VILLAGE OF BARTLETT
PLAN COMMISSION
AGENDA

BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
March 14, 2019
7:00 P.M.

I. Roll Call

II. Approval of the February 14, 2019 meeting minutes

III. **(#18-24) Stearns and Munger**
Preliminary/Final Plat of Resubdivision,
Rezoning from the OR (Office Research) and SR-5 (Suburban Residence) Zoning Districts to I-2 EDA (General Industry Economic Development Area) Zoning District,
Site Plan Review for Lots 1 and 2,
Special Use Permit to fill two (2) wetlands
PUBLIC HEARING

IV. **(#19-04) Streets of Bartlett**
Third Site Plan/PUD Amendment
Special Use Permits:
a) Package liquor sales,
b) Serving alcohol, including wine tastings,
c) Recreation and amusement establishments,
d) Live entertainment,
e) Banquet hall facility,
f) Outdoor seating, and
g) Pet daycare (kennel)
PUBLIC HEARING

V. Old Business/New Business

VI. Adjournment

Village of Bartlett
Plan Commission Meeting Minutes
February 14, 2019

J. Lemberg called the meeting to order at 7:00 pm.

Roll Call

Present: J. Lemberg, J. Miaso, J. Allen, M. Hopkins, A. Hopkins, D. Negele and D. Gunsteen
Absent: T. Ridenour, J. Kallas
Also Present: A. Zubko, Village Planner

Approval of Minutes

A motion was made to approve the minutes of the December 13, 2018 meeting.

Motioned by: A. Hopkins
Seconded by J. Miaso

Roll Call

Ayes: J. Lemberg, J. Miaso, J. Allen, M. Hopkins and A. Hopkins
Abstain: D. Negele, D. Gunsteen
Nays: None
The motion carried.

J. Lemberg introduced the newest Committee member, **Dan Gunsteen.**

D. Gunsteen stated he served for a year and half on the EDC Board. He was glad to be on the Plan Commission since he has a background in development and construction. Bartlett has seen a lot of growth in the last several years and believes he will bring a lot to this Board in both his knowledge in construction and development. **D. Gunsteen** stated he has sat on both sides of these meetings and he knows what the petitioner is looking for, and now what the Village is looking for. All successful businesses have to have a little give and take when they approach the Boards. He stated he was very excited to be here and thanked Mayor Wallace for this appointment.

(#18-22) Moureau's Crest View Addition to Bartlett
Preliminary/Final Plat of Subdivision of Lot 72

Petitioner: Ahmed Motiwala

A. Zubko stated this property is located at the northwest corner of Chase Avenue & North Avenue. The property is zoned SR-4 which is Suburban Residence District. The Petitioner is requesting a Preliminary/Final Plat of Resubdivision for Lot 72 of the Moureau's Crest View Addition to Bartlett. The 13,878 square foot (0.318 acre) vacant parcel would be resubdivided to create two single family lots.

Lot 1 consisting of 6,100 square feet and Lot 2 consisting of 7,700 square feet would both meet the minimum lot standards for the SR-4 Zoning District; including the 60 ft. minimum lot width and the 6,000 sq. ft. minimum lot size requirements. Lot 1 would have access off of E. North Avenue and Lot 2 would have access off North Chase Avenue.

The Preliminary/Final Plat of Resubdivision includes public utility and drainage easements along all property lines in accordance with the Subdivision Ordinance.

Since the subject property is less than 3 acres, no detention is required for this subdivision. As required in the Subdivision Ordinance, the Petitioner will plant parkway trees along the existing rights-of-way spaced not less than forty feet (40') nor more than sixty feet (60') apart. This will be installed once the homes are actually built.

There are existing concrete sidewalks along North Chase Avenue and E. North Avenue that are currently deteriorating. As part of the subdivision requirements, these sidewalks will be removed and replaced by the petitioner.

The Petitioner is also requesting two variations:
a) A 4 foot reduction from the required 45 foot rear yard on Lot 1; and
b) A 9 foot reduction from the required 45 foot rear yard on Lot 2.

The Variations will be discussed by the Zoning Board of Appeals at their meeting on March 7, 2019.

The Engineering Plans are currently being reviewed.

New addresses will be assigned to each of the lots if the subdivision is approved.

The Staff recommends approval of the petitioner's request subject to the following conditions:

Staff approval of the Engineering Plans;

A public improvements completion agreement (PICA) must be submitted and approved by the Village Board; and

Building permits shall be required for all construction activities.

J. Lemberg asked the Petitioner if there was anything he wanted to add to **A. Zubko's** comments. **Mr. Motiwala** stated no.

J. Lemberg asked **A. Zubko** about the detention and storm water comments in the packet that states to "meet the DuPage County Stormwater Ordinance regulations". **J. Lemberg** stated that this property is in Cook County. **A. Zubko** replied yes, all of Bartlett as a whole, follows the DuPage County Stormwater Ordinance regulations, no matter what county you are in. This is so the whole Village follows the same regulations. **J. Lemberg** asked if Bartlett doesn't like Cook County Codes. **A. Zubko** stated she didn't believe Cook County has any codes.

J. Lemberg asked if anyone on the Commission had any other comments or questions. **A. Hopkins** asked for some clarification regarding the house that is already built on the corner of Marion, if they wanted to build a fence in their back yard, wouldn't they need a variance because it's a corner lot. **A. Zubko** stated they would still need to meet the setback regulations, so it could only be 25 feet off of North Ave. The only issue would be if they wanted a four foot fence closer to North Avenue.

J. Lemberg asked if anyone on the Commission had any other comments or questions. **J. Allen** stated the minimum size lot is 6000 sq. ft., this looks like they will be very close to their neighbor on Chase. **A. Zubko** stated that property owner actually owned this lot. **J. Miaso** asked **Mr. Motiwala** the proposed value of the homes being built. **Mr. Motiwala** stated the house value will be around $300,000. **D. Negele** asked if the homes will be single or two story houses with basements. **Mr. Motiwala** stated without basements.

J. Lemberg then asked for a motion to approve the Petitioner's request for the Preliminary/Final Plat of Subdivision of Lot 72, subject to the conditions.

Motioned by: J. Miaso
Seconded by: D. Negele

Roll Call

Ayes: J. Allen, D. Negele, M. Hopkins, A. Hopkins, J. Miaso, J. Lemberg and D. Gunsteen
Nayes: None

The motion carried.

Old Business/ New Business

All members of the Plan Commission welcomed **Dan Gunsteen** to the Board.

A. Zubko stated there will be a meeting in March with two items to discuss.

J. Lemberg then asked for a motion to adjourn.

Motioned by: D. Negele
Seconded by: J. Miaso

All in favor.

The meeting was adjourned at 7:11P.M.

COMMUNITY DEVELOPMENT MEMORANDUM
19-25

DATE: March 8, 2019

TO: The Chairman and Members of the Plan Commission

FROM: Kristy Stone, Assistant Planner

RE: **(#18-24) Stearns and Munger Subdivision**

PETITIONER

Aaron Martell on behalf of Logistics Property Company

SUBJECT SITE

Northeast corner of Stearns and Munger Roads

REQUESTS

Preliminary/Final Plat of Subdivision,
Rezoning from the OR (Office Research) and SR-5 (Suburban Residence) Zoning Districts to I-2 EDA (General Industry Economic Development Area) Zoning District,
Site Plan Review for Lots 1 and 2,
Special Use Permit to fill two (2) wetlands

SURROUNDING LAND USES

	Land Use	Comprehensive Plan	Zoning
Subject Site	**Vacant**	**Office/Business Park**	**OR & SR-5**
North	Industrial	Mixed Use Business Park	I-2 EDA
South	Open Space	Open Space	ER-2 & R-3*
East	Residential & Open Space	Suburban Residential & Open Space	SR-2 PUD
West	Industrial	Mixed Use Business Park	I-2 EDA

**Unincorporated DuPage County*

ZONING HISTORY

Through the Staff's research and as shown on the Village's Annexation Map, this parcel was annexed into the Village in 1966 by Ordinance 1966-13 and was automatically zoned R-1 Single Family upon annexation. Ordinance 67-18 rezoned the entire property to the M-Manufacturing Zoning District. During the comprehensive rezoning of the Village in

1978, the property was rezoned to the OR Office Research and SR-5 Suburban Residence (Multi-Family) Zoning District.

DISCUSSION

1. The Petitioner is requesting a **Preliminary/Final Plat of Subdivision** to subdivide the 27.8 acre site at the northeast corner of Stearns and Munger Road into three lots. Lot 1 (11.8 acres) and Lot 2 (11.7 acres) would each include a 207,000 square foot warehouse building with Lot 3 (4.3 acres) proposed for detention.

2. The Petitioner is requesting to **rezone** the property from the OR (Office Research) and SR-5 (Suburban Residential) Zoning Districts to the I-2 EDA (General Industry Economic Development Area) Zoning District. This rezoning request is consistent with the Future Land Use Map and the West Bartlett Road Corridor Plan which designates these parcels as Mixed Use Business Park.

3. The Petitioner is also requesting a **Site Plan Review** for Lots 1 and 2. The proposed 207,000 square foot warehouse buildings, located on each lot, would be oriented towards Stearns Road, with two (2) office areas (4,900 sq. ft. and 4,617 sq. ft.) proposed within each building.

4. The proposed buildings would be painted gray with blue accents and constructed with pre-cast concrete wall panels. The maximum building height would be 41' 2", meeting the Zoning Code requirement of 45'. The buildings will be mirror images of each other.

5. The Site Plans depict passenger vehicular parking along the south and west property lines for Lot 1 and the south and east property lines for Lot 2. Loading docks for both lots would be located along the north property line. Two (2) drive in doors and 28 exterior loading docks are shown for each of the proposed buildings.

6. Two curb cuts are proposed along Stearns Road and one curb cut is proposed on Munger Road that would provide access to the sites. The eastern curb cut on Stearns Road would be a right-in/right-out for passenger vehicles only. The western curb cut on Stearns Road will provide full access for both passenger vehicles and trucks and the curb cut on Munger Road will be a right-in, right-out and left-out for both passenger vehicles and trucks. Both Munger and Stearns Roads are under the jurisdiction of the DuPage County Highway Department. At this time, Staff has not received comments from DuPage County. No curb cuts are proposed on Lynnfield Lane. The proposed curb cut on Munger Road is approximately 460 feet north of the Stearns Road intersection. The full access curb cut on Stearns Rd is approximately 760 feet east of Munger Rd. The right-

in/right out curb cut on Stearns Road is approximately 280 feet west of Lynnfield Lane and 660 feet east of the proposed full access point.

7. Retaining walls are proposed along the north property line. These walls would have a maximum height of eight (8) feet. The properties to the north of this site are lower in elevation and have an approximately 10-foot high berm between the foundation of the existing buildings to the property line shared with this site.

8. Cross-access easements are shown on the Plat of Subdivision to allow trucks to access both sites from the Munger Road and the western Stearns Road curb cuts as well as to allow all vehicles access between the sites.

9. The Site Plan for Lot 1 identifies a total of 222 parking spaces, including seven (7) handicapped accessible spaces. The Zoning Ordinance requires 234 parking spaces. The petitioner is requesting a Variation to reduce the required number of parking spaces for Lot 1 from 234 to 222 (12 spaces).

   (The Variation request was discussed by the Zoning Board of Appeals at their meeting on March 7, 2019 and was recommended for approval.)

10. The Site Plan for Lot 2 identifies a total of 246 parking spaces, including seven (7) handicapped accessible spaces which exceeds the Zoning Ordinance requirement of 234 parking spaces. Turn-around spaces are provided for the easternmost parking lot.

11. The total amount of parking (468 spaces) provided on the two sites meets the Zoning Ordinance requirement of 468 spaces. A shared parking agreement will be recorded between Lots 1 and 2.

12. The Petitioner is also requesting a **Special Use Permit** to fill a 0.02-acre wetland and a 0.05-acre wetland on the site. Both wetlands are considered isolated and are currently being reviewed by our Wetland Consultant and DuPage County.

13. A modification from the Subdivision Ordinance is also being requested to waive the requirement of installing sidewalks along Munger Road and Lynnfield Lane. However, the petitioner has agreed to install an off-street 10' wide bike path in the Stearns Road right-of-way that would connect to the existing bike path segment at the Munger Road intersection to the west and the existing sidewalk east of this property.

14. Lot 3 would consist of a native vegetated wetland bottom detention basin. The Stormwater Management Report and Engineering Plans are currently being reviewed by the Village Engineer and Stormwater Consultant.

15. The revised Traffic Impact Analysis was submitted on February 4, 2019. The proposed roadway improvements include opening the existing median on

Munger Road to allow left turn movements out of the site, prohibiting left turns onto Munger Road during weekday peak hours and adding an eastbound left turn lane at the western full access point on Stearns Road. The Village's Traffic Engineer reviewed the plans and the documentation provided adequately addressed any comments pertaining to traffic, parking and on-site circulation.

16. The Landscape, Photometric and Engineering Plans are currently under Staff Review.

RECOMMENDATION

1. The Staff recommends **approval** of the Petitioner's requests subject to the following conditions and Findings of Fact:
   - A. Building permits shall be required for all construction activities;
   - B. Staff approval of the Landscape and Photometric Plans;
   - C. Village Engineer approval of the Engineering and Stormwater Plans;
   - D. A Public Improvements Completion Agreement (PICA) must be submitted and approved by the Village Board;
   - E. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to Community Development for review and approval by the Village Arborist and a bond posted in the approved amount for its future installation;
   - F. Landscaping must be installed within one year of the issuance of a building permit;
   - G. A shared parking agreement shall be submitted for review and approval. This agreement shall be recorded;
   - H. DuPage County Highway Department approval of all curbcuts, roadway improvements including striping on Stearns Rd and restricted movements on Munger Rd;
   - I. Approval by DuPage County relative to the wetlands;
   - J. Signage shall be reviews and approved separately by the Community Development Department in accordance with the Sign Ordinance;
   - K. Findings of Fact (Site Plan):
     - i. That the proposed industrial buildings are permitted uses in the I-2 EDA Zoning District;
     - ii. That the proposed buildings, 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.

L. Findings of Fact (Special Use Permit-wetlands)

i. That the granting of the Special Use is in harmony with the general purpose and intent of this Ordinance, and will not be injurious to the neighborhood, detrimental to the public welfare, or in conflict with the Village's Comprehensive Plan and Official Map for development;

ii. That the granting of the Special Use will not:
   a. Diminish the value of land and building in its neighborhood;
   b. Increase the potential for flood damages to adjacent property;
   c. Incur additional public expenses for flood protection, rescue or relief;
   d. Increase the hazard from other dangers to said property
   e. Otherwise impair the public health, safety, comfort or general welfare of the inhabitants of the Village, nor will it otherwise create a nuisance.

iii. The Special Use shall meet any additional criteria outlined in Ordinance 88-7, the Village of Bartlett Floodplain and Wetland Ordinance.

Background information is attached for your review and consideration.

kms/attachments

x:\comdev\mem2019\025_stearns munger_pc.docx

LOGISTICS PROPERTY CO

1 N. Wacker
Suite 1925
Chicago, IL 60606

December 21, 2018

Village of Bartlett President
Village of Bartlett Board of Trustees
228 S. Main Street
Bartlett, IL 60103

Dear Village of Bartlett President and Village of Bartlett Board of Trustees:

Logistics Property Company has entered into a contract to purchase the property located on the 27.87 acres at the northeast corner of Munger and Stearns Road (commonly referred to as the Cronin Parcel). We are requesting the property be rezoned from OR (Office/Research District) and SR-5 (Suburban Residence – Multiple Family – Low Density) to I-2 EDA (General Industry Economic Development Area District).

The proposed development consists of two (2) 207,000 square foot industrial/logistics facilities along with surface parking lots. We request that you approve the development application as submitted for the proposed development.

Please feel free to reach out to us with any questions you have regarding the development application.

Sincerely,

Logistics Property Company, LLC

Aaron Martell

Aaron Martell
Executive Vice President

VILLAGE OF BARTLETT
DEVELOPMENT APPLICATION

For Office Use Only
Case # #2018-24

RECEIVED
COMMUNITY DEVELOPMENT
DEC 21 2018
VILLAGE OF BARTLETT

PROJECT NAME Stearns and Munger

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Logistics Property Company

Street Address: One North Wacker Drive, Suite 1925

City, State: Chicago, IL **Zip Code:** 60606

Email Address: [redacted] **Phone Number:** [redacted]

Preferred Method to be contacted: Email

PROPERTY OWNER INFORMATION

Name: Jana Cronin/Bank Trust #239

Street Address: 516 Renn Ct.

City, State: Wheaton, IL. **Zip Code:** 60184

Phone Number: [redacted]

OWNER'S SIGNATURE: See attached Letter **Date:** _____
(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

ACTION REQUESTED (Please check all that apply)

___ Annexation
___ PUD (preliminary)
___ PUD (final)
___ Subdivision (preliminary)
___ Subdivision (final)
X Site Plan (please describe use: commercial, industrial, square footage): Two 207,000 SF office/warehouse buildings with truck docks and parking.
___ Unified Business Center Sign Plan
___ Other (please describe) _____

___ Text Amendment
X Rezoning OR to I-2 EDA
X Special Use for: wetland
X Variation: reduce parking

SIGN PLAN REQUIRED? No

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

PROPERTY INFORMATION

Common Address/General Location of Property: NEC of Stearns Rd. and Munger Rd.

Property Index Number ("Tax PIN"/"Parcel ID"): _____

Zoning: Existing: OR (Refer to Official Zoning Map)
Proposed: I-2 EDA

Land Use: Existing: Vacant
Proposed: Mixed Use Business

Comprehensive Plan Designation for this Property: Mixed use Business Park (Refer to Future Land Use Map)

Acreage: 27.87

For PUD's and Subdivisions:

No. of Lots/Units: _____

Minimum Lot: Area _____ Width _____ Depth _____

Average Lot: Area _____ Width _____ Depth _____

APPLICANT'S EXPERTS **(If applicable, including name, address, phone and email)**

Attorney _____

Engineer V3 Companies, Ltd.
7325 Janes Ave. Woodridge, IL 60517
(630) 724-9200

Other Harris Architects, Inc. - Kasey Kluxdal
4801 Emerson Ave. Suite 210 Palatine, IL 60067
[redacted]

FINDINGS OF FACT FOR SITE PLANS

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

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

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

   Yes, the proposed warehouse/office buildings are a permitted use in the district in which the property is located as shown on the future land use map.

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

   The applicant will provide high quality buildings, with attractive architecture and landscaping. The accesses, off-street parking, lighting, landscaping, and site drainage have been designed to meet all applicable codes.

3. The vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well.

   The ingress and egress to and from the site will provide for the safe, efficient, and convenient movement of traffic.

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

   The site plan provides for the safe movement of pedestrians within the site consistent with the adjacent industrial properties within the Brewster Creek Business Park. Pedestrian movement within the site is separated from truck traffic.

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

   The landscape plan is in compliance with "Chapter 10-11A, Landscape Requirements", and is consistent with the adjacent industrial properties within the Brewster Creek Business Park. The pond will be a native vegetated wetland bottom basin.

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

   All outdoor storage areas are screened to conform to the Ordinance.

FINDINGS OF FACT FOR SPECIAL USES

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

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

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

   The special use is related to the filling of the wetland. The wetland area is being permitted by DuPage County in accordance with the ordinance. The proposed warehouse/office buildings are a use consistent with the surrounding area and the adjacent Brewster Creek Business Park.

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

   The proposed use will not be detrimental as the reason for the special use is in relation to the wetland. The wetland area is being permitted by DuPage County in accordance with the ordinance.

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

   The special use for filling the wetland will conform to all regulations and conditions.

FINDINGS OF FACT FOR VARIATIONS

Both the Zoning Board of Appeals and the Village Board must decide if the requested variation is in harmony with the general purpose and intent of the Zoning Ordinance and if there is a practical difficulty or hardship in carrying out the strict letter of the regulations of the Zoning Ordinance.

The Zoning Board of Appeals 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 ZBA and Village Board to review.**)

1. That the particular physical surroundings, shape or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.

   The site has approximately 10' of fall from the Munger entrance to the Stearns entrance. This creates grading challenges for the site based upon the large warehouse building use. However additional parking has been provided on lot 2 to allow for the entire site to meet the requirement.

2. That conditions upon which the petition for a variation is based are unique to the property for which the variation is sought and are not applicable, generally, to other property within the same zoning classifications.

   Additional parking has been provided on lot 2 to allow the entire site to meet the parking requirements.

3. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

   We have chosen to build all the stalls in an effort to meet code instead of land banking the additional stalls on Lot 2. A parking agreement will be prepared to ensure both lots have sufficient parking.

4. That the alleged difficulty or hardship is caused by the provisions of this Title and has not been created by any person presently having an interest in the property.

   The parking requirements for the I-2 EDA zoning district set forth by the provisions of this Title are the cause of the alleged difficulty.

5. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhoods in which the property is located.

   The granting of the requested parking variation will not be detrimental to the public welfare nor will it be injurous to other property or improvments in neighboring area. The overall site meets the parking requirements and a parking agreement will be in place to ensure enough parking is available.

6. That the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.

   The proposed parking variation will have no negative impacts on any of the above listed items.

7. That the granting of the variance requested will not confer on the applicant any special privilege that is denied by the provisions of this Title to other lands, structures or buildings in the same district.

   The granting of the proposed parking variance will not confer the application any special privilege that is denied by the provisions of this Title to other lands, structures, or buildings in the same district.

ACKNOWLEDGEMENT

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

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

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

SIGNATURE OF PETITIONER: Aaron Martell

PRINT NAME: AARON MARTELL

DATE: 2/14/19

REIMBURSEMENT OF CONSULTANT FEES AGREEMENT

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

NAME OF PERSON TO BE BILLED: Aaron Martell

ADDRESS: One North Wacker Drive st 1925
Chicago IL 60606

PHONE NUMBER: 708-667-6908

EMAIL:

SIGNATURE: Aaron Martell

DATE: 2/14/19

PROPERTY OWNER REPRESENTATION FORM

November 13, 2018

I, the undersigned, being a beneficiary and agent for all beneficiaries of that certain Trust dated December 30, 1968 and known as Trust Number 239 (with Republic Bank of Chicago as trustee), being the owner of the property described in Exhibit "A" attached hereto and made a part hereof for all purposes, do hereby authorize Logistics Property Company, LLC, a Delaware limited liability company, to act in my behalf before the Village of Bartlett, Illinois for the purpose of considering and processing the zoning change on said property.

REPUBLIC BANK OF CHICAGO, as trustee of a trust dated December 30, 1968 and known as Trust Number 239

Jana Cronin

Jana Cronin
Beneficiary and Agent for all Beneficiaries

Street Address: 516 Renn Court
Wheaton, IL 60187

Phone Number: 630-336-8886

Subscribed and sworn to before me this 13th day of November, 2018.

James W. Reed

Notary Public

My Commission Expires: 9/20/2022

OFFICIAL SEAL
James W. Reed
Notary Public, State of Illinois
My Commission Expires 09/20/2022

RECEIVED
COMMUNITY DEVELOPMENT
DEC 21 2018
VILLAGE OF
BARTLETT

ZONING/LOCATION MAP

PIN: 01-04-307-024

Case #18-24 - Rezoning, Prelim/Final Sub, Site Plan, Special Use and Variation

PRELIMINARY / FINAL PLAT OF SUBDIVISION OF

Stearns & Munger

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 40 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

Tax Parcel Number

01-04-307-024

GRAPHIC SCALE

1" = 80'

ASSUMED MERIDIAN

BASIS OF BEARINGS

ASSUMED THE SOUTH LINE OF BREWSTER CREEK BUSINESS PARK UNIT 2 SUBDIVISION TO BE: N 86° 50' 00" E

AREA

LOT 1	514,042 SQ. FT.	11.8008 ACRES
LOT 2	510,521 SQ. FT.	11.7200 ACRES
LOT 3	189,567 SQ. FT.	4.3518 ACRES
TOTAL	1,214,130 SQ. FT.	27.8726 ACRES

VICINITY MAP
NOT TO SCALE

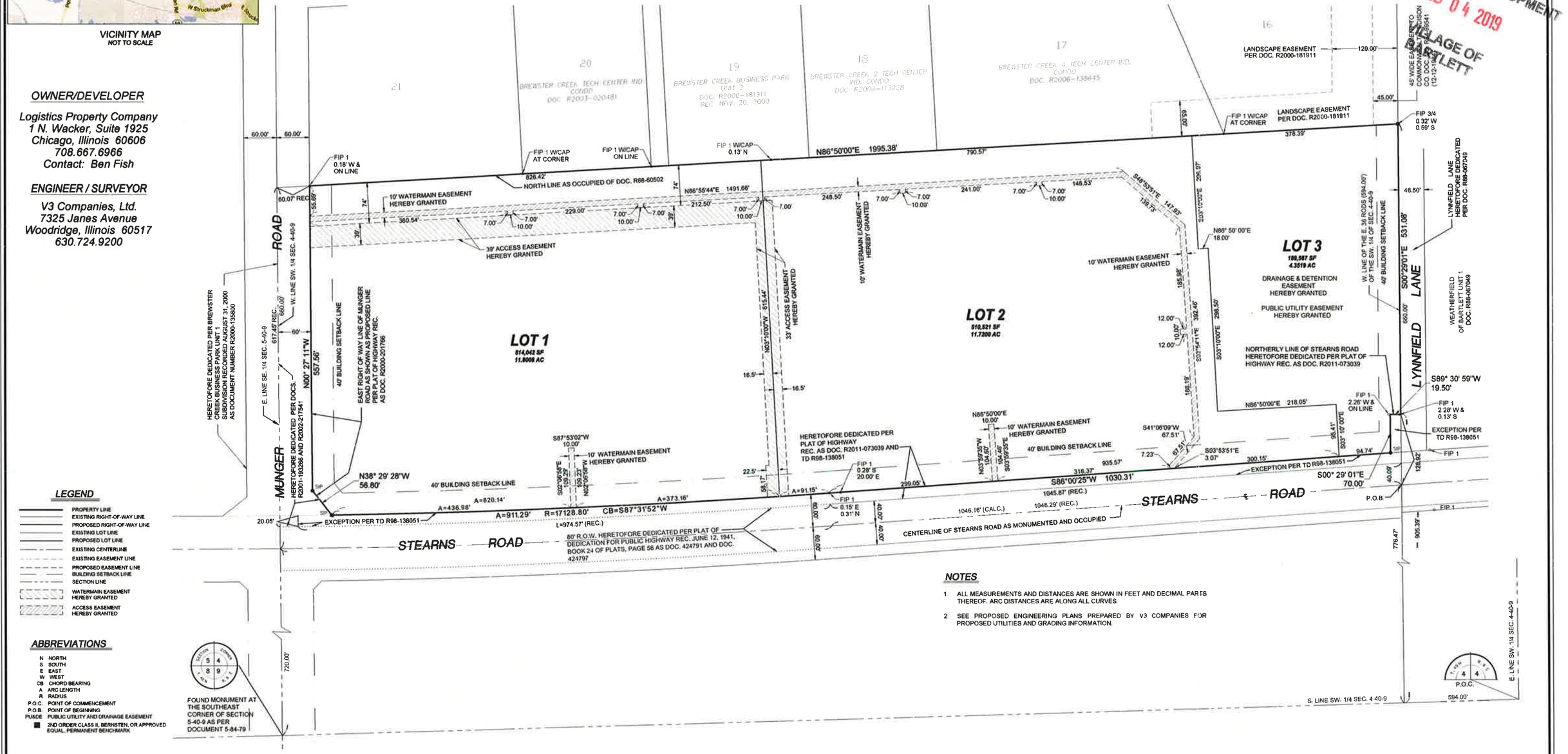
OWNER/DEVELOPER

Logistics Property Company
1 N. Wacker, Suite 1925
Chicago, Illinois 60606
708.667.6966
Contact: Ben Fish

ENGINEER / SURVEYOR

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630.724.9200

RECEIVED
COMMUNITY DEVELOPMENT
FEB 04 2019
VILLAGE OF BARTLETT



LEGEND

- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EXISTING CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- WATERMAIN EASEMENT HEREBY GRANTED
- ACCESS EASEMENT HEREBY GRANTED

ABBREVIATIONS

N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
PUE&DE	PUBLIC UTILITY AND DRAINAGE EASEMENT
■	2ND ORDER CLASS II, BERNSTEN, OR APPROVED EQUAL, PERMANENT BENCHMARK

NOTES

1. ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. ARC DISTANCES ARE ALONG ALL CURVES.
2. SEE PROPOSED ENGINEERING PLANS PREPARED BY V3 COMPANIES FOR PROPOSED UTILITIES AND GRADING INFORMATION.

