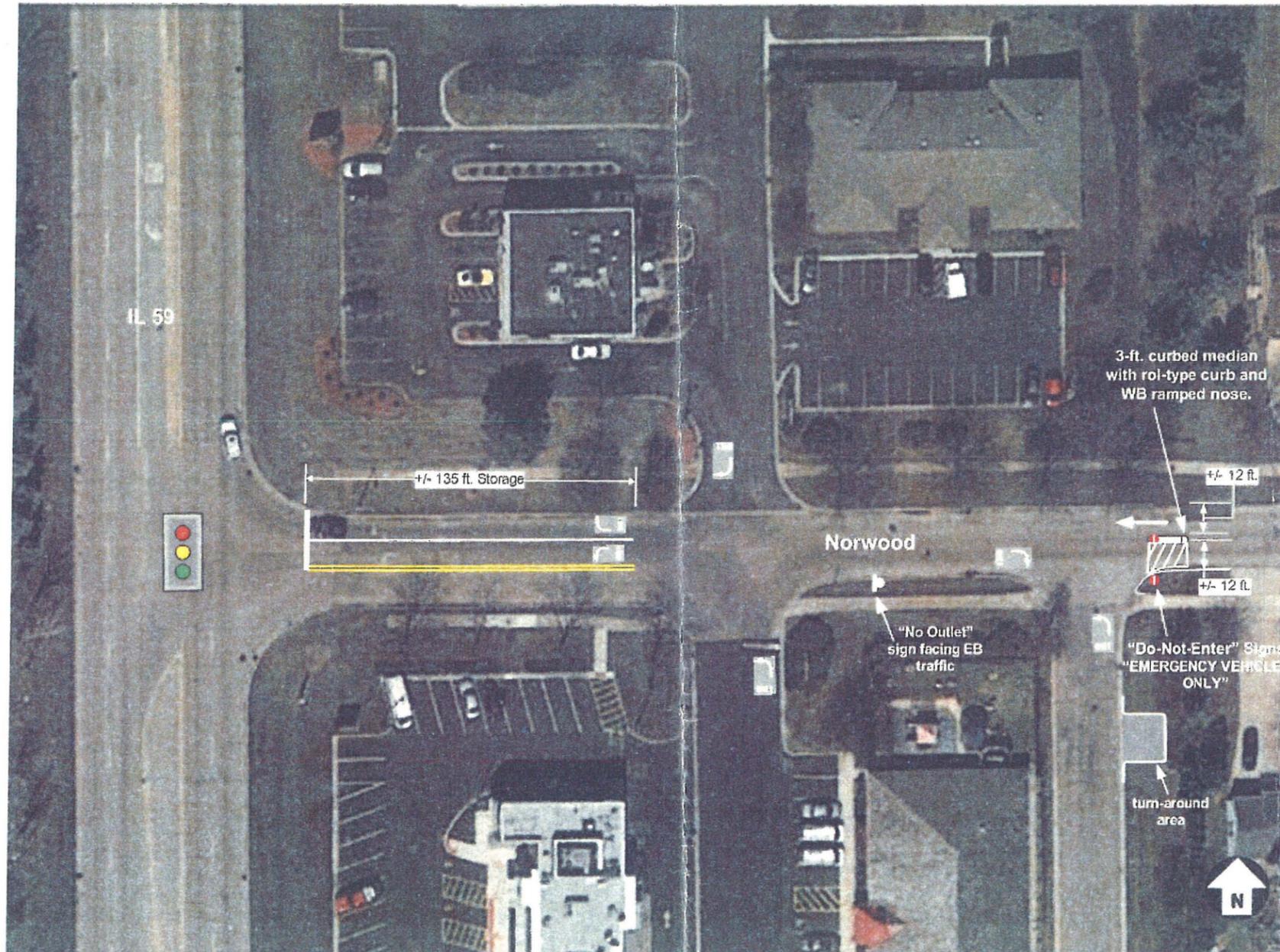
REQUESTED ACTION

IDOT and the DuPage County Division of Transportation are requesting that the Village provide input on a preferred alternative design for the east leg of Stearns Road and sign the attached Letter of Intent dated January 23, 2015 prior to IDOT entering into the Phase II Engineering stage and finalizing the intersection improvement plans.

