



Village of Bartlett
Plan Commission Meeting Minutes
October 11, 2018

J. Lemberg called the meeting to order at 7:03 pm.

Roll Call

Present: J. Lemberg, J. Miaso, J. Allen, J. Kallas, M. Hopkins, A. Hopkins, T. Ridenour and D. Negele

Absent:

Also Present: R. Grill, Acting CD Director, A. Zubko, Village Planner

Approval of Minutes

A motion was made to approve the minutes of the July 12, 2018 meeting.

Motioned by: J. Kallas

Seconded by: D. Negele

Roll Call

Ayes: J. Lemberg, J. Miaso, J. Allen, J. Kallas, M. Hopkins, D. Negele and A. Hopkins

Abstain: T. Ridenour

Nays: None

The motion carried.



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(#18-17) Express Carwash

Site Plan Review

Special Use Permit for a carwash

PUBLIC HEARING

Exhibit A - Picture of Sign

Exhibit B - Mail Affidavit

Exhibit C - Notification of Public Hearing Notice in Newspaper

Petitioner: Dan & Shawn Andre, Car Wash Pro Designers (CWPD); Nick Spallone and Attorney: Alan Jacob.

A. Zubko stated the Petitioner is requesting a Site Plan Review and Special Use Permit for a carwash to be located on a 2.88 acre parcel at 1255 W. Lake Street located along the south side of Lake Street, 800 feet east of Naperville Road. The carwash would include a tunnel wash with accompanying vacuums.

The proposed 5,500 square foot building will primarily consist of brick veneer with accented limestone veneer at the north and south ends of the building, along the lower portion of the building and vacuum area as well as the columns on the east and west facades. Metal roofing would be incorporated over the vacuum area and the north and south towers. The tallest portions of the building will be 33'-5" due to the two towers on the carwash; however, the average height of the carwash would be 19'-6", meeting the Zoning Code requirement of 25'. Rooftop mechanicals will be located behind the parapet walls and screened on all four sides. Windows would be incorporated along both the east and west elevations to provide a clear view through the building while vehicles are accessing the tunnel wash. The vacuum metal canopies will be 14'-0", meeting the Zoning Code requirement of 25'.

The Petitioner has requested one curb cut along Lake Street for access to the carwash within close proximity to the location of the existing driveway. (Lake Street is under the jurisdiction of Illinois Department of Transportation (IDOT) and the Petitioner has been in contact with IDOT regarding this access.)

Internal circulation on the site would primarily consist of a one-way clockwise vehicular pattern with all vehicles queuing at the pay stations and entering the building along the south side. Vehicles would travel through the tunnel wash and exit the building from the north side. Vehicles would then either exit the site via Lake Street or turn right to enter the vacuum area.

The Petitioner has designed the carwash to have the dryer portion of the tunnel furthest away from the residential uses to the south. The vacuums, located east of the building, would contain no motors, but would operate from a central vacuum system. This central vacuum mechanical unit, located adjacent to the trash enclosure would be located 227' from the nearest resident and contain a silencer unit. This enclosure would be screened on all four sides. It would architecturally match the building and vacuum canopies with the incorporation of a metal roof.

The Zoning Ordinance requires the number of stacking spaces provided to be "equal in number to 5 times the maximum capacity of the automobile laundry for each wash rack, plus 1 parking space for each 2 employees." A total of 25 stacking spaces would be required to meet the Zoning Ordinance. The Site Plan identifies a total of 57 stacking spaces. The Site Plan also includes 31 vacuum parking stalls, including 2 handicapped accessible parking stalls and 5 parking stalls dedicated for employees. This plan would exceed the Zoning Ordinance requirements.



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A six (6) foot high wood fence would be installed along the south property line along with landscaping that would provide a buffer between this use and the adjacent residential subdivision to the south.

General hours of operation for the carwash would be from 7:00 a.m. until 9:00 p.m. Monday through Saturday and 7:00 a.m. until 7:00 p.m. on Sunday. Three (3) employees would generally be on-site and the carwash would always have an employee available while it is open. The Petitioner anticipates peak hours to be between 7 p.m. - 9 p.m. with a maximum of 80 cars/hour.

The Staff recommends approval of the Petitioner's requests subject to the following conditions and Findings of Fact.

Alan Jacob, 950 Milwaukee Avenue, Suite 329, Glen View, IL, and Attorney for **Dan & Shawn Andre** were sworn in by **J. Lemberg**.

