



**VILLAGE OF BARTLETT  
PLANNING & ZONING COMMISSION MEETING  
AGENDA**

**BARTLETT MUNICIPAL CENTER  
228 S. MAIN STREET  
June 1, 2023  
7:00 P.M.**

- I. Call to Order
- II. Roll Call
- III. Approval of the April 6, 2023 Planning & Zoning Commission meeting minutes
- IV. Public Forum
- V. **(#23-04) Orchards Gaming**  
Special Use Permit to serve beer and wine  
**PUBLIC HEARING**
- VI. **(#23-05) Bartlett Liquors and Wine**  
Special Use Permit to sell package liquor  
**PUBLIC HEARING**
- VII. **(#23-02) Hawk Hollow Middle School**  
Plat of Consolidation  
Rezoning from SR-2 PUD to P-1  
Site Plan  
Amendment to the Future Land Use Plan  
**PUBLIC HEARING**
- VIII. New Business/Old Business
- IX. Adjournment



Village of Bartlett  
Planning and Zoning Commission  
April 6, 2023

---

M. Werden, Chairman called the meeting to order at 7:00 pm.

Roll Call

Present: B. Bucaro, C. Deveaux, M. Hopkins, G. Koziol, M. Sarwas, J. Battermann, M. Werden  
Absent: J. Miaso, J. Kapadoukakis

Also Present: Kristy Stone, Planning & Development Services Director

Approval of Minutes

A motion was made to approve the December 8, 2022 meeting minutes.

Motioned by: G. Koziol  
Seconded by: M. Sarwas

Roll Call

Ayes: B. Bucaro, C. Deveaux, G. Koziol, M. Sarwas, M. Werden  
Nays: None  
Abstain: M. Hopkins, J. Battermann

The motion carried.

Public Forum

**M. Werden** opened the public forum. No one from the public came forward. **M. Werden** closed the public forum.



Village of Bartlett  
Planning and Zoning Commission  
April 6, 2023

---

**(#23-03) Aldi – NW corner of E. Devon and S. Berteau Ave (Streets of Bartlett)**

**Modification to the PUD Special Use Permit**

**Fourth Site/PUD Plan Amendment**

**Final Site/PUD Plan**

**Major design exceptions:**

- (a) Minimum Required Transparency Per Ground Story on Primary Frontages
- (b) Minimum Building Entrances on Primary Frontages
- (c) Tower Width
- (d) Simplicity of Surface Materials
- (e) Minor Façade Materials
- (f) Changes in Surface Materials

**The following exhibits were presented:**

**Exhibit A – Picture of Sign**

**Exhibit B – Mail Affidavit**

**Exhibit C – Notification of Publication**

**K. Stone** stated that this property has been zoned B-3 since 1978. The original construction started with a grocery store in 1978. An additional building was built to the north in 1981. In 1988, the first PUD plan called for 2 additional buildings on the site, one at the southwest corner of the site and one at the northeast corner of the site. In 2006, the first PUD Plan Amendment created an outside play area for the Kripa Montessori School in the location of the area that was proposed for one of the outlots. A few years later, the play area was expanded, which was the Second Site/PUD Plan Amendment. In 2019, a Third Site/PUD Plan Amendment was approved in which the new owner of the shopping center anticipated construction of a building towards the center of the site. The petitioners are before us today for a Fourth Site/PUD Plan Amendment to build an Aldi grocery store at the southwest corner of the site. This is a modification to the Planned Unit Development Special Use Permit. The petitioner has entered into a ground lease with the property owner. The petitioner is also requesting a Final Site/PUD Plan for the 20,000 square foot Aldi grocery store. Aldi would be allowed to sell liquor as part of the existing Special Use that was granted in 2019. The Site/PUD Plan also calls for a potential 25,000 square foot addition on the west side of the building. The Downtown Overlay District reduces the parking requirements when a parking lot is shared by different uses. Staff has calculated the parking requirement based on the current tenants within the entire center as well as with Aldi's needs. It was determined that the maximum required parking for all of the uses is 390 spaces. With the proposed Aldi, the center will have 444 parking spaces. The previous PUD Plan that had been approved included a variation that would have allowed them to go down to 406 parking spaces at the shopping center. Aldi is providing bicycle racks for the required 4 bicycle parking spaces near their entrance at the southeast corner of the building. The building elevations are comprised of Spec-Brik concrete masonry and Nichiha fiber cement panels. These elevations were presented to the Committee of the Whole. Based on feedback from the committee asking for additional upgrades to the north elevation, the petitioner has added the Nichiha panels to that side as well. The petitioner is requesting 6 major design exceptions to the building façade and some of the building requirements from the Downtown



Village of Bartlett  
Planning and Zoning Commission  
April 6, 2023

---

Overlay District. The petitioner has agreed to use parking lot lights that are similar to the downtown light fixtures to tie this development in with the surrounding Streets of Bartlett parking lot. The original landscape plan that was presented to the Committee of the Whole included shrubs and ornamental grasses along the loading dock area on the north side of the building. Based on the feedback from the committee, the petitioner added a berm with 3 evergreen trees and additional shrubs and ornamental planting to further screen the loading dock area from the businesses to the north. Staff recommends approval of the petitioner's requests subject to the conditions and findings of fact in the staff report.

The petitioners, **Chris Stair**, Director of Real Estate ALDI Inc., 1200 N Kirk Rd, Batavia, IL and **Nicole Kaemerer**, Senior Project Manager, RWG Engineering, LLC, 975 E 22<sup>nd</sup> St, Wheaton, IL came forward and were sworn in by **M. Werden**. **N. Kaemerer** stated that the proposed Aldi layout of the building and parking area maintains the existing driveways, grass area and landscaped area on the south side along Devon Avenue and maintains good site distance for the stop sign at the west entrance. As mentioned, additional features were added to the north elevation truck dock area to make that more decorative and appealing. The main entrance to the store is facing the parking lot near the pedestrian access from Devon Avenue. All of the major design exceptions that are being requested comply with the Aldi's national standards. On the proposed grading plan, we will maintain all existing drainage patterns on the site. A landscaped berm will be provided on the north side of the loading dock. There is existing detention in the parking lot that is for the entire east half of the shopping center. With the existing conditions, there is over 1 foot of ponding that can happen in the parking lot. That is how it was designed. The proposed plan fills in some of that detention on a surface level to reduce the ponding depth to about 7 inches at a maximum. That storage is then replaced underground in 48" pipes to reduce the amount of surface storage. There are no negative impacts to the rest of the parking lot with the existing detention storage. The west half of the parking lot has a storm sewer that runs north/south, but there is no restrictor. The proposed landscape plan is in conformance with the Village. Landscaping was added on the north side of the truck dock as requested. The proposed landscaping is low maintenance and drought tolerant. The store would be open Monday through Sunday from 9:00 am to 8:00 pm. There would be 1 Aldi truck per day on average for deliveries. Deliveries are typically overnight or in the early hours before the store opens. The number of truck deliveries is determined by the store's volume. There would be other trucks about 9 times per week on average. Garbage disposal would be 1 to 2 times per week depending on store volume. The store would generally have 15 to 18 employees with 5 to 8 employees working per shift. **M. Werden** what specifically is the design exception for the tower? **N. Kaemerer** the angled roof line is of the tower is design exception. **M. Hopkins** where on the elevations are the materials brick and what is Nichiha? **C. Stair** stated that the materials include Spec-Brik, which is a thin brick veneer, Nichiha, which is a fiber cement panel, and a metal railing at the depressed dock with a berm. The dock is behind the landscape berm with the dumpster located down about 4 feet in the recessed dock. It is hidden by the north side of the dock with a gate in front of it as well so that when people drive by, they cannot see it. **M. Hopkins** is the rooftop equipment fully screened horizontally? **C. Stair** yes, the rooftop equipment is screened with a composite panel and will match the color scheme. **M. Hopkins** what does the tower look like from the west from Devon Avenue? **C. Stair** the tower is the same color as the roof. **M. Hopkins** are you going to ask for outdoor sales? **C. Stair** no, we are not going to ask for outdoor sales. **M. Hopkins** I am surprised that in this day and age we are going to proceed forward with



Village of Bartlett  
Planning and Zoning Commission  
April 6, 2023

---

detention in the parking lot. **N. Kaemerer** it is not ideal, but there is absolutely no way around it because we are on the south end of the drainage area so everything drains from the north side of the parking lot south and from the east side. For us to raise the parking lot to eliminate surface detention, we would have to raise the parking lot above the adjacent areas that drain onto us. There is no way to completely eliminate that. We could put in underground storage, but all that would happen would be that the upstream area would drain faster down into our underground detention and then that would just fill up and not backup where it is supposed to backup. **M. Werden** are we dealing with the increased impervious surface area that is being added to the site? **N. Kaemerer** there is actually very minimal increased impervious area. The net increased area is less than 2,500 square feet that would be required to provide volume control. We minimized the impervious surface as much as we could, but we cannot negatively impact the rest of the parking lot unless there is underground storage from the north and south. We cannot change the entire parking lot. There is also no history on how this site was designed and what the intent was with the detention. We consulted with the **Village Engineer, Robert Allen** and grading-wise and looking at the utilities with the storm sewer, it appears that this could pond up to 1 foot just based on grading. **R. Allen** stated that he has never once seen anywhere close to that much. We do not believe that this actually ever ponds up that high, but all we have to go off of are the field conditions. At the very least, this will improve conditions on the south end of the site and not negatively impact any of the adjacent parking lot. **G. Koziol** the west wall facing CVS is all the same material from front to back. Is there any reason why we cannot do something to add to that wall to make it more pleasant to look at? Is there any possibility of putting in windows? **N. Kaemerer** there will be shelving along that wall for product. We could not put in windows along that wall. **G. Koziol** this wall looks like a warehouse wall. When the TOD was being put together, we looked at this area and we were looking for something more friendly to look at. This reminds me of an alleyway. I do not like this massive wall. **C. Stair** I understand what you are saying and I have noted that. There is already another building there and you would not see that wall unless you are driving in and out. With this building being our latest and greatest prototype, it would be difficult to get that approved. We can take that back to committee. **M. Werden** I think that would be nice because most of the traffic is going to be going past that wall from Main Street or Devon Avenue. **M. Hopkins** that is a very apparent wall and unfortunately this wall is treated like the back of a retail center. **G. Koziol** I would expect to have face-type material on all 4 sides to make the building visually appealing and add curb appeal. **M. Werden** from Main Street to Berteau Avenue everything built in this century has curb appeal on all 4 sides. You are in a very prominent position just like CVS. I think this could be more welcoming instead of having a warehouse look along that drive. **C. Stair** I have noted that and I will take that back to the committee. **C. Deveaux** why is the trash area facing Pasta Mia? I would think that a more logical location would be the south side on Devon Avenue. **C. Stair** all of our stores have the trash area located in the recessed dock. **C. Deveaux** I understand that, but that part of your building faces a restaurant. I do not think it is fair to the restaurant to have the dock there. **M. Werden** is it an access issue? **N. Kaemerer** we did look at different placement and orientation for the building within the out lot. When we looked at placing the loading dock on the southside of the building, the truck movements did not work to get trucks in and out while maintaining traffic flow and parking isles. There are also requirements with spacing and setbacks. We did look at putting the loading dock on the west side or south side, or putting the building on the east side of the lot and this is the best location for traffic flow. **B. Bucaro** I do not see that there is a big issue with the location of the trash if it is once or twice a week and the dumpster is not going to be visible. I think it is better there than a more visible location.



Village of Bartlett  
Planning and Zoning Commission  
April 6, 2023

---

**G. Koziol** on the Pasta Mia side, I am concerned that the parking spaces on the street opposite Pasta Mia are going to be gone. Today, there is parking on the east side of the road between Pasta Mia and grassy area and those spaces will be gone. **M. Werden** could you add landscaping along the west wall? **N. Kaemerer** there is landscaping there. **M. Hopkins** I think we are hearing a general concern with the west view of the building. I would like to add conditions for the west wall and the west side of the tower. **J. Battermann** this is a beautiful building and I am excited for it. Is there a curb on the north side? **N. Kaemerer** no, but there is going to be striping there to keep everything parallel. **J. Battermann** will there be designated pedestrian routes added? **N. Kaemerer** no, there will not. **G. Koziol** what is the distance from Pasta Mia to the Aldi bump out? **N. Kaemerer** from the Pasta Mia building to the Aldi building bump out it is 90 feet and from main building it is 120 feet. **J. Battermann** Aldi is a stand-alone building. Would there be a possibility of connecting to the other buildings or putting a building in between Pasta Mia and Aldi? **N. Kaemerer** no, that would not be possible. **M. Werden** how much space is there from the west wall to the asphalt? **N. Kaemerer** that is 30 feet. **M. Werden** will the asphalt configuration change? **K. Stone** the drive isle on the north east angle is new and the parking lot north of that is new. The parking spaces north of the loading dock will be removed. Everything east of the building will remain the same.

**M. Werden** opened the public hearing portion of the meeting.

**Bob Larsen**, 488 Tennyson Rd, Bartlett stated, I am not related to Pasta Mia's business. I have been a resident of the Oak Glenn neighborhood on the south side since 2001. That is a booming area, which is nice to see, but I am worried about this overshadowing the businesses that have been there for quite some time. On the south side of Oak Glenn neighborhood, we have cars going through and I would ask that if this plan does go through that there is some signage stating that that this is not a thoroughfare or an area that people can use to avoid traffic lights to get to Aldi. It is actually quite congested at this point and I think it would be nice to have signage to discourage that. **M. Werden** that is something that the Board might be able to approach DuPage County with. **Leah Barba** 495 S Oak Glenn Dr., Bartlett stated, I am also in the Oak Glenn neighborhood. I am concerned with the increased traffic that this might bring; as excited as I am for Aldi. I know crossing Devon Avenue is dangerous now. When I saw the proposal, I was wondering why the entrance could not be adjusted to line up with Tennyson Road to line up with a 4-way stop or a traffic signal to try to slow down the increased traffic that is going to come to area with a new store. **M. Werden** I think part of the problem is that there are a lot of utilities that would have to be moved and that is why the building is placed where it is right now. **K. Stone** I think if there was a 4-way stop that would actually encourage more people to cut through the neighborhood. That is DuPage County's jurisdiction. DuPage County has very specific criteria that they look for when determining if traffic signals are needed. **Felix Llenza** 1163 E Devon Avenue, Bartlett stated, I would like to thank Aldi. I think the Village needs this, but I would like to ask, is there any benefit to locating the building to the west? I think that would solve a lot of the problems with the garbage by Pasta Mia and the aesthetics with the west all. Is that a possibility? **M. Hopkins** we have to leave access for CVS. It is hard to imagine that would be a practical alternate. **K. Stone** the location that Aldi is on is what they negotiated with the property owner. This committee is only reviewing what is submitted. **N. Kaemerer** the initial concept was to locate the building on the east side of the parcel, but with the detention being only on the east side of the parking lot, if we put the building there, we could not replace the detention outside of the drainage area and it would also be



Village of Bartlett  
Planning and Zoning Commission  
April 6, 2023

---

too congested for traffic flow. **C. Stair** also, the property owner did not want us to be on that side because that would have blocked about 75% of the businesses going north. The property owner wanted us to be more in line with the shopping center. **G. Koziol** where are the utilities that are causing this problem? **N. Kaemerer** it is the storm sewer and the detention. Right now, there is one run of storm sewer that we are re-routing around the building. The run that we are maintaining restricts the detention. There is a restrictor structure in the manhole on the south end on Devon Avenue. Right now, there is only a 12" pipe. The proposed plan will take the 12" pipe and re-route it around the building and connect at the north end to a 48" pipe. That was the main reason that we were not able to put the building on the east side. **K. Stone** when I was going through the previous PUD plans, if you recall, where the grass lot is now, that was originally intended to be an out lot. When the most recent PUD Plan Amendment was approved, engineering was not required. When they moved the proposed location of the future building, I am not sure that they were aware of the utility locations. **G. Koziol** the line that goes top to bottom and north to south just happens to be right in the middle of what would be the middle of where we had dreamed a building could be reasonably built. We sure do not want to build a building over utilities. Seeing where it is helps put a perspective on the problem. **K. Stone** Gorski Plaza, which is what it was originally called, was not built at once. It was a piecemeal development. The east side was developed first with an addition to the north, further west, and then to where Pasta Mia is now. The engineering happened at different points in time as well. **B. Bucaro** other than the west elevation, even though there is an exception for materials, I think this is a great-looking building. I like what was changed on the Pasta Mia side by adding materials so that it is not just a solid wall. I like the berm and evergreens on the berm to break that up. The downside of improving the aesthetics of the north wall now leaves the west wall standing out more as a warehouse-like wall and it is much less attractive than the rest of the building. If possible, we need to address the west wall. **M. Werden** I think that is a valid point. This is a gateway into downtown as part of the DOT Plan. The aesthetic enhancements will go a long way along the western wall. **B. Bucaro** realizing that Aldi is a national entity and has a national identity, I can appreciate that, but by the same token, you have expressed this building being your prototype and latest and greatest, it can be good for Aldi as well as good for the Village, and that west wall really detracts from that. **J. Battermann** will there be future electric vehicle charging spaces? **J. Battermann** Aldi does not incorporate that into construction right now, but it is in the design to be installed at a later date. The electrical will be ready for charging stations in the future.

**M. Hopkins** made a motion to pass along a **positive recommendation** to the Village Board to approve case **(#23-03) Aldi for a Modification to the PUD Special Use Permit, a Fourth Site/PUD Plan Amendment, Final Site/PUD Plan and Major design exceptions** subject to the conditions and findings of fact outlined in the staff report and the following additional conditions:

**The petitioner will redesign the west wall of the building to provide similar architectural interest to the other 3 facades of the building and to carry the finished material of the tower northwards on the west side of the tower until such time that it is not visible from the street.**

**M. Werden** closed the public hearing portion of the meeting.



**Village of Bartlett  
Planning and Zoning Commission  
April 6, 2023**

---

**Motioned by: M. Hopkins  
Seconded by: G. Koziol**

**Roll Call**

**Ayes: B. Bucaro, C. Deveaux, M. Hopkins, G. Koziol, M. Sarwas, J. Battermann, M. Werden  
Nays: None**

**The motion carried.**





**Village of Bartlett  
Planning and Zoning Commission  
April 6, 2023**

---

**Old Business/ New Business**

**K. Stone** I do not think we will have a meeting next month, but we will have meetings over the summer.

**M. Werden** asked if there was a motion to adjourn.

**Motioned by: C. Deveaux**

**Seconded by: M. Sarwas**

**Motion passed by unanimous voice vote.**

**The meeting was adjourned at 8:12 pm.**

**PLANNING AND DEVELOPMENT SERVICES MEMORANDUM**

**23-26**

DATE: May 24, 2023  
TO: The Chairman and Members of the Planning & Zoning Commission  
FROM: Daniel Harper, Village Planner  
RE: **(#23-04) Orchards Gaming**

---

**PETITIONER**

Nilesh Patel

**SUBJECT SITE**

978 S. Bartlett Road (Bartlett Orchard Plaza)

**REQUESTS**

**Special Use Permit** to serve beer and wine

**SURROUNDING LAND USES**

<u>Subject Site</u>	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
	<b>Commercial</b>	<b>Commercial</b>	<b>B-2 PUD</b>
North	Commercial	Commercial	B-2
South	Residential	Suburban Residential	SR-3 PUD
East	Commercial	Commercial	B-3 PUD
West	Residential	Suburban Residential	SR-3 PUD

**ZONING HISTORY**

- **February 1973** – The subject parcel was annexed to the Village under an annexation agreement granting the owner the right to develop single family, town house and other multi-family residential uses.
- **January 1986** - The property now known as Bartlett Orchard Plaza was zoned B-2 Local Convenience Shopping District as part of Area 1B-1 of the Bartlett Orchards Planned Unit Development.
- **June 1987** – A special permit was granted approving the PUD plan for the development of the shopping center.

## DISCUSSION

1. The petitioner is requesting a **Special Use Permit** to serve beer and wine at a gaming cafe.
2. The petitioner is proposing to open a café with video gaming that will provide a limited dining menu. This will be a 21 and older only establishment.
3. The approximately 1,600 square foot establishment would include a lounge and bar area with 12 seats, as well as a gaming area with six (6) gaming stations. A draft floor plan is attached for reference.
4. The State Law requires that establishments operating video gaming machines have a valid liquor license. The petitioner is proposing to offer beer and wine only for their patrons and proposes to operate from Sunday to Thursday 10:00 a.m. to 10:00 p.m. and Friday to Saturday 10:00 a.m. to 12:00 a.m. Once a liquor license is issued, the petitioner will be able to apply for the state video gaming license.
5. Orchards at Bartlett currently has 98 parking spaces on site. This use would require 24 parking spaces. The shopping center would be able to accommodate the parking demand for this use. The Bartlett Orchard Plaza site plan is attached for reference.

## RECOMMENDATION

1. The Staff recommends **approval** of the petitioner's request for a special use permit subject to the following conditions and findings of fact:
  - A. Approval of a Class B liquor license;
  - B. The sale of alcohol shall be limited to the hours of 8:00 A.M. to 1:00 A.M. Sunday through Thursday and 8:00 AM to 2:00 AM on Friday and Saturday, in accordance with the Class B liquor license;
  - C. Approval a Video Game License by the State of Illinois.
  - D. Findings of fact (special use permit):
    - i. The proposed gaming cafe is desirable to provide a use which is in the interest of public convenience and will contribute to the general welfare of the community;
    - ii. That the proposed gaming cafe 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 gaming cafe shall conform to the regulations and conditions specified in the Bartlett Zoning Ordinance for such use

**PDS Memo 23-26**

**May 24, 2023**

**Page 3**

and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

A copy of the plans and background information are attached for your review.

dh/attachments

x:\comidev\mem2023\026\_Orchards\_Gaming\_pz.docx



**VILLAGE OF BARTLETT  
SPECIAL USE PERMIT APPLICATION**

**For Office Use Only**  
Case # 23-01  
**RECEIVED**  
APR 11 2023  
PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

**PROJECT NAME** Resort Beer & wine only

**PETITIONER INFORMATION (PRIMARY CONTACT)**

**Name:** Nilesh PATEL

**Street Address:** 985 READING DR

**City, State:** BARTLETT, IL **Zip Code:** 60103

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

**Preferred method to be contacted:** [REDACTED]

**PROPERTY OWNER INFORMATION**

**Name:** Bartlett orchard Plaza

**Street Address:** [REDACTED]

**City, State:** [REDACTED] **Zip Code:** [REDACTED]

**Phone Number:** [REDACTED]

**OWNER'S SIGNATURE:** Georgia Stathopoulos **Date:** 3-6-23

**(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)**

**SPECIAL USE PERMIT REQUESTED** (Please describe i.e. liquor sales, outdoor seating, etc.)

Resort Beer & wine only

**PROPERTY INFORMATION**

**Common Address/General Location of Property:** 978 S. BARTLETT RD, Bartlett  
1100103

**Property Index Number ("Tax PIN"/"Parcel ID"):** 01-10-206-018

**Acreage:** 2.12

**Zoning:** B-2 PUD  
(Refer to Official Zoning Map)

**Land Use:** LOCAL CONVENIENCE SHOPPING

**Comprehensive Plan Designation for this Property:** COMMERCIAL  
(Refer to Future Land Use Map)

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

**Attorney** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Engineer** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Other** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**FINDINGS OF FACT FOR SPECIAL PERMIT**

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

yes I am

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.

yes ALL Safety

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.

yes

Please refer to Chapter 13 for additional Findings of Fact for Proposed Cannabis Uses.

**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: Nilesch PATEL

DATE: 3/10/23

**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: Nilesch. B. PATEL

ADDRESS: 985 Reading Street  
BARTLETT IL 60103

PHONE NUMBER: 847 - 630 - 9313

EMAIL: Nilesch1918@yahoo.com

SIGNATURE: 

DATE: 3/10/23



---

**Nilesh Patel**

978 South Bartlett Road  
Bartlett, IL 60103  
(847)-630-9313  
nilesh1918@yahoo.com

**President and Board of Trustees**

Village of Bartlett  
228 South Main Street  
Bartlett, IL 60103

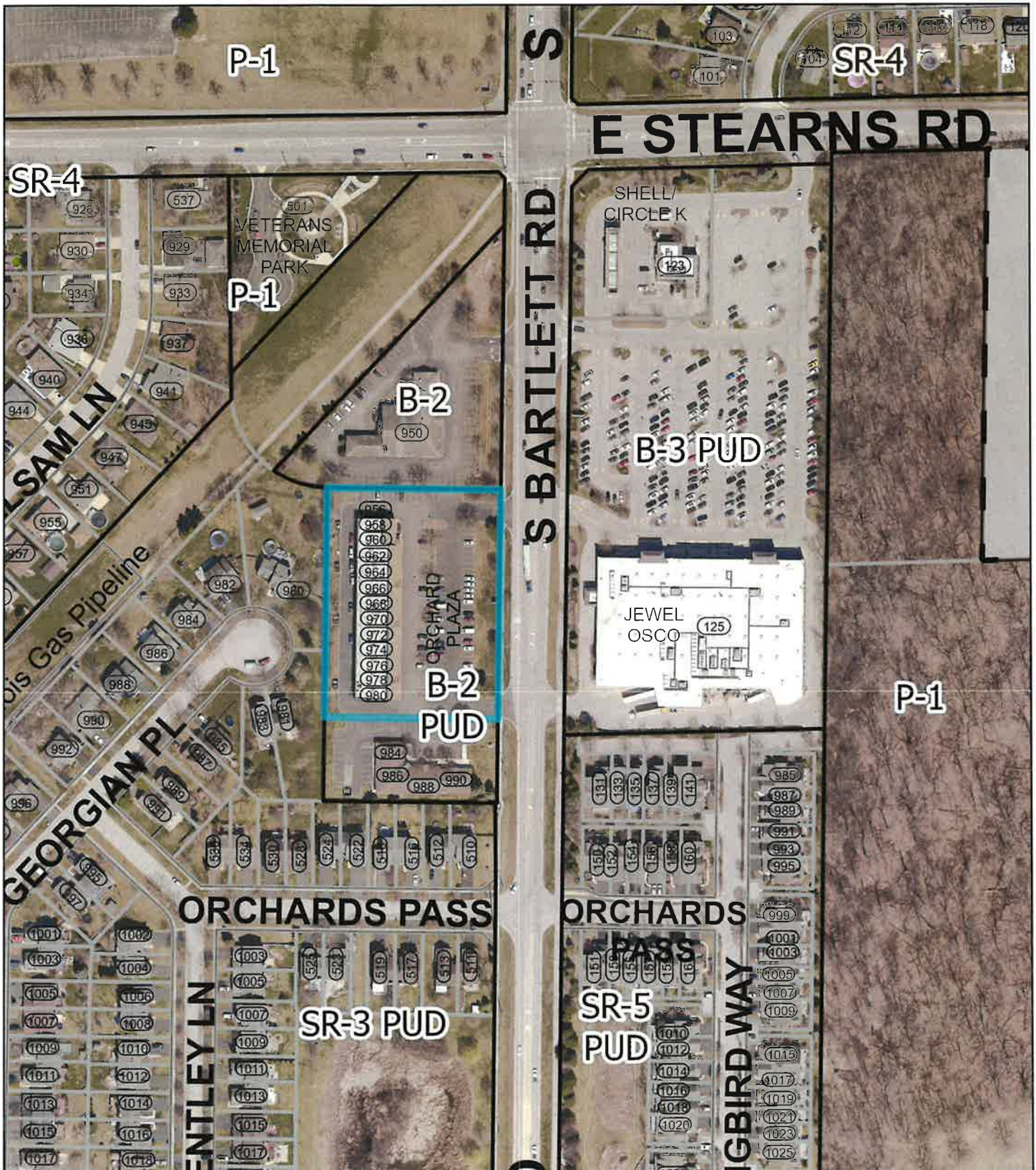
Dear President and Board of Trustees,

I, Nilesh Patel, would like to submit a formal request for a permit to serve alcohol at my allocated property site. The alcohol permitted would be limited to an assortment of beers and wines. Alongside this permit, I would like to obtain a gaming license in order to establish a gaming room in my allocated property. I request that this process be completed smoothly and successfully. I assure you that I will be able to provide all the documentation and requirements needed to obtain the required materials to start this new business plan successfully. Presented below are the resources and hours needed to inaugurate the facility:

- Hours of Operation
  - **Sunday-Thursday: 10:00 A.M. to 10:00 P.M.**
  - **Friday-Saturday: 10:00 A.M. to 12:00 A.M.**
- Number of Proposed Gaming Machines: **6**
- Leasing Space Address
  - 978 South Bartlett Road, Bartlett, IL 60103
- Allocated Space
  - 1,604 square feet

Sincerely,

Nilesh Patel



# Location Map

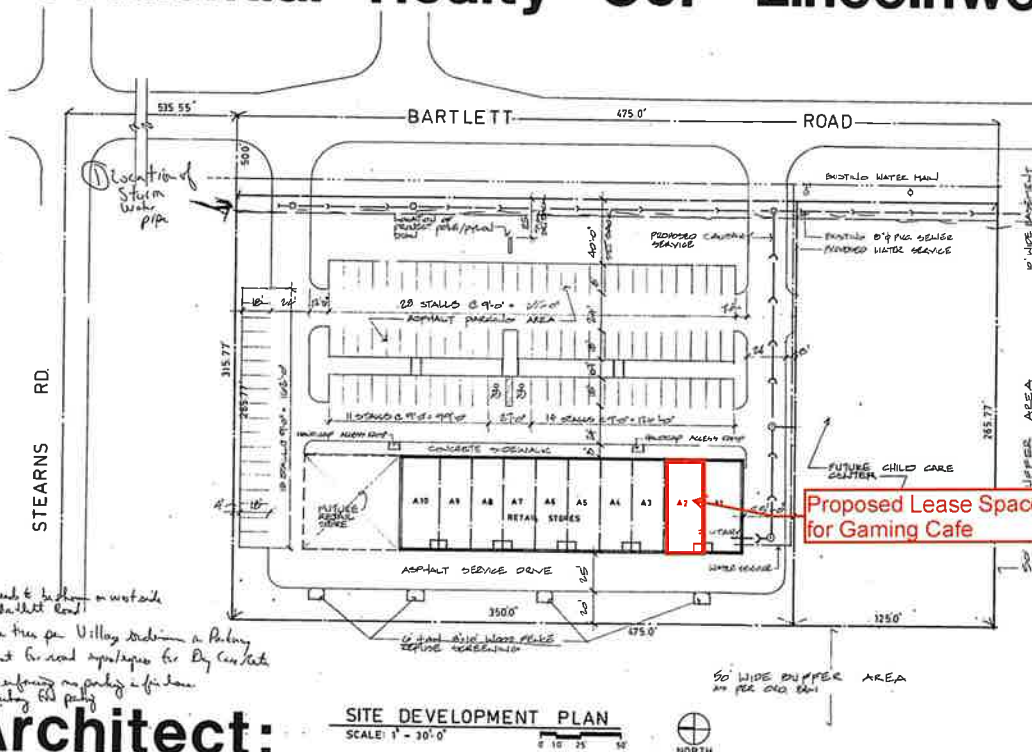
#23-04 Orchards Gaming  
978 S. Bartlett Rd.