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Logistics Property Company
1 N. Wacker, Suite 1925
Chicago, Illinois 60606
708.667.6966

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1.	01-30-19	REVISED PER VILLAGE REVIEW			

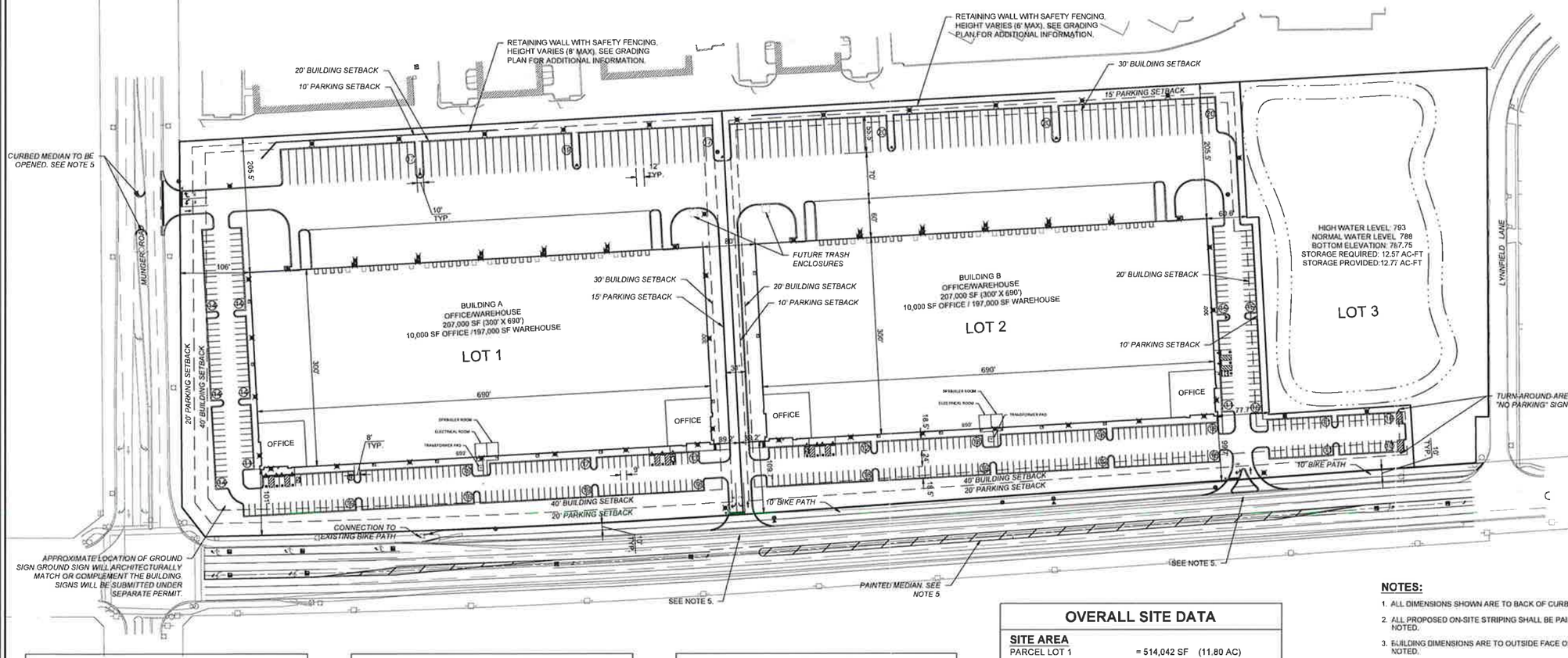
PRELIMINARY / FINAL PLAT OF SUBDIVISION

Stearns & Munger- Bartlett, IL

Project No: 18205
Group No: VP04.1

DRAFTING COMPLETED: 12/18/18
FIELD WORK COMPLETED: N/A
DRAWN BY: SPK, MLP
CHECKED BY: CDB
PROJECT MANAGER: CDB
SCALE: 1" = 80'

SHEET NO. 1 of 2



LOT 1 DATA

SITE AREA

PARCEL LOT 1	= 514,042 SF (11.80 AC)
BUILDING 'A' AREA	= 207,000 SF
FLOOR TO AREA RATIO	= 0.40

LANDSCAPE

15% OPEN SPACE REQUIRED	= 77,101 SF
OPEN SPACE PROVIDED	= 108,464 SF (21%)

PARKING REQUIRED

WAREHOUSE: 1 SPACE PER 1,000 SF	= 197
OFFICE: 1 SPACE PER 275 SF	= 37
TOTAL SPACES	= 234

PARKING PROVIDED

STANDARD SPACES	= 215
ACCESSIBLE SPACES	= 7
TOTAL SPACES	= 222
TRAILER SPACES	= 53

LOT 2 DATA

SITE AREA

PARCEL LOT 2	= 510,521 SF (11.72 AC)
BUILDING 'A' AREA	= 207,000 SF
FLOOR TO AREA RATIO	= 0.41

LANDSCAPE

15% OPEN SPACE REQUIRED	= 76,578 SF
OPEN SPACE PROVIDED	= 86,957 SF (17%)

PARKING REQUIRED

WAREHOUSE: 1 SPACE PER 1,000 SF	= 197
OFFICE: 1 SPACE PER 275 SF	= 37
TOTAL SPACES	= 234

PARKING PROVIDED

STANDARD SPACES	= 239
ACCESSIBLE SPACES	= 7
TOTAL SPACES	= 246
TRAILER SPACES	= 60

LOT 3 DATA

SITE AREA

PARCEL LOT 3	= 189, 567 SF (4.35 AC)

OVERALL SITE DATA

SITE AREA

PARCEL LOT 1	= 514,042 SF (11.80 AC)
PARCEL LOT 2	= 510,521 SF (11.72 AC)
PARCEL LOT 3	= 189, 567 SF (4.35 AC)
TOTAL AREA	= 1,213,130 SF (27.87 AC)
BUILDING AREA	= 414,000
FLOOR TO AREA RATIO	= 0.34

LANDSCAPE

15% OPEN SPACE REQUIRED	= 182,103 SF
OPEN SPACE PROVIDED	= 257,280 SF (21%)

PARKING REQUIRED

WAREHOUSE: 1 SPACE PER 1,000 SF	= 394
OFFICE: 1 SPACE PER 275 SF	= 74
TOTAL SPACES	= 468

TOTAL PARKING PROVIDED

STANDARD SPACES	= 459
ACCESSIBLE SPACES	= 14
TOTAL SPACES	= 468
TRAILER SPACES	= 113

NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
5. SEE OFFSITE ROADWAY PLANS FOR ADDITIONAL INFORMATION ON STEARNS ROAD WIDENING AND WORK WITHIN THE R.O.W.

GRAPHIC SCALE
80 40 0 80
1" = 80'

REVISIONS

NO.	DATE	DESCRIPTION
1	01/30/19	REVISED PER VILLAGE REVIEW

ORIGINAL ISSUE DATE: DECEMBER 21, 2018

PROJECT NO: 18205
PROJECT MANAGER: BCR
DESIGNED BY: EF
DRAWN BY: DB

OVERALL SITE PLAN

STEARNS AND MUNGER

BARTLETT

ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.vvdo.com

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NOTES:

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PARKING PROVIDED

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ACCESSIBLE SPACES	= 7
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TRAILER SPACES	= 53

BUILDING A
OFFICE/WAREHOUSE
207,000 SF (300' X 690')
10,000 SF OFFICE /197,000 SF WAREHOUSE

LOT 1

MUNGER ROAD

RETAINING WALL WITH SAFETY FENCING. HEIGHT VARIES (8' MAX). SEE GRADING PLAN AND STRUCTURAL PLAN BY OTHERS FOR ADDITIONAL INFORMATION

10' PARKING SETBACK
20' BUILDING SETBACK

STOP SIGN
24" STOP BAR
10' UTILITY EASEMENT
FUTURE TRASH ENCLOSURE
TRUCK DOCKS AND STAIRS. SEE ARCHITECTURAL PLANS (TYP.).
FUTURE TRUCK DOCK (TYP.).
30' BUILDING SETBACK
15' PARKING SETBACK
PROPERTY LINE
5' x 5' LEVEL LANDING
20' PARKING SETBACK
40' BUILDING SETBACK
OFFICE
ACCESSIBLE PARKING SIGN AND STALL (TYP.)
WHEEL STOPS (TYP.)
TRANSFORMER PAD
690'
REVERSE PITCH CURB AND GUTTER (TYP.)
RAMP WITH RAILING TO EXTEND THROUGH STAIRS
ACCESSIBLE PARKING SIGN AND STALL (TYP.)
WHEEL STOPS (TYP.)
STAIRS (BY OTHERS)
CONNECTION TO EXISTING PATH
PROPOSED MULTI-USE BITUMINOUS PATH
CB=S87°31'52"W
A=91.291
R=17128.80'
APPROXIMATE LOCATION OF GROUND SIGN. GROUND SIGN WILL ARCHITECTURALLY MATCH OR COMPLEMENT THE BUILDING. SIGNS WILL BE SUBMITTED UNDER SEPARATE PERMIT.

GRAPHIC SCALE
40 20 0 40
1" = 40'

NO.	DATE	REVISIONS DESCRIPTION
		ORIGINAL ISSUE DATE: DECEMBER 21, 2018

PROJECT NO: 18205
PROJECT MANAGER: BCR
DESIGNED BY: EF
DRAWN BY: DB

SITE PLAN (LOT 1)

STEARNS AND MUNGER

BARTLETT, ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LOT 2 DATA

SITE AREA

PARCEL LOT 2	= 510,521 SF (11.72 AC)
BUILDING 'A' AREA	= 207,000 SF
FLOOR TO AREA RATIO	= 0.41

LANDSCAPE

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PARKING REQUIRED

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RETAINING WALL WITH SAFETY FENCING HEIGHT VARIES (6' MAX). SEE GRADING PLAN AND STRUCTURAL PLAN BY OTHERS FOR ADDITIONAL INFORMATION.

N86° 50' 00"E 1995.38'

15' PARKING SETBACK

30' BUILDING SETBACK

10' UTILITY EASEMENT

HWL 793

NWL 788

HIGH WATER LEVEL: 793
NORMAL WATER LEVEL: 788
BOTTOM ELEVATION: 787.75
STORAGE REQUIRED: 12.57 AC-FT
STORAGE PROVIDED:12.77 AC-FT

LOT 3

S00° 29' 01"E 531.68'

LYNNFIELD LANE

FUTURE TRASH ENCLOSURE

FUTURE TRUCK DOCK (TYP.).

TRUCK DOCKS AND STAIRS. SEE ARCHITECTURAL PLANS (TYP.).

BUILDING B
OFFICE/WAREHOUSE
207,000 SF (300' X 690')
10,000 SF OFFICE / 197,000 SF WAREHOUSE

LOT 2

20' BUILDING SETBACK

10' PARKING SETBACK

ACCESSIBLE PARKING SIGN AND STALL (TYP.)

WHEEL STOPS (TYP.)

RAMP WITH RAILING TO EXTEND THROUGH STAIRS

TRANSFORMER PAD

STAIRS (BY OTHERS)

REVERSE PITCH CURB AND GUTTER (TYP.)

10' UTILITY EASEMENT

40' BUILDING SETBACK

20' PARKING SETBACK

PROPOSED MULTI-USE BITUMINOUS PATH

S86° 00' 25"W 1030.31'

24" STOP BAR

STOP SIGN

CURB CUT

R6' (TYP.)

TURN-AROUND-AREA - "NO PARKING" SIGN

RELOCATE EXISTING STREET SIGN

PROPOSED MULTI-USE BITUMINOUS PATH

GRAPHIC SCALE
1" = 40'

NO.	DATE	REVISIONS DESCRIPTION

ORIGINAL ISSUE DATE: DECEMBER 21, 2018

NO.	DATE	DESCRIPTION

18205 | PROJECT MANAGER: BCR | DESIGNED BY: EF | DRAWN BY: DB

SITE PLAN (LOT 2 & LOT 3)

STEARNS AND MUNGER

BARTLETT, ILLINOIS

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

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CONCEPTUAL ARCHITECTURAL RENDERING
LOOKING WEST AT EAST ELEVAITON OF BUILDING "B"
02-18-2019

BUILDING B
BARTLETT, IL
STEARNS & MUNGER

LOGISTICS PROPERTY CO

HARRIS ARCHITECTS, INC.
WWW.HARRISARCHITECTS.COM 847.303.1155

CONCEPTUAL ARCHITECTURAL RENDERING

12-21-2018

BUILDING A

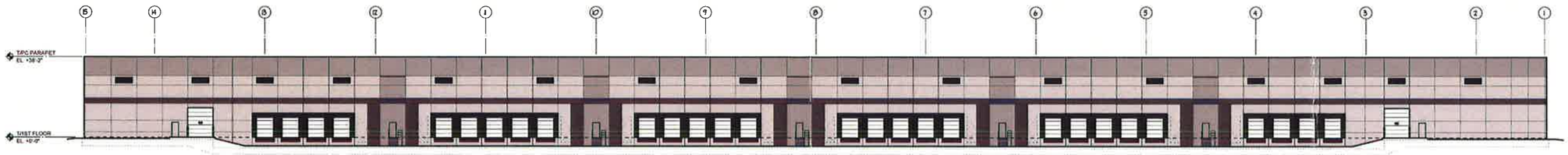
BARTLETT, IL

STEARNS & MUNGER

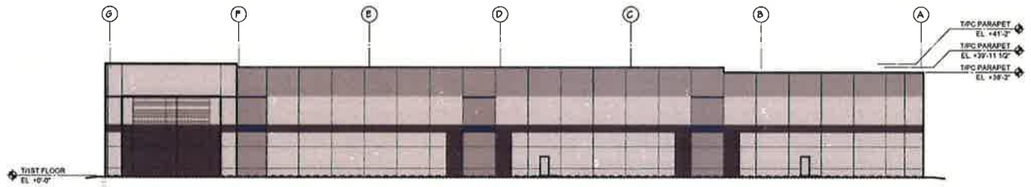
LOGISTICS PROPERTY CO

HARRIS ARCHITECTS, INC.

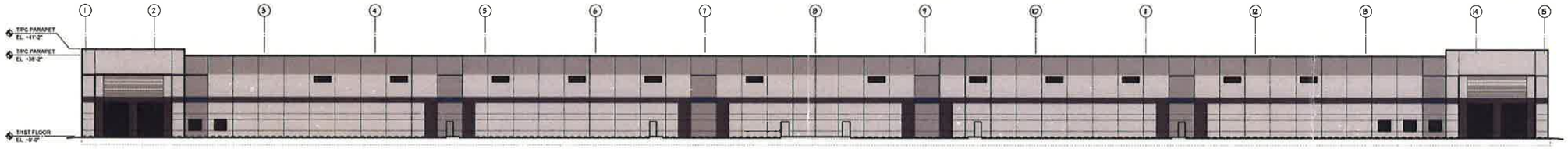
WWW.HARRISARCHITECTS.COM 847.303.1155



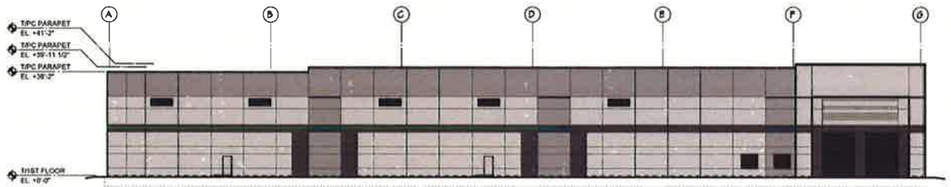
NORTH ELEVATION
SCALE 1" = 20'-0"



EAST ELEVATION
SCALE 1" = 20'-0"



SOUTH ELEVATION
SCALE 1" = 20'-0"



WEST ELEVATION
SCALE 1" = 20'-0"

COLOR AND MATERIAL LEGEND

PRECAST CONCRETE WALL PANELS
- EXTERIOR BASE COLOR SW 7646 "FIRST STAR"
- EXTERIOR ACCENT COLOR 1 SW 7066 "GRAY MATTERS"
- EXTERIOR ACCENT COLOR 2 SW 7674 "PEPPERCORN"
- EXTERIOR ACCENT COLOR 3 SW 7602 "INDIGO BATIK"

FASCIA: PAC-CLAD "CITYSCAPE"

CURTAINWALL SYSTEM: FRAMES - CLEAR ANODIZED ALUMINUM; INSUL. GLASS - GREY TINTED

FURNISHED/CLEAR STOREFRONT/WINDOWS: FRAMES - CLEAR ANODIZED ALUMINUM; INSUL. GLASS - GREY TINTED

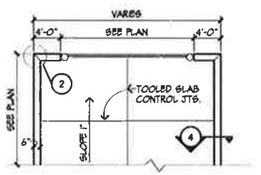
INSUL. MTL. DOORS/FRAMES: FRAME - PAINTED TO MATCH PRECAST; DOOR - PAINTED TO MATCH PRECAST

OVERHEAD DOORS: DRIVE-IN DOORS - PREFINISHED WHITE; DOCK DOORS - PREFINISHED WHITE

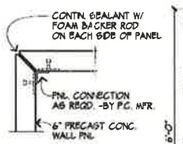
PIPE BOLLARDS: O.S.H.A. SAFETY YELLOW

RECEIVED
COMMUNITY DEVELOPMENT
FEB 04 2019
VILLAGE OF BARTLETT

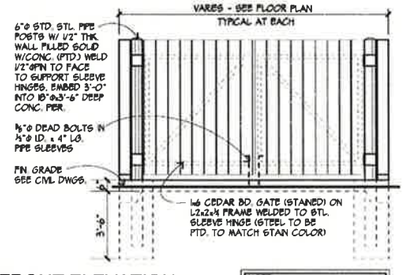
ROOF TOP UNITS:	NOTE:
ALL VISABLE ROOTOP UNITS SHALL BE SCREENED IN ACCORDANCE WITH BUILDING DEPARMENT REQUIREMENTS	EXACT LOCATION OF ROOFTOP UNITS IS NOT DETERMINED AT THIS POINT - TYPICAL AT ALL LOCATIONS.



PLAN - TRASH ENCLOSURE 1
SCALE: 1/4"=1'-0"

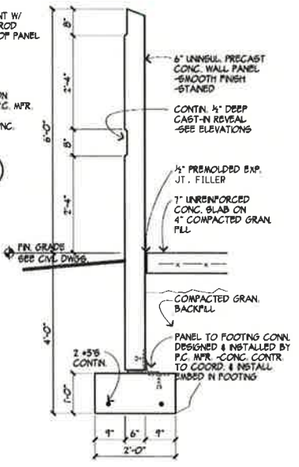


DETAIL 2
SCALE: 3/4"=1'-0"



FRONT ELEVATION TRASH ENCLOSURE 3
SCALE: 1/4" = 1'-0"

NOTE:
ALL EXPOSED CEDAR TO BE STAINED TO MATCH PRECAST- ALL OTHER TO BE PAINTED TO MATCH PRECAST.



SECTION 4
SCALE: 3/4"=1'-0"

LOGISTICS PROPERTY CO

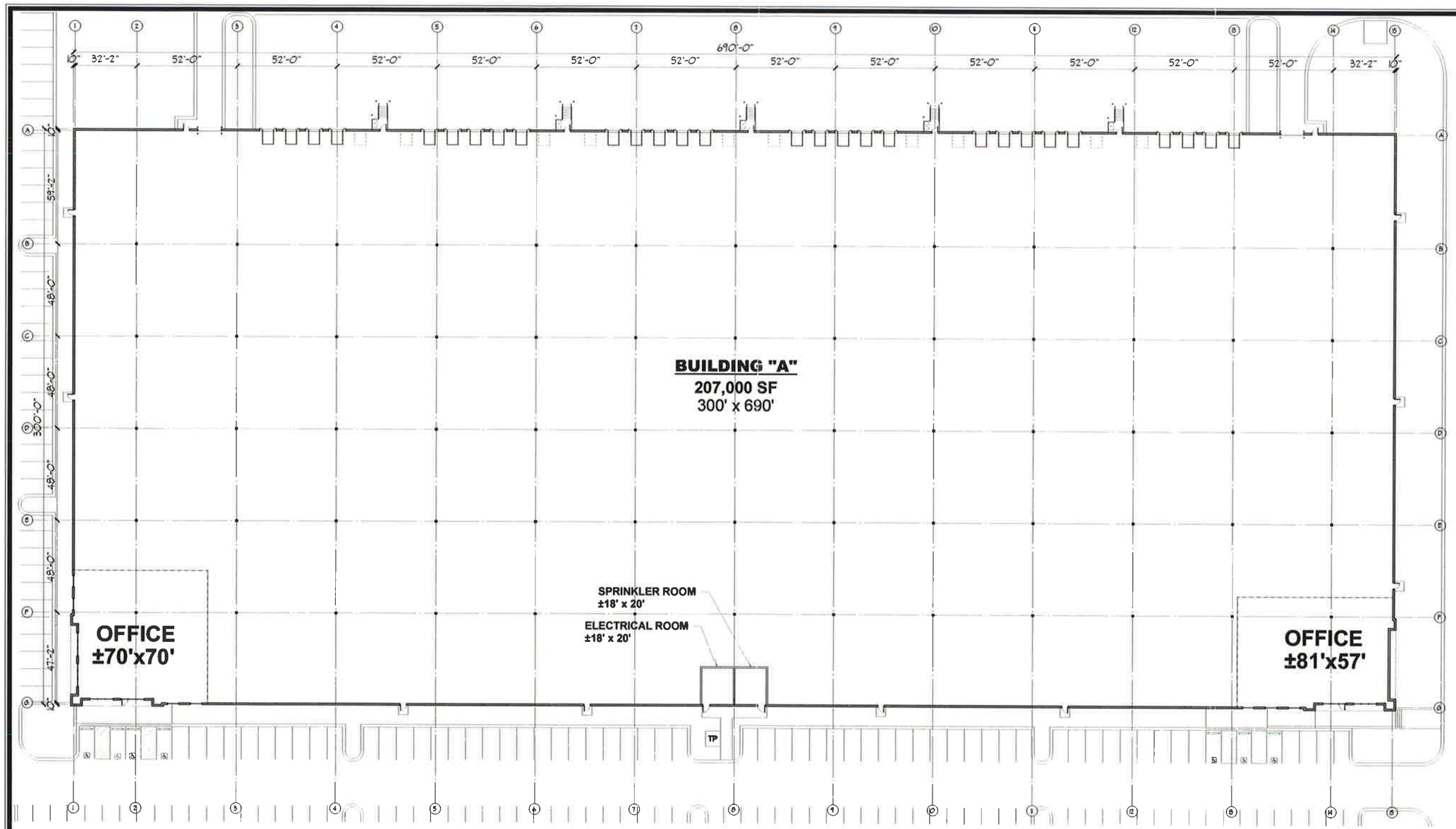
HARRIS ARCHITECTS INC.