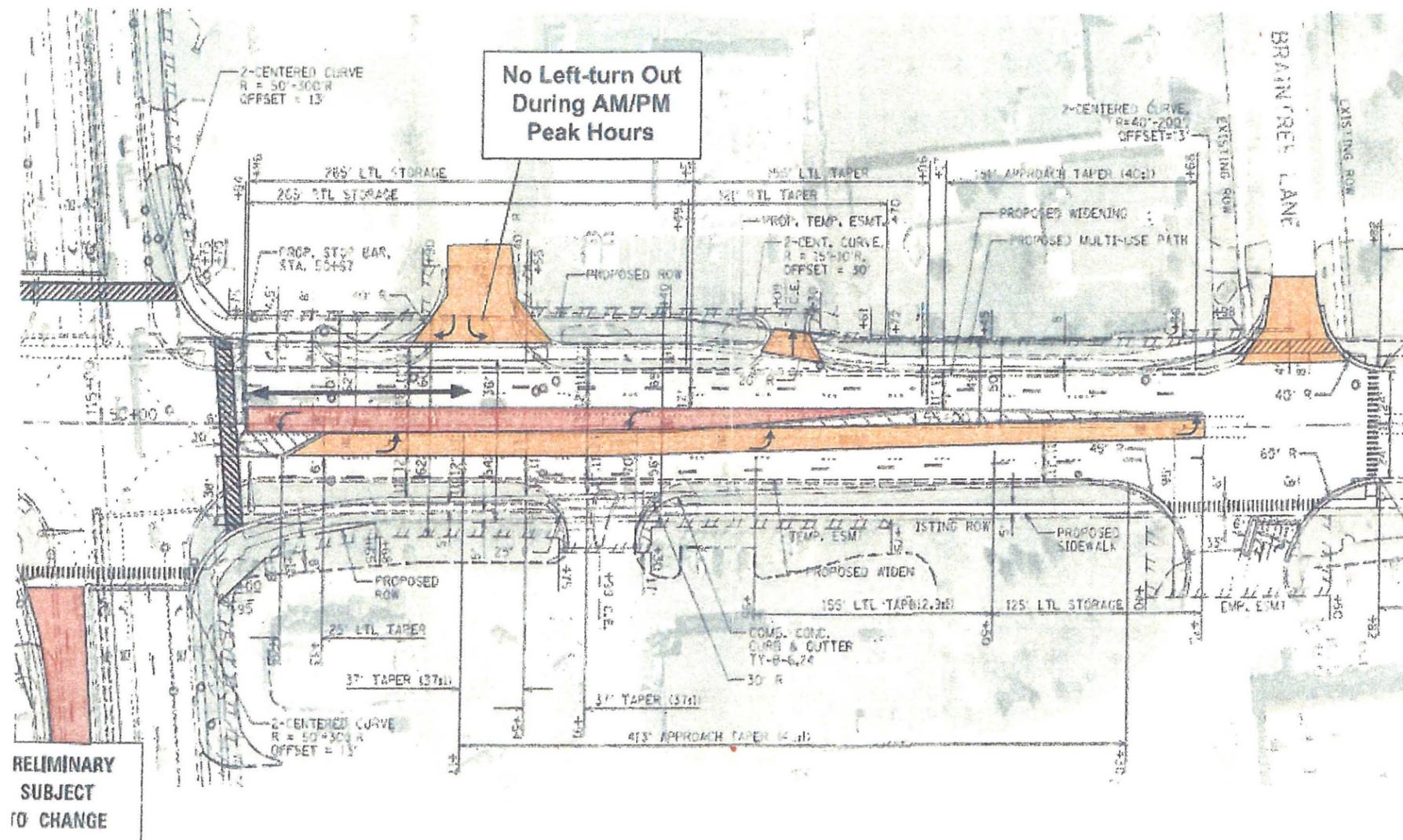


2/26/2015 Striping/Access Plan for the East Leg of Stearns Road

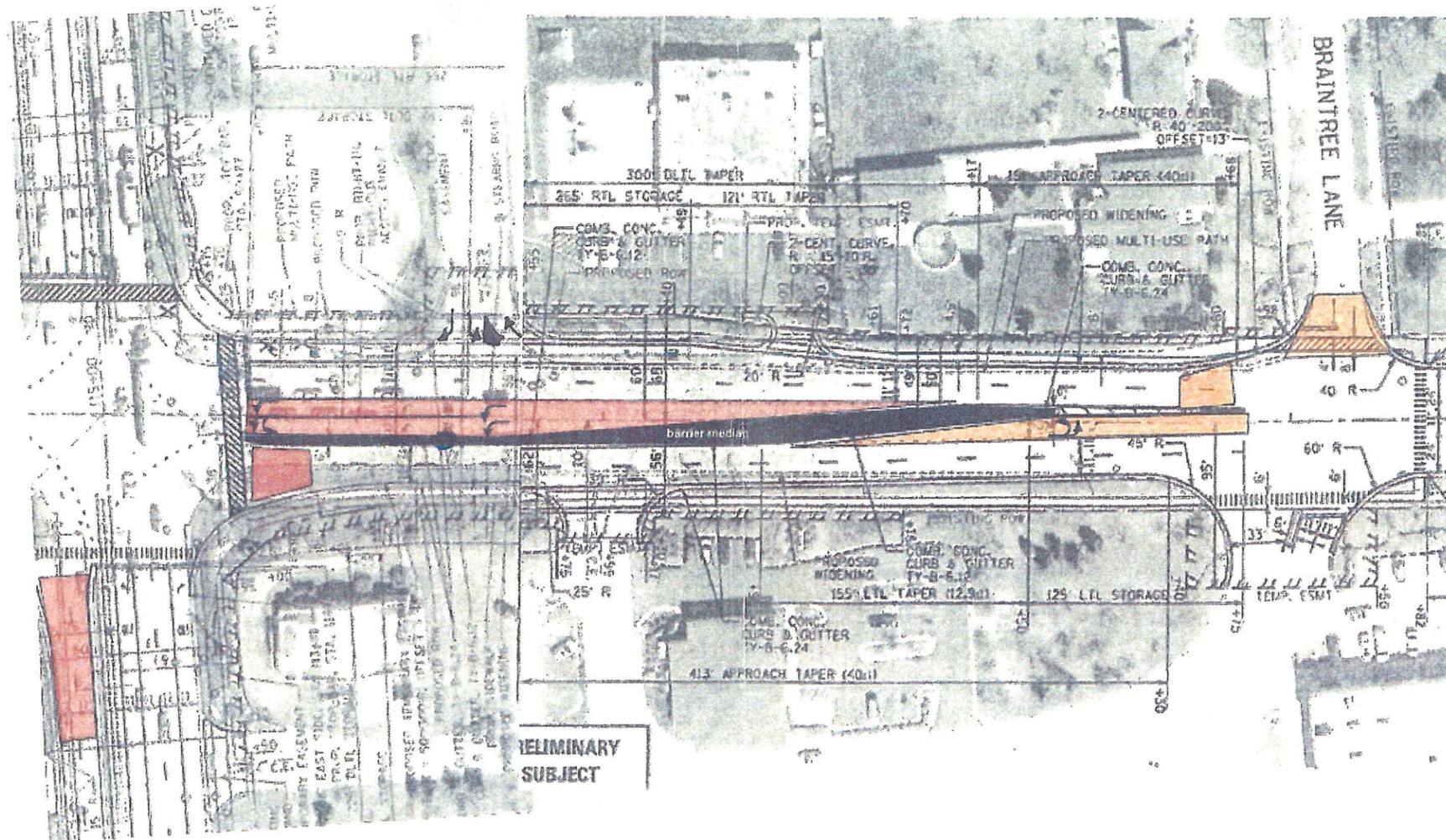
Potential IL 59/Norwood Signal Installation Alternative



Revised Design Plan -Stearns Road East of Route 59 (Close-Up)



Original Design Plan - Stearns Road East of Route 59 (Close-Up)





Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

RECEIVED
COMMUNITY DEVELOPMENT

January 23, 2015

JAN 29 2015

The Honorable Kevin Wallace
Village President
Village of Bartlett
228 South Main Street
Bartlett, IL 60103-4495

VILLAGE OF
BARTLETT

Dear Village President Wallace:

The Illinois Department of Transportation (Department) has completed preliminary engineering and environmental studies (Phase I) for the improvement of IL 59 at Stearns Road. This improvement is included in the Department's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the early years of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations. This will serve as a Letter of Intent between the Village of Bartlett (Village) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of the addition of dual left turn lanes on the north, west and south legs of the intersection, right turn lanes on the north, east and west legs, traffic signal replacement, pedestrian and bicyclist accommodations, and drainage improvements. A CD containing the approved project report is enclosed for your information. This scope of work was discussed in greater detail at an initial meeting on April 28, 2014, a subsequent meeting on July 16, 2014, a presentation to the Village Board on August 19, 2014, and at the public meeting held on September 25, 2014.

Based on previous coordination with the Village specific items identified by the Department requiring cost participation by the Village include emergency vehicle pre-emption (EVP) devices as well as bicyclist and pedestrian accommodations. Additional discussion regarding roadway lighting and utility relocation is included for your information.

Emergency Vehicle Pre-emption (EVP) Devices

There are existing emergency vehicle pre-emption (EVP) devices on the traffic signals at the intersection of IL 59 and Stearns Road. The estimated cost to reinstate the EVP devices after the traffic signal replacement is \$6,900, including a 15% engineering fee. The financial responsibility for the EVP devices for this improvement and any future improvements requiring modifications to the traffic signals, including maintenance and energy costs, shall be borne by the Village.

Bicyclist and Pedestrian Accommodations

As described in the attached Exhibit A, the Department is responsible for 100% of the cost for removal and replacement of existing sidewalk/paths affected by the roadway improvements. The existing five foot wide concrete sidewalk on the north side of Stearns Road from Sayer Road to IL 59 will be replaced with an eight foot wide, hot mix asphalt (HMA) shared-use path. The existing eight foot concrete shared-use path on the north side of Stearns Road from IL 59 to Braintree Lane will be replaced with an eight foot wide, HMA shared-use path. The existing five foot wide concrete sidewalk on the south side of Stearns Road from IL 59 to Braintree Lane will be replaced in kind.

According to Department policy, additional shared-use path and/or sidewalk is required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities for the shared-use path. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee.

Based on the locations discussed in our meetings of April 8, 2014 and July 16, 2014, the proposed improvement accommodates 2,350 feet of additional five foot wide concrete sidewalk on the west side of IL 59 from Apple Valley Drive to the shopping center drive 700 feet north of Stearns Road, and on the south side of Stearns Road from Sayer Road to IL 59. The estimated cost of the new sidewalk is \$82,250. The Village's portion for the new sidewalk would be \$18,918, including a 15% engineering fee. The project also accommodates 2,100 feet of new 8 foot wide HMA shared-use path on the east side of IL 59 from Apple Valley Drive to Norwood Lane. The estimated cost of the new shared-use path is \$73,500. The Village's portion of the new path would be approximately \$16,905, including a 15% engineering fee. If the Village is willing to include these bicyclist and pedestrian accommodations as part of this improvement, in addition to their share of the costs associated with construction, the Village must agree to accept long-term responsibility for the administration, control, reconstruction and maintenance of the shared-use path.

If the Village chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time, this consists of the proposed installation of a 10 foot wide shelf along IL 59 from Apple Valley Drive to Norwood Lane on the east side, and to the shopping center drive on the west side. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

Roadway Lighting

The existing roadway lighting, which is owned and maintained by ComEd, is in conflict with the proposed improvement. The existing lighting does not meet Illuminating Engineering Society (IES) Standards and should be removed or upgraded to current standards. It is our understanding that the Village has a lighting agreement with COMED.

The Village will need to request that ComEd pursue the removal of the existing substandard lighting. In the April 2014 meeting, the Village declined to update the lighting. Therefore, the intersection will not be lit with this improvement.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The Village will be responsible for relocation of its facilities in conflict with the IL 59 at Stearns Road improvements. Facilities subject to the previously stated condition may include, but may not be limited to watermain and fire hydrants as well as storm, sanitary and/or combined sewers. A potential for conflicts exists with a fire hydrant on the west side of IL 59 in front of the BP Gas Station. The estimated cost to relocate the fire hydrant is \$3,000. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

The estimated total cost responsibility for the Village, based on the available information collected during the Phase I process is approximately \$42,723 as outlined in the following table.

Improvement	Village Cost	Engineering Fee (15%)	Total Village Cost
Emergency Vehicle Pre-emption Devices	\$6,000	\$900	\$6,900
Sidewalk	\$16,450	\$2,468	\$18,918
Shared-use path	\$14,700	\$2,205	\$16,905
Total Village Costs			\$42,723

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the Village and the Department. Please return an original signed copy of this letter within 90 days so we may maintain our project schedule.

The Honorable Kevin Wallace
January 23, 2015
Page 4

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

A handwritten signature in blue ink, appearing to read "John Fortmann".

John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

Attachments

cc: Valerie Salmons, Village Manager
Jim Plonczynski, Community Development Director

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the Village of Bartlett, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the Village of Bartlett; therefore, be it

RESOLVED, That the Village of Bartlett hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

Exhibit "A"

TRAFFIC SIGNAL PARTICIPATION

The cost participation associated with traffic signal installation, modernization, or relocation will be in accordance with 92 Ill. Adm. Code 544 "Financing of Traffic Control Signal Installations, Modernization, Maintenance, and Operation on Streets and Highway under State Jurisdiction."

Traffic signals may be installed only where conditions meet warrants established in the current Illinois Manual on Uniform Traffic Control Devices. If a new signal installation is warranted, it may be included within the roadway improvement.

Current IDOT policy requires that IDOT and Local Agency (ies) share the responsibility for installation, modernization, and relocation of traffic signals. The installation, modernization, and relocation of pedestrian signals associated with traffic signal improvements will also require the Department and Local Agency (ies) to share financial responsibility. The eligible share of the cost to each agency will be in proportion to the number of intersection approaches that the agency maintains. Generally, traffic signal costs are 80% Federal and 20% non-Federal based on established cost participation policy (90% Federal and 10% non-Federal for safety projects). IDOT will participate in the non-Federal portion for the State-owned legs of an intersection. At locations where all legs of an intersection are State-owned, IDOT will participate in 100% of the cost of the traffic signal installation, modernization, or relocation. Closely spaced new or modernized traffic signals within the improvement limits generally require signal coordination or hardware interconnection for the purpose of providing vehicle progression. IDOT will be financially responsible for 100% of coordination or interconnection costs.

IDOT will be financially responsible for 100% of the installation and modernization of traffic signals at ramp terminals of ramps connecting to or from a State highway.

The entire cost of installing push button ("Fire pre-emption") and emergency vehicle pre-emption equipment is the responsibility of the requesting local fire district or municipality.