A. Jacob stated there was a memo issued in September, 2018 that suggested a six foot fence be installed on the south end of the property to create a buffer from this property and the adjacent property. **A. Jacob** spoke to the owner of the adjacent property, and realized that that there would only be one foot between the two fences which would make it difficult for maintenance. Therefore the petitioners are willing to plant additional evergreens to block any headlights traveling south towards adjacent properties. This seems to be the only point of contention by the adjacent property owner. Will this fence be a requirement by the Commission or will it be just buffer for lighting and sound. **A. Zubko** stated it is a requirement from the Landscape Ordinance. The only way not to put in a fences to request a variance by the Zoning Board of Appeals public hearing process. **J. Lemberg** asked if the carwash would be touchless/brushless and if the water will be recycled. **A. Jacob** stated the carwash will be brushless. **Nick Spallone** with Carwash Pro Designers stated they used an eco-friendly design that uses 15 gallons of water per vehicle versus an ordinary 70 gallons per vehicle. Recycling the water would only end up at the tail end of the wash which would be the rinse cycle which only uses 5 gallons. Putting in a system like that for 5 gallons does not make sense. **J. Lemberg** stated the plan labeled C4 shows the layout of the cars going east, have you thought of having it reversed going on the west side instead of the east side. **N. Spallone** stated yes they did however it would've been ideal to have a left turn in the drive-through; however, having a right turn in would've blocked the view of seeing the site going east. Typically their facilities are opposite but because they are so far away from the church and up against the RV area, people passing the facility would not see the carwash until after the fact. **J. Lemberg** stated a typical passenger car is 19 feet long and pickup trucks and vans are much longer has this been taken into consideration. **Joel Mathai** with Terra Consulting Group stated this is the typical size of a car and the standard size of the stacking plans that are done. **J. Lemberg** stated when cars exit there is only enough space for 1 car, what will happen when a car can't decide which way to go, will the machine stop. **N. Spallone** stated the apron is equipped with an automatic shut off so if someone remains on the apron it will shut off. **J. Lemberg** stated there seems to be a problem with cars coming into the driveway from Lake Street and then crossing over in front of the cars coming out of the carwash. The traffic on Lake Street is 40-45 mph. **N. Spallone** stated there is a 30 second delay between each vehicle exiting the wash. If there were a situation such as bumper to bumper with someone exiting the wash and someone coming in off of Lake Street passing in front of the drive path to go to the vacuums or stack, again the crash pad would kick into play where everything would stop, with a 30 second pause between vehicles. **J. Lemberg** asked what is the distance is between Lake Street and the exit of the car wash. **N. Spallone** stated about 100 feet. **J. Lemberg** again asked if he doesn't see a traffic problem in this area, **N. Spallone** replied no he doesn't. There could be 3 cars lined up comfortably it wouldn't interfere with traffic on Lake Street. A signal sign at the exit of the wash saying stop for traffic may work. **J. Lemberg** stated if this plan was on the east side of the street there wouldn't be a traffic concern. **N. Spallone** stated the reason for using the apron is because that's the one that exists. They would be open to repositioning the apron but that could be time consuming because it involves IDOT. Ideally they want the traffic pattern to be



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smooth as well. Again, they would be open to a yield sign at the exit of the wash as well as moving the apron to the center of the lot. However IDOT is notorious for an 8 month wait on almost everything.

N. Spallone stated he built a car wash on North Avenue in Villa Park that is only 35 feet from the exit of the wash, cars are always stacked and there is never any congestion.

J. Lemberg asked if anyone on the commission had any questions or comments. **M. Hopkins** stated with a 30 second gap between cars, at peak operating hours, is there any idea of the frequency cars can merge into traffic onto Lake Street? **N. Spallone** stated currently the lot has a house with a 12 ft. wide driveway. On a Friday night at rush hour he was able to back out into traffic without a problem. There is a light up the street that gives a little pause. **M. Hopkins** asked if this project still needed IDOT approval for the right-in/right-out or whether it will need a median or a pork chop along with approval by engineers. **N. Spallone** stated yes an impact study as well using KLOA. There is currently a designated turn lane that will allow people to wait and not be in oncoming traffic. **T. Ridenour** asked what the typical flow was using the vacuum first or the wash. **N. Spallone** stated 50/50. **A. Hopkins** asked what the sound decibel for the vacuums? **N. Spallone** stated the central vacuums are housed in "equipment rooms" located in the building, and another in the garbage carrel which will be roofed and encased in masonry which will make the vacuums zero decibels outside the units. **A. Hopkins** stated if someone is standing on the edge of the property line they won't hear the vacuums at all? **N. Spallone** stated no. The road itself has 65-75 decibels just from the traffic, the entrance to the building is 65 decibels from one meter. At 20 feet out its 50, 40 feet out its 42 decibels, 80 feet out its 34 decibels, 165 feet out its 26 decibels. This means, 30 decibels is a totally quiet night in the desert, 26-18 decibels is a pin drop from 1 centimeter away. Trees blowing will be louder than the noise from this building. The closest neighbor's property line is 227 feet. The area near the employee parking will have more trees planted to block sound and lighting which was requested by the neighbors closest to that area.