NEW OFFICE/WAREHOUSE FACILITY FOR :
STEARNS AND MUNGER BUILDING "A"
BARTLETT, ILLINOIS

12-21-2018 ISSUED FOR VILLAGE REVIEW
01-25-2019 VILLAGE COMMENTS & RESPONSES

PROJECT NO. 218268
DRAWN BY: KBK
DATABASE: 218268.DB

SHEET NO. A1
2 OF 2 SHEETS



BUILDING "A"
OVERALL FLOOR PLAN
SCALE: 1:20

1 A0

NORTH

RECEIVED
COMMUNITY DEVELOPMENT
FEB 04 2019
VILLAGE OF
BARTLETT

LOGISTICS PROPERTY CO

HARRIS ARCHITECTS INC.
4001 EMERSON AVENUE PALATINE, ILLINOIS 60067 PHN 847.303.1155
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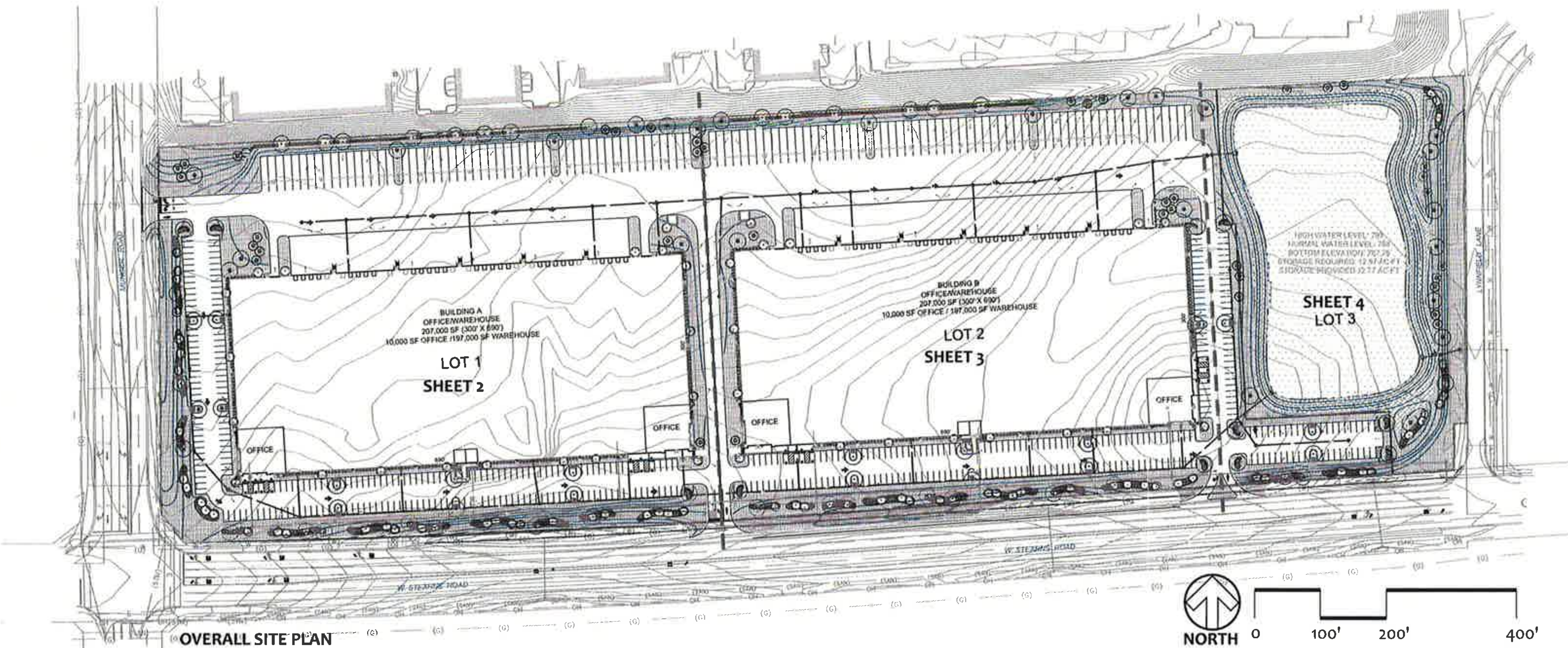
NEW OFFICE/WAREHOUSE FACILITY FOR :
STEARNS AND MUNGER BUILDING "A"
BARTLETT, ILLINOIS

ISSUED FOR VILLAGE REVIEW
VILLAGE COMMENTS & RESPONSES
12-21-2018
01-25-2019

PROJECT NO.
218288
DRAWN BY:
KBK
DATABASE:
218288.DB

SHEET NO.
A0
1 OF 2 SHEETS



OVERALL SITE PLAN

PLANT MATERIAL KEY

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
		SHADE TREES			
AF	19	Acer x freemanii	Autumn Blaze Maple	2 1/2"	
AM	9	Acer miyabe 'Morton'	State Street Maple	2 1/2"	
CO	9	Celtis occidentalis	Common Hackberry	2 1/2"	
GB	9	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	2 1/2"	
GD	6	Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffee Tree	2 1/2"	
GT	8	Gleditsia triacanthos inermis 'Skyline'	Skyline Honeylocust	2 1/2"	
LT	8	Liriodendron tulipifera	Tulip Tree	2 1/2"	
QB	6	Quercus bicolor	Swamp White Oak	2 1/2"	Spring Dig
QC	12	Quercus robar x Q. alba 'Crimschmidt'	Crimson Spire Oak	2 1/2"	Spring Dig
QR	7	Quercus rubra	Red Oak	2 1/2"	Spring Dig
TT	10	Tilia tomentosa 'Sterling'	Sterling Silver Linden	2 1/2"	
UA	7	Ulmus 'Morton'	Accolade Elm	2 1/2"	
		EVERGREEN TREES			
AC	12	Abies concolor	White Fir	6'	
PA	22	Picea abies	Norway Spruce	6'	
PM	11	Pseudotsuga mensizii	Douglas Fir	6'	
PS	5	Pinus strobus	White Pine	6'	
TC	15	Tsuga canadensis	Canadian Hemlock	6'	
TO	8	Thuja occidentalis 'Technii'	Mission Arbotvitae	6'	
		ORNAMENTAL TREES			
AG	13	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	6'	
BN	6	Betula nigra	River Birch	6'	Spring Dig
CM	9	Cornus mas	Corneliencherry Dogwood	6'	
MP	16	Malus 'Prairie Fire'	Prairie Fire Crabapple	6'	
MS	6	Malus 'sargentii'	Sargent Crabapple	2"	
		DECIDUOUS SHRUBS			
AB	181	Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	4'	
RA	28	Rhus aromatica 'Gro-low'	Gro-low Sumac	24"	
RK	78	Rosa 'Pink Double Knockout'	Pink Double Knock Out Roses	24"	
VD	220	Viburnum dentatum 'Blue Muffin'	Blue Muffin Viburnum	4'	
VT	106	Viburnum trilobum	American Cranberrybush Viburnum	4'	
WF	213	Weigel florida 'Red Prince'	Red Prince Weigela	4'	
		EVERGREEN SHRUBS			
JC	80	Juniperus chinensis 'Sea Green'	Sea Green Juniper	3'	
JK	33	Juniperus chinensis 'Kallay'	Kallay Compact Pfitzer Juniper	24"	
		PERENNIALS AND ORNAMENTAL GRASSES			
CK	225	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Reed Grass	1 Gal.	
HS	305	Hemerocallis 'Stella De Oro'	Stella De Oro Daylilies	1 Gal.	
PH	166	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 Gal.	
PV	44	Panicum virgatum 'Northwind'	Northwind Switch Grass	1 Gal.	
SK	203	Sedum 'kamtschaticum'	Russian Stonecrop Sedum	3" pots	
SS	30	Schizachyrium scoparium 'Carousel'	Carousel Little Bluestem	1 Gal.	
		MISCELLANEOUS MATERIALS			
	4.84	Lawn Seed Mix		AC	
	282	Shredded Hardwood Mulch		C.Y.	

For native area mixes and quantities, see Native BMP Planting Plan prepared by V3.

GENERAL NOTES

1. QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES, AND FOR PROVIDING SUFFICIENT MATERIALS TO COMPLETE THE JOB PER PLAN. LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY VARIATION TO QUANTITIES.
2. CONTRACTOR SHALL VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR SHALL AVOID ALL EXISTING UTILITIES, UNDERGROUND AND OVERHEAD WHERE APPLICABLE, AND IS RESPONSIBLE FOR ANY DAMAGE. IF ANY CONFLICTS SHOULD EXIST BETWEEN UTILITIES AND PROPOSED MATERIAL LOCATIONS, FIELD ADJUSTMENTS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND SHALL REPORT TO LANDSCAPE ARCHITECT ANY VARIANCE OR CONDITION WHICH WOULD PREVENT ADHERENCE TO SCHEDULE, PLANS OR SPECIFICATIONS.
4. WORK SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, STATE OF ILLINOIS HORTICULTURAL STANDARDS, AND LOCAL MUNICIPAL REQUIREMENTS.
5. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIAL ON SITE WHETHER STOCK PILED OR INSTALLED IN PLACE.
6. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO INSPECT ALL PLANTED MATERIAL EITHER AT PLACE OF GROWTH OR AT SITE BEFORE PLANTING, FOR COMPLIANCE WITH REQUIREMENTS OF VARIETY, SIZE AND QUALITY.
7. ALL PLANTS SHALL BE INSTALLED PER THE LANDSCAPE PLAN AND SPECIFICATIONS. PLANTINGS NOT FOUND TO BE IN COMPLIANCE SHALL BE REPLANTED CORRECTLY AT NO ADDITIONAL EXPENSE TO THE OWNER.
8. FINE GRADE, FERTILIZE AND SEED ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS AS SHOWN. ALL AREAS SHALL DRAIN COMPLETELY AND SHALL NOT POND OR PUDDLE.
9. WHERE PLANTING BEDS MEET TURF AREAS, THE CONTRACTOR SHALL PROVIDE A CULTIVATED EDGE. MULCH ALL SHRUB BEDS TO THE LINE SHOWN.
10. FOR TREES PLANTED IN TURF AREAS, PROVIDE 3'-0" dia. MULCH RING (REMOVE EXISTING TURF) AT 4" THICK WITH A CULTIVATED EDGE.
11. CONTRACTOR SHALL SECURE AND PAY FOR ALL PERMITS, FEES, AND INSPECTIONS NECESSARY FOR THE PROPER EXECUTION OF THIS WORK AND COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
12. ENSURE ALL TREES ARE 25 FEET FROM LIGHT POLES, 4 FEET FROM DRIVES, 8 FEET FROM HYDRANTS AND 5 FEET FROM MANHOLES.
13. MATERIAL QUALITY AND MEASUREMENT SHOULD CONFORM TO THE MOST RECENT EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK, ANSIZ60 BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
14. ALL SHADE/OVERSTORY TREES SHALL HAVE A 'CENTRAL LEADER'.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN IN ACCORDANCE WITH THE PLAN DESIGN AND MATERIALS QUANTITIES.
16. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING UNDERGROUND UTILITIES, SIDEWALKS, AND OTHER PREVIOUSLY CONSTRUCTED SITE IMPROVEMENTS.
17. TO INSURE VISIBILITY, SHRUBS SHALL NOT EXCEED A MATURE HEIGHT OF THIRTY INCHES (30") ABOVE PAVEMENT ON LANDSCAPE ISLANDS AT THE END OF PARKING ROWS.

EXISTING TREE NOTES

1. FOR EXISTING TREES, SEE TREE INVENTORY EXHIBIT AND TREE SURVEY PREPARED BY V3.
2. NO EXISTING TREES SHALL BE RETAINED AS PART OF THIS DEVELOPMENT.

KROGSTAD
LAND DESIGN LIMITED

FINAL LANDSCAPE PLAN

STEARNS AND MUNGER

BARTLETT, IL

REVISIONS

REV: 1/28/19

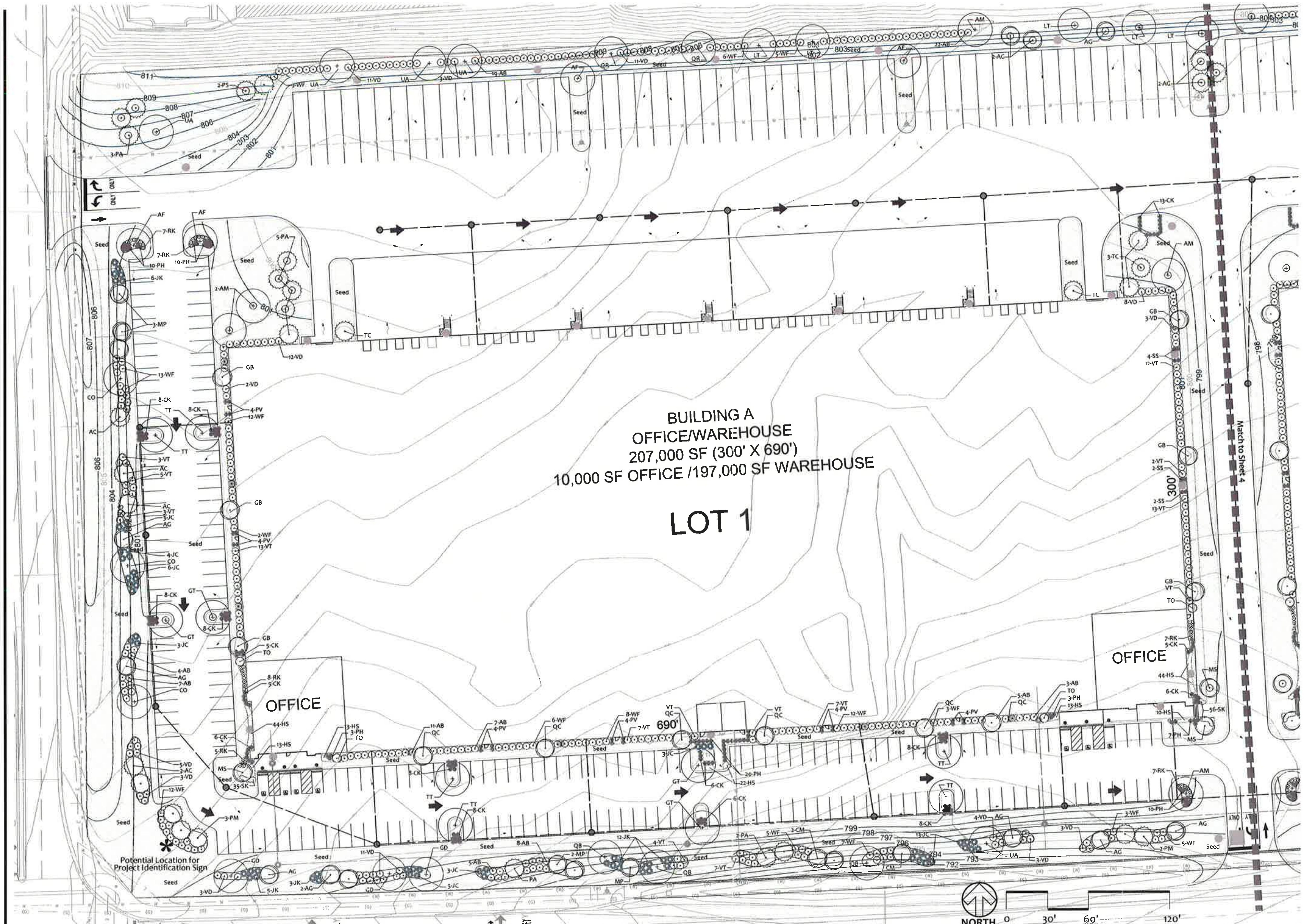
DATE DEC. 21, 2018

PROJECT VVV1801

DRAWN KTK

CHECKED KTK

SHEET NO.



KROGSTAD
LAND DESIGN LIMITED

FINAL LANDSCAPE PLAN
STEARNS AND MUNGER
BARTLETT, IL

REVISIONS	
REV:	1/28/19
DATE	DEC. 21, 2018
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DRAWN	KTK
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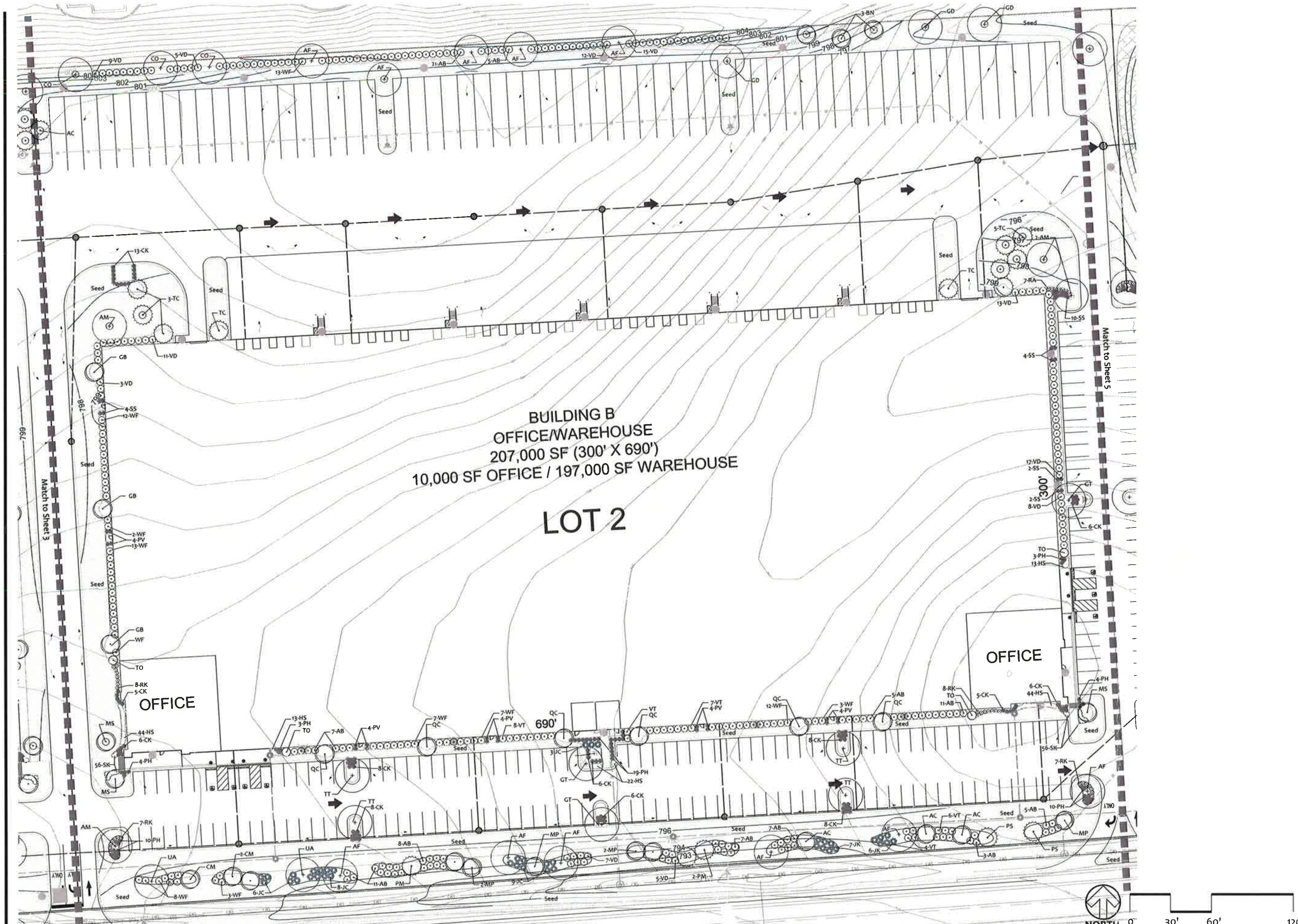

KROGSTAD
LAND DESIGN LIMITED

FINAL LANDSCAPE PLAN
STEARNS AND MUNGER
BARTLETT, IL

REVISIONS	
REV:	1/28/19
DATE	DEC. 21, 2018
PROJECT	VVV1801
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CHECKED	KTK

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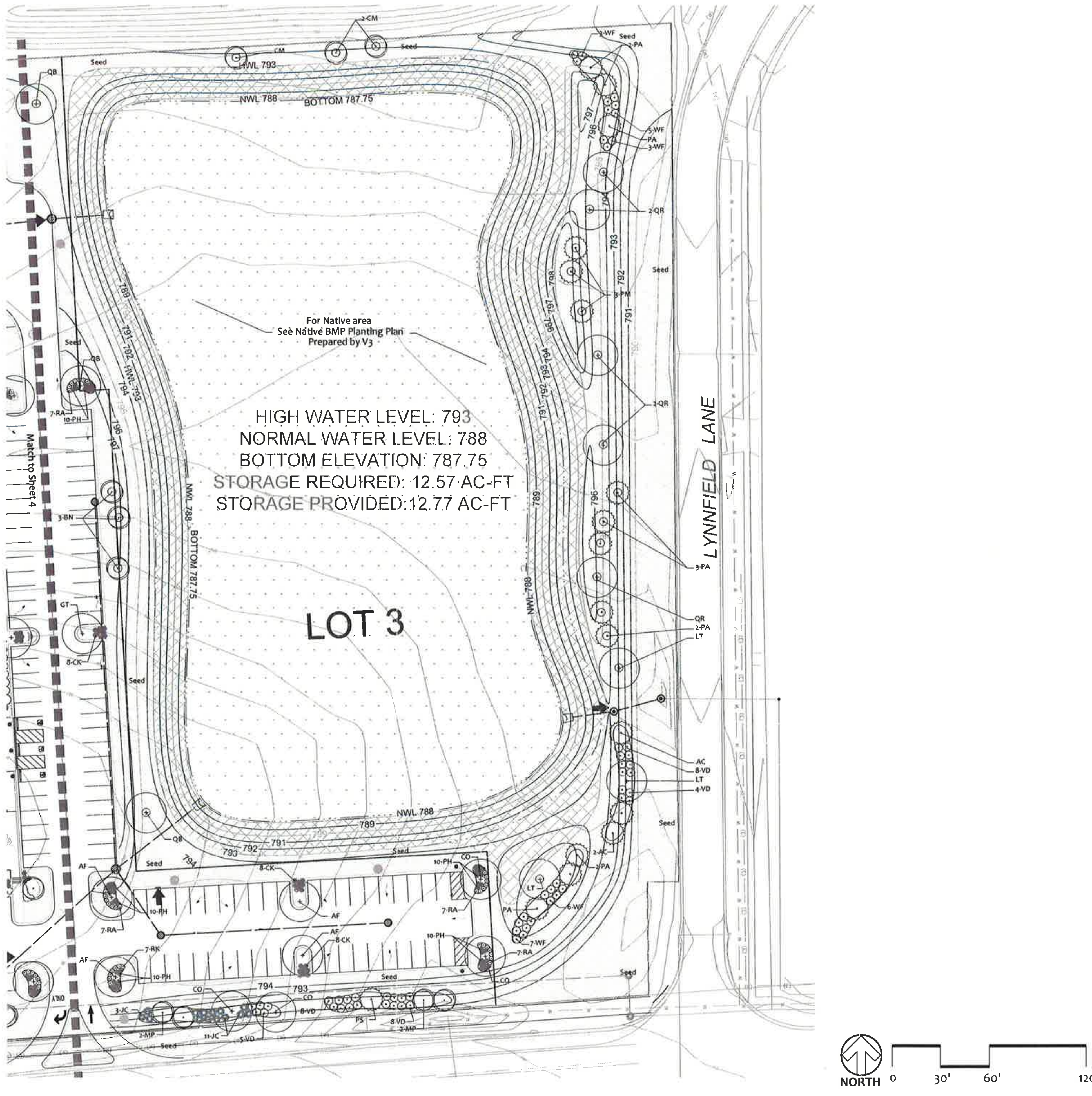
3 of 5



KROGSTAD LAND DESIGN LIMITED

FINAL LANDSCAPE PLAN
STEARNS AND MUNGER
BARTLETT, IL

REVISIONS	
REV:	1/28/19
DATE	DEC. 21, 2018
PROJECT	VVV1801
DRAWN	KTK
CHECKED	KTK

SHEET NO.