The entire cost of installing, modernizing, relocating, maintaining and energizing private benefit signals is the responsibility of the private benefit agency being served by the traffic signals. However, IDOT will enter into a formal agreement for a private benefit signal installation only with the local jurisdictional or governmental agency.

It should be noted that an agency involved might voluntarily assume responsibility for another agency's share of the cost in order to expedite the installation or modernization.

When warrants are met for school crossing signals at public road intersections, the eligible share to each agency for the installation and modernization cost shall be split on a 50/50 basis or in proportion to the number of intersection approaches that each agency maintains.

TRAFFIC SIGNAL MAINTENANCE

At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will be responsible for the maintenance of the signals.

At intersections lying wholly or partially within the Corporate Limits of one or more municipalities, IDOT will assume the following costs for the maintenance of traffic signals on State highways within municipalities:

- (A) The total costs for all signals at the intersections of two or more State highways.
- (B) The total costs for all signals at the intersections along State highways that have an average daily traffic in excess of 35,000 vehicles per day as shown on the latest published edition of the traffic volume (AADT) map. The District Engineer will determine the limits of this section within the municipality.
- (C) The total costs for all signals located at the terminals of ramps connecting to or from a State highway.
- (D) At all other intersections IDOT and the municipalities will share in the cost of signal maintenance. The cost to the municipalities will be in proportion to the number of approaches that they maintain.

ENERGY CHARGES

The division of financial responsibility for the energy charges will be as follows:

- (A) At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will pay the energy charges for the operation of the signals.
- (B) At intersections lying wholly within the Corporate Limits of a municipality, IDOT and the municipality will share the energy charges according to the proportionate number of intersection approaches maintained by each agency.
- (C) At intersections lying partially within the Corporate Limits of one or more municipalities, the municipalities will be responsible for the energy charges.

Traffic Signal Master Agreements, consummated by IDOT, give municipality defined maintenance and energy responsibilities required for the operation of traffic signals. New traffic signal improvements shall contain maintenance and energy provisions in the improvement agreement adding the new traffic signals to said Master Agreement. Existing traffic signals to be modernized or relocated, shall contain maintenance and energy provisions in the improvement agreement indicating traffic signal maintenance and energy responsibilities for given traffic signal(s) shall continue to be as outlined in the Master Agreement. Certain circumstances, such as jurisdictional transfers of roadway segments affecting signalized intersections with the improvement limits, could result in a revision to maintenance and energy responsibilities contained in the Master Agreement for a given traffic signal(s). An amendment to the Master Agreement would be required.

IDOT does not share in maintenance costs for school crossing signals unless specified otherwise in the Master Agreement or if the school crossing signals are installed at public road intersections for which the maintenance costs shall be shared in proportion to the number of intersection approaches that each agency maintains.

PARKING LANES

If a new parking lane is added, IDOT will participate in 50% of the cost if the ADT is greater than 5,000 vehicles per day and if the pavement composition and lane width meets the IDOT criteria. The municipality would assume the total cost (100%) of the parking lane if the pavement composition or lane width does not meet IDOT criteria or if the ADT is less than 5,000 vehicles per day.

If an exclusive existing parking lane requires resurfacing, IDOT will participate in 50% of the milling and resurfacing costs for parking with lane widths equal to or less than the adjacent travel lanes. The municipality will assume the total cost (100%) of the milling and resurfacing costs for that portion of the parking that is greater than the width of the adjacent travel lane. The municipality will also assume 100% of any base repair cost for the entire width of the existing parking as well as any patching and curb and gutter repairs. If the municipality declines to participate, a very minimal amount of resurfacing would be done IDOT expense. (Minimal amount of resurfacing is defined as a taper across the parking lane ranging from approximately 1½ inch thick adjacent to the through lane to 1 inch or less adjacent to gutter line).

IDOT will assume the total cost (100%) associated with the milling and resurfacing of parking lanes when parking is eliminated during one or more peak hours.

The municipality is responsible for the total cost (100%) of reconstructing existing parking and any adjacent curb and gutter.

The State will not consider an improvement of a State-maintained highway unless the proposed parking or existing parking adjacent to the traffic lanes is parallel parking except as provided under Chapter 95 1/2 Art. 11-1304(c) (Illinois Revised Statutes).

Parking prohibition ordinances will be required through areas where there are no parking lanes.

ROADWAY MAINTENANCE

The State will assume the maintenance cost associated with the through traffic lanes, turning lanes, and the curb and gutter adjacent to these traffic lanes. The municipality will assume the maintenance cost associated with all other facilities including but not limited to items such as storm sewers, parkways, exclusive parking lanes, curb and gutter adjacent to the parking lanes, sidewalks, landscape features, appurtenances, etc.

UTILITY RELOCATION

Municipal utilities, installed by permit and requiring relocation, will be relocated at no expense to the Department.

Municipal utilities installed prior to the Department's assuming maintenance of the roadway will be relocated, if required, at IDOT expense.

The cost of any improvement to, or betterment of municipal utilities, would be the entire financial responsibility (100%) of the local agency.

ROADWAY LIGHTING

Existing highway lighting that is owned and maintained by the municipality, will be relocated and upgraded to current standards. New lighting, proposed by the municipality, may be incorporated into the total improvement plans.

The cost of the above work would be the entire financial responsibility of the local agency.

PEDESTRIAN AND BICYCLE FACILITIES

Sections 17 Bicycle and Pedestrian Accommodations and 48-2.04 Sidewalks of the IDOT Bureau of Design and Environment Manual establish the criteria to determine pedestrian and bicycle needs. Maintenance responsibilities as well as State and local agency participation toward the cost of these facilities included as part of a roadway construction contract on a State route shall be in accordance with Sections 5-03 and 5-05 of the Bureau of Design and Environment Manual as follows.

Maintenance Responsibilities – The Municipality will maintain any new or replacement sidewalks the Department provides in conjunction with the highway improvement project, excluding those constructed on structures. The Municipality will also maintain any bicycle paths associated with the State highway project other than that portion of the bicycle path carried on state structures. The State will assume the maintenance responsibilities for On-Road Bicycle Lanes or Wide Outside Lane and Widened Shoulders constructed as bicycle accommodations.

Cost Participation

1. New and Deteriorated Sidewalks – Use the criteria in Chapters 17 and 48 to determine the warrants for sidewalks. If these criteria are met and the Local Agency agrees to maintain the sidewalks, proportion the improvement costs associated with new or deteriorated sidewalks as follows:
 - a. New Sidewalks – Proportion the cost between the State and Local Agency at 80/20 for new sidewalks within the project termini or for short distances outside the project termini as may be required to connect sidewalks to significant pedestrian generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for sidewalk construction.
 - b. Deteriorated Sidewalks – The Local Agency will pay 100% of the cost to remove existing deteriorated sidewalks. Proportion the cost 80/20 between the State and Local Agency for deteriorated sidewalk replacement when associated with a highway project. Local Agency will pay 100% of the cost of decorative sidewalks.
 - c. Sidewalk Removal and Replacement – The State is 100% financially responsible for removing and replacing existing sidewalks if such a need is caused by the construction of an IDOT highway improvement.
2. Bicycle Accommodations – Use the criteria in Chapter 17 to determine the warrants for bicycle accommodations. If these criteria are met and the Local Agency agrees to maintain the bicycle accommodation as appropriate, proportion the improvement costs associated with the bicycle accommodations as follows:

- a. On-Road Bicycle Lanes – Proportion the cost 80/20 between the State and Local Agency for the construction of new on-road bicycle lanes as indicated by the facility selection criteria contained in Chapter 17.
 - b. Wide Outside Lanes and Widened Shoulders – The State will pay 100% of all costs for wide outside lanes or widened shoulders indicated for bicycle accommodation.
 - c. New Paths – Proportion the cost 80/20 between the State and Local Agency for construction of new paths within the project termini or for short distances outside the project termini as may be required to connect paths to significant bicycle traffic generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for path construction.
 - d. Path Removal and Replacement – The State is 100% financially responsible for removing and replacing existing paths if such a need is caused by the construction of an IDOT highway improvement.
 - e. Adjustment of Existing Paths – If an existing path requires adjustment due to an IDOT improvement, the State will pay 100% of the adjustment cost. The Department will construct the replacement in accordance with IDOT path criteria. The Local Agency is 100% financially responsible for path adjustments that are caused or initiated by a work request from the Local Agency.
 - f. Paths Above and Beyond Selection Criteria – If facility selection criteria for side paths are not met and the Local Agency still requests side path installation, the Local Agency is 100% financially responsible for all costs for installation of the path above those costs for the improvement identified in the selection criteria, including any necessary right-of-way and construction.
3. Utility Adjustments and Other Items – Proportion the cost 80/20 between the State and Local Agency for reimbursable utility adjustments as defined in Chapter 6, Section 6-1.03 of the BDE Manual, as well as pedestrian barriers, retaining walls, and other collateral items that are required solely for pedestrian and bicycle accommodations not necessitated by the IDOT project. The Local Agency is responsible for 100% of the costs for right-of-way, utility adjustments, barriers, retaining walls, and other collateral items that are not required solely for the pedestrian and bicycle accommodations.
 4. Right-of-Way – Proportion the cost 80/20 between the State and Local Agency for right-of-way if acquired solely for sidewalk construction. Also, the Local Agency will pay 100% of the construction costs for sidewalks associated with the construction of on-system parking not necessitated by the IDOT project. The State will pay 100% for right-of-way if additional right-of-way is required to construct an IDOT-proposed highway cross section.
 5. Local Agency Does Not Accept Maintenance Responsibilities – If the Local Agency does not agree to maintain the sidewalk, the State will not construct it, even if it is warranted. However, the State will take reasonable actions to not preclude future additions of sidewalk at such locations.
 6. Local Agency Does Not Choose To Participate – If the local agency chooses not to participate financially in the bicycle or pedestrian accommodation, the Department will request that that local agency pass a local resolution indicating their non-participation and have this noted in the Phase I Project Report.