2023



0 50 100 200 US Feet

# Bartlett Commercial Center Bartlett IL for: Prudential Realty Co. Lincolnwood IL

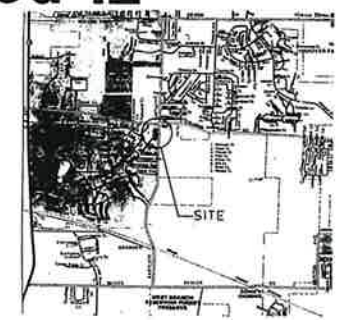


- ② sidewalk must be higher on outside of South Bartlett Road
- ③ Landscape trees per Village Ordinance in Parking
- ④ - Cross-section for road super-elevation for Dr. Cur. Rate
- ⑤ - Concrete - reinforcing on parking & sidewalk
- ⑥ road 2' away from parking

**Architect:**  
**ARETE' 3 LTD**  
**New Lenox, IL**

**SITE DEVELOPMENT PLAN**  
SCALE: 1" = 30'-0"  
0 10 25 50  
NORTH

① ALL Construction Expenses required by engineering diagrams prepared by Spencer and not approved by Permitting Authority must be completed before occupying if any uncertainty (C.C. - John Van Arman pp. 1)



**LOCATION MAP**  
NO SCALE  
NORTH

DRAWING INDEX	
SH#	DESCRIPTION
SP-1	SITE PLAN / COVER SHEET
LP-1	LANDSCAPE PLAN
A-1	FLOOR PLAN
A-2	RISE RISE DIAGRAMS / DETAILS
A-3	ROOF PLAN AND DETAILS
A-4	ELEVATIONS
A-5	WALL SECTIONS
A-6	WALL SECTIONS
A-7	DETAILS
A-8	LIGHTING/ELEC POWER/HVAC PLAN
A-9	WOOD TRUSS ELEVATION
SI-1	FOUNDATION PLAN AND DETAILS
SI-2	ROOF FRAMING PLAN AND DETAILS
SI-3	DETAILS AND SECTIONS
E-1	ELECTRICAL PLAN

REVISIONS	
1	10/18/07
2	10/18/07

BARTLETT COMMERCIAL CENTER  
BARTLETT RD & STEARNS RD  
BARTLETT IL  
PRUDENTIAL REALTY CO INC  
LINCOLNWOOD IL



COVER SHEET  
SITE PLAN

JOB NO 0715  
DATE 07/07  
DRAWN CES  
CHECKED CES

SHEET NUMBER  
SP1  
1 OF 15

I hereby certify that these drawings were prepared by me and that I am a duly registered and licensed professional engineer and architect in the State of Illinois and that I am duly registered with the State Board of Engineering and Architecture.

Charles F. Smith, Architect  
1111 North Lincoln St., 601-0000

**EQUIPMENT SCHEDULE**

REFER TO ELECTRICAL, MECHANICAL & PLUMBING CONTRACTS. ALL KITCHEN EQUIPMENT TO BE PROVIDED BY THE OWNER AND INSTALLED & CONNECTED SHALL BE INSTALLED BY THE GENERAL CONTRACTOR, U.S.A.

**NOTES:**  
 1. U.S.A. SHALL PROVIDE AND PROVIDE ALL PLUMBING, ELECTRICAL & MECHANICAL CONNECTIONS INCLUDING APPROXIMATE VOLTAGE, PHASE & BREAK/FALLS WITH ACTUAL EQUIPMENT.  
 2. ALL GASES TO BE PROVIDED BY THE GENERAL CONTRACTOR. ALL GAS PIPING SHALL BE INSTALLED BY THE GENERAL CONTRACTOR. ALL GAS PIPING SHALL BE INSTALLED BY THE GENERAL CONTRACTOR.  
 3. ALL COSTS FOR EQUIPMENT SHALL BE APPROVED BY THE OWNER.  
 4. ALL EQUIPMENT SHALL BE CODED PER THE APPLICABLE JURISDICTION.  
 5. ALL EQUIPMENT SHALL BE PROVIDED BY THE OWNER. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF THE EQUIPMENT.  
 6. ALL EQUIPMENT SHALL BE PROVIDED BY THE OWNER. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF THE EQUIPMENT.  
 7. U.S.A. SHALL PROVIDE AND PROVIDE ALL PLUMBING, ELECTRICAL & MECHANICAL CONNECTIONS INCLUDING APPROXIMATE VOLTAGE, PHASE & BREAK/FALLS WITH ACTUAL EQUIPMENT.  
 8. U.S.A. SHALL PROVIDE AND PROVIDE ALL PLUMBING, ELECTRICAL & MECHANICAL CONNECTIONS INCLUDING APPROXIMATE VOLTAGE, PHASE & BREAK/FALLS WITH ACTUAL EQUIPMENT.  
 9. U.S.A. SHALL PROVIDE AND PROVIDE ALL PLUMBING, ELECTRICAL & MECHANICAL CONNECTIONS INCLUDING APPROXIMATE VOLTAGE, PHASE & BREAK/FALLS WITH ACTUAL EQUIPMENT.  
 10. U.S.A. SHALL PROVIDE AND PROVIDE ALL PLUMBING, ELECTRICAL & MECHANICAL CONNECTIONS INCLUDING APPROXIMATE VOLTAGE, PHASE & BREAK/FALLS WITH ACTUAL EQUIPMENT.

NO.	DESCRIPTION	MANUFACT.	MODEL	REMARKS	PLUMBING		ELECTRICAL		REFRI.	GAS
					WATER	WASTE	WIRE	WIRE		
<b>KITCHEN / BAR / BEVERAGE EQUIPMENT:</b>										
01	METAL SHELVING	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
02	HANDWASH SINK	WETZEL	WETZEL	18" x 18" x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
03	STAINLESS STEEL WORK TABLE	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
04	ATMOSPHERE	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
05	COFFEE MACHINE	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
06	TEA MACHINE	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
07	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
08	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
09	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
10	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
11	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
12	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
13	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
14	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
15	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
16	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
17	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
18	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
19	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			
20	WATER DISPENSER	WETZEL	WETZEL	10' x 12' x 18"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"	1" x 1/2" x 1/2"			

**SMALL EQUIPMENT:**

NO.	DESCRIPTION	MANUFACT.	MODEL	REMARKS
21	WALL MOUNTED SINK	WETZEL	WETZEL	18" x 18" x 18"
22	WATER METER	WETZEL	WETZEL	1" x 1/2" x 1/2"

**POS EQUIPMENT:**

NO.	DESCRIPTION	MANUFACT.	MODEL	REMARKS
23	CASH REGISTER SYSTEM	WETZEL	WETZEL	10' x 12' x 18"
24	COMPUTER	WETZEL	WETZEL	10' x 12' x 18"

**MEP EQUIPMENT:**

NO.	DESCRIPTION	MANUFACT.	MODEL	REMARKS
25	HOT WATER	WETZEL	WETZEL	10' x 12' x 18"
26	COLD WATER	WETZEL	WETZEL	10' x 12' x 18"
27	WATER METER	WETZEL	WETZEL	1" x 1/2" x 1/2"
28	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
29	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
30	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
31	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
32	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
33	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
34	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
35	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
36	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
37	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
38	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
39	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"
40	ELECTRICAL PANEL	WETZEL	WETZEL	10' x 12' x 18"

**FURNITURE / SIGNAGE:**

NO.	DESCRIPTION	MANUFACT.	MODEL	REMARKS
41	FRONT B.A. COUNTER WITH 1/2" x 1/2" x 1/2" WALL	WETZEL	WETZEL	10' x 12' x 18"
42	TRASH BIN	WETZEL	WETZEL	10' x 12' x 18"

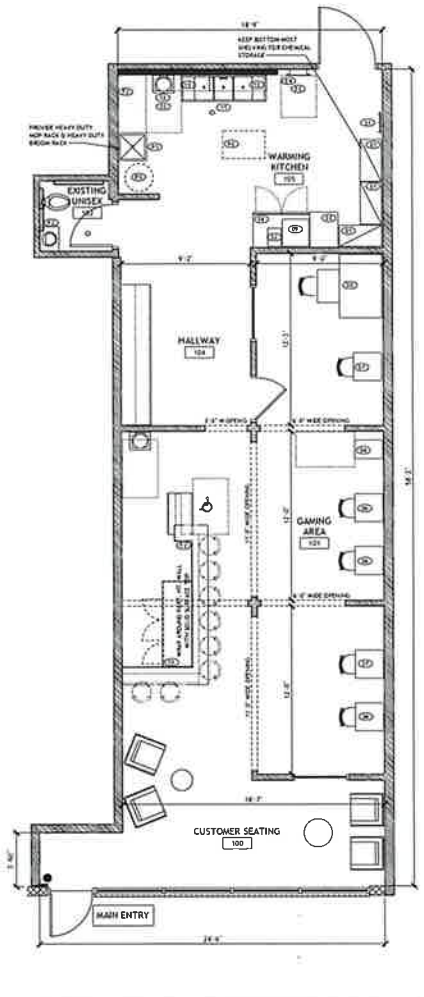
**DUPAGE COUNTY HEALTH DEPARTMENT (OPERATIONS NOTES):**

- PROVIDE COPIES OF CERTIFIED FOOD PROTECTION MANAGER (CFPM) CERTIFICATION PRIOR TO OPENING. THE PERSON IN CHARGE (AT ALL TIMES) MUST HAVE A CURRENT CFPM CERTIFICATE. COPIES OF CERTIFICATION MUST BE KEPT AT THE ESTABLISHMENT AND AVAILABLE UPON REQUEST.
- ALL CERTIFIED FOOD PROTECTION MANAGERS (CFPMs) WORKING IN A CATEGORY 1 (HIGH RISK) RESTAURANT MUST COMPLETE ADDITIONAL ALLERGEN TRAINING USING AN APPROVED ALLERGEN AWARENESS TRAINING PROGRAM AS RECOMMENDED BY THE AMERICAN NATIONAL STANDARDS INSTITUTE.
- COPIES OF ALL CERTIFICATES MUST BE KEPT AT THE ESTABLISHMENT AND AVAILABLE UPON REQUEST.
- ALL FOOD HANDLERS COMPLETE AN AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) APPROVED FOOD HANDLER COURSE WITHIN 30 DAYS OF HIRE. CERTIFICATES OR RECEIPTS CONFIRMING COMPLETION OF COURSE MUST BE MAINTAINED ON SITE ALONG WITH A LIST OF CURRENT EMPLOYEES FOR CROSS REFERENCE.

**HEALTH DEPT. NOTES:**

- DUPAGE COUNTY HEALTH DEPARTMENT (GENERAL NOTES):**
- VERIFY THAT ALL OPEN FIRE SHIELDING UNITS & WALL SHELVES ARE NSF STAINLESS STEEL AND DRAINAGE RACKS IN WALK IN FREEZER ARE HEAVY DUTY NSF APPROVED.
  - ALL EQUIPMENT SHALL BE COMMERCIAL GRADE AND MEET THE SEAL OF NSF, INTERNATIONAL ON THE EQUIPMENT.
  - ELECTRICAL CONTRACTOR TO VERIFY THAT WALK IN FREEZER HAS A VAPOR PROOF FLOORING FEATURE WITH GOOD TIGHT BALLAST WITH QUICK STARTS OR MULTIPLE INCANDESCENT LIGHTS.
  - OWNER TO USE LICENSED PEST CONTROL OPERATOR AT THIS ESTABLISHMENT.
  - ALL ALLYWORK (BEVERAGE STATION, FRONT AND BACK COUNTERS, ETC.) SHALL BE ON A STAINLESS STEEL LEGS (A REMOVABLE TIE RICK WITHOUT THE USE OF TOOLS CAN BE INSTALLED ON THE LEGS OR OPEN TO FLOOR DESIGN, TYPICAL).
  - ALL COUNTER TOPS (BEVERAGE STATION, FRONT AND BACK COUNTERS, ETC.) SHALL BE STAINLESS STEEL OR SOLID SURFACE. (PLASTIC LAMINATE IS NOT APPROVED).
  - ALL LAVATORY FAUCETS AT RESTROOM HAND SINKS SHALL BE LEVER-TYPE. IF AUTOMATIC FAUCETS ARE SPECIFIED THEY ARE TO BE LOW-VOLTAZ OR DIRECT HANDWASH UNITS. WATER OR BATTERY OPERATED FAUCETS SHALL NOT BE APPROVED BY THE HEALTH DEPARTMENT.
  - PROVIDE TRASH CAN WITH LID IN EACH RESTROOM PER HEALTH DEPT'S REQUIREMENT.
  - PROVIDE SANITARY RACK IN EACH RESTROOM OR IN UNisex RESTROOM PER HEALTH DEPT'S REQUIREMENT.
  - VERIFY THAT ALL FOOD HANDLERS COMPLETE ANSI APPROVED FOOD HANDLER COURSE OR ANSI LETTER WITHIN 30 DAYS OF HIRING. CERTIFICATES OR RECEIPTS CONFIRMING COMPLETION OF COURSE MUST BE MAINTAINED ON SITE ALONG WITH A LIST OF CURRENT EMPLOYEES FOR CROSS REFERENCE.
  - COVER BASE IN RESTROOMS SHALL BE 3/8" MINIMUM AT THE WALL/FLOOR JUNCTURE, TYPICAL.
  - CONTRACTOR TO VERIFY ALL EXISTING EQUIPMENTS AND SMALL WARES TO BE IN GOOD REPAIR (NO DAMAGED PARTS) CONDITION.
  - ANY PAINTED FINISHES IN FOOD STORAGE, PREP, SERVICE, BAR, RESTROOMS, UTENSIL WASHING & JANITORY, SHALL BE LIGHT COLORED (SPACEDS OR GLOSS).
  - THESE SHALL BE A PROVISION FOR COMMERCIAL GRADE GARBAGE DUMPSTER ON SITE PER THE LOCAL REQUIREMENTS. ADEQUATE CONTAINERS FOR GARBAGE & RECYCLABLES ARE REQUIRED. THESE CONTAINERS ARE REQUIRED TO BE ON A WASHABLE SURFACE, SUCH AS ASPHALT OR CONCRETE.

- DUPAGE COUNTY HEALTH DEPARTMENT (EQUIPMENT NOTES, AS APPLICABLE):**
- STORAGE: ALL FOOD AND FOOD RELATED ITEMS MUST BE STORED AT LEAST SIX (6) INCHES FROM THE FLOOR. NO FOOD PRODUCT SHALL BE STORED DIRECTLY ON THE FLOOR AT ANY TIME DURING STORAGE OR DISPLAY.
  - EQUIPMENT REQUIREMENTS: SATURABLE FACILITIES, SUCH AS LOCKERS OR COAT HANGERS OR HOODS, FOR STORAGE OF EMPLOYEES' CLOTHING AND OTHER PERSONAL BELONGINGS MUST BE PROVIDED IN AN ACCEPTABLE AREA SEPARATE FROM FOOD STORAGE. DESIGNATE AN APPROPRIATE AREA FOR PERSONAL BELONGINGS.
  - RESTROOMS: RESTROOMS MUST BE IN GOOD REPAIR, EASILY CLEANABLE, HAVE HAND SINKS AND PERMANENT SOAP AND TOWEL DISPENSERS, AND HAVE MECHANICAL VENTILATION AND SELF-CLOSING DOORS.
  - HAND SINKS: HAND SINKS MUST BE ACCESSIBLE, CONVENIENTLY LOCATED, AND MAINTAINED IN GOOD REPAIR AT ALL TIMES. PERMANENT HAND SOAP AND PAPER TOWEL DISPENSERS ARE REQUIRED AT ALL HAND WASHING SINKS.
  - LIGHTING: LIGHTING MUST BE PROVIDED FOR ALL ARTIFICIAL LIGHT FIXTURES LOCATED OVER, BY OR WITHIN FOOD STORAGE, SERVICE, PREPARATION AND DISPLAY FACILITIES WHERE UTENSILS AND EQUIPMENT ARE CLEANED AND STORED.
  - FAUCETS OR LEVER HANDED FAUCETS SHALL BE PROVIDED (SELF-CLOSING, METEDED FAUCETS ARE NOT APPROVED) FOR THE FOLLOWING EQUIPMENTS: 3-COMPARTMENT SINK, FOOD PREPARATION SINK, HAND SINK & LAVATORY SINK.
  - CODY LINE (EQUIPMENT): ALL CODY LINE EQUIPMENT SHALL BE SPECIFIED & INSTALLED WITH CASTERS, TYPICAL.
  - GAS COOLING EQUIPMENT: ALL GAS COOLING EQUIPMENT SHALL BE INSTALLED WITH NSF / ANSI APPROVED POLYCOATED GAS LINES WITH QUICK DISCONNECT FOR EACH ONE OF THEM, TYPICAL.
  - SHELVING UNITS: PROVIDED NSF APPROVED EPOXY COATED SHELVING UNITS AND/OR NSF HEAVY DUTY DRAINAGE RACKS IN THE FOLLOWING AREAS: WALK IN COOLER & WALK IN FREEZER.
  - UNDER SHELVES: ANY UNDER SHELVES ON WARE TABLES OR EQUIPMENT STANDS TO BE STAINLESS STEEL (ALUMINUM WARE, SURFACES WILL NOT BE ACCEPTABLE).
- THERE IS AN EXISTING COMMERCIAL GRADE GARBAGE DUMPSTER ALONG WITH AN ENCLOSURE TO COVER FOR THE LOCAL REQUIREMENTS.



**PROPOSED EQUIPMENT PLAN**  
 SCALE: 1/4" = 1'-0"  
**1**

**Document Record:**  
 Record Sheet: 01  
 Date: 01/28/2022  
 File Name: Video Gaming Cafe

PA PROJECT NUMBER  
 23127.00

**PAUHOIT ARCHITECTS**  
 322 MADISON AVE  
 CHICAGO, IL 60601  
 TEL: (312) 232-6257  
 FAX: (312) 232-6277  
 www.pauhoit.com

Interior Tenant Build-out for:  
**Video Gaming Cafe**  
 978 S. Barlett Road, Barlett, IL  
 Business Name: Bartlett Gaming

DATE: 01/28/2022  
 DRAWN BY: JPA  
 CHECKED BY: JPA

**PROPOSED EQUIPMENT / FLOOR PLAN**  
**A2**

PAI PROJECT NUMBER  
 23127.00

**PLANNING AND DEVELOPMENT SERVICES MEMORANDUM**

**23-27**

DATE: May 24, 2023  
TO: The Chairman and Members of the Planning & Zoning Commission  
FROM: Daniel Harper, Village Planner  
RE: **(#23-05) Bartlett Liquors and Wine**

---

**PETITIONER**

Narinder Sohi

**SUBJECT SITE**

1072 Army Trail Road (Galleria of Bartlett)

**REQUESTS**

**Special Use Permit** to sell package liquor (beer, wine, and liquor)

**SURROUNDING LAND USES**

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
<b>Subject Site</b>	<b>Commercial</b>	<b>Mixed-Use Business Park /Estate Residential</b>	<b>B-3</b>
North	Single-Family	Estate Residential	ER-3 PUD
South	Commercial	Mixed-Use Business Park	B-3 / B-3 PUD
East	Undeveloped	Mixed-Use Business Park /Estate Residential	R-1*
West	Commercial	Commercial	B-3 PUD

\* Single Family – Unincorporated DuPage County

**ZONING HISTORY**

- **July 2018** - The property now known as the Galleria of Bartlett was annexed by the Village in July of 2018. The property was zoned B-3 and was granted Special Use Permits to allow a drive-thru establishment, to serve alcohol and to allow outdoor seating. Variations were also granted to allow for parking in the front, rear and side yards.

## DISCUSSION

1. The petitioner is requesting a **Special Use Permit** to sell beer, wine, and liquor in a packaged liquor store in the B-3 (Neighborhood Shopping) Zoning District.
2. The proposed liquor store will also sell tobacco products and limited food items.
3. The proposed liquor store will occupy the unit of the Galleria of Bartlett that was the former location of 2x20 Fitness between Beef Shack and Smoke & Vape Exclusive.
4. The Zoning Ordinance requires 7 parking spaces for this use, there are currently 78 spaces in the Galleria parking lot. The parking lot can accommodate the parking requirements of the proposed liquor store and all existing tenants.
5. The proposed hours of operation will be in accordance with the Class C Extended liquor license; 8:00 AM to 12:00 Midnight Sunday through Thursday and 8:00 AM to 1:00 AM on Friday and Saturday.

## RECOMMENDATION

1. The Staff recommends **approval** of the petitioner's request for a special use permit subject to the following conditions and findings of fact:
  - A. Approval of a Class C Extended liquor license;
  - B. The sale of liquor shall be limited to the hours of 8:00 AM to 12:00 Midnight Sunday through Thursday and 8:00 AM to 1:00 AM on Friday and Saturday, in accordance with the liquor license;
  - C. Findings of fact (special use permit):
    - i. The proposed liquor store is desirable to provide a use which is in the interest of public convenience and will contribute to the general welfare of the community;
    - ii. That the proposed liquor store will not under the circumstances of the particular case be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity.
    - iii. That the special use shall conform to the regulations and conditions specified in the Bartlett Zoning Ordinance for such use and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

A copy of the plans and background information are attached for your review.

NARINDER SOHI

974 WOODHILL DRIVE, CAROL STREAM IL-60188.([NARINDERSOHI27@GMAIL.COM](mailto:NARINDERSOHI27@GMAIL.COM))

DATE :

VILLAGE OF BARTLETT -Liquor Licensing Authority

Dear village President and Board of trustees,

I am writing to express my keen interest in obtaining a special use liquor store license for BARTLETT LIQUORS AND WINE INC. As a passionate entrepreneur with a deep understanding of the liquor industry, I believe that this special use liquor store will fill a gap in the market and provide a valuable service to the community.

I have carefully researched the requirements for obtaining a special use liquor store license, and I am confident that I meet all the necessary qualifications. I have a solid business plan in place, outlining my strategies for maintaining compliance with all applicable laws and regulations, including responsible alcohol sales practices and age verification protocols.

Furthermore, I have extensive experience in the liquor industry, having worked in various capacities in the past. I possess a thorough knowledge of different types of alcoholic beverages, their production processes, and their sales and distribution dynamics. I am also well-versed in local and state liquor laws, and I am committed to upholding them at all times.

In addition to my industry expertise, I am also deeply committed to the responsible sale and consumption of alcohol. I will implement strict policies and procedures to prevent sales to minors or intoxicated individuals, and I will promote responsible drinking through signage, training programs for employees, and community outreach initiatives.

Furthermore, I have taken all necessary steps to ensure the safety and security of the liquor store premises, including installing surveillance cameras, implementing effective inventory control measures, and training staff in emergency response procedures.

I am excited about the opportunity to operate a special use liquor store, and I am confident that my experience, knowledge, and dedication to responsible alcohol sales will make me a suitable candidate for a special use liquor store license. I would welcome the opportunity to discuss my business plan and qualifications with you in more detail.

Thank you for considering my application. I look forward to your positive response.

Sincerely,

Narinder sohi .

Ph – 630-544-1982



# VILLAGE OF BARTLETT SPECIAL USE PERMIT APPLICATION

For Office Use Only  
Case # 23-05  
**RECEIVED**  
APR 25 2023  
PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

**PROJECT NAME** BARTLETT LIQUORS AND WINE INC

**PETITIONER INFORMATION (PRIMARY CONTACT)**

**Name:** NARINDER SOHI

**Street Address:** 974 WOOD HILL DRIVE

**City, State:** CAROL STREAM

**Zip Code:** 60188

**Email Address:** [REDACTED]

**Phone Number:** [REDACTED]

**Preferred method to be contacted:** [REDACTED]

**PROPERTY OWNER INFORMATION**

**Name:** ALEC DEROSA 59<sup>TH</sup> & ARMY TRAIL, LLC

**Street Address:** [REDACTED]

**City, State:** [REDACTED]

**Zip Code:** [REDACTED]

**Phone Number:** [REDACTED]

**OWNER'S SIGNATURE:** [Signature] **Date:** 4/24/23

**(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)**

**SPECIAL USE PERMIT REQUESTED** (Please describe i.e. liquor sales, outdoor seating, etc.)

PACKAGE LIQUOR SALES  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**PROPERTY INFORMATION**

**Common Address/General Location of Property:** 1072 ARMY TRAIL RD ,BARTLETT IL 60103

**Property Index Number ("Tax PIN"/"Parcel ID"):** 0116401015

**Acreage:** 1.6 ACRES

**Zoning:** B-3  
(Refer to Official Zoning Map)

**Land Use:** COMMERCIAL

**Comprehensive Plan Designation for this Property:** MIXED-USE BUSINESS PARK  
(Refer to Future Land Use Map)

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

**Attorney**

---

---

---

**Engineer**

---

---

---

**Other**

---

---

---

**FINDINGS OF FACT FOR SPECIAL PERMIT**

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

Convenience for the Public: location is in an area where there are limited options for purchasing alcoholic beverages, our store could provide a convenient and accessible option for residents to purchase such products.  
Community Need: market research or surveys shows that there is a need for the service or facility that the liquor store would provide, and it would benefit the local residents or businesses.  
My commitment is to being a responsible member of the community by engaging in outreach efforts, such as meeting with local residents and business owners, community meetings, and collaborating with local law enforcement to ensure compliance with regulations.

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.

I assure that the intended use of the license will not result in any detrimental effects on the well-being of the community by implementing security measures, soundproofing, and limiting operating hours as needed.  
Staff training: Our staff will be trained in responsible alcohol service practices, including checking for identification, preventing over-serving, and managing intoxicated patrons to minimize the risk of incidents that could lead to crime or disturbances. I will make sure this store will not have a negative impact on the surrounding community with the help of Security measures to prevent and address any potential issues related to increased crime, will install surveillance cameras, will hire trained security personnel, and implement ID checks and age verification protocols to prevent underage drinking.

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.

I will compliance with local laws and regulations related to the sale of alcoholic beverages, such as age restrictions, hours of operation, signage, and security measures and will also include requirements for accessibility, fire safety, and other building code regulations. I will also include requirements related to noise control, parking, lighting, landscaping, or other considerations to ensure that the special use of package liquor sales is conducted in a manner that is compatible with the surrounding community and meets the Village's standards and regulations.

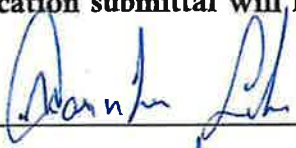
Please refer to Chapter 13 for additional Findings of Fact for Proposed Cannabis Uses.