V3 Companies, Ltd. 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com Visio, Vertere, Virtute... *"The Vision To Transform With Excellence"*	PROJECT NO.: 18205 CREATED BY: AMM DATE: 07/19/18 SCALE: See Scale Bar	CLIENT: Logistics Property Company 1 N. Wacker, Suite 1940 Chicago, IL 60606 BASE LAYER: DigitalGlobe Aerial Imagery (2017)	SITE: Vacant Land at Northeast Corner of Stearns Road and Munger Road Bartlett, Illinois	TITLE: **WETLAND DELINEATION MAP**	FIGURE: 9

N:\2018\18205\Drawings\ArcGIS\Wetland\Fig9stein18205.mxd

TRAFFIC IMPACT STUDY

REPORT FOR:

LOGISTICS PROPERTY COMPANY

STEARNS ROAD AND MUNGER ROAD
BARTLETT, ILLINOIS

PREPARED BY:

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517

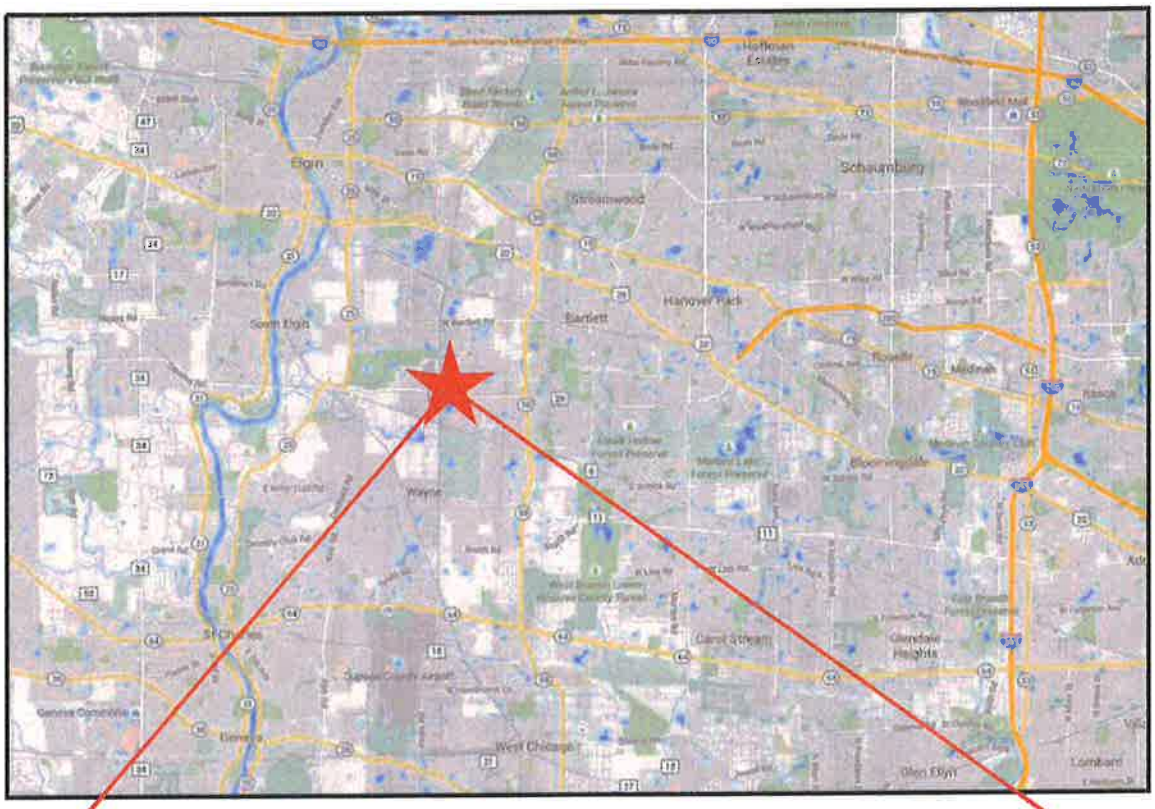
V3 Project No. 18205

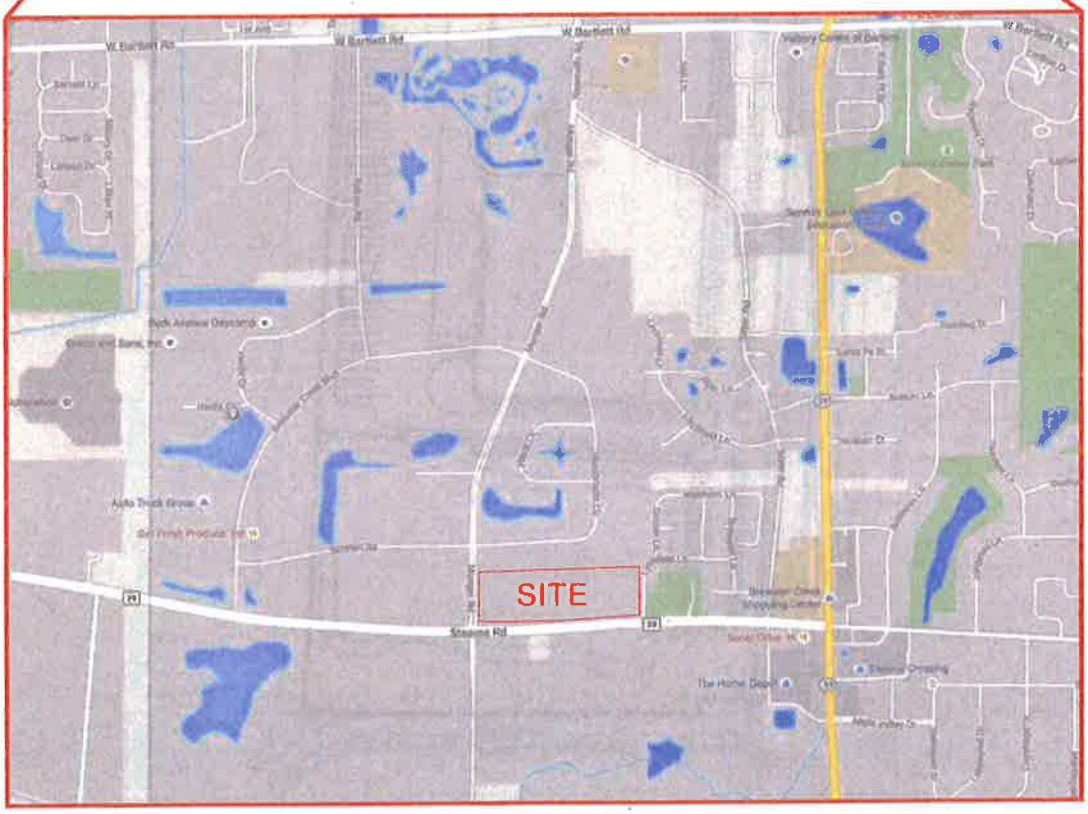
August 20, 2018
Updated February 14, 2019

FIGURES

TABLES

APPENDICES





LOGISTICS PROPERTY CO

FIGURE 1
SITE LOCATION MAP

BARTLETT ILLINOIS

II. PROJECT CONDITIONS

Land Uses

A variety of land uses exist near the project site, including industrial, office, and residential uses. The surrounding land uses are illustrated in Figure 3.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configuration in the study area is illustrated in Figure 4.

Stearns Road (DuPage County Route 29) is a four-lane, east-west principal arterial. The speed limit varies throughout the corridor but is posted as 45 mph in both directions along the development site. The eastbound approach to the signalized intersection with Munger Road consists of one left turn lane, one through lane, and one shared through/right turn lane. The westbound approach consists of a left turn lane, two through lanes, and one right turn lane. Stearns Road is under the jurisdiction of DuPage County DOT, but is designated as a Strategic Regional Arterial (SRA).

Munger Road falls under multiple jurisdictions. Munger Road is under DuPage County DOT jurisdiction north of Stearns Road. This portion of Munger Road is a four lane collector with a raised median and a posted speed limit of 40 mph. The southbound approach to Stearns Road consists of one left turn lane, one through lane and one right turn lane. Both the northbound and southbound approaches to Humbracht Circle/Schiferl Road consist of one left turn lane, one through lane and one shared through/right turn lane. Munger Road is under Bartlett municipal jurisdiction south of Stearns Road. This portion of Munger Road is a two lane local road with a posted speed of 35 mph. The northbound approach to Stearns Road consists of one left turn lane and one shared through/right turn lane.

Humbracht Circle/Schiferl Road is a two lane local collector that serves a number of industrial and office land uses. The name of the street changes at Munger Road, with Humbracht Circle continuing to the east and Schiferl Road continuing to the west. The westbound approach of Humbracht Circle to Munger Road consists of one left turn lane and one shared through/right turn lane. The eastbound approach of Schiferl Road to Munger Road consists of one shared right turn/through/left turn lane.

LEGEND

- EXISTING TRAFFIC SIGNAL
- EXISTING STOP SIGN
- PROPOSED TRAFFIC SIGNAL
- PROPOSED STOP SIGN

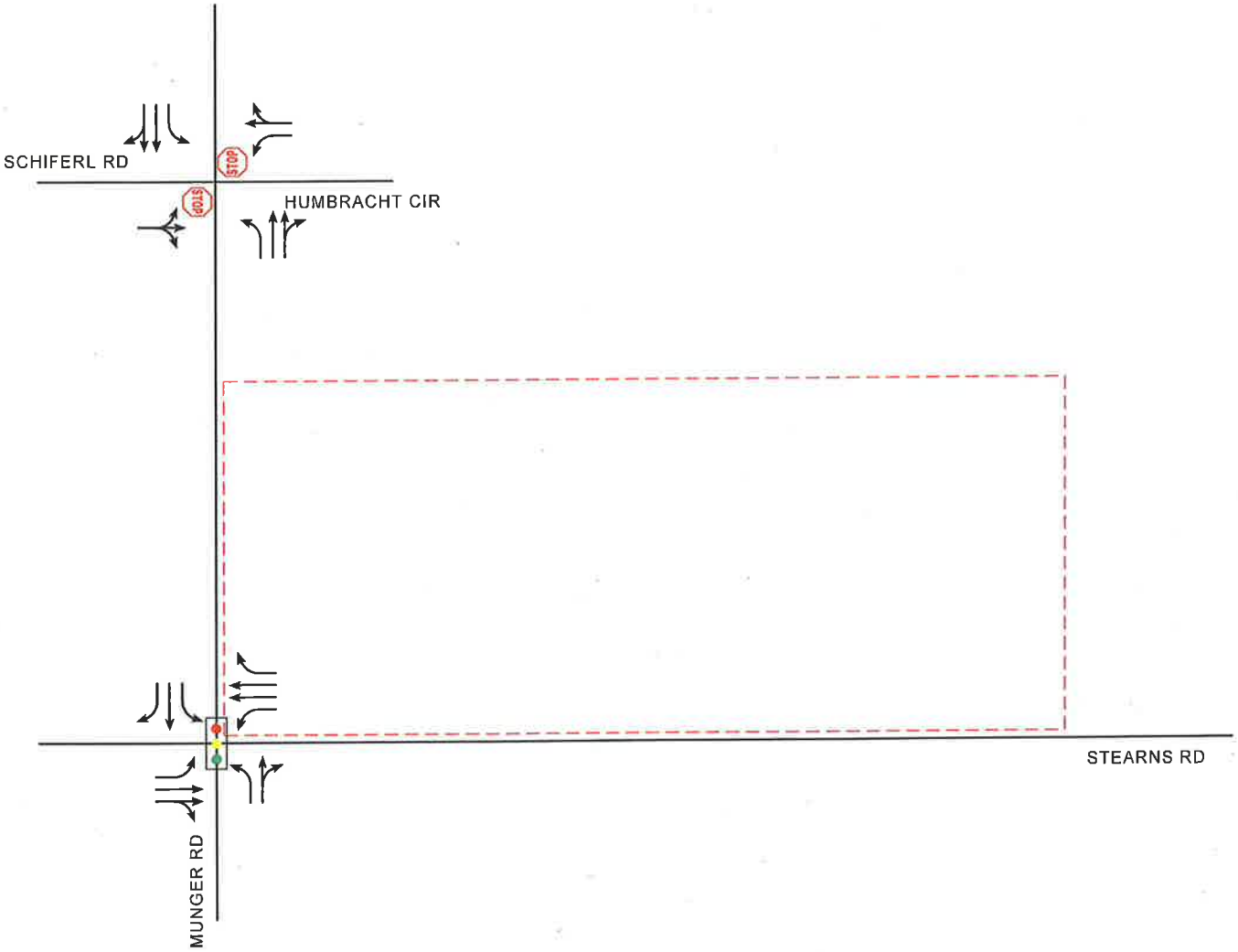


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FIGURE 4
EXISTING LANE CONFIGURATION

BARTLETT ILLINOIS

northbound left turn lane at Schiferl Road/Humbracht Circle and the southbound left turn lane at Stearns Road.

Stearns Road will be widened to accommodate an eastbound left turn lane at the proposed full access driveway. It is proposed that the widening is extended so that a five-lane section is carried from the intersection of Stearns and Munger Road to the existing five-lane section approaching Lynnfield Lane. This median will also provide an opportunity for the southbound left turns at Driveway 2 to be completed as a two-stage turning movement.

There are no other known roadway developments in the area that will impact this study.

III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation

The proposed development consists of two new warehouse/distribution buildings with a total area of 414,000 square feet. However, since final end users have not been determined at this time the analysis for this traffic impact study will assume a 440,000 square foot warehouse to maintain conservative results. Project traffic is estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The following land use categories are used to determine project traffic:

> Warehousing (150) – Warehouses are primarily devoted to the storage of materials, but they may also include office and maintenance areas.

ITE Trip Generation Manual assigns trip generation rates for each land use based on gross area. Separate generation rates and directional distributions are provided for weekday am and weekday pm periods based on the peak hour of the adjacent road network. It is also expected that a significant portion of trips generated by the site will be heavy vehicles. The ITE Trip Generation Manual, 10th Edition does not provide any guidance on typical heavy vehicle percentages. However, the ITE Trip Generation Manual, 9th Edition does cite a heavy vehicle percentage of 20 percent for this land use. Therefore, the heavy vehicle proportion is assumed to be 20 percent this study.

A summary of trip generation for 440,000 square feet of warehouse is provided in Table 1.

Table 1: Trip Generation

Vehicle Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Passenger Car (80%)	48	14	62	18	47	65
Heavy Vehicle (20%)	12	4	16	4	12	16
Total Trip Generation:	**60**	**18**	**78**	**22**	**59**	**81**

Trip Distribution and Assignment

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent road systems. The directional distribution of new traffic

substantially lower than the historic growth rates in the area. An evaluation of historical ADT's near the study area is summarized in Table 3.

Table 3: Historical IDOT ADT Growth Rates

Street	Year	IDOT AADT	Annual Rate from Previous Count Year	Annual Rate from First to Last Count Year
Stearns Road at Munger Road	2008	12300	-	9.0%
	2012	16300	8.1%	
	2016	21200	7.5%	

The historical ADT growth on Stearns Road has been significant, with an annual 9 percent growth rate from 2008 to 2016. This high growth rate is associated with major developments within the Brewster Creek Business Park, growth in residential subdivisions in the area, widening of Stearns Road west of the development site, and the reconfiguration of the Stearns Road and Dunham Road intersection. Most significantly, the new alignment of Stearns Road, including the new bridge over the Fox River and connection to Randell Road, first opened to traffic in 2011. This major east-west connection contributed greatly to the increase in volumes on Stearns Road in the study area.

The CMAP models indicate that growth will be sustained into the future, but will slow somewhat compared to the extraordinarily high growth rates that have occurred over the last decade. The rates obtained from the CMAP projects will be used to project the future traffic conditions in the area.

The 2024 background traffic volumes are illustrated in Figure 9.

Future Traffic Volumes

The total project traffic volumes are added to the background volumes to obtain the future with project traffic volumes for the study intersections. Future with project traffic volumes are depicted in Figure 10.

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:45 PM - 5:45 PM

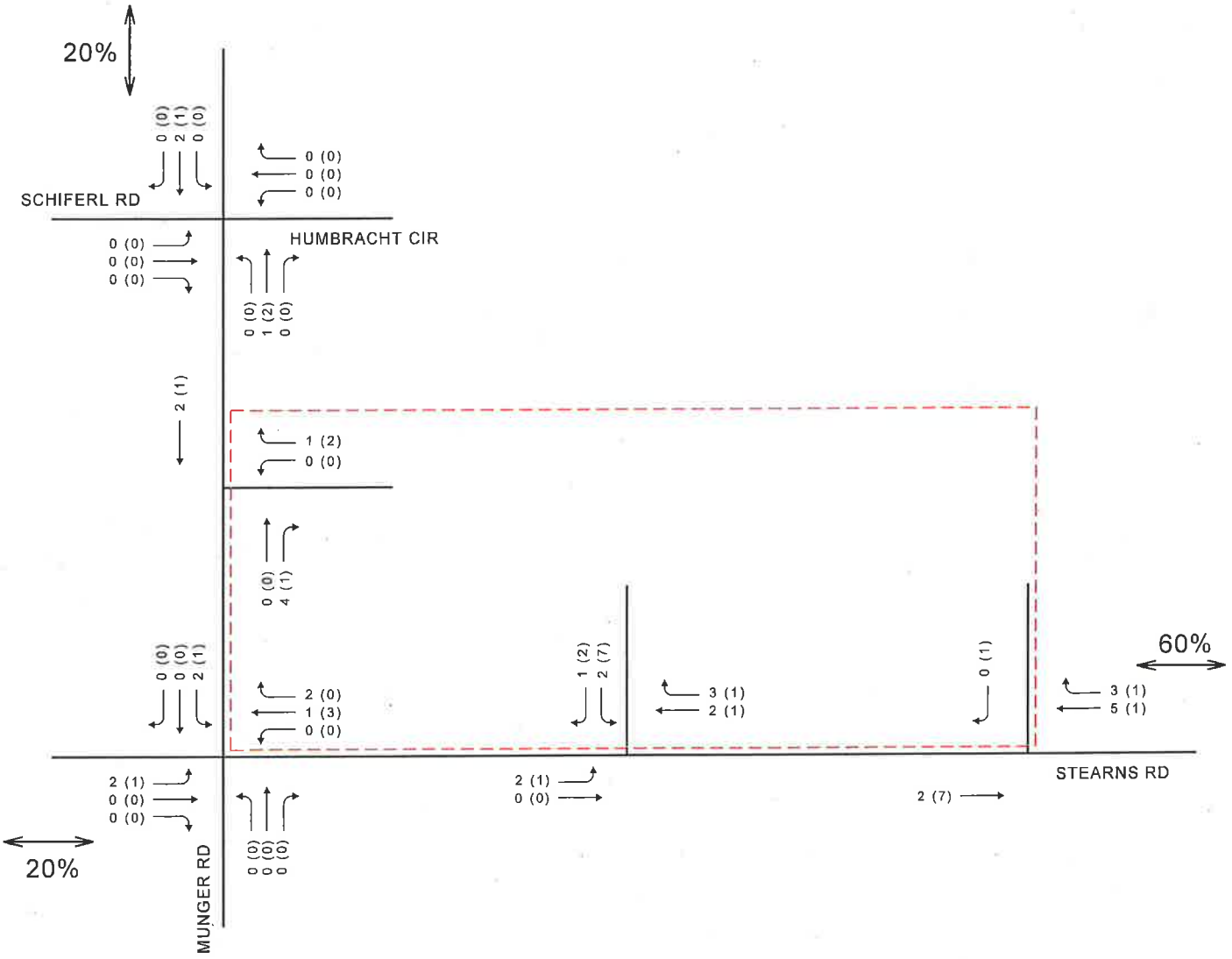

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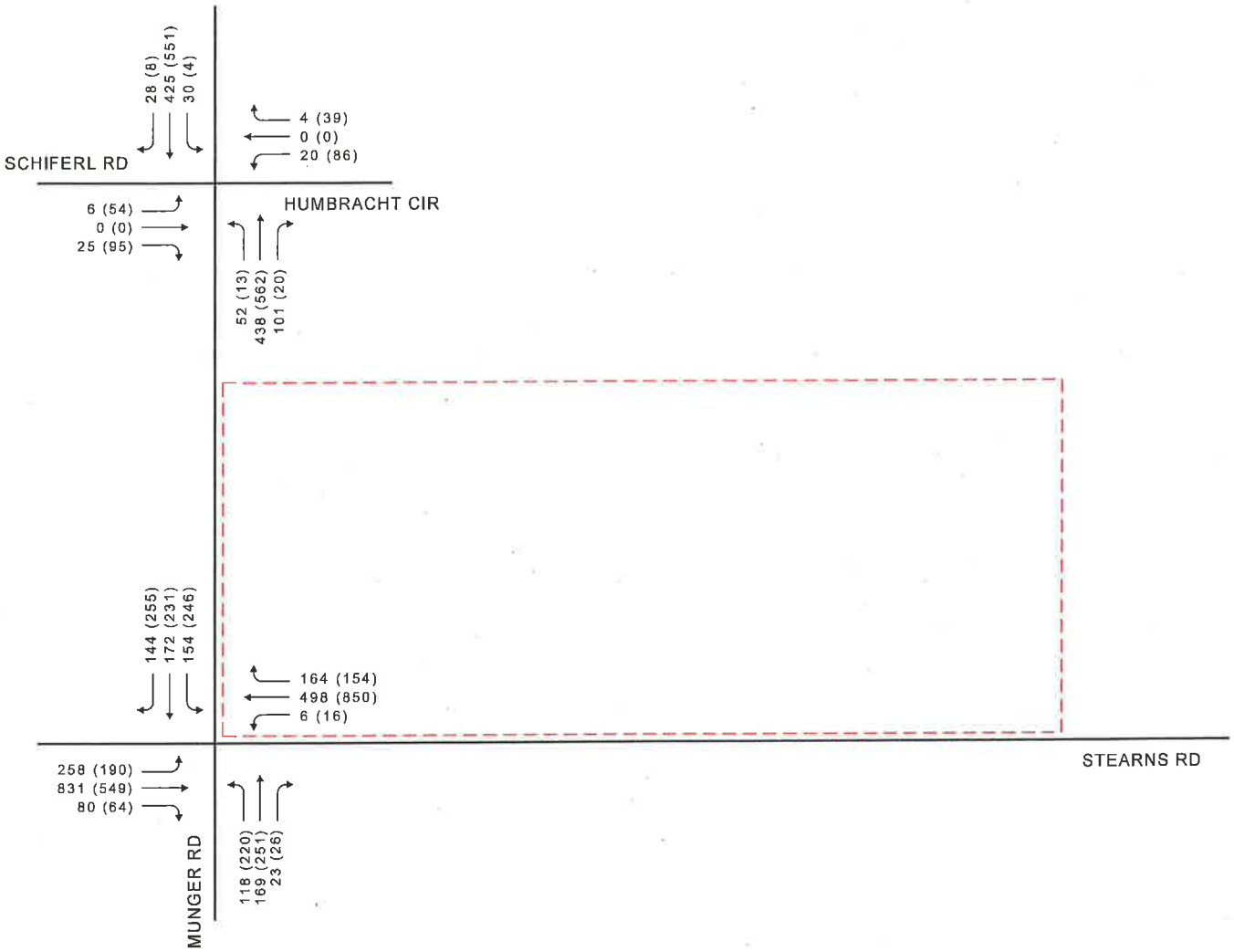
FIGURE 7
HEAVY VEHICLE TRIPS

BARTLETT ILLINOIS

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:45 PM - 5:45 PM



NOTE:

BACKGROUND TRAFFIC VOLUME = EXISTING TRAFFIC VOLUME + CMAP GROWTH RATE TO 2024

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FIGURE 9
TRAFFIC VOLUMES

BARTLETT ILLINOIS

IV. TRAFFIC ANALYSIS

Auxiliary Lane Analysis

This study evaluated whether additional auxiliary lanes are warranted at any study area intersections. The warrant analysis follows the methodology detailed in IDOT's Bureau of Design and Environmental Manual (BDE). Warrants are determined based on factors such as through volume, opposing volume, and percentage of turning vehicles. Different warrants are used for left and right turn lanes, and factors such as design speed.

The right turn movements at the three proposed driveways do not meet the warrant for an auxiliary right turn lane. Few commercial driveways in the area have dedicated right turn lanes. Therefore, right turn lanes are not proposed at any of the driveways.

The left turn movements at the two proposed full access driveways do not meet the warrant for an auxiliary left turn lane. It is noted that all intersections on both Stearns Road and Munger Road include left turn lanes at intersections and commercial driveways. Therefore, left turn lanes are proposed at both full access driveways for uniformity and safety.

Capacity Analysis

The operation of a facility is evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board's Highway Capacity Manual (HCM), 2010 Edition. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 4.

Delay increases moderately on all approaches in the background scenario. The intersection remains at LOS C in both the am and pm peak hours. The southbound approach to the intersection falls to LOS D in the pm peak hour. There are no other changes in levels of service.

Again, delay increases somewhat on all approaches when project related trips are added to the roadway network. However, there are no LOS changes on any approaches or the overall intersection. Therefore, it is concluded that the development of the project site will not have a significant impact on the signalized intersection of Stearns Road and Munger Road.

Table 6: Unsignalized LOS – Munger Road and Humbracht Cir/Schiferl Rd

Intersection / Approach	AM Peak Hour						PM Peak Hour					
	Existing (2018)		Background (2024)		Future w/ Project (2024)		Existing (2018)		Background (2024)		Future w/ Project (2024)	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Munger Road and Schiferl Road/Humbracht Circle												
NB Left	8.9	A	9.0	A	9.0	A	9.7	A	9.8	A	9.8	A
SB Left	8.8	A	8.9	A	8.9	A	9.6	A	9.6	A	9.7	A
EB L/T/R	14.7	B	14.9	B	15.0	C	25.4	D	26.3	D	26.8	D
WB Left	30.6	D	31.3	D	31.8	D	51.9	F	54.7	F	56.9	F
WB T/R	10.2	B	10.3	B	10.3	B	10.8	B	10.9	B	10.9	B
Munger Road and Driveway 1												
WB Approach	-	-	-	-	11.1	B	-	-	-	-	11.1	B
SB Left	-	-	-	-	-	-	-	-	-	-	-	-
Stearns Road and Driveway 2												
SB Approach	-	-	-	-	18.5	C	-	-	-	-	26.3	D
EB Left	-	-	-	-	9.5	A	-	-	-	-	11.4	B
Stearns Road and Driveway 3												
SB Approach	-	-	-	-	10.7	B	-	-	-	-	12.9	B

The minor approaches to the intersection of Munger Road and Schiferl Road/Humbracht Circle operate at an adequate level of service during the am peak hour in the existing condition. However, the volumes are high on the westbound Humbracht Circle approach during the existing pm peak hour, which operates at LOS F. While these delays are not ideal, Munger Road is a major collector and Humbracht Circle is a local road serving the business park so high delays are not unusual during peak hours.

All queue lengths increase slightly in the background condition, including for the northbound left turn. The projected length of 211 feet in the background condition again exceeds the provided storage, but does not exceed the taper length. Adequate queue storage is provided on all other approaches.

All movements increase slightly with the addition of project related trips. However, the impacts are minimal, with the northbound left queue increasing by only six feet. All other queue storage lengths are adequate in the future with project scenario. Since the impacts are small on the deficient turn lane and all other storage lanes continue to be adequate, it is concluded that no queue storage mitigation related to the proposed development is necessary at the signalized intersection of Stearns Road and Munger Road.

Proposed Lane Configuration

The overall proposed lane configuration based on the auxiliary lane, capacity, and queue length analyses is illustrated in Figure 11.

The conceptual site plan currently consists of two buildings with a total area of 407,000 square feet. However, there is the potential that the development be altered to consist a single building with approximately the same total area. If this change occurs, it is recommended that Driveway 2 be modified to right in/right out access and Driveway 3 be modified to full access. This would provide direct access to the north side of the buildings for truck traffic without having to travel through the vehicle parking areas.

It is assumed that the trip distribution and assignment would be similar with Driveway 2 or Driveway 3 being the full access driveway on Stearns Road. This modification is not expected to have a significant impact to the capacity analysis or queue analysis. Therefore, it is concluded that the analysis in this report would be similar if Driveway 3 were made the full-access driveway instead of Driveway 2.

V. CONCLUSIONS

The purpose of this study was to evaluate the potential traffic impacts of a proposed warehouse development near the intersection of Stearns Road and Munger Road in Bartlett, Illinois. The conceptual site plan consists of two warehouse buildings with a total area of 414,000 square feet. However, the analysis for this traffic impact study will assume a total of 440,000 square feet of warehouse.

The site will be accessible through three proposed driveways: Driveway 1 will provide right-in/right-out/left-out driveway on Munger Road, Driveway 2 will provide full access on Stearns Road, and Driveway 3 will provide right-in/right-out access on Stearns Road. It is recommended that Driveway 1 be restricted to right-in/right-out access only during the weekday peak hours, restricting the left out movement. Signage would be installed to limit the left out movement and cameras may be installed to enforce the restriction.

The full access driveway on Stearns Road will require widening the roadway to provide an eastbound left turn lane into the site. It is proposed that the existing five lane pavement section at the Munger Road intersection be extended through Driveway 2 to accommodate the proposed eastbound left turn lane at Driveway 2. This median will also provide an opportunity for the southbound left turns at Driveway 2 to be completed as a two-stage turning movement.