ADDITIONAL WORK

IDOT would be receptive to considering additional highway related work items suggested and paid for by the local agency for incorporation within the improvement, providing that the additional work items would not delay the implementation of the project. Such items could include lighting, over-size storm sewer, utilities, emergency vehicle pre-emption equipment etc.

The local agency may be expected to provide plans, specifications, and estimates for such additional work that is requested to be incorporated into the contract plans for the State-owned portion of the project. Said plans and specifications shall be of such quality to facilitate inclusion in the contract package and shall be available in a timeframe consistent with anticipated contract processing schedules and deadlines.

S:\WP\p&es\TEMPLATES & EXAMPLES\Templates - Letters\EXHIBIT A (4-12).docx



Project _____
 Route _____
 Section _____
 County _____

Estimate of Cost
Alternate 1

Location of Improvement: Intersection of Illinois Route 59 and Norwood Lane, Bartlett - CONCEPTUAL ESTIMATE

For a total distance of _____ Net improvement of _____
 Type _____ Width _____ Thickness _____
 Shoulders _____ Average Haul _____ Maximum Grade _____ %

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost Traffic Signals	Total Cost Roadway
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6	\$1,000.00	\$6,000.00	
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2	\$1,250.00	\$2,500.00	
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16	\$750.00	\$12,000.00	
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4	\$12,500.00	\$50,000.00	
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	24	\$500.00	\$12,000.00	
87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1	\$5,500.00	\$5,500.00	
87700240	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1	\$7,000.00	\$7,000.00	
X1400081	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1	\$30,000.00	\$30,000.00	
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1	\$7,000.00	\$7,000.00	
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4	\$750.00	\$3,000.00	
81400100	HANDHOLE	EACH	7	\$1,400.00	\$9,800.00	
81400200	HEAVY-DUTY HANDHOLE	EACH	2	\$1,750.00	\$3,500.00	
81400300	DOUBLE HANDHOLE	EACH	1	\$2,800.00	\$2,800.00	
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3	\$1,500.00	\$4,500.00	
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2	\$2,000.00	\$4,000.00	
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	13	\$200.00	\$2,600.00	
88600100	DETECTOR LOOP, TYPE I	FOOT	435	\$25.00	\$10,875.00	
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	2	\$1,750.00	\$3,500.00	
X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	LSUM	1	\$20,000.00	\$20,000.00	
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	231	\$1.50	\$346.50	
88700300	LIGHT DETECTOR AMPLIFIER	EACH	2	\$1,500.00	\$3,000.00	
88700200	LIGHT DETECTOR	EACH	2	\$2,000.00	\$4,000.00	
88500100	INDUCTIVE LOOP DETECTOR	EACH	12	\$150.00	\$1,800.00	
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	\$1,000.00	\$2,000.00	
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1	\$3,500.00	\$3,500.00	
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	765	\$15.00	\$11,475.00	
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	122	\$23.00	\$2,806.00	
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	845	\$30.00	\$25,350.00	
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2750	\$1.00	\$2,750.00	
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1466	\$1.50	\$2,199.00	
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 6C	FOOT	792	\$1.75	\$1,386.00	
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3448	\$1.50	\$5,172.00	
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1732	\$1.50	\$2,598.00	
X8870300	EMERGENCY VEHICLE PRIORITY SYSTEM	EACH	2	\$15,000.00	\$30,000.00	
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	2750	\$3.00	\$8,250.00	
80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1	\$1,250.00	\$1,250.00	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	27	\$9.00		\$243.00
44000100	PAVEMENT REMOVAL	SQ YD	7	\$10.00		\$70.00
60622800	CONCRETE MEDIAN, TYPE SM-6.12	SQ FT	59	\$60.00		\$3,540.00
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	66	\$40.00		\$2,640.00
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N60	TON	10.75	\$45.00		\$483.75
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	65.5	\$15.00		\$982.50
67100100	MOBILIZATION	LSUM	1	\$20,000.00		\$20,000.00
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	8	\$850.00		\$6,800.00
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	109.2	\$5.00		\$546.00
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	300	\$1.50		\$450.00
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	150	\$2.00		\$300.00
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	65	\$4.00		\$260.00
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	24	\$5.00		\$120.00
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1908.3	\$4.00		\$7,633.20
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N60	TON	213.7	\$78.00		\$16,668.60
20200100	EARTH EXCAVATION	CU YD	23	\$40.00		\$920.00
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	5	\$30.00		\$150.00

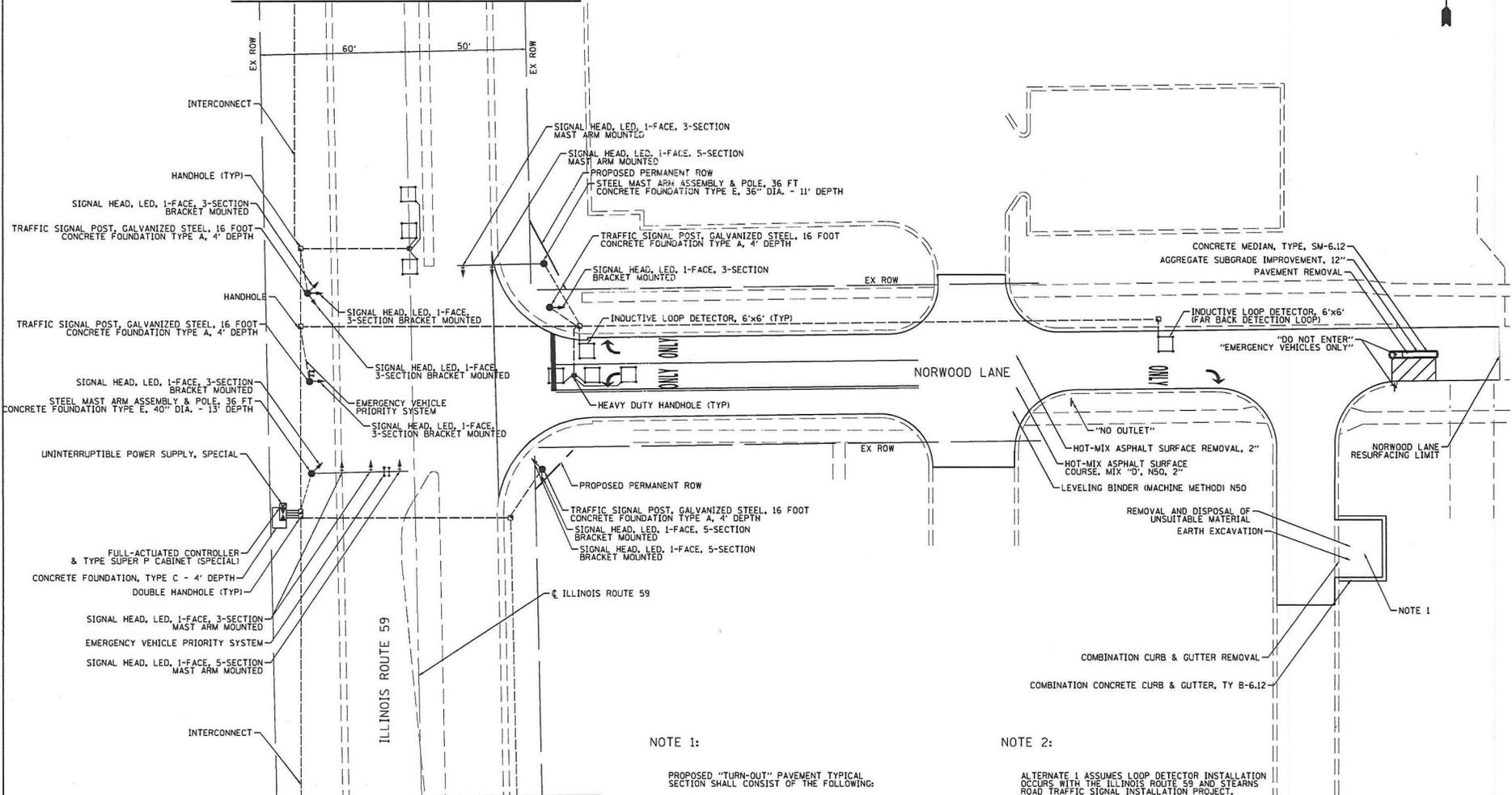
28000400	PERIMETER EROSION BARRIER	FOOT	74	\$3.00		\$222.00
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	\$20,000.00		\$20,000.00
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	\$25.00		\$1,285.00
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	\$20,000.00		\$20,000.00
Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	30	\$60.00		\$1,800.00
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	30	\$15.00		\$450.00
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	140	\$9.00		\$1,260.00
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	80	\$73.00		\$5,840.00
					CONTINGENCY (20%)	\$60,891.50
					ESTIMATED CONSTRUCTION COST	\$365,349.00
					TOTAL ESTIMATED CONSTRUCTION COST	\$500,545.86
					PHASE I THRU III ENGINEERING*	\$100,000.00
<i>*PHASE I & II INCLUDES SURVEYING & PLAT PREPARATION; PHASE III INCLUDES PART TIME INSPECTION & MATERIAL TESTING</i>						
					ESTIMATED RIGHT OF WAY COST (PERM.=0.008 AC / TEMP.=0.0 AC) - DOES NOT INCLUDE NEGOTIATION SERVICES	\$20,000.00
					TOTAL ESTIMATED PROJECT COST	\$620,545.86

Made by MTC Date 4/24/2015 Examined _____
Checked by DB Date 4/24/2015 _____ Regional Engineer Regional Engineer



MATCHLINE B

MATCHLINE A



NOTE 1:

PROPOSED "TURN-OUT" PAVEMENT TYPICAL SECTION SHALL CONSIST OF THE FOLLOWING:

- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
- AGGREGATE SUBGRADE IMPROVEMENT, 12"

NOTE 2:

ALTERNATE 1 ASSUMES LOOP DETECTOR INSTALLATION OCCURS WITH THE ILLINOIS ROUTE 59 AND STEARNS ROAD TRAFFIC SIGNAL INSTALLATION PROJECT.