The Public Hearing portion of the meeting was open to the Public.

Matthew McGregor 647 Sierra Court stated he had some concerns. One was with the 2 fences being a foot apart because it would cause maintenance problems. M. McGregor was fine with the evergreen trees in place of the fence and the evergreens that will be planted near the employee parking area to block the noise and light. All of his concerns have been addressed. **A. Zubko** stated she can work with the petitioner about other options such as berms instead of a fence on fence.

Terry Witt 471 S. Western Avenue stated his concerns are with the traffic on Lake Street and the horrific crashes because of the speed limit. Perhaps the Village should suggest to IDOT that the speed limit be lowered and the timing of red lights be adjusted. Riding a bicycle in that area is dangerous and slowing the traffic could possibly prevent some horrible accidents.

Sean Bransky 1201 W. Lake Street owner of Barrington Motors Sales RV is requesting a required fence be installed between the two properties. He believes the fence would act as a sound buffer while he shows clients high-end vehicles as they may be distracted by the music, subwoofers and lights from the carwash.

Matthew McGregor asked that the car wash add signs to lower music.

N. Spallone stated when the Carwash was designed it was suggested the vacuums and refuse structure be put in the front; however, the reason it's in the rear is to act as a deflector in the event someone has loud music. There will be staff present to ensure policies are followed.

The Public Hearing portion of the meeting was closed.



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J. Lemberg asked if anyone has any other comments or questions.

J. Kallas stated he really liked the look the building and layout. Also, he would rather see evergreens in the rear near the residences than a fence on fence. It will help with maintenance of the existing fence and will look more aesthetically pleasing. **R. Grill** stated this would be a variance request and would have to be voted on by the Zoning Board of Appeals. Staff will work with the Petitioner and work out a landscape screen that everyone will be happy with while meeting the requirements of the Landscape Ordinance.

M. Hopkins asked if a condition will need to be made to approve with the appropriate evergreens or with a fence so the project can move ahead or would we happy with any outcome. **R. Grill** stated the fence cannot be eliminated at this meeting, however you can approve it as is, or approve it with a condition that Staff meets with the Petitioner to revise their plan to another alternative that meets the Landscape Ordinance. **M. Hopkins** stated he wanted to make sure the Petitioners were recognized for their efforts as the building is gorgeous, very considerate of the neighbors with sound, layout and buffering.

J. Lemberg stated under the Staff's recommendation for the following conditions H3: 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, and he had real concerns with this.

J. Lemberg asked if there were no other questions or comments is there a motion to approve the Petitioner's requests subject to the conditions and Findings of Fact? **J. Kallas** asked about adding the condition **R. Grill** talked about earlier. **A. Hopkins** made a motion with the condition that Staff meets with the Petitioner to revise their plan to another alternative that meets the Village Landscape Ordinance.

Motioned by: A. Hopkins
Seconded by: J. Kallas

Roll Call

Ayes: J. Miaso, J. Allen, J. Kallas, M. Hopkins, D. Negele & A. Hopkins
Nays: None

The motion carried.

R. Grill addressed **S. Bransky** request for a fence between the two properties. **R. Grill** stated since the two properties are Commercial Uses the Landscape Ordinance states a fence is not required.



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(#18-20) Moretti's Wine Club

Special Use Permit to sell package liquor (wine)

Public Hearing

Exhibit A - Picture of Sign

Exhibit B - Mail Affidavit

Exhibit C - Notification of Public Hearing in Newspaper

The Petitioner is requesting a **Special Use Permit** to sell package liquor (wine) to their patrons at their existing location.

The Petitioner is proposing to start a Wine Club similar to the Cooper's Hawk Wine Club in which there is a membership to receive bottles of wine each month and also to host wine tastings.

The 22,900 square foot establishment would offer wine tastings at the bar located behind the hostess stand. The package wine would also be allowed at the restaurant tables and booths for consumption.

Parking for Moretti's and Lucky Star consists of 442 parking spaces with an overflow parking lot located at the south end of the property. This use would not require any additional parking spaces.

The current hours of operation are staying as is. Moretti's will be required to get a Class G liquor license which will be a condition upon their special use permit if it is approved.

The Staff recommends approval of the Petitioner's request subject to the following conditions and Findings of Fact.

Petitioner **James Earley**, 2330 Hammond Drive, Schaumburg was sworn in by **J. Lemberg**.