Capacity analysis was conducted using HCS7 for existing, background, and future with project conditions during the weekday am and pm peak hours. Traffic was estimated to the year 2024, which is five years beyond the anticipated opening date in 2019.

Results of the capacity analysis indicate that the signalized intersection of Stearns Road and Munger Road will operate at LOS C in the existing and future scenarios. In addition, all approaches during each scenario are also projected to operate at LOS D or better. There are no anticipated delay issues at the signalized intersection.

Higher delays are experienced at several minor approaches at the unsignalized intersections. The westbound left turn approach to the intersection of Munger Road and Humbracht Circle/Schiferl Road currently operates at LOS F during the pm peak hour. Delays increase slightly for all movements in the background condition, but there are no notable changes in levels of service. The addition of project related traffic increases the left turn delay by 2.2 seconds and will continue to operate at LOS F. It is worth noting that most of the peak hour trips along Schiferl Road/Humbracht Circle will be local employees that are familiar traffic patterns in the area and will be aware of potential delays.

Since there are no notable LOS changes between the background and future with project scenarios, it is concluded that the proposed development will not require mitigation measures at the intersection of Munger Road and Schiferl Road/Humbracht Circle.

APPENDIX A

EXISTING TRAFFIC COUNTS

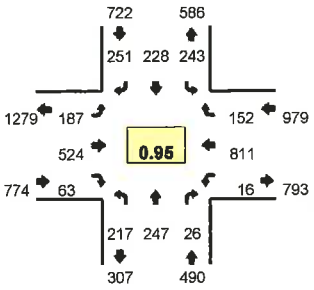
Type of peak hour being reported: Intersection Peak

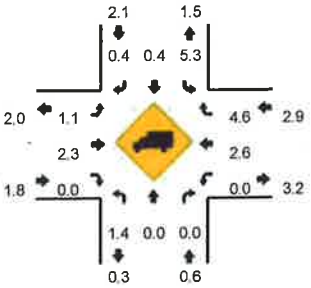
Method for determining peak hour: Total Entering Volume

LOCATION: Munger Rd -- Stearns Rd
CITY/STATE: Bartlett, IL

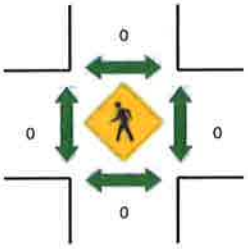
QC JOB #: 14749102
DATE: Wed, Jul 18 2018

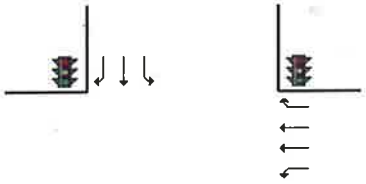
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

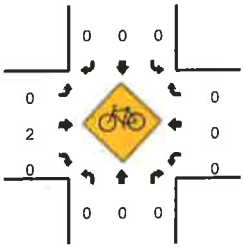


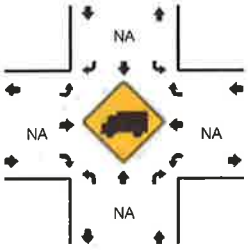


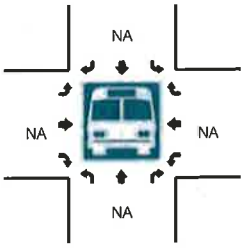
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











15-Min Count Period Beginning At	Munger Rd (Northbound)				Munger Rd (Southbound)				Stearns Rd (Eastbound)				Stearns Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	33	43	7	0	71	41	43	0	32	114	18	0	5	153	41	0	601	
4:15 PM	35	34	4	0	77	56	53	0	36	136	27	0	8	161	35	0	662	
4:30 PM	37	46	4	0	46	44	54	0	32	137	21	0	5	213	27	0	666	
4:45 PM	52	58	9	0	61	55	58	0	43	123	16	0	5	189	31	0	700	2629
5:00 PM	48	60	7	0	67	61	65	0	40	140	15	0	4	195	47	0	749	2777
5:15 PM	46	67	5	0	57	46	73	0	60	120	19	0	4	203	33	0	733	2848
5:30 PM	71	62	5	0	58	66	55	0	44	141	13	0	3	224	41	0	783	2965
5:45 PM	57	40	8	0	58	43	54	0	34	98	19	0	9	211	35	0	666	2931

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	284	248	20	0	232	264	220	0	176	564	52	0	12	896	164	0	3132
Heavy Trucks	0	0	0		12	0	0		0	8	0		0	16	12		48
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments:

Report generated on 7/27/2018 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

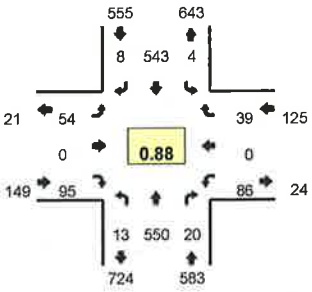
Type of peak hour being reported: Intersection Peak

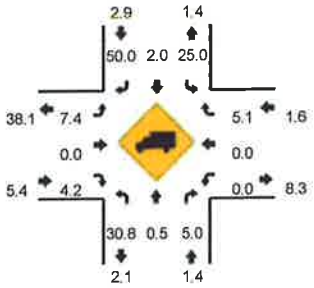
Method for determining peak hour: Total Entering Volume

LOCATION: Munger Rd -- Schiferi Rd
CITY/STATE: Bartlett, IL

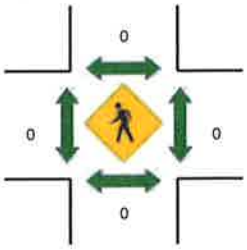
QC JOB #: 14749104
DATE: Wed, Jul 18 2018

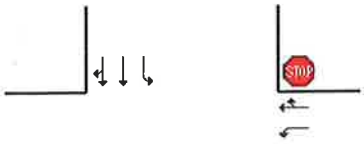
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

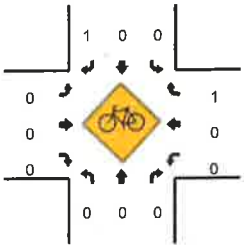


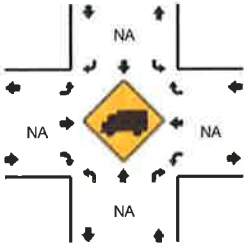


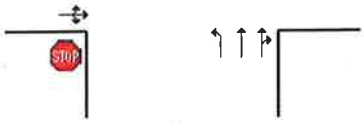
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

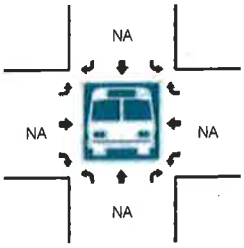












15-Min Count Period Beginning At	Munger Rd (Northbound)				Munger Rd (Southbound)				Schiferi Rd (Eastbound)				Schiferi Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	99	7	0	4	85	9	0	38	0	46	0	32	0	3	0	334	
4:15 PM	6	92	3	0	2	116	4	0	31	0	38	0	19	0	7	0	318	
4:30 PM	2	105	0	0	1	98	2	0	17	0	21	0	26	1	9	0	282	
4:45 PM	1	118	5	0	2	145	4	0	10	0	19	0	16	0	6	0	326	1260
5:00 PM	3	147	5	0	1	137	1	0	25	0	32	0	31	0	19	0	401	1327
5:15 PM	2	147	8	0	0	130	2	0	5	0	13	0	26	0	3	0	336	1345
5:30 PM	7	138	2	0	1	131	1	0	14	0	31	0	13	0	11	0	349	1412
5:45 PM	7	99	1	1	0	121	2	0	7	0	13	0	17	0	6	0	274	1360

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	588	20	0	4	548	4	0	100	0	128	0	124	0	76	0	1604
Heavy Trucks	8	0	0		0	8	0		0	0	16		0	0	8		40
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	1		0	0	0		0	0	1		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/27/2018 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

January 25, 2019

Carl Schwarzer, P.E.
Project Engineer
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517

Subject: Stearns Road @ Munger Road
IDOT

Dear Mr. Schwarzer:

In response to a request made on your behalf and dated January 25, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Stearns Rd (@ Munger Rd)	21,200	27,000
Munger Rd north of Stearns Rd	8,300	9,000
Munger Rd south of Stearns Rd	4,500	4,900

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

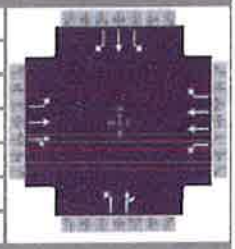
cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2019_ForecastsTraffic\Bartlett\du-03-19\du-03-19.docx

APPENDIX C

CAPACITY ANALYSIS WORKSHEETS
EXISTING

HCS7 Signalized Intersection Results Summary

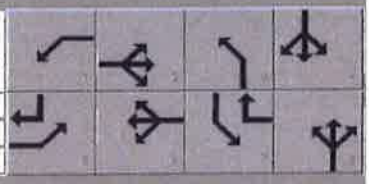
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81
Urban Street	Logistics Property Group	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Ex AM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	254	793	73	6	475	162	116	167	23	152	170	142

Signal Information			
Cycle, s	99.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.6	7.7	41.1	8.5	3.0	15.6	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



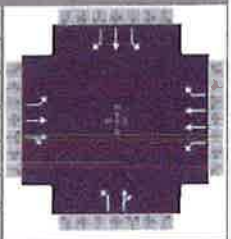
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	15.3	58.3	4.1	47.1	12.0	21.6	15.0	24.6
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	2.9	5.9	3.0	5.9	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	11.4	21.5	2.2	13.6	8.5	14.5	11.4	11.6
Green Extension Time (g_e), s	0.3	25.7	0.0	27.5	0.1	1.1	0.1	1.1
Phase Call Probability	1.00	1.00	0.18	1.00	0.98	1.00	0.99	1.00
Max Out Probability	0.02	0.36	0.00	0.30	0.00	0.00	0.06	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	314	543	527	7	586	200	143	235		188	210	175
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1841	1786	1810	1755	1447	1795	1801		1598	1969	1547
Queue Service Time (g_s), s	9.4	19.5	19.5	0.2	11.6	7.4	6.5	12.5		9.4	9.6	8.8
Cycle Queue Clearance Time (g_c), s	9.4	19.5	19.5	0.2	11.6	7.4	6.5	12.5		9.4	9.6	8.8
Green Ratio (*g/C*)	0.55	0.53	0.53	0.42	0.42	0.53	0.24	0.16		0.29	0.19	0.31
Capacity (*c*), veh/h	532	973	944	250	1458	769	311	284		291	370	475
Volume-to-Capacity Ratio (*X*)	0.589	0.557	0.558	0.030	0.402	0.260	0.461	0.825		0.645	0.567	0.369
Back of Queue (*Q*), ft/ln (95 th percentile)	149.2	296.1	280.1	4.2	212.4	107.8	126.2	244.6		177.1	203.2	146.6
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	11.5	11.2	0.2	7.9	3.9	5.0	9.5		6.3	8.0	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.57	0.00	0.00	0.02	0.00	0.36	1.80	0.00		0.57	0.00	0.00
Uniform Delay (d_1), s/veh	13.4	15.6	15.6	17.2	20.3	12.6	31.2	40.4		29.6	36.6	26.8
Incremental Delay (d_2), s/veh	0.4	0.2	0.2	0.0	0.1	0.1	0.4	2.3		0.9	0.5	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	13.8	15.8	15.8	17.2	20.4	12.7	31.6	42.7		30.5	37.1	27.0
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	15.3	B		18.4	B		38.5	D		31.8	C	
Intersection Delay, s/veh / LOS	21.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	2.10	B	2.45	B	2.30	B
Bicycle LOS Score / LOS	1.63	B	1.14	A	1.11	A	1.43	A

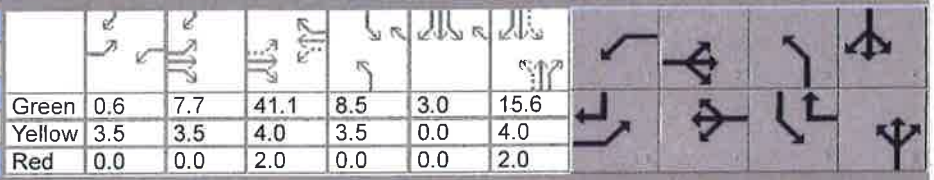
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81
Urban Street	Logistics Property Group	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Ex AM.xus		
Project Description	Existing AM				



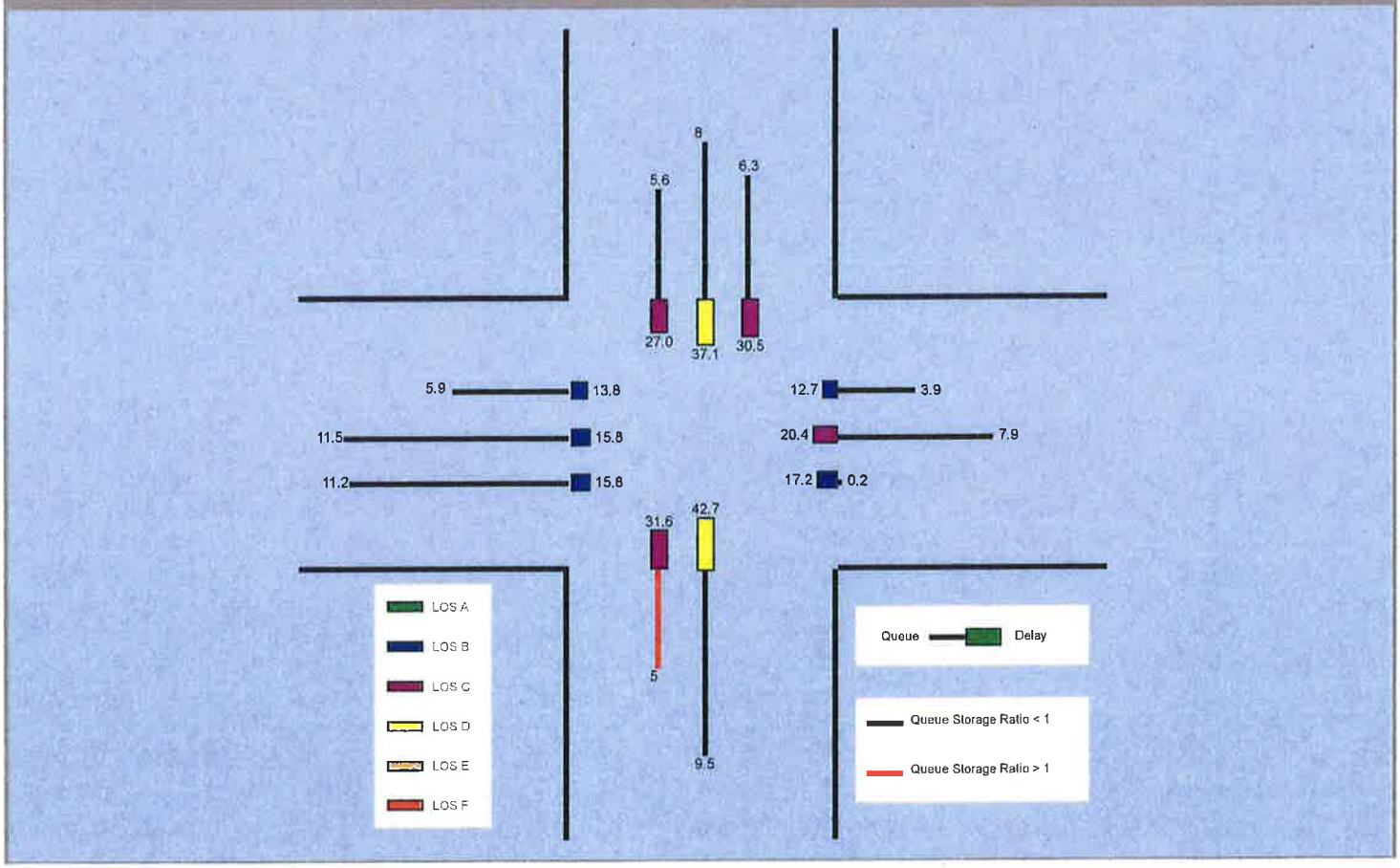
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	254	793	73	6	475	162	116	167	23	152	170	142

Signal Information			
Cycle, s	99.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	0.6	7.7		41.1	8.5	3.0	15.6					
Yellow	3.5	3.5		4.0	3.5	0.0	4.0					
Red	0.0	0.0		2.0	0.0	0.0	2.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	149.2	296.1	280.1	4.2	212.4	107.8	126.2	244.6		177.1	203.2	146.6
Back of Queue (Q), veh/ln (95 th percentile)	5.9	11.5	11.2	0.2	7.9	3.9	5.0	9.5		6.3	8.0	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.57	0.00	0.00	0.02	0.00	0.36	1.80	0.00		0.57	0.00	0.00
Control Delay (*d*), s/veh	13.8	15.8	15.8	17.2	20.4	12.7	31.6	42.7		30.5	37.1	27.0
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	15.3		B	18.4		B	38.5		D	31.8		C
Intersection Delay, s/veh / LOS	21.9						C					



HCS7 Two-Way Stop-Control Report

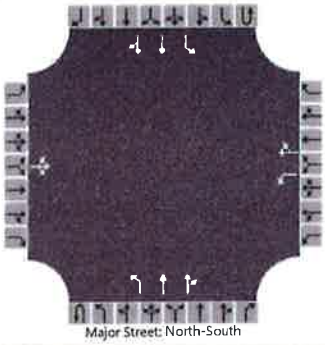
General Information

Analyst	CAS
Agency/Co.	V3 CO
Date Performed	2/13/2019
Analysis Year	2019
Time Analyzed	Existing AM PH
Intersection Orientation	North-South
Project Description	LOGISTICS PROPERTY CO

Site Information

Intersection	STEARNS AND HUMBRACT
Jurisdiction	DUDOT
East/West Street	HUMBRACHT/SCHIFERL
North/South Street	MUNGER ROAD
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration			LTR			L		TR		L	T	TR		L	T	TR
Volume (veh/h)		6	0	25		20	0	4	0	52	430	101	0	30	419	28
Percent Heavy Vehicles (%)		38	0	29		13	0	0	0	12			0	0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

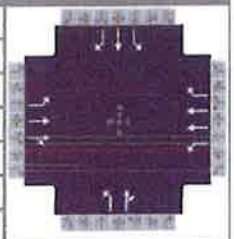
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		8.26	6.50	7.48		7.76	6.50	6.90		4.34				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.88	4.00	3.59		3.63	4.00	3.30		2.32				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			36			23		5		60				35		
Capacity, c (veh/h)			407			164		693		976				972		
v/c Ratio			0.09			0.14		0.01		0.06				0.04		
95% Queue Length, Q_{95} (veh)			0.3			0.5		0.0		0.2				0.1		
Control Delay (s/veh)			14.7			30.6		10.2		8.9				8.8		
Level of Service (LOS)			B			D		B		A				A		
Approach Delay (s/veh)		14.7				27.2				0.8				0.6		
Approach LOS		B				D										

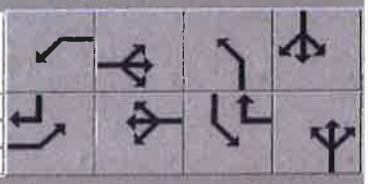
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Ex PM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	187	524	63	16	811	152	217	247	26	243	228	251

Signal Information			
Cycle, s	102.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	3.7	42.2	12.6	1.6	18.7	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	

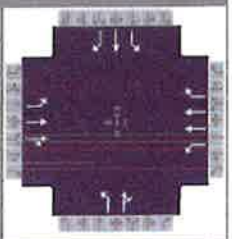
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.9	55.4	4.6	48.2	16.1	24.7	17.6	26.3
Change Period, (Y+R c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.9	6.0	3.0	6.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g s), s	8.1	12.8	2.6	20.0	12.4	17.2	14.0	16.6
Green Extension Time (g e), s	0.2	23.2	0.0	22.2	0.2	1.4	0.1	1.4
Phase Call Probability	1.00	1.00	0.38	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	0.17	0.00	0.22	0.22	0.00	0.99	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	197	314	304	17	854	160	228	287		256	240	264
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1870	1800	1810	1859	1547	1795	1868		1739	1984	1598
Queue Service Time (g s), s	6.1	10.7	10.8	0.6	18.0	5.3	10.4	15.2		12.0	11.3	14.6
Cycle Queue Clearance Time (g c), s	6.1	10.7	10.8	0.6	18.0	5.3	10.4	15.2		12.0	11.3	14.6
Green Ratio (g/C)	0.51	0.48	0.48	0.42	0.41	0.55	0.31	0.18		0.32	0.20	0.28
Capacity (c), veh/h	371	902	868	384	1532	851	370	341		347	393	447
Volume-to-Capacity Ratio (X)	0.530	0.348	0.350	0.044	0.557	0.188	0.618	0.842		0.737	0.610	0.591
Back of Queue (Q), ft/ln (95 th percentile)	102.7	190	181.3	9.9	301.2	77.6	198.5	285.1		234.1	231.5	235.1
Back of Queue (Q), veh/ln (95 th percentile)	4.1	7.5	7.3	0.4	11.8	3.0	7.9	11.4		9.0	9.2	9.3
Queue Storage Ratio (RQ) (95 th percentile)	0.40	0.00	0.00	0.06	0.00	0.26	2.84	0.00		0.76	0.00	0.00
Uniform Delay (d 1), s/veh	16.4	16.5	16.5	17.4	23.0	11.6	29.1	40.4		29.1	37.5	31.8
Incremental Delay (d 2), s/veh	0.4	0.1	0.1	0.0	0.1	0.0	0.8	2.2		4.9	0.6	0.5
Initial Queue Delay (d 3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	16.9	16.6	16.6	17.4	23.1	11.6	29.9	42.6		34.0	38.0	32.3
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	16.7	B		21.2	C		37.0	D		34.7	C	
Intersection Delay, s/veh / LOS	25.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.10	B	2.45	B	2.30	B
Bicycle LOS Score / LOS	1.16	A	1.34	A	1.34	A	1.74	B

HCS7 Signalized Intersection Results Graphical Summary

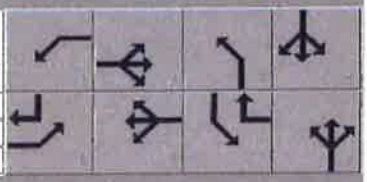
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Ex PM.xus		
Project Description	Existing PM				



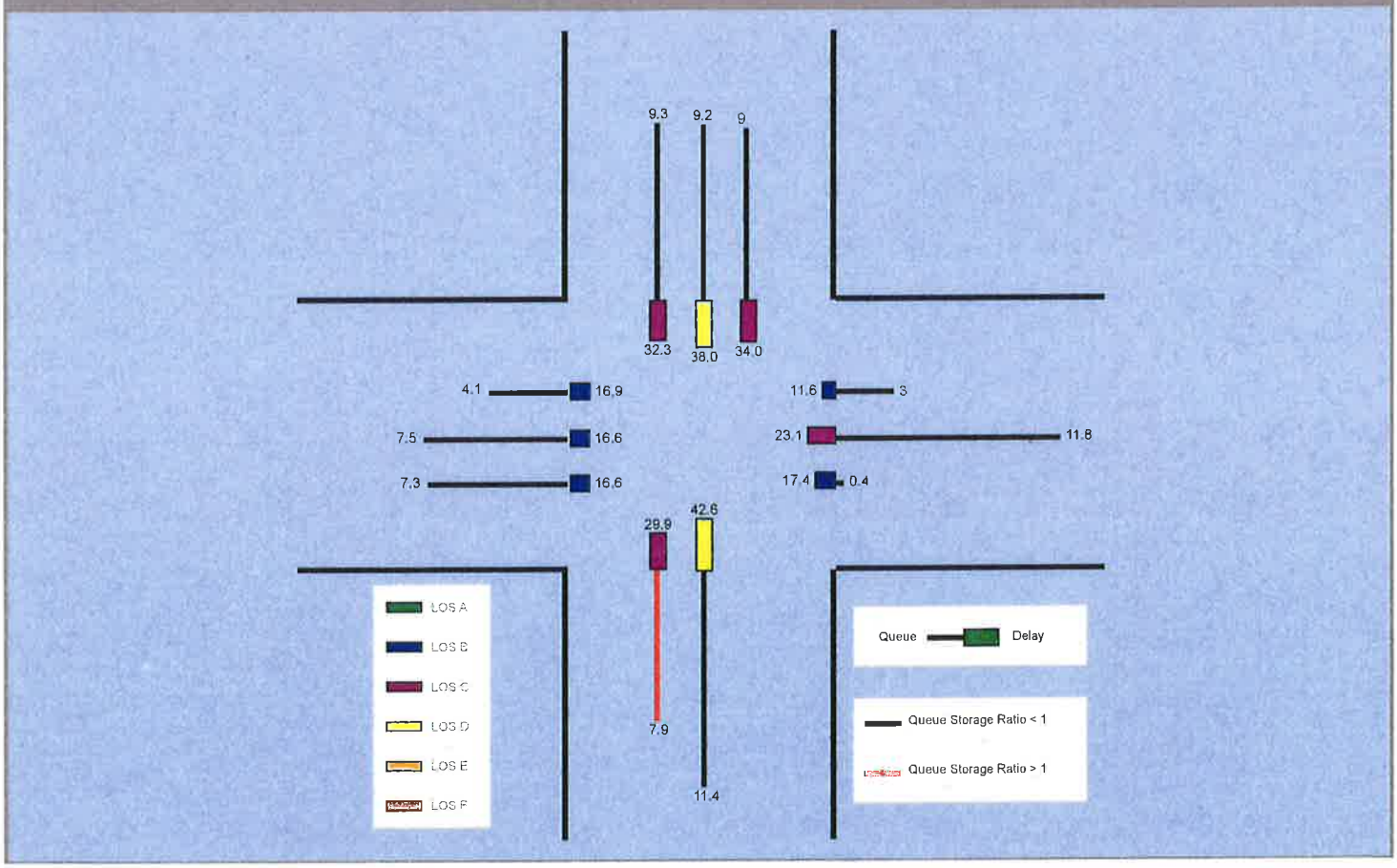
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	187	524	63	16	811	152	217	247	26	243	228	251