USER NAME - USERN	DESIGNED - MTC	REVISED -
DRAWN - MTC	CHECKED - DB	REVISED -
PLOT SCALE - ASSELES	DATE - 04-24-2015	REVISED -
PLOT DATE - 4/27/15		



VILLAGE OF BARTLETT

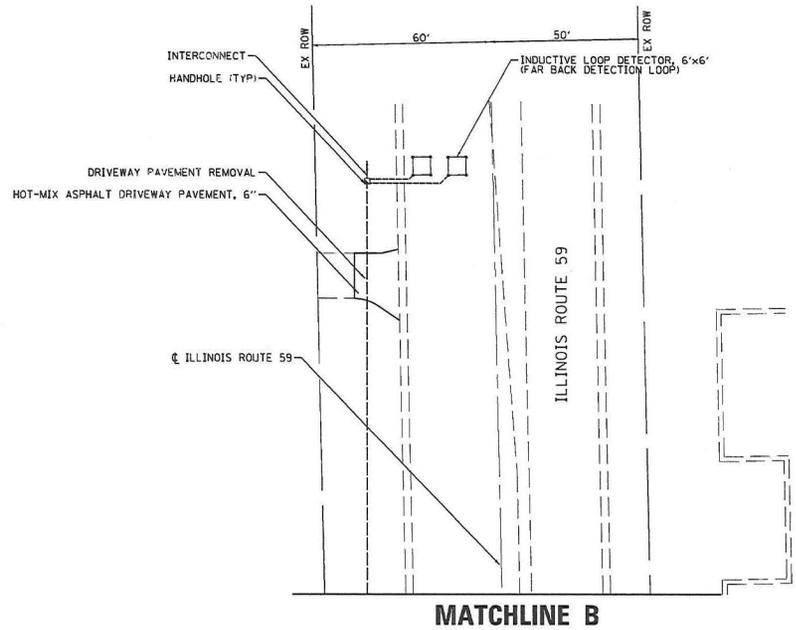
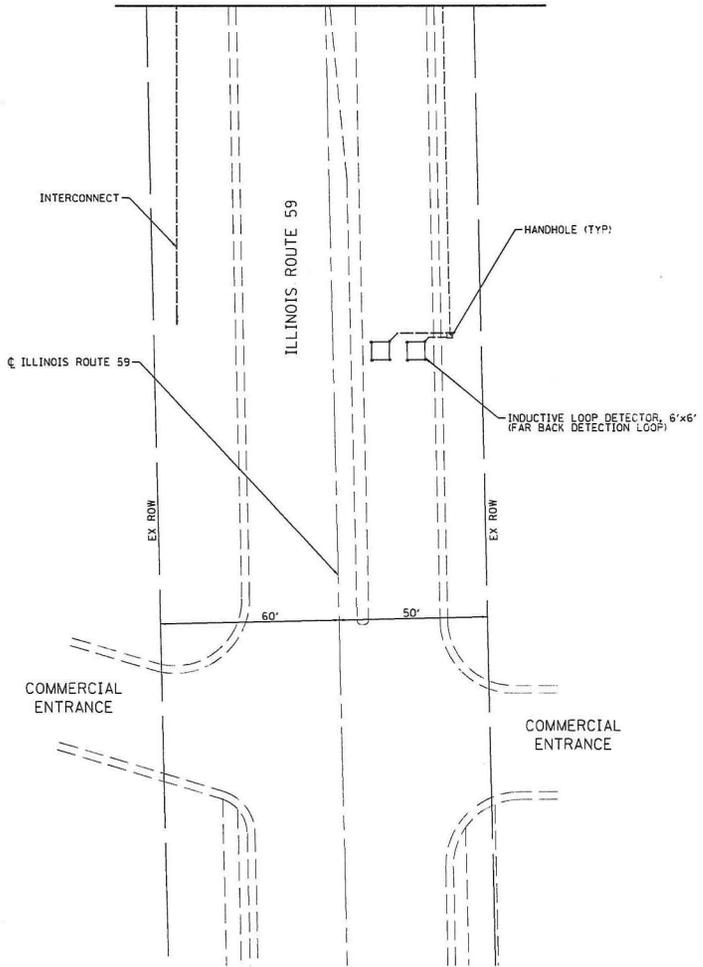
ILLINOIS ROUTE 59 AT NORWOOD LANE
TRAFFIC SIGNAL INSTALLATION ALTERNATE 1

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA./N/A TO STA./N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
		KANE	2
CONTRACT NO.			
ILLINOIS FED. AID PROJECT			



MATCHLINE A



MATCHLINE B



USER NAME: AUSERA
 PLOT SCALE: 1/4"=1'-0"
 PLOT DATE: 4/24/15

DESIGNED - MTC
 DRAWN - MTC
 CHECKED - DB
 DATE - 04-24-2015

REVISED -
 REVISED -
 REVISED -
 REVISED -



VILLAGE OF BARTLETT

ILLINOIS ROUTE 59 AT NORWOOD LANE
 TRAFFIC SIGNAL INSTALLATION ALTERNATE 1
 SCALE: 1"=20'
 SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	2	
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



Project _____
 Route _____
 Section _____
 County _____

Estimate of Cost
Alternate 2

Location of Improvement: Intersection of Illinois Route 59 and Norwood Lane, Bartlett - CONCEPTUAL ESTIMATE

For a total distance of _____ Net improvement of _____
 Type _____ Width _____ Thickness _____
 Shoulders _____ Average Haul _____ Maximum Grade _____ %

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost Traffic Signals	Total Cost Roadway
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5	\$1,000.00	\$5,000.00	
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3	\$1,250.00	\$3,750.00	
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16	\$750.00	\$12,000.00	
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4	\$12,500.00	\$50,000.00	
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4	\$800.00	\$3,200.00	
88800100	PEDESTRIAN PUSH-BUTTON	EACH	3	\$400.00	\$1,200.00	
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	24	\$500.00	\$12,000.00	
87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1	\$5,500.00	\$5,500.00	
87700240	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1	\$7,000.00	\$7,000.00	
X1400081	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1	\$30,000.00	\$30,000.00	
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1	\$7,000.00	\$7,000.00	
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4	\$750.00	\$3,000.00	
81400100	HANDHOLE	EACH	7	\$1,400.00	\$9,800.00	
81400200	HEAVY-DUTY HANDHOLE	EACH	2	\$1,750.00	\$3,500.00	
81400300	DOUBLE HANDHOLE	EACH	1	\$2,800.00	\$2,800.00	
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4	\$1,500.00	\$6,000.00	
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1	\$2,000.00	\$2,000.00	
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	13	\$200.00	\$2,600.00	
88600100	DETECTOR LOOP, TYPE I	FOOT	435	\$25.00	\$10,875.00	
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	2	\$1,750.00	\$3,500.00	
X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	LSUM	1	\$20,000.00	\$20,000.00	
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	231	\$1.50	\$346.50	
88700300	LIGHT DETECTOR AMPLIFIER	EACH	2	\$1,500.00	\$3,000.00	
88700200	LIGHT DETECTOR	EACH	2	\$2,000.00	\$4,000.00	
88500100	INDUCTIVE LOOP DETECTOR	EACH	12	\$150.00	\$1,800.00	
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	\$1,000.00	\$2,000.00	
86400100	TRANSCIVER - FIBER OPTIC	EACH	1	\$3,500.00	\$3,500.00	
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	765	\$15.00	\$11,475.00	
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	122	\$23.00	\$2,806.00	
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	845	\$30.00	\$25,350.00	
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2750	\$1.00	\$2,750.00	
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1470	\$1.50	\$2,205.00	
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 6C	FOOT	984	\$1.75	\$1,722.00	
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3448	\$1.50	\$5,172.00	
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	1600	\$4.00	\$6,400.00	
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1732	\$1.50	\$2,598.00	
X8870300	EMERGENCY VEHICLE PRIORITY SYSTEM	EACH	2	\$15,000.00	\$30,000.00	
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	2750	\$3.00	\$8,250.00	
80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1	\$1,250.00	\$1,250.00	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	194	\$9.00		\$1,746.00
44000100	PAVEMENT REMOVAL	SQ YD	7	\$10.00		\$70.00
60622800	CONCRETE MEDIAN, TYPE SM-6.12	SQ FT	59	\$60.00		\$3,540.00
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	66	\$40.00		\$2,640.00
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	10.75	\$45.00		\$483.75
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	65.5	\$15.00		\$982.50
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	167	\$45.00		\$7,515.00
67100100	MOBILIZATION	LSUM	1	\$20,000.00		\$20,000.00
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	24	\$850.00		\$20,400.00
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	145.6	\$5.00		\$728.00
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	508	\$1.50		\$762.00
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	310	\$2.00		\$620.00
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	65	\$4.00		\$260.00
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	317	\$5.00		\$1,585.00