**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: \_\_\_\_\_ NARINDER K Sahi

DATE: \_\_\_\_\_ 4/24/2023

**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: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

EMAIL: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ 

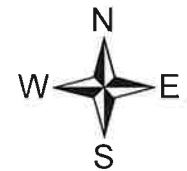
DATE: \_\_\_\_\_ 4/24/2023



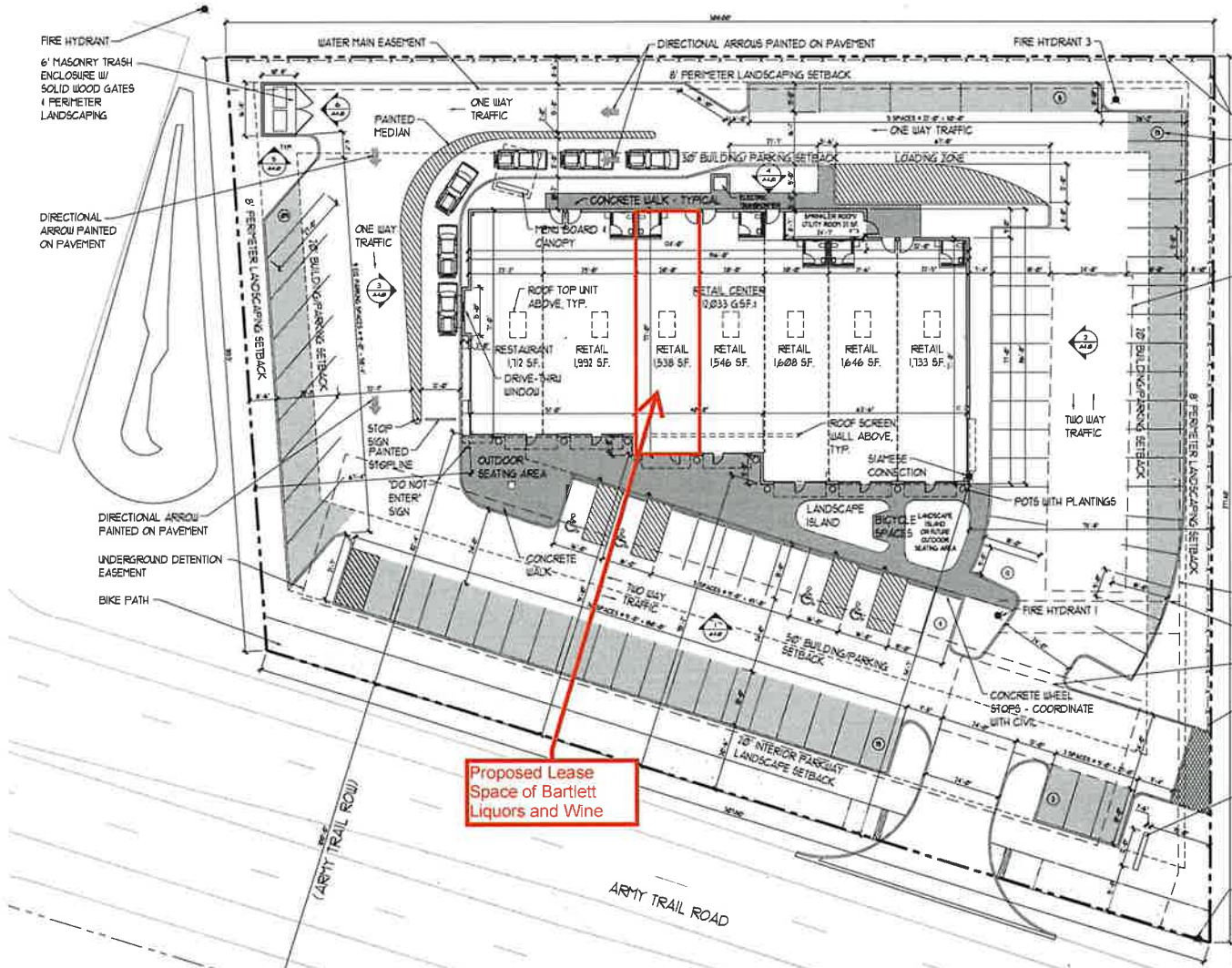
# LOCATION MAP

#23-05 Bartlett Liquors and Wine  
1072 Army Trail Rd

2023



0 40 80 160 US Feet



Proposed Lease Space of Bartlett Liquors and Wine

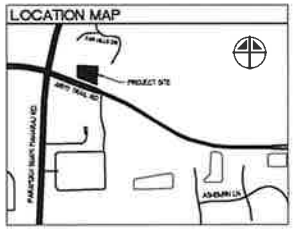
6' TALL WOOD FENCE NEXT TO RESIDENTIAL ZONING  
INDICATES NUMBER OF PARKING SPACES PER ROW  
SHADED AREA INDICATES PARKING SPACE LOCATIONS THAT REQUIRE A VARIANCE

UNDERGROUND DETENTION EASEMENT

SITE DATA TABLE	
SITE	
SITE AREA	159 ACRES
OPEN SPACE (15% MIN)	242 ±
FAR (20.4 MAX)	0/1
LOADING ZONE	1
BUILDING MEAN HEIGHT	23'-6"
BICYCLE PARKING SPACES AS REQUIRED	
PARKING SPACES PROVIDED	
PARKING SPACES	14
HC PARKING SPACES (4 REQ'D)	4
PARKING SPACES REQUIRED	
RESTAURANT FAST FOOD OR CARRY-OUT (1 PER 60 SF FLOOR AREA)	18
RETAIL (1 PER 100 SF)	41
BUILDING AREA	
RESTAURANT FLOOR AREA <sup>1</sup>	1,112 SF
RETAIL FLOOR AREA <sup>1</sup>	10,321 SF
PARKING CALCULATION	
RESTAURANT FLOOR AREA <sup>1</sup>	1,112 SF
RETAIL FLOOR AREA <sup>1</sup>	9,289 SF

FOR THE PURPOSES OF CALCULATING THE ZONING FLOOR AREA:  
1. THE GROSS RETAIL AREA HAS BEEN CONSERVATIVELY REDUCED BY 10%  
2. THE RESTAURANT AREA IS BASED ON THE 'BEEF SHACK' TENANT. THE DINING AREA IS 100 SF. (1/60 SF = 12 PARKING SPACES) BUT CONSERVATIVELY THERE WILL BE 44 SEATS AND 8 EMPLOYEES (15 + 3 = 18 PARKING SPACES) SO 18 PARKING SPACES WILL BE REQUIRED.

REFER TO CIVIL DRAWINGS FOR DIMENSIONS AND DESIGN



1 SITE PLAN  
1/8" = 1'-0"

05.18.18 CD SUBMITTAL  
08.10.18 REV. CD SUBMITTAL  
08.13.18 REV. CD SUBMITTAL  
03.13.18 REV. CD SUBMITTAL  
02.14.18 REV. CD SUBMITTAL

GALLERIA OF BARTLETT  
Army Trail Road, Bartlett, IL  
SITE PLAN

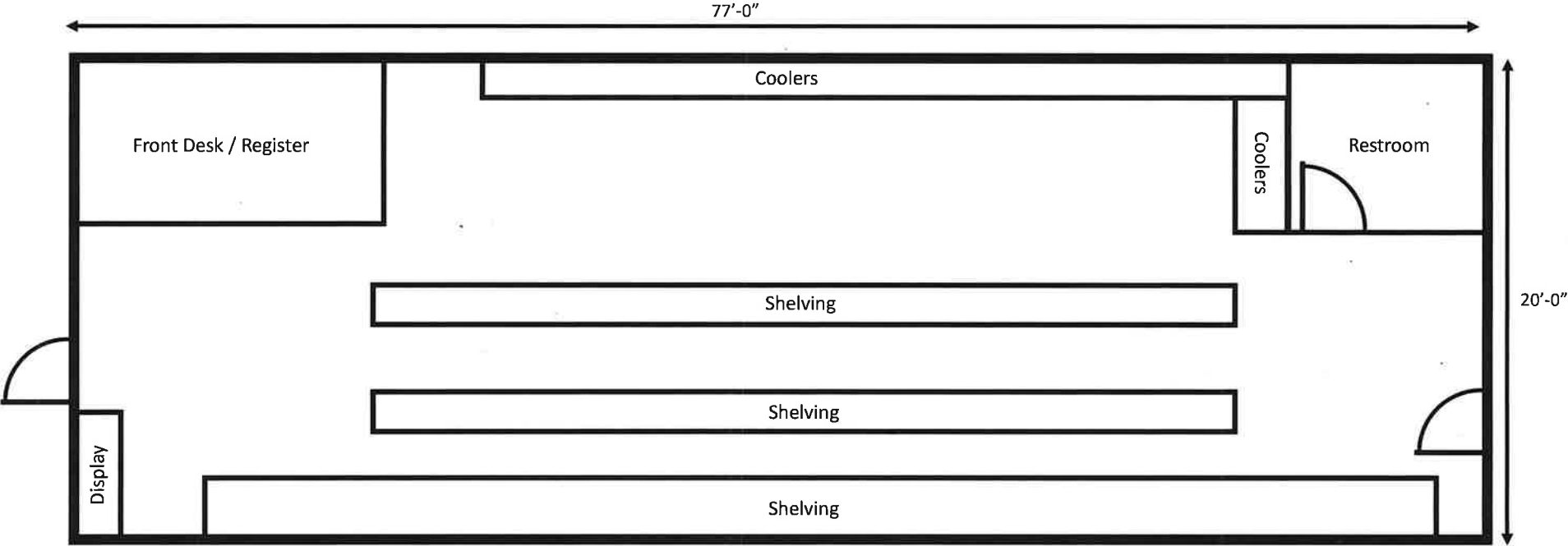
2015 LDC CODE BOOK  
DATE 08/06/18  
PROJECT NO. 18010-000  
DATE 08/06/18

Partners in Design  
ARCHITECTS

PROJECT NO. 18010-000  
DRAWN BY CTS  
CHECKED BY GMB  
DATE 03.05.18  
SHEET NO.

A1.0

Bartlett Liquors and Wine  
Proposed Floor Plan



**PLANNING & DEVELOPMENT SERVICES MEMORANDUM**

**23-28**

DATE: May 24, 2023  
TO: The Chairman and Members of the Planning & Zoning Commission  
FROM: Daniel Harper, Village Planner   
RE: **(#23-02) Hawk Hollow Middle School**

---

**PETITIONER**

Patricia Waldau on behalf of School District U-46

**SUBJECT SITE**

235 Jacaranda Drive

**REQUESTS**

Amendment to the Future Land Use Plan  
Rezoning from SR-2 PUD to P-1  
Plat of Consolidation  
Site Plan

**SURROUNDING LAND USES**

	<b><u>Land Use</u></b>	<b><u>Comprehensive Plan</u></b>	<b><u>Zoning</u></b>
<b>Subject Site</b>	<b>Vacant single-family lots, Municipal/Institutional &amp; Public School</b>	<b>Suburban Residential</b>	<b>P-1 &amp; SR-2 PUD</b>
North	Single Family	Suburban Residential	SR-2
South	Single Family	Suburban Residential	SR-2 PUD
East	Single Family	Suburban Residential / Open Space	PD
West	Single Family	Suburban Residential	ER-1

**ZONING HISTORY**

- 1986 – Subject property was annexed to the Village by Ordinance #1986-47 and automatically zoned ER-1 (Estate Residence) upon annexation.
- 1998 – An application for the Jacaranda Estates Subdivision consisting of 49 single family lots and the rezoning of the subject property from ER-1 to SR-3 (8,100 sq. ft. lots) was denied by the Village Board by Ordinance #1998-52 (An Ordinance Denying William H. Brown's Request for Rezoning and Preliminary Plat Approval).

- May 16, 2000 – Property owner William H. Brown and the Village enter into a Consent Decree to settle a lawsuit filed by the Owner against the Village. Resolution #2000-55R (A Resolution Approving Consent Decree Settling the William H. Brown V. Bartlett Lawsuit)
- May 16, 2000 – The subject property was rezoned from ER-1 to the SR-2 PUD Zoning District, a Preliminary Plat of Subdivision was approved for 43 single family lots and a Special Use Permit was granted to allow for the Planned Unit Development by Ordinance #2000-56 (An Ordinance Granting a Special Use Permit for an SR-2 Planned Unit Development and Preliminary Subdivision Plat Approval for the Jacaranda Subdivision).
- July 5, 2001 - School District U-46 purchased the Subject Property from the Brown Trust and petitioned the Village for Site Plan approval for a proposed Elementary School. The Site Plan, which included the construction of Jacaranda Drive, was approved by Ordinance #2001-88 (An Ordinance Approving the Site Plan for The Gerber Road Elementary School).
- October 2, 2001 – School District U-46 filed a Final Plat of Subdivision for the Jacaranda Subdivision (15 single family lots) and a Special Use Permit for wetlands on the Subject Property which was approved by Ordinance #2001-126 (An Ordinance Approving the Final Plat and Special Use for Wetlands for the Jacaranda Subdivision).
- 2017 - The Bartlett Subdivision and PUD Ordinance provides (1) that a Preliminary PUD plan shall be effective for one year or such time extended by the Board for a Final PUD plan to be approved; otherwise, the Preliminary PUD plan must be resubmitted for review and approval; and (2) construction in accordance with a Final PUD plan must commence within one year from when the plan is approved, unless an extension is granted by the Board; otherwise, the Final PUD plan approval becomes null and void. The Preliminary PUD plan was approved in 2000, and the Final PUD Plan was approved in 2001. No extensions were requested or granted, but the Preliminary/Final PUD plan under consideration for approval is almost identical to the Final PUD plan approved by the Village in 2003.
- 2018 – A preliminary/Final PUD Plan and a Final Plat of Subdivision for a 15-lot single family development on 20.23 acres including the existing 8.1-acre Hawk Hollow Elementary School site was approved. The PUD required the approval of a Special Use Permit to allow for modifications from the SR-2 bulk requirements to accommodate the proposed 15-lot single family development. The proposal included a rezoning of the school site property from SR-2 PUD to P-1 Zoning District. An 80' right-of-way for a future extension of Fair Oaks Road was also included as this extension and would follow the Village's Future Land Use Plan and Thoroughfare Plan road alignment.



**CURRENT DISCUSSION**

1. The petitioner is proposing to vacate the rights of way, abrogate the easements and consolidate the existing 21 lots established by the Jacaranda Subdivision, and is requesting a **Plat of Consolidation** to create a single lot for the conversion of Hawk Hollow Elementary School into a middle school.
2. The petitioner is also requesting to **rezone** the new 19.9-acre parcel to the P-1 Public Lands zoning district upon consolidation.
3. The **Site Plan** for the proposed school facility expansion includes a two-story addition as well as two parking lots providing a total 236 parking spaces. The proposed facility will have a total building area of 150,362 square feet and will have a maximum height of 34-feet. The building addition will consist of masonry utility brick veneers with finished aluminum curtain walls. U-46 anticipates a total of 27 classrooms and a maximum enrollment of 750 students upon completion of the expansion. The majority of the expansion is devoted to flex/lab space, library expansion and a new gymnasium.
4. The only vehicular access to the school will be from Gerber Road via two curbcuts. The northern curbcut will be utilized by staff and parents for student drop-off/pick-up, and the southern curbcut (currently Jacaranda Drive) will be utilized by buses only. The bus loop will be able to accommodate 21 queued school buses at a time. The parent drop-off/pick up lane will have approximately 2,080 feet of queuing space and will be able to accommodate 84 queued vehicles at a time. *(Please see figure 9 of the Sam Schwartz Traffic Impact Study in the attachments)*

U-46 has provided staff with vehicle circulation plans for the three largest middle schools in the district showing similarly separated bus and parent drop-off/pick up lanes. *(Please see in the attachments) Village staff consulted with traffic enforcement entities from South Elgin, Streamwood and Bartlett and all entities reported no significant traffic impact on public streets adjoining these schools.*

Middle Schools	Enrollment	Bus Stacking	Car Stacking
<b>Hawk Hollow</b>	<b>Projected 750 Students</b>	<b>21 Buses</b>	<b>84 Cars</b>
Tefft Middle	898 Students	15 Buses	20 Cars
Kenyon Woods	806 Students	17 Buses	28 Cars
Eastview	695 Students	15 Buses	14 Cars

*Stacking estimates based on lane distances provided by U-46 and assuming 25 feet per car and 46 feet per bus.*

U-46 also reported that drop-off operations in the morning typically generate less traffic congestion and queuing demand than pick-up lines in the

afternoon. The parent drop-off/pick up lane has a morning and afternoon configuration in order to best meet the different demands from each time period. The afternoon pick lane configuration serpentine through the parking area to allow for more car stacking. U-46 assumes a total of 10 minutes before the school day and 15-20 minutes surrounding the dismissal bell to be the peak traffic periods at the middle schools and Bartlett High School. Traffic is generally cleared 10 minutes after school ends. *(Please see figure 9 of the Sam Schwartz Traffic Impact Study in the attachments)*

Current middle school entry bells are at 8:50AM with first period beginning at 9:00AM. Eighth period end times vary from school to school, ranging from 3:21PM to 3:28PM. Bartlett High School's first warning bell is at 7:30AM with first period beginning at 7:40AM. Eighth period ends at 2:55PM.

5. As recommended in the petitioner's traffic study *(please see the Sam Schwartz Traffic Impact Study in the attachments)* off-site improvements will be made to Gerber Road. A new southbound left-turn lane into the new north drive will be striped providing 115 feet of storage and approximately 50 feet of taper. The existing southbound left-turn lane (currently Jacaranda Drive) will be reduced due to the location of proposed north access. The turn lane will provide 115 feet of storage and approximately 100 feet of taper. This turn lane will be for bus use only.
6. The Village's traffic consultant has reviewed and approved the traffic study and the proposed roadway striping improvements. Roadway striping improvements on Gerber Road will be completed by U-46 per the attached letter written on May 5<sup>th</sup> 2023.
7. Stormwater detention will be located at the northwest corner of the site along Gerber Road between the two access drives.
8. The existing sidewalks and bike paths will also be extended and relocated where necessary to better connect the school site to the surrounding residential areas.
9. The Village's Future Land Use Plan designates the property as Suburban Residential and Municipal/Institutional. The petitioner is also requesting an **amendment to Future Land Use Plan** to remove the Fair Oaks Road and Winston Lane extensions and designate the entire property as Municipal/Institutional.
10. All plans are currently being reviewed by Staff.

## **RECOMMENDATION**

The Staff recommends **approval** of the petitioner's requests amending the Future Land Use Plan, Rezoning from SR-2 PUD to P-1, the Plat of Consolidation and the Site Plan, subject to the following conditions and findings of fact:

- A. The Plat of Abrogation, the Plat of Vacation and The Plat of Consolidation shall be recorded prior to the issuance of any building permit;
- B. Village Engineer approval of the engineering plans;
- C. Building permits shall be required for all construction activities;
- D. Planning and Development Services approval of the landscape and photometric plan;
- E. 8-ft. wide sidewalk and bike paths shall be installed in accordance with the site plan;
- F. Landscaping must be installed within one year of the issuance of a building permit;
- G. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to the Planning & Development Services department for review and approval by the village forester and a bond posted in the approved amount for its future installation;
- H. All proposed signage shall require permits and approval from the Planning & Development Services Department prior to installation;
- I. The dumpster shall be located behind a solid gate;
- J. Any required Public Improvement Completion Agreement and associated bonds shall be submitted for review and approval by the Village Attorney.
- K. Findings of Fact (Amendment to the Future Land Use Plan):
  - i. That there has been a change in assumptions regarding the availability of public-school facilities from those on which the comprehensive plan is based;
  - ii. That new issues or needs have presented themselves to the village that are not adequately addressed in the comprehensive plan; and
  - iii. That the amendment will not adversely affect the character of the area in which the proposed development is to be located.
- L. Findings of Face (Zoning Change – SR-2 PUD to P-1):
  - i. That the proposed rezoning from SR-2 PUD to P-1 is compatible with existing uses of property within the general area of the property in question.
  - ii. That the proposed rezoning from SR-2 PUD to P-1 is compatible with the zoning classifications of property within the general area of the property in question.
  - iii. That the proposed school expansion is compatible to the uses permitted under the existing zoning classification.
  - iv. That the proposed rezoning would have no depreciatory impact upon surrounding properties in the general area of the property in question.
  - v. That the proposed zoning change is in compliance with the Bartlett Comprehensive Plan or its amendments.
- M. Findings of Fact (Site Plan):
  - i. That the proposed school expansion on the Subject Property is a permitted use in the proposed P-1 Zoning District;
  - ii. That the proposed school expansion on the Subject Property and the proposed improvements, 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.
2. The following has been attached for your review
- A. Letter from U-46 dated May 22<sup>nd</sup>, 2023
  - B. Traffic Study conducted by Sam Schwartz dated April 21, 2023
  - C. Letter from Lynn M. Means, P.E, PTOE, RSP1 representing BLA, Inc. dated April 28, 2023.
  - D. Letter from U-46 dated May 5, 2023
  - E. Cover Letter provided by Cage Engineering dated March 20, 2023.
  - F. Application
  - G. Location Map
  - H. Final plat of consolidation
  - I. Site plan
  - J. Landscape plan
  - K. Building elevations

dh/attachments

x:\comdev\memos 2023\028\_HawkHollow\_pz.docx



**School District U-46**

Plant Operations  
Patricia Waldau, Director  
1460 Sheldon Drive, Elgin, IL 60120  
Tel: 847.888.5000 x5060  
Fax: 847.888.7177

Dr. Suzanne Johnson, Interim Superintendent

[www.u-46.org](http://www.u-46.org)

May 22, 2023

Daniel Harper, AICP  
Village Planner, Planning & Development Services  
228 S. Main Street  
Bartlett, IL 60103

Daniel,

In response to your request for clarification on topics raised during the May 16<sup>th</sup>, 2023 Committee of the Whole meeting, please see below:

Vehicle stacking numbers for all elementary and middle schools in the district.

*Many of our existing middle schools are older and the contemplation of stacking was not necessarily considered during construction, mainly because the modes of transportation to school were busing or walking, as opposed to parents driving to and from school. As such, this information is not tracked by the district. The proposed stacking for the middle school renovations and addition corrects that with approximately 2,080 feet of queuing space provided on-site for the pick-up line, as well as separating bus circulation and providing additional spaces for buses to queue. The traffic management plan outlined in the traffic study on Figure 9 calls for active traffic management during afternoon dismissal which we are committed to providing.*

Enrollment numbers for all elementary and middles schools in the district.

Number of Students	School Building
898	Tefft Middle School
806	Kenyon Woods Middle School
695	Eastview Middle School
660	Otter Creek Elementary School
613	Sycamore Trails Elementary School
598	Larsen Middle School
595	Ellis Middle School
580	Coleman Elementary School
580	Kimball Middle School
575	Lords Park Elementary School
572	Highland Elementary School
561	Nature Ridge Elementary School
548	Liberty Elementary School
537	Abbott Middle School



**School District U-46**

Plant Operations  
 Patricia Waldau, Director  
 1460 Sheldon Drive, Elgin, IL 60120  
 Tel: 847.888.5000 x5060  
 Fax: 847.888.7177

Dr. Suzanne Johnson, Interim Superintendent

[www.u-46.org](http://www.u-46.org)

526	Centennial Elementary School
523	Illinois Park Elementary School
503	Horizon Elementary School
498	Huff Elementary School
491	Clinton Elementary School
488	Glenbrook Elementary School
488	Hilltop Elementary School
480	Creekside Elementary School
464	Ronald D. O'Neal Elementary School
461	Lincoln Elementary School
461	Ridge Circle Elementary School
436	Century Oaks Elementary School
433	Fox Meadow Elementary School
433	Hillcrest Elementary School
432	Bartlett Elementary School
417	Ontarioville Elementary School
416	Canton Middle School
414	Heritage Elementary School
405	Prairieview Elementary School
392	Harriet Gifford Elementary School
388	Oakhill Elementary School
376	Laurel Hill Elementary School
372	Hanover Countryside Elementary School
368	Channing Elementary School
361	Spring Trail Elementary School
357	Lowrie Elementary School
354	Washington Elementary School
353	Timber Trails Elementary School
342	McKinley Elementary School
336	Wayne Elementary School
326	Sunnydale Elementary School
290	Hawk Hollow Elementary School
283	Parkwood Elementary School
268	Garfield Elementary School
235	Willard Elementary School

Transportation mode share for students (% arriving/ leaving by car, bus, walk/bike)

*Approximately 46% of current Hawk Hollow Elementary School students are bused and 54% do not qualify for busing, arriving by either car, foot, or bike.*

Dr. Suzanne Johnson, Interim Superintendent

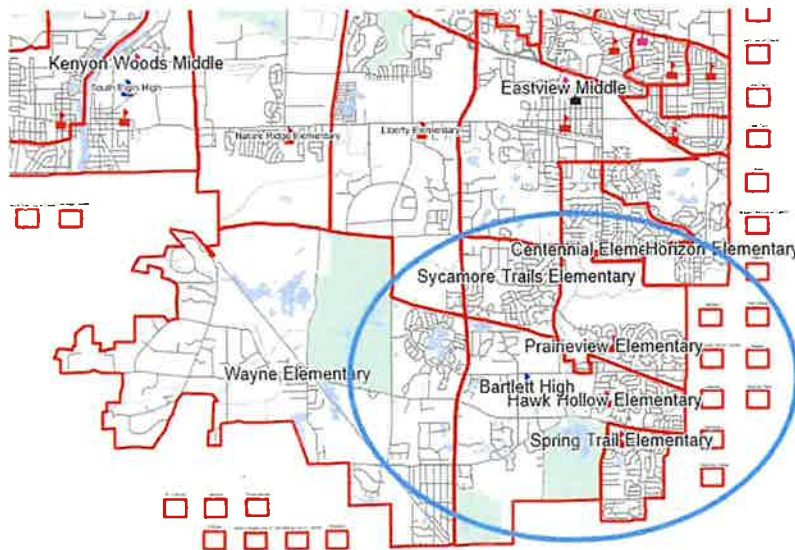
[www.u-46.org](http://www.u-46.org)

Peak traffic hours for the middle school and Bartlett HS

*Drop-off operations in the morning typically generate more dispersed traffic and less queuing demand than pick-up lines in the afternoon. We could assume a total of 10 minutes before the school day and 15-20 minutes surrounding the dismissal bell to be the peak traffic periods at our middle schools and Bartlett High School. Traffic is generally cleared 10 minutes after school ends. Current middle school entry bells are at 8:50AM with first period beginning at 9:00AM. Eighth period end times vary from school to school, but range from 3:21PM to 3:28PM. Bartlett High School's first warning bell is at 7:30AM with first period beginning at 7:40AM. Eighth period ends at 2:55PM.*

What is U-46's estimated boundary area for enrollment for Hawk Hollow MS and what is the bus boundary.