Signal Information			
Cycle, s	102.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	3.7	42.2	12.6	1.6	18.7	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	102.7	190	181.3	9.9	301.2	77.6	198.5	285.1		234.1	231.5	235.1
Back of Queue (Q), veh/ln (95 th percentile)	4.1	7.5	7.3	0.4	11.8	3.0	7.9	11.4		9.0	9.2	9.3
Queue Storage Ratio (RQ) (95 th percentile)	0.40	0.00	0.00	0.06	0.00	0.26	2.84	0.00		0.76	0.00	0.00
Control Delay (d), s/veh	16.9	16.6	16.6	17.4	23.1	11.6	29.9	42.6		34.0	38.0	32.3
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	16.7	B		21.2	C		37.0	D		34.7	C	
Intersection Delay, s/veh / LOS	25.9						C					



HCS7 Two-Way Stop-Control Report

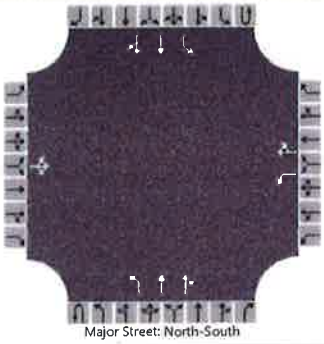
General Information

Analyst	CAS
Agency/Co.	V3 CO
Date Performed	2/13/2019
Analysis Year	2024
Time Analyzed	Existing AM PH
Intersection Orientation	North-South
Project Description	LOGISTICS PROPERTY CO

Site Information

Intersection	STEARNS AND HUMBRACT
Jurisdiction	DUDOT
East/West Street	HUMBRACHT/SCHIFERL
North/South Street	MUNGER ROAD
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration			LTR			L		TR		L	T	TR		L	T	TR
Volume (veh/h)		54	0	95		86	0	39	0	13	553	20	0	4	541	8
Percent Heavy Vehicles (%)		7	0	4		0	0	5	0	31			0	25		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

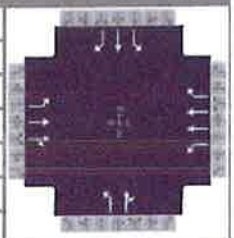
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.64	6.50	6.98		7.50	6.50	7.00		4.72				4.60		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.57	4.00	3.34		3.50	4.00	3.35		2.51				2.45		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			169			98		44		15				5		
Capacity, c (veh/h)			342			169		661		781				792		
v/c Ratio			0.49			0.58		0.07		0.02				0.01		
95% Queue Length, Q_{95} (veh)			2.6			3.1		0.2		0.1				0.0		
Control Delay (s/veh)			25.4			51.9		10.8		9.7				9.6		
Level of Service (LOS)			D			F		B		A				A		
Approach Delay (s/veh)		25.4				39.1				0.2				0.1		
Approach LOS		D				E										

HCS7 Signalized Intersection Input Data

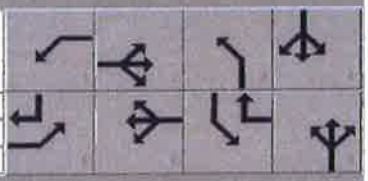
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Bg AM.xus		
Project Description	Background AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	258	831	80	6	498	164	118	169	23	154	172	144

Signal Information			
Cycle, s	103.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.6	8.2	44.1	9.0	3.1	16.4	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



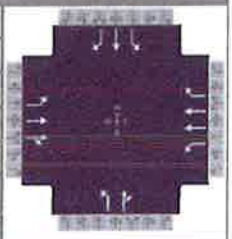
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	258	831	80	6	498	164	118	169	23	154	172	144
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	4		0	10	13	1	4		15	2	5
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	260	0		170	0	300	70	0		310	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	45	45	45	35	35	35	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	19.0	71.0	19.0	71.0	17.0	38.0	17.0	38.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

HCS7 Signalized Intersection Intermediate Values

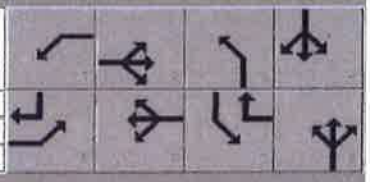
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Bg AM.xus		
Project Description	Background AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	258	831	80	6	498	164	118	169	23	154	172	144

Signal Information			
Cycle, s	103.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.6	8.2	44.1	9.0	3.1	16.4	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.969	1.000	1.000	0.922	0.899	0.992	0.969	1.000	0.883	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.969	0.969		0.000	0.847		0.979	0.979		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	3306	318	1810	3511	1447	1795	1586	216	1598	1969	1547
Proportion of Vehicles Arriving on Green (P)	0.12	0.54	0.54	0.01	0.42	0.42	0.09	0.16	0.16	0.12	0.19	0.19
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04		0.06	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.56	0.54	0.43	0.42	0.24	0.16	0.29	0.19
Permitted Saturation Flow Rate (s_p), veh/h/ln	808	0	509	0	1178	0	1025	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	46.2	0.0	44.2	0.0	16.4	0.0	18.0	0.0
Permitted Service Time (g_u), s	31.5	0.0	32.2	0.0	7.4	0.0	3.2	0.0
Permitted Queue Service Time (g_{ps}), s	9.6		0.2		1.3		3.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1447				1547
Protected Right Effective Green Time (g_R), s				12.1				12.3

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.097	0.000	0.114	0.000	0.145	0.000	0.142
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1074.96	11.11	849.94	17.17	315.38	36.84	375.53	34.25
Bicycle F_w / F_v	-3.64	1.19	-3.64	0.68	-3.64	0.63	-3.64	0.96

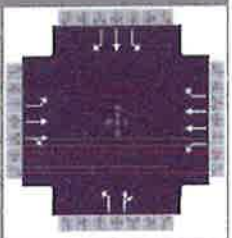
--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Signalized Intersection Input Data

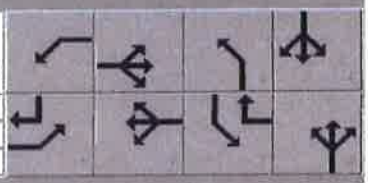
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 14, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Bg PM.xus		
Project Description	Background PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	190	549	64	16	850	154	220	251	26	246	231	255

Signal Information			
Cycle, s	107.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	4.0	45.1	13.2	1.7	19.7	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



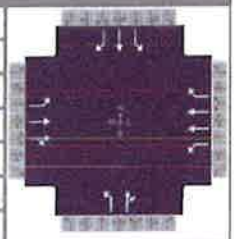
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	190	549	64	16	850	154	220	251	26	246	231	255
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	2		0	3	5	1	0		5	1	1
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	260	0		170	0	300	70	0		310	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	45	45	45	35	35	35	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	19.0	71.0	19.0	71.0	17.0	38.0	17.0	38.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Ped	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Intermediate Values

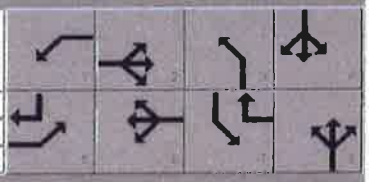
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 14, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger Bg PM.xus		
Project Description	Background PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	190	549	64	16	850	154	220	251	26	246	231	255

Signal Information			
Cycle, s	107.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	4.0	45.1	13.2	1.7	19.7	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.984	1.000	1.000	0.977	0.961	0.992	1.000	1.000	0.961	0.992	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.963	0.963		0.000	0.847		0.983	0.983		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1795	3289	383	1810	3719	1547	1795	1693	175	1739	1984	1598
Proportion of Vehicles Arriving on Green (P)	0.08	0.49	0.49	0.01	0.42	0.42	0.12	0.18	0.18	0.14	0.20	0.20
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.04		0.21	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.52	0.49	0.43	0.42	0.31	0.18	0.32	0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	627	0	798	0	1146	0	1062	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	47.2	0.0	45.2	0.0	19.7	0.0	19.9	0.0
Permitted Service Time (g_u), s	25.4	0.0	39.1	0.0	7.4	0.0	3.5	0.0
Permitted Queue Service Time (g_{ps}), s	10.2		0.1		3.1		3.5	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1547				1598
Protected Right Effective Green Time (g_R), s				14.9				8.7

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.106	0.000	0.116	0.000	0.143	0.000	0.142
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	980.33	13.96	840.66	18.04	366.92	35.80	397.69	34.46
Bicycle F_w / F_v	-3.64	0.70	-3.64	0.89	-3.64	0.86	-3.64	1.27

--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

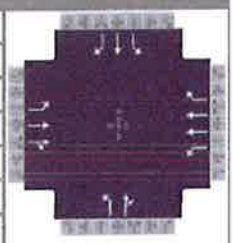
--- Comments ---

APPENDIX E

CAPACITY ANALYSIS WORKSHEETS
FUTURE WITH PROJECT

HCS7 Signalized Intersection Results Summary

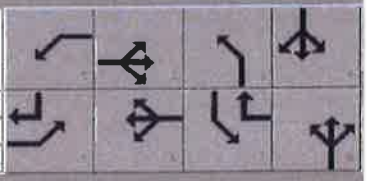
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger FwP AM.xus		
Project Description	Future with Project AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	269	839	80	7	504	166	118	171	25	163	172	144

Signal Information			
Cycle, s	107.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.7	9.0	45.1	9.2	0.3	17.2
Yellow	3.5	3.5	4.0	3.5	3.5	4.0
Red	0.0	0.0	2.0	0.0	0.0	2.0



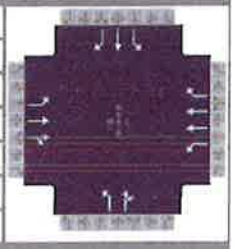
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	16.7	63.6	4.2	51.1	12.7	23.2	16.5	26.9
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.9	5.9	3.0	5.9	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	12.8	24.7	2.3	15.4	9.2	16.0	12.9	12.5
Green Extension Time (g_e), s	0.3	26.9	0.0	29.7	0.1	1.1	0.1	1.1
Phase Call Probability	1.00	1.00	0.23	1.00	0.99	1.00	1.00	1.00
Max Out Probability	0.06	0.45	0.00	0.38	0.00	0.00	0.30	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	332	576	559	9	622	205	146	242		201	212	178
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1841	1784	1810	1755	1447	1795	1799		1598	1969	1547
Queue Service Time (g_s), s	10.8	22.7	22.7	0.3	13.4	8.1	7.2	14.0		10.9	10.5	9.5
Cycle Queue Clearance Time (g_c), s	10.8	22.7	22.7	0.3	13.4	8.1	7.2	14.0		10.9	10.5	9.5
Green Ratio (g/C)	0.56	0.54	0.54	0.43	0.42	0.54	0.25	0.16		0.30	0.19	0.32
Capacity (c), veh/h	522	987	957	233	1474	782	314	288		290	384	492
Volume-to-Capacity Ratio (X)	0.636	0.583	0.584	0.037	0.422	0.262	0.463	0.841		0.694	0.553	0.362
Back of Queue (Q), ft/ln (95 th percentile)	179.3	342.2	323.5	5.4	241.7	120.9	141.1	270.6		215.2	219.3	161.1
Back of Queue (Q), veh/ln (95 th percentile)	7.1	13.3	12.9	0.2	9.0	4.4	5.6	10.5		7.7	8.6	6.2
Queue Storage Ratio (RQ) (95 th percentile)	0.69	0.00	0.00	0.03	0.00	0.40	2.02	0.00		0.69	0.00	0.00
Uniform Delay (d_1), s/veh	14.6	16.8	16.8	18.5	22.0	13.2	33.7	43.9		31.7	39.0	28.3
Incremental Delay (d_2), s/veh	0.9	0.2	0.2	0.0	0.1	0.1	0.4	2.6		3.0	0.5	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	15.5	17.0	17.0	18.5	22.1	13.3	34.1	46.4		34.7	39.5	28.4
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	16.7	B		19.9	B		41.8	D		34.5	C	
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.10	B	2.46	B	2.30	B
Bicycle LOS Score / LOS	1.70	B	1.18	A	1.13	A	1.46	A

HCS7 Signalized Intersection Results Graphical Summary

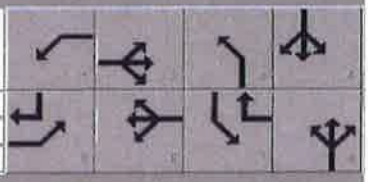
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 13, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.81
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger FwP AM.xus		
Project Description	Future with Project AM				



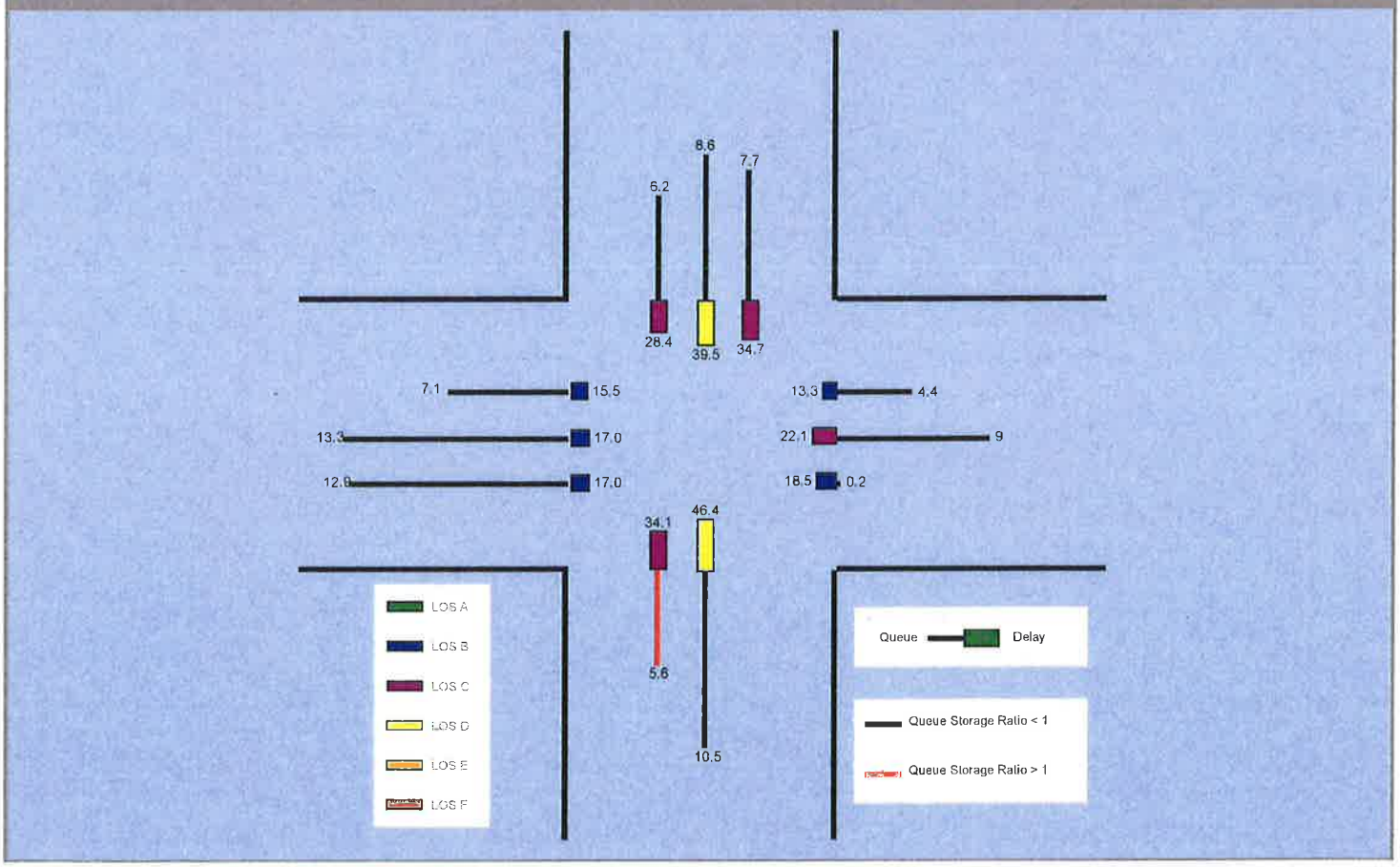
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	269	839	80	7	504	166	118	171	25	163	172	144

Signal Information			
Cycle, s	107.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.7	9.0	45.1	9.2	0.3	17.2	
Yellow	3.5	3.5	4.0	3.5	3.5	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	179.3	342.2	323.5	5.4	241.7	120.9	141.1	270.6		215.2	219.3	161.1
Back of Queue (Q), veh/ln (95 th percentile)	7.1	13.3	12.9	0.2	9.0	4.4	5.6	10.5		7.7	8.6	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.69	0.00	0.00	0.03	0.00	0.40	2.02	0.00		0.69	0.00	0.00
Control Delay (*d*), s/veh	15.5	17.0	17.0	18.5	22.1	13.3	34.1	46.4		34.7	39.5	28.4
Level of Service (LOS)	B	B	B	B	C	B	C	D		C	D	C
Approach Delay, s/veh / LOS	16.7		B	19.9		B	41.8		D	34.5		C
Intersection Delay, s/veh / LOS	23.7						C					



HCS7 Two-Way Stop-Control Report

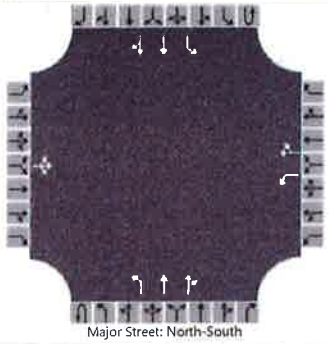
General Information

Analyst	CAS
Agency/Co.	V3 CO
Date Performed	2/13/2019
Analysis Year	2024
Time Analyzed	FUTURE WITH PROJECT AM PH
Intersection Orientation	North-South
Project Description	LOGISTICS PROPERTY CO

Site Information

Intersection	STEARNS AND HUMBRACT
Jurisdiction	DUDOT
East/West Street	HUMBRACHT/SCHIFERL
North/South Street	MUNGER ROAD
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration			LTR			L		TR		L	T	TR		L	T	TR
Volume (veh/h)		6	0	25		20	0	4	0	52	441	101	0	30	434	28
Percent Heavy Vehicles (%)		38	0	29		13	0	0	0	12			0	0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		8.26	6.50	7.48		7.76	6.50	6.90		4.34				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.88	4.00	3.59		3.63	4.00	3.30		2.32				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			36			23		5		60				35		
Capacity, c (veh/h)			395			157		687		961				962		
v/c Ratio			0.09			0.15		0.01		0.06				0.04		
95% Queue Length, Q_{95} (veh)			0.3			0.5		0.0		0.2				0.1		
Control Delay (s/veh)			15.0			31.8		10.3		9.0				8.9		
Level of Service (LOS)			C			D		B		A				A		
Approach Delay (s/veh)		15.0				28.2				0.8				0.5		
Approach LOS		C				D										

HCS7 Two-Way Stop-Control Report

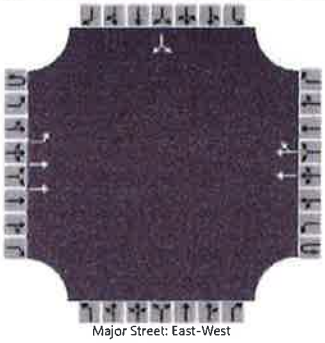
General Information

Analyst	CAS
Agency/Co.	V3
Date Performed	2/14/2019
Analysis Year	2024
Time Analyzed	FUTURE WITH PROJECT AM PH
Intersection Orientation	East-West
Project Description	LOGISTICS PROPERTY GROUP

Site Information

Intersection	STEARNS RD AND DRIVEWAY 2
Jurisdiction	DUDOT
East/West Street	STEARNS ROAD
North/South Street	DRIVEWAY 2
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	19	1008				675	13						8		2
Percent Heavy Vehicles (%)	0	11												25		50
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

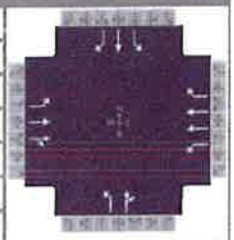
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.32												7.30		7.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.31												3.75		3.80

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20													11	
Capacity, c (veh/h)		817													277	
v/c Ratio		0.02													0.04	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
Control Delay (s/veh)		9.5													18.5	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.2												18.5			
Approach LOS													C			

HCS7 Signalized Intersection Input Data

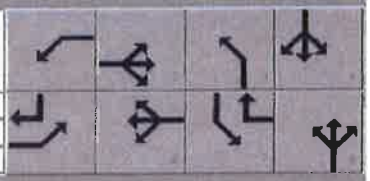
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 14, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger FwP PM.xus		
Project Description	Future with Project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	195	552	64	21	869	154	220	252	27	249	231	255

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.5	4.0	46.4	13.5	1.8	20.2	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



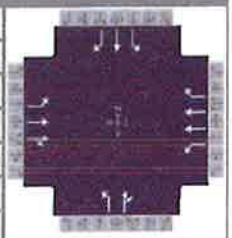
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	195	552	64	21	869	154	220	252	27	249	231	255
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_0), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	2		0	3	5	1	0		5	1	1
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	260	0		170	0	300	70	0		310	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	50	50	50	45	45	45	35	35	35	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	19.0	71.0	19.0	71.0	17.0	38.0	17.0	38.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Ped	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Intermediate Values

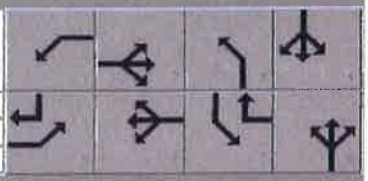
General Information				Intersection Information	
Agency	V3 Co.			Duration, h	0.25
Analyst	CAS	Analysis Date	Feb 14, 2019	Area Type	Other
Jurisdiction	DUDOT	Time Period	Existing AM PH	PHF	0.95
Urban Street	Logistics Property Group	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Stearns and Munger	File Name	Stearns and Munger FwP PM.xus		
Project Description	Future with Project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	195	552	64	21	869	154	220	252	27	249	231	255

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.5	4.0		46.4	13.5	1.8		20.2				
Yellow	3.5	3.5		4.0	3.5	0.0		4.0				
Red	0.0	0.0		2.0	0.0	0.0		2.0				



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.984	1.000	1.000	0.977	0.961	0.992	1.000	1.000	0.961	0.992	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.963	0.963		0.000	0.847		0.983	0.983		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1795	3291	381	1810	3719	1547	1795	1687	181	1739	1984	1598
Proportion of Vehicles Arriving on Green (P)	0.08	0.49	0.49	0.01	0.42	0.42	0.12	0.18	0.18	0.14	0.20	0.20
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.04		0.24	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.52	0.49	0.44	0.42	0.31	0.18	0.33	0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	615	0	795	0	1146	0	1060	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	48.5	0.0	46.5	0.0	20.3	0.0	20.6	0.0
Permitted Service Time (g_u), s	25.7	0.0	40.1	0.0	7.8	0.0	3.5	0.0
Permitted Queue Service Time (g_{ps}), s	11.4		0.2		3.1		3.5	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1547				1598
Protected Right Effective Green Time (g_R), s				15.3				9.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.107	0.000	0.117	0.000	0.144	0.000	0.143
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	981.68	14.25	844.64	18.35	367.95	36.61	401.03	35.14
Bicycle F_w / F_v	-3.64	0.70	-3.64	0.91	-3.64	0.87	-3.64	1.28

--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Two-Way Stop-Control Report

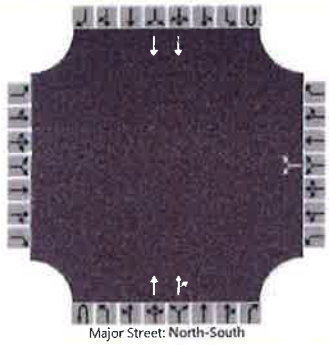
General Information

Analyst	CAS
Agency/Co.	V3 CO
Date Performed	2/14/2019
Analysis Year	2024
Time Analyzed	FUTURE WITH PROJECT PM PH
Intersection Orientation	North-South
Project Description	LOGISTICS PROPERTY CO

Site Information

Intersection	MUNGER ROAD AND DRIVEWAY
Jurisdiction	DUDOT
East/West Street	DRIVEWAY 1
North/South Street	MUNGER ROAD
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR			T	
Volume (veh/h)						0		9			595	6			735	
Percent Heavy Vehicles (%)						0		33								
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9								
Critical Headway (sec)						6.80		7.56								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.50		3.63								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							9									
Capacity, c (veh/h)							596									
v/c Ratio							0.02									
95% Queue Length, Q_{95} (veh)							0.0									
Control Delay (s/veh)							11.1									
Level of Service (LOS)							B									
Approach Delay (s/veh)						11.1										
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

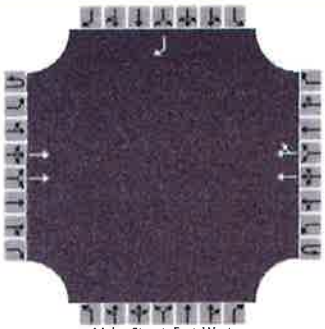
General Information

Analyst	CAS
Agency/Co.	V3 CO
Date Performed	2/14/2019
Analysis Year	2024
Time Analyzed	FUTURE WITH PROJECT PM PH
Intersection Orientation	East-West
Project Description	LOGISTICS PROPERTY GROUP

Site Information

Intersection	STEARNS RD AND DRIVEWAY 3
Jurisdiction	DUDOT
East/West Street	STEARNS ROAD
North/South Street	DRIVEWAY 3
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			847				1025	4								17
Percent Heavy Vehicles (%)																6
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized														Yes		
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																7.02
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																18
Capacity, c (veh/h)																475
v/c Ratio																0.04
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																12.9
Level of Service (LOS)																B
Approach Delay (s/veh)														12.9		
Approach LOS														B		

From: Furey, David <David.Furey@dupageco.org>
Sent: Tuesday, October 09, 2018 2:35 PM
To: Ben Fish; Tuman, Michael; Eidson, William
Cc: Aaron Martell; Bryan Rieger; Peter Reinhofer; Carl Schwarzer
Subject: RE: LPC - Stearns & Munger - Updated Traffic Study

Ben,

The County will accept the full-access on Stearns at either driveway location provided that the scenario does not result in additional "hourglassing" on Stearns Rd. Provide geometrics of the proposed roadway improvements and we will have a more complete picture.