J. Earley stated this will hopefully be the seventh Village approval, with Mt. Prospect and Rosemont still in the works. **J. Earley** stated the wine will be upgraded but not at an upgraded price. He was able to get into a collaboration with Southern Wine & Spirits and they know how much Cooper's Hawk house wine has taken away from them so they are going to help subsidize Moretti's wine club. Moretti's will get wine that is rated 80 to 100 from Wine Spectator for \$15 a month for three tastings. The servers will have special training on the wines and regions. They have had great response so far. **J. Earley** stated he did join a wine tasting at Cooper's Hawk to get the feel and ended up having dinner. This will be exactly like Cooper's Hawk wine club and has worked closely with them by networking through the Illinois Restaurant Association. **J. Earley** stated he is more knowledgeable about wine than he ever has. He is very excited about the support he is getting from the world's largest wine distributor, getting close outs on great expensive wines at a reasonable price. They would rather sell the wine to Moretti's than to sell it to Binny's. Moretti's will also have Wine Ambassadors with samples of wines for tasting. They will be attending classes on a monthly basis to learn about the new wine offered each month. **M. Hopkins** stated he has been on this Board for over 23 years and this is the most enthusiastic presentation he has ever heard. **J. Earley**, thanked M. Hopkins and stated Moretti's will be donating 3 month wine memberships to charities in town.

J. Lemberg asked if any members of the Commission had any other comments or questions. **T. Ridenour** stated he is familiar with the bar behind the entrance station and asked if that area will be strictly for the Wine Club. **J. Earley** stated no, there will be a designated area with a sign above for wine tasting, just like Cooper's Hawk. Most people will do the tasting at their table and order ½ price appetizers to go with it.

D. Negele asked if you need to be 21 to enter that area. **J. Earley** stated yes you will, nothing will change other than taking the bar stools away from that section of the bar.



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The Public Hearing portion of the meeting was open to the Public. No one came forward.

The Public Hearing portion of the meeting was closed.

J. Lemberg then asked for a motion to approve the Petitioner's request subject to the conditions and Findings of Fact.

**Motioned by: J. Miaso
Seconded by: J. Kallas**

Roll Call

**Ayes: J. Allen, J. Kallas, M. Hopkins, D. Negele, A. Hopkins & J. Miaso,
Nays: None**

The motion carried.



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Old Business/ New Business

A. Hopkins stated at the last meeting in July, with one of the items we put a condition with the motion. We passed it based on that condition, otherwise he would have changed his vote. This Commission gave a positive recommendation to the Village Board based on this condition. It was brought to **A. Hopkins** attention that **condition** was taken out and changed. He was not sure what happened at the Village from there, but wants to ensure the conditions that are made are clearer. If conditions are changed, **A. Hopkins** felt this may be something that should come back to the Plan Commission for reconsideration. If the Plan Commission doesn't give a positive recommendation the Board would have to have a super majority vote. Or, a statement if that condition is taken out, he would think the Village Board would still have to have super majority vote because the condition was removed. **A. Hopkins** stated this is not something that needed an answer, he just wanted to ensure when a condition is put in, it is followed through unless the Board changes it, which they have the power to do.

R Grill stated **T. Witt** would like to speak.

T. Witt, 471 S. Western Avenue, stated in July he attended the Chicago Metropolitan Agency for Planning open house, in August, the Village Board meeting, last week, Bike & Run Committee meeting, Monday, Economic Development Commission meeting, tonight Plan Commission meeting. **T. Witt** stated if you don't have vision to plan, no project will be very successful. He feels Bartlett is on the verge of becoming a mecca of new businesses. Bartlett sits in the middle of 4 regional bicycle trails but there is 1 gap that is between Rt. 59 and the State Park, 1.99 miles, which would cost 3.1 million dollars to build. Downtown Wheaton is where three trails meet getting 190,000 visits a year. **T. Witt** feels if the trail between Rt. 59 and the State Park were to be completed it would bring in more business to Bartlett. His two requests are: #1 - Bike & Run Committee get a community town hall to get a Bike Plan and Bike Map. # 2 – Ask the Village Board to set aside \$50,000 out of the Brewster Creek TIF to build the Brewster Creek Trail and insist that the County of DuPage builds it, the Forest Preserve and the State to contribute to it. **T. Witt** also wanted to remind everyone to sign the petition; 'Build the Brewster Creek Trail to the State Park in Bartlett, IL' at Change.org.

J. Lemberg then asked for a motion to adjourn.

Motioned by: D. Negele

Seconded by: J. Kallas

All in favor.

The meeting was adjourned at 8:18P.M.