*The district administrative team is working through several different boundary scenarios to support the shift of 6<sup>th</sup> grade from our elementary to middle schools for the 2025-2026 school year and expects it will be several months before we have something more specific to share. The boundary will extend beyond the current Hawk Hollow Elementary boundary area to also include at least portions of neighboring elementary school attendance areas (Spring Trail, Prairieview, Sycamore Trails, Wayne). See below for a representative example of what the boundary area may include, though it is not fully representative of what the boundaries could be. We will certainly keep you updated as we finalize the new middle school boundaries over the coming months, but the estimated likely number of students to attend the new middle school would be 750.*





## School District U-46

Plant Operations  
Patricia Waldau, Director  
1460 Sheldon Drive, Elgin, IL 60120  
Tel: 847.888.5000 x5060  
Fax: 847.888.7177

Dr. Suzanne Johnson, Interim Superintendent

---

[www.u-46.org](http://www.u-46.org)

*Bus boundaries are dictated by Article 29 of the Illinois School Code (105 ILCS 5/29 3), which states that the distance shall be measured from the exit of the residence property to the point where pupils are normally unloaded at the school attended by determining the shortest distance on normally traveled roads or streets. Pupils can also be required to walk up to one and one-half miles from their residence to a pick-up point regardless of the distance traveled by bus. Pending the determination of boundaries, the District will determine potential hazards which may allow additional students to qualify for busing.*



# Eastview Middle School Vehicle Circulation Routes

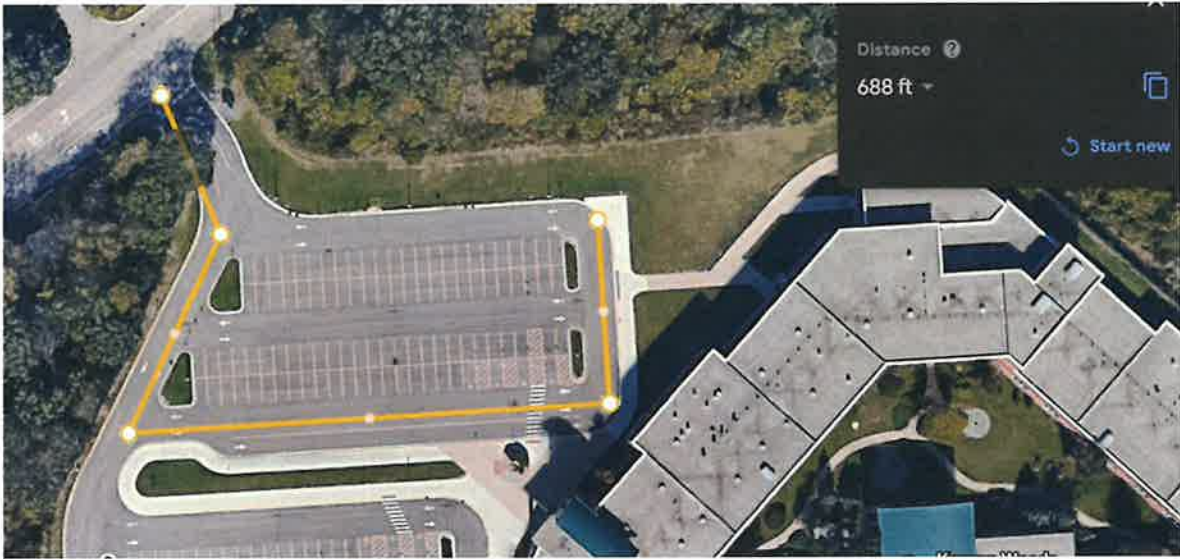


Eastview Parent = 343 FT



Eastview Bus = 678 FT

## Kenyon Wood Middle School Vehicle Circulation Routes



Kenyon Wood Parent = 688 FT



Kenyon Wood Bus = 794 FT

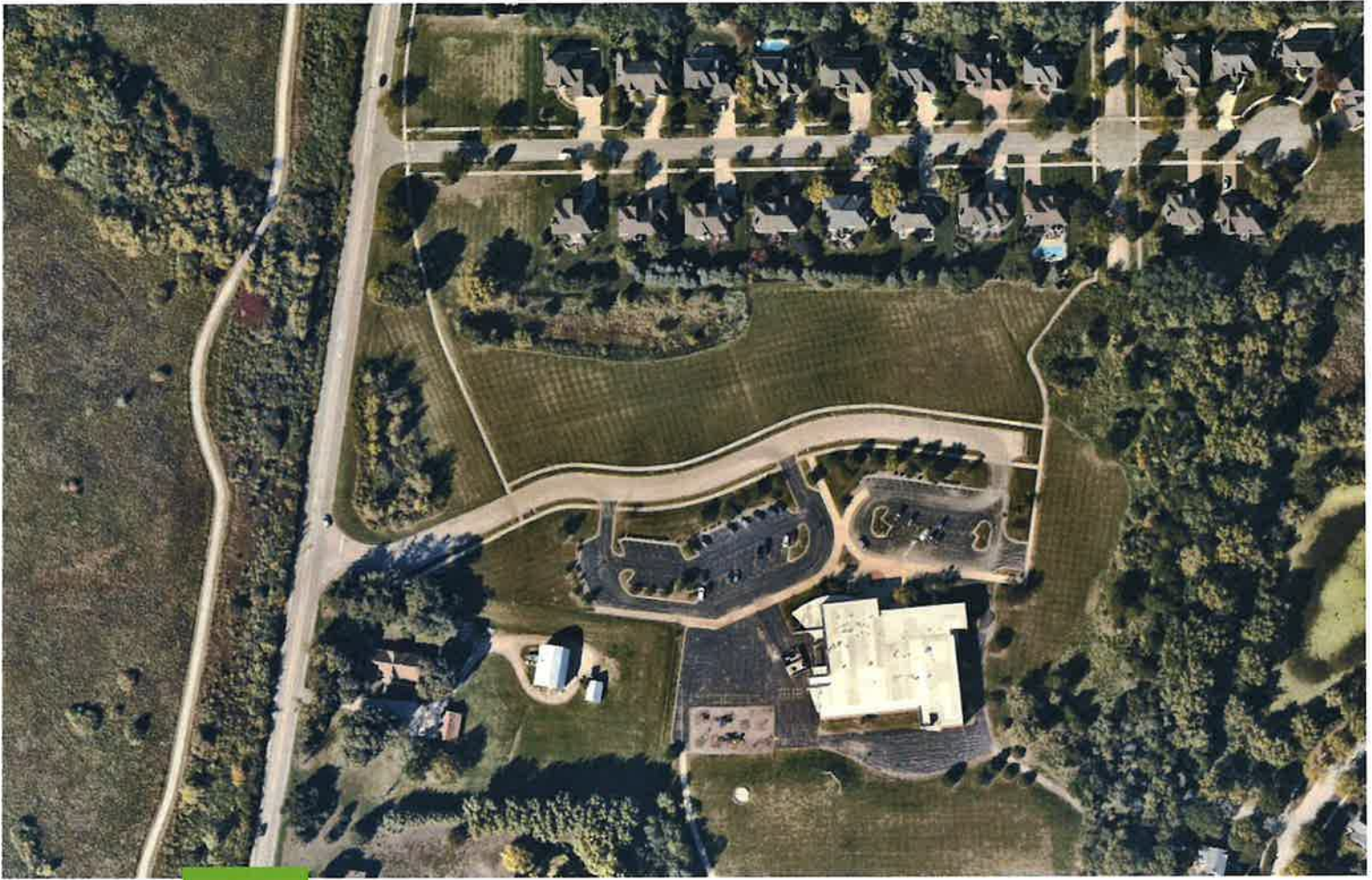
# Tefft Middle School Vehicle Circulation Routes



Tefft Parent = 512 FT



Tefft Bus = 676 FT



# Traffic Study for Hawk Hollow Expansion - Bartlett, Illinois

Submitted to:



## Traffic Impact Study

April 21, 2023 // Original

Submitted by:

**Sam  
Schwartz**

A TYLin Company

## Table of Contents

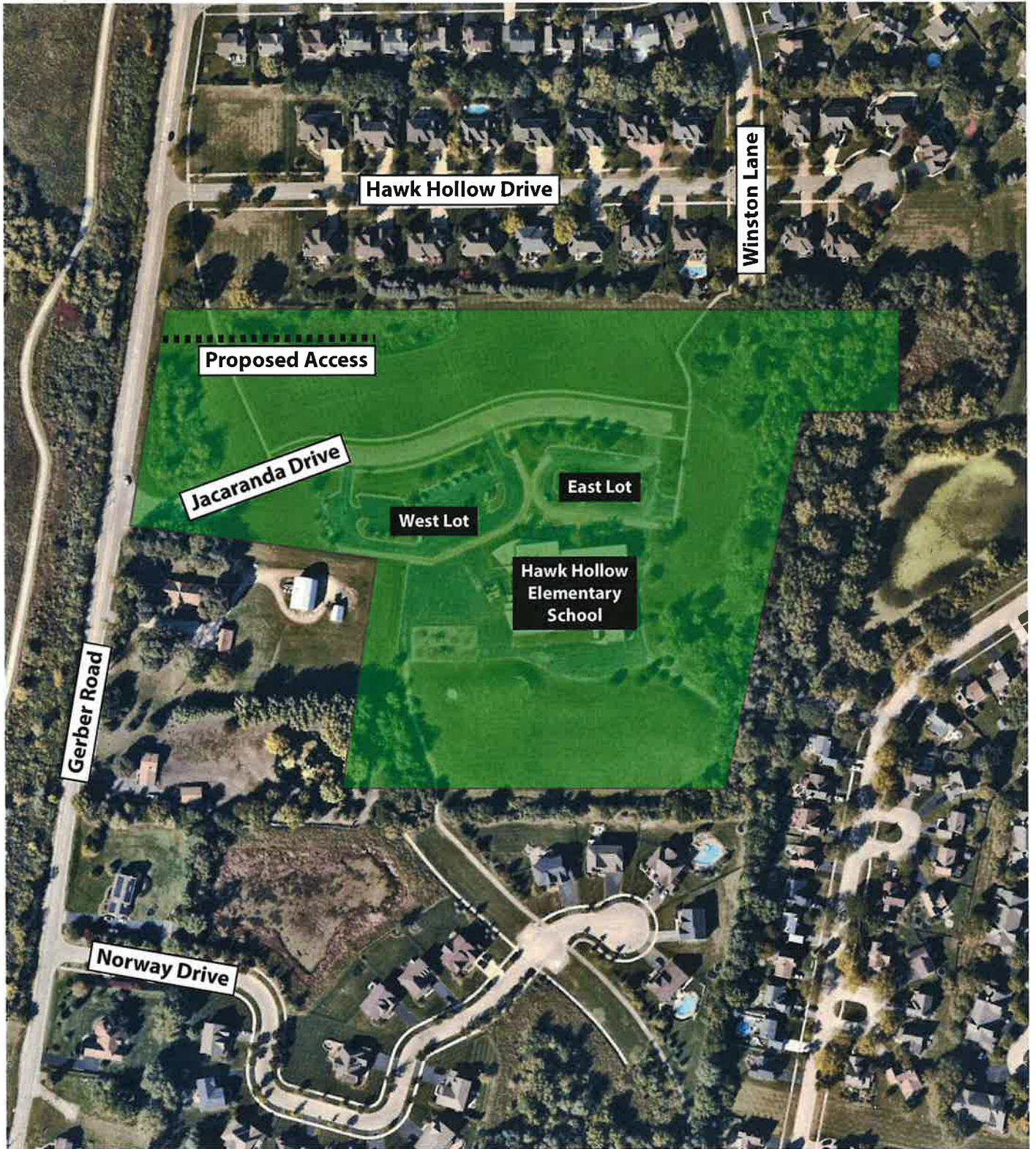
<b>1. Introduction.....</b>	<b>2</b>
<b>2. Existing Conditions .....</b>	<b>4</b>
<b>2.1. Area Land Uses &amp; Connectivity .....</b>	<b>4</b>
<b>2.2. Existing Street Characteristics .....</b>	<b>4</b>
<b>2.3. Arrival/Dismissal Observations .....</b>	<b>5</b>
<b>2.4. Existing Traffic Volumes .....</b>	<b>6</b>
<b>2.5. Existing Intersection Operations .....</b>	<b>8</b>
<b>2.6. Crash Analysis .....</b>	<b>9</b>
<b>3. Future Conditions.....</b>	<b>10</b>
<b>3.1. Area Improvement Plans .....</b>	<b>10</b>
<b>3.2. Site Development Plan.....</b>	<b>10</b>
<b>3.3. Trip Generation.....</b>	<b>10</b>
<b>3.4. Site Trip Assignments .....</b>	<b>12</b>
<b>3.5. Future Traffic Projections.....</b>	<b>14</b>
<b>3.6. Future Intersection Operations .....</b>	<b>20</b>
<b>3.7. Traffic Management .....</b>	<b>22</b>
<b>3.8. Parking Projections.....</b>	<b>24</b>
<b>3.9. Pedestrian and Bicycle Access.....</b>	<b>24</b>
<b>4. Recommendations and Conclusions.....</b>	<b>25</b>
<b>APPENDIX.....</b>	<b>26</b>

## 1. Introduction

Sam Schwartz Consulting, LLC, (Sam Schwartz) was retained by School District U-46 to conduct a traffic study for a planned expansion of Hawk Hollow Elementary School in Bartlett, Illinois. The existing elementary school, located at 235 Jacaranda Drive, is currently accessed by three site driveways along the south side of Jacaranda Drive. An aerial view of the study area can be seen on **Figure 1**.

Hawk Hollow Elementary has a current enrollment of approximately 293 students and has a building footprint of approximately 57,000 square feet. Under the proposed plan, a 93,000 square-foot building addition and associated parking would be constructed immediately north of the current building, replacing the existing parking lot configuration. The middle school campus is expected to have capacity for an enrollment of approximately 750 students. Primary vehicle access to the school would be relocated to a new access driveway to Gerber Road proposed approximately 315 feet north of Jacaranda Drive, referred to for the purposes of this study as Proposed Access. The site's Jacaranda Drive access to Gerber Road would remain and is expected to be used exclusively by buses during typical conditions, with gate barriers separating the circulation of buses and passenger vehicles. Jacaranda Drive may be used for secondary passenger vehicle access during after-school special events. Parking for 236 vehicles is proposed per the concept site plan (attached in the Appendix). Sidewalk and crosswalk locations are also shown on the concept plan connecting to Gerber Road and the adjacent neighborhoods.

The following report documents Sam Schwartz's methodology regarding data collection, traffic forecasting, and analyses performed. Recommended improvements are documented to mitigate anticipated traffic-related impacts and to improve the functionality of the local transportation system.



## 2. Existing Conditions

Sam Schwartz conducted a field visit to collect relevant information pertaining to the school, the surrounding street network, traffic volumes, traffic controls, lane geometry, and infrastructure at the study intersections. Based on these characteristics, existing intersection capacity was evaluated to establish existing operational conditions for the study area, as described in the following sections.

### 2.1. Area Land Uses & Connectivity

Hawk Hollow Elementary School is located on the east side of Gerber Road between Hawk Hollow Drive and Norway Drive. Jacaranda Drive is located approximately one quarter mile to the south of Schick Road and to the north of Army Trail Road. Each roadway provides local and regional connectivity to the east and west, including access to Illinois Route 59 (IL 59) approximately 1.5 miles west of Gerber Road. Land uses in the areas surrounding the site are generally residential.

### 2.2. Existing Street Characteristics

Field data collection was performed along the primary study roadways of Gerber Road, Hawk Hollow Drive, and Jacaranda Drive. Descriptions of these roadways are provided below.

**Gerber Road** is a north-south Major Collector roadway that provides a three-lane cross section with left-turn lanes at intersections. At its unsignalized intersections with Hawk Hollow Drive and Jacaranda Drive, the southbound approaches provide an exclusive left-turn lane and one through lane and the northbound approaches provide one through/right-turn lane. Gerber Road is under the jurisdiction of the Village of Bartlett and has a posted speed limit of 35 MPH. Between Hawk Hollow Drive and Jacaranda Drive, there is a school zone where the posted speed limit is 20 MPH on school days when children are present.

**Hawk Hollow Drive** and **Jacaranda Drive** are east-west local roadways that extend east of Gerber Road and provide one lane of travel in each direction. At their unsignalized T-intersections with Gerber Road, the westbound approaches of Hawk Hollow Drive and Jacaranda Drive each provide one shared left-turn/right-turn lane with a single receiving lane. Both roadways are under the jurisdiction of the Village of Bartlett and do not have posted speed limits. For the purposes of this study, each roadway was assumed to operate with a speed limit of 25 MPH. Hawk Hollow Drive and Jacaranda Drive are located approximately 955 and 1,490 feet south of Schick Road, respectively.



## 2.3. Arrival/Dismissal Observations

As a part of the field visit, observations were performed during typical weekday arrival and dismissal periods, as noted below. Both periods were observed on clear, dry days with typical attendance.

### Arrival Period

Arrival observations were conducted prior to the school's scheduled start time of 8:30 AM. During observations, student drop-offs were seen as early as 8:00 AM, with early students waiting to be admitted under supervision near the school's doorways. Inbound drop-off vehicles exclusively utilized the East Lot, either parking in marked spaces or utilizing curbside space fronting the school. Bus activity occurred in the West Lot, separate from personal vehicle drop-off.

Personal vehicle queuing along the curbside space was observed to reach a maximum of approximately 10 to 12 passenger vehicles, extending along the perimeter of the East Lot but not extending outside the parking lot onto Jacaranda Drive. Outbound queues at Jacaranda Drive and Gerber Road were observed at a maximum of approximately 8 to 10 vehicles, including passenger vehicles and buses, and quickly dissipated. Heaviest queuing occurred at approximately 8:28 AM just prior to the first bell. Inbound queues for the southbound left-turn lane on Gerber Road at Jacaranda Drive were generally observed to be minimal.

### Dismissal Period

In the afternoon, Hawk Hollow Elementary typically dismisses class at 2:30 PM. Beginning at approximately 1:45 PM, personal vehicles were observed queuing in front of the school in the East Lot. At its longest, this queue spilled back out of the East Lot onto Jacaranda Drive, extending westward. This queue was observed to extend past the westernmost school access driveway, but did not extend to Gerber Road, and was comprised of approximately 42 passenger vehicles. Incoming buses utilized the West Lot and were observed to arrive before the West Lot driveway was blocked by queues.

In the minutes directly following dismissal, outbound queues on Jacaranda Drive at Gerber Road were observed extending approximately 700 feet east of Gerber Road, blocking outbound maneuvers from the two westernmost school access driveways, which both serve the West Lot used by buses and staff. This queue was observed to include passenger vehicles and buses and dissipated quickly; at approximately 2:40 PM (ten minutes after start of dismissal) the East Lot was substantially empty.

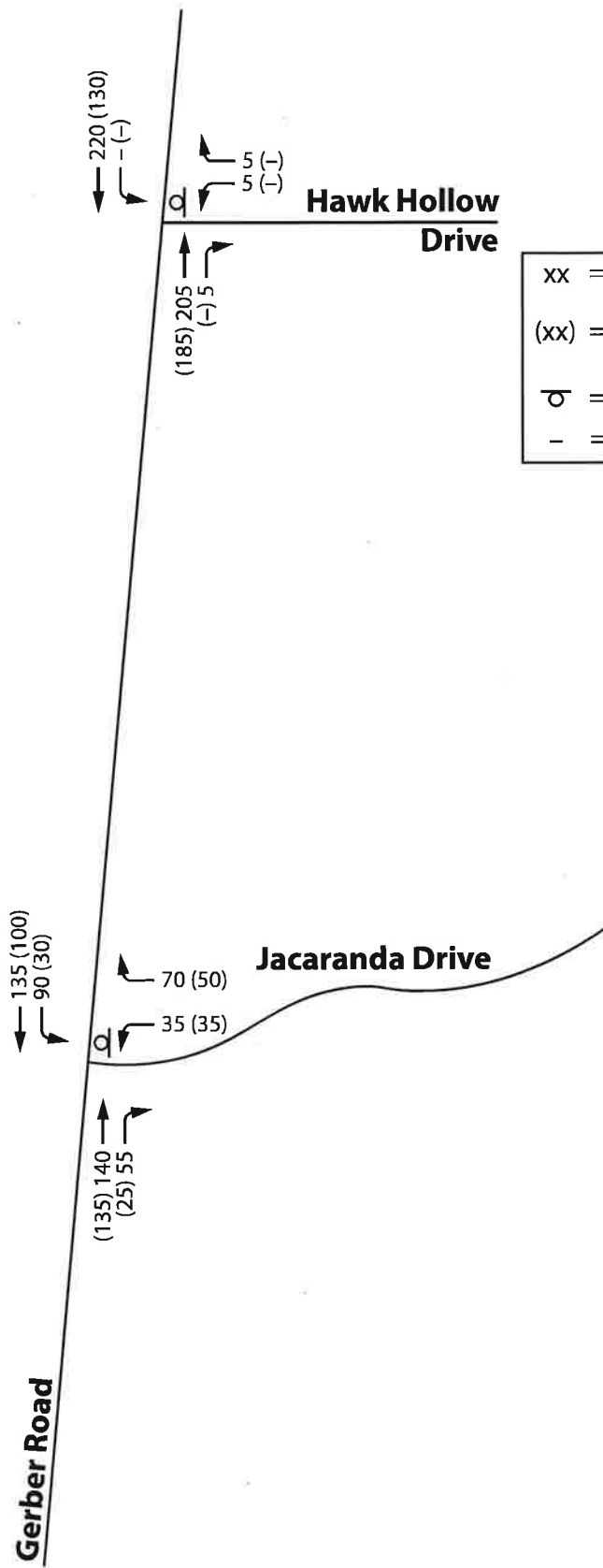
## 2.4. Existing Traffic Volumes

Sam Schwartz conducted intersection turning movement counts (TMCs) in March 2023 at the following locations, as agreed upon with representatives of the Village:

- Gerber Road and Hawk Hollow Drive
- Gerber Road and Jacaranda Drive

Counts were performed during weekday morning and afternoon periods (7:00-9:00AM and 2:00-6:00PM) to coincide with the peak activity of the school and on the area roadway network. Based on the resulting count data, peak hours occurred from 7:30-8:30AM and from 2:30-3:30PM during the weekday morning and afternoon peak periods, respectively. As noted in the preceding section, Hawk Hollow Elementary's existing dismissal time is 2:30PM. As such, the network afternoon peak hour of 2:30-3:30PM does not capture inbound trips associated with dismissal, which were generally observed to occur between 2:00-2:30PM. As such, the 2:00-3:00PM hour was selected for analysis in order to most effectively model dismissal operations.

The resulting traffic volumes were summarized and balanced where applicable throughout the study area for the morning and afternoon peak hours, establishing an Existing Year 2023 volume network. The resulting traffic volumes at each intersection during the weekday morning and afternoon peak hours are illustrated on **Figure 2**. Summaries of the raw TMC counts are contained in the Appendix.



xx = Weekday AM Peak Hour  
(7:30 - 8:30 AM)  
(xx) = Weekday PM Peak Hour  
(2:00 - 3:00 PM)  
⊘ = Existing Stop Sign  
- = Less than Five Vehicles

**Figure 2**  
**Existing (2023) Traffic Volumes**

## 2.5. Existing Intersection Operations

The operational effectiveness of transportation facilities is measured in terms of Level of Service (LOS). LOS ranges from LOS A to LOS F, with LOS A reflecting the lowest level of vehicular delay and LOS F being the highest. LOS A represents free-flow conditions where motorists experience a high level of comfort and convenience. LOS E represents saturated or at-capacity conditions, and LOS F represents oversaturated conditions.

For unsignalized intersections, total delay (measured in seconds per vehicle) is defined as the total elapsed time from the moment a vehicle stops at the back of the queue until the vehicle departs from the stop bar on the stop-sign controlled approach. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The LOS criteria for unsignalized intersections, as defined in the HCM, are summarized in **Table 1**.

**Table 1. LOS Criteria for Unsignalized Intersections**

Level of Service (LOS) <sup>1</sup>	Average Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds
C	> 15.0 and ≤ 25.0 seconds
D	> 25.0 and ≤ 35.0 seconds
E	> 35.0 and ≤ 50.0 seconds
F	> 50.0 seconds

Transportation Research Board. Highway Capacity Manual, Sixth Edition.  
<sup>1</sup>LOS grades assume volume-to-capacity (v/c) ratio <1; LOS F is triggered when v/c ≥1

Capacity analysis was performed to evaluate the study intersections for the weekday peak hours using Synchro 11 capacity analysis software. The HCM 6<sup>th</sup> Edition report was referenced for unsignalized study intersections. The results for each study intersection under existing conditions are summarized in **Table 2**.

**Table 2. Existing (Year 2023) Levels of Service**

Intersection	Weekday Morning Peak		Weekday Afternoon Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Gerber Road &amp; Hawk Hollow Drive<sup>1</sup></b>				
Westbound	12.1	B	11.3	B
Southbound (Left Turn)	8.0	A	7.9	A
<b>Gerber Road &amp; Jacaranda Drive<sup>1</sup></b>				
Westbound	38.4	E	14.3	B
Southbound (Left Turn)	8.6	A	8.0	A

<sup>1</sup>Two-Way Stop-Controlled Intersection

As shown above, most intersection movements in the study area currently operate at acceptable LOS B or better. In the morning peak hour, the outbound approach of Jacaranda Drive at Gerber Road is shown to operate at LOS E. As noted in the preceding section, some outbound delay on this approach was observed during a field visit, but any notable queuing was limited to a very brief period immediately prior to and following the morning school bell. Similarly, high delay and lengthy queues were observed on this same approach over a short period of time during the afternoon dismissal peak.

## 2.6. Crash Analysis

At the request of the Village of Bartlett, historical crash data for the two study intersections over the most recent five years was requested from the Bartlett Police Department. Based on this data, no crashes were reported at either intersection during the subject time period.

### 3. Future Conditions

In order to evaluate future intersection operations after the completion of school expansion, traffic volumes were forecasted for a “build-plus-five” design year. With the School District indicating that the proposed school construction would be completed by Year 2025, a Year 2030 design year was utilized to account for a gradual increase in student population to full capacity. Future traffic forecasting was based on a combination of background traffic growth and new trips generated by the subject development. Based on the resulting projections, capacity analyses were prepared to evaluate future operational conditions. The findings and resulting recommendations are discussed in this section of the report.

#### 3.1. Area Improvement Plans

Based on a review of the Village of Bartlett’s *Capital Improvements Program 2021-2025*, there are no planned improvements affecting the study area intersections. As such, no improvements other than those recommended as a part of this study are included in Future Year 2030 conditions.

#### 3.2. Site Development Plan

The concept site plan shows two full-access driveways to the proposed middle school. Jacaranda Drive would remain and be vacated as a public street. It would connect to a new circular drive built along the west side of the existing building and would be utilized exclusively by buses during arrival and dismissal periods. Cross-access to the remainder of the site would be restricted by swinging gates. A new driveway, referred to as Proposed Access, would be provided approximately 315 feet north of Jacaranda Drive and 230 feet south of Gerber Road’s intersection with Hawk Hollow Drive. Primary passenger vehicle access to the site would be provided by the new Proposed Access which would connect with two new parking lots and a semi-circular drive for student pick-up/drop-off activity.

#### 3.3. Trip Generation

As noted previously, after completion of the proposed expansion plan, the building would be used as a middle school with approximately 65 employees and capacity for an enrollment of approximately 750 students. Based on conversations with the design team, it is expected that this student body would be comprised entirely of students from a new school boundary area, and that the current elementary school students would be relocated to different sites. As such, Sam Schwartz estimated the total future increase in site traffic by projecting trips for the middle school use and later deducting existing trips counted at the current elementary school’s access.

Using the Institute of Transportation Engineers (ITE) manual [Trip Generation, 11<sup>th</sup> Edition](#), trip generation data was referenced for ITE Land Use Code (LUC) LUC 522 – Middle School/Junior High School. Trip generation rates for a peak hour between the hours of 7:00-9:00AM and 4:00-6:00PM (peak hours of adjacent street) and the two highest hours of site-generated traffic during the AM and PM periods (peak hours of generator) were referenced. The corresponding trip generation data from [Trip Generation](#) is shown below in **Table 3**. Excerpted trip generation data from ITE is included in the Appendix.

**Table 3. ITE Trip Generation Data**

Land Use	Daily	Weekday AM Peak		Weekday PM Peak	
		of Adjacent	of Generator	of Adjacent	of Generator
Middle School/ Junior High School (LUC 522)	$\ln(T) = 0.97\ln(X) + 0.95$ 50% in / 50% out	$T = 0.67(X)$ 54% in / 46% out	$T = 0.74(X)$ 55% in / 45% out	$T = 0.15(X)$ 48% in / 52% out	$T = 0.33(X) + 29.58$ 46% in / 54% out

T = Trips generated  
 X = Students

The middle school use is expected to generate highest peak hour traffic during the peak hour of generator for each peak period. Since school start times generally occur during the 7:00-9:00AM time period, peak school traffic often overlaps with the general morning rush hour. As such, trip projections for the proposed site were based on peak of adjacent rates in the morning peak hour. Alternatively, school dismissal periods tend to occur earlier in the afternoon and do not overlap with the 4:00-6:00PM evening peak period. As such, trip projections for the PM peak hour were based on peak of generator rates.

Total vehicle trips were calculated using the preceding equations. **Table 4** summarizes the incoming and outgoing trips associated with the proposed use during the weekday morning and weekday afternoon peak hours. Based on information provided by the school district, up to 16 buses are expected during each arrival/dismissal period at full occupancy of the middle school. As such, Sam Schwartz assumed 15 inbound and outbound bus trips per peak hour (vehicles were rounded to the nearest multiple of five for the purposes of this study). The number of expected passenger cars were calculated by deducting bus trips from the total projected trips. It should be noted that no deductions in vehicle projections were incorporated to account for the implementation of any new Travel Demand Management (TDM) strategies such as encouraging carpooling or non-vehicular modes of travel (walking or biking).

**Table 4. Site-Generated Trip Projections**

Land Use	Size	Vehicle Type	Daily	Morning Peak Hour <sup>1</sup>			Afternoon Peak Hour <sup>2</sup>		
				In	Out	Total	In	Out	Total
Middle School/ Junior High School (LUC 522)	750 Students	Passenger Cars	1,530	260	215	475	110	135	245
		Buses	60	15	15	30	15	15	30
		<b>Total</b>	<b>1,590</b>	<b>275</b>	<b>230</b>	<b>505</b>	<b>125</b>	<b>150</b>	<b>275</b>

<sup>1</sup>Peak of adjacent street

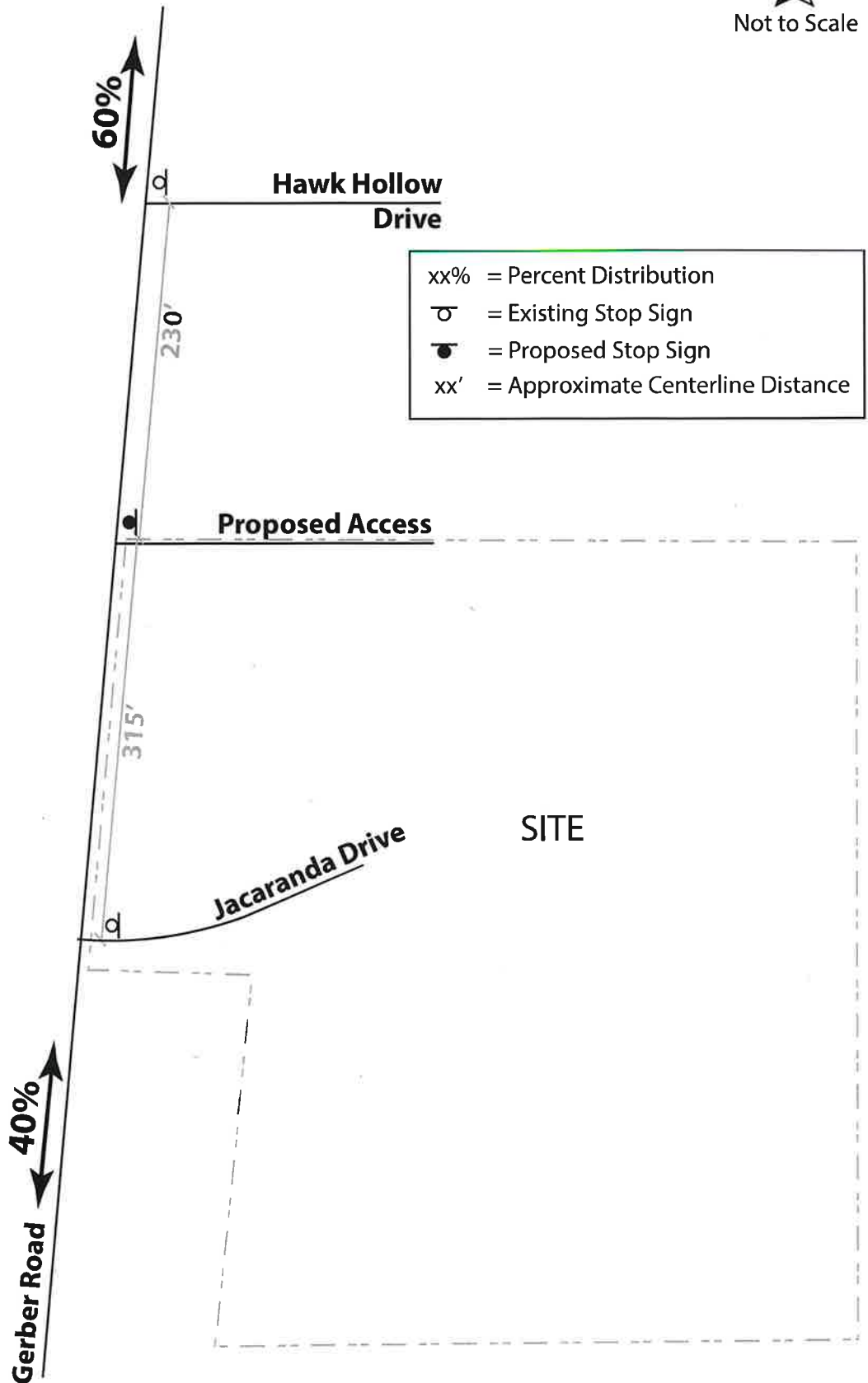
<sup>2</sup>Peak of generator

As shown, the proposed middle school is projected to generate approximately 1,590 daily trips, 505 trips in the morning peak hour, and 275 trips in the afternoon peak hour. Based on these projections, site traffic during the morning and afternoon peak hours is expected to increase by approximately 255 and 135 trips, respectively. Existing school traffic (measured by total trips at the Gerber Road and Jacaranda Drive intersection) totaled 250 and 140 trips during the morning and afternoon peak hours. As such, these increases would represent approximately twice as much traffic relative to the existing condition, compared to an increase in enrollment by a factor of 2.5.