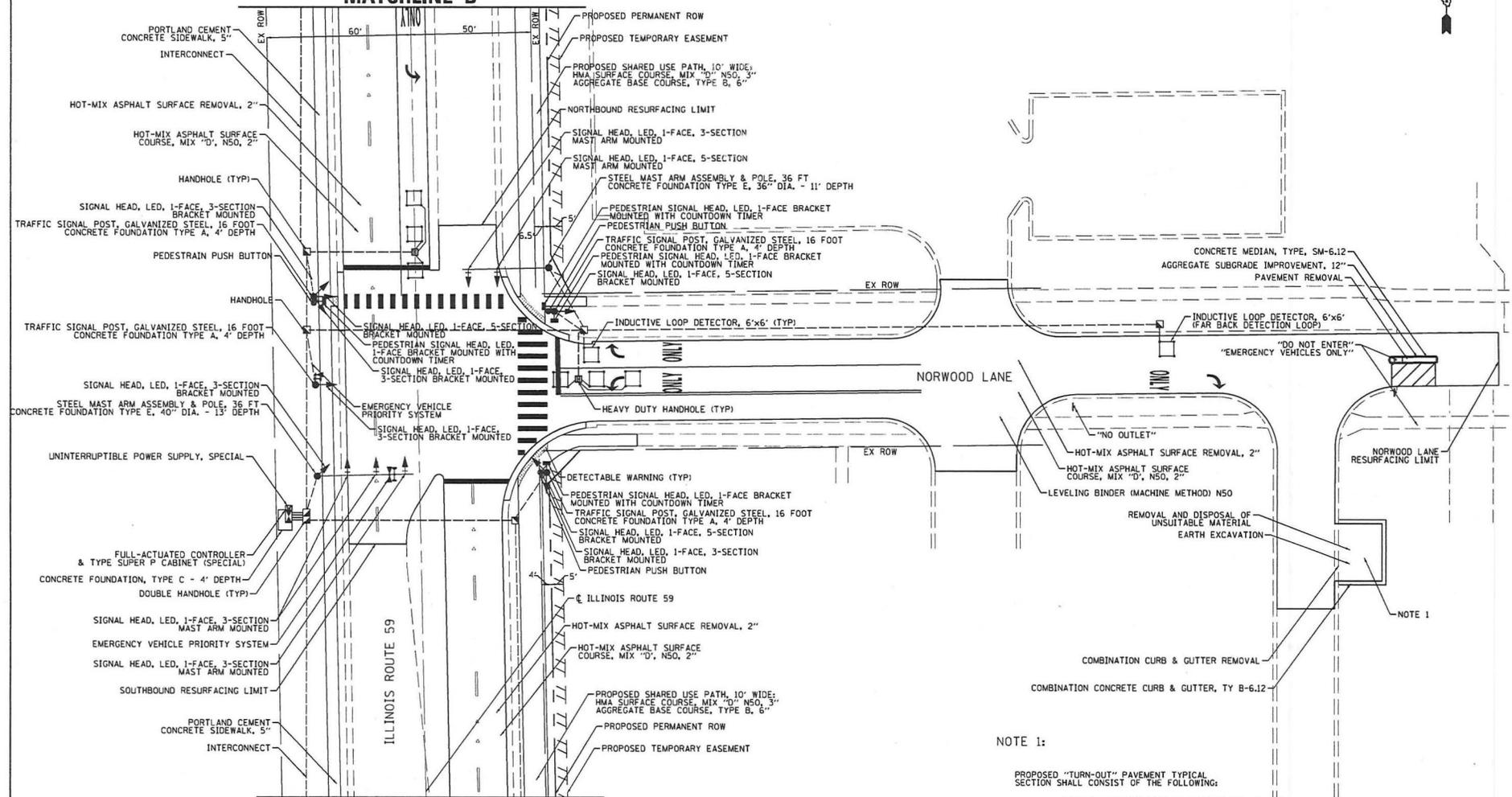
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	4357	\$4.00		\$17,428.00	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	614	\$78.00		\$47,892.00	
20200100	EARTH EXCAVATION	CU YD	133	\$40.00		\$5,320.00	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	131	\$30.00		\$3,930.00	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	601	\$4.00		\$2,404.00	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	7.2	\$2.00		\$14.40	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	7.2	\$2.00		\$14.40	
25100630	EROSION CONTROL BLANKET	SQ YD	601	\$3.00		\$1,803.00	
25200110	SODDING, SALT TOLERANT	SQ YD	601	\$5.00		\$3,005.00	
28000400	PERIMETER EROSION BARRIER	FOOT	1415	\$3.00		\$4,245.00	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3412	\$15.00		\$51,180.00	
42400800	DETECTABLE WARNINGS	SQ FT	107	\$25.00		\$2,675.00	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	749	\$9.00		\$6,741.00	
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	\$20,000.00		\$20,000.00	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	102.8	\$25.00		\$2,570.00	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	\$20,000.00		\$20,000.00	
Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	30	\$60.00		\$1,800.00	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	30	\$15.00		\$450.00	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	211	\$9.00		\$1,899.00	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	183	\$73.00		\$13,359.00	
					CONTINGENCY (20%)	\$63,069.90	\$53,612.41
					ESTIMATED CONSTRUCTION COST	\$378,419.40	\$321,674.46
					TOTAL ESTIMATED CONSTRUCTION COST	\$700,093.86	
					PHASE I THRU III ENGINEERING*	\$120,000.00	
					*PHASE I & II INCLUDES SURVEYING & PLAT PREPARATION; PHASE III INCLUDES PART TIME INSPECTION & MATERIAL TESTING		
					ESTIMATED RIGHT OF WAY COST (PERM =0.08 AC / TEMP =0.072 AC) - DOES NOT INCLUDE NEGOTIATION SERVICES	\$50,000.00	
					TOTAL ESTIMATED PROJECT COST	\$870,093.86	

Made by MTC Date 4/24/2015 Examined _____
Checked by DB Date 4/24/2015 _____ Regional Engineer Regional Engineer



MATCHLINE B

MATCHLINE A

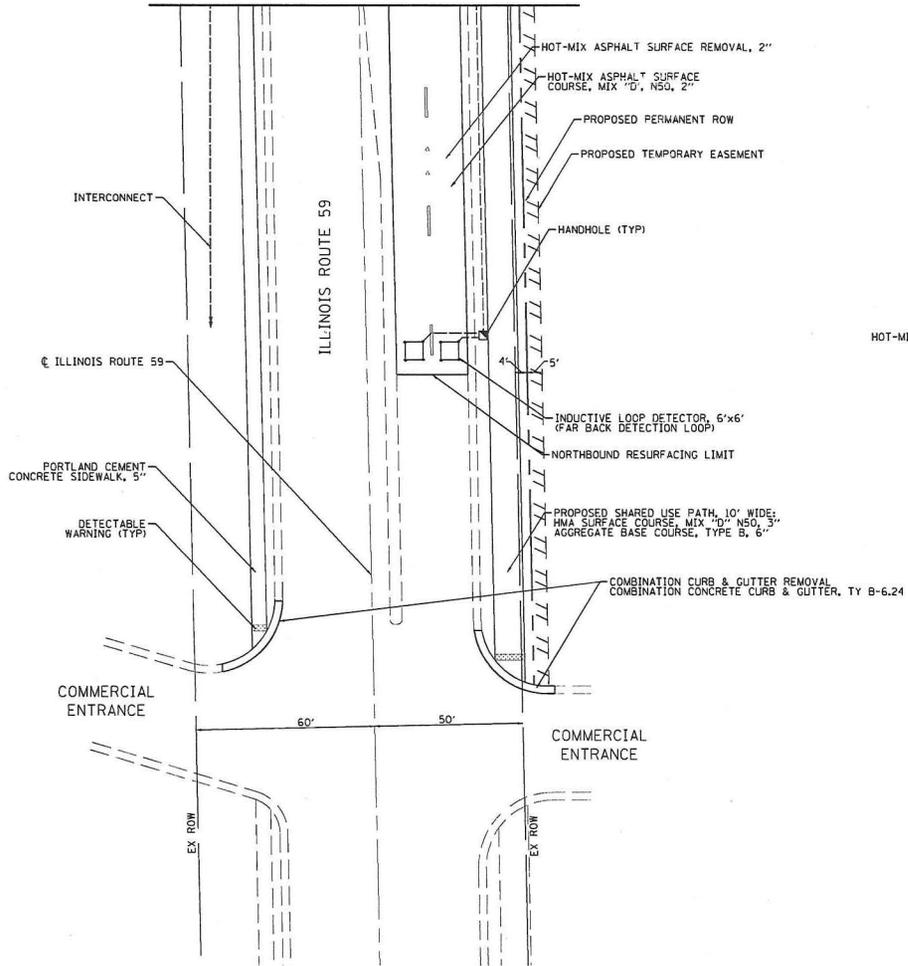


NOTE 1:
 PROPOSED "TURN-OUT" PAVEMENT TYPICAL SECTION SHALL CONSIST OF THE FOLLOWING:
 - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NSO, 2"
 - HOT-MIX ASPHALT BINDER COURSE, IL-19.0, NSO, 4"
 - AGGREGATE SUBGRADE IMPROVEMENT, 12"