Thank you,

David J. Furey
Highway Permits Supervisor
DuPage County Division of Transportation
421 North County Farm Road
Wheaton, Illinois 60187

Office: 630-407-6900

DUPAGECOUNTY

From: Furey, David <David.Furey@dupageco.org>
Sent: Friday, November 02, 2018 3:14 PM
To: Ben Fish
Cc: Peter Reinhofer; Bryan Rieger; Carl Schwarzer; Aaron Martell; John Gallagher; Tuman, Michael; Eidson, William
Subject: RE: LPC - Stearns - Road Widening
Attachments: Stearns Road Conceptual Widening Design.pdf

Ben,

The County is generally ok with the concept presented. There will be some minor modification to striping but this seems to address our concerns. If you wish to proceed, please submit and application for Highway Permit with 2 copies of preliminary plans for review.

Thank you,

David J. Furey
Highway Permits Supervisor
DuPage County Division of Transportation
421 North County Farm Road
Wheaton, Illinois 60187

Office: 630-407-6900

DUPAGECOUNTY

COMMUNITY DEVELOPMENT MEMORANDUM
19-24

DATE: March 8, 2019

TO: The Chairman and Members of the Plan Commission

FROM: Roberta Grill, Acting Community Development Director RBG

RE: **(#19-04) Streets of Bartlett**

PETITIONER

Manny Rafidia on behalf of MMAJ, LLC

SUBJECT SITE

Northwest corner of E. Devon Avenue and S. Berteau Avenue

REQUESTS

Third Site Plan/PUD Amendment
Special Use Permits:

a) Package liquor sales,
b) Serving alcohol, including wine tastings,
c) Recreation and amusement establishments,
d) Live entertainment,
e) Banquet hall facility,
f) Outdoor seating, and
g) Pet daycare (kennel)

SURROUNDING LAND USES

	Land Use	Comprehensive Plan	Zoning
Subject Site	**Commercial**	**Commercial**	**B-3 PUD**
North	Multi- Family	Attached Residential	SR-6
South	Single Family	Suburban Residential	SR-2
East	Industrial	Industrial	I-1
West	Commercial	Commercial	B-3

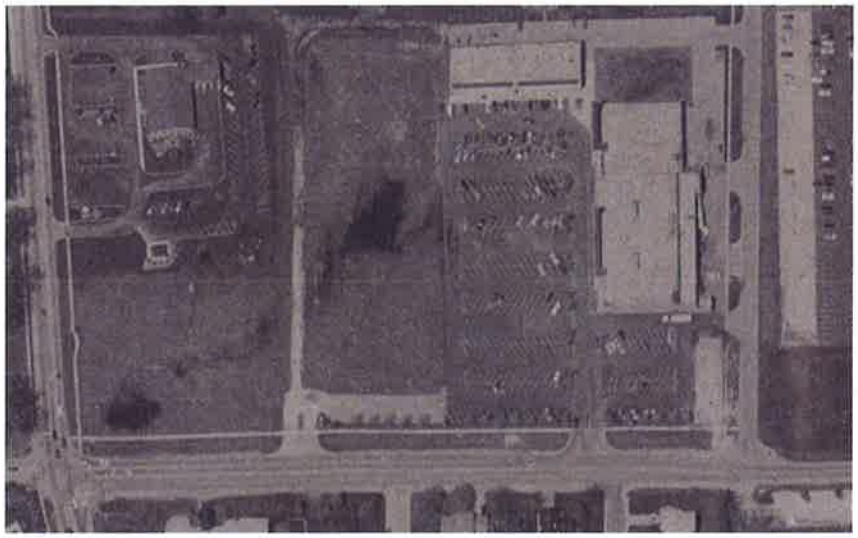
ZONING HISTORY

Through the Staff's research and as shown on the Village's Annexation Map, this parcel has been part of Bartlett since its incorporation in 1891 and was shown on the Village's first Zoning Map (1941) as part of the Farming District. These parcels are part of the H.O. Stone and Company's Town Addition to Bartlett which was platted and recorded in 1929. According to the 1962 Zoning Map, the property was zoned R-1 Single Family Residence, in 1971 zoned A-2 Multi-Family and in 1977 zoned SR-3 Suburban Residence. During the

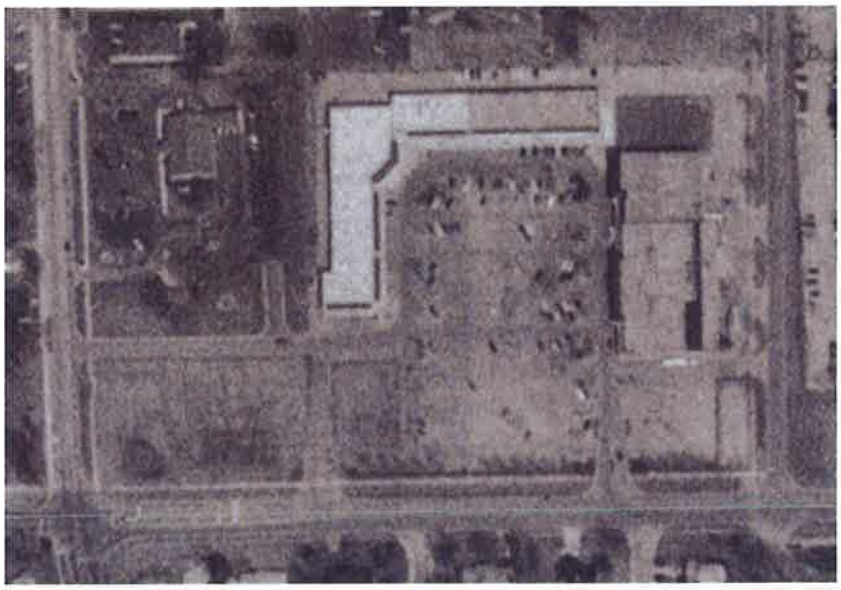
comprehensive rezoning of the Village in 1978, the property was rezoned to the B-3 (Neighborhood Shopping) Zoning District.

In 1978 the grocery store was constructed.

In 1981 the original building was expanded northward and a second building was constructed to the north.



In 1988, Ordinance #1988-32 granted a Special Use Permit for a Planned Unit Development of the Bartlett Plaza Shopping Center Property (Phase 3 Addition) which included the addition of the western building and extended the northern building further west.



In 1991, Ordinance #1991-78 granted a Special Use Permit for a pet shop for the entire Bartlett Plaza Shopping Center.

In 2006, Ordinance #2006-22 was the First Site Plan/PUD Amendment to allow an outdoor play area for the Kripa Montessori School. The outdoor play area replaced what is shown on the Phase 3 Addition Site Plan as Building C.

In 2009, Ordinance #2009-63 was the Second Site Plan/PUD Amendment to expand onto the outdoor play area for the Kripa Montessori School in the same Building C footprint location.

CURRENT DISCUSSION

1. The Petitioner is proposing to renovate 31,860 square feet of the existing building in the former grocery space and create a new 22,425 square foot entertainment center oriented west, towards the parking lot and three new commercial spaces oriented south, towards E. Devon Avenue. The three new tenant spaces will include a 4,150 square foot wine and liquor store (Armanetti Wine and Spirits), a 3,900 square foot restaurant (Fire & Ice) and 1,385 square foot space for future retail. The Petitioner is requesting a **Third Site Plan/PUD Amendment** to create a conceptual commercial building pad for a possible grocer or banquet facility and to add parking in the southwest corner of the parcel where grass currently exists (previously shown as 'possible future development' on the 1988 Site Plan). The Petitioner has stated the area for the conceptual commercial building pad will not be subdivided or sold off.

2. The Petitioner proposes to modify the current shopping center name from the Bartlett Plaza Shopping Center to the Streets of Bartlett.

3. The proposed renovations include covering the existing metal roofs with a parapet wall that will incorporate varying roof lines and accent lighting on the façade to update the building elevations. The three new commercial spaces facing south will have new windows, doors, a sidewalk and an outside dining area where a brick wall currently exists.

4. In creating the conceptual commercial building pad, 159 parking spaces would be removed from the existing site. However, by transforming the existing grass area in the southwest corner of the property to parking, approximately 30 parking spaces would be added back to the total number provided. A Variation is requested to reduce the required parking spaces from 525 to 406 spaces (119 spaces). Below is a summary of the parking spaces provided on the site and those required in accordance with the Zoning Ordinance.

Parking Summary

	Parking Required	**Parking Provided**
Existing Site	525	**535 spaces**
Proposed Commercial Building Pad- Eliminating parking		-159 spaces
Existing Grass Area to be paved for parking (Southwest Corner of Site)		+30 spaces
		Total = 406 spaces

Staff has researched all the current uses in the building and proposed uses.

Use	Required # of Parking Stalls
Office	24
Medical	48
Restaurant	39
Restaurant (carry out)	6
Retail	106
Salon	18
School	12
Future Entertainment Center- 22,425 sq. ft.	69
Future Fire & Ice Restaurant- 3,900 sq. ft.	31
Future Retail- 1,385 sq. ft.	7
Future Armanetti's-4,150 sq. ft.(retail)	21
	Total = 381 spaces

To serve the current and future tenants 381 parking stalls are required to meet the Zoning Ordinance requirement (not including the conceptual commercial building pad); with 406 parking stalls proposed for the site. When the commercial building plans are submitted for review parking requirements would be evaluated at that time.

(The Variation request was discussed by the Zoning Board of Appeals at their meeting on March 7, 2019 and was recommended for approval.)

5. Access to the site from Main Street, E. Devon Avenue and S. Berteau Avenue would remain the same. Internal circulation would be modified slightly along the south elevation of the new commercial uses where the drive aisle would become one-way in order to accommodate a sidewalk and outdoor seating.

6. Three additional Variations are being requested for the proposed monument signs:
    a) A 20 square foot increase from the maximum permitted 100 square foot allowable sign area for each monument sign (120 square feet),
    b) A 2 foot increase in the maximum permitted 10' height to allow both monument signs to be 12' in height, and
    c) A 2 foot reduction in the required 5 foot setback along E. Devon Avenue.

    (Staff is working with the Petitioner to ensure the sign locations will be safe and clear visibility will be provided.)

    (The Variation requests were discussed by the Zoning Board of Appeals at their meeting on March 7, 2019 and all were recommended for approval.)

7. The Petitioner is requesting the following **Special Use Permits** for the subject property in its entirety:
    a) Package liquor sales (excluding within 100' of a school),
    b) Serving alcohol including wine tastings (excluding within 100' of a school),
    c) Recreation and amusement establishments,
    d) Live entertainment,
    e) Banquet hall facility,
    f) Outdoor seating, and
    g) Pet daycare (kennel)

8. The Petitioner is requesting a **Special Use Permit** for **package liquor sales** to open an Armanetti Wine and Spirits. Armanetti's will primarily sell wine (approximately 70% of the sales) and also **serve alcohol** with wine tastings taking place at this location. The area designated for beer and liquor sales is substantially smaller than the area devoted to selling wine.

9. As part of the proposed Fire and Ice Restaurant, the Petitioner is requesting a **Special Use Permit to serve alcohol**. This restaurant would have a full kitchen and include video gaming. The Petitioner also requests to have **live entertainment** in the restaurant.

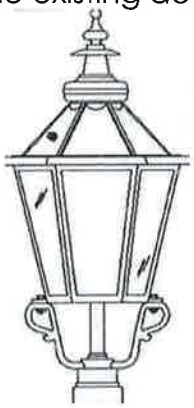
10. The State Law requires video gaming establishments to be a minimum of 100 feet from any school or place of worship. There are no schools or places of worship within 100 feet of this proposed restaurant. (The Kripa Montessori School is located 200 feet north of this proposed restaurant location.)

11. The Petitioner is requesting a **Special Use Permit** for a 22,425 square foot **recreation and amusement establishment.** This establishment will be family friendly and catered toward children's activities including roller coasters, a trampoline park, jungle gym and other child friendly amusements. This area will be connected to the restaurant in order to provide food and alcohol to the adult patrons of the amusement establishment.

12. The Petitioner is requesting a **Special Use Permit** to allow **outdoor seating** for the entire shopping center in front of any of the commercial spaces, if the future tenant so chooses. A perimeter fence around the outdoor seating area will be required if alcohol is to be served outside.

13. The Petitioner is requesting **Special Use Permits** for a **banquet hall facility** and **pet daycare (kennel)**. These uses are not currently proposed but the Petitioner is requesting the Special Use Permits to have the option to attract these uses to fill any vacancies. A detailed review of these uses would be required by the Staff at building permit submittal (i.e. parking, pet elimination area, etc.)

14. As part of the redevelopment improvements for the shopping center the Petitioner proposes to replace the existing parking lot lights with the downtown light fixtures to tie this center to the existing downtown improvements.



15. A Site Plan will be required to be submitted for the commercial building pad once additional details are finalized for its development. If there are no additional special use(s) and/or variations(s) being requested this will be

reviewed as an Administrative Site Plan review and will be submitted directly as a building permit application.

16. Landscape and Photometric plans are currently being reviewed by the Staff.

RECOMMENDATION

1. The Staff recommends **approval** of the petitioner's requests subject to the following conditions and Findings of Fact:
   - A. An updated and revised Unified Business Center Sign Plan shall be submitted to the Community Development Department for review and approval;
   - B. Staff approval of the Landscape and Photometric Plans;
   - C. Village Engineer approval of the Engineering Plans;
   - D. Building permits shall be required for all construction activity that takes place on the subject property;
   - E. The Petitioner shall obtain all required liquor licenses;
   - F. Outdoor fencing shall be required and installed prior to the serving of alcohol outside. Building permits shall be required for the fencing and the placement of the outdoor seating to ensure adequate space has been provided for both patrons of the outdoor space and pedestrians accessing other tenant spaces in the center;
   - G. The parking lot shall be appropriately signed and restriped with arrows to direct traffic in the area directly south of the proposed three new commercial uses oriented towards Devon Avenue. A Do Not Enter sign shall also be placed on the property in this same area (location to be approved by the Community Development Department) to eliminate any conflict with the vehicular movements on the site;
   - H. Enclosures with gates shall be constructed for all dumpsters located on the subject property;
   - I. Signage shall be reviewed and approved separately by the Community Development Department in accordance with the Sign Ordinance;
   - J. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to Community Development for review and approval by the Village Arborist and a bond posted in the approved amount for its future installation;
   - K. Landscaping must be installed within one year of the issuance of a building permit;
   - L. Findings of Fact (Site Plan):
     - i. That the proposed commercial uses/buildings are permitted or special uses in the B-3 PUD Zoning District;
     - ii. That the proposed redevelopment of the commercial center and the proposed buildings, 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.

M. Findings of Fact: Special Use Permits (Package liquor sales, Serving alcohol including wine tastings, Recreation and amusement establishments, Live entertainment, Banquet hall facility, Outdoor seating, and Pet daycare (kennel))

i. The proposed Special Uses are desirable to provide uses which are in the interest of public convenience and will contribute to the general welfare of the community;

ii. That the proposed Special Uses will not under the circumstances of the particular case be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity;

iii. That the special uses shall conform to the regulations and conditions specified in the Bartlett Zoning Ordinance for such use and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

N. Finding of Fact (Planned Unit Development)

i. The Village's Future Land Use Plan designates this area as Commercial that has been established in the area and which conforms with general planning policies and precedents of the Village;

ii. The commercial uses proposed are permitted or Special Uses in the B-3 PUD Zoning District;

iii. The redevelopment of the shopping center and the proposed commercial uses will be 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 redevelopment of the shopping center and the proposed commercial uses 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 redevelopment of the shopping center and the proposed commercial uses shall not include impact donations;

vi. Adequate utilities and drainage shall be provided for the redevelopment of the shopping center and the proposed commercial uses;
vii. Adequate parking and ingress and egress will be provided for the redevelopment of the shopping center and the proposed commercial uses 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 is reasonable assurance that the redevelopment of the shopping center and the proposed commercial uses will continue to operate as it has and be adequately maintained.

2. Background materials are attached for your review and consideration.

rbg/attachments

x:\comdev\mem2019\024_Streets of Bartlett_pc.docx

MMAJ, LLC
PO Box 315
Itasca, IL 60143
Direct Dial: (847) 921-9200

February 11, 2019

Village of Bartlett
228 S. Main St.
Bartlett, IL 60103

Re: 114-399 Bartlett Plaza, Bartlett, IL 60103
Development Applications

Dear Village President and Board Members:

I would like to humbly ask the Village President and Board to work with me on achieving the approval for the requests outlined below in order for me to make this deal economically feasible to move forward with the purchase of the Bartlett Plaza. I am approaching the time to finalize this deal and I wanted to be able to obtain something in writing from the Village approving these requests before I finalize. I understand that there is a process that we have to go through in order to get certain special uses and certain requests and by no means am I trying to pressure the Village President or Board but it is so imperative that I am able to achieve the goal to move forward with closing this deal. My requests are as followed.

- A relief on all the permit fees for the improvements and support from the Village for Cook County to give us relief on the Property Taxes.
- Relief on tapping fees for utilities, water/sewer, electric, gas.
- Approval of two (2) new pylon signs.
- In the event we build a 20,000 square foot building on the property, I would request the future users, for either a grocer or banquet hall, be pre-zoned.
- I am requesting to change the name of the Shopping Center to "Streets of Bartlett".
- Interior building alterations.
- Landscaping upgrades.
- Special uses to include:
    - Liquor Sales
    - Wine Tasting
    - Restaurant Serving Liquor
    - Restaurant with Video Gaming
    - Entertainment Center
    - Live Entertainment
    - Banquet Hall Facility
    - Outdoor Seating
    - Pet Daycare

MMAJ, LLC
PO Box 315
Itasca, IL 60143
Direct Dial: (847) 921-9200

I would like to be able to put in the Center 1) Armanetti Wine & Spirits and 2) Food Establishment containing Woodfire Pizza, soft serve ice cream, small bar and gaming café. I have already received executed leases from these users, contingent upon Village approval. I am asking the Board to approve these uses. My intention is to work with the Village Board and the Community to make the utmost result that lead to a successful and improved Shopping Center. As I previously explained, I bring tenants from my pool of tenants that I currently have in my other shopping centers, these tenants have proven to improve the look of the shopping center and do not cause any distractions to the neighborhood and serve the needs of the community.

Your consideration is greatly appreciated and I look forward to working with the Village of Bartlett. Please let me know if you have any questions.

Sincerely,

Manny Rafidia
(847) 921-9200

VILLAGE OF BARTLETT
DEVELOPMENT APPLICATION

For Office Use Only
Case # 19-04

(Village Stamp)
RECEIVED
COMMUNITY DEVELOPMENT
FEB 26 2019
VILLAGE OF BARTLETT

PROJECT NAME 114-399 BARTLETT PLAZA

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: MANNY RAFIDIA

Street Address:

City, State: ITASCA, IL **Zip Code:** 60143

Email Address: **Phone Number:**

Preferred Method to be contacted: Email

PROPERTY OWNER INFORMATION

Name: Bartlett Plaza Properties LLC

Street Address:

City, State: Bartlett, Illinois **Zip Code:** 60103

Phone Number:

OWNER'S SIGNATURE: Andrew Borski **Date:** Feb. 26, 2019
(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

ACTION REQUESTED (Please check all that apply)

___ Annexation
___ PUD (preliminary)
___ PUD (final)
___ Subdivision (preliminary)
___ Subdivision (final)
___ Site Plan (please describe use: commercial, industrial, square footage):_____
___ Unified Business Center Sign Plan
_X_ Other (please describe) SITE PLAN AMENDMENT/PUD AMENDMENT

___ Text Amendment
___ Rezoning See Dropdown to See Dropdown
_X_ Special Use for: SEE ATTACHED
___ Variation: _____

SIGN PLAN REQUIRED? Yes

(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: 114-399 BARTLETT PLAZA

Property Index Number ("Tax PIN"/"Parcel ID"): 06-35-317-042-0000 & 06-35-318-047-0000

Zoning: Existing: B-3 PUD (Refer to Official Zoning Map)
Proposed: See Dropdown

Land Use: Existing: See Dropdown
Proposed: See Dropdown

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

Acreage: 9.79

For PUD's and Subdivisions:

No. of Lots/Units: _____

Minimum Lot: Area _____ Width _____ Depth _____

Average Lot: Area _____ Width _____ Depth _____

APPLICANT'S EXPERTS **(If applicable, including name, address, phone and email)**

Attorney FIELD & GOLDBERG, LLC - JAY GOLDBERG
10 S. LASALLE ST., SUITE 2910 - CHICAGO, IL 60603
(312) 408-7271 / JGOLDBERG@FIELDANDGOLDBERG.COM

Engineer INFRALAND CONSULTING, LLC
PO BOX 503 - SPRING GROVE, IL 60081
(847) 838-8835 / MILEST@INFRALAND.COM

Other PURNELL ARCHITECTS, INC. - SHAWN PURNELL
1607 NORTH AVE. - ROUND LAKE BEACH, IL
(847) 989-2772 / stp.architecture@gmail.com

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.

   Yes, the main objective of the PUD Amendment is to upgrade this property to become a more desirable destination for the community to shop at a new, modern center and also attractive for tenants to come in and become a part of the uses.

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.

   No, the uses intended are all moral and will be attractive to the local community.

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.

   Yes, all intended uses shall comply with the regulations and conditions specified by the Village of Bartlett and all governmental authorities.

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

   Agree.

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.

   Agree.

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.

   Agree, the Planned Unit Development will be designed, located, operated and maintained so the public health, safety and welfare will not be endangered or detrimentally affected.

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.

   Agree.

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

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

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

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 plans do provide adequate parking and ingress and egress and are designed to minimize traffic congestion and hazards in the public streets.

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.

    Agree.

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

The PUD will be completed according to schedule and adequately maintained.

FINDINGS OF FACT FOR SPECIAL USES

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

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

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

   The proposed use(s) requested will be desirable to provide a service/facility which is in the interest of public convenience and will contribute to the general welfare of the community.

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

   The proposed use(s) requested will not be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to the property value.

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

   The proposed use(s) requested shall conform to all regulations, conditions, stipulations and conditions made by the authorized parties.

ACKNOWLEDGEMENT

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

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

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

SIGNATURE OF PETITIONER: _____

PRINT NAME: MANNY RAFIDIA

DATE: JANUARY 31, 2019

REIMBURSEMENT OF CONSULTANT FEES AGREEMENT

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

NAME OF PERSON TO BE BILLED: REFER TO #6 UNDER OTHER ACTION REQUEST.

ADDRESS: _____

_____

PHONE NUMBER: _____

EMAIL: _____

SIGNATURE: _____

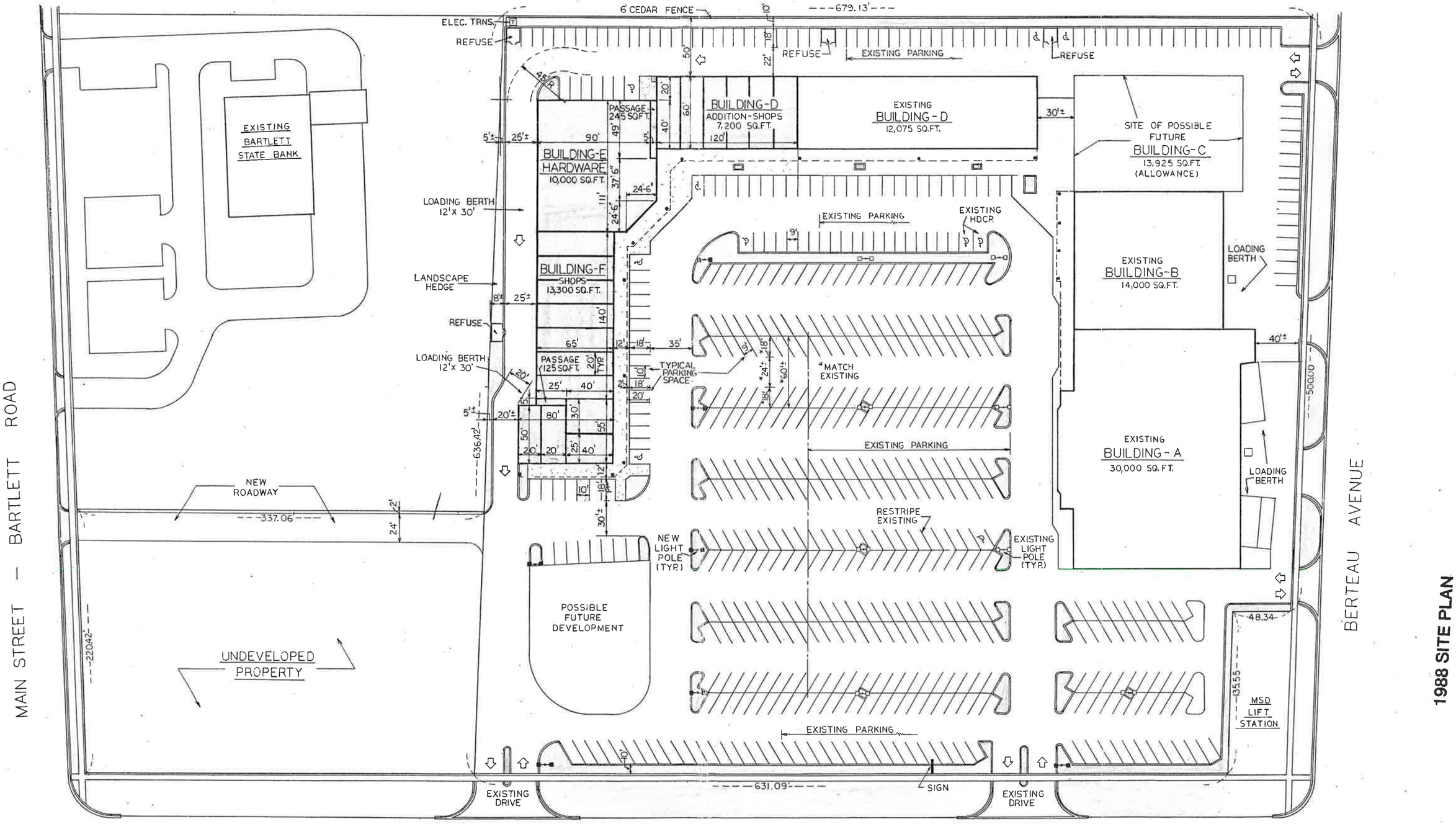
DATE: _____

ZONING/LOCATION MAP

PINS :06-35-317-042 & 06-35-318-047

Case #19-04 - Streets of Bartlett

Site Plan/PUD Amendment, Special Uses, and Variations



1988 SITE PLAN

PARKING ___ 567
F.A.R. ____ .25
ZONING ___ B3

STATISTICS (APPROX.)