### 3.4. Site Trip Assignments

The directional distribution of site-generated traffic is a function of several variables, including existing travel patterns, characteristics of the area street network and traffic control, and peak hour congestion within the study area, as well as the school boundary area. The assumed trip distribution percentages are a best estimate using engineering judgement, familiarity with the area, and logical travel paths to likely origins and destinations for site users. Based on existing traffic counts at the intersection of Gerber Road and Jacaranda Drive, approximately 60 percent of all Jacaranda Drive traffic accesses the site from the north. While the specific school boundary for the proposed middle school is still in development according to school district officials, it was confirmed that it was reasonable to assume school traffic would continue to be distributed similar to existing conditions. As such, for the purposes of this study, Sam Schwartz assumed that future site traffic would access the site using the same distribution as the existing school. As previously noted, all bus traffic was assumed to access the site via Jacaranda Drive, while all passenger car traffic was assumed to utilize Proposed Access. The anticipated directional distribution for passenger vehicles and buses to and from the site is shown on **Figure 3**.



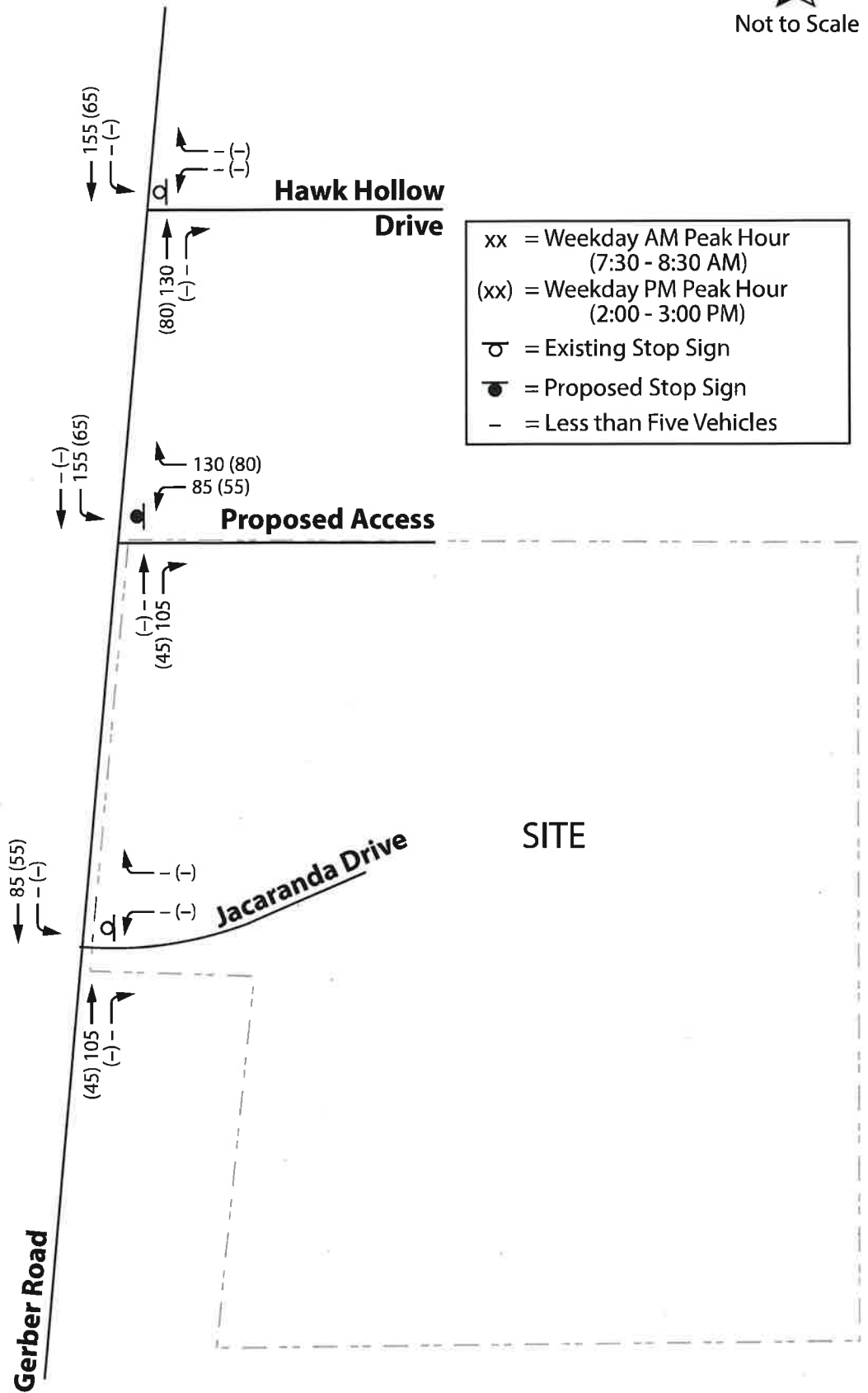


Using the distributions and routing patterns shown on Figure 3, site-generated trips were assigned to the study intersections. **Figure 4** and **Figure 5** show total site-generated passenger car trips and bus trips, respectively.

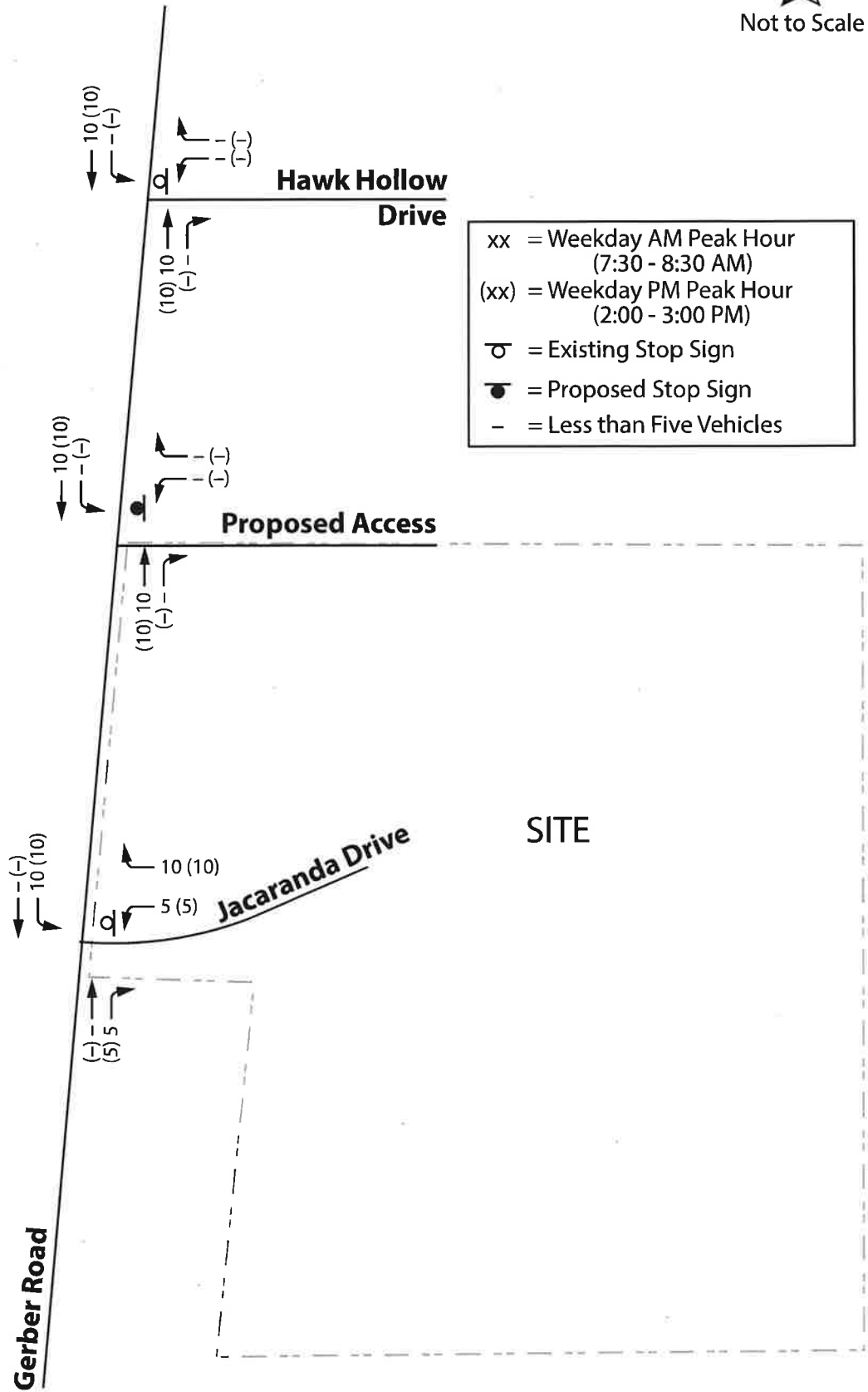
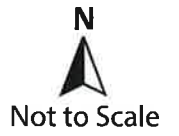
### 3.5. Future Traffic Projections

In order to estimate future background traffic for the Year 2030 design horizon, Year 2050 Average Daily Traffic (ADT) projections were obtained from the Chicago Metropolitan Agency for Planning (CMAP) for the roadways within the study area. Based on the projections provided, a compounded annual growth rate of 0.66 percent was derived for Gerber Road. This growth rate was applied to through movements on Gerber Road. No growth was applied to Hawk Hollow Road or Jacaranda Drive based on the assumption that background growth would not occur in these areas.

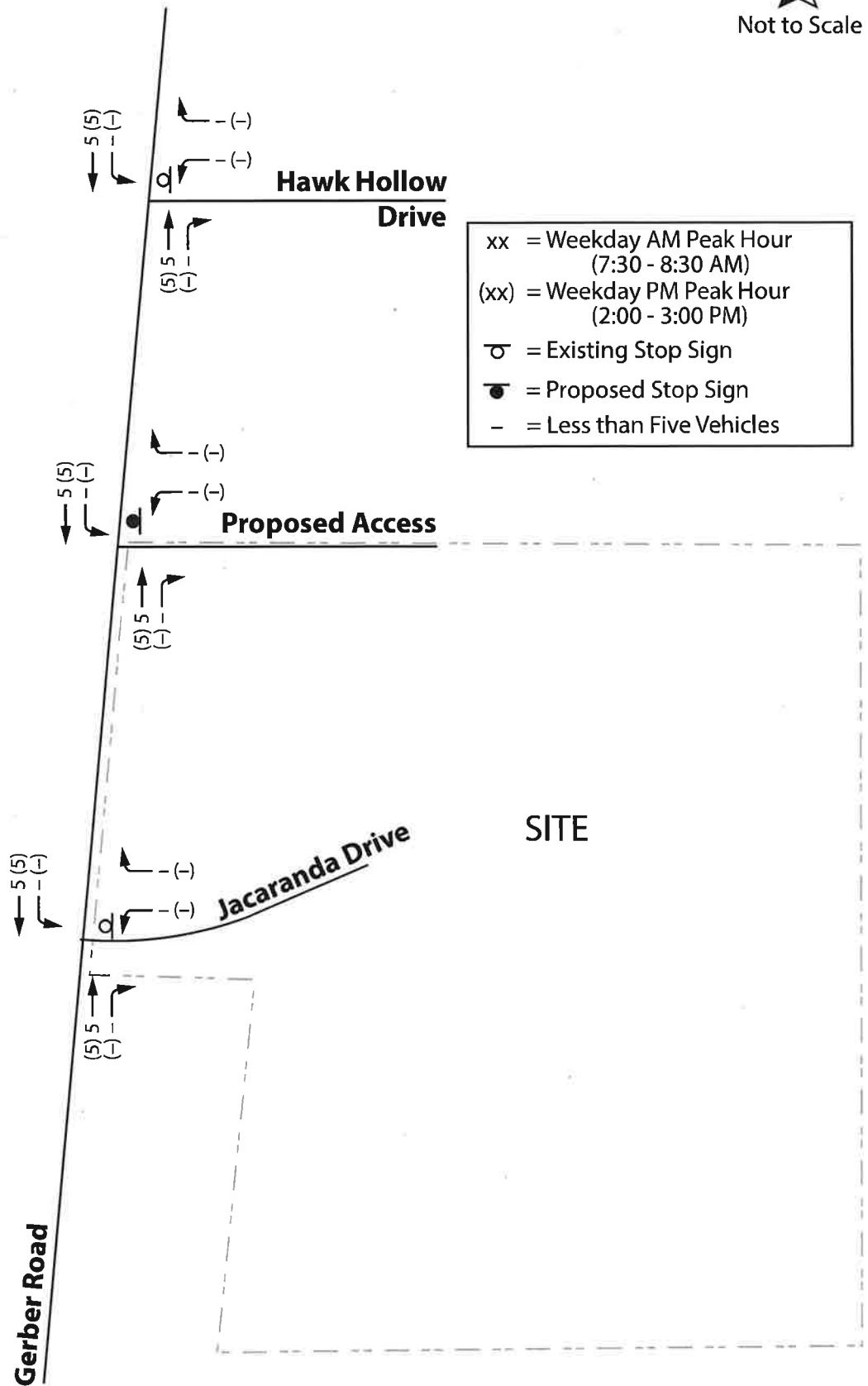
The resulting expected increases in background volumes were balanced across the study intersections and are shown on **Figure 6**. As noted previously, all existing traffic associated with the elementary school (turning movements onto and off of Jacaranda Drive) were removed from the study network as shown on **Figure 7**. These volume additions and subtractions and the site-generated trips shown in Figure 4 and Figure 5 were added to the existing volumes, resulting in Year 2030 Future Build traffic projections shown in **Figure 8**.



**Figure 4**  
**Site-Generated Trip Assignment (Passenger Cars)**

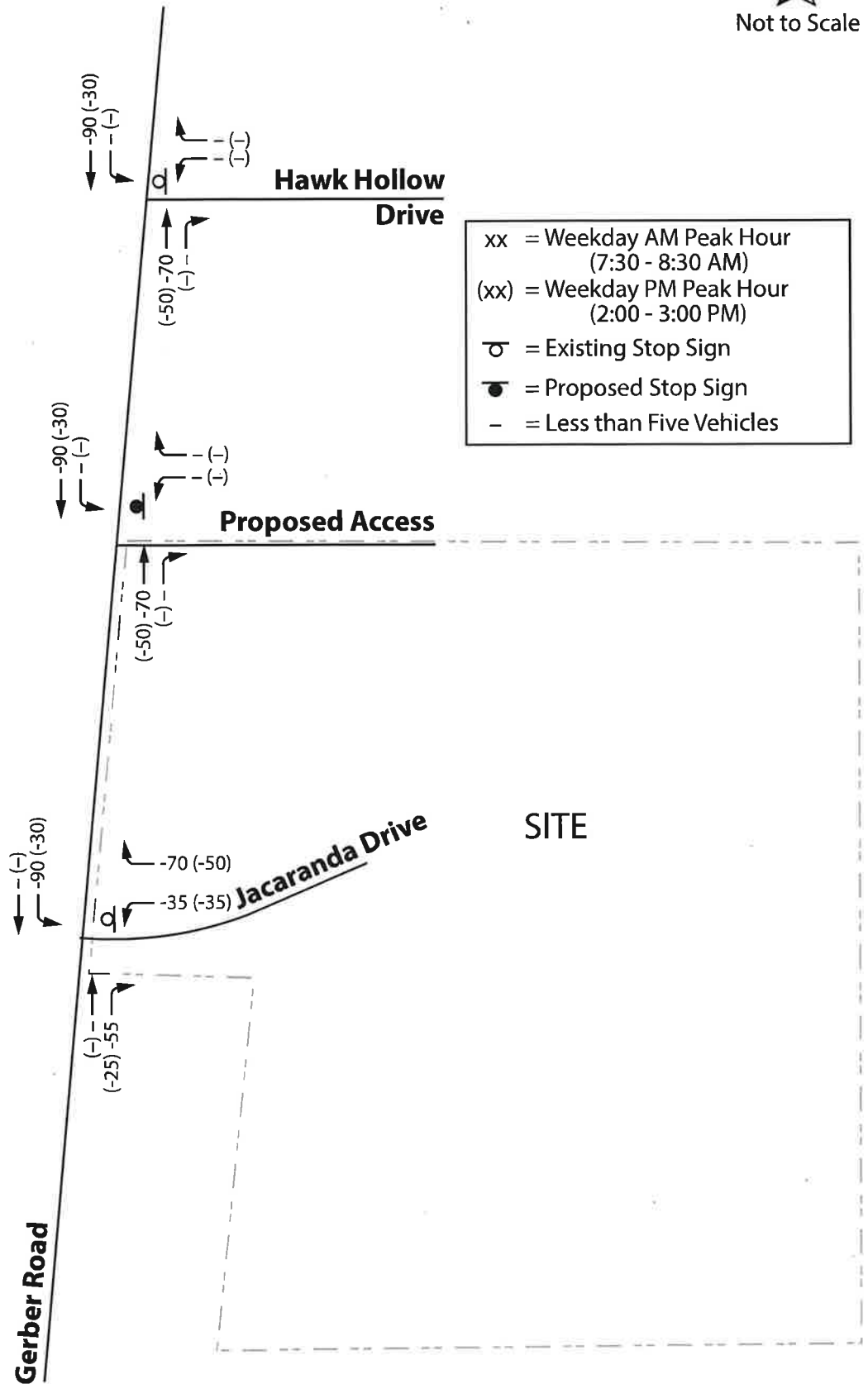


**Figure 5**  
**Site-Generated Trip Assignment (Buses)**

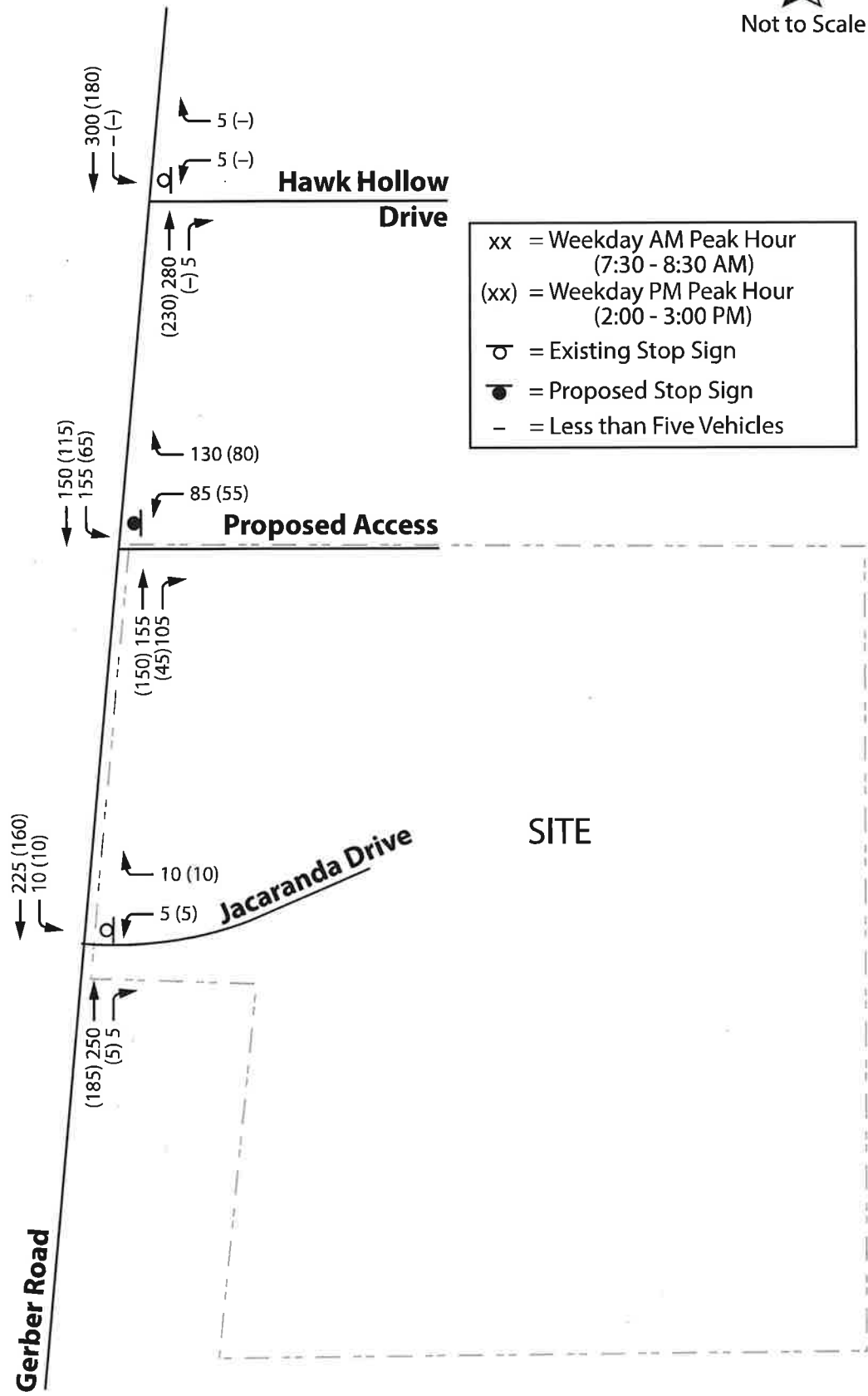


xx = Weekday AM Peak Hour  
(7:30 - 8:30 AM)  
(xx) = Weekday PM Peak Hour  
(2:00 - 3:00 PM)  
○ = Existing Stop Sign  
● = Proposed Stop Sign  
- = Less than Five Vehicles

**Figure 6**  
**Future (2030) Background Growth Projections**



**Figure 7**  
**Existing Jacaranda Drive Traffic Removal**



### 3.6. Future Intersection Operations

To assess the impact of the proposed expansion on traffic operations within the study area, capacity analyses were performed for the Year 2030 Build conditions. As outlined in Section 3.1 (Area Improvement Plans), no background improvements are expected in the study area within the horizon year of 2030. However, based on a review of projected area traffic operations in the study area, several improvement measures were identified to accommodate site traffic. These improvements entail the following:

- At the intersection of Gerber Road and Proposed Access:
  - The new westbound approach, which is approximately 30 feet wide, should provide two outbound lanes striped as a dedicated left-turn lane and a dedicated right-turn lane and should operate under minor-leg stop control. Based on the site plan and available space within the site, two 10-foot outbound lanes can accommodate approximately 450 feet of storage each without blocking internal intersections.
  - A southbound left-turn lane should be restriped within the existing median. Based on minimum storage length guidance in the Illinois Department of Transportation's (IDOT) Bureau of Local Roads & Street (BLR) Section 34-3.02(b), it is recommended that the turn lane provide 115 feet of storage. The remaining available space between the Proposed Access and Hawk Hollow Drive, estimated to be 50 feet, should accommodate the taper.
  - Continuous sidewalk should be constructed across the driveway.
  - Stop bars should be striped in advance of the sidewalk so that drivers will come to a full stop before encroaching on the sidewalk.
- At the intersection of Gerber Road and Jacaranda Drive:
  - The dimensions of the existing southbound left-turn lane will need to be reduced based on the location of Proposed Access. Based on minimum storage length guidance in the IDOT BLR (34-3.02(b)), it is recommended that the turn lane provide 115 feet of storage. The remaining available space between Jacaranda Drive and Proposed Access, estimated to be 100 feet, should accommodate the taper.
  - Signage should be posted indicating Buses Only 7AM-4PM.



Based on the above assumptions, the capacity analysis results for Year 2030 Build conditions are presented in **Table 5**.

**Table 5. Future (Year 2030) Levels of Service**

Intersection	Weekday Morning Peak		Weekday Afternoon Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Gerber Road &amp; Hawk Hollow Drive<sup>1</sup></b>				
Westbound	14.4	B	12.4	B
Southbound (Left Turn)	8.3	A	8.1	A
<b>Gerber Road &amp; Proposed Access<sup>1</sup></b>				
Westbound	>120	F	15.4	C
Southbound (Left Turn)	10.0	B	8.0	A
<b>Gerber Road &amp; Jacaranda Drive<sup>1</sup></b>				
Westbound	14.6	B	12.6	B
Southbound (Left Turn)	9.3	A	9.0	A

<sup>1</sup>Two-Way Stop-Controlled Intersection

As shown, most intersection approaches are projected to operate at LOS C or better during the weekday morning and afternoon peak hours after the completion of the proposed school expansion. The exception would be the westbound approach of Proposed Access, which is expected to operate at LOS F during the morning peak hour with a 95<sup>th</sup> percentile queue of approximately 29 vehicles. This high level of delay is attributable to the condensed period of traffic activity, as well as the high volume of inbound left-turns expected at this driveway, to which outbound traffic must yield. In the afternoon peak hour, 95<sup>th</sup> percentile outbound queues are projected at approximately two vehicles, which would be significantly shorter than those observed during the existing dismissal period. This result is likely attributable to the limitations of Synchro 11, which analyzes the busiest 15 minutes of a peak hour, and therefore may not accurately reflect highly concentrated demand that is isolated to shorter time periods. As such, traffic management measures are based on observed queues at the existing school and their expected proportional increases.

It should be noted that based on observations conducted at the existing school, outbound delay and queuing are expected to be experienced over a short period directly adjacent to arrival and dismissal times. As the school grows towards maximum enrollment, this access should be monitored to determine the need for additional traffic control personnel and/or turn restrictions during peak periods. Inbound turns are expected to operate well with a 95<sup>th</sup> percentile queue of up to two vehicles. These queues would be expected to be accommodated within the recommended 115 feet of storage for the inbound turn lane.

At Jacaranda Drive, outbound queues are projected at one vehicle or fewer based on capacity analysis, though it can be expected that multiple outbound buses would be adequately accommodated on this approach during arrival and dismissal peaks if a concentration of activity resulted in additional outbound buses.

### 3.7. Traffic Management

Drop-off and pick-up demand internal to the site was reviewed to determine traffic management efforts required to promote efficient operations. As previously noted, the maximum internal queue observed at the existing school was approximately 42 passenger vehicles during the afternoon peak hour. Based on the estimate that school traffic is projected to double after the proposed expansion, it could be expected that the future pick-up line would also double in length to approximately 84 passenger vehicles. To maximize on-site queue storage, it is recommended that the easternmost parking lot be actively managed such that pick-up traffic utilizes parking area drive aisles for queue storage.