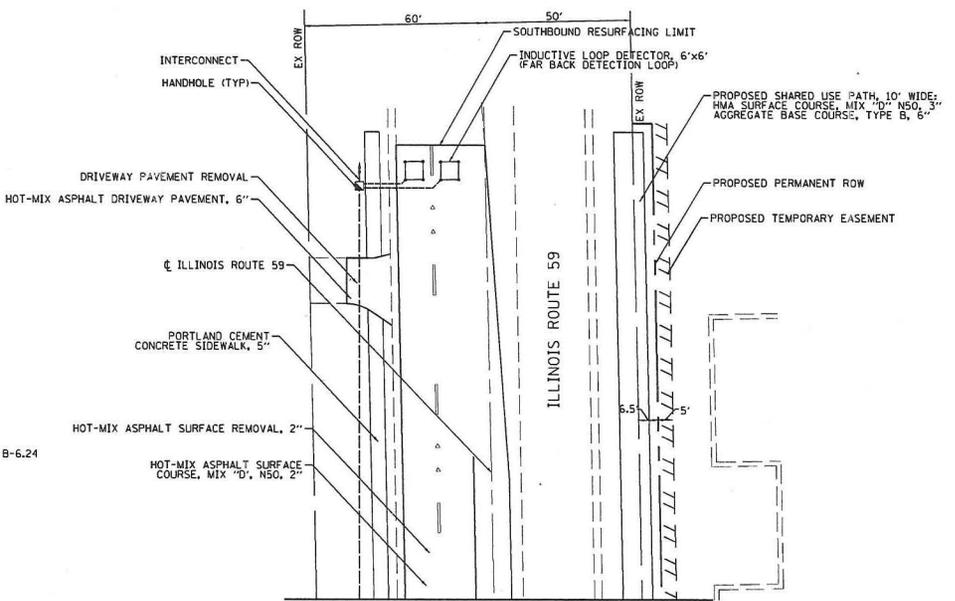
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME - M5059A	DESIGNED - MTC	REVISED -	VILLAGE OF BARTLETT	ILLINOIS ROUTE 59 AT NORWOOD LANE TRAFFIC SIGNAL INSTALLATION ALTERNATE 2			F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
	PL01 SCALE - 1/8"=1'-0"	DRAWN - MTC	REVISED -		KANE	2	CONTRACT NO. ILLINOIS FED. AID PROJECT				
	PL01 DATE - 04/24/2015	CHECKED - DB	REVISED -		SCALE: 1"=20'	SHEET 1 OF 2 SHEETS		STA./N/A TO STA./N/A			
		DATE - 04-24-2015	REVISED -								



MATCHLINE A



MATCHLINE B



Bollinger, Lach & Associates, Inc.
JASCA, ILLINOIS

USER NAME - BUSERS	DESIGNED - MTC	REVISED -
PLOT SCALE - 1/8"=1'-0"	DRAWN - MTC	REVISED -
PLOT DATE - 04/24/15	CHECKED - DB	REVISED -
	DATE - 04-24-2015	REVISED -



VILLAGE OF BARTLETT

ILLINOIS ROUTE 59 AT NORWOOD LANE
TRAFFIC SIGNAL INSTALLATION ALTERNATE 2
SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	2	
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

Anticipated Project Schedule

IL Rte. 59 & Norwood Lane Traffic Signal Installation & Associated Roadway Improvement

	2015										2016										
	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Notice to Proceed - From Village			■ NTP June 1, 2015																		
Topographic Survey			■																		
Intersection Design Study Preparation & Submittal (To IDOT & Village)				■	■	■	■ Sept 1, 2015														
IDOT IDS Review / Comment Revisions / Re-Submittal						■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
PS&E Plan Preparation (To IDOT & Village)										■	■	■	■	■	■	■	■	■	■	■	
IDOT & Village Review												■	■	■	■	■	■	■	■	■	
Plat of Highway							■	■	■	■	■	■	■	■	■	■	■	■	■	■	
Land Acquisition										■	■	■	■	■	■	■	■	■	■	■	
Letting															■ Letting June/July 2016						
Phase III Coordination / Construction																		→	→	→	→
	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
	2015										2016										



Agenda Item Executive Summary

Item Name DuPage River Salt Creek Workgroup EPA Committee
 NPDES Permit Special Conditions or Board Committee

BUDGET IMPACT

Amount:	Estimated \$31,000 for FY 15-16	Budgeted	\$6,575
List what fund	Sewer Fund		

EXECUTIVE SUMMARY

Our current IEPA NPDES permit states that the Bartlett WWTP monitors phosphorus weekly and we are required to report our monthly average on our Discharge Monitor reports. Our permit expired January 31, 2015 and we are awaiting the IEPA's new phosphorus limits.

The DuPage River Salt Creek Workgroup (DRSCW) is a coalition of publicly owned treatment works (POTWs), MS4 communities, citizen advocacy groups and professional firms focused on meeting Clean Water Act goals in the East Branch DuPage River, the West Branch DuPage River, and Salt Creek watersheds. There are currently 35 municipalities/agencies that are members of DRSCW. The DRSCW has been negotiating with the IEPA to provide special conditions to the DRSCW members on the new NPDES permits that the members will have on their IEPA permits. The special conditions (attached) allow the Village to delay implementing phosphorus treatment at our WWTP for 10-11 years but requires us to contribute towards a list of projects that will be completed along the DuPage River and Salt Creek to improve water quality and aquatic life within these watersheds. Our annual dues will be increased from \$6,575 to ~\$31,000 for FY 15-16 with annual increases for eight years for our share of the projects. The annual dues will be finalized once they know how many communities have agreed to the special conditions. The delay of implementing phosphorus removal will save the Village chemical and operating expenses of ~\$1.4 Million over ~12 years (this includes the annual dues contributions towards the projects).

We have reviewed the special conditions and believe this is the most cost effective approach for us to pursue in implementing phosphorus removal and meeting the IEPA permit requirements.

ATTACHMENTS (PLEASE LIST)

- Memo
- Special Conditions
- Annual Dues Assessment Table

ACTION REQUESTED

For Discussion Only X

Resolution

Ordinance

Motion:

Staff: Dan Dinges

Date: 4/28/15

Memo

To: Valerie Salmons
From: Dan Dinges
cc: John Pullia
Date: April 28, 2015
Re: DuPage River Salt Creek Workgroup – EPA NPDES Permit Special Conditions

The USEPA has had much discussion over the past 10+ years regarding the removal of phosphorus from wastewater effluent. Phosphorus, along with nitrogen, have been found to be the primary nutrients responsible for algal blooms in the Gulf of Mexico, also referred to as the Gulf of Mexico Dead Zone.

Our current IEPA NPDES permit states that the Bartlett WWTP monitors phosphorus weekly and we are required to report our monthly average on our Discharge Monitor Reports. Our permit expired January 31, 2015 and we are awaiting the IEPA's new phosphorus limits.

The DuPage River Salt Creek Workgroup (DRSCW) is a coalition of publicly owned treatment works (POTWs), MS4 communities, citizen advocacy groups and professional firms focused on meeting Clean Water Act goals in the East Branch DuPage River, the West Branch DuPage River, and Salt Creek watersheds. There are currently 35 municipalities/agencies that are members of DRSCW. The DRSCW has been negotiating with the IEPA to provide special conditions on the new NPDES permits that the members will have on their IEPA permits. The special conditions (attached) allow the Village to delay implementing phosphorus treatment at our WWTP for 10-11 years but requires us to contribute towards a list of projects that will be completed along the DuPage River and Salt Creek to improve water quality and aquatic life within these watersheds. Our annual dues will be increased from \$6,575 to ~\$31,000 for FY 15-16 with annual increases for eight years for our share of the projects. The annual dues will be finalized once they know how many communities have agreed to the special conditions. The delay of implementing phosphorus removal will save the Village chemical and operating expenses of ~\$1.4 Million over ~12 years (this includes the annual dues contributions towards the projects).

We have reviewed the special conditions and believe this is the most cost effective approach for us to pursue in implementing phosphorus removal and meeting the IEPA permit requirements. The approved

Sewer Capital Budget includes \$275,000 for Phosphorus Removal which will include a facility plan update. The facility plan update will incorporate the special condition requirements of a phosphorus discharge optimization evaluation plan and feasibility study to determine the best method to remove phosphorus from the wastewater treatment plant effluent. By accepting the DRSCW special conditions, we will have 10 years to implement phosphorus removal rather than 3 years if we were to go directly to the IEPA.

Draft DuPage/Salt Creek Special Condition XX.

1. The Permittee shall participate in the DuPage River Salt Creek Workgroup (DRSCW). The Permittee shall work with other watershed members of the DRSCW to determine the most cost effective means to remove dissolved oxygen (DO) and offensive condition impairments in the DRSCW watersheds.