LAND AREA	424,900	SQ.FT.
BUILDING AREA		
EXISTING BUILDING-A,B,D	56,075	SQ.FT.
BUILDING-C (ALLOWANCE)	13,925	" "
BUILDING-D (ADDITION)	7,200	" "
BUILDING-E	10,000	" "
PASSAGES	370	" "
BUILDING-F	13,300	" "
POSSIBLE ADDITIONAL BUILDING (FUTURE DEVELOPMENT)	4,130	" "
TOTAL	105,000	SQ.FT.

SITE PLAN

0 20' 50' 100'

SCALE: 1" = 80'

NORTH

PHASE-3 ADDITION
BARTLETT PLAZA SHOPPING CENTER

BARTLETT, ILLINOIS

JAMES MILTON RAY — ASSOC., ARCHITECT

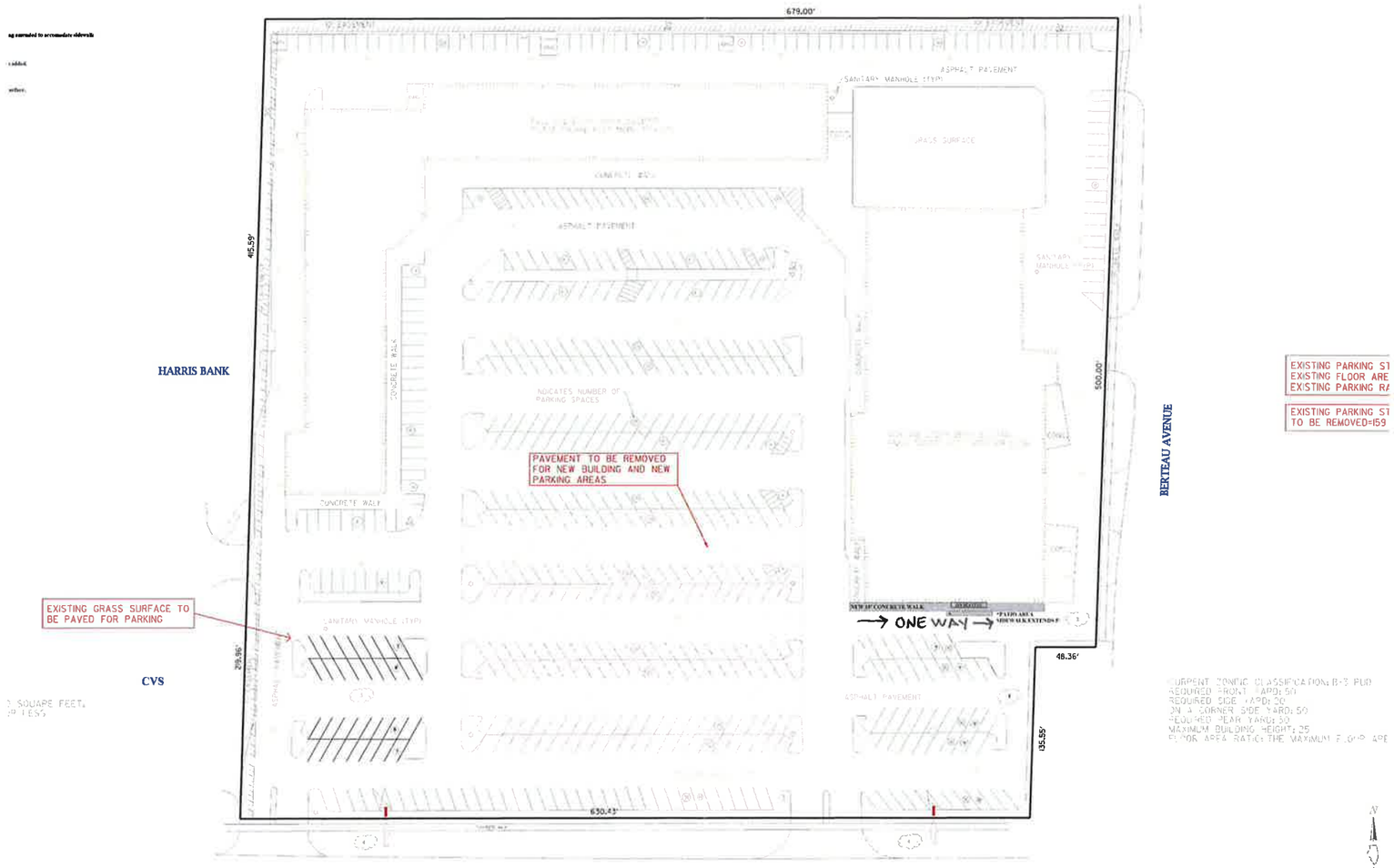
JULY 22, 1987

AUGUST 12, 1987

ng extended to accomodate sidewalk

r added.

setback.



EXISTING PARKING ST
EXISTING FLOOR ARE
EXISTING PARKING RA

EXISTING PARKING ST
TO BE REMOVED=159

CURRENT ZONING CLASSIFICATION: B-3 PUD
REQUIRED FRONT YARD: 50
REQUIRED SIDE YARD: 30
ON A CORNER SIDE YARD: 50
REQUIRED REAR YARD: 30
MAXIMUM BUILDING HEIGHT: 25
FLOOR AREA RATIO: THE MAXIMUM F.A.R. IS 40%

N

0' 10' 20'

PROPOSED SITE PLAN

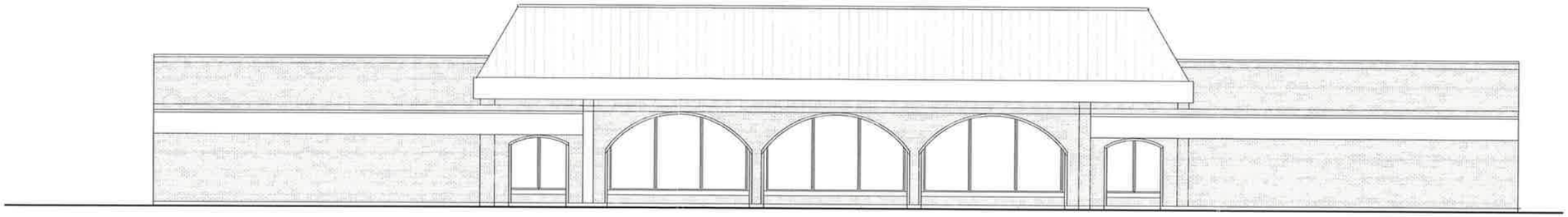
P.O. Box 503 Barrington, IL 60011 Phone: 847.639.9505 Fax: 847.639.9577 mbaird@mbaird.com	134 BARTLETT PLAZA 134 MAIN STREET BARTLETT, ILLINOIS	PROPOSED ALDI EXISTING CONDITIONS AND REMOVAL PLAN	REVISIONS

Subject 1/15/2019 2:23:06 PM

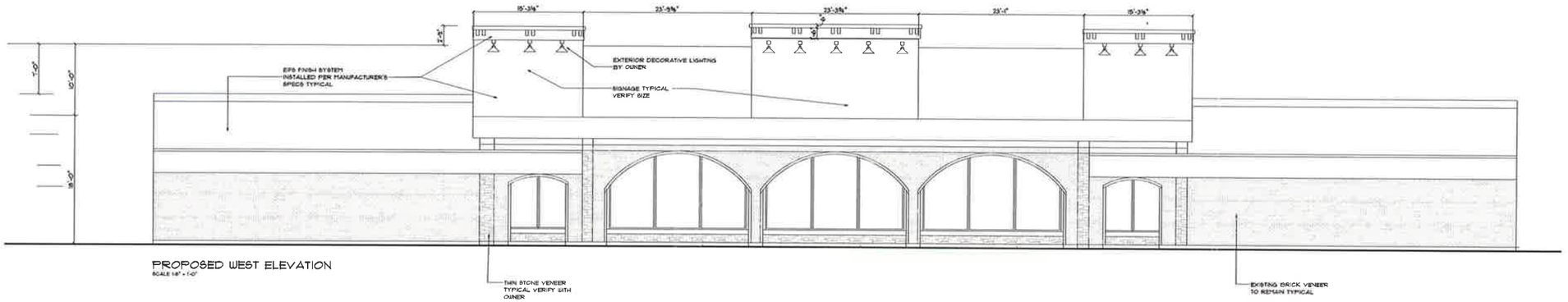
EXISTING ELEVATION

RENDERINGS

STREETS OF BARTLETT



EXISTING WEST ELEVATION
SCALE 1/8" = 1'-0"



PROPOSED WEST ELEVATION
SCALE 1/8" = 1'-0"

SPECIFICATIONS

DIVISION 1 GENERAL REQUIREMENTS

1. PRIOR TO THE BID AND START OF ANY WORK THE CONTRACTOR(S) SHALL VERIFY ALL GRADES, LINES, LEVELS, EXISTING CONDITIONS, AND DIMENSIONS INDICATED ON THE DRAWINGS. ANY DISCREPANCY SHALL BE REPORTED TO THE ARCHITECT IMMEDIATELY BEFORE COMMENCING WITH ANY WORK.
2. ALL WORK SHALL COMPLY WITH THE LATEST EDITION OF ALL APPLICABLE NATIONAL AND/OR MUNICIPAL BUILDING CODES AND ORDINANCES. THE CONTRACTORS SHALL PROCURE AND PAY FOR ALL REQUIRED PERMITS AND UTILITY SERVICE CHARGES.
3. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO THE START OF ANY EXCAVATION.
4. SUB CONTRACTORS SHALL LEAVE SITE NEAT 4 FREE OF DEBRIS AT THE END OF EACH WORK DAY.
5. PLANS AND SPECIFICATIONS: IT IS THE INTENT OF THE PLANS AND SPECIFICATIONS TO PROVIDE FOR A COMPLETE INSTALLATION. EVERYTHING NECESSARY FOR THE COMPLETION AND SUCCESSFUL OPERATION OF THE WORK, WHETHER OR NOT HEREIN DEFINITELY SPECIFIED OR INDICATED, SHALL BE FURNISHED AND INSTALLED AS IF SO SPECIFIED OR INDICATED. ALL MATERIALS SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.
6. THE DRAWINGS ARE DIAGRAMMATIC ONLY AND NOT INTENDED TO SHOW EXACT LOCATIONS UNLESS DIMENSIONED. DO NOT SCALE DRAWINGS. CONTRACTORS SHALL VERIFY ALL EXISTING FIELD CONDITIONS, DIMENSIONS, AND LEVELING PRIOR TO THE START OF ANY WORK AND SHALL ADJUST THEIR EQUIPMENT AND RACEWAY LOCATIONS TO AVOID CONFLICTS WITH OTHER CONSTRUCTION OR EQUIPMENT.
7. ALL SUB CONTRACTORS ARE RESPONSIBLE FOR THE COORDINATION OF THEIR WORK WITH ALL OTHER AFFECTED TRADES.
8. NO CONSTRUCTION ADMINISTRATION IS PROVIDED BY THE ARCHITECT.
9. THE ARCHITECT IS NOT RESPONSIBLE FOR THE METHODS OF CONSTRUCTION AND/OR ERROR AND OMISSION WITHIN THE METHODS OF CONSTRUCTION.
10. GENERAL CONTRACTOR SHALL SUPPLY DUMPSTER AND SANITARY FACILITY FOR JOB PERSONNEL AT ALL TIMES.
11. GENERAL CONTRACTOR IS TO MAINTAIN AND CLEAN STREETS IMMEDIATELY THROUGHOUT CONSTRUCTION.
14. DO NOT START WORK IF THE SUB-SURFACES ARE DEFECTIVE. THE COMMENCEMENT OF SUB-CONTRACTOR'S WORK SHALL CONSTITUTE ACCEPTANCE OF SUB-SURFACE.
15. EACH SUB-CONTRACTOR SHALL OBTAIN AND PROVIDE NECESSARY BONDS, PERMITS AND INSPECTIONS AS REQUIRED BY THE MUNICIPALITY, COUNTY, STATE OR OTHER AGENCIES HAVING JURISDICTION.
16. CURRENT INSURANCE CERTIFICATES IE. GENERAL LIABILITY, WORKMEN'S COMPENSATION, ETC. MUST BE SUBMITTED TO THE BUILDER BEFORE PROCEEDING WITH ANY WORK.

OVER THESE PLANS AND SPECIFICATIONS IF THERE EXISTS A CONFLICT, THE SUB-CONTRACTOR SHALL NOT CHARGE EXTRAS FOR ITEMS NECESSARY TO MEET CODE REQUIREMENTS FOR HIS WORK EVEN IF THE ITEMS WERE NOT CALLED OUT ON THESE PLANS.

18. ALL WORK SHALL BE PERFORMED IN GOOD WORKMANLIKE MANNER. EACH SUB-CONTRACTOR SHALL WARRANTY THEIR WORK FOR A PERIOD OF ONE YEAR FROM THE DATE OF OCCUPANCY PERMIT FROM DEFECTS AND WORKMANSHIP AND REPAIR ANY DEFECTS AT THEIR OWN COST.
19. THE APPROVED SET OF PRINTS, ALONG WITH THE COORDINATING PLAN REVIEW, MUST BE KEPT ON-SITE DURING THE COURSE OF CONSTRUCTION. THESE ITEMS MUST BE MADE AVAILABLE TO ALL REPRESENTATIVES OF THE BUILDING DEPARTMENT UPON REQUEST.

DIVISION 2 EXISTING CONDITIONS

1. FIELD VERIFY ALL EXISTING CONDITIONS INCLUDING LOCATIONS OF ALL UTILITIES.

DIVISION 5 METALS

1. THE DESIGN, FABRICATION & ERECTION OF STRUCTURAL STEEL SHALL CONFORM TO THE "AMERICAN INSTITUTE OF STEEL CONSTRUCTION" LATEST EDITION FOR A-36 STEEL. STEEL SHALL BE SHOP COATED.
2. REINFORCING BARS SHALL BE ASTM GRADE 40 WITH SPLICES TO BE LAPPED 12" MIN.

DIVISION 6 WOOD, PLASTICS, AND COMPOSITES

1. ALL JOISTS, RAFTERS, STUDS, AND MISC. STRUCTURAL FRAMING SHALL BE KILN DRIED, LUMBER NO 2, 1,300,000 E MINIMUM.
7. ALL WOOD IN CONTACT WITH CONCRETE, CONCRETE BLOCK, OR EARTH SHALL BE WEATHER AND INSECT TREATED.

DIVISION 7 THERMAL AND MOISTURE PROTECTION

1. PROVIDE SHAFTS AND FIRESTOPPING AT ALL PIPE, CONDUIT, DUCT OPENINGS, OR OTHER PENETRATIONS. PROVIDE FIRESTOPPING AT ALL RUNNING PARTITIONS AND OUTSIDE STUD WALLS AT THE LEVEL OF EACH FLOOR OR CEILING AND AT JOINT AREAS. PROVIDE ADDITIONAL FIRESTOPPING AS REQUIRED PER LOCAL CODE.
3. ALL FLASHINGS AND SHEET METAL WORK SHALL CONFORM TO THE RECOMMENDATIONS OF THE LATEST SMACNA REFERENCE MANUAL FOR INSTALLATION AND SHAPES.
3. ROOFER SHALL INSTALL BABY TINS UNDER TYVEK UNAP.
4. REFER TO TYVEK MANUAL AND INSTALL AIR BARRIER IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. PROVIDE AIR BARRIER WRAP AND SILL, HEAD, AND JAMB FLASHING AS MANUFACTURED BY TYVEK.
5. PROVIDE SOUND ATTENUATION BLANKETS AT ALL WASTE LINES IN FLOOR AND WALL CAVITIES. PROVIDE SOFT CLOSED CELL FOAM OR DENSE GLASS FIBER SLEEVES, NORMALLY 3" LONG AND 1/2" THICK BETWEEN UNINSULATED PIPES AND HANGERS. THERE SHOULD BE NO DIRECT CONTACT BETWEEN THE PLUMBING AND STUDS OR DRYWALL.

DIVISION 9 FINISHES

1. ALL INTERIOR WALLS AT WET LOCATIONS SHALL BE DUROCK OR EQUAL.
2. PROVIDE CONCRETE BACKER BOARD AT ALL AREAS TO RECEIVE TILE FINISH AND INSTALL GREEN BOARD AT WET WALLS FOR PAINT.
3. ALL CERAMIC AND QUARRY TILE TO BE INSTALLED IN THINSET OVER CONCRETE BACKER BOARD.
4. ALL GYPSUM BOARD SURFACES AND PAINTED WOODWORK TO RECEIVE ONE (1) PRIME AND TWO (2) FINISH OIL BASE/LATEX PAINT COATS. ALL INTERIOR WOOD TRIM TO BE BACK PRIMED. DOORS TO BE PAINTED (SEALED), ALL SIX SIDES. VERIFY FINISH WITH OWNER. PAINT FINISHES: WALLS - EGGSHELL; CEILING - FLAT; DOORS & TRIM - PEARL. MATERIALS: PRATT AND LAMBERT OR APPROVED EQUAL. VERIFY FINISHES IN FIELD WITH OWNER. STAINED WOODWORK: TOPCOAT WITH ONE (1) COAT STAIN AND TWO (2) COATS VARNISH WITH STEEL WOOLING BETWEEN COATS.
6. ALL COLORS, FINISHES, AND MATERIAL SELECTIONS TO BE MADE AND APPROVED BY OWNER.
7. ALL INTERIOR WALL FINISH TO BE 1/2" GYPSUM BOARD.

NOTE: THE FOLLOWING CODES SHALL BE IN EFFECT WITH BARTLETT AMENDMENTS

International Building Code, 2012 Edition (with amendments)

International Mechanical Code, 2012 Edition (with amendments),
International Fuel Gas Code, 2012 Edition (with amendments),
International Energy Conservation Code, 2015 Edition
State of Illinois Amendments
International Fire Code, 2012 Edition (with amendments),
National Electrical Code, 2011 Edition (with amendments),
Illinois Plumbing Code, 2014
Illinois Accessibility Code, Latest Edition

NO CHANGE IN USE OR INTENSITY IS PROPOSED.

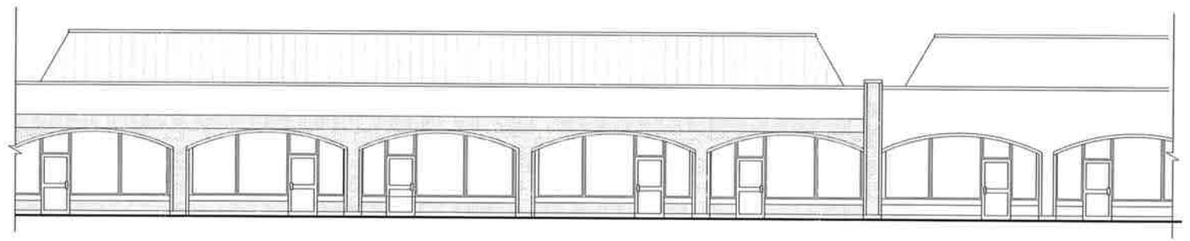
NO CHANGE IN AREA OR PARKING CONFIGURATION IS PROPOSED.

ALL INTERIOR FINISHES SHALL HAVE FLAME SPREAD RATING INDICATED AND SUBMITTED TO FIRE DEPARTMENT BY OWNER.

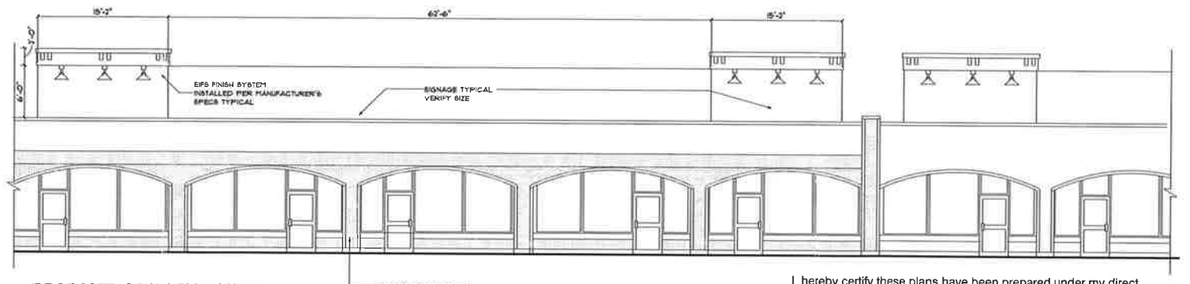
INSTALL SLEEVES FOR LOW VOLTAGE WIRING SYSTEM PER ORD. NO. 2003-76
LOW VOLTAGE SECTION 725 FIRE ALARM SECTION 760 COMMUNICATION SECTION 800

SIGN CIRCUITS MUST HAVE A GREEN GROUNDING CONDUCTOR INSTALLED PER UL 48 # 2161

THE MINIMUM SIZE CONDUCTOR FOR COMMERCIAL BRANCH CIRCUIT WIRING MUST BE #12 AWG
INSTALL A GREEN GROUNDING CONDUCTOR IN ALL FLEX



EXISTING SOUTH ELEVATION
SCALE 1/8" = 1'-0"



PROPOSED SOUTH ELEVATION
SCALE 1/8" = 1'-0"

RECEIVED
COMMUNITY DEVELOPMENT
FEB 05 2019
VILLAGE OF BARTLETT

I hereby certify these plans have been prepared under my direct supervision and control and to the best of my knowledge and belief complies with the building codes of Bartlett , IL

Shawn Purnell Architect IL Lic. # 001-019645 Expires 11-30-18

SIGNED 10-12-2018

STATE OF ILLINOIS
SHAWN PURNELL
001-019645
LICENSED ARCHITECT

PERMIT ISSUE
10-12-2018

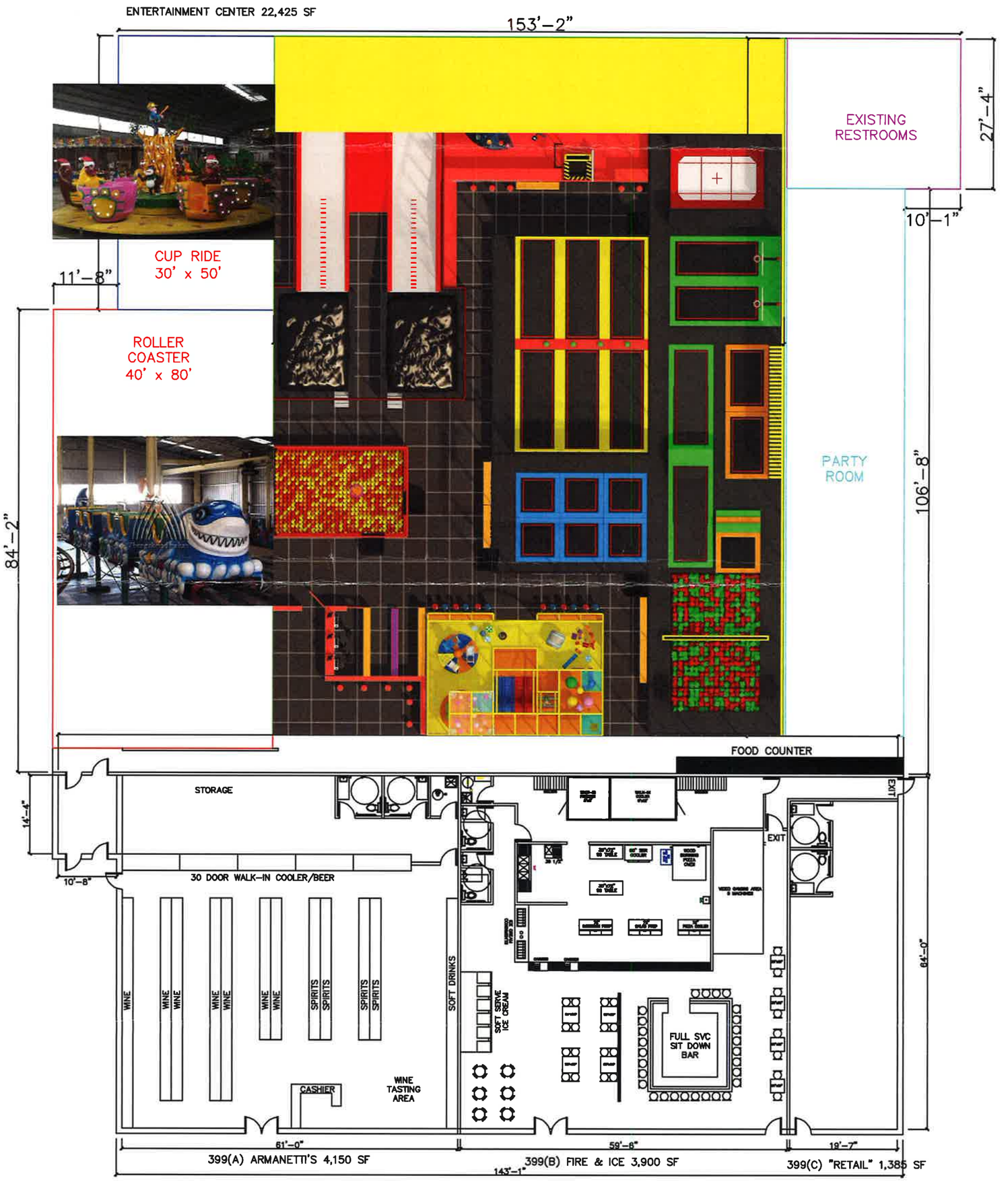
EXTERIOR CANOPY MODIFICATION
399 BARTLETT PLAZA BARTLETT ILLINOIS

ELEVATIONS

PURNELL ARCHITECTS, INC.
1607 NORTH AVENUE ROUND LAKE BEACH IL
847.989.2712 SHAWN@SHAWNPURNELL.COM

1

FLOOR PLAN



PYLON SIGN

1' 10' (WIDTH OF THE PYLON SIGN) 1'

12' (HIGHT OF THE PYLON SIGN)

3' (WIDTH OF THE BRICK FOUNDATION)

5' CONCRETE FOUNDATION)

Neon Art Sign
4752 N. Avers Chicago Il 60625
www.neonartchicago com
neonartchicago@gmail.com
773-588-5883(B) 847-508-9907 (C)