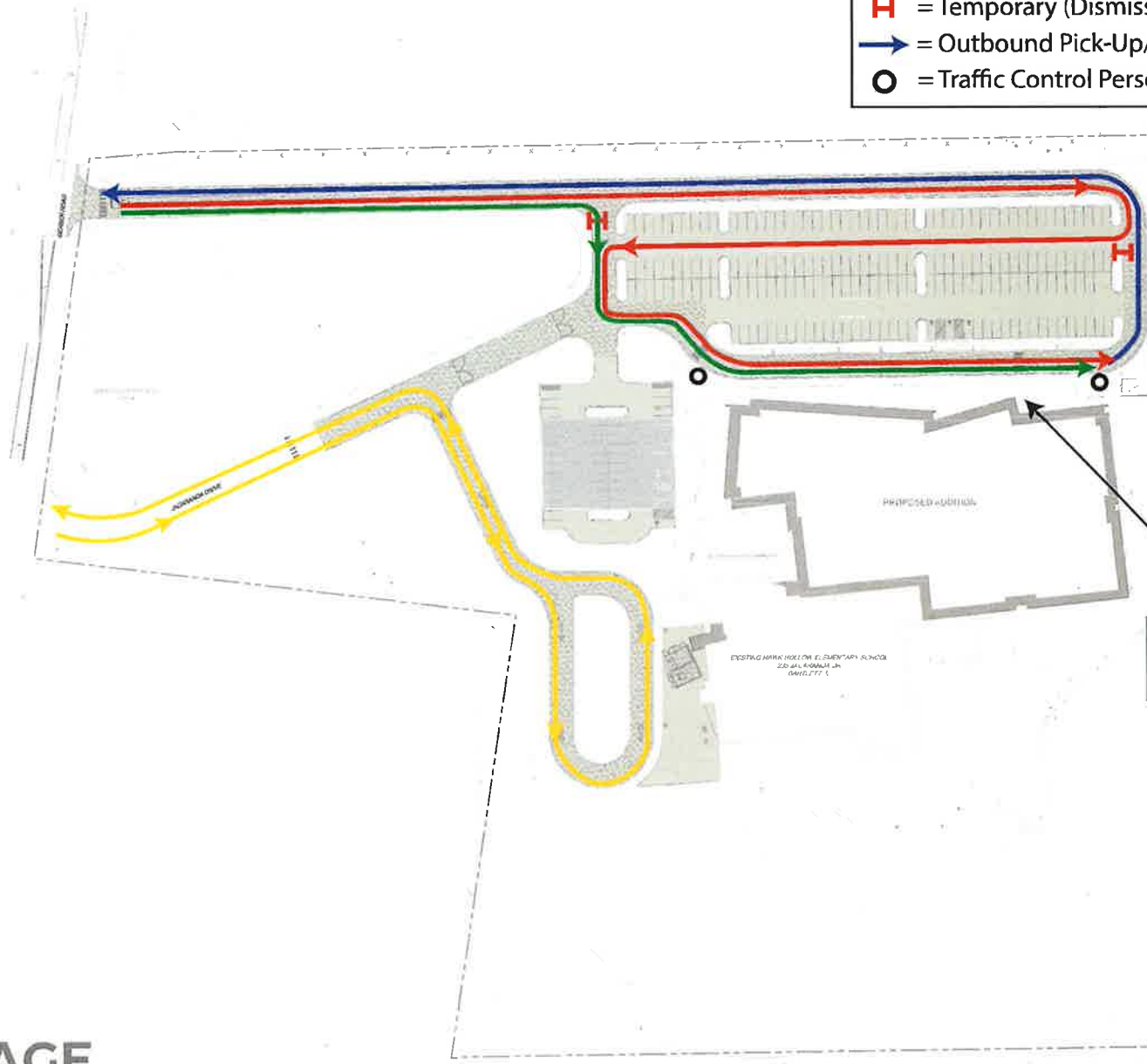
A traffic management plan is shown on **Figure 9** that avoids intersecting traffic routes and maximizes on-site queue storage for both pick-up activity and outbound maneuvers to Gerber Road. Based on this concept, approximately 2,080 feet of queuing space would be provided on-site for the pick-up line which could accommodate the projected queue of 84 passenger vehicles assuming each vehicle occupies 24-25 feet on average, from front of vehicle to front of vehicle. To achieve this spacing, it is recommended that traffic control personnel be stationed to encourage line progression and minimize gaps between vehicles. It is also recommended that the doors on the northern side of the building be used for student egress during dismissal periods to provide convenient access to the pick-up line, and that Do Not Enter signage be posted at the egress of the one-way pick-up/drop-off area.

In general, dwell times (the amount of time a vehicle parks) for pick-ups are longer than for drop-offs. As such, drop-off operations in the morning were observed to generate less queuing demand than pick-up lines in the afternoon, which is expected to continue. Passenger vehicle queuing in the morning can be expected to reach approximately 24 vehicles or 600 feet based on roughly doubling the existing observed queue. A queue of this length would be expected to be accommodated on site without temporary traffic control and/or barricades.

Per the concept site plan, Jacaranda Drive would connect to a new circular drive built along the west side of the existing building and would be utilized exclusively by buses during arrival and dismissal periods. Cross-access to the remainder of the site would be restricted by swinging gate barriers, separating buses from passenger vehicles. According to a drawing prepared by CAGE Engineering, Inc., enough storage space would be provided on this portion of the site to accommodate approximately 21 queued buses simultaneously, and more if the bus arrivals and departures were staggered by a few minutes. As noted previously, up to 16 buses are expected during each arrival/dismissal period at full occupancy of the middle school. As such, it is anticipated that on-site bus queuing would be adequately accommodated on-site. Separation of the buses from passenger vehicle activity is a best-practice strategy to improve safety and disperse traffic demands. Additionally, Do Not Enter signage should be posted at the egress of the bus-only circular drive. A diagram showing queued buses is included in the Appendix.

As noted in Section 3.3 (Trip Generation), no deductions to total projected traffic were incorporated to account for additional Traffic Demand Management (TDM) efforts that could reduce vehicular demand. To encourage reduced vehicular traffic during peak periods, the school should explore implementing programs or educational materials to encourage the use of school buses, carpooling, and/or non-automotive means of travel such as walking or biking.

- = Inbound Drop-Off Vehicles (Morning)
- = School Bus Circulation
- = Inbound Pick-Up Vehicles (Afternoon)
- H** = Temporary (Dismissal) Barricade
- = Outbound Pick-Up/Drop-Off Vehicles
- O** = Traffic Control Personnel (Arrival & Dismissal)



Allow student egress through north doors during dismissal period



NO.	DATE	DESCRIPTION

SITE LAYOUT PLAN - WEST  
C2.0

**Figure 9  
Traffic Management Plan**

### 3.8. Parking Projections

Parking for 236 vehicles is proposed on site per the concept site plan to meet the Village's requirement of one space per 30 percent of the seats in the auditorium. Sam Schwartz estimated the projected future peak parking demand using the ITE manual Parking Generation, 5<sup>th</sup> Edition and referenced ITE LUC 522 – Middle School/Junior High School. According to the ITE rates, peak parking demand on a typical school day is projected to be between 73 and 91 vehicles, which would be expected to occur in the period between 10:00 AM-2:00 PM. As such, the parking lot is expected to be only approximately 39 percent occupied during the school day at its peak.

In addition to a standard class schedule, it is anticipated that the proposed middle school will occasionally host various after-school events such as band/orchestra performances or sporting events. Based on information provided by the school district, typical attendance at such events would likely have a maximum of 200 to 300 attendees. Assuming an average vehicle occupancy in the range of 2.0-2.5 people, which would account for family attendance, a parking demand of approximately 120-150 spaces could be expected at after-school events. Based on the 236 spaces available, the lot would provide more than enough parking spaces to accommodate typical event demands.

### 3.9. Pedestrian and Bicycle Access

As shown in the attached concept site plan, off-site pedestrian access to the proposed middle school would be provided to and from Gerber Road to the west, Winston Lane to the north, and the existing sidewalk to the south. The existing sidewalk to the northwest of the school would be extended to cross the Proposed Access at its intersection with Gerber Road and connect to the existing sidewalk on the east side of Gerber Road. It is recommended that a continuous sidewalk be constructed across the Proposed Access. A new high-visibility crosswalk would be installed at the existing pedestrian crosswalk on Jacaranda Drive.

On site, new eight-foot-wide sidewalk would be provided fronting the bus circulation area, the visitor parking lot, and the drop-off/pick-up space on the north side of the school, with cross-access connections between these areas. As in the existing condition, it is anticipated that primary access for students would be on the west side of the school, with secondary and event entrances located on the north side. As previously mentioned, it is recommended that the doors on the northern side of the building be used for student egress during dismissal operations.

The four existing bike racks would remain in their current locations on the west and south sides of the school. These racks are currently located in an asphalt-paved area and would be accessible via the sidewalk network. The school should monitor bike rack usage and consider expanding the number and location of racks, as needed.

## 4. Recommendations and Conclusions

Based on the analyses detailed in this report, the following recommendations were identified to accommodate site traffic within the study area.

- At the intersection of Gerber Road and Proposed Access:
  - The new westbound approach should provide two outbound lanes striped as a dedicated left-turn lane and a dedicated right-turn lane and operate under minor-leg stop control. Striping should define the turn lanes from the stop bar and can accommodate approximately 450 feet of storage each without blocking internal intersections.
  - A southbound left-turn lane should be restriped within the existing median providing 115 feet of storage and approximately 50 feet of taper.
  - As the proposed middle school grows towards enrollment capacity, operations at this intersection should be monitored for the need to assign traffic control personnel during peak hours and/or implement turn restrictions.
  - Continuous sidewalk should be constructed across the driveway.
  - Stop bars should be striped in advance of the sidewalk so that drivers will come to a full stop before encroaching on the sidewalk.
- At the intersection of Gerber Road and Jacaranda Drive:
  - The dimensions of the existing southbound left-turn lane will need to be reduced based on the location of Proposed Access. The turn lane should provide 115 feet of storage and approximately 100 feet of taper.
  - Signage should be posted indicating Buses Only 7AM-4PM.
- Do Not Enter signage should be placed on-site at the egress of the one-way pick-up/drop-off area and at the egress of the bus only circular drive.
- Within the site, the easternmost parking lot should be actively managed with temporary traffic control and personnel such that pick-up traffic utilizes parking area drive aisles for queue storage, as outlined on **Figure 9**.
- The school should consider implementing TDM programs to encourage reduced vehicular demand during peak hours. Education focuses could include school bus usage, carpooling, walking, and biking.
- The school should monitor bike rack usage and consider expanding the number and location of racks, as needed.

As with many school sites, some delay and queuing internal to the site is expected due to the condensed nature of school-related traffic patterns. However, with these improvements in place, traffic operations within the site and on the surrounding roadways are expected to be adequately accommodated and limited to the few minutes directly adjacent to arrival and dismissal peaks at the school.

## **APPENDIX**

Concept Site Plan

2050 CMAP Traffic Projections

ITE Trip Generation Excerpts

Bus Queuing Diagram

Capacity Analysis Results

Raw Traffic Data

## **Concept Site Plan**

DATE PLOTTED: 04/21/2023 10:00:00 AM

STANDARD SYMBOLS	
[Symbol]	EXISTING CONCRETE
[Symbol]	EXISTING MASONRY
[Symbol]	EXISTING ASPHALT
[Symbol]	EXISTING GRAVEL
[Symbol]	EXISTING PAVEMENT
[Symbol]	EXISTING DRIVEWAY

PROPOSED SYMBOLS	
[Symbol]	PROPOSED CONCRETE
[Symbol]	PROPOSED MASONRY
[Symbol]	PROPOSED ASPHALT
[Symbol]	PROPOSED GRAVEL
[Symbol]	PROPOSED PAVEMENT
[Symbol]	PROPOSED DRIVEWAY



ARCON  
2000 North Lincoln Road, Suite 40  
Lombard, Illinois 60148  
p. 630.495.1900  
www.arcon.com

**ADDITIONS  
AND  
RENOVATIONS**

61  
HAWK HOLLOW  
SCHOOL  
235 Jaccaranda Dr.  
Burrill, IL 60103

for the  
BOARD of EDUCATION  
School District U-45  
355 E. Chicago St.  
Elgin, IL 60120



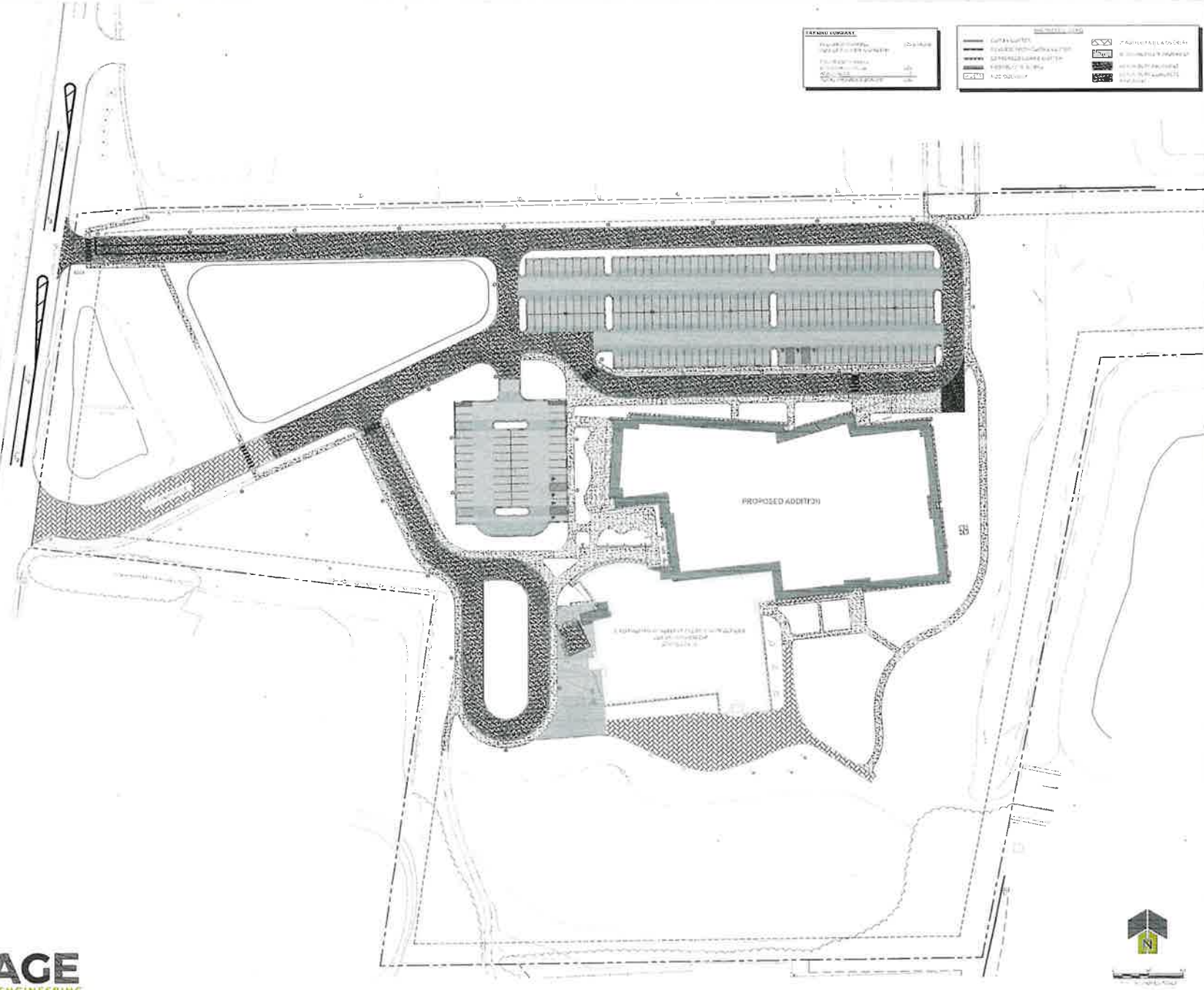
ISSUED FOR BID

REVISIONS	
No.	Date

PROJECT NUMBER:  
22024  
ISSUE DATE:  
APRIL 21, 2023  
DRAWN BY:  
AUS & CH  
SHEET TITLE:  
SITE LAYOUT PLAN -  
WEST  
SHEET NUMBER:



C2.0





## **2050 CMAP Projections**



Chicago Metropolitan Agency for Planning

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

March 16, 2023

Jessica Keung  
Engineer I  
Sam Schwartz Engineering  
200 South Wacker Drive  
Suite 1400  
Chicago, IL 60606

**Subject: Gerber Road between Jacaranda Drive and Hawk Hollow Drive**  
IDOT

Dear Ms. Keung:

In response to a request made on your behalf and dated March 16, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Previous ADT / Post 2020 ADT	2020 ADT	Year 2050 ADT
Gerber Road	4,300 (2005)	2,100	5,200
Army Trail Road e/o Gerber Road	23,100 (2015) 23,200 (2022)	15,000	29,500
Schick Road	12,700 (2014)	11,400	16,200

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 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: Rios (IDOT)  
2023\_TrafficForecasts\Bartlett\du-17-23\du-17-23.docx

## **ITE Trip Generation Excerpts**

# Middle School/Junior High School (522)

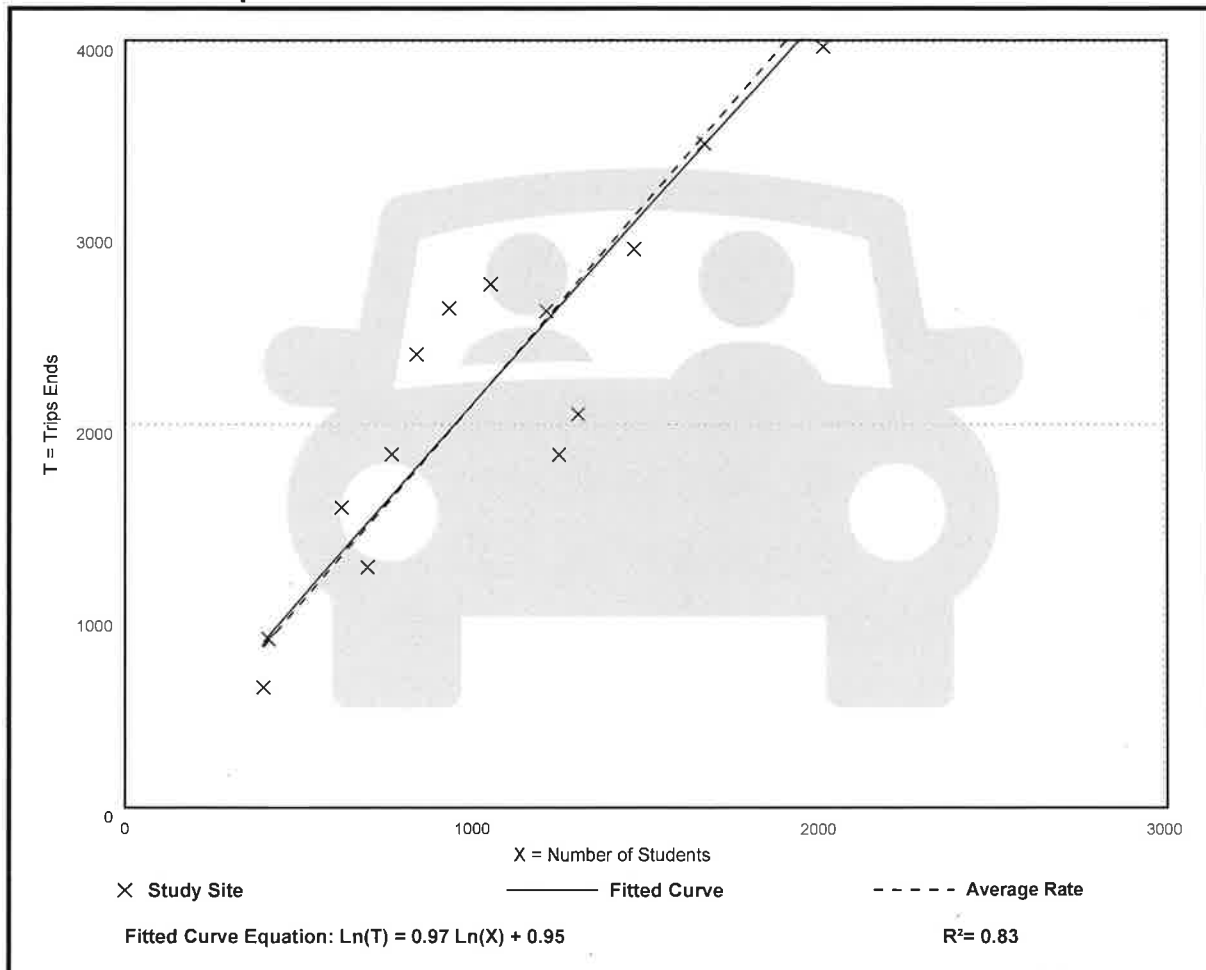
**Vehicle Trip Ends vs: Students**  
On a: **Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 14  
Avg. Num. of Students: 1048  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.10	1.48 - 2.81	0.42

## Data Plot and Equation



# Middle School/Junior High School (522)

## Vehicle Trip Ends vs: Students

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

**Setting/Location: General Urban/Suburban**

Number of Studies: 23

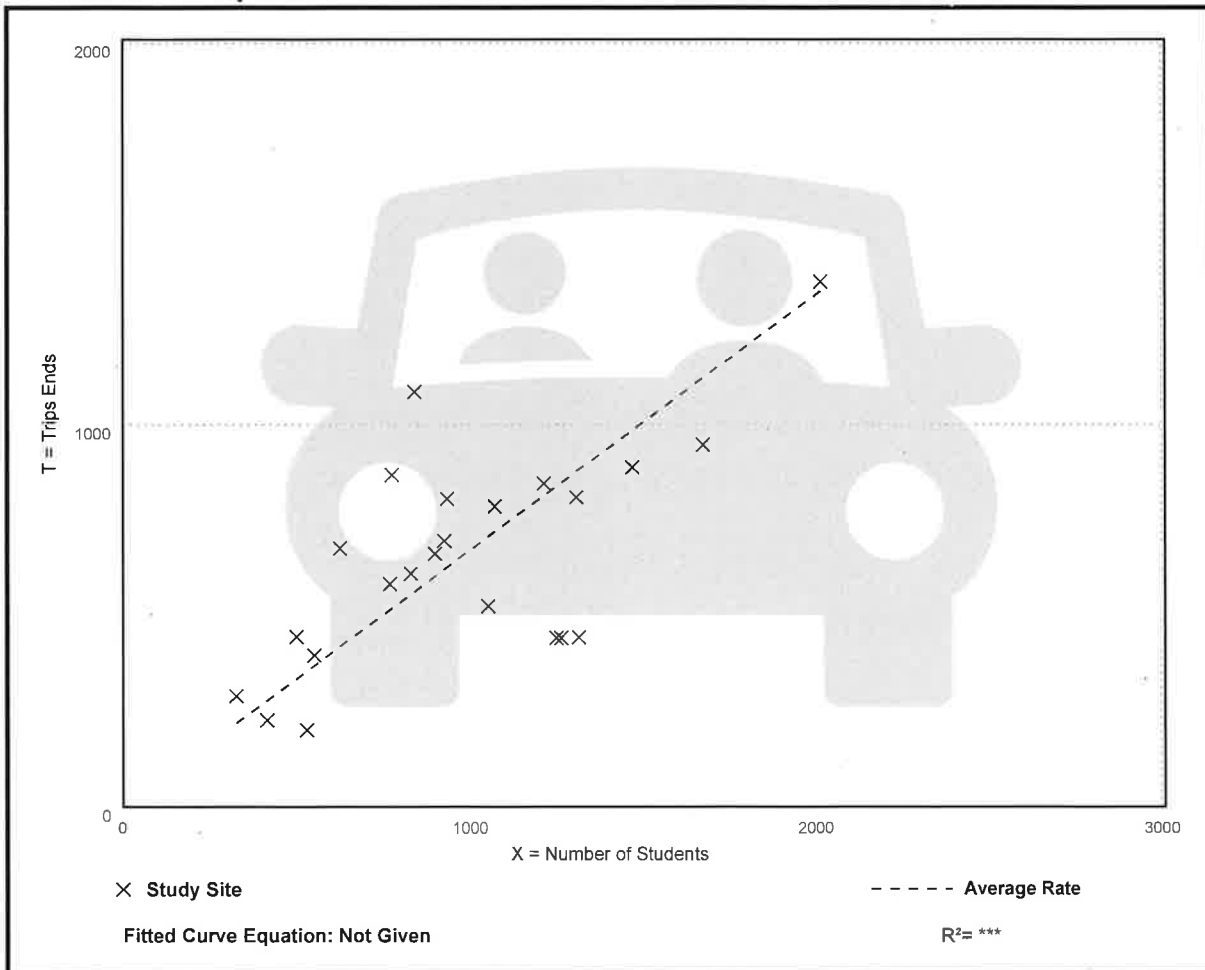
Avg. Num. of Students: 981

Directional Distribution: 54% entering, 46% exiting

### Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.67	0.34 - 1.29	0.24

### Data Plot and Equation



# Middle School/Junior High School (522)

## Vehicle Trip Ends vs: Students

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 21

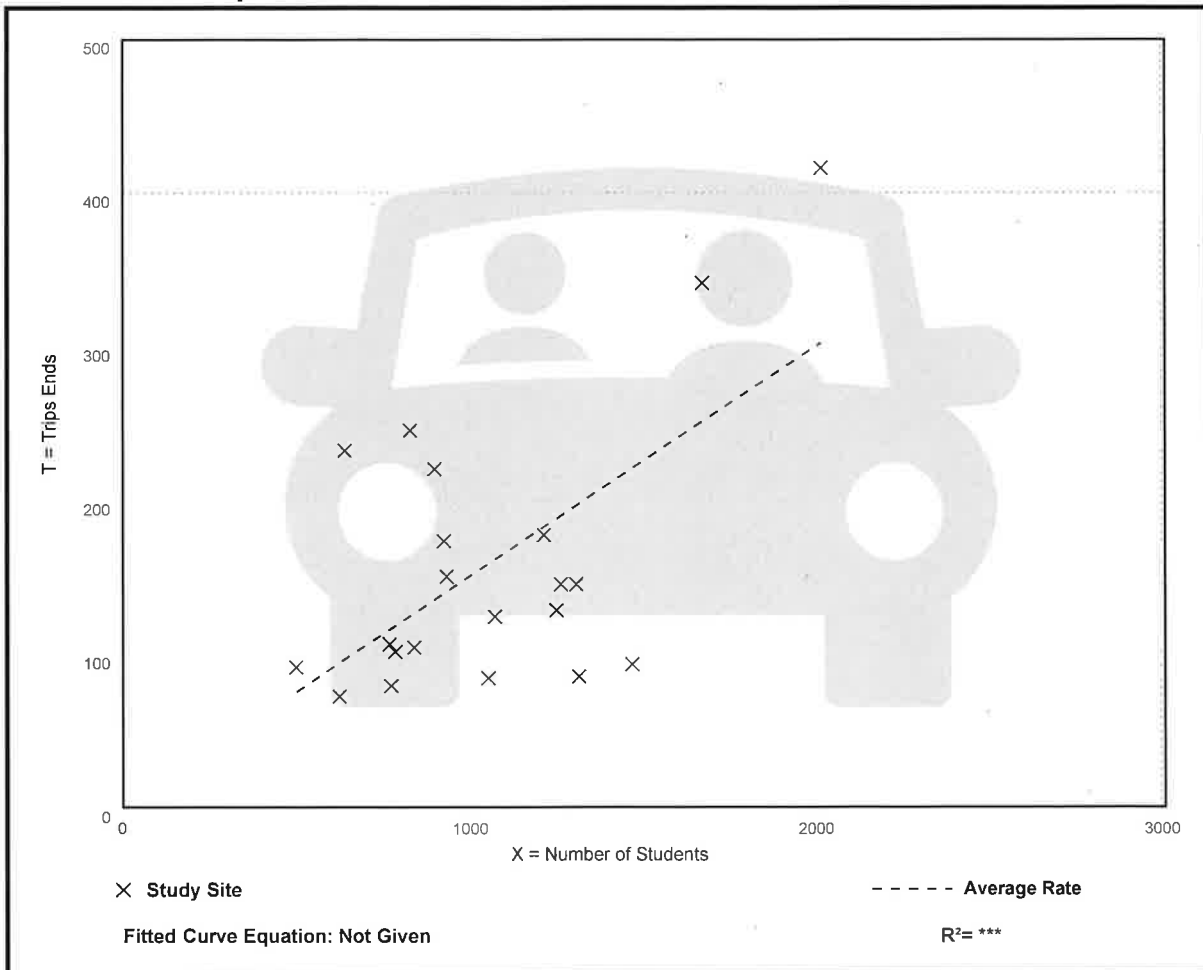
Avg. Num. of Students: 1056

Directional Distribution: 48% entering, 52% exiting

### Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.15	0.06 - 0.36	0.07

### Data Plot and Equation



# Middle School/Junior High School (522)

**Vehicle Trip Ends vs: Students**

On a: **Weekday,**

**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 25

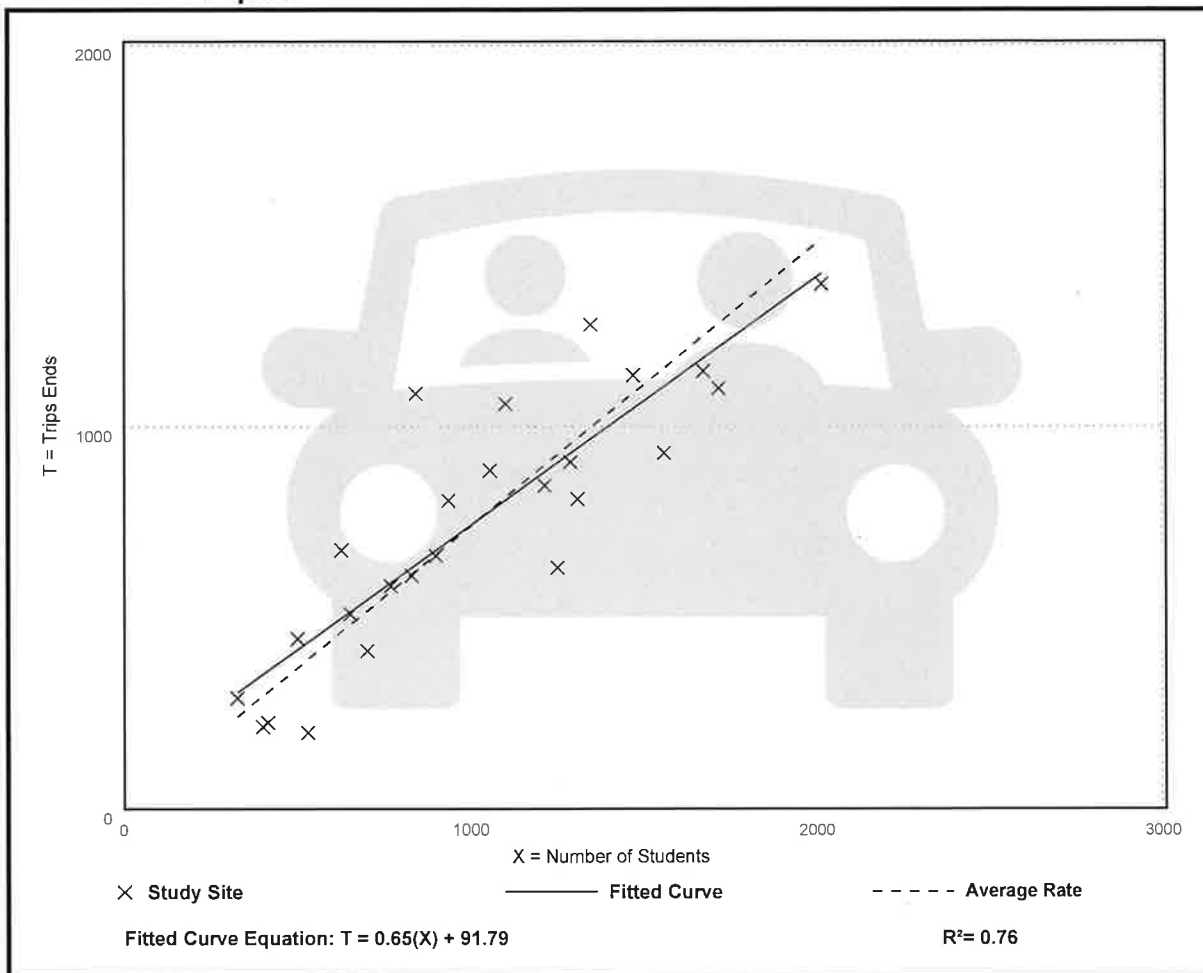
Avg. Num. of Students: 1017

Directional Distribution: 55% entering, 45% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.74	0.38 - 1.29	0.18