2. The Permittee shall ensure that the following projects and activities set out in the DRSCW Implementation Plan (April 16, 2015), are completed (either by the permittee or through the DRSCW) by the schedule dates set forth below; and that the short term objectives are achieved for each by the time frames identified below:

Project Name	Completion Date	Short Term Objectives	Long Term Objectives
Oak Meadows Golf Course dam removal	December 31, 2016	Improve DO	Improve fish passage
Oak Meadows Golf Course stream restoration	December 31, 2017	Improve aquatic habitat (QHEI), reduce inputs of nutrients and sediment	Raise miBi
Fawell Dam Modification	December 31, 2018	Modify dam to allow fish passage	Raise fiBi upstream of structure
Spring Brook Restoration and dam removal	December 31, 2019	Improve aquatic habitat (QHEI), reduce inputs of nutrients and sediment	Raise miBi and fiBi
Fullersburg Woods dam modification concept plan development	December 31, 2016	Identify conceptual plan for dam modification and stream restoration	Build consensus among plan stakeholders
Fullersburg Woods dam modification	December 31, 2021	Improve DO, improve aquatic habitat (QHEI)	Raise miBi and fiBi
Fullersburg Woods dam modification area stream restoration	December 31, 2022	Improve aquatic habitat (QHEI), reduce inputs of nutrients and sediment	Raise miBi and fiBi
Southern West Branch Physical Enhancement	December 31, 2022	Improve aquatic habitat (QHEI)	Raise miBi and fiBi
Southern East Branch Stream Enhancement	December 31, 2023	Improve aquatic habitat (QHEI), reduce inputs of nutrients and sediment	Raise miBi and fiBi

QUAL 2K East Branch and Salt Creek	December 31, 2023	Collect new baseline data and update model	Quantify improvements in watershed. Identify next round of projects for years beyond 2024.
NPS Phosphorus Feasibility Analysis	December 31, 2021	Assess NPS performance from reductions leaf litter and street sweeping	Reduce NPS contributions to lowest practical levels

3. The Permittee shall participate in implementation of a watershed Chloride Reduction Program, either directly or through the DRSCW. The program shall work to decrease DRSCW watershed public agency chloride application rates used for winter road safety, with the objective of decreasing watershed chloride loading. The Permittee shall submit an annual report on the annual implementation of the program identifying the practices deployed, chloride application rates, estimated reductions achieved, analyses of watershed chloride loads, precipitation, air temperature conditions and relative performance compared to a baseline condition. The report shall be provided to the Agency by March 31 of each year reflecting the Chloride Abatement Program performance for the preceding year (example: 2015-16 winter season report shall be submitted no later than March 31, 2017). The Permittee may work cooperatively with the DRSCW to prepare a single annual progress report that is common among DRSCW permittees.

4. The Permittee shall submit an annual progress report on the projects listed in the table of paragraph 2 above to the Agency by March 31 of each year. The report shall include project implementation progress. The Permittee may work cooperatively with the DRSCW to prepare a single annual progress report that is common among DRSCW permittees.

5. The Permittee shall develop a written Phosphorus Discharge Optimization Plan. In developing the plan, the Permittee shall evaluate a range of measures for reducing phosphorus discharges from the treatment plant, including possible source reduction measures, operational improvements, and minor low cost facility modifications that will optimize reductions in phosphorus discharges from the wastewater treatment facility. The permittee's evaluation shall include, but not necessarily be limited to, an evaluation of the following optimization measures:
 - a. WWTF influent reduction measures.
 - i. Evaluate the phosphorus reduction potential of users.
 - ii. Determine which sources have the greatest opportunity for reducing phosphorus (e.g., industrial, commercial, institutional, municipal, and others).
 1. Determine whether known sources (e.g., restaurant and food preparation) can adopt phosphorus minimization and water conservation plans.
 2. Evaluate implementation of local limits on influent sources of excessive

phosphorus.

b. WWTF effluent reduction measures.

i. Reduce phosphorus discharges by optimizing existing treatment processes without causing non-compliance with permit effluent limitations or adversely impacting stream health.

1. Adjust the solids retention time for biological phosphorus removal.
2. Adjust aeration rates to reduce DO and promote biological phosphorus removal.
3. Change aeration settings in plug flow basins by turning off air or mixers at the inlet side of the basin system.
4. Minimize impact on recycle streams by improving aeration within holding tanks.
5. Adjust flow through existing basins to enhance biological nutrient removal.
6. Increase volatile fatty acids for biological phosphorus removal.

6. Within 24 months of the effective date of this permit, the Permittee shall finalize the written Phosphorus Discharge Optimization Evaluation Plan and submit it to IEPA. The plan shall include a schedule for implementing all of the evaluated optimization measures that can practically be implemented and include a report that explains the basis for rejecting any measure that was deemed impractical. The schedule for implementing all practical measures shall be no longer than 36 months after the effective date of this permit. The Permittee shall implement the measures set forth in the Phosphorus Discharge Optimization Plan in accordance with the schedule set forth in that Plan. The Permittee shall modify the Plan to address any comments that it receives from IEPA and shall implement the modified plan in accordance with the schedule therein.

Annual progress reports on the optimization of the existing treatment facilities shall be submitted to the Agency by March 31 of each year beginning 24 months from the effective date of the permit.

7. The Permittee shall, within 24 months of the effective date of this permit, complete a feasibility study that evaluates the timeframe, and construction and O & M costs of reducing phosphorus levels in its discharge to a level consistently meeting a limit of 1 mg/L, 0.5 mg/L and 0.1 mg/L utilizing a range of treatment technologies including, but not necessarily limited to, biological phosphorus removal, chemical precipitation, or a combination of the two. The study shall evaluate the construction and O & M costs of the different treatment technologies for these limits on a monthly, seasonal, and annual average basis. For each technology and each phosphorus discharge level evaluated, the study shall also evaluate the amount by which the Permittee's typical household annual sewer rates would increase if the Permittee constructed and operated the specific type of technology to achieve the specific phosphorus discharge level. Within 24 months of the effective date of this Permit, the Permittee shall submit to the Agency and the DRSCW a written report summarizing the results of the study.

8. Total phosphorus in the effluent shall be limited as follows:
 - a. If the Permittee will use chemical precipitation to achieve the limit, the effluent limitation shall be 1.0 mg/L on a monthly average basis, effective 10 years after the effective date of this permit unless the Agency approves and reissues or modifies the permit to include an alternate phosphorus reduction program pursuant to paragraph c or d below that is fully implemented within 10 years of the effective date of this permit.
 - b. If the Permittee will primarily use biological phosphorus removal to achieve the limit, the effluent limitation shall be 1.0 mg/L monthly average to be effective 11 years after the effective date of this permit unless the Agency approves and reissues or modifies the permit to include an alternate phosphorus reduction program pursuant to paragraph c or d below that is fully implemented within 11 years of the effective date of this permit.
 - c. The Agency may modify this permit if the DRSCW has developed and implemented a trading program for POTWs in the DRSCW watersheds, providing for reallocation of allowed phosphorus loadings between two or more POTWs in the DRSCW watersheds, that delivers the same results of overall watershed phosphorus point-source reduction and loading anticipated from the uniform application of the applicable 1.0 mg/L monthly average effluent limitation among the POTW permits in the DRSCW watersheds and removes DO and offensive condition impairments and meet the applicable dissolved oxygen criteria in 35 IL Adm. Code 302.206 and the narrative offensive aquatic algae criteria in 35 IL Adm. Code 302.203.
 - d. The Agency may modify this permit if the DRSCW has demonstrated and implemented an alternate means of reducing watershed phosphorus loading to a comparable result within the timeframe of the schedule of this condition and removes DO and offensive condition impairments and meet the applicable dissolved oxygen criteria in 35 IL Adm. Code 302.206 and the narrative offensive aquatic algae criteria in 35 IL Adm. Code 302.203.
9. The Permittee shall monitor the wastewater effluent, consistent with the monitoring requirements on Page 2 of this permit, for total phosphorus, dissolved phosphorus, nitrate/nitrite, total Kjeldahl nitrogen (TKN), ammonia, total nitrogen (calculated), alkalinity and temperature at least once a month. The Permittee shall monitor the wastewater influent for total phosphorus and total nitrogen at least once a month. The results shall be submitted on NetDMRs to the Agency unless otherwise specified by the Agency.
10. The Permittee shall submit a Nutrient Implementation Plan (NIP) for the DRSCW watersheds that identifies phosphorus input reductions by point source discharges, non-point source discharges and other measures necessary to remove DO and offensive condition impairments and meet the applicable dissolved oxygen criteria in 35 IL Adm. Code 302.206 and the narrative offensive aquatic algae criteria in 35 IL Adm. Code 302.203. The NIP shall also include a schedule for implementation of the phosphorus input reductions and other measures. The Permittee may work cooperatively with the DRSCW to prepare a single NIP that is common among DRSCW permittees. The NIP shall be submitted to the Agency by December 31, 2023.

	DuPage River Salt Creek Workgroup		TABLE 12	
	Cost Savings of Proposed Project Assessments over Phosphorus Removal O&M Costs by DRSCW Member Agency			
	February 16, 2015			
DRSCW Member:	Bartlett			
	Baseline - No DRSCW Program		Eight Year DRSCW Funding Program	
	O&M	Project	O&M	Project
<u>Year</u>	<u>Costs</u>	<u>Assessments</u>	<u>Costs</u>	<u>Assessments</u>
2015	\$0	\$0	\$0	\$21,108
2016	0	0	0	21,741
2017	0	0	0	35,567
2018	\$196,537	0	0	36,634
2019	202,434	0	0	60,730
2020	208,505	0	0	62,552
2021	214,764	0	0	64,429
2022	221,212	0	0	66,361
2023	227,847	0	0	0
2024	234,684	0	0	0
2025	241,722	0	0	0
2026	248,976	0	\$248,976	0
2027	256,444	0	256,444	0
2028	264,140	0	264,140	0
2029	272,065	0	272,065	0
Subtotals	\$2,789,329	\$0	\$1,041,625	\$369,122
Total Cost				\$1,410,747
Cost Savings				\$1,378,583
	Annual Dues and Assessments by Year			
				Total
	Annual	Project	Dues &	
	<u>Dues</u>	<u>Assessments</u>	<u>Assessments</u>	
FY 14-15	\$7,185	\$0	\$7,185	
FY 15-16	\$9,081	\$21,108	\$30,189	
FY 16-17	9,354	21,741	31,095	
FY 17-18	9,635	35,567	45,202	
FY 18-19	9,924	36,634	46,558	
FY 19-20	10,221	60,730	70,951	
FY 20-21	10,528	62,552	73,080	
FY 21-22	10,844	64,429	75,273	
FY 22-23	11,169	66,361	77,530	
Eight Year Totals	\$80,756	\$369,122	\$449,878	