## Data Plot and Equation



# Middle School/Junior High School (522)

**Vehicle Trip Ends vs: Students**

**On a: Weekday,**

**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 29

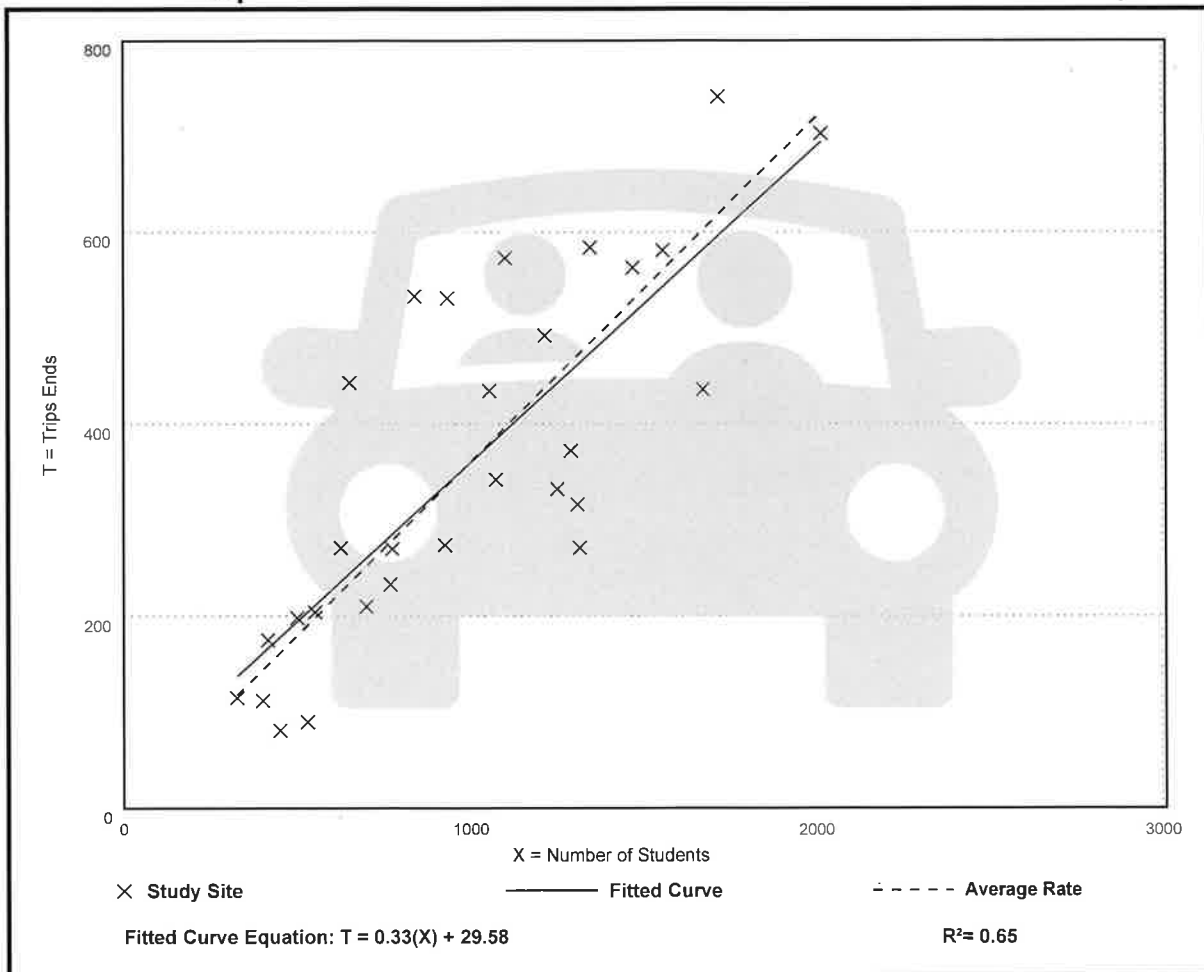
Avg. Num. of Students: 993

Directional Distribution: 46% entering, 54% exiting

## Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.36	0.17 - 0.68	0.11

## Data Plot and Equation





## **Bus Queuing Diagram**



## Capacity Analysis Results

HCM 6th TWSC  
 1: Gerber Road & Hawk Hollow Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		T	T
Traffic Vol, veh/h	5	5	205	5	1	220
Future Vol, veh/h	5	5	205	5	1	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	60	38	25	68
Heavy Vehicles, %	0	0	8	0	0	6
Mvmt Flow	9	9	342	13	4	324

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	681	349	0	0	355
Stage 1	349	-	-	-	-
Stage 2	332	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	419	699	-	-	1215
Stage 1	719	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	418	699	-	-	1215
Mov Cap-2 Maneuver	418	-	-	-	-
Stage 1	719	-	-	-	-
Stage 2	729	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	523	1215
HCM Lane V/C Ratio	-	-	0.033	0.003
HCM Control Delay (s)	-	-	12.1	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
2: Gerber Road & Jacaranda Drive

**Intersection**

Int Delay, s/veh 14.1

**Movement** WBL WBR NBT NBR SBL SBT

Lane Configurations	Y		Y		Y	Y
Traffic Vol, veh/h	35	70	140	55	90	135
Future Vol, veh/h	35	70	140	55	90	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	29	33	86	45	35	72
Heavy Vehicles, %	6	9	7	2	8	4
Mvmt Flow	121	212	163	122	257	188

**Major/Minor** Minor1 Major1 Major2

Conflicting Flow All	926	224	0	0	285	0
Stage 1	224	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.46	6.29	-	-	4.18	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.381	-	-	2.272	-
Pot Cap-1 Maneuver	293	798	-	-	1244	-
Stage 1	804	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	232	798	-	-	1244	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	384	-	-	-	-	-

**Approach** WB NB SB

HCM Control Delay, s 38.4 0 5  
HCM LOS E

**Minor Lane/Major Mvmt** NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	423	1244	-
HCM Lane V/C Ratio	-	-	0.787	0.207	-
HCM Control Delay (s)	-	-	38.4	8.6	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	6.9	0.8	-

HCM 6th TWSC  
 1: Gerber Road & Hawk Hollow Drive

**Intersection**

Int Delay, s/veh 0.2

**Movement** WBL WBR NBT NBR SBL SBT

Lane Configurations	Y		Y		Y	Y
Traffic Vol, veh/h	1	1	185	2	1	130
Future Vol, veh/h	1	1	185	2	1	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	68	57	50	25	85
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	4	1	325	4	4	153

**Major/Minor** Minor1 Major1 Major2

Conflicting Flow All	488	327	0	0	329	0
Stage 1	327	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	543	719	-	-	1242	-
Stage 1	735	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	541	719	-	-	1242	-
Mov Cap-2 Maneuver	541	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	870	-	-	-	-	-

**Approach** WB NB SB

HCM Control Delay, s 11.3 0 0.2  
 HCM LOS B

**Minor Lane/Major Mvmt** NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	580	1242	-
HCM Lane V/C Ratio	-	-	0.009	0.003	-
HCM Control Delay (s)	-	-	11.3	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th TWSC  
 2: Gerber Road & Jacaranda Drive

Intersection						
Int Delay, s/veh	6.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗		↘	↗
Traffic Vol, veh/h	35	50	135	25	30	100
Future Vol, veh/h	35	50	135	25	30	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	27	29	84	57	57	80
Heavy Vehicles, %	15	6	2	12	19	1
Mvmt Flow	130	172	161	44	53	125
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	414	183	0	0	205	0
Stage 1	183	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.55	6.26	-	-	4.29	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.354	-	-	2.371	-
Pot Cap-1 Maneuver	571	849	-	-	1271	-
Stage 1	818	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	547	849	-	-	1271	-
Mov Cap-2 Maneuver	547	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.3	0	2.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	686	1271	-	
HCM Lane V/C Ratio	-	-	0.44	0.041	-	
HCM Control Delay (s)	-	-	14.3	8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	2.3	0.1	-	

HCM 6th TWSC  
 1: Gerber Road & Hawk Hollow Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y		Y	Y
Traffic Vol, veh/h	5	5	280	5	1	300
Future Vol, veh/h	5	5	280	5	1	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	60	38	25	68
Heavy Vehicles, %	0	0	9	0	0	8
Mvmt Flow	9	9	467	13	4	441
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	923	474	0	0	480	0
Stage 1	474	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	302	595	-	-	1093	-
Stage 1	630	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	301	595	-	-	1093	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.4	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	400	1093	-	
HCM Lane V/C Ratio	-	-	0.043	0.004	-	
HCM Control Delay (s)	-	-	14.4	8.3	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	



HCM 6th TWSC  
2: Gerber Road & Jacaranda Drive

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗		↘	↗
Traffic Vol, veh/h	5	10	250	5	10	225
Future Vol, veh/h	5	10	250	5	10	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	29	33	86	45	35	72
Heavy Vehicles, %	100	100	4	100	100	2
Mvmt Flow	17	30	291	11	29	313

Major/Minor	Minor1	Major1	Major2	Major3	Major4	Major5
Conflicting Flow All	668	297	0	0	302	0
Stage 1	297	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	7.4	7.2	-	-	5.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	-	-	3.1	-
Pot Cap-1 Maneuver	303	560	-	-	860	-
Stage 1	575	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	293	560	-	-	860	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	421	860
HCM Lane V/C Ratio	-	-	0.113	0.033
HCM Control Delay (s)	-	-	14.6	9.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

# HCM 6th TWSC

## 3: Gerber Road & Proposed Driveway

### Intersection

Int Delay, s/veh	174					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↶		↶	↶
Traffic Vol, veh/h	85	130	155	105	155	150
Future Vol, veh/h	85	130	155	105	155	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	29	33	86	45	35	72
Heavy Vehicles, %	0	0	16	0	0	14
Mvmt Flow	293	394	180	233	443	208

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1391	297	0	0	413
Stage 1	297	-	-	-	-
Stage 2	1094	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	~ 158	747	-	-	1157
Stage 1	758	-	-	-	-
Stage 2	324	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 97	747	-	-	1157
Mov Cap-2 Maneuver	~ 97	-	-	-	-
Stage 1	758	-	-	-	-
Stage 2	~ 200	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	437.1	0	6.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	97	747	1157	-
HCM Lane V/C Ratio	-	-	3.022	0.527	0.383	-
HCM Control Delay (s)	-	-	\$ 1004.3	15.1	10	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	28.4	3.1	1.8	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# HCM 6th TWSC

## 1: Gerber Road & Hawk Hollow Drive

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗		↘	↗
Traffic Vol, veh/h	1	1	230	2	1	180
Future Vol, veh/h	1	1	230	2	1	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	68	57	50	25	85
Heavy Vehicles, %	0	0	7	0	0	9
Mvmt Flow	4	1	404	4	4	212

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	626	406	0	0	408
Stage 1	406	-	-	-	-
Stage 2	220	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	451	649	-	-	1162
Stage 1	677	-	-	-	-
Stage 2	821	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	450	649	-	-	1162
Mov Cap-2 Maneuver	450	-	-	-	-
Stage 1	677	-	-	-	-
Stage 2	819	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	490	1162
HCM Lane V/C Ratio	-	-	0.011	0.003
HCM Control Delay (s)	-	-	12.4	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC  
 2: Gerber Road & Jacaranda Drive

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y	-	B	-	Y	↑
Traffic Vol, veh/h	5	10	185	5	10	160
Future Vol, veh/h	5	10	185	5	10	160
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	27	29	84	57	57	80
Heavy Vehicles, %	100	100	2	100	100	1
Mvmt Flow	19	34	220	9	18	200

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	461	225	0	0	229
Stage 1	225	-	-	-	-
Stage 2	236	-	-	-	-
Critical Hdwy	7.4	7.2	-	-	5.1
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	-	-	3.1
Pot Cap-1 Maneuver	415	621	-	-	925
Stage 1	627	-	-	-	-
Stage 2	619	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	407	621	-	-	925
Mov Cap-2 Maneuver	407	-	-	-	-
Stage 1	627	-	-	-	-
Stage 2	607	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	525	925	-
HCM Lane V/C Ratio	-	-	0.101	0.019	-
HCM Control Delay (s)	-	-	12.6	9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

HCM 6th TWSC  
 3: Gerber Road & Proposed Driveway

Intersection						
Int Delay, s/veh	8.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	55	80	150	45	65	115
Future Vol, veh/h	55	80	150	45	65	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	27	29	84	57	57	80
Heavy Vehicles, %	0	0	10	0	0	14
Mvmt Flow	204	276	179	79	114	144

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	591	219	0	0	258
Stage 1	219	-	-	-	-
Stage 2	372	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	473	826	-	-	1318
Stage 1	822	-	-	-	-
Stage 2	702	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	432	826	-	-	1318
Mov Cap-2 Maneuver	432	-	-	-	-
Stage 1	822	-	-	-	-
Stage 2	642	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	3.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	432	826	1318	-
HCM Lane V/C Ratio	-	-	0.472	0.334	0.087	-
HCM Control Delay (s)	-	-	20.6	11.5	8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	2.5	1.5	0.3	-

## Raw Traffic Data

# Sam Schwartz

Sam Schwartz  
 200 S. Wacker Dr.  
 14th Floor  
 Chicago, Illinois, United States 60606  
 773.305.0800 kyle.sant@samschwartz.com

Count Name: Gerber Rd.@Hawk Hollow Dr.  
 Site Code:  
 Start Date: 03/14/2023  
 Page No: 1

## Turning Movement Data

Start Time	Gerber Rd., Southbound				Hawk Hollow Dr., Westbound				Gerber Rd., Northbound				Int. Total			
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru		U-Turn	Peds	App. Total
7:00 AM	35	0	0	0	35	1	1	0	0	2	0	27	0	0	27	64
7:15 AM	63	0	0	0	63	1	2	0	0	3	0	30	0	0	30	96
7:30 AM	46	0	0	0	46	0	1	0	0	1	0	42	0	0	42	89
7:45 AM	45	1	0	0	46	3	1	0	0	4	1	38	0	0	39	89
<b>Hourly Total</b>	<b>189</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>338</b>
8:00 AM	48	0	0	0	48	1	2	0	0	3	0	39	0	0	39	90
8:15 AM	81	0	0	0	81	3	3	0	0	6	2	84	0	0	86	173
8:30 AM	27	1	0	0	28	0	1	0	0	1	0	50	0	0	50	79
8:45 AM	23	0	0	0	23	2	1	0	0	3	1	21	0	0	22	48
<b>Hourly Total</b>	<b>179</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>197</b>	<b>390</b>
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2:00 PM	25	0	0	0	25	0	0	0	0	0	1	20	0	0	21	46
2:15 PM	39	1	0	0	40	0	0	0	0	0	1	34	0	0	35	75
2:30 PM	36	0	0	0	36	0	1	0	0	1	0	80	0	0	80	117
2:45 PM	32	0	0	0	32	0	0	0	0	0	0	47	0	0	47	79
<b>Hourly Total</b>	<b>132</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>181</b>	<b>0</b>	<b>0</b>	<b>183</b>	<b>317</b>
3:00 PM	36	2	0	0	38	1	0	0	0	1	1	48	0	0	49	88
3:15 PM	34	0	0	0	34	1	0	0	1	1	0	50	0	0	50	85
3:30 PM	44	1	0	0	45	0	1	0	0	1	0	42	0	0	42	88
3:45 PM	25	0	0	0	25	1	0	0	0	1	0	34	0	0	34	60
<b>Hourly Total</b>	<b>139</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>142</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>174</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>321</b>
4:00 PM	43	0	0	0	43	0	1	0	0	1	1	30	0	0	31	75
4:15 PM	40	0	0	0	40	0	0	0	0	0	2	63	0	0	65	105
4:30 PM	31	0	0	0	31	1	0	0	0	1	2	36	0	0	38	70
4:45 PM	33	2	0	0	35	2	1	0	2	3	0	41	0	0	41	79
<b>Hourly Total</b>	<b>147</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>329</b>
5:00 PM	36	0	0	0	36	0	0	0	0	0	1	58	0	0	59	95
5:15 PM	41	3	0	0	44	0	0	0	0	0	1	38	0	0	39	83
5:30 PM	38	1	0	0	39	2	0	0	0	2	1	45	0	0	46	87
5:45 PM	25	0	0	0	25	1	0	0	0	1	1	41	0	0	42	68
<b>Hourly Total</b>	<b>140</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>182</b>	<b>0</b>	<b>0</b>	<b>186</b>	<b>333</b>
<b>Grand Total</b>	<b>926</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>938</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>16</b>	<b>1038</b>	<b>0</b>	<b>0</b>	<b>1054</b>	<b>2028</b>
<b>Approach %</b>	<b>98.7</b>	<b>1.3</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>55.6</b>	<b>44.4</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>1.5</b>	<b>98.5</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total %</b>	<b>45.7</b>	<b>0.6</b>	<b>0.0</b>	<b>-</b>	<b>46.3</b>	<b>1.0</b>	<b>0.8</b>	<b>0.0</b>	<b>-</b>	<b>1.8</b>	<b>0.8</b>	<b>51.2</b>	<b>0.0</b>	<b>-</b>	<b>52.0</b>	<b>-</b>

Lights	898	12	0	-	910	19	16	0	-	35	16	1008	0	-	1024	1969
% Lights	97.0	100.0	-	-	97.0	95.0	100.0	-	-	97.2	100.0	97.1	-	-	97.2	97.1
Mediums	27	0	0	-	27	1	0	0	-	1	0	28	0	-	28	56
% Mediums	2.9	0.0	-	-	2.9	5.0	0.0	-	-	2.8	0.0	2.7	-	-	2.7	2.8
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	0	2	0	-	2	3
% Articulated Trucks	0.1	0.0	-	-	0.1	0.0	0.0	-	-	0.0	0.0	0.2	-	-	0.2	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	10	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



# Sam Schwartz

Sam Schwartz  
200 S. Wacker Dr.  
14th Floor  
Chicago, Illinois, United States 60606  
773.305.0800 kyle.sant@samschwartz.com

Count Name: Gerber Rd.@Jacaranda Dr.  
Site Code:  
Start Date: 03/14/2023  
Page No: 1

## Turning Movement Data

Start Time	Gerber Rd. Southbound					Jacaranda Dr. Westbound					Gerber Rd. Northbound					InL. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	29	4	0	0	33	0	2	0	0	2	4	27	0	0	31	66
7:15 AM	61	5	0	0	66	1	0	0	0	1	2	29	0	0	31	98
7:30 AM	47	2	0	0	49	2	1	0	0	3	2	41	0	0	43	95
7:45 AM	40	5	0	0	45	3	0	0	0	3	6	35	0	0	41	89
<b>Hourly Total</b>	<b>177</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>193</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>348</b>
8:00 AM	30	20	0	0	50	11	4	0	0	15	16	28	0	0	44	109
8:15 AM	18	65	0	0	83	52	29	0	0	81	30	37	0	0	67	231
8:30 AM	23	6	0	0	29	23	7	0	0	30	0	25	0	0	25	84
8:45 AM	22	2	0	0	24	2	0	0	0	2	1	19	0	0	20	46
<b>Hourly Total</b>	<b>93</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>186</b>	<b>88</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>47</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>470</b>
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2:00 PM	19	5	0	0	24	0	0	0	0	0	3	21	0	0	24	48
2:15 PM	25	13	0	0	38	1	0	0	0	1	11	35	0	0	46	85
2:30 PM	24	14	0	0	38	41	32	0	0	73	10	39	0	0	49	160
2:45 PM	31	0	0	0	31	6	2	0	0	8	1	40	0	0	41	80
<b>Hourly Total</b>	<b>99</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>48</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>25</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>373</b>
3:00 PM	33	4	0	0	37	9	2	0	0	11	2	41	0	0	43	91
3:15 PM	30	0	0	0	30	4	1	0	0	5	0	45	0	0	45	80
3:30 PM	46	0	0	0	46	3	0	0	0	3	1	39	0	0	40	89
3:45 PM	25	1	0	0	26	2	2	0	0	4	1	32	0	0	33	63
<b>Hourly Total</b>	<b>134</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>323</b>
4:00 PM	41	3	0	0	44	2	2	0	0	4	1	29	0	0	30	78
4:15 PM	38	1	0	0	39	6	0	0	0	6	0	60	0	0	60	105
4:30 PM	29	1	0	0	30	2	1	0	0	3	0	36	0	0	36	69
4:45 PM	33	2	0	0	35	4	1	0	0	5	3	38	0	0	41	81
<b>Hourly Total</b>	<b>141</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>163</b>	<b>0</b>	<b>0</b>	<b>167</b>	<b>333</b>
5:00 PM	34	1	0	0	35	1	0	0	0	1	0	57	0	0	57	93
5:15 PM	37	4	0	0	41	2	1	0	0	3	2	37	0	0	39	83
5:30 PM	38	0	0	0	38	1	2	0	0	3	2	45	0	0	47	88
5:45 PM	24	1	0	0	25	2	4	0	0	6	1	40	0	0	41	72
<b>Hourly Total</b>	<b>133</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>179</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>338</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	<b>777</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>936</b>	<b>180</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>273</b>	<b>99</b>	<b>875</b>	<b>0</b>	<b>0</b>	<b>974</b>	<b>2183</b>
<b>Approach %</b>	<b>83.0</b>	<b>17.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>65.9</b>	<b>34.1</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>10.2</b>	<b>89.8</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>





**Sam  
Schwartz**

A TYLin Company

200 S. Wacker Drive, Suite 1400  
Chicago, IL 60606  
773.305.0800  
[samschwartz.com](http://samschwartz.com)

**Date:** April 28, 2023

**To:** Ms. Kristy Stone, AICP  
Planning and Development Services Director, Village of Bartlett

**From:** Lynn M. Means, P.E., PTOE, RSP1  
Senior Transportation Engineer

**Re:** Hawk Hollow Elementary School - Redevelopment  
235 Jacaranda Drive  
Bartlett, Illinois

---

BLA, Inc. (BLA) is in receipt of the following documentation for the referenced project:

- Traffic Study prepared by Sam Schwartz Consulting, LLC (Sam Schwartz), dated April 21, 2023.
- Response to Comments Letter, prepared by Sam Schwartz, dated April 21, 2023.
- Site Layout Plan prepared by Cage Civil Engineering, dated April 21, 2023.

We have reviewed the documentation provided pertaining to traffic, parking and on-site circulation. Conclusions of this effort and recommendations are presented below:

1. BLA has found the documentation and/or responses provided, in general, to adequately address the comments made and concerns raised in our previous review, dated February 20, 2023. *An updated Traffic Study is not required.*
2. We concur with the study's on- and off-site recommendations and traffic demand management strategies to adequately accommodate the proposed redevelopment traffic, improve site circulation, separate users, reduce vehicle traffic and to minimize conflicts both on- and off-site for all modes of travel (passenger vehicles, buses and pedestrians/bicyclists).
3. As previously noted, school operations should be reviewed after the completion of the addition / site improvements to determine if changes and/or modifications are needed.
4. BLA concurs that the proposed parking supply is adequate to accommodate the typical school day and typical attended school events (attendance at 250-300 persons). It is recommended that measures should be considered for planned school events when higher than typical attendance (400 or more persons) is anticipated, i.e., offer multiple sessions with staggered start/end times, provide off-site parking/shuttle, etc., to minimize potential impacts on the adjacent roadways and neighborhood.
5. Consideration should be given to assigning traffic control personnel and/or implementing turn restrictions at the intersection of Gerber Road and the site access during higher than typical attended events.

Please do not hesitate to contact BLA, Inc. at 630-438-6400 should you have any questions.



**School District U-46**

Plant Operations  
Patricia Waldau, Director  
1460 Sheldon Drive, Elgin, IL 60120  
Tel: 847.888.5000 x5060  
Fax: 847.888.7177

Dr. Suzanne Johnson, Interim Superintendent

[www.u-46.org](http://www.u-46.org)

May 5, 2023

Ms. Kristy Stone, AICP  
Planning and Development Services Director  
Village of Bartlett  
228 South Main Street

**RE: PROPOSED HAWK HOLLOW ADDITIONS & RENOVATIONS  
OFFSITE ROADWAY IMPROVEMENTS**

Dear Ms. Stone,

Per our previous discussions, School District U-46 is currently in the design process for additions and renovations at Hawk Hollow school that will convert the facility from an elementary to middle school. As requested by the Village, the District commissioned a traffic impact study which was completed by Sam Schwartz.

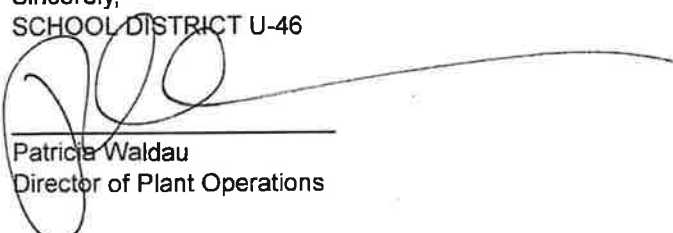
Upon completion of the traffic study, the following offsite improvements were recommended for Gerber Road:

1. At the proposed northern access to Gerber Road, a southbound left-turn lane should be restriped within the existing median providing 115 feet of storage and a 50-foot taper.
2. At the intersection of Gerber Road and Jacaranda Drive, the dimensions of the existing southbound left-turn lane will need to be reduced based on the location of the proposed northern access. The turn lane should be re-striped to provide 115 feet of storage and approximately 100 feet of taper.
3. At the intersection of Gerber Road and Jacaranda Drive, signage should be posted indicating Buses Only 7AM-4PM.

The District will complete the above recommended offsite improvements for re-striping of Gerber Road in conjunction with the proposed onsite improvements.

Should you have any questions, please do not hesitate to contact the District at (847) 888-5000.

Sincerely,  
SCHOOL DISTRICT U-46

  
\_\_\_\_\_  
Patricia Waldau  
Director of Plant Operations



March 20, 2023

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

RE: HAWK HOLLOW SCHOOL ADDITIONS AND RENOVATIONS  
SCHOOL DISTRICT U46

Dear President and Board of Trustees,

As a part of the additions and renovations at Bartlett Elementary School, School District 46 is currently proposing the vacation of Jacaranda Road, Winston Lane and Fair Oaks Road. Along with the vacation request, the District is vacating the ROW and easements related to these roads and consolidating. This area would allow for the construction of the school addition and required parking, while increasing the overall safety from local traffic.

Currently, two lots (lots 16 and 22) are currently zoned P-1 and the rest of the lots are currently zoned SR-2 PUD. The School District is proposing to rezone the entire lot to P-1.

Improvements include a building addition to upgrade the school to a Middle School. Site upgrades include increased parking to meet Village requirements, separate parent and bus drop off loops, separate parent and bus entrance/exits to the site, and associated pavement, utility and stormwater upgrades.

It should be noted that the proposed vacation, lot consolidation and re-zoning was discussed with Village staff during several different meetings, and it was decided that the proposed approach is the most efficient way to redevelop the District property while creating a safe, functional and improved educational facility for District and surrounding community.

Sincerely,  
CAGE ENGINEERING

---

Claudia Welp  
Project Manager



# VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

For Office Use Only  
Case # 23-02  
**RECEIVED**  
JAN 16 2023  
PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

**PROJECT NAME** Hawk Hollow Additions and Renovations

**PETITIONER INFORMATION (PRIMARY CONTACT)**

**Name:** School District U-46

**Street Address:** 355 East Chicago Street

**City, State:** Elgin, Illinois

**Zip Code:** 60120

**Email Address:** patriciawaldau@u-46.org

**Phone Number:** 847-888-5000

**Preferred Method to be contacted:** Email

**PROPERTY OWNER INFORMATION**

**Name:** School District U-46 - Attn: Patricia Waldau

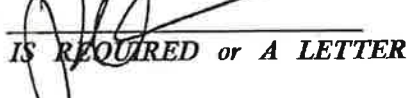
**Street Address:** 355 E. Chicago St.

**City, State:** Elgin, IL

**Zip Code:** 60120

**Phone Number:** 847-888-5000 Ext 5058

**JAN 12 2023**

**OWNER'S SIGNATURE:**  **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)
  - Site Plan (please describe use: commercial, industrial, square footage): Institutional, addition
  - Unified Business Center Sign Plan
  - Other (please describe) Plat of Vacation, Plat of Abrogation, Plat of Consolidation
- Text Amendment
  - Rezoning SR-2 PUD to P-1
  - Special Use for: \_\_\_\_\_
  - Variation: \_\_\_\_\_

**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:** 235 Jacaranda Drive

**Property Index Number ("Tax PIN"/"Parcel ID"):** SEE ATTACHED

**Zoning:** Existing: SR-2 PUD  
(Refer to Official Zoning Map)

**Land Use:** Existing: Institutional/Municipal

Proposed: P-1

Proposed: Institutional/Municipal

**Comprehensive Plan Designation for this Property:** Municipal/Institutional  
(Refer to Future Land Use Map)

**Acres:** 19.354

**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** CAGE Engineering (Claudia Welp)  
2200 Cabot Dr. Suite 325 Lisle IL 60532  
815-757-0140 cwelp@cagecivil.com

**Other** Architect: ARCON Associates (Bryan Walsh)  
2050 South Finley Road, Suite 40 Lombard, IL 60148  
708-204-3675 bwwalsh@arconassoc.com



## **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.

The current property and a portion of the property is to be rezoned to P-1 which is the Public Land District. The existing use and proposed use is for the U46 School District which is a permitted use in this district.

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

The proposed building addition maintains appropriate setbacks from the adjacent properties. The proposed driveway and parking lot will be screened from adjacent properties. The access to existing walking paths to and from the adjacent properties will be expanded and maintained for public use. Lighting is utilized for safety and will be placed as such to not disturb adjacent properties. Proposed drainage will maintain existing patterns and will follow local regulations to ensure there are no negative impacts to adjacent properties.

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.

There are two separate ingress/egress from the site to promote efficient circulation. Parents and visitors will access the site from the northern access drive off of Gerber Road. Buses will access the site from the southern access drive off of Gerber Road. The use of two distinct entrances allows for separate parent and bus drop off areas. This will help alleviate vehicle congestion and will improve safety by separating vehicle types. The separate entrances will provide clear and direct drop off areas for students/pedestrians as they approaching the building.

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

The Vacation of Jacaranda Dr through the site has improved pedestrian safety. There are designated cross walks from the parking to the north of the school and fencing in between to help reduce pedestrian traffic outside of the designated cross walks. Ample sidewalks are provided within the site as well as pedestrian walking paths from the adjacent neighborhoods.

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)

There is a sufficient mixture of landscape throughout the site. A landscape plan is provided by a Professional Landscape Architect. The landscape is in compliance with Chapter 10-11A.

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

The outdoor trash enclosure is screened per the standards for this district.

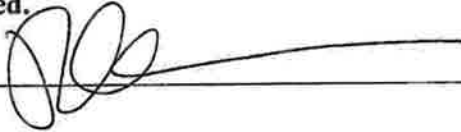
**ACKNOWLEDGEMENT**

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: \_\_\_\_\_



PRINT NAME: Patricia Waldau

DATE: 01/16/2023

**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**: School District U-46 - Attn: Patricia Waldau

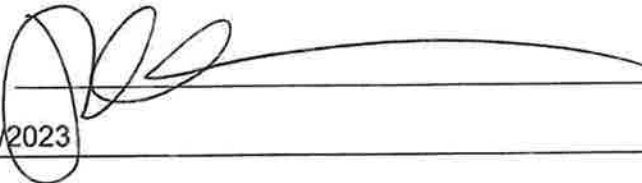
ADDRESS: 355 E. Chicago St.

Elgin, IL. 60120

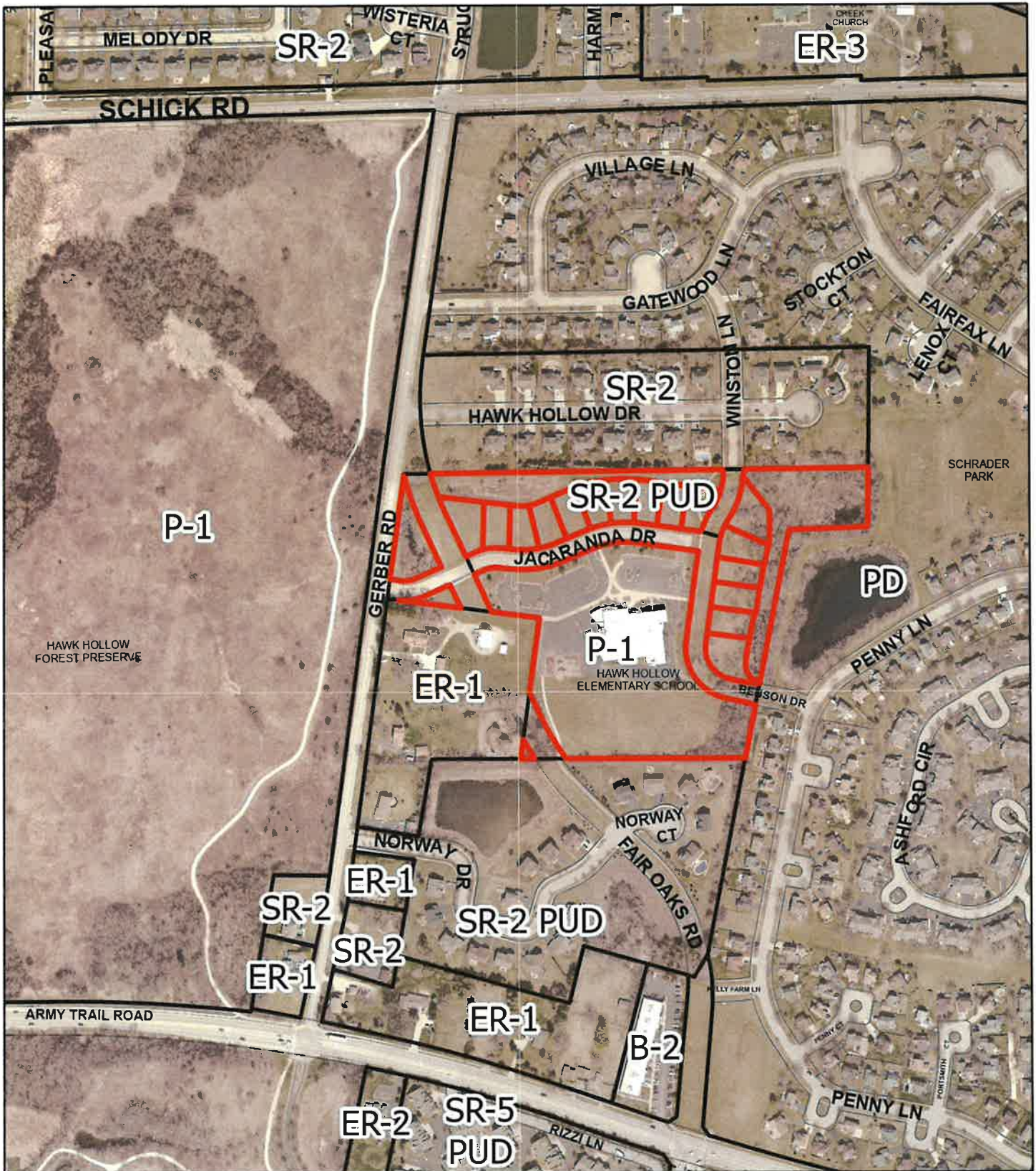
PHONE NUMBER: 847-888-5000 Ext 5058

EMAIL: patriciawaldau@u-46.org

SIGNATURE: \_\_\_\_\_



DATE: 01/16/2023



# Zoning/Location Map

#2023-02  
Hawk Hollow Middle School

2023



0 100 200 400 US Feet

**OWNER**

SCHOOL DISTRICT U-46  
355 E. CHICAGO STREET  
ELGIN, ILLINOIS

**SCHOOL ADDRESS**

HAWK HOLLOW SCHOOL  
825 JACARANDA DRIVE  
BARTLETT, ILLINOIS

**CLIENT**

ARCON ASSOCIATES, INC.  
2050 S. FINLEY ROAD, SUITE 40  
BARTLETT, ILLINOIS

**SUBMITTED BY/  
RETURN TO:**

VILLAGE OF BARTLETT  
225 S. MAIN STREET  
BARTLETT, ILLINOIS 60103

**AREA TABLE**

LOT 1 755,368 SQUARE FEET (17.336 ACS)

**LEGEND**

- - - - - EX. BOUNDARY LINE
- — — EX. LOT LINE
- - - - - UNDERLYING LOT LINE
- - - - - EX. EASEMENT LINE
- - - - - PROP. LOT LINE
- XXX XX = MEASURED INFORMATION
- (XXX XX) = RECORD INFORMATION
- U & DE = UTILITY EASEMENT & DRAINAGE EASEMENT
- P.U.E. = PUBLIC UTILITY EASEMENT
- P.U.D.C. = PUBLIC UTILITY & DRAINAGE EASEMENT
- = FOUND 5/8" IRON ROD AT CORNER (NO CALLOUT ON SYMBOL)

**CURRENT P.I.N.:**

- 01-14-302-092 01-14-302-010
- 01-14-410-016 01-14-302-011
- 01-14-301-023 01-14-302-012
- 01-14-435-007 01-14-302-013
- 01-14-401-033 01-14-302-014
- 01-14-302-018 01-14-404-034
- 01-14-302-020 01-14-404-035
- 01-14-302-021 01-14-404-036
- 01-14-435-008 01-14-404-037
- 01-14-302-009 01-14-404-038
- 01-14-404-039

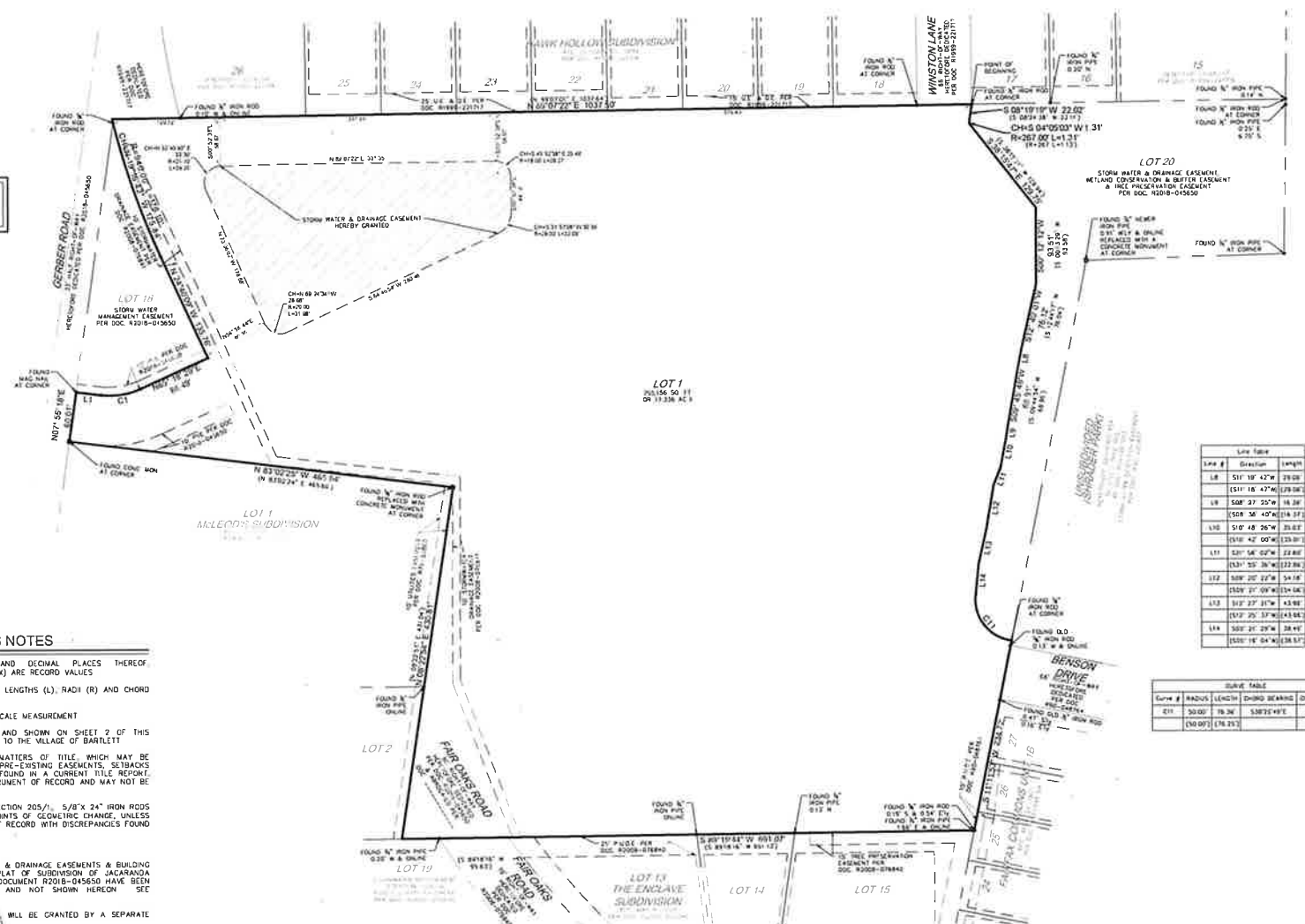
**SURVEYOR'S NOTES**

- 1 DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESES (XXX) ARE RECORD VALUES.
- 2 DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADIUS (R) AND CHORD BEARING AND LENGTH (CH).
- 3 NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT.
- 4 EASEMENTS AND SETBACKS AS GRANTED AND SHOWN ON SHEET 2 OF THIS PLATTED SUBDIVISION ARE HEREBY GRANTED TO THE VILLAGE OF BARTLETT.
- 5 THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT. PRE-EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENT OF RECORD AND MAY NOT BE SHOWN OR PLOTTABLE.
- 6 IN ACCORDANCE WITH CHAPTER 765 ILCS SECTION 205/1, 5/8" X 24" IRON RODS WILL BE SET AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE, UNLESS SHOWN OTHERWISE. CONTACT SURVEYOR OF RECORD WITH DISCREPANCIES FOUND IN THE FIELD.
- 7 ● DENOTES SET CONCRETE MONUMENTS.
- 8 PUBLIC UTILITY EASEMENTS, PUBLIC UTILITY & DRAINAGE EASEMENTS & BUILDING SETBACK LINES GRANTED ON THE FINAL PLAT OF SUBDIVISION OF JACARANDA SUBDIVISION RECORDED MAY 23, 2016 AS DOCUMENT #2016-045650 HAVE BEEN ABROGATED BY A SEPARATE DOCUMENT AND NOT SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS.
- 9 VARIOUS OTHER EASEMENTS, IF REQUIRED, WILL BE GRANTED BY A SEPARATE DOCUMENT (SIDEWALK, UTILITY, ACCESS, ETC).

FINAL PLAT OF CONSOLIDATION  
OF  
**HAWK HOLLOW SCHOOL**

OF LOTS 1 THROUGH 17 AND 19 THROUGH 22, INCLUSIVE, IN THE FINAL PLAT OF JACARANDA SUBDIVISION BEING A SUBDIVISION OF PART OF THE SOUTH HALF OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 23, 2016 AS DOCUMENT #2016-045650 IN DAUNCE COUNTY, ILLINOIS.

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLUMB COORDINATE SYSTEM. EAST ZONE (NAD 83), REDUCED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS.

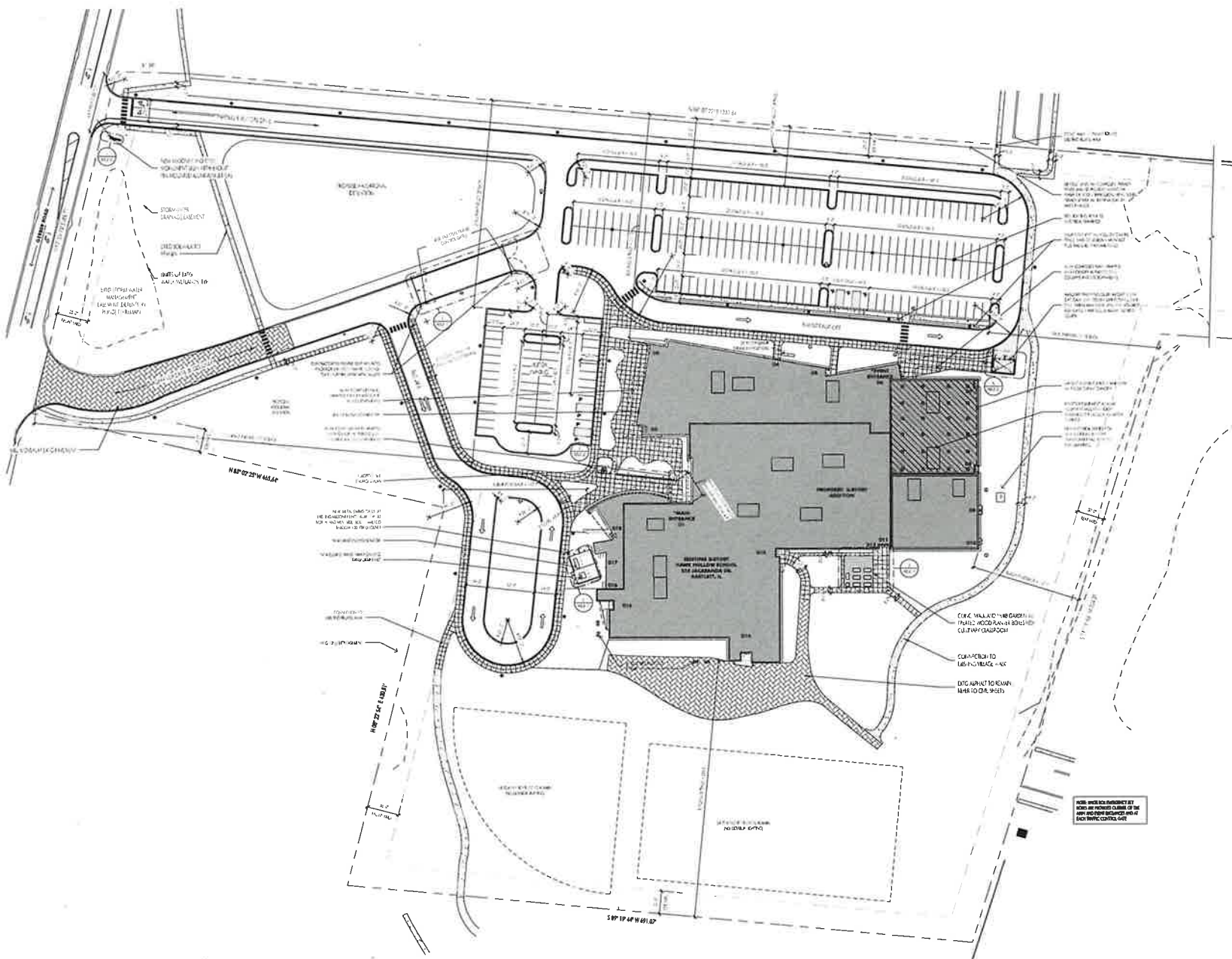


**Curve Table**

Curve #	Radius	Length	Chord Bearing	Chord Dist
011	50.00	19.36	S89°24'48"	68.15'
010-092	176.23			

**CAGE**  
 CIVIL ENGINEERS  
 PREPARED BY:  
 HAWK HOLLOW SCHOOL  
 BARTLETT, ILLINOIS  
 FINAL PLAT OF CONSOLIDATION  
 2 3

THESE DOCUMENTS ARE PRELIMINARY REPRESENTATIONS OF THE PROPOSED PROJECT. THE ARCHITECT ASSUMES NO LIABILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE ARCHITECTURAL PORTION OF THE PROJECT. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE ARCHITECTURAL PORTION OF THE PROJECT. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.



**ADDITIONS AND RENOVATIONS**

OF  
**PENN HOLLOW ELEMENTARY SCHOOL**  
 235 Arcadia Dr.  
 Bartlett, IL 60103

FOR THE  
**BOARD OF EDUCATION**  
 School District U-46  
 255 E. Chicago St.  
 Elgin, IL 60120



**ISSUED FOR BID**

**SITE PLAN LEGEND**

	EXISTING AND PROPOSED UTILITIES
	EXISTING AND PROPOSED LIGHT FIXTURES
	EXISTING AND PROPOSED SIGNAGE
	EXISTING AND PROPOSED DRIVEWAYS
	EXISTING AND PROPOSED WALKWAYS
	EXISTING AND PROPOSED CONCRETES
	EXISTING AND PROPOSED DIGITAL LAB TO REPAIR MATH TO ORG. VISITS

**REVISIONS SUMMARY**

No.	Date	Description

**SITE DATA TABLE**

<b>ZONE</b>	U-46 (COMMERCIAL)
<b>LOT AREA</b>	10,000 SQ. FT.
<b>PERMITTED</b>	20,000 SQ. FT.
<b>EXISTING AREA</b>	10,000 SQ. FT.
<b>PROPOSED AREA</b>	10,000 SQ. FT.
<b>TOTAL AREA</b>	20,000 SQ. FT.

**1 ARCH SITE PLAN - SITE PLAN**  
 1 - 1/4" = 1'

**REVISIONS**

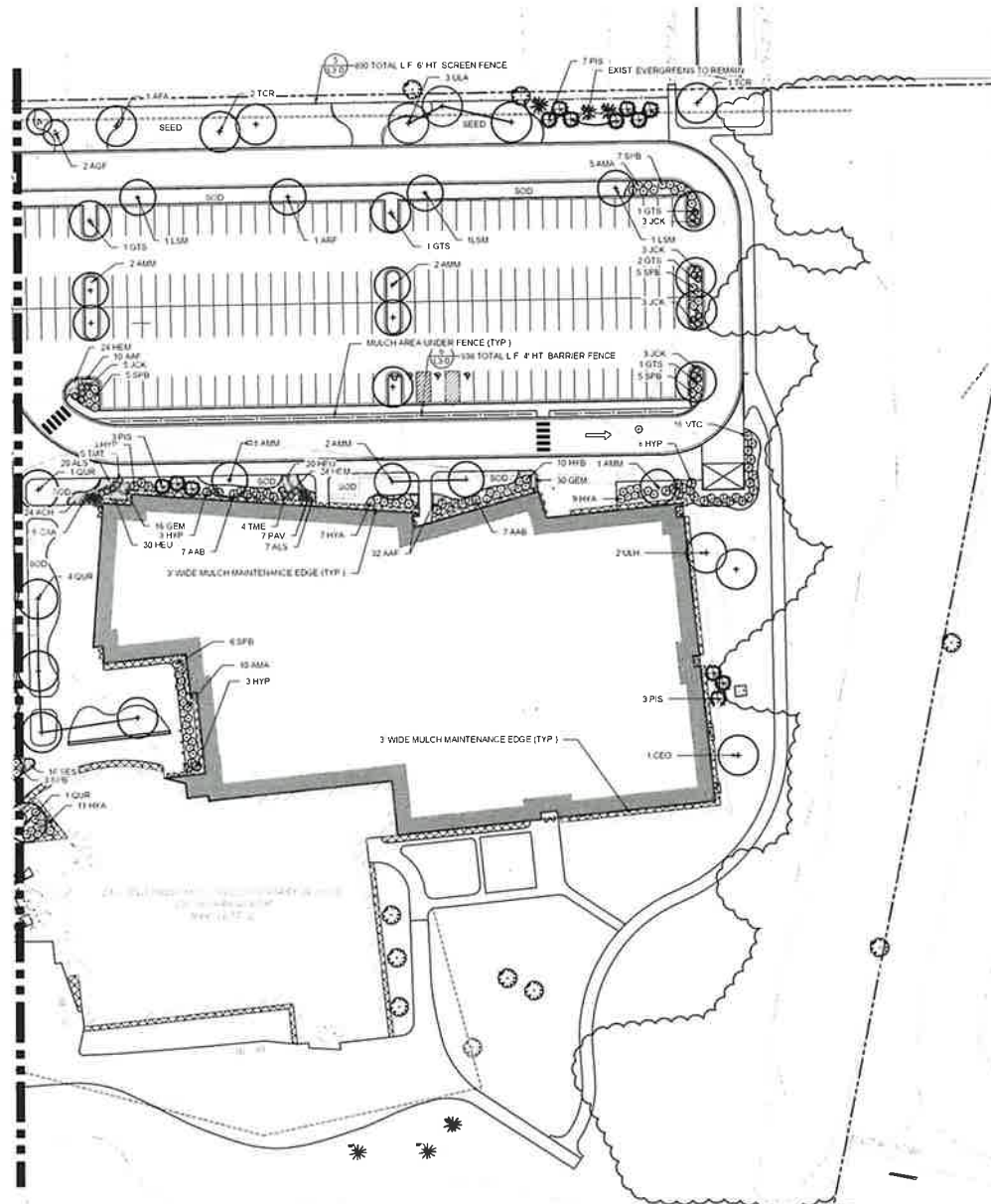
No.	Date

Project Number:  
 22004  
 Issue Date:  
 May 8, 2023  
 Drawn by:  
 JRM  
 Sheet Title  
 ARCHITECTURAL SITE PLAN  
 Sheet Number

**AS1.0**



THESE DOCUMENTS ARE UNPUBLISHED REPRESENTATIONS OF THE RESULTS OF AN ANALYSIS OF THE PROPOSED PROJECT AND ARE NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. THE ARCHITECT'S LIABILITY IS LIMITED TO THE SERVICES PROVIDED HEREIN. THE ARCHITECT'S LIABILITY IS LIMITED TO THE SERVICES PROVIDED HEREIN. THE ARCHITECT'S LIABILITY IS LIMITED TO THE SERVICES PROVIDED HEREIN.



**LANDSCAPE LEGEND**

- EXISTING TREE
- PROPOSED SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL PLANT AND SEED LAWN
- SEED LAWN

**1 LANDSCAPE PLAN  
EAST HALF**

SCALE 1" = 30'  
0' 15' 30' 60' 90'



**ADDITIONS  
AND  
RENOVATIONS**

at  
HAWK HOLLOW  
LITTLE KID FAMILY SCHOOL  
735 Jucunda Dr  
Marklet, IL 60135



89th  
BOARD OF EDUCATION  
School District 46  
315 E. Chicago St.  
Evanston, IL 60120



**PROGRESS DRAWING -  
NOT FOR CONSTRUCTION**

REVISIONS	
No.	Date

Project Number:  
22024  
Project Name:  
DCC 09 2022

Drawn by:  
LGG  
Sheet Title:  
LANDSCAPE PLAN  
EAST HALF  
Sheet Number:

**L2.0**





ALL DOCUMENTS ARE COPYRIGHTED MATERIAL OF THE ARCHITECT. NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.



**1 WEST ELEVATION**  
STREET - EAST



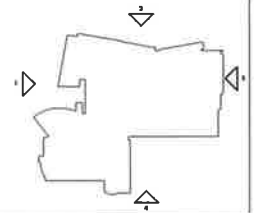
**2 NORTH ELEVATION**  
STREET - EAST



**3 EAST ELEVATION**  
STREET - EAST



**4 SOUTH ELEVATION**  
STREET - EAST



**HAWK HOLLOW MIDDLE SCHOOL**  
 225 SACABANDA DRIVE  
 BARTLETT, IL 60103

**REVISION INFORMATION:**  
 SCHOOL DISTRICT U46  
 355 EAST CHICAGO STREET  
 ELGIN, ILLINOIS 60120  
 PRIMARY CONTACT:  
 PATRICIA WALDAU  
 p. 847-488-3000  
 e. patriciawaldau@u-46.org

For the  
**BOARD of EDUCATION**  
 School District U-46  
 355 E. Chicago St.  
 Elgin, IL 60120



**ISSUED FOR PERMIT - NOT FOR CONSTRUCTION**

REVISIONS	
No.	Date

Project Number:  
 22004  
 Issue Date:  
 MARCH 20, 2023  
 Drawn by:  
 acw  
 Sheet Title:  
 ELEVATION ELEVATIONS  
 Sheet Number:

**